

THE NEW PINWOOD EXPRESS

Pinwood (Wokingham) Miniature Railway



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Cover Photo

Peter Woodruff's LNWR Whitworth Class 2-4-0 'Samson'. (See page 19)

Photo: Colin Gross, September 2012

EDITORIAL



Photo Colin Gross.

'Gentoo' with the Rio Grande K36 at Leatherhead.

With the running season over my photos for 2012 seem to support my recollection that most running days were cool and drear, if not outright wet. However, no matter how poor the weather, I always seemed to drive home with a smile on my face. Whether it

was the 7.02 mile nonstop run in early October or pulling three heavily laden coaches on the last public running day at Pinewood (the normal preserve of the 2-8-0 C19's), every day out with my Stafford was guaranteed to cheer me up.

This hobby not only provides the challenge of driving, firing, and maintaining a steam engine; it also provides plenty of invites to visit other tracks both large and small and to make new friends. On occasions, such as the Ride on Railways Owners Rally, it also gives us the chance to invite people to Pinewood to experience our great railway. This year finished with a day of public running on the superb Leatherhead track in rare glorious sunshine, running with a large selection of locos including their mighty Rio Grande K36.

Once the Santa runs are over it will have to be "Roll on the 2013 season!"

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 other relevant Model Engineering and Railway publications.

Please supply copy for the next issue before January 29th 2013

CHAIRMAN'S REPORT

As I write this report we have just completed our final public running day of the 2012 season and although the weather wasn't brilliant we were very busy at one stage. Generally this season's public running has been well attended and in line with expectations, which considering the terrible weather earlier this year must be considered a good result.

In my opinion the quality of operation of our railway during the summer months has been excellent and has been a very positive result for all the work put in by our members. I think this opinion has been supported by the very good feedback we get from our public, many of whom are regulars. We have also had enthusiastic feedback from the 'Ride on Railways' group that occupied our railway a few weeks ago. The Ride on Railways visit was indeed very successful from a number of points of view and we owe a vote of thanks to Colin, Richard, Andy and others for the planning and operating support for such a successful event.

The planning for our Santa Specials days (2nd and 9th December) is well under way and as the format will be similar to previous years I think that we can look forward to fun and successful days. I would like to encourage as many members as possible to support the preparation for, and the manning of, the two days. David Elen reports that both days are now "sold out".

At long last the three trees that were the subject of our planning consent for the carriage shed extension have been felled and we can now get on with the job. It looks like this will be our major winter project this year. Tim has already purchased some materials and the site has been rough cleared, David Simmonite and Derek Tulley are currently working out an optimum layout plan for the area.



Photo Colin Gross.

The trees after felling in September.

There have been some changes to Pinewood Leisure Centre management recently and we look forward to continuing the strong working relationship we have enjoyed with the management to date.



Photo Colin Gross.

David Jones departing with the signal train.

With the prospect of a big project and the usual track and structure maintenance work this winter I would like to encourage as many of our members as possible to join us on the Sunday and Wednesday working days each week on the basis that "many hands make light work" !

Our relationship with other site tenants is currently in a very cordial phase and of course, it is in our interest to keep it that way. Can I please remind all members that on non-public running days we have agreed to keep the access road and square free of parked vehicles and obstructions to sightlines. Also we should advise adjacent tenants if we need to temporarily block the road to gain access to our off-loading point at any unusual times.

The next of issue the New Pinewood Express will be after Christmas so I would like to take the opportunity to wish all our members and their families a Very Merry Christmas and a happy, healthy and successful New Year.

SECRETARY'S REPORT

It has been a busy period since the last newsletter, with significant achievements and also some unfortunate events. Pride of place must be taken by the very successful rally held for owners of Ride on Railways locomotives. I would like to express my thanks to all members who supported this event, in particular Colin and Andy who spent much of the time unloading and moving vehicles. The event went exceptionally well, and we have been asked if we would be prepared to host it again next year. I received several notes of thanks from those that attended and significant praise for our track and hospitality. So we thank those of you that maintain our railway in such excellent state.

