

EDITORIAL

The last public running day is now over and the icy car windscreen and freezing workshop are an indication that the Santa Specials must be approaching. From my perspective as guard and occasional stand-in driver on the public running days it looks as if the club has had one of its most lucrative



Photo Colin Gross

Another busy public running day, this time September the 19th.

years (I think averaging over 800 passengers a day), and the income has been well spent on the superb extension to the steaming bays and other projects.

On a personal note I did get a successful days run with my new steam loco after a crosshead seized on its first outing (my first ever drive of a steam rail loco as opposed to steam road vehicle) so the next running season can't come soon enough to give me more track time.

As early as this seems; Merry Christmas and a Happy New Year to you all.

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

Since my last report quite a few events have taken place. As you will know we were up against a deadline to get the new steaming bays ready for the Polly Rally, which thankfully we met, when they were used to their full capacity with the new layout working very well. Also we have recently removed the two trip hazards caused by the point levers in the yard throat; so they are now on the right hand side against the fence as you leave the yard.

As you know, Sunday October the 18th was our last run for the general public this year and they did not let us down. We seemed to have a good queue most of the afternoon. We are now concentrating on the two Santa weekends and I understand that at the moment the bookings are as good as last year, so I hope that you have pencilled in your diaries for the 5th & 12th of December to remind you that we will need all the help we can get. Don't forget it's for the club.

Also once the Santa Specials are over we will be starting the maintenance of the track which now needs quite a bit done to it, and the committee will be putting up a list in the Chalet for quite a few major works to be carried out once we have got the funding allocated, i.e. replacing the worn out wheel sets on our existing coaches and building two new ones.

To end, I would like to wish you all a very happy Christmas and New Year and thank you all for the support you have given your committee throughout the year.

SECRETARY'S REPORT

A great deal has happened since the publication of the September issue of the New Pinewood Express and all of it has been positive. First was the excellent Polly Rally which saw us entertain 15 visiting locomotives. The feedback was excellent and I would like to thank all of our members (not forgetting Esme and Maureen) who contributed to make the day a huge success. Whilst still on the subject of the Polly Rally, we subsequently received a number of enquiries about membership. I would therefore like to take the opportunity of welcoming Richard Smith and his son Stephen as new members and look forward to seeing another version of Polly operating on our track. Richard's version is a Continental, Koppel design and a very fine looking locomotive. I would also like to welcome Tom Brown as our sixth junior member.

The Waitrose Charity funding resulted in us receiving a cheque for £170 towards club funds. A welcome addition to the kitty for the ongoing work referred to elsewhere by the Chief Engineer and Chairman.

The end of September saw us receive the welcome news of a Big Lottery grant of £9,000 towards the cost of a new station, canopy and training equipment for the junior membership. This will ensure a busy winter and I am hopeful that we will be ready for a big opening next April.

2011 will be a special year for the Society, representing the 25th anniversary of the opening of our railway. We cannot let it pass without a celebration and we hope to announce further details after the November committee meeting. Any suggestions would be gratefully received.

Finally, in July I wrote to the Fawley Railway to determine if there was a chance of a vacancy for a visit next year. I am pleased to report that we have received an invite for 25 members for Sunday 5th June. Although this clashes with our members running day, I am sure that we can change our running day for once.

CHIEF ENGINEER'S REPORT

The new steaming bays have now been finished including a raised turntable and traverser with a nifty locking device designed by Peter. Our Secretary is busy painting both the old and new bays which are looking very smart; but he is having difficulties with members who keep damaging his work by using the bays when firing up their engines.



Photo Paul Archer

The Class 20 in trouble again.

The next step is to build the new exit ramp from the bays when the Santa runs are over. As your Chairman has reported in preparation for this the two point levers have been moved to the other side of the points and the paving in the area re-levelled for passenger safety reasons.

Work on the signal box continues and signallers will have to take care of the

newly finished surfaces and keep the box tidy. A start has been made to trace the "mimic" cables, connecting them and testing. Tim Caswell has been working on the signal truck to provide shelving to hold the signals and prevent damage to them. He has also installed new footboards on the turntable.

