

THE NEW PINWOOD EXPRESS

Pinewood (Wokingham) Miniature Railway



ISSUE 42 - Autumn 2014



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*Also a Director of Pinewood Miniature Railway Society Limited.

Images For This Issue Courtesy Of:

Colin Gross, Paul Konig

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You'd almost think it was the real thing!

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EDITORIAL - Andy Cross

Well, I blinked and the running season has all but gone! As the song says "time flies by when you're the driver of a train".

Please remember, this is your newsletter and I rely on your entries to keep it going. If you have anything you think would be of interest to our members please send it through to me and I'll be more than happy to publish it.

See you on the 'Santa Specials'.



Terrific detailing on John Brotherton's Hunslet

SUBMISSION OF MATERIAL

Contributions for future issues of the New Pinewood Express are always welcome. Submissions can be in any electronic format for a standard PC or Mac. 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.

Editor: Andy Cross

email: editor@pinewoodrailway.co.uk

CHAIRMAN'S REPORT - Ray Grace

Well would you believe it?! Our Editor tells me that this is the last New Pinewood Express before Christmas.

I'm pleased to report that the recent fine weather resulted in a particularly strong September Running Day, close to record figures, which was welcomed by the Treasurer given the poor first half of the season. Let's hope it remains dry for the rest of the season and, of course, the Santa Specials.



Gentoo 2 is fast becoming a regular on our track after its initial testing

Our railway remains in good shape physically and with the exception of some minor issues and some 'tweaking' is running very well. The public face of our site is now looking very attractive with the completion of the fence replacement work, led by Tim.

Now attention is turning towards our Winter maintenance programme, so please remember that we will welcome, with open arms, anybody who joins us on Sunday mornings and on Wednesdays.

Your Committee has been considering ways to understand, with greater accuracy, the speeds at which our trains are travelling. We want to encourage our loco-owning members to fit speedometers where possible, there are some very reasonably priced devices on the market. We have also started to equip our guard trucks with a bicycle speedometer for evaluation.

And so to Christmas. We always need as many volunteers as possible to help on the Santa Specials days, I would particularly like you to encourage your wife or girlfriend to volunteer to help the ladies in the hospitality gazebo/chalet. The current ladies do a wonderful job and have developed a friendly and sociable environment within the gazebo/chalet complex.

It's a bit early I know but I will take this opportunity to wish you all and your families a Happy, Healthy and Holy Christmas and a successful and contented 2015.

With very best wishes.



Autumn and steam - a great combination

CHIEF ENGINEER'S REPORT - David Simmonite

The club continues to attract the public on running days with September's Public Running seeing good natured queues across the square to the engine shed. The track, locos and rolling stock performed well in coping with such public interest.

Regular maintenance is the order of the day on Wednesdays and Sunday mornings – come along all welcome.

The two Johns have been steadily working on the original signals where the electric circuit boards had been in tubes below ground and subject to damp. These boards are now mounted in weather-proof boxes above ground, on the signal posts.

The chalet is being prepared for painting to bring it up standard of the rest of the site. Finally, repairs have been carried out on the benches.



"Mines definitely bigger than yours Chris"

PINEWOODWATCH

It might not make enough episodes for a full series on the BBC but you can be sure our very own Derek 'Oddie' Tulley is sure to find something in the undergrowth, as these two pictures show!

