

THE NEW PINWOOD EXPRESS

Pinewood (Wokingham) Miniature Railway



**ISSUE 21
June 2009**

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	_____
Peter Withers	Committee man	_____

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.

Registered Office
Pinewood Miniature Railway Society Limited
Pinewood Leisure Centre, Old Wokingham Road, Wokingham, Berks, RG40 3AQ
UK Registration Number 4999442
Website: www.pinewoodrailway.co.uk

Cover picture

A 5" gauge driving axle, machined from the solid (see 'Work in Hand')

Photo John Keane

EDITORIAL

This issue returns to near normality with a number of items carried over from issue 20 including John Ephithite's account of a visit to a Turkish railway museum and a note on the January 'Aly Paly' exhibition. We also have reports of a visit from a Merchant Navy locomotive, a visit to Ascot Locomotive Society and the Yateley May Fayre..

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

With a very successful Santa Season behind us we ended the year on a high note, and would like to thank all the members and their wives for the time and effort they put into making it such a success, which enables the Club to plan for future project in 2009.

With Easter, two birthday parties and Yateley Fayre under our belt we are well into the 2009 season, but on a couple of these occasions we were short of helpers, so I would ask that if you can help on Public Running Days when we also have a birthday party in the morning; it would help lighten the load on the regular volunteers.

Some of the projects on the books are the redesign of the steaming bay to enable us to invite other Clubs to enjoy our track, the construction of new bogey sets for the coaches, which will incorporate vacuum braking system to meet our safety standards, and the rearrangement of the departure and arrival platforms.

Finally I would like to remind you that we have the Pinewood family day on the 7th of June and look forward to seeing numerous locos running and hopefully many visitors.

Public running

Members are reminded of Dick's 'Chairman's note' published in issue 13:

Under normal circumstances immediate family members can ride for free on public running days, provided that they join the queue for trains and vacant seats are available. This will, however, be at the discretion of the "Officer in Charge" on the day.

SAFETY OFFICER'S REPORT

The new season of running for birthday parties, the public and taking the portable track to the Yateley Fayre has begun without any safety issues arising, a testament to how we organise ourselves.

SECRETARY'S REPORT

At the AGM, Keith Briault was confirmed in the post of Chairman and Peter Withers joined as the seventh member of the committee. All other committee members and the auditors agreed to stand again and were duly elected.

Members may know that our railway through the wood was created in the 1980s at the request of the local authority. A helpful grant was made early on but the Society has otherwise created the railway and made its way from its own resources for more than two decades. However, this has only been possible because of the generosity of a number of volunteer members who have dug deep on occasions to fund, often to the tune of hundreds of pounds each, the infrastructure of the site and some of the running items, such as the works train, bridge and some building works. However, there are limits to the extent to which we can rely on that source of funding for necessities. With the increasing costs in many directions, we have applied to Wokingham Borough for a grant to cover some of the costs of renewing the dilapidated safety fencing around the yard. Unfortunately that request has been turned down due to lack of funds. We are looking for other sources of funding and, failing that, we will reapply next year. For the time being, we are patching up the safety

fences as best we can so that our available funds can be directed at other urgent aspects of our infrastructure – including improved coaching stock and vacuum brakes that are more necessary with our longer train lengths.

We are pleased to welcome new member, Peter Downes. Peter is a recently retired toolmaker who has already built a 2-inch scale Clayton Steam lorry – and very well too, though he has some interesting teething problems to overcome. We look forward to him adding interest to public running days by running his Clayton in the station square. We will, of course, make every effort to convert him to rail!



Photo JRK

Peter (on the right) discussing his Clayton lorry with Keith Briault and Dave Elen.

ENGINEERING REPORT

The winter maintenance of the track was finished; all tamped and aligned in good time for the start of the running season. The extension to the platforms has not started as we have yet to agree on how to enlarge the holding area used by passengers prior to them boarding the trains. This will determine the position of the small gap between the arrival and departure areas on platform 1, and thus where the extensions need to be made. This will no doubt be decided during a well-attended Wednesday or Sunday morning coffee break.

The revised breaking system trialled on the new passenger car was a success and the design has been adopted. The Committee has agreed to 3 of our existing passenger cars being upgraded with new bogies and fitted with the new vacuum brakes. This is quite an investment both in time and money but all agreed it is the correct way forward.

