

Britain's Great Little Railways

Newsletter 58



January 2015

WHISTLE IN THE NEW YEAR



Rudyard Lake Steam Railway

Last year was successful with passenger numbers up again. The decision not to run Santa trains this year worked well for us in the end as Eileen was not very well when they should have run and it would have been a struggle to deliver them. At the year end we were only a little down in turnover despite the loss of £15k of Santa revenue for the 4 days but I expect profits to be up again as we have more money in the bank. We also finished the year with everything in working order as usual.

Our Steam Gala in September was great success with 7 steam engines and 4 'diesels' and all were in use. Visitors were steam engine Tryfan (formerly Bray Valley) and diesel Frances formerly from Mull. Frances

has joined her shed mates Victoria and Glen Audlyn and will be staying with us for a while. It's a very useful engine despite being a diesel! The last train of the weekend featured all 7 steam engines and a great deal of whistling. I waited for the inevitable complaints but nothing!



We introduced mobile ticket issuing machines in 2014 and despite their cost @ £650 each & some operating niggles they have proved their worth. Revenue from fare dodgers was increased and it flushed out one or two staff who we had concerns about. We think we got the cost back several times over.

We added a new 12 seat covered coach in the summer from LTM Engineering and scrapped an old wooden body which was showing signs of rot. LTM built us a new 4 wheel wagon and we fitted it out with an air compressor so that we have a spare for the passenger service or to use on the works trains.

Over this winter we are upgrading another long section of track from the Dam To Lakeside loop and this is well in hand. We also plan to do the 10 year boiler re-tube on King Arthur. This will mean 3 or the 4 Exmoor engines have had this done in the last 2 years.

It's being done with a view to making the railway more attractive to any potential purchaser. We have not yet got a buyer and are committed to run to the end of 2015 even if nobody comes forward. We are getting a lot of publicity especially since Christmas and I think we will have a good year. We have also had a lot of very nice and supportive comments. It's interesting that a single Facebook post on our Facebook page was viewed by 59,000 people.

Editor's Note – In true Newspaper fashion the headline and the picture are only vaguely connected

BGLR NEWS

The AGM and Spring General Meeting will be held at Ferry Meadows Railway, Ferry Meadows Country Park, Ham Lane, Peterborough PE2 5UU on Wednesday 18th March 2015 and will be hosted by David Coging. Official invites and agendas for the AGM and Spring General meetings will be sent out in the middle of February.

Chris Halsall will be retiring as a BGLR Director at this meeting so nominations for a replacement Director should be sent to me prior to the AGM.

At this meeting the posters and brochures will be distributed so I would ask all members to make a special effort to attend or arrange with a local railway to collect them. The cost of distribution is one of BGLR's biggest outlays and your collecting them has a big effect on our finances.

The Autumn General Meeting will be held at Pecorama, home of the Beer Heights Light Railway. No date has yet been fixed.

Our Treasurer, Maureen Atkinson, has sent out all the subscription renewal forms which you need to return by the end of January to ensure that your railway features on the poster and brochure. It is a good idea to refresh your railway's photo and new photos should be sent to Mike Hanson, mike@rlsr.org

HRA, LEGISLATION, & SAFETY REPORT

BGLR is a corporate member of the Heritage Railway Association. Members can read HRA "members only" publications on www.heritagerrailways.com by entering the username bglr and the password kcnsy37

There is no update since the Autumn General Meeting. The latest issues of Broadlines and Sidelines is available from the HRA website – the login information is given above.

NEW MEMBERS *(I hope that they are correct but the Newsletter was published before the subscription deadline)*

Summerfields Miniature Railway

The Summerfields Miniature Railway is operated by the Bedford Model Engineering Society formed in its present guise in 1948. In 1993, after the closure of its original track in the grounds of a pub, the railway moved to its current site which was then operating a Summerfields Fruit Farm. The Fruit Farm being a commercial pick-your-own operation a degree of public operation was a condition of tenure. With the main fruit being strawberries we were expected to run a train service from the car park up to where the fruit was being picked during the strawberry season. This required the Society to run an up and back service on five or six consecutive weekends during June and July. In return for this the Society was offered a 3 acre triangular site, located some 900 feet from the car park, on which they could build an elevated track which would not involve any public running commitment by our new landlord.

