Drive Rivets

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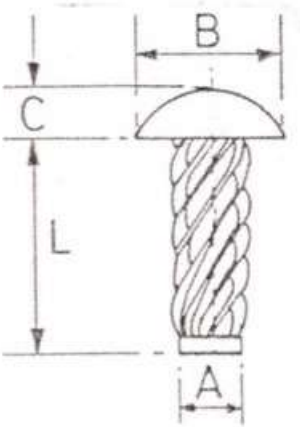
One of my current Projects is a Great Western, Auto Trailer to go with my 'Large Metro'. The basis for the 5,' model is the Modelworks kit and this was a retirement present from my wife. The kit is loosely based on Diagram A28 which was a 62 foot 8 inch coach of 1930s vintage however detailing is very sparse and I am endeavouring to add as much detail os possible by using the 3 excellent John Lewis (Wild Swan) publications together with some close-up photographs taken for me by a friend of the A28 Auto coach 178 which is preserved and running on the Forest Of Dean Railway. As ever with these types of kit there is a trade-off between how many parts you make anew and how much of the kit supplied parts you discard in the name of detailing. One of the areas that I do not like to compromise too much is the visible rivet detailing and one problem associated with the chassis required some blind rivets and this was resolved by resorting to using drive rivets. It occurred to me that perhaps some people may not have come across these useful items and I hope the following may be of interest. Drive rivets are the rivets used typically to secure thin nameplates, power ratting plates etc to engines/machines. The sketch shows how they have a spiral gripping 'thread' that once driven into a nominal size hole grips the parent metal and thus secures the plate. The rivets are made from hardened steel so once driven in form a tight gripping fit in the hole. They are also brass plated.

Rivet Size	A Hole Diameter	B Head Diameter	C Head Height	L Length
1/16"	0.062	0.109	0.047	Various
3/32"	0.093	0.164	0.070	Various
Size 0 (0.074)	0.063	0.127	0.049	1/8"
Size 2 (0.099)	0.083	0.162	0.069	3/16"



Sizes 0 and 2 drive rivets are probably the most useful to us as they compare with standard 1/16. and 3/32" snaphead rivets. Drive rivets do however come in many other sizes. The photo below illustrates how on the addition of reversed sprung carrier detail to the bogie chassis sides that rivet positrons clashed with the bogie support casting. The use of size 2 drive rivets solved the problem. These are for effect only as the new supports actually reuses a bolt from the back intended for the

kit supplied support. Incidentally the pair at the top either side of the spring supports are size 0 rivets. This was necessary as it can be seen there was a further clash with the broke pivots supplied in the kit. For comparison the rivet on the extreme right hand side is a normal 1/16" snaphead rivet The best source of supply is likely to be your local fastener’s stockists yellow pages should identify likely candidates. The price is usually quite reasonable (2p each) but be prepared to buy in larger quantities that you may do for normal rivets.