

THE NEW PINWOOD EXPRESS

Pinewood (Wokingham) Miniature Railway



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Images for this issue courtesy of:
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Cover photo:

Peter Woodruff's LNWR 2-4-0 Whitworth Class 'Samson' at the station

EDITORIAL - Andy Cross

Hello to one and all. It's been a while since our last edition of the club magazine but there's certainly been no slouching down at the track. As you will see from this issue many new and exciting things have been going on, which all helps make our railway run smoothly. Thanks to Matthew Quilliam for a very interesting report on the recent visit to Fawley Hill. More on that later in the magazine.

Please note the 'Members Section' of the society website has had a revamp thanks to Paul Konig - please take time to look at it and refresh your knowledge on procedures and reference documentation. An email has been circulated to members with the much simpler login details. Speak to either Paul or Andy if you have any issues.



*"Very good Andy, but can you get Sky Sports on it?"
Ray checks out the new CCTV for the signal gantry*

SUBMISSION OF MATERIAL

Contributions for future issues of the New Pinewood Express are always welcome. Submissions can be in any electronic format. All material, including text and photographs, must be the author's own work. Submission also implies agreement that materials may be reproduced in other relevant model engineering and railway publications. Send your submissions to:

editor@pinewoodrailway.co.uk

FROM MY CHAIR - Ray Grace

We are now more than half-way through our 2016 operating season and I am pleased to report that our passenger numbers have continued to remain strong, we estimate up to around 500 passengers per running day, an increase over previous years. We have proved popular with users of 'Facebook' and it has proven a good way of reminding people when we are open. I am sure that much of this increase is passengers influenced by the relocation of the children's playground adjacent to our site, it is proving very popular on running days. The relocation of the playground was led and funded by Wokingham Without Parish Council.

Operationally our performance continues to be very good with no major incidents and very few minor ones, generally limited to one-off events of non society owned stock. Member's support continues to remain at satisfactory levels on public running days, noticeably with the provision of suitable locomotives and adequate levels of manpower to support the operation - but we ideally need more support and welcome members to volunteer. With, generally, at least four locomotives available we have been able to run a more frequent train service with the notable result that the queues waiting to purchase tickets have been much shorter than we have seen in the past even though our overall passenger numbers are up. The ladies continue to provide a very welcome level of support particularly in ticket sales and refreshment sales. We owe them a great deal of thanks.

We hosted the playschool children on the 13th of July, there were a lot of children but we did have the support of many of their mums and everything went very smoothly and safely. They presented us with a generous donation and chocolate cakes.

Derek has reported on our work activities over this period and we are now reaping the operational benefits of our labours! The enhancements to the track layout at the station exit and by carriage shed 'C' have had a major and favourable impact on the way locos and stock are organised at the beginning and end of each session. These have been integrated faultlessly into the existing signaling system thanks to the foresight and efforts of Johns Keane and Brotherton. I think that the re-laid and relocated headshunt at the Yard exit will be appreciated by members; we have relocated as much as possible of it onto higher and firmer ground which appears to have a sub-structure of hardcore and 'scalpings'.

The problem of access to, and parking at, our site and other outstanding issues with the bollards have been resolved satisfactorily.



Our 'Thank You' card from the children of Flying Start Nursery

CHIEF ENGINEER'S REPORT

Derek Tulley

The new point complex is working well and after one or two bedding in adjustments engines ranging from Tony Weedon's C19 to fine scale 5" scale models have traversed the points successfully. The final test from Paul Konig's King is eagerly awaited.

Rotten boards on the bridge have been replaced together with rotten edging strips. The old chicken wire which had broken in places has been completely replaced with new smaller diameter mesh. Thanks go to Nigel and Peters Deakin and Downs for their efforts.

Slow emptying of the sinks in the hut had become much worse in the last few months. Tim took the bull by the horns and removed the rack and steel plate covering the soak away to investigate. Martin excavated the complete pit and the problem was found to be tree roots growing over and into the drain pipes. All roots have been removed and the pipes extended so as to drain into the centre of the pit rather than the edge as before. All rubble has now been replaced and the pit recapped with the steel plate. Thank you Martin.



*A King, at Pinewood - surely not?
New member Tim Elliot's 'King John' joins the Pinewood lineup*

Peter Downes has adjusted the control chain on the Planet and it is now fully functional for use as a works loco and hopefully for passenger hauling should the need arise.

John Keane is currently upgrading the signal duct manhole adjacent to the signal gantry similar to that by the new point complex. One objective is to remove relays currently below ground to a drier position in boxes bolted to the fence.

The facility most in need of upgrading is now the hydraulic lift cover as the lid does not fit properly due to the increased height of the bed as a result of the ram replacement.

