

THE NEW PINWOOD EXPRESS

Pinwood (Wokingham) Miniature Railway



CONTACT DETAILS

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

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

*Also a Director of Pinwood Miniature Railway Society Limited.

** Also the Company Secretary of Pinwood Miniature Railway Society Limited.

Registered Office
Pinwood Miniature Railway Society Limited
Pinwood Leisure Centre, Old Wokingham Road, Wokingham, Berks, RG40 3AQ
UK Registration Number 4999442
Website: www.pinwoodrailway.co.uk

Cover Photo

The new station on Members Running Day, May 1st.

Photo: Paul Konig, May 2011

EDITORIAL

The last three months have been really busy for all those involved with our railway and most of the activities are related elsewhere in this newsletter. However my Editor's role has also expanded considerably. Paul Konig and I have taken on the task of looking after the website, and after an introduction to websites by the previous Webmaster James Jarvis, we decided to set about a complete update. Take a look at www.pinewoodrailway.co.uk to see the results of our efforts. We now also have a Society photo album on Flickr and a



Photo Colin Gross
Andover's Chairman driving my Stafford.

Facebook presence (thanks to Alistair Harvey) both of which may be accessed from the website.

Recently I was pleased to accept an invite from the Andover & District Model Engineering Society to attend the first Open Day at their new track, as it gave me a chance to practice driving my loco in different circumstances. Their track, like ours is set in woodland

but has some serious gradients on it, which gave me a chance to practise controlling heavy loads when passenger hauling. With two loaded coaches attached the Stafford had no trouble on the ascents, but I found that a steady hand was needed on the cut off / reverser to control the descents. Thanks to all the Andover members for a great day out; and for the driving practice.

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.

IN MEMORY OF JIM ROUGH

Members will already be aware that founder member Jim Rough died on February 8th 2011.

In 1981 the Bracknell Railway Society (BRS) moved from its previous location at Jocks Lane to Pinewood and Jim was one of a group of eight Members who had an interest in gauges much larger than 00, namely 5" and 7

1/4" gauges. Initially Jim and the other Bracknell members laid a short section of track on what is now the Pinewood station yard in response to requests from the local authority for a passenger carrying railway. Over the next two years the railway at the Pinewood Centre continued to grow, using a quantity of track that Jim had brought with him from a previously abandoned attempt to build a miniature railway at Wellington College. However in 1983 it became obvious that the aims of the Bracknell Railway Society were very different to those of the group building the miniature railway, so the decision was taken to form the Pinewood Miniature Railway Society to focus on the new railway construction and to separate the finances from those of BRS.



Photo John Keane
Jim Rough looking through the PMRS photo album during the June 2008 event to celebrate the society's 25th anniversary of its formation in 1983.

Jim was chairman of the inaugural committee and very active over the next few years in driving forward the creation of the railway. Jim even managed to arrange some sponsorship for the railway from Moorlands Brewery who donated a very nice station sign (Moorland Halt) and more than two years worth of ride tickets. The station board was intended to have been for another station (halt) behind the bar building of the leisure centre, but the halt was never built. Unfortunately the station name board was "lost" when the club forgot to take it with them after attending a local fete, so if not for the mishap

the names around our railway may have been very different to those seen today.



Photo PMRS Archive

Jim Rough (centre) laying the original track in what is now the loco yard. Council rules required the rail to be laid flush with the existing concrete surface to avoid a trip hazard.

By 1984 about 800 feet of track had been laid, and Jim had the honour of driving the Golden Spike to complete the line. However in January 1985 Dickie Dove indicated that the Parish Council might allow an extension to the track, through the "jungle" behind the leisure centre buildings to give a longer run. This coincided with the Council's aim to clean the site up generally and thin out the foliage and trees. When permission came through, Jim and the members took a deep breath and launched in again. Their work led directly to the railway we have today.

Though no longer a member of Pinewood Miniature Railway Society, Jim has kept in touch and attended some of our recent events. It is poignant that he died just two months before the 25th anniversary of the formal opening of the Pinewood Miniature Railway.

We send our condolences to his wife Joan, sons Ian & Michael, and their families.

