

TIVVY BUMPER

The newsletter of the Tiverton & District
Model Engineering Society

Autumn 2018



Editorial

Welcome to the Spring edition of 'Tivvy Bumper' for 2019.

As usual, we are featuring the last six 'Pictures of the Month' that have appeared on our web site. They show, in order, the lovely 3 1/2" 'Britannia' that Mike, from Yeovil, brought to our summer open day. Chris from West Huntspill brought his 08 shunter to our autumn open day. David made this crane for his grandson (or so he says) and the next picture is Andy's wonderful steam launch. Next, a tribute to Vic, who sadly passed away in February. He is seen here, in 2016, driving his 'Polly'. Finally, a picture of the fantastic Kittoe and Botherhood beam engine that won a gold medal for new member Geoff.

Remember, all the previous 'Pictures of the Month' are available on the web site. Just follow the link at the bottom of the 'Home' page.

The club web site has all the latest information about the society, dates of meetings and presentations, steam-up days, as well as a link to the bulletin board where members can share experiences, post sales and wants, share information about events, etc. So if you have access to the Internet (or someone in your family does), have a look.

In this edition, you will find a rather interesting article that has been passed to us by John H., about a railway accident involving *Rob Roy* - one of the 'Waverley' class of broad gauge locomotives that include *Lalla Rookh* - the engine in our club logo.

I am always on the look out for articles and pictures to go into the magazine. So if you have an interesting project on the go, or have some experiences that you would like to share with the rest of the members, please think about writing a short article to go in a future edition.

Steve

Chairman's Chatter

I am writing Chairman's Chatter a few weeks after our AGM which must be one of the quickest in the history of the club – just over 30 minutes. I like to think this is down to improved communication within the club and at this point would like to thank all the committee for their hard work throughout the year. I will repeat what I have said many times before that we run the club democratically on behalf of the members and emphasise that we are open to questions and suggestions from the membership.

At the AGM I expressed my concern regarding the increasing age profile of the club and indeed of our hobby. With pressures of work, space constraints, lack of skill and "other distractions", it appears that fewer people are taking up Model Engineering - specifically making 3.5 and 5 inch locomotives, traction engines etc. Some research indicates 32mm and 45mm modelling is increasing in popularity. I feel that in order to ensure the long-term future for our club we need attract "younger members" and that a dual 32 and 45mm "garden railway" at Worthy Moor could be a way forward. We do however need to show due diligence and establish what the level of interest would be prior to any firm commitment. We will be investigating this together with outline designs and costings.

Worthy Moor is looking splendid and we are further enhancing the site following the commencement of painting the track. It would be nice if we can have the track area visible from the car park completed in time for our open day in June. If you have a few minutes to spare, please come and help.

My Simplex

This will probably be the last update on my Simplex as (hopefully) it is nearing completion. I stripped it down last autumn, then cleaned and rubbed it down adding little of filler here and there. I sprayed with Etch

Primer (aerosol) during the unexpected warm week at the end of February/early March. The primer was colour coded to suit the top coat (also aerosol) which is Synthetic Enamel as recommended by a number of members. The primer was given at least 4 weeks prior to spraying the top coat (and lacquer) during the Easter week when the weather was very favourable and warm.



I am now starting to re-assemble with some trepidation not wishing add any scratches.

Winson 1400

I have taken the bull by the horns. First, I made a new piston and rod adding proper IC engine piston rings that were exactly the correct diameter for the cylinder. This was followed by new rear cylinder covers with spigots to enable mounting the slide bars. The Winson

design uses a separate bracket (bolted to the chassis) which requires careful alignment and shims. I should add that I also milled a slot on each of the cylinder blocks to allow adequate clearance for the nuts used to clamp the cylinders and valve chest. Prior to this meant a very hard job of unbolting and the edge of the hex nuts got very rounded. The next job was to make the slide bars out of gauge plate – hard stuff to cut, through fairly straightforward to machine. Some bushes were made for the Crosshead and Con Rods, one which had been made well out of true and required straightening. All the above were assembled and run smoothly. Some of you will recall the awful “one-piece crankshaft/ eccentrics” part I brought to OHCC. Having got the cylinders, Pistons, Crossheads, Slide-bars assemble running nicely, I have decided to make a new crankshaft and eccentrics. I won't be starting on this for a few weeks as I want to get the Simplex running ready for the annual Steam test in June.

Butch

John H is the custodian of Butch. It is still running well, but needs some adjustments made to the valve timing.

Adrian

Treasurer's Trivia

Following the AGM, many thanks to all the members who have renewed their subs this year.

Those that may have over looked it can your £32 to me either by cheque made out to T & D MES Ltd at 20 Westcott Road, Tiverton EX14 4EY. Alternatively I am happy to receive electronic payments into our account – e-mail me and I will send you the account details.

The club's Annual Insurance has been paid (it has gone up from last year) and we have completed the move from EDF who provided our electricity (at a cost of £280 last year, due an incredibly high daily

charge of 80p) to Utility Warehouse, where the projected bill is less than half that of EDF.

