

# The New Pinewood Express

ISSUE 13  
MAY 2007



## CONTACT DETAILS

Name	Post	Telephone and e-mail
Dick Woodruff	Chairman*	
Paul Konig	Treasurer*	
Paul Archer	Secretary** & Publicity	
Mike Cole	Chief Engineer	
John Keane	Signals Officer	
David Simmonite	Safety Officer	
Keith Briault	Committee man	

Ian Shanks	Auditor #1	
Tony Weeden	Auditor #2	

Alan Barsby	Web site Manager	
-------------	------------------	--

Rev 1

\*Also a Director of Pinewood Miniature Railway Society Limited.

\*\* Also the Company Secretary of Pinewood Miniature Railway Society Limited.

Registered Office  
Pinewood Miniature Railway Society Limited  
Pinewood Leisure Centre, Old Wokingham Road, Wokingham, Berks, RG40 3AQ  
UK Registration Number 4999442  
Website: [www.pinewoodrailway.co.uk](http://www.pinewoodrailway.co.uk)

### Cover picture

Chairman, Dick Woodruff driving his new Lister, petrol-engined auto-trolley (see report within). Photo JRK

## EDITORIAL

This 'Phoenix' edition seeks to return to the high standard set by our former editor, Ivan Hurst, who achieved a standard, throughout the past 2.1/2 years, that is not easy to maintain from the resources of a small society.

Being the first full edition after the black and white issue 11 and the 'Limited' edition 12 (thanks to David Elen for stepping in to keep things going), we include a report and pictures from the successful Santa event and the held-over part 2 of John Ephithite's "Travellers' Tales". The first of a new series of 'occasional' features is an account of locomotives and rolling stock recently acquired by members.

To control production and mailing costs, without loss of content, this edition is produced, in-house, in A5 format. Hopefully, it remains readable as well as being a more handy size. The smaller format has also enabled us to afford a better quality cover.

## SUBMISSION OF MATERIAL

*Contributions for the future issues of the Newsletter are warmly invited. Contributions can be in any man- or machine-readable form. Original material should be marked for return, if required. All material, including text and photographs, must be the submitter's own work or the copyright holder must have given written permission for publication. Submission of material implies conformance to this. All material remains the copyright of the author.*

## CHAIRMAN'S NOTES

The public running season has started well thanks to fine weather and a reasonable number of customers.

The new signalling system is working well and there have been few SPADS. Special thanks to the hard working signalling department under the management of the two Johns.

For a trial period it has been decided to limit the number of passenger trains to six running at any one time. This is partly due to the shortage of guards. To ensure compliance, would drivers please report to the 'Officer in charge' prior to steaming. This will enable the OIC to assess the locomotive requirements for the day and prevent any upset from disappointed drivers.

Do not forget the club running day on May 6<sup>th</sup>. The signals will be in operation. We also need support for the two fete events in May.

## SECRETARY'S REPORT

The running season is underway and the first two Sundays proved successful with receipts considerably up on last year's corresponding Sundays. This reflects the tremendous efforts of a number of people who, in recent weeks, have circulated posters and leaflets promoting the railway. I intend to build on this success by distributing leaflets at the coming fetes at Yateley and Sandhurst. I also intend to erect a display stand at both events. If anyone has any photographs or material suitable for display please contact me with details.

Sylvia Curtis has kindly agreed to assist me with a small refreshments stall on the May running day to determine if such a venture is viable.

Membership now stands at 40 which is a reasonably healthy number but the increased demand on running days has placed considerable demands on those volunteers helping on the day. With the coming fetes as well as running days and the official opening of the loop planned for June, demand is high. May I therefore take this opportunity to echo the Chairman's appeal for members to support the running days (*members May 6<sup>th</sup> and public May 20<sup>th</sup>* - Ed) and fetes. There are suitable jobs for everyone.

Birthday parties have sold well but I still have two free dates on the running days in May and October. If anyone knows of someone interested in booking a party then please ask them to call me.



*A good start to the 2007 season, with up to seven trains kept busy at Easter*

# ENGINEERING REPORT

The bridge loop has been connected to the main line and the new diamond crossing. A considerable amount of work has been carried out by the Sunday and Wednesday track gangs in levelling and ballasting to bring the loop and the main line (after its winter rest) up to public running standard. This was all achieved in time for the training days and the Easter opening.



Photo DB

*The new diamond crossing, awaiting connection to the main line.*

Drivers have been universally complimentary about the smooth track work.

