

# THE NEW PINWOOD EXPRESS

**Pinewood (Wokingham) Miniature Railway**



## CONTACT DETAILS

Name	Post	Telephone and e-mail
Keith Briault	Chairman	_____
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 Pinewood Miniature Railway Society Limited.

\*\* Also the Company Secretary of Pinewood Miniature Railway Society Limited.

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### Cover picture

*Derek Tulley's Haileybury undergoing its first trial at Pinewood (see the account on the back cover).*

Photo Derek Tulley

## EDITORIAL

Another crowded issue with reports of the Polly Owners Group meeting at Jock's Lane and of the Family Day at Pinewood. Details are provided of the new station layout plan. We also have a report of the visit to Ted Martin's railway at Thame and an interesting workshop note from John Ephithite.

## 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.*

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## CHAIRMAN'S REPORT

It has been a very busy Summer since my last report; we have put together a new coach which is now being lined out and the club logo put on, and it has been fitted out with a set of the new bogies.

We were invited as a club to spend an afternoon at Ted Martin's garden railway at Thame and I must say I was very impressed by the whole set-up,

As you may know Derek Tully has been proving the drawings and castings for the ME series on the building of a 5" SR school loco. He has now completed his loco, which was displayed at the recent Bristol Model Show.

And to end this short report I would like to thank all members who help out on Public Running days, and to the ladies who always produce that cuppa at the right time. It seems that the August run was one of our best yet; maybe this was because of our full page spread in the Wokingham Times.

## SECRETARY'S REPORT

Due to his changed circumstances Peter Withers has stood down from the committee. We hope to see him as often as he can get to the running days.

Clifford Perry, who visited us earlier this year with his Merchant Navy (*see issue 21*), has arranged an invitation for us to make a return visit to the Spinney Light Railway in October. Numbers may be limited and further details will be posted in the chalet in due course.

We are now well into the public running season and although numbers visiting the track have been slightly down on last year, the August running was one of our best. I must therefore appeal once again for volunteers to assist on running days as resources have, on occasions, been stretched.

Publicity for the railway received a tremendous boost with the publication of an excellent article in the Wokingham Times (published August 12). The article covered almost a full page with three photographs and a very positive report that followed a visit to the track by a reporter working for the Times. Prior to his visit he had no idea that the railway existed. Hopefully this will have an impact on the number of visitors attending on running days but will, of course, put an extra strain on the members volunteering for duty.



Next year, in September, the Society is to host the Southern Rally of the Polly Owners Club. This is a club for owners of Polly locomotives - a locomotive produced in kit form by Polly Model Engineering. These locos provide a valuable introduction to our hobby for those without the necessary skills to build from scratch. I hope that many of you will visit on the day to make our visitors welcome and to see the number of variations available from 0-4-0 tank engines to 2-6-0 tender locomotives.

For those of you who own your own locomotives, why not take advantage of our club insurance through the Southern Federation and Footman James Insurance Brokers? Competitive rates are available to insure your loco against loss or damage, for public liability insurance, or to insure your workshop or equipment. Forms are available from the Secretary who can quote the current rates.

## CHIEF ENGINEER'S REPORT

Members I'm sure will have noticed the vast improvement to the fences on the exit from the yard. Tim Caswell and his gang have worked wonders; it even includes a gate to the Signal Box and 90% of the materials used were either reclaimed or second hand from outside sources, including the Pinewood site (rescued from the site bonfire just in time).

The new passenger car is now available for use; John Brotherton is applying the finishing touches. It was planned to house this car in the country store (carriage shed C) but the coupled length of a complete new train was a foot too long. Pinewood coffee breaks are good at problem solving; the internal wall, near the back of the shed, was soon knocked out and a new wall built nearer the end of the shed roof adding some three feet to the internal length to accommodate the longer track.

Some Members visiting the Guildford show were rather taken with their single seat independent guards trucks, and our use of Dicks guard van behind his scale coaches has not only proved more comfortable but also given the guard a better view of the passengers. A possible problem with contact with passengers is also solved.