Work has continued on the new track layout at the entrance to carriage shed C to obviate derailments as rakes of coaches are drawn out and put away. This work appears to have been successful thanks to Ray and Ken's persistence. A mini brick viaduct has been put in place to support the new track and to give it a more pleasing and tidy appearance. The track has been bolted to this brickwork greatly improving stability. The steel plate upon which the swinging rail traversed has been removed and the gap bridged with an extension to the brickwork. All brick edgings associated with the previous arrangement have been removed and the area levelled. This has exposed the small slab covering a small pit associated with the signalling system. I intend to fit a small manhole cover that will provide a better seal and be more flush with the surrounding area. It is then our intention to tidy up the approach to the complex by extending the brickwork toward the station and improving the rail supports.



Nice to see some old friends back at Pinewood

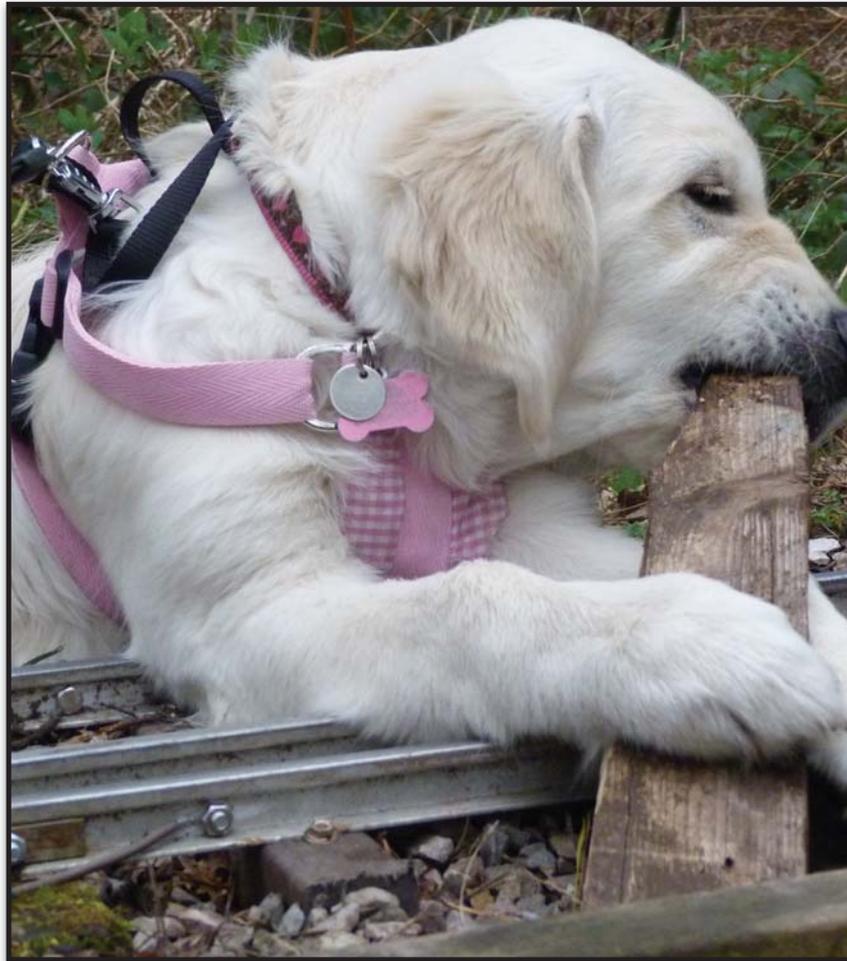
At the June public running it became clear that the head shunt from the Yard was in need of attention, routine inspection discovered rotting sleepers and subsidence of the track bed. It was decided as a matter of urgency to resleeper and using the spoil heap alongside to raise the rail level and improve the alignment. The entry curve has been relayed using existing welded steel curves as it was thought this would be more stable. The reverse curve and tail to the buffer stop has reused the old aluminium rail. Plastic sleepers have been used throughout. The result is that the head shunt is now on a level with and

closer to the adjacent running track. It was tried out on the July public running day and, despite being unfinished, generally agreed to be a great improvement.

Running repairs have been made to rolling stock but some coaches are beginning to look a little tatty - a rolling programme of repainting will be considered for the winter.