The small signals team have worked their socks off to be ready in time and the signals do look good (see the separate signalling report).



Photo DPK

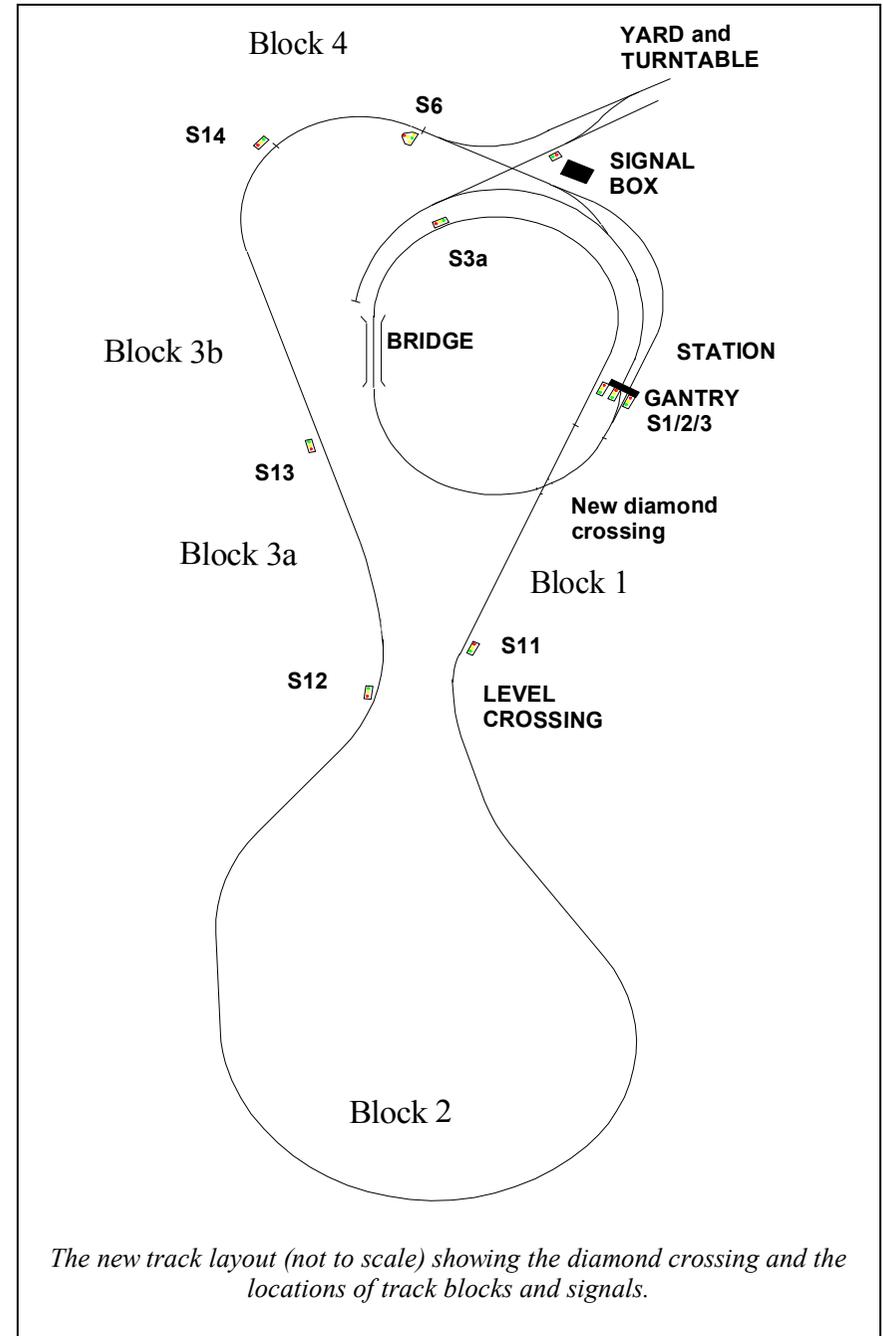
*Paul and Maureen Archer refreshing the canopy.*

A thank you to Alan Davies for making a new notice board for the outside of the engine shed and to Paul Archer for painting the station canopy; I understand some domestic help was required.

The traverser kennel is almost finished (the lead person keeps going on holiday) and a temporary fix has been made to accommodate the small hydraulic leak on the traverser, until the fault is located and repaired.

The next task on the civil engineering side is to fit tracks from the turntable to the lower tracks in the carriage shed; we have the steel but we will need some sand and ballast to eliminate the trip factor. On the mechanical engineering side, completing the new brakes on the rolling stock has to be the next priority.

