

Britain's Great Little Railways

Newsletter 85



May 2022

NORFOLK to CORNWALL IN JUST 5 (and a bit) DAYS

In the crisp Autumnal weather of November, a gang of three from Lappa Valley joined the owners of the Wells Harbour Railway to carry out the saddening task of removing the railway 'Lock, Stock and Barrell'.



The Lappa Valley and Wells Harbour Gang stood next to the locomotives at Pinewoods Station.

Over the course of 5 days, working from the far end back, we removed the $\frac{3}{4}$ mile of steel rail, points, turntables, and other infrastructure storing it in compounds along the railway line. The haulier then arrived on the last day to load the railway on to the lorries ready for transport to Cornwall.

On the 11 November, on two lorries and one transit van, the Wells Harbour Railway left Norfolk for the last time and made its long journey to Cornwall where it has since, largely begun its new life in Cornwall.



A during and after of the Wells Town station

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Upon arrival in Cornwall, the rail was unloaded then the carriages and all three locomotives landed on 'Lappa metals' and underwent testing.

In the months following, *Densil* was sold to the Watford Miniature Railway and *Howard* has been sent on loan to Track Systems UK to assist with the construction of the new Poole Park Railway.

This leaves 2014 built *The Duke* working alongside resident 2008 built *Eric* operating our Newlyn Downs Branchline services (pictured right)

It is planned that the track on the Newlyn Downs Branchline will be fully renewed over the course of winter 2022/23 using the rail from the Wells Harbour Railway, so as they say, Watch this space!



SUMMER STEAM WEEKEND AT LAPPA VALLEY

Lappa Valley are delighted to be launching the Summer Steam Weekend on the weekend of the 18th & 19th June (Father's Day Weekend). Originally planned to start in 2021, due to the pandemic, it was decided to postpone the event until this year.

We have previously held small gala style events in the late season during late October / Early November but to give the event the best chance of good weather, we are moving the date to June.

Featuring all available 15-inch gauge steam locomotives in use over the weekend running to an intensive 20-minute timetable giving the opportunity to ride behind nonstandard double headed or top n tailed trains. There will also be a visiting steam locomotive on our 7 ¼" Gauge Woodland Railway offering rides all weekend as well as several full size and miniature traction engines on display and moving about the park.



Ruby and the Briggs' family Steam Lorry during our Steam and Fireworks Weekend in 2018.

Designed & built by Exmoor Steam Railway in 1997 'Ruby' (formerly named Dennis) spent her early years working at the now closed Brocklands Adventure Park before returning to

Exmoor where she was rebuilt. With the name chosen by our visitors, Ruby arrived at Lappa Valley as part of our 40th Anniversary in 2015. During the weekend, it is planned that Ruby will be operating with our two other resident steam locomotives, Muffin (*built 1967*) and Ellie (*built 2006*).

On the 10¼" gauge Newlyn Downs branch line we will be running the ex-Wells Harbour Railway locomotive 'The Duke' along with our resident diesel Eric.

If you would like to bring along a traction engine whether it's full size or Miniature or a locomotive, please email ben.harding@lappavalley.co.uk

BGLR News

As a result of the 2022 Subscription round we have:

New members

Railways

Crewe Heritage Centre
Heath Park Miniature Railway and Tramway

GLMR (Go Loco Miniature Railway)
Grosvenor Park Miniature Railway
Riley's Miniature Railway
There and Back Light Railway incorporating Melton Mowbray Miniature Railway

Engineering Services

Miniature Railway Workshop
NBR Engineering Services

Discontinued Memberships

Kirklees Light Railway (now called Whistle Stop Valley Railway)
Great Cockcrow Miniature Railway
Mortocombe Railway Society (Peter Smith has had to go into a care home)

Membership is now 50 in total. As a matter of interest, I was looking into the archive to find the founding members of BGLR and noticed that in the 2005 minutes the annual subscription was £35. Is the BGLR immune to inflation as the base subscription is still £35!

Brochures

Brochures were sent out in March to all members who appear on the brochure. The Embsay and Bolton Abbey Railway were unable to sponsor the poster this year although they hope to resume when times improve. This might be a good thing as the poster was, in my opinion, getting a little tired so time for a rethink of the layout would be good.

