

THE NEW PINEWOOD EXPRESS

Pinewood (Wokingham) Miniature Railway



ISSUE 32 March 2012



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NOTE: The Committee details are correct at the time of publication.
Any revisions at the forthcoming AGM will be shown in the next issue.

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Cover Photo

Matthew and David assembling a bogie of the Titan 7 junior's loco project.
Photo: Paul Archer, January 2012

EDITORIAL



Photo Paul Archer
Double heading on the Santa Specials.

find time over Christmas to create a website for 'Gentoo', so please have a look at www.gentoosjournals.co.uk and let me know what you think of it.

Back on the theme of years passing quickly, I intend to pass on the editorial role to someone else after the 2013 AGM as by then I think that it may be time for some fresh ideas to be brought to bear on the newsletter. So if you would like to try your hand as Editor then please let the committee know.

For both the past and coming year I would like to thank all the contributors without whom I would not be able to produce this newsletter. Your input is really appreciated by me, and I hope by all the society's members.

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

First I would like to thank all the club members who came along and helped with the two Santa Specials last December. With the Leisure Centre holding its Christmas Craft Market on the first Sunday we had one of our most successful ever Santa events, and had to run a six coach train to cope with the peak time passenger load. Several of you also displayed and operated Christmas themed trains in the station yard which seemed to be much appreciated by our customers.



Photos Colin Gross
Inside Santa's Grotto.

As you have most likely read in the calling notice for this year's AGM I have decided that I have reached my sell by date and will not be standing for the post of Chairman this year. At one time we did change the Chairman every year or two, which I feel was a good idea as it then gave other members a chance to have a go at running the club and also brought fresh ideas as to how our club should progress into the future.

So I would like to take this opportunity to thank all the member of the committee for the support they have given me over the last three years and also all the members who attend the site come rain or shine to give a hand in making our railway one of the best in the South.

SECRETARY'S REPORT

I have managed to squeeze in one final report before joining the back benches after the next AGM. I am pleased to report that membership has continued to increase and now stands at 43 plus 9 junior members. Membership fees, which are once again held at £35 for individual membership or £40 for family membership, are now due and we hope that everyone will renew their membership.



Photo Colin Gross

Tony Weeden driving his C19 'Moose Jaw' on a Santa Special.

I am also pleased to report that following our application for funding to the Berkshire Community Foundation, Sage (a leading worldwide supplier of business software, with offices in Winnersh) has agreed to support the railway. The £1500 donation is for equipment to train the junior members and towards the construction of an extension to the carriage shed for which Planning Approval is currently being sought. Our thanks must go to Rachel Hughes, Grants Manager, Berkshire Community Foundation, and of course to Sage, who we hope to welcome to the Railway later this year.

Congratulation must also go out to Colin, the editor of this excellent newsletter, as Engineering in Miniature magazine has awarded us £50 for second place in their annual competition for Society Newsletters.

CHIEF ENGINEER'S REPORT

Now that the festivities are over we have started on the winter work program, beginning with replacement of the steel track between the diamond crossover and the bridge with aluminium rail. This is the first step to providing a bypass route for the station and will enable track detection to be installed on this important length of track. To date edging boards have been installed and the next step is to construct the new track panels. To facilitate this task the new rail has been pre-curved by the junior members to reduce the likelihood of "50p" or "threepenny bit" (the older members will remember those coins)

joints, a problem also suffered by another well known railway. As soon as the track panels are ready the ground between the boards will be excavated and the new formation of track laid.

A number of the rail joints on the loop from the bridge to the signal gantry have been causing potential problems for the short wheelbase locos over the past few months, so a number of rail panels were lifted where the rail ends had deflected causing a dip at the rail joints. A blacksmith's solution was adopted and the rail was straightened using a hammer and an anvil so that the re-laid track is now giving a much smoother ride.

To provide members with working bench space, and also for the juniors to construct their Titan 7 loco, there has been a major clear out in the loco shed and work is underway to create a new roof storage space.

