

Goodwin Park News

Summer 2025



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 £35, Junior £10. Workshop facilities available to members at 'Tor Bridge High', Plymouth, £35 per term (10 weeks), £4 per session and £2 per Apprentice (evenings).

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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 2025

Ian Jefferson	(Chairman)
Nick Hill	(Vice Chairman)
Ursula Brown	(Secretary)
James Atkinson	(Treasurer)
Selwyn Brown	(Track Marshal)
Bob Sims	
Ti Daley	
Rob Hitchcock	
Phil Chant	Jill Lake
David Owen	Jared Stevens

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

The ‘Quorn’ Mk 3 Tool and Cutter Grinder – Mike Malleson..... 8

“Dear Christopher...” 80 Years of a Legend – Ti Daley.....10

Building the Montezuma – by Ti Daley.....17

Club Diary Dates- 2025.....23

Front Cover: “Hernia” stopped at our newly opened mine with Snow White and the Seven Dwarfs in attendance on Sunday 18th May 2025 – this has proved a very popular addition to the line among our younger visitors! (photo by Selwyn Brown).

Editor’s Note:

Welcome to the Summer 2025 issue of Goodwin Park News

Our 2025 running season has proved to be extremely popular with record ride counts being recorded, the shop regularly running low on stock with regular replenishment required. Though hard work, this is good news as we rebuild our funds after the expensive winter track work and ready ourselves financially for the 2025/26 repair programme.

I would like to thank everyone who has contributed articles to this edition, it is appreciated, and I hope you enjoy reading it.

Phil Chant

New Members

New Members

We extend a warm welcome to the following new members:

Blake and Mason Murray-Smith and Simon Mace

Welcome back to Jack Oatway



A busy scene of various locomotives being prepared by their owners for running at our member's day held on Sunday 8th June 2025.

From the Chair

From the Chair

Once again, the calendar reminds me that it is time to put some words together for your magazine. So, what has been happening lately? After the dreadful weather at the beginning of the year, April arrived, dry and sunny, therefore our first public Sunday proved quite busy, this was followed by a record breaker of an Easter Sunday, thanks to Steve's Easter Egg Hunt. Things have quietened down slightly through May, which is just as well because Jack suffered a small technical problem on the first Sunday, which had significant consequences and means a lot of work has had to be scheduled, but thankfully a temporary repair means (s)he can still function but on limited loads. This has diverted resources away from other projects, but I hope we can still accomplish the important ones soon enough. Away from our normal public operations, we have already hosted one school group this year and we have another 2 expected before the end of July, so this helps to fund some of that extra work.

Meanwhile, a lot of work is being done at Goodwin Park to 'tidy up' after our last session of track maintenance and I must thank those who have and are still working to improve the appearance of the east end of the site. Additionally, staff from one of the local factories (Schneider) will be visiting us on July 9th as part of their local support activities, to help us with a bit of general site maintenance work. They did do a litter pick in the area some years ago and this is effectively an extension of that type of activity. It would be good if we could match their commitment, by having a good attendance by members on that Wednesday, as we will be moving our Tuesday work session to that Wednesday to provide help and guidance. Also for the future, arising from various thoughts and discussions over past months, a decision has been taken make some changes in the clubhouse, which will hopefully give us some additional storage space whilst also creating a new opportunity that we hope will entertain visitors and provide an opportunity to engage further with younger members; more details of this should appear in the next magazine and we would hope that this would be ready for next April.

As for the remainder of our year, June is expected to be busy as we have scheduled an additional public Sunday on the 29th, along with our exhibition of members' work, but the weekend before that (21st and 22nd) is the Transport Gala at the PVR, where we will be providing steam train rides on their miniature track as well as a small exhibition of some models. July is also heading towards being busy as well, with the prospect of 2 school groups on a Tuesday morning, the visit of Schneider on Wednesday 9th and

From the Chair

our club barbeque on the members' Sunday (13th), in addition to our normal public openings. Then as we come to the end of our year, a mad doctor is threatening to come and cause some chaos at our Halloween special on October 26th, I just wonder if he will enter battle with the gorilla? Looking further ahead, a date has recently been announced for a new exhibition to be held at Newton Abbot Racecourse, next year. This is the 'South West Miniature Engineering Show' and is scheduled for Friday 15th and Saturday 16th of May 2026. We are awaiting further details, but have prospectively been invited to attend, so this will be a good opportunity to show off our work as well as see others in the area and possibly gain some inspiration either from other displays or from one of the trade stands.

