

Goodwin Park News

Winter 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

Contents

Editor's note:	3
New Members:	4
From the Chair	5
A1 Trust Convention Weekend – By Ian Jefferson	7
Secretary and Catering Manager – By Ursula Brown	24
Visit to the Steam Museum, Swindon – By John Briggs	26
Visit of 5” Gauge 0-6-2 “Metre Maid” Locomotive	33
Club Diary Dates- 2023	35

Front Cover: Track renewal underway outside the station. This is in addition to the two much longer sections undergoing renewal at Little Rock and on the incline approaching the bridge. Picture taken 27th November 2022.

Editor's note:

Welcome to the Winter issue of Goodwin Park News. Autumn and Winter 2022 has been an extremely busy time for those members who have willingly given up their time to undertake the vast amount of work required to ensure our track is fit to run trains during 2023 and into the future. Additionally, much repair and maintenance work has been undertaken on the locomotive fleet and in other areas around the site. A huge vote of thanks should be extended to all involved.

I hope you enjoy reading this issue.

Phil Chant

New Members

New Members:

We extend a warm welcome to the following new members:

Eric Saunders
Jamie Quest

Henry Grice

Peter Ryan



A reminder of the hot summer of 2022 - Fred and Hernia await preparation for the Public Running Day on Sunday 17th July 2022.

From the Chair

From the Chair

Once again, as we approach the end of the year, I put finger to keyboard to write another little missive for our magazine. This year I am aware that the 'word of the year' has been declared to be 'permacrisis', I am glad to be able to say that our year may not have been one of crisis, but it has certainly had its challenges. As I surmised in my last missive, the spell of hot weather did break into wet and it then brought us another set of challenges. Thankfully none of them caused us any major problems, but it certainly did have an impact on our last few running days.

The one major happening recently has been the work that has been initiated, to replace a significant amount of track on the 'upper circuit'. The early dry ground conditions having given way to something more normal, but thankfully without reaching 'mud bath' status. The unexpected find of a large lump of concrete in one trench, turned out not to be such a benefit, as further investigation revealed that it was too high for the desired level and consequently it had to be dug out. Nonetheless, work has continued, thanks to the 'regulars' such that by the time you read this, we will hopefully have poured the new concrete base, in the 2 trenches that form the largest track replacement project we have ever undertaken. The fact that this is a large concrete pour, on the inaccessible side of the site, means that it will have to be pumped across. This, along with the ever increasing cost of materials and services means we will be starting the new financial year with a big bill!. Alas, with the likely weather conditions in the following weeks, there is a distinct possibility, that we will not have all the track reinstated by the beginning of April, so we may well start 2023 with only half the track available.

Towards the end of the dry spell, it became apparent that another section of track foundation was failing and being at the station departure, it gave cause for concern. Thankfully, we could cope in the short term, so it was added to the work for this closed season. It has now been dug out and preparations are underway for its replacement. This will have priority in the hope of it being

From the Chair

available for the members' day on January 1st, so why not come along and see the progress for yourself and you can renew your membership at the same time! And then we will have the AGM in February, for which we are still finalising details and will be sending you the details separately.

Away from Goodwin Park, there have been other challenges, some of which have taxed us one way or another. However, one that can be considered fortuitous, is that John is approaching the point where he is completing the cylinders for the new Wren 'Sandy'. The challenge now, is for me to push on with the frames to get them ready to accept the cylinders and take another step forward. The resulting challenge is to see if anyone else is interested and willing to help out with some of the work to bring this project towards completion! Or to help with any of the other maintenance work that we embark upon at this time of year?

As for my own projects, I do have one that is approaching completion and for which I have just collected some laser cut components, but life as ever throws other challenges at us, so its completion may well be delayed into the new year. I may yet have to make new builder's plates for it! so, before I have to deal with my next challenge, I will simply wish you all well for the 'festive season' and hope that 2023 brings you all you would wish for!