The steaming bay blower low voltage electricity supply has been installed and tested. Unfortunately, the socket covers with the exposed terminals have been mislaid, so if anyone knows their whereabouts please let me know. Finally, thanks to John Keane, the steaming bays are now connected to the signal box by a bell and telephone.

JUNIOR SECTION

A report by Paul Archer, Pinewood's Junior Section Coordinator.

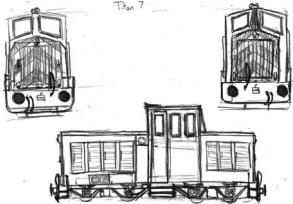
As shown on the front cover of this newsletter the construction of the Titan 7 locomotive has commenced and four junior members spent their first Sunday constructing the two bogies. David and Matthew formed Team 1 and Mark and Joseph were Team 2. Each team constructed a bogie and I am pleased to report that only one team will need to do some remedial work to reposition the axle assemblies the correct way round.

This project is progressing under the control of Project Engineer Peter Downes and I would like to thank Peter for the professional approach he has introduced. Each member now has their own Project Record Log Book which identifies all the steps required to assemble the components, confirms that each stage has been completed correctly when they check the other teams work, and defines and records the



Photo Paul Archer

Junior members at work.



Sketch David Jones
David's ideas for detailing the Titan 7.

with track replacement and the little team became very proficient in bending rail in preparation for the relaying of the inner loop. Thanks must also go to Derek Tolley for designing and constructing the apparatus to bend the rail. It was great for us seniors to be restricted to a mainly supervisory role which to a large extent consisted of standing around and drinking tea.

Given the professionalism and variety of work now being undertaken by the junior members we have decided to rename them as apprentice engineers which better demonstrates their roll within the society.

ENTENTE CORDIALE (Part Two)

By Richard Smith completes his account of attending a Polly Rally in France.



Photo Richard Smith
My Koppel in the station after a night run.

So it was that at 10pm we all thought what a fantastic idea it would be to partake in a night run ! Adorned with headlamps, tail-lights, head torches, hand torches and anything else that came to hand we lit up and set off. However challenging it was in daylight it was a whole new ball game in the

results of testing (such as wheel sets being to gauge etc.) as the project progresses. The construction project will benefit them all greatly, and the completed Log Books will demonstrate to third parties both their development and the skills they are learning.

The previous week saw five of the junior members active on winter maintenance work helping rail in preparation for the relaying of the inner loop. Thanks must also go to Derek Tolley for designing and constructing the apparatus to bend the rail. It was great for us seniors to be restricted to a mainly supervisory role which to a large extent consisted of standing around and drinking tea.

dark. When the safety valve blew the light bounced off the steam and just as you thought you could see another camera flash would render you blind - but oh was it fun !

We put the engine to bed at midnight, but the whistles continued into the small hours.

Sunday was far more casual with a trip into the village market and lunch, interrupted with light running. We packed the loco and thanked our hosts for such a wonderful experience before departing around 4pm complete with a case of special "railway" wine.

How did we get on ? Well whilst my Koppel may not have the mirror gloss finish or matching headlamps of the others it can't half pull ! We acquitted ourselves very well. I'd reckon on about a 70% success rate on the 1 in 25 and probably close on the furthest mileage run over the weekend. Both my children drove the engine over the weekend and the whole family ended up with a feeling of relaxation and enjoyment.



Photo Richard Smith
Looking across the meadow from the station.

The whole experience reminded me of how things were when I was a child and visited quiet 7 1/4" gatherings with my father - no signals or officious organisers in sight, no accidents and no frayed tempers. Everyone watched out for everyone else be they engines, lost tools, or lost children. So enjoyable and so relaxed.



Photo Richard Smith

Andy Clarke, Chairman of the Polly Owners Group and Proprietor of Polly Model Engineering, on the night run.

Was it worth the travelling, the tolls and the fuel – oh yes – fantastic. I hope we're invited back again – and if you're lucky enough to get an opportunity to take an engine overseas – embrace the experience !