CHAIRMAN'S REPORT

First I would like to say on behalf of the club members a big thank you to David Elen for donating two Totems for the new station, engraved with our chosen name of Pinewood Central. They are much appreciated, and will provide the finishing touch to the new station building.

We did have some teething troubles with the new passenger coach bogies tending to derail during testing, but we think that the addition of a thin spacer between the top of the bogies and the coach frame has cured this problem. We also got the first Public Running day for 2011 successfully under our belt.



Photo Alistair Harvey

Preparing the base for the new station building.

Events to look forward to in the coming months will be the visit to the Fawley Railway on June 5th, and the joint Brooklands Museum / Civil Service Motoring Association car rally on June 11th. This year also sees the revival of the old Pinewood Fete, now renamed the Pinewood Festival, which is being held on the July 3rd when we are looking forward to a big crowd attending.

As most of you are aware we are working flat out to finish the station in its entirety ready for the official opening which has been set for June 12th. We have invited the chairwoman of the Parish Council, Councillor Turtle, to perform the opening ceremony and cut the ribbon to formally open the new station building. This date is also our annual Family Day, but what some of you may not know is that this year is also the 25th anniversary of the railway first being opened to the public. The Committee have decided that it would be a good idea to combine all of the events and have a good family knees up, or train ride

Finally I would just like to remind members that our facilities are open for use at any time, so please makes use of them.

SECRETARY'S REPORT

I would like to start this report by welcoming two new members, Brian Foster and Alistair Harvey. Our membership now stands at 36 which is a slight improvement on last year despite a small number not renewing their membership. Alistair has already mastered the noble art of painting and is well on the way to becoming a competent driver. There is plenty of boundary



Photo Paul Archer

Just to remind you, a final photo of our old station building before it was demolished.

fencing ready for painting awaiting Brian's first visit. The tickets for the Fawley Railway visit on 5th June have gone well and only one ticket remains. The visit is the first event of a busy two months with the Brooklands / CSMA car rally on the 11th June and our family day on the 12th. The family day coincides with the official opening of the new station and the 25th

anniversary of the original opening of our railway to the public. We have invited the chairwoman of the Parish Council to open the station and I hope you will all be present with your families. July 3rd sees the Pinewood festival when we will be running trains from 12 until 4. All of these events are in addition to our normal running and I am sure sufficient volunteers will turn up to ensure a successful couple of months.

During the past three months we have had to report three incidents of vandalism to the police including a broken window in the signal box, track damage, and damage to electric wiring in point motors. Other site users have experienced similar problems and the police are to increase patrols on the site.

One final point, we have received an invite from the Frimley & Ascot Locomotive Club to attend their open weekend to be held on the 12th and 13th of August at Frimley Lodge. Details can be found on the notice board in the chalet.

CHIEF ENGINEER'S REPORT

Since my last report Pinewood has been a hive of activity with members being totally absorbed in progressing our major schemes. The station building and canopy are now complete and painted. Work on laying paving flags and tidying the site is well advanced.

At the 17th April public running day there were many positive comments about the station. Decisions on how to finish the interior of the building are yet to be decided, and depend on finance being available.

A new passenger coach has been brought into service and the other is under construction with the bogies ready on site. Storage space for the two coaches has been provided by erecting a mezzanine floor in the engine shed. A fourth guards van is under construction. It should now be possible to finish the vacuum brakes on all coaches, a further development of our safety features.



Photo Paul Archer

Mark and Jamie preparing the site for the new station paving.

The renewing of the electrics on our section of the Pinewood site has been finished bar for a couple on small items. This work has not only improved the lighting in the sheds and workshop but also ensures that our installation meets the current Health and Safety requirements.

Finally, notwithstanding the concentrated work on our major schemes, track maintenance has continued as a high priority. The more minor schemes on our list will be progressed as and when finance is available.

JUNIOR SECTION

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

The junior members have continued to provide active support throughout the winter and on the first running day. Special mention should be made of Mark, Jamie and David who have been regular workers throughout the winter providing valuable support to the construction of the new station and in the

painting of the steaming bays and turntable. The members running day in May was a great success with juniors driving a variety of locomotives; special thanks to all those members who allowed them to drive their locos. William is the first junior to own his own loco and after initial teething problems it has proved to be a reliable performer. Even your secretary was successful in doing a complete circuit with it. I did not know how long the track was, never having got much further than the head shunt with Polly.

