

THE NEW PINWOOD EXPRESS

Pinwood (Wokingham) Miniature Railway



ISSUE 34 September 2012



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Cover Photo

Dave Curtis driving his 0-4-2 'Bridget' on its first outing for several years.

Photo: Colin Gross, July 2012

EDITORIAL



Photo Stuart Watkinson.
Ian Shanks and his Class 31 with the Olympic Torch at Chesterfield.

can read more about them elsewhere in this newsletter.

"Up North" in Chesterfield one of our most distant members, Ian Shanks, found things much less busy when his home society, the Chesterfield and District MES, was asked to run trains to support the neighbouring school's fete. Ian reports that they had no visitors from the school fete, but luckily the Olympic Torch Relay support team did go along for a ride. According to Ian that made an otherwise wasted day into an extremely special event.

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 other relevant Model Engineering and Railway publications.

Please supply copy for the next issue before October 29th

PINEWOOD NEWS

For various reasons some of the committee members have not submitted their normal reports for this newsletter, so the following is your editor's view of the topics and news affecting the Pinewood Miniature Railway Society and its members over the past three months. I apologise if I have missed anything important in my summary, and sincerely hope that the committee will resume their normal reports next time so that I may return to my role as Editor rather than author.

To help you with submitting items for the newsletter I have now added the submission closing date of the next issue near to the bottom of page 3.

Site Rules and Regulations

As tenants on the site it is important that all members and guests take note of the Pinewood Leisure Centre requirements about car parking. These state: *Parking must only be in marked bays / area. Roads, pathways and set down areas must not be obstructed. Vehicles must not be parked on the grass verges, including that to the South (Scout hut and toilet side) of the railway site approach road.* Please note that the path to the toilets may be concrete (not a grass verge) but that does not mean that it may be used as a parking bay. Vehicles parked on the scrub verge on the Northern side of the railway approach road must not impede access. Onward access to 'the square' should similarly be kept clear.

Members should act with due consideration of other site users at all times. Members are reminded that failure to comply with site rules and regulations may result in more stringent measures and restrictions being put in place. Your continued co-operation is appreciated.

Nursery and Child Minder midweek runs

Two consecutive Wednesday mornings saw our railway providing rides for the Child Minders and then the Nursery groups based in the Pinewood Leisure Centre. These runs are seen both as useful public relations events and also as a way of enhancing our relationships with the Leisure Centre and our "neighbours" on the site.

The letter reprinted on the next page was received from the nursery group:



A thank you card from one of our junior visitors.

To, All the lovely Pinewood railway men. Thank you all so much for letting us ride on the trains, and giving us such a lovely morning. You always treat us so well. We are very lucky!

Thank you.
From, all the teachers and all the excited children at the Flying Start nursery!

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Charity Event for "Matilda's Team"

Sunday the 15th of July saw our railway host a charity event to help Matilda's Team. This event was the first fund raising event for the non-profit making organization that provides children who have lost their hair through chemotherapy treatment the opportunity to design a bespoke hat.



Photo Nigel Jaques.

Some of the stands for the Matilda's Team charity event.

Replacing the normal morning birthday party, this four hour event saw Matilda's Team setting and collecting fares for train rides as well as running various sales stands. We gave over 500 rides during the event and one of our members, Peter Downes, very kindly donated a doll's house that he had built (worth about £400) as a star prize for their raffle. Many of our members provided both their time and engines to make the event a resounding success. Our committee would like to thank all the society members and supporters for their help and efforts with this special event.

Matilda's Team wrote the following letter of thanks to us:

Dear Paul and all members at Pinewood railway, We just can't thank you all enough for your generosity, time and help. Sunday went brilliantly and everyone had such a good time! We managed to raise at least £1500 which is beyond anything we imagined. It will be more than this as people were putting lots of money into our money buckets and this hasn't been counted yet. I am also very happy to say we can now register as a charity and this will help us to expand and grow!

