

THE NEW PINWOOD EXPRESS

Pinewood (Wokingham) Miniature Railway



CONTACT DETAILS:

POST	NAME	TELEPHONE & EMAIL
Chairman*	Ray Grace	
Secretary	Vacant	
Treasurer & Company Secretary*	Paul Konig	
Chief Engineer	David Simmonite	
Safety Officer	Peter Downes	
NPE Editor	Andy Cross	
Committee #1	Derek Tulley	
Committee #2	Tim Caswell	
To contact the whole Committee		
Chief Boiler Inspector	Keith Briault	
Junior Engineers	Andy Cross	
Birthday Parties	Andy Cross	
Refreshments	Paul Konig	
Auditor	Tony Weedon	

Images for this issue courtesy of:
Paul Konig, Derek Tulley, John Keane & Train Mountain ©

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 photo:
Two of the many locomotives at the 2015 Train Mountain Triennial

EDITORIAL - Andy Cross

Welcome to the latest edition of the NPE. This edition carries some great articles and sees us travel to the USA where Ray has brought us back some superb information from Train Mountain. Closer to home we have three excellent articles from Derek Tulley. Keep them coming in folks all contributions are most welcome.



Rosemary proves she's the boss, both on and off the track!

SUBMISSION OF MATERIAL

Contributions for future issues of the New Pinewood Express are always welcome. Submissions can be in any electronic format. 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. Send your submissions to:

editor@pinewoodrailway.co.uk

FROM MY CHAIR - Ray Grace

I have only recently sent you an update by e-mail so this will be a short further update. I mentioned, amongst other things, that following a very successful 2015 season we have set about putting into effect our plans for the winter. In addition to making preparations for our Santa Specials we have now installed a point at the exit from the station and made the direct connection to the carriage shed. We have also removed the former connecting point to the carriage shed in preparation for its new role as one half of the planned connection between the carriage shed connection and the main line.

As I write this in early November we have already filled most of our Santa places for this Christmas this has been helped enormously by the automation of part of our booking process and placing it on our web site. We must thank Andy Cross, Paul Konig and Peter Downes for making this booking system operational.

However 'all is not rosy in the garden' and despite my appeal for Santa help I have not had much in the way of offers and currently our Santa on both days is being covered by non-members of PMRS which, in my opinion, is not a very satisfactory situation.

I must say, however, that the Chalet helpers situation is much better and I expect that we will be OK for hostesses.

So what's next? We have another point to build, we have a level crossing that needs to be re-built, a fair amount of ballast-retention boarding to replace, and the 2016 season to prepare for.

I hope that we are doing the sort of things that you all want to see and that the result will be enhanced enjoyment for all of us.

This is a good opportunity for me to wish you and your family a very Merry Christmas and a prosperous and healthy New Year.

With best wishes,
Ray Grace.



"OK Chaps, here they come!" - waiting for the first passengers at the Pinewood Festival

CHIEF ENGINEER'S REPORT

David Simmonite

As mentioned in the Chairman's report extensive work has been carried out over the last few months in both making and installing the new point at the exit from the station. Thanks to all involved in making this happen. The new layout makes it much easier to fetch and return carriages from Shed C. More work needs to be done but this is already a good improvement to the line.



Working on the new track layout

PINEWOOD'S FEATHERED FAMILIES

Derek Tulley

This Spring was exceptional for nesting birds on our site. All those that appear to be somewhat wacky places to nest but proved very successful for them.

The Robin chose to nest in the workshop on the tool rack making a nest of leaves moss etc somewhat to Tim's disgust, as it was rather untidy. They successfully raised four chicks despite the activity going on around them. Access was gained to the nest by flying under the workshop door. The Robin has recently been voted Britain's favourite bird.

Blue Tits chose one of the steaming bay supports as a home. I was not able to see how many chicks they had but between six and ten is common. Judging by the feeding activity it was probably at the upper end of the range.

