

THE NEW PINWOOD EXPRESS

Pinewood (Wokingham) Miniature Railway



ISSUE 18
September 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 Pinewood Miniature Railway Society Limited.
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Cover picture

Diane Evans driving Dave Curtis' Romulus 'Sylvia' on a circuit of the Pinewood track, during the Society Family Day, June 2008

Photo John Keane

EDITORIAL

This issue contains a report of the Family Day on June 1st in celebration of our 25 years since inception of the railway.

We also have a Work-In-Progress item on David Simmonite's long running program of modifications to a Winson 14xx, as well as a description of Colin Gross's new shunter 'Hercules'. For something a bit different, we have Derek's article on bird life at Pinewood. John Ephithite has contributed a short workshop hint and Dave Curtis has let us into the secret of the mystery tool from issue 17.

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 relevant other Model Engineering and Railway publications.

CHAIRMAN'S NOTES

Public support for our running days has been increasing nicely. The July run caused a few difficulties with engines being fewer in number than usual – and a record public attendance.

I would like to remind engine drivers that, when 'public running', no train should leave the station without a guard. Unfortunately drivers don't have "eyes in the back of their heads" and in the event of misbehaviour, a guard is there to stop the train and so prevent a safety problem.

June was particularly busy due to the Family Day and the extra birthday party scheduled. Special thanks to those involved in preparing for and supporting the tight schedule of activities.

SECRETARY'S REPORT

New member, Beresford Fooks, has joined the Society. He asks to be known as 'Slim'. Slim lists his skills as welding and those associated with classic car restoration. I am sure much use will be made of them.

The revised web site is proving a great success and the new facility of a feedback form is proving a positive benefit. Amongst the feedback, so far, was one from Colin Charlton. As reported in issue 17, Colin was one of the eight founder members. We have invited him to visit the developed railway.

Attendances have been holding up well after the slow start to the year; the July running day brought more visitors than our previous record. We have posted our application for a club stand at the Ascot ME Exhibition in September. That will be a busy weekend, coinciding with the Southern



Photo John Keane

Attendances continue to grow. The July public running day saw a forty percent increase over this year's previous best.

Federation meeting at Bracknell as well as our public running at Pinewood on the Sunday. Members are asked to note this especially in their diaries – we will need 'all hands' to cover that weekend.

An invitation has been received from the Bristol Society for members of Pinewood to visit the Bristol Exhibition on 15th, 16th, and 17th of August. I have written to them thanking them for the invite and have agreed to display their poster in our clubhouse.

The lease has been received and has been signed and returned to our landlord's solicitors. The lease runs for 25 years and is subject to annual rent review – the latest review, in 2008, has increased our rent by nearly 50%. There is also a service charge not exceeding 25% of the rent.

The lease places a number of conditions upon us, including that we must maintain our site in good condition, not cut trees without permission, store refuse properly and maintain insurances including public liability insurance.

ENGINEERING REPORT

Recent activity has centred on the design and manufacture of the new point to allow access to the new country carriage store. The work is now progressing well. The build is certainly the main point (excuse the pun) of interest, the ratio of watchers (helpers/ advisers?) to workers is



usually about four to one.

Tim is making an excellent job of repairing the loco shed roof, though progress has been held back by the poor weather.

The site clear up has finished for now, but painting and repairs should now be the new focus. Having said that, we scavenged a skip being loaded outside the ex-Teeners' hut and raised another fifty pounds by selling the metal scrap.

Ray continues to be busy on the level crossing gates and Nigel has made the parts



Photo JRK

Tim replacing the top two rows of slates and the ridge tiles.

for another new table/bench.

We have had a half-ton of coal delivered which will hopefully last us for the rest of the year.

A number of locos are due for steam tests or will be shortly. **If in doubt, please check your test status on the list in the chalet before running your loco.** Our insurance requires this whether you are public running or otherwise.

SIGNALLING REPORT

Refurbishment of the signal box has continued. The end cladding has been completely replaced. The signal box now has the benefit of electric lighting and further electrical work includes the repositioning of the weatherproof sockets on the outside of the box, to avoid trailing cables into the box. The power cable between the signal box and the ticket office has been upgraded.

