

The New Pinewood Express

ISSUE 14

AUGUST 2007



CONTACT DETAILS

Name	Post	Telephone and e-mail
Dick Woodruff	Chairman*	
Paul Konig	Treasurer*	
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Paul Archer	Secretary** & Publicity	
Mike Cole	Chief Engineer	
John Keane	Signals Officer	
David Simmonite	Safety Officer	
Keith Briault	Committee man	

Ian Shanks	Auditor #1	
Tony Weeden	Auditor #2	

Alan Barsby	Web site Manager	
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Cover picture

Councillor Annette Drake, Wokingham Borough Mayor, takes enthusiastic control of Dave Curtis' Romulus for the formal opening of the bridge loop.

Photo Clare Keane

EDITORIAL

Issue 13 was well received, so we continue in the new format.

From the last newsletter until now has been a very busy one for the society, with much to report. This issue contains an account of the formal opening of the revised track layout and bridge, a report of the Yateley Fayre and a report of a visit from a branch of the Welsh Highland Railway Society. We report an interesting breakdown and we also return to the occasional series of workshop hints with a held over article, by Ivan Hurst, on Vernier calibration of a lathe top slide for taper turning.

SUBMISSION OF MATERIAL

Contributions for 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. All material remains the copyright of the author.

The next issue is scheduled for just before Christmas. Contributions need to reach the editor by mid November please.

CHAIRMAN'S NOTES

Despite the recent inclement weather, passenger numbers have not been adversely affected. With the arrival of another 7.1/4" gauge C19 (*see New Locos and Rolling Stock*) we now have a good supply of running locomotives. This will ease the load on Dave Curtis' Romulus, which has given sterling service so far this season.

The opening of the track was a very successful event, thanks to all who organised it, especially the ladies (*see the separate report*).

The sale of light refreshments on running days, organised by the Secretary, is proving popular with visitors.

A sub-committee has been formed to organise a display at the forthcoming Model Engineering Exhibition at Ascot on the 7th to 9th September.

SECRETARY'S REPORT

Since the last 'Express' we have recruited one new member, Robin Dimmock. We look forward to welcoming him on site with his grandson Tom.

The running season has been progressing well with good attendances from club members and the public. Attendances have been up on recent running seasons and this is reflected in the size of the smile on the Treasurer's face. As a Certified Fraud Examiner my instinct is to be concerned when takings increase and simultaneously the Treasurer buys a second large locomotive!

The experiment to sell a small selection of refreshments has proved extremely successful with members of the public sitting in the station area enjoying the atmosphere of our railway, whilst drinking tea and snacking on biscuits. By remaining in the vicinity, evidence suggests that a number have been taking extra rides, which is an additional benefit from the experiment. The income from the sales has already exceeded the start up costs after only three running days (and my Sunday morning snacks). I am greatly indebted to Sylvia, Diane and Elaine for their tremendous support without which the experiment would never have got off the ground.

Although disrupted by rain, the Yateley Fayre added valuable income to the coffers but was of greater benefit from a publicity aspect. By handing out leaflets detailing running days, new visitors have found their way to Pinewood.

Unfortunately the Sandhurst Fete, which would have offered an even greater opportunity to raise our local profile, was lost to the weather.

The next call to arms is the Centenary Model Engineering Exhibition, which is to be held at Ascot Racecourse from 7 to 9 September. The Society is to have a stand and any support would be greatly appreciated. Mike Cole, John Keane and myself are the Ascot Exhibition Subcommittee set up to organise our stand. Volunteers will be sought to share the duties of manning the stand on those days. (*See Mike's rota in the chalet -Ed*)

INSURANCE

Some members have been under the impression that the Club's insurance covers loss or damage to their own locomotive both in transit to and from Pinewood and while on site. I have reviewed the policy and can confirm that this is not the case.

The Society has comprehensive insurance cover for Public Liability £5M, Personal Accident, Employers Liability Insurance and Directors and Officers Liability. All of these are necessary to operate a railway visited by members of the public. The Society also has full insurance cover for buildings and equipment on site including track, signalling and carriages (Society owned). Members' locos, rolling stock and other items are not insured whether stored on site or otherwise.

