

Goodwin Park News

Autumn 2022



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, £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 2022

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	
Phil Chant	

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.

Club Details

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Front Cover: PMS Chairman Ian Jefferson receiving a very welcome cheque for a £6,000 Community Grant from the three Southway Ward Councillor's, the presentation was made by Councillors Mark Deacon and Andy Lugger on 14th August 2022.

Editor's note:

Welcome to the Autumn issue of Goodwin Park News, this issue marks the Diamond Jubilee of Her Majesty Queen Elizabeth and her passing on 8th September 2022.

I hope you enjoy reading this issue.

Phil Chant

Club Details

New Members:

We extend a warm welcome to the following new members:

Isobel Short
Steve Sands

Tony Fleming
Alan Wilkinson

William Evans



Preparing the Locomotives for Platinum Jubilee Weekend Running

From the Chair

From the Chair

“Drought!” Do I hear you cry? Well, we certainly have had a few weeks of hot, dry weather and there are voices spelling doom and disaster, but those of us who are long enough in the tooth will remember ’76 and the stand pipes going up on Tavistock Road, whereupon it promptly began to rain steadily. Let’s just hope that things do not go quite that far, this year.

Looking back on the last three months, this dry, hot weather has been quite good for us, with busy public running Sundays and well supported members’ Sundays. The first major event of this time was the Queen’s platinum jubilee, when we ‘decorated’ the site for the day and put on a few ‘extra attractions’.



From the Chair



From the Chair



A few weeks later, our annual barbeque was heralded with weather that was a distinct contrast from last year. Then, we sheltered under gazebos and had to push the collected rain off the roof every few minutes, but this year, although we needed the gazebos, it was to be able to hide from the 'blazing sunshine'. Only wispy high level cloud broke the 'solid blue' sky.

From the Chair



As our last magazine went to press, we were in the process of planning for some major track repairs, to address the issues that had manifested themselves at the beginning of the year. And so it was, that as soon as authorisation was gained, we started by obtaining a large amount of steel for the new rail. Then, in order to take advantage of the availability of key members, plans were made to start the work immediately after the third Sunday in July. Unfortunately this coincided with the extreme peak of temperature so it was delayed by a few days to avoid burning people. So, with the temperature easing, work began on lifting the rail from the concrete foundation and then removing the old 'concrete' in readiness for replacement.

From the Chair





From the Chair

As expected there was a lot of manual effort required to lift the old rail, before the digger could come and remove the old concrete. Assistance was given by two of our newer members in the track lifting, as the aim is to reuse this as reinforcing bar in the fresh concrete. When the digger was let loose, as expected, the state of the old concrete was very variable and in places almost non-existent. We did however get a big surprise, finding an appreciable length of very solid base that caused a bit of head scratching as to whether it should be kept or replaced. The final decision being to retain it, whilst enlarging it, to increase its width and adjust its height!

From the Chair



I do



From the Chair

I remember this section being replaced, many years ago, but I did not recall it being of that length, so it was quite a surprise even to me. It does mean that there is a minor change to the work required in that area and a recalculation of material quantities will have to be done. Alas, the vast majority of the old foundation was of very poor quality and put up very little resistance, hence it will still swallow up a vast amount of concrete. Whilst we are still in the early stages of this work, it is the time when a significant amount of effort is required, but with relatively little visible progress as this is predominantly preparatory work. I would hope that before too long, with your help, we will see the new concrete poured (by pumping across the site) and the 'other end' of the job in sight, with the laying of new track. In the meantime, in order to continue to offer a similar ride for the public, we will be doing a 'double circuit' of the lower track until the end of the year. This means that trains will be coming through the station area 'at pace' on the main line, before embarking on their second circuit to return to the platform. This will require appreciable care from train crews and all involved with operation, but will also mean that extra care will be required by all those present on site at those times. Our first experience of running in this format was almost a baptism of fire, as we experienced a very busy day at the beginning of August, this being compounded by the temperatures being on the rise once again. As was explained to members at the EGM, this will be a very costly piece of work, fortunately with the assistance of the three Southway councillors; we have been able to obtain a grant from Plymouth City Council that will cover a significant part of the expenditure; we have to extend our thanks to them for their ongoing support.