We think a Wren nested in the pit where we store our coal. A wren was seen frequently visiting the pit in late May on two consecutive weeks but it was not possible to see where it went without disturbing it and once we presumed they had flown some one tidied the pit so I did not have the chance to find a nest. It would not be an unusual site for a wren as their Latin name is Troglodytes Troglodytes meaning 'cave dweller'.

The Great Tit is an annual visitor to our steaming bay (this is their fourth or fifth visit) and once again nested in a steaming bay support. It is unlikely to be the same bird each year as they are not that long lived but probably one of the offspring has taken over Mum's des res. This year they raised Four chicks which is a bit low but considering they were living in a steel pipe with the possibility of cinders raining down, not bad.



Some of our feathered friends, and their chosen spots at Pinewood

TRAIN MOUNTAIN TRIENNIAL

Ray Grace

In June this year (2015) my wife (Lindy) and I toured the South Western USA visiting the states of Arizona, Nevada, New Mexico, Colorado, Utah, California and Oregon.

Our trip commenced with a flight to Las Vegas where we enjoyed the sights and sounds and buzz of, probably, the liveliest city in the World. It was not long however before the call of the open road meant that we set off in our hired car to follow the general alignment of the, very busy, UP trans-continental main line and "Route 66" eastwards, at times we were actually on Route 66, and never very far from mile-long trains.

An overnight stop was made in Williams AZ. in a 19th.Century bordello overlooking the Grand Canyon Railway station and the UP mainline to Phoenix, this meant lots of interest for me. The following day we continued eastwards via Grants NM past Albuquerque and then north towards Santa Fe, the capital of New Mexico. Santa Fe is the oldest State capital in the USA and is a delightful place to explore, sights include the oldest adobe house and church in the USA and a lovely central square and lots of Spanish colonial features and history.

After a couple of nights in Santa Fe we continued north to Durango in Colorado the starting point for the "Durango to Silverton Narrow Gauge Railroad". The DSNR is a 40+ mile remnant of the former extensive Denver & Rio Grande RR narrow gauge system in Colorado, New Mexico and Utah, as is the "Cumbres and Toltec RR" some 60 miles to the east. The following day we made the spectacular rail trip to Silverton, at times the train was clinging to a ledge half-way up a rock cliff overlooking the Animas river gorge at other times passing tranquil meadows but with the high snow topped mountains never far away. The destination, Silverton, was straight out of the genuine Wild West, with some unpaved streets, wooden buildings, etc. and even a stage coach for transport!

Our four day return to Las Vegas was via Mesa Verde National Park, Monument Valley, Four Corners and the most amazing South Western desert scenery.

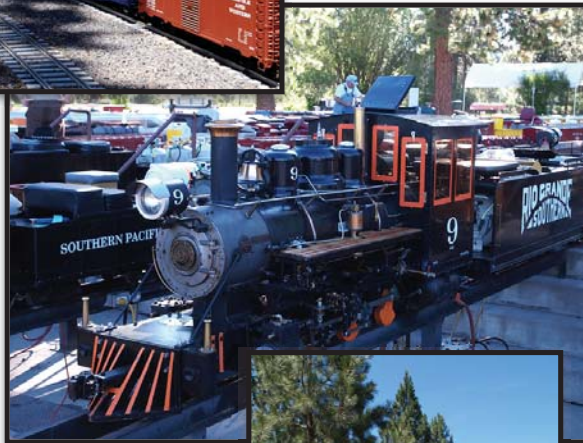
The main purpose of our trip was my visit to the Train Mountain 2015 Triennial which did, in fact, determine the dates that we travelled. From Las Vegas we flew on to Sacramento CA. then drove on to Klamath Falls OR. via Interstate 5 and Route 97 passing close by snow covered Mount Shasta on the way. We had booked four nights in a nice hotel so that I could leave Lindy to read, swim, etc. while I commuted the 25 miles to Train Mountain each day. The drive is beautifully scenic along the shore of Lake Klamath with mountains all around.