Those of you who use the workshops at Torbridge will have become aware that the situation there is no longer so harmonious as it was. One of the factors here being that the school has become part of the 'Ted Wragg Multi Academy Trust' and there have been staff changes. As a consequence we are investigating options in an attempt to be able to maintain some workshop access for members. We see this as very significant as it helps young people not just, to get involved with our hobby, but as has been proven quite recently, to move forward in life. One of our Juniors, Alfie, has managed to secure an apprenticeship with Babcock, supported by the work he has done with us at Torbridge making his model steam engine. Another Junior, Ben, who had already gained his apprenticeship with Ambrosia (at Lifton), was this year awarded 'The Lord Lieutenant's (Cornwall) young and talented Trevithick STEM award'. We congratulate them both, but this shows just how valuable our contribution to their future can be and how we need to be able to provide an environment where this can be achieved.



Ben receiving his award (photo courtesy of The Lord Lieutenant of Cornwall)

From the Chair

As for myself, I certainly seem to have been going around like a mad thing. I certainly seem to have been running, just to stand still. And after dealing with various repairs at home, I thought all was well, until a motor capacitor decided it had had enough of life and there started another saga, which is still being dealt with, because it highlighted a problem that has been brewing (or should I say rotting) for more than 30 years! On a lighter note, if you receive your magazine as a PDF file, you may have noticed that the dreaded 'A.I.' is getting in on the act, with generated picture captions. I found some to be moderately accurate in a very generic sense, however, others I found extremely comical as it tried to make sense of strange objects or juxtapositions. All I can say is 'stay sane – keep making models'.

Ian



View from “Bob” at our public running day on Sunday 4th May 2025

The 'Quorn' Mk 3 Tool and Cutter Grinder

The 'Quorn' Mk 3 Tool and Cutter Grinder – Mike Malleson

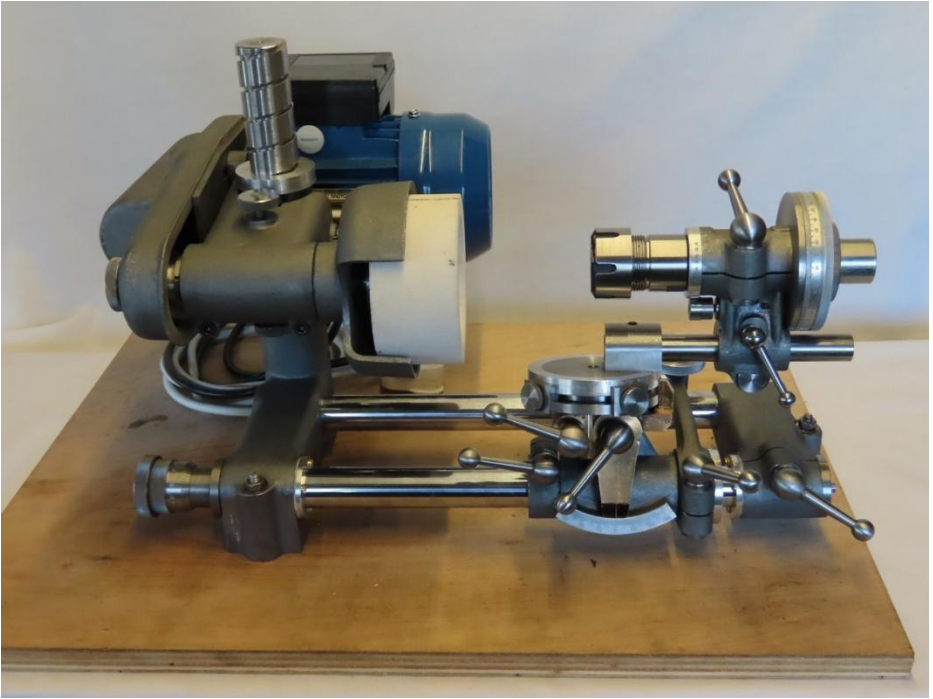
Some of you may remember at the 2023 PMS Club Exhibition seeing the partly built 'Quorn' Tool and Cutter grinder that I entered. Well, it's now finished, and I will be submitting it for this years' Exhibition in July. Its completion has been delayed for about a year due to me being struck down by sepsis, E-coli and mild pancreatitis, all needing hospitalisation, and recovery from massive intravenous antibiotics for the first two visits.

This machine was designed by Professor Dennis Chaddock to make special tools to build a 1/3rd (?) scale model of a BRM DOCS V8 racing engine, which I believe was never finished by him. The constructional series he wrote appeared in Model Engineer magazine throughout 1974 and is the basis for the Mk.3 version marketed by Hemingway Kits, (now owned by Reeves). The kit comprises all the castings, materials, fixings, sundry items like a length of drive belt and the motor together with all the necessary wires and connectors. Also included is a set of Notes for guidance for many of the operations (not a constructional series) and User Guide enabling you to sharpen almost any cutting tool likely to be found in a model engineers' workshop.