HRA InterRail Passes

The Treasurer has sent out all the passes requested and paid for by members.

HRA, LEGISLATION, & SAFETY REPORT

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

BGLR renewed its membership with the HRA for 2022 at a rate of £425 + VAT (Category 4). The HRA placed us in this category when we joined way back when (around 2004) and we have remained in it ever since. This year we did not receive the 25% discount applicable to members who offer discounts to visitors with InterRail passes.

For information the 2022 HRA subscription rates are (exclusive of VAT):

Category 1 Turnover under £10,000 – subs £62,50
Category 2 Turnover above £10,000 and up to £50,000 – subs £170
Category 3 Turnover above £50,000 and up to £100,000 – subs £260
Category 4 Turnover above £100,000 and up to £250,000 -subs £425
Category 5 Turnover above £250,000 and up to £750,000 – subs £750
Category 6 Turnover above £750,000 and up to £2M – subs £1,100
Category 7 Turnover above £2M and up to £3.5M – subs £1,350
Category 8 Turnover over £3.5M – subs subject to individual negotiation

NB – Turnover includes railway income plus shop, catering and all others

At the HRA 2022 AGM the following Item 6 was passed:

6. Ordinary Resolution - Membership Categories, Subscriptions and Votes

To Resolve, by Ordinary Resolution as provided for in Article 12 of the Articles of Association:

that with effect from the passing of this resolution there shall be a new category of "Group Member" applicable where an applicant for corporate membership, or an existing corporate member, is itself an incorporated membership entity in which persons or entities undertaking separately managed railway or tramway activities are members by shareholding or otherwise. Group Members may facilitate access to the HRA's advice, guidance and services by their members in that category. Except to the extent that such persons or entities are themselves HRA members at the date its subscriptions are calculated the Group Member shall promptly following such date add their individual turnovers for the relevant year to its own. It shall in good time inform the HRA of the total which shall be used to calculate the level of subscription payable by that Group Member whose voting rights in the HRA can be exercised only by that member

The implications of this change will be obvious to members.

The CEO of the HRA has already been in contact with our chairman but no discussions have yet taken place, Iain and the directors will keep you informed of developments as they occur.

NEWS FROM OUR MEMBERS

Crewe Heritage Centre

We started our 2022 season over the first weekend in April and will now be operating every weekend and bank holiday until the end of September. This is our 35th year of operation.

Here we can see Jenny being prepared for duty on our opening weekend.

She will be having a busy May as we host the European Railway Association Convention and the Station Connections Exhibition at Crewe Heritage Centre.



As I mentioned in the last Newsletter we are hoping 2022 will see another two locomotives in regular working at the centre.



Having had a new roof fitted to our Old Works station we felt it only right to give the tarmac and edging a lick of paint to complete the job. Hopefully we have some warmer weather on the way to allow us to do the same at our other two stations.

The closed season also saw some new arrivals in a



larger scale which you can see while visiting the miniature railway. *Mike Lowcock*

Watford Miniature Railway

After the 'annus horribilis' of 2020, passenger numbers in 2021 turned out to be the same as we would expect for a normal 12-month period, despite losing the first quarter and the whole of our local Easter holidays to Covid restrictions. 2022 has got off to a flying start, we have just had what I believe may be the busiest April in the railway's history where we moved over 16,000 passengers! Hopefully all other BGLR members have also had a bumper start to the season.



Since our last update in the autumn there have been some arrivals 'down the park'.

First was 'Henry', the Dove Pacific steam locomotive which for many years ran at Ferry Meadows Railway. In private hands for the last 15 years, he is best described as 'very tired' and is now stripped for comprehensive restoration at Denver Light Railway in the West Midlands. As a classic park/seaside type of engine, capable of hauling long trains day in day out, Henry ticked all the boxes for us. We hope to have him back in time for the

railway's 65th birthday in 2024, although with a fair wind there is a possibility of him being ready next year.

