

Goodwin Park News

Autumn 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).

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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 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: “Fred” with fire in, steam up and ready to go..

Editor's note:

Welcome to the Autumn 2023 issue of Goodwin Park News. The public running season continues with good ride counts being recorded.

Both the summer BBQ and the exhibition of members' work were pleasant and successful days. Thanks to all who attended and contributed to both events.

We now look toward the end of the 2023 running season which will culminate with a Halloween Special on Sunday 29th October. This event was well attended last year and we hope to repeat that success. The Ghost Train will be taking to the rails once again!

Phil Chant

New Members

New Members:

We extend a warm welcome to the following new member:

William Stokes



“Hernia” on the steaming bay undergoing preparation by Chris Nash on Sunday 3rd September 2023. Alongside, “Fred” awaits preparation and application of Brasso.

From the Chair

From the Chair

Well, here we are, over halfway through the year and it is positively racing through, or so it seems! It is pointless quoting all the usual clichés, but it has been a challenging year to date. We have been kept busy on our public running Sundays, with appreciable numbers of visitors, whilst slightly lacking in members to help out. Thankfully, the weather so far, has not been unkind and we have managed to keep running and stay on top of the queues. All this is providing us with the essential income in order that we can remain as an active club.

Away from our public operations, the members' Sundays have also been quite busy and the barbeque Sunday proved very popular, generating some much needed extra income. Indeed the most recent members' day was very well attended including a new, part built 'Scamp' which is a 7¼" gauge, sit on petrol/electric locomotive, based on a small 'Ruston' unit. It was also good to see Selwyn making his first brief visit to the club after his accident a few weeks ago. By the time you read this, we will also hopefully have held our first public exhibition of members work for a number of years. It will be good to see what everyone is doing and above all, hopefully generate some more interest that could translate into additional members.

As we move into the final months of our 2023 season, we are planning to have 2 additional running Sundays, one on September 24th, which is a private gathering for a large scout group and the other on October 29th for Halloween. It is hoped that these will further bolster our finances against the impending costs of the winter maintenance. Talking of which, plans are already being made for the track maintenance to be done this winter; noting that this will be constrained by both the available finance and the availability of the key members to commit to the time and effort required.

From the Chair

It is at this point, that I have to thank those of our members who have regularly turned out to help with all aspects of the club activities. But all too often it is the same small group and they would appreciate some help, so if you can spare even a little bit of time, why not come along and join in? You may well enjoy it! Even better, why not come and join the committee and help to control the future direction of the club? After all, it is your club!

On another topic, we have secured a booking for the workshops at Torbridge for the coming academic year, unfortunately, to date I have not received the invoice, so can not be certain whether we will be able to retain the price to members. We will endeavour to maintain it at the lowest price possible, it is after all, one of the best facilities to which we can have access.

As for myself, I am still struggling to make progress on any meaningful projects, but I did manage to grab a few days away at the beginning of August. This was most enjoyable but I have returned to almost exactly the same task list that I left ; so life just continues.

I hope that you have enjoyed your summer break, whatever form it may have taken, and that you will share something of it through these pages. Take care and enjoy your hobby!

Ian.

Summer Barbecue

Summer Barbecue – Sunday 9th July 2023

The club BBQ was held on Sunday 9th July 2023 which was also a Members running day. It was a very pleasant afternoon with a good number of members in attendance. The BBQ food was excellent and this was followed with some epic cakes and desserts.



Rob Hitchcock, our Chief BBQ Chef suitably attired for the occasion!



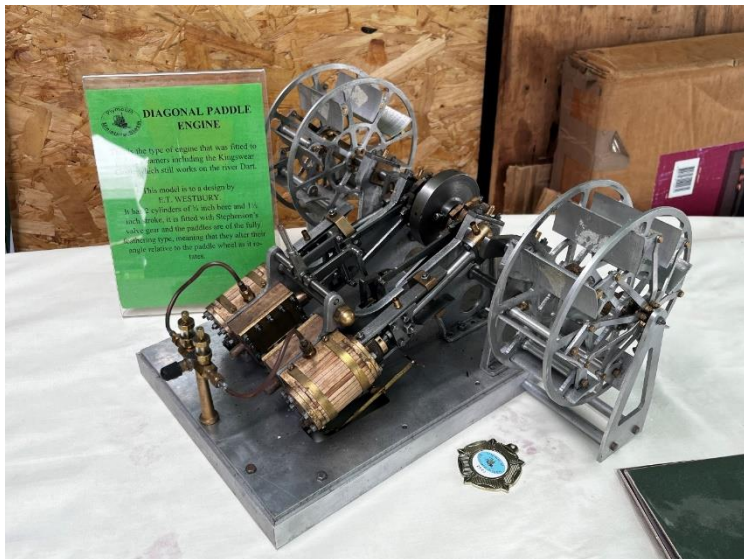
A busy scene from the BBQ Members Day, a chance to have a go at driving.

