

THE NEW PINWOOD EXPRESS

Pinewood (Wokingham) Miniature Railway



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Chief Engineer	David Simmonite
Safety Officer	Peter Downes
New Pinewood Express Editor	Andy Cross
Webmaster	Colin Gross
Committee #1	Derek Tulley
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To contact the whole committee (above) use	
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Junior Engineers Coordinator	Paul Archer
Birthday Party Coordinator	Andy Cross
Refreshment Officer	Paul Konig

Auditor #1	Ian Shanks
Auditor #2	Tony Weeden

*Also a Director of Pinewood Miniature Railway Society Limited.

Auditor #1	Ian Shanks
Auditor #2	Tony Weeden

Images For This Issue Courtesy Of:

Colin Gross, Andy Cross, Paul Konig, Andy Walton

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UK Registration Number 4999442
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Cover Photo:

Apprentice Joseph's mum Lorna, raises funds for 'Walk The Walk', whilst providing some delicious cakes for the railway members.

ISSUE 37 - June 2013



EDITORIAL - Andy Cross

Doesn't time fly? it only seems a few weeks ago that we were all moaning about the terrible weather and how it was affecting work at the club. Now the sun is out, the skies are clear, and we're well into the public running season. So much has been happening at the club it's sometimes hard to keep up. Every time I arrive on a Sunday it seems like the 'Pinewood Elves' have been busy painting, fixing, or building something. It really is amazing how much our regulars get done on a Wednesday. If like me, you can only get to the railway on a Sunday, why not join our second Sunday gang? We're always looking for members to join us for these all day working parties. The second Sunday of every month from 10am - 4pm. You can be sure there is always loads to do.



Hopefully we will see more of these fine loco's this year at Pinewood

SUBMISSION OF MATERIAL

Contributions for the future issues of the New Pinewood Express 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 August 30th 2013.

Editor: Andy Cross

CHAIRMAN'S REPORT - Ray Grace

I am pleased to report that the season has got off to a good start with public running revenues and refreshment income at satisfactory levels. In fact we may have to consider ways in which to increase passenger capacity on the railway

There has been remarkable developments on a number of fronts. Recent progress on the new carriage shed and its trackwork is a credit to all those involved. The new signage has significantly improved our public image and the ride on the new aluminium track on the bridge curve is attracting praise from drivers. We now have a fully serviceable hydraulic lift/traverser after a number of years and the signalling improvements on the bridge loop and by-pass loop are well underway. To further improve our site appearance we are developing plans to refurbish the white fence that separates our railway from 'The Square'.

As I write this we have just had an extremely successful and convivial RoR/SRS owners day. The event attracted an impressive number of loco owners (and PMRS members) which included visitors from far flung corners of the UK and Holland and Germany. Colin and his team are to be congratulated on their arrangements for the day.

Elsewhere in this issue you will find a short article produced for me by John Keane reminding all of us of the need to keep up-to-date with our procedures. Needless to say I am keen that we should maintain our excellent safety record!



Dave passes on some handy tips and advice to Mark

CHIEF ENGINEER'S REPORT - David Simmonite

We are now in the running season which means all major schemes requiring track possession are in abeyance until the new year. Therefore all the minor items requiring attention can now be tackled.

Signals S4 and S5 (at the merging point before the bridge) are now fully implemented and under signal box control. Until track circuiting is complete they will show yellow rather than red when the road ahead is clear. The signal box can override to red. Until the signal and warning signs prior to S13 have been installed the by-pass will be locked off. However, these signals will allow use of the branch as a set-back siding from the loop, under signal box control, if required.

The current electric supply to the signal box is via the ticket box and is considered sub standard and vulnerable to damage. To overcome this a new armoured cable has been installed to feed the signal box via the chalet and awaits final connection by an electrician. (this had now been completed - Ed)

The extension to shed C is forging ahead with the roof currently being fixed in place. The access tracks have been fabricated and installed. The extension will cater for six passenger trucks and two guard's vans which will remain coupled and vacuumed together in two rakes of two or three ready for locos.

Track maintenance is a continual feature of running a safe railway and all help is welcome.



One of these guys is a highly skilled engineer, the other one's called Andy!

PROCEDURES - Pinewood Committee

The Society has an excellent record of running trains safely and avoiding harm to our paying passengers. Alas there is always a danger of becoming over confident.

Over the past few years we have developed a set of procedures for our operations, taking account of the experiences of members on running days and, more recently, to bring our procedures more closely into line with the recommendations of the Health and Safety Executive Guidelines for Miniature Railways. This does mean that some procedures have changed, so **PLEASE ENSURE THAT YOU HAVE READ THE PROCEDURES** before you attend to help at a public running day. They are in a file in the chalet and can also be read on the members' section of the web site.