The signalling team has continued to advise/interfere in the construction of a fully insulated point for the block 1 access to the 'country' carriage shed. This is now 'wired up' ready for installation.

Construction of a storage cupboard behind the signal box has been started. This will allow signalling materials, spare cables etc. to be stored and so remove the need for signalling items to be stored in the loco shed or the signal box.

On the advice of the Safety Officer, we have adopted the procedure that only one train is admitted to the bridge loop when we are public running. This is partly because of limited visibility round the 360-degree loop. To ease the problem of visibility of the signal after the bridge (S3a), a warning yellow is being constructed for installation at the bridge. Further changes to the management of trains in the bridge loop are being considered, so that we can safely improve the throughput when we are busy. Options are limited by the bridge loop being the only non-insulated steel track on the main circuit. A repeater for the gantry signal S3 is also being considered.

SAFETY OFFICER'S REPORT

Since the last newsletter there have been no reportable accidents.

One concern is in relation to the visibility of gantry signal 3, the through route off the bridge loop. Even though drivers have an advance signal, 3a, they seem not to prepare themselves to stop at signal 3 if a cautionary yellow is showing. I have asked the Signal Engineer to consider some provision such as installing an appropriate repeater signal.

THE FAMILY DAY

A family day was held on 1st June to celebrate 25 years since the inception of the Pinewood Miniature Railway (*see issue 17*).

The day was well supported with a good turnout of members and a variety of locos. Twelve locos ran during the afternoon and a further seven, some still ‘work in hand’ were displayed in the yard.

	<i>Locomotive</i>	<i>Owner</i>
Steam		
5"	Polly II 0-4-0	Paul Archer
7.1/4"	Petrolea 2-4-0	Keith Briault
7.1/4"	Black 5 4-6-0	Mike Cole
7.1/4"	Remus 0-4-0 "Sylvia"	Dave Curtis
7.1/4"	Tich 0-4-0T	John Ephithite
7.1/4"	Phantom 2-6-0	Trevor Hill
7.1/4"	C19 2-8-0	Paul Konig
5"	Simplex 0-6-0T	Derek Tulley
7.1/4"	C19 2-8-0	Tony Weeden
Petrol		
7.1/4"	Industrial Shunter 0-4-0 "Stoomphy"	John Brotherton
Electric		
7.1/4"	Metropolitan	Ray Grace
5"	Hercules	Colin Gross
Static exhibits		
7.1/4"	Bridget 0-6-0	Dave Curtis
5"	Battery powered, steam outline, GWR 0-6-0T	Alan Davies
5"	Scale wagon	Alan Davies
	Petrol/Hydraulic 'Simplicity' 0-6-0 and tender	Trevor Hill
7.1/4"	Romulus chassis 0-4-0WT	John Keane
7.1/4"	Class 20	Ian Shanks
7.1/4"	Vertical boilered 0-4-0	Peter Withers

We were pleased to be joined by founder members Jim Rough and Lee Porteus who, along with present member Dave Curtis, were active members in the

earliest days of the Society. Without their initiative and determined efforts twenty-five years ago we would have no railway today.



Video Clips John Keane

Two of the founder members Jim Rough and Lee Porteus (Apologies to Lee – this was the best shot we got!)



Video Clip John Keane

Founder members Dave Curtis and Jim Rough discussing a recent issue of The New Pinewood Express, which included a picture of Jim from 25 years earlier.

The rain stayed away and members and families enjoyed a relaxed afternoon of running – and eating. Thanks, as usual, to the ladies who took over the chalet and kept us all well supplied from the generous quantities of food supplied by members.



Video clip Clare Keane

Signalman Dave Elen resorting to desperate measures when no one would pick up the station phone!

Although all were photographed, space does not allow the inclusion of all of the nineteen running locos and static exhibits. Attracting particular interest was Peter's static exhibit of his vertical-boilered locomotive, which he has since run with considerable success.



