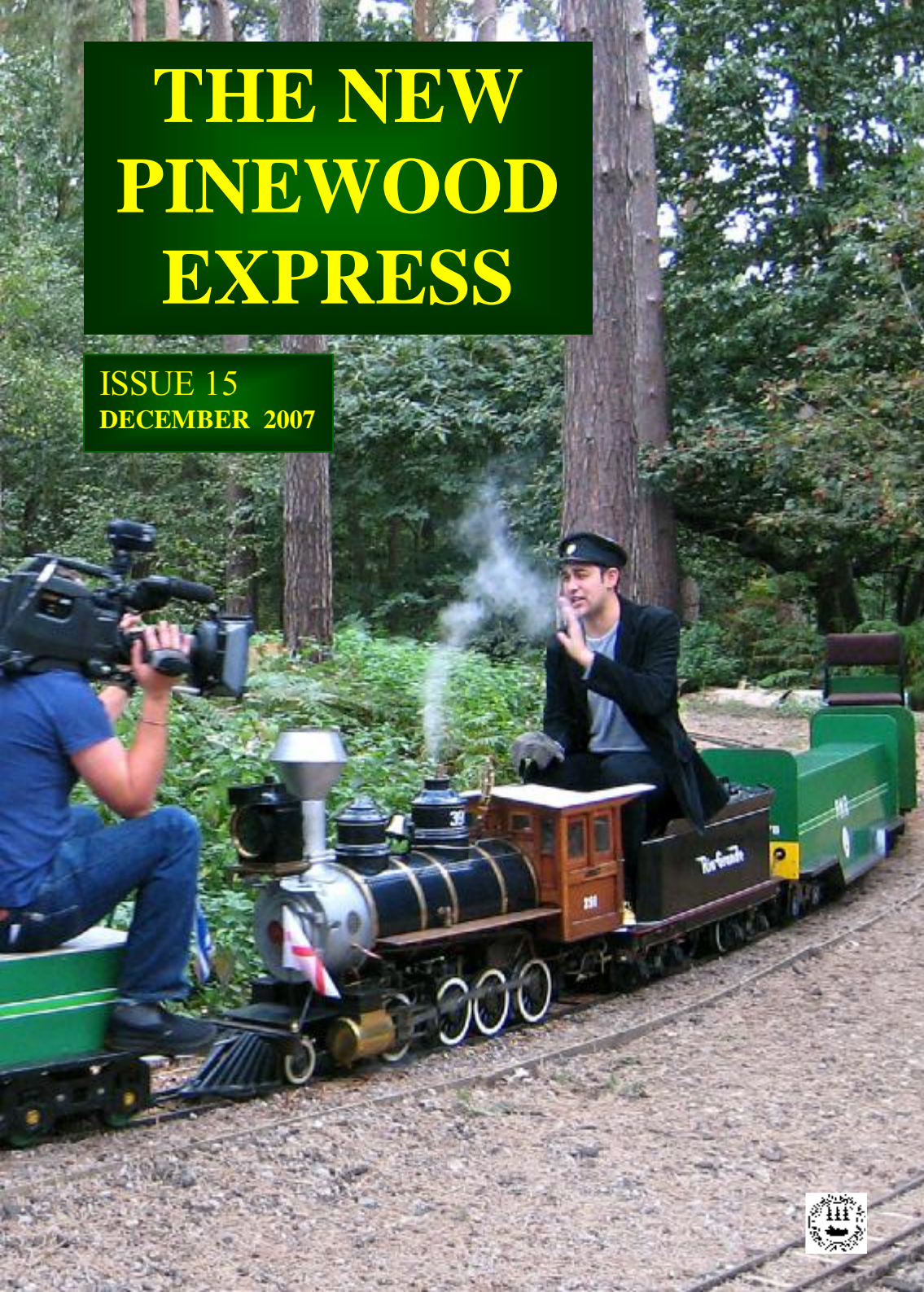


THE NEW PINWOOD EXPRESS

ISSUE 15
DECEMBER 2007



CONTACT DETAILS

Name	Post	Telephone and e-mail
Dick Woodruff	Chairman*	
Paul Konig	Treasurer*	
Paul Archer	Secretary** & Publicity	
Mike Cole	Chief Engineer	
John Keane	Signals Officer	
David Simmonite	Safety Officer	
Keith Briault	Committee man	

