



Goodwin Park News

Summer 2021



Club Details

The newsletter of Plymouth Miniature Steam. Published quarterly (normally March, June, September & December) and issued free to members. **Cut-off date for submissions is 24th of the preceding month (i.e. Feb, May, Aug & Nov).**

We operate a ground level track of approximately half a mile in length at our site at Pendeen Crescent, Southway, Plymouth, with facilities for 3½, 5 and 7¼ inch gauges. Public running occurs on the first and third Sundays of each month, from April until the end of October.

For further details and membership information, please contact Ian Jefferson (01752-788862) or Rob Hitchcock (01822-852479).

Current Membership Rates - Adult £28, Junior £10.

Workshop facilities available to members at 'Tor Bridge High', Plymouth, £25 per term (10 weeks) or £3 per session.

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We also operate an email message service within the membership; if you wish to join, please contact 'the membership secretary'

Please note that contributions reflect the views of the writer and are not necessarily endorsed by the Company.

Members' advertisements for models and other related items are published free.

Non-members and Trade, by arrangement. All items for inclusion to be sent to the Editor.

Plymouth Miniature Steam, a Company limited by guarantee, registered in England No. 3360128

Your committee for 2021

| | |
|----------------|---------------|
| Ian Jefferson | Chairman |
| Nick Hill | Vice Chairman |
| Ursula Brown | Secretary |
| James Atkinson | Treasurer |
| Selwyn Brown | Track Marshal |
| Alan Smith | |
| Bob Sims | |
| Ti Daley | |
| Rob Hitchcock | |

Please make sure that any change of address, email or mailing preference are notified to the membership secretary promptly in order that we can keep you informed. If you do not wish to receive communication by phone or email, please ask the membership secretary to delete that information.

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Front Cover: Normal-ish service resumed. (*Note there is social distancing and this is a telephoto shot*). **Photo:** Ian Jefferson

Malcolm Preen

It is with sadness that we report the passing of Malcolm Preen, a long-time member of Plymouth Miniature Steam and past Chairman. We send our condolences to his family.

From the Chair

By the time you get to read this message, I hope that we will be open for public and members once again, we certainly should be! In order to be as sure as we could be that we would be able to open up, in addition to carrying out essential checks and tests, we planned to hold 2 'shakedown' Sundays in the first part of May. By setting up and running, albeit with only a small number of public around, we aimed to test our plans for the safe control of members of the public. The first went well, albeit with very few public around, a few lessons were learned and hence small changes made. The second shakedown was unfortunately a total washout, with appreciable floods on the track and almost continuous rain. This was therefore rescheduled for the May Bank Holiday Sunday, in the hopes of finally proving our plans prior to a 'formal' public opening at the beginning of June. The rain however did not confine itself to this one Sunday; on the following Tuesday it returned with vengeance! I believe that almost 2 inches of rain fell in about half an hour. It was not just the rain that fell on the site, but water was cascading down the approach road, Pendeen Crescent was partially flooded, with the drains unable to cope and what did enter the system came out of a manhole just outside our site and added to the cascade flowing across the site. Track was covered with water, the steaming bays filled up and the 'pond' returned, but more like a small lake!



Wellies at the ready!



The Pond keeps on growing

From the Chair



Not just Rain!

All we could do was to stand and watch the water rise. Thankfully, as the rain started to ease, so some of the effects diminished and this was most visible as the steaming bays cleared through the drainage system we installed; at least the water was gradually being moved to the 'pond'. Satisfied that there was nothing more we could do, it just had to be left. And 24 hours later, you would not have believed that there had ever been a flood. Yes, there were

puddles, but only in the 'usual places' and you could walk across the site again without getting your feet wet! During May we also managed to hold the first of this year's members' days; although relatively quiet, a number of boilers were tested, so that they could be certified for another year.