I started the project in late 2021 and progress was steady until I fell ill by which time about three quarters of the work had been completed. The final job has been to balance, true up and dress the grinding wheels of which I have a variety for different applications, (NOT apps !!!). Throughout, the Notes provided minimal detail and so I had to work out for myself many of the operations, some of which would probably be seen as somewhat unorthodox.

I resolved at the beginning to write my own constructional series which I hope will be published in Model Engineer and Workshop Magazine, if they are interested. Over 400 photographs will be included together with detailed descriptions of each operation. I must now study the User Guide and learn how to operate it for a variety of tooling, starting with some twist drills that need attention.

The 'Quorn' Mk 3 Tool and Cutter Grinder



The 'Quorn' Mk 3 Tool and Cutter Grinder

“Dear Christopher...” 80 Years of a Legend

“Dear Christopher...” 80 Years of a Legend – Ti Daley

“Here is your friend Thomas the Tank Engine. He wanted to come out of his station yard and see the world. These stories tell you how he did it.”

Reading that, I'm sure some of you groaned, some of you smiled and some of you have said those lines countless times reading a bedtime story. Love him or hate him, the cheeky little blue tank engine has had some influence in our lives and those of the many smiling faces we see on a public running day.

To some, Thomas IS trains. Children today may never have seen a steam locomotive in real life, but they know that Thomas is one. Adults may see him as a link to their childhood days of old, where in the world of smartphones, electric cars and seventy-two different cups of coffee, there still exists a whimsical world of Victorian era steam power where we do two things wrong first before getting it right on the third try and we all do our part to be really useful.

And of course, you also have some who consider the mass marketing a corruption of a book of stories into a worldwide machine of merchandise and branding to be the biggest blight on the world of railway fandom, with its disregard for standard railway practice and operations, forever tarred with the brush of trains being for nerdy anoraks and the weird.

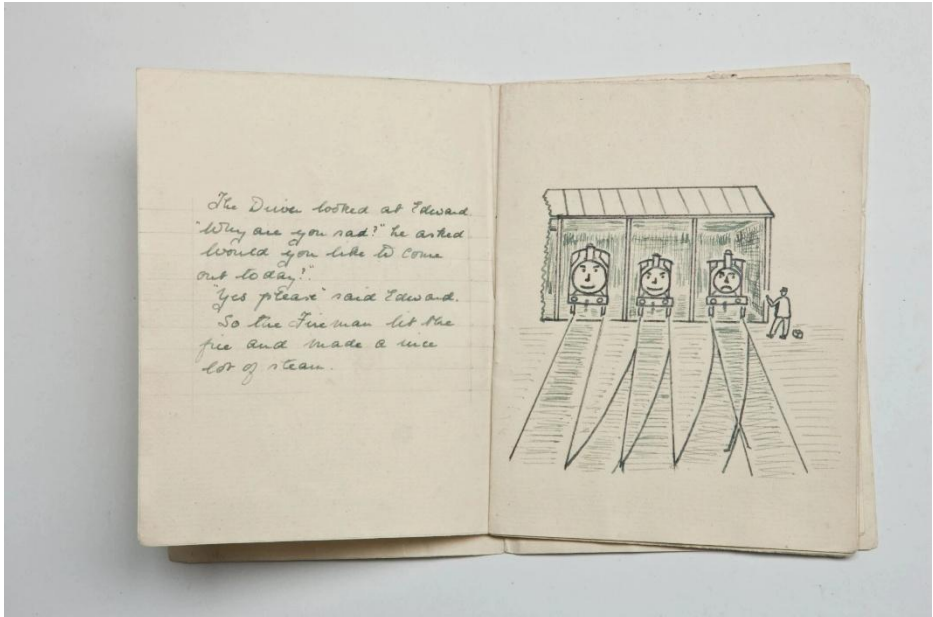
But for the last 80 years, Thomas has stood tall among the greats and outlasted many others. So, let's go back to the beginning and find out “how he did it”. 12th May 2025 marks 80 years of the publication of “The Railway Series” books with the first book “The Three Railway Engines” which was a collection of short stories about Edward, Gordon and Henry.

But the stories start a few years prior with Wilbert Awdry's son Christopher, afflicted with measles and bedridden. To alleviate his boredom, Wilbert and wife Margaret, would tell stories and nursery rhymes.

The most popular being a rhyme known as “Down by the Station” of which Wilbert drew an illustration of some engines in a row, with faces drawn on their front. Christopher pointed at a locomotive with a sad face and asked what their name was, Wilbert named him Edward off the cuff, and through numerous questions, queries and

“Dear Christopher...” 80 Years of a Legend

answers, Awdry made up a short story called “Edward’s day out”. As the demand for more stories came from Christopher, Wilbert created “Edward and Gordon” and “The Sad story of Henry”. Christopher wanted the stories retold time and time again, even after recovery, so Wilbert wrote them down to maintain consistency.

