

THE NEW PINWOOD EXPRESS

Pinewood (Wokingham) Miniature Railway



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Cover Photo:

Tim takes the first of many trips to see Santa this year.

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EDITORIAL - Andy Cross

There we are then another year gone. I think we've had our fair share of ups and downs over the last 12 months, but we carry on regardless. This coming year will see some new motive power on the track and the return of the 'Titan' with a new livery and some interesting new features too. "Watch this space" as they say.

Please remember, this is your magazine 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.



Waving goodbye to 2014 in style

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

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CHAIRMAN'S REPORT - Ray Grace

Yet again a new year is upon us and time continues to fly by! I would like to take this opportunity to wish you and your family all the very best for 2015.

We finished 2014 with a successful Santa season which was complemented by a very localised sprinkling of snow around the station and reindeer stables. The snow was kindly provided by Chris Reynolds and the effect was much appreciated by all our visitors. We must also thank our small group of lady helpers who so willingly turned out to organise and manage the public aspects of the



One last trip round for Dave and 'Sylvia'

two days. These ladies could do with more help next Christmas so please ask your wife/girlfriend to consider joining the fun for the 2015 Santa days. Thanks are also due to Mike König, a non-member, for being Santa on one day, and to Roger Marney who stepped in with very little notice.

Initial indications are that 2014 was successful for us and on par with 2013 but more detail of that at the AGM in February.

We have already started on our major winter work for this year which is the replacement of the steel track on the bridge with aluminium rail, much of which has been donated by David Pritchard. Tim also has a long list of infrastructure improvements for us to get on with!!

Our ongoing track maintenance programme this year will be significantly helped by a "wibbly wobbly" four wheeled track monitoring vehicle developed by Derek Tulley.

Our greatest challenge for the next season will be a shortage of large steam motive power, having said goodbye to Dave Curtis' Romulus 'Sylvia' and Colin Gross' Feldbahn 'Gentoo 2' in 2014. We have actively encouraged members to take up the challenge of passenger hauling at birthday parties and public running events for some time, and I would again urge those of you with locomotives to consider doing so in 2015. Birthday parties are a great way to try this out and there is no onward obligation. Come along and give it a go! Passenger hauling is a core element of our society and something which is really appreciated by the local community so it is very important that we find a way to overcome this dip in motive power. Your Committee is also considering other contingency options including the readiness and use of the society's electric locomotives.



Final blowdown at Pinewood

CHIEF ENGINEER'S REPORT -David Simmonite

We have come to the end of another successful running season where the efforts of members has been focussed on track maintenance ensuring safe and successful public and Santa weekends. Those of you who attend on a regular basis will be aware of the endless accumulation of leaves which have to be removed before each run. Track line and cant has been checked on a regular basis using an improved level gauge mounted on a spare bogey by Derek Tully which enables the complete circuit to be surveyed within an hour. Through the year all the coaches have been checked and greased and provided largely trouble free operation.

A start has been made to extend the traverser runway to enable it to access the upper deck in the central shed. Also the floor in the chalet has been painted along with other general maintenance.

Work has started on the major 2015 programme with the removal of the steel track on the bridge and replacing it with aluminium heavy duty track kindly donated by David Pritchard. To date the old track panels have been removed and the new track fabricated. When this work is finished 'Track Circuiting' will be complete giving the signal man a general view of the location of trains on the signal box 'mimic' diagram.



"Ere, d'you know something... and I'll tell you this for nuffink..."

GOODBYE TO PINWOOD

I didn't get to say goodbye to most of you at Pinewood, so I would like to use the magazine to thank every Pinewood member, since all of you made my 10 year membership so enjoyable.

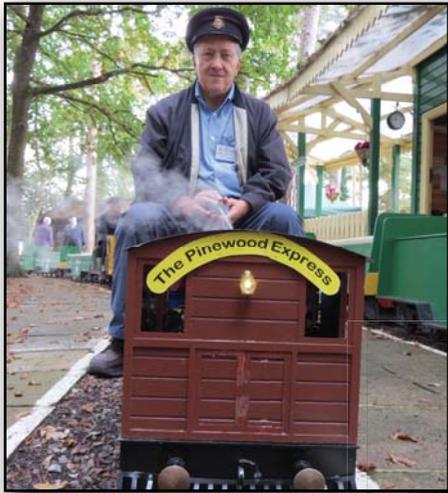
Despite leaving you, I still believe that there isn't another society in the South with as good a railway and such friendly and knowledgeable members. I would especially like to thank the ladies for their tireless work in helping with all those chores that those of us running our engines could never find time to do. Also my special thanks go to Mark and David for all the times they drove Gentoo for me, helped the other junior members with driving her, and then returned the loco to me nicely fettled and ready for me to continue on my way.

I'm sad to have left you and I currently don't know if I shall be continuing to run Gentoo 2 and Dark Star, but if I do then I hope that I may meet some of you again in the future.

Regards, Colin Gross.



Time to move on for Colin and Gentoo 2



JUNIOR ENGINEERS - Andy Cross

You may have noticed that the work to refurbish the 'Titan' is already well underway. This will require some dedicated work from the Juniors, but will also be an exciting opportunity for them to be really involved in the whole process. With a tight schedule it's going to be a real challenge for us to have it ready in time for March.

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.