We were in yesterdays Bracknell news and they have written a lovely article about Matilda's Team and the Pinewood Railway.

Please let me know if there is anything we can do to return the support you have shown us.

Thank you so much from me, Doug, Matilda, Edith and all at Matilda's Team!

Roxanne xxx



Photo Nigel Jaques.

A busy station for Matilda's Team.

Country Carriage Shed Extension

Our planning application to extend the country carriage shed initially hit a snag earlier this year, when an officer of Wokingham Borough Council became concerned that several trees adjacent to our proposed working area were approaching 'end of life' and required removal prior to works commencing. We would like to thank Wokingham Without Parish Council for supporting our application and letting us 'hire' the site tree fellers in return for a new chain saw blade and some labour for log removal. Thanks also to the Motorcycle School who have agreed to close on the day of the felling.

The extension will be constructed and clad in materials sympathetic to its woodland setting. We are hoping to start work on the extension later this year.



Photo Colin Gross.

Eloise Jones driving the Titan 7 during the Family Day.

Titan 7 locomotive

The Titan 7 locomotive

assembled by our apprentice members has been used very successfully during public running and also driven without any apparent problems by a large number of inexperienced family members (under supervision of society members) during the recent Family Day event. Andy Cross has been busy providing various decals to apply the Gulf Oil livery to the loco which is now both a valuable asset to our railway and a demonstration of what our apprentice members can achieve.

Family Day

To avoid clashing with the Queen's Jubilee weekend celebrations the society's Family Day was moved to July 1st. Unfortunately this didn't provide us with



Photo Colin Gross.
Trevor Hill and 'Phantom' at the Family Day.

particularly good weather, but a large number of members and their families attended and enjoyed driving a large selection of locomotives. Several apprentice members were presented with their 7¼ Gauge Society Proficiency Awards which you can read about in Paul Archers Apprentice Section report elsewhere in this

newsletter. Dave Curtis made a welcome return as a driver with his 'Bridget' which he hadn't run for several years, and as Paul Konig pointed out when he took the loco for a test run it was the first steam loco that Paul ever drove almost 20 years ago!

If you would like to see a video of the Family Day you will find it on Pinewood's You Tube channel (go to the Pinewood Railway website at www.pinewoodrailway.co.uk, click on the You Tube icon, and then select the Family Day video).

Forthcoming Events

On Saturday September 29th our railway will be hosting an owners rally for Ride on Railways locomotives and their owners, and any of our members are welcome to come along and watch the action even if they don't own an appropriate loco. Help to run the event would also be very welcome.

Planning is also underway for this year's Santa Specials with help being requested to purchase suitable presents and to fill important roles at the events. Please contact Ray Grace (see contact details on page 2) if you can assist with these tasks that are so important financially to our railway.

CHIEF ENGINEER'S REPORT

The loop line has now been completed and tested except for the up-line facing point operating mechanism, the design of which is still under discussion. The available electric actuators have a slow transit time, so changing the point would take about six seconds. It was felt this could pose a problem if a driver approached the point at speed. An electric actuator would also require a power feed from the signal box, and we would need to review how to manage the voltage drop over such a distance. Therefore it is felt that a mechanical solution will serve us best and a suitable design is currently being worked on.

New signal equipment has been made for the loop line with concrete bases for the new signals being cast in place and the necessary cables laid. However there is still the major link to the signal box to be installed before the loop line is available for use.

During the June public running some areas of the track were found to require the ballast to be repacked to smooth the stocks progress over rail joints after the viaduct, and routine maintenance is now the order of the day.

SAFETY OFFICER'S REPORT

I have been working through the society's risk assessments and have finished updating those relating to activities carried out on running days and typical work days. I have now started to look at the one-off situations that need to be covered. The risk assessments are designed to cover most of the things that we do on a regular basis and they are kept in the red folder labelled "PMRS Risk Assessments" on the shelf above the wash basin in the chalet, so please take time to look through them. If you feel that a risk assessment doesn't cover the work that you need to undertake then please either draft a new one to cover the task and discuss it with me, or contact me and I will write one for you. These will also be stored in the Risk Assessment folder. Please remember that before starting any work or task at Pinewood you should read and understand the relevant risk assessment.

