

THE NEW PINWOOD EXPRESS

Pinewood (Wokingham) Miniature Railway



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*Also a Director of Pinewood Miniature Railway Society Limited.

Images For This Issue Courtesy Of:

Colin Gross, Andy Cross, Paul Konig, Andy Walton, Richard Smith

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Cover Photo:

Paul shows one of our new members what the railway is all about.

ISSUE 38 - Autumn 2013



EDITORIAL - Andy Cross

Welcome to the Autumn edition of the New Pinewood Express. This issue sees some very interesting articles written by members and the first part of an ongoing series by Richard Smith which I hope you will find most enjoyable. I hope you are all finding the changes to the NPE entertaining and informative. Remember this is your club magazine, so any photographs, articles, or anything else you would like to see published please send them in. Also if you have any ideas for regular columns, again please do get in touch.

As this edition closed for press we received the sad news that David Elen has passed away. David contributed significantly to our Society and we will look back at this in our next edition. Our thoughts and condolences are extended to his family and friends at this difficult time.



Nigel pulls into Pinewood Central for September Public Running

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 October 31st 2013.

Editor: Andy Cross

CHAIRMAN'S REPORT - Ray Grace

I am amazed at how quickly this summer is passing by. Once again I have to report that our running season continues to be enjoyable and successful.

Our Public Running days continue to be very successful with passenger numbers holding-up well. It has been particularly pleasing to see some additional locomotives sharing the workload this year at both birthday parties and public hauling, indeed I hope some others, with suitable locos, will come forward to swell the numbers of experienced drivers. The birthday parties are a good starting point as it is much easier to tailor train loads to suit the requirements of individual drivers and their locos.

Our members family day at the beginning of August was very well attended, considering that many families will have been away on their Summer holidays. I think that everyone enjoyed the day, the sunshine and their picnics.

Obviously now is the time that we have to think about winter activities including, track and infrastructure work and our very popular Santa Specials. There will be more track replacement on the bridge loop, the white fence will be largely renewed, signalling improvements will continue and many of the track side boards are in need of replacement. We do need more work party help on Wednesdays and Sunday mornings, so please come along and help if you can.



Dave & Chris prepare for the September birthday party

CHIEF ENGINEER'S REPORT - David Simmonite

The Railway continues to attract the public on running days and this puts pressure on the provision of motive power and staff to man the trains. Volunteers are most welcome. The regular running of two trains in the loop and the punching of tickets at the entrance gate has enabled us to keep a good flow of passengers without unacceptable queuing.

Preliminary work ahead of this winter's works programme to replace the last section of steel track on the loop, except the bridge, with aluminium track taken from platform 2 is underway. Any suggestions for this winter's works programme will be most welcome and the practical ones will be considered by committee.

The three blocks of the bridge loop all now detect trains (except where there is still some steel rail as on the bridge) and the protecting signals round the loop (S1/2,S4,S3) will indicate a 'train ahead' by yellow or red according to the chosen setting on the day. This means that drivers can sometimes expect a yellow at the gantry (S1/S2) if released into the loop soon after another train; they can proceed with caution into the loop. (Please see the members section of the website for more details).

Conduit and cabling is in place for the repeater/warning signal that will precede signal 13 (which protects the new branch) to provide early visibility from the crossing. The signal post has been made and the signal head is under construction. The warning signal will show yellow if S13 is red and will show a flashing yellow, whatever the setting of S13, if the point is set to divert to the branch. (S13 is already implemented to show an illuminated arrow and flashing yellow if the point is set for the branch.) This may be operational by the time this report is read.



Sometimes one just isn't enough! John gets to enjoy the fine summer in style.

ABOUT 'KING TIME (an abridged version)

Paul Konig

By now most of you will be familiar with my interest in all things GWR, most notably the four-cylinder 4-6-0 express passenger 'King' Class. The UK's largest and most powerful 4-6-0s, they were designed under Charles Collett with the first example of the class, 'King George V' entering service in 1927. Subject to a number of design developments during their operational life the 'Kings' represented the pinnacle of Swindon design and engineering up until their withdrawal in 1962.