Ian

A1 Trust Convention Weekend

A1 Trust Convention Weekend – By Ian Jefferson

It does not seem that it was over a year since the last time I visited the North East, but with the invitation to this year's A1 Trust convention, I took the opportunity once again. This year, it was held slightly later and at a different venue. So it was, that on a Thursday in late October, I set off northwards for Darlington. The new venue was on the southern edge of town, in an area called 'Blackwell' where what had clearly been the old manor house had now become a large hotel in some of the remaining parkland. The house was recorded as originating in the late 1600s and had clearly been extended over the years, as it passed through the family, eventually it passed to the local authority who auctioned off the contents, before it came to be used as an hotel. The current operators are undertaking a significant amount of refurbishment and improvements, such that many of the communal areas are now quite spectacular.



Hotel Frontage

A1 Trust Convention Weekend



Main staircase

Having deliberately travelled early, I took the opportunity on Friday, to take a short (40 mile) train ride to Newcastle, to go back over some of my childhood memories. So, after a short bus ride I ended up on Darlington Bank Top station platform, where at the end of the southern bay platforms, I was surprised to find the 2 plinths that used to support Locomotion and Derwent, still in place,

A1 Trust Convention Weekend

albeit a bit cleaner than they were. The northbound service train I took was one of the new Hitachi local units, which whilst adequate had rather unspectacular seating that I suspect could prove less than comfortable over a longer distance.



Darlington Bank top plinths

Newcastle Central Station has been ‘sanitised and rationalised’ in recent years, the number of platforms has been reduced from almost 30, down to a mere 12; the east coast bays are now car parking and the number of through lines has been reduced, as well as the western bays and parcels facilities having been decimated. The River Tyne at this point, is one of the most densely bridged of any in the UK, with no less than 7 in about 1 mile, so wandering eastwards, I arrived at the ‘High Level Bridge’ of 1850. Designed by Robert

A1 Trust Convention Weekend

Stephenson, it originally carried 3 rail lines on the top deck and 2 lanes of road traffic on the lower. It has recently undergone appreciable refurbishment, reducing the road deck to a single lane of traffic for busses only, with the rail capacity also being reduced to 2. Close by, are the remains of the castle that gave Newcastle, its name; with the keep being the most significant part and the 'Black Gate' the only buildings remaining. Both have seen major structural repairs in recent years and the keep was always a good vantage point for railway photographers, being at the east end of Newcastle's immense station and its famed diamond crossings.



The Castle Keep

A1 Trust Convention Weekend



The Black Gate



Tyne bridges

A1 Trust Convention Weekend

Looking down river, there are 3 bridges to be seen, with the millennium footbridge (blinking eye) in the distance, largely obscured by the 1928 (New) Tyne Bridge, but the nearest is the 1876 'Swing Bridge'. Like many rivers, the admiralty stipulated that no bridge could impede warships and because Armstrong's works were upstream of all these bridges, they had to be high or moveable. A short wander round the city centre served only to depress me, as even the 'new developments' (now about 40 years old) are looking rather sorry for themselves, so I headed back to the 'Central' to catch a Bristol bound train to take me back to Darlington.

Saturday, was the day of the convention. No need to walk across town this year, just across the corridor and downstairs! The room was full, almost to capacity with over 150 people there, including representatives from 'HMS Prince of Wales', and RAF Leeming, which had been a base for Tornados. The opening presentation was given by the Chairman, Steve Davies, who outlined the current situation, reminding us that much is planned for 2025, being the bicentenary of the Stockton and Darlington Railway and that the Trust has a big part in it. The subsequent presentations, expanded on this as they detailed the current situation; at the end of this introduction, 2 period drawings were revealed, related to the P2 design, which could be acquired by the highest bidder on the day.

The fact that Tornado has been out of traffic for much of the year, has had an impact on many activities. Although withdrawn early due to wheel flats, time had been found for some running on the 'Great Central' in January and this time also gave the opportunity to mock up the fitment of the forthcoming ETCS (European Train Control System) installation and to see how it would work. The delayed return has been due in part to the difficulties experienced in Germany due to Covid, which resulted in re-planning of the boiler work, consequently the existing boiler has been overhauled, rather than waiting for

A1 Trust Convention Weekend

the new one to be ready. The wheel flats issue has been dealt with at Buckfastleigh, by fitting new tyres to most of the wheelsets and re-profiling the others. The unexpected item was the discovery of cracks in one of the main frame stays, which has required appreciable remedial work. The opportunity has however been taken to prepare a space in the tender, to take all the control equipment for the ETCS installation and to increase the electrical capacity on the locomotive to be able to power it. Tornado is the first steam locomotive in the world to be fitted with this and is one of a small group of historic locomotives being trialled, as very soon this will be fully implemented on the line north of Kings Cross, requiring all users to be equipped as all lineside signals will be removed. With the boiler due back from Germany, very soon, the steam test, overhaul completion and running in should see her back on the main line early next year with trips to Kingswear and Newquay, already scheduled for March.