The new lathe for the apprentices (and the club membership) is all set up and ready to go, together with a new bench grinder which has been tested and the wheels dressed. All the documentation for these is also stored in the red folder in the chalet. To set up a grinding wheel on the bench grinder you need a certificate of competence to comply with Health and Safety requirements. The certificate I used when setting up the wheels on the bench grinder is stored in the red folder to record compliance with the requirements.

Now that this new equipment is available we hope to teach the junior members basic turning, with them starting by making a simple pen. I have risk assessed the work involved and have made a step by step operation sheet for them to follow under the supervision of Paul Archer.

APPRENTICE SECTION

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

The past few months have seen a number of major milestones in the training of apprentice engineers. The new Warco lathe (funded by the donation from Sage of Winnersh which resulted from our application for funding to the Berkshire Community Foundation) has arrived and been installed in the workshop. Five apprentices have had their first "hands on" experience and we currently have one completed pen and four in development. So far all has gone well with a very positive response from all involved. At this stage I must express my thanks to Peter Downes for selecting the lathe, preparing the risk assessment and providing pen kits and many hours of guidance. Peter has also been instrumental in demonstrating the sharpening of cutting tools and drills and many "ancient engineers" have also learned from it. Hopefully he will produce an article for a future



Photo Paul Konig.

Apprentice Joseph preparing to turn a pen on the new Warco lathe.

magazine on the sharpening of drills and cutting tools. Peter has also provided a number of items of equipment for measuring etc. without which we could not even have made a start.

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The second major milestone is the award of a number of 7/4 Gauge Society Proficiency Scheme certificates. On the July Family Day Councillor Metcalf, Chairman of the Wokingham Without Parish Council, presented the silver award to David Jones, with Mark Campling, Matthew Quilliam and Joseph Gilbert all receiving their bronze awards. On the July charity day Councillor Brooking awarded Stephen Smith his bronze award with two further bronze awards to Jamie Keveren and Tom Brown still to be presented. Seven certificates in an apprentice membership of nine is a fabulous achievement and I am proud of them all.



Photo Colin Gross.

Councillor Phil Metcalf, presenting the 7/4 Gauge Society Proficiency Scheme certificates to (from left to right) David Jones, Mark Campling, Matthew Quilliam and Joseph Gilbert.

Notice boards have now been erected in the station classroom and a first lesson undertaken on wheel arrangements for steam locomotives. The next lesson is on the working of boilers with a third planned on valve gears and cylinders. Each apprentice now has a training ledger containing background papers on a number of subjects which will be added to as their training progresses.



Photo Nigel Jaques.

Councillor Brooking presenting Stephen Smith with his bronze award.

Finally, congratulations to David Jones who is our first apprentice to reach sixteen. With his significant theoretical knowledge and practical working experience of steam locomotives gained through a number of years at both Pinewood and the Mid Hants Railway, he has now started driving during public running. He has been commended by a number of club members and engine owners for his considerate approach to locos

and passengers alike. David has been accepted by Alton College to study engineering, and I feel this will be the start of a long and very successful career associated with steam locomotives. We all wish him well.

ENGINE SHED IMPROVEMENTS

By Tim Caswell

As I hope most members have noticed changes are taking place in our workshop in order to try and make it an efficient place to work.