David Elen reminded us that he had an old driving truck chassis, which we might repair and use. Derek and I had it apart in no time and agreed that with some work on the wheels and brakes it would make a good guards truck. Ray Grace was soon on his way to a do-it-yourself store to sort out timber for a new body and I dare say that before the end of the season the prototype will be running. A thought; perhaps we should get the approval of the Treasurer first.

### Club blower

We now have a club blower. It is painted in a distinctive colour to help avoid accidental removal from site. It will be available by making a request to any committee



Photo John Keane

*Trevor Hill carried out the first test of the club blower and reported steaming up in half his usual time*

member.

The fan is two-speed which should make it suitable for locomotives of various sizes, though we have yet to make alternative spouts or spout adaptors for the smaller locomotives.

## SIGNALLING REPORT

A green light has been added to the yellow signal on the bridge, to provide drivers with confidence that the signal is working when the yellow is not illuminated. The rapid improvement in available LEDs is demonstrated by the fact that we have needed only one LED in this green light whereas we had to use a cluster of seven in each of the gantry lights three years ago.

A new cable has been installed from the signal box to the start of the new block at the new signal 15 (on the top loop after the crossing). This will provide a separate track feed to the new block, without risk of the possible interaction from sharing a feed cable over this distance. (The cable resistance over this long distance is a significant proportion of the 'ideal' track feed resistance).

### Vandals strike

We have had significant vandalism at the site of S15 with a concrete cover smashed and spread along the track and the cables and conduit to the track pulled out of the ground. We have put it right but the challenge is to find a way to prevent repetition.

The new signal post for S15 has been fitted with the above ground, polycarbonate waterproof cases for the relay board and connector. These will be easier to access and keep the circuits dry but we can only hope that they will also withstand the onslaught of any future vandalism.



# CIVIL ENGINEERING REPORT

## New station layout planned

During the 2008 season, we increasingly found the need to run longer trains during some periods of public running. This has arisen because of the increasing number of passengers being carried and the limitations on 'shifting the queue' when only short trains are available.

The spacing between trains is constrained by the time taken for the preceding train to clear the loop on which, for safety reasons, we currently allow only one train. The rate at which we can move passengers therefore depends solely on train length.

David Simmonite and John Keane have been working on modifications to the station layout to accommodate longer trains and to ease the movement of passengers and other members of the public between the waiting 'pen' and other areas. This proposal has been distributed to those members who have e-mail and has been favourably received.