Train Mountain Railroad is situated at an elevation of varying between 4200' and 4400' above sea level on a woodland hillside and valley covering 2200 acres. The site is close to the (very) small town of Chiloquin and on an Indian Reservation (Klamath, Modoc and Yahooskin tribes). There are 37 miles of 7 1/2" gauge track with the farthest point being some five miles from the main station. The track is mostly single and one-way so trains will always return by a different route from the way out, the very few bi-directional sections are automatically signalled appropriately. A return trip is over 10 miles and lasts well over 2 hours! There is far more information in the internet so, if you are interested, I suggest that you Google "Train Mountain".

This year was my third visit to the Triennial, previously I had visited in 2006 and 2012 and I hope to make it again in 2018!

It is probably easiest to split the site into three areas, Central Station, South Meadow and the North Valley. The track layout in and around the Central Station is enormous with a variety of route options and steaming bays split between two parts of the site. The main steaming area has about 23 bays each able to hold a loco with a complete train, some with





11 or 12 passenger carrying coaches. There is also a turntable-based steaming area with about 32 bays most with three tracks each able to hold two or three average locos. Electric and i/c powered locos and their trains are usually prepared for running on the large span of sidings adjacent to the workshops. Significant features include a very large through road maintenance shed with an extremely well equipped workshop, a massive spread of sidings for holding not-in-use stock and 'Containerville'. Containerville consists of a row of grounded ISO containers each with two or three access tracks through the end doors. The containers are used (rented?) by Train Mountain members who wish to store their locos and stock on site. During the Triennial all these facilities are in full use with so many owners and their trains attending the event. The Central Station has attractive timber buildings containing facilities for eating, meetings, toilets, etc. plus the admin offices, there is also a small shop. Relatively speaking there are very few visitors for such a large site, approx. 1500 spread over seven days, so there is no crush and it makes it easy to 'hitch' a ride. There is no set system for visitors to ride except to ask a driver if he will take a passenger – I have not been refused yet! There is a limited train service provided to take visitors for a trip around South Meadow. I visited for just three days this time and had a number of rides each day behind a variety of motive power including to just about as far as you can go.

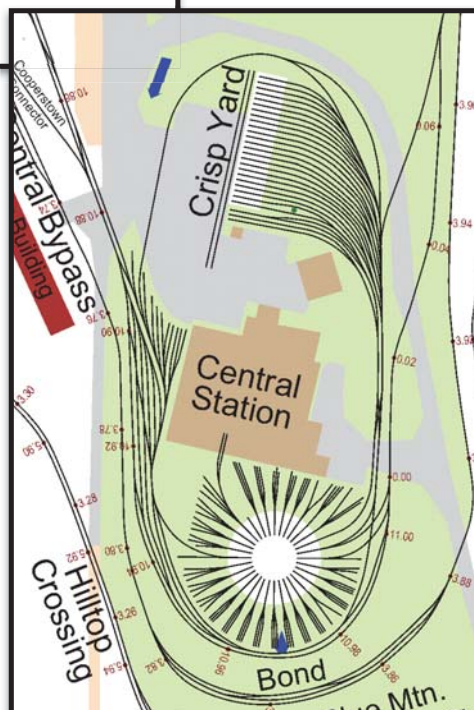
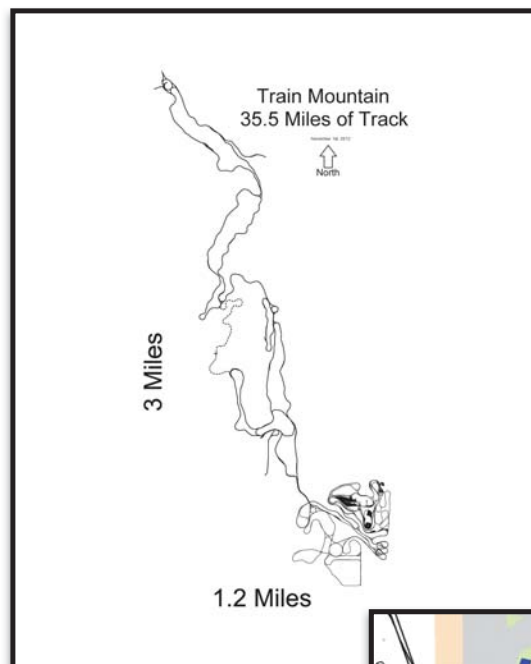
Adjacent to Central Station but some 100' below is South Meadow, the two are connected by a steep and winding, in part 4-track, main line that twists and turns to the bottom of the hill – aptly named 'Serpentine'. The Serpentine is a fair struggle for all locos on the way uphill!