Up until now the Engine Shed, or workshop, has seemed to be of secondary importance while everyone's efforts have been concentrated on enhancing the

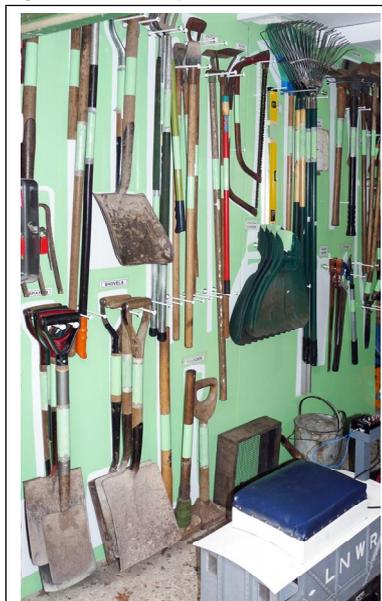


Photo Colin Gross.

Tim's 'Tool Wall' in the Pinewood Workshop.

railway infrastructure such as the station, additional rolling stock, signalling and the steaming bays. Following the successful bid for funding from the Berkshire Community Foundation that enabled us to buy a lathe, alterations to the workshop were required so that our objective of junior training could be achieved in an appropriate environment.

When I joined Pinewood I suspected that my building experience would be of use but I never thought that my shop keeping skills might be needed as well. Shop keeping essentially involves presenting your merchandise in an attractive and logical way so that a customer entering the shop can find what they need. Shop

keepers have a term which is referred to as "creeping paralysis". This is what happens when you run out of space to store all the stock you have ordered and you resort to putting it in gangways and counter tops. Eventually the shop becomes so congested the customers cannot move around or find what they want, so in frustration they go elsewhere.

Our workshop has had a severe case of creeping paralysis. When it was unlocked in the morning you could not get in without moving barrows full of coal or remnants of the last job which had not been put away. The bench was covered in tools or items which had no specific home and nobody knew quite what to do with, this made the bench impossible to work on. Essentially there was little order to the storage of tools or materials.

How do we sort it all out? The first step has been to establish a number of storage areas for the things we need and use. Items should be collected and returned to these areas after use.

1. Wood and metal in the racks behind the chalet
2. Sheet material store in the engine shed
3. 'Garden tools' (e.g. spades, shovels, rakes etc.) on the painted tool wall
4. Hand tools in the cupboard
5. Larger tools under the bench
6. Paint on the metal shelving
7. Coal, fuel and oil in the gazebo store
8. Bricks and paving beside the country carriage shed
9. Station signs and the public running sandwich board stored in the ticket office

Although some of these facilities are rather crude they should enable us to achieve keeping the workshop floor and bench tops clear making it a much more comfortable place to work in.

The tool wall and the signal truck are examples of how clear labelling, shadows, and green stripes, can assist members with replacing things back in their correct storage locations. When I started on these two projects I was met with a certain amount of scepticism as to whether it would work or if members would bother to put things away correctly. I admit that if members want to be sloppy and lazy no amount of organisation will not cure that. However unlike the shop where customers are not expected to return unwanted items to the shelves (that is the job of the shop keeper) our members are expected to tidy up and put away the tools after they have finished so others can find them.

I am pleased to say that so far it appears to be working but there is still a lot more to do. I urge all members to try and maintain the standard, but if you are not sure where to put something please come and see me. When the workshop is locked up the bench should be completely clear, wheelbarrows and works truck empty of all tools and materials.

MAKING PRECISION WOODEN PARTS

By Peter Downes

In the previous articles I described how I adapted machines and evolved techniques to build various dolls house cabinets. This final article of the series explains how I modified my machines to make the barley twist legs and other parts of a miniature table.

Having made cupboards the next problem was how to make a table which introduced two new problems. One, how to make and turn the legs to be identical, and second how to make the frame joints sufficiently strong. At the time there were one or two people making barley twist gate leg tables, but their tables were very expensive because the legs had to be carved by hand. I thought if I could make a machine to cut the barley twist it would save a lot of time and effort. I could then use them on different styles of tables. I used my lathe/mill with the router head (see the first article) as a start point, so all I then needed to do was to rotate and feed the leg under the cutter at 2 threads per inch. After a lot of head scratching I came up with a design. There is sliding carriage which moves along the lathe bed and holds the table leg. A cross slide is fitted to this with a lead screw and handle, a toothed rack is fitted to the cross slide with a gear that connects this to the head stock on the carriage.

