

# THE NEW PINWOOD EXPRESS

Pinewood (Wokingham) Miniature Railway



## CONTACT DETAILS

Name	Post	Telephone and e-mail
Dick Woodruff	Chairman*	
Paul Konig	Treasurer*	
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	

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\*Also a Director of Pinewood Miniature Railway Society Limited.  
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### Cover picture

*Peter Withers with his 'Coffee Pot', 0-4-0VB Quarry Engine 'Dinorwic' in steam at Pinewood for the first time, in August 2008. See the article within.*

Photo John Keane



ISSUE 19  
 December 2008

## EDITORIAL

We have a report of our second presence at the Model Engineering Exhibition at Ascot and another on the bulb planting celebration of Dickie Dove's life and contribution to Pinewood. Peter Withers has supplied an account of his recently built 'Coffee Pot' quarry locomotive that has been attracting much attention wherever it has been seen. We also have a report of the visit from members of Northolt and Harrow as well as a note from Derek Tulley on sourcing safety valve springs.

## 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.*

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## CHAIRMAN'S NOTES



This year's public running has been very successful and bookings for Santa Specials are going well.

One of our most enjoyable days this year was the "Family Day" run in June. It has been suggested that this is repeated next year on June 7<sup>th</sup> for members, friends and invited guests. I should like to offer the Season's greetings to all members and give a special thought for those who are not in the best of health at present; let's hope 2009 will be another vintage year.

### Subscription reminder

This is the last issue of the newsletter before members' subscriptions become

due, on January 1st. Prompt renewal will save the Society some avoidable administration effort and costs. You don't have to wait to be asked. The print run for issue 20 of the newsletter will be sufficient for the 'paid-up' membership only.

Members are reminded that we now have 'ordinary' membership (£35 per year) and 'joint' membership, which includes a spouse or partner (£40 per year). The latter confers some insurance benefits on partners and enables them to attend and vote at the AGM (*See issue 17 for details*).

## SECRETARY'S REPORT

This year has seen a tremendous increase in visitors' numbers on public running days. In addition, takings from refreshments have more than doubled. Special thanks are due to the ladies who have provided valuable support on running days.

This increase has placed an additional burden not only on the members offering their services on running days but also on the infrastructure of the railway. Proposals are being drawn up to improve through put at the station, these include revisions of the platforms with associated work planned for this winter.

Membership has remained static through the year and it is clear that our development plans impact on a relatively small membership. With this in mind it has been decided to look to reduce the number of birthday parties booked for 2010 (commitment for 2009 has already been made).

Considerable effort was made last year to raise the profile of our railway and we have clearly seen the benefits. The downside is the additional pressure on the small membership. Despite this, feedback has been very positive with members of the public stating how friendly the railway is. Thanks are therefore due to all those who have played a part.

## ENGINEERING REPORT

The new aluminium point giving access to the country carriage store is finally built, installed, and, so far, seems fit for purpose. C19 locos with 3 or 4 loaded passenger cars have given the installation a very full load test. Tim has finished the repairs to the engine-shed roof and all agree it's a very professional job, which also looks very good. Nigel has made another picnic

table for the Society and the Chairman has painted it. (He gave up trying to persuade other members to do it).

With the large increase in passenger numbers at public running this year, it was agreed that we need more passenger cars, so work has restarted on the body made by Pete Starr; we have most of the mechanicals in stock but new axles are being turned as the imperial bearings are no longer available.

Our boundary fence next to the yard and steaming bays is beyond repair and needs to be replaced. Estimates in the region of £2,000 have been obtained and the committee have agreed to find out if some external funding can be found to cover this work.

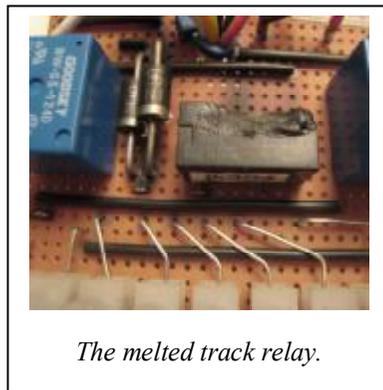
This winter it is planned to lift, re-ballast, and re-sleeper where required, the track opposite the country carriage store.

