

THE NEW PINWOOD EXPRESS



ISSUE 20 March 2009

Pinwood (Wokingham) Miniature Railway

CONTACT DETAILS

Name	Post	Telephone and e-mail
Keith Briault	Chairman* (acting)	_____
Paul Konig	Treasurer*	_____
Paul Archer	Secretary** & Publicity	_____
Mike Cole	Chief Engineer	_____
John Keane	Signals Officer	_____
David Simmonite	Safety Officer	_____

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.

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Pinwood Leisure Centre, Old Wokingham Road, Wokingham, Berks, RG40 3AQ
UK Registration Number 4999442
Website: www.pinwoodrailway.co.uk

Cover picture

Our late Chairman, Dick Woodruff, on a snowy day at Pinwood, April 2008

Photo Diana Keane

EDITORIAL

This issue is largely devoted to an appreciation of our Chairman Dick Woodruff who sadly passed away on the 1st of January. Other planned material is carried over the next issue, though we have a report of the successful 2008 Santa Specials at which Dick officiated.

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.

SECRETARY'S REPORT

In commemoration of Dick, a donation has been sent, on behalf of the Society, for the benefit of the British Heart Foundation. Keith Briault is acting as Chairman until the AGM in March

The membership renewal notice was circulated with the calling notice for the AGM. I hope everyone will be renewing. With the notice was a slip for confirmation of your personal details. If you have not returned the slip please do so to enable me to keep the records up to date and to ensure that each member has proper insurance cover. Please be assured that personal data is retained in compliance with the Data Protection Act and is not released to any outside source other than our insurers.

This close season, the Society has submitted a bid for council funding to assist in the fencing of the yard, including the additional land obtained to extend the steaming bays. The council is expected to make a decision on grants shortly and we hope for a positive response.

The committee has agreed to host a Polly Rally in 2010 and the event will take place in September. Polly owners run kit built models of various types both tender and tank engines purchased from Polly Model Engineering. This year's event is being hosted by the Bracknell Society on 9th May and is well worth a visit.

It is intended to again hold a family day in June when all members and their families are invited to attend with their locomotives and enjoy a drink, a bit of food and a good chinwag.

This year we will once again be taking the mobile track to Yateley for the May Bank Holiday Fayre. All volunteers are welcomed with open arms for what is a long but fruitful day. Takings may not be colossal but the benefits from the publicity cannot be overstated.

We have been invited to take our locomotives to the first Invited Clubs day at the re-built Ascot Locomotive Society on Sunday 3rd May, from 10.00 a.m to 4.00 p.m. Although this clashes with a Pinewood birthday party in the morning we hope to have a presence at the event. Locomotives **must** have safety chains between loco and tender and between tender and further stock (Details from our Chief Engineer).

Emergency numbers

The ambulance service is running a campaign to encourage the use of 'ICE' numbers in mobile phones and have asked, through Judith (Clerk to the Parish Council), for the word to be spread. If you haven't come across it, the idea is that if you have an accident or are taken ill, a paramedic, for example, would be able to look up ICE in your mobile phone directory and know who to inform of your predicament. They suggest 'ICE1', 'ICE2' etc. if you have more than one. My own practice for some time has been to enter 'ICEwife', 'ICEdaughter', etc. so that they will know whom they are ringing. (Ed)

ENGINEERING REPORT

Work has continued on the new passenger car. Tim Caswell has completed and painted the body started by Pete Star. Derek Tulley has been working on the bogie sets. Tony Weeden is turning the wheels from in-stock blanks and reports the steel is very hard; a problem for Tony to turn but good for PMRS as they should never wear out. In discussion with Paul Konig, Derek has devised an improved braking system to overcome the variable geometry of the separately sprung axles. A set of components has been made and a trial

installation with the vacuum system is ongoing. John Brotherton has assembled and wired a second vacuum pump and vacuum switch.

The winter track maintenance is going well despite the weather. Some fifteen track panels have been lifted, re-sleepered and re-laid onto new ballast. Final alignment and tamping is ongoing.



Photo JRK

The start of work on the additional land acquired for the steaming bay extension.

Lengthening of Platform 1 is still planned, but track comes first. We will need some more paving slabs, so if any member has some unwanted slabs or knows of a source we would be pleased to collect them: contact any Committee Member or me.