THE STORY OF THE 20s

By Ian Shanks.



Photo Ian Shanks

Double heading with Ian's two Class 20s (the original loco is leading).

I first came across the Class 20 locomotive as a flat pack kit in 2006 when I saw it assembled on the Model Engineering Products (MEP) stand at the London Model Engineering Exhibition. At the time I had recently joined Pinewood, but as I lived over 30 miles from the Pinewood track it was important to confirm that the completed locomotive would fit in my car. Measurements showed that it would just fit, so I decided to purchase a Class 20 kit from MEP.

About 6 years before I had built a 5" gauge Class 31 from a Compass House kit so I knew roughly what I was in for, and I also knew Robin Neighbour (MEP) from previous dealings with another club. I ordered the kit in September 2006 and specified that the bogies and main frame were to be welded by MEP as my welding leaves a lot to be desired. The kit was ready about two months later so I picked it up from Robin's premises in Bexhill in November 2006. At that time I was fortunate to have a heated workshop (as we had numerous outbuildings behind my house) so I could work over the winter months in relative comfort.

The first thing you do when something like this arrives is to try and make sense of where all the bits go. Luckily MEP could provide a construction manual for a similar type of locomotive (actually a Class15), but being a

typical model engineer I took the "we know best" attitude of only using the manual when I got stuck. But to be honest, experience and gut feeling was probably the best way as there were no obvious challenging things to look out for. Even though I had a heated workshop I decided that the first task after sorting out the parts was to get some primer on the majority of the steelwork (the parts which did not require panels to be fitted to them) to ensure that no rust started to form.

I then decided to do the working parts first so I set about assembling the bogies. The method of motor mounting was the same as the Class 31 so it was not a problem, the only thing I did not do was put a spacer in between the axle boxes and the end of the bearing shaft. I subsequently had to do this when one of the wheels came loose from the Loctite which held the wheels to the axle. I have since learnt that this is quite a common problem, and the spacer which is slightly narrower than the gap stops the wheel from moving outwards which may cause derailment or worse. Adding spacers of this sort is something I would recommend to anyone building a similar type of bogie. The other thing to make sure is that you place the motor so that the wires are in the upper position well away from the track and the wires are thus long enough to connect into the terminal block on the chassis.

With the bogies assembled you now have to take most of them apart in order to paint the assemblies. I believe that painting must never be rushed, and I used several coats of Halfords Gloss Black spray paint until they looked the part. In between each coat while the paint was drying I turned my attention to the chassis, which by the way is very heavy as it is mostly cut from 10mm thick steel. If you fit a "deck" to the chassis as I did then make sure that you put holes big enough to get at the bogie fixing bolts from the top of the chassis as you never know when you may have to take off a bogie. Also drill any holes that you require for the electrics (in my case din plugs on both buffer beams), but other than that there nothing much to do on the chassis.

Body sides were next, and these are 3mm thick steel laser cut with openings for the metal panels to be fitted. Care is needed as there are lots of different panels and the side layouts are different. The panels are stuck on using a quick setting Loctite supplied by MEP, but both care and speed are needed. I lightly



Photo Ian Shanks

marked the sides to ensure that the panels would be square, but make sure that there is no paint primer where you need to stick on the panels. When the sides are completed prime with paint and put to one side to dry. Then drill holes for the handrail fixings and any stiffening bars that you want to put on. I used additional angle sections to fix the sides to the chassis of the loco.

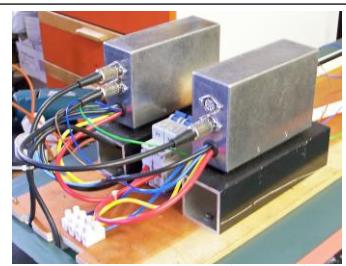


Photo Ian Shanks

The controllers on the plywood sub chassis.

controller functions since the plywood was easily removable.