Paul Konig and I will be putting the juniors through their paces, now that school exams are finished, for the 7 ¼ gauge society Bronze Proficiency certificate so watch this space. At this rate we will end up with a junior section more qualified than the general membership !

SAFETY OFFICER'S REPORT

Unfortunately there have been three incidents recorded in the incident book in recent weeks; two have involved injury to members and one was a loco derailment. However there have been no reported accidents involving members of the public.

Both the injury accidents involved members tripping and falling to the ground. One sustained bad bruising to both hands and wrists, and the other a badly grazed shin and head cut. In one incident the member tripped over the brake lever as he alighted from a guard's truck. After investigation we have made a simple modification to guard truck No.21 so that the brake is applied by foot pressure on the lever. This is for evaluation and comment ! In the second incident the member tripped and fell in the yard area while tending his locomotive. These incidents should be a lesson to us all to be careful of trip hazards, particularly in the yard.

A more detailed investigation was conducted into the derailment which occurred on the bridge loop just after crossing the bridge. Whilst there were some minor track deficiencies nothing was found to be outside acceptable tolerances so the cause of the accident has not been specifically identified. The loco involved is a short wheel-base 0-4-0 and this, with other factors (such as the adjacent head shunt excavations), may have contributed to the accident.

While work continues around the head shunt it seems prudent to suggest to drivers of short wheelbase 0-4-0 locomotives that they should drive very cautiously (2 to 3 mph) on the bridge loop track between the bridge and the station area until the engineering work is complete.

ARMSTRONG OILERS

James Jarvis provides an insight into the world of axle lubrication.

The North York Moors Railway (NYMR) bought and now runs the Armstrong Oilers workshop which manufactures lubrication pads for locomotives and rolling stock. I was lucky enough to be given a tour of the NYMR workshops by a friend who is a permanent member of the NYMR staff during my family holiday described in the December 2010 issue of this newsletter.



Photo James Jarvis

The shop floor of Armstrong Oilers.

During my visit I was shown around

the shop floor of the Armstrong Oilers works who are part of the NYMR but still operate with the original name. They specialise in the design and manufacture of axle box lubrication of the highest standard, and have the



Photo James Jarvis

The Oil Pad weaving machine.

templates or patterns for hundreds of axle boxes for railways at home and all around the world. The company currently is tiny employing only 2 people, of which one (a nice lady whose name escapes me) showed me around. The company also weaves the pads themselves using an old (to my eyes) mechanical weaving machine (see picture). This machine

weaves the pads out of cotton and special Worsted trimming wool into the shape required dependent on the lubrication pad they are manufacturing, which can range from 2 inches up to 13 inches wide.



Photo James Jarvis

A small selection of the Spring Frame patterns.

The finished pads rest on sprung frames which are different for each axle box, and hundreds of different patterns for these frames are hanging on the wall. The spring steel is obviously bought in, but every other part of the frame is made on hand operated machines including the tiny hinges punched out and bent over in one go using a special punching machine.

Once completed a few pads in a batch are tested on a machine that

actually simulates an operating axle journal. The pad is placed in an axle box keep, and this is filled with a set amount of oil. The machine set to running, and as the axle journal rotates the pad wipes oil across its surface. This oil is then scraped off and measured over a period of time, and if not enough oil is accounted for then the pad is deemed a failure.



Photo James Jarvis

The Oil Pad testing machine.

The visit to Armstrong Oilers proved very interesting, and I hope the photos provide an insight into the world of axle box lubrication.



Photo James Jarvis

Completed Oil Pad assemblies.

LED LIGHTING FOR MODELS (Part Two)

The pitfalls, and solutions, when using LEDs for lighting by Colin Gross.