PMS Exhibition – Sunday 3rd September 2023

A successful exhibition of PMS members work was held during the public running day on Sunday 3rd September. The exhibits included various 5" locomotives, stationary engines and two miniature traction engines and many other items. The Robot Wars display proved to be very popular with the participation of a number of our visitors.

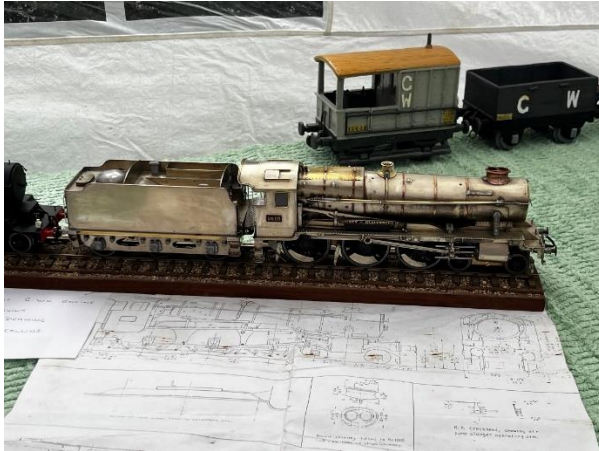
This event was a success and we hope to hold an exhibition of members work every two years with the next hopefully taking place in September 2025.

Here are a selection of pictures of some of the exhibits.



Diagonal Paddle Engine to a design by E.T. Westbury, the model was built by Alan Smith.

PMS Exhibition



O Gauge model of GWR County Class locomotive No 1015 "County of Gloucester" built by Bob Collins.



View of various exhibits including "Black Diamond", a 5" scale model of "Locomotion" by Alan Smith and a 5" gauge "Midland Spinner" completed last year by Tony Fleming.



Stationary engines built by Peter Kempe to his own designs. Notable is the inverted vee marine engine built by Peter in only twelve weeks.



Miniature traction engines owned by Peter Kempe and Paul Clapham, both are 3" scale Foster Traction Engines.

PMS Exhibition



Various models by Paul Clapham including a large Stuart Turner Beam Engine, a 1 1/2" scale Royal Chester Traction Engine and just visible, Paul's vintage hay baling machine.



Ti Daley and his fiend John with an example of one of their robots. Robot Wars proved to be very popular with those queuing to ride the trains!

A New Home for the A1 Trust

A New Home for the A1 Trust – By Ian Jefferson

If like me, you try to keep up to date on happenings in the wider preservation world, I am sure you will be aware of the significant happenings in Darlington, in preparation for the 200th anniversary of the opening of the Stockton and Darlington Railway. As part of this, Darlington Council is creating what they are calling 'The Railway Heritage Quarter', which is based around the many buildings in the area round North Road Station, all dating from the mid-1800s. For many years, the trust has occupied part of the 1860s Carriage Works where Tornado was completed, but this site is restrictive and is not rail connected, so the desire has long been to secure a larger and more flexible site. So, with the redevelopment, the council earmarked the Carriage Works for repurposing and identified a plot of land a couple of hundred yards away, on the other side of the Bishop Auckland railway line that had rail connection and was in use by a car breaker. So it was, that after all the negotiation and planning, the council began work just over a year ago, on a new 'tin shed' to be leased to the trust in exchange for vacating the current premises. With the building completed and the keys handed over, the move took place in June this year, but this was a bit more than moving house, as a part completed locomotive, a Pacific boiler and many containers and pallets of tools and parts also had to go; you can see a time lapsed video of some of this at <https://a1steam.us10.list-manage.com/track/click?u=a8fc96500acab2d6cc690eedd&id=ae2e18f804&e=601e0659ce> , the larger transports having to travel almost 3 miles, in order to be able to turn. With the move completed, supporters like myself were to be invited to view the facility before it is opened to the public; and so it was that I headed north at the beginning of August to see it for myself.