From the Chair

Whilst the digger was on site, the opportunity was taken to dig out the foundation plinth for the memorial bench and that was quickly surrounded by shuttering to receive the concrete. This will allow us to install the bench that we have purchased with the legacy left to us by Bob Masters. Hopefully this will be appreciated by members and the public for many years to come.



From the Chair



Looking forward, we are now well through the summer and autumn beckons. Hopefully, with your help we will be able to move on with the track repairs and get it completed in good time for the start of the 2023 season. In the meantime, do not forget that we are trying to keep a rolling display of exhibits in the clubhouse, it would be good to see a few new items in these last few weeks. Also whatever you may be working on and may complete by next year, could be an ideal item for the display then. Do not forget that you have the opportunity to use the facilities at Torbridge on a Thursday evening to progress your current project in pleasant surroundings and get some help with those awkward problems. We are booked to return on September 15th.

So, what have I been up to for the last three months? Well, external factors have almost totally taken over my time, so I have done very little that could be

From the Chair

called 'productive', I hope this period is now coming towards an end, so am looking forward to getting back to something that could be called 'normality', I just hope I am right. And finally, as I look to the future I wonder whether my opening comment will be true or not. In all likelihood, we will find ourselves reading this in the pouring rain; at least we can rely on the British weather to come up with something to surprise us.

I wish you well and hope you can keep making models, which we can see in the near future.

Ian.

Two Minute Silence for Her Majesty Queen Elizabeth

Two Minutes Silence for Her Majesty Queen Elizabeth

A respectful two minutes silence was held by all club members attending the public running day on 18th September, a day prior to the funeral of Her Majesty Queen Elizabeth. At 1400 hrs at the start of public running club members and public bowed their heads signalled by Kerr Stuart Wren engine "Fred's" steam whistle. A successful days running followed although in subdued mood befitting the occasion.



Memorial Bench for Bob Masters

Memorial Bench for Bob Masters

As reported in “From the Chair” a new bench has been installed thanks to a legacy from the late Bob Masters. The newly installed bench is pictured below, a memorial plaque will be affixed in the near future.



Some PMS History

Some PMS History - By Nick Hill

Some time ago, I was given a large collection of *Engineering in Miniature* magazine by one of our members. I am ashamed to say that I had done nothing with them until I found myself stuck at the track for a day awaiting the pickup of a Digger. With nothing to do, I decided to have a look at the issues of the magazine I had been given, and, to my surprise, the collection started with Volume One, Number One (wow, what a collection, thanks for the chance to have these in my collection).

So, I started to look at what was trending in the 1980's, and eventually as normal, started to look at the club news items, and to my surprise I found the following articles to add to the history of Plymouth Miniature Steam.

1982, Volume 4, Page 157

From the 'Plymouth Miniature Steam Locomotive Society' comes the news that they are having to leave their present site and a recent extraordinary general meeting has been held to discuss this problem. There has also been a change of club secretary – the new secretary is Gerald Stidson.

Note: the original location for the track was in Central Park, I believe it ran around the Bowling Green.

1983, Volume 4, Page 350

The 'Plymouth Miniature Steam Locomotive Society' will be holding its exhibition at The Community Centre, Plymstock on Saturday, 30th April. There is ample car parking space adjacent and it is hoped that this will be well attended event. The society has submitted track extension proposals to the local council's Leisure Services Committee for their comments. A number of small amendments were made and apart from one problem area, it is hoped that a definite ruling will be received on the plan.

Some PMS History



This is believed to be a photo of the Southway site looking towards the George Junction, prior to work starting.