In case you've forgotten the photo I used in Part One of this article it is shown again here. As mentioned in Part One, you can see that there are a lot of loose

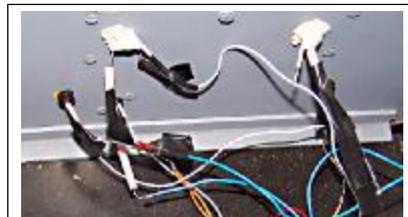


Photo Colin Gross

A typical LED lighting installation.

wires which can easily get damaged, or broken, during the life of the model. There are even some bare bits of wire showing where no insulation (tape) has been applied. The result may simply be that the lighting stops working, but in the worst case of a short

circuit the wiring could actually catch fire. Now look at the second photo. The wiring is held in place with cable ties and self adhesive plastic pads. This helps to stop the various wires from getting snagged or pulled during the life of

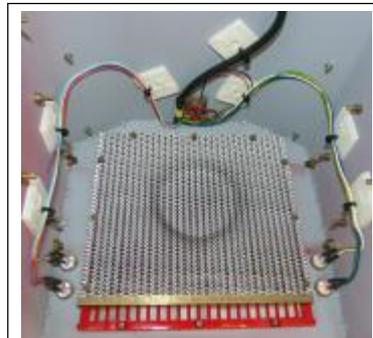


Photo Colin Gross

LED wiring in the authors Bo-Bo shunter.

the model and thus protects them. The thick black coloured cable at the top centre is a multi-core cable connecting the four LEDs (either side at the bottom of the grille) plus the head lamp LED (not visible in the photo) to the supply fuse. Using a multi-core cable, or simply sleeving or clipping the individual wires together, again reduces the likelihood of damage to the wiring. Cable ties, self adhesive bases, and multi-core cable are all available

from electronic component suppliers such as **MAPLIN** and their cost is quite small in relation to the value of your model. Their use will most likely extend the working life of your lighting installation, and make it look as professional a job as the rest of your model.

This photo provides a close up view of two of the LEDs. Brass bezels have been machined and soldered to the loco's bonnet into which the LEDs have been inserted and retained with a small amount of epoxy adhesive. Then after the wires have been soldered to the LEDs, lengths of heatshrink sleeving have been used to cover and protect each joint. Typical heatshrink sleeving (again available from the likes of **MAPLIN**) will shrink to $\frac{1}{2}$ of its original bore when heated, and it not only electrically insulates the bare sections of leads and joint but adds additional mechanical strength to the joint between the wire and the LED. A quick waft of a hot air paint stripper will normally suffice to shrink the sleeving, but the shaft of a hot soldering iron (or even an open flame if you're mad) will also do the job.



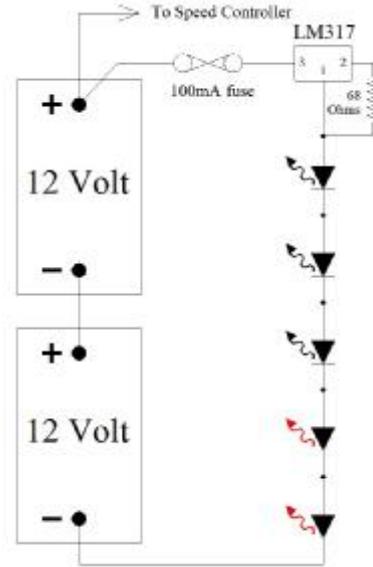
Photo Colin Gross
A close up of two of the LEDs.

Most model engineers I know all agree that the finish of each component, and thus the complete model, is what makes a good model. Why not take a little more time to make an equally good job of your wiring ? Just because it's normally hidden is no reason for ignoring its finish, and you will probably prolong the working life of the installation as well.

Now for the clever bit that I promised in Part One of the article. The simple parallel LED wiring shown last time results in a lot of wires from the LEDs and resistors having to be run to the battery fuse. Also, as the battery voltage varies the brightness of the LEDs will vary (try the calculations from Part One with battery voltages between 10 and 14 volts to see the affect of battery voltage on LED current which affects the LED brightness). The system described below will in most cases allow you to just run a single wire around the model to operate all your lights while maintaining the required LED current regardless of battery voltage. The "trick" is to use a constant current circuit to feed all the LEDs in your lighting system that operate on the same "typical" current. If you have LEDs requiring different currents then you may want more than one circuit, but it should still simplify your wiring.