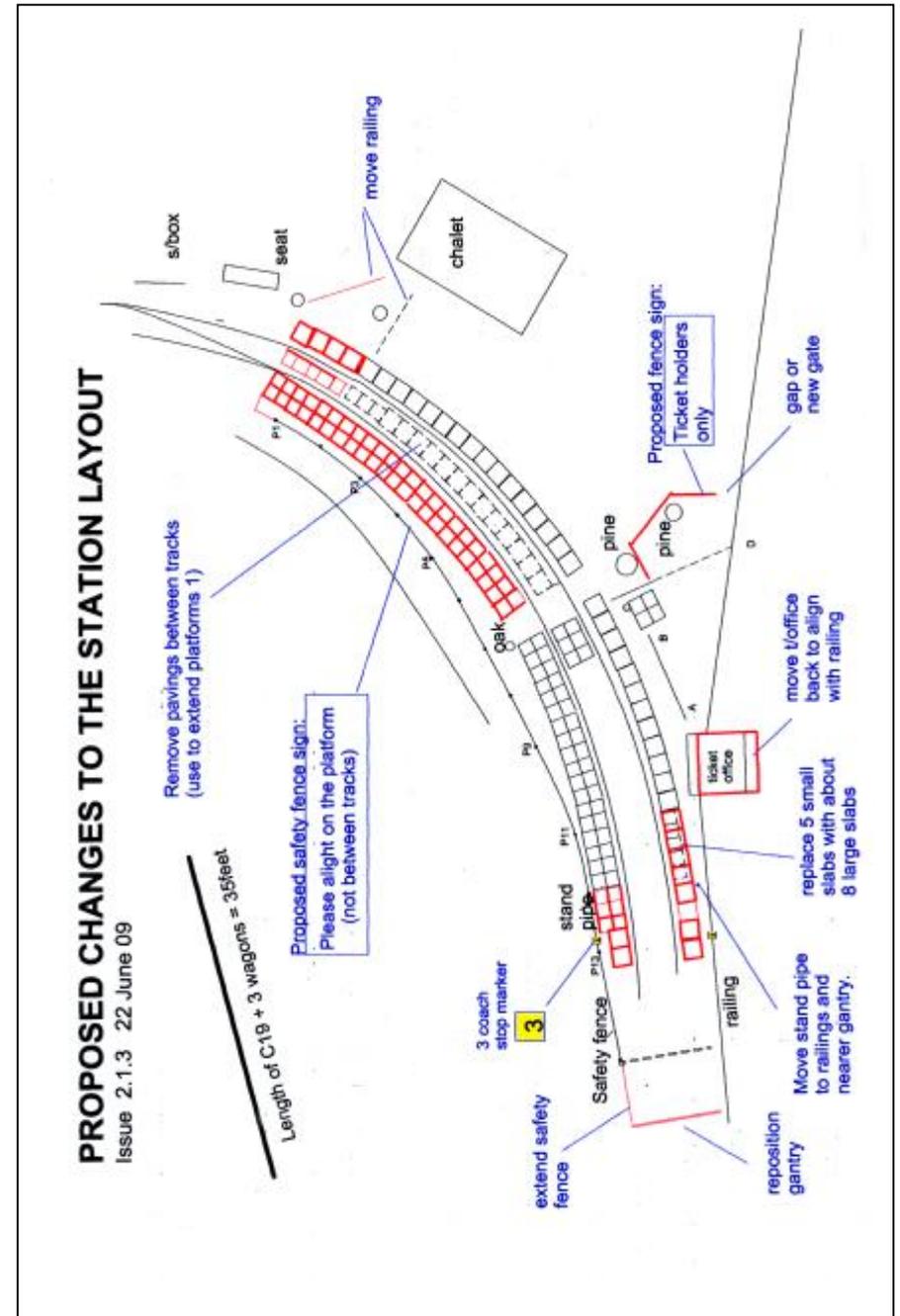
The proposed new layout, with minor changes suggested by members, is shown in this issue. The main features of the new layout are that the gantry is moved forward as far as the track configuration will allow, additional slabs are laid to extend the departure and arrival platforms, the waiting pen is enlarged and a gap in the pen fence allows non-riding mums and pushchairs to move into the bench area without walking on or near the tracks. It is also hoped to move the ticket office back about 18 inches to remove the pinch-point on platform one. It is still a case of squeezing a quart into a pint point but we believe that the proposed changes will make a considerable difference when we run 3-coach trains.

## SAFETY OFFICER'S REPORT

The season continues with good public support and thankfully a clear safety record. Although I seldom report about specific onsite works there are never the less many jobs being carried out which contain safety elements. These jobs are reported on by the responsible officer.

### Operating procedures

A set of procedures for OIC, drivers, guards etc is being created and the first of these are filed in a binder in the chalet. Members should please read them.



## FAMILY DAY

The, now regular, Pinewood Railway Family Day was held on Sunday June 7<sup>th</sup>.

The day was well supported by members and ten locomotives were run (c.f. twelve last year when the two C19s ran).

In contrast to last year, we were unable to use the Station Square due to resistance from the motorcycle-trainer who used the square for two short sessions during the day.

We were, however, very lucky once again with the weather. A weather warning that morning on Radio Berkshire turned into a mild dampness and the day was mostly dry with a good deal of gentle sunshine. Within a few minutes of finishing, the downpour came – too late to spoil our day.



