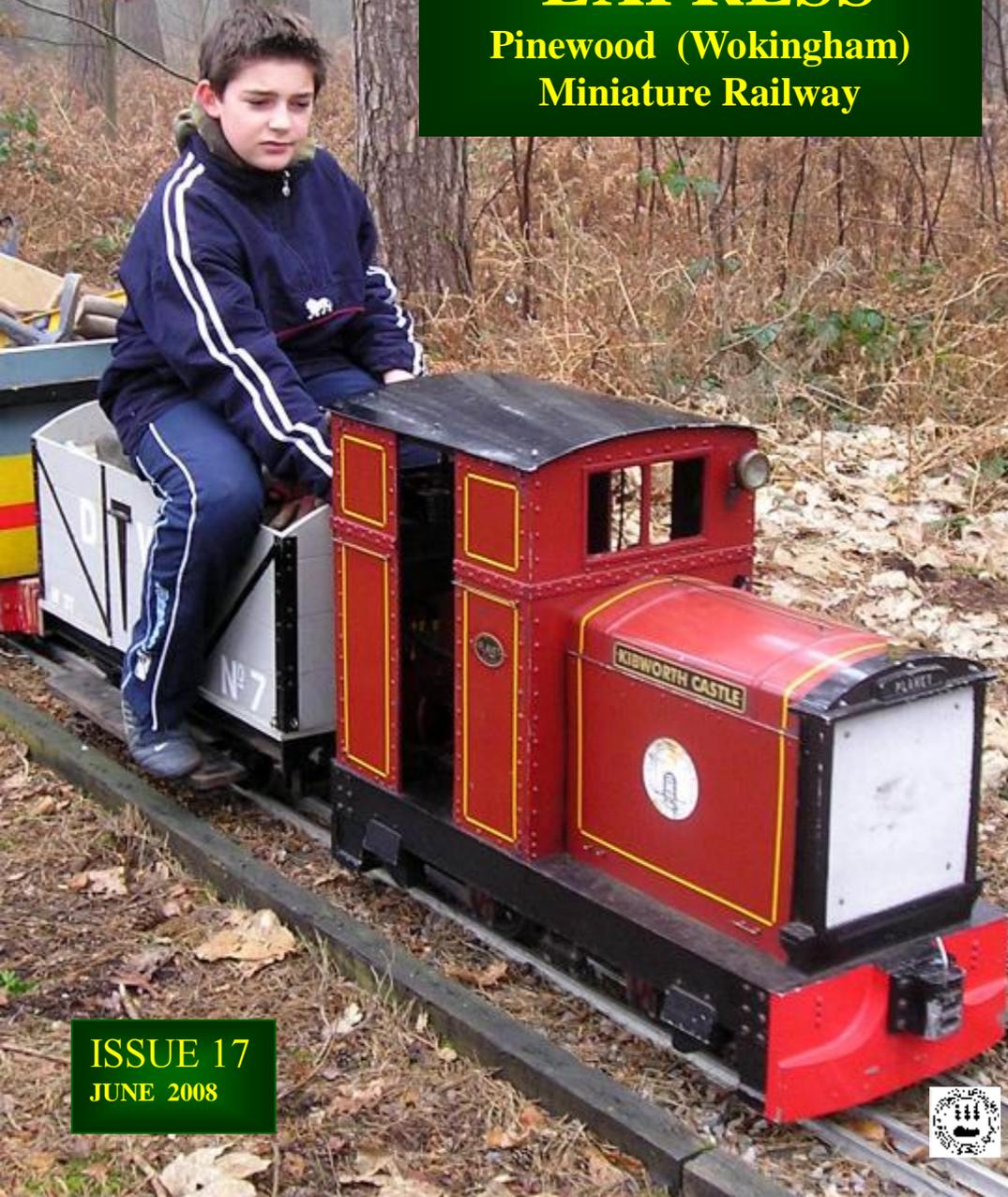


# THE NEW PINWOOD EXPRESS

Pinwood (Wokingham)  
Miniature Railway



ISSUE 17  
JUNE 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	

James Jarvis	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.