Part of a disused barn was offered to us for use as a clubroom and workshop; this had previously been the farm stables and wagon barn. The two rooms both had an uneven granite sett floor, various stable type fittings, a tack room and a tiled roof 'that had more holes than a collander'! After fairly extensive refurbishments by the members to make it habitable they were able to move in with some degree of comfort.

By the start of the strawberry season in 1993 around 300 feet of 7¼" gauge ground level track had been laid, from a makeshift station in the car park, alongside the farm track towards the picking area, and a

passenger service was started. In stages over the next two years the track was extended towards the top of the hill. The first section took the track another 100 feet further on to an area where a two road station with a central platform was built. This allowed the operation of a three-train passenger service.

An elevated track of around 750 feet in length was built on the triangular area at the top of Hammer Hill. Due to its exposed location this soon became known as Winterfield and the name continues to apply to the raised track system.

When in 1996 the Farm Shop suddenly closed, the owners of the site, who were facing a drop in the wholesale price of strawberries, decided to close down the fruit growing business. The society's lease still had six years to run, and as the railway did not require any involvement by the landlord's employees, BMES were allowed to stay on.

This was a major moment in the society's life. With all the other ventures on the site closing and leaving BMES as the sole occupant, a decision had to be made whether to leave or stay. It didn't take the members long to decide to stay, but they realised that their approach would have to change. The small income that had been obtained from giving rides to the fruit picking public had enabled the operation to be financed, but the railway would now have to be rapidly improved. The decision was made to extend the ground level track all the way to Hammer Hill as quickly as funds and labour would allow.

A major obstacle to progress was a drainage ditch that would have to be crossed. As it could not be filled in, a bridge had to be constructed. So over the period of a cold winter a bridge was built and the ditch was crossed. It was not long before the single track had reached a new station at Hammer Hill, where a reversing 'wye' was added so that trains could return to Haynes End with the loco at the front rather than reversing all the way back down the hill.



As the popularity of the railway grew the track was developed to cope. The single track from Haynes End to Hammer Hill was dualled, allowing uninterrupted running of trains in both directions. More track was laid around the area at Hammer Hill and a new station building was added to provide an operating base for staff at Hammer Hill. Footbridges were added, a new carriage shed was built and a new dual-level loco preparation area was built that incorporated a second turntable.

At Haynes End the station area was expanded, twice. A bigger signal box was built to cater for the increased complexity of the tracks in the vicinity of the station. A new workshop was added behind the engine shed. The original buffet was replaced twice, each time with a bigger and better one.



Development of the railway continues to be on-going to meet the needs of members and visitors alike. What you see today at Summerfields is almost entirely the work of the members of the Society, both young and 'not so young' who, as well as their main interest in model engineering, seem to enjoy small scale civil engineering challenges as well.

Alan Beard driving a Mallet locomotive.

Hollycombe Working Steam Museum

Hollycombe Working Steam Museum based in Liphook on the Surrey / Hampshire / Sussex border, offers visitors a nostalgic look at how the Victorians and Edwardians used steam as an instrument of work and play, with features including a Narrow Gauge and Miniature Railway and a number of popular fairground sideshows of the period.

The narrow gauge *Quarry Railway* is a 2 foot gauge steam railway running for approximately 1.5 miles through woodland and fields. The journey starts at the station by Hollycombe's Visitor Centre, and travels through pretty woodland until it reaches the old sandstone quarry. After a pause to take in the spectacular views across the South Downs, the journey continues through woodland and alongside fields, with more open views across the Sussex Weald.