Ian Shanks	Auditor #1	
Tony Weeden	Auditor #2	

Alan Barsby	Web site Manager	
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Rev 1

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

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Pinewood Miniature Railway Society Limited
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Website: www.pinewoodrailway.co.uk

Cover picture

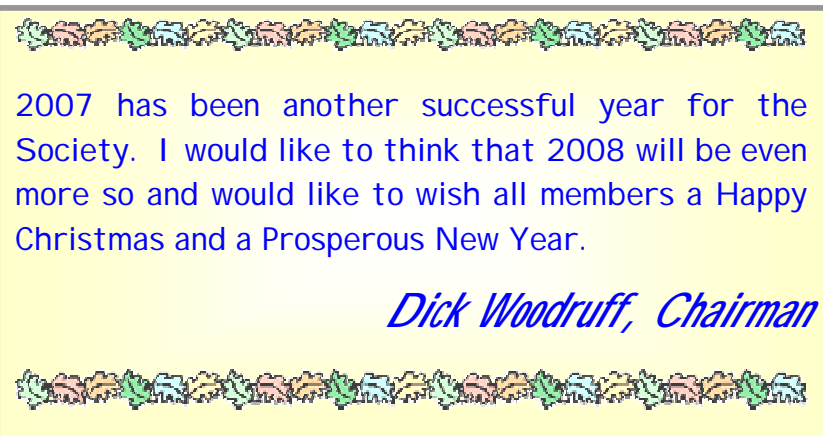
The BBC at Pinewood. From the left: Sound man Mark Fairhurst, Director Marcus Harben, Cameraman Jim Ashcroft and Presenter Adam Kutherford. See the report within.
Photo John Keane



EDITORIAL

This has been another very active period for the Society. This issue includes a report of our stand at the Ascot Model Engineering Exhibition and a visit from a BBC film crew. We also return to the occasional workshop series with an item by Denis on an alternative system for digitising lathes and mills. Being Christmas, we include a one-off competition (in lieu of the caption contest), with a genuine monetary prize.

In the traveller's tales series we have a report, from Colin Douglas, of a visit to the K&ESR. With so much material available to us at present, we have to postpone the report on this year's Santa runs and also apologise for having to carry some items over to the next issue; in particular John Brotherton's full report of a steam meet in Holland.



SECRETARY'S REPORT

Our presence at the Ascot exhibition (see report elsewhere) has helped to bring us three new members. We are pleased to welcome Tim Taylor, Tim Caswell and Samuel Gray.

Higher numbers of passengers at some of our public running days have put a strain on the band of 'regular' members who turn up to run these vital events. It was necessary at one point, with passengers queuing, to stop trains running until a guard was found. Without the income from these days the

Society could not survive to support the members' days, let alone improve the facilities. Consideration is being given to a rota of officers and helpers drawn from a larger cross-section of members. With less than a dozen such days to cover each year, the load on any individual member should be very light if we all take our turn.



New member, Tim Caswell, has put us to shame by spending his first day doing a professional job of painting the chalet doors - that we have been 'getting around to' for months.

Photo John Keane

A hurriedly arranged visit by a BBC film crew brought us in a small contribution to funds but was very labour intensive for us.

We have received a request to host the Polly owners club in 2010. The committee has yet to make a formal response but is looking favourably on an event that is likely to bring us some additional publicity, as well as being likely to be an interesting and enjoyable event.

TREASURER'S REPORT

In spite of well-attended public events and robust income from these, as well as generous donations from club members, we only expect to 'break even' at the end of this financial year (December 2007), though this is partly due to expenditure carried forward from the previous year.

It is sobering to note the amount of effort required for us to achieve this, in a year with closely controlled capital spend. The Committee will need to review sources of income in order that we can undertake works to improve, rather than simply maintain, the railway during 2008.

ENGINEERING REPORT

The actuator has been installed at point 3 (at the head shunt) so that this is now controlled from the signal box, along with the temporary signal at the head shunt. The track gang have also extended the head shunt to increase its capacity on running days.

Derek Tulley, Ray Grace, Keith Briault and others have completed the new roof felting and new doors to the old carriage shed and have re-hung the modified steel gate to control access to the yard from the public area.