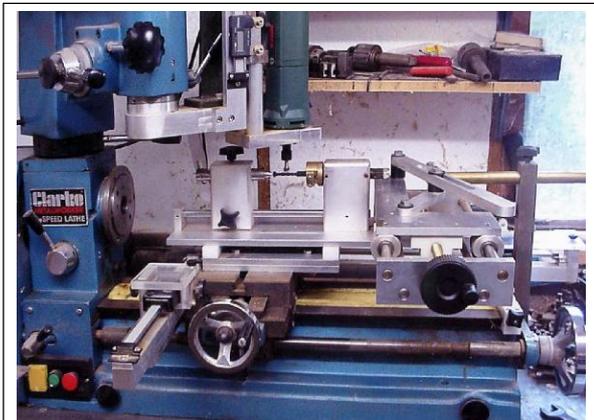


Photo Peter Downes

The machinery set up to cut the barley twist onto the wooden table legs.

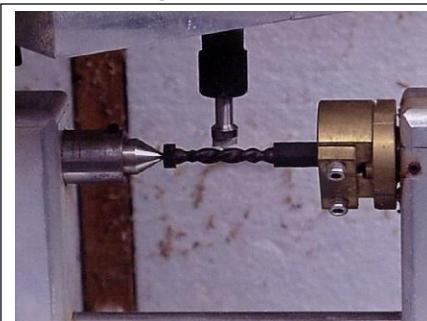


Photo Peter Downes

A fully machined barley twist table leg on the machine.

When the cross slide is moved the rack turns the gear wheel and the leg blank. To get the blank to move under the cutter at 2 T.P.I. there is an angle plate fitted to the cross slide and a roller stop is fitted to the lathe bed. A heavy spring holds the carriage against the roller so that when you wind the cross slide the carriage is pushed along at the correct feed rate in relation to the rotation of the leg blank. To get the two spirals, after the first cut is taken a spacer is fitted over the roller on the stop.

This moves the blank around 180 degrees and the second cut can be taken. There was a lot of trial and error to get the right cutter shape because it had to cut the valley and crest of the shape all in one cut. Once set up I could cut a barley twist shape in about ten minutes. There was still a lot of work to finish the leg, but the hard part was done. Having this set up on the lathe I now needed another machine for routing so I bought a Proxxon router table and a small drill. I modified them by adding slave plates and making a small vice to fit the drill so I could then make the joints on the legs and frames.



Photo Peter Downes

The pantograph lathe setup.



Photo Peter Downes

Drop leaf table with barley twist legs (approximately 4" x 4").

The table top shapes are made on the pantograph with 2-1 patterns. The next problem was how to make turned legs. I didn't like the idea of turning lots of legs by hand. Turning the pantograph into a copy lathe was a much better idea. I started by making a small lathe using a router as the drive. I then fitted this to the head of the pantograph and made a tool holder that fitted onto the work table and used a small



Photo Peter Downes

Dining table and chair set (approximately 8" x 4").

parting tool as a cutter. The pattern was then fitted in the normal position. I have made several different tables using this method including an extending dining room table. I also made three dining room tables all of different sizes. My wife has the middle one, I sold the small one for £250, and I still have the big one. Having made the dining room table the next thing to make was a dining room chair. Having made all the machines I was able to make chairs with my existing tooling.

WORK IN PROGRESS

Derek Tulley reports on the progress of his Dean Single

Since the March issue of this newsletter when I wrote about my decision to build a model of a 4-2-0 Dean Single I have made satisfactory progress with the project. To date the frames, driving wheels, crankshaft and motion have all been manufactured and work is now progressing on the cylinder block.