The railway has two steam and one diesel locomotive. Even the passenger carriages are historic, coming from the long closed Ramsgate Electric Tunnel Railway. One of the carriages has a wheelchair compartment, and a ramp is available at the station.

Hunslet 0-4-0ST Mills class locomotive, No. 638, *Jerry M*, was built in 1895 at the Hunslet Engine Works, Leeds, for the Dinorwic slate quarries near Llanberis in North Wales. She will be celebrating her 120th birthday in 2015. Originally named *Vaenol*, she was later given the name of an Epsom Derby winner belonging to the quarry owners. *Jerry M*, and sister loco *Cackler*, were once the largest narrow gauge locos in the world's second largest slate quarry. *Jerry M* was acquired by Hollycombe in 1967 when the quarry closed and entered service in 1984 in a blue livery following a long rebuild at Hollycombe. Since 2007, it has carried its original Dinorwic livery.

Caledonia is an 0-4-0WT loco, built in 1931 by Andrew Barclay at the Caledonia Works, Kilmarnock, for the Durham Water Board. She was later sold to the Dinorwic slate quarries and used mainly at Port Dinorwic until the quarry closed and was then acquired for Hollycombe in 1968. *Caledonia* is currently out of service with her boiler being repaired at the Severn Valley Railway – a significant step towards this locomotive returning to use at Hollycombe.

Alongside the Quarry Railway Hollycombe runs a very popular miniature steam Garden Railway. The railway runs a continuous loop of about one third of a mile with the tracks set at 7.25 inch gauge. Visitors are constantly amazed by the power of the tiny locomotives as they haul both adults and children around a scenic route. The Miniature Railway station is located by the fairground, with trains passing



between the fairground and the Woodland Gardens, via a loop near the Gallopers, and back past the engine shed to the station. The journey takes about five minutes.

The miniature railway is supported by members of the Liphook Modellers Club who have a clubhouse at Hollycombe.

2015 is set to be a busy year at Hollycombe, which in addition to the Jerry M birthday is also set to mark a couple of other notable anniversaries. Hollycombe's Haunted House is 100 years old in 2015. Built by famous fairground rides manufacturer Orton and Spooner - and the first recorded Haunted House of its kind – it is one of the highlights of the Hollycombe Fairground, which includes the world's first white-knuckle ride the 'Razzle Dazzle' and the famous Big Wheel, itself 100 years old in 2014. The Haunted House will 'disappear' at the start of the 2015 season due to refurbishment, but will return later in the season to delight gentle thrill seekers.

A third key anniversary sees Hollycombe's Steam Locomotive *Emperor* also marking its 120th birthday. *Emperor*, built in 1895 by Charles Burrell of Thetford, is the oldest surviving Showman's Road Locomotive in the world and regularly generates electricity for some of Hollycombe's juvenile rides as well as the lights on the Gallopers.

Hollycombe Trustee Brian Gooding noted: 'The Haunted House, *Jerry M* and *Emperor* are great survivors and continue to provide great pleasure to thousands of visitors. Hollycombe is also welcoming back *Dobbie* (platform horses) following in-house restoration to Mr Field's Steam Circus, the forerunner of the Gallopers and itself the world's oldest surviving mechanically-driven fairground ride. This ride will be open on occasions during the 2015 season. Every visitor to Hollycombe contributes towards the charity that maintains these fabulous rides and helps ensure they can be enjoyed by future generations too.'

Cleethorpes Light Railway

One of the founding railways of BGLR is back with us and here are the new owners:

The new owners of Cleethorpes Coast Light Railway have officially taken over the famous tourist attraction.



In the loop: Chris Shaw hands over the traditional token hoop to the new owners of Cleethorpes Coast Light Railway, John Kerr, centre and Peter Bryant, right. Buy this photo at www.thisisphotosales.co.uk/grimsby or by contacting 08444 060910. Picture: Abby Ruston

As reported, director and shareholder Chris Shaw has sold the railway to business partners John Kerr, 18, and Peter Bryant, 22 – although the deal does not include The Signal Box Inn or tea room.

