

# MANOR RAILWAY NEWS

SPRING 1998 EDITION

Construction of loco storage shed and turntable gets under way — thanks to sponsorship

## Signals set for a fine future



Work gets under way on our new loco shed at Haven Road

I AM delighted to be able to tell you that, following sponsorship support from two Sussex companies, work has commenced on the construction of a new three-road locomotive storage shed and turntable at Bramble Hill.

This project which, when complete, will relieve the present extremely cramped conditions at Haven Road which may well become the maintenance centre for the railway in due course.

The sponsorship, which came as a result of an approach by one of our group of supporters, is from Richard Burton and Kevin Murray of Blue Hawk Design of Hurstpierpoint and Anthony Bullock and

Adam Hill of advertising agency Designate from Brighton. I would like to take this opportunity of thanking them and their staff for a tremendous gesture, and assure them all of a very warm welcome anytime they care to pay us a visit.

Another project I am pleased to confirm is under way is the establishment of an electronic telephone and signalling system for the whole railway. This, together with the creation of the new

carriage and locomotive storage buildings at Bramble Hill, will be essential to the future safe operation of the railway.

On the subject of safety, I must remind all supporters, visitors and particularly their children to observe the correct footpaths around the railway and to avoid using the rail access through the various hedge tunnels, except in an emergency.

In addition, it is essential that the railway's overall maximum speed limit of 6

mph (which is faster than a brisk walking pace) is observed at all times. We bear in mind that a recent minor incident at a miniature railway,

judged to have been caused by reckless driving, resulted in a £10,000 fine.

Finally, may I remind you of our major event of the year — Fete Day on Sunday, June 7 — when once again the railway will be working flat out to raise money for the Friends of Ingfield whose efforts directly help the children of the school.

I hope as many of you as possible will come along to help. Let's see if we can break last year's magnificent sum of £485.00 which represents something like 620 adults and children carried in just 5 hours.

### *In this edition ...*

- On the line, page 2
- Electronic era nearer, page 3
- Hunt for new home, page 4

**Lynn Stratton,  
General Manager**



# ON THE LINE



**Sir Sagramore No. 771 passing Garden Crossing on her inaugural run on the Manor Railway**

## Sir Sagramore adds to fleet!

THE arrival at Ingfield of King Arthur No. 771 Sir Sagramore on a crisp Sunday in late February has brought our mainline locomotive stock up to three tender engines.

While extremely welcome, this latest addition to the loco fleet has brought to crisis point the storage facilities at Haven Road where the new loco and its tender have to be stored separately.

The Southern Railway King Arthur class was

originally one of a pair (the other went to Oakhill Manor and has disappeared from view) built by Richards Engineering of Slough in the late 70s.

No. 771 however was never finished at that time and was eventually acquired by Drummond Randall a decade later as a kit of parts before being exchanged for Dunalistair by Peter Howard of the Downsells Railway in Kent.

By 1992 Peter had completed the loco and at

the same time completely built the Downsells Railway in the orchard of his home in Kent. He is also involved in the Bredgar & Wormshill railway nearby, reflecting his devotion to fine locomotive engineering.

The loco which is complete with eight-wheel bogie tender and finished in maunsell livery of olive green with white and black lining, was named 771 Sir Sagramore — simply because Peter liked the name. And a better reason

would be very hard to find.

On the engine's initial steaming at Ingfield, No 771 tackled the dreaded 1 in 30 bank without too much trouble, despite very greasy rails and a load of six vehicles filled with adults who, to be fair, did provide a certain amount of help.

The steel boiler, which is very free steaming, is superheated and this, with the novel ball valve regulator, makes it a very different loco to drive. Why not come and try it for yourself?



# Cabling brings electronic controls a step nearer



**Above: The prototype for the signal box planned for Haven Road**  
**Below: The three aspect signal on the approach to Haven Road**

THE dream of a fully-signalled electronically-controlled railway has taken a step forward with the start of work on the installation of the multicore cabling between Haven Road and Hedge Tunnel.

It is hoped to have at least part of the 'phone system, which has been donated by Kim Newland, up and running for Fete Day.

This permanent multi function system will be a further improvement to the already impressive catalogue of facilities at the railway and one in particular which will hopefully make life somewhat easier for John Stratton and his signalling team.

The eventual plan for the signalling system throughout the railway, which is being masterminded by Peter Taylor, is for there to be at least three signal boxes on the line, with Haven Road, Ingfield Central & Bramble Hill being the present planned locations.

The boxes, which will be of timber construction, will contain a "proper" miniature lever frame which is being made by Peter Taylor in the style of an ex-BR frame which we at present have on loan from Robin Palmer.

There will not, however, be a colour light or electronic "gismo"

in sight As Peter explained: "It is all going to be hidden away, with all the connections and cables out of sight. We did consider using proper wires and

pulleys but discarded that because of potential maintenance problems."

The signals themselves — which will be of the traditional semaphore type

— are already under construction using Keith's original patterns and drawings.

The final locations for the various signals are still being decided and we hope to feature a complete layout drawing in a future edition of Manor Railway News.



**'It is all going to be hidden away, with all the connections and cables out of sight'**



Bramble Hill chosen as site for much-needed storage space

# New loco sparks hunt for a home!

THE arrival of the latest edition to the loco fleet was the straw that finally broke the camel's back in terms of storage space. That, plus the possibility of further arrivals in the future, brought the need for action to the forefront of our minds.

After much thought about a suitable location, including the possibility of an extension to the existing shed at Haven Road, it was decided that Bramble Hill would be an ideal location as it is hidden from public view and will blend in well with the existing railway scene.

Although the major clearance of trees was completed earlier in the year, the actual start of the work was the excavation of the ground for the shed and the turntable pit during four long hard and very wet days over the Easter holiday.

With the arrival on site of 4,000 bricks, 20 tonnes of ballast and 2

tonnes of cement, there will be much need of strong arms and willing hands over the next few months, and any help you are able to give to the "hard core" gang will be most welcome.

The new shed is located to the right hand side of the tracks at the far end of Bramble Hill station and between the front of the water tower and the stream.

Meanwhile, the turntable, which will be constructed by Barry Metcalf to match the traverser, will be located in front of the shed, opposite the station signboard at Bramble Hill.

The construction of the



Construction is already well under way for the new loco shed at Bramble Hill

building, which in the main will be carried out by Jerry Chivers and his brother Julian, will be in traditional loco shed style with red brick walls and a black slate roof. The building will also feature an inspection pit to the middle of the three roads and will be finished with loco shed style doors. It will also feature a high degree of in-built security.

At the same time as the construction of the new loco shed, work will take place to improve the landscaping around the whole of the Bramble Hill site.

This, together with the installation of mains electricity from the school — thanks again to Alan Setchell and the railways own "spark" Roy Harwood — will provide the best possible facilities.

The building will feature a high degree of in-built security

## Dates for Your Diary ...

Please note that some of the diary entries are for private functions. However, members of the supporters group are welcome to attend any event. If you are in any doubt please ring Lynn to check. In addition, the Railway is open on the first and third Sunday of each month.

**Fete Day — Sunday June 7**

All locos to be in steam by 12 noon with last train at 6pm

**Sunday May 31**

Birthday party — Luke Dunning

**Saturday June 27**

Special Visit — Boy's Brigade

*Sunday*

**Thursday July 5**

Ingfield Parents Association

**Thursday July 16**

Ingfield Children's Day

**Sunday August 30**

Railway Clubs Open Day