*Brollies at the ready but thankfully not needed*



Photo John Keane

*Picnic at the benches*

Members took the opportunity to run locos that, due to our necessity of giving priority to the revenue earning events, don't often see the light of day. The locomotives that ran are listed below.

	locomotive		owner
<b>steam</b>			
5"	Sweet Pea	0-4-0	David Simmonite
7.1/4"	Phantom	2-6-0	Trevor Hill
7.1/4"	GWR 1466	0-4-2T	Dave Curtis
7.1/4"	Petrolea	2-4-0	Keith Briault
5"	Simplex	0-6-0T	Derek Tulley
5"	Polly	2-6-0T	Roger Marney
<b>petrol</b>			
7.1/4"	Industrial Shunter	0-4-0	John Brotherton
<b>electric</b>			
5"	Metropolitan		Ray Grace
7.1/4"	Freelance	0-4-0	John Ephithite
5"	Maxitrak Ruston		Tim Taylor

Peter Downes also displayed his steam lorry in the yard. Peter is not yet able to run pending a test of his pressure gauge.

As it happens, there would have been no opportunity to run it as the station square was not available on this occasion.

In the absence of a usual signalman on holiday and to allow the other signalmen to enjoy their locomotives, signals were dispensed with for the day. Everyone drove sensibly and no problems arose.



Photo John Keane

*Some of the detail on Peter's Clayton steam lorry.*



*Photo Diana Keane*

*John Keane taking notes as Jim explains the photographs*

We were pleased that founder member Jim Rough was able to visit us again and the opportunity was taken to look through his photograph album (which we have now copied) and make notes on the early history of the Society.



*Photo John Keane*

*Surely a new steam model generating all this interest?*

*Back row: Diana Keane (hidden), Sylvia Curti and, her daughter Anne, Front row: Esme Briault, Irene Bailey and Joy Leppart admiring Anne's twin babies Jessica and Lucy.*



*Photo John Keane*

*You drive. No after you old chap. No after you ....*

Sophie Marney brought along a plate that she had painted specially for Family Day. Thank you Sophie. This will hang in the chalet.

The formula of members bringing their own picnic - but tea and cakes being supplied in the afternoon - worked well and several members were overheard to comment on the relaxed and pleasant day enjoying the railway and the company of members families without the pressures of running for the public.



# VISIT TO TED MARTIN'S 'GARDEN AND WOODLAND RAILWAY'

Report by Paul Konig, pictures by Colin Gross and John Keane.

An invitation to attend this well respected private railway on 9 August was accepted by around twenty PMRS members and families.

The 7.¼" gauge railway is laid within approximately a hectare of land and wraps around the family home. First opened approximately twenty years ago, the layout has been augmented several times and currently



Photo JRK

Ted in characteristic pose.

comprises a perimeter circuit with inner 'figure of eight'-esque loop, incorporating several bridges and tunnels. The clearances are somewhat tighter than those at Pinewood, which can catch unsuspecting visitors out on their first



Locomotive photos Colin Gross

journey! Each trip takes around five minutes, equating to approximately half a mile in length.

The centrepiece of the railway is a 'scale' four-road engine shed, where the locos are stabled and steamed, complete with turntable. Each road has a sunken walkway, allowing good access for inspection and maintenance of the locomotives.

## Locomotives

Passenger trains were double headed, either by 'King' & 'Castle' or 'County' & '47xx' combinations. At the end of each 'journey', the locos were uncoupled from the train and went 'on shed' for turning and servicing. This gave added interest to the running, and a brief respite for the drivers.

Of particular personal interest to myself were the Kings, designed and built by well known and respected loco builder Keith Wilson. Prior to arrangement of the visit I had been in correspondence with Ted Martin regarding these locos and was kindly permitted to freely inspect the 'cold' King at close quarters. Some valuable ideas were picked up, regarding ash pan design, cab layout...oh and getting on with it! I was quite surprised at how sizeable these locos are when assembled!!



The following locos were 'spotted' in-service or on-shed:

11xx		Dock Shunter	0-4-0
31xx		Prairie	2-6-2
2562		Dean Goods	0-6-0
4701		Heavy Goods	2-8-0
1004	County of Somerset	County Class	4-6-0
5022	Windsor Castle	Castle Class	4-6-0
6028	King George VI	King Class	4-6-0
6029	King Edward VIII	King Class	4-6-0

Nearing completion in a well equipped workshop was an 'ex-Works' Saint class 4-6-0 2986 'Robin Hood' and a partially built 'The Great Bear', the Great Western Railway's only Pacific.