Members may add their own locomotives and equipment to the club policy at discounted rates. Current annual rates equate to 75p per £100 of cover. This has been reduced to 56p from first of July but only provides cover until 31 March 2008 when all policies are due for renewal. Application forms are available from me.

ENGINEERING REPORT

After the hard work to get the bridge loop finished, we have moved into a period of consolidation (if not rest and recuperation!) and running locomotives and trains, which is as it should at this time of year.



Photo JRK

The chief engineer upgrading point four for actuator operation. (see the Signalling Report).



Low resolution mobile phone photo JRK

Dave Elen keeping an eye on Dave Simmonite, completing the extra track to the carriage shed.

The track gang has re-ballasted and boarded the large curve leading to the point into the yard. Point S4 (which operates with point 2 outside the signal box), has been motorised. Work is in hand to motorise point 3 (at the headshunt); the rest will remain manually operated. A second track has been laid between the turntable and the brick carriage shed, to replace the troublesome slew; and the slew to the old carriage shed removed likewise.

A further five steam tests have been completed.

We can now give calm consideration to what further changes and improvements we might make to our railway – and which we can afford (in time and money).

SIGNALLING REPORT

Whilst all of the new signalling logic continues to operate reliably, we still have to fight against bonding resistance, particularly on the long, damp block 2 as well as the poor quality of the 'trailer' plugs used for the connections of the old signals.

With energetic help from Derek Tulley and David Simmonite, the necessary cables and line-side pits have been installed, so that we have now completed all signal cascading (a red causing the preceding signal to show yellow) throughout the main line.

The overlap at signal 12 (on the returning main, near the woodland crossing) has been shortened, so that S12 changes sooner when a train enters block 3. Signal 8, controlling shunting onto the main from the yard 'in' road, has been cabled back to the signal box. Point 4 has now been motorised and operates synchronously with point 2 so that the signalman no longer has to leave his box or get help. Cabling is in place to motorise point 3 (at the head shunt) and Nigel has made the box for the actuator, but this awaits installation of the mechanism by the engineering department.

To prevent the point actuators destroying their limit switches, we have reduced the supply to 24v (no one knows why 35 volts was used historically). However, the actuators can still override their limit switches if operated when not under load (i.e. when the pin is removed.). We have prototyped a more robust external limit switch mechanism, using roller



operated micro-switches, that mounts on top of a failed actuator. This has the advantage of being more easily accessible for adjustment of the throw, without having to dismantle the actuator for each adjustment. This is on trial at point 2, so far successfully. If this success continues throughout the season, we may make three more next Winter (for points 1, 3 and 4).

With no one else volunteering to get covered in bitumen, Derek Tulley nobly and bravely took up the challenge of applying a new, glued layer of felt to the leaky signal box roof, thereby removing the excuses of the signalling department for further delaying the installation of the relays and wiring for a new mimic panel.

FINANCIAL

Steady income from public events continues to fund society expenditure. However, an upturn will be required if we are to return a balanced budget this year. Note that the treasurer is happy to answer queries on finances – see contact details on page 2.

Donations

Some of the items recently donated by members.



Photo John Keane



Phone photo John Keane

CAPTION CONTEST

PREVIOUS COMPETITION (from issue 13)

Several suggestions are combined into the following:



Two further suggestions vie for best caption - both for lateral thinking; Paul Archer's *"Come on Derek, the pattern is simple, knit one, pearl one, and knit two together"* and Dave Elen's *"No, We don't need tubular bells after all"*

However, Dave Elen is penalised for also suggesting the too obvious *"How many engineers does it take* ", so Paul Archer wins on points.

NEW CAPTION COMPETITION

Paul and James braving the rain - whence all but they had fled - during the July running day. Fortunately this shower was as short as it was heavy and takings were not far short of our highest this year. The photo' was taken from the relative comfort of the crowded ticket office – Ed.

Your alternative captions to the editor please.



THE YATELEY MAY FAYRE



*Half-time change of locomotives
For once, Derek strolls ahead leaving the pushing to Dave Pritchard, Paul Konig, Pete Starr and Tony Weeden*

that caught passengers and driver alike enjoying the moment - and proving again that Dave can smile.