Frames

The frames are virtually complete only requiring the inner and outer frames to be permanently joined together, but I am leaving that until the last possible moment as inevitably there will be a hole that's been overlooked somewhere inaccessible on the inner frames. One somewhat tedious job was making the angle which is fixed along the whole length of the outer frames to support the foot plating.

The temptation was to use readily available 1/4" x 1/16" brass angle for this but I decided to fold my own from .024" thick steel sheet. I required four feet of this all hacksawed from the sheet, folded in the vice and then milled to the correct size before being riveted in place. It was worth it as the end result does look far superior to brass angle.



Photo Derek Tulley.

Frame assembly showing the steel angle edging.

Wheels

The two driving wheels were made from iron castings supplied by Polly Model Engineering. They proved to be of excellent quality with no hard spots or blow holes and the minimum of flashing. At 8 1/2" diameter these are about as large as a Myford 7 can handle, and then only in the bed cut out. As I did not have a face plate large enough I increased the diameter of the one I had by screwing a disc of plywood to it sufficiently large to support the maximum diameter of the casting and then bolting the wheel through gaps in the spokes to the faceplate through the plywood. Once I had the wheel tread running true it was a straightforward facing job using a carbide tool to bring the wheels to the correct thickness. This did however involve machining off some 3/16" from the rear face. Each cut of .025" took almost twenty minutes, most of it across the twenty eight spokes which created a very considerable noise that even with ear plugs was somewhat wearing (and certainly spoiled Classic FM for the day). The sides and

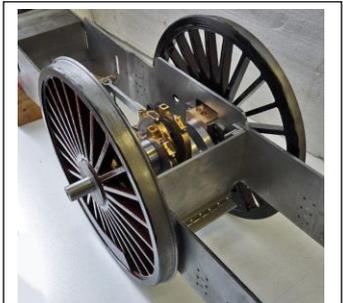


Photo Derek Tulley.

The finished driving wheels.

front of the spokes only required cleaning up with a file. The balance weights are made from 16 SWG segments riveted in place. I will add weight, if required, by embedding lead in plastic filler between the spokes.

Crankshaft

The crankshaft is built up from separate webs and pins using Loctite to hold the finished parts together. I am not clever enough (nor possessing of a large enough lathe) to turn such a crankshaft from solid, but having made two others in this way I am reasonably confident of the outcome. The webs are elliptical in shape. I don't know why, probably some Victorian draughtsman thought they were more aesthetically pleasing despite being almost invisible once installed. To produce the ellipses I made a jig on which to mount the web plates off centre and turned the major diameters i.e. the sides of the web. Then I machined the minor diameter for the ends of the webs with the plates

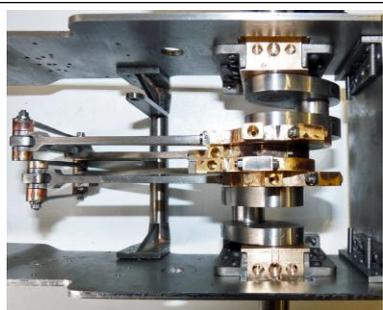


Photo Derek Tulley.
Crankshaft and motion, showing the elliptical crank webs.

mounted on the pin holes. Finally I blended the two sets of radii together with a file. The crank-pins and axles were all turned from $\frac{3}{4}$ " silver steel, care being taken to ensure concentricity. Pins and plates were assembled using Loctite and once satisfied that alignment was correct $\frac{5}{32}$ " diameter holes were drilled through all joints and pins

Loctited in place. Eccentric sheaves were fitted to the central pin prior to final assembly and locked in place using 4 BA socket head grub screws. The wheels will be fitted at a later stage once all the motion is complete as, due to their size, they impede access somewhat.