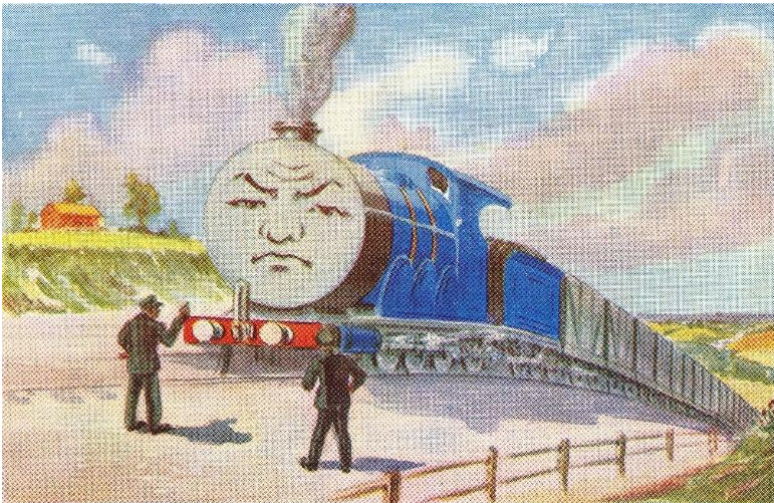


The Three Railway Engines – Awdry’s original sketch

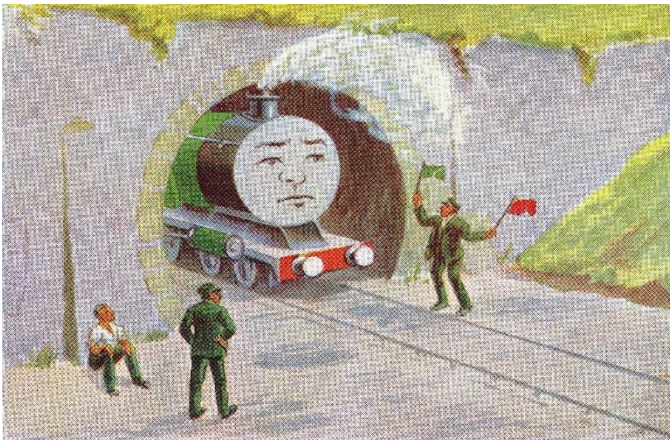
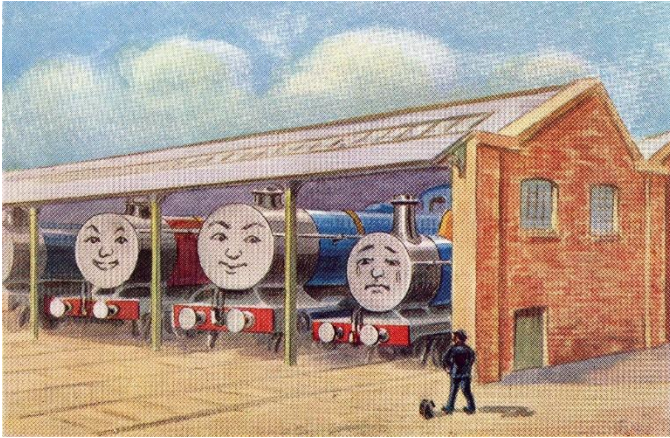
Margaret Awdry highly praised Wilbert's stories, claiming them to be better than most children literature at the time, and said Wilbert should get them published. Wilbert declined, but it was a happenstance of Margaret's mother Lucy knowing the author Michael Barsley that convinced Wilbert to send his stories to Barsley via Lucy for publication. Barsley's attempts to find a publisher were unsuccessful, so he showed the stories to his agent, Edith Ray Gregorson, who liked them and agreed to pursue the matter further. Her attempts to find a publisher were initially no more successful, as most were suffering paper shortages due to the Second World War, but in September 1943, Edmund Ward agreed to publish them.

“Dear Christopher...” 80 Years of a Legend

Initially intended to be published as separate books, Ward opted to publish them as one. In October, Ward wrote to say that the stories would be published as one book entitled *The Three Railway Engines* but that he required rough sketches for his illustrator to base his pictures on and a fourth story to finish off the book, which were submitted in November 1943. While Awdry was annoyed at the requests, since Ward had already rejected his drawings, he agreed and wrote "Edward, Gordon and Henry". Ward paid artist William Middleton £62 to illustrate the book, after the Awdry's illustrations were deemed inadequate for publication. Middleton did not think the book would be a success that he did not put much effort into his drawings. He had little sense of scale and was clueless when it came to drawing people. The illustrations were considered dull, poorly coloured and wanting in line subtlety. Awdry was severely disappointed in the illustrations, having emphasised through his agent that the engineering details needed accuracy.