Chris S.

Secretary's Scribbling

It's been a very busy time for me lately; I would love to be paid for the hours I have been working on behalf of the club. However my reward is seeing you members enjoying the facilities we (the committee) are providing.

Last time I was at Worthy Moor (last Tuesday, May 7th) I was pleased to see that NINE members had come to help out. I think everybody had a good time, and a lot of work was done. It would be nice to see more of you coming to help out, as they say – many hands make light work!

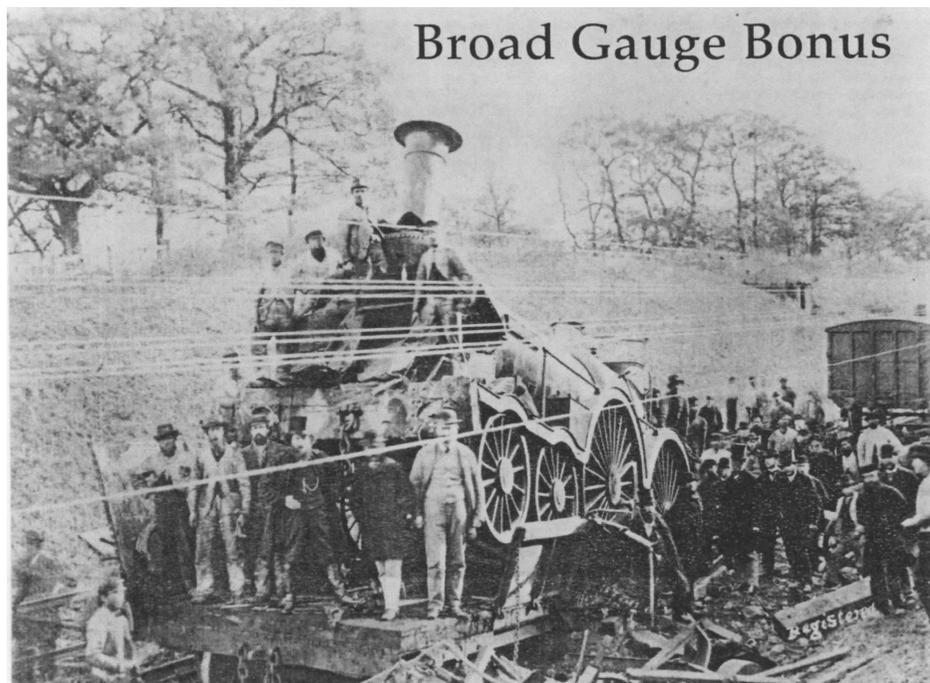
The secretarial duties have been reasonably light, which has allowed more time to spend on jobs such as flogging the Club's unwanted memorabilia and other items donated by members on eBay, and other cash raising activities.

These fund raising efforts and others like them will be what enables us to go ahead with the projected improvements at WM - so if any of you have desirable junk to spare or can think of other fund raisers please let us know.

Now I must push off and finish composing the quiz for tomorrow night.

Chris C.

Broad Gauge Bonus



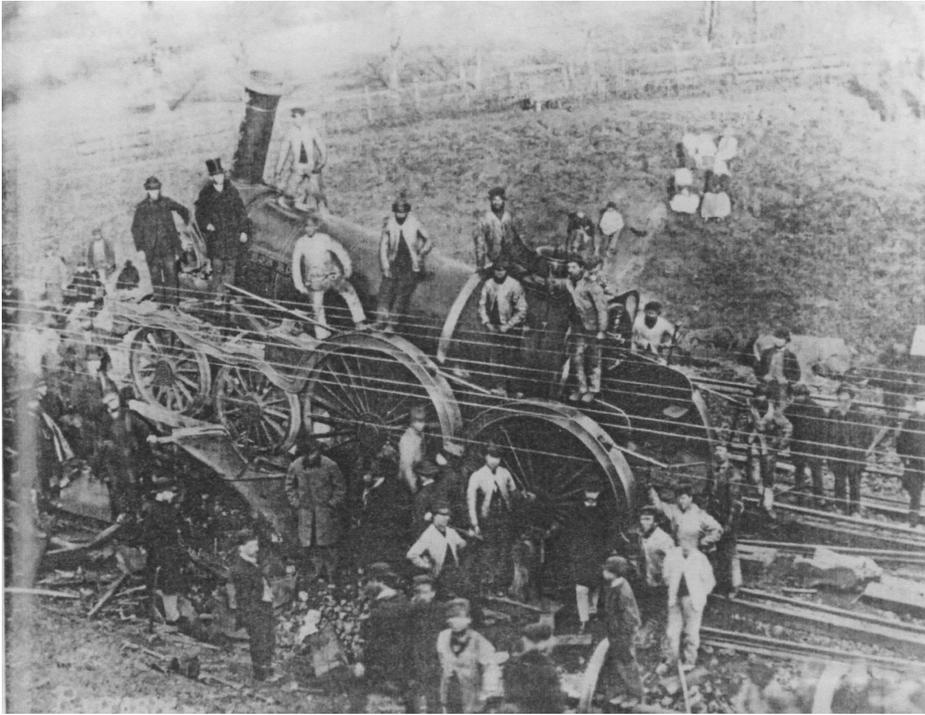
These three views of the 1968 accident on the South Wales line near Bullo have been published before but, as far as we are aware, not for some years. The accident occurred at around ten o'clock on the evening of 5th November and, although the consequences were serious, gave a good demonstration of the overall stability of broad gauge stock.