As on the negative side I have been forced to make the acquaintance of our local Police Community Support Officer (PCSO) and area sergeant from Thames Valley Police, as a result of the a number of incidents of minor

vandalism that we have recently sustained. May I express my thanks on behalf of the members to John Keane, for his work to re-instate the damaged signals and to those of you involved in repairing the damaged point lever system and signal box windows. I can only hope that this is a temporary state of affairs, and that the local idle youth will find alternate entertainment.



Photo Colin Gross.

Derek Tulley making adjustments to a checkrail on the bypass point during testing.

On a happier note, we are still exceptionally popular with our regular clientele. Santa Bookings are proceeding well, and we are over subscribed for birthday parties, with many warm compliments as to our ability to "go the extra mile" in terms of supporting these events. As we have reached the end of the season's public running I feel it is appropriate to look back over the season and express my thanks for the general goodwill I have witnessed at the public running days. We have successfully marshalled trains with a variety of motive power, supplied emergency relief locomotives, swapped bogies on coaches, maintained a full staff of guards, signalmen, station staff (including our keen apprentice members) clipping tickets, manned the refreshments and the ticket booth, shooed straying dogs, and entertained both public, councillors and the press with good spirit. We should be quietly proud of the season's achievements and think about some of our stalwarts who quietly work away ensuring every public running day is a success.

I am always amazed by what the Wednesday gang achieve. Of recent note was the replacement of the rotten loading bay gate post, seemingly on the floor in pieces one minute and a new one in place the next. Tim's efforts in the engine shed are also well noted, and keep us all in a better state of order than we might otherwise be.

The large trees (life time expired) are now down, and the carriage shed extension can begin ! A lot of work has gone on since Paul Archer submitted the original planning application, and I suspect a lot more will occur this winter. It is this continual progress that keeps us going, so please support the winter maintenance activities as best you can. Pinewood is generally a relaxed and enjoyable place to run our trains, but we must not take it for granted. It is relaxed and enjoyable because by and large we make sure it is, but I am

worried that a few of our stalwarts are taken for granted. So perhaps next time you're enjoying the railway you should spare a thought for what people put in, and see if you can help us continue to maintain this progress and the quiet understated work that keeps us running.

I hope you will all support our end of year activities with the Santa runs. Whilst we don't need any elves this year, we will need a variety of support to make this event go like clockwork. Even if you can only spend an hour or two, please come and help. It is our single most important fund raising event of the year and as such it keeps your subscriptions at an enviable price. Yes it will be cold but it will certainly warm your hearts!

On a final note, I will be sending out your renewals in December, along with material for the AGM. If you have changed your email address since last year then please let me know as I'm aiming to make our funds go further by not using the Royal Mail unless I have to!

CHIEF ENGINEER'S REPORT

Since the last 'New Pinewood Express' work has continued on the installation of signals on the new bypass and loop lines. However, in the absence of track power and the long cable that is needed from the signal box a patch into the wiring for the new signals S4 and S5 has been installed. This allows each of these signals to be independently set permanently to 'Red or Yellow' but not 'Green' by a switch on the post. However, it is not intended to use the bypass on a permanent basis until the signal box has control of these signals and John Keane has said that he hopes the signals will be fully operational by the time our running season commences next year.

The extension to Shed 'C' has taken a step forward with the felling of the pine trees which was a requirement of the planning permission. Building materials are currently being delivered to the site and work should start soon. Track work for the access to the shed is currently being fabricated.

I finish with the usual reminder that the railway needs manpower to keep it in good order so please come along to help on Wednesday's or Sunday mornings. Jobs are allocated and tailored to suit our member's capabilities.

Editor's Note: Pinewood's name has even reached the Medstead mess room of the Mid Hant's Railway (Watercress Line) as a result of a building materials supplier recently regaling a Permanent Way Gang member with a story about his lorry unloading supplies onto a miniature railway train near Crowthorne.

SAFETY OFFICER'S REPORT

I am pleased to say that there have been no safety problems since my last report. Work on updating the procedures is still ongoing but there isn't much more to do now.