If you look at the circuit diagram you will see that the LED lighting is now run from the full 24 Volts of the drive battery, thus removing the need for a thin piece of wire to be connected to the cable joining the two batteries together. Getting rid of this thin wire, which often seems to get tangled or broken when

connecting the batteries, is a real benefit in itself.



Now remember the LED connections described in Part One, the Anode and Cathode. With this method of wiring the Cathode of the first LED simply connects to the Anode of the next, and so on. The fuse is still present, but the five resistors have been replaced with one and the only addition is the semiconductor device with the name LM317. LM317's in TO220 format (TO220 defines the case shape of the device) and their insulating mounting kit (a plastic washer and a thin heat conducting "rubber" pad) are available from suppliers like **MAPLIN**.

Now, as in Part One, we have to do the maths !

First you have to calculate how many LEDs the LM317 can operate. If you are looking after your drive batteries (see Peter Downes article in Issue 26 of the newsletter) the total battery voltage will normally not get below about 22 Volts. To operate the LM317 needs 3 Volts across it, so this leaves $22 - 3$ i.e. 19 Volts for the LEDs. From the specification sheet (see Part One) we know that "typically" each white LED is 3.3 Volts and each red LED is 2.1 Volts, so for our three white and two red LEDs we get $3.3 + 3.3 + 3.3 + 2.1 + 2.1$ i.e. 14.1 Volts. As 14.1 Volts is less than 19 Volts the circuit will work, and in fact the single LM317 could handle another white (or two more red) LEDs.

Now for the resistor. From the LED specification sheet we know that the LEDs require "typically" 20mA to operate, so the resistor needs to cause the LM317 to control the current to this value. The equation used is 1.25 divided by the required current i.e. $1.25 / 0.02$. This gives us a value of 62.5 Ohms, and as explained in Part One, the nearest standard resistor value will be 68

Ohms. As in Part One you must also calculate the resistors power rating. The LM317 creates the "constant current" by maintaining the voltage across the resistor at 1.25 volts. Using the equation $P = V \times I$ (as in Part One) we thus get the power as being 1.25×0.02 i.e. 0.025 Watts, so a 0.125 Watt (i.e. $\frac{1}{8}$ Watt) resistor will more than suffice.

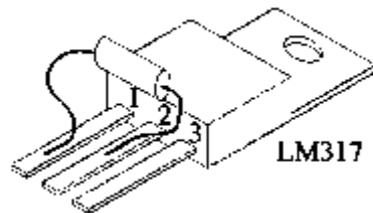
Unlike the circuit used in Part One, this time the fuse only has to handle 20 milliamps (because the LEDs are all connected one after another "in series" as opposed to beside each other "in parallel" as in Part One), so an easily obtained 100 milliamp fuse will do nicely.

Next comes the actual construction details for the circuit. Within reason the lengths of wire between the battery and the fuse, and between the fuse and the LM317 pin 3 should be kept short. Short lengths have less chance of being damaged than a wire running all around the model, and thus give less chance of unwanted short circuits developing when

wires are snagged or broken. If you want, fit a switch between the fuse and the LM317 to control the lights. Providing that some spare insulation from wire (or other suitable sleeving) is used to sleeve the resistor leads, the resistor may be soldered directly between pins 1 and 2 of the LM317 with the supply wire being soldered to Pin 3 and the wire to the LEDs being soldered to Pin 1. The LM317 needs to be mounted on a heat sink, the metal chassis of the loco is ideal providing that the insulated mounting kit is used. First make sure that an area of the chassis slightly bigger than the LM317 is clean, free from paint etc. and has no burrs from when you drill the mounting hole. Then fit the insulating bush (large diameter on top of the LM317 mounting tab) and put the insulating "rubber" pad between the LM317 and the chassis. Do not over tighten the mounting screw.

Finally connect up the LEDs (remember the Anode and Cathode). Don't forget to use heat shrink sleeving (or something similar) to protect and insulate all the soldered joints of your circuit, especially at the LM317. Connect the battery and test your lights. If the LEDs don't illuminate check all your connections are correct as the circuit is so simple that there is not much to go wrong.

The important point to remember is that the metal mounting tab of the LM317 is "live" so it must be insulated from the heat sink.



Workshop Tips

Useful workshop ideas from toolmaker Peter Downes.