Next came Densil, one of the three Alan Keef diesels which ran on the Wells Harbour Railway. When this sadly closed at the end of last season fellow BGLR members Lappa Valley bought it all 'lock, stock and barrel', having decided they didn't want to keep all three diesels Densil soon found his way to Watford, and he is proving to be a popular addition with staff and passengers.



Finally, just before Christmas we had the return of Chiltern Shuttle. Based at Watford for 40 years, she wasn't included in the sale of the railway 5 years ago but was bought by two of our drivers soon after. As always restoration took a bit longer than expected, but

Chiltern is now back home and running once or twice a month. *Charles O'Mahoney*

There & Back Light Railway

We have had quite a start to the year and is the culmination of a years' worth of talks with the local town estate so firstly apologies to anyone who may have been trying to get hold of me as it's been manic here! The TBLR had a good final quarter of 2021 and a slow start to 2022, Our Bagnall was nearing the end of its



boiler ticket, so I had always planned to take it easy until its replacement was sourced and put in to traffic which by the time you read this shall be. There were no major developments with the railway, ticket sales

remain constant and almost predictable, and we have a decent calendar for the year ahead but again have intentionally not fully booked due to now dividing my time between two railways.

Two Railways? The 'There and Back Light Railway' has become 'There and Back Light Railways'! We entered discussions a year ago with the Melton Mowbray Town Estate, initially in an advisory capacity, about their 10.25-inch gauge line in Wilton Road Park, Melton Mowbray. These talks developed until I floated the idea of running it 'under our wing' as it were. I was looking at getting extra hands to help with the 7.25 portable line and by adding a few extra hands, our guys could rotate across both railways. It seemed like a good fit (I had driven the loco for 2 seasons nearly 20 years ago, so I had history with it) and agreement was struck early in 2022



The loco and coaches were now over 50 years old and were certainly showing their age. It had been dormant for 3 years and the bodywork was decidedly second hand. Only one coach remained complete, and the others were just bare frames. I set the task of a grand reopening over easter weekend. The engine was treated to new bodywork and a new coach body was built. The trackwork excavated and fettled and all was set!

Since reopening, footfall is encouraging and predictable. My next job is to install a siding so we can welcome visiting locos followed by connection to a shed proper. We are still looking for a few extra bodies to help but all in all a busy time for us! *Steve Purves*

Fancott Miniature Railway



The railway reopened on 26th of March for Mother's Day weekend, normal running on the Saturday and on the Sunday we ran Mother's Day special trains giving a small gift to Mum's riding on the train! One of our members has a 3 D printed and printed up a special headboard for the engine to mark the occasion.

The opening two days were well supported, it seemed that our customers had missed us over the winter period, and the weather was good for the two days

Over the school Easter holidays we ran additional Wednesday trains with about 60 passengers on each occasion. For the Easter weekend we came up with the idea of a treasure hunt for children who had to look for letter clues that could be seen when riding the railway and also around the site, these spelt out Easter Bunny and all those who entered got a prize.



We also had the Fire Command Unit and Volvo Fire engine on site as another attraction for our visitors to look over

Working parties

Working parties have been held most Thursdays, weather permitting, and a few volunteers turn out on Tuesdays as well allowing us to get the site prepared for the 2022 season.



All our locos have had their annual service , so oil changed and fully greased up! We didn't forget the carriages either they were all cleaned, greased and oiled, paint freshened up and the new HRA regulation front and read safety boards added.

The Phonix's control panel has been looking a bit tired so one of our younger volunteers decided to make up a new board and transfer everything over , he also fitted a new two tone horn while he was at it. The main work has been carried out and it has been installed, just need some 3-D printed identification plates for the controls and it will look as good as new.

Work has also been carried around the site, clearing away fallen tree branches and debris from the high winds and cutting the grass around the railway as well as the infield car park. New shutters have been made and fitted to the ticket office. The level crossing gates have been levelled up making them so much easier to open and close. We have added a new barrow crossing across the track next to the container to prevent track damage.

We regularly inspect the track, as does every railway, keeping an

eye out for broken or rotten sleepers, it's amazing how much they can rot before giving out! Identifying these is part of our fit to run inspection and once discovered they are spray painted white and then replaced at the next opportunity, usually during a working party. We have also been adding ballast retaining boards to keep the ballast tight for the track bed and also prevent losing the ballast into the grass, where it can damage our mower.

