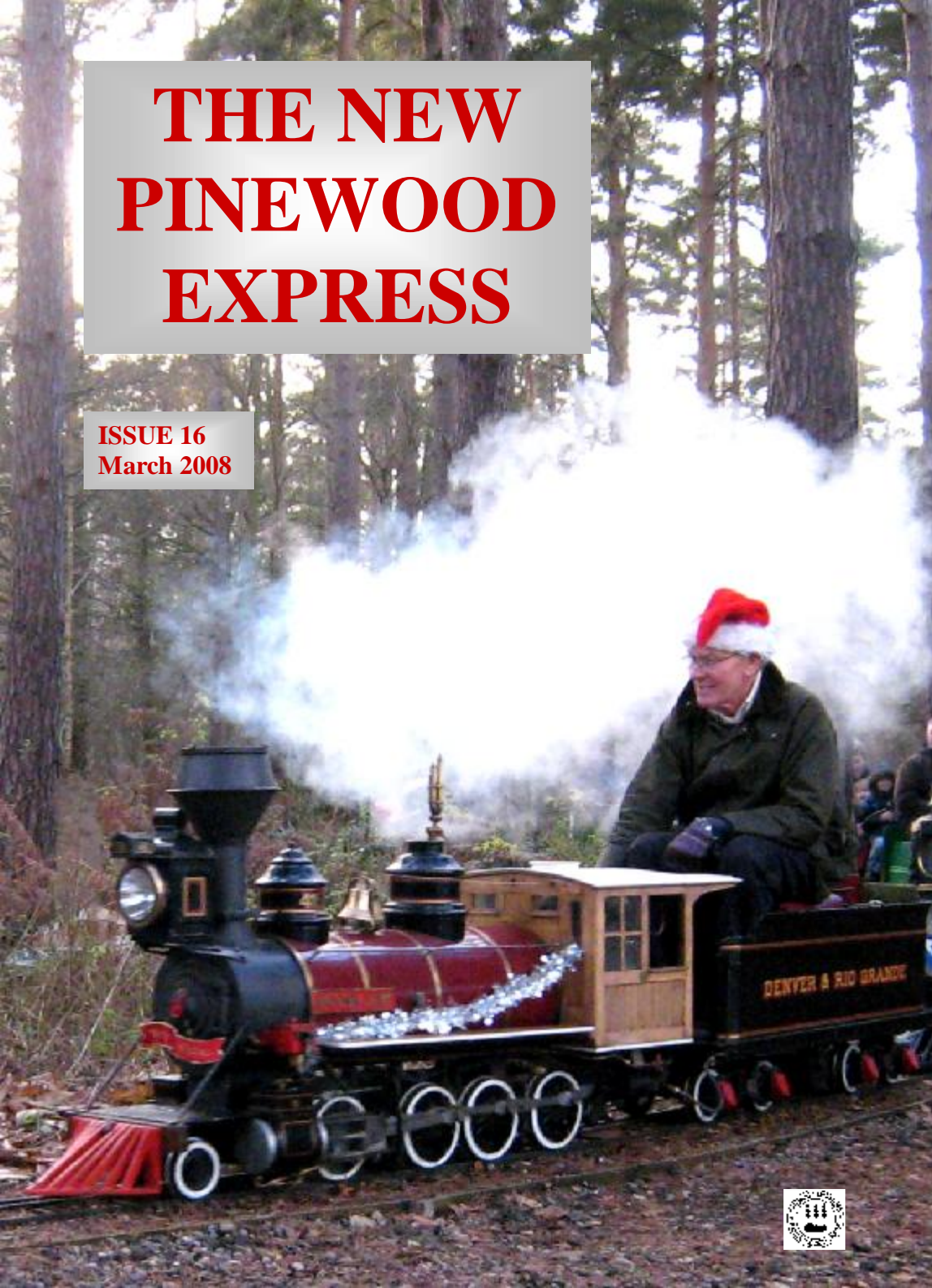


THE NEW PINWOOD EXPRESS

ISSUE 16
March 2008



CONTACT DETAILS

Name	Post	Telephone and e-mail
Dick Woodruff	Chairman*	
Paul Konig	Treasurer*	
Paul Archer	Secretary** & Publicity	
Mike Cole	Chief Engineer	
John Keane	Signals Officer	
David Simmonite	Safety Officer	
Keith Briault	Committee man	

Ian Shanks	Auditor #1	
Tony Weeden	Auditor #2	

Alan Barsby	Web site Manager	
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*Also a Director of Pinwood Miniature Railway Society Limited.
** Also the Company Secretary of Pinwood Miniature Railway Society Limited.