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

### Cover picture

*'Study in Concentration' David Simmonite's grandson, Adam, driving David Elen and Dennis Knight's Planet workhorse 'Kibworth Castle' on the works train.*

Photo David Simmonite (February 2008)

### Back cover

*Keith Briault checking the points after the April snow.*

Photo Diana Keane (April 2008)

## EDITORIAL

The call for articles and photos to be supplied by members is being answered – but we have room for more. Members have supplied several photos for this issue and, for the first time since we adopted the present format, the cover photo was taken by a member other than the editor – thank you David.

This issue includes reports of our early season activities including the very successful Yateley event. We have a Travellers' Tale from John Ephithite, presented in his customary style and a mystery tool from Dave Curtis. Paul Konig has supplied an account of his progress with the King. The 25-year anniversary is also bringing to light some photos from the past. (such as the photo of Johnny Morris, also supplied by Dave Curtis).

## 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.*

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## CHAIRMAN'S NOTES

We seem to be making good progress in all areas this season. Clearing the site has produced income from the sale of scrap metal and event income has gone well.

I am pleased that we have had a good response for the posts of Officer in Charge and Assistants. Most newcomers to these roles so far have enjoyed the experience. Our club website is under enthusiastic new management.

Some gentle but important reminders – please remember that we have been asked not to park on the grass verges alongside the access road. In particular, the grass area opposite our entrance gate is becoming particularly bare. Also, it is important that the last person leaving the site at any time checks that the water tap in the engine shed is turned OFF before locking up.

## SECRETARY'S REPORT

We are pleased to welcome new member Peter Withers. Peter is building a 7.1/4" gauge vertical-boilered engine, which we hope to see on site soon. From the photos this is going to be an attractive and interesting loco.

As agreed at the AGM, the **railway** will henceforth be known as **Pinewood (Wokingham) Miniature Railway**, to better describe its location. The name of the Society is unchanged.

The popularity of birthday parties at Pinewood is as strong as ever. We are fully booked for the 2008 season and we are already receiving bookings for 2009. A new gazebo has been bought and, following a review of charges, these will be increased, from 2009, for new party bookings.

The Society has a two-month display in Wokingham Library with a supply of leaflets that will be kept stocked. If anyone has suitable material to refresh the display (including items for a lockable glass cabinet), that would be welcome. The Society is also planning to have a stand, again, at the Ascot ME Exhibition in September. Any help with models to display and with attendance on the stand would be appreciated (Setting up is on the 17th and 18<sup>th</sup> of September).

## ENGINEERING REPORT



Photos David Simmonite

*Tim fulfilling his ambition to build a brick arch by building one for the 'country' carriage shed.*

The new Country Carriage Store is now finished and in use. Our thanks to Derek and Tim who led the work, to those Members who donated materials and to the other members who helped on Wednesdays and Sundays. The point design has changed again as the signals dept wish to be able to detect trains on the point, which is difficult with steel rail. The new point will now



Photo John Keane

be made in aluminium, a new venture for our Society and its use and wear will be closely monitored with a view to future track improvements.

Rather than start new projects we have spent the last few weeks having a general clear up and clear out, to improve our visual impact on visitors and other VIPs. Much to our surprise all the scrap metal that we

no longer needed was taken to a scrap metal dealer (thanks Tim) and SOLD for £186. The clear up continues and the Engine Shed is now scheduled for some maintenance, a clear out, and a repaint.

The drain valve on the main water supply has been replaced with a conventional stopcock following a failure of the valve when the water had not been turned off after a workday.

Our thanks to Tony Weeden for making the long trip to Chepstow to collect supplies of Tower coal, anthracite beans and Ffos-y-Fran steam coal, sufficient for the remainder of the present season. Whilst the steam coal had a tendency to clinker, the Tower coal has proved to burn very nicely in all locos. One driver, who shall remain nameless, holds it in such high regard that he has committed to shovelling more of it into the firebox and less onto the track...!

## SIGNALLING REPORT

The positions of the end door and window of the signal box have been swapped to suit the new internal layout.

A new signal has been made for the head shunt, with feathers and a yellow to indicate 'proceed with caution' to either the yard or platform 2. A more permanent



Photo David Simmonite

signal has replaced the temporary S8 (shunt from yard 'in' road to the main – a generally deprecated and rare movement).

A train standing on the through road at gantry signal S3 is not easily seen from a following train coming off the bridge. Cabling has been installed so that a train standing on the short section of aluminium track before S3 will be detected and will set S3a (at the bridge exit) to RED. Because of our now standardised circuit boards for signals, no change has been required to the signal.