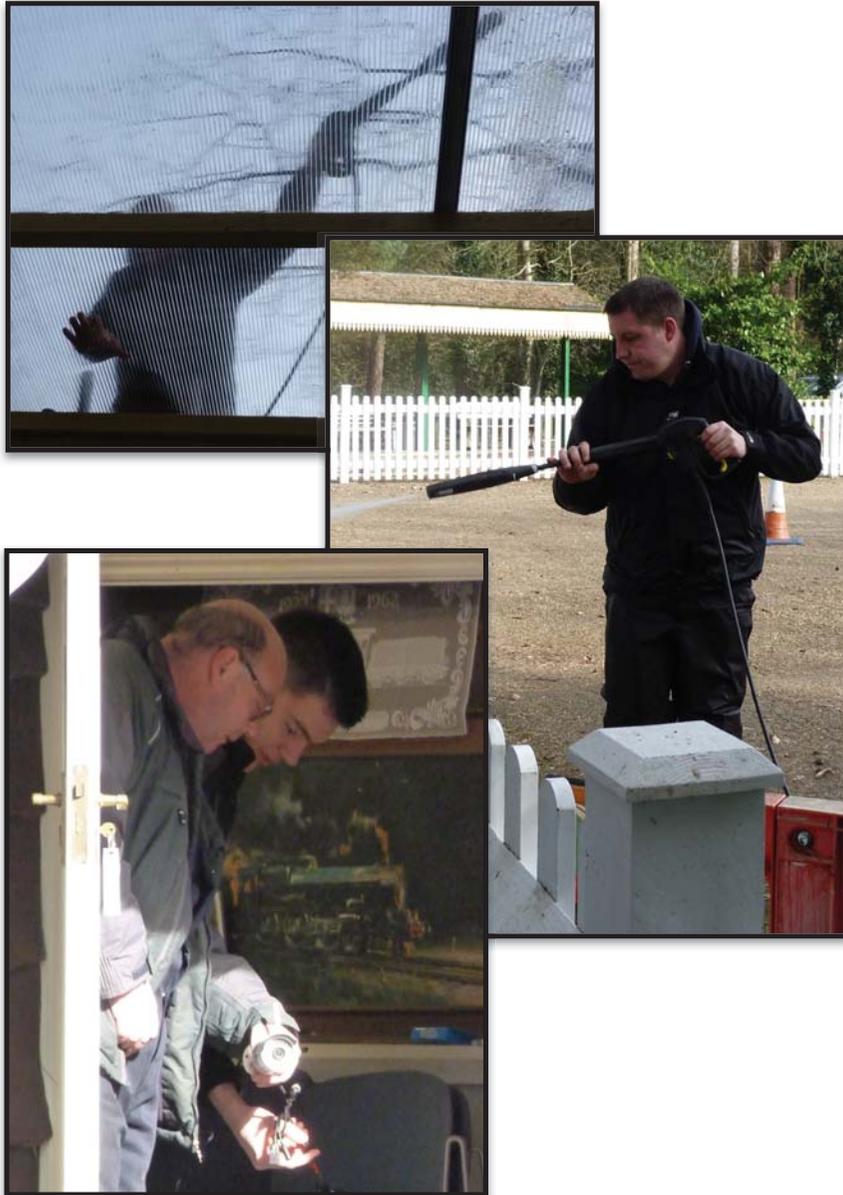
Tim has, completed the fit out of the ticket office with a labelled place for everything, and for the present everything in its place. Well done Tim.

Track levelling, edging etc continuous as a constant task. A few sleepers made from treated timber have found to be rotten. These will be replaced with plastic sleepers as the need arises.



Our newest member of the maintenance team checks for rotten sleepers





It's not all tea & biscuits you know, as these pictures show it takes some serious work to keep our railway running

A VISIT TO FAWLEY HILL Matthew Quilliam

Around Easter time, my mum and I visited Didcot Railway Centre (which is well recommended if you haven't been before!). Whilst wondering around the museum, we got talking to a volunteer who told us about the Fawley Hill Museum and prompted us to get a group visit from Pinewood down to the site. The visit took place on the 14th August on one of the museum's rare open days.

Fawley Hill Museum is Sir William McApline's collection of railway artefacts, including a short branch line for rides, a large 0 scale layout and half a dozen rooms full to the brim of historic objects from the golden age of Great Western steam. Everything was displayed very professionally and it took a long while to admire the models, signals, engines, clocks, signs etc that were there before a quick stroll to the other end took you to a large model railway room. On the ground floor, there was the main model layout which ran a variety of trains from all eras which varied throughout the day. I spotted a Victorian service, pre-grouping and Big Four steamies, "Gordon" from the Thomas & Friends franchise and British Rail diesels all side by side pulling impressive loads. All in all, there was a lot to see which could keep any railway enthusiast happy for an hour or two!



If only we all had enough room for a layout like this

Opposite the museum building was a merry-go-round which kept many amused and the fairground pipe organ music created a cheerful mood for the day. There was also a display of classic cars, some old railway stock and a tea room.