Rather disappointingly the club's Class 20 loco has again burnt out one of the control modules which has now been returned to the manufacturers. Subsequent investigations have shown that the drive motor had been seriously damaged (most probably when the original chain jamming incident occurred) and although it still appeared to operate it was actually drawing so much current that it quickly destroyed the electronic controller. A new motor is currently on order. On a happier note, David Elen's petrol / hydraulic Planet locomotive has been overhauled and is near to becoming operational again.

JUNIOR SECTION

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

You will see from my Secretary's report that the arrival of Tom and Stephen brings our junior membership to six. We are already seeing the benefits by the efforts they are putting in on running days and on Sunday working parties. Indeed we would still be trying to lift Colin's failed loco onto a flat truck without the suggestion offered by Jamie which offered a simple solution. The signs for the Polly running day, which saw everyone arrive at the right place at the right time, were all produced by Mark and a very professional job he made of them.

Colin's "Stafford" Class locomotive returned in October and saw Mark and David taking turns in driving the locomotive. I would like to thank Colin for making it possible. The smiles told the story (see <http://www.stationroadstea m.co.uk/News%20archive/Nov%202010/Stafford%20delivery/index.htm> for photos and Mike Palmers report on the day).



Photo Paul Konig

David, Mark & Jamie cleaning David's "Sweet Pea" after they had been driving it.

The lottery funding will enable us to commence a detailed training programme next year and I am keen to broaden the subject matter. Peter, James and Paul

have already offered their assistance and if anyone has a particular skill that they can impart that I would be delighted to hear from them.

POLLY OWNERS GROUP AUTUMN RALLY

The autumn rally of the Polly Owners Group was held at the Pinewood on Saturday, 5th September. The day was bright and sunny and the newly extended steaming bays were soon in full use with a variety of different Polly locomotives in steam. Many of the various types were represented including two examples of the European Koppel design.



Photo Colin Gross

Richard Smith's son Stephen (Guildford) shows his dad how to drive the Koppel. Both father and son have now become members of our club.

In all fifteen engines were in steam plus one static exhibit and two chassis of part built examples were on display. People travelled from all parts of the Midlands and the South of England plus Bridgend in South Wales. The following clubs were represented by locomotives: Pinewood, Bracknell, Leicester, Halesworth (Sussex), Harlington, Bromsgrove, Bridgend, Guildford, Erewash Valley, Ickenham, Maidstone, Ardley

End (Herts) and Harrow and Wembley. Many other visitors attended including representatives from Staines and North London as well as other local clubs.

The day continued in full sunshine with Mark and the two David's hard at work in the signal box. Other than a minor derailment the event progressed without mishap with locomotives running until closure at 4.00pm.

We received many compliments with special praise reserved for the track, reflecting the many hours of maintenance undertaken under David and Ray's supervision. At the conclusion of the event the Owners Group presented us with a plaque to commemorate the event.



Photo Colin Gross

Nick Moody (Bridgend) with his Polly V enters the yard next to Richard Smith's (Guildford) Koppel. Roy Flower's (Leicester) Polly V makes use of the new steaming bay.

All in all it was a very successful event and special thanks must go to all those who helped on the day especially Esme and Maureen who did a splendid job on the catering, keeping everyone fed and watered. The event would not, however, have been the success it was without the preparation work undertaken beforehand. In addition to the track work and signalling maintenance the sterling efforts of Derek, Peter and their helpers must be recognised in undertaking the rebuild of the steaming bays to accommodate the large number of visiting locomotives. Without their tremendous efforts to a very tight schedule we could not have hosted the event.

THE CSMA THREE SHIRES RALLY

On 25th September we hosted the Civil Service Motoring Association (CSMA) Three Shires Rally. The rally which had progressed through three shires (as its name suggests) concluded at Pinewood with rides on the railway followed by tea at the Pinewood Cafe.



Some of the Three Shires Rally entrants.