One area that has caused concern in the past is that of making sure that a train departs safely from the station. This is possibly the point in the journey where passengers are at most risk – albeit often from their own actions. There is always the risk of a passenger, young or old, attempting to join or leave a train as it sets off and falling as they try to do so.

The guard will of course be watching and ready to stop the train by three blasts on his whistle, but a train will have moved a considerable distance in the time it takes him to do that.

The driver will, when possible, be looking back at his train as he moves off, but some are less able than others to do that.

It is for these reasons that the procedures require that whoever presses the bell to release a train from the station must remain vigilant, continue to watch the train as it moves away and be ready to alert the driver of any need to make an immediate stop.

To help with this the bell push has been duplicated at the gantry and closer to the head of the train. If you are delegated to operate the start request bell, please have a flag to hand, watch the train closely and be ready to stop it.



Smiles all round as the running season get into full swing

SRS/RoR OWNERS RALLY - Colin Gross

After the success of last year's Ride on Railways Owners Rally Paul Middleton (the proprietor of RoR), asked if Pinewood would be willing to host a joint RoR/Station Road Steam 'Stafford' Owners Rally this year. With the agreement of the Committee the event took place on Saturday 25th of May, and I would like to thank all of the Pinewood member's who helped with running the event and made it the success it turned out to be.

Visiting engines came from far and wide, including Sheffield, Wales, and even the Netherlands. With almost all of the steaming bays occupied by Staffords, and the ground level yard filled with RoR locomotives and rolling stock, the track was often very busy but somehow our signalmen kept all the locos moving without too much time spent in the station. We have already received several emails from visitors thanking the society and its members for holding the event, so it seems fair to say that it was a great success. The photos accompanying this brief report (overleaf) show more than any number of words, so I'll finish here.

(As you will see from the comments below this really was a successful day for all concerned - Ed)

Dear Colin

Thank you (and your club) for all the hard work and organising/running such a great day. I really enjoyed the day although the time just flew and I don't know where the day went. A lot of talking to sensible people today who all share the same hobby. Great to have a German and Dutch visitors. Chingford friends and family is 6th July and ROR/SRS is 20th – your welcome to just turn up and play. Do hope we can do the same next year. Once again THANKS

Paul, Andrena, Clark, Jasper and Faith - Ride on Railways Ltd

Hi Colin

Many thanks for the Rally yesterday, Dafydd and I had a splendid time. Credit to all the members at Pinewood, its a lovely track and they were extremely helpful and friendly. Best regards - **Pete Woodward**

Dear All

I would like to thank you all at Pinewood for organising the RoR/SRS Owners Day on 25th May. Even though it is a bit of a struggle coming round the M25 from Essex, it is well worth the effort once you are at Pinewood. Your Club Members made everybody very welcome and volunteered help to unload and load. You have a lovely Railway and layout, which is made even better by the way it runs through the pine woods. My thanks for a great day. Kind regards - **Tony Walker**

