



# Goodwin Park News

## Autumn 2021

## Club Details

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The newsletter of Plymouth Miniature Steam. Published quarterly (normally March, June, September & December) and issued free to members. **Cut-off date for submissions is 24<sup>th</sup> 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, £30 per term (10 weeks) or £3.50 per session(eve).

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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:** In the Kitchen Sunday 11th July at the annual club BBQ. (Photo Sue Buttfield).

### From the Chair

As I start to write this message, we are in late August with September knocking violently on the door! After the year that was 2020, many of us had high hopes for 2021, but as we now know, things have not worked out quite as expected. Nevertheless, we have survived thus far and hopefully, better things are on the horizon. At Goodwin Park, we have pressed on and have got back to something approaching normality. Having completed the track repairs that we started last year, we have got the entire length of the track back in operation and we are able to run trains for the public again, albeit at reduced capacity. We have also been able to get members back on track as well. There is one thing that has given us problems through the year and that is rain! This year, it has not just been the usual wet days, but real downpours and several of them, sufficient to leave the track flooded for days, not just hours; something we have to deal with.

As we move into the tail end of the running season, we have passed what many people dubbed 'freedom day', unfortunately this has moved us from a 'regulated situation' to one of 'responsibility' and we have to be seen to act responsibly, consequently we are not able to fully relax our controls yet. This behaviour can also be seen in many of the public visitors who remain cautious. We are therefore continuing with our 'one way' operation on public running Sundays, with only the centre vehicle of each set being loaded. This way we are at least keeping faith with the public and gaining a useful amount of income as well. The general feedback from the public is also that they are glad we are back and they have no criticism of our controls. We have unfortunately had a few minor mechanical hiccoughs to deal with; one that is giving us a bit of a challenge is the state of the batteries in the 2 electric locos; having stood almost unused for over a year they are no longer holding charge, so we are just hoping that they will hold up sufficiently to see us through the current year; that way we can get new ones for the start of next year, rather than getting new ones now and having them stand idle over the winter. Hernia's return to service after her major overhaul has proved quite successful, although the valve timing did slip a little and needed correcting. Fred has also had a minor problem in that the drive to the water pump became detached from the crosshead, unfortunately getting slightly bent in the process, so remedial work

## From the Chair

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was required to get her back into service. We just hope that we do not have too many more such issues to deal with.

Because we are operating at a reduced capacity, we are trying to offset this by making use of the 5<sup>th</sup> Sundays this year. Thankfully, these are falling conveniently for us, with one at the August Bank Holliday weekend and another, right at the end of our season on October 31<sup>st</sup>. I am hoping to do something a little bit different for the October one! Unfortunately, this is likely to be a truncated day, as it is also the weekend when the clocks change back to GMT. Remember that this will be our last scheduled opportunity to run on the track this year, so let's try to make it a good end to 2021.

Going back a few weeks, despite a poor weather forecast, we did manage to hold our annual barbeque on July 12<sup>th</sup>. Because of the forecast, we decided to set up 2 gazebos on the platform, in the hope that it would give us shelter. The reality was slightly different; it's amazing how much rain can get between 2 gazebos, or get caught by the roof panels, to cascade down the backs of the unsuspecting! Despite this, a good day was had by all and £90 profit was realised, to be shared by our charities, with the club making up the difference, such that both St Luke's and the Chestnut Appeal, received £100 each. On behalf of the charities, I thank all those of you who came to share the day; alas, the rain put paid to any hopes of using the track, as it was flooded!

Away from Goodwin Park, we have at last been able to get back to school! With a few restrictions, we managed to get 5 weeks through the last part of the summer term. All being well, we will be back with a full term in September. Unfortunately, after many years, we are now faced with an increase in the fee; consequently, we have had to revise the rates we charge members, as we aim to keep this as a self-funding activity. The revised rates will therefore be £3.50 per night or £30 for the full term, but we will retain the apprentice's rate at £2 per night. I hope that we will be able to continue with these rates for the foreseeable future, but this will be totally dependent upon the number of members who attend, so remember that this is the ideal opportunity to get together in a comfortable working environment with help and guidance readily available. So, come on and make the most of it!

