

# MANOR RAILWAY NEWS



SPRING 2000

Spring is here and the bluebells are again in bloom in every corner of the woods all around Bramble Hill and what a beautiful site it is with the line winding and weaving up the steep bank, past High Beech Halt to the end of the line at Hazel Bank End.

What foresight Keith had in building the railway through the woods.

Overall maintenance continues at high speed and over the next year there are plans to put in a few little sidings and a very badly needed extension to the platform at Ingfield Central Station.

Signalling will be researched and extended further. Bells and buzzers are being rewired and colour coded with junction boxes to get the wires tidied up and enclosed in something watertight and even perhaps rabbit proof.

The new two-way radios are proving to be very successful in aiding the communications over the full length of the railway.

Some of the locomotives that have been with us for a

couple of years and one of long standing have departed for pastures new and we are happy to see other new engines arrive.

We wish to plan an 'Involvement Scheme' with the children of Ingfield to foster their interest in the Railway and at the same time gain an educational benefit from their trains.

**Please note:-  
Fête Day Sunday  
18th June 2000**

Very many thanks to A.B.S. Batteries of Guildford for co-ordinating a donation from Deta Batteries to operate the battery electric locomotives on the line which will give them years of reliable service and furthermore give the children of

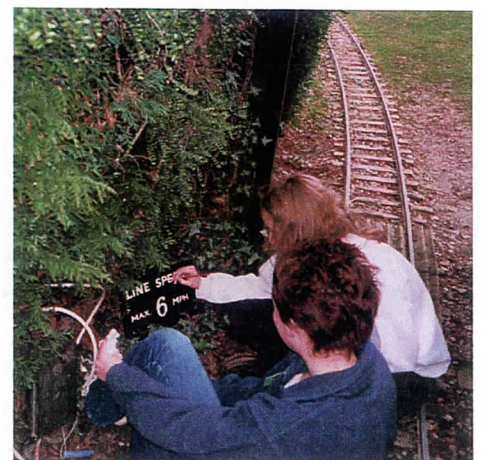
Ingfield very many hours of pleasure.

I wish to thank the Wiseman's from Chiswick for their firm support. They are kind in giving the tremendous support on Fête Day that we need to run a three train service with five engines in steam. We look forward to a good day and to be joined by the regular supporters who turn out faithfully each year to make sure a large occasion like this runs as smoothly as possible.

*Lynn Stratton, Owner and General Manager.*



*Dave Wiseman eases his Class 4 into Central Station*



*Repainting the signs*



# Heywood Society Visit

Last year The Manor Railway hosted the Heywood Society on Sunday October 10th. All available locomotives were in steam and during the morning miniature freight trains were run using most of my scale rolling stock built by Keith and the historic Holder stock of the 1900's. These were supplemented by three of the additional wagons built by Keith for Robin Palmer. James Nutty brought along the crane that was built by Keith in the 1970's. This was set up in Peto Siding with one of Keith's wagons as a re-railing demonstration. Re-enacting the same scene as Keith arranged for The Manor Railway's 10th birthday celebrations in 1986.



*The Heywood Society Members gather round at Bramble Hill*

Whilst the members and guests were at Bramble Hill a double headed 4 coach service operated between Bramble Hill and Hazel Bank End.



Following a good lunch which was provided for the 120 Members and Guests by the catering team, in the school dining room facility, kindly made available by Chris Jay, the school's headmaster.

Passenger trains ran from 2pm using our normal Fête Day service up to the time of the opening of the new Engine Shed at Bramble Hill by Dr Robert Blundell, the Mayor of Guildford.



The day finished with a cavalcade of all available locomotives from Haven road to Bramble Hill. A fine finish to a wonderful day.



I would like to thank the 9F Club from the Bluebell Railway who came and did an extensive amount of work at Hazel Bank End. They completely layed

the runround loop in one day. Their efforts are more than greatly appreciated.



## COLLECTING LIONS - BY LYNN STRATTON

The Manor Railway has been the host to two Lions, the first was built by my late husband Keith being his first 10 1/4" g battery electric locomotive built in 1969. It was loosely based on the Liverpool and Manchester Railway 0-4-2 Lion made famous as the star of the film *Titfield Thunderbolt*. She operated on Keith's portable line and the Stonecot Hill Railway at Carshalton before moving to The Manor Railway back in 1973. Following the building by Keith of Jack and Jill, she has enjoyed semi retirement appearing at Haven Road for the Heywood Society visit last October.