A telephone with two-way ringing has been installed between the ticket office and the signal box, and was immediately put to heavy use at Easter.

## SAFETY OFFICER'S REPORT

Since the start of the season, there has been a birthday party, public running and the Yateley May Fayre all of which, I am pleased to say, went off without incident. Keep up the good work and remain vigilant.

As it is early in the season it is timely to remind members that all signal "indications" must be observed - even whilst setting up for parties and/or public running.

## INSURANCE OF MEMBERS

*Important. Please read carefully.*

Enrolled members, by virtue of their membership of the Society, have the benefit of Public Liability Insurance and Accident Insurance when engaged in the affairs of the Society.

However, members are reminded that the Society does not offer 'family' membership. This facility was dropped a few years ago. (*But see 'Joint Membership' below.*) One consequence of this is that partners of members do not have, by virtue of membership of the Society, Accident or Public Liability insurance through the Southern Federation insurance.

Being concerned about the position of partners and other helpers, the committee has investigated, with the insurance brokers, the position of helpers at the railway. It is confirmed that persons 'requested to help' do have the benefit of Public Liability Insurance (but not Accident Insurance). They will have been requested to help by one of the insured – i.e. by an enrolled member.

It is the view of the Committee that all spouses on site have been requested to help and should therefore be covered as above, but this is a lay and untested view.

While on the subject of insurance, members are reminded that they are responsible for insuring their own locomotives (*see issue 14*) including those stored on site.

Members are also advised that we now have to provide a list of all members, by name, to the insurance brokers and that we have to list, separately, members aged 75 or more, for whom a small extra premium is charged (paid from Society funds). It is important that you tell the Society Secretary when you reach that age.

These explanatory notes are provided in good faith but represent a lay interpretation and must not be relied upon. The policy and relevant correspondence with the brokers can be inspected on request to the Society Secretary.  
E&OE

## JOINT MEMBERSHIP

As noted above, we do not currently have 'family' membership, this having been discontinued a few years ago. The present committee feels that this is unsatisfactory. To some degree, it excludes some members' partners from the benefits of membership that they once had, including accident insurance, automatic inclusion in public liability insurance and being able to attend and vote at the AGM. This is particularly unfortunate since members' wives contribute considerable time and effort to Society events that would otherwise be very difficult to run.

It is proposed to introduce 'joint' membership for a member and partner. A small extra fee (£5) will be payable, to cover the additional accident insurance costs and administration. (This is described as an administrative charge rather than a membership fee as, under the rules of the Society, it is not possible to introduce a new membership fee until a general meeting of the Society.) It is not currently intended to extend this facility to other family members.

If you wish to take up this joint membership facility, please supply the Secretary with your partner's name and whether they are over 74, together with the administration fee. For the remainder of this part year, the fee is reduced to £3.

## EASTER OPENING

Not the best start to the season with our scheduled steam loco snow-bound in the Chilterns and with snow flurries at Pinewood in the morning. Nevertheless, the cold but dry weather later in the day brought some hardy passengers including a visitor from as far away as Kent (A member of the Swanley New Barn Railway)



Photo John Keane

Kibworth Castle (the Planet) and Ian's class 20 were needed throughout the afternoon for the steady trickle of passengers. Some visitors expressed their disappointment that there was no steam 'as advertised' but were understanding.

*'Little' Dave Pritchard trying not to look as cold as he felt as a guard at Easter.*

The event has caused us to take more seriously our embryo plans for those steam locos stored on site to be available in such circumstances. They will be run by approved persons, in the owners' absence, at the discretion of the Chief Engineer or Officer in Charge. Naturally, it is expected that the rest of us will not go home until the borrowed loco has been cleaned and put away.