I then decided to finish spray paint the chassis and sides in my choice of locomotive livery. I made a big mistake here as when I researched the loco on the Internet it looked black in the photographs. Unfortunately after I had painted everything I was proven wrong when upon closer inspection it turned out to be maroon. After I cooled down I then decided to complete the model in Railfreight Grey (just like my Class 31) but this time I decided to hand paint as opposed to using aerosols. The next problem was getting the correct colours of paint. I bought the paint from a well known supplier but it was not the colour I had expected even though it had the correct code number. I was not happy about this as the grey had a distinct blue tint. This was subsequently repainted about one year later using the same paint code from the same paint supplier, and this time it was the right colour !

I hand painted all the upper parts of the locomotive and it has proved to be very successful (incidentally I have found that you should never spray paint over a hand painted surface as the aerosol bites into the surface and bubbles). Apart from modifying the buffers, drilling light fitting holes and making front and rear code boxes the bodywork was then complete. The next task is to tackle the cab and roof which on the first loco of my pair were both flat sheet metal. I invested in a cheap set of 2ft rolls to curve the sheet metal and was fortunate to have access at that time to a bender and guillotine. The actual roof of the body was no problem and I decided to make it in three sections,

Next thing was to decide where to put the two control units, which I decided to place at the cab end of the loco. Fit these and make sure that you can get them off easily in case they ever require to be repaired. I made a sub unit of plywood to span the loco for holding the batteries and assembled the controllers on that. At this stage you can do all the wiring associated with

however the cab roof is tapered and the radius is not the same at all points. Tricky, but a good old hammer and block soon knocked it into shape. The end result of all this work was seen on the Pinewood track in April 2007. Since then I have used that locomotive extensively for public running and other general use without any major problems.

The next chapter came in late 2009 when I moved to Chesterfield so my base club had changed (but as many of you know I still come and run at Pinewood when I can). I

first ran my loco

there in February

2010 and was

greeted with the

remark "where's

the other one !"

The real 20s ran,

and still do

around the

Chesterfield area,

in pairs. At the

Harrogate show that year I met Robin Neighbour (MEP) by chance and we had a long chat. I like Robin as he has no airs and graces and is a nice friendly person. I also had a chat with Parkside who make the controllers. The net result was that I placed an order for another kit with special twisted leads for double heading. I had by then decided to buy new controllers for the original loco as the inclines on the Chesterfield track are steep and I now needed the regenerative braking facility that my original loco did not have. I was lucky as Parkside stated they would match both sets of controllers for double heading even though one set is 60Amp and the other is 100Amp (the difference being that the motors are 750 Watts on each bogie of the new loco as opposed to 500 Watts on the original loco). I duly collected the bits in July 2010 and apart from different motors which are chain driven and the loco roof which is fibreglass everything is more or less the same. I spent some time in assembling the bogies as I was aware of problems in another identical kit with the attachment of the gear sprocket on the axle coming loose. I then ran each bogie in "on the bench" for at least 3 hours before I drilled into the axle shaft to provide a decent hold for the grub screws which I have since Loctited in. It took me a lot longer to build this second loco as I don't now have the benefit of a heated workshop anymore, so not much got done over very cold winter of 2010/2011. The second loco rolled out for the first run on April 2011 at Chesterfield and I first double headed a little later in June 2011. The first public run I did was at Pinewood in July and was very successful. The combination of both locos not only looks the part, but the pulling power is quite spectacular. A couple of other things are that I have fitted digital sound



Photo Ian Shanks
The second Class 20 on its first outing at Chesterfield.

systems to both locos and arranged connections for coupling at both ends (so that I can run cabs together or apart) and with different light combinations. I have also modified all my hand control units to be the same as I now have four locos using Parkside controllers. My next project will probably be another heavy freight loco with the same drive system and double heading capability as the second Class 20 but it will have a touch of local connections to Chesterfield. Hopefully it will be completed by the end of 2012.

