

# MANOR RAILWAY NEWS

NEWS FROM MANOR RAILWAY

CHRISTMAS 1997

## CONGRATULATIONS!

We've come of age. Yes, it's true. Manor Railway is 21 years-old. We marked the special occasion on Sunday, September 7 with a get-together of friends - old and new.

The sun shines on the righteous, so they say, so it came as little surprise to members that the skies stayed blue all day. There was even a celebratory cake which also commemorated the birthday of one of the railway's regular supporters, Chris English.

Earlier in the year the annual Ingfield Fete on June 8 exceeded all expectations. More people than ever were carried on the line by both the resident locomotives, John Terrence & LMS 5156.

Also working up a head of steam were Drummond Randall's Terrier, Dunalstair and rolling stock, plus the Chiswick Society's Stanier Mogul. What a busy and popular day. Please put a note in your diary now for the 1998 fete which will be held on Sunday, June 7.

The railway was able to operate an intensive service on Fete Day, thanks in large part to the signalling controlled by John Stratton. This enabled us to donate our total takings for the day - more than £450 - to the Friends of Ingfield.

This will directly help the children of the school, a superb achievement. I'm sure Keith would have been very proud as this was the whole reason behind his determination to build the railway.

My sincere thanks to all those of you whose efforts made the day possible.



*Busy scene at Ingfield Central Station*

## After 21 years we're still on the right track

As you will see from Chris Knibb's new lay-out plan on Page 2, the railway extends for nearly three quarters of a mile from the original terminus at Haven Road to the outer end of the line at Hazel Bank End.

All of this was constructed by Keith between 1976 and 1993, with only small alterations concerning the final completion of Hazel Bank End and the relaying of the Peto siding at Ingfield Central. All in all, a tremendous tribute to the skill of Keith and the original team who actually built the railway.

As you will see on Page 3, the railway now has a brand new three-road carriage shed at Bramble Hill. This will accommodate the three new passenger coaches which have been donated to the school by

SEEBOARD plc (which also paid for all the materials for the new shed).

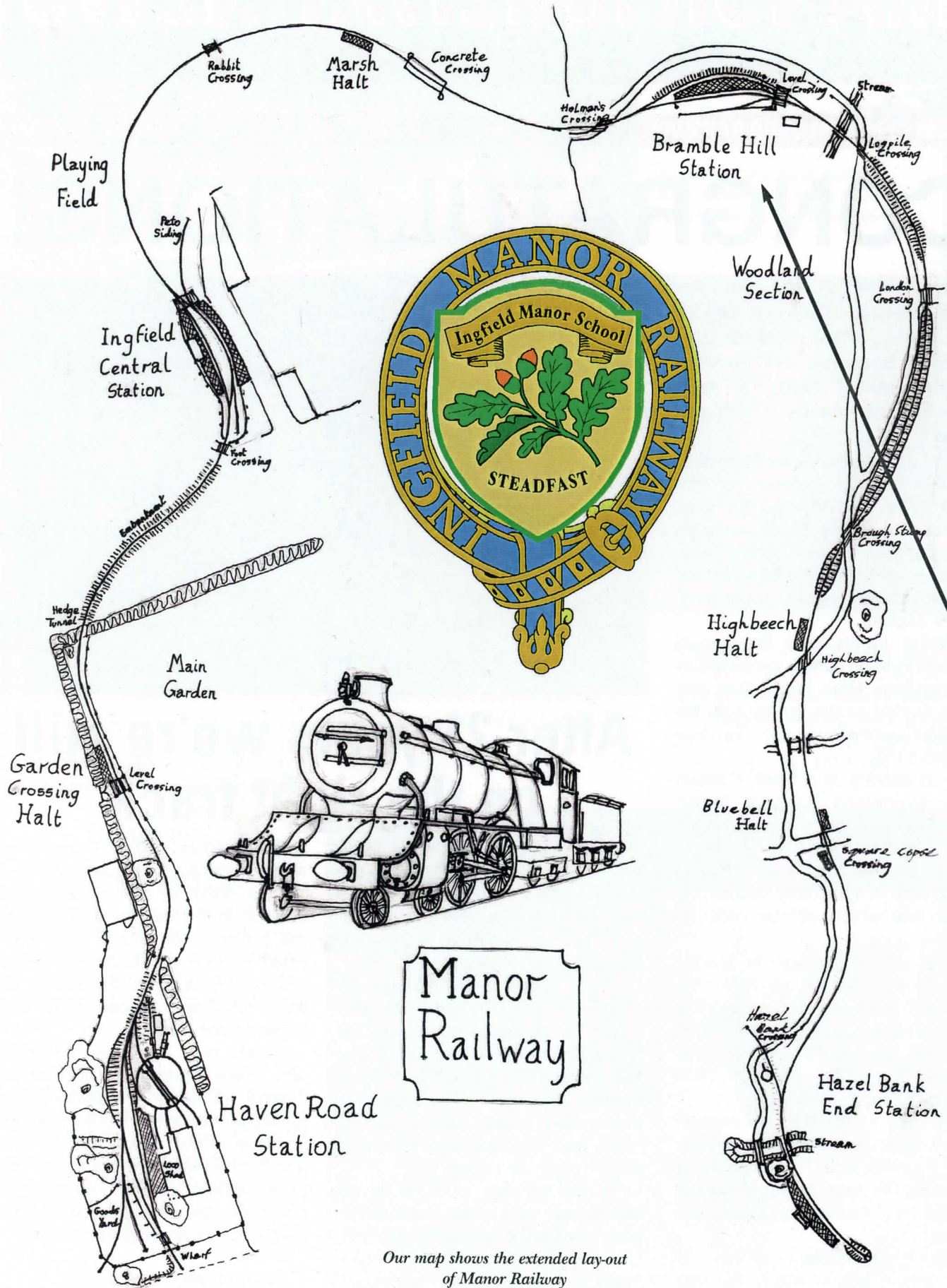
This shed is a very welcome addition to the facilities and relieves the pressure on space at Haven Road which is literally bulging at the seams. My sincere thanks to all those who have helped make this project come true.