Having been unable to secure accommodation in the centre of town, I opted for an alternative establishment a few miles out. This, I realised was near to a railway related sculpture. So, on the evening of arrival, I began to search and although recollection told me it was in the middle of a roundabout, it was in fact adjacent to the major ring road, now quite well screened by mature trees. Made from 185,000 bricks it is slightly larger than life size and being hollow, forms a roost for bats. Built in 1997, it was partially funded by the supermarket which occupies part of the adjacent retail/industrial park.

A New Home for the A1 Trust



The next day I opted to head south, by train, to York. A chance to unwind a bit, take in the sights and have another trip around the Jorvik Viking centre, as it was fortuitously quiet! One surprise that I did get was to look at the west face of the minster, to see that a new figure adorned one of the niches. I do not recall having seen it last time, so I presume it has been added quite recently! The return to Darlington proved interesting, as the train was absolutely full, I can therefore say that the ride of the Azuma sets is quite good when you are standing, but passengers and luggage definitely go flying when coming off the avoiding line into the station! Ouch!

A New Home for the A1 Trust



The 'big day' dawned, wet! Thankfully, most of the day would be spent inside, so no problems there. However, before heading to the new building, I wanted to catch up with another new build based in the area, the G5 project. This is based in a 'lock up unit' on the site of the old Shildon wagon works complex and they are building a completely new locomotive to the North Eastern Railway design of 'O' class 0-4-4 tank. These were once common place on local passenger services in the area, but none survived the scrappings of the 1950s and 60s. Progress is slow and limited by income, although the locomotive looks to be just a set of frames at present, many of the components are stacked on racking awaiting their turn to be fitted. The cylinder block stands on the floor, awaiting some final checking and machining which will be done next door by Daniela Works, before hopefully final fitting in the frames. Also there, the crank axle, machined from a single forged billet, which is due to make its way to Buckfastleigh, once both the wheels are available for fitting, the leading axle having already been completed.

A New Home for the A1 Trust

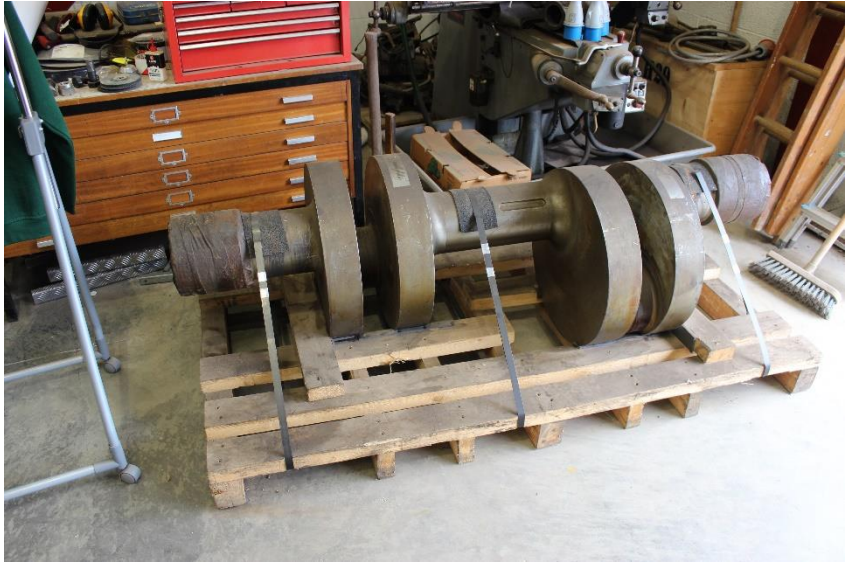


A G5 Takes Shape



Cylinder Block

A New Home for the A1 Trust



Crank Axle

And so the time came to head back to Darlington and the 'new home'. At first sight it is just a normal modern 'tin shed' but closer inspection reveals the connection with railways and the other buildings around it, including North Road station, one of the first public railway stations in the world! The normal public access to the building, is to be by way of a bridge from the other side of the railway, adjacent to the current Head of Steam museum. As this bridge is yet to be completed, the doorway currently yields a view of some of the ongoing development work and the old home of the A1 trust. Once over the bridge, people will find themselves in a viewing gallery above the main works floor, with no further access.