So, the aim is to open up formally from the beginning of June and then continue through the rest of the year as normal. We are also planning to include an additional Sunday on the August Bank Holiday weekend and the 5th Sunday in October, which incidentally is 'Halloween'. Having already restarted our Members' Sundays, we plan to continue these through the remainder of the year, it being more significant this year, as for Covid operational reasons, we are unable to have members' trains running on Public Sundays, at least for the first few months, although we hope we may be able to relax this restriction later in the year. So, hopefully the second Sunday of each month could be busier than in



Testing time

From the Chair

the past. I would hope to see as many of you as possible on the Members' Sunday in July (the 11th) as we are once again planning to get together for our summer barbeque on that day; and we are intending to gift the profits from the day to St Luke's Hospice, in memory of Colin Blunden, who regularly supported this cause.

Away from the operational side of things, there is a lot of maintenance still being done. The good weather in April allowed us to get the concrete poured for the new track base on the approach to the bridge. This had to be done using a pump as it was impossible to get the delivery directly to where it was required and with around 10 tons of it, a pump was the only practical proposition. Since then, the new track has begun to appear and will hopefully soon complete the circuit once again, if the weather permits! It will then be a matter of screeding it and tidying the embankments before it is finally commissioned. Meanwhile some more of the passenger set bodies have received some attention and a new coat of paint, such that we are gradually moving towards having all maroon vehicles. Additionally an 11th body has recently joined the fleet, just needing a few more coats of paint and a cushion to finish it off before it can enter service.



The pump ready



For the arrival of the concrete

From the Chair



Delivered to site



I've heard of gauge widening, but!

Looking back to 9 months ago, I am sure several of us believed that we would have been able to return to 'normality' by the turn of the year, but as we found out, that was not to be. This gave us cause for concern, as once again, we had the prospect of a lack of income. Thankfully we are now seeing the prospect of opening up, albeit



Another addition to the fleet

From the Chair

with limits, but this has been augmented by the fact that we once again qualified for a government grant, so we are able to face the future with an improved degree of confidence. Consequently, we have taken the opportunity to lay in a stock of coal, sufficient for the next few years, because it will probably be the last of British origin for the foreseeable future. We have decided to make some of it available to members at an advantageous price, just look for the advertisement elsewhere in this magazine. Over the past months, we have also missed the opportunity to use the facilities of the workshops at Torbridge School. I am glad to be able to say that things are once again looking up on this front, so we should be able to get back in the very near future, although we will have to comply with some restrictions, at least in the short term. We may also be faced with an increase in the cost, remember that this has not changed for many years, so we cannot really object and I am sure it will still represent good value.

Looking back to what we have all been up to in recent months, I found some of the items in the last magazine interesting and Dave's item on sundials was most educational. I was not aware that the angle of the gnomon was so critical and that raises the question of how effective sundials would be in polar and equatorial latitudes and what the angle of the gnomon would be? As for myself? A lot of my time has been taken up in preparations for reopening, but I have managed to squeeze in a bit of time for myself, from which I have produced a small article on press work. If you look carefully, you may find the clue as to what I have been working on. It has however proved to be even more of a challenge than I anticipated, as the nearer I get to completion, the more, small, fiddly items I come across to make or assemble. And so the day when the rattle can comes out does get closer, I just hope I have found the right colours!

I would take this opportunity to wish you all well and hope to see you soon. 'Keep the faith' and keep making models!

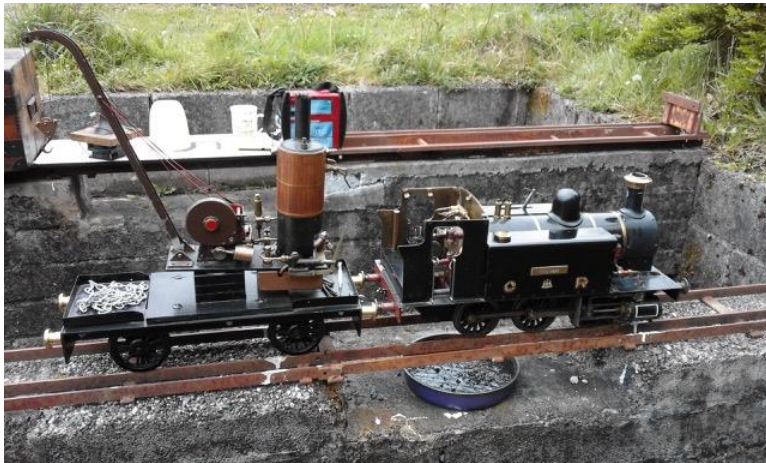
Ian.

