

Sheading) to encourage the youth to engage in local mining history.

The children's book the "Magic Tunnel" written by our Station Controller, Edith Quaggin, has proved to be



a success and the book is now into the second print run. The "Magic Tunnel" can be ordered through our website and bookshops in the Isle of Man. There is now a "magic lever" in the tunnel to entertain our younger visitors. To understand this comment you will need to read the book!

The Railway is part of the Manx Heritage Transport Festival from 25 to 29 July so the Volunteers are in Victorian attire. *The article by Tony Wild,*

Company Secretary and credit across the team for the excellent photographs. A fuller update can be seen on the website www.laxeyminerrailway.im or on Facebook for which we are grateful for the efforts of Andy Murdoch and Ian Smith.

News from the Kirklees Light Railway

2018 is turning out to be a very busy year for us with a number of new developments and continuing improvements to the railway. We began the year with the opening of a new playground at Clayton West. The existing playground was approaching the end of its working life after ten years of heavy use. Aware that the playgrounds are a very popular secondary attraction to the railway and increasing interest from health and safety bodies following some high profile accidents elsewhere meant something had to be done.

Although playgrounds can be put together from catalogues the decision was made to use a specialist company. The results have been worth it with excellent feedback from the visitors.

The railway climbs over 200 feet in 3.5 miles with a continuous gradient of at least 1 in 70. One problem we had been experiencing on the upper section of the railway was rail creep. The entire half mile section below our terminus was determinedly trying to travel back down the hill. A major project on the spring was



dragging this back up the hill, re - gapping, greasing and renewal of defective sleepers. The engineers manufactured a hydraulic ram to assist with the dragging which was operated of our tractor. Fortunately no hidden snags were found and a job which a number of staff and volunteers had been dreading was completed ahead of schedule.

One of the features of the railway is the 511 yard long Shelley Woodhouse tunnel. Ever since the railway opened to Shelley in 1997 the western end of the tunnel has been damp. Twenty years of dripping on a railhead has caused considerable wear. The decision was taken to realign the western 175 yards of line out of the wet area and to ease the curve on exiting the tunnel. This work involved consolidating the former standard gauge track bed, re - ballasting, re - railing and re - sleepers.

These two tasks are really something the public never see; much more visible has been the arrival of *Siân*. The railway is now home to the two former Fairbourne Railway 2-4-2's following an agreement being reached with the Siân Project Group to base the locomotive at the KLR. *Katie* has of course been resident for the last three years after she was acquired from the Windmill Farm Railway following a loving and thorough restoration by Austin Moss. *Siân* arrived in the spring and has undergone modifications to make her compatible with the KLR's rolling stock. *Siân* will be part of the KLR fleet and will take turnabout with the other resident engines. Currently driver familiarisation, route and rules learning is taking place to ensure all operators meet the requirements of both the KLR and SPG Safety Management systems.



September will bring four visiting locomotives to the KLR for the Annual Steam and Diesel Gala. The event this year celebrates the locomotives built by the Exmoor Steam Railway. Visiting locomotives will be

coming from the Evesham Vale and Perrygrove Railways. The event takes place on the 8th and 9th September. *Stuart Ross*

Eastleigh Lakeside Steam Railway



No: 1003 'Western Queen' on static display



'John Terrence' and 'Firefly' preparing to leave



Locomotives crossing at Camberley

made with its restoration.

The railway has been a hive of activity over the last couple of months or so. Mid June saw The Surrey Border and Camberley event, the first weekend of July another Day Out With Thomas and the penultimate weekend of July was the railway's Gala. Interspersed with these special events routine maintenance, weekend running and preparations for daily operation also took place.

To return to the Surrey Border and Camberley weekend; the 16th/17th June was warm and dry, a prelude to the searing temperatures and conditions that have since affected us, and it was an opportunity for the railway to show off its collection of Bullock locomotives as well as visiting engines.

For the weekend, Parkway Station was renamed Farnborough Green and Monks Brook became Camberley and, as far as possible, the running of the trains into and out of Camberley replicated the way it was originally done. It was an impressive line-up of H.C.S. Bullock locomotives with the services being hauled by; No: 1001 *'The Monarch'*, No: 1002 *'The Empress'*, No: 2005 *'Silver Jubilee'*, No: 2006 *'Edward VIII'* and from Kerrs Miniature Railway, No: 3007 *'Firefly'*. There was one other locomotive on duty, *'John Terrence'* brought over from Ingfield Manor by Chris Knibbs which, although not technically constructed by Bullock was rebuilt by him and stabled with *'The Monarch'* at 'Keepings' in the New Forest. On static display was one of H.C.S. Bullock's first models, that of No: 4009 *'Pendennis Castle'* brought to the railway by his grandson Keith Bullock. Also on show was No: 1003 *'Western Queen'*, showing how much progress has been



H.C.S. Bullock's model of 'Pendennis Castle'

It was a delight to see so many distinguished visitors from the world of miniature railways and beyond including; John Kerr from Kerr's Miniature Railway and Cleethorpes, Dan Ratcliffe and friends from



Final train of the day

Hastings M.R., Simon Townsend from Rhyl, Michael Whitehouse from Tysley Depot and Bob Bullock who was happy to sign copies of his book.

The finale of the weekend saw a multiple header with all the locomotives hauling the last train of the weekend – a most impressive sight!



Shunting the Final Train of the Day

The DOWT over the weekend of July 7th and 8th was, in comparison a much more muted affair but nonetheless proved to be very popular, as always, with families and no doubt planted the seed of railway enthusiasm into the young minds of the many children who attended which must be good for the future of our hobby.

July 22nd saw the Gala at Eastleigh which was a bitter sweet occasion since it marked the withdrawal from service of two popular Lakeside engines, Britannia No: 70055 'Rob Roy' and Baldwin type No: 7 'Sandy River' both these locomotives

now have to undergo their ten year overhaul, and their departure from the operational fleet was commemorated by a couple of non-stop runs around Lakeside's circuit one of which was a reverse run.

Although it was appreciated that 'Rob Roy' and 'Sandy River' would be out of action following the Gala it did not stop the railway from putting on a very special event with all the trains being hauled by locomotives normally stabled at the railway. One innovation that was slightly different from the usual demonstration freight was the introduction, for staff only, of the 'Dining Car' which saw the ballast wagon

converted for the day with table, chairs and associated crockery. It proved to be very popular with the staff and caused great amusement amongst the visiting public so much so that passengers wanted to book tickets for a trip in the 'Dining Car'. Perhaps this is



The 'Dining Car'

something that might be tried at future events.



'Rob Roy' and Sandy River' double heading

One piece of good news is that Phil Cutler's Tinkerbelle, '*Petunia*' arrived at Lakeside over the weekend for a prolonged visit and I am sure it will prove to be a popular locomotive.





Lynton and Barnstaple Railway 'Taw' heading the shuttle to Monks Brook

Finally, 4-4-2 Atlantic, 'Ernest Henry Upton', has gone on a short seaside break to the Hastings Miniature Railway following its tour of other railways. *Lionel Kay*

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