Photo Malcolm Grubb

Over thirty cars took part (I believe classics) and about 90 people rode on the trains. Their Secretary, Malcolm Grubb, has since written to us and said that *"I know that everyone really enjoyed the experience and would like to thank you and your team for making us so welcome"*.

WORKSHOP TIPS

Useful workshop ideas from toolmaker Peter Downes.

On smaller drills and milling machines (and even on some full size machines) the travel of the quill or head can be quite small. If you are using several different size drills including a centre drill you may find that you have to move the head half way through the operation because of the limited reach of the quill. To overcome this most toolmakers make up extended centre drills to make the centre drill about the same length as the larger drills. This cuts down the amount of head movement you need to use different length drills. There is another advantage to the extended centre drill in that it makes it easier to see and pick up centre popped positions as you have more room to see the marking.

To make one you need a piece of bar a bit bigger diameter than the centre drill that you are going to use and about 3ins long. I find that 3ins is about right for normal use and they fit into an old tobacco tin.

Start by facing and chamfering on one end and then reverse in the chuck and do the same to the other end.

The next problem is how big to make the hole. You can fix the centre drill either by Loctite or by silver solder. I find for the smaller centre drills Loctite will hold them in place.

If you are going to silver solder then you need a good slide fit and it would be best to use a reamer. If you haven't got a reamer you will have to go back to the old fashion way of getting a tight hole. First centre drill, and then drill a hole about 0.015" smaller than the size required. Next using a new or nearly new drill of the size required for the finished hole (if you are using Loctite then the hole has to be about 0.002" bigger so that there is room for the glue) stone a small radius on the two points of the flutes as if you were making a radius cutter. This only needs to be about 0.010" radius. Next re-drill the hole to full size using a fine feed and plenty of cutting oil this should give you a good size hole.

Use the same method for silver solder but use a bigger drill or reamer. For example, if you are making a 1/8" dia centre drill use a 3.2mm or 3.3mm drill.

Fix the centre drill into the hole using Loctite or silver solder and you should have an extended centre drill that is running true.

DEVELOPMENTS IN GAS FOR FIRING MODEL LOCOMOTIVES.

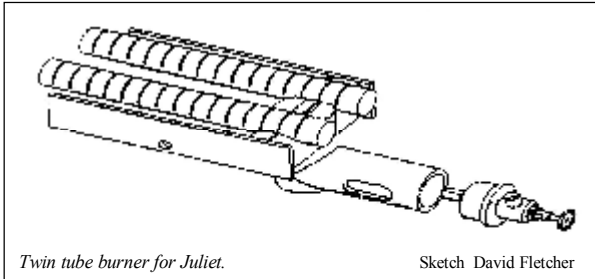
(Permission to reproduce his article has been kindly supplied by its author David Fletcher of the Chesterfield & District Model Engineering Society).

I have been running my engines for two years now on LPG and I thought members might be interested in sharing my experiences of using this fuel.

I have been involved with model engineering for many years but my interests were mainly in internal combustion engines. I also built several stationary steam engines and a Minnie traction engine. Eventually I decided to have a go at a locomotive and I started work on a Juliet which took quite a time to complete due to work commitments etc. I decided that if I was ever to run the locomotive I needed to join a club with a track, and to gain from the knowledge of experienced members, so I enrolled with the Chesterfield M.E.S.

Having laboured long and hard to build Juliet and finishing it to a reasonable standard I became concerned at the prospect of firing it with a dirty fuel such as coal and seeing the appearance of the model deteriorate quickly (some members may disagree with this statement) so I started to consider alternative energy sources and LPG Propane seemed to be the obvious choice, it already being readily available, controllable, clean and fairly cheap.

Having spoken to several club members about LPG the impression I was left



Twin tube burner for Juliet.

Sketch David Fletcher

with was that several members had already tried LPG with varying degrees of success, but overall results were less satisfactory. In particular it was believed that continuous running was not possible as sufficient steam could not be generated. I also began to realise that firing a 3½" loco with coal required a high level of skill for successful and continuous running. At this stage I was beginning to think that I had made a mistake in building so small an engine.