A New Home for the A1 Trust



The New "Tin Shed"



Looking Back Across the Bridge to the Trust's Old Home

A New Home for the A1 Trust



The View from the Gallery

The works itself comprises a 2-road shed, which can accommodate 4 Pacifics, it has pits on one road, both inside and out and will eventually be connected to the main Bishop Auckland line via an existing link. Another 1860s building to the west is also being refurbished to provide a shared stabling facility and space has been allocated for a 70ft turntable. There is obviously a lot of work to do to lay the track and to fund all of this development, so it will be some time before this all comes into place. As the building is new, it has all the facilities demanded by modern planning regulations, including showers, lift, disabled access and is heated by a ground source heat pump, time will tell how well it copes with such a cavern in a northern winter!

In the shed, could be found Tornado's boiler, having been tested recently, the final fitting and painting of cladding sheets, superheater header and elements, and all the backhead fittings was ongoing, prior to its journey to Loughborough to be reunited with the frames. Also, there was Prince of Wales, now with sufficient access to appreciate her full size, along with the tender tank, and many sundry items scattered around the racks. These are soon to be joined by

A New Home for the A1 Trust

the Cylinder block (currently at Howco in Irvine), the tender frames (at Ian Howitt's in Wakefield) and the boiler (approaching completion in Germany). Also standing on a rack, the 3 connecting rods, that will drive this beast along.



Tornado's Boiler



Prince of Wales

A New Home for the A1 Trust



Connecting Rods

During the afternoon, Steve Davies welcomed everyone to the new home and gave an introduction to some of the work that is being done and remains to be done. He also acknowledged the phenomenal amount of work that David Elliott has done in recent years both on Tornado and Prince of Wales, in particular resolving some of the issues with the original cylinder assembly used on “Cock O’ The North”, such that “Prince of Wales” can rightly be considered to be a ‘Gresley/Elliott’ design, we just hope that the work is successful. Also, as part of the trust’s presence in Darlington they have had an apprentice (Ed Laxton) from the local college working on site; as such his experience will have been markedly different from many of the others on the course as all the work would be manual, with old machines and no numerical control. David Elliott was then able to present Ed with his course certificates and hoped he would stay with the trust.

A New Home for the A1 Trust



David Presenting Ed with his certificates

As a final visit before heading home, I ventured to the North York Moors Railway at Pickering. After all, a train consists of more than just a locomotive, so I wanted to check up on the activities of the LNERCA. They have the use of a single road shed at Pickering and restore coaches of LNER origin. Most of these are teak bodied and need a lot of work to keep in good order, it is however most worthwhile when you see a complete teak train. Currently in the shed are 2 coaches, one being an open tourist 3rd from the 1930s, undergoing a regular refurbishment. The other, originating from 1894, is a clerestory bodied restaurant 3rd, which had been built for the 'East Coast Joint Stock' (a consortium of the GNR, NER and NBR). It had originally run as part of a 3-coach set, comprising; a restaurant 1st, a full kitchen and the restaurant 3rd. Because these had a side corridor connection the set would have to be turned as a group! Over the years this had seen many changes including conversion to central corridor connection (In many versions). Now being fully restored to as near 'original' as possible, it represents one of the long-term

A New Home for the A1 Trust

projects for the association. In addition to the restoration of the body and rebuilding the roof, the interior needs a lot of work, including new seats (that have more in common with cinema seats), tables (which were plain pine boards), hat racks (for top hats), replica gasolier lamps (using LED luminaries), replacement etched glass panels (unfortunately in safety glass as opposed to hand blown) and a lot of lincrusta (essentially plaster mouldings covered with gold leaf). It is hard to believe this was 3rd class! But one of the most interesting facts is that a number of the internal fittings including doors and the units in the attendant's pantry had come from previous vehicles, some even bearing the number of the previous coach. It may be sometime before this sees service but I am sure the finish will be worth the wait. For more information and photographs see the LNERCA website.