We have approval from our landlords (the Parish council) to extend our yard area by a small (about 5m square) additional area to allow the steaming bays to be redesigned and extended for improved access and safety. However, the design of the steaming bays is back on the drawing board. Our Chairman and some Members were considering my latest layout (which I had at the AGM) during a Sunday morning coffee break when they devised a further

improvement. When told of this I agreed the proposal had merit, hence more pencil and rubber work. Once the layout is finally approved and finance agreed, the work will be carried out in phases as time and finance become available.

The Society has not been successful so far in obtaining any grant money for the replacement of our northern fence. Due to the poor state of this fence the Wednesday gang has started some emergency repairs, using mainly old materials on site, which is turning out to be very successful. Further fencing materials are now appearing from various sources so this work continues at no great strain on finance (to the Treasurers relief), so well done Tim and the lads.

Commercial boilers – a warning

The Society has just received an important Information Sheet (No.9) from the Southern Federation regarding the CE marking of boilers. All boilers commercially made after 30th May 2002 shall have appropriate paper work referring to the design, manufacture, and testing of the boiler and the boiler shall be stamped with its identification number, the CE mark, and the manufactures identification. It appears that some suppliers have not conformed to all of these requirements and therefore their boilers are non-compliant and cannot be certified nor insured. These requirements vary in relation to the boiler operating pressure and its volume. If any Member has a boiler commercially made after 30th May 2002, please contact me before using it at Pinewood. Solutions to this problem are being devised by the various Federations and further details are expected from our Federation.

SIGNALLING REPORT

All country signals have now been decapitated. The posts and separate heads have been re-painted and the posts installed permanently on concrete bases. That will reduce the weight of items that have to be put away after each running day.

We may, at last, have found a way to overcome the unreliability of the trailer sockets used for connection of the signals. Two signals were particularly troublesome after the winter break. On spraying both parts of the plugs and sockets with KONTACT 60, good electrical contact with the plain brass pins was immediately restored. This combination spray claims to remove general grease as well as corrosion layers including oxides and sulphides. However, without treatment after the spray application, corrosion is likely to recur. We have decided to see how long the effects last before it is necessary to repeat the treatment.

'ALY- PALY' EXHIBITION – January 2009

A report of the London Model Engineering Exhibition at Alexandra Palace was squeezed out of the last issue. An interesting item from the exhibition is reported below.

Unusual controls for a 7.1/4" gauge Duchess.

A fine model (a little over scale) of Duchess of Hamilton was exhibited on the 7.1/4" Gauge Association's stand. A point of interest was the method of operating the cab controls from behind the tender. The normal cab controls are difficult to access through the space between tender and cab, and sitting astride the tender does rather spoil the image. So the builder, David Parnell, has duplicated the controls at the back of the tender, where they are easily operated from a riding truck.



Photos John Keane

Unlike the usual arrangement of visible rods above the tender he has adopted a completely concealed system. No linkage is visible.

All of the back head controls are extended in this way.

Another interesting aspect of David's



work is that he lives in a residential home that has a railway running round it – and through his workshop. Don't all apply at once!

INVITATION TO VISIT ALS

We were invited along with Harlington Locomotive Society to make a club visit to the rebuilt site of the Ascot Locomotive Society on May 3rd.

The date unfortunately clashed with a pre-booked birthday party at Pinewood, which meant that most of us were only able to go after this had been finished and everything put away. Nevertheless we made a respectable showing with three of our members' locomotives. Nigel Jaques ran his Hercules; Ray Grace and Ian Shanks took their respective electric locos. The sound effects on Ian's class 20 caused particular interest at times. All ran well. Other Pinewood members making the visit included Mike Cole, Paul Konig, David Elen, Peter Downes, John Keane and James Jarvis and family.



Photo John Keane

Nigel pausing to chat with ALS member Ed Steele-Perkins and PMRS members Paul Konig and Dave Elen.



Photo John Keane

Mike Cole takes a turn on Ian's Class 20. In the background, Derek Alford prepares another wagon.

The Ascot railway has been completely rebuilt over the last few years, since the first class original had to be demolished to allow the realignment of the Ascot racecourse. Not surprisingly, the track is not yet

up to the former ALS standard but the amount of work completed is impressive, particularly in the complex station and top loop areas. Those (there were some) who said it would never happen underestimated Derek Alford's determination.