The locomotive involved, Rob Roy, was a member of the 'Waverley' class, later more commonly known as the 'Abbott' class. This class of ten engines were built at Newcastle by Robert Stephenson & Co. Ltd., between February and June 1855. Rob Roy was the fifth member of the class to be completed and assigned the maker's number 972. They were unique in being the only 4-4-0 tender engines built for the broad gauge but, being rather heavy and with long wheelbases, were slow and thus confined mainly to heavier goods trains and slower passenger duties.

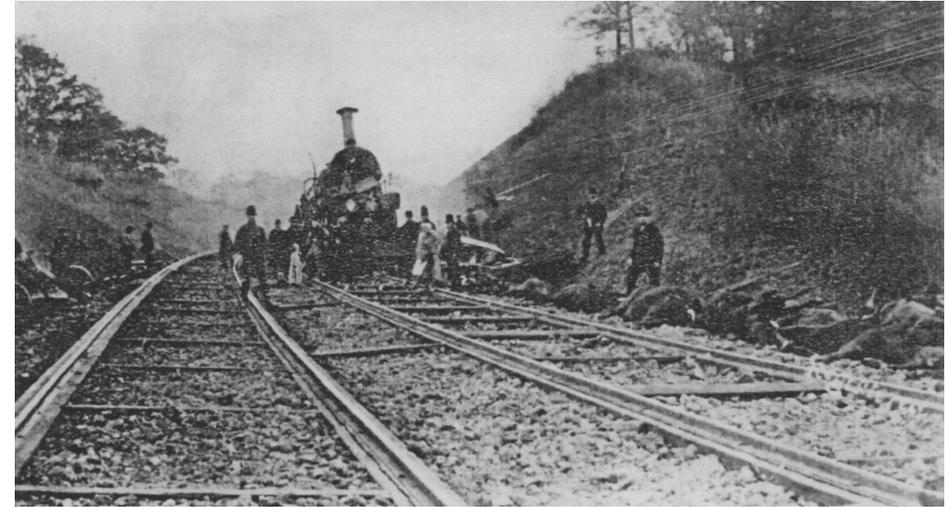
On the night of the accident, Rob Roy was working the 5 o'clock mail train from New Milford - later renamed Neyland and at this date, with the opening of the Severn tunnel still nearly two years away, this was the main line into Wales, all traffic having to travel via Gloucester. At that period, the Great Western was using a primitive '10 minute block' signalling system, whereby signals were kept at danger for 10 minutes after a train had passed through a station. This, of course, failed to allow for a train subsequently becoming stuck in section, which is precisely what happened here.

A cattle train from Carmarthen came to a halt on a fairly isolated stretch of line between Bullo Pill and Awre (near Newnham on Severn) and, running under clear signals, the mail train crashed straight into the rear of it a short while later. Contemporary reports differ on the matter but at least three and possibly as many as eight men travelling in the guards van of the cattle train were killed. The exact headway between the two trains is not known but it was at least ten minutes so it seems odd that none of them got out of the van or made any attempt to run back to warn the following mail train. For this laxity, however, they paid with their lives. Some thirty-six cattle were also killed.

The first view shows Rob Roy mounted atop the crushed remains of a wagon, surrounded by workmen and officials. The seriousness of the collision is indicated by the number of top-hatted railway dignitaries in attendance. Apart from a wrecked buffer beam, the locomotive suffered little in the impact and, after repair, continued in traffic for another four years, being the first of the class to be withdrawn in February 1872, having completed around half a million miles. Note the thatched platelayer's hut on the bank behind.



The second view shows the engine side on, the tender already having been removed from the scene by the time these photographs were taken. Note the lack of a cab; there was little protection afforded the crew from the elements on these early locomotives. Some local children have come along to watch the clearing up operations, and the photographer has done a remarkable job in managing to get nearly everybody standing still for these pictures.



The final view is looking south and shows the remains of some of the dead cattle. The track appears to have survived the accident with no damage at all.

This article and pictures are from the "Archive" magazine, and are published by kind permission of its editor, Neil Parkhouse.

Forthcoming events

Here are just some of the events coming up in the next 6 months.

June 1st - Summer Open Day

June 23rd - Club barbecue

July 27th - Maintenance and improvement day at Worthy Moor

October 20th - Autumn Open Day

Remember, all these events, and more, can be found on the club's web site at www.tivertonmodelengineering.org.uk