The increase in passenger numbers has resulted in long queues building up at times during public running; no complaints from the public so far but potentially embarrassing for the society. Various solutions have been discussed, but the most obvious is to have longer trains at busy times, so another winter task is to lengthen platform one to take a C19 or double headed smaller engines with 3 or 4 passenger cars.

Members views on future Society projects are always welcomed, remembering however that we are a small Society with a small (and ageing) workforce with limited funds, as I guess are the majority of Societies and Clubs like ourselves.

## SIGNALLING REPORT

We have had our first failure – self-inflicted – of one of our signal cascade boards. Installation of a new signal on the bridge was incomplete when the new cable to it had been connected to the preceding signal and the system was turned on for a birthday party. Unfortunately the unconnected end of the cable had some unnoticed wire strands shorting between two cable cores. The result was a melted relay on one of the cascade boards.

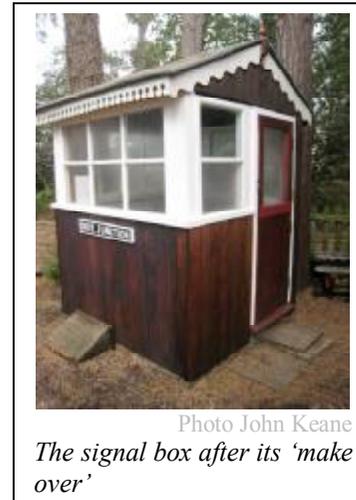


*The melted track relay.*

Looking on the bright side, this nicely demonstrated the success of our distributed signal logic, designed to avoid failure of one signal affecting any

others. The rest of the system continued to operate through the running session and was undamaged. The board was simply replaced with a plug-in spare and will in turn become the new spare, after replacing the relays and re-validating in the test bed.

The bonding of the new trailing point at the ‘country’ carriage shed has been completed and is now part of block 1 for train detection. Any stock on the point or on the first few feet of the adjacent siding will set signal S3 on the gantry.



*Photo John Keane*

*The signal box after its ‘make over’*

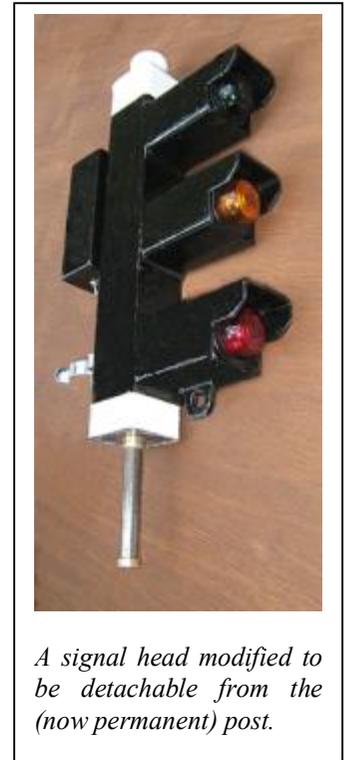
The external refurbishment of the signal box, following replacement and repositioning of the door, is now almost complete and we can turn our attention to the inside and to completing the storage behind the box.

We have intended for some time to separate the signal heads from the posts to ease the task of deploying and retrieving signals for each running session. This has now been prototyped for signal S3a. This was also an opportunity

to use a taller post for this signal, to improve its visibility on the approach from the bridge. If this prototype is successful, the design will be adopted for all of the ‘country’ signals.

The old trailer sockets for the signals continue to be an irritation. Now that the new plugs and sockets on the gantry have been in successful use for a season we will go ahead with fitting them to the rest of the signals over the next few months, though this will involve some other changes to accommodate them.

