

# THE NEW PINWOOD EXPRESS

Pinwood (Wokingham) Miniature Railway



ISSUE 33     June 2012



## CONTACT DETAILS

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Secretary**	Richard Smith	
Treasurer*	Paul Konig	
Chief Engineer	David Simmonite	
Safety Officer	Peter Downes	
New Pinwood Express Editor	Colin Gross	
Web site Manager	Colin Gross	
Committee #1	Derek Tulley	
Committee #2	Andy Cross	
To contact the whole committee (above) use		
Chief Boiler Inspector	Keith Briault	
Apprentice Coordinator	Paul Archer	
Birthday Party Coordinator	Richard Smith	
Refreshment Officer	Paul Archer	
Auditor #1	Ian Shanks	
Auditor #2	Tony Weeden	

\*Also a Director of Pinewood Miniature Railway Society Limited.

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

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UK Registration Number 4999442  
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### Cover Photo

*Relaying track on the bridge loop, and preparing for the station bypass link.*

Photo: Paul Konig, March 2012

## EDITORIAL

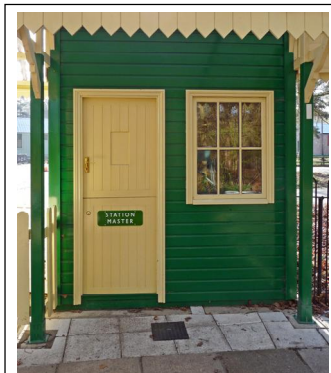


Photo Colin Gross.

When I returned to Pinewood on a beautiful warm spring morning in early April I had my first chance to see how much work the members had done during the winter maintenance period. I'm sure that the work on the new track layout will be well documented in the committee reports, but I would like to comment on less obvious changes.

The new Station Master sign caught my eye as being one of those small details that really add to the Pinewood ambience. Many visitors, and probably some members, may not notice

the small details that abound on our railway. The big picture of the new track is obvious to all, the little things like the Station Master sign, the labelling of the rolling stock with shed allocations, and the custom signal wagon show the attention to detail that gives our railway its "air" of professionalism.

I admire attention to detail, so I would like to thank those members whose work is so often overshadowed by the much more obvious projects.

## 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 REPORT

As this is my first chance to write in our newsletter since taking over the chairmanship of the society I want to take the opportunity to thank my predecessor, Keith Briault, and to pay tribute to the quality of his leadership and to all that has been achieved while he was chairman. Under Keith the society has recovered from the sad loss of Dick Woodruff and continued to grow into the truly magnificent railway that we have to-day.

Paul Archer also stood down from being the secretary of the society and again I wish to pay tribute to the major contribution that Paul has made to the background organisation and the smooth running and development of the society.

Your revised committee is in place and we are keen to build on the successes of the past and to continue to develop the society and facilities at Pinewood.

We have made good progress on all fronts during the past few weeks. Tim Caswell continues to improve the ambience and layout of the loco shed / workshop in order to support the efforts of our apprentices and to rationalise storage space, etc. The construction of the Titan 7 by the apprentices continues apace under the keen supervision of Peter Downes and Paul Archer.

There have been some excellent examples of young 'team work' and leadership development on this project and I am pleased that Paul Archer has agreed to continue with the leadership of the apprentice group. We have ten apprentice (junior) members and they are making a valuable contribution to the running of the society's main public events. We are currently developing plans to formalise their involvement and to offer them further training in railway operations.



Photo Colin Gross.

*The facing point for the main line ready for installation, with the partially built Titan 7.*

Your railway continues to

develop and grow. We are waiting for planning permission to construct an extension to the country carriage shed. Relaying the top half of the 'bridge loop' has been completed in time for the running season and the trailing point on the approach to the bridge has been installed. Everyone that I have spoken to has been extremely complementary on how well laid and smooth the ride is on the new track and point. As this newsletter goes to press we have just finished laying all the track for the new station bypass, however there is still a

lot of work to be done on the signalling before the bypass will be available for regular use. On the subject of points we must thank Derek Tulley for the really excellent points that have been constructed by him.