“Dear Christopher...” 80 Years of a Legend



Illustrations by William Middleton of Edward, James, Gordon and Henry

Printing finally began in February 1945, and the book was published on 12 May 1945 quickly selling out its initial print run of 22,500 copies and two additional print runs of 17,000 and 16,000 were issued within a few months. Awdry was happy to see his book in print.

“Dear Christopher...” 80 Years of a Legend

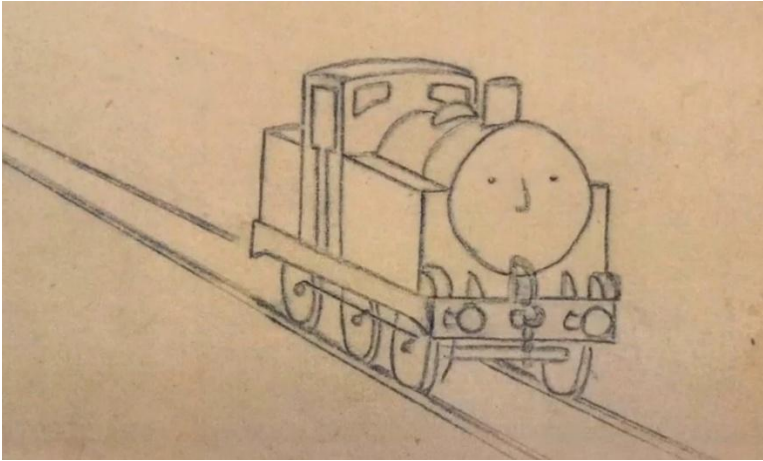
Back at the Awdry household. Wilbert used some wood and 'bits and bobs' to create a toy of Edward for Christopher to play with, along with some coaches. A toy of Gordon was asked for, but Wilbert did not have enough materials for a locomotive that size, so created a small tank engine painted blue for a Christmas present. Naturally, the desire for new stories featuring this new tank engine happened, Christopher naming the engine Thomas. Wilbert worked on writing a new set of stories



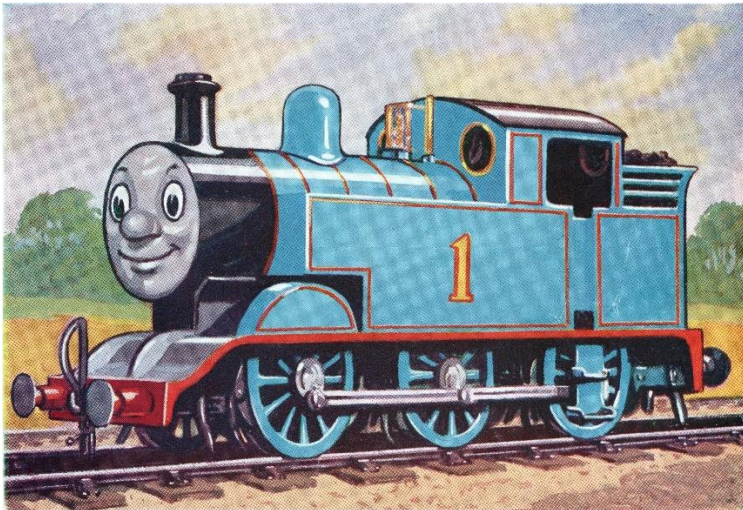
Wooden model of Thomas made by Wilbert Awdry

Wilbert, unhappy with Middleton's illustrations, led to Ward paying another artist named Reginald Payne £94 10s to illustrate the book in November 1945. Payne was provided sketches by Awdry as a guide for the illustrations but instead of illustrating Thomas as the engine Awdry intended, Payne illustrated Thomas as a Southern E2 0-6-0 tank engine, as Payne lived in Southern England. Although initially annoyed, Awdry was content after finding out the design was based off a real locomotive, and he allowed it to stay in the series. Payne finished the illustrations in April 1946, which were bolder and more eye-catching than the previous book and the book was published on 14th September 1946 in the United Kingdom.