John has come down to the area from Abroath, Scotland, while Peter has joined from Sheffield. John is a third-generation miniature railway owner, who took over the business in Scotland at the age of 16, after working there since the age of ten. The two have been working together for several years, after initially meeting through a miniature railway website and forum that Peter runs.

Mr Kerr said: “We are both looking forward to getting under way. We are fresh blood with fresh ideas, and we are hoping that this is what the railway needs.

“Not that the railway has been run badly, but I think we can bring a new lease of life. We’re not going to promise any big changes, it will just be little things at first, like tidying up the place. So nothing major.

“We have been around here for a while now, just to get settled in, but it wasn’t the nicest of days on Tuesday to make it official!”

Mr Shaw has been at the helm of the railway for around 25 years.

It was put on the market more than three years ago with a price tag of £700,000, which included the railway, shop, museum and tearoom and bar. But it was taken off the market when prospective buyers suggested they were going to dismantle the railway and take it to a busier resort.

It was bought on a year lease in 1990 for just £5,000 and has won many awards as a top tourist attraction.

The bright floral decorations at the railway station have also helped Cleethorpes win successive In Bloom awards.

Mr Kerr added: "It is a bit of a change from what I'm used to but I've done all this before and I know all about it, which has helped a great deal.

"Everything I have learnt from Scotland will help serve me here. I was working on that since I was a wee boy. I ran it officially for two years, but I have been mucking in and helping since I was ten, so I have plenty of experience.

"This is a great opportunity for me. This is longer in length so it is an upgrade for both of us, but it is very doable – but it's all the same principles.

"Chris has been brilliant. Not only did he want someone to purchase the railway, he wanted someone who could ensure the railway would be run to the same high standards.

"And he was more than happy for us to do so, and has helped us a great deal and hopefully will continue to do so."

Article copied from the Grimsby Times

Wells and Walsingham Light Railway

The Wells & Walsingham Light Railway was born out of one man's passionate dream, hard work and sheer determination. Lt. Cmdr. Roy Francis had already built the mile long 10¼" gauge Beach railway at Wells. In 1979 he started to construct the WWLR on the four miles of old Great Eastern track bed from Wells to Walsingham. Work was completed in 1982 and on 6th April services began on schedule making it the longest 10¼" narrow gauge steam railway in the world.



"Pilgrim", an 0-6-0 side tank engine, hauled the train until 1987 when the new unique 2-6-0 + 0-6-2 Garratt locomotive "Norfolk Hero" came into service. Two extra coaches were added to the train increasing the seating capacity to 76. A second Garratt locomotive "Norfolk Heroine" entered service in April 2011. A redundant signal box was moved from Swainsthorpe to Wells, where the ground floor was converted to provide a shop and tearoom. The full

history of the railway, the journey described, engineering, locomotive and permanent way details, can all be found in the guidebook. This and other memorabilia can be purchased from the station shop. At Wells Station, the Station Buffet offers a selection of refreshments.



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Barnards Miniature Railway

Barnards Miniature Railway was officially opened on Sunday 5th September 2010 when the first 260m of running track was completed. Since then the volunteers have been working hard to extend the line and the map of the railway now looks like this

BARNARDS MINIATURE RAILWAY SITE PLAN



The line is 71/4 inch gauge and the engine sheds, carriage sheds and two bridges over the Mardyke River have already been constructed. We run Steam, Diesel/Hydraulic, Petrol and Electric locos.

The Rhiw Valley Light Railway

The Rhiw Valley Light railway was conceived in the late 1960s by its founder Jack Woodroffe. An ex-professional musician who spent most of his working life in the retail musical instruments business. Jack was a great railway enthusiast and built many railways during his life in gauges ranging from OO to 15".



The Rhiw Valley Light Railway was always his passion and we are proud to be able to continue to develop Jack's legacy.