As for myself, I have been struggling to stay on top of the jobs I am trying to get done. I have recently managed to get my current project ready for painting. One final

## From the Chair

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challenge was to source some 'expanded metal' for catwalks, but a chance spot in Wickes solved the problem, exactly what I wanted, possibly not absolutely to scale, but certainly near enough, the only question being, what was the intended purpose in a building environment? I'm sure my application is far more appropriate! And so out came the rattle cans, the black was not a problem, but it quickly became apparent that one of the body colours (yellow), was not going as far as expected; so a quick dash back to a certain car parts shop, only to find that the colour I had chosen as a best match was no longer available, cars of that colour having gone out of production over 20 years ago! Thankfully I have found another (more recent) close match that only requires one coat to achieve coverage of the first colour, so at least I now stand a chance of completing the paintwork, but there is still a lot more painting and assembly to do before completion!

But, of course, this is supposed to be summer, a time when most people are looking to have a holiday of some form. I know that a few of you are taking some 'time out', but where are you going? It would be good to hear how you have got on and what interesting places you may have found in this difficult year. As for myself, I am hoping to get at least a long weekend away very soon, but the events of the last two years have given me some food for thought, so I am just hoping for better opportunities next year. There's more I want to see!

So, as I head off to my next task, I will just wish you all well and say that I hope to see you all at Goodwin Park or school, in the not too distant future and look forward to a future without restrictions.

## Boiler Certificates – A warning

We have been notified that there are a number of fake boiler certificates in circulation at present. They can be identified because the certificate number which is found at the top right is handwritten rather than pre-printed. Should you be looking to purchase a boiler (or steam model), or have recently done so, please check any paperwork and should you encounter such a fake, treat it with extreme caution. If you are able to obtain any details (ideally photographic) please forward it to me, so that it can be passed to the federation for follow up. Be vigilant and stay safe! Ian.

### A Chemical Puzzle – *John Briggs*

Carrying out the usual checks on the Polly I at the end of the winter has once again shown up a restriction giving an incorrect level on the gauge glass. This was first noticed 3 years ago when the gauge glass level remained fixed at half a glass regardless of how vigorously the engine was pushed forward and back - the level normally oscillates freely with the boiler water sloshing to and fro in the boiler.

On investigation the lower gauge glass fitting was removed and an opaque film was revealed effectively sealing the bush and containing the water in the boiler. This film collapsed, after a slight poke from a screwdriver, allowing the boiler water to escape out of the now open bush. This film partially reformed last year and again recently, interfering with the proper function of the gauge glass. The colour of the material in the film is shown in the photo as a deposit on the end of the gauge glass fitting that is clamped in the vice.



If anyone can explain the chemical process behind this phenomenon, please send your solution to the editor. ([pms.editor@hotmail.co.uk](mailto:pms.editor@hotmail.co.uk))

### Exhibition News – *John Briggs*

The Midlands Model Engineering Exhibition planned for October 2021 at the Warwickshire Exhibition Centre, has been cancelled; similarly the London Model Engineering Exhibition planned for January 2022 has also been cancelled over concerns related to uncertainty from the effects of the Covid rules affecting the availability of stewards to maintain public safety.

### Coal News – *John Briggs*

I have taken a trial delivery of “eCoal” for the winter. eCoal is made from crushed olive stones and has been used very successfully in traction engines. It is slightly more expensive than traditional Home Fire and is available from CPL Distribution. ([www.cpldistribution.co.uk](http://www.cpldistribution.co.uk))



## Lockdown Project

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### Wobbler

*Kevin Dodwell*

This is the small model that I built from some castings during lock down. I joined the Thursday evening group at Torbridge a couple of years ago. I was at a loss at the time what project to undertake, so I started off on the standard apprentice steam model, with help from Rob. When I was nearing completion he offered me some castings and drawings, which I understand were actually cast at an exhibition in 2005. It is a two stroke engine, and I have ran it with compressed air, I can see why it is called the wobbler. I just wish that I had spray painted it rather than used a brush, but overall I am pleased with how it has turned out.





## For sale

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### FOR SALE - PART BUILT 5 INCH GAUGE 'SIMPLEX'

*Ted Lawrence*

I purchased the locomotive from Paul Tomlinson in East Grinstead in 2005 with the intention of completing it in about two years. However it was not to be, other projects have got in the way. So I have decided to sell Simplex and let



somebody, probably a lot younger than myself, who has the ability and enthusiasm to complete it and have the pleasure of using it.

The locomotive comes with a complete copper boiler and Northern Association of Model Engineers, certificate dated 24<sup>th</sup> July 2005,

completed cylinders and superstructure. There is all of the valve gear to be made, boiler fittings and controls. Refer to photos for a better indication of the current build of the locomotive. It comes with a full set of drawings, the instruction book for building SIMPLEX by Martin Evans and number of copies of the Model Engineer giving further details about SIMPLEX.