It was very satisfying to fit the axle boxes to the crankshaft and assemble it into the inside frames where it turned freely. The eccentric rods and the various links of the valve gear were then assembled and after a little reaming and fettling, smooth if a little stiff rotation was achieved. Some further adjustment is required but I will leave this until I have the rest of the valve gear complete which can't be done until the cylinder block and valves are in place. Hopefully I will be able to report on this in the next newsletter.

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FORMING CURVES

By Colin Gross

Many years ago when I started building my 5" gauge Class 90 locomotive I encountered a problem when I needed to roll some $\frac{1}{8}$ " mild steel sheet to form the air dams below the buffers. As my workshop equipment didn't include a set of large rolls I had to construct a suitable tool to curve the steel plate.



Photo Colin Gross.
Curved air dam on my Class 90's chassis.

The result was a form of sheet metal press welded from scrap material and an old car scissors jack that I had in my workshop. The photo shows how the press was constructed, with the round mandrel on the jack top plate being interchangeable with different diameter bars if required. The press can accommodate sheets up to 5" wide, and has shown itself to be capable of bending $\frac{3}{16}$ " thick mild steel sheet.



Photo Colin Gross.
The press in action.

Tight radius bends are simply formed around the interchangeable mandrels, but for large radius curves I mark the sheet at 5mm ($\frac{3}{16}$ ") intervals



Photo Colin Gross.
Cab step for 'Gentoo'.

(on masking tape stuck to the plate) and apply a small bend at each marked position. By taking your time and constantly tightening each individual bend in sequence it is surprisingly easy to form smooth curves of almost any radius.



Photo Colin Gross.
Forming a large radius.

PINEWOOD NOTICE BOARD

Yard Telephone

The yard telephone is now stored on the signals truck. It has been fitted with a box cover to prevent it being damaged while being moved or stored. Please hang the telephone in place **before** removing the cover. At the end of the day replace the box cover before taking the phone down. Follow the instructions on the front of the box to ensure that it is fitted correctly.

Fuel Storage

All open bags of coal and cans of petrol or oil should now be returned to the right hand compartment of the Gazebo store. Please do not leave it in wheelbarrows or the workshop.

Scrap Metal

This can be a useful source of additional revenue for the society. Any member wishing to dispose of domestic items made of metal is invited to speak with Tim Caswell or a member of the committee. For example, copper cabling, electric motors, brass, aluminium, lead, and car batteries are particularly valuable and can earn us significantly more than steel. Please do not bring material down without prior agreement.

Please do not bring electrical goods (e.g. refrigerators, freezers, washing machines etc) or gas cylinders but contact your local authority who will advise you how to dispose of them in accordance with the appropriate legislation.



Photo Paul Konig.

A busy scene at Pinewood Central station.

EXTERNAL EVENTS & INVITATIONS 2012

Please check dates and requirements before travelling with the host organisation. Contact details available from the PMRS secretary.

DATE		EVENT
September 2012	Saturday 15 th & Sunday 16 th	Mine & Quarry Loco weekend at the Leighton Buzzard Railway, for 5" & 7¼" gauge locomotives.
October 2012	Wednesday 17 th to Sunday 21 st	Midlands Model Engineering Exhibition. Fosse Way, Warwickshire, CV31 1XN.

PUBLIC RUNNING DUTY ROSTER 2012

Date	Officer in Charge	Assistant
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 Ray Grace know as early as possible.

PINEWOOD DIARY DATES 2012

DATE	EVENT	
September 2012	Sunday 2 nd	Members' Running. 10:00 - 16:00
	Sunday 16 th	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00
	Saturday 29 th	Ride on Railways Owners Rally. Members are welcome to come along and watch. Help would also be appreciated. 08:30 - 17:00
October 2012	Sunday 7 th	Members' Running. 10:00 - 16:00
	Sunday 21 st	Birthday Party, 11:00 - 13:00 Public Running, 13:30 - 16:00
December 2012	Sunday 2 nd & Sunday 9 th	Santa Specials Please come along to help 08:30 - 17:00