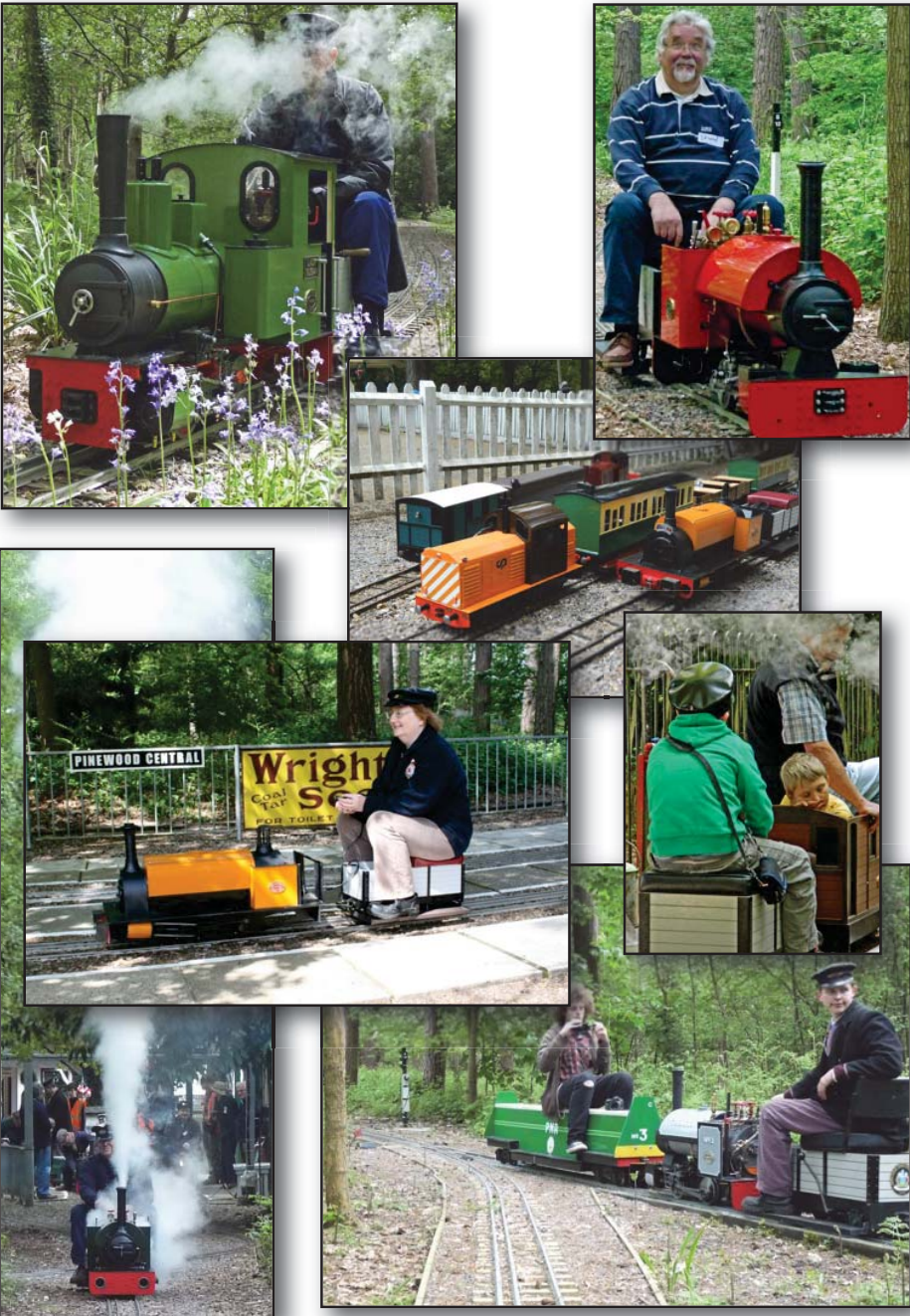
Hello Colin

A very big thank you to you and the Pinewood members for such an enjoyable day on Saturday. The boys and I had a great time and appreciated your hospitality. Best wishes - **Chris Rennie**

Hi Colin

Cathy and I would like to thank you for organising yet another fantastic event this year. It was well worth the long trip down from Suffolk, even allowing for battling with the M25 both there and back. Please thank all those who made this possible and gave up their time to assist. Last year I commented about the magnificent condition of the track, this year it sees to be even better than before and is clearly a credit to those who spend a considerable time keeping it in such a first class condition. Regards and best wishes - **Martin Houghton**





VACUUM BRAKING AT PINWOOD

An update on Pinewood's vacuum braking system

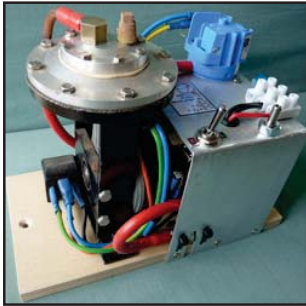
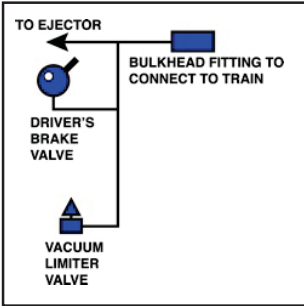
Following the article on vacuum braking published in NPE Issue 30 we have realised that the explanation and schematic drawing omitted an important detail. This update introduces the Vacuum Limiter Valve and explains why it is required. (The schematic below shows the layout of the limiter valve).

Setting a consistent vacuum operating pressure

Each brake application destroys (brake on) and recreates (brake off) a vacuum. Pinewood's system has been set up to operate at a maximum vacuum pressure of 15 inHg, and this is regulated by a vacuum limiting valve located either on the steam loco / driving truck or in the mechanical vacuum generator pack as used in Pinewood's guards trucks.

The vacuum limiter is important for the following reason - If initially the loco created for example 22 inches of vacuum in the train pipe and thus the coach vacuum cylinder and reservoir, but after applying the vacuum brakes it could only create 18 inches of vacuum (for example if the boiler pressure was lower) then the loco would not be able to fully release the train brakes as it would be unable to equalise the pressure on both sides of the coach brake actuating diaphragm. In this example, the loco side of the coach brake cylinder would have 18 inHg while the reservoir side would have 22 inHg resulting in a force of 4 inHg still applying the coach brakes.

Limiting the loco's maximum vacuum to 15 inHg, with most commercial ejectors, means that at under all normal conditions the loco will be able to generate sufficient vacuum to fully apply, and release the coach brakes.



JUNIOR ENGINEERS - Andy Cross

As a vital part of our Society, the Junior Engineers have once again got stuck in and are assisting us in maintaining and running the railway. We are very happy to see new Junior Engineer Sam joining out ranks this season.