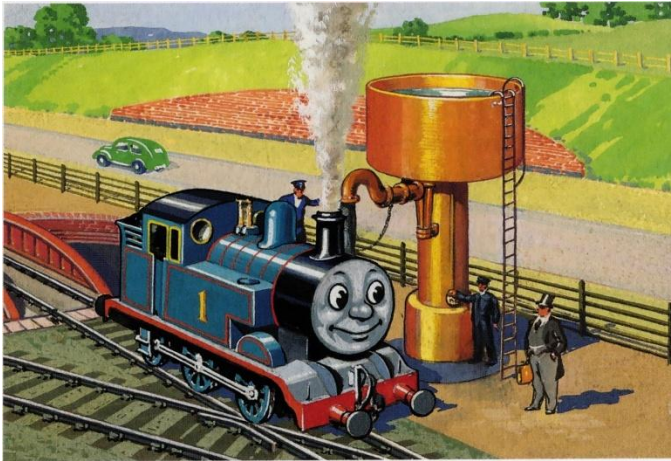
“Dear Christopher...” 80 Years of a Legend



Guide sketch of Thomas by Wilbert Awdry



“Dear Christopher...” 80 Years of a Legend



Illustrations of Thomas by Reginald Payne

After Thomas the Tank Engine, Awdry was finished with writing any more books. However, due to popular demand, Awdry pressed onwards. By the time Awdry stopped writing in 1972, The Railway Series numbered twenty-six books. Christopher resumed writing the Railway series in 1983 for a further sixteen books.

Wilbert Awdry was awarded an Order of the British Empire in the 1996 New Year's Honours List, but by that time his health had deteriorated, and he was unable to travel to London, instead receiving it at his home. He passed away peacefully in Stroud, Gloucestershire on 21 March 1997 at the age of 85

Did I forget about something? You mean a little TV show from 1984 to 2021, spanning twenty-four series which include a total of 584 episodes, one theatrical film and thirteen feature-length specials? (not counting the failed BBC pilot episode)

That could be a story for another time....

Source: https://en.wikipedia.org/wiki/The_Railway_Series

Source: https://ttte.fandom.com/wiki/The_Railway_Series

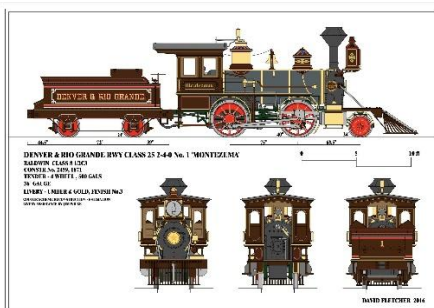
Building the Montezuma

Building the Montezuma – by Ti Daley

The Montezuma, was a 2-4-0 steam locomotive. It was the first locomotive to be built and delivered for the Denver & Rio Grande's 3-foot gauge system, and one of four Class 25 engines they owned, the other three being named Ute, Cortez, and Del Norte. Built by the Baldwin Locomotive Works in 1871, it ultimately did not prove powerful enough with its short wheelbase for hauling heavy trains through the mountains. It was retired in 1887 and all members of its class were scrapped by November 1888

Fast forward several years later, an American small business owner produced a range of laser cut wood models, based on the locomotives. “R.Duck Locomotive Works” produce both British and American prototypes from mainline and narrow gauge. One of these kits is the C-25 Montezuma and I decided to purchase one of the kits. The standard kit is made from laser cut 3mm ply and comes in the raw wood finish. The completed model sits on a set of 45mm gauge wood track panels. For those with deeper pockets, the kit is also offered at double size, making a model that would fit on 3.5” gauge track.

Being made of wood, I wanted to try using stains to add colour to the kit. I saw several pictures of kits painted with normal paints and it looked a bit too flat and clean for me, and I wanted to make the kit stand out. Needing a lot of different shades of wood stain for certain parts, I decided to try to use furniture repair marker pens which gave me good results, but the pens have a limited supply which proved not enough for everything needed, but I think it's still a better alternative to buying cans of stain and having too much left over. Finally, to produce the brighter colours, I used a few felt markers and metallic “Sharpie” brand markers (see photograph below).

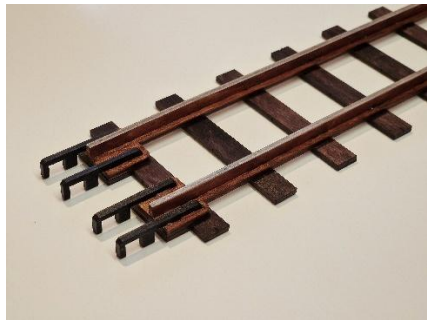
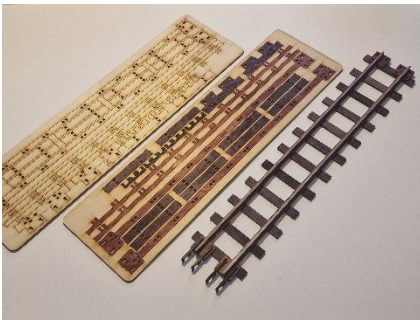


Building the Montezuma

The Track

After downloading the PDF of instructions, we start the kit with building the track panels. You get 3 sets of the straight track in the box, each making a track panel about 14" long. Being 45mm gauge, there's the option of skipping the track build and using a length of G scale track, just don't expect the model to take a curve due to how the wheels are constructed.