Steam Crane

Steam Crane

By John Briggs

Peter Kempe has produced these models during the last year, I think. The steam crane is his, but the Rob Roy is mine - added for effect.



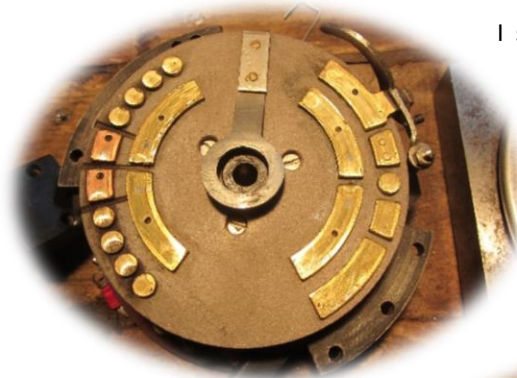
Dental drill

Lockdown Projects part 2: A Dental drill.

Michael Malleson

Having completed a number of smaller projects in my workshop during lockdown, and with no prospect of returning to any sort of normal life, I decided to tackle something which I had been thinking about for quite a long time.

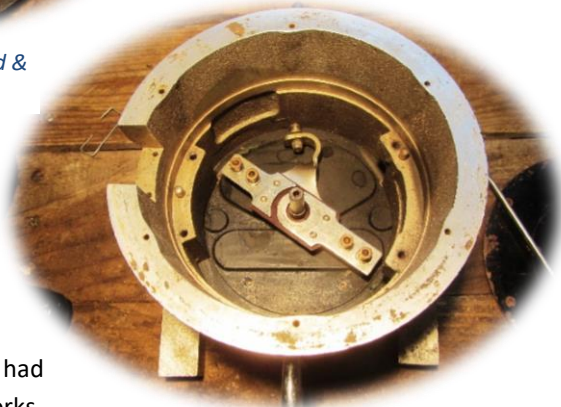
Many years ago my late father gave me a dental drill that came out of Guy's Hospital Dental School when they moved to a newly built department and re-equipped. It has languished unused since then, so I thought I would use the Plague shut-down to see if I could do anything with it.



Foot control top showing forward & reverse contacts

pedal and the swinging contacts, and was lightly seized. A quick clean up and oiling had everything working well, although, as can be seen, the wiring was in a dire state because the rubber insulation had perished, all ready for a fireworks

I started with the foot control which was very stiff and didn't respond to the return springs. This was a matter of removing the covers which revealed the springs on the top, and all the electrical contacts underneath. The main problem was the spindle on which was mounted the



Foot control showing top lid underside rotating contacts

Dental drill



Foot control top showing return springs & levers

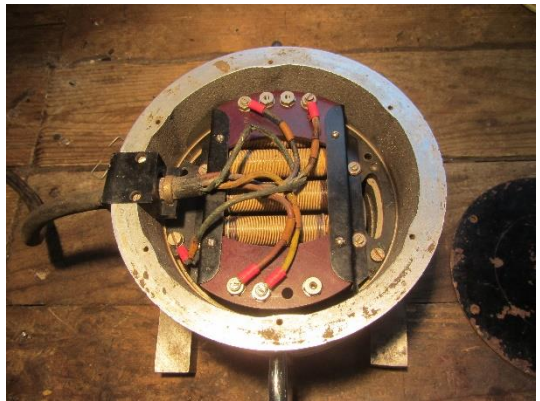
the upper slider was rusted up such that the rack and pinion mechanism on the lower

arm couldn't operate. Some robust hammering was needed to release it once the worm and pinion had been removed. You can see from the photo the arrangement at this point, and what I hadn't realised was that there is a clever pair of insulating link bars that join the arms to the Y-bracket in the form of plastic rods some 19/64" diameter x 48 t.p.i. screwed into the arms and fork, with a fully

enclosed steel rod down their centres for strength. The point of this arrangement was to insulate the electrical circuits from the patient's mouth!!! The end of the upper plastic rod came apart under the stress of separating the telescopic tubes, but from there it was a matter of cleaning up such that the tubes slid in and out freely, and then screwing back into the Y-bracket linking the two arms. You can see that I put some insulating tape on the end of the rod, but subsequently turned up a plastic 'cap' to

display!! That, and all the other wiring needs working out and renewing, as no circuit diagram came with the unit.

