

THE NEW PINWOOD EXPRESS

Pinewood (Wokingham) Miniature Railway



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Secretary	TBA
Treasurer & Company Secretary*	Paul Konig
Chief Engineer	David Simmonite
Safety Officer	Peter Downes
New Pinewood Express Editor	Andy Cross
Webmaster	Colin Gross
Committee #1	Derek Tulley
Committee #2	Tim Caswell
Chief Boiler Inspector	Keith Briault
Junior Engineers Coordinator	Paul Archer
Birthday Party Coordinator	Andy Cross
Refreshment Officer	Paul Konig
Auditor #1	Ian Shanks
Auditor #2	Tony Weeden

*Also a Director of Pinewood Miniature Railway Society Limited.

Images For This Issue Courtesy Of:

Colin Gross, Steve Rock, Paul Konig, Richard Smith, John Keane, John Brotherton, Peter Downes

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Santa arrives at Pinewood Railway for the 2013 'Santa Specials'.

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EDITORIAL - Andy Cross

Welcome to the Winter edition of the New Pinewood Express. Thanks to new-fangled 'Cloud' technology it's great to be able to show the Santa images in the Winter edition. Many thanks to Colin and Paul who managed to send the images to me so quickly. We take a lot of photographs at the railway, and would like to use as many as possible. If you would prefer photos of you do not appear in the NPE please let the editor know.

On a personal note I'd like to thank all of you for your support for the club magazine this year, and the comments I've received about its new layout. Colin was a hard act to follow as editor, and his comments were particularly helpful as I took over.

Thanks also to David Jones and Colin who helped with the design and build of the new reindeer stables, a team effort and well worth it. Who knows what we'll come up with next year!



"It's alright Sylvia, I've found me other glasses, they were in this tender!"

SUBMISSION OF MATERIAL

Contributions for future issues of the New Pinewood Express are always welcome. Contributions can be in any form, but electronic copy is preferred. All material, including text and photographs, must be the submitter's own work or have written permission for publication. Submission also implies agreement that materials may be reproduced in other relevant model engineering and railway publications. Please supply copy for the next issue before February 28th 2014.

Editor: Andy Cross

CHAIRMAN'S REPORT - Ray Grace

We are now at the end of our railway's 2013 season and since my last report in the Summer we have been on a rollercoaster of 'highs and lows'. The principal low points have been the very sad deaths of David Elen and Peter Starr both longstanding and popular members of our railway. Dave and Peter contributed enormously, in their own individual ways, to the development and operation of the railway and they will be greatly missed. Their obituaries are contained within this edition.

We have had a good public running year until our final two public running sessions which were very affected by wet weather and as a consequence we had low passenger numbers and a significant revenue shortfall. However it has been good to see a few more members and their locos taking a role in passenger hauling particularly at Birthday Party events.

Thanks to the work and drive of a number of very active members we have seen great progress on improvements to our railway this Autumn with the completion of the 'aluminiumisation' (Ugh!!) of our main line, the operational debut of the station bypass loop and the completion of most of the signalling enhancements required to support these developments. Work to replace the worst part of the white fence is well advanced and should be completed quite soon. We do, however, still have much maintenance work to do this winter principally to replace rotting track edge timbers and sleepers and to rectify a few discrepancies in track alignments, etc. I think that we should all be proud of the way that our railway has improved and developed in recent years. Our junior members have been very active in their support of work days and train operations and remain an important part of our Society.

It is a little disappointing that attendance on working Wednesdays and Sundays has dropped from an average of about 10-12 members a year or two ago to about 6-8 members currently. If you can spare the time to come and help you will be made very welcome!

If you attended either of the two 'Santa Specials' days this year you will have noticed some major changes in the way we present the event to the public. Rudolph and his fellow reindeer now have the use of a nicely lighted and weatherproof stables suite in which to rest their weary hoofs before setting off over the rooftops! There are lots of extra elves about and a couple of Santa's pals loitering in the woodland. These enhancements have been very much appreciated by our visitors of all ages. Operationally we have fixed on each departure slot consisting of two trains, this eases congestion in the Grotto and provides some flexibility for accepting late arriving passengers without delaying the whole process. We have received enormous support from our ladies this Christmas (including some new faces), we owe them a great debt of gratitude, I don't know how we would cope without their enthusiasm, their effort and support.

This edition of NPE includes a Diary of Events for 2014, an innovation is the designation of a 'Visitors Day on June 1st. We all have plenty of notice to update our new Diary!

Finally I would like to wish you and your family a Happy Christmas and New Year and a happy, healthy and successful 2014.