Photos Clare Keane



WORK IN PROGRESS

The Winson GWR 14xx Kit. – David Simmonite



What persuaded four of us from the same club to buy one of the Winson kits? The glossy pamphlet of course, which boldly stated on the front cover "The Ultimate Live Steam Tank Locomotive Kit". It went

on to say "The kit is complete in every detail and is designed for straightforward bolt-together assembly with absolutely no machining required". To me, it seemed an easier option to acquire a locomotive within a reasonable time scale rather than scratch building and that the cost could be spread over a year. These were my thoughts in 1999, but how wrong I was, for years later the kit is still not fully finished - incidentally neither are the others. The reason for my delay is a mixture of poor parts and my eye for obvious detail, which they had shied away from in order to simplify the kit.

Having committed myself, kit 1 duly arrived and went together rather well, considerably boosting my confidence.

Kit 2 contained all the necessary parts for the cylinders, pistons, sidebars etc. The major omission here was lack of provision for drain cocks in the block, which I suppose you could argue are not essential but desirable with slide valves.



However, I decided to add this, though it necessitated extra work to provide linkages etc – first delay.

The five drain cocks and operating mechanism. Also seen here is the repositioned lubricator and its new drive from the front axle.

rev

Although my kit was number 90 and supplied with a redesigned crosshead assembly, following complaints from owners of earlier kits, I still had alignment problems necessitating some milling and addition of spacers to get the right angle for a smooth piston movement.

Kit 3 - axles and axle boxes - no difficulty was experienced. However, it became apparent from comments of other builders that the solid cranked axle could be installed 180 degrees out, a problem I avoided by sheer good fortune.

Kit4/5 - motion and wheels - no real problem with these but somewhat fiddly.

At this stage the loco was run on air, which was quite gratifying and encouraged me considerably. Little did I know what was to come in my further pursuit of authenticity.

Kits 6 to 12 contain all the parts to finish, smoke box, complete boiler, cladding, back-head fittings, body work, regulator, miscellaneous and completion parts. I will not bore you with the construction details of this group but will mention areas where problems have arisen or details have been changed.

The first decision made, having seen the side tank parts, was that there would be a lack of capacity and would also prove difficult to seal. Therefore, I would have to rely on an external water tank in my driving truck.



The redesigned blast pipe

had to redesign the exhaust arrangements using curved passageways to align the blast nozzle with the chimney; a petticoat pipe was also provided.

The smoke box was supplied without pre-drilled holes for rivet detail, a feature of the 14xx, which is a pity because the rest of the body was fully drilled for rivets. However, a paper template was provided to stick around the smoke box enabling holes to be drilled quite accurately but very laborious. Whilst discussing the smoke box, mention must be made of the blast pipe, which, as supplied, directed exhaust steam at an angle to the chimney base. The problem could not be rectified by any amount of fiddling or even by fitting replacement Winson parts. I

As supplied, the chimney and the dome were not fully machined and required considerable time with files and scrapers to finish off the seats where they met the boiler and smoke box.

All the back-head accessories were replaced with propriety items because the ones supplied were turned out of solid brass making them chunky and ugly. In particular, the water gauge glass was extremely short making accurate assessment of the level of water very difficult. A three-cock commercial one from David Noble replaced this. The opportunity was also taken to enlarge the water fountain to allow for two injectors even though there are hand and crosshead pumps.

As supplied the front tank and



The new steam fountain and back-head fittings, including the water gauge.



The characteristic rounded corners applied to the bunker

steam oil pump behind the rear buffer beam, requiring a long

the bunker rear corners were square but on the full-size locomotive these were rounded giving the loco a distinctive appearance. In order to correct what I considered a glaring omission, I remade the front tank corner plates and cut out and replaced the bunker corners

The Winson design located the cylinder



feed pipe which created the possibility of oil starvation, a situation experienced by other Winson modellers. Also the long pipe is difficult to locate whilst allowing access for dropping the grate. My hopeful solution, yet to be proved, was to mount the pump behind the front buffer beam, next to the cylinders, with a link to an eccentric on the front axle.

I envisaged difficulty in accessing the boiler blow-down valve through the tight cab, therefore I modified the rear frame stay so that a long valve key could be passed under the rear buffer beam onto the valve, this also had the advantage of keeping fingers away from hot surfaces.

Looking at photographs of the full-size loco, an obvious feature is the sanding mechanism, which links the sandboxes across the front footplate. This I



Showing the start of the work for the front sanding boxes. The cross shaft will pass through the prototypical square section tube added in front of the smoke box.

have added together with front sandboxes, which were not supplied, although you will be disappointed to hear that they are cosmetic and not intended to work.