1985, Volume 7, Page 189

The 'Plymouth Miniature Steam Locomotive Society' has received planning permission for its Southway site. Detailed stages are now going ahead and much consultation is taking place with the council offices. The track is to be 2500' long with a maximum gradient of 1 in 100 whilst no curve will be less than 100' radius. It is intended that there will be one tunnel and one bridge and drivers will have a choice of a short 1200' circuit or the full distance. It is hoped with the use of ready mixed concrete and other labour-saving methods that progress on the track will be fairly quick. The first phase is to be the installation of services followed by the steaming bays and a clubhouse.

Some PMS History



Services being installed at the site.

1986, Volume 7, Page 317/8

The 'Plymouth Miniature Steam Locomotive Society' has just received planning approval for a new clubhouse which is one of the major parts of the new track planned for the existing Southway track site. The new track will be a ground level and multi-gauge being some 2,500ft in length with a passing loop in the station area. Trolleys are to be provided by the club and will be stored in bays under the clubhouse floor, there being enough room for six 18ft long trains. This is a very ambitious plan but since there is ample room available, members are determined to build a really substantial track. A local

Some PMS History

builder has offered 1000 cubic yards of shillet which will be used as an access road and foundations for embankments etc.



Clubhouse being built

1986, Volume 8, Page 221

The 'Plymouth Miniature Steam Locomotive Society' has seen considerable progress on its track site at Southway. Thanks to the courtesy of a local plant hire company, some 1500 tons of brick rubble and 300 cubic yards of shillet have been tipped and graded at no cost to the society. About half of the material for the embankments has been tipped and at one time over 100 lorries a day were unloading on the society's site. The footings are now in place for the entrance bridge and tunnel and in fact, the bridge has now

Some PMS History

progressed far enough to permit the steel work to be put in place. The bricks are being salvaged and cleaned by Community Programme workers which has saved the society even further expense. The steel work for the track has been ordered and this with old steel track will result in a lengthy track.



Some PMS History



Photo's showing the Steel beams on the bridge and donated building rubble prior to sorting.

Note: The team currently working on track repairs have had a few words about the material supplied by the local builder. It took three hours to get four wooden stakes in the ground, we think this is mainly due to the very dry weather we are having in summer 2022 and that is causing the ground to dry out giving very fine dust with large lumps of shillit, so making any type of hole for a stake is somewhat difficult.

Some PMS History

1987, Volume 8, Page 351

The 'Plymouth Miniature Steam Locomotive Society' held its AGM recently at which the following officers were elected. Vice Chairman Mr. R. Slater; Secretary Mr. P. Read, whilst Mr. S. Goodwin was re-elected as Chairman.

1988, Volume 10, Page 126

'Plymouth Miniature Steam Locomotive Society' is well on the way to completing its multi-gauge track circuit. The circuit will incorporate five points which have been especially constructed by one of the members. Unfortunately, one of their points was found to be wrongly handed and this naturally caused some additional work. Manpower Services Commission labour was being used to build some of the track but this has now been withdrawn leaving members to finish all the work themselves. Consequently, it is probable that the grand opening of the track will be delayed.

1990, Volume 11, Page 381

The 'Plymouth Miniature Steam Locomotive Society' has recently appointed a new honorary secretary Mrs. Christine Harris. The Plymouth Society is a healthy and friendly society and new members are of course always welcome.

1991, Volume 13, No.4, Page124

One of the largest clubs in Devon is the 'Plymouth Miniature Steam Locomotive Society' which meets at Pendeen Crescent in Southway, near Plymouth Airport every first and third Sunday during the summer. The club has a ground level track with bridges and tunnels half a mile in length catering for 31/2", 5" and 71/4" gauge locomotives. The club also has its own locomotive 'Hernia' which provides motive power for public running,

Some PMS History

however visiting locomotives are welcome by prior arrangement. It is also possible to arrange parking for caravans and anyone wishing to visit the club should contact the Chairman or Secretary.