All the pulleys on the arm ran freely as did the final drive onto which the hand pieces are mounted. The part that took the most work was the driving cord tensioning arrangement. This is at the end of the twin arm fixed to the motor. It's telescopic and



Foot control underside showing decayed wiring

Dental drill



Plastic insulation bar showing steel core

make a proper job. The driving cord now tightens up easily to give a good working tension.

The motor was very stiff, but application of a light oil over a number of days to the oil holes at each end of the spindle and working it by hand using the driving cord has freed it up and it now awaits some power to see if it is still in working order. The engineering throughout is of a very

high quality, and years of use, and abuse, by generations of dental students have still left me with a very useful tool. My brother in the dental supply business will supply me with all the burrs, stones brushes and other cutting tools that are available. Teeth, it seems, run in the family as my grandfather was one as well!

The next step was to sort out the wiring. A member of my local Club, the East Somerset SMEE, kindly offered to examine it for me and pronounced the motor not fit to use which seemed to render the whole machine a dead duck. However, after a reluctance to scrap it and in chatting to him the idea of a sewing machine motor with a foot pedal emerged, and a quick search produced one of adequate power to match the



Y-bracket & telescopic adjustment for belt tightening

original. What remained was to make an adapter to hang it in the correct position, and the parts I made are in the photos. The aluminium block took the most time to make, to fit it to the curve of the cast brass bracket. I had to make a sleeve to match the motor spindle to the hole through the pulley. All dimensions are imperial and the screws are all BA except the two securing the motor. The whole assembly now runs

Dental drill

well, and I think is as fast as the original. Compared to modern air drills these old machines ran quite slowly, though not as slow as the old foot treadle ones that preceded electric models! With the introduction of diamond burrs my father fitted his drill with a much larger driving pulley to speed up the work. One small drawback is that the old motor was much heavier than the new and it counterbalanced the arms. However there is a friction screw at the pivot point which I can tighten to hold the arms up.

My younger brother who is in the dental supply business has supplied me with a selection of carbide and diamond burrs and cutters, so I now have a really useful tool, which is much more versatile to use than a Dremel.



Sewing machine motor with part-assembled mount



Sewing machine motor & dismantled mount

Dental drill



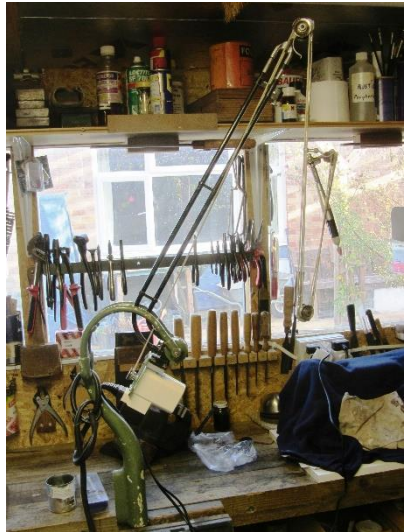
Sewing machine fully assembled - end view



Sewing machine motor fully assembled side view



Motor assembly attached to drill arm mount



Ready to go

Pressing on!

Pressing on!