Editors note. Peter has kindly written three articles to help beginners with using lathes and milling machines. As editor I have chosen to use this article first as it relates to topics covered in both of the other articles which will be published in later issues of the newsletter.

Lathe feeds and speeds for the beginner.

When you first start out using a lathe (or milling machine) the first problems that you will have are:

How fast should the chuck go round ?

What feed to use on different materials ?

How big a cut should I take ?

If you look in reference books they will give you feeds and speeds for all types of materials. The only problem is the figures are based on big industrial machines fitted with large coolant pumps and splash guards to stop you getting wet. If you look at an older tool room lathe the head bearing was big, so you could take quite a big cut. To take a really big cut you would have used a capstan lathe as they had an even bigger head bearing. So you would only use the charts as a guide and adjust the speed and feed according to the machine you were using.

The machines that you use for model engineering tend to be of an old design or new lighter designs made for the model engineering market. In general they are not designed for production work or fast metal removal and usually have small motors.

With all metal cutting machines the problem is; how do you clear away the metal cuttings from the cutter ? The faster you go the more cuttings you produce. To this you can also add the problem of getting enough coolant onto the tool without getting the operator wet. You can see that there is a lot more to



Photo courtesy of Hardinge Inc.
A modern CNC lathe with the safety guard open.

machining than speeds and feeds.

If you are using a modern C.N.C. machine it will have a big guard around it to protect you, and on production work the material being cut will be designed to chip and not to come off in long strips. If you are working on aircraft components the material is designed for strength, so it will not chip and you will have long strips coming off the tool and wrapping around the tool post. So now you have the big problem of having to keep stopping the machine to clear the cuttings.

The price for a component is calculated by multiplying the time taken to machine it by the hourly rate. The time taken is called the floor to floor time. This is the time from when the material is first put in the machine until the



A typical model engineers lathe, the Myford 7. Note the lack of provision for using any coolant.

next piece of material is put in the machine. If you have to keep stopping the machine to clear cuttings or to sharpen the tool the floor to floor time will increase. So to get the job done you have to compromise on ideal feed and speed to make it easier to clear the machine of cuttings and prevent tool wear. With a model making machine you will have to compromise a lot

more because of the lack of power, rigidity, and quality of bearings and slides.

When you first start setting up your new machine start by setting the feed rate at about 0.004 ins - 0.008 ins per rev (0.1 mm – 0.2 mm per rev) this should give you a reasonable finish.

Next set the chuck speed to 500 – 600 r.p.m. Start up the machine to see how noisy it is. If it makes too much noise slow the machine down until it is reasonable. You will be spending a lot of time next to the machine so you don't want to be uncomfortable working with it. This is a good starting point for a lathe or milling machine.

The next thing to consider is the depth of cut. A 5 inch lathe with a tool that has been properly ground should be able to take a 1/8 ins cut on a mild steel

bar if the head bearing is in good condition. Let's assume you have a reasonable lathe and all the bearings and slides are in reasonable condition. The next problem is the tool, if it is not ground to the correct shape with a sharp cutting edge and set to the correct height it will not cut properly and will rub which will cause heat and blunt your tool while also acting as a brake on the motor. Assuming you have a sharp tool set up properly, set up a piece of mild steel bar and take a 1/16 ins cut. You can now adjust the speed if it is too noisy or if the cuttings are coming off too quickly for you to handle. If you find that the finish is too coarse adjust the feed rate down until you are happy with the finish.

Once you have found a reasonable feed and speed that your lathe is happy with, and you are happy with the noise it makes, you will find that you will be able to do most jobs in any material at this setting. You will have to slow the speed for bigger jobs like wheels or speed up for smaller jobs like small pins but keep the feed the same. If your lathe is smaller than the 5 inch model used for this example then your depth of cut will be less due to the machine having less power and rigidity, but the principals described remain the same.

The next important thing is coolant as you must keep the tool cool. The cutting edge of the tool is like a knife edge, very thin, and will get blunt if it gets too hot. Mild steel is the most common material used in model engineering and the best tool to cut it is a high speed steel tool bit with a very sharp edge. If you don't keep the cutting edge cool you will be forever regrinding the tool. You should not use a tipped tool on mild steel because you can't get a sharp edge on carbide. They are designed to break the metal off, not to cut it, and you need a lot of power to do this. Only use carbide on cast iron with a slow speed and fast feed and never try to take a light cut because the cast iron will work harden and break your tool.