Over the winter we had some localised flooding in front of the signal box resulting in quite a large puddle needing either wellies or a leap from the dry edge onto the step. It was decided to cut a channel in the roadway next to the signal box and install a surface drain and underground pipework to take the water off to a soakaway.

Several members set to with a kango, spades etc and dug out the



channel , cemented in the surface drain and laid the pipework down to the soak away. The channel was then concreted over leaving the soakaway to be dug later, as the “flood “water will temporarily soak into the infield car park

Wheelchair access carriage – delivery

The wheelchair access carriage is to be delivered in May, possibly the 15th, the bogies have been made and construction of the main body is nearing completion, it will then be painted before testing and delivery to the FMR. A period of commissioning and testing will be carried out before we introduce the carriage into service. There is also the possibility of a grand launch and naming ceremony.

Storage Container



Having finished siting the container in January we have been busy fitting it out and providing mains power. The container now also has a catering shelf with a kettle and a microwave to keep the volunteer's supplied with hot food and drinks during working parties. A small mezzanine floor has also been added to give us a central storage area for all the site events equipment, accessories, lighting etc.

The track that was removed was relaid as soon as possible once the container was in its final position, allowing the ballast truck to be used during working parties to move timber and ballast around to where it was needed. The trackbase has been laid for the container sidings, but we need to obtain two points before putting down the track for the sidings into the container.



Events at the FMR for 2022

3/4/5 June – Jubilee weekend

16/17 June - 1960's weekend

27/28 August - Happy 26th birthday to the Fancott Miniature Railway!

24/25 September - Teddy Bear weekend

29/30 October - Halloween Weekend - spooky goings on at the railway

10/11 & 17/18 December - Santa special trains

Special visitors

We have had some special visitors to the railway since we opened at the end of March. Dunstable Town boys football team came along after playing a match one Sunday to celebrating their runners up award for the season and a few weeks later a gentlemen joined us on his 100th birthday, as he is our oldest visitor so far he was given the chance to ride in style in the Guards carriage.



Fundraising

St Andrews church, in Ampthill, holds a charity soup lunch once a month and we were the nominated beneficiary for February donations. They raised £275 which we will put towards our carriage fund; they also got themselves some new attendees from the railway volunteer's.

We have created a GoFundMe page, <https://gofund.me/da5e44d1> so we can accept donations from those who wish to give money online. We also made an application to the Bedfordshire Masons before Christmas and this was successfully reviewed during their April meeting. Three of their representatives will be presenting a cheque for £500 to the railway on Sunday 15th May. We have also applied for a grant from Asda towards the railways Diamond Jubilee celebrations, but have not heard whether we have been successful at the time of writing.

As a result of setting up the GoFundMe page we were contacted by their advertising department and asking if they could contact local media in order to promote our fundraising activities. This resulted in an article being published in The Bedfordshire Live, which is an online local newspaper and Facebook group. Hopefully this gave us some additional funding.

Signalling

Signal box control panel for points and signals is nearing completion which will enable the railway to be controlled and monitored from the signal box. This will also allow two trains to be operated and visiting locos to run on FMR metals in conjunction with normal train operation.

AGM Jan 2022

We held our AGM on January 16th, the existing committee were re-elected, the treasurer and secretary gave their reports and then discussions took place regarding events for the year, the need to complete the signalling project, our fundraising activities and future plans for the railway. Once the meeting had concluded some members went to sample some of the pubs range of beers.

If you want any further information about the railway, our activities or events please email thefmr@live.co.uk Rob Winkell

Thompson Park Miniature Railway

We have been very busy at Thompson Park since we closed after our Santa Special in December 2021. The p-way gang have been hard at work checking the track and replacing worn out and rotten sleepers. They



have also changed some of our trackwork around our diamond crossing. Taking out kinks and bends in the track.