1992, Volume 13, No.9, Page 286

The members of 'Plymouth Miniature Steam Locomotive Society' hope to have a companion for their club locomotive 'Hernia'. 'Hernia' is a 71/4" gauge Kerr Stuart Wren and its new companion will be a freelance 71/4" gauge petrol electric locomotive based on the BR class 47 design. Members are busy maintaining their half mile track and also planning a workshop extension to their clubhouse to make room for a Colchester Student lathe, a Centec Mark 3 mill & equipment and a 5/8" pillar drill. The club's first running day will take place on Easter Sunday 19th April and after that, regularly, on the 1st and 3rd Sunday of each month until October.

Note: The photos have been pulled from the club's collection, so may not be totally accurate for the articles from *Engineering in Miniature*.

I hope you have found this of some interest, and over the next few months, I will continue going through some of my collection to find other articles that help to show the history of our club.

If any member can add to the history of our club, I would love to hear about it.

All the Bells and Whistles

All the Bells and Whistles - By Ti Daley

We have all heard it, the "locomotive audible warning device" from film and TV, or standing by the tracks of an operational railway, or a device we are all required to fit to our model locomotives at Goodwin Park. Locomotives can come with a Whistle, horn, bell or a combination of all 3 and are used primarily as a means of communication. Nothing quite says "Move out of my way" as well as a really loud noise. But there is a lot more going on than just a simple toot or beep depending on where you are in the world and I hope that this article will inform you about those differences and can assist in operating your model in a more realistic style.

(This article focuses mostly on Standard Gauge UK and USA rail practice. Multiple sources have been used from various places on the Internet and may not be 100% factual at time or writing).

UK Steam Locomotives: -

Typical UK locomotives use a single note Whistle. Some steam locomotives are fitted with two whistles of different notes but otherwise careful use of the whistle valve can produce different notes/tones from a single whistle, typical sounds are known as Long, Short, Crow (sounding similar to Cock-a-doodle-do) and Pop. Each railway company has its own set of specific whistle codes and there are too many to list here, but here are the more general uses.

Whistle to be sounded: -

- If running, when persons seen to be on or near the line also when unable to obtain a clear view ahead in case persons are on or near the line (If a person on or near the line does not acknowledge that whistle, series of 'pop' whistles to be sounded).

All the Bells and Whistles

- When approaching or leaving a station when there is another train standing on an adjacent line.
- When approaching or passing any place where shunting is taking place on the next adjoining line or siding.
- When entering and emerging from a tunnel.
- Frequently when passing through long tunnels.
- At a Whistle post or marker.

Some railways use whistle codes when a locomotive stops at signals to a junction as a means of communicating where they want to go across the junction, like the main or relief lines.

UK Diesel Locomotives: -

Most diesel and electric locomotives use a pair of air horns, one set to a higher note than the other. This creates the classic 'Beep Boop' sound. Most of the time, the Diesel horns were used in the same fashion as the Steam whistle, but with the advent of the signal telephone, route indication was not needed.

<u>Sequence</u>	<u>Loud or Soft</u>	<u>When Horn is Used</u>
H/L	Loud	General warning to individuals on or about railway tracks.
H	Loud	Emergency warning to individuals who are on the track or workers who fail to acknowledge a train's presence (sounded repeatedly).
L	Loud	Used at whistle boards (Between 0700 and 2300).
L	Soft	Warning signal when operating in depots or on sidings.

All the Bells and Whistles

<u>Sequence</u>	<u>Loud or Soft</u>	<u>When Horn is Used</u>
H	Loud	Used for special or local signal.
H	Loud	Wrong-direction movements, against normal railway traffic flow (sounded at frequent intervals).

In 2007, new restrictions were put in place on horn use, which are detailed below.

- The introduction of a night time quiet period between 23:00 and 07:00 when trains will no longer routinely sound their horns at whistle boards (they will always sound their horns when people are seen on the track). The night time quiet period was changed by Network Rail in 2016 to 00:00 to 06:00.
- Train Horns in some cases have a loud or soft setting. If the horn lacks a loud-or-soft soft setting then train drivers are to use the setting provided.
- Drivers should only use the low tone from the two-tone horn at whistle boards.