*Editors Note regarding Ian's comment about not spraying over hand painting.
A friend of mine is a professional model maker and has provided the following explanation for Ian's problem.*

The problem is that most aerosols have a solvent of sorts in them, even the modern acrylic aerosols (the old cellulose paint isn't used any more). I would certainly tread very carefully in that area and would test any paint on a non critical area. The actual act of spraying isn't the problem; it's the incompatibility of the materials being used. If a job has been hand or brush painted it's most likely going to be an oil based paint which will be attacked by anything containing a solvent. Water based acrylics are OK but not solvent based acrylics. As a foot note, acrylics such as emulsion are pretty stable once dry, you can even put cellulose on top of acrylic emulsion !



Photo Colin Gross
Paul Konig driving his C19 'Thunder Hoof' on a Santa Special.

Re the Santa Special photos and video.

During the second Santa event I spent the day taking photos and video for this newsletter and our various Internet sites (Facebook, Flickr etc.), but while driving my 'Gento' on the first Santa I loaned my camera to some of the junior members. Please have a look at the Pinewood "YouTube" channel <http://www.youtube.com/user/PinewoodRailway> to see the edited version of the video they filmed.

A WISBECH & UPWELL TRAM ENGINE

John Bradshaw describes his 5" gauge battery electric tram engine.



Photo Colin Gross
The Tram at the Santa Special event with 'steam' rising from the funnel.

Soon after moving to Crowthorne in 2008 I was made aware of The Pinewood Miniature Railway by my Grandson (then aged three). After a few visits to ride the trains I spoke to some of the members who soon persuaded me to join the society, and after driving the society engines for a while I decided to buy a suitable locomotive of my own. As I do not have a garage or a suitable workshop I decided that electric traction would be the best option. To me the obvious choice was a Tram Engine based on those that ran on The Wisbech & Upwell Tramway from 1883 until 1952. These G15 (later superseded by the LNER Y6 and J70) steam trams were built as a direct result of the Board of Trade's tram regulations which demanded speed restrictions, controls at both ends, and the fitting of cowcatchers and skirts over the wheels for running on the public highway. With a wooden body fitted, the end result was a locomotive that resembled a brake van.



Photo John Bradshaw
The mist generator unit.

I then approached Ride on Railways who had built such a 5" gauge locomotive as a variation on their Trojan Diesel, and specified that it should produce steam so as to resemble the real thing. The production of steam was somewhat of a problem and so ROR suggested the use of a mist generator, which turned out to be an excellent solution. The basic unit is a 'Foggy Smoke Generator' from MMB of Newport,

Gwent (website <http://marksmodelbits.com>) that runs from the normal loco drive batteries, and consists of an ultrasonic ceramic piezoelectric transducer that is positioned within a water reservoir. When power is applied to the transducer it produces a jet of water that on contact with air turns to mist, which is collected within the plastic box that contains the transducer. The mist is then propelled out of the box and up the locomotive chimney by a small fan. The other features of the locomotive are a prototypical headlight and electronic 'steam like' whistle from Trax Controls. A hand operated bell which was a feature of the J70 locomotives may be added at a later date.



Photo John Bradshaw

Two of the motors on one axle.

To enable sensible driving of the locomotive I also ordered a sit-on coach based on the type used on The Wisbech & Upwell Tramway.



Photo John Bradshaw

With the body removed to show the compact interior.

albeit on a dry leafless day. For a small 0-4-0 locomotive I think that it is proving to be a creditable performer.

The locomotive is powered by two 12 Volt car batteries which power four 'Gallay' 12 volt (but running on 24 volts) 150 Watt motors driving the two axles. The control system supplied by Ride on Railways is a 24 volt, 120 amp iDrive manufactured by PG Drive Technology and run from a custom built hand held controller which has a speed control and direction selector, whistle and steam switches and most importantly a 'deadmans' switch.

To enable sensible driving of the locomotive I also ordered a sit-on coach based on the type used on The Wisbech & Upwell Tramway.

The locomotive is capable of pulling this driving coach plus one of the clubs passenger carriages, and has successfully pulled four adults and two children around the club track

MAKING PRECISION WOODEN PARTS

By Peter Downes.