SIGNALLING REPORT

Authorised signalmen

As planned, we have shortened the list of those authorised to operate the signal box during public running by reducing it to those who have actually maintained their knowledge by volunteering for signal box duty during the year. The need to do this was reinforced by finding, on our most hard-pressed day last September, that no one present and on the authorised list felt confident to operate the box under busy conditions. It fell to the Signal Engineer (himself not a frequent operator) to step in and operate the box all day.

The list is now: John Brotherton, David Elen, John Keane, David Simmonite.

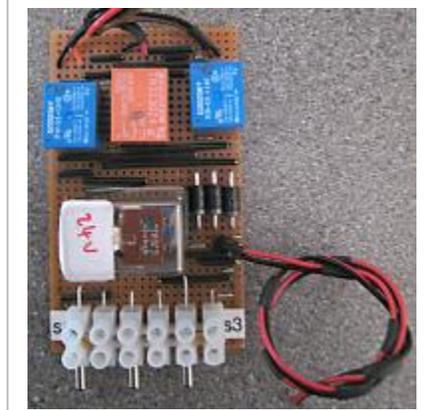
Additional volunteers who would be willing to operate the box at least two or three times a year would be very welcome and we will willingly run (re)training sessions for anyone who has dropped off the list. It's not at all hard but a few things have changed since the original training day. Just let the Signal Engineer know of your interest. Remember too, that the rules apply only when members of the public are on site – the members running days are less pressured and an opportunity to make mistakes safely.

Safety on the bridge loop

The bridge loop is mainly un-insulated steel rail and we do not have train detection within that loop, except for a few meters at the through-line approach to the gantry signal S3. As visibility is restricted round this loop, especially at certain times of year, we have adopted the operational rule that only one train will be admitted to the bridge loop at any time. Investigation of alternatives to full track circuiting, including examination of experiences elsewhere, have led to the conclusion that lever/pad/spider type serial systems are unsuitable for this situation and we will therefore live with the restriction as long as we have un-insulated track in the loop.

Interlock for gantry signals

To make it easier to avoid mistakes, electrical interlocks have been installed to prevent the signalman clearing more than one gantry signal at once. If more than one switch is set, all three of the gantry signals are held at red.



This relay board protects the gantry (and diamond crossing) from more than one signal being cleared.

Reminders

When the signal box is in use PLEASE do not distract the signalman by standing at the signal box door or entering into avoidable conversation. Even if not immediately dangerous, this sometimes leads to a hiatus in our busy operations and frustration for the OIC, station staff and drivers.

Everyone is reminded that the OIC (Officer in Charge/Station Master) is in charge of all station movements and the signalman is a humble enabler. So apart from a request to leave the yard and enter service via the head shunt, all movement requests must be made through the OIC.

SAFETY OFFICER'S REPORT

Now that 2008 is over, we can relax in the knowledge that there were no reportable accidents for the whole year. We must ensure that 2009 is equally accident free.

RICHARD (DICK) WOODRUFF 1930 - 2009



Photo Clare Keane

Dick wearing his famous bowler hat, on duty at Pinewood. (The hat was a treasured possession, which had belonged to his father.)

surprisingly Dick amassed an enviable amount of experience and knowledge that he was always willing to share. A miniature locomotive could never be deemed working properly until Dick had listened to the beats.

It was probably inevitable that Dick would gravitate to the role of Chairman of the Pinewood Miniature Railway Society, a role that he relished and gave his full weight and authority. All of us at Pinewood will carry a lasting image of Dick in his commanding 'uniform' as Officer in Charge of a running day, or in his endless role picking pinecones from the track. Dick suffered the earlier death of his wife and his increasing problems of mobility with great fortitude and cheerfulness. We hope that his family can take some comfort that his sudden passing came at the end of a day determinedly spent with his classic car and in the company of friends and family. - Ed

REMINISCENCES BY DAVID BAILEY

David Bailey collaborated with Dick on many of his projects over a span of 48 years. He has supplied the following reminiscences of railway visits, road steam and loco building projects.

Dick and railways in the dying days of BR steam

I first met Dick in 1960 when I joined the Bracknell Model Railway Society. We became firm friends and embarked on many projects and trips related to railways. Dick was a member of the Railway Correspondence and Travel Society (RCTS) and we travelled together on many of their steam hauled specials on BR.