US Locomotives: -

Typical US steam, diesel and electric locomotives are fitted with a bell and either a Steam powered Whistle or an air powered horn. Whistles and horns are made-up of several notes played as a chime; this is to help avoid them being confused for truck horns. Both whistles and horns are used in a series of long and short blasts in sequence to communicate to train crew for operations. Each railway company has their own set of specific whistle codes and are too many to list here. Listed below are the codes used on the D&RGW, though most of them are same used on other railroads.

All the Bells and Whistles

· Short note – Long note

- When train is stopped. The air brakes are applied and pressure is equalized*
- Train releases brakes and proceeds*
- When train is stopped: means backing up, or acknowledgment of a hand signal to back up*
When moving: stop at next station
- · — Train is approaching public grade crossing(s). Last note to be held till locomotive clears crossing
- — Inspect the brake system for leaks or sticking brakes
- Request for a signal to be given or repeated if not understood
- Acknowledgment of any signal not otherwise provided for
- · — Approaching a Meeting/Passing point
- · — Call attention to another locomotive on another track
- · · · · Passing lineside workers and equipment
- ··· Instruction for flagman to protect rear of train
- · — · Flagman return from the west or south
- · — · — Flagman return from the east or north
- Used when an emergency exists, or if persons or livestock are on the track

*When operating in marshalling yards or shunt sidings, it is not necessary to signal every movement, only if the locomotive has been stationary for a short period.

All the Bells and Whistles

A Bell is used on US locomotives as a quieter warning device compared to the whistle/horn. They're also used while the locomotive is stopped at a train station, letting both passengers and crew members know that the train is about to begin moving.

The bell is used in the following cases: -

- When the train is about to move.
- Running through tunnels.
- Approaching and passing level crossings. Start the bell once you pass a crossing sign. Usually combined with the horn signal.
- Approaching and passing station platforms.
- Passing a train standing on an adjacent track.
- Passing people and equipment next to the track.
- Replacing the horn when traveling through Quiet Zones. (Horn to be used for emergency only)

All the above is a brief look into Whistle/horn practices and is barely the tip of the iceberg concerning railway operating practices. It should be noted that the overall ruling on whistle/horn use no matter where you are, is that it should be used whenever necessary and that is down to your own judgement. And as for Goodwin Park, we do have a few fixed whistle signs where you should definitely should use a whistle/horn, but you are in charge of the train so it's up to you. Just be kind to our neighbours and don't be too excessive about the use of whistles, horns or bells, a little toot and a wave to a small child makes their day!