The alterations to the workshop are now nearly finished and the committee have been discussing where the lathe should be permanently installed. The original idea had been that its permanent home would have been in the ticket office / classroom, however it has been decided that it will remain in the main workshop. When the carriage shed extension has been completed there will be additional space available in the workshop which will allow more space for the lathe working area.

APPRENTICE SECTION

A report on behalf of Pinewood's Apprentice Section Coordinator

Through a structured 'roster', our Apprentices have continued to be a valuable asset at our Public Running days. We do not 'play trains' but are responsible for operating a railway and the roster has been designed to help our younger members appreciate and learn from this. It gives structure to the required duties, providing each apprentice with a fixed period in one of the various sections (including signalling, ticket clipping, train dispatch etc.) under the supervision of our experienced members before moving on to another. The apprentices are also becoming quite adept at marshalling the rolling stock and preparing the line for running, with only minor items requiring adjustment when checked by the Officer in Charge.

Our thanks go to all the members who generously allow the apprentices to drive locomotives under supervision on our private members running days, it is clear how much the apprentices enjoy these opportunities!

The autumn has brought the need to get sweeping and the apprentices are



Photo Nigel Jaques.
Apprentice driver Joseph.

getting used to helping with one of the least glamorous but most important duties - keeping the track, points and platforms clear of the woodland debris. As well as keeping the site looking respectable it helps keep warm on cooler days ! As we move into the winter, a note to parents and guardians - due to the nature of our activities, Sunday morning sessions can be curtailed or cancelled at short notice due to adverse weather conditions (for example in heavy rain, wind or snow). Please check the weather before travelling.

Once our Santa Specials have taken place, we intend to provide further training sessions for the juniors on areas including locomotive design, and will be communicating directly with the apprentices once details are finalised.

Away from the track, Matthew Quilliam has been busy penning further 'Those little old trains' tales (fictional short stories based on the locos of Pinewood Miniature Railway). Now on series four, he is also working on audio narrations ! Matthews work can be found on the Pinewood website at http://www.pinewoodrailway.co.uk/stories/matthew_home.html The Society wishes to extend it's thanks to Colin Gross who has spent considerable time and effort creating illustrations and making these stories available online. Such is the prolific nature of Matthew's writing that these stories will soon be on a new website, together with other aspects of his railway interests. We will keep you informed and provide a link to this once it is available.



Photo Richard Smith.
Stephen Smith's wood turning on display at the SAW open day in Mytchett.

Also away from Pinewood, Stephen Smith has received a first place in the beginners category for his spindle turned Ash Egg in the annual Surrey Association of Woodturners (SAW) show where he is one of the youngest members. He also received a second place for his painted Kauri wood turned Christmas tree decoration, whilst his Ash snowman although displayed was not quite up to the mark. Stephen has been wood turning for just over a year and has benefitted from his work with Paul Archer on the apprentice programme and the Pinewood apprentice training scheme's pen turning activities.

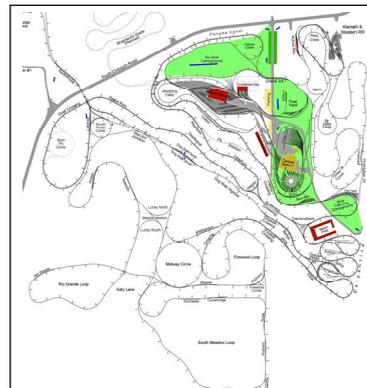
TRAVELLER'S TALES

Ray Grace reports on his visit to the Train Mountain Triennial in the USA

In June 2012 my wife and I planned our summer holiday to coincide with the Train Mountain Triennial event. Train Mountain is located near the (very) small town of Chiloquin in southern Oregon on the west coast of the USA. Chiloquin is a (Red-) Indian town on the Klamath tribal reservation, located on the East side of the Cascade Mountain Range in the Klamath Basin. Train Mountain is at an elevation which varies from 4200ft to 4800ft and is about twenty five miles north of Klamath Falls and about one hundred miles south of Bend. That makes the railway higher than any point in the UK ! Rain, snow or frost can occur at any time of the year. Highway 97 runs close to the site and the BNSF / UP joint line runs close-by through Chiloquin.