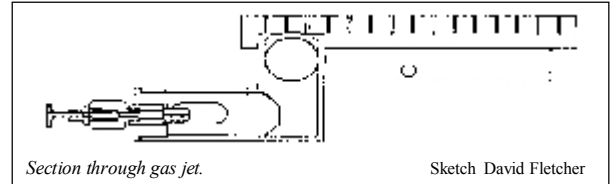
At a monthly meeting a couple of years ago there was a presentation in the club room about "Train Mountain" in Oregon USA where apparently all the locomotives are fired by LPG for most months of the year because of the risk of fire in the surrounding forests. I became convinced that if a huge 7¼" loco could be fired in this way the so could the little Juliet.

Some research on the Internet into burner design and technology revealed very little. I did discover however that the calorific value of LPG was one and a half times that of coal, weight for weight. Propane produces 21000 Btu's per lb, steam coal 14000. I was pretty much on my own with the burner design and decided to follow the traditional gas poker principle. I have made several burners now of both one and two tube design (see sketches).

I use mild steel tube for the burner tubes with a wall thickness of 1.5 to 2.0 millimetres. The tube assemblies are brazed together and I have not had any problems with the brazing failing because of the heat. The burner tubes are mounted in the firebox in the position that would normally occupied by the

grate. On the twin burner design I fixed some side plates and the whole thing is held in place by the ash pan pin.

I have used slots and drilled holes in the burner and both seem to work equally well. The slots were made with a hacksaw which produces a slot about 0.75mm (0.030") wide; the width of the slots or holes needs to be less than the wall thickness of the tube. From experiments I believe the total cross sectional area (csa) of the flame slots need to be about the same as the csa of the tube bore. Air is drawn into the burner through the side slots by gas passing through the jet at high velocity. The optimum jet size can be found by trial and error, but I have found 0.75mm to 1.00mm (0.030" to 0.040") to be

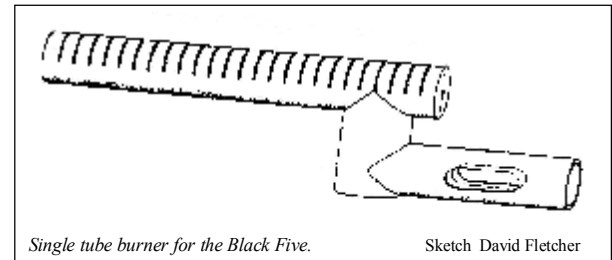


Section through gas jet.

Sketch David Fletcher

satisfactory. Control of the airflow can be achieved by a simple shutter over the air slots to get a blue flame; the same principle as used on the Bunsen burner. I have tried a venturi in the tube but have found no advantage over a straight tube. Gas pressure is usually between 3 and 8 psi. I also fit a small pilot burner so that the main burner can be shut off and reignited easily; this being really useful when there are hold-ups on the track.

The flame we require is not a high temperature roaring flame such as a blow torch, but more like a gas hob. We need to get maximum heat into the boiler water and having too much draught on the boiler results in a lot of the heat going straight up the funnel without transferring it to the water. You need to get the exhaust gasses to pass through the flues as slow as possible to get



Single tube burner for the Black Five.

Sketch David Fletcher

maximum heat transfer; to slow and the flame will either extinguish or there will be flames around the sides of the boiler and out the firebox door.

I have made several experiments to try and raise the heat transfer efficiency; obviously if the efficiency can be raised gas use will decrease. To try to get more turbulent flow of the burnt gas I have added strips of thin stainless steel, a close fit in the flue tubes with a 360 degree twist along their length. Tests so far have shown a marked improvement in efficiency with these and a subsequent reduction in gas pressure to achieve satisfactory results.

Another idea was to mount a basket of "lava rock" above the burner. These end up glowing bright red and give the appearance of a coal fire, however I have not found this to be of any advantage but it did look good. My locomotives use axle pumps and I have found that an economiser in the smoke box consisting of a 24" length of copper tube coiled up and mounted in front of the flue tubes to preheat the feed water is also worth fitting. This will raise the temperature of the feed water several degrees, which is also better for the boiler than feeding in cold water. I have also reduced the pump ram size so the volume of water pumped is balanced to the consumption; this apparently being much better than an oversize pump that is cycled on and off.