Some years ago I visited several dolls house fairs and was impressed by the miniature furniture and the prices that were being paid, so I thought I would make some furniture in my retirement and thus some money to help out the pension. Unfortunately by the time I had everything set up the market had moved on and the overheads were so great that it was not viable any more. Still the ideas and methods that I used for making the furniture may be of interest to our society members so I have been persuaded to put pen to paper.

I initially thought that I would approach making the furniture as if it was made from metal and make jigs and fixtures for holding the components, which would make producing the parts quicker and more accurate. I decided I would start by making a bookcase with a drawer because it is simply made up of planks cut to length and would be a good place to start. So going back to basics the first thing that I needed was to be able to make square components to a set size. The first job was to cut thin wood into strips for which I tried to use my normal D.I.Y. tools, but everything was too big. To overcome this problem I decided to modify my band saw for the job.

First I made a slave plate that fitted the saw table, and then I made a fence that had a fine adjustment on it so I could cut strips of wood accurately. The next



Photo Peter Downes

The modified band saw.

The next problem was how to fit the shelves to the side panels so that they are in the right place. On the real thing they would be

fitted into a rebate. I could have tried to do this on the mill but the cutter would not have run fast enough, you really need to use a router to get a good finish. After a lot of trial and error I decided that I would have to convert my mill into an accurate routing table. I managed to find an old slide assembly and I converted it so that it would fit into the throat of the milling head and be held in place by the draw bar. I then fitted a router and a digital read out to the slide. The next job was to make a table to hold the work, so I decided to make a slave plate with tapped holes so that I could use straps and clamps to position

the components. I had already fitted digital readouts to my mill/lathe so with the extra one on the router head I had accurate control in all three axes.



Photo Peter Downes
The routing attachment for the Lathe/Milling machine.



Photo Peter Downes
The finished bookcase (5½" tall).

actually matter, but the area for the drawer had to be accurately sized or the drawer wouldn't fit in properly. Having set the machine to a depth all the

The next thing to do was to design the actual bookcase and see if I could make it. The $\frac{1}{2}$ th scale bookcase was to be made from Rosewood and a 75mm x 300mm x 2mm thick piece of wood cost about £3.50 a sheet so I could not afford to scrap too much

of it. I found that it was best to draw it up on AutoCad first to make sure all the dimensions were right as everything had to be within 0.1mm to look right. I started to cut the components for the sides and shelves and found that the band saw was quite good but the saw blade did try to wander. It was obvious that this would need a rethink.

The next step was to set up the router to cut the rebates for the shelves. This went well as it was only basic milling and the bookcase fitted together neatly. It was when I started to make the drawer that I realised that there was another problem. I had bought the wood cut to size but I needed it to be within 0.1mm on thickness or better. This didn't matter on the bookcase because the space between the side panels and the

rebates would be the same from the back face but any difference would be on the inside face. This meant that the hole for the drawer would vary and depend on how good the sheet wood was to size. This would also affect the drawer if you just cut the four sides and glued them together the drawer would vary in size. When finished the drawer needed to be within 0.1mm of size so to overcome this I would have to machine the rebates from the inside face or size the sheet thickness myself. Eventually to overcome these problems I machined the important areas locally to the correct size just to get me going as I didn't have the machines to do it any other way.

I cut up the components for the drawer and sized the thickness locally where it mattered. The drawer went together without any trouble and then I thought it would look better if it was properly jointed as opposed to simple butt joints. Using a 1.5mm milling cutter I made comb joints on the drawer sides, and although it took a while to set up it was worth the effort. I now had a bookcase frame with a drawer in it, but what I still had to do was to add legs and put some shape on the basic bookcase so that it wasn't just a simple square box.

I made a form tool and turned up some legs on the lathe but I still had to get some shape to the sides. What I needed was a pantograph as if I had one of



Photo Peter Downes
The pantographic router.

done this I thought it would look nice with a bow front on the drawer and after making a few jigs I managed to make a bow fronted drawer. Finally I completed a set of components, and on assembly found that I needed to make jigs to hold things square while the glue dried. I then French polished the bookcase and fitted brass handles.

