

THE NEW PINWOOD EXPRESS

Pinwood (Wokingham) Miniature Railway



CONTACT DETAILS

Name	Post	Telephone and e-mail
Keith Briault	Chairman*	
Paul Archer	Secretary** & Publicity	
Paul Konig	Treasurer*	
David Simmonite	Chief Engineer	
Ray Grace	Safety Officer	
Mike Cole	Boiler Tester	
Ian Shanks	Auditor #1	
Tony Weeden	Auditor #2	
James Jarvis	Web site Manager	
Colin Gross	Editor	

The entire committee may be contacted at, committee@pinewoodrailway.co.uk

*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

Cover picture

David Simmonite was one of many who took a test drive of the Clubs partially completed Class 20 when the electrical system was under test.

Photo: Colin Gross, April 2010

EDITORIAL

Surprisingly three months have passed since I worked on the last issue of this newsletter and a lot has happened within our society. The AGM took place and resulted in a few changes to the committee, so our thanks are due to the outgoing members. The revised committee details are inside the front cover of this newsletter

The Clubs Class 20 loco has kept me busy installing the wiring and electrical / electronic systems, with a few changes being requested during the work, but it did successfully complete some test running on April 21st. Once the painting is finished there will only be a few small tasks to complete before this very useful loco enters service.



Photo Colin Gross

The Class 20 electrics under test using batteries from Colin's Hercules.

Finally, as a new editor I don't have a stockpile of articles awaiting publication so I desperately require your input to keep producing an interesting newsletter.

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. Submission also implies agreement that materials may be reproduced in relevant other Model Engineering and Railway publications.

CHAIRMAN'S NOTES

Quite a bit has been going on since the start of the New Year. We have purchased a kit for a Class 20 diesel loco from Model Engineering Products of Bexhill and Derek Tully volunteered to assemble it; which he did in record time including the painting. Thanks also go to Keith Briault for assembling the bogies and Colin Gross for installing the wiring, so thanks you all for the effort you have put in. It means that we now have a standby loco should we get a steam locomotive fail whilst in service on Public Running days.

I would also like to thank Ray Grace and Derek Tully for the sterling effort that they put in to fabricating the chassis and bodywork for the Guards Vans. They certainly make a difference with the guards now being separated from our passengers.

The next task is installing the vacuum braking systems.

The next big project we have to tackle is the pouring of the concrete base for the new steaming bays, but first we have to decide whether to do the mixing ourselves or call in a contractor.



Photo John Keane

The Guards Van production line.

We will keep you posted on which option we take, but the sooner we get it laid then the earlier a start can be made on the fabricating the steelwork ready for our dead line of the Polly Rally on September 4th.

To end, I trust that you are all preparing your locos ready for the Family Day run. Judging from last year it's turning out to be a very popular event so we look forward to seeing you on the 6th June with your families.

SECRETARIES REPORT

I am pleased to welcome two new members; Mark Burgess and Peter Woodruff the son of our late Chairman, Dick. This brings us up to a total of 36 members.

The AGM saw some changes to the committee membership and we offer our thanks to Mike Cole and John Keane for their past endeavours, and welcome Ray Grace and Derek Tulley to the committee.

The committee submitted a request to the Parish Council for permission to erect a new station with canopy. I am pleased to report that approval has been granted subject to us clearing any planning issues with Wokingham District Council. Steps are now being taken to bid for funds from various sources including the National Lottery. Two designs have been priced and the estimates vary from £5K to 26K dependent on the type of structure and the material used. I will arrange for an outline drawing to be placed in the chalet.

The junior membership is progressing well and we now have three members who all make significant contributions to the society's activities. I would like



Photo Paul Archer

Junior member Jamie driving Tony Weedens C19.

to thank those members who have allowed the juniors to drive their locomotives, an act which is invaluable if we are to maintain interest and improve training. Paul Konig is also going to embark on a training programme with the juniors leading to the award of certificates.

I would like to end my report with a request for help on running days, in particular when we have birthday parties in the morning. The last party was run with the bare minimum of support leading to a number of safety concerns. Another area with minimum support was in the ticket office where, without the support of our junior membership, we would simply not have sold any tickets to the public for a significant part of the day. The offer to sell tickets for 15 minutes would be invaluable.