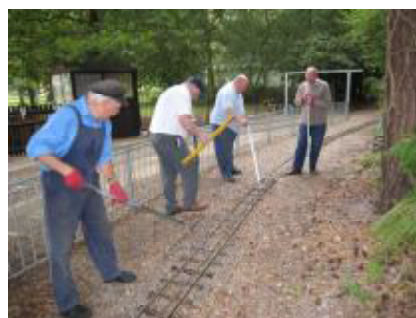
Good progress has been made on the construction of the 'low profile store' based on the old lorry ramp. Derek and Tim are leading this activity with much help in the form of materials from Ian Shanks and others, so that this construction is being achieved with very little impact on Society funds.



Derek having got used to the taste and feel of bitumen (see issue 14) has proceeded to re-felt the old carriage shed roof. Keith is here cutting the lengths of roofing felt while David is – well, sort of leaning on it. Photos JRK



*Photo John Brotherton
Removing the old gate after Derek completed his handsome new doors for the old carriage shed*



*Photo JRK
It is a tribute to the good track maintenance that the BBC film crew survived their adventure (see the report in this issue).*

SAFETY OFFICERS REPORT

To cope with increased public attendances, we have run extra trains but this puts a strain on the number of members available to help. The signal system has worked well, allowing us to run two trains safely in the loop at one time. Please remember that safety is the responsibility of everyone and we must remain vigilant at all times Any problems must be reported to a responsible officer.

SIGNALLING REPORT

With the completion of all signal cascades, as reported in issue 14, it has been possible to ease off from new signalling work, particularly with the need to prepare for the Ascot exhibition, where the signalling department supplied a display of gantry lights for the Society's stand.

The back window of the signal box has been modified, by installing a hinged sash. This will make it easier for the signalman to talk to drivers waiting to cross the main from the yard 'out' road.



Photo John Keane

John Brotherton has completed his new shunt signal for S8 (controlling shunt to the main from the yard 'in' road). This has been made from John's stock materials at no cost to the Society.

A record has been kept through this season to identify the locations and causes of bonding failures. We have recorded four incidents and, unexpectedly, this has shown mainly loose bonding bolts, especially on block 2, rather than the expected corrosion of the contacts between bonds and rail.

VISIT BY EAST GRINSTEAD MRC

Members of the East Grinstead Model Railway Club, including some former members of the Beech Hurst Club, visited us in November.



Vince Williams is here seen driving one of the East Grinstead locos

Vince Williams is here seen driving one of the East Grinstead locos

Photo JRK

MODEL ENGINEERING EXHIBITION

The Centenary Model Engineering Exhibition was held in the new stand at the Royal Ascot Racecourse, between the 7th and 9th of September.



As this was the first time that this exhibition has been held so close to Pinewood, the Society decided to seize the opportunity to become better known, by manning a club stand. Our dual objectives were to attract local visitors, as passengers, to our running days and also to attract new members.



Photo JRK

On display, Dave Curtis' Romulus, Dick Woodruff's Jumbo, Keith Briault's Maid of Kent, David Simmonite's Metro and 'private owner' wagon and Derek Tulley's BRS Std 2-6-0T. The Pinewood LED gantry signals are displayed on a dummy gantry.

After recovering from the early traumas of getting into the site for setting up, the exhibition was judged successful from our point of view.

We attracted several new members as well as meeting a number of families promising to visit for rides, sufficient to justify our modest costs of participating.

This was in spite of the complete absence of any local advertising for the exhibition (due, we understand, to Ascot planning conditions).

Several members took the opportunity to buy parts and materials – including Dick who acquired an oil pump for his Jumbo and Paul Konig who bought a large flue brush for his C19.



Derek Tulley discussing the finer points of his Hewson designed tank with Professor Peter Thomas of Polly Engineering.

Derek Alford of the Ascot Miniature Railway Society renewing acquaintance with Mike Cole at the Pinewood stand.



Thanks are due to the members who were willing to loan their locos, helped on the stand or helped in preparing for the event, including Mike Cole, Paul Archer, David Simmonite, Dick Woodruff, Derek Tulley, Keith Briault, Paul Konig, Ian Shanks and John Keane.

Thanks also, to Dave Curtis for entrusting us with his Romulus while he holidayed in Scotland, oblivious to what might be happening to it. (A use, at last, for the car that John Keane bought specifically to carry a Romulus - four years in advance of the need!)



Derek Tulley's frames for the Neville Evans Schools attracting attention while on loan to the Polly Engineering stand. (Polly are supplying castings etc for the Neville Evans design.)



Members evidently bearing up well to the exertions of manning the Pinewood stand.