CHIEF ENGINEER'S REPORT - David Simmonite

The two recent Santa runs conclude the running season. As in previous years they were well received and patronised with every seat taken, adults almost outnumbering the children. The addition of extra elves, two blow up features and three reindeer stabled under the bridge were particularly admired. Andy, Colin and David Jones must be congratulated for dreaming up the display and making the feature. Thank you to the ladies who did a sterling job 'manning' the ticket office, the refreshment tent and providing help to Santa.

The replacing of the steel rail on the loop was finished well in time for the Santa runs and provided a smooth ride in an area that had proved troublesome in the past. The electrical bonding wires were also completed in time giving a splendid light display in signal box.

Tim and helpers have been forging ahead with the replacing of the wooden fence on the boundary fence between us and the motorcycle square, although I am not sure painting will ever be finished!

There are no major schemes programmed for 2014 but vital maintenance will be the order of the day these tending to be in localised areas served by small teams of workers. Volunteers are required to back up the regulars.



"Remind me again why we do this?" A very wet running day for Tony

DAVID ELEN (memories of a friend)

Brian Barrow

I had known David for some fifteen or more years, from when I was first involved with the Ascot club. There was a small group of us who went on railway days out all over the South and West of England and indeed Wales. The small group included Les Hollingsworth, Dick Woodruff, John Brotherton and myself, with David only occasionally, as he was still working at that time.

David's oldest friend in that group was Les whom he had known since the fifties, from when Les and his father ran a shop and café in Bracknell High Street. In fact, Les's widow Doreen cut his hair right up until the end.

David was a civil engineer and worked for Bracknell Forest Council all of his working life, as far as I am aware. David did not talk a great deal about his past, hence I do not know for certain exactly how old he was at his death.

His main interest as we all know was railways, and he was a cornerstone of the Bracknell Club also belonging to Ascot and latterly Pinewood. Together with these, were involvements in the West Somerset and Mid Hants Railways, and probably others. In addition he had a keen interest in vintage buses and commercial vehicles all of which kept him very busy. Indeed, he was on numerous committees connected with the above, in roles such as Secretary, Newsletter editor and other key posts.

Outside pure transport he had a long term connection with his local church and the RNLI. This I think, as most would agree is a fairly eclectic spread of interests. He and I used to enjoy many dining train trips together both on diesel and steam hauled trains including several week long trips to Scotland. The only place we never travelled to together was Europe, as one of David's proud boasts was that he had never owned a passport. He did not know what he was missing there in my opinion.

That is about as much as I can put together of his life with any degree of certainty, but my abiding memory of him shall be that he did not have a bad word for anyone. I shall miss him greatly as I do other dear friends that have passed on before.



David with Brian Barrow & Dick Woodruff, on their travels, photo by John Brotherton

PETER STARR (remembered fondly)

Dave Curtis



Peter Starr, sadly missed by us all

I first met Peter some 29 years ago on a visit to Pinewood Railway Society and an introduction via that icon of engineering Jim Rough. With our interest in building and engineering, and our common love of railways large and small, Peter and I became firm friends

Peter was always willing to lend a hand with people's problems on the railway, unloading locos from trailer to track, helping to 'steam up' and sort out problems with injectors and other railway related matters.

Peter took over as Chairman of Pinewood Miniature Railway Society and provided considerable enthusiasm and energy into the club, engineering improvements to the storage areas and exerting that enthusiastic and charismatic personality into public relations with people and other societies that earned him a great respect amongst the railway fraternity.

Not content with this, and finding a requirement to stretch his brain so to speak, Peter also took up a post in Tesco's working on the tills creating much hilarity and I suspect pleasant mayhem for his managers. He was there for quite a while, much sought after by the elderly female shoppers who loved his friendly banter and leg pulling.

Peter leaves behind his very supportive wife Stella and three daughters, Sarah, Nicola and Lisa. My thoughts are with them, at a very difficult time.

Peter leaves us with a enormous hole in our lives by his absence I just hope in my case time will dim the pain, but not the great memories.





RUBY - Peter Downes

Eighteen months ago a man walked into the yard with an old red engine and tender, (*cue the Tommy Cooper jokes - Ed*) he grabbed hold of the first person he met and said. "Can you show this to your members and ask if there is anybody who would like to buy it, here is my phone number". He then got back in his car and drove off.

The next Wednesday the problem was handed over to me. So I gathered around all the members present on the day to look at the engine and to give me advice on what I should do. After a lot of poking and shaking of heads the advice was, there are bits missing, it's badly made, there is a lot of things bent and we don't know what it is. Anyone would be mad to buy it, give him it back and tell him it is only worth scrap value about £100.