## WORK IN PROGRESS

*Text and photos by Paul Konig*

### **The King and I** (with apologies to Rodgers and Hammerstein)

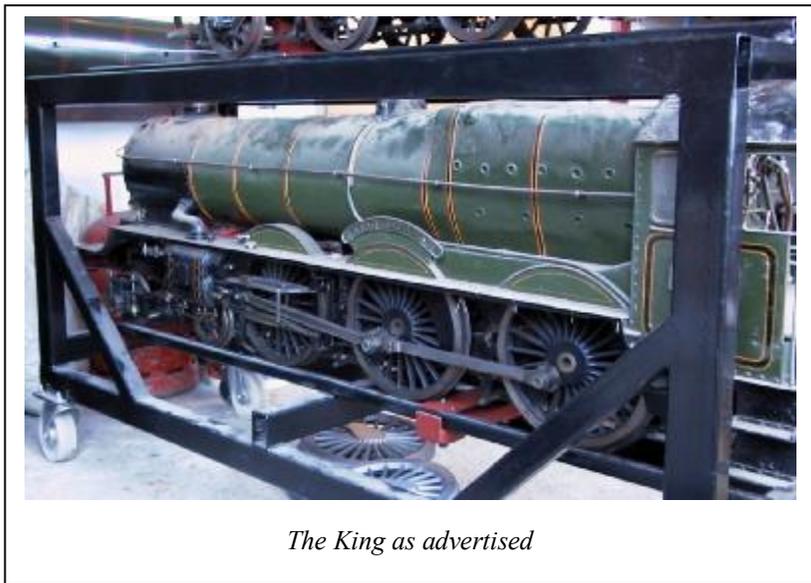
Many members will know of my interest in all things GWR, most notably the 4 cylinder 4-6-0 express passenger 'King' Class. The UK's largest and most powerful 4-6-0s, they were designed under Charles Collett with the first example of the class, 'King George V' entering service in 1927. Subject to a number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

For some time now I have aspired to building or owning a King in 7 ¼ " gauge; ten years ago I bought a set of drawings...at which point I realised

that I might be talking about building one for some time longer.

In 2006 I reviewed my options and decided that, given my lack of workshop facilities, building a loco from scratch was simply not feasible. I therefore spent sometime reviewing the market to see if there were any sensible locos available. "Sensible" was defined as a loco capable of heavy passenger hauling capability at Pinewood, standard gauge and ideally of Western or BR Standard origin.

I investigated a number of locos, including a GWR Castle, for which the owner wanted £40k (!), and several locos optimistically described as '90% complete'. Progress was slow and in October 2006 I decided to post a 'Want' in the 7 1/4" Gauge Society magazine and website, outlining my aspirations. Two weeks later I received an e-mail. It read simply "Dear Paul, I have a GWR King for sale, might this be of interest?". Having checked the e-mail 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.



*The King as advertised*

Built some 15yrs ago, 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...partially at least. 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



*Cleaned ready for dismantling.*

ahead.

Over the next 14 months the locomotive was methodically dismantled; boiler and smoke box removed and the running gear stripped right back to bare frames. The years of grime, whilst deeply engrained and time consuming to remove, had protected the surfaces from rust





and degradation over the loco's 15year 'shelf life'. In parallel with these activities I commissioned a new copper boiler from Trevor Tremblin at Swindon to replace the stainless steel one that came with the loco.

By the Christmas of 2007 I had become concerned that progress had significantly



*The valve gear cleaned.*

slowed, the acquisition of a trailer for the King earlier in the year was a contributing factor. In reality it was the C19 that came free with the rather pricey trailer which proved a bit of distraction...but that's another story. In order to regain control of the King re-build, I took decisive action, and brought the engine from the garage into the house, the kitchen to be exact.

This course of action, made simpler by the fact I am not yet (*yet?* – *editor*) married, has helped expedite progress. However there is still much to do. There are many boxes of components, most of which are labelled, some of which are legible.

Once re-assembled and re-commissioned, the King - renumbered 6024 'King Edward I' – will be outshopped in final BR livery and will sport a double chimney, representing the locos in their finest and final form. The thought of this is truly tantalising; the reality is a long way off...but I am working on it. As to when she'll come 'off shed' for the first time I cannot say; all I will say is that if you thought I grinned after my C19 teething troubles were overcome, just wait until 6024 returns to the station after her first passenger hauling duties!!

*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.

## APRIL SHOWERS!

*The powdery white sort.*

Following the poor weather at Easter, the start of the running season continued to be difficult with snow showers causing the early-morning postponement of the first birthday party of the season, due to uncertainty of travelling conditions. (The postponed party was successfully held in better weather the following weekend.)

Nevertheless, half a dozen local members turned out in the snow and Paul Konig decided to run his C19 over the snow-covered tracks before the snow melted.