We joined the last train over the Somerset and Dorset in March 1966, boarding the train at Waterloo. *Clan Line* took us to Bournemouth via the Mid Hants line, then to Broadstone and on up the S&D to Templecombe, the first and last time a Merchant Navy class engine had travelled over this section. At Templecombe the Merchant was changed for two Ivatt tanks (41283 and 41294). These two pulled us all the way to Highbridge where the Ivatts came off and Bullied Pacific 34013 *Okehampton* was used between Highbridge and Mangots Field Junction. A Hymek Class diesel D7014 was attached to the rear and we were towed into Bath Green Park Station. We left with Bullied Pacific's *Okehampton* and BB *Biggin Hill* for the climb over Masbury Summit and on to Templecombe where *Clan Line* was the engine, which took us back up the main line to Waterloo. I made tape recordings of this trip and Dick took cine film until he ran out of daylight.

Although we did not travel on the Longmoor closure trip of 30th April 1966,

As members will already be aware, our Chairman Dick Woodruff suffered a heart attack and passed away on the first of January.

Dick was a man of many parts and passions, including road steam and classic cars as well as having a keen interest in 'full size' and preserved railways and in the construction and running of miniature railways and locomotives. As the following recollections illustrate, Dick didn't just take an interest but threw himself into each passion with invariably distinctive outcomes. Not

we did manage to get a trip round the loop at Longmoor behind a J94 No 196. Little did we know then that we would be reunited with this engine on the Mid Hants Railway in 1977 where Dick became a Fireman and I became a Driver.

In 1966 Dick was building a Q6 (see 'Dick and Miniature Locomotives' below) and he thought it might be a good idea if we went and had a look at the real engine. So a trip to the North in June 1966 was planned. Leeds Holbeck shed was visited on the way and we managed to get into the shed without the foreman seeing us. B&B was found in York and the next day was spent visiting the old Railway Museum and sitting on York station watching the remaining steam engines. A B1 arrived in the middle road with a hot box on the tender, the driver poured some water over it and they carried on; I often wondered how far they got before it failed completely.

Next day was spent travelling to North and South Blyth sheds, Sunderland and Tyne Dock sheds; we were hoping to see the 9F's on the Tyne Dock - Consett iron ore trains, but there was a seaman's strike on so no ore was being moved. However, we did see some Q6s running, so Dick was pleased with that.

A nice sunny afternoon was spent on the station platform at Pegswood; opposite was a small colliery with J39's pulling the coal trains out and up the mainline. Two small industrial tanks in the colliery were making up the trains. Then across to Carlisle Kingmoor shed where the foreman would not let us in. But with a pair of binoculars from the road bridge we could see all the steam that was left there. The night was spent in a B&B in Penrith.



Photo John Brotherton
In more recent times, Dick made various trips with other members including Brian Barrow and Dave Elen, seen here at the Kent and East Sussex Railway in 2007.

For the following day we had passes to visit Crew Works, so a quick visit was made to Tebay shed where there were still two banking engines for the climb to Shap. We joined the new M6 motorway and got to Crew in time for our visit; steam was still being overhauled there, mostly 9F's and Black 5's. We arrived home the same day. This was a truly memorable trip in Dick's trusty Volkswagen Beetle. The only problem I had was that the film in my camera never wound on so I did not get any pictures.

In 1968, Dick, David Elen and myself travelled on the RCTS last steam special

around the Manchester area, quite an eventful day and we were several hours late getting back. Dick and I had travelled up to London in the Beetle and David Elen had come with Les Hollingsworth who, with others, was going on the LCGB special; they got back on time so we had to bring David home.

Dick and road steam

Everything was going a bit flat towards the end of BR steam and Dick looked around for another project. He found a derelict steamroller on a farm near Lambourne and asked me if I would partner him in its restoration. I agreed and an inspection was made. The main parts looked OK although there were rusted holes in the rear tank; it was duly purchased and brought home to Dick's place on a low loader. Before it arrived we concreted over a section of his front lawn for the roller to sit on and, as it was on a slope, wooden stop blocks were cast in to stop it rolling into his front room; this nearly happened after we removed the rear rolls; although we had blocked the front rolls, the whole lot slid back about a foot, which made it very difficult when replacing the rear rolls.

The next year was spent in its restoration and the great day arrived in September 1968 when we were going to take it out for the first time. It was driven out by a friend who had driven steam rollers previously; I was steering. A small problem was that we had the steering chains crossed and when I turned right out of Dicks drive the engine went left! We soon had the chains swapped over and a circuit of the local estate was made without any further problems. We attended the annual Steamup at the Cricketers in Warfield in November before the engine was put away for the winter.