South Meadow is a flat-ish area of scrub and Aspen trees and has an awesome amount of track, with multiple options for routeing through the area. At major events the South Meadow area is used for visitors to park their RVs or to camp and many loco owners prefer to limit their running to the South Meadow and Central areas. There are a number of lay-by sidings in South Meadow and some loco owners make use of these sidings to park their trains by their RV's front door when not in use. A feature of the South Meadow area are a number of small scale cameo 19th. Century scenes of typical US wild-west subjects e.g. mining settlement, lumber mill, cattle ranch, etc.

From the northern end of South Meadow a double track main line passes through a tunnel under South Chiloquin Road to the North section of the railway. The railway here extends in excess of four miles along a valley floor; again there are a number of alternative routes and turning circles and, again, mainly single track but with a different return route so that a one-way system operates. The North section is also through Aspen forest and scrub but this time there is a high cliff to the left and an upward slope to the right, the railway also rises 200' in this section. An interesting feature of this area is the number of dwellings that have their own private sidings leading off the main line – it beats your average garden railway!

The Central Station area and its immediate surroundings are fully signalled and with point motors on the main tracks, all this is controlled from an adjacent 'tower'. The remainder of the railway is manual but, on busy running days, the 'tower' has some control of trains approaching towards and departing from the Central Station area by operating a simplified US dispatching system with instructions and clearances being given by radio.

On a separate site directly to the east adjacent to the Train Mountain RR is the "Klamath and Western Railroad", also at 71/2" gauge, the two railways are physically linked at a number of places. The two organisations have close ties with one another with many of their members having joint memberships. At busy times (e.g. Triennial) the two railways act as one with unrestricted access between them. The KWRR pre-dates the establishment of the Train Mountain club and offers (free) rides of approx. 1 1/2 miles. for the public on a regular basis.



COUPLINGS & DRAWBARS

Derek Tulley

All coaches and guards trucks used for passenger hauling are now to a common standard as regards height, gap and pin diameter of the coupling. This enables the use of a standard flat bar between any coach making up a train.

All pins and couplings are drilled with 5/16in dia clearance holes. There are sufficient hex head pins and pip pins available to use with all couplings. It is therefore essential that standard bars and pins are used throughout trains with 'R' clips used to secure drilled pins.

Cranked bars may be used between the first coach and locomotive to compensate for the variability in draw bar height. It is the responsibility of drivers to ensure that this coupling is correct and free to move. Again 5/16in dia pins must be used at all times. It is also up to the locomotive owner/driver to check that the engine coupling is securely attached to the locomotive or driving truck.

We are fortunate not to have experienced many derailments historically, but the number of incidents has dropped even lower since these improvements have been made. Everybody involved in forming up trains is requested to ensure that the correct couplings are used at all times to ensure a safe and enjoyable railway.



The correct use of couplings and drawbars

UPDATE ON VACUUM BRAKES FOR PMRS ROLLING STOCK

Derek Tulley

This article details the implementation of vacuum braking on PMRS passenger rolling stock. More detail on the braking system itself can be found in back issues 30 and 37.