## Rolling stock

A rake of five Aristocrat coaches formed the passenger stock; loadings of up to 20 persons per trip were typical throughout the day. A rake of goods vehicles was also on show, with an 0-6-0 shunter loosely based on the '08' class.



Photo John Keane

### Permanent Way & Signals

Trackwork generally comprised relatively lightweight aluminium rail, mounted in cast iron chairs. These were fixed to hardwood sleepers, in turn fastened to concrete plinth-type track base. The result was a firm riding track, but one with little movement or degradation.

Whilst not deployed on the day of the visit, the circuit is signalled, with equipment housed in a well-appointed signal box.

### Refreshments and reflections

Over and above the welcome shown to us by our host and his enginemen colleagues, the ladies provided a welcome cup of tea and an excellent spread of cakes towards the end of the day.

All those present had an excellent afternoon and we have written to Ted Martin thanking him for the hospitality shown by him and his team. In the event that a further visit can be secured, I would recommend making it a date for the diary. Who knows, perhaps my King may be seen double heading there soon.....? No, you're right, we should aim for a return visit sooner than that!



Photo John Keane

One of the last trains of the day in the lengthening shadows.

## POLLY OWNERS AT BRACKNELL

On May 9<sup>th</sup>, the Polly Owners' Group held a get together at the Jocks Lane track of the Bracknell Railway Club.

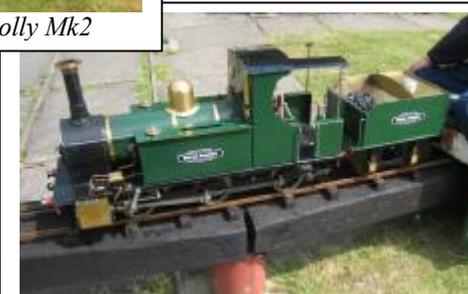


Paul and family behind the Polly Mk2

Turnout was small with only three locos running in the afternoon. Two of these belonged, respectively, to a Pinewood member and a Bracknell club member.

In spite of still having some

trouble with an injector and the axle pump, Paul Archer had one of his best days yet with his Polly 2 making about 20 circuits of the raised track.



David Shephard's Polly Mk 3



Photos John Keane

Ernest discussion of the advantages of allowing more air through the grate of Paul's Polly. (Paul Archer, Ivan Hurst, Dave Mayle, David Shephard)

David Shephard, a Bracknell and former Pinewood member, ran his Polly Mark 3.

John Kirk, from the Teeside club had travelled in his camper van 250 miles from his Yorkshire home to run his modified Mark 3. John built his Polly over a period of a year before retiring. John's modifications include a headlamp (modified

torch), a nicely made cowcatcher (made from bolted up strips of aluminium from a carpet edging strip) and side fairings (out of spare panels from a Ford Transit). Unfortunately his fast circuits were eventually terminated by a derailment.



*John Kirk's modified Polly Mk 3*

All locos present acquitted themselves well and the weather was better than forecast. Those present had an enjoyable time running the locos with no pressure from too many runners.

## WORKSHOP HINT

### Recovering from breaking a tap.

*John Ephithite has supplied this note that is sure to be of interest to members including those of us who have toyed with building a spark erosion machine using a stepping motor. John's way is simpler.*

Unfortunately it is too easy to break small taps or drills, especially when tapping blind holes or drilling into a cross hole. My problems are usually with components in gunmetal or bronze so I have no experience with ferrous materials.

The basis for the method I will describe is known commercially as "spark erosion". This may sound a bit daunting, but I have found that with care some amazing things happen, even the turning of a "scrap item" into a useful one.

The equipment required is a 12v battery, a straight length of copper wire which is a very loose fit in the problem hole, some white spirit, two thick cables, one as earth and one to connect to the copper wire, a plastic vessel such as an ice cream container, some heat resistant gloves and a pair of pliers.