CHIEF ENGINEERS REPORT

As reported to the AGM in March the club had purchased a 71/4 gauge Class 20 electric locomotive kit using funds received from the sale of Dick's loco which had been donated to the society by Dick's family. Thanks to some sterling work by a few willing volunteers who put themselves forward the loco has now taken to the rails and been driven by a number of members. Work to complete is on-going and a suitable driving truck is being sought. The 'Planet' loco has been overhauled and now awaits final assembly when time permits.



Photo Colin Gross

Rearranging the main shed to find storage space for the Class 20.

The base for the concrete slab to support the proposed new steaming bay extensions is almost to level and work on this continues. The decision to buy in concrete or to mix ourselves is yet to be made but early completion is desirable. The final bay layout was presented to the AGM and this will now be used to position the cable ducts and water pipes.

Prior to the first birthday party the flagstones leading from the woodland path to the level crossing were re-laid and used on the day by the party visitors.

The mimic diagram for the signal box is being progressed and work to connect the cable links from the signal box to the signals is in hand.

Damage to number 22 guards van, probably due to a derailment, has resulted in the need to modify the brake gear to provide extra clearance between the chassis and the rails.

The Wednesday gang continues to check the track for line and level on a regular basis.

Unfortunately an unsuccessful attempt by vandals to force open the doors to shed 'C' has resulted in some damage which has since been repaired and the incident reported to the police.

SAFETY OFFICER'S REPORT

Now that we have started the new running season it is pleasing to report that on party and public running days we had an accident free 2009 even though at times we were operating at capacity. This record, which has been maintained over a number of years, is only achieved because members turn up to carry out the various tasks needed for safe operation. Please be careful and vigilant in 2010 so that we can maintain this fine record.

Having said this we always need more members to volunteer to help on running days, which after all only occur once a month. None of the jobs are too onerous.

SIGNALLING REPORT

This year, the installation of a new signal beyond the level crossing, has seen the completion of all currently planned signal developments. Track wiring for train detection is also fully completed with the long block beyond the level

crossing, now split in two. The system has continued to work reliably for its third season and is hopefully stable for the future. A telephone from the signal box to the yard should be in place by Easter.

BOILER TESTING

Although Mike Cole has stood down from the committee post of Chief



Photo Colin Gross

Tim Caswell's recent acquisition Julia (previously Mike Cole's Malago) on track after its steam test.

Engineer he has agreed to carry on his duties as our chief boiler tester. As before any member wanting a steam test or a full boiler test should give Mike a call (01628 632928) or send an e-mail to sort out a convenient time and date. That will also give Mike the opportunity to discuss the test, and for hydraulic tests to sort out where we might be able to

attach the Club's hydraulic test rig to pressurise the boiler.

JUNIOR SECTION

A report by Paul Archer, Pinewood's Junior Section Coordinator.

I thought it appropriate at this time to bring the membership up to date on the progress in establishing a junior section. I am pleased to say that membership is now open and to date we have three members. Mark, David and Jamie have already demonstrated their value to the railway and their assistance has proved invaluable on the busy public running days. They have all worked hard and tasks have varied from sweeping leaves at one extreme to driving the works train at the other.

Elsewhere in this magazine you will find an article on the Szechenyi Mountain Railway in Budapest, a railway run by children. The railway instils discipline

and an acceptance of responsibility and it is those objectives which form the backbone to our training programme.

Much of the training has been done “on the job” and has included operating signals, guarding, and driving locomotives. All have proved more than capable and have demonstrated how responsible they are. Obviously they are operating under the guidance of adult members and they will not be allowed to drive locomotives for passenger hauling until they are sixteen. All have demonstrated a responsible attitude and are very capable drivers with a full understanding of the safety considerations involved in running a railway.



Photo Paul Archer

Junior member David assisting with laying the revised platform paving slabs.

publication and I would like to conclude this brief report by thanking those members who have allowed the use of their locomotives in driver training. Without your support much of the enjoyment would be lost and it must be remembered that the junior section is the future of our society.