Our trip started in Vancouver B.C. for three days then by Amtrak train (the "Cascades") to Seattle, an excellent ride except for the 06:30 start from Vancouver (05:30 to clear US Customs and Immigration before departure !). A couple of nights in Seattle were followed by a hire car journey to Bend via Portland. I have relatives in Bend so I left my wife Lindy there and the next day drove the last 100 miles to Train Mountain. I had hotel accommodation reserved in nearby Klamath Falls - quite a large city.

The Guinness Book of Records recognizes Train Mountain as "the longest hobby miniature railway in the World". The railway has well over 20 miles of main line plus about another 10 miles of track in yards, sidings, etc. The track gauge is 7½" (yes, seven and a HALF - a gauge that that seems to be unique to the western USA and western Canada). Both live steam and diesel outline locomotives mainly of North American outline belonging to individual members of the club and visitors operate on the railway, however I have seen British (notably a



Map courtesy of Train Mountain.
The map shows part of Train Mountain (there's much more off the top left), with the Klamath & Western RR at the top right.

“Britannia” in 2006) and Australian outline locomotives also operating. Many of the larger steam locos are fired by either oil or gas. The railway operates as a club with members meeting regularly to ‘play trains’ and to undertake maintenance, with more formal operating sessions about seven times a year.

On an adjoining site and physically linked to the Train Mountain system is another 7½” gauge railway, the Klamath & Western RR. The K&WRR is much more compact (but still large) and regularly offers public running unlike its much larger brother. During the Triennial and other major events the two railways operate as one.

In addition to the Triennial the Train Mountain railway also celebrated its Silver Jubilee in 2012. The Triennial event lasts seven days and, as the name implies, occurs every three years. I have visited in 2006 and 2012. I hope to make 2015 !

When the visitor arrives, having paid a fee which depends on the number of days of attendance, he is confronted by the most enormous array of track that



Photo Tom Watson.

One set of the Train Mountain steaming bays.

you can imagine. To the left is an array of about 15 full length steaming bays each able to accommodate a large US-style loco plus about ten scale full length ‘heavy weight’ coaches, then a complex of buildings comprising a station, offices,

toilets, meeting rooms, food outlet and a shop. This area is then followed by a more conventional array of about 15 steaming bays around a turntable. To the right of the entrance is an even larger array of tracks comprising of about 30 through roads where, typically, diesel outline locos and trains are stored and made-up. There is also a very large multi-track workshop with pits for loco and stock maintenance and to complete the scene there are track maintenance sidings and ‘Containerville’. Containerville is a series of about twenty 40 foot ISO containers grounded and converted for stock storage with each one linked to the main layout by rail.

There is plenty for the visitor to see in this area but the rails which disappear into the pine trees beckon. There are two main options to consider. You can either



Photo Aaron Bentsen.

The Train Mountain marshalling yard.

take the scheduled trains to view the layout or (my favourite) ask a driver / owner of a train being prepared on the steaming bays for a ride. I have never been refused !

Because of the design of the layout it is possible for a train to take countless multiple routings through the trees some trips lasting as little as 20 minutes or so but, again my favourite, you can hitch a ride on a ‘long distance’ train to the farthest extremes of the site (5 miles from Central station including a tunnel under a busy road !) which can take 2½ hours. - toilets are provided at strategic points en route ! I suppose the average shorter journey is about 1½ hours.

Adjacent to the Central station but some 150ft. below is ‘South Meadow’ a level area of pine trees interspersed with RV parking stands and a myriad of track offering a wide choice of routings without venturing into the farthest extremes of the railway.

Having arranged a ride, either scheduled or hitched, your train has a choice of routes but all of them will descend to South Meadow, the double-track main line making four 180 degree loops in the process - a serious challenge to uphill trains ! There are then multiple choices of routes offering a variety of journey lengths but remaining within the area of South Meadow. The more adventurous drivers can pass through South Meadow and head for the long-distance option. This will take your train under the road (at the top left of the map) in a double-track tunnel into a small valley sparsely populated with pine trees but very ‘scrubby’. To the right is a steep escarpment and to the left a

gentler slope featuring a number of well-spaced dwellings each with its own spur off the main line and each with facilities to store their models. These spurs enable the owners to drive their own locos onto and off the railway without the inconvenience of cars, trailers, etc. ! Again in this area there are a variety of routing options, some long and some shorter, but the farthest point (currently) is Hope Circle some 5 miles from Central station. Work is underway to significantly extend the system beyond Hope and also in a number of other directions around the site.