The post of chief boiler tester has reverted to the Chief Engineer, who will be ably assisted by David Curtis, Derek Tulley and others when I can twist their arms. The main pressure gauge has been recalibrated. Should you need a boiler test, please telephone me in advance on 01628 632928 to arrange a convenient time.



*The new track layout (not to scale) showing the diamond crossing and the locations of track blocks and signals.*

# SIGNALLING REPORT



All planned signalling was completed in time for the training days and our Easter opening. The ultra-bright, LED based signals on the new gantry will be hard to miss – no excuse for SPADs.

The train detection logic to protect the new diamond crossing has also been installed (It sets all gantry signals to red if a train is on the crossing or any of its approaches, as well as implementing the usual cascades and warning of blocks occupied). All worked first time, with just an hour of daylight in hand before the training day. Many thanks to the

Photo DPK  
*John Brotherton connecting the new gantry signals*

‘mechanicals’ who, having completed their track work, threw themselves into helping to complete the gantry erection and to place the last few cables.

Block 3 has been split and signal 13 reinstated to protect the new second section of the block (and hence trains held at signal 14) as well as acting as a distant signal for S14.

The training days successfully introduced the new system to a number of members wishing to be listed as signalmen. General reaction was that



Photo DB  
*Extending the cabling to the repositioned S13*

operating the signal box is logical and enjoyable, but also sufficiently challenging to make it interesting.

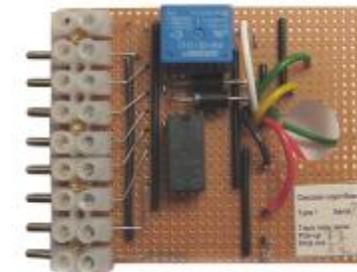


Photo DPK  
*John Keane trying to remember what he is doing at signal 13*

Manning the signal box in pairs has unexpectedly emerged as both popular and effective. The layout of the levers lends itself to a division of effort that is helpful when traffic is high.

Members are reminded that **during public running**, the signals may only be operated by members on the authorised list or by direct invitation of the signalman. To join the list simply let the Signals Engineer know of your interest so that he can introduce you to the essential safety and operational

procedures.



*A signal logic board. Two relays implement track detection and cascade from the next signal, respectively. For controlled signals, a third relay provides override from the signal box.*



*The gantry logic is based on three signal boards but with added logic to protect the diamond crossing.*

## SAFETY OFFICERS REPORT

There have been no reportable accidents.

Our first public run, on a beautiful Easter Sunday, was a great success with plenty of locos, members and members of the public. With, at times, seven

locos in circulation the signals were essential and certainly controlled movements extremely well. There were no reported signal violations. Originally it was felt that only one train should be in the bridge loop at a time but my experience in the box and that of my relief signalman David Elen showed that two trains could safely be in the loop together. I believe this practice should be the accepted norm, with experienced signalmen in the box, as it reduces congestion in the station. Guards were on all trains, but at times staffing was stretched.



Photo JRK

*The random placing of the picnic tables in front of the chalet proved popular and appeared to pose no problems [of safety or otherwise] with unloading of the trains or exiting the site.*

## FINANCIAL

The Society's finances have moved further into black after last year's dip, partly due to the exceptional Santa event and a good start to the 2007 season. However, we still need to build up reserves to a safer level and we must hold our spending at a lower level than for last year's exceptional developments, especially in the light of increased lease and insurance costs.

## DONATIONS

Members continue to be very generous in contributing to the various projects and maintenance activities, either in money or in kind. So much so that it is virtually impossible to keep complete track (no pun intended) of donations and the various wishes of donors for anonymity. It is probably best to simply record sincere appreciation of all those who have made donations. Without them it would not have been possible for us to achieve and enjoy the considerable improvements to our railway, at a time when our finances have been severely strained.

## CAPTION CONTEST

### PREVIOUS COMPETITION (from issue 10)

Of the entries submitted for the picture published in issue 10, the editor exercises his prerogative to choose the following, supplied by addicted caption writer David Elen:

*"Roll the loco  
this way now.  
It's only a small  
drop."*



### NEW CAPTION COMPETITION

Hopes are high for a deluge of alternative captions for the following picture. Your witty, sarcastic or just plain cruel gems to the editor ASAP please. (Don't let DE win again!)