Photos John Keane

This was a long day for members who stayed the course, but netted about twice the income of a Pinewood birthday party. Thanks to Dave Pritchard for organising the event and the hard-working members who turned out to make it happen.

THE FORMAL OPENING OF THE LOOP

June 17th saw the official opening of the new route over the bridge (see the map in issue 13) by Wokingham Borough Mayor, Councillor Annette Drake, accompanied by her 10-year-old granddaughter Evie. The weather treated us well with gentle sunshine for most of the day and no rain showers.

Councillor Drake readily accepted the offer to drive a train and enthusiastically absorbed the driver training from Dave Curtis, watched by granddaughter Evie.



Photo JRK

Dave's Romulus, specially cleaned for the occasion, was sufficiently well behaved that hardly a smut dared to land on the Mayor's elegant suit.

Right: Cutting the ribbon at the bridge. (Floral gloves thoughtfully provided by Dave Curtis)

Photo Clare Keane



Photo John Keane



Following the formal cutting of the ribbon, Councillor Drake drove the train for a full circuit of the railway and evidently enjoyed the experience, being heard to comment that "One doesn't often get the chance to drive a train" and "I've not had so much fun for ages."

Members, in their turn, admired the confident handling of the locomotive and her willingness to risk a bit of oil and coal dust.



The Mayor makes a nifty getaway after cutting the ribbon on the bridge.

Photo Clare Keane



Dave Curtis relaxes as the Mayor drives safely back to the station with passengers Evie, Maureen Archer, Maureen's daughter Nadine carrying Holleigh, Dave Simmonite's grandson Mark and Dick Woodruff.

Photo Paul Archer



Photo Clare Keane



The celebration cake, decorated with the Pinewood Railway logo.

Councillor Drake and Evie cut the celebration cake (made by Maureen Archer and iced by her daughter Nadine). It was consumed, along with glasses of champagne, to round off an enjoyable event for members and guests alike.



Photo Clare Keane

AN UNUSUAL BREAKDOWN

It was tempting fate for someone to point out that pictures of Tony and his C19 had been unusually absent from the last few Newsletters.

On the next time out – the May public running day - Tony had just started his first, passenger hauling, run when he suffered an involuntary stop of impressive suddenness, providing the photo opportunity that probably was not in mind.

Nothing would persuade the coupled wheels to turn, under steam or by manual efforts.



Photos Paul Archer

Dick's trolley demonstrates its value in dragging Tony's wheel-locked, disabled loco round the loop. ...assisted by members with broom handles

Fortunately the running afternoon was just getting under way, so a large queue had not built up and the waiting passengers seemed to enjoy the spectacle of the C19 being ignominiously dragged back round the loop as much as the prospect of a ride.

Tony later traced the problem to one of the driving wheel axle boxes and a blocked oil feed. Perversely, it was the axle carrying the valve eccentrics, but Tony tells us he has now machined the box/axle and fitted an Oilite sleeve. He also took the opportunity to drill out the axle ends to provide alternative lubrication through the axle centre. Despite a brief further problem on the next time out, Tony was back in service for the July running day.

(See the back cover for a picture of Tony and his C19 negotiating the new diamond crossing, earlier this year.)

LIVING WITH YOUR LATHE

(Ivan Hurst has agreed to us proceeding with publication of this article, which he submitted before he departed for pastures new.)

5 - VERNIER SCALE FOR TOP SLIDE ANGLE SETTING

INTRODUCTION

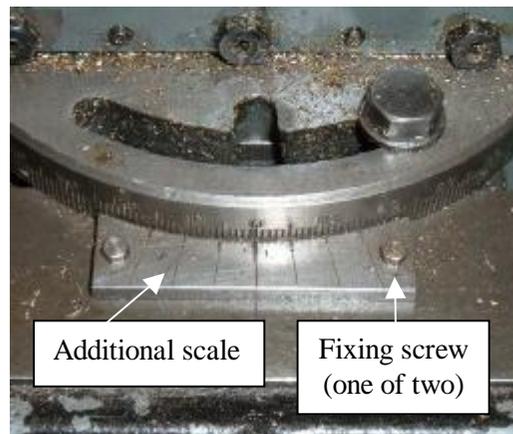
For short tapers, it is convenient to be able to set the Top Slide to the taper angle (ie one half of the included angle).