The steamroller in 1969.

For 1969 Dick had booked the engine in at the Banbury, Appleford and Woodcote rallies, so we did a grand tour, starting with a two-day trip to Banbury in June, Appleford two weeks later and Woodcote in July. So it was a busy few weeks.



Dick and David with the showman's engine and trailer (see the back cover)

In 1970, Dick decided he would like a showman's engine, so we made several trips looking at various engines – but all were either out of our range or the owners could not be persuaded to part with them.

Dick then heard of a derelict Garret Showman's Tractor in a yard opposite Kempton Park Racecourse. A whole day was taken up persuading the lady owner to part with it; money changed hands and the next week our friend Mick Smith brought it home for us on his low loader. It was in such a poor state that a jack had to be placed in the smoke box to stop it collapsing. It was taken to Harmanwater School where our friend Arthur Hall was the caretaker and where he also kept his Fowler traction engine.

In the meantime I had bought my bungalow in Meadow Way and had room for the Garrett in the front garden. Before we could move it from the school, several parts were taken off and a new smoke box was made and fitted. Mick Smith again helped us out by towing it to Meadow Way with his Fowler tractor. Four years later we had a very nice little Showman's Tractor and attended shows over the next three years-

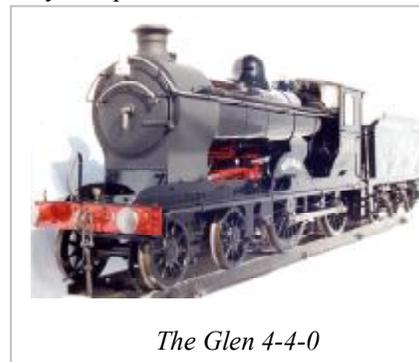
By 1977 Dick decided that the engine was costing too much money to keep and we decided to sell it. A buyer was found and it was a sad day when it disappeared on a low loader. Dick bought a vintage Rolls Royce and I bought another steamroller, but that's another story. So in 1977 having no "steam in our blood" any more, we decided to join the newly opened Mid-Hants Railway. Dick and I both became fireman and three years later I passed out as a driver. Dick left the MHR in the mid 80's and I was a driver until 1990.

Dick and miniature locomotives

In the 1960s the Bracknell Railway Society had built a portable track to raise funds for the building of a track at Jocks Lane Park and Dick decided to build an engine suitable for this. Being interested in the LNWR and the NER he chose an 0-8-0 tender engine, Q6. I built the boiler and machined the cylinders and Dick made the rest. The model Q6 was duly completed and I had the honour



Dick driving his Q6 at Jocks Lane, Easter 1969.



The Glen 4-4-0

of driving it at the club opening of the Jocks Lane Railway in 1968. Dick drove it at the formal opening by the Council at Easter 1969.

During the 1970's Dick started on a 5" Gauge LNER P2 class 2-8-2. The drawings he produced were based on Clarkson of York's A3 locomotive, Dick completed the tender and pushed it round Jocks Lane track with his Diesel Shunter. This Locomotive was only part completed and was sold in the 1990's.

Dick's next engine was a Glen Class 4-4-0 in 5" Gauge. Again I machined the cylinders for him and the boiler was professionally made. It was completed in 1993 and run at Jocks Lane and Ascot, both of us having joined Ascot in 1990.

Dick found it physically difficult to run it at ground level at Ascot, so thoughts turned towards a "sit on" 7/4 inch gauge engine. Dick's love of the LNWR was a factor in his choice of locomotive to build. He originally



Dick's Jumbo at Ascot

fancied a Dreadnought Class 2-2-2 compound and the works drawings were found and purchased with some ex works pictures. Having studied them he decided that it was too complicated for him to build. Instead, a Whitworth class 2-4-0, 'small Jumbo' no. 633 *Samson*, as rebuilt in 1893, was decided on. (I took on the Dreadnought as the Driving Wheels and tenders were the same, other parts being very similar.)

We had both attended evening classes at the Bracknell College for several years, so good use was made of the larger machinery there to produce the wheels and cylinders. I made the patterns for the distinctive driving wheels, which had the typical LNWR square spokes. Reeves cast these for us and I machined a set for each of our engines. I also machined the main parts of the cylinder block. Dick had used the Martin Evans design for "Dart" the GWR 1400 class engine, for the cylinders and valve gear. We made two Tenders at Bracknell College and Dick went on to complete his Whitworth Class 2-4-0. It was run successfully at Ascot where it was something of a speedster (He always said I drove it too fast)

This was the last locomotive retained by Dick. Not surprisingly, it was a favourite being a good performer as well as being nearly unique as a 7.1/4" gauge model. Dick had recently been modifying the oiling system on this locomotive with the intention of running it at a forthcoming running day at Pinewood. Unfortunately it was not to be.