I now had a scrap engine to look after and a phone number of a man that I had never met. When I got home I phoned the man and tried to diplomatically explain the problems with his engine. He said it's not my engine I am just trying to get rid of a lot of old models for a neighbour. If there is anybody in the club that would buy it at scrap value say £120, I would be happy, so we can just get rid of it because I have so many other models to try and sell for him. At this point I had a sudden rush of blood to the head and what can only be described as a senior moment. "I will give you £120 for it" I said and before I could change my mind the deal was done.

Things went down hill from there. The first thing that I had to do was explain to the Wednesday lads why I had bought a load of scrap metal when it had been agreed by one and all that you would have to be mad to buy it. My next problem was to find out what type of engine I had just bought. After looking on the net the only engine that looked like it was a Maxitrax Ruby. I phoned Maxitrax and was told that it was a Ruby and one of the first kits that they had made when they first started. They had only sold eight kits of that design and had made them down to a price, just to see if there was a market for them. So the first thing to do was to take the engine apart to find out what I had just bought. In doing this I could see that it was very badly made and held together with 1/4ins bolts. The first thing that needed doing was a boiler test because it looked very badly made. I put it on test and to my surprise it held 200psi. After a few hours of cleaning up and getting rid of the big blobs of silver solder the boiler looked quite respectable. I then stripped the cylinders down, they are made of bronze and I think they must have been made by Maxitrax because they are quite well built. All the rest of the engine was badly made, bent, or missing and the tender was only a tank on a wooden frame. To make a reasonable engine out of it I would have to start with the engine frame and put things right or remake components.

My next problem was what type of engine to make it into. I didn't want it to look like a Maxitrax Ruby or a Sweet Pea so I spent a long time looking at pictures but nothing that I could find looked like an engine that I could make the parts into. Then Paul Archer lent me a book about a narrow gauge railway that was used by the Manchester council around the nineteen hundreds. They had engines that looked like a Sweet Pea with a flat truck for a tender with a water tank sat on it. This was just what I was looking for but I didn't want it to look like a Sweet Pea so I decided to keep the side tanks but make them smaller. I thought that I would make an engine that was driver friendly so I have lifted the boiler by an inch and a half and then made all the controls as big as possible. I first had to improve the frame by filling all the bolt holes and then riveting it together with angle plates. Then I extended the front of the frame and fitted buffers. The springs hung down under the frame so I remade them so that they are now inside the frame.

The next job was to make a lever reverser and then make and fit brakes. I then thought it would look good if it had a steam boiler pump but I could only find a three inch or a six inch pump design and I needed a four and a half inch pump so it would look scale. In the end I had to make one to my own design.

All the connecting rods needed remaking because they were bent or broken. The boiler was fitted inside the cab next to the fire door so I moved it to the front of the engine. Once I had everything turning over smoothly I had to remake the cab and side tanks because I had moved the boiler. The chimney needed to be remade because it had been bent. I made a new tapered chimney the same as the one fitted in 1928 to the Manchester engine. The tender needed to be made from scratch so I have made a steel frame with buffers and a wooden floor then I fitted the water tank to the wooden floor. I then fitted a fall plate to the engine frame. I have just finished making and fitting the pipe work and the next job is to make new hinges and lock for the smoke box door. I have tried to spend as little as possible on the engine and just use materials that I have to hand or any scrap metal that I can find. I think that there is another eighteen months work to be done on it before it is ready to run.



Ruby in its original condition

VERGOLDUNG DER LILLIE (Gilding the Lilly) Richard Smith

In the second of the series, Richards talks about improvements and embellishments to his Polly Koppel

Vacuum Hose

This was another simple job, the vacuum hose and fittings are 7 1/4 gauge Doug Hewsons, via Polly ME. I simply took off the front buffer beam, drilled top and bottom and then hand tapped the holes with a metric M8. I then took some brass rod and hand cut the matching thread with a die in the vice, assembled and painted.