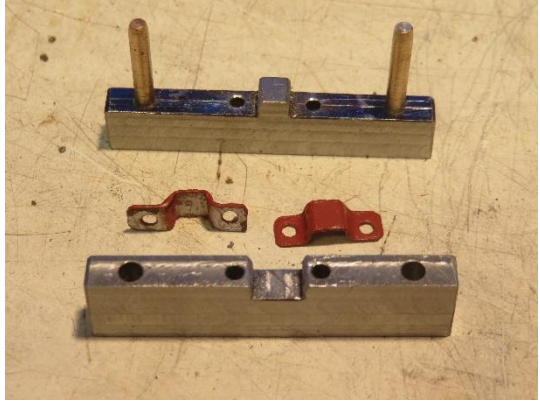
Ian Jefferson

Last time I gave you a brief glimpse of some of the jigs I have used in building one of my current projects. There are times when such things are not just a way of making life a bit easier, but the only way to achieve a particular end, whether it is a 'one off' or a batch of identical items. I am sure you have all tried at some time or other, to bend a piece of wire or strip to a particular shape, after a couple of tries you may have got one right, but the second never seems to turn out the same. And then there is the issue of how do you hold the part bent piece, to do subsequent bends? The answer once again is dedicated tooling, in this case a 'press tool'. If you want an example of the product of such press tools, just look at your car, thousands of pieces are pressed from quite often thin sheet into very complex shapes, be it for their function, to give them strength, or just to look right; the body panels being some of the most complex.

For us, pieces are normally of quite simple shapes, with sharp bends rather than complex curves, so designing a tool to create the shape is relatively straightforward. And once again, specialist materials are not generally required for our volumes of production. Such was the case with my first challenge; in this case a strip of steel bent to a 'top hat' shape to form the bump stop for a spring. One or two could have been bent by hand but when there are eight to do and more for the future, a press tool is much easier. So from a piece of steel bar, of the same thickness as the width of the strip, I cut 2 bars and drilled 2 holes through them both such that they could be repeatedly aligned, eventually pins were fitted into one bar and the holes in the other eased so that the pins would slide through. The face of one bar was cut back to leave a tongue across its face that would form the inside of the top hat, whilst a groove was cut in the other bar to shape the outside, making sure the gap was the same as the thickness of the strip being bent. As an addition, 2 more holes were drilled through the jig, as guides to drill holes in the pressed strip. In use, it was a matter of placing a length of the strip between the tool faces, transfer it to a small vice and squeeze! The holes could then be drilled, before releasing the piece from the tool for finishing. I think the picture shows it all.

Pressing on!

The second challenge was much more involved, but thankfully the pieces came as a laser cut fret, so I knew they were the same size, but there were no spares, so no chance of a trial piece! It had to be right first time. Each piece was a cruciform, with holes at each point, these had been laser marked so drilling before removal from the fret was sensible as well



A simple bending jig



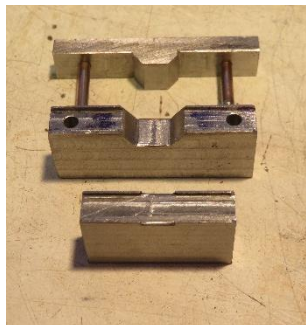
The challenge

as safer. Then the bends, each pair of legs went a different way and one pair was 'Z' shaped.

The awkwardness of this, the fact that there were no spares and that the difficult holes had to line up with holes in another component meant that a lot of sums were done and a lot of dandruff scratched. Eventually a plan was hatched that broke the job into 2 stages. First by holding the piece in a groove with a gap at the middle, the flat cruciform could be held to achieve the 2 right angle bends by hammering them

gently onto the sides of the tool. The second tool was much more challenging, but once again using a groove to keep the piece aligned and a tongue and slot arrangement, albeit with sloping sides, the bends could be achieved and hopefully the hole spacing would be right.

Pressing on!



The tools used

As it turned out all went well and the bends were in the right places, as can be seen below

The most interesting thing was to watch the bends as they took shape in the press tool, they formed around the tool that created the inside of each

bend, making me wonder if it would be right. This was all done in a small 3" bench vice.



The 2 stages of forming



Starting the bend; half way; and closed

The final step was to clean the pieces, spray them and rivet in place, this was almost the hardest job as there were other rivet heads in the way! If you are lucky, you may be able to work out the type of wagon that these are fitted to!

I still have a few pieces to make and fit, but the spray can does beckon! Here's hoping.



Both items riveted in place

Goodwin Park COVID Projects

John Briggs

Question: *What do you have if you take four men and a boy (13yrs) and a railway shut down for a year?*

Answer: *An opportunity.*

What Happened?

Answer:

1. Road bridge raised by 6 inches at one end to correct a sunken foundation and bring the bridge level. Rails on the approach removed and 20 tons of earth and rubble deposited by wheelbarrow to raise the track bed to meet the bridge. Trench dug out and shuttered for new track foundation followed by a concrete pour. Old track buried as concrete reinforcement, new track fabricated - now being fitted.