The problem component is placed in the vessel with the offending hole on the top. If the item is small it is advisable to anchor it firmly. The earth cable should be connected to the component and the battery and the white spirit poured into the vessel until the component is fully covered. The other cable

should be firmly connected to the straight copper wire (which should NOT be in the hole at this stage) and to the other terminal on the battery.

The operating procedure is to poke the straight wire down the hole through the white spirit and when it touches the broken tap or drill sparking should be heard which will break up the tap or drill. At this point the wire should be lifted to stop the spark and immediately lowered to restart the sparking. You will realise why the gloves and pliers are needed as the wire can get very hot. If the connecting wires are too hot then they need to be thicker!

Hopefully you will never break a drill or tap, but if you do, this hint might help! (Footnote - *John says that a 6BA tap may be removed in under twenty minutes, though of course it will be very variable -Ed.*)

## TIM'S ACQUISITION

Tim Caswell has taken time off from fencing to acquire his first steam loco, 7.1/4" gauge 0-4-0 *Malago*, which was previously owned by Dave Pritchard and, before that, by Mike Cole.



*Photo Heather Caswell*

*Tim firing up Malago, under the watchful eye of previous owner Dave Pritchard. It's good to see a loco passing through the hands of several club members, giving fresh pleasure each time.*

## A VISITING LOCO

David Bough visited us on 2nd August with his interesting 5" gauge model of the Isle Of Man 2-4-0 loco No. 6 *Peveril* (built by Beyer, Peacock & Co. in



Photo John Keane

David with his IOM loco.

1876). David has owned the model loco for a year or so but not run it much until becoming aware of the Pinewood Railway 'on his doorstep'. The model was built about three years ago by Paul Starman, by all accounts a productive builder of locos up to 10" gauge. Not easy to see in the

photograph is the 2 wheel pilot truck under the high cylinders, providing the ability, in the prototype, to negotiate the tight radii of the 3ft gauge IOM Steam Railway.

## ITEM FOR SALE

*John Brotherton is offering the following locomotive for sale.*

Early **Maxitrack Ruby**, much modified. Locomotive boiler with manufacturer's certificate (Cheddar Models). Hand pump, axle pump, injector and crosshead pump (isolated). It comes with drawings for the loco and sketches for the railmotor boiler. A Blackgates blower and battery power pack are included. Current boiler certificate to May 2010.



Price £2000 o.n.o. Tel: 0125 2512645

## A NEW LOCO AT PINEWOOD (see the front cover)

*Derek Tulley has supplied the following notes on his first successful trial of Haileybury (Neville Evan's 'Stowe' recently serialised in Model Engineer. Derek, having collaborated in proving the first castings, is believed to be the first builder of this design to achieve a successful trial run.)*

On the first visit of Haileybury to Pinewood's track I intended to just chug up and down in the station yard if possible. Firing up went very straightforwardly and the highly effective safety valves were soon lifting. A couple of tentative runs up and down the steaming bay encouraged me to venture to ground level. I borrowed Ray Grace's driving truck and, balanced somewhat precariously with Tim counterbalancing me to the rear, slowly moved off backwards. No slipping and a smooth take up - amazing. Into forward gear moving off didn't seem quite as smooth but OK. Did I dare risk the open road? The audience said I did. So, scrunched up over the tender to reach the controls, with Tim to the rear, we set off. The loco ran beautifully, had plenty of power for the two of us. It rode very smoothly and completed its inaugural lap without a hitch. I am told that a slight smile was seen to flicker across my face as we returned to the station. I decided not to run any further that day as the driving position was distinctly uncomfortable and I had doubts as to the efficacy of the lubricator. But certainly the best first outing I have had.

## DIARY DATES 2009

External events are in **bold** text. (Please check before travelling.)

DATE		EVENT
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	Saturday 3rd	<b>Invitation to the 'Spinney Light Railway'</b>
	Sunday 4th	Birthday Party, 11.00-13.00 (provisional) Members' running, 13.00-16.00
	Friday 16 <sup>th</sup> – Tuesday 20th	<b>Midlands Model Engineering Exhibition</b>
	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)