Plenty to do before the new running season in March

KONIG'S KOMEDY KORNER - Ed

No idea what was going through Paul's head when this picture was taken! Answers on a postcard please to: 'Rabbit in the headlights' c/o Pinewood Miniature Railway.



OH DEAR! - OR WORDS TO THAT EFFECT

Peter Downes

In late August I got to the point where I had to decide on either painting my newly acquired engine because the cold weather was on its way, or get it all running and paint it next year. This is the tale of 'what happened next'

After a lot of discussion with other members I decided to paint as much as I could and then put it together and see if I could get it to work. I had managed to get all the parts working on air, so after painting and assembly it should be only a matter of lighting the fire getting the pressure up and off we go.

The next problem was if I built it in my shed I wouldn't be able to carry it out to the car. So I made a temporary trolley for it and set the garage up as a paint and assembly shop. After a few weeks I had the engine ready for a test I filled the boiler and water tank and connected an air line to it. There were no leaks so I opened the regulator and the wheel began to turn, then I put it into reverse and all was ok. On trying the steam pump, it pumped water back to the tender but didn't like pumping to the boiler.

After a chat with the Wednesday lads it was decided that I should bring it down for a steam test. So the next Wednesday it was on the steaming bay with everybody stood around ready to witness the first run of the new engine. It all went down hill from there, we couldn't get the fire to light. After many attempts we finally managed to get a small fire and some pressure in the boiler.

We then turned on the steam blower this had no effect on the fire and we couldn't make out if the steam was getting through to the smoke box. Checking the water gauge we found that because it went across the top of the fire door the soot had blackened it so it would be hard to read. It would have to be moved back to the original position.

By this time there were steam and water leaks everywhere. I next tried the steam pump that worked well on air, it had locked solid and wouldn't move. By this time there was too much water in the boiler and someone said "open the drain on the water gauge" As I did this instead of the handle turning the fitting turned the seal on the glass went and there was steam and water everywhere. At this point it was decided that I should take it home and try again.

I spent a few days fixing leaks and moving the water gauge and I was ready to start again. I thought that it would be a good idea to practice lighting the fire before I took it back to Pinewood to try and get a steam test.

I got it outside and all set up on the trolley with blocks lifting the wheels off of the track. I then set about trying to light the fire and after an hour or so of trying I managed to get a small fire going and the pressure came up to 80 PSI. I then set the safety valve and still had steam. The next step was to see if the wheels would go around so I opened the regulator and it worked I then tried reverse and that worked.

I then put it in mid gear and the wheels stopped as it should do. I said to myself "This is all going very well, Derek is bound to give me a steam test certificate on Wednesday". That is when the seal in the water gauge blew out and there was steam and water everywhere – again! "Not to worry" I thought, "it won't take long to fix that, put it away and fix it tomorrow". So I cleaned it all down and was felling very proud of myself for having got the fire going and the wheels turning. I wheeled the trolley back into the garage and as I just got it in to position, a wheel on the trolley hit a bump on the garage floor and my shiny new engine jumped off the trolley. It had landed on the chimney,

bending it right back so that it pushed the front of the smoke box out. Then the tender came down snapping all the connections and the back of the engine hit the ground and bent the back of the frame. I can't remember what I said but it was something like "Oh dear me that was a silly thing to do".

The next day I had got over the shock and started to assess the damage. The chimney and smoke box front needed to be remade, the frame and oil pump were bent. The tender was all right but all the pipe connections had broken off. I started with the frame. I went through a few very technical ways of fixing it but in the end I just lifted the engine up and put the bent bit in the vice and gave it a good push. I then took the chimney apart, remade the bent parts and reassembled it. The smoke box was a problem. The original was made from very thin sheet metal soldered onto a tube. All that I could do was to make new front ring that pushed into the tube. I have all the big jobs finished now but I still have all the small jobs to do.

I don't think I will bother painting anything again before I have everything running and a steam test on it!



ANY OLD IRON - Tim Caswell

A few years ago the club was asked by the site managers to tidy our area up and in doing so we found that we could earn a small amount of income by selling surplus and scrap metal. This we have continued to do and members were encouraged to bring down any metal they no longer wanted in order to help the club funds.

There has now been a change of policy and the committee are asking you now not to bring to the site any ferrous metals but to continue bringing any non ferrous metals. There are a number of reasons for this, the most important being that we get very little money for steel, but also we find it is untidy to store, difficult to transport, and time consuming to process at the site where it is sold.

Non ferrous metals are considerably more valuable and we wish to continue selling it where possible. So any brass, copper, aluminium, lead or stainless steel in the form of pipework, saucepans or cabling will still be welcome. In addition electric motors and batteries command a premium price so we do not want your old washing machine but would like the motor from it.



Elaine providing her 'life saving' tea to Trevor

PINEWOOD PUBLIC RUNNING OIC ROSTER - 2015

DATE	OFFICER IN CHARGE	ASSISTANT
March 15th	Ray Grace	Martin Barratt
April 5th	Andy Cross	tba
April 19th	Peter Downes	John Bradshaw
May 17th	Mike Cole	Trevor Hill
June 21st	Tim Caswell	John Keane
July 19th	Paul Konig	Richard Smith
August 16th	Derek Tulley	Ken Thornton
September 20th	Roger Marney	Keith Briault
October 18th	Trevor Hill	Mark Campling

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 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 - 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
December 6th	Santa Special	11.00 - 15.30
December 13th	Santa Special	11.00 - 15.30