I did manage to sell a few for £95 each which is not a lot for the work and materials involved. The next step was to rethink the cutting up of the sheet wood into blanks and how to make a door.
(To be continued.)

WORK IN PROGRESS

Derek Tulley provides a progress report on his various projects.



Photo Derek Tulley

'Fair Rosamund' painted and ready for lining out.

Since my last report on the progress with building Fair Rosamund (Neville Evans last design before his death last April) I have completed the build apart from lining out the paintwork. This is a job I keep putting off, but must get to grips with before testing commences once conditions are more clement. The work that remained last time was to make and fit the cab and bunker. Pete Thomas of Polly Engineering gained access to Neville's designs and provided me with CNC machined plates for both cab and bunker with a request. Could I possibly have it put together in time for the exhibition at Sandown Park? There is no doubt that the crisp finish and accuracy obtained by CNC machining greatly enhances the finish of a model. There was also a significant saving in drilling time for the numerous rivets which were subsequently all soldered in place. Even though all the plates were pre-machined there was still work involved in fitting the cab spectacle plate around the boiler cladding which will always vary between models. To finish this off I made up a length of 3/32 angle in 20 thou thick brass and shaped it round the barrel thus hiding the inevitable small gap. The bunker which is virtually all water tank has an angled tube passing through it to mount the hand brake shaft. Getting the correct angle to marry up with the brake lever was very much trial and error but in the end it worked out surprisingly well. The tank was soft soldered together and is connected to the side tanks adding considerably to their limited capacity. Luckily when I was doing all this last November, the weather was unseasonably mild and I was able to spray paint the completed cab and bunker

in my garage using my airbrush (so much more acceptable than using the kitchen). Assembly was completed on the Monday before the exhibition much to my relief, and I understand the model attracted some degree of interest on the stand dedicated to Neville's memory.

What Next?

I was very taken with the livery of Fair Rosamund together with the copious polished brass etc. so I thought I would look into an express locomotive from that period. In the old GWR station in Windsor is a replica of a 4-2-2 loco as used to transport Queen Victoria. This is a Dean Single, drawings for which were prepared by Peter Rich some 30 years ago and are now available from



Photo Derek Tulley
The replica Dean Single at Windsor.

Polly Model Engineering. This is now my new project which I have started with a set of laser cut frames. This loco has double frames, both sets of which have very deep cut outs, and the sawing and filing of which would be onerous to say the least. Having made two sets of frames previously in that way I don't think I have anything to prove. It is also my intention to minimise the use of castings as far as I can, hopefully using castings only for the wheels. I iron to make the inside cylinder block, steam chest etc. with the off-cuts to be used for horn blocks etc.

Unfortunately all my personal work is on hold at the moment as I am attempting to fabricate the crossovers for two sets of new points for the revised track layout at Pinewood. Hopefully by the time you read this I will have succeeded!

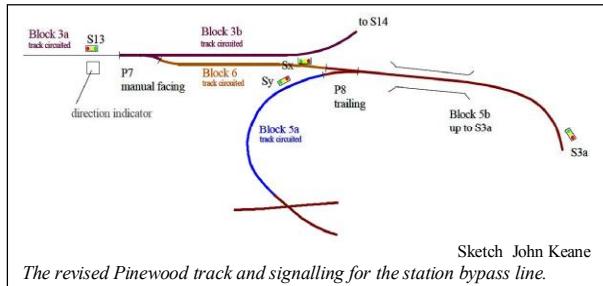


Photo Derek Tulley
One of the frogs being manufactured for the new Pinewood trackwork.

NEW TRACK FOR PINEWOOD

An update on the winter work in progress at Pinewood.

In various places throughout this newsletter there have been references to new track and points for Pinewood, so for those of you "not in the know" this article describes what is going on.



The revised Pinewood track and signalling for the station bypass line.