As we have not yet implemented the planned general warning system for pulling incompatible levers in the signal box, an interlock will be made, before next season, to prevent the signalman clearing more than one gantry signal.



*A signal head modified to be detachable from the (now permanent) post.*

## SAFETY OFFICER'S REPORT

The party and public running season has now finished and I am pleased to confirm there have been no reportable accidents this year even though we have had record numbers of visitors. The Santa runs are to come in December so lets remain vigilant and maintain our good record. To this end we need as many members in attendance as possible to help with the small jobs, no experience needed, and to provide additional eyes to look for potential problems. Finally, my usual plea, please remain vigilant and report any potential problems to a committee member or me.

## 'DICKIE' DOVE CELEBRATION

Members who go back a few years will well remember 'Dickie' Dove who, in the 70s, as a member of the Wokingham Without Parish Council, headed the committee that transformed the Pinewood site. He was an enthusiastic supporter and member of the Pinewood Railway and helped in many ways in its early creation. On his death, we renamed the signal box 'Dove Junction' in his memory.



*Cllr. Peter Sturgess  
Unveiling one of the  
sign posts.*

Last February the ashes of Dickie and his wife, May (and his dog) were scattered in the woods and in September this year the Parish Council organised a celebration in memory of Dickie.

We were invited, along with other organisations on the Pinewood site, to take part in planting bulbs in the clearing that overlooks the newly tidied up pond at the head of the stream. This area has been signposted and will be known as "Dickie's Pond".

Chairman of the Parish Council, Peter Sturgess unveiled the new signposts and he and the Mayor of Wokingham Borough, Councillor Pauline Helliar-Symons, reminded us of Dickie's reputation and long service to the Pinewood community. Dickie's son Peter recounted how, on Dickie's retirement in 1975, he spent nearly all of his time at Pinewood, during those early days of turning the site from a derelict hospital into a leisure centre. As an example, Dickie, single-handedly, spent days, weeks and months clearing parts of the site and stripping lead guttering and copper wiring from the many dilapidated buildings, all proceeds from selling the scrap going into the Parish funds. Dickie's daughter, Barbara also spoke of her memories of

Dickie's devotion and hours spent at Pinewood, with the help and support of his wife when he was no longer able to drive; so much so that his grand children thought that was where he worked!



The weather was kind and, to round off the event, we provided train rides for all attending. Dickie's family taking the first train, followed by Council Chairman Peter Sturgess and Borough Mayor Pauline Helliar-Symons.

*Trains were provided for those attending the event*



*Photos John Keane*

*Dickie Dove's family group, passing Dove Junction*

# THE MODEL ENGINEERING EXHIBITION

The 126<sup>th</sup> Model Engineering Exhibition was held at Ascot between the 19<sup>th</sup> and 21<sup>st</sup> September. Pinewood Railway again presented a club stand, in spite of the difficulty that the exhibition overlapped with the Southern Federation meeting at Bracknell as well as a birthday party and public running day at Pinewood.



Paul Archer's Polly represented entry level to the steam hobby. Other exhibits included examples of 5" gauge wagons built by David Simmonite, James Jarvis and Alan Davies as well as the latest project by our prolific engine builder Derek Tulley who is a pioneer builder of the Neville Evans 'Schools', currently being serialised in Model Engineer. We were also pleased that Dave Curtis exhibited his Bridget, the first loco he built and consequently his



favourite. Peter Withers' vertical boyled quarry loco provided an unusual exhibit that attracted much attention (and a cash offer!). David Simmonite's Metro again provided an attractive centrepiece to the stand.

Videos made at Pinewood were run throughout the exhibition – the train

whistles could sometimes be heard from over half way up the exhibition hall (said to be nearly half a mile long). We half expected complaints though we think it added to the atmosphere and one visitor asked us to turn up the volume!

Our stand received a fair share of attention and leaflets flew off the tables to people promising to visit us (We ran out of leaflets after two days.). The new emphasis on displaying the Wokingham location name made a noticeable difference, especially in catching the eye of visitors who live locally. We met many who had never heard of us and who will almost certainly be visiting us on a future running day.