Goodwin Park

2. New embankment support to prevent approach road slippage.



3. New signals power supply fitted plus 3 new pill boxes built to mount signals and cameras - one shown.



Goodwin Park

4. Two new track beds built, one shown fitted with rails that will be covered to provide lockable accommodation for rolling stock. A removable bridging piece will be fabricated for use over the pathway to join up all the rails to the main track.



5a. New coal bunker built.



Goodwin Park

5b. and tunnel gates fitted at each end.



6. Ash Pit covers made and fitted in the steaming bays. A health and safety initiative to prevent children standing in the ash pits as “King of the castle”.

Goodwin Park

7. New club house windows; new platform drainage; two new pathways.
8. Lower track reinforced by drilling, gluing and welding new pins.

Question: Anything Else?

Answer: Yes, indeed. Other members have produced a new notice board, a complete refit of Hernia - just completed successful trials, and TLC has been administered to Fred, plus refits to some of the passenger rolling stock. Four new Wren cylinders have been made - covered in previous issues of the magazine.



JB



New Battery for Hingston Electric Start

Pete Manners

Shaun and I ran Hingston our petrol electric loco on the track at south way for several seasons some years ago and to start the engine we employed the use of a cordless drill.

The model we used was a Worx WX24vHD and this gave us many years of faithful service.

But after some time the battery became unable to hold a charge and the drill regretfully ended up on a shelf in the workshop abandoned and useless.

Initially I had plans to purchase some brand new Ni-Cd cells and repack the battery housing but that never materialised but I still could not bring myself to throw it away.

Earlier last year I began to see postings on YouTube regarding converting NI-Cd batteries to Lithion and I took a great deal of interest in the process involved.

Unfortunately it all seemed quite complicated and involved cutting the battery housing to accommodate a LCD display and also most of the examples given were for 12v batteries.

And then late last year I noticed on Amazon a neat little PCB which was a "battery management system" and they could be supplied in a range of voltages this was the solution I had been waiting for!

I had a few odd second hand Lion cells lying around so decided to see if I could revive our faithful old drill and give it a new lease of life.

I purchased the aforementioned PCB from Amazon and also some battery spacers and a pack of nickel strips in order to make satisfactory connections between the cells.

The first task was to dismantle the Worx battery and remove the dead Nicad cells and I was pleased to discover that here remained a generous enough amount a space for the new installation.

Hingston Update



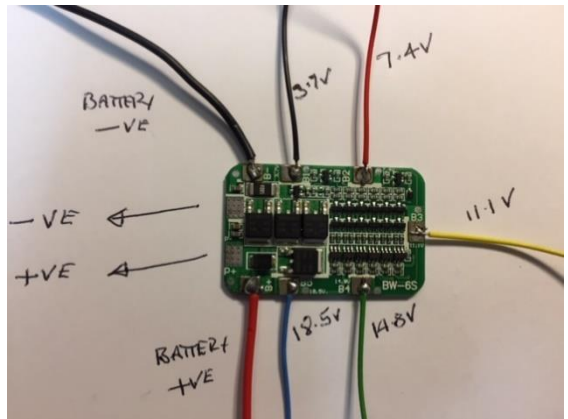
The final cell which had the connections to the outside world which included the temperature sensor I left in place as I was not sure of the final arrangement.

Next the terminal ends of the second hand cells had to be cleared of raggedy ends of connecting strip and solder that had been left behind and I also

checked the voltage of each one which would need to be in excess of 3.5v.

I then started to assemble the battery spacers which clip together to form a matrix choosing two rows of three .The cells were then slotted into the bottom set of clips and then the second set pressed on the top. Ideally one would spot weld the Nickel strips to the ends of the cells, but not possessing such a tool proceeded to solder them in place aligning them in series.

The Battery Management System PCB was very neat and clearly labelled with generous solder pads to which to make the connections, starting with B- which was to be connected to battery negative then the first balance wire to the pad marked 3.7 .the second to the pad marked 7.4 and so on until the last cell was connected to B+. Finally the pads marked +ve and -ve were soldered to the tags at the top of the battery.