Vacuum fitted stock

All eight coaches fitted with standard PMRS bogies now have functioning vacuum brakes. The short green coach with non standard bogies is piped through enabling it to be used in a vacuum braked train. Unfortunately it is not possible to fit vacuum brake actuators on these bogies nor to fit our standard bogies on the coach due to its restricted dimensions. I hope to fit pipes on the lightweight maroon coaches and on the two scale coaches to enable them to form part of braked trains.

When coaches are in use the vacuum brakes system should be activated whenever possible, even if the driver does not have a brake valve. The reason for this is that activation of the brake system pulls the brakes further off thus reducing brake drag and reducing the load on the locomotive.

All four guards trucks are able to be fitted with an internal vacuum pump and have an external brake lever on the right hand side. The Class 20 has been fitted with a vacuum pump with a brake valve on the driving truck. Titan will be fitted with a pump in due course, its driving truck is already piped and fitted with a brake valve.



Paul's King pausing between runs at the Great Cockrow Railway's September Gala

Forming a vacuum fitted train

To form a train, coaches should be connected using lengths of soft rubber hose between push on pipe fittings on the ends of all coaches, including the guards van. It is important to connect any 'flying' or open ended hoses (such as the hose on the front of the leading coach) to the blank connector so as to seal the system.

Creating a vacuum

If a locomotive vacuum system is to be used, connect the locomotive/driving truck to the coaches using a suitable length of soft rubber hose as explained above. If the guards van is fitted with a vacuum pump, this should not be switched on. The guards van brake lever can be used.

For non vacuum fitted locomotives, the vacuum pumps in guards trucks should be used. On switching the pump on it will run for several seconds and should then stop. An occasional click from the motor may be heard as vacuum is maintained. If frequent clicks or repeated running of the motor is heard there is a vacuum leak. Check for any holes or loose pipe, then report the fault to the Officer In Charge and do not use the system until the fault is rectified.

Brake actuation

Responsibility for braking the train is the driver's however in the event of an emergency the guard can apply the brakes using the brake lever on his truck. Brake actuation is quite gentle and progressive. In the unlikely event of a coupling failure, the brakes will be applied automatically once the rubber hose becomes disconnected or breaks. If you are running with a vacuum pump, the pump will run continuously during periods of brake actuation.

Uncoupling a vacuum fitted train

If the source of vacuum is removed, either from the loco being disconnected or a hose removed, the brakes will be applied and cannot be released until either a vacuum pump is reconnected or the vacuum in the system released by operating a vacuum release valve fitted to all coaches. On most coaches this is fitted beneath the body and has a pull ring. Its position is indicated by a white 'V' painted on the coach side. On two coaches the vacuum release is achieved by pulling a red knob on the rear of the coaches. Pull the release valve and hold open for a couple of seconds to allow the vacuum to disperse. The coaches should now be moveable by hand. If they remain stiff, please report to the OIC.



Public Running August 2015

KONIG'S KOMEDY CORNER - Ed

You're off the hook this time Paul. It's our Chairman's turn to look daft.
'Strictly Come Pinewood' is my suggestion, but if anyone can come up with something better let us know!



PINEWOOD PUBLIC RUNNING OIC ROSTER - 2015

Santa	Officer In Charge	Assistant
December 6th	Ray Grace	tba
December 13th	Andy Cross	tba

Please note: if you are unable to attend on the day shown on the roster, or would like to volunteer for a role, please let Ray Grace know as early as possible.

PINEWOOD DIARY DATES - 2016

Date	Event	
March 27th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
April 3rd	Members Running	10.00 - 16.00
April 17th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
May 1st	Members Running	10.00 - 16.00
May 15th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
June 5th	Members Running	10.00 - 16.00
June 19th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
July 3rd	Members Running	10.00 - 16.00
July 17th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
August 7th	Members Running	10.00 - 16.00
August 21st	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
September 4th	Members Running	10.00 - 16.00
September 18th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
October 2nd	Members Running	10.00 - 16.00
October 16th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00

Santa Specials

December 4th - tbc
December 11th - tbc