ECJS 189

A New Home for the A1 Trust



ECJS 189 Interior



Lincrusta and Etched Glass Panels

A New Home for the A1 Trust

The rest of the day, was spent wandering around Pickering and watching the trains come and go. And above all, hoping to get back in the not too distant future to see the progress being made by all these projects

Ian.

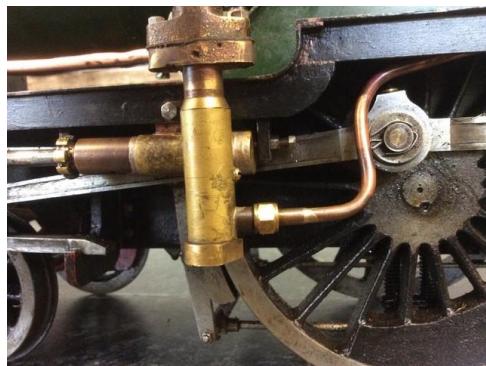
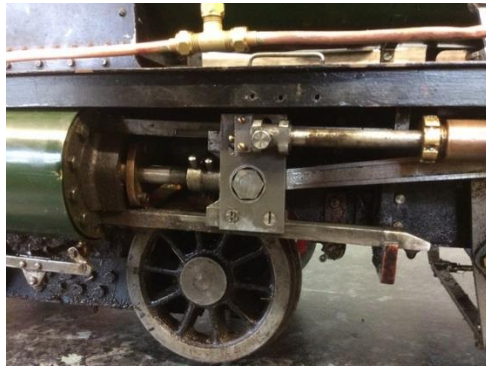


Eric Treacy Entering Pickering

The Boiler Feed Saga

The Boiler Feed Saga – John Briggs

I built the Maid of Kent with the boiler feed supplied by 2 injectors and a hand pump in the tender. Unfortunately, both injectors proved too temperamental to tolerate for peace of mind and my return to the platform often depended on vigorous application of the hand pump. I replaced one of the injectors with the Stuart Steam pump made from castings. This did run but frequently consumed as much water as it supplied and was also discarded.



The Boiler Feed Saga

Lastly, I built a cross head pump by screwing a plate to the cross head with a slot. The open end of the pump ram has a 2BA bolt through it that fits into the slot - see photo. The pump barrel and valve box were made from bar stock and scrap. The pump ram was sealed by gland packing rope and the water supply came direct from the tender straight into the boiler. My estimate of capacity proved to be adequate at first, helped by leakage through the gland packing. Unfortunately, there wasn't room for a stuffing box and the gland packing soon wore out and was too much of a fiddle to replace so frequently. I replaced the packing rope with 'O' rings with so much success that the boiler was over supplied and in danger of priming.



Finally, it is hoped, a by-pass valve has been fitted into the pipe work - see photo. With the by-pass valve shut the water will feed into the boiler through the clack valve, or in the open position will discharge onto the track. So, if you see me steaming out of the station squirting water over the track from an open-ended pipe there should be need to raise the alarm! Trials of the system is planned for the next Members Day.

Visit by Rock A Tots Nursery

Visit by Rock A Tots Nursery – Ursula Brown

On Tuesday 5th September we had a visit from Rock A Tots Nursery, a group of nineteen children and five adults. Their day started with a bus journey and walk to us. The children had many rides and could be heard laughing and enjoying the rides especially when the trains met on the upper and lower circuits, thanks to Ti and Dave getting the timings right. We had Fred and both the electrics out and some lucky children were allowed to fill up Hernia's water tank and see where the coal went into the fire. The children had a picnic, then afterwards had their last 2 rides and said thank you and goodbye to us as they walked up the hill to catch the bus back to the nursery. I think we all enjoyed their visit and look forward to them returning next year.



Plenty of happy smiling faces enjoying their rides behind “Fred” and “Bob”!

Club Diary Dates - 2023

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01/10/2023	Public Running Sunday
08/10/2023	Members' Sunday
12/10/2023	Torbridge High – last of first half term
15/10/2023	Public Running Sunday
29/10/2023	Halloween Special Public Sunday
02/11/2023	Torbridge High – start of second half of term
19/11/2023	Committee meeting
24/11/2023	Winter Magazine press date
30/11/2023	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.