DICK AT PINWOOD - Ed

It was largely through Dick's contacts that the breakaway Ascot members approached the Pinewood Society in 2003 and tentatively explored the idea of joining *en masse*.

Dick was a generous member, donating significant sums towards projects such as the new lean-to carriage shed. He also donated an enamelled advertising sign, which is mounted on the station safety fence.

To cope with increased difficulty in 'getting down' to trains, Dick purchased a Lister powered works engine, which he painted and fitted with a formidable Klaxon from a classic car jumble.

He used this loco to particularly good effect when required to move a broken



Photo John Keane

Dick's Lister powered works engine

down C19. While unable to take part in the physical construction activities on site, Dick was regularly to be seen clearing tracks of the copious supply of pinecones and painting anything that didn't move.

As Chairman, Dick instituted a necessary degree of formality and discipline into training drivers and guards, with two full days devoted to special training after installation of the bridge loop and the new signalling. When not acting as Officer In Charge, Dick would often act as guard on one of the trains.

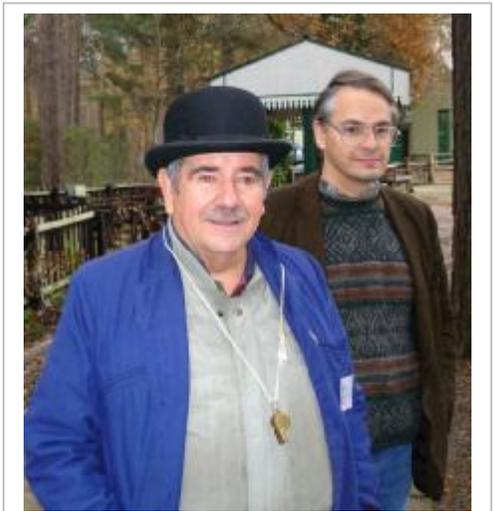


Photo John Keane Dec 2004

Dick with his son Peter at Pinewood



Photo Nigel Jaques

In recent years, Dick, with the help of his daughter, Pam, took on the task of buying toys for the Santa events, as well as storage of the considerable quantities of these toys in his loft. His disciplined buying, at best prices, was a significant factor in helping to restore the Society's finances.

With Dick's passing, he takes with him a wealth of knowledge and experience not easily replaced.

There is no doubt that Dick's 'presence' at Pinewood will be sadly missed by all of us who are pleased to have known him and to have enjoyed his friendship.

SANTA SPECIALS 2008

We again ran the Santa Specials on the first two Sundays in December. We were extraordinarily lucky with the weather on both days, narrowly missing the continuous rain that caused flooding havoc across much of England on the intervening Saturday. The first Sunday was cold but bright while the second was ‘atmospherically’ foggy and cold, but again mercifully dry.



Bookings, especially for the second Sunday, were stronger than ever, so that we had to update posters and Dave Elen’s telephone answering machine to declare ‘all seats sold’. We nevertheless managed to accommodate extras who turned up on the day (or were late for their booked train).

Keith and Esme again organised the grotto decoration (for which Esme had made new side curtains) and the supplies of mulled wine and pies as well as a soft drink and biscuit for children, Elaine providing assistance with the chalet decoration and with serving drinks on the day.



Photo Diana Keane

Esme putting finishing touches to the grotto.

We are grateful to Dick’s son, Peter, for the loan of the second gazebo which helps to provide space for the children waiting outside Santa’s door and the mums and dads enjoying the refreshments..



Photo Esme Briault



Thanks to last minute efforts by David Simmonite with his jig-saw and paints, we were able to re-instate the elves round the track, providing something for the children to ‘spot’ and report to Father Christmas. Apparently some counted hundreds!



The Pinewood ballet team (Keith, Derek and David) fitting the side walls to the gazebo. “Hands in fifth position please Keith”.

One small girl earnestly enquired whether John Keane (in silly red coat and pointed hat) counted as an elf.