The first two public days of the season were encouragingly successful and, of course, as usual we are very grateful for the support we are getting from the willing group of ladies who turn out to



Photo Paul Archer.  
*Derek Tulley constructing the facing point.*

these events to look after the retail aspects while the rest of us "play" with our trains.

So there we have it. A revised committee, an encouraging start to the season and a wonderful railway for us to use. I hope you all enjoy 2012 at Pinewood!

## SECRETARY'S REPORT

I must start my report by expressing my thanks to Paul Archer, our outgoing secretary of many years, for his hard work. His ongoing support to both me and the society over the last few months has been invaluable as I have taken up the reins. I am just beginning to get to grips with various different aspects of the role and Paul and I will continue to work some activities in parallel for a while. However I can at least report on some matters that are now in hand. The membership now stands at 39 members and 10 apprentices (juniors), and this year in an effort to better manage renewals and to improve our public appearance you will be issued with a combined membership card and badge.

This will be renewed annually on payment of subs and will enable simple identification of the miscreants who have had trouble extracting anything other than moths from their wallets! The initial cost of the badge will be covered by the club, however replacements for loss will be charged at cost. All members will be encouraged to wear their badges at public events and when visiting other clubs. I will shortly issue an updated membership list which will not include your home address, as many members find that unacceptable, merely a location. It will however have your telephone and email details. If anyone who does not wish these details to be included please contact me by 1<sup>st</sup> July. I plan to include options on next year's membership renewals to simplify and speed the process next year.



Photo Paul Archer.  
*Richard Smith (left) our new secretary, and Andy Cross (committee member) undoing fishplate bolts to remove the old loop track.*

I would also like to take the opportunity to remind members of the society's

insurance policy and the ability for individual members to take cover for models and machinery at home as additions to the policy at favourable rates. If anyone is interested then please contact me. Whilst on the topic of insurance, I need to remind everyone of the importance of signing in when on site, and booking in visitors and guests (recording your name, their name, club, and engine if relevant). The book acts as a formal record of attendance "on site" and therefore must be completed to comply with the requirements of society's insurance policy.

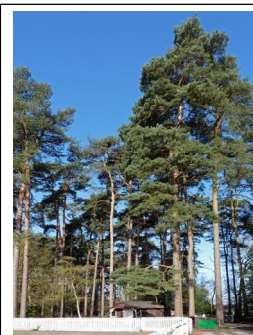


Photo Colin Gross.  
*Our first 2012 running day, and why we are called Pinewood.*

As an update to Paul's last report, I am able to inform members that we are still awaiting planning approval for the



country carriage shed extension, in addition we have received the Lottery Plaque which will see us complete our responsibilities under the Lottery grant and should be appearing on the station building very soon, with a smaller version on the Titan 7.

The grant received via the Berkshire Community Foundation from Sage, has already been utilised for improvements to the engine shed, the provision of machinery for juniors is underway and we await the planning consent to procure the building materials for the carriage shed extension.

On a final note, I would like to draw attention to members of the events listings, and the related posters in the chalet. As I receive invitations from other clubs I forward the details to Colin for the newsletter (see page 19) and place a paper copy in the chalet. I always welcome invites or event details, and I am happy to approach other clubs if any of you have any particular interest.

## CHIEF ENGINEER'S REPORT

As reported in the Pinewood Express No.32 the programme of both major and minor projects to be undertaken during the '2012' winter months (a copy of which is kept in the chalet) is well under way. Having a detailed programme has provided much impetus and as a result progress has been very good given that the work is only carried out on Wednesdays and Sunday mornings.

Since Christmas we have taken up the old bridge loop steel track between the station exit crossover and the bridge, cleaned the track bed, installed ballast



Photo Paul Archer.

*Fitting ballast retaining boards.*

retaining boards, made and laid new aluminium track and a point. This new length of track was heavily used during recent public running and a birthday party and received many complimentary comments about its running qualities.