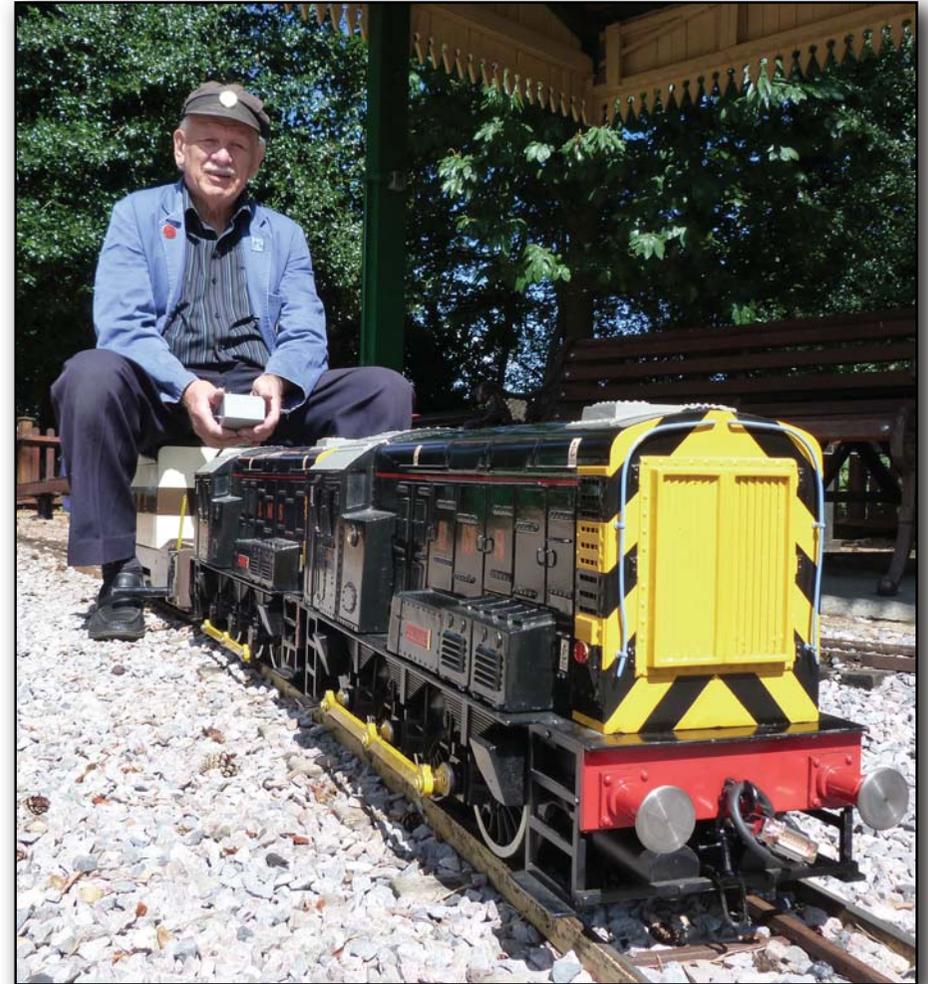




JUNIOR ENGINEERS - Andy Cross

With winter fast approaching, the Juniors will be getting to grips with the repair and upgrades to the 'Titan'. Before next running season we intend to repaint the roof, fit new drive chains to the motors, fit a new sound system, add buffers to the front and rear, and lastly fit a new set of heavy-duty batteries. As you can see the lads are going to be very busy indeed.

If you know someone aged between 10 and 16 who would like to join us for Sunday mornings, bring them down, we will be glad of the extra hands over the next few months and they'll definitely learn some new skills while they are here.



A fine pair indeed!

KONIG'S KOMEDY KORNER - Ed

David usually takes great care not to make a fool of himself around the railway, but this was too good a picture not to print!



RESTORING THE HYMEK LOCOMOTIVE Colin Gross - part one

The following article was originally published on Colin's personal website. Some of the text has been edited for this publication - Ed.

As I owned the Stafford steam locomotive 'Gentoo' you may wonder why I would want to purchase a rather decrepit looking loco. With its battered and rusty body, badly worn and random diameter wheels, brake system components dragging on the track, and a totally dysfunctional electrical system it had obviously seen better days. However it did run well and I could see its potential as a useful loco for Pinewood Miniature Railway. A deal was soon arranged and the next week the loco was dismantled with the expectation of completing the restoration in about 4 to 5 months.

Research showed that the loco named 'Temeraire' was built in 1989 (so it was much younger than I imagined) and that Mardyke are still trading today, which was useful as I could purchase some parts as "off the shelf" spares. The photo below taken after the loco had been rebuilt shows the parts from my "for possible use bucket". All these parts, and a lot more that were too bad to even be considered for reuse, ended up in the scrap bin. Without the Internet it would probably have been impossible to rebuild the Hymek and even so it often took hours of searching to find a supplier for some of the rarer BSF and BSW nuts and bolts.

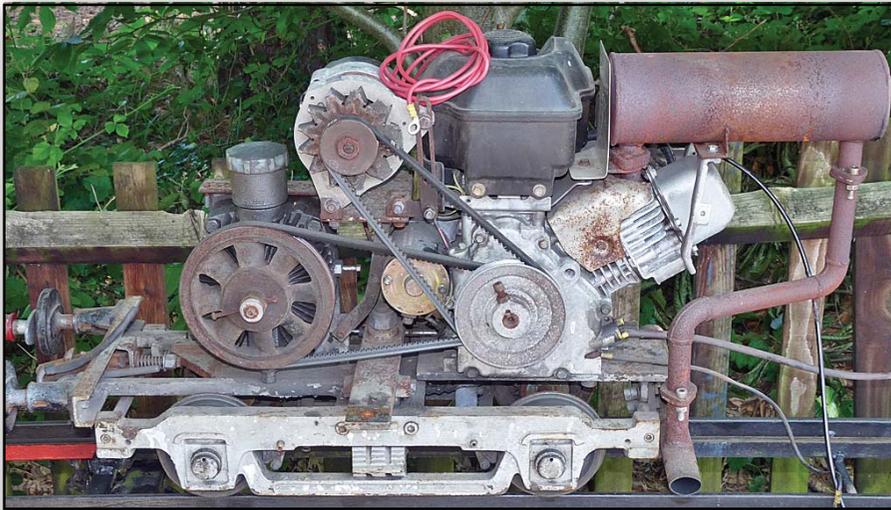
As usual, the restoration went well over budget; however the end result is not only a useful loco but the preservation of an engine produced by Mardyke that may otherwise have disappeared. During my research into the history of this Hymek I learnt of other Mardyke Hymeks that were being scrapped as "beyond economic repair" so preserving this one to me at least has been worthwhile.



