

Goodwin Park News

Summer 2023



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).

Editor: Phil Chant

Email - pms.editor@hotmail.co.uk

Web - www.plymouthminiaturesteam.co.uk

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 2023

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: 5" gauge LNER B1 No 1253 "Richard H.N Hardy" owned by Alan Smith, simmers in the bright spring sunshine at the Members Day on Sunday 14th May 2023.

Editor's note:

Welcome to the Summer 2023 issue of Goodwin Park News. The public running season is now well underway with an excellent ride count to date, with every penny taken helping to replenish club funds after the major expenditure incurred on track renewals through the winter.

Please don't forget, the success of our public running days is dependent upon those few members who help set up and open the track and run the shop, any time you can spare to assist on the first and third Sunday of the month will be greatly appreciated!

There is plenty to look forward to in 2023 including the summer barbecue in July and the exhibition in September. I hope you enjoy reading this issue. *Phil Chant*

New Members

New Members:

We extend a warm welcome to the following new members:

Liam Ashby
William Bray

Alfie Hitchcock
Shaun Manners

Rowan Strachan



“Bob” and “Hernia” are suitably adorned with Union Jack flags to celebrate the Coronation of King Charles III. The date is Sunday 7th May 2023.

From the Chair

From the Chair

As I write these words, I am very aware that this magazine should be arriving with you very soon after the last. It was the case, that Phil was very short of material last time and it was only by some bullying that we managed to get a magazine with something of interest for you! Having done the job myself, I am aware that some issues are thinner than others, but your editor does need some 'fallback' material to bolster such thinner issues. So, if you have any general interest items or hints and tips, I am sure that Phil would welcome them to build such a reserve library.

Well, here we are at the end of May and 'summer' is supposedly on its way. We have had quite a busy start to the year with quite high numbers on the public running Sundays and members' days. Thanks to the significant efforts of a small group of members, the relaid section of track was opened slightly earlier than had been anticipated; this was the culmination of a very protracted and expensive piece of work that had spanned the greater part of 9 months. All those who have driven on it have commented on how well it rides and I hope that it remains so for many years to come. We also started this year with a new venture in the form of an 'Easter Egg Hunt' organised by one of our newer members; this proved very popular and it brought in quite a bit of extra income, both directly and through additional rides. Consequently it is something we may well do in the future. I have to send my thanks to all those involved in these activities and the regular maintenance, without which we would not have the facilities that we do. Not forgetting the Tuesday group who are vital at this time of year as the grass is growing at an alarming rate.

These first 2 months of our running season have also seen a visit from the local primary school. This was organised for the morning of the first Tuesday in May and we put on 2 trains for them, along with a few extra items, as their visit was

From the Chair

related to the theme of transport. In the event this was simply enjoyed by the whole year group as a fun morning out. It does however benefit us as well, as we are seen to be helping the community. The other big event was of course the recent coronation of King Charles and as we were scheduled to open on the following day, we once again decorated the station area in celebration of the event.

As we move into the main portion of our open season, we look forward to our members' barbeque on July 9th when with luck, the weather will be fine and we can enjoy a social afternoon. But of course one of the main reasons for these events, is for us to run our steam operated models and when I was checking through our records a few days ago, I was slightly saddened to find that we only have 9 boilers 'in ticket' and 2 of those are the club Wrens; this represents only a quarter of the boilers I am aware of within the club, so where are the rest? I must admit to being one of those guilty parties, but it is not through lack of desire! As we are once again planning to hold an exhibition of members work at the beginning of September, it would be good to see some of those dormant items reawakened in time for that. After all it is this sort of thing that shows what we do and encourages new members to join us.

On the subject of new members, we have known for some time that younger members will often join but after a few years as they 'mature' drift away. The challenge we face is how to retain a proportion of them and convert them into more permanent members. However, we have of late, seen a new trend in that we are gaining ever younger members especially wishing to get involved in the manufacturing side of our hobby. This presents us with problems, in that they do not possess the required dexterity and demand extra monitoring for their own safety. With this in mind we have been seeking ideas on what they can achieve and are looking at refurbishing Mamod (or similar) models as part of their introduction. So we ask that if you have (or can obtain) old or damaged

From the Chair

examples that could be donated to this cause, they would be greatly appreciated.

So as we move through the year, we are relying on a core of the membership to operate the public service and staff the shop. However the loss of a few, mostly through illness, means that this is at times challenging, so if you are able to spare a Sunday or two, your help would be appreciated. This is particularly important this year as we are facing the same financial pressures as all organisations and individuals at present and the more income we can earn the better will be our position at the end of this financial year.