Report and photos John Keane & Clare Keane

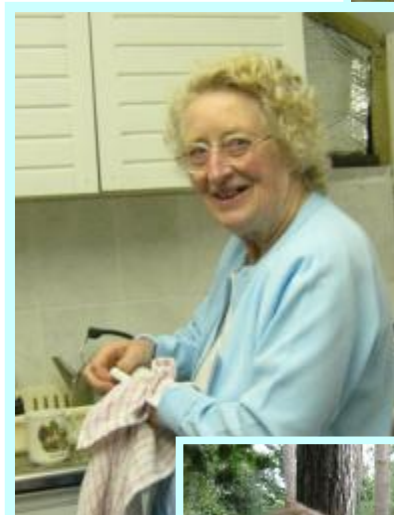
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AND NOW FOR SOMETHING COMPLETELY DIFFERENT...

As a change from all those pictures of men with their toy trains, here are some pictures of the really important people. While their 'other halves' play, they selflessly lubricate the parts that really need to be reached.



*Elaine Tulley serves waiting passengers
Sylvia Curtis keeps the cups coming.
Diane Evans counts the ticket money.*



Esme Briault supplies train guard, John Ephithite with tea while on the move.

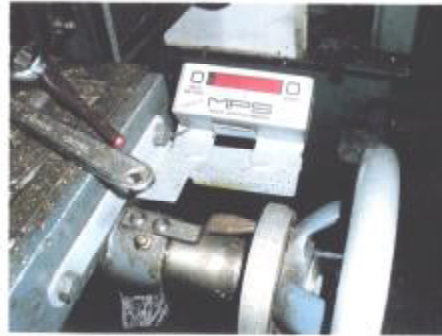


Photos JRK
August 2007

WORKSHOP NOTES

Another approach to digitising workshop equipment – by Denis Evans

An earlier issue contained Derek Tulley's account of using wire-based digitisers in his workshop. I, too, would have fitted my lathe and mills with the same excellent MPS units but I could not trace the maker, who I now believe no longer supplies these units. In any case the one that I already had cost £200 six years ago - and I needed six! The MPS units were very easy to fit.



An MPS unit fitted to my large mill.

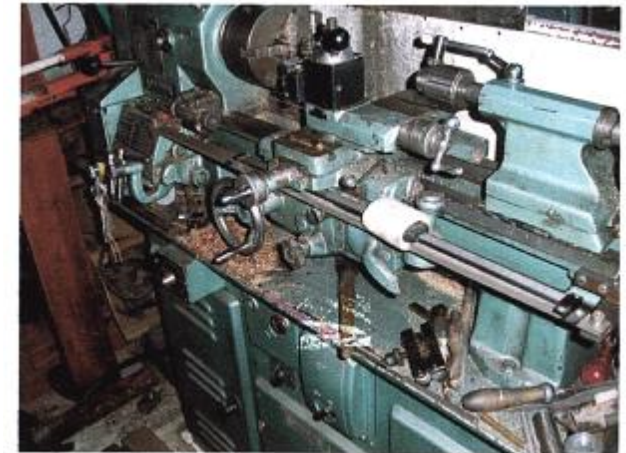
The following is an account of using alternative, low cost digital scales that are widely available and cost from £20 to £50 depending on length. Having bought one from Dave Curtis, I bought 5 more for the special price of £130 at an exhibition.

The following photographs show the scales fitted to various machine axes. They have worked well and make using the machines more of a pleasure.

Linear scales fitted to the x and z axes of a small Warco mill. (The y axis is also fitted.)



Photo 4 (right) shows a scale fitted to the long axis of my lathe. I have yet to fit one to the cross slide; this is much more difficult as it would be in the way, wherever it is fitted.



Photos 5 and 6 (below) show two scales fitted to my large mill.



*5 Left: A linear scale on the z axis (Also visible is the original MPS unit on the x axis)
6 Above: A linear scale on the y axis*

When using scales I have found it important to fit the units to a steel bar and, as it is difficult to ensure that they run true in two planes, I arrange to drive the moving readout via a link that is sufficiently flexible to minimise the strain from any misalignment, but strong enough not to buckle (it has to move a very small load). To protect the scale readouts, I cover them with a piece of pipe lagging (photo 4).

The scales all use button batteries, which I buy (for about £8 per 10) from Squires Model & Craft Tools 01243842424.