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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 picture

Tony Weeden's C19 heading one of the Santa Specials 2 Dec 2007
Photo John Keane

EDITORIAL

Despite this being the 'closed' season, there is much to report. As well as a report of the Santa event, we have the carried over account of John Brotherton's visit to Holland, a report of a visit to the London Model Engineering Exhibition in January and Workshop Notes on making small square threads from Derek Tulley. A 'Travellers' Tale' has been held over to the next issue.

Recent issues of the New Pinewood Express can now be seen on the Society's website. Broadband access is recommended.

CHAIRMAN'S NOTES

Another successful year with many improvements to the site infrastructure. I would like to thank the members and wives who helped make the Santa Specials such a success and put the Society finances back in the black.

SECRETARY'S REPORT

Happy New Year to all members, old and new. Let me start with a gentle reminder that subs are now due for 2008. The response so far has been very positive with over 75% of memberships already renewed.

The AGM is at 8.00 p.m. on 20 March 2008 in the Main hall of the Pinewood Centre. Only those with a current membership will be admitted.

The committee have decided to hold a family day on the first Sunday of June. Watch out for further details.

Can I take the opportunity to appeal to members for help on public running days. Running days were very successful in 2007 with the income helping us to hold membership fees for a further year. However, on some occasions we had the bare minimum of volunteers to run the trains. Any help would be greatly appreciated.

The committee intend to continue to raise the profile of the society to raise income and hopefully increase membership. We have been lucky with

publicity this year in both local and national publications. In 2008 we intend to once again have a stand at the Model Engineering Exhibition in Ascot. If anyone has an interesting model they are willing to display then please contact any committee member. If you can help on the stand volunteers will be welcome.

Have a good steaming year and I hope to see you at Pinewood on running days.

ENGINEERING REPORT

Work continues on the new country carriage store. It now has walls and a painted roof. Tim is building a feature doorway, which will incorporate the brick arch that he has always wanted to build.

A new point is now required to access the store. We are now on our 3rd point design, which, at last, seems to meet all the requirements; all we have to do now is source the materials and build it.

Consideration of how we can extend and improve the steaming bay area is now taking place. We are trying to get a quart into a pint pot, but a workable scheme is getting closer, perhaps in time for approval at the AGM.



*Photo John Keane
The track gang have taken the opportunity to lift, realign and re-ballast the main line passing the new store.*

SAFETY OFFICER'S REPORT

Since the end of November 2007 there have been three minor accidents, although those involved might see it differently – one thumb hit with a hammer and two falls sustaining cuts and bruises.

Whilst on the subject of accidents the December 2007 "Southern Federation News" reminds us that all incidents that could possibly result in a claim being made must have all the details accurately recorded at the time. This is a must even if the parties involved indicate that they will not be claiming.

FINANCIAL

2007 ended strongly with an excellent set of Santa Special runs. This is covered in more detail elsewhere in the newsletter. The level of bookings exceeded that anticipated when the budget was agreed. This out performance, coupled with additional donations (from the BBC filming and Ascot Exhibition organisers) means we should be able to return a Balance Sheet that is 'in the black' for the first time in at least three years. A tremendous achievement by all members, much effort has been required to make this happen.

It is anticipated that copies of the audited accounts will be available for inspection at the AGM.

DONATIONS

More donations from members have kept a number of projects going without digging deeply into Society funds. These include a pair of old-style telephones (*see the signalling report*), a recovered door and frame for the signal box and a variety of bricks and other materials for the new 'country' carriage shed.



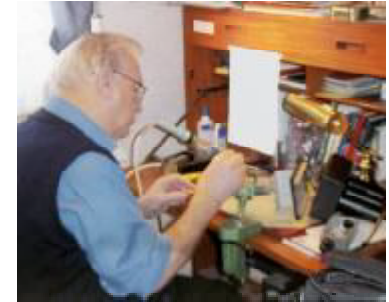
SIGNALLING REPORT

It is pleasing (and no little relief) to report that the new signalling logic has operated without fault throughout the 2007 running season.