Keeping the tool cool and sharp is more important than feeds and speeds. A sharp tool with lots of cooling will take bigger and bigger cuts until it stops the motor turning. A sharp tool with no cooling will just get hot and the sharp edge will burn off very quickly.

The two most important things in machining are being able to grind and set the tool properly. To do this you need an 8 inch bench grinder (a 6 inch is too small) and a dressing stick to keep the wheel sharp. The second and very important thing is coolant. It is no good grinding and setting a tool and having to take it down a few minutes later because it is blunt. Once you have a good cutting tool and plenty of coolant the best way to prolong the life of the tool is to plan the job in small stages of two or three diameters at a time.

First rough out as many of the diameters to within 0.015ins of size as you can until the cutter is slightly blunt but not damaged. Next take the tool out and with a light touch on the wheel bring the edge back. Set the tool back up and then finish off the diameters to size. With this slightly blunt tool rough out another few diameters until the tool is ready for to be sharpened, and repeat the process. Don't let the tool get too blunt or you will have to keep reshaping the tool instead of just bringing the edge up. Grinding a turning tool and setting the speeds and feeds is an art, not a science and will take a lot of practice.

NEW LOCOS AND ROLLING STOCK

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

Ian Shanks Romulus "Harpford Belle".

Ian Shanks now lives in Chesterfield but he is still a member of our Society and regularly visits our track with his engines on Public Running days. Ian has recently purchased a 7 1/4" gauge Romulus.

The Romulus and its tender were built by a Mr D Benham of Bridport in Dorset for a Mr T Wood of the Newton Abbott Model Engineers Society. The tender as far as Ian can tell was built to Mr Wood's specification e.g. height, length etc. and it was fitted with vacuum brakes. The loco has a Bell's steel boiler which was delivered to Mr Benham on November 2009. He then finished the loco and according to the certificate it was first tested at the Newton Abbott Society on June the 12th 2010. Mr Wood never ran the Romulus as he found it too big, and he sold it to Mike Palmer's Station Road Steam.

Ian purchased the Romulus in October 2010 and has run it at the Chesterfield



Photo Ian Shanks

"Harpford Belle", a sister to Dave Curtis's "Sylvia".

Hady track six times so far for about 3 to 4 hours at a time. According to Ian it is an excellent steamer and copes well the steep inclines at the Hady track

adequately towing two loaded passenger coaches. The only problem Ian has found (when he first crossed a set of points) was that the back to back spacing of the tender wheels was too narrow. After careful measurement Ian decided that the wheel flanges were actually too thick and that they could be skimmed to correct the problem. The only other thing Ian has done is to fit a spark arrestor and safety chains. Ian will be using the Romulus for the Chesterfield Society's two day Open Weekend event on 14/15 May.

Coincidentally it turned out that Ian's Romulus was built by the same man who built Dave Curtis's Romulus "Sylvia" which has been a mainstay of our public running at Pinewood for many years. Having just purchased a trailer to transport the Romulus, Ian hopes to bring it to Pinewood one day.

Peter Downes Class 73.

Possibly not a new loco to our tracks as Peter has been using it for some time now, but on April the 17th Peter's Class 73 appeared for the first time in its final colour scheme as opposed to photographic grey (or perhaps it was just primer). Anyway, the loco now looks so good that it is more than worthy of another appearance in this newsletter.



Photo Colin Gross

Peter Downes Class 73, now in its V.S.O.E. colour scheme.

Peter has added so much detail, and made so many changes to his model that it is almost impossible to recognise its humble origins as a basic kit.

Ian Shanks Class 20.

It may seem like a case of Déjà Vu, but this really is a new Class 20 just completed by Ian. Although Ian has been using his original Class 20 for

several years he has now built a second loco so that they may be used "double headed" as in full size practice. With the pair of locos having almost three



Photo Ian Shanks

Ian's second Class 20, the "Murray B.Hofmeyer".

horsepower between them Ian should have no trouble in pulling the heaviest of trains, and we look forward to seeing the pair in action at Pinewood.