The view of the site from the footbridge over the line

The main appeal, however, was of course the short stretch of track on which rides were given to visitors. Several dozen people rode on the Great Western wagon or the Shark brake van – quite a squeeze, but it was all in good spirit! Hauling the train was the 03 diesel; a disappointment to some as previously a steam tank locomotive was promised to be on the front. However, the steam loco was kept on display outside and in steam though so the 102 year-old saddle tank could still be looked upon and appreciated. The train ride took passengers down a hill before it backed on to a straight line that passed fields of deer and alpacas. The train went up and down it once before taking the branch back up to the main station. The line was decorated with larger items in Sir William's collection, such as the two dummy stations at either end of the straight line section, Flying Scotsman's original tyres, the original LNER marker for the border between England and Scotland and a goods wagon shed filled with a variety of stock. These things don't sound like much, but they gave you something to look at and enjoy while on the trip. The journey was designed for the passengers and had lots of twists and turns which made a nice difference to other museums which can only offer a slow shuttle up and down a small section of track. Cab rides were also available and I was kindly given Pinewood's only slot (thank you Andy and Ray!) which proved to be a highlight of the day!

Overall, I think the event proved to be a pleasant day out. The unfortunate lack of steam operation understandably put some visitors off, but I'm sure those who did attend had a few hours of fun. Fawley Hill Museum is open to group visits (min. party of 10) four times a year with the next date in 2017. Visit their website to get in contact and to find out more. If you want a railway themed day out, it is highly recommended.



Hauling back up the one in thirteen gradient takes some effort



judging by that smile it was indeed a grand day out

SANTA'S LITTLE HELPERS

Andy Cross

As I write this it's August, the sun is shining, and Christmas really could not be further from my mind. That said I have actually seen a 'book now for Christmas' sign in a local restaurant. Preparations are well under way for our 'Santa Specials'. Indeed the last Committee meeting was almost entirely taken up with the subject.

As you all know, without Public Running and the Santa Specials, we simply would not have our railway as we know it.

This year we are seeking volunteers to be Santa for either a morning or afternoon on either of the Santa Special dates, which are the 4th and 11th of December. We are not expecting anyone to do a full day as Santa.

If you would like to volunteer for a slot please let Ray Grace know. Also needed are volunteers to work alongside Santa in and outside the Grotto, in welcoming the children and keeping others entertained. We really need your help on this folks, and we can't keep asking the same people to do it every year!



We have the trains, all we need now is a Santa or four!

KONIG'S KOMEDY CORNER - Ed

Sorry David, couldn't resist this one. All suggestions or photos as always gratefully received.



"Guys, this part seems to be working properly, pass me a hammer"

SOCIAL MEDIA - Ed

As you are probably aware along with our website we also run a Facebook page, here are just some of the great comments we get from our visitors. Judging by these we must be doing it right! You can view it here <https://www.facebook.com/PinewoodMiniatureRailway> (you do not need a Facebook account to do so)

"Today we took our 2 year old son to see and ride the trains. I'm not sure who loved it the most! Absolutely great fun for all! And such amazing value! Staff are so nice and friendly! We'll be back every month! I can't recommend this day out enough! Thank you for a lovely time! Xx"

"Great fun for kids and adults, lots of play areas for babies and bigger kids, the only annoying thing about it is my tomtom doesn't lead me right to it lol!"

"Great train ride. Big queue to ride, although with several trains running, you're not in the queue for long. Good value too."

"Had a great afternoon here yesterday. Our toddler loved it - perfect for a couple of hours entertainment and good value for money. All the staff were friendly, helpful and happy to talk about the engines. Will definitely be going back."

"For my children, their Christmas highlight is always their Christmas Train ride. Such great value for money, who needs to go to Swinley Forest to visit Father Christmas!"

"Took my 3 and 5 year grandchildren and they loved it."



Everyone smiles at Pinewood, including the Gnomes!

PINEWOOD PUBLIC RUNNING OIC ROSTER - 2016

Date	Officer In Charge	Assistant
August 21st	John Keane	Trevor Hill
September 18th	David Jones	Richard Smith
October 16th	Tim Caswell	Tim Taylor

Santa Specials	Officer In Charge	Assistant
December 4th	Ray Grace	tba
December 11th	Andy Cross	tba

Please note: if you are unable to attend on the day shown on the roster, or would like to volunteer for a role, please let Ray Grace know as early as possible.

PINEWOOD DIARY DATES - 2016

Date	Event	
September 4th	Members Running	10.00 - 16.00
September 18th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
October 2nd	Members Running	10.00 - 16.00
October 16th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
December 4th	Santa Specials	11.00 - 15.30
December 11th	Santa Specials	11.00 - 15.30