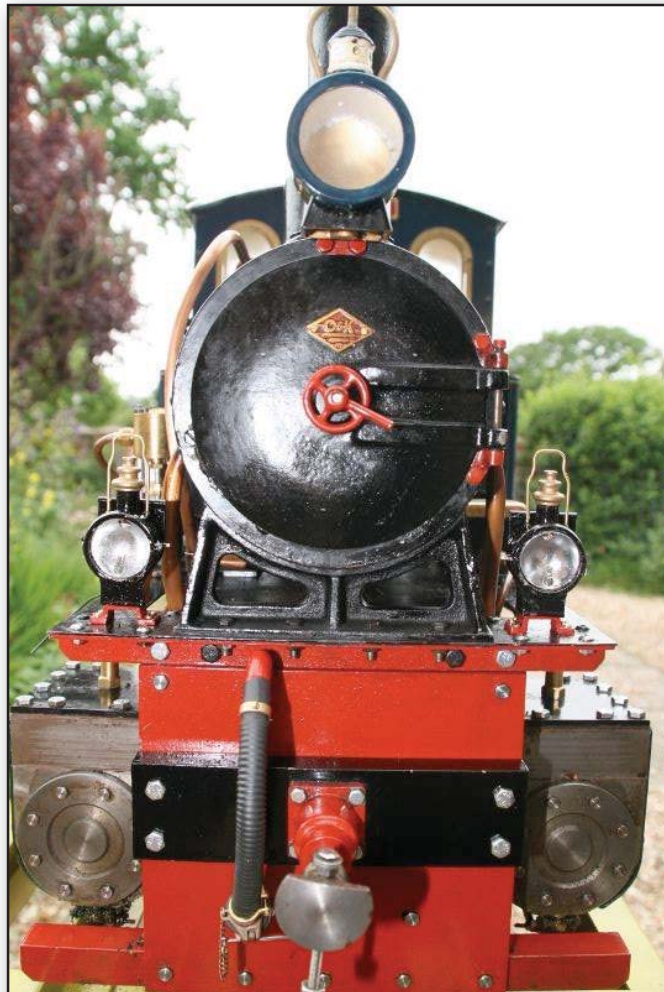
Spark Arrester

Another simple job, the mesh is from Polly ME, simply cut, then roll (watch your fingers). Unscrew, the blastpipe, place inside the tube of mesh, push the mesh up into the base of the chimney, the blast pipe will drop down, so you can tighten it back up, then pull the mesh down around the base of the blast pipe, decide where the blower nozzle needs to pass through the mesh and carefully snip a few pieces of mesh out to push it through. I had to take it all out to get it right but it only took a few minutes. You will need to disassemble periodically as the oil from the steam will mix with the very fine particulates and block some of the mesh. A wire brush can clear a lot of it, so far I've only had to disassemble twice in the running season to clean it thoroughly.



Coal Bunker

Now, this little construction would have benefitted from some drawings! The first attempt is now scrap. First time out I went for brass, wooden blocks and a hammer to get the bends. Second time around I went for steel and borrowed a friend's benchtop bending roll! I could put all of the bars in together in parallel and get the bends identical! The bars were formed into rough rectangles, then silver soldered, the stanchions were just simple bent bar, and then drilled and bolted. The whole assembly has a degree of competing stress in it, which when tightened up pulled it solid. It was then simply bolted onto the tank top, ensuring just enough clearance with the cab front, so as to not damage the paintwork when removing the whole tank top assembly. The coal has been glued down, but to be honest gravity works fine!



JUNIOR ENGINEERS - Andy Cross

I'm delighted to report that our Junior section continues to support our railway. The lads have really worked hard this season, and with the new carriage sheds in operation have proven how fast they can react to any stock problems and get the railway up and running again in no time at all.

Our major project for the winter will be the overhaul of all the coaches. The intention is to repair and repaint where required, along with the addition of a new numbering system and new roundels on all of the coaches. They will also be assisting in the additional vacuum braking being added to other rolling stock.



Junior Sam creates his very own 'Santa Special'

PINEWOOD PUBLIC RUNNING OIC ROSTER - 2014

DATE	OFFICER IN CHARGE	ASSISTANT
March 16th	Paul Konig	Tim Caswell
April 20th	David Simmonite	Nigel Jaques
May 18th	Andy Cross	Colin Gross
June 15th	Ray Grace	Peter Downes
July 20th	John Keane	Martin Barratt
August 17th	Derek Tulley	Roger Marney
September 21st	Richard Smith	Mike Cole
October 19th	James Jarvis	Trevor Hill

Santa Specials

December 7th	Paul Konig	Andy Cross
December 14th	Ray Grace	John Bradshaw

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 Ray Grace know as early as possible.



PINEWOOD DIARY DATES - 2014

DATE	EVENT	
February 24th	PMRS AGM	19.00
Venue - Bracknell Railway Society Club Room (Pinewood)		
March 16th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
April 6th	Members Running	10.00 - 16.00
April 20th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
May 4th	Members Running	10.00 - 16.00
May 18th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
June 1st	Members Running	10.00 - 16.00
	'Visitors Day'	
June 15th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
July 6th	'Family Day'	10.00 - 16.00
July 20th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
August 3rd	Members Running	10.00 - 16.00
August 17th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
September 7th	Members Running	10.00 - 16.00
September 21st	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
October 5th	Members Running	10.00 - 16.00
October 19th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
December 7th	Santa Specials	11.00 - 15.30
December 14th	Santa Specials	11.00 - 15.30