The ALS locomotives being run during the afternoon included James

Brunning's Schools 'Stowe' and Jim Rough's 7.1/4" Big Boy. The latter is an impressively huge amount of metal and one can only be impressed that anyone should find time for such a project. The Schools ran well but the Big Boy seemed to be having some trouble and had to be taken out in the afternoon with a problem on one of the powered bogies.

There had been much agonising, before the visit, over the stated requirements for safety chains in addition to the normal coupling. In the event, ALS were only concerned about that between engine and driving truck as the photograph of an ALS carriage coupling shows.

As per Ascot tradition, a generous spread of cakes and tea was provided in the clubhouse. In spite of the wind whistling across 'Ascot Heath' (former Ascot members remembered it well), the visit was both enjoyable and interesting.

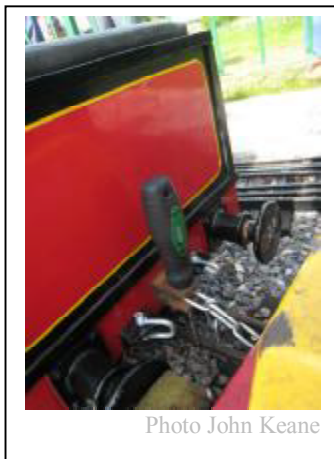


Photo John Keane



Photo John Keane

Ian Rough driving his Big Boy on the home run to the ALS station.

YATELEY MAY FAYRE

Organised by Dave Pritchard, the Society made its customary appearance at the Yateley May Fayre. The facilities at Yateley are very suitable with a good level area at the edge of the ground, adequately fenced off and with supplies of



Photo John Keane

Unloading Tony's C19. The morning was covered by David's 'Romulus'.

water on hand. This is the only external event of its kind that we now support, the effort of also supporting the Farnborough Donkey Derby or Sandhurst being too much for a small band of volunteers to sustain.

The weather was mixed, the late shower that was forecast being replaced by mini showers through the middle of the day. But it was never enough to put off the passengers.

The cost per ride was increased for the first time in more years than anyone can remember (from 50p to a £1). This was still the lowest charge on the field. The result was that, in spite of 20%



Photo Paul Konig

fewer rides, the amount netted for us and for the Lions charity was increased by about 60% over last year. The income is not great but the publicity, early in the season, is valuable.

As ever, our thanks to the members, including new member Peter Downes, who supported the event by assisting with transport, setting up the track and gazebo and acting as ticket sellers, ticket collectors, guards etc. Our thanks to Peter Starr for again providing transport for the track and to Dave Pritchard for liaison with the Fayre Committee.

WORK IN PROGRESS

A new crank by James Jarvis

The cover picture for this issue is of a driving axle for James' 5-inch gauge Southern Railway class L1 (aka Maid of Kent).



It was turned from a solid piece of EN3 steel, 8 inches long and 4 inches in diameter. James machined it, over a period of about two years, as a replacement for a failing fabricated version. The machined eccentric is for driving the lubricator pump. James embarked on this as a labour of love and as a technical challenge, as much as a practical solution. The result speaks for itself and James should be very satisfied with the fruits of his efforts.

A special wheel set

This wheel set should be particularly good on left hand curves.

OK – anyone can make a mistake. (The wheels, turned on a modified ML10, are for a Romulus, modified by fitting roller bearings in a dust-sealed Canon axle box. Fortunately the wheels are a keyed fit – no sticky stuff as yet.)



Mistake and photo John Keane

TRAVELLER'S TALES - TURKEY

John Ephithite has provided this account and pictures of a visit to the Çamlık Outdoor Railway Museum in Turkey, which claims to have one of the largest collections of steam locomotives in Europe.

During a recent Mediterranean cruise on Oriana we stopped at Kusadasi on the Aegean Sea and went by coach to see the famous ruins of the City of Ephesus. This dates back to the 11th century B.C. and was once a very important trade and banking centre. It was built over many centuries and is still being excavated with support from the Turkish Ministry Of Tourism. Of particular note are a 4th Century A.D street, which is paved in marble slabs and an Amphitheatre, built between 40 and 117 A.D. which can seat 25,000 people.