As for myself, life continues to be challenging, with extra work to be done, but I am slowly getting some progress on my own projects, although it is counted not in days or hours, but more like minutes. So very little is coming out of the workshop yet, I hope that with better weather this may improve. Here's hoping that you are keeping well and enjoying your hobby.

All the best and I hope to see you all soon.

Ian



From the Chair



Coronation weekend public running Sunday 7th May 2023

Summer Barbecue & PMS Exhibition

Summer Barbecue – Sunday 9th July 2023

We will be holding the club BBQ on Sunday 9th July 2023 which is also a Members running day. As a club social occasion it would be great to see as many members as possible particularly any potential new ones. We will have the normal bangers and burgers etc but if anyone has any special requirements or dietary needs, please let me know . Contributions will be by donation. (please see the bottom of this page for contact details).

PMS Exhibition – Sunday 3rd September 2023

The club has not held an exhibition of members models and handiwork for some years, so this year we are planning to hold one Sunday 3rd September 2023. We hope this event will be well supported by members bringing items to show. We will be sending out reminders and more information later and I would like to have some volunteers as stewards to help organise things and keep a secure eye on the exhibits on the day. Remember this is your club and your exhibition so support it if you possibly can.

It would be helpful for planning of space if members could let me know in advance what they have to exhibit. And a reminder now that a description and some history of the model or item always adds to the interest.

For both the Summer Barbecue and Exhibition, please contact Rob Hitchcock on 01822-852479.

4F Project Locomotive Build

4F Project Locomotive Build – By Mike Salmon

Many years ago, and for reasons lost over time, I decided I wanted a garden railway. Nothing elaborate, just a single track and a couple or more locomotives - live-steam of course. Two of the more popular gauge sizes used in garden railways are Gauge 1 (45mm) and 16mm scale Narrow Gauge (32mm); the latter gauge being very popular with model enthusiasts, some of which construct both elaborate and intricate railways that incorporate villages, stations, work sites, and even little folk! Whilst I admire their creativity and ingenuity, 16mm scale is not for me, so I opted for Gauge 1.

Gauge 1 offer a multitude of choice when it comes to locomotives, from fine scale representations of full-scale engines, to the quirky self-designed and built engines that are, in themselves, works of art. It was always the intention to 'have a go' at building the engines myself. With this thought in mind, I bought a few books on the subject, but eventually decided to purchase plans for both the 'Project' and 'Denise' locomotives, available from the Gauge 1 Model Railway Association (GIMRA). Opportunity was also taken to purchase the metal for the Project Locomotive.

And that, for many years, was that... until now!

I am no engineer!!! In fact, I spent near on 44 years in logistics, specifically warehousing and distribution. My particular division was affectionately known, within the firm, as 'box-kickers' - although considering the sensitive and volatile nature of some the stuff stored, we were actively discouraged from doing just that. Like many a young lad, I had a curiosity as to how things worked. Much to the dismay of my mother I would disassemble every toy that spiked my curiosity (and it didn't matter if it belonged to my brother). Reassembly was altogether a different matter, but eventually I developed the knack of putting things back together, but not necessarily in working order.

4F Project Locomotive Build

And so, with a lifetime of tinkering, two house renovations, two bespoke kitchen builds, and numerous other projects on my C.V, I find myself in a position to begin the 'Project Locomotive' build. It is intended to document the build to provide the club's inexperienced engineers with an invaluable insight on how not to do things, and the seasoned engineers with no end of amusement.

The Project locomotive is a between frames, single cylinder engine, based on the LMS Fowler class 4F, 0-6-0 locomotive and tender. The 4F was designed for medium freight work, with 530 examples being manufactured between 1923 and 1928, the last being withdrawn from service in 1966.

Following (what's believed to be) convention, I begin the build by forming the frames from two rectangular pieces of metal, 1/16 inch thick. First order of operation was to superglue the two pieces together. The second was to establish a straight edge on both the long side and adjacent short side from which all future measurements will be taken. This was achieved by milling rather than filing - past experience has taught me that, whilst I am practised in their use, my files are unruly and produce a finish that is not to my liking.