All photos by Denis Evans

TRAVELLER'S TALES - Kent and East Sussex

Colin Douglas has provided the following photos taken on his visit to the Kent and East Sussex Railway earlier this summer.

Many members will know the K&ESR preserved line that runs between Tenterden and Bodiam, built in 1900. Though only ten miles long, this is a pleasant railway to visit. An end-to-end ride has plenty of activity including the rituals of stopping the train to open and close level crossing gates and the baton hand over for the single line. When Colin visited, the railway was holding its 1940 weekend, hence Private Walker and the cast of Dad's Army on the platform at Tenterden Town Station.



WHAT TO DO IN AIR RAIDS

1. Shut windows and ventilators, pull down the blinds and refrain from smoking.
2. You may leave the train at any station. Do not alight between stations unless directed by an official.
3. Before alighting make sure you are on the platform side of the train.
4. Do not touch any outside part of a car if a gas attack is suspected.



By coincidence, another group of PMR members visited the K&ESR this summer. Brian Barrow, Dave Elen and Dick Woodruff pose with a member of K&ESR staff.
Photo John Brotherton

FLY TIPPING



Photo John Keane, August 2007

Touch wood, we have been virtually vandal free for more than a year now. A new phenomenon for us was the fly tipping of a 'pick-up full' of rubbish on the woodland path leading to our crossing entrance. Through the lucky (and unusual) early arrival of your editor one Wednesday morning, he was able to snatch a picture of the rubbish being taken away. Our thanks to site management for dealing with this efficiently.

THE BBC at PINEWOOD

We were visited on Saturday 22nd September by a White City based production team making a pilot for a possible new series on behalf of BBC Scotland (Glasgow).

Apparently, the working title for this venture is ‘The New Atheist’ and the programme is intended to illustrate moral dilemmas, contrasting Christian and Atheist approaches but presented in palatable ways from situations such as the footplate of a miniature railway locomotive. In this instance the programme scenario was a runaway train heading towards a number of girl guides standing unaware on the track. (They were not entirely amused by Paul Konig’s straight-faced comment that his action would depend on the likely extent of damage to his locomotive.)

Paul’s C19 was the principle locomotive with Dave’s Romulus acting as reserve before being utilised by the camera crew for action shots. The programme presenter, Adam Rutherford, is planned to be the new face of TV and was taught by Paul, in too-few easy lessons, how to be a train driver.



Some of the production team, including Producer Pauline Doidge and interviewee Theo (right), partake of tea and biscuits between ‘takes’.

A sit-aside truck was positioned in front of the “Cow Catcher” with the cameraman, producer and sound engineer seated facing backwards to film the locomotive in action.

The first attempt at filming missed the opportunity to record for posterity “the face of anguish”. Not the presenter’s face as he drove a loco, solo, for the first time, but the look on Paul’s face as his locomotive disappeared round the loop

with eight wheels spinning, sparks flying towards the sky and a carefree film crew travelling backwards **in front of the locomotive**, towards the bridge. See the cover picture. Luckily Paul’s cross-country dash averted disaster. (This was also Mike’s cue to re-check the BBC insurance cover!)

Filming continued for some two hours with the club secretary playing an important role in the last phase of filming - being specially chosen to lie on the flat wagon to act as ballast to counter the weight of the cameraman **and** his equipment.







Paul Archer

SPOT THE COMMITTEE MEMBER



For this Christmas issue we indulge ourselves with a competition of genuine skill and psychological insight to keep you awake after your Christmas lunch. The following photographs are of six present members of the committee, when in their (first) childhood.

All you have to do is put a committee member’s name to each of the photographs. Easy! The chance of getting it right by use of a pin is 1 in 720 (factorial 6). On the other hand, someone will come closest, so your chance of winning is about 1 in 39 – pretty good odds. The prize, for whoever gets the most correct names against photos, is one year’s free membership of PMRS. In the event of a tie, the chairman will toss a coin or simply rely on his prejudices. His decision is final – as usual. (Present committee members and their families are, of course, excluded.)

			
A	B	C	D
		<p>Your list of names, against letters A to F, to the editor please.</p> <p>(In case you have forgotten, a list of the committee members’ names can be found on page 2).</p> <p>By 15 January please – but why not do it now!</p>	
E	F		

NEW LOCOS AND ROLLING STOCK

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

John's Industrial Shunter

John Brotherton has taken delivery of his Roanoke industrial 0-4-0 shunter.