## Gallery of Pinewood exhibits:



*Bridget, built by Big Dave and still his favourite.*



*David Simmonite's Metro*



*Alan Davies' 7- and 5-plank wagons. The 7-plank, to a Doug Hewson design, has opening side, end and floor doors.*



*Paul Archer's Polly*



*James Jarvis' wagon*



*Derek Tulley's 'Schools'*



*Peter Withers' coffee pot*



*David Simmonite's wagon*

The Sinsheim track was present as advertised. It was helped by the sudden outbreak of summer, though the fairly small number of locos running on it was disappointing – quite unlike the unique atmosphere at Sinsheim. *(For those who haven't seen the full Sinsheim in action, the video made by two of our members, a few years ago, is still available for loan.)*



*The Sinsheim track*

The track sections are joined by conventional bolted fishplates, presenting a serious challenge to assembling 2.5Km of track in two days. This 2.5Km track had been laid over the preceding two days (of 11 hours each) by a team of eight students, from Leeds, Newcastle and Cambridge. (I thought they might be engineering students but the one with the statistics at his fingertips turned out to be an accountant!)



*Photo John Keane*

*An Indian Summer blessed the track from Sinsheim, though traffic was light.*

Meanwhile 'back at the ranch' we were having, as well as some of the best weather of the year, the highest number of passengers at Pinewood 'since records began' and breaking the two records set earlier this year for tickets sold and for refreshment sales. Dave Curtis' Remus and Tony's C19 took the brunt of the birthday party and public steam running respectively and we would have been very hard pressed without them. Our thanks to all who answered the call to help out on this exceptionally busy weekend, both at the exhibition and at the railway. We were nevertheless stretched and could have benefited from more help.

## SOURCING VALVE SPRINGS

– a note by Derek Tulley



A perennial problem is to get a safety valve that operates over a small pressure range, i.e. once it blows off it closes again without undue loss of pressure. Part of the problem is in the design of the valve compounded with the wrong spring. Often the spring used has been one out of a box of assorted springs that works – after a fashion.

On both of my engines, I have used, very successfully, a valve design published in *Engineering in Miniature* (*Improved safety valve design - 'mild pop type'*, Vol. 22, Issue 10, April 2001, page 299) using a specified spring from the Lee Springs range. Unfortunately Lee Springs have a minimum order charge of £30, which makes the springs somewhat expensive.

I have just discovered that the writer of the magazine article, Gordon Smith, is able to supply both drawings of safety valves to suit any engine and single springs at reasonable cost; £1.40 plus p & p, in the case of those for the Schools. I have a list of Gordon's offerings for anyone interested or he can be contacted on 01283 546176.

## THE MIDLANDS EXHIBITION at the Fosse

A number of Pinewood members visited the Midlands Exhibition – several of us bumping into one-another on the last day.



Photo John Keane  
Derek discusses the latest updates with Professor Thomas of Polly Engineering, over his part-completed locomotive .....



Photo John Keane  
.... joined by Neville Evans

Though the club has no stand at this more distant event, Derek Tulley's part-completed 'Schools' was again on the Polly stand to demonstrate the use of Polly castings in this Neville Evans design.

## NEW LOCOS AND ROLLING STOCK

(Stock recently built or acquired by members)

### Peter's 'Coffee Pot' or 'From Road to rail'

Peter Withers has supplied the following account of the origins of his unusual model, an 0-4-0 vertical boyled loco in 7.1/4" gauge, in the style of a De Winton.



The sub-title is actually true in two senses; I have changed my interest from road steam to rail, and the locomotive pictured here used to be a steam tractor.