Finally, the front and rear cab spectacle glasses were the wrong shape and of poor quality; these have been replaced.

As you will see I have spent considerable time modifying the basic kit, which to some might seem a waste of time. However, when the loco finally graces the Pinewood tracks I hope it will be a good representation of what was a pretty little engine.

Editor's note: *Of the three other members who bought the Winson kit (all members of the Ascot Society at the time), two have sold their kits. David's persistence is obviously winning through and will eventually result in a very nice loco. We have seen examples performing well – such as that driven by Michael Topham in the video of a GL5 meeting at Ascot.*

NATURE AT PINWOOD

1: The Birdlife - Derek Tulley

One of the most enjoyable features of Pinewood, after the railway, is the natural history. The site is a small nature reserve with an interesting range of birds, animals, reptiles, fungi etc. This spring we have hosted families of three of our favourite birds. The first to put in an appearance was a robin that built its nest in a chipboard fixture in the ticket office. It was spotted by Di Evans when she was selling tickets at the public running day in April. The nest had five chicks, all of which successfully fledged.

The next to build were blue tits that chose the cavity wall of the chalet. Entry was gained through a small hole below one of the windows. They were very difficult to watch as they flew directly into and from the hole and we have no idea of how many chicks were raised.

The last and most easily observed was a wren that chose to nest in the eaves of the signal box – see the picture below and on the back cover. Despite wrens not being the most frequently observed bird, they are in fact the commonest British bird and occur from the seashore to the slopes of high mountains throughout the country. It is probable that the cock bird had built more than one nest with the hen selecting the one she liked most. It makes one wonder where he built the others.



Photo JRK

Four wren chicks, under the signal box eaves, clamour to be fed

The hen was first spotted coming to the nest on the family day at the beginning of June. They usually landed to

the left of the window and then scurried mouse like along the window frame to the nest. Prior to our noticing them Nigel had been repairing the signal box with much hammering and sawing. The birds appeared completely unconcerned with the activity around them, continuing to visit the nest throughout. The family of four was rather small by wren standards but they were rather pushed for space in their selected site. Almost 3 weeks elapsed from first sighting to their leaving the nest.

Nothing has been seen of any of the robin, blue tit or wren chicks since they left the nest. All were able to fly, albeit a little unsteadily, and were the same size as their parents. The baby robins have speckled breasts, not getting their red breasts for two to three months. The baby blue tits are much more yellow to start with and gradually moult to adult plumage. Baby wrens are copies of their parents. Wrens often stick closely together and if you disturb a large family when walking through a wood they explode out of the undergrowth, in all directions, giving one quite a surprise.

WORKSHOP HINT – by John Ephithite

This is a machining tip which I probably saw in a magazine, but which I have used several times with good results.

The tip concerns a method of reducing the thickness of a thin metal washer, disc or plate to the dimension required using a lathe. The item could be, for example, a cylinder end cover or a valve chest cover plate. assumed to have been finish machined on one side to give a flat surface and on the outside diameter.



To finish the other side a flat surface is machined on a spare piece of metal bar or hard wood held in the lathe chuck to make a holding jig. The jig must be left in the chuck. A counter bore can be incorporated to help to locate the item to be finish machined. The item and the jig must be carefully de-greased and the item stuck to the jig with ‘Super Glue’.

The tailstock can be used to hold the item and jig together. After allowing time to set the item can be machined.

A four- jaw chuck allows the item to be centered. Care should be taken such as sharp tools and light cuts. To break the joint, heat should be applied to the item

with care. The gluey surface on the jig can then be faced off and the jig re-used.

SANTA CALL

Members will know that we run a particularly successful Santa event each December. This generates our largest single income of the year and is essential for the economic health of the Society, as well as being an event that we enjoy.



Unfortunately our much-appreciated Santa of recent years is unable, for reasons beyond his control, to visit the grotto this year. We are therefore inviting a volunteer, from amongst the membership, to fill the role on one or both of the first two Sundays in December. If you feel that this is a way in which you might be able to contribute to your Society, through this essential event, any member of the committee would be pleased to hear from you.