Finally, may I welcome all those who have agreed to become a 'Friend of Manor Railway' and remind everyone that working parties continue at the railway on the first and third Sunday of every month. As usual, would anyone intending to come to the railway at any time please let me know in advance?

**Lynn Stratton**  
General Manager

**MERRY CHRISTMAS AND A HAPPY NEW YEAR**

# WE BUILD A HOME FOR



# THREE NEW ARRIVALS



*Above: The troublesome tree stumps are removed*

*Right: The concrete carcass of the new carriage shed takes shape*

*Below: Nearly finished . . . the building is complete except for the shiplap cladding*



As soon as The Manor Railway knew of the possibility of the arrival of three specially constructed carriages for the children of Ingfield Manor School, it was clear that there was nowhere for them to be kept .

A search for a suitable site for a new carriage shed was quickly instigated. The options included the goods yard siding at Haven Road and an extension to Keith's original building, also at Haven Road.

It soon became clear that the seclusion offered at Bramble Hill was ideal. However, even here there were several alternatives in and around the perimeter of the station area.

After much consideration, there was only one clear solution and that was to build the new shed on a previously overgrown site adjacent to the line near the original short spur siding. After obtaining agreement from the school (thanks to Alan Setchell) a number of small trees were easily removed. The removal of the stumps and the excavation of the footings were rather more difficult and required the assistance of a mini digger. This item of equipment was also used to dig the pit for the Traverser.

The new shed, which is built of concrete blocks, has a fully tiled roof (thanks to the Bluebell Railway) and is externally clad in shiplap overlapping planking to provide an appropriate rustic look. Many thanks to Jerry and Julian Chivers who have slaved literally non stop every weekend

to ensure the building was completed before the start of the worst of the winter weather.

Once the earth works are completed and the surrounding woodland returns to its normal state, the new shed will be extremely hard to spot as a new addition. The building is in character with the railway, continuing the proud tradition of quality workmanship that Keith felt was so important.

Access to the shed via the Traverser has meant a considerable amount of work on the track layout at Bramble Hill, with the turn-out at the far end of the station being resited and additional siding space created off the Traverser.

# From troublesome trucks to comfortable carriages



*Left: The finished product . . . LMS 5156 with carriages in matching livery*

*Below: And this piece goes here . . . Barry Miller and helper Christopher Harwood at work on the new carriages*



The Manor Railway is naturally proud of Keith's beautiful scale wagons but they do present difficulties for the children, and their helpers, from Ingfield Manor School. A more traditional type of carriage, with facing seating at a rather higher centre above rail level, would be more comfortable for the children.

Following discussions with Barry Miller of Compass House Tools of Robertsbridge at the Brighton Modelworld Exhibition in February, Chris English identified a solution.

## Donation

He agreed that SEEBOARD plc would sponsor the construction by Barry of three of the new vehicles as a charitable donation to the school. The school would then own the coaches which, in turn, would be operated and maintained by the railway.

Although he was very keen to commence the construction, it was the first time that Barry and his team had worked in the scale of 10.25 inches. Most of their previous work had been at 7.5 and 5 inches for the multi gauge track at the Uckfield Railway Club's track at the Bentley Wildfowl and Transport Museum near Uckfield in East Sussex.

While, in the main, the con-

struction was simply scaled up, the bogies provided a rather different challenge and resulted in the casting of new wheels from a specially made pattern.

This was followed by the

construction of scale buffer stops at each end of each coach, so as to maintain the Manor Railway tradition. The finishing touches were padded seats and a Crimson Lake livery similar to that of LMS 5156.

## GETTING SHIRTY

*To maintain the railway's corporate image we now have sports shirts embroidered with the Manor Railway crest.*

*They are available in small, medium, large and extra large, and cost just £5 for the small (child's) size and £10 for each of the others.*

*All of the proceeds are donated to the Friends of Ingfield and the Children of the School.*

*Avenue, Horsham, West Sussex, RH12 2EL.*



*Man at work Jerry Chivers models a Manor Railway sports shirt*