It has always been an aspiration of mine to build or own a King in 7 1/4" gauge. In 2006 I reviewed my options and decided that, given my lack of workshop facilities, building a loco from scratch was simply not feasible. In October 2006 I decided to post a 'Want' in the 7 1/4" Gauge Society magazine and website. Two weeks later I received an email. It read simply "Dear Paul, I have a GWR King for sale, might this be of interest?". Having checked the email several times to ensure I had read it correctly and picked my jaw up from the desk on which it landed somewhat sharply a few minutes previous, I called the vendor. My intention was to ask for some additional information including photographs, and not disclose my enthusiasm. I managed this to a fashion, enquiring as to whether I could go round in twenty-four hours to see the loco.

Built in the mid 1980s, numbered 6000 'King George V', she had never been steamed, and looked rather neglected. The GWR livery paintwork was hidden underneath thick dust and all 'bright' metal surfaces were caked in a solid layer of grime. It was clear, however, that the machining was of good quality and attention had been paid to detail. I asked Tony Weeden to give a second opinion and, upon conclusion of that visit, a deal was struck.

A few weeks later the loco was delivered and reality dawned...or so I thought. I spent the next few weekends cleaning the grime from the loco in an attempt to fully appreciate what I'd bought, and the magnitude of the work ahead.

Over the next year the locomotive was methodically dismantled; boiler and smokebox removed, and the running gear stripped right back to bare frames. By the Christmas of 2007 I was conscious that progress had significantly slowed and brought the engine into the kitchen! This helped for a while although to be honest, seeing the loco in 'exploded view' for real, rather than on a drawing, wasn't particularly comforting. Another issue was how to eat dinner off a King rather than the now displaced kitchen table and the novelty of explaining this to guests was rapidly running out....!

Some time passed and the full reality dawned. I had three options: commit the next ten to fifteen years of my life restoring the loco, get my chequebook out, or sell the loco on as a project. Having come this far and gained the support of a nervously enthusiastic but cautious family and friends, I bit the bullet and decided to look for help. I looked for engineering support and my family searched for psychological support.

In my extensive search and site visits, Andy Walton ('Denver Light Railway') was one of the few whose blood did not drain from his face when I showed him the boxes (and boxes) of bits. With an established track record and business in both new build and maintenance work, good workshop facilities and expansion plans for premises and staff things looked promising. I comforted myself that the price to pay would be offset by the knowledge that the loco was in good hands.

Some time passed and the full reality that I thought had dawned previously was simply a mirage. The loco was proving to be a bit of a basket case. I will spare you the detail of the rebuild but to outline the extent of works:

Refurbished and retained - main frames and stretchers, cylinders, crank axle and valve gear, wheelsets superheaters, smokebox ring.

New – boiler, boiler insulation and cladding, cab fittings, all pipework, tender tank, cab roof, smokebox door, double chimney and draughting.

As the years progressed I started to wonder just what I had committed to and the mere existence of the King became something of a joke, almost mythical, to fellow Pinewood members (not to mention friends and family). Had I not periodically taken 'bits' down I am sure I may have been issued one of those 'special' boiler suit, complete with long sleeves and buckles...!

Finally, towards the end of 2012, my visits to Andy revealed the rebuild was in sight. I should point out that he had not worked on the loco continuously from 2008 – 2012 but nearly 3,000 man hours have been lavished on it by him and his team during that time. This is in addition to the time spent cleaning and dismantling the loco.

Renumbered 6024 'King Edward I', to acknowledge my Gran's unending support and trips behind the big 'un when I was younger, and outshopped in final BR livery and complete with a double chimney, representing the loco in its final form its transformation was quite remarkable.