The lads have been very busy, working on all aspects of the railway and I must commend them for the way they are working as a team on public running days, to get the coaches and signals ready in time for both the morning birthday session, and then change things over for the afternoon.

You might have noticed that the Titan loco now has a very fetching set of 'Wasp Stripes' on the front buffer beams. David and Sam spent one of our 'second Sunday' sessions giving the Titan a good clean, and then very successfully spray-painted these on.

David has also been very busy with the lathe, not only making a new brake lever for the Titan's driving truck, but also machining down the wheels and axles for the new 'push-along' truck for the signal maintenance gang's toolboxes. This was then fitted with a wooden body made by Joseph and Matthew under instruction from Andy. The lads not only learnt how to use some tools they had not used before, but came up with some clever ideas on how to fit a handle, and then painted it as well.



Preparing the coaches for public running

David tries out his handiwork

CAKE? DON'T MIND IF I DO! - Andy Cross

On May members running day Junior Engineer's mum Lorna brought along some seriously good cakes, biscuits, and all sorts of yummy treats for us all to enjoy.

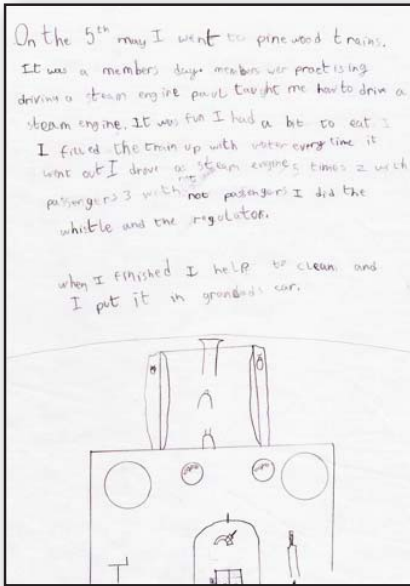
The reason for this was to raise funds for a very good cause. 'Walk The Walk' raises funds and awareness for women's breast cancer throughout the world. Lorna also took part in this year's 'Moonwalk' which sees women from all over the country walking the 'London Marathon' route in the middle of the night.

Thanks to our hungry appetites, and Lorna's 'exceedingly good cakes' Pinewood members managed to add over fifty pounds to Lorna's fundraising.



ENGINEERS OF THE FUTURE? - Andy Cross

These pictures demonstrate how much our railway means to our younger visitors. Both family members, and members of the public alike love Pinewood. Who knows they might be the future of our railway? Let's certainly hope so!



3 Generations of the Curtis family enjoying Pinewood



This little chap already has his birthday booked for 2015!

KONIG'S KOMEDY KORNER - Ed

Some of us can sometimes take ourselves a little too seriously. That's certainly not true about our Treasurer as this image below can testify. If you can think of any witty captions for this picture please send them in. We might even persuade Paul to donate a prize for the best one! (ride on the 'King' maybe Paul?).



EXTERNAL EVENTS & INVITATIONS - 2013

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

DATE	EVENT
July 7th	Andover & District Open Steam Day (contact Colin Gross)
July 13th	Hady (Chesterfield) Diesel / Electric Day
July 20th	Chingford & District Model Engineering Club Open Day
July 20th/21st	Guildford Model Engineering Society. Model Steam Rally and Exhibition.
September 1st	Andover & District MES Open Steam Day (contact Colin Gross)

PINEWOOD PUBLIC RUNNING OIC ROSTER - 2013

DATE	OFFICER IN CHARGE	ASSISTANT
July 21st	David Simmonite	Tim Taylor
August 18th	Andy Cross	Derek Tulley
September 15th	John Keane	Roger Marney
October 20th	James Jarvis	Richard Smith
Santa Specials	TBA	TBA

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.



No your eyes are not deceiving you, it really does exist! More on Paul's new loco in the next edition

PINEWOOD DIARY DATES - 2013

DATE	EVENT	
July 7th	Pinewood Festival	12.00 - 16.00
July 21st	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
August 4th	Family Day	10.00 - 16.00
August 18th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
September 1st	Members Running	10.00 - 16.00
September 15th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
October 6th	Members Running	10.00 - 16.00
October 20th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
December 1st	Santa Specials	08.30 - 17.00
December 8th	Santa Specials	08.30 - 17.00

For Sale - Ride on Railways 5" gauge "Hercules"

£1700.00 ono (RoR currently sell the "Hercules" for £2046 without batteries).

Colin's loco is fitted with oversize batteries, a good sound system, lights (running - shunting - head, switched for direction of travel), horn, handrails, exhaust stack, air intakes, steps, and buffer detailing. Full builders manual, and 4 pages of wiring diagrams included.



Do you have an item for sale? if so please send details to: editor@pinewoodrailway.co.uk for inclusion in the New Pinewood Express.