All the Bells and Whistles

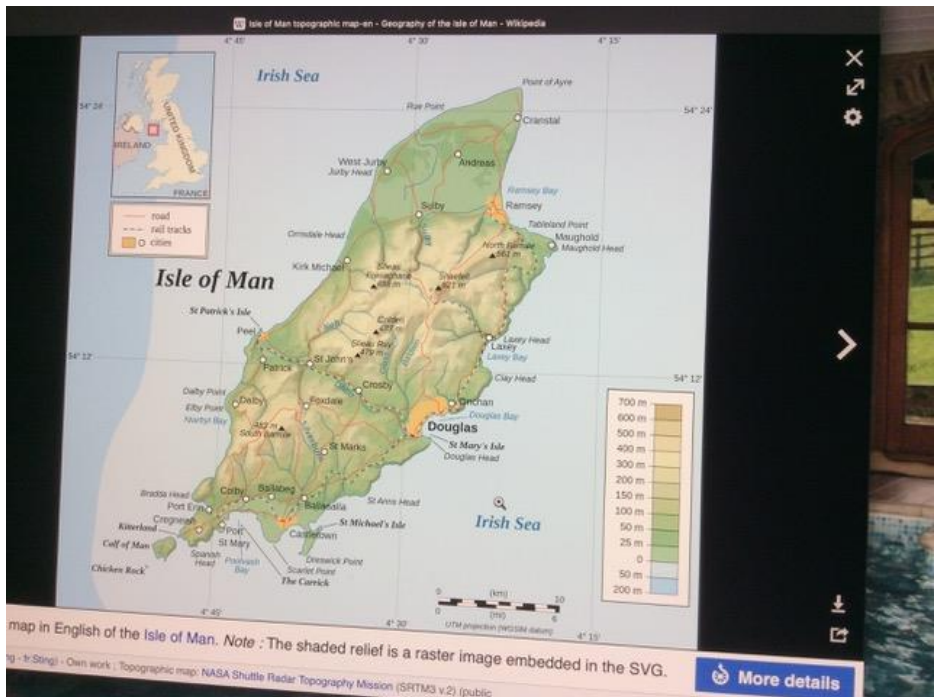


PMS American style locomotive "Bob". In addition to its horn, the loco has been fitted with an additional warning bell system during Summer 2022.

The Isle of Man

The Isle of Man - By John Briggs

The island lies in the middle of the Irish sea 85 miles from the port of Heysham in Morecambe Bay (north of Blackpool). It is served by the Isle of Man Steam Packet Company, or you can fly. The topography and roads are similar to Cornwall across this small island 35 miles by 14 miles wide. Having neither forests nor coal the main source of energy during the industrial revolution depended on water wheels and the island still boasts the largest water wheel in the world at the Laxey mine. The Laxey Wheel is 72 feet in diameter and runs at 1 - 2 revolutions per minute. It is still in working order as a tourist attraction. The Laxey mine produced lead and zinc meeting most of the national demand achieving 25,000 tons of zinc in one year.



The Isle of Man



Laxey Wheel

Ownership

The island was owned by the Stanley family - Earls of Derby, for centuries until passing to the Duke of Atholl in 1736. Smuggling expanded in that century to the great disadvantage of the English exchequer who decided to buy the island from the Duke for £70,000 and install a governor and the British military bringing a halt to the smuggling. Perhaps there is some irony today when the main source of income is through its status as an offshore financial centre (tax haven) and online gambling centre. Today it is a self-governing democracy with its parliament based in the Tynwald.

The Isle of Man

Economy

This was poor before the steam age. Cottages were just one room with one end partitioned into a bedroom with decking above accessed by a ladder for the children. An open hearth served as a kitchen at the other end - to have a stove was unusual. Men could cut peat, fish, labour for a farmer or go the mine. The latter would start the day at 4 am and walk to the mine for two hours by the light of a candle lamp, returning after a twelve-hour shift. Things improved on the coming of the steam age with the island becoming a tourist destination popular with Victorians arriving by steamer. Three railways were built from Douglas to Ramsey, Peel and Port Erin to distribute tourists around the island. Douglas Promenade has a typically attractive Victorian frontage of large hotels, although most of these are now apartments with a few hotels remaining in use today. The only railway still operating is the southern route from Douglas to Port Erin, a narrow-gauge line (3 feet) running for 15.5 miles. The railway opened in 1873 with the locomotives built by the Beyer Peacock Company and still in use today. Two Electric Railways built in the early 1900's are also still in use by tourists visiting the Laxey Mine and the summit of Snaefell mountain at 2035 feet. On a clear day you can see Ireland, Scotland, Wales and England from the summit of Snaefell after a bumpy ride in the electric tram.

The Isle of Man



Cottage at Cregneash

The Isle of Man



Isle of Man Railway Beyer Peacock Locomotive No 4 Loch



Tram to Laxey

The Isle of Man

The TT Races

The Tourist Trophy races started in 1908. The course is 33 miles along roads similar to “B” roads in rural Cornwall. Riders will lap the 33 mile course in 14 minutes with an average speed of 137 mph and a top speed of 200 mph. There has only been one year, 1982, with no deaths occurring but 11 deaths in 2005 and 5 deaths this year.

