
OPEN DAY 6th JUNE
LOCO TRACK RE OPENING

SMALL LOCO TRACK - 2 ½", 3 ½" and 5" Gauges

Some time between the 13th and 20th of March 2010 thieves stole all the bronze rail from the small loco track in front of our clubhouse which had been there from 1945. They ripped the rail up from the sleepers in places and the rail and sleepers on the rest of the track. Just for the scrap value of 960ft of bronze rail. No one witnessed the theft or even knew it was missing till I reported its theft on 20th March. The Tram Track next to the railway track, being alloy rail was not touched

At the 4th April committee meeting it was agreed that we should replaced this track with alloy rail. Since the Local Community Fund Committee was not meeting till June 2010, we decided not to wait to see if we could gain any financial assistance from this Fund but to press ahead and replace the track without delay.

On Tuesday 6th April I contacted Cromar Wight about delivery dates and placed an order for 16mm alloy rail on Wednesday 7th April. On Saturday 10th April they delivered my order to Roker Park Sunderland. I am a very satisfied customer of Cromar Wight being very happy with their service, quality of materials, advice and assistance and recommend them to everyone.

Work on rebuilding the track commenced on Tuesday 13th April. 684 sleepers to be cut, 171 rawl plugs and screws, 960ft of 16mm rail, 400 fish plate holes to drill, 5472 No. 10 x 19mm self tapping screws The first job was to fix every 4th sleeper securely to the concrete beams. A saw bench was brought to the track site to saw the sleepers to size. We had some of the original Green Heart sleepers left over from the 1945 track, but these needed milling to size, Joan milled some of these sleepers.

Members attended working parties on 11 days 10am till 4pm with a break for lunch, Joan kept us well supplied with hot drinks on those cold days and the track rebuild was completed on Sunday 25th April There is 2 Photos of great interest, the first taken at 10am on the 24th April shows me carrying the 2 ½" rail onto the track and the second one at 3pm on Sunday 25th April showing the completed track rebuild. There is also 2 Photos of me screwing in the last screw, the Golden One.

A lot of hard work resulting in a very smooth running track which we area all very satisfied with. The messages of sympathy from the Public at our loss of the track and also the encouraging remarks made to our work party members by people passing through the Park about our resolve to rebuild the track and the speed at which we were accomplishing the rebuild was sweet music to our ears and very uplifting. It shows we have the support of all the Park users.

A the first news of the theft in March I was contacted by Dr Paul Salveson from the GRAND CENTRAL RAILWAY about our intentions. When I informed him about our rebuilding plans he immediately informed me that Grand Central Railway would donate £500 towards the rebuilding costs, a cheque we were most grateful to receive.

In gratitude we have asked Dr Paul Salveson to officially open this new track on our Open Day.

THE 2 ½", 3 ½", 5" GAUGE LOCO TRACK
WILL BE OFFICIALLY OPENED ON
SUNDAY 6th JUNE 2010 at 1 30pm by
Dr PAUL SALVESON
GRAND CENTRAL RAILWAY

THE OPEN DAY WILL COMMENCE AT 10am WITH TRAIN RIDES ON THE
LARGE LOCO TRACK - MODEL ROAD VEHICLES IN STEAM ON THE ROKER
PARK PATHWAYS - BOATS IN THE LAKE - DISPLAY OF MEMBERS MODELS IN

THE GAZEBO - JOAN WILL PROVIDE HER EXCELLENT BUFFET

What is needed is your presence with models to display in the Gazebo and the Steaming Bays. Since the Small Track is to be officially reopened we need plenty of 2 ½", 3 ½" and 5" gauge locos . Any 2 ½" and 3 ½" gauge loco of any type would be greatly appreciated on this small track either to steam or just display. 5" gauge locos need to be of the smaller type since the track radius is only 25ft. 0-6-0T locos such as Simplex are most suitable and even 5" gauge 2-6-2T Fireflies readily negotiate our curves on this track. Why not come and try out this new facility. Gain experience of alloy rails and notice the smoothness of the ride.

We also have a new concreted area in which Road vehicles can be safely steamed up, and plenty of Park Pathways to drive on. Those who tried it have enjoyed driving around the Lake on level paths and for those who like adventure the Park has two banks to climb one easy and the other only for the brave and experienced drivers.

HARROGATE M.E. EXHIBITION

Once again we had a Club Stand at this exhibition, with 46 members models on the stand. Alan Spencer displayed his Snow Cat and Sledge on the competition stand and gained a Second Certificate. Rob Evans steamed his 2" scale Ransome Simms & Jeffries Traction Engine outside the Hall along with

Jim Jewitt and his Steam Lorry, Paul Stephenson steamed his 3" scale Allchin Traction Engine 'Royal Chester' and was awarded the best in steam award (what the traction engine men call 'The Tap') The weather was dry and sunny but very cold. Joan and I finished up with a Chill. I have never known that Hall to be so cold. I never had a chance to see around the show, only to go outside to order some coal for the club. We desperately need a few more able bodied members to clear the stand away at the end of the show. That is if you want to continue to have a club stand at this show, Its your choice The Societies Cups and Trophies awarded to members for models displayed at this show will be made to David Bramwell, John Cogdon, Ron Haswell, Albert Stephenson and Paul Stephenson on our 6th June Open Day.

TRACK NEWS

The Bogies for the small track are to have their seats recovered with new leather and their cushions replaced with new felt, along with a repaint

Bryan Tuddenham has 2 new steamers the first a 5" gauge 2-6-2T GWR 'Firefly'. This was recently tried out on the small track, steams well and the power delivered is a credit to any engine,

The next is a 3 ½" G GWR 4 - 4 - 0 , looks good and will be hydraulically and steam tested Bank Holiday weekend. Again no peace for those that need it , I'll get my feet up one day, I hope.

Training on driving and firing steam loco's is on going, Charlie Tunna's old Simplex 'Wolfitt' is in regular use. No shortage of enthusiastic learners. Who have mastered the art of driving for short distances and are now gaining experience in keeping a loco steaming all afternoon non stop.

Plenty of assistance being given by those waiting their turn at the controls.

The most encouraging sign is the enthusiasm of these drivers, the time passes so quickly especially when you are with such pleasant members engaged in enjoying their hobby.

Sadly I have to report the death of Nick Stothard in April. Unfortunately I only received the letter reporting his death after I returned back from the Harrogate Exhibition and after the funeral. Nick was a very popular member and held in great esteem. Although I could not attend his funeral to pay me respects on the day I and our members will never forget Nick.