We opened to the public on the first weekend in April and so far we have only lost one running day to the weather which for April is very good. Easter saw us open on four consecutive days and each day surpassed the previous. The park was extremely busy as well as the boats a fairground brought in a record number of people. One of our special events takes place on the last Sunday in April when we offer free rides to everyone. We have a donation bucket for people who want to make a contribution to our railway and it always amazes us how much people contribute.



Looking forward to the rest of the year our other special events include our teddy bears picnic on the last Sunday in July when again we give free rides to anyone who brings a teddy bear to the party. We also run Super Hero Sunday

on the last Sunday in August when again we give free rides to anyone who comes in fancy dress.

Our railcar is now finished and we are just waiting for the decals to be applied but it has had a few outings. We will not be opening for the Queens bank holidays but we do open on Wednesdays during the school summer holidays. *Mike Bailey*

South Devon Miniature Railway

railway operations meant our trains were also full throughout the day. Our ticket sales are used to support all South Devon Railway operations. We also have quite a few regular visitors who visit the SDMR frequently and notice that whilst the full size railway engines can seem overbearing to the railway's younger visitors, many find the miniature railway fascinating.

As some readers may already know, regrettably late last year, one of our long-term members, Gary Cooper, passed away. Gary was instrumental in establishing the SDMR all the way back in 1992 and as a talented engineer he built much of our rolling stock, sheds, station tunnel and was a locomotive driver. Well known



throughout the railway world, the SDMR plan to mark his huge contribution with a suitable memorial in 2022.

One of Gary's last contributions was donating materials to achieve his wish of re-establishing our branch line which runs for about 500 feet towards our tunnel. It has been dormant for a few years due to the condition of the track. Therefore as part of the winter works programme we have renewed this track. Once complete it will be ideal for smaller guest engines to haul short trains to Otter Halt. Our Hunslet Tank locomotive will be able to run on it once the current overhaul is complete hopefully later in 2022. We have also replaced a section of track to 6lb Steel on our main line originally laid in lighter 4lb rail. This has always given us more maintenance issues due to movement so we have replaced this with standard rail. It is one of the final 4lb sections to be removed.



Our rolling stock has received annual maintenance including changing of brake blocks, re-profiling of Phoenix's wheels, a new wheel set for one of the articulated coach bogies and oil and filter changes on the locomotives. Our 0-6-0 locomotive Pegasus has also received several coats of paint and new name plates. So Phoenix did not feel left out, we have put new name plates on this engine as well.



We reopened for public service at Easter to provide an intensive 2 train service in support of the South Devon Railways a Day out with Thomas event. The miniature railway is very popular with the young fans of the famous blue engine and we carried a total of 2822 passengers over the four days. All members of our small society worked at some point over the weekend, some on all four days. Our



locomotives also worked hard, running a total of over 136 miles. A lot of revolutions for small wheels!

We are planning to operate on most Saturdays throughout the summer and whenever possible on SDR gala days. Follow us on our SDMR Facebook page for updates and when we will be open.

Our website is also in the process of slowly being modified as well
 Kevin [C:\kevin](#) Stapleton

NBR Engineering Services

Successful delivery of the new build 3' gauge locomotive Blyth was steamed successfully at Southwold Railway. It was named and dedicated by the Southwold Parish Vicar, Rev. Simon Pitcher.



Currently, in build is the 15" gauge new build locomotive for Perrygrove Railway. It is hoped that this will be pulling Santa trains this year.





Boiler making is one thing we do for 10.25" and above and have an inhouse design engineer to work out all the technicalities and submit the same for approval by British Engineering Services.

As with the Perrygrove locomotive, we can design everything before manufacture. If you want to talk a project through, please call David Humphreys on 0330 111 0824.

Eastleigh Lakeside Steam Railway

It has been a busy few months at the railway starting in early February with the unveiling of 4-4-2 Atlantic 'Ernest Henry Upton' in its new livery and culminating in one of the busiest Easter Weekends on record coupled with a very successful Diesel Gala.



To begin, after several months in the workshop, the railway's 10¼" gauge 4-4-2 Atlantic No: 1908 'Ernest Henry Upton' emerged resplendent in LBSCR 1911 umber livery with gold lining and lettering. The workshop team of Simon Merritt, Mac McArthur and Brian Smart worked tirelessly to get the locomotive ready to return to the operational fleet with Rob Hart securing the correct shade of paint and Dan Radcliffe, Hastings Miniature Railway, obtaining the transfers for the locomotive and tender.