NEW LOCOS AND ROLLING STOCK

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

Peter's Class 73

Peter's loco is a 5inch gauge Class 73 diesel from Model Engineering Products of Bexhill. He has made a lot of changes to the kit to improve its accuracy and scale appearance. The body front and rear ends have been completely changed, the roof has been altered and the sizes of the windows have been made smaller. The welded main frame has been taken apart and put back together with screws to get rid of the welds. Likewise the welded bogies have

Training is now moving onto a more formal basis and Paul Konig is supervising the proficiency training scheme established by the 7 ¼ gauge society. All will be trained and undertake the bronze award scheme for under 16's.

I intend to run a report on junior membership in each

been taken apart and rebuilt with more detail while the axle boxes have been



Photo Peter Downes

Peter's Class 73 undertakes its first track test.

modified and fitted with different springs. All the driving controls are now mounted on the driving truck.

Peter recently brought the loco to the track for a test run before starting on the



Photo John Keane

Examples of Peter's attention to detail can be seen in this photo of the roof vents.

paintwork as he was concerned about the traction that would be available as a result of the small drive batteries that had been recommended by the kits supplier. As it happened his intended private run around the track ended up with him pulling a train

loaded with passengers who had arrived several hours before the 13:30 start to public running. However, despite some wheel spin on the climb after the level crossing the loco performed very well. We look forward to seeing the loco in its finished livery.

James Jarvis's Southern Region Urie S15

In summary the locomotive is a Southern Region Urie S15 4-6-0, built in 1972 by an engineer in New Zealand. It was brought back to UK and put on static display at Clithero station. Then in 2006 the now Station Manager of Liverpool Lime Street and owner of Steam Days obtained it and his dad David Gregson (a renowned Model Engineer with a stunning collection of engines) did some work to get it into running condition.



Photo John Keane

James returning from one of several effortless circuits behind his new loco.

Since purchasing the loco James has done a little work to it including altering the tender water feeds from threaded solid pipe connection to rubber hoses

with quick release connectors, removed the steam brake which was not very effective and was unsightly and changed the safety valves for Dave Noble Ross Pop valves as the originals tended to leak a little. The springing has also all been balanced out so it has a good adhesion and loads of power. The loco uses slide valves rather than piston valves, has a double ram pump running off the driving axle eccentrics for the by-pass, an injector and emergency hand pump on tender. The loco came 5th at IMLEC a few years ago, and when driving around the Pinewood track James did about 15 laps or so and made only a small dent in a tender of coal.

TRAVELLERS TALES

Paul Archer has provided this account of his visit Szechenyi Mountain Railway in Budapest.

In September of last year I visited the Szechenyi Mountain Railway in Budapest. The 760 mms (30 inches) gauge line, which runs for over 7 miles (11.2 k) through the mountains above Buda, rises from 755 feet to 1,529 feet



Photo Paul Archer

The train awaiting departure.

on an average gradient of 21%. Only 1/3 rd of the railway runs in straight sections with curves down to 164 feet radius.

It is not, however the difficult terrain which makes this railway unique, the clue is in its alternative name, the Children's Railway. The railway was built by the Ministry of Cultural Affairs in 1948 to transport supplies to a summer camp established for the Hungarian Pioneer Movement. The Pioneer

Movement was an organisation established to educate the Hungarian Youth on affairs of the state, and designed to instil discipline and a social conscience. The most outstanding Pioneers within the movement were rewarded by recruitment to run the railway. This was considered a great honour, offering status and recognition into adulthood.

With the fall of communism and the disbanding of the Pioneer Movement, the railway was absorbed into the Hungarian State Railway but the decision was taken to maintain the reward Scheme with the recruitment of the best pupils from schools throughout Hungary to continue to run the railway under the supervision of adults. Children between the ages of 12 and 16 apply to work



Photo Paul Archer

The junior Station Master as the train departs.

on the railway and competition remains strong and it is still considered a great honour to undertake duties on the railway. End of history lesson. For the technically minded amongst you the line runs both steam and diesel-hydraulic engines and has the only narrow gauge railcar operating on Hungarian railways. Steam power is provided by two 0-6-0, coal fired class 490 tank engines built in Hungary, one in 1940 and the other in 1950. The former originally operated in Transylvania but the latter has operated in Hungary all of its life.