The metal was removed from the mill and prepared for marking with an application of Dykem fluid. The frames external dimensions were scribed and the various holes punched-marked. This is the first time that I have used a vernier height gauge in earnest and, it must be said, with a little apprehension. I used a set of digital callipers along-side the height gauge to double check my markings, and I'm glad I did, as a couple of markings did not quite match. This also led to inaccurate placement of a couple of punch-marks. Having figured where I went wrong (I read the scale as 12ths instead of 10ths), the errors were corrected and I gained a little more know-how in using the height gauge.

4F Project Locomotive Build

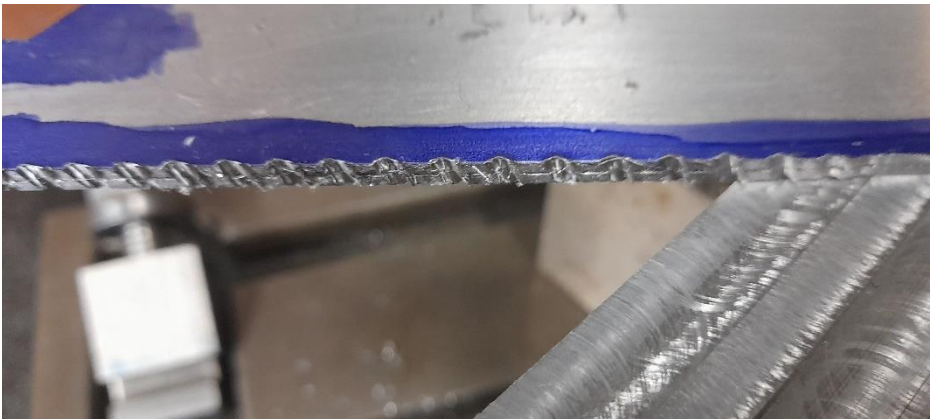


With marking out the way, my attention turned to the drilling of holes and bringing the frames to final dimension. The drawings call for the frame's front corners to be cut off at specific angles. The bottom corner was refashioned by holding the frames horizontally in a vice, levelling by eye against a parallel on top of the vice jaws, and then milled to the line. The top corner was machined somewhat differently, with it poking out the side of the vice, and the scribe-mark aligned vertically against a tri-square. Levelling by eye seemed adequate given the apparent non-critical nature of these features. Moving on, I decided to knock-up a simple jig by machining a shoulder cut into a piece of beat-up square bar, the idea being that the shoulder will provide a fixed reference to the X-axis for rapid realignment following any repositioning, and a flat and level surface for the frames to sit on – or at least I hoped it would. The flatness of the square bar left a lot to be desired, all sides rocking, to one degree or another, on the table. One side was selected for machining flat, initially using a fly-cutter, but the surface irregularities proved too much, and it was swapped-out for a chunky end-mill. The flat side was placed onto the mill table ready for clamping. It was then that I discovered that, through a combination of not enough travel in the Y-axis and limited option for clamping on a small

4F Project Locomotive Build

table, I couldn't clamp the lump in the position I needed. An alternative plan was devised whereby the vice was fitted to the table, the lump squared off and the shoulder cut. To add with clamping, the depth of the shoulder was a little less than the thickness of the frames. A zero was established against the shoulder and set on the DRO using an edge-finder, less half its diameter. The frames were positioned against the shoulder and clamped in place by a couple of engineering clamps. With a 10mm end mill fitted, the table was moved the required width of the frames, plus half the diameter of the mill. A visual check confirmed that the cutters edge was aligned with the scribe line.

The scene was set to bring the width to final dimension. The table was further moved to position the cutter at the edge of the metal and the waste cut away with repeated light cuts. All was progressing well until, with only 0.250mm to go, the mill head decided to go walkies. The resulting road crash ended with a serrated edge on the frames, the head pointing off to one side, and the vice set at a peculiar angle – but nothing broken!



Bewildered by the unplanned rapid disassembly, I checked around for anything obvious and found that the head securing nuts were loose. My error here was to check the nuts by hand for looseness, instead of by spanner for tightness!

4F Project Locomotive Build

With the work piece trashed, it seems a convenient place to end this month's article. It must be said that, despite the setback, I remain curiously upbeat and laid back about the whole affair. I suspect the cutting oil fumes has a lot to do with this!!!

**** Help Urgently Required in the Shop ****

For a long time, the shop and ticket sales have been run by the same ladies. However, some of these ladies have now retired from the railway and we are extremely grateful for their help.

Linda Hitchcock has recently returned to ticket sales and Ursula Brown is running the tuck shop with Sue Jefferson stepping in to help cover.