I built my panels with 'Chestnut' dark brown stain for the sleepers, with 'Burnt Sienna' for the rails, giving it a rusty brown look. Finally, a silver Sharpie was used for the rail head. So far, I have only built 2 full panels, as the completed model will fit easily on that length. The full length of 3 panels would give you over 3ft of track to push the model up and down a fair distance.



Track panels unpacked, painted and fully assembled showing connectors

The Tender

The C-25 coal tender is a short 2 axle car that holds just 1.5 tons of coal and 500gal of water. The model faithfully reproduces the tender with opening toolboxes and a removable water filler cap. The tender sides have been laser etched with the livery stripes and railroad name. (when ordering, you can customize this text to your liking).

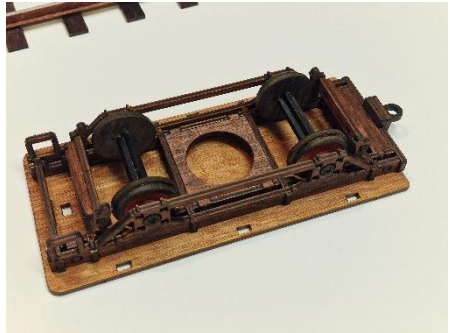
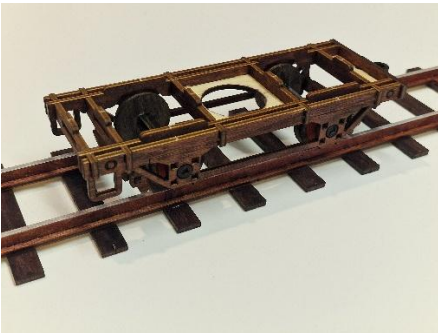
The kit is not motorised and does not have provisions for motorising, but features moving axles for play value, pushing it along the track and as such, the axles have a round disc added onto the ends of the X shaped axle that sit in round holes on the frame axle boxes. I investigated miniature ball-race bearings to fit to my model and found some 8mm bearings that worked well and the tender rolls with minimal resistance. I've not thought about motorising my model yet, however there's room in

Building the Montezuma

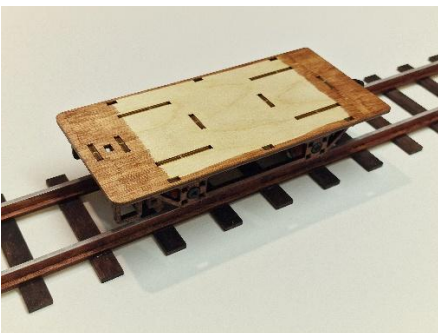
the tender for a simple motor, or the option to build a powered car behind to push it along.

I finished my tender in the 'Mahogany' brown stain marker and the separate floor piece with the 'Oak' stain marker. The most difficult part being the red livery stripes, as they have fine gold lines as well. While the stains penetrate deep into the wood, the gold marker sits atop, so any mistakes can be scraped off carefully (just don't look too closely please!).

Last thing needed is a load of coal for the space, which reminds me I need to sift out our coal bin...

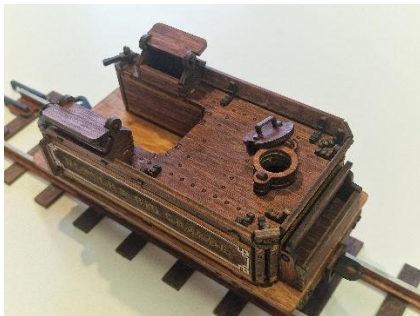


Tender frame on the track and the underside of the tender



The tender flooring and then with the water tank added

Building the Montezuma



Rear of tender showing toolboxes, water filler port and flared tender top then with toolboxes and water filler port open



The coal space, note how the curved walls are built with thin strips

The Locomotive Frame

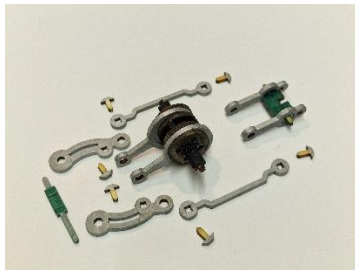
Now that the Tender is completed, we move onto the Locomotive frames which features a rendition of working valve gear. The front axle has eccentric straps that move a set of rocking expansion links. But first, like the tender, I wanted to fit ball-race bearings for smooth running. The closest size I could get for the axles was 14mm, so this required clamping the frames together and sanding out the holes to fit the 14mm bearings. Meanwhile, the holes for the valve gear were slightly too large for the 8mm bearings, so a few strips of masking tape to make them larger and some superglue to hold them in place.