Progress has also been made on the link off the main line to the bridge including laying the trailing point in the main line. This point will be locked off to facilitate full use of the existing track until the signalling, point motor, and the driver route selection controls have been installed.

The last track sections for this link were installed on May the 13th.

Work on the signals required for the new points and blocks is progressing. The new signal relay boards have been built and fitted to fabricated signal posts. New logic has been designed for Signal 13 where the signal lamp display and direction indicator will depend

on point setting. The point setting alters which is the relevant signal ahead for cascading and which is the relevant block ahead for train detection. The main work to come is in providing cable and conduit back to the signal box.

A major clear-out and improvements are being made to the engine shed with provision of space for our apprentices to build their Titan 7 Loco. There is now a telephone link between the yard and the signal box to help manage the two way movements between the yard and the head shunt.

Finally, it is nice to see progress on major schemes but we must not forget the need for continuing routine maintenance.

## SAFETY OFFICER'S REPORT

As the new season starts all the Safe Operating Procedures (S.O.P.'s.) and Risk Assessments have been completed, and if you want (or need) to read them they are in the big red folder in the chalet. They are designed to minimise any risks to everyone at Pinewood so it is well worth your time to read through them and consider the implications of what you are doing before starting any activity on site.

You should also note that S.O.P.'s. cover the duties of officials acting on behalf of the society at public events. So if you are the designated Officer in Charge, his Deputy, a Guard, Driver, or Signaller you MUST have read and be familiar with the requirements of the relevant S.O.P. before commencing your



Photo John Bradshaw.

*Paul Archer and the works train testing the new loop and point.*

duty. Colin Gross and Paul Konig are currently working on a "Members Only" section of the website and copies of these procedures will eventually be available there for you to read.



Photo Paul Archer.  
*Peter Downes, our new Safety Officer.*

We are intending to have some engineering equipment on site soon to aid junior training so I will write the S.O.P's for this. For safety we will lock this equipment away so that it can't be used without someone on the committee, or other nominated person, having approved its use and confirmed that all the safety requirements will be met. I will be contacting appropriate health and safety departments and local schools to find out what is typically required; Paul Archer and I will then work to get their recommendations implemented over the coming weeks.

## APPRENTICE SECTION

*A report by the editor on behalf of Apprentice Section Coordinator.*

Throughout the winter months the society has been very busy relaying the track between the station and the viaduct as well as preparing for the station bypass link, and it is fair to say that it is only because of the work of our apprentices that this task was completed in time for the new running season. Once shown what was required the apprentices did a huge amount of the digging and site preparation by themselves leaving our



Photo Paul Archer.  
*David, Tom and Matthew hard at work.*

senior members free to assemble the new track panels and points.

In between this hard physical labour they also found time to continue the construction of their Titan 7 locomotive with the help of Paul Archer and Peter Downes. On the first members day of the year they were able to demonstrate their progress to Keith McDonald of Phoenix Locomotives when he dropped by the track and saw them track testing the chassis. The loco was judged to be powerful, and the sound system added a very realistic note to the loco when running on the track.



Photo Paul Konig.  
*Assembling the wiring into the Titan 7 chassis.*

And as if all this work wasn't enough, one of our youngest apprentices also found time to write two series of short stories about the Pinewood locomotives.

The first of Matthew Quilliam's stories, this one's about Gentoo the Stafford Class Saddle Tank, is reprinted within this issue of the New Pinewood Express. The other stories are available in the apprentice's section of our website at [http://www.pinewoodrailway.co.uk/stories/matthew\\_home.html](http://www.pinewoodrailway.co.uk/stories/matthew_home.html)

A 'driving licence' system, including theory and practical elements is currently under development. Each apprentice will be required to pass this before being allowed to drive a locomotive unsupervised. A rota system for apprentices is also planned, to provide greater structure and variety to their day and duties at Public Running events. More information on these initiatives will be distributed to the apprentices via a dedicated ad-hoc newsletter, currently being drafted by Paul Archer.