Please, please, please if you can spare some time to help us to run the shop on our Public Running Days, this would be greatly appreciated. Help is required from 1pm until 5pm on the first and third Sunday of each month during the running season (April until October).

If you are able to spare some time to help, please let Ursula Brown or one of the other committee members know.

Thank you!

An Engineers Day Out .nz

An Engineers Day Out .nz – By Martin Elver

Well, a day out is an understatement. In the vein of modern internet .nz is indicative of New Zealand, but a day from Plymouth will only get you as far as Singapore. From that point its generally another eight hours to Sydney Australia and a further four hours to Christchurch or Auckland, plus stopovers and refuelling. Although flying long haul you are generally well cared for, having been the on the go for that length of time I was completely wrecked on arrival at Christchurch - sleep was not initially an issue, but it did take a several days for my body to catch up with the twelve hour time difference. Up to this point, I can honestly say that New Zealand was not on my radar as somewhere to visit, but having recently retired and with a daughter currently traveling by bicycle in NZ, it was time for a rendezvous.

First impression of New Zealand: it's like stepping back in time. NZ really is a new world in the old-world sense. The architecture is single story timber frame, timber clad with wrinkly tin roofing. From what we can gather, New Zealand has had a fairly strict and austere import regime so a culture of make do and mend is endemic. Only easing over the last twenty-five years, from an engineering point of view this has given New Zealand several distinctive items of infrastructure which in any other circumstance would have been lost.

As most people will remember, Christchurch had a severe earthquake in 2011 and while recovery is well underway the evidence is still abundant. Well publicised was the temporary container accommodation which has now mostly been dismantled but a building of significant engineering note is Transitional Cathedral constructed using cardboard tubing.

An Engineers Day Out .nz



These tubes are approximately 500mm in diameter and 7mm thick. Whilst there is some significant steel bracketry going on at the ridge and tube base, the overall effect was very imposing.



An Engineers Day Out .nz

Lake Whakatipu turned out to be something of a find. The railway used to get as far as Kingston at the southern end of the lake. This is the site on which, in 1911, the TSS Earnslaw Steamship was delivered by rail as a kit of parts and reassembled to be launched in 1912. It was designed and fabricated by J.McGregor and Co. in Dunedin the previous year before dismantling and loading onto the railway.

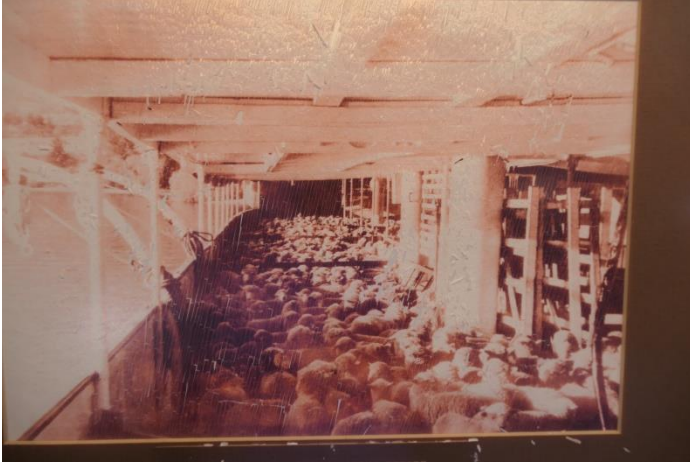


TSS Earnslaw with strikingly elegant lines reversing away from Queenstown wharf.

South Island is dominated by a large mountain range in which sizable freshwater lakes offer a haven for all water sports imaginable, not to mention hydroelectricity. In 1910 New Zealand Railways commissioned the Earnslaw to service the need to move people and goods to the surrounding area. Lake Whakatipu is 80km long and even now there are still two sheep ranches with

An Engineers Day Out .nz

no road access - though they haven't relied solely on the Earnslaw for some time.



On our visit TSS Earnslaw was scrupulously clean, no evidence sheep droppings from stem to stern!



An Engineers Day Out .nz

This is a view of twin boilers, using 1 ton of coal per hour at 16 knots. Considering the useful output of the engines, these boilers are an impressive size. Unlike traditional marine boilers which are generally large round short barrels, these have more in common with railway design featuring a square firebox feeding a long-tubed barrel.