Spare parts - or maybe not

The Power Bogie

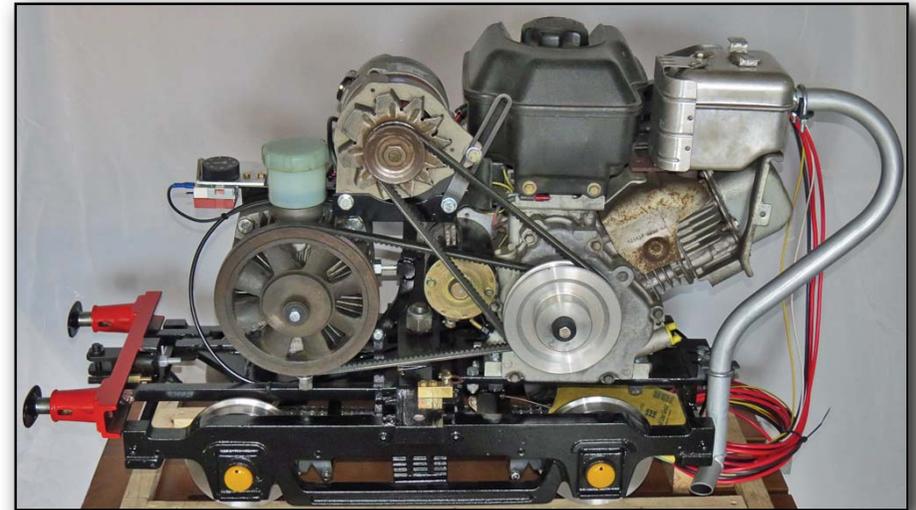
The photo below shows the power bogie from 'Temeraire' just after it had been extracted from the Hymek. Above the right hand wheel is the Briggs & Stratton 206cc 6.5 HP petrol engine with the Eaton No 7 Hydrostatic Transmission to its left. The rusty exhaust was not original Mardyke but had been built by a previous owner, and as we discovered during the locos test drive it very quickly roasted the drivers back. The alternator (top centre) was also non standard and had probably been fitted to supply the power required by the large engine bay cooling fan and the air brake pump, both of which were also non standard.



As the power bogie was dismantled it became apparent that both of the aluminium drive pulleys on the engine had worn so far that the new drive belts I had purchased were running on the flat bottom of the pulley as opposed to gripping in the "V". New pulleys weren't too hard to find, but they had to be bored, faced, and reamed to fit; and keyways had to be cut. I also discovered that the mounting bracket for the Hydrostatic drive was welded in such a way that the pump was not aligned to the bogies axis with the result that both the belt and chain drives operated through angles. As the bracket could not easily be removed and rewelded I opted for tapered wedges to align the Hydrostatic drive. Thankfully the drive pulley on the engine could be got into correct alignment by facing its boss to the correct length.

Mardyke were able to supply new wheel sets fitted with axles and drive sprockets from stock as well as the axle bearings, and consumable spares (spark plug, air filter etc.) for the Briggs & Stratton engine came from the local mower shop. The correct silencer for the engine was also quite easy to obtain, but I had to have the exhaust pipe bent to my own drawing from 1" diameter by 16 swg steel pipe by Merlin Motorsport. For some reason the new sprocket for the Hydrostatic unit supplied by Mardyke would not fit so a suitable sprocket and chain were obtained from Parkside Electronics. Both the engine and Hydrostatic drive were flushed through several times with fresh oil until it ran clear when drained to remove the "black stuff" that may once have been oil.

All the metal components of the bogie were grit blasted, primed, and repainted before reassembly and you can see the completed power bogie in the photos on the next page. My thanks go to Simon from All Welding Work in Kingsley Hampshire for the nice job he did on these bogie parts.



The refurbished power bogie

PINEWOOD PUBLIC RUNNING OIC ROSTER - 2014

DATE	OFFICER IN CHARGE	ASSISTANT
December 7th	Paul Konig	Andy Cross
December 14th	Ray Grace	John Bradshaw

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 - 2014

DATE	EVENT	
December 7th	Santa Specials	11.00 - 15.30
December 14th	Santa Specials	11.00 - 15.30

PINEWOOD DIARY DATES - 2015

DATE	EVENT	
March 1st	Members Running	10.00 - 16.00
March 15th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
April 5th (Easter)	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
April 19th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.30
May 3rd	Members Running	10.00 - 16.00
May 17th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
June 7th	Members Running	10.00 - 16.00
June 21st	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
July 5th	Family Day	10.00 - 16.00
July 19th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
August 2nd	Members Running	10.00 - 16.00
August 16th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
September 6th	Members Running	10.00 - 16.00
September 20th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00
October 4th	Members Running	10.00 - 16.00
October 18th	Birthday Party	11.00 - 13.00
	Public Running	13.30 - 16.00