However, we have found the plugs and socket 'suitable for harsh marine environments' that we used for the new gantry signals, are far from rugged and we have decided to replace them with a stronger design by Hirschmann. With the Santa runs out of the way, we have started on the planned changes to the door end of the signal box. The window and door are being swapped over and a refurbished door and frame have been donated. These have been modified off-site to provide a 'stable door' arrangement.

With the new season approaching, members are asked not to distract the signaller during public running sessions. He needs all of his attention to carry out his tasks. For clarification, the Officer In Charge decides all

operations in the station/head-shunt area; the signaller is an enabler. Other than admitting locos from the yard to the head shunt on his own initiative, the signaller will properly refuse requests for movements that have not come via the OIC. (He may, of course, query a request from the OIC.)



John Brotherton in his study, wiring the new plugs to the gantry signal head. One example of the many unseen hours spent off-site by a number of members on our behalf.

A telephone system is being installed between the signal box and ticket office, to assist with communication between the OIC and the signaller. An extension to the existing bell codes will be used to signal "please pick up the 'phone'".

A new signal is being built for the head shunt (S9). This will show yellow, together with a left or right feather to permit 'proceed with caution' to the yard or platform 2 respectively. We are also giving the Engineering Department a hard time by insisting that the new point in block 1 must be insulated.

Plans are afoot to split the long country loop and to implement train detection at the approach to S3 (on the through road to the gantry), where trains are not well seen from S3a.

Please remember that when members of the public are on site only those who are listed as having undergone the essential training may operate the signal box. The present list is:

Paul Archer	David Elen	David Simmonite
Alan Barsby	John Ephithite	Ian Shanks
Keith Briault	James Jarvis	Peter Starr
John Brotherton	John Keane	

If you think you have been incorrectly omitted from this list please let us know. Or if you would like to join the list, just tell us so that we can introduce you to the box and some simple safety procedures.

Some of those on this list have not actually volunteered for signal box duty since undergoing training. No problem, but as safe operation requires keeping up to date with an evolving system, those names may be dropped from the list at the end of the coming season, pending a refresher.



SANTA RUNS 2007

This was the second year of Santa Specials since the club as a whole took over responsibility for the event.

As before, the chalet was decorated as Santa's Grotto. Using a new central curtain made by Esme, from the blue cloth acquired (you know from where) as well as extra curtaining from Elaine's discarded curtains, the effect was better than ever.



Photo John Keane
Keith and Esme Briault and Elaine Tulley combining to hang the chalet wall curtains.



Photo John Keane
Santa's helper, Dianne Evans preparing for the fray in Santa's Grotto.

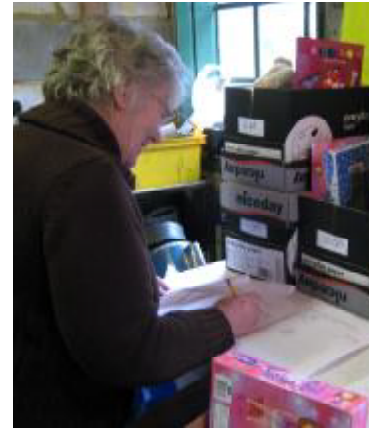


Photo John Keane
Diana Keane pre-sorting toys.

The trains were almost entirely pre-booked this year, with few extra visitors on the day. The latter was probably due to the bad weather leading up to the event and a poor weather forecast for the day - just as well since almost all seats had been pre-booked. In the event we were, once again, very fortunate with the weather. On both days we had rain or drizzle immediately before and after the event but it was mostly dry while the trains ran.

Dick Woodruff acted as OIC throughout both events, John Keane assisting with 'crowd control'. Signals were operated by David Simmonite and John Brotherton. Dave Elen manned the ticket office throughout and kept his usual efficient control of bookings and numbers, passing updates to Santa's toy suppliers as they occurred.



Photo John Keane
Reminiscent of last year? Actually, by the preparation for the second day we had mastered rapid assembly of the small gazebo at the ticket office - minds much concentrated by the early rain.

On both days, the trains were double-headed by the two C19s owned by Paul Konig and Tony Weeden.



Photo John Keane

Paul attaching the Christmas head board to the lead locomotive (Tony's).



Photo John Keane

A double-headed Santa Special leaving the station.



Two groups of contented children emerging from Santa's Grotto.