When evening comes the organizers have something arranged for the less weary to do, typically a communal meal with entertainment, country dancing or similar.

In many ways the 'coup de grace' is the drive to and from the hotels in Klamath Falls; it is 25 miles of pure scenic magic ! Most of the journey on I97 is along the shore of Lake Klamath only separated from it by the BNSF / UP railway. There are magnificent views of the mountains including snow-topped Mount Shasta and the wide expanse of the lake is stunning. There are also frequent high horsepower freight trains to be seen and the odd Amtrak passenger train.

THE 'Ride on Railways' OWNERS RALLY

Three Pinewood members now own 'Ride on Railways' locomotives and with the permission of the Pinewood committee they, together with Andy Cross, organised an owners rally on Saturday the 29th of September. Thankfully the weather was really good so that the visitors could enjoy our railway, and our thanks go to all the Pinewood members who came along to help on the day.

The following is typical of the thank you emails we received after the rally, and there are photos of the event on the following two pages.

We would both like to thank you for organising this event and the Pinewood club members for allowing everyone to come. All the Pinewood members were friendly and welcoming with everyone seemingly enjoying themselves. It was also good to share experiences, modifications and ideas for projects. The track work is immaculate, smooth and clearly well maintained - a tribute to those who maintain it. I also liked the signalling arrangements and again would like to thank those members who dedicated their time to it on Saturday. All in all clearly one of the best club tracks we have visited. Regards, Martin and Cathy.



Clark Middleton with Tony Walker's Hercules.



Graham Blissett and his Trojan Saddle Tank.

Photos Colin Gross.



Keith Miller's superb Trojan Tram locomotive.



Cathy Houghton with her Hercules.



Apprentice Joseph has a drive in the 7 1/4" gauge 'Captain Howey'.

Photos Colin Gross & Paul Middleton.



Drena and Faith Middleton with an Industrial Trojan.



Joseph with the editor's Hercules.

WORK IN PROGRESS

Derek Tulley continues his report on the progress of his Dean Single

Since my last report on the construction of the 4-2-2 GWR Dean Single I have made good progress with the cylinder assembly, complete with pistons, steam chest, slide valves etc. together with the expansion links which were the final parts for the valve gear.

The Cylinder Block etc.

In the previous report I mentioned that I had decided to make the cylinder block, which being an inside cylinder is a single large lump with few external features, from a block of cast iron rather than buying castings. Cast iron is available as square bar in a variety of sizes from College Engineering Supply. I required a 120mm cube to provide enough material for the block, steam chest, cover, valves and buckles with enough left over for all of the horn blocks. This cost about £40, a considerable saving on a set of castings.

The block was first cut up using a 1/16" saw blade mounted on the mill spindle which gave a 3/4" deep cut all round leaving just a small amount to be finished off with the trusty hacksaw. The block was then squared to size in the lathe using the 4 jaw chuck or in the case of the angled port face, fly cut on the mill. The material proved to be fine grained and a pleasure to machine but of course, being cast iron, somewhat filthy.

Once the main block had been machined to size it was clamped to the cross slide of the lathe using packing pieces to bring the bore centre lines in line with the lathe spindle centre line. The bore was initiated using drills held in the chuck up to the largest I have at 3/4". The bore was then opened out to full size using boring bars held between the chuck and a rotating centre in the tailstock, the final cut being taken several times to eliminate any spring in the tooling.



Photo Derek Tulley.
Boring the second bore of the cylinder block.

After completing the first bore the cross slide was adjusted by the distance

between bore centres and the second bore machined in the same way. Boring in this way gave an acceptable finish but I decided to further improve it with the use of a rotary hone gripped in the chuck and moved up and down the bore using the saddle until a satisfactory result was obtained.