However, this modification proved to be not necessary, as the part in question is just for the pose-able reverser bar, and not something that needed a bearing. The bearing needed to be on the expansion link itself, but the hole is not large enough nor is there

Building the Montezuma

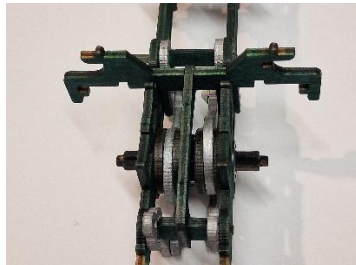
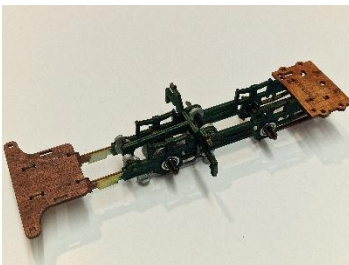
enough material in the piece to drill it to fit. Using the kit's method of round disc on end of the axle into round hole is more than adequate here.

The biggest 'issue' so far has been the frame colour. For the bright colours, I have used felt markers for the red, so I needed to find some green marker pens. But for some reason, the green markers I've used either took forever to dry or just not dry at all, so after a few minutes handling the parts, fingers have turned green and worse still, transferring green to other parts. So, the build had been put on hold for a week or two just to try and get the green to dry.



Locomotive frames with bearings fitted and front axle, eccentrics and valve gear

The drive wheels are a five-piece construction, a spacer between frame and wheel, larger disc for the flange, the middle disc for the tread, the centre crank boss and finally the crank pin. The longer pin on the rear wheels is for the connecting and main rods. Due to the use of flanged bearing on the frame, the spacer disc needed to be thinned to keep to gauge and being plywood, removing one laminated layer did the trick.



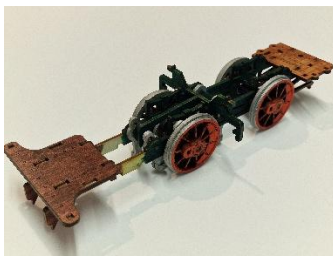
Frame and valve gear assembled and closeup of valve gear between frames

Building the Montezuma



Side closeup of valve gear

Finally, the leading truck axle was built, stained green and had bearings glued in, the wheels were then added. The truck pivot is on the underside of the smoke box/cylinder block so the truck cannot be attached to the frame currently.



Driving wheels added to frame and then with truck in place

The two frame halves are held together with the cab floor and the front deck, with the cross-slide hanger holding the frame around the valve gear. The whole assembly is awaiting the boiler to firmly lock everything together into a solid model.

And that's where I am currently at with the build. By the time you read this, progress should have advanced to the point where it'll be on display at the club exhibition, and the next magazine may have part two of this log showing you how it went.

If you're interested in getting a kit of your own, you can visit "R.Duck Locomotive Works" ETSY shop to purchase. I will warn however that the business is based in the United States and current shipping tariffs are approaching silly levels which is a real shame, as I highly recommend these model kits for a unique building project and display piece.

Club Diary Dates - 2025

Club Diary Dates- 2025

29/06/2025	Members' Exhibition
29/06/2025	Additional Public Running Sunday
03/07/2025	End of Summer Term – TorBridge High
06/07/2025	Public Running Sunday
13/07/2025	Members' Sunday
13/07/2025	Summer Barbeque
20/07/2025	Public Running Sunday
03/08/2025	Public Running Sunday
10/08/2025	Members' Sunday
17/08/2025	Public Running Sunday – possible conflict
24/08/2025	Autumn Magazine press date
24/08/2025 or 31/08/2025 *	Possible replacement if conflict on 17th
TBA	Workshop venue TBC –Start of Autumn Term
07/09/2025	Public Running Sunday
14/09/2025	Members' Sunday
21/09/2025	Public Running Sunday
TBA	Workshop venue TBC – last of first half term
TBA	Workshop venue TBC – start of second half of term
05/10/2025	Public Running Sunday
12/10/2025	Members' Sunday
19/10/2025	Public Running Sunday
26/10/2025 *	Public Running Sunday- possible Halloween special
24/11/2025	Winter Magazine press date
TBA	Workshop Venue TBC - End of Autumn Term
01/01/2026	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.

Club Diary Dates 2025

Workshop Evenings

Workshop facilities available to members at 'Tor Bridge High', Plymouth until July 2025.

As outlined in "From the Chair", a new workshop venue is being sought for the start of the new term in September 2025, please look out for future email communication on this matter confirming the location of the new venue and confirmation of prices.

Current prices £35 per term (10 weeks), £4 per session and £2 per Apprentice.
Thursday evenings (6:30-8:30pm) during term time