The ML7 has a scale around the Top Slide base, which is calibrated in degrees, and a fiducial mark engraved on the Cross Slide. This is good, but a fractional part of a degree is pure guesswork. A “Vernier” Scale can be fitted to the Cross Slide that will enable accurate setting to $\frac{1}{4}^\circ$, or 15', and enables estimates to be made more easily to smaller angles. I put “Vernier” in inverted commas, because it is not a classical “10 divisions in the space of 9” type, but works on a similar principle.

THE VERNIER SCALE

This time, I know exactly where the idea came from - my son. He came up with the idea and made the scale many years ago, and I have not found any good reason to change it.

The photograph shows the arrangement. A piece of 1/8” sheet is scribed with a series of radial lines at 5° 15' intervals, by means of a rotary table. In total, there are seven such lines, at 0° and at +/- 5° 15', 10° 30' and 15° 45'. The plate is then shaped to the appropriate radius to fit around the base of the Top Slide.



The Top Slide is set by means of a DTI (Clock) to be parallel to the Lathe axis, following which the Scale is aligned with the zero on the Top Slide base. It is then fastened down by two screws, the holes being deliberately left oversize to allow final adjustment.

It will be seen that it is now possible to read 15' intervals directly, and interpolate smaller values. It also gives seven chances to set the zero

position accurately - eagle-eyed readers will see that it is not quite set correctly in the photograph, as evidenced by the asymmetric splits on corresponding plus and minus marks.

Afterthought: With a blinding glimpse of the obvious, it would have been better not to have attempted to emphasise the marks in the vicinity of the base with a scribe - this is overcome on the original by sighting along the lines with the eye line nearly horizontal, but it would be better not to have to do so. One of these days, I might get round to making a new one.....

NEW LOCOS AND ROLLING STOCK

(Some of the stock recently built or acquired by members)

Paul's C19 (The black one)

Having acquired a 7.1/4” King – and promptly dismantled it (see issue 13) – Paul Konig again claims a place in this section by acquiring a 7.1/4” C19 at auction. His story is that he went to buy a trailer and came back with a C19! We are uncertain whether to reserve space in the next newsletter, to report Paul's third acquisition, or whether to put him in protective custody before the next auction.



Photo Clare Keane

Paul's C19 - First outing at Pinewood

Engineering circa 1985, though a prototype seems to have existed for several years previously; the design was later acquired by HRM/Reeves). Paul's model bears the number 391 on the cab side and smoke box – the latter sometimes the right way up!

The original 2-8-0s for the American 3ft gauge, Denver and Rio Grande Railway were built in the early 1880s and later reclassified as C19s. An example of a C19 (in preservation at the Colorado Railway Museum) is the Baldwin built, number 406, built in 1881 and renumbered 346 in the 1920s.

Paul's model is built to the well-established design of John Milner (first offered commercially by Milner

The loco received its first steam test in June 2006 and is said to have been running at a Society in Essex during the remainder of the year.

However, this has not stopped Paul from taking large parts of the loco to pieces. The work started innocently enough (remaking a faulty whistle valve) but has progressed to adjusting the regulator (it was found that uncovering a one inch by half inch slot, with no starting valve, is not conducive to easy starting/controlled running!).

The July Running Day saw the most extreme work so far; 'swapping' the rearmost two axles such that the flangeless set was not at the back – the loco can now reverse round corners. Unfortunately that afternoon's running was curtailed by a lubricator problem, but the loco will be back in action for the forthcoming running days. It is possible that Pinewood is the only UK railway to have two 7.1/4" gauge C19s owned by members.



Paul releasing the wheels (The safety officer is lurking nervously in the background)

Resolution of these problems has very much been a 'team effort' and Paul says he is extremely grateful to those who have given their time and efforts to help with these jobs – and hopes they enjoy driving the loco too!