The four diesel-hydraulic locomotives are Rumanian built type L45H's and are finished in the railways red and white livery with a blue stripe. There is no sign of even the most minute of yellow squares on either the front or back.

Coaches are covered compartment types but there are open coaches which operate when weather permits. The gradients dictate that all vehicles are dual air braked and speed is limited to 12 mph.

The children all wear smart uniforms and are very courteous and professional. The railway is worth a visit and runs from Szechenyi-hegy to Huvosvolygy. At Huvosvolygy a short walk leads to a rack and pinion railway to complete the decent into Buda.

WORK IN PROGRESS – Fair Rosamonde

Derek Tulley is making good progress on his latest 'proving' build. This time it is *Fair Rosamonde*, a GWR 0-4-2 in 5" gauge being serialised in Model Engineer. It is again a Neville Evans design with castings and laser cut parts being supplied by Polly Engineering.

Completed already are the two cylinders, the frames and the crank axle. Unusually, Derek has fitted sealed-for-life, pin roller bearings to the valve cranks. The method of locating and operating the slide valves is also interesting as Neville has opted for a ring on the valve rod that fits over a disc projecting from the slide valve.



Photo John Keane

Tim inspecting Derek's machined cylinders



Photo John Keane

The crank axle showing the four pin roller bearings on the valve eccentrics.

THIS AND THAT

(Late additions, items for sale and miscellaneous)

Looking for a good home. John Ephithite has a pine bench looking for a good home. It is 5' 9" long, 18 inches wide and 3' 6" tall and stands on 3" square legs. If anyone is interested, please contact John on 01344 885049, or e-mail johnephithite@btinetnet.com

Pinewood Cafe. For members working on site on Wednesdays it is worth noting that the Pinewood Cafe is now open. The cafe has been refurbished and is a clean and well presented facility. Food is of good quality, ranging from cooked breakfasts to sandwiches and jacket potatoes. Prices are very competitive with for example a Lumberjacks Special (2 bacon, 2 sausages, 2 eggs, mushrooms, beans, toast and tea or coffee) costing £3.95 and a bacon sandwich £1.20.

A copy of the full menu can be found on the notice board in the chalet.

PUBLIC RUNNING DUTY ROSTER

Date	Officer in Charge	Assistant
June 6th	PMRS Family Day	
June 20th	Colin Cross	Trevor Hill
July 18th	Peter Star	Peter Downes
August 15th	Roger Marney	Alan Davies
September 19th	Ray Grace	Tim Taylor
October 17th	Tim Caswell	John Keane
December 5 th And 12th	Santa Runs	

Please note: If you are unable to make the date on the roster could you please let Keith Briault know as early as possible.

DIARY DATES 2010

External events are in **bold** text. Please check dates before travelling.

DATE	EVENT	
JUNE	Sunday 6th	Family Day (members' running), 10.00-16.00
	Friday 11th	Bracknell Railway Society. Talk by Malcolm High of Model Engineers Laser. Admission £2 BRS Building, Unit 6. 8.00 pm start time.
	Sunday 20th	Birthday Party, 11.00-13.00 Public Running, 13.30-16.00
JULY	Sunday 4th	Members' Running, 10.00-16.00
	Saturday 10th - Sunday 11th	Guildford Model Steam rally & Exhibition
	Sunday 18th	Birthday Party, 11.00-13.00 Public Running, 13.30-16.00
AUGUST	Sunday 1st	Members' Running, 10.00-16.00
	Sunday 15th	Birthday Party, 11.00-13.00 Public Running, 13.30-16.00
SEPTEMBER	Saturday 4th	Polly Rally at Pinewood Railway
	Sunday 5th	Members' Running, 10.00-16.00
	Sunday 19th	Birthday Party, 11.00-13.00 Public Running, 13.30-16.00
OCTOBER	Sunday 3rd	Members' Running, 10.00-16.00
	Friday 15th - Tuesday 19th	Midlands Model Engineering Exhibition (Warwickshire Exhibition Centre)
	Sunday 17th	Birthday Party, 11.00-13.00 Public Running, 13.30-16.00
DECEMBER	Sunday 5 th & 12th	Santa Specials (provisional dates)