After a couple of test steamings at his premises, Andy brought the loco to Pinewood in June 2013. To see the loco in steam, and to drive (most of the way) round the track was fantastic and, without wishing to sound trite or clichéd, quite emotional. Although dad was there to proudly see the loco in steam, we reflected on the loss of my mum part way through the rebuild and that how without her encouragement and support the project may never have happened at all.

The King's early shakedown runs have been reassuring, with no show stopper issues arising. We've had 'the usual' teething trouble including some niggling issues with regulator seating, vacuum brakes, tender tank water leaks and gasket seals arising. The most frustrating was been the locos reluctance to negotiate the inner loop at Pinewood, but we hope this can be resolved with a combination of minor modifications to loco and trackwork. Here's looking forward to steaming of increasing success and regularity – long live the King!

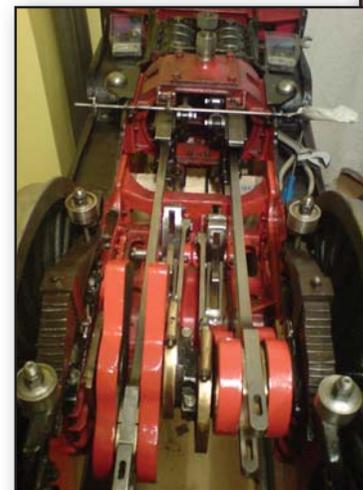
Key Facts:

Length 101" (including tender)

Cylinders: 4nbr 1.75" diameter x 3.5" stroke

Design: Trevor Shortland (scaled from Swindon Drawings), castings to the Reeves design

(see overleaf for some photographs of this fine loco's path to completion)





AWAY FROM PINWOOD - Colin Gross

During August and September this year (if all goes to plan) Gentoo will have been to visit seven other railways on their "Visitors Days". On some tracks Gentoo has just been there for fun while at others public running has been undertaken, but every visit has been very enjoyable. However I am always puzzled why so few people (and engines) attend "visitors days".

Take my recent visit to the Eastleigh Lakeside Railway as an example. Their "Visiting Locomotives Weekend" was held over two days, but I was the only visitor they had on the Sunday. The photo shows Gentoo at the departure end of their main platform, and the large buildings in the distance are their workshops and loco storage bays. The dual gauge 7 $\frac{1}{4}$ " and 10 $\frac{1}{4}$ " track runs for just over 1 $\frac{1}{4}$ miles around a lake and parkland, with a secondary station halfway round. While their own locos pull very long trains, visiting locos can take whatever load they are happy with. Now who couldn't have fun running on such a line? At Pinewood when public running Gentoo rarely sees a momentary speed as high as 7 mph, and only needs firing in the station. Cruising along with a loaded train at 8 mph up the quite steep and long inclines for minutes at a time is something you just can't experience at Pinewood (nor do you need to put on a shovel full of coal every 20 seconds, or run the injector almost continuously). Likewise the 400 foot long tunnel (where you rely on instinct to "feel" the controls is something you can't experience at Pinewood (their tunnel is about the same length as the distance between our diamond crossing and the level crossing). Then there is the 1 in 50 climb back into their covered station where the speed limit is 2 mph. That's quite a challenge if you don't want to get stuck on the climb when it is raining!

I always enjoy those days out; so why not come along and join Gentoo and I at some of the other railways where you will be certain of a very warm welcome and a great day out?



JUNIOR ENGINEERS - Andy Cross

Our Junior Engineers continue to get high praise from the public on our running days. Many times I have heard the phrase 'credit to the railway' when they are mentioned. So well done lads, and keep up the good work!

Not only are the Juniors continuing with improvements to the Titan, (they recently fitted the new side skirts provided by Phoenix Locos) but they are now coming up with plans and drawings to enhance the driving trucks for both Titan and the Class 20.

Many of our Juniors are now actively involved with not just the unloading and loading of locomotives, but are being entrusted to help steam up and prepare the railway for public running. If we can encourage the lads to get even more involved in these types of activity, I'm sure the railway will be in very good hands for the future.