*Members boldly  
tackle the  
additional gazebo  
for the Santa  
event.*

*The ensuing  
clatter of falling  
poles could be  
heard all over the  
site.*

## STEWART VINER

In issue 12L we noted the passing of Pinewood (and former Ascot) member Stewart Viner. With the return of pictures to the Newsletter we can include photographs of Stewart as many of us remember him, with his Nelson and, later, the Lion, which he acquired when the Nelson was becoming too much for him to handle.



Our good friend Stewart will be remembered for his unassuming, even temperament as well as his generosity, which is typified by his donation of a full lorry-load of ballast to Ascot and his various donations from the stock of his central heating

business.

Railways played a large part in Stewart's life, both as a former railway fireman and as a regular and active member of the club 'work gangs'. After his stroke and during further illness, he refused to let such things keep him away and he was always welcome on site for a chat and for reminiscences, mutually enjoyed.

The Lion was initially troublesome, until it was realised that, when Stewart sat on the tender, the springs deflected sufficiently to apply the tender brakes! A more distant driving position cured that.



*(The pictures are from a video of Stewart and his locos at Ascot. The video, which includes the episode when the Lion dramatically lost steam and water through a failed screw on the fire door hinge, remains available for loan – Ed.)*

## SANTA RUNS 2006



This being the first full issue since the Santa Runs of December 2006, it is an opportunity to reiterate the thanks to Helen and Alan Barsby and family for running this event in previous years. Having taken it over, the rest of us now appreciate their efforts all the more.

As the autumn approached there was some uncertainty as to whether the Society would be able and willing to continue to run this event. Minds were somewhat focussed by the almost simultaneous realisation that the Society's finances were coming under strain following the ambitious programme of bridge re-building, track changes and signalling upgrades. The Santa run was seen as the best way of restoring the reserves, quite apart from a general feeling that this event is a key part in the life of the Society that is much enjoyed by members and visitors alike.

This was a truly shared effort, involving many members of the 'Sunday and Wednesday' gangs in one way or another, either in preparation or on the day. After some fears about slow bookings, the event turned into one of our most successful yet. After all costs, net proceeds exceeded those of last year by some 70%. Contributing to the financial success were good toy buying (Brian Barrow and Dick Woodruff), good pie and drinks buying (Esme and Keith Briault) and good advertising (Paul Archer with help from John Keane, John Brotherton and others). Key to the viability of the whole event was the willingness of members Denis Evans and Paul Archer to don the garb of Father Christmas and Diane Evans to adopt the role of Mrs Christmas on both days. We even persuaded David Elen (eventually) to wear a silly hat while checking arrivals against his bookings.

On the first day, Tony Weeden's powerful loco pulled the trains effortlessly, as usual, and double heading coped with the second day. Our Chairman found an excuse to chase the trains on his new Lister auto trolley (Just in case they slipped on the wet rails and needed a push – or so he said. It isn't recorded whether he ever caught one.).

The ladies hosting the main gazebo (Esme Briault, Elaine Tully and Diana Keane) broke the rules by giving pies and (soft) drinks to the children as well as to the adults. The result was an even better and friendlier atmosphere, at very little cost. (Well done ladies. Anarchy works – or shall we just call it good delegation?) With so much willing help, there will be many not mentioned here, including the various drivers, guards and those giving general, but essential, support.

Unsolicited comments by visitors were universally complementary to the point of flattery. Dennis Evans was even described as 'the most cheerful Father Christmas' they had encountered, (though he failed to hoodwink the youngest generation of his own family). Many promised to visit us again in the summer and one group has already booked a birthday party in preference to continuing to go elsewhere. So, well done all round.



Paul Archer and Diane Evans.

Paul 'Reindeer' Konig supervises departure of a double-headed Santa Express. Drivers: Pete Starr on Dave Curtis' Romulus 'Sylvia' and Alan Barsby on Nick Marsden's Bagnall 'Lostock'. Collecting tickets: John Keane and David Simmonite.

JRK, photos DPK

## TRAVELLERS' TALES

Transport in the Isle of Man – Summer 2006.

(Eileen and John Ephithite's visit: part 2, continued from the October issue.)

The next day we hopped on the horse tram to the Derby Castle end of the promenade, where the terminus for the Manx Electric Railway is situated. This is an overhead cable tram system, which runs along the east coast of the island from Douglas to Ramsey. The 3' gauge double track system has its own dedicated track bed, often alongside the road with no barrier and frequently crossed by roads coming to join the road from living areas. This involved the tram frequently sounding its warning whistle! When the track left the roadside it was very near the coastline and there were magnificent views over the cliffs. Stops along the route give access to villages and also various walks, which are very popular with hikers.