Photos Diana Keane, with parental permission



Photo Diana Keane

Iris Bailey, Elaine Tulley and Sylvia Curtis in the hospitality gazebo. In spite of appearances we are assured that they had not been quality testing the punch.

And then there are fires to drop, boilers to blow down.....



Photo John Keane

Full bookings and low costs (due to Dick's effective toy buying) contributed to an even better margin – about 30% up on last year (which was already 70% up on the previous year). There seems little scope for future growth since the numbers arriving at the Grotto are now as many as can be coped with, without sacrificing the time given to each child – which is one of the features most appreciated and commented upon by visitors.

Special thanks again to Santa (Paul Archer) and his helper (Dianne Evans) without whom the event would be a non-starter. Thanks also to Keith and Esme Briault for organising the hospitality arrangements (An eye operation kept Esme away on the actual days of the event but we are pleased to hear that all went well.)

Once again this was a highly collaborative effort involving nearly half the membership in a venture absolutely essential to the financial wellbeing of the society. In spite of the hard work, the event is an enjoyable and rewarding experience for those members taking part and entering into the spirit. Feedback from the visitors continues to be universally complimentary and it is clear that this event would be much missed outside the Society if it did not take place.

LONDON MODEL ENGINEERING EXHIBITION Alexandra Palace, January 2008

Several members visited the exhibition, including Mike Cole, Keith Briault, Derek Tulley and John Keane. Alan Barsby was representing MJ Engineering, assisted from time to time by Society members including Denis Evans and Nick Marsden. Paul Archer's Polly was exhibited on the Polly Owners stand. Your editor (and Signal Engineer) found himself in the ticket queue with an Oxford member who was involved in their signalling, so an interesting discussion made the queue seem a lot shorter. Like us they have eschewed computers and the like, relying on a relay system that is more likely to be maintained by whoever comes after us. They have partially overcome the disadvantage of the use of spiders (on their non-insulated track) by a button for each signal, to reset the signal when a driver upsets the system by reversing after his SPAD – a problem encountered at other railways also.

Derek took the opportunity to collect, from Polly Engineering, the new proof casting for the inside cylinder of the Neville Evans' Schools. The castings look good but the following photograph captures the moment when



Photo John Keane

Professor Thomas and Derek Tulley, watched anxiously by Christine Thomas. In the background Mike is still preoccupied with whether he dare tackle building the GWR Collett 0-6-0

it was realised that, either, Derek had made his manifold the wrong way round or Professor Peter Thomas had made his cylinder pattern with the

ports on the wrong side. Easily done, but everyone, including Derek – and especially the Professor – was hoping it was Derek’s mistake.

Unfortunately, the casting pattern was indeed in error and will have to be retrieved from the foundry. Prof. Thomas took it in his stride and, fortunately, only one casting had been passed on to a customer. (See also ‘Work In Progress’ in this issue for Derek’s rescue of the proof casting.)

WORK IN PROGRESS

Plates for John’s Shunter

John Brotherton’s new industrial shunter (see issue 15) is to be graced with new nameplates. Apparently the name STOOMPHY derives from his grandchildren’s names, Tom and Sophy. The artwork was produced in



The Tecumseh badge was taken from the engine maker’s literature and similarly etched by Blackgates Engineering.



several fonts and sizes on John Keane’s CAD computer and the chosen set was sent to Blackgates Engineering for deep etching.

An engineering rescue

In the true spirit of ‘waste not want not’, Derek has rescued the wrongly made casting (see the report of the London Model Engineering exhibition) by milling away the incorrectly placed ports and fabricating new ones, which he has inserted into the correct position, fixed by small angle plates and screws.



TRAVELLER’S TALES - Going Dutch 2007



Nienoord, Leek. This account of the visit is condensed from John’s comprehensive notes and diary.

There are two track complexes in the park; the **Nienoord** (1/8 scale on 7.1/4” gauge at ground level as well as 3.1/2” gauge and 5” gauge elevated) and the **Genzelbahn** (1/7 scale on 8” gauge). There is also a model boating lake and a commercial Fleishman HO scale layout.

John (with his class 20, *Harry Potter*) travelled with his son-in-law, Roger Marney (and his Polly 5), planning to meet up with Brian Barrow at the event.



The Nienoord 7.1/4” yard



The boating lake



Roger with his Polly 5

Guided by Sat. Nav. for the 314 miles from Calais to Leek, a long day of travelling was rounded off by meeting old friends at the site before retiring to the Hotel Langewold in Roden.