The railway is currently home to 3 engines:

"Powys" 0-6-2 Tank Engine designed by David Curwen and built by Severn Lamb – pictured left

"Jack" 0-4-0 Tender Engine designed by Jack Woodroffe and Neil Simkin and built by Jack Woodroffe and TMA Engineering

“Monty” 0-4-0 Diesel Shunting Engine outline powered by a petrol engine out of an Austin Mini.

The railway is currently being maintained and operated by a small team of volunteers and remains in the ownership of the Woodroffe family. The railway is not open to the public on a daily basis but does open for Open Days and private bookings.

The railway is built to 15” gauge and runs for approximately ¾ mile round Lower House Farm alongside the River Rhiw. The Railway is run on a strictly “not for profit” basis with all donations and entrance fees being spent on developing and maintaining the railways infrastructure and rolling stock

NEWS FROM OUR MEMBERS

Thompson Park Railway

The Burnley and Pendle Miniature Railway Society operators of Thompson Park Railway are holding their 25th Anniversary celebrations this year. A special weekend is being organised from the 23rd to the 25th of May 2015 during which we will have several visiting locomotives to our track. An open invitation has been put out to anyone with a 7¼” to visit us anytime during the weekend. Contact us via our website if you are interested. www.bpmrs.org.uk.

This is a picture of our Burnley Corporation Tramways Tram No. 74. This was launched in 2014 on the 79th anniversary of the last tram to run in Burnley



Exbury ready for new season

Exbury Gardens Railway has completed its project to build a Maintenance Pit, much to the joy of Foreman Ian Wilson and his assistant John Lane. The pit gives the Exbury team greater flexibility to undertake routine work on the Railway’s engines Mariloo, Rosemary and Naomi and diesel Eddy. The Pit is good news for Exbury said Ian. Day-to-day greasing; oiling, re-aligning of springs and adjusting of chains for the compressor will all become much simpler to perform.

TM



Another project completed over the winter has seen the production of a promotional DVD of the Garden, including some atmospheric footage of the Railway

from the air and the engines and carriages passing through the Gardens in full bloom. The DVD will be

available to tourism partners, with highlights viewable on-line at www.exbury.co.uk. The project was overseen by Marie-Louise Agius, great granddaughter of Gardens founder Lionel de Rothschild, and niece of Railway founder Leo de Rothschild. Towards the end of 2014 Marie-Louise spent a number of hours on the footplate with Ian and John, learning how to drive the locomotive upholding the family tradition of Rothschild railway involvement going back over 150 years. Exbury Gardens and Steam Railway re-open for the new season on Saturday 14 March.

Rhyl Miniature Railway 2014

The railway opened on 97 days in 2014 and passengers carried were around 18,500. Payroll costs for the year were only £3,122, but at the moment we are wondering for how much longer we will be able to do this balancing act with 95% volunteers.

During February – April 2014 we lifted a long section of track for the benefit of some contractors who have buried a new sewer pipe underneath it. In October the contractors took back possession of the site in order to burrow their pipe underneath Network Rail, for this reason we skipped operating Santa trains this year.

During the season availability of our locomotives, steam, diesel and electric was generally good, although there continue to be maintenance requirements to keep everything working.

In June we were able to acquire the railway's original locomotive, *Red Dragon / Prince Edward of Wales*, although in what we bought relatively few of the components are original. We now have new boilers on order both for this and our third Barnes locomotive *Railway Queen*. Maybe *PEoW* might be working again in 2016 and *Railway Queen* in 2017; there could be some wishful thinking about this as our supply of volunteer time at the highly skilled end is thin indeed.



We were invited to submit a museum accreditation return by mid October, and managed to produce the great number of new papers and policy documents required for this, just in time. The Arts Council meeting which will decide whether to renew our museum status is in February.