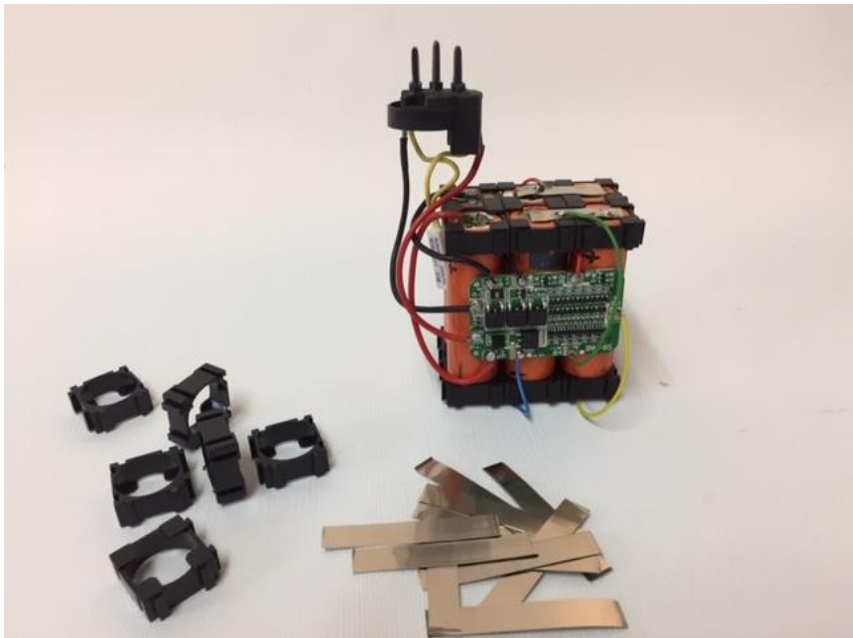
Hingston Update

The BMS PCB was then taped to the side of the battery pack and fixed in position within the original battery housing and packed with some off cuts of polystyrene to stop it rattling around inside.

Next I plugged it into the original charging unit for a hour or so in order that the cells all come up to full charge.

Imagine my satisfaction the first time I used the drill again and the project has given me a unique Sense of achievement that I've rescued an old friend from the scrap heap! In conclusion, I was fortunate enough to have some cells to hand which I made use of but if they had to be purchased, they are priced at £5 each even on eBay, I'm not convinced that the project would have been a viable proposition.

I'm now looking forward to the drill giving me once again many years of faithful service!



Pressure Testing

Why we test (boilers)

Ian Jefferson

Having recently got access to my greenhouse once again, I started cleaning it up and getting one or two things ready for a little bit of gardening this year. Having effectively been excluded for about 18 months, everything had just been pushed into one corner or under the bench. So, having cleared the bench, one of my first finds was that a bag of compost that had been under the bench had turned from a moist condition to totally desiccated! Since I wanted to put some into small pots, I ended up lifting out slabs of dry caked compost to be 'ground up' sufficiently that it could be used (I still have the rest of the bag to deal with). But of course, plants will not survive in dry compost. Having filled a few pots I decided to place them in a tray of water, but experience has shown that dry compost will not absorb the water, so I needed to spray the top to help the process. I therefore reached under the bench to get a 2 litre pressurised sprayer and filled it with water. Then a couple of strokes on the pump and 'Bang!' I was soaked!



Pressure Testing / Sundial

Clearly, the fact that the container had been left dry and exposed to sunlight with a range of temperatures, had caused a change in the properties of the plastic, causing it to embrittle sufficiently that it failed explosively. I later reached down to get the trigger sprayer and my hand just went through the bottle! It had suffered the same degradation! Thankfully, our boilers do not suffer from such rapid material degradation and explosive failures have almost totally been eliminated, but this does remind us that unexpected failures can and do occur. So far better that we test, to avoid such failures. Remember that this was just cold water, hot water and steam have both more power and more damaging effects!

Sundial Errata

Dave Bishop

Would you please include the following in the next edition of Goodwin Park News. I've only just discovered my mistake.

Apologies to anyone who may have started to engrave the Roman numerals on the sundial that was described in the last edition of Goodwin Park News.