Visible progress on the new 'Prince of Wales' has been slower this year because of the overhaul of Tornado, this does not mean that there has been none. The first of the new boilers currently being built in Germany, that was to have been fitted to Tornado, will now be fitted to Prince of Wales, when it arrives. All of the coupling rods have now been fitted and tested, the 3 connecting rods have also arrived and a lot of small components are being made and fitted. However, the most significant development is that work has been ongoing, at a specialist in Scotland, to manufacture the fabricated cylinder block. This is now physically complete, it has been stress relieved and most of the machining has been completed; the next jobs being to fit the cylinder liners and valve seats, complete the machining and pressure test the whole block, before it can be lifted into the frames.

As was mentioned, there are many developments under way around Darlington, related to the creation of the 'Railway Heritage Quarter'. As part

A1 Trust Convention Weekend

of this there is going to be major refurbishment of the old 'North Road Station' and other buildings in the area. In order for all this to take place, the Trust is moving in to new purpose-built premises, just across the railway. This will happen in the spring of next year and will involve moving the part completed Prince of Wales, as well as all the stores and equipment. Although little more than a "stone's throw" separates the 2 locations, road access for large vehicles will be challenging as well as costly. The ultimate aim of the new site, being to provide a rail connected construction and maintenance facility, with a running shed and short demonstration line, alongside the Darlington to Bishop Auckland route. The council is also looking to gain grant funding to allow the installation of a turntable on the site to complete the facilities.

The final topic of the morning was the Trust's next project! As one of their aims is to recreate lost designs of the LNER, a short list of candidates has already been published. With the first 2 now well established, the third has already been decided upon, the only missing information being the name it is to carry. This design, designated V4, was designed as a highly versatile locomotive, capable of operating almost everywhere on the system. Only 2 were built and after the death of Sir Nigel Gresley in 1941, his successor opted to develop his own B1 design instead. Of the 2 V4s built, only the first carried a name and that was 'Bantam Cock', the second acquired the unofficial name of 'Bantam Hen', so a poll of members had been taken and the result was revealed, that this new V4 would carry the number 3403, being the next in sequence and the name of 'Highlander'. A portrait has already been painted, showing her running through the highlands and a copy will be made available to all who subscribe to the launch which is planned to be next spring.

After lunch we all travelled to the locomotive works to be able to see progress on the various projects. With bits of Tornado scattered around the benches and other parts for Prince of Wales there as well, there was a lot to see and

A1 Trust Convention Weekend

relatively little space to move around, especially with the bulk of Prince of Wales taking up the centre of the shed.