Another locomotive that has undergone a significant overhaul was one of the line's stalwart performers 10¼" gauge Baldwin 2-4-2 No: 7 'Sandy River' and it is now back in service in readiness for when the railway begins its daily operation toward the end of May.





The weekend of March 19th and 20th saw the first Special Event of the year, the 'Diesel Gala' at which visitors from near and far were welcomed to drive their locomotives around the circuit and test their abilities on the 1:50 gradients. It was a pleasure to see representatives from nearby Ropley Miniature Railway and others who had travelled the considerable distance from the Welsh Highland Heritage Railway, Porthmadog. Everyone who attended the event either as visitors or members of the public, who arrived for a train ride, thoroughly enjoyed themselves.

This year, the railway experienced one of the busiest, and most successful Easter Weekends in the history of the line with a significant number of passengers carried and a substantial number of Easter eggs consumed!

On April 23rd, the railway had a small publicity stand at the Wessex Narrow Gauge Modellers – Narrow Gauge South show at Barton Peveril College, in Eastleigh. It was a worthwhile occasion to give information out regarding the railway and to meet up with old acquaintances, and hopefully will be repeated at future events.

Following successful gauging trials, the railway will be welcoming back Neil Simpkin's Nord Pacific for



a very special event over the weekend of 18th – 19th June, when a re-creation of the Golden Arrow/Fleche d'Or trains will take place. Alongside the Nord Pacific No: 3.1192 will be ELSR's unrebuilt Bullied Pacific 21C1 'Channel Packet', Lord Nelson Class 4-6-0 No: 850 'Lord Nelson' and, possibly, rebuilt Merchant Navy No: 35004 'Channel Packet'.

Finally, following a weekend visiting the Moors Valley Railway the 7¼" gauge Lynton and Barnstaple locomotive No: 761 'Taw' was withdrawn from service for a major overhaul and will join others awaiting work to be carried out. *Lionel Kay*

Littlehampton Miniature Railway

The LMR opened for the 2022 season on 2nd April, and the line has been quite busy, mainly thanks to the mostly dry weather experienced so far. Unlike last year - when steam days were on an ad-hoc basis - we have scheduled our steam days this year, with a minimum of two per month during the season. Steam days are indicated in the running days calendar on the website and in our leaflet.

When the railway opened in 1948, the station at the town end of the line was named *Norfolk Road*. The station is located in a small park called Norfolk Gardens and many years later the station was given the same name as the park. In keeping with the LMR's identity as a heritage railway, the station name has now reverted to *Norfolk Road*. As a result, a smart new nameboard was recently installed at the station.



As mentioned in a previous newsletter, our four ex Severn Lamb coaches have all been rebuilt over the last few years. The first coach to be refurbished was No. 101, converted in our workshop in 2018/19. The original conversion included a wheelchair compartment with a folding seat for two passengers and a small guard's compartment.

This coach was the test bed for further coach conversions and some additional improvements were identified once the other coaches were completed. The coach entered the workshop over the winter and it is now back in service with an enlarged wheelchair compartment with additional seating for four passengers.



The guards compartment was also extended with increased leg room for the guard, plus the fitting of a desk and storage shelf, and somewhere to put a mug of tea! *Dirk Shephard*

Brickworks Miniature Railway



The bottom half of the museum's new track is now complete and tested. The only change that we had to make from the original plans was that the group had to use longer sleepers than planned as the ground on which the track was laid was softer than expected and we had to spread the load more. (Hence the need to buy some replacement plastic sleepers for the final section the top loop). Last week we tested the bottom half new track with both Phil's new petrol / electric hybrid loco as well as the new (well new to us) carriage. Only one slight track adjustment was needed! Phil's new loco is so powerful that it sailed up the steep incline between the loco shed and the new track. The group have also been testing another new powerful loco with a petrol hydraulic 4 wheel drive which has been tested on the old track.