With the 3½" gauge locos a 3.9Kg gas cylinder will last 10 to 12 hours of running. A logical development would be to fit a pressure control gas valve which would modulate the gas supply to the burner and thus prevent excessive steam blowing off though the safety valve. This is something for the future. With these developments the 3½" gauge Black Five and Juliet will pull two people around the club track for lap after lap without loss of pressure. Applying the technology to 5" gauge locos should not present any major problems, and on ground level track there is the prospect of using larger gas cylinders. For information, I have found that Energas sell the 3.9Kg cylinder refill for under £10 and there is no cylinder rental charge (Calor gas is over £15).

Since embarking on using gas powering I have come to realise that although there is little interest in gas firing in the UK, Australian and American modellers are routinely using gas. This may be driven by the availability of suitable coal, but is more likely due to the risk of setting the country alight from sparks. So I urge members to give it a whirl and get the advantage of GAS, no ash and clogged up tubes, no spark arrester required, quick steam up, easy control, no fire to stoke and no smoke.

The author has kindly offered his assistance to anyone who would like to experiment with gas firing. So if any Pinewood members would like to talk to the author of this article, please contact Ian Shanks (01246567997) who will pass your details on to the author.

TRAVELLERS TALES

James Jarvis reports on his family visit to the North York Moors Railway.

It was by sheer luck that over 12 months ago, after watching Yorkshire Steam on the Discovery Channel, that I managed to secure a week in July in the North Yorkshire Moors Railway Goathland camping coach. This railway in my humble opinion has to be at the pinnacle of this country's preserved railways, and that's coming from a Southern Railway buff. The line from Pickering to Grosmont crosses some of this country's most beautiful moorland and countryside and now runs three trains a day through to Whitby.

The line between Whitby and Pickering was built by the then renowned engineer George Stevenson and opened in May 1836 as the Whitby Pickering Railway, originally being horse powered. The company was eventually taken over by "dodgy" railway magnate George Hudson of the York and North Midland Railway in 1845 and rebuilt to allow locomotives to operate over its length.

On the 6th March 1965 it closed to passenger traffic under the Beeching Plan, but continued to serve freight traffic for another 15 months before the line was abandoned. In June 1967 a small group of local people formed the North Yorkshire Moor Preservation Society convinced the line could serve as a tourist line between Grosmont and Pickering, the line eventually opening to traffic again in April 1973. Then in 2007 was the line was reopened between Grosmont and Whitby, finally reconnecting the towns of Pickering and Whitby

by a steam railway.



Photo James Jarvis

The Camping Coach as seen from the Goathland Footbridge.

The railway is well known in preservation circles and the station of Goathland is also a bit of a celebrity being used for TV and Film. The station and village have been used for Aidsensfield in Yorkshire TV's Heartbeat and

also as Hogsmede in the first Warner Brother's Hollywood Blockbuster Harry Potter. It was at this station that I booked our family holiday (yes family holiday I said) in the Goathland camping coach.

The station is actually one of the newest stations on the line, originally built in July 1865, the main station building originally built for the station master and his family, and having spent several night s on this station in the middle of the moors with my family you get a sense of what it must have been like.



Photo James Jarvis

The main station building and residence.



Photo James Jarvis

The Goods Shed.

classic cars being shown at all the stations. The car park at Goathland was very full and our modern family MPV most certainly looked out of place.

The platforms at Goathland are short and you do have to ride in the right portion of the train to alight here, but there is a goods shed attached to the main station building with coal and lime drops which is now converted to a charming tea room. The building still contains much of its Yorkshire charm and the stone work is a sputtering of yellow and dark grey, with the paint work the North Eastern Dark red/brown typical of many stations on the line.

During our first weekend the line was having a Classic Car Rally as one of its many special events, with

The line is crossed at Goathland by a footbridge installed in 1986 which was donated in celebration of the lines 150th anniversary and is a typical North Eastern structure from Howden-on-Tyne. This structure appears quite prominently in the Harry Potter film and during our visit it was having another coat of paint.