The next morning, the first of the three-day event, John and Roger were booked for a 1.1/2 hour running slot on the raised track. Being the first running day the steaming bays were hectic, but John and Roger evidently buried themselves in enjoying the session as they ran over time and lost their free lunch. The ladies in the clubhouse rescued them with a coffee and light snack.



The exhibition tent

After some work on Roger's lubricator, there was time for a ride on the Genzelbahn and a further drive with John's class 20. John later managed to get to drive the club's 7.1/4" diesel hydraulic loco.

On the second day, in bright sunshine, they met up with Brian Barrow, who had diverted to a couple of tourist visits on the way. With their running slot in the afternoon, there was



John with the class 20



Roger and Brian with John's class 20 at the Nienoord elevated track.

time for a tour of the exhibition tent, buying a few bits and pieces for their workshops, and a 'shopping' walk down the high street of Leek.

Returning to the Nienoord, John ran Harry Potter again, carrying passengers on one of their

passenger cars. Saturday broke with even better weather and Brian had time to drive Harry Potter before the trio spent much of the morning looking for a bike for Brian's grandson and taking a leisurely drink in the shopping complex. A short afternoon run and a further stroll round the exhibits, followed by a BBQ, was rounded off by a night run in which John enjoyed driving Harry Potter in the dark. By this time it was 11.30 p.m. and time to retire.

The last day was filled by chatting with members and other visitors and a wander round an Art and Craft market, another visit to the trade stands and a demonstration of threshing and baling (from which a family of dead mice had just been evicted). A last run of Harry Potter and Polly 5 was had in the afternoon before cleaning and packing for the uneventful journey home – just as the rain began to fall. A very enjoyable week.

WHERE WE WERE – ELEVEN YEARS AGO

As we enter the year of the 25th anniversary of the formation of the Society, it is interesting to look back at some of our history. We hope to return to this theme as the year progresses.

Eleven years ago (1997), the Pinewood Railway Society was 14 years old and the Pinewood Express was in its 12th year, at issues 41 to 43. Eileen and John Ephithite were in the 3rd year of their 6 years of editorship.

Issue 41 of the Pinewood Express reported that "a signalling system is hovering on the horizon". This was to have automated signals round the track and station signals under local control, using Paul Stinton's signals. A start had been made on placing the concrete pads for signals round the track.

The Society members were impressively active judging by the reports of Yateley Spring Fair (portable track), Wokingham Town Centre (portable track), Farnborough Donkey Darby (portable track) and reports of members' visits to the Ascot Society's open day, the Ascot Society's Southern Federation Rally and the Malden 7.1/4" rally. A one-day Santa event was held (organised, of course, by Helen and Alan Barsby).

Overall it was reported that passenger numbers were up on the previous year; the existing stock had been refurbished and new coaches built. Some signals were in manual operation by the end of the year.

WORKSHOP NOTES

Cutting small square threads – by Derek Tulley (photos JRK)



Photo 1

As I am building a close to scale model of a Southern Railway Schools class loco I decided that the prominent reverser (*photo 1*) should have the correct thread form. Bad idea. It turned out to be a 1/4" diameter, 12 tpi, left handed square thread. As taps and dies for such a thread are not readily available screw cutting was the answer.

I decided that the best approach was to make the nut first and fit the screw to it. The first job was to drill a 3/8" length of free cutting phosphor bronze 0.005" over thread root diameter (to give root clearance) and then using a left handed internal square form screw cutting tool rough out the thread. I find the easiest way to make tools like this is to machine them from silver steel and then harden and temper. In this case the tool shank was 0.1" dia. and the cutting edge 0.035" wide by 0.045" deep (*photo 2*). This is much easier than grinding down a piece of high speed steel and more than adequate for a one off providing it is heat treated correctly. To cut a L H thread the lathe needs to be run in reverse with a LH or inverted cutting tool, taking care not to snatch the clutch on starting as this could cause the chuck to unscrew on some lathes. However at the low speed and shallow cuts used on a job like this it should not be a problem.



Photo 2



photo 3







To finish the nut I made a taper tap (*photo 3*). This was made by turning a thread on a piece of 1/4" dia. silver steel, turning a taper on the lead end, cutting 3 or 4 flutes using the corner of a small end mill, deburring and then heat treating as for the boring tool. After tempering, the flutes were stoned to improve the cutting edges. The shiny new tap was now used to finish the nut.