Photos Diana Keane



*Six hardy members (most of the committee) posing with Paul's C19*

## WHERE WE WERE: 1981-84

This year we celebrate, with a family day, the nominal 25 years since the beginning of the Pinewood Railway. 'Nominal' because it is a compromise date between the start of planning (circa 1981), actual railway building (circa 1983) and the formal creation of the Society (July 1984).

When the Bracknell Railway Society, based at Jock's Lane, took up occupation of the present Bracknell Railway Club House at Pinewood in 1981, the local authority enquired whether the club would install a passenger-carrying railway on the Pinewood site. So it was that as early as 1981, a short length of track was laid on the concrete square and open days were used to publicise the endeavour. Hence the historic photograph of Johnny Morris driving a loco over the few yards of track. Over the next two years the proposal took shape and the Pinewood Railway Society was



Photo Dave Curtis

*Johnny Morris, well-known TV presenter of the time (1981), driving a loco over a short length of track where the PMR yard is today. To his left is Jim Rough who played a large part in creating the present railway at Pinewood.*

formed as a separate entity, to manage the building of the railway and to separate the finances from those of the Bracknell Railway Club. Through the efforts of Dicky Dove (later made an honorary member) grants were obtained from both Wokingham Without Parish Council and later Wokingham District, which helped with the purchase of track beyond an initial amount brought by Jim Rough from another site.

The eight founder members were Jim Rough, Dave Curtis, Chris Bell, Lee Porteus, Billy Dwyer, Sid Weeden, Colin Charlton and Fred Blois. 25 years later, only Dave Curtis is still a member. The inaugural committee consisted of Jim Rough (Chairman), Chris Bell (Secretary) and Fred Blois (Treasurer).



Photo anon

*The brick viaduct, under construction using a free local supply of bricks.*

By the end of 1983, the inspection pit and turntable were in place, the white fence was erected and the brick viaduct had been built.

By 1984, 800ft of track had been laid. (Buildings and signals yet to come.) A notable achievement for a small group.



Photo anon

*The station/yard area in May 1984*

## YATELEY FAYRE

At last an event bathed in sunshine. The Society operated the portable track at the Yateley May Fayre (sic) on the Bank Holiday Monday, 5th May. It was an all steam event with Dave Curtis' Romulus and Tony Weedon's C19. The railway attracted a lot of attention from the public and we were never without a queue and crowd of spectators from around 11.00 a.m. until after 4.00 p.m. Paul Archer had set up a poster board and we ran out of leaflets by early afternoon – until Trevor hurriedly arranged a supplementary print run.



Apart from the immediate income from the 800 rides, this was a very successful event from the point of view of advertising the railway early in the season – though hot and hard work for the members who turned out to support the event. There were just sufficient of the usual core of members to run the event, but it was hard to find time for a break. Many of the public with young children were made aware of the railway for their first time, which we expect to be reflected in the numbers at Pinewood running days later in the year.



Photos John Keane

*Little and Large (Big and Little Dave) tying up the brake hanger with 'a string sort of thing' after it came loose on the first passenger run. The Romulus was soon back in service. One passenger said it made the ride more interesting!*

## TRAVELLER'S TALES - The Steam, Motor and General Museum - Jersey.

*An article and photos by John Ephithite*

During a weekend visit to Jersey in 2007 our hosts took us to the above Museum which is in the Trinity district of the island.

We were pleased to find a substantial, modern building housing a large and fascinating collection of mechanical and farming related exhibits. The founder trained as an engineer on the old Jersey Railway and later worked as an agricultural engineer. This probably gave him opportunities to acquire exhibits.



A standard gauge railway is laid in the grounds with a station incorporated into the main building. A Peckett 0-4-0 T loco and carriages give rides on certain days.



*A French portable steam engine was very smart in its brass finish - unusual in having two flywheels.*

Inside the Museum there are three other tank locos another Peckett, a Bagnall and one of Belgian origin. There is also a smart Ransomes Sims and Jefferies traction engine named Dolly May and a pair of Marshall steam rollers.

A collection of classic cars included not only the usual Mini, but also a Cadillac and a Morgan. Commercial vehicles include a 1923

Model T Ford, a Scammell Scarab with a large wine barrel body, an Albion Merryweather Fire Engine and some U.S. army lorries from World War II.

A collection of cycling memorabilia includes 'penny-farthings', tricycles and tools. An interesting selection of farm implements such as tractors, cultivators, ploughs and threshing machines was on display.