## BOILER TESTING

*Derek Tulley explains about boiler testing at Pinewood.*

I have written these notes to remind members of the requirements and procedures relating to the testing of miniature locomotive steam boilers that are needed prior to running on our track.

The testing of boilers is a requirement of our insurers and is administered by

the Southern Federation of Model Engineering Societies who delegate conduct of the tests to nominated boiler testers within the club. The conduct of the tests is specified in a booklet issued by the Southern Federation titled "The Examination & Testing of Miniature Steam Boilers (New Edition 2006)". The test has two parts. A hydraulic test conducted every 2 years for steel boilers or every 4 years for copper boilers, and a steam test conducted at a maximum interval of 14 months for all boilers.

### Hydraulic Test

After a pre-test inspection for damage etc the safety valve(s) are removed and the boiler completely filled with cold water. The boiler is then pressurised



Photo Colin Gross.

*The hydraulic test kit ready for use.*

using a hydraulic pump via a safety valve bush (the others if present are plugged). The society pump has a 7/16 x 26tpi connector. We have adaptors for most of the threads used on commercially supplied safety valves to connect with the pump union, but it is the owners responsibility to ensure that suitable fittings are available on the day of the test. The pump is fitted with a 0 – 300 psi

gauge which has been tested against a dead weight tester. The procedure is to bring up the pressure in the boiler to one and a half times its working pressure and to check for leaks from the boiler while the pressure is maintained for a period of 10 minutes. It is acceptable for small leaks from ancillary unions etc. provided that these are not so large as to prevent pressure being achieved and checks made. In the case of excessive leakage it is the owner's responsibility to cure the leakage or remove the offending component and fit a plug or blank.

### Steam Test

This test will be conducted at maximum intervals of 14 months. The boiler pressure gauge will be checked against the club gauge using a small capacity hydraulic pump to minimise risk of damage to the gauge. After refitting the gauge the boiler will be fired and brought up to working pressure. With a bright fire and the blower valve fully open the safety valves shall operate and the boiler pressure not exceed working pressure by more than 10%. If the boiler is fitted with superheaters it is recommended that the regulator is

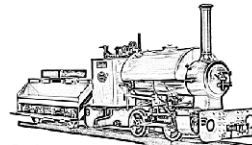
cracked open during this test to prevent the exposed sections overheating. The water gauge blow down valve will also be checked together with boiler feed devices.

Steam tests can be conducted at any time prior to normal running providing that a boiler inspector is available. We do request however that notice is given to either Keith Briault or Derek Tulley that a hydraulic test is required as this tends to be far more time consuming and is often not convenient on days when preparations are being made for public running.

Finally, please note, that it is the owner's responsibility to ensure that he has valid boiler test certificates prior to running on the track.

## GENTOO AND THE BIRTHDAY PARTY

*By our apprentice Matthew Quilliam*



Gentoo was a yellow 0-4-0 Stafford class Saddle Tank. He worked on the Pinewood Miniature Railway hauling trains up and down the line. He was 1/3 of a full size Stafford Class locomotive. Gentoo was the newest locomotive at the miniature railway and certainly the brightest. He was well tempered but had a habit of over-reacting rather quickly. Unlike any of the other miniature locomotives, the ash pan was closed all of the time so the driver would have to dispose of ash by hand. This is Gentoo's story.

One morning Gentoo woke up beside Sylvia in the shed. "Time for another day of work!" Gentoo said. He sounded like an old man with quite a young voice. Whenever any of the locomotives breathed out or finished speaking steam would come out of the funnel.

The shed opened up and out Gentoo chuffed. Wheezing, the Class 08 Shunter, was sorting out the coaches. He was in a GWR Dark Green livery and was taking an overhaul in five weeks and a day. When the diesels of electric loco's stopped speaking or breathed out, diesel fumes rushed out of the fan grate at the front.