After the nut making, the screw is relatively simple. I cut the required thread on a piece of 0.245" dia. free cutting mild steel, supported by a tailstock centre, to full depth, trying the nut. It should be tight. I increased the width of the thread groove on the screw by 0.001" increments until a satisfactory fit was obtained. Beware of making the fit too slack initially as it will rapidly loosen as high spots rub off with use.

DECEMBER COMPETITION RESULT



Result of the 'Spot the Committee Member' competition in the Christmas issue.

			
A	B	C	D
		<p>Correct identities:</p> <p>A Keith Briault B John Keane C David Simmonite D Paul Archer E Mike Cole F Paul Konig</p>	
E	F		

This was evidently more difficult than expected. (Now you know, take another careful look.) Most achieved under 50% correct answers. Two members tied for top score and **John Brotherton** is confirmed as the winner by the elimination procedure (Dick Woodruff's toss of a coin).

THIS AND THAT

(Late additions, items for sale and miscellaneous)

Letter from the Cllr Annette Drake

As reported in issue 15, a copy of the video of the opening of the bridge loop was sent to Cllr Annette Drake for her granddaughter Evie. Cllr Drake has responded as follows:

Dear John

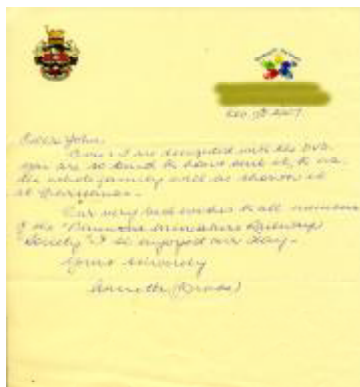
Evie and I are delighted with the DVD. You are so kind to have sent it to us; the whole family will be shown it at Christmas.

Our very best wishes to all members of the "Pinewood Miniature Railway society".

I so enjoyed our day.

Yours sincerely

Annette (Drake)



Update on DROs

In an article in issue 15 it was suggested that the wire DROs supplied by BW Electronics might be no longer available. In fact, although they are not generally advertised as before, they are still available from Bob Worsley, BW Electronics, 12 Mussons Close, Corby Glen, Grantham, NG33 4NY, tel 01476 550826 or eng@bwelectronics.co.uk.

Model Engineer Club 'News'

The cover picture from issue 15 of the New Pinewood Express, together with an account of the visit from the BBC film crew, has been prominently published in the Club News pages of Model Engineer. Unfortunately few readers will know where Pinewood is, so as a vehicle to attract new members it will probably not be very effective. (The possibility of extending the name of the railway, to include a reference to Wokingham, will be discussed at the AGM.)

DIARY DATES 2008

External events are in **bold** text.

DATE		EVENT
March	March 20th	PMRS Ltd AGM, The Social Club, Pinewood Leisure Centre at 8.00 p.m.
EASTER	March 23rd	Public running
April	Sunday 6th	Members' running Birthday party - confirmed
	12th – 13th	Footman James Model Engineering and Hobbies Exhibition – Royal Showground, Bath
	Sunday 20th	Public running Birthday party - confirmed
May	Sunday 4th	Members' running
	Monday 5th	Yately May Fayre - provisional
	9th – 11th	Harrogate exhibition
	Sunday 18th	Public running Birthday party - confirmed
June	Sunday 1st	Members' running Birthday party – confirmed PMRS Family Day - Celebration of 25yrs of PMR
	Sunday 15th	Public running Birthday party - confirmed
July	Sunday 6th	Members running Birthday party – confirmed
	12th – 13th	Guildford exhibition
	Sunday 20th	Public running Birthday party - confirmed
August	Sunday 3rd	Members' running
	15th – 17th	Bristol exhibition
	Sunday 17th	Public running Birthday party - tba
September	Sunday 7th	Members' running Birthday party - confirmed
	19th – 21st	Model Engineering Exhibition, Ascot
	Sunday 21st	Public running Birthday party - confirmed
October	Sunday 5th	Members' running Visit from Northolt Model Railway Club
	17th – 21st	Midlands exhibition, Warwick Exhibition Centre
	Sunday 19th	Public running Birthday party - confirmed
December	Sunday 7th & Sunday 14th	Santa specials

Provisional birthday parties are booked but not yet confirmed

E&OE Please check dates of external events before travelling.