Tornado Nameplate



Boiler and Cab Fittings

A1 Trust Convention Weekend



Smokebox Door



Prince of Wales

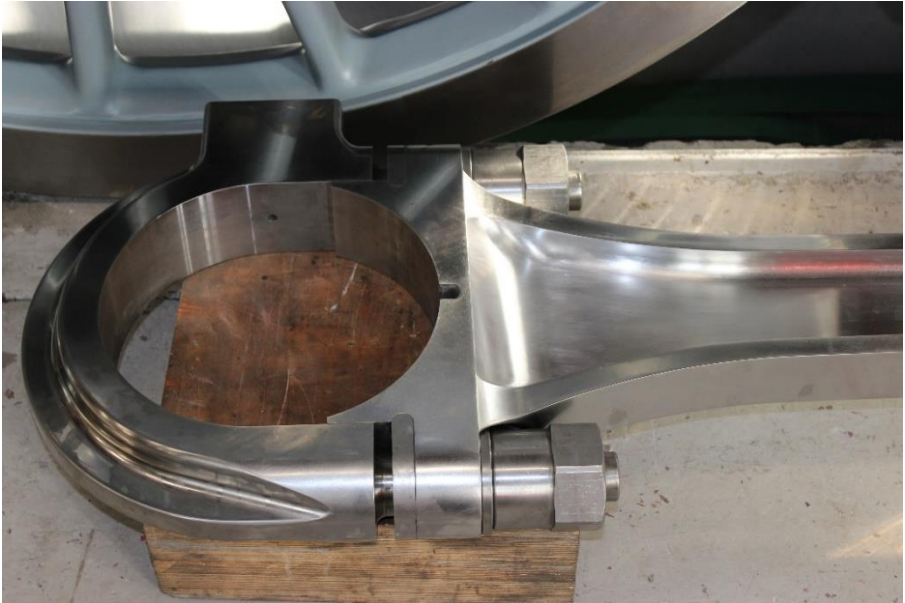
A1 Trust Convention Weekend



Castings for Cylinder Relief Valves



Part Finished Components



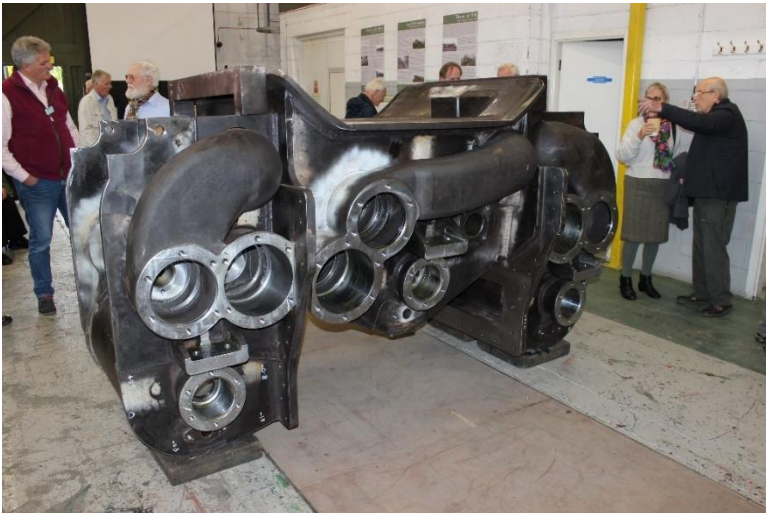
Inside Connecting Rod – Big End

In front of the locomotive was a large sheeted over item that was clearly the cylinder block, which, after a short update, was revealed. Standing almost 5 feet high and 9 feet wide, it is quite a substantial item, but significantly lighter than the original which was a single casting. Once installed, we will once again see the impressive bulk of a P2!

A1 Trust Convention Weekend



Cylinder Block - Front



Cylinder Block - Rear

A1 Trust Convention Weekend

Outside the existing works, a short walk across the field, revealed the new building that the trust will soon be occupying. This has risen from the ground in a matter of weeks and once completed, a new footbridge will give access across the railway directly to it.



The Trust's New Home

Alas all good times come to an end and we all had to say farewell, at least for now. However, about half of those present had opted to gather for the evening dinner, which was another chance to talk with friends 'old and new' and to hear from the speaker for the evening. Although you may not be aware of his name, if you have seen any of the railway press in recent years, or seen photographs of the Royal Family recently, you will almost certainly have seen some of his work. From a self-taught photographer with an interest in railways,

A1 Trust Convention Weekend

Jack Boskett has been responsible for many iconic photographs of railway scenes that have been published in recent years; one that you may recall is a recent re-creation of a 1930s image of a racehorse running alongside an LMS Princess class locomotive. The modern equivalent used a family horse running alongside a Merchant Navy class locomotive. A photograph that has been widely published, not only in the railway press, but national papers and a wide range of magazines including popular culture titles. He told us of the challenges he faced in creating this image and the fact that it took far longer than expected, not least because of a recalcitrant equine! Amongst other stories, was one by which he, in a matter of minutes, became a 'royal photographer' simply because he was wearing appropriate clothing on the day. His web site is well worth a visit to see some of his work.

Sunday was a day to take it easy before the journey home. A few hours were spent at 'Locomotion' just to wander around, on what turned out to be a very wet day. Despite a damp start, the 1970s built replica of Rocket was raising steam ready to give rides on the short demonstration line.