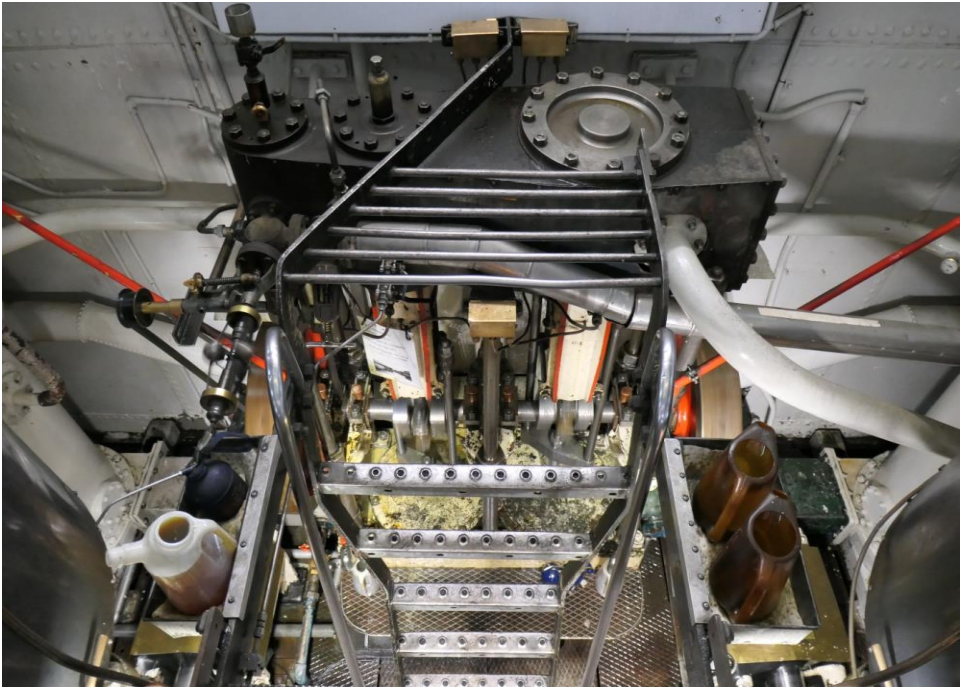
The main engines are double acting Triple expansion, rated at 220 bhp each.

An Engineers Day Out .nz



I spotted the steam oil lubricating pumps tucked away in a corner and reflecting on our current club engine issues I took this picture with Ian in mind.

An Engineers Day Out .nz



This engine had me stumped for a while – I had to ask. This is the condensing water lift pump which once you know, it's possible to spot the pump cylinders directly under the crank but driven from the cross head. In my more enthusiastic youth, I did look into steam condensing and still don't understand how it makes the system so much more efficient. French railway engineers looked to condensing due to longer distances between available water stops but British railway designers never seemed to take it very seriously.

An Engineers Day Out .nz



The water of Lake Whakatipu is clean enough to drink without treatment and hosts some interesting marine life, this is an example of a fresh water killer whale...



An Engineers Day Out .nz

Ok maybe not! But just like Moby Dick you can pay to sit in this one. Able to submerge to 1.5 metre and reach speeds of 40 km/h under water and 80 km/h on the surface, all for £80 (\$155NZ each, seats 2) for just 15 minutes. Having said that I think 15 minutes is probably enough for anyone.



Starting the Steaming Season

Starting the Steaming Season – John Briggs

A short article on my routine for getting an engine back onto the rails at the start of the year. Part of that depends on the preparations made for the winter, so we can make a start there.

Winter

1. Open the gauge glass drain to bring the level down out of the glass.
2. Drain side tanks if fitted.
3. Open all valves and regulator and leave half open.
4. Clean out the smoke box and tubes.
5. Open the drain cocks and push the engine in gear to clear the cylinders.
6. Fill the blast pipe with oil to drain into the cylinders; repeat until oil is ejected out of the drain cocks with the engine moving in gear.
7. Check security of all fittings and coat or spray oil on all moving parts. Wipe bodywork with a mixture of paraffin and oil.
8. Move the engine in gear twice a week until the Spring.

Spring

1. Pour a small quantity of water into the tank and fit the hand pump lever. Pull the lever back onto the stops and let go, if the lever springs back to the mid-position it indicates that the suction ball in the pump is stuck on its seat; boil a kettle and fill the tank with hot water which should free the ball off its seat.