**Price £1,300 negotiable**

Contact Ted Lawrence. Email: [ew.lawrence@btinternet.com](mailto:ew.lawrence@btinternet.com) or Phone: 01752-793105. The locomotive is located in the Woolwell area north of Plymouth.

## Reminders

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### Reminders

*By Ian Jefferson*

2020 and 2021 have affected us all in many ways, some of which have been unexpected; you just have to consider how many people are now looking to relocate to the area! We have had to make a few adjustments to our ways of working and to review others. A couple of recent events have also highlighted to me, that a few reminders of certain facts would not go amiss!

Firstly, I would remind you that we only collect and hold the personal data necessary to maintain your membership and provide you with information in the form of magazine and email updates. This information is not shared with any other organisations. We may use the contact details you provide in order to deliver these services. Further you may opt to receive the regular magazine as an email attachment in preference to paper copy and you can opt to receive periodic information updates by email. We make a list of your contact details available to members on request, but you may opt out from having your details included on this list. Please help us by advising the membership secretary of any change of details or any of the preferences. You will receive details of the information we hold every year with your renewal notice, so please take the opportunity to check that it is correct and that it reflects your preferences. You may request a copy of the 'open' membership list, by applying to the membership secretary; please remember that this information is provided for your personal use and the content must not be passed on to any other person or organisation, including other members. This is not intended to prevent you from acting as a broker in a conversation, but please ensure that both parties are happy that their details are made available to one another before actually providing the details. Please be aware that such a list is only valid for the current membership year and it must be securely destroyed at the end of that period.

Secondly, please be aware that on public running Sundays, one committee member is nominated as 'Duty Officer'; their name will be on the notice board just inside the clubhouse door. Their duties are to ensure that all the necessary preparations for the day are completed and likewise all the closedown actions. They are also to be the coordinator in the event of any incident. Thus, if any incident does occur it is important that the Duty Officer is notified as quickly as possible in order that they can coordinate actions and if necessary record any necessary details, particularly in the event that emergency services have to be called; this however should not preclude individuals from taking any essential actions, for the safety of all concerned.

## Reminders / Stop Press

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In this hobby of ours we make and operate some quite large and heavy models, we must therefore have personal safety in our mind at all times. This is perhaps even more important at Goodwin Park, when trains (especially public) are running. Please remember that you should not walk on the track unless absolutely necessary and then you must remain aware of what is happening around you, always try to face the oncoming traffic and stand clear when necessary. Remember that we need to be seen to act responsibly, if we are seen to behave in a less than perfect manner, then members of the public will believe that such behaviour is acceptable and follow suit, this can then easily lead to accidents and worse!

And finally; in order to provide the committee with information on action that may be required, please remember that any incidents that occur on the track must be recorded on the incident form available at the signing in point; the duty officer will also normally have a supply. These details will help us determine the cause of incidents and help establish and address the cause of recurrent problems.

Remember, security and safety is everyone's responsibility, so please act appropriately!  
Ian.

## Extra Runs

August Bank Holiday Sunday (29th) was one of our extra '5th Sunday runs'. With an uncertainty over how many visitors we would get and how our advertising would work, the afternoon started quietly, then almost without warning we were swamped and so the afternoon continued. Consequently, we had our busiest day this year, by about 50%, which kept us going without a break until closing time. Our thanks go to all the members who helped and to our friends from the Plym Valley Railway who took a substantial proportion of the load. A successful day 'all round'.

Thank You all!  
Ian



## 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.

October 3 <sup>rd</sup>	Public
October 10 <sup>th</sup>	Committee – members' day
October 17 <sup>th</sup>	Public
October 31 <sup>st</sup>	Public- Halloween ADDITIONAL
November 14 <sup>th</sup>	Committee
November 24 <sup>th</sup>	Winter mag press date
December 12 <sup>th</sup>	Committee
January 1 <sup>st</sup> 2022	Members' day TO BE CONFIRMED

As we seem to be returning to a more normal world, I have re-instated the standing notes as follows (*Ed*):

### **The "Tuesday Gang"**

Meet weekly at the track from 9:30 to Midday. The jobs tackled include mowing, DIY on the building, maintenance of locos and rolling stock, painting bridges etc.

### **Workshop Evenings**

Workshop facilities available to members at 'Tor Bridge High', Plymouth.  
£30 per term (10 weeks) or £3.50 per session. Thursday eves (6:30-8:30pm) during term time.