The long term aim is to provide a new section of track, shown above as Block 6, to permit the driver of a train to divert onto the bridge loop and thus bypass the station. It is expected that this diversion will not be used during public running, but it is intended that Block 6 will be long enough to ensure that the main line will not be obstructed if a train is stopped by signal Sx at the end of Block 6.

The first stage in this work requires the existing steel track shown as Block 5a above to be replaced with insulated aluminium track that will permit track circuiting to detect trains in Block 5a. As reported, the junior members have been busy bending the new aluminium rails for this section in readiness for relaying the track.

Meanwhile Derek Tolley has been busy manufacturing some of the components for the two new points that will be required, while John Keane and John Brotherton have been kept involved because the signalling system has to be able to cope with the new track layout. Thankfully their signalling system and mimic panel were both designed with this new track plan in mind, but new signals (Sx & Sy on the sketch) and wiring will have to be made and installed.

As the new track section (Block 6) is not "essential" for the normal operation of our railway the work is progressing when labour is available, but progress with the change is now well underway.

SANTA SPECIAL PHOTO GALLERY



*Photo Paul Archer
Junior members preparing 'Gentoo'.*



*Photo Paul Archer
A Pinewood Elf
aka Derek Tolley.*



*Photo Colin Gross
Christmas Fungi.*



*Photo David Jones
Paul Konig*



*Photo Colin Gross
The junior members tend the locos while the seniors tend their stomachs.*



Photo Colin Gross

Double heading with the two Denver & Rio Grande C19s.

PUBLIC RUNNING DUTY ROSTER 2012

Date	Officer in Charge	Assistant
April 8 th Easter Sunday	Keith Briault	John Brotherton
April 15 th	Keith Briault	John Bradshaw
May 20 th	Nigel Jaques	Timothy Caswell
June 17 th	Derek Tully	David Pritchard
July 15 th	Brian Barrow	Tim Taylor
August 19 th	Ray Grace	David Curtis
September 16 th	James Jarvis	Alan Davies
October 21 st	Keith Briault	Andy Cross
December 2 nd and 9 th	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.

DIARY DATES 2012

External events are in *italic* text. Please check dates before travelling.

DATE	EVENT	
March 2012	Wednesday 14 th	AGM in the Bracknell Railway Society Room at Pinewood 19:30
April 2012	Sunday 1 st	Members' Running. 10:00 - 16:00
	Sunday 8 th	Easter Public Running. 13:30 - 16:00
May 2012	Sunday 15 th	Birthday Party, Public Running, 11:00 - 13:00 13:30 - 16:00
	Sunday 6 th	Members' Running. 10:00 - 16:00
June 2012	Sunday 20 th	Birthday Party, Public Running, 11:00 - 13:00 13:30 - 16:00
	Sunday 3 rd	Family Day. 10:00 - 16:00
July 2012	Sunday 17 th	Birthday Party, Public Running, 11:00 - 13:00 13:30 - 16:00
	Sunday 1 st	Members' Running. 10:00 - 16:00
	<i>Saturday 7th & Sunday 8th</i>	<i>Guildford Model Engineering Society Model Steam Rally and Exhibition.</i>
	Sunday 8 th	<i>Invite to Chesterfield (Hady) M.E.S. Diesel / Electric Day.</i>
August 2012	Sunday 15 th	Birthday Party, Public Running, 11:00 - 13:00 13:30 - 16:00
	Sunday 5 th	Members' Running. 10:00 - 16:00
September 2012	Sunday 19 th	Birthday Party, Public Running, 11:00 - 13:00 13:30 - 16:00
	Sunday 2 nd	Members' Running. 10:00 - 16:00
October 2012	Sunday 16 th	Birthday Party, Public Running, 11:00 - 13:00 13:30 - 16:00
	Sunday 7 th	Members' Running. 10:00 - 16:00
	Sunday 21 st	Birthday Party, Public Running, 11:00 - 13:00 13:30 - 16:00
	Sunday 2 nd & Sunday 9 th	Santa Specials Please come along to help 08:30 - 17:00