Trevor assisting with the wheel change.

Photos David Bailey

generously offered that the loco can be driven in his absence, by prior arrangement, if we are pressed for motive power.

No doubt the loco will run well when steamed next time and Paul will have no reason to dismantle anything else. With another large engine in the club, this second C19 should help ease motive power issues at Public Running days and relieve some of the pressure on individual engines and owners. Paul has

Dave's New Wagons



Dave Elen has added to the fleet of working rolling stock by the addition of two useful open wagons. Made by Phil Wheeler of Bickton Narrow Gauge, Dave arranged for his to come with a double floor so that they are useful flat trucks when the bodies are lifted off.

Dave is currently painting them. In the photograph, the black is yet to be applied to the top and bottom ironwork of the bodies. The trucks are common user but distinguished by Dave's usual DVR (Dore

Valley Railway) lettering (He will explain if you insist.).

WELSH HIGHLAND VISIT

On the evening of 13th June, we received a further visit from members of a branch of the Welsh Highland Railway Society. In spite of the forecast of wet weather, the rain held off long enough for our visitors to take a few rides behind Dave Curtis' 7.1/4" gauge Romulus and David Simmonite's 5" gauge Metropolitan.



Above: Dave Curtis driving Romulus



Top right: David Bailey driving David Simmonite's Metropolitan



Bottom right: David Simmonite driving his Metropolitan.

THIS AND THAT

(Late additions, items for sale and miscellaneous)

ELECTRICAL INSPECTION

We have received a copy of the electrical safety check report, produced by external inspectors at the instigation of our landlords. As confidently expected, no issues were raised in respect of the electrical installations for the steaming bay, the ticket office, the chalet and the signal box. Minor recommendations were made to provide better physical protection for one of the lighting cables in the loco shed and to replace an open-backed batten lamp holder, also in the loco shed.

NEWSLETTER LIBRARY

It is proposed to set up a library of past copies of the (old and new) Pinewood Express, in the chalet. We have copies of all of the 'New' expresses back to January 2004. Very regrettably such copies as there were of the earlier Pinewood Express seemed to have been lost somewhere in the handover after Ivan departed. It is pleasing to report that thanks to Mike Cole rescuing them from likely oblivion during shed tidying, we also have the (Old) Pinewood Expresses from No.1 in 1985 to No. 50 in 2000.

APPRECIATION OF 'BIG' DAVE

From even a casual glance at recent issues of the New Pinewood Express, it is easily apparent the extent to which Dave Curtis has been relied upon to supported events of our Society - as indeed he has done for many years past. In recognition of this and, particularly, his representation of the Society during the opening of the new loop, the Committee were pleased to present him with an inscribed book of photographs as a permanent reminder of his valued contribution – which we hope will continue for many more years.



A NEW NAME FOR PAUL'S C19

Having called his loco many things over the past couple of months (most unsuitable for print) Paul is looking for a new official name for his C19. Suggestions to the Editor or direct to Paul [paul.konig@talk21.com] Amusing suggestions welcome, but a sensible one is needed too! The outcome will be reported in a future issue.

DIARY DATES

External events are in **bold text**.

DATE		EVENT
AUGUST 2007	Sunday 5 th	Members' Running, 11.00-16.00
	Sunday 19 th	Birthday Party, 11.00-13.00 – Confirmed Public Running, 13.30-16.00
SEPTEMBER 2007	Sunday 2 nd	Birthday Party, 11.00-13.00 – Confirmed Members' Running, 13.30-16.00
	Sunday 16 th	Birthday Party, 11.00-13.00 – Confirmed Public Running, 13.30-16.00
	Friday 7 th to Sunday 9 th	Centenary M E Exhibition, Royal Ascot Grandstand
OCTOBER 2007	Sunday 7 th	Members' Running, 11.00-16.00
	Sunday 21 st	Birthday Party, 11.00-13.00 - Confirmed Public Running, 13.30-16.00
DECEMBER 2007	Sunday 2 nd	Santa run
	Sunday 9 th	Santa run

E&OE Please check dates of external events before travelling



Photo John Keane

Tony and his C19 on the new diamond crossing. April 2007