"Morning Gontee!" Wheezing said. "It's Gentoo!" Gentoo corrected him, "Which four locomotives are pulling the coaches you're preparing?" "Hmm? Oh they are for you, Sylvia, Thunder Hoof and Royal Alex! But before there's a birthday party going on and Petrolea is hauling the special!" Wheezing replied.

Soon, the party was under way. Gentoo watched from the sidings with Wheezing, Sylvia, Thunder Hoof and Royal Alex. They cheered for Petrolea as she came into the station and sang happy birthday when the cake came out!

Suddenly, it was 1:15pm! The party had over run! The staff had only minutes to get things ready and had to call in some of the local volunteers for extra help. It took at least 15 minutes to prepare one steam locomotive, and Sylvia and Gentoo were on the elevated bays being prepared. Wheezing was busy shunting here and shunting there! Thunder Hoof was too big to go on the elevated track and so they had to put him over a pit to get to all the essentials underneath him

Mr. Paul and Mr. Colin were the busiest. Royal Alex was an electric loco and was helping Wheezing with the preparing. Gentoo and Sylvia were brought onto the ground level track and coupled to the end of their train just in time! Thunder Hoof on the other hand took a lot more preparing and so Black Five came out instead.

It was one minute to opening. There was a long queue of passengers waiting. Five....Four....Three....Two....One....Opening Time! The passengers hurried through the gates and on to the trains.

At the end of the day, the locomotives went back into the shed. What an exhausting day it had been.



Photo Colin Gross.

*Dave Curtis's Romulus 'Sylvia' made a welcome return to the track for the April members running day. Here it is being driven by apprentice member David while Mark tends to Keith Briault's GER Class T19 'Petrolea'.*

## MAKING PRECISION WOODEN PARTS

*By Peter Downes*

The last article ended up with problem of improving the way used for cutting parts from the raw wood sheet. Having looked around for miniature saw benches the best I could find was a Proxxon, and although they are expensive they are still no good for fine work straight from the box. I really needed two; one to cut strips and one to cross cut. I modified one by making a new fence and fitting a stop with a micrometer for fine adjustment. The next problem I



Photo Peter Downes.

*The modified Proxxon saws.*

found was that the gap around the saw blade was too big and the narrow strips of wood were pulled down the side of the blade. I had to make new plates with just enough gap so that the blade did not catch and having done this it was easy to cut long strips to size. The second saw bench would need a slide that moved across the table at a right angle to the blade so that I could cut the strips to length. I made a slide and fitted a stop with a micrometer head on it. To get support for the wood right up to the blade I glued a piece of plywood to the slide and ran the blade through it. After a few trial runs with scrap wood I was happy that I could produce square blanks to size.

I decided the next step was to make something with a door; and a pot cupboard would be a good place to start. A pot cupboard is a small bedside cabinet where the chamber pot (toilet bowl for our younger readers) would have been stored in Victorian times. I made a set of drawings of a cupboard made up from a frame with panel sides and a door with a decorative panel. Cutting up the blank components to size was made a lot easier with the new saw tables.

Putting a shape on the frame edges was the next problem. I bought a set of miniature router cutters designed for dolls house use, but I soon learnt that you can't put a shape on a piece of wood that is only 1.5mm x 3mm, you have to put it on a big piece first and then cut it in to strips. This means that you have to plan ahead and have more than one machine set up at the same time.



Eventually I managed to get a full set of components ready for assembly. The next problem was how to, and at what stage do you, fit the hinges. You can



Photo Peter Downes.

*The completed 70mm (2 ¾") high cabinet.*

hinges on the front of the door and use the side panel frame as a hinge with a pin top and bottom. This made a strong hinge and looked good when the door was shut but a bit odd with it open. Not being able to think of a better way to make a hinge I carried on and made some bigger cupboards with drawers in the same way.

The next thing I made combining the cupboard and the bookcase was a Welsh dresser which looked good, but I was still not happy with the hinges. The problem was the ladies wanted everything to look right and to work properly, but if they kept opening the doors that had normal hinges they would soon fall off. I spent a few years trying to fit hinges, trying all the new glues, but I never found one that would glue brass to wood. I could get it to hold for a few weeks and then the glue would start to peel off the hinge.