A1 Trust Convention Weekend



A1 Trust Convention Weekend



Only a handful of trips could be completed before a deluge made the track greasy and the ride intolerable, so the wagon was sheeted over again and the fire allowed to die. So ended a very pleasant long weekend, before I headed back home on the Monday morning and as for those P2 drawings; yes, they were in the back of the car, exchanged for a 'few pieces of silver!' Here's looking forward to 2023 and another visit!

Ian

Secretary and Catering Manager

Secretary and Catering Manager – By Ursula Brown

I am Ursula Brown and I have been the Secretary of Plymouth Miniature Steam for several years. Recently at a Committee meeting, the shop was discussed, and I suddenly became “Catering Manager”.

My background was in the family business which was a Post Office and retail shop. From this, I gained knowledge of stock rotation, pricing, money handling and staffing.

My hobbies are baking and sugarcraft, photography, reading, theatre and visiting places of interest.

Club Shop background: -

Pre Covid, the Club’s shop was run very successfully by Helen and Monica, with Linda on ticket sales and all with the occasional help from others. Usually, we have two staff members who serve the public and provide our volunteers with tea. When we opened again last year, Monica stepped away from the shop and Helen had health issues so also had to step away, although she has done the cash and carry runs for us. Sue with help from others has stepped into the gap.

Halfway through the 2022 running season, I was asked to take the lead with the shop.

Personally, I feel that it is a huge commitment for anyone to volunteer for the whole running season, so I would like to see a rota of willing volunteers in place to help spread the load, with contact numbers should an emergency occur.

What are the criteria to volunteer?

Secretary and Catering Manager

To be able to make a good cuppa! A smiling friendly outlook and clean appearance. We sell hot and cold drinks, sweets, biscuits and homemade cakes when they are available. We have a water boiler and a pre-programmed till. There is also some washing up to do. Time of arrival is 11.45 to 12noon to allow time to set up and make the tea for those working the trains, until about 4.30pm or when the last of the public have left.

I hope that with having the new till and its read outs we shall be able to analyse popular stock and slower sales and adjust stock as necessary.

I would like to have this in place to start the running season of April to October 2023.

If you are interested in volunteering then please let me know at the below email address.

PMSsecretary@outlook.com.

Visit to the Steam Museum, Swindon

Visit to the Steam Museum, Swindon – By John Briggs

The Steam Museum is in Swindon and started life as the workshops of the Great Western Railway, known affectionately for decades as 'God's Wonderful Railway'. In 1900, these were the biggest railway workshops in the world, employing 14,000 people; it was eventually closed in 1986.

At its peak the workshops built two locomotives a week as well as five thousand coaches and eight thousand wagons a year and the pattern shop held seventy-five thousand patterns.



The Pattern Shop

Visit to the Steam Museum, Swindon



The Carpenters Shop

There are black and white video recordings amongst the displays of people at the works describing their experiences. Noise was a hazard and those who worked in the boiler shop could easily be recognised by their deafness. Similarly, those with missing limbs or fingers came from the machine shop. The company's policy was to re-employ anyone suffering injury in another appropriate part of the works. The company demanded the highest of standards and there is little doubt that those who worked there took pride in meeting that challenge.