Starting the Steaming Season

2. Open the bypass valve and move the engine to check the cross-head pump is delivering water. If the suction ball is similarly stuck, blow hot air onto the pump with a hair drier for a few minutes to free it.
3. Using both the hand pump and cross head pump. bring the water level to half a glass. Close all the valves and regulator.
4. Having proved you have control of the water level, either pump the boiler full to working pressure or raise steam to check for leaks.
5. Happy steaming!



Here is John happily steaming his 5" gauge 4-4-0 "Maid of Kent" locomotive on Sunday 14th May 2023

Teddy Bear's Picnic

The Teddy Bears' Picnic

Anyone who has taken a ride one of our trains on a Sunday Public Running Day will have witnessed how much our very young passengers enjoy trying to spot the menagerie of toy animals hiding in the trees and bushes at the side of the track.

Nigel Lavers, who on Public Running Days is usually to be seen wielding green and red flags despatching trains from the station, had come into possession of some teddy bears in memorium of a family friend, Pat Ferguson who had two bedrooms full of teddies! Nigel thought it would be a nice idea to add the teddies to the collection of toys at the railway for the children to enjoy. Giving this idea some further consideration, Nigel decided that he had enough spare material to take the idea one step further and create a Teddy Bears' Picnic which would be dedicated to the memory of Pat Ferguson.

Using some scrap wood, a table was created and given five coats of paint to protect it from the elements. Five teddy bears and an old toy teapot were then mounted upon the table to create the Teddy Bears' Picnic along with an engraved plaque kindly provided by Bob Sims.

The Teddy Bears' Picnic was presented to Pat Ferguson's husband Michael and Son Duncan (a recent new PMS member) and two-family friends on Sunday 9th April 2023 and is now a regular fixture at the side of the track just outside the station.

Teddy Bears' Picnic



The table almost complete and awaiting painting



The almost finished table

Teddy Bears' Picnic



Presentation of The Teddy Bear' Picnic to Michael Ferguson on Sunday 9th April 2023.

Bluebells

Bluebells – Photograph by Jared Stevens



Bluebells

By way of a change, I thought I would include this excellent photograph taken by Jared Stevens of the bluebells growing in the wooded area at the centre of the track.

I sent a copy of the picture to a good friend of mine, Mr Colin Kilvington (a Fellow of the Linnean Society, founded in 1788, named after the Swedish naturalist Carl Linnaeus) and ask him to identify the specific type of bluebell we have growing on the site.

Colin kindly replied to my question as follows:

Yes - that is indeed Bluebell *Hyacinthoides non-scripta*. Back in the day when I was a student the generic name was *Endymion*. It is not strictly correct to refer to your examples as 'the common type of bluebell' because the Spanish Bluebell *Hyacinthoides hispanica*, grown in gardens, has become naturalised - occurring frequently in woods, copses and shady banks throughout much of the British Isles. For instance, I've seen a lot in roadside banks between Bere Ferrers and Weir Quay. Spanish Bluebell is a garden escape that hybridises readily with Bluebell *Hyacinthoides non-scripta*. Hybrids are often commoner near gardens.

Bluebell *Hyacinthoides non-scripta* is easily recognised from the photo by its cylindrical flowers forming a *one-sided spike* drooping at the tip. Its leaves are linear, keeled, and narrow (up to 15mm width). By contrast, Spanish Bluebell has broader leaves (up to 35mm width), and the flowering spikes are erecter and not one-sided; the individual flowers being larger and widely bell shaped.

Phil Chant

Club Diary Dates - 2023

Club Diary Dates- 2023

04/06/2023	Public Running Sunday
08/06/2023	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
06/07/2023	End of Summer Term – Torbridge High
09/07/2023	Members' Sunday
09/07/2023*	Summer Barbeque
16/07/2023	Public Running Sunday
23/07/2023	Committee Meeting
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 and Exhibition
10/09/2023	Committee meeting and members' Sunday
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
29/10/2023	Halloween Special Public Sunday
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.

Club Diary Dates - 2023

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.

Advert

Bush Bakelite VHF Radio Available from Ted Lawrence

Are there any Valve Radio enthusiasts in the club?

I have a Bakelite VHF Bush radio, that probably dates from the 1950s available. It was in working order, but many years ago the tuner cord broke. To get to the cord and replace it, I had to remove the chassis and found all the insulation on the wires was disintegrating. I did start to re-sleeve the wires but never completed it.

I wondered if it would be of interest to anyone as a project or for spares, before I dispose of it. There are a couple of spare valves.

If anyone is interested, please contact Ted Lawrence by email at ew.lawrence@btinternet.com or by phone on 01752 793105.