Attractions

The three railways, one steam and two electric are well worth a visit together with the Laxey mine and wheel and the Cregneash village - preserved in its original state and well presented by the tourist authority giving a graphic account of the struggle to survive in the 1700’s. Peel and Ramsey are coastal destinations of note but do not compare well with the Cornish coast. Douglas is an attractive city of 28,000 residents with an extensive museum and well worth spending a day exploring.



Douglas Promenade

A Blower for my Puffer

A Blower for my Puffer - By Tony Fleming

Report on the steam test carried out Sunday 4th September 2022 on my Johnson's spinner at Plymouth miniature steam club

Need a blower for my puffer or the furnace can't be fired

And the weeping gasket 'neath the dome is not what I desired

The engine is a "spinner" but the spinning wheels just prove

One pair of drivers on the track must grip to make it move

The regulator gland lets out some steam (it needs repacking)

And the little line of red upon the pressure gauge is lacking

The leaking pipe from my tender behind will now be thrown out, sadly

And the safety valves sealed with copper washers (that horrid tape fails badly)

So all-in-all with a bit of work the way ahead is clear

These minor set-backs can be solved, completion date is near

And thanks to all the help I got from old and young I know

The stationary train in the station will soon be on the go

With special thanks to Rob and Peter and not forgetting the enthusiastic support of the youngsters

5 Inch LNER V2-2-6-2 "GREEN ARROW"

For Sale - 5 Inch LNER V2 2-6-2 "GREEN ARROW"



5 Inch Gauge Gresley LNER V2 Locomotive and Tender "GREEN ARROW"

- Built by professional engineer
- Very well-made copper boiler
- Two injectors
- Hand pump
- Drain cocks
- Lubricator
- Chassis oiling system
- Transport case
- Fully Certificated
- Good Runner

£7,950

Please email Jeff Wilde at novahwood@msn.com for further information.

7.25" 0-4-0 Freelance Shunter Locomotive

For Sale – 7.25" 0-4-0 Freelance Shunter Locomotive

"The Glamerous Shirley" AKA the Ghost train

To help fund a new locomotive, I am putting my 0-4-0 shunter up for sale. 700w 24v motor powered by 2 12v Halfords leisure batteries controlled by a 4QD Pro120 speed controller. This is the same control system as the club diesel locomotives, a proven and reliable system with an identical control handset. The loco has been used to haul two club passenger coaches without much trouble, is certainly more than capable of hauling a single truck and has a reasonable turn of speed and stability.

The construction is not as pristine as some other locomotives but it is rugged and reliable. Some parts do have surface rust from not being painted, but everything is still solid. The wooden bodyshell is covered by an orange vinyl wrapping but this can be removed to enable repainting into a colour of your choice.

The loco also has a mtroniks sound system fitted, offering a realistic engine sound with start/stop sequences but can be operated without.

Batteries are included, but I will admit they do not now hold sufficient charge for several hours of running, but the locomotive can be seen running if requested.

The loco is currently stored in the clubhouse and the buyer would have to make their own arrangements concerning storage or transport offsite.

If you are interested, please make me an offer for the loco (email tidaley@blueyonder.co.uk). I don't want to put a definitive price on it because to be honest, I'm not really sure how much it should be, but do know that the money will go towards a new locomotive I'm attempting to build.

7.25" 0-4-0 Freelance Shunter Locomotive



Club Diary Dates 2022

Club Diary - 2022

2/10/2022	Public Running Sunday
9/10/2022	Members' Sunday
13/10/2022*	Torbridge High – last of first half term
16/10/2022	Public Running Sunday
3/11/2022*	Torbridge High – start of second half of term
20/11/2022	Committee meeting
24/11/2022	Winter Magazine press date
1/12/2022	End of Autumn Term – TorBridge High
11/12/2022	Committee meeting
1/1/2023	Members' day

Dates marked * are TBA / subject to confirmation

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.