Visit to the Steam Museum, Swindon

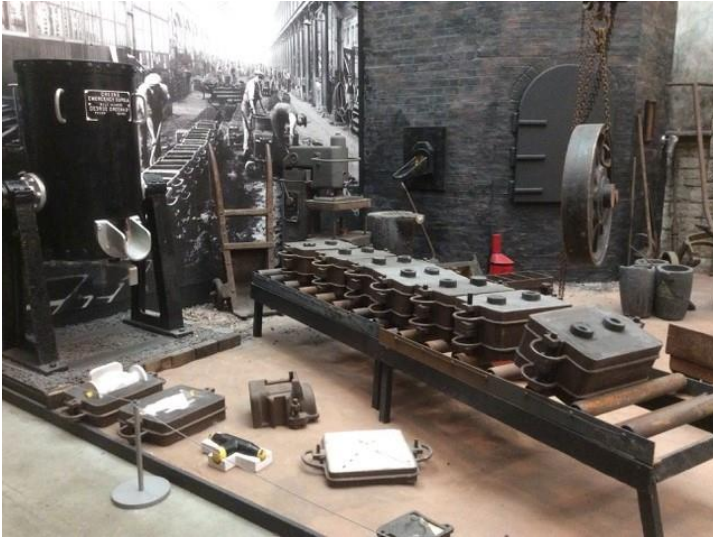


The Boiler Shop



The Machine Shop

Visit to the Steam Museum, Swindon



The Foundry



The Signal Box

Visit to the Steam Museum, Swindon

GWR began with Brunel's North Star locomotive followed in the next century by the famous Castle Class locomotives. One hundred and seventy-one were built starting with Caerphilly Castle in 1923, in service for thirty-seven years with a maximum speed of 100 mph. In the British Empire Exhibition of 1925, GWR declared Caerphilly Castle to be more powerful than LNER's Flying Scotsman. GWR and LNER held trials of the two types which the Castle Class won.



Brunel and Star Class Locomotive North Star

Visit to the Steam Museum, Swindon

The Bristolian is the name of a train running between Bristol Temple Meads and Paddington, begun by GWR in 1935. It was hauled by Castle Class and King Class locomotives. 6000 King George V was the first of the King Class built in 1927 and visited the USA in that year as part of their railway celebrations. The engine was presented with a bell and a plaque in honour of the visit which it still has today.



King Class No 6000 King George V and Pannier Tank No 9400

Visit to the Steam Museum, Swindon



(Upper) Scammell Mechanical Horse (Lower) A Horse and Cart used in the marshalling yard and transport of freight and luggage

Visit of the 5" Gauge 0-6-2 "Metre Maid" Locomotive

Visit of 5" Gauge 0-6-2 "Metre Maid" Locomotive

On Sunday 16th October 2022, the final Public Running Day of the year, new members, father and son Mike and James brought their 5" gauge 0-6-2 "Metre Maid" locomotive to the track for a test run. This is a very nicely turned-out locomotive with a vertical feed pump as the following pictures demonstrate.



Visit of the 5" Gauge 0-6-2 "Meter Maid" Locomotive



Club Diary Dates 2023

Club Diary Dates- 2023

01/01/2023	Members' day
12/01/2023 *	TorBridge High - Start of Spring Term
02/02/2023	AGM – TorBridge 6:45pm
09/02/2023 *	TorBridge High – last of first half term
12/02/2023	Committee meeting
24/02/2023	Press Date for Spring Magazine
23/02/2023 *	Torbridge High – start of second half of term
12/03/2023	Committee meeting
30/03/2023 *	End of Spring Term – TorBridge High
02/04/2023	Public Running Sunday
09/04/2023	Committee meeting and members' Sunday (Easter Sunday)
16/04/2023	Public Running Sunday – Easter Sunday
TBA	Start of Summer Term – TorBridge High
07/05/2023	Public Running Sunday
14/05/2023	Committee meeting and members' Sunday
21/05/2023	Public Running Sunday
24/05/2023	Summer Magazine press date
TBA	Torbridge High – last of first half term
04/06/2023	Public Running Sunday
TBA	Torbridge High – start of second half of term
11/06/2023	Committee meeting and members' Sunday
18/06/2023	Public Running Sunday
02/07/2023	Public Running Sunday
TBA	End of Summer Term – TorBridge High
09/07/2023	Committee meeting and members' Sunday
09/07/2023*	Summer Barbeque TBC
16/07/2023	Public Running Sunday
06/08/2023	Public Running Sunday
13/08/2023	Members' Sunday
20/08/2023	Public Running Sunday
24/08/2023	Autumn Magazine press date
03/09/2023	Public Running Sunday
10/09/2023	Committee meeting and members' Sunday

Club Diary Dates - 2023

TBA	Torbridge High –Start of Autumn Term
17/09/2023	Public Running Sunday
01/10/2023	Public Running Sunday
08/10/2023	Members' Sunday
TBA	Torbridge High – last of first half term
15/10/2023	Public Running Sunday
TBA	Torbridge High – start of second half of term
19/11/2023	Committee meeting
24/11/2023	Winter Magazine press date
TBA	End of Autumn Term – TorBridge High
10/12/2023	Committee meeting
01/01/2024	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.