VERGOLDUNG DER LILLIE (Gilding the Lilly) Richard Smith

In the first of a series Richards talks about improvements and embellishments to his Polly Koppel

Having been one of the earlier Koppel Builders, I have been engaged in numerous conversations about my embellishments, so I thought it about time to work through them, my endeavour being purely one of encouraging other owners to take the next step towards model engineering, as I am slowly doing. I have no plans for these embellishments, they were all done by eye, with some empirical development and a few pieces of scrap along the way, some work well, others less so. I leave the reader to judge if any are of merit and worthy of being repeated, I'm sure many may be improved upon! But hopefully I may just inspire some to have a go at making their own adornments.

Tank Filler caps

I always wanted tank filler caps, so I searched the internet until I found some, they come from Knupfer-grossbahn in Germany are designed as tender filler caps for a 5" standard gauge Deutsche Bahn express locomotive. They consist of two simple castings for the cap and the tank ring, a set of simulated lockdown bolts a handle and a simple bar hinge. Construction is fiddly but straightforward. Clean up the castings, carefully drill the lugs on the rings to receive the simulated bolts (a simple pillar drill is desirable, but I did drill a couple of the holes in the vice with a normal hand held electric drill!), prime and paint. I positioned the ring on the tank top until it looked right, (At this point I removed the tank top lifting handle, which I repositioned as a grab handle on the tank front) then marked through with a scriber. Centre punched the fixing points, and on the inside of the internal ring, marked a ring of holes to be drilled. Once drilled, I then punched out the waste and using a half round file, profiled the tank hole until it matched the ring, then assembled.



Front Buffer Plate and Beam

It appears that 0-4-0 Koppels bounce a bit! After a derailment which caused a bit more damage than usual, I decided I needed to address the problem. Discussion with Koppel owners suggested hiding a lump of something heavy, cast iron/ lead behind the front buffer plate would solve the problem. However my encounter with the track elements had managed to bend the angle at the bottom of the buffer plate, so I decided on a simpler (to me) solution. I measured the entire front plate area, including the bottom angle. Sent the dimensions off to College engineering Supplies, and then duly collected the plate at the next model engineering exhibition along with a solid section of Bar to replace the channel for the front buffer beam. All that was required was some minor filing, careful measurement and use of the drill. To ensure accurate alignment, the holes were pilot drilled, then the plates clamped in position on the front of the loco with small bolts, and drilled through with a normal hand held power drill to ensure accurate alignment. Then painted and refitted. The weight certainly helps, with the bounce.



CAN I HELP? - Andy Cross

Sometimes with a busy public running schedule we can forget the great work that goes on behind the scenes. Although our main focus is on the trains themselves, there is much more to the railway's charm than that alone. For example, the relaxed atmosphere and the friendly smiles of the ladies beavering away in the chalet and the ticket office. There have been many times when I've thought to myself "I really fancy a cup of tea" and magically one appears!

As members we all need to play our part and help out whenever we can, so the next time you're enjoying watching the trains, or at a bit of a loose end, why not stick your head round the corner and ask "can I help?" I'm sure it would be appreciated, even if the answer is "we've got it all under control thanks".



Thanks ladies, it wouldn't be the same without you

PINEWOOD PUBLIC RUNNING OIC ROSTER - 2013

DATE	OFFICER IN CHARGE	ASSISTANT
October 20th	James Jarvis	Richard Smith
Santa Specials		
December 1st	Paul Konig	Ray Grace
December 8th	Ray Grace	Paul Konig

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.

PINEWOOD DIARY DATES - 2013

DATE	EVENT	
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	11.00 - 15.30
December 8th	Santa Specials	11.00 - 15.30



Derek looks on as Roger performs his famous 'disappearing in a cloud of steam' trick!



Hi Mike! Oh sorry, you meant Hymek!