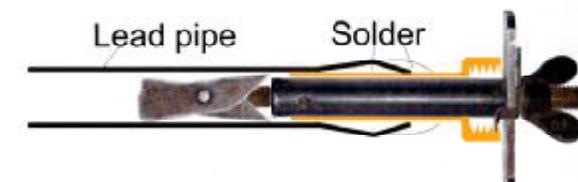
MYSTERY OBJECT SOLUTION

Dave Curtis, who provided this mystery tool for us to identify, tells us that it is used when fitting a connector spigot to the end of a lead pipe. Hence the two nominal sizes $\frac{1}{2}$ " and $\frac{3}{4}$ " shown in issue 17.



The end of the lead pipe is first flared, or sometimes flared and then closed as in the drawing below (using wooden formers). The pre-tinned connector spigot is then slipped over the tool and inserted into the pipe. The loose clip under the wing nut engages the spigot thread to retain it in position.

Tightening the wing nut opens the internal ‘wings’ to hold the assembly in position while the soft solder is applied and ‘wiped’.



NEW LOCOS AND ROLLING STOCK

(Some of the stock recently built or acquired by members)

Colin's 'Hercules' Shunter

The photo shows the 5" gauge Hercules diesel (battery) shunter, built by Colin Gross last winter, during its first run at Pinewood on the 4th of May.



Photo Colin Gross

Colin tells us that he ordered the kit by phone last October and it was delivered, cash on delivery (no deposit required!) just 4 weeks later. The chassis, bogies and body were supplied ready welded and dressed to such a high standard that after de-burring the edges no additional preparation was required before the parts were grit blasted, primed and painted.

This freelance design is powered by 4 motors, using two 12V car batteries (Halfords HCB097) and a 4QD 120 Pro controller. Colin has added his own hand controller to control the engine, lighting (directionally controlled shunt, run, and headlights) and horn. A sound module from Brian Jones was also incorporated, but this required Colin to devise his own interface to the speed controller as it originally gave full speed engine sound when the engine was stopped (and vice-versa).

The basic kit was enhanced with fittings made by Colin, including the lights, steps, horns, exhaust, air filters, vacuum pipes and handrails. As hoped, the kit

was quick to build, taking just 10 weeks from start to finish, excluding sorting out the sound system. The engine ran extremely well on its first outing, and Colin would recommend Ride-on-Railways to anyone wanting basic 5" gauge engines.

THIS AND THAT

Paul Konig's C19 required attention after the run on the 18th of May.

A nut holding one of the eccentric sleeves on the third coupled axle had worked loose.

One of the rare occasions when the pit has been usefully employed other than for storage of coal and creosote substitute.



Photo John Keane

The problem, on this occasion, was the eccentric nut underneath.



David Bailey has given Mike's Black Five the finishing touch by applying the British Railways transfers.

Photo John Keane

DIARY DATES 2008

External events are in **bold** text.

DATE		EVENT
August	Sunday 3rd	Members' running
	15th – 17th	Bristol exhibition
	Sunday 17th	Public running Birthday party - confirmed
September	Sunday 7th	Members' running Birthday party - confirmed
	19th – 21st	Model Engineering Exhibition, Ascot (Setting up 17th and 18th)
	Sunday 21st	Public running Birthday party - confirmed
October	Sunday 5th	Members' running <i>Visit from the Northolt Model Railway Club</i>
	17th – 21st	Midlands exhibition, Warwick Exhibition Centre
	Sunday 19th	Public running Birthday party - confirmed
December	Sunday 7th & Sunday 14th	Santa specials

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

SCHEDULE OF OFFICERS for public running days

OIC Schedule for the remainder of 2008

	Officer in charge	Assistant
September 21st	Dick Woodruff	Tim Caswell
October 19th	Derek Tulley	Ray Grace

It is anticipated 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 to advise.)

Back cover picture

The wren returning to the nest and to her four waiting chicks, under the eaves of the Pinewood signal box (mid-June 2008). Mysteriously, all of this nesting material disappeared around the time that the wrens left the nest, a week or two later. The photograph was taken by holding the camera (arm-achingly) ready while the wren was making frequent returns to the nest. A lucky shot caught the mother wren briefly at rest. See Derek Tulley's article within.



Photo John Keane