The main stop between Douglas and Ramsey is Laxey from where you can take the Snaefell Mountain Railway, which takes you to the summit of Snaefell, the highest mountain on the island at 2,036 ft. This system is a single tram on a 3'6" gauge, and is again a double track system where the up tram goes on the right hand track. Steeper parts of the track incorporate a central Fell rail, which was intended for propulsion and braking. In practice this rail is only used as part of the emergency brake system. When we left Laxey to go to the summit it was hot and sunny, perfect for a trip to the viewpoint. When we reached the summit there was a nice café, which was just as well because the clouds came down and it was cold and damp. After we had our coffee the sun came out briefly and we were able to see for miles.





When we returned to Laxey it was still hot and sunny. We walked to the famous Laxey waterwheel "Lady Isabella" which was built for pumping water out of the local mineral mine more than 100 years ago. It has been extensively restored and is a working waterwheel, which is now part of the Heritage of the

Isle of Man.

Also at Laxey there is a short ride on a replica mine live steam locomotive, which runs on 19" gauge track. It has been built to the same specification as was originally used in the mine workings to carry the mineral ores to the harbour for onward shipment. The ride incorporates the longest train tunnel on the island, going under the road and the tram track.



Using our Island Explorer ticket we found the horse trams very convenient to use to get into the town centre. The tramcars are mainly single deck with one double deck unit; the horses are not linked to the car by shafts but by leather straps attached to a swivel beam. At each terminus the swivel beam is lifted off its pin and the horse walked to the other end of the car where the swivel beam is fitted. The seat backs are then reversed

and everything is ready for the return journey.

One final thing that we enjoyed about the Island was that our National Trust membership card gave us free entry into the main Heritage museums.

## NEW LOCOS AND ROLLING STOCK

(Some of the stock recently built or acquired by members)

### Dick's chariot

A recent addition to the Pinewood stable is Dick Woodruff's auto-trolley. (See the front cover.) Powered by a 1930s vintage Lister petrol engine, the drive is transferred via an Eaton hydraulic box and chain drive to both axles. After some teething trouble with the carburettor, this is proving to be a useful, if unusual, extra item of motive power. The heavy build and quality fittings are impressive. The trolley was bought unpainted (from LA Services Ltd – The Engineers' Emporium) and Dick has excelled himself with the paintwork. The monster Klaxon is from Beaulieu Auto Jumble. Our resident livery expert, John Brotherton, has applied the numbering and Pinewood logos. Dick has been generous in allowing many of us to drive it – some of us have even managed to stop shaking at two jolts per second (or should I say 2 Hertz – it does a bit.)



### Ian's class 20

Ian Shanks has recently completed his model of a class 20 and this was successfully used for passenger hauling at the Easter re-opening.



Photo JRK

Alan Barsby and Ian Shanks discussing Ian's class 20

Having come under the influence of member John Brotherton's enthusiasm for electric traction and having admired John's 5" gauge model, Ian says he was inspired to build a 7.1/4" gauge version.

Ian has provided the following details of the prototype and his model.

A total of 228 class 20s were built at the Vulcan factory and RHS from 1957 to 1968 and were fitted with English Electric, eight cylinder 85VT (1000HP) engines.

The prototype for Ian's model is the last of the class to be built, originally numbered D8327 and named 'TRACTION'. Now one of the better known of the twenty-eight in preservation, the loco has been renumbered 20 227, renamed 'SIR JOHN BETJAMEN' and liveried in Railfreight Grey. It is owned by the Class 20 Society and currently operates out of Butterly.

Ian's model, which will bear the original name 'TRACTION' is based on the flat-pack kit from Robin Neighbour at MEP, Bexhill. The nearly 6ft long chassis is in 10mm steel and can be supplied welded. Ian reports that he found the kit well made and had little difficulty with the assembly, though it is helpful to have access to a bender and, especially, rolls for the roof.

Ian has modified the buffers, cab, front panel and bogies to suit the loco. He chose Parkside control units. Two of these 60 amp units are linked together and each controls a pair of 250 watt motors that are directly mounted on the bogie axles. The 24 volt power supply is key switched.

The hand control has a spring-loaded joystick, which acts as a dead-man's handle, and switches for forward and reverse. Separate switches control the horn, the sound system and the lights (both directions) using a separate 12 volt supply.

Though there are still minor things to do, construction was completed over a four month period and Ian found this to be the 'way to go' for a quick build at a sensible price. His main dissatisfaction is with the colour that he doesn't feel represents the Railfreight Grey; he intends to repaint at the end of the season using a different paint supplier.