In August we were inspected by Steve Turner from the Office of Rail Regulation. On the plus side he did not find any matters requiring immediate action. On the minus side he was unimpressed by our rule book and competence management system. He sent us a long letter in which he also made various suggestions for enlarging and improving our safety management system.

At the moment we are trying to reform our affairs in line with the ORR's requirements. In this long job we have been greatly assisted by Kirklees Light Railway, by friendly volunteers from Llangollen Railway, and by Martyn Ashworth, whom we have appointed as our Independent Competent Person. The worst thing about the process is that (like the museum work) it will conclude with us having an additional cupboard of new documentation, but it will have little footprint on our visitor offer for 2015.

I would like to wish other members of BGLR a successful 2015 season.

Bure Valley Railway

On Saturday 7th and Sunday 8th March 2015 The Bure Valley Railway will be hosting its Volunteers Open Weekend for anyone interested in volunteering on the railway. The day will give the opportunity to meet existing staff and volunteers and see behind the scenes, including a chance to drive a steam engine!

The Bure Valley Railway is Norfolk's longest Narrow Gauge Steam Railway and operates over the nine miles between the market town of Aylsham and the Broads town of Wroxham. The railway is owned by a small group of enthusiasts and is operated entirely on a not for profit basis, with any profits being reinvested. With the dedication and commitment of a small team of paid staff and active volunteers the railway now carries over 100,000 passengers each year.



Andrew Barnes, General Manager, says "This year the railway celebrates its 25th Anniversary. This milestone has only been made possible by the significant volunteer support over the years. The Volunteer contribution is essential to the running of the railway and its long term future.

News from the Evesham Vale Light Railway

We have had a season on par with 2013, although we have suffered disruption with a new road being installed, which made access to the railway difficult while the work was going on right through the main school holiday period.

Christmas proved popular again, with on line booking proving very popular, and a lot of very good comments which is always good to hear.

The Country Park's development is coming on well, and is scheduled to open in the Summer which will bring 14 new shops on site, with hopefully some other leisure activities.



Our new loco "Monty" is very near completion and should be steamed in the next few weeks, and hopefully will enter service at Easter.

Kirklees Light Railway



Day Out With Thomas Success

For the second year in the row the KLR has been assessed to be the 2nd Best Day Out With Thomas event in the UK. So at least we are consistent under achievers! The award was presented to the railway at the annual Day Out With Thomas Forum which this year was held at the British Museum in London.

Fox Stopped for Overhaul

The KLR's oldest steam locomotive Fox which was built by the railways founder Brian Taylor in 1987 prior to the establishment of the KLR. Although various modifications have been made down the years, notably the installation of the Gas Producer Combustion System and improved draughting, save for fitting of roller bearings mechanical modifications have not being that extensive. It was known to be mechanically tired and after significant improvements were made to our other small tank locomotive *Badger* the aim is to bring *Fox* to the same standard. The work will included fitting of new wheels, bigger bearings, bigger axles, compensated springing

and bigger rods. All of these will be using a higher grade steel. Frame strengthening is needed along with a new smokebox, new chimney and new bunker. This may all seem like quite drastic work but as some of the bearings are smaller than you would find on a Class 10 Little Giant it shows the amount of effort and work our Operations Manager has put into the locomotive to ensure it does not simply fall apart.

Whilst the mechanical work is being undertaken the boiler is being dispatched to Israel Newton's for attention. The KLR boilers as built all have quite deep firebox's a little thought had been put in regarding water circulation. This has resulted in areas where overheating has occurred as a result of a steam bubble developing, there simply was not enough room for the water to circulate fully around the inner firebox when the boiler was in steam. As a result of this as boilers have needed attention this problem has been addressed with modifications undertaken to the throat plate to enable better water circulation. Fox will also be re-tubed whilst the boiler is receiving this attention.

Permanent Way

A significant number of sleepers have been renewed, many of these were old pit props which were used when the railway was built between 1990 – 1991. Some investigation into plastic sleepers has been undertaken and although we are keen to use them price is a big problem. Currently the KLR uses softwood sleepers and the difference in price is considerable and to a Yorkshireman quite shocking!