The next thing I wanted to make was a glass fronted door so I drew up a Welsh dresser with a glass display cupboard at the top. With the glass door being just a picture frame I had to find a way to fit a hinge onto it. The only way that I could think of was to use cloth for the hinge. The problem was how to glue the hinge into position without it sticking together and at what stage of the assembly do you fit the hinge. The first thing to do was to make the door frame and then put a ten degree angle on the hinge side so that the door can over close.

easily buy hinges, the only problem is how do you fit them because they are only 2mm x 4mm long when closed. I had look at the other maker's doors and they all used these hinges in different ways but to me they were very weak. I tried all ways to fit the hinges; the problem is that the hinges are so small that glue will not hold them for long. They are supplied with small pins that are too small to hold and too big to look scale. In the end I decided to have dummy

I made a jig to hold the door at ten degrees and then used the router table to machine the flat and two cut outs for the dummy hinges. By gluing the top and bottom to the side panel that has the hinge I could position the door in the right place. With the opposite side panel not in place it gave me room to get in to fit the door. Next I had to make a jig to hold the side panel square while holding the door at ten degrees so that the two hinge faces are parallel to each other. Having done this the next problem was how to glue the cloth into position without it sticking together. First I cut a 12mm strip of cloth then folded it over to produce a 6mm strip. I then ironed the strip to give a knife edge seam, and to stop the two sides sticking to each other I put tape on one of the inside edges. I also put tape on the inside face of the side panel leaving a 3mm clear area where the hinge would be stuck. I then glued the hinge and assembled the door and side panel into the jig and used a small clamp to hold it in position until it had dried. After I had taken it out of the jig I trimmed the cloth back to the door frame line and then removed the tape. This all worked fine and made a strong hinge that was hard to see. With the two dummy hinges in place it looked like a real door and the cabinet was complete.



Photo Peter Downes.

*The precision router.*



Photo John Bradshaw.

*Ballasting the trailing point in the loop.*



Photo Colin Gross.

*Apprentice training.*



## WORK IN PROGRESS

### Paul Konig's 7 1/4" gauge King Class

Paul's King Class locomotive rebuild is still continuing in the workshop of Andy Dalton's Denver Light Railway, and Paul is now predicting that we shall not be seeing it on the Pinewood track until sometime in 2013. However progress is being made and the new copper boiler has been fitted to the frames.



Photo Andy Walton.

*The new boiler being installed into the King.*

### The apprentice's Titan 7

As reported elsewhere in this newsletter the apprentice's Titan 7 from Phoenix Locomotives has now had its first track test. This photo from March 18<sup>th</sup> shows the apprentices installing the wiring for the speed controller and sound system, a task which many of our senior members would probably hesitate to do. As usual Peter Downes provided additional instruction notes, and his project Log Books are allowing each apprentice to record his work on the project.



Photo Paul Konig

*Tackling the complex wiring for the controller and sound system.*

We look forward to seeing the finished locomotive, which will mark a significant achievement by our apprentices.

## PHOTO GALLERY



Photo John Bradshaw.

*The newly completed Titan 7 is the first loco to test the bypass on May the 13<sup>th</sup>.*



Photo Colin Gross.

*Trevor Hill working on his Maxitrak Li'l Joe 2-6-0 named 'Phantom'.*



Photo John Bradshaw.

*The apprentices prepare 'Sylvia' for the track while Dave Curtis is busy elsewhere.*

## EXTERNAL EVENTS & INVITATIONS 2012

Please check dates and requirements before travelling with the host organisation. Contact details available from the PMRS secretary.