This loco was a special order as John wanted it equipped with a Tecumseh Power Sport 6HP 195cc 4 stroke OHV engine, in lieu of the Honda usually installed in the Roanoke F series. The casing had to be redesigned and enlarged to accommodate the larger engine. (We understand this will now be a standard Roanoke option.)



Photo John Keane

The engine has electric start and the drive is via toothed belt to an Eton hybrid swash plate unit and chain drive to both axles.

The photograph was taken on the loco's first outing at Pinewood and before John had added his personalised livery.

WORK IN PROGRESS

(Notes on members' progress with their projects in hand.)

Dave's Turbine Powered Generator

Entering into the spirit of 'experimental' model engineering, Dave Curtis has made a turbine directly coupled to a small electric motor. Run off a compressor at 25 p.s.i., Dave reports that it illuminated 40 LEDs. Performance with wet steam remains to be seen, but Dave hopes that he may be able to install it on his Romulus to power a headlamp, fitted with a small array of LEDs.



Photo John Keane

An unusual view of a proud King



A few bits from Paul Konig's 7.1/4" gauge King – all we have seen of it since Paul dismantled it for overhaul. Rumour has it that the new boiler is awaiting collection from Swindon, so perhaps we haven't too long to wait.

Photo John Keane

CAPTION CONTEST

(from issue 14)

Suggested captions, for the photo taken during the August downpour, included:

- *"Has Paul (in police uniform) just arrested James for speeding?"*

However, the winning caption was, once again, submitted by Dave Elen:

- *James: "I think we might be in for some rain soon."*

A musical submission from the editor's daughter (which is therefore ineligible) is:

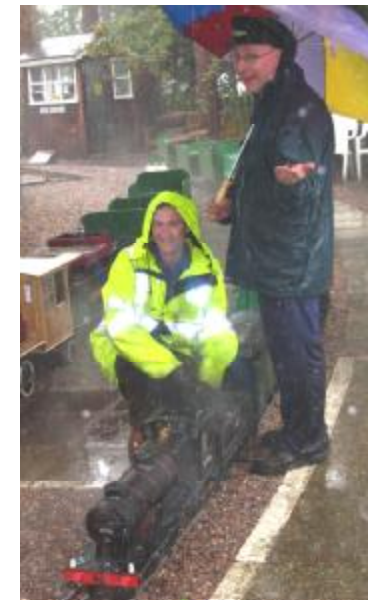
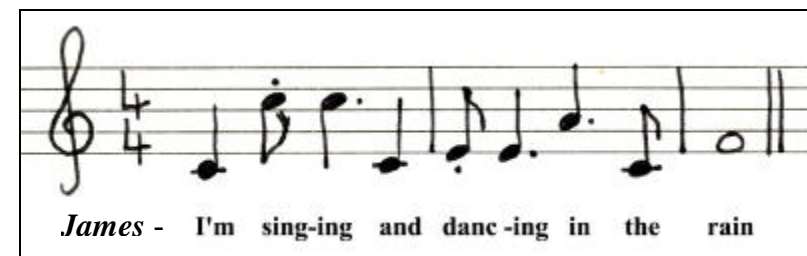


Photo John Keane



With apologies to Gene Kelly

THIS AND THAT

(Late additions, items for sale or wanted and miscellaneous)

James' scale passenger

James and Clare Jarvis have thoughtfully produced a scale passenger (7.1/4" narrow gauge). Samuel weighs in at 8.1/2 lbs. No doubt James has planned an upbringing on Meccano, Dinky Toys, and Hornby to be followed by a suitable grounding in loco maintenance and signalling electronics. One can't plan these things too soon. Of course Sue may have other ideas (Brain surgeon, Rocket scientist, City financier)



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Letter from the Wokingham Borough Mayor



The following letter has been received from Cllr Annette Drake following the opening of the new loop and Bridge.

"Dear Paul Archer

Thank you very much for your letter and the photographs, which have given me so much pleasure.

I will always remember driving the train and the kindness shown to Evie and myself on the opening of the new track at Pinewood – The homemade cake was delicious and the glass of champagne completed a very happy occasion.

Thank you also for the season ticket for the children to ride the train. I am sure they will enjoy the experience!

*Best wishes
Annette Drake, Mayor"*

Video

A short video (on DVD) of the opening of the new loop is now available for loan to members. A copy has been sent to Cllr Drake for her granddaughter Evie.