One of the biggest restrictions in motive power terms at the KLR has not been that of loading gauge but some of the tighter radius curves and point work in our station areas. Primarily to ease the strain on our own locomotives we have begun a programme to ease the worst of our curves, hopefully the squeal of flanges as loco's creep on to the turntables will be somewhat reduced in years to come.

Bentley Miniature Railway

Bentley Miniature Railway, operates in the grounds of Bentley Wildfowl & Motor Museum, Halland Near Lewes, East Sussex.

Established in 1985, Bentley Miniature Railway has developed into one of South East England's hidden treasures. It comprises a mile of ground-level 7 1/4" gauge miniature railway with a variety of privately owned steam, internal combustion or electric powered locomotives built to standard and narrow gauge profiles hauling our passenger-carrying trains.

There are 3 stations, called Bentley Central, Bentley East and Glyndebourne Wood, where passengers can break their journeys to visit the wildfowl reserve, Bentley House and gardens, or explore signposted trails through an area of ancient Sussex woodland.

Return tickets are available from each station, and all fares are supplementary to the admission charges to Bentley Wildfowl & Motor Museum site. Discounted fares are available for organised groups (see our web site for details and bookings).



We run a timed schedule of passenger trains on Saturdays, Sundays and Bank Holidays from mid- March until the end of October, plus daily during local (East Sussex) school holidays, weather and essential engineering works permitting. On specific dates when major events are held at Bentley, we may run intensive services. An up-to-date calendar of railway operating days can be found on our web site - www.bentleyrailway.co.uk

Built, maintained and operated by unpaid volunteers who are all members of Bentley Miniature Railway Ltd., we are proud to be one of Britain's Great Little Railways.

The railway will celebrate 30 years of operation at Bentley in June 2015 & visitors will be most welcome, please contact John Pollington whose E-mail address is john@bentleyrailway.co.uk

Eastleigh Lakeside Railway

Following very successful Santa Specials and daily running throughout the schools' Christmas Holiday, which saw some spectacularly cold days but pleasing numbers of passengers, attention has turned to the scheduled overhaul of several Lakeside locomotives.

A4 No:4498 '*Sir Nigel Gresley*' and Bullock built 4-6-2 Pacific No:1001 '*The Monarch*' both 10¼" gauge entered the workshop almost simultaneously although '*The Monarch*' was the first of the two to have repair work completed. '*Sir Nigel Gresley*', is to have new tyres on the driving wheels and a repair to its leading bogie. No: 1001 '*The Monarch*' on the other hand had replacement roller bearings, all wheels re-profiled, springs replaced on the pony truck and axle boxes machined for new horn cheeks. It now awaits a boiler inspection before re-entering service.

At one point, when both locomotives were in the workshop, the A4 was hoisted across the shop floor in a scene very reminiscent, albeit in miniature, of the erecting shop at Doncaster during its L.N.E.R. heyday.





After working out its ten year ticket on the shuttle services that ran in conjunction with the Santa Specials, 7¼" gauge 4-4-2 Atlantic No: 4789 'William Baker' has now taken its place in the workshop and dismantling has already taken place with cladding removed and the boiler separated from the frames. It is anticipated



that it will take somewhere in the region of three months to complete the overhaul.

Another of the railway's volunteers, Seth Williamson, has been busy designing and building front and tail lamps involving electronic wizardry and the use of L.E.D.s. They look very smart and add greatly to the overall effect on the locomotives.



The railway will, as usual, be operating throughout the half term holiday and the first of this year's special events, The Spring Steam Gala, will take place on Sunday 29th March.

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BGLR Website – www.bglr.org

For those of you who attended our two meetings in 2014, here are some unpublished photos of the proceedings

The AGM and Spring General Meeting





Autumn General Meeting