As the old track will be in use at the start of the 2022 season, the whole of the track needs to be checked, cleared of debris and more trial runs taking place. As outlined above there is the need to purchase more sleeper material to complete the top loop of the new track and as some of the current funds are dedicated to completing air brakes on carriages and towards the new disability carriage, once the sleepers are bought there will be little left in the kitty (approx £30!).

Hence the need to borrow some central funds for such tasks as completing walkways and the new station area.



Despite the weather, a small core of volunteers have continued to develop the new site. All track has been laid, levelled and ballasted including the lower loop and as far as the upper loop. By the time you read this, work will be well underway on finishing the upper loop which will complete the running line, leaving just the station area and some landscaping to finish.

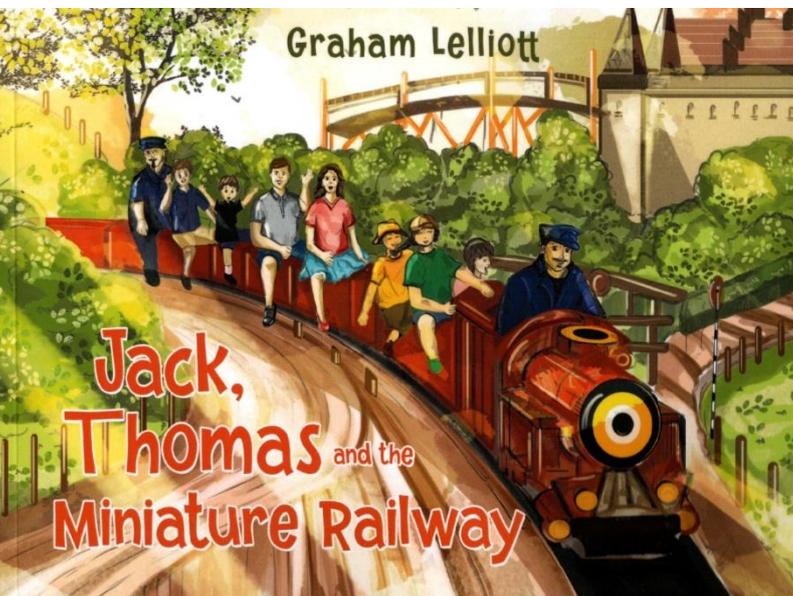
The storage shed has been repurposed to make the new carriage shed with three tracks and a novel sector plate design replacing the need for two new and expensive points. Thanks to a very generous donation from a Museum volunteer, the Brickworks Museum has purchased its first engine, a pair of carriages and a third carriage. The controls on the engine have been upgraded. The pair of carriages are already in running order, whereas the third carriage just needs a little TLC to the bogies, paintwork and seat. In addition, two more carriages which are privately owned have been checked and adjusted, with another already in running order.

Together with a private engine in build, and six other privately owned engines, the fleet now consists of eight engines and six carriages. A disabled access carriage is also planned once the £6,000 cost can be found. Work has been undertaken on the new ticket office and station fencing has been installed and painted. Some safety fencing has been installed on the lower loop but there is another 30 metres to be found – if anybody has any wooden paling around we would be glad to have it! Also, if anyone has crushed tarmac or old paving stones we require these to complete the new station area which will include a facility for buggy and pushchair storage. We are big on recycling on the railway – everything except the steel rail and track bolts is recycled including the buildings, even the sleepers are made from recycled plastic. *David Hubbard*

Other News

Exbury Gardens Steam Railway informed us that Ian Wilson, foreman of the railway for the last 20 years, retired on March 12th. He was presented with a glass plate of Mariloo by Charlotte de Rothschild in a presentation attended by Exbury Gardens staff. Marie Louise de Rothschild gave a speech thanking him for all the effort he had put into the railway and recounted many of the good times he had had with Mr Leo. We wish him well in his retirement.

Graham Lelliott, as well as running Rileys Miniature Railway is also the author of a children's book written around a visit to a miniature railway. A good read for children which conveys the atmosphere and fun of travelling on a miniature railway.



Anyone interested in stocking it in their shop should contact Graham direct at grahamlelliott@hotmail.co.uk

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