I first got into steam via a 2 inch scale traction engine and a kit-built steam lorry. Both required considerable work to operate as intended and gave me a useful grounding in both model engineering in general and steam in particular. Both were on the small side so they got swapped for a 3 inch scale 'Caradoc' steam tractor with a horizontal twin cylinder engine and vertical boiler (*A design published in Model Engineer*). It was not a good move. Nothing worked particularly well and the problem of where to run, away from public eyes, was always an issue. I have never, until now, had a specific interest in railways but have always liked narrow gauge engines. Thus a plan was hatched. It dawned on me that I had at least one of the ingredients of a vertical boyled 'coffee pot' locomotive. Secondly, there are plenty of miniature railway clubs and societies around which would give me somewhere

to run and the potential for meeting likeminded folk. I came into possession of an electric tram of 7.1/4" gauge and, having removed all the electrical bits and the body, I had a basic frame with four wheels on which the boiler and engine fitted remarkably well.

Then I approached Pinewood and, having received such a warm welcome back in March, lost no time in joining. Having shown the various members present that day a couple of pictures of the boiler perched on the chassis I got all the encouragement I needed to push on with the conversion from steam tractor to locomotive.

It was not the work of moments to assemble the beast. The biggest challenges were getting the drive from the crankshaft to the axles and converting the engine itself from horizontal to vertical operation. The original engine as removed from the tractor had a seriously worn out Stevenson linkage. This was removed, leaving the need for some means to reverse. A tumbler gear system was devised that took drive from the crankshaft to a lay shaft, which also drove the water pump and thence, via a couple of chains, the axles. The original chassis was sprung on one axle and this was retained albeit with some tidying



up of details. The water tank and coalbunkers from the tractor were salvaged and fitted so as to very approximately mimic the De Winton 0-4-0VB engine as personified by 'Chaloner'.

After a boiler test, a first test run was aborted when I found that I had grossly over geared the engine. A careful look showed that I

needed a reduction between crankshaft and axles of about 3:1, not the 1:1 that I started with! I changed the ratio by altering the sprockets between lay shaft and axle and tried again. This time the water pump, driven by the lay shaft, was being hugely overdriven, with the result that it acted as a hydraulic brake. A modification to the drive linkage reduced the throw by about 60% and I tried again. This time the engine managed not only a short shunt in the yard but a full lap of the track at an average speed approaching 5mph. I was very happy. The next major step was to see what it could pull. The heaviest passenger carriage in the shed was coupled on and we managed a circuit light but setting off with a passenger (thanks John) precipitated a very rapid loss of boiler pressure. The problem appears simply to be that the fire is consumed too

quickly, a much softer blast is required. Also, I am suspicious of some loss of efficiency due to poor piston ring sealing. In the meantime there are a host of small jobs to attend to; new safety valves, better exhaust piping, an injector, boiler cladding....

Meanwhile, I have quite taken a fancy to a Fowler 0-4-0 diesel shunter with a vaguely steam engine-like chimney. A set of wheels and some old frames along with a Briggs and Stratton engine have been found. Watch this space.

## Tim's 5" gauge shunting loco

Tim Taylor has recently acquired his first locomotive in the form of a battery powered 'Ruston' 0-4-0 industrial shunter, together with a driving trolley. The shunter is Maxitrack number 563 and was probably built around 1990. It was one of the first locos used at the Crowborough Miniature railway Society and named 'Little Mary' after the original owner's mother. By coincidence, Tim's mother is also Mary, so the nameplate will remain.

After an initial problem with the coupling to the driving trolley (which was suspected of being the cause of derailments through transferring Tim's weight to the back of the locomotive), Tim enjoyed a successful first run on the Pinewood track.

After some discussion with the Chief Engineer, Tim is proposing to improve the ride of the driving trolley by stiffening, or removing altogether, the springing on one axle.



Photo John Keane

*Tim's first run with his newly acquired industrial loco on the Pinewood track (albeit running the wrong way!).*

## VISIT FROM NORTHOLT AND HARROW

On October the 5<sup>th</sup> we were pleased to receive a visit from members of the Northolt Model Railway Club – also members of the Harrow And Wembley Model Engineering Society. Seven members brought along 5” gauge locomotives including two Britannias, a Great Western Saint and a Meter Maid.