*A wheel turning lathe with a wheeled axle still in place.*

A group of organs includes a Compton theatre organ and a pipe church organ.

Many old photos of the Island Railways are on display in the station area. It was a most enjoyable visit with items to stir nostalgic thoughts in visitors of all ages.

The Museum is managed by a Trust set up by the Founder, the late Don Pallot.

## MYSTERY OBJECTS



Dave Curtis has provided this mystery tool for us to identify.

These two examples are designated 1/2" and 3/4". The bottom tool is 6.5" long overall.

Your suggestions to the editor, by July please. (We assume that Dave will put us out of our misery in the next issue.)

## BY THE WAY.



Photo John Keane  
*Tim's first steam drive, behind Derek Tulley's Simplex.*



Photo John Keane  
*Another C19 sheds its crosshead pin. Tony's C19 was soon back in operation.*



Photo and caption Dave Curtis  
**"Are you sure it was 5p you dropped?"**  
*Derek and Tim removing a rotted board from the turntable.*



Photo John Keane  
**Letting the train take the strain**  
*Returning the crossing gate after straightening out the old vandal damage. Ray Grace has since been spending quiet moments in the woods re-painting it.*

## SCHEDULE OF OFFICERS for public running days

A show of hands at the AGM confirmed that members are very willing to take their turn at roles such as Officer in Charge, so that these tasks do not fall routinely on a few individuals. We are trying a proactive approach whereby the committee proposes a schedule for the main running day roles and asks individual members to confirm that they will be available on those dates.

For this first list we have tended, for practical reasons, to include members who are not usually committed to specific other tasks and newer members are initially scheduled as assistants to an experienced member.

If you have not been approached, we will, nevertheless, be very pleased to see you at running days to help with the many tasks – non onerous, but all essential – to help with the running sessions. The continued viability of the railway depends upon it, as we cannot safely run trains if there are insufficient guards, ticket collectors and general helpers.

As a small Society we do very well, with good support from members, but we are, nevertheless, stretched at times. It is pleasing to report that every member listed for this initial OIC schedule was immediately helpful, even enthusiastic, and no one made it difficult.

### OIC Schedule 2008

	<b>Officer in charge</b>	<b>Assistant</b>
March	Dick Woodruff	Keith Briault
April 20 <sup>th</sup>	Keith Briault	Nigel Jaques
May 18 <sup>th</sup>	Dick Woodruff	James Jarvis
June 15 <sup>th</sup>	Peter Starr	Roger Marney
July 6 <sup>th</sup>	Paul Konig	Tim Caswell
July 20 <sup>th</sup>	Roger Marney	Peter Withers
August 17 <sup>th</sup>	James Jarvis	John Ephithite
September 21 <sup>st</sup>	Dick Woodruff	Tim Taylor
October 19 <sup>th</sup>	Tim Caswell	Ray Grace

**It is hoped that members later unable to take up their role will assume the responsibility for negotiating a substitute.** (Please contact Dick Woodruff in good time if there are any problems or negotiated changes.)

## DIARY DATES 2008

External events are in **bold** text.

DATE		EVENT
June	Sunday 1st	Members' running Birthday party – confirmed <b>PMRS Family Day - Celebration of 25yrs of PMR</b>
	Sunday 8th	Birthday Party –confirmed
	Saturday 14th	<b>Invite to the Harlington Visiting Clubs Day</b>
	Sunday 15th	Public running Birthday party - confirmed
July	Sunday 6th	Members running Birthday party – confirmed
	<b>12th – 13th</b>	<b>Guildford exhibition</b>
	Sunday 20th	Public running Birthday party - confirmed
August	Sunday 3rd	Members' running
	<b>15th – 17th</b>	<b>Bristol exhibition</b>
	Sunday 17th	Public running Birthday party - confirmed
September	Sunday 7th	Members' running Birthday party - confirmed
	<b>19th – 21st</b>	<b>Model Engineering Exhibition, Ascot</b>
	Sunday 21st	Public running Birthday party - confirmed
October	Sunday 5th	Members' running <b>Visit from Northolt Model Railway Club</b>
	<b>17th – 21st</b>	<b>Midlands exhibition, Warwick Exhibition Centre</b>
	Sunday 19th	Public running Birthday party - confirmed
December	Sunday 7th & Sunday 14th	Santa specials

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