NATURE CORNER

Derek Tulley keeps an eye on the Pinewood wildlife.

Once again the steaming bays are hosting a nesting Great Tit. The Great Tit is the largest of our tits and is a handsome black and yellow bird similar in size to a sparrow. Both sexes have a broad black stripe down their tummy but the males, of course, is the widest. This is the third year in a row that they have built a nest in the bottom of one of the pipes supporting the steaming bay closest to the fence. I noticed this year's visitor when I saw a



Photo Derek Tulley

The bird about to descend into the track support.

bird fly out of the pipe as Colin moved his engine towards the traverser after dropping his fire and blowing down. Luckily he didn't do that immediately

above the support. The birds do appear to be remarkably tolerant of our presence, but of course this is only for a few hours twice a week and they have the rest of the time to themselves. When discovered the nest could be seen to contain 8 eggs, although they do lay up to twelve. The female will incubate the eggs for 3 weeks after which both birds will feed the chicks for 14+ days until they are large enough to leave the nest.

Could members avoid using the bay for steaming up etc. until our visitors have left which will probably be early June, and keep an eye open next spring in case they return for another year.

If anybody notices any other nest sites please let me know. Over the past few years we have robins, wrens and blue tits also nesting in the station area.

BUFFER STOP

To fill an otherwise empty space I have included another photo from my Mid Hants collection.



Photo Colin Gross

A smoky "Wadebridge" at Ropley on the Watercress Line.

FAMILY DAY REQUEST

For those members who do not use e-mail, or as a reminder for the rest of us, will you please remember to respond to this request from our secretary.

Dear Member

As you may be aware we are celebrating our 25th anniversary this year (of the railway first opening to the public). In addition we have a new station which is to be officially opened.

It has been decided that our Family Day on 12th June will be the ideal time to celebrate our anniversary and open the station. We hope to have the Chairman of the Parish Council along to perform the official naming of the station and the local press have indicated an interest.

It would be great if we had a large turnout of members and their family, a large number of locos for a grand parade and a display (for those that don't run), and an abundance of goodies to eat. I would therefore appreciate if you could indicate the following:

1. If you are attending, and how many of your family will be attending.
2. If you are bringing a loco for running / display.
3. Whether you could bring some food, and if so will it be:- sandwiches, cakes, pastries, pies etc. Once I know I can determine what additional items are required and what we may have too much of.

Thank you for your support on this.

Paul Archer
Secretary

PUBLIC RUNNING DUTY ROSTER 2011

Date	Officer in Charge	Assistant
June 19 th	Mike Cole	Trevor Hill
July 17 th	Peter Downes	Alan Davies
August 21 th	David Simmonite	Tim Caswell
September 18 th	Ray Grace	Roger Marney
October 16 th	John Keane	Peter Starr
December 4 th and 11 th	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 2011

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

DATE	EVENT	
June 2011	Sunday 5 th	Visit to Fawley Railway. Details from Paul Archer.
	Saturday 11 th	Brooklands / CSMA Car Rally. 13:00 - 15:00
	Sunday 12 th	Family Day and Opening ceremony for the new Station. 10:00 - 16:00
	Sunday 19 th	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00
July 2011	Sunday 3 rd	Pinewood Festival. Public Running. 12:00 - 16:00
	Saturday and Sunday 9th & 10th	Guildford Model Engineering Society. Model Steam Rally and Exhibition.
	Sunday 10 th	Members' Running. 10:00 - 16:00 and visit by Mid Hants P'Way gang.
	Sunday 17 th	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00
August 2011	Sunday 7 th	Members' Running. 10:00 - 16:00
	Friday 12th & Saturday 13th	Invite to Frimley and Ascot Locomotive Club at Frimley Lodge. (See chalet notice board for details).
	Sunday 21 st	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00
September 2011	Sunday 4 th	Members' Running. 10:00 - 16:00
	Sunday 18 th	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00
October 2011	Sunday 2 nd	Members' Running. 10:00 - 16:00
	Sunday 16 th	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00
December 2011	Sunday 4 th & 11 th	Santa Specials Please come along to help 08:30 - 17:00