The block was then clamped to the table of the mill with the port face horizontal. Positioning of the ports is relatively easy if the mill is fitted with digital read outs (DRO) as mine is, but I still take the precaution of bluing the face and lightly marking the centre lines just in case of a senior moment. I roughed out the ports by drilling a series of undersized holes and then opened out the slot using a sharp end-mill. I recommend using an end-mill of a



Photo Derek Tuley.

The assembled cylinder block showing two of the steam ports into the cylinders.

smaller diameter than the port width so that both sides of the port are cut separately and an accurate width achieved. If a full sized cutter is used the end result is often an oversized slot.

The most nerve racking job in machining any steam engine cylinder block is drilling the steam ways between the bore ends and the ports as this involves drilling relatively small holes, in this case the port slot about 1" away. In this design the difficulty was compounded by the angled port face making each end different and also by the holes being offset from the bore centreline. I won't attempt to describe how I did it; suffice to say it involved a lot of lining up by eye and praying. Four groups of closely spaced holes had to be drilled and I was fortunate to manage it with only one broken drill that came out easily and all holes hit the ports.

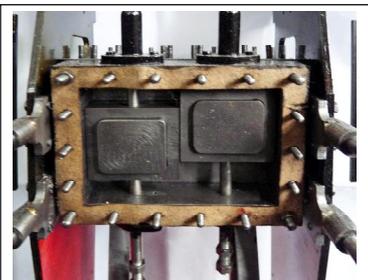


Photo Derek Tuley.

The assembled cylinder block in the frames showing the valve chest.

The steam chest was made using one of the offcuts from the original block. The centre was removed by chain drilling and the aperture machined to size. The removed centre block then provided the material for the slide valves.

The last major job on the cylinder block was to drill and tap the 70 blind 6 BA holes required to fasten the steam chest and cylinder covers in place. The holes were positioned using the covers and chest as a guide. No taps were broken doing this but I was very relieved once the last hole was finished. Making the pistons was a simple turning job with concentricity ensured by fitting the piston blank to its rod and then turning the head to size with the piston rod gripped in a collet chuck. Initially I am using O rings on the pistons but may change to cast iron rings at a later date.

The Expansion Links

In my last article I showed the crankshaft complete with the eccentric rods in place but only fitted with a dummy expansion link. I always dread making the expansion links as they involve accurately machining a curved slot and a close fitting sliding block. The material used is gauge plate, similar to silver steel but in plate form, $\frac{3}{16}$ " thick in this case. Numerous devices have been described in magazine articles to facilitate the manufacture of these links but I find that the amount of work involved in their manufacture to be greater than the job itself. I use a turntable fitted with an arm upon which to mount the blank for the link. First drill the two pivot holes in the blank. Centre the turntable below the mill spindle then offset the table by the radius of the link. Now drill two fixing holes in the arm on this radius to match the holes in the blank and use them to hold the blank in place. Rough out the slot by chain drilling a series of holes and open it out in a similar way used to produce the steam ports. The outer edges of the link are machined at appropriate radii but these are not critical. I made the sliding block by using the original holes in the arm to hold a new piece of plate in place. Two holes of appropriate size were drilled at the link radius of curvature about $\frac{1}{2}$ inch apart; these will be the pin holes in the centre of the finished links. I now machined the external radii on this piece of plate to match the internal radii of



Photo Derek Tuley.

Milling an expansion link.

the links. Once complete this curved bar is cut either side of the pin holes to form the sliding blocks. With care you should achieve a good fit. If at first you don't succeed do it again because a sloppy fitting die block will adversely affect the performance of the finished loco and by that time it's a real so and so to replace.

That's all for now as I start on the brake gear and various sheet metal parts.

LOCOS AND ROLLING STOCK

Some of the stock recently built or acquired by members

Peter Woodruff's LNWR Whitworth Class 2-4-0 'Samson'.



Photo Colin Gross.

'Samson' with the appropriate rolling stock makes an impressive sight.