Photos John Ephithite

Some of the twelve locos round the turntable

rotary snow ploughs on the front - *see photo.*

A short trip took us to Çamlık where there is a Railway Museum with over 30 steam locomotives and several coaches and wagons standing on rails. They are in a grassy park with good opportunities for photography. There is a turntable with 12 locos standing around it including two with

To the delight of the children in our party, all of the locos and coaches could be climbed and most of the footplate plumbing was in place. The locos had labels showing details of builders and sizes. The locos were from a range of builders including Robert Stephenson and Beyer-Peacock from the UK, White from the U.S.A., Henschel from Germany and an un-named maker from France. Outside the museum there was a long loop of track with a link to the Museum. Our guide who was a lecturer in Turkish ancient history did not visit this museum, but thought that trains were run during summer months.

The setting of the museum in the open air with trees and shrubs, *see photos*, is something that would not be possible due to our weather, but it was a pleasant change and although the wind was cold, the sun was shining.



Eileen Ephithite enjoying the sunshine alongside a tank loco built by Robert Stephenson & Co. in 1891. (The shapes of the tank and cab are reminiscent of Stephenson's Moorish arch built at Edge Hill, though for Turkey it should presumably be Ottoman – Ed.)



This giant, American built freight loco contrasts sharply with the small tank loco

A VISITING MERCHANT NAVY

Clifford Perry, a member at Reading Society of Model Engineers, having previously seen and noted the potential of the Pinewood track, visited us on the 15th of April, with his 'rebuilt' Merchant Navy 'Clan Line' 35028. This locomotive is normally kept at a private railway.



Photo Trevor Hill

Cliff 'running light' on the Pinewood track.

The 7.1/4" gauge locomotive was built, twenty one years ago, by John Morgan and is modelled on the locomotive of the same name – an ex British Railways "Pacific" Class (4-6-2) locomotive built in 1948 (rebuilt in 1959) and now owned and maintained, to mainline standard, by the Merchant Navy Locomotive Preservation Society at Stewarts Lane Depot.

Cliff made a number of circuits of the Pinewood track and when asked his opinion of the track's running qualities, was kind enough to describe it as 'beautiful' – a testament to David Simmonite and the track gang who have worked hard to bring it up to its present high standard over the last few years.

Cliff generously invited members to drive – and several accepted with enthusiasm.



Chairman, Keith Briault, Ray Grace and David Simmonite were three of our members who took up the offer to drive Clan Line

Photo Trevor Hill



Photo Trevor Hill



Photo Mark Campling

NEW LOCOS AND ROLLING STOCK

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

Peter's 'One for Fun'

Peter Withers has been busy again and has supplied this account of his latest fee-lance loco.



In the process of bringing to life 'Dinorwic', the vertical boyled 0-4-0 coffee pot reported on in a previous issue, I decided that I fancied something a little easier to operate and perhaps with a little more pulling power to go with it.

Originally I had been rather taken with the looks of a standard gauge Fowler 0-4-0 diesel shunter with a chimney-esque exhaust. The plan was to hide an ex-lawnmower Briggs & Stratton petrol engine under the bonnet driving an alternator and thence the traction motor. However, simplicity, a limited budget and narrow gauge looks won the day.

A simple 7.1/4in 0-4-0 electric loco was sketched out with my usual drawing

office aids; a MiG welder and a hacksaw. I started off with a second-hand set of frames (which showed every sign of *almost* being a number of previous locomotives) and a set of Bagnall wheels. The frames were shortened to suit and a 350W geared motor was fitted behind the buffer beams at each end with chain drive to the relevant axle. The connecting rods keep things in sync. Suspension is provided by 8 rubber bungs, which give a remarkably smooth ride. A pair of 70Ah leisure batteries and a 4QD speed controller complete the electrical system. All the controls are on the dashboard (back head?) and include a removable 'safety link' to isolate the batteries. The horn is from a Triumph Bonneville!



The 'back head'

The bodywork was inspired by Hudson Hunslet diesel locomotives seen on the internet. The original plan was to have an open cab reminiscent perhaps of the Hunslet quarry steam locos. However, the look wasn't quite right and the result is the basic cab now seen, which is in fact far more prototypical and keeps the rain off the controls.



Given that my existing driving truck is wider than the loco, I took the decision to make a second driving truck with a slightly more tender-like look. Wheels were ordered from LA Services and bearings came from my usual supplier of

bits. The axles are 25mm dia. EN24T, my only justification for this colossal overkill being that they were cheap. The frames were built up from a jigsaw of strip steel using the welder and the suspension is again via rubber bungs. A basic plywood seat was hidden behind simple side panels and the whole lot painted to match the loco. Brakes to both axles are operated via a lever and bowden cable. Brake blocks are the very efficient PNP plastic ones.