### Dave's Ballast wagon

David Elen has acquired a second ballast wagon, which is being put to good use by the track maintenance gang.

### Paul's King



We would have included a picture of Paul Konig's recently acquired 7.1/4" King, but Paul has promptly taken it to pieces. Will we ever see it again?

## BIRTHDAY SPECIAL

*(Permission for photography was obtained from the birthday party host and guests.)*

### Tom's Birthday

Birthday parties continue to be popular, with most dates booked before the season began.



Following the Easter re-opening, the next Sunday saw an evidently enjoyed first birthday party of the season, as well as an afternoon of well-supported public running.

Again the turnout of locomotives was gratifying and the weather was in our favour.

*Below: Dave Curtis and Romulus heading a birthday special*



## THIS AND THAT

(Late additions, items for sale and miscellaneous)

### TWO REMINDERS FROM OUR CHAIRMAN:

#### Public running

Under normal circumstances immediate family members can ride for free on public running days, provided that they join the queue for trains and vacant seats are available. This will, however, be at the discretion of the "Officer in Charge" on the day.

#### Steaming bays

Steam locomotive owners are reminded that it is their responsibility to remove ashes, when fires have been dropped, to keep the steaming bays clean. Brooms and a small wheelbarrow are available for the purpose.

### STEEL FOR PURCHASE BY MEMBERS

A member has donated a number of steel plates 10mm x 130mm x 1m (approximately 3/8" x 5" x 39"). These might make excellent frames for a heavy loco, tender, bogies or whatever. The society has use for only a certain number, so it has been decided to offer the surplus to members, in exchange for a modest donation to society funds (£1 per piece is suggested.) Maximum 4 pieces per member. Applications to the Chief Engineer.

### SUPPORT YOUR NEWSLETTER

It is hoped that future newsletters will include more materials and photographs from the membership at large. See 'Submission of material' on page 3. Some items are in the pipeline for future issues but the wider the participation the better. Are you working on a project not yet finished? Why not let us know about it in the proposed 'Work in hand' series? If you don't see yourself as an author or photographer or both, still let us know; we can do it together. If you took a photo you particularly like at a running day or during a work session, let's all share it. We can only print what you supply. It's your newsletter. -Ed

## DIARY DATES

External events are in **bold** text.

DATE		EVENT
<b>MAY 2007</b>	Sunday 6th	Members' running, 11.00-16.00
	Monday 7th	<b>Portable Track Event – Yateley Fair</b>
	Sunday 20th	Birthday Party, 11.00-13.00 – Available Public Running, 13.30-16.00
	Monday 28th	<b>Portable Track Event – Sandhurst Carnival</b>
<b>JUNE 2007</b>	Sunday 3rd	Members' Running, 11.00-16.00
	Wednesday 13th	Evening steam up - with the Welsh Highland Society
	Sunday 17 <sup>th</sup>	Birthday Party, 11.00-13.00 – Confirmed Public Running, 13.30-16.00 – Official Track re-Opening
<b>JULY 2007</b>	Sunday 1 <sup>st</sup>	Birthday Party, 11.00-13.00 – Confirmed Members' Running, 13.30-16.00
	Sunday 15th	Birthday Party, 11.00-13.00 – Confirmed Public Running, 13.30-16.00
<b>AUGUST 2007</b>	Sunday 5 <sup>th</sup>	Members' Running, 11.00-16.00
	Sunday 19 <sup>th</sup>	Birthday Party, 11.00-13.00 – Confirmed Public Running, 13.30-16.00
<b>SEPTEMBER 2007</b>	Sunday 2 <sup>nd</sup>	Birthday Party, 11.00-13.00 – Confirmed Members' Running, 13.30-16.00
	Sunday 16 <sup>th</sup>	Birthday Party, 11.00-13.00 – Confirmed Public Running, 13.30-16.00
	Friday 7th to Sunday 9th	<b>Centenary M E Exhibition, Royal Ascot Grandstand - provisional</b>
<b>OCTOBER 2007</b>	Sunday 7 <sup>th</sup>	Members' Running, 11.00-16.00
	Sunday 21 <sup>st</sup>	Birthday Party, 11.00-13.00 – Available Public Running, 13.30-16.00
<b>DECEMBER 2007</b>	Sunday 2nd	Santa run (provisional)
	Sunday 9th	Santa run (provisional)

E&OE Please check dates of external events before travelling.