'Samson' was inherited from Peter's late father Dick Woodruff (a former chairman of our society), who started building this 7 1/4" gauge LNWR 2-4-0 Whitworth class loco in about 1994 and finished it during 1996. The model features a copper boiler from Cheddar Models Ltd. with a superheater, steam brake on the loco and vacuum brake on the tender. Much help was provided by Dick's great friend David Bailey, which is probably why the engine runs so well today.

This class of engine was designed by Frank Webb, who based his design around re-building the older Ramsbottom 'Samson' class 2-4-0's. When re-built they were actually re-made with new parts but the name plates were retained with the original build date. Number 633 'Samson' was built in 1863, renewed in 1892 as a Whitworth class and withdrawn in 1913. The Whitworth class is almost identical to Webb's 'Improved Precedent' class 2-4-0, which was based on Ramsbottom's 'Newton' class, with 6'6" wheels, instead of 6'.

These 2-4-0 loco's were very successful and were soon nick-named 'Jumbo's', so 633 became a 'small Jumbo' as it only had the smaller 6" wheels. The record breaking 'Hardwicke' in the NRM has the larger wheels.

A lot of work went into research of these engines, to get the details on the model looking right. The tender even has a wooden frame like the original and the engine also has wooden buffer beams.

Only a few small jobs were required to get Samson back in steam, which included finishing the conversion from hydrostatic lubrication to mechanical using an eccentric bolted to the back axle and replacing the blowdown valve with a stainless steel 'ball' type valve.



Photo Colin Gross.

Cab detail of 'Samson'.

The successful steaming on the members running day in September was Peter's first and may have been Samson's first ever run at Pinewood?

Peter would like to thank all the PMRS members who have given him help and encouragement, making his visits to Pinewood so enjoyable.

Chris Reynolds' Romulus

Chris bought his Romulus from the family of a member of the Brighouse and Halifax Model Engineers. The previous owner was Robert Carter, an owner of a large department store in the Halifax area, who died in July 2011.

The engine was originally built by TMA Engineering in Birmingham in about 1985 and the boiler was re-tubed about two years ago by the boiler inspector of the Brighouse and Halifax club. The loco seems to run well although Chris has had to sort out some of the steam valves because two of them were leaking. Chris is currently building a driving truck which is expected to resemble a small tender. During the winter Chris will also be replacing the



Photo Colin Gross.

Chris with his Romulus 'Marchlyn'.

steam fountain and fitting new steam valves, and intends to replace the gauge glass. This will hopefully have the Romulus in fine form for public running at Pinewood next year.

Because Chris has a seven year old son who wants to have a go at driving he will actually be building two driving trucks to allow him to ride close behind his son while teaching him how to drive and fire a steam locomotive. Chris has previously been a member of the North London Society of Model Engineers for about forty

years and also has three 5" gauge locos. A Firefly he built himself, a B1 which is new and has only been steamed once, and a Speedy which is a very reliable nicely detailed old model. He also has a 'Tich' that he built in the 1950's when aged 16, but that doesn't really count as it only just about runs on air.

Ian Shanks' Class 20 the 'Murray B Hofmeyer'



Photos Ian Shanks.

Ian's second Class 20, wrecked and now rebuilt.

The summer 2011 issue of this newsletter reported that Ian Shanks (our distant member in Chesterfield) had completed his second Class 20 the 'Murray B Hofmeyer'. Unfortunately this loco was badly damaged when it fell from its transport trolley onto Ian's driveway while being loaded into his car. Almost all of the bodywork was broken off the chassis with many panels being badly bent and the batteries and electronics scattered across his driveway.

Amazingly in just six weeks Ian has managed to straighten out all the bent body panels and then reassemble and repaint the loco. Ian admits that if you look carefully at the bottom edge of the panel behind the door you can still see some slight rippling, but he is very pleased to have the loco operating again.

NEW PINEWOOD VIDEOS

If you visit our society's YouTube channel at

<http://www.youtube.com/user/PinewoodRailway?feature=watch>

you will find a new video about the Ride on Railways Owners Rally. There is also a link to SmallScaleSteam (another channel run by your newsletter editor) where you will find the video "Gentoo at Pinewood" which shows the work involved in preparing a steam loco for a run as well as showing the editor's Stafford 'Gentoo' at work during a typical day at Pinewood.