DATE		EVENT
June 2012	Saturday 2 <sup>nd</sup>	Amnerfield Miniature Railway. All engine types welcome. Amners Farm, Reading.
	Tuesday 5 <sup>th</sup>	Reading Society of Model Engineers. Please contact RSME if you wish to attend (see club notice board for details).
	Saturday 16 <sup>th</sup> & Sunday 17 <sup>th</sup>	North Wilts Model Engineering Society. Coate Water Park. Swindon.
	Sunday 17 <sup>th</sup>	Andover and District Model Engineering Society. Wherwell near Andover.
	Saturday 30 <sup>th</sup>	Amnerfield Miniature Railway. All engine types welcome. Amners Farm, Reading.
July 2012	Saturday 7 <sup>th</sup>	Andover and District Model Engineering Society. Wherwell near Andover.
	Saturday 7 <sup>th</sup> & Sunday 8 <sup>th</sup>	Guildford Model Engineering Society. Model Steam Rally and Exhibition.
	Sunday 8 <sup>th</sup>	Chesterfield (Hady) Model Engineering Society Diesel / Electric Day.
	Saturday 14 <sup>th</sup> & Sunday 15 <sup>th</sup>	IMLEC hosted by Nottingham Society of Model and Experimental Engineers.
August 2012	Dates to be decided	Rob Roy Rally hosted by Andover and District Model Engineering Society.
	Friday 10 <sup>th</sup> & Saturday 11 <sup>th</sup>	Frimley Lodge Miniature Railway. Frimley Lodge Park. Frimley Green.
September 2012	Saturday 15 <sup>th</sup> & Sunday 16 <sup>th</sup>	Mine & Quarry Loco weekend at the Leighton Buzzard Railway, for 5" & 7¼" gauge locomotives.
October 2012	Wednesday 17 <sup>th</sup> to Sunday 21 <sup>st</sup>	Midlands Model Engineering Exhibition. Fosse Way, Warwickshire, CV31 1XN.

## PUBLIC RUNNING DUTY ROSTER 2012

Date	Officer in Charge	Assistant
June 17 <sup>th</sup>	Derek Tully	David Pritchard
July 15 <sup>th</sup>	Brian Barrow	Tim Taylor
August 19 <sup>th</sup>	Ray Grace	David Curtis
September 16 <sup>th</sup>	James Jarvis	Alan Davies
October 21 <sup>st</sup>	Keith Briault	Andy Cross
December 2 <sup>nd</sup> and 9 <sup>th</sup>	Keith Briault	

**Please note: If you are unable to attend on the date shown in the roster, or would like to volunteer for a role, please let Keith Briault know as early as possible.**

## PINEWOOD DIARY DATES 2012

DATE		EVENT	
June 2012	Sunday 3 <sup>rd</sup>	Members' Running.	10:00 - 16:00
	Sunday 17 <sup>th</sup>	Birthday Party, Public Running.	11:00 - 13:00 13:30 - 16:00
July 2012	Sunday 1 <sup>st</sup>	Family Day.	10:00 - 16:00
	Sunday 15 <sup>th</sup>	Birthday Party, Public Running.	11:00 - 13:00 13:30 - 16:00
August 2012	Sunday 5 <sup>th</sup>	Members' Running.	10:00 - 16:00
	Sunday 19 <sup>th</sup>	Birthday Party, Public Running.	11:00 - 13:00 13:30 - 16:00
September 2012	Sunday 2 <sup>nd</sup>	Members' Running.	10:00 - 16:00
	Sunday 16 <sup>th</sup>	Birthday Party, Public Running.	11:00 - 13:00 13:30 - 16:00
	Saturday 29 <sup>th</sup>	Ride on Railways Owners Rally Please come along to help	08:30 - 17:00
October 2012	Sunday 7 <sup>th</sup>	Members' Running.	10:00 - 16:00
	Sunday 21 <sup>st</sup>	Birthday Party, Public Running.	11:00 - 13:00 13:30 - 16:00
December 2012	Sunday 2 <sup>nd</sup> & Sunday 9 <sup>th</sup>	Santa Specials Please come along to help	08:30 - 17:00

**STOP PRESS.** Please note that the Family Day has been moved to July to avoid clashing with the Queen's Jubilee weekend.