Initial testing was with only the driving truck. All those who have driven it have commented that it seems to be powerful and it is remarkably smooth. Load testing came about with a birthday party in April during which the locomotive coped better than the driver! (*We hope Peter's severe back problem will not cramp his style for too long.* – Ed) In a fit of bravado the works train complete with Planet loco was hitched up as a load. A complete and successful lap of the track, including a hill start just the far side of the level crossing was managed with some aplomb. The loco certainly meets my basic requirements and, for me at least, gives the feeling of a miniature locomotive rather than a model. No idea of a name but I feel inclined not to go with the suggestion of 'Florence'...

John's driving trolley and scale wagons



Photo JRK

No.23. John Brotherton's latest driving trolley.

years ago – John's scale Esso tanker wagon and his mineral wagon made a rare appearance after Easter.

As usual, they demonstrate the immaculate finish that John always achieves.

John Brotherton has recently completed a new driving trolley for use with his Industrial Shunter (*see issue 15*). It has received John's usual attention to detailing and livery.

Though not strictly new – John Brotherton built these wagons some



Photo JRK

John's Esso and mineral wagons.

THIS AND THAT

(Late additions, items for sale and miscellaneous)

ITEMS FOR SALE

Due to a change in personal circumstances, both of Peter Withers' 7.1/4in gauge locomotives are now for sale. Peter will be happy to demonstrate either model at Pinewood.

7.1/4in 0-4-0 VBT Locomotive 'Dinorwic'. This was described in issue19.



Based on the vertical boiler and 2 cyl engine from a 'Caradoc' steam tractor. This engine is inspired by the De Winton vertical boilered quarry engines of the 1870s. The locomotive has run successfully on a number of occasions at Pinewood. The boiler has all of its history from manufacture and is currently in test. The sale will include driving truck, firing irons and blower if required.

Price: £3750. I am open to sensible offers.

7.1/4in. gauge 0-4-0 diesel outline electric loco is described in this issue.

A freelance design based loosely on various diesel narrow gauge shunting engines, perhaps mainly the Hudson Hunslet layout.

Price £1400 complete with driving truck and batteries. Again I am open to sensible offers.

Tel 01256 763258 email: wbarkingmad@btinternet.com

DIDCOT UNDER THREAT

The headquarters of the Great Western Society is under threat following Network Rail's refusal to renew the tenancy of the land.

A petition has been raised in the Prime Minister's official 10 Downing Street website, calling for opposition to the threatened closure of Didcot Railway Centre. You can see full details of the petition and add your name at:

<http://petitions.number10.gov.uk/Save-the-GWS>

DIARY DATES 2009

External events are in **bold** text.

DATE	EVENT
JUNE*	Sunday 7th Family Day, 11.00-16.00
	Sunday 21st Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
JULY*	Sunday 5th Members' Running, 11.00-16.00
	Saturday 18 th – Sunday 19th Guildford Model Engineering Society Rally and Exhibition
	Sunday 19th Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
AUGUST*	Sunday 2nd Members' Running, 11.00-16.00
	Fri 14 th – Sat 15th Invitation to Frimley Park Railway
	Sunday 16th Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
SEPTEMBER	Sunday 6th Birthday Party, 11.00-13.00 (provisional) Members' Running, 13.30-16.00
	Sunday 20th Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
OCTOBER	Sunday 4th Birthday Party, 11.00-13.00 (provisional) Members' running, 13.00-16.00
	Sunday 18th Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
DECEMBER	Sunday 6th Santa run (provisional)
	Sunday 13th Santa run (provisional)

E&OE Please check dates of external events before travelling.

OIC SCHEDULE 2009

	Officer in charge	Assistant
Easter	Keith Briault	Paul Archer
April 19th	Keith Briault stood in	
May 17th	John Ephithite	Dave Pritchard
June 21st	Nigel Jaques	Keith Briault
July 19th	Mike Cole	Derek Tulley
August 16th	James Jarvis	Colin Gross
September 20th	John Keane	Ray Grace
October 18th	David Simmonite	Tim Caswell

Please contact Keith Briault in good time if there are any problems