Music was supplied this year by a wind pipe



Photo John Keane

Dave Elen’s pipe organ

organ, kit-built by David Elen. This electrically powered device generates the wind and operates the pipe valves from a cartridge containing, in this case, a medley of Christmas tunes. It was declared a great success with its pleasant, less harsh sound causing less listening fatigue than some alternatives. Use of this device, with its associated licence, also overcame the problems of ‘Performing Rights’.

Dick Woodruff had bought most of the toys during the year – a task becoming more difficult with the increasing tendency of manufacturers to mark them as ‘unsuitable for children under three’ (in one case a die cast model car was inconspicuously labelled as ‘unsuitable for children under 14’ – yes fourteen!). By keeping the costs down, Dick’s patient buying through the year has helped to make the most of our income.

The toys were also supplemented by various items brought by members. Prolific knitter, Sylvia Curtis, bought some 10” dolls and knitted delightful sets of changeable clothes for them.

(Now if only we can persuade Sylvia to turn her hand to building 7.1/4" gauge steam engines...)

Di Evans again assisted Father Christmas in the grotto, making sure that a suitable toy went to each child. With only moderate arm bending, Ray Grace and James Jarvis were persuaded to take on



Doll's outfits knitted by Sylvia Curtis.

the essential role of Father Christmas on the two respective days.

The main workhorse on both days was Paul Konig's C19 – where would we have been without it? Paul's decision to buy it as a stopgap pending his King restoration has proved most worthwhile for the Society.

Slippery track on both days was dealt with in a variety of ways. One or two of our fitter members

second day Nigel had his first taste of the tricky task of double heading with the C19, using his 'Hercules' and Ian Shanks used his class 20, coupled to the rear of the train, as a 'banker'.



Photo Diana Keane

Paul 'asbestos fingers' Konig steaming up.

Paul drove his C19 for the whole of both days (could anyone stop him?), Peter Starr and Derek Tulley taking over for shorter periods on the

Romulus and Hercules when double heading. Colin Gross survived a full day as guard and shared the second day with Peter Withers.

Not only does this event help to fund the Society for much of the year ahead, but also those taking part find it most enjoyable even though physically tiring.

As one member was overheard to say, events such as this give a purpose to constructing a railway and building locomotives, beyond the immediate satisfaction of 'making something'.



Photo Diana

Santa, alias James Jarvis, on the second Sunday.

followed the train up the 'hump' on the top loop to lend manual assistance if needed. and banking arrangements were also employed from time to time. Dave Curtis double headed with his Romulus for part of the first day. On the



Photo Diana Keane

Di Evans with Santa, alias Ray grace, on the first Sunday.



Photo Diana Keane

Lunch break

DIARY DATES 2009

External events are in **bold** text.

DATE		EVENT
MARCH	Thursday 19th	PMRS Ltd AGM, The Bracknell Railway Club building, Pinewood Leisure Centre at 8.00 p.m.
APRIL	Sunday 12th	EASTER – Public running
	Sunday 19th	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
MAY	Sunday 3rd	Birthday Party, 11.00-13.00 (provisional) Visit to the Ascot Locomotive Society
	Monday 4th	Portable Track – Yateley Fayre
	Saturday 9th	Polly Owners Club Rally Jocks Lane
	Sunday 17th	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
JUNE*	Sunday 7th	Family Day, 11.00-16.00
	Sunday 21st	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
JULY*	Sunday 5th	Members' Running, 11.00-16.00
	Saturday 18 th – Sunday 19th	Guildford Model Engineering Society Rally and Exhibition
	Sunday 19th	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
AUGUST*	Sunday 2nd	Members' Running, 11.00-16.00
	Fri 14 – Sat 15	Invitation to Frimley Park Railway
	Sunday 16th	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
SEPTEMBER	Sunday 6th	Birthday Party, 11.00-13.00 (provisional) Members' Running, 13.30-16.00
	Sunday 20th	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
OCTOBER	Sunday 4th	Birthday Party, 11.00-13.00 (provisional) Members' running, 13.00-16.00
	Sunday 18th	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
DECEMBER	Sunday 6th	Santa run (provisional)
	Sunday 13th	Santa run (provisional)

*No birthdays will be booked for the first Sundays of June, July and August
E&OE Please check dates of external events before travelling.

Dick Woodruff and David Bailey with the Garret showman's engine and trailer, on the occasion of the wedding of Derek Alford's daughter, when it was used as the bridal transport. The splendid paintwork was carried out by David on the engine and Dick on the trailer.



14 June 1975