Somehow I showed the numerals the 'wrong way round' - the a.m. letters were on the p.m. side and vice versa.

The correct design is as follows:

Have the gnomon sloping upwards and away from you, and with the midday letters (XII) on the centre line. Now the remaining numerals are laid out in the same way as a conventional clock face, that is from noon clockwise round to the VIII letters, the hours of darkness are not shown, then starting at IV a.m. continue up to noon again.

I should have said that it pays to try the design layout before starting engraving, making sure that the gnomon casts the correct shadow.

The Wren Project - Update.

John Briggs

All four steam chests have now been brought to size - see photo. It is beginning to look like the finished article, however those members involved in other areas of the project should not get too excited just yet; there is the small matter of a few holes to drill and tap - sixty eight at 6mm and forty eight at 2BA plus forty eight stainless steel 2BA studs to make and fit. Finally, there are the drillings for the valve rods and the live and exhaust steam passages.

JB



Passenger Operations Reconnence



2Photo: Ian Jefferson



*The full size Fred – Photo: David Everett
(Footplate crew show how big this loco really is - Ed)*

For Sale

For Sale

COAL

Get your Ffos-y-Fran while you can!

Because this source is scheduled to stop production next year, we have purchased a significant quantity of coal (1" – 2" nuts). A limited quantity of this is being made available to members at an advantageous price. £10 for a 25 kilo bag. First come first served! Contact Ian Jefferson.

'Invicta' insignia

Free to anyone interested.

Brass, 'Invicta' insignia, as used on Aveling products. Approx. 1" high, flat back.

Contact - Ian Jefferson



Insurance

John Briggs & Ian Jefferson

The club's insurance increased again this year by 2% to almost £2,000. They have also limited indemnity to members who are modelling or taking part in model engineering activities in a personal capacity to £1M or to £2m in aggregate in any one period of insurance. This is a change from the £5M indemnity available traditionally when engaged in club or private activities.

This muddies the waters, so we have sought clarification on the definition of what constitutes a club or private activity so can offer the following guidance:

Important. To make certain that you enjoy the full indemnity of £5M as taking part in a club activity, the committee must be requested to approve of your activity; a cover note can then be provided.

The following regular annual events have been accepted by our brokers as “**Club Activities**”:-

- **Open Weekends** -eg. Bath & West open weekends; Efficiency Competitions.
- **Portable Track events.**
- **Private Invitations**-eg. Kensey Vale if you reply as representing PMS and approved by committee.
- **Christmas Events** eg. Supporting Plym Valley Railway when representing PMS and approved by committee.

Traction Engine Rallies - We do not have specific guidance for these events that are normally arranged privately between the owner and rally organisers. Those members who attend traction engine rallies, that I am aware of, currently arrange their own insurance in a private capacity.

An example of **Private Activity** - Running your engine on a track on private property. If you wish to increase your indemnity to £5M, this can be arranged through Walker Midgley brokers at a reasonable cost. www.walkermidgley.co.uk/speciality-schemes

Club Diary



Calendar for the remainder of 2021.

All dates subject to revision. All public running will be subject to restrictions on capacity and service.

| | |
|------------------------------|--|
| May 30 th | Public BANK HOLIDAY ADDITIONAL |
| June 6 th | Public |
| June 13 th | Committee – members' day |
| June 20 th | Public – Father's day |
| July 4 th | Public |
| July 11 th | Committee – members' day AND BBQ – In aid of St Luke's (Re. Colin) |
| July 18 th | Public |
| August 1 st | Public |
| August 8 th | Members' day |
| August 15 th | Public |
| August 24 th | Autumn mag press date |
| August 29 th | Public – BANK HOLIDAY ADDITIONAL |
| September 5 th | Public |
| September 12 th | Committee – members' day |
| September 19 th | Public |
| October 3 rd | Public |
| October 10 th | Committee – members' day |
| October 17 th | Public |
| October 31 st | Public- Halloween ADDITIONAL |
| November 14 th | Committee |
| November 24 th | Winter mag press date |
| December 12 th | Committee |
| January 1 st 2022 | Members' day TO BE CONFIRMED |