Photo James Jarvis

On Goathland platform, looking South towards Levisham and Pickering showing the North Eastern style footbridge and the Camping Coach.

The gradient from Grosmont into Goathland is a staggering 1 in 49 for nearly 3 miles, and watching the engines haul their train through the cutting known as Mill Scar, into the station is quite something. The bark from the exhaust really echo's, and on wet days' heavy use of the sanders is required as the locomotives do slip, though on entering the platform the driver has to quickly shut off steam and apply the brake to pull the train up safely.

Goathland station has a signal box at the Southern end of the Northbound platform, there are goods sidings on both sides of the line, and two water cranes (one on each platform) with a stone based water tower at the Southern end. There is quite a selection of in service goods stock including a low-mac, tanker wagons, vans and open wagons. There is a huge selection of modelling opportunity to be had at this station alone. Behind the Southbound platform lies three coaches, our camping coach which was originally coach 172 (ex W334) built by BR at Swindon in 1951, and two other coaches which are typical style Mark 1 coaches.

You enter the camping coach mid way down and access is via a private gate next to the shop, there is even an outside garden with picnic table very nice to sit at in the early evening and watch the last trains pass through.

The interior walls are all teak, with one end of the coach converted into the main bedroom with double bed and two wardrobes; it is surprisingly spacious and very comfortable. The middle of the coach is a living area with double and three seater settees, a TV, and stereo. Moving into the kitchen area you have a typical layout with oven and extractor, hob, freezer and fridge. It was very well equipped with everything you would need. The other end of the coach is a smaller bedroom with two small beds, suitable for small adults or children as due to space they are smaller than standard single beds. The far end of the coach is devoted to the bathroom with shower, sink and toilet. The interior is very well decorated and looked after, and on arrival you are greeted with a nice bunch of flowers plus milk and tea, so after a long journey across the moorland the first thing you can enjoy is a nice cup of Yorkshire tea.



Photo James Jarvis

The Camping Coach living area and main bedroom.

The coach still sits on its original bogies on a siding connected to the main running roads, and in fact when Samuel was running up and down the coach could still be felt to bounce on its springs. Although as it is now pretty much connected to the mains in terms of water, and electricity it wasn't moving anywhere quickly; much to the disappointment of young Samuel.

The evenings once the crowds have gone are very peaceful, you have the station to yourself and it looks stunning when lit up by the station lamps; electric these days but very much in the style of the old gas lamps.

The well visited village is but a short climb up the hill and is very well known to Heartbeat fans. There are few shops, tea room at least two hotels plus several Bed and Breakfasts. Having the family with me meant that it wasn't all trains, and the village has a very well equipped play ground which Samuel had many an hour playing in pretty much all to himself. Behind the Southbound platform sidings is a very steep climb up the hill via some steps dug into the side of the hill. It's well worth doing as you are greeted at the top with some very sunning views across the moors.

Due to the recent hot weather the moors were on fire alert level 2 having suffered quite a few heather fires in the weeks before our arrival; this meant a special service where diesels top and tailed the trains between Goathland and Levisham. Motive power has also suffered with the LNER A4 60007 Sir Nigel Gresley still awaiting hydraulic test and the Southern Region S15 825 was out of action due to leaking stays and overheating bearing boxes on the tender. However it was good to see Southern Steam power with the Southern Schools Class 30926 Repton running on most days, supplemented by LMS Black Five 45428 "Eric Treacy" and LNER Q6 63395. Supporting diesels were Class 31 in BR Blue and a BR (dirty) Green Class 24 Sulzer.



Photo James Jarvis

Schools Class No. 30926 "Repton" at Goathland Station.

Levisham station down the line also has a camping coach, but I decided Goathland was a little less out the way with a village close by to take the family to. However Levisham is worth a visit and a few pounds was spent on their artist in resident Christopher Ware's work who's water colours are superb. Not surprisingly he is becoming a well known Railway artist.