AN ALTERNATIVE TO THE INJECTOR

Do you dislike having to rely on an injector to feed water into your boiler, or have you ever had problems getting the injector to operate when everything is hot ?

Emails sent to the editor's website (www.gentoojournals.co.uk) about his Stafford steam locomotive 'Gentoo' have shown that injectors are very sensitive to not only boiler pressure but also the feed water temperature. The higher either parameter gets the less likely the injector is to work. In tests by an American Stafford owner, Frank Cook, he has proved that at 110 psi boiler pressure a feed water temperature increase of just 14 degrees Centigrade is enough to stop the injectors from operating.

An Australian Stafford owner, Roger Walker, has found a useful alternative that he uses all the time on his Stafford. Roger has fitted a small 12 Volt electric pump in his driving trolley to replace one of his Stafford's injectors. The pump is normally used by commercial window cleaners to pump water into those very long hosed / handled cleaners they use for upper storey windows. Capable of pumping at 160 psi the pump is ideal for putting water into our locomotive boilers. You can buy one of these pumps on eBay for about £60, just search for "Propump diaphragm pump"+"160psi".

The editor thanks both Frank and Roger for their information used in this short article.

EXTERNAL EVENTS & INVITATIONS 2013

Please check dates and requirements before travelling with the host organisation. Contact details available from the PMRS secretary.

DATE		EVENT
January 2013	Friday 18 th to Sunday 20 th	London Model Engineering Exhibition at Alexandra Palace.
May 2013	Sunday 12 th	Guildford Model Engineering Society. Bagnall and Narrow Gauge Loco Rally.
July 2013	Saturday 13 th	Hady (Chesterfield) Diesel / Electric Day
July 2013	Saturday 20 th & Sunday 21 st	Guildford Model Engineering Society. Model Steam Rally and Exhibition.

PINEWOOD DIARY DATES 2013

DATE		EVENT	
March 2013	Sunday 31 st	Easter Public Running, 13:30 - 16:00	
April 2013	TBA	Annual General Meeting	
	Sunday 7 th	Members' Running, 10:00 - 16:00	
	Sunday 21 st	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00	
May 2013	Sunday 5 th	Members' Running, 10:00 - 16:00	
	Sunday 19 th	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00	
June 2013	Sunday 2 nd	Family Day, 10:00 - 16:00	
	Sunday 16 th	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00	
July 2013	Sunday 7 th	Members' Running, 10:00 - 16:00	
	Sunday 21 st	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00	
August 2013	Sunday 4 th	Members' Running, 10:00 - 16:00	
	Sunday 18 th	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00	
September 2013	Sunday 1 st	Members' Running, 10:00 - 16:00	
	Sunday 15 th	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00	
October 2013	Sunday 6 th	Members' Running, 10:00 - 16:00	
	Sunday 20 th	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00	
December 2013	Sunday 1 st & Sunday 8 th	Santa Specials Please come along to help 08:30 - 17:00	

PUBLIC RUNNING DUTY ROSTER 2013

Date	Officer in Charge	Assistant
March 31 st Easter Sunday	Keith Briault	Peter Downes
April 21 st	Ray Grace	Trevor Hill
May 19 th	Brian Barrow	Nigel Jaques
June 16 th	Time Caswell	Martin Barratt
July 21 st	David Simmonite	Tim Taylor
August 18 th	Andy Cross	Derek Tulley
September 15 th	John Keane	Roger Marney
October 20 st	James Jarvis	Richard Smith
December 1 st and 8 th	Keith Briault	

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



Photos Colin Gross.

More photos from the Ride on Railways Owners Rally.

You will have read in this newsletter that the bulk of the work needed to maintain and improve our railway is done on Wednesday's and Sunday mornings by a small group of members. To take some of the strain away from these stalwarts, and to give those of you who are not retired more time to help, we shall in future be holding "all day" working parties (9 am to 4 pm) on every second Sunday of the month. All members, including our apprentices, are welcome to attend these working days.

The first "all day" working party will be Sunday the 13th of January 2013.