*Shall we put the signals out?  
(The day's weather started unpromisingly!)*

The weather at the start of the day threatened to wash out the entire event but improved by the afternoon so that a full running session became possible.

All of the visiting engines ran impeccably and it was gratifying that several visitors remarked on the excellent ride on our 5” gauge track.

### Gallery from the Northolt and Harrow visit:

Photos John Keane



*John Alexander with his Metre Maid (the 6-wheel variant of Sweet Pea), which he built 10 years ago.*



*Michael Proudfoot preparing 70004 William Shakespeare watched by Bill Speller who owns and re-built it.*



*In the foreground, Roy Perry prepares his Great Western 'Saint Michael', a loco over 30 years old.*



*Keith Spence with 70049 Solway Firth (built by Dennis Croft)*



*Visitor, Dennis Chilvers, risking pneumonia to get his picture of Solway Firth in the station.*

*(rev 1)*

## NATURE AT PINWOOD

### 2: Pinewood's oaks - Derek Tulley

Whilst most of Pinewood is covered, strangely enough, in pines we also have a number of oak trees, especially adjacent to the station yard.

In early summer this year it became obvious that something strange was affecting the developing acorns. They were distorted and swollen. In some cases the acorn ceased to grow altogether, in others just the cup was affected. The end result was that we got very few acorns and that the distorted fruits dropped off early by the barrow full.

Personally I had never seen anything like this. Internet investigation showed that our oaks, together with many others in the area, were infested with the Knopper Gall Wasp, *Andricus quercuscalicis*, a minute wasp that lays its eggs in the oak flower and causes the gall to develop as protection for the developing grub, which when fully grown bores its way out. The wasp has a two-year breeding cycle so hopefully next year we will have normal acorns. This apparently is not harmful to the tree.



Photo John Keane

*The galls growing from two acorn cups.*

Oak trees form one of the most diverse ecosystems in our countryside, hosting hundreds of other interdependent organisms from birds and squirrels through aphids and caterpillars to fungi and lichens.

Amongst the most noticeable are other galls; the familiar marble gall (similar in size to a child's marble and often mistakenly called an oak apple), the true oak apple (which is larger, about 1" in diameter and less regular in appearance) and, early in the season, spangle galls (which form on the leaves). All of these, as with the Knopper gall, are caused by different species' of gall wasp.

## DIARY DATES 2009

External events are in **bold** text.

DATE		EVENT
JANUARY	16th - 18th	<b>London ME Exhibition - Alexandra Palace</b>
APRIL	Sunday 12th	<b>EASTER – Public running</b>
	Sunday 19th	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
MAY	Sunday 3rd	Birthday Party, 11.00-13.00 (provisional) Members' running, 13.00-16.00
	Monday 4th	<b>Portable Track – Yateley Fair (provisional)</b>
	Sunday 17th	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
JUNE*	Sunday 7th	<b>Family Day, 11.00-16.00</b>
	Sunday 21st	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
JULY*	Sunday 5th	Members' Running, 11.00-16.00
	Saturday 18 <sup>th</sup> – Sunday 19th	<b>Guildford Model Engineering Society Rally and Exhibition</b>
	Sunday 19th	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
AUGUST*	Sunday 2nd	Members' Running, 11.00-16.00
	Sunday 16th	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
SEPTEMBER	Sunday 6th	Birthday Party, 11.00-13.00 (provisional) Members' Running, 13.30-16.00
	Sunday 20th	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
OCTOBER	Sunday 4th	Birthday Party, 11.00-13.00 (provisional) Members' running, 13.00-16.00
	Sunday 18th	Birthday Party, 11.00-13.00 (provisional) Public Running, 13.30-16.00
DECEMBER	Sunday 6th	Santa run (provisional)
	Sunday 13th	Santa run (provisional)

\*No birthdays will be booked for the first Sundays of June, July and August

E&OE Please check dates of external events before travelling.