The NYMR railway has an excellent web site with their own "On Line" TV shows that are informative and entertaining. Recently they have installed and replaced Bridge 30 which was over 100 years old; not old in bridge terms but it was built using Cast Steel and Iron so it was getting past its life expectancy. This work can all be seen via their web site. They continue to aim to raise over one million pounds, not only for the £800,000 bridge replacement but also for the overhaul of Standard Class 4 tank 80135 and the general ongoing maintenance of the line.

We had a thoroughly enjoyable week, and of course there is plenty of walking for those of a rambling nature and plenty of other attractions to see in the area, with some stunning scenery along the Whitby/Scarborough coast.

A week in the Goathland camping coach starts from £395 self catering. For our week in July it cost us £700. That included unlimited travel anywhere between Pickering and Whitby (which considering that a Day Rover Ticket is £21 for an adult was extremely good value) car parking, electricity/water and a unique living experience, so when compared to a cottage or hotel for the week I would suggest it is reasonable value for money and far more unique. It is very popular and is a requirement to book up to 2 years in advance for some months, so book early.

Voluntary Action Wokingham Borough

Elsewhere in this magazine you will have read the great news of our success in obtaining Big Lottery funding for a new station. This will considerably enhance our facilities and assist in the training of our junior section. In addition we have recently received widespread publicity in national publications about the development of our junior membership section.

This success would not have been achieved without the tremendous assistance of Voluntary Action Wokingham Borough (VAWB), in particular Dave Soper the Funding Advice Worker and Amy Battle the Development Worker. Amy provided valuable support in the setting up of the junior section and the production of the policy documentation. I am also convinced that Dave's input in preparing the documentation ensured the success of our bid for funding.

I would therefore like to properly record our thanks particularly at a time when such organisations are at risk from cut backs in public spending. I am sure that many of you will be totally unaware of the support offered to organisations like ourselves by VAWB and I will be writing separately to Wokingham District Council expressing our appreciation in the hope that we can play a small part in ensuring future funding.

NEW LOCOS AND ROLLING STOCK

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

Class 08 - William Woodhouse

A surprise visitor to the track on Sunday the 24th of October was Robin West from View Models, but even more surprised was William one of our junior members.

It turned out that Robin was delivering a Class 08 diesel shunter to William as his birthday present, and after being shown the essentials William was soon out on the track with his new loco. There were smiles all round for his parents and club members alike, but the biggest smile had to be on William's face as he drove round the track for the first time behind his own loco.

The 5" gauge Class 08 was built by its original owner from a Model Engineering Supplies (Bexhill) kit. Two 12 Volt batteries supply the power to three 150 Watt electric motors via a 100 Amp Parkside controller and a single tone horn is fitted.

Currently the loco is painted in the EWS (English, Welsh and Scottish Railway) company colours, but we believe that William intends to repaint



Photo Clare Woodhouse
Junior member William
Woodhouse with his Class 08.

the loco into the BR Blue colour scheme.



Photo Mike Palmer (Station Road Steam)

"Gentoo" being driven by guest driver Paul South.

Stafford Class 0-4-0 "Gentoo" - Colin Gross

Gentoo is a 7 1/4" gauge Stafford class 0-4-0 saddle tank, purchased by Colin Gross from Station Road Steam earlier this year. The first run on the September members running day didn't exactly go to plan (see comments elsewhere in this newsletter), but Mike from Station Road Steam turned up to collect the loco within 36 hours and then brought it back to Pinewood for the rather wet October members running day. Mike stayed with us for nearly three hours while the engine was steamed up and successfully run, eventually clocking up eight different drivers (including nearly all of the junior members) in three hours on the track.

Colin has made and fitted the "Bell Mouth" coupling to the front buffer beam, a whistle with its associated brackets and plumbing, and a water level gauge for the saddle tank. The driving trolley (which featured in Issue 26 of the newsletter) is proving to be both comfortable and a smooth runner. It is expected that Gentoo will be utilised on public running days once Colin is satisfied that he is able to "fire and water" the loco on the move and has had a chance to practice pulling fully laden passenger carriages. Colin has commented that the wide but shallow fire and twin injectors are somewhat different to the deep fire and crankshaft driven pump that he was used to on his 4" scale Tasker traction engine, so driving practice is his first priority.

GEAR GUARD FOR ELECTRIC LOCO'S

Peter Downes provides his solution for protecting drive gears.

When using my 5" gauge Class 73 battery electric for public running on a cold and damp day I thought that the wheels were slipping because I could only pull the coach with two passengers onboard. I put the loss of power down to the wet track. However when I came to put the loco back in the car I noticed that one of the wheels had stopped rotating. On investigation I found that a fir cone had jammed in the gear drive of one of the four motors and that I had



Photo Peter Downes

The gear guard installed on a motor mount.

worn two flats on the wheels. I must have been driving around the track for an hour or so with the motor jammed.

When I took the bogie apart I found that the motor had burnt out but there was no damage to the gears. It cost me £72 for a new motor so I thought it might be a good idea to fit guards around the gears to keep the fir cones out!



Photo Peter Downes

Deflector "horns" on the bogie leading end.

When I looked at the problem I thought it would be an impossible task as there is hardly any room around the motor to fit a guard. But after a bit of trial and error I made a guard very simply out of 10mm x 30mm aluminium angle from B.Q. It only took a couple of hours to make and fit all four guards.

After a bit of experimentation I found that the finished shape for each half of the guard was basically a triangle with a slot cut for the motor mounting bolt. In practice the only difference between the two halves of the guard turned out to be the length of the slot. A small piece of the angle was then attached to one of the guards to act as a cover for the motor pinion.

As a final precaution I also fitted the leading end of each bogie with "horns" to deflect obstacles on the track (fir cones) away from the wheels and drive gears.

I have now tested the loco around the Pinewood track where it went over all the points and crossovers without catching on anything, and so far no more fir cones have become jammed in the gears.

BUFFER STOP

As a space filler, I thought I would include this photo taken when the Watercress Line Permanent Way team (of which I am a member) visited our colleagues on the Bluebell Line in October. The Class E4 "Birch Grove" crossing Freshfield Bank looked magnificent in the autumn sunlight.



Photo Colin Gross

DIARY DATES 2010 & 2011

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

DATE		EVENT	
DECEMBER	Sunday 5 th & 12 th	Santa Specials	Please come along to help.
JANUARY 2011	Friday 21st - Sunday 23rd	London Model Engineering Exhibition (Alexandra Palace)	
MARCH 2011	T.B.A.	AGM	
APRIL 2011	Sunday 3 rd	Members' Running.	10:00 - 16:00
	Sunday 17 th	Birthday Party, Public Running.	11:00 - 13:00 13:30 - 16:00
MAY 2011	Sunday 1 st	Members' Running.	10:00 - 16:00
	Monday 2nd	Yateley May Fayre	Provisional
	Sunday 15 th	Birthday Party, Public Running.	11:00 - 13:00 13:30 - 16:00
June 2011	Sunday 5th	Visit to Fawley Railway.	
	Sunday 12 th	Family Day.	10:00 - 16:00
	Sunday 19 th	Birthday Party, Public Running.	11:00 - 13:00 13:30 - 16:00
July 2011	Sunday 3 rd	Members' Running.	10:00 - 16:00
	Sunday 17 th	Birthday Party, Public Running.	11:00 - 13:00 13:30 - 16:00
August 2011	Sunday 7 th	Members' Running.	10:00 - 16:00
	Sunday 21 st	Birthday Party, Public Running.	11:00 - 13:00 13:30 - 16:00
September 2011	Sunday 4 th	Members' Running.	10:00 - 16:00
	Sunday 18 th	Birthday Party, Public Running.	11:00 - 13:00 13:30 - 16:00
October 2011	Sunday 2 nd	Members' Running.	10:00 - 16:00
	Sunday 16 th	Birthday Party, Public Running.	11:00 - 13:00 13:30 - 16:00
December 2011	Sunday 4 th & 11 th	Santa Specials	Please come along to help.