On 13th July 1999 I purchased my second Lion. I had been looking for some time for a suitable scale locomotive of the right proportions and period for the Manor Railway — this loco fitted my requirements perfectly, looking right with Keith's scale wagons and big enough to haul passenger trains.

The second Lion is a scale live steam model of the same Liverpool and Manchester Railway 0-4-2 complete with Gabb valve gear — a loco Keith would dearly have loved to have on the Manor railway. She was started by B Merrifield and B. Potter in 1983 (using scaled up LBCS 5" g drawings). Then she was purchased partly built by Jack Huddell in 1986 for his railway at Southsea. Jack restarted virtually from scratch only using the wheel castings and making his own drawings from the original prototype, which at the time was dismantled for overhaul at Dinting. On completion in 1992 she was used sparingly on his railway at the Royal Victoria County Park,

## C2165 ex Titan - by R.A.Symes

I was fortunate to be able to buy a little engine of great potential that has spent most of its previous life on a line at Queen Mary's Hospital at Carshalton for the benefit of the children at the hospital.

As she has now been invited to run on the Manor railway it will be great that she will continue to be used for the purpose of giving pleasure to children, who in this case suffer from Cerebral Palsy.

She needs a little bit of tender loving care and Mike Weedon, and old friend and brilliant engineer, has taken on the task to have the engine steaming fit for the season and Fête Day. The first job was to re gauge the wheels as they were very slightly wide to gauge and this has already been accomplished. Other work has included improvements to the Chimney and the smokebox and blast pipe arrangement. A new ashpan has been made by Mike so as to improve both steaming and disposal!

To go with the engine I have had to acquire a proper hat. I did get one from as far afield as Austria from a loco driver friend there.

I kept my old white boiler suit which I always wore when filming on locos for the B.B.C., a sort of trade mark of mine. (They have threatened to dye it blue for me).

The engine is a scaled up version of Martin Evans 5" g Simplex design and was built by C.J.Summersall in the early 80's. She's a freelance engine but when I studied her she was not dissimilar



*Lion simmers awaiting further duties at Bramble Hill.*

Netley. When Jack relaid the railway at Hotham Park, Bognor Regis, she was put in store. During her steam test for me at Hotham Park, she was driven for the first time by someone other than her builder and his wife.

Her first public appearance on The Manor railway was for the Heywood Society visit in October 1999 along with Keith's original Lion. She was driven by Manor Railway veteran driver John Plumpton and she looked the part with a rake of Keith's scale wagons. She will be performing passenger duties this summer.



*Mike Weedon takes Titan to the turntable*

to my very first steam model built about 40 years ago. This was a GWR Burry Port and Gwendraeth Valley tank engine, a conversion from a Bonds Gauge 1 model. Why not, I thought, give this engine the same "treatment"?

In good time and painted GW green, I shall own a second B.P. & G.V. locomotive, a bigger sister to my first born Gauge 1, but this time, absolutely ideal for The Manor Railway. She will proudly carry her proper number 2165.

*Bob Symes*



# Insurance for All

**A**dequate insurance cover has become increasingly important over the last few decades with the increase in the amount of damages being claimed by those who have suffered any form of accident. Lynn has been concerned for a number of years as to the adequacy of insurance cover for visiting engines, stock and people (helpers, visitors and public). Her personal public liability insurance was entirely adequate for the use of her own railway equipment but did not cover locomotives and rolling stock owned by others who were requested to arrange their own public liability insurance.

As from March this year Lynn has changed her insurance arrangements to ensure that all persons involved with The Manor railway are adequately covered whilst working, helping or visiting the railway. They must therefore have signed in at the cabin on arrival.

Proof of adequate public liability insurance is a condition of storing or operating locomotives and

## BRAKES FOR COACHES

**M**ike Weedon, who's an excellent engineer and model builder (examples of his work may be seen at the London Transport Museum) has become a volunteer on the Manor Railway. He has ideas on how to fit brakes to the coaches which are badly needed for operation on the section between Bramble Hill and Hazel Bank End. We look forward to completion of the first trails.

## FORTHCOMING DATES FOR YOUR DIARY

Sunday 11th June - Railway Day in preparation for the following weekend.

Sunday 18th June - Ingfield Fête.

Saturday 1st July - Boys Brigade Day.

Sunday 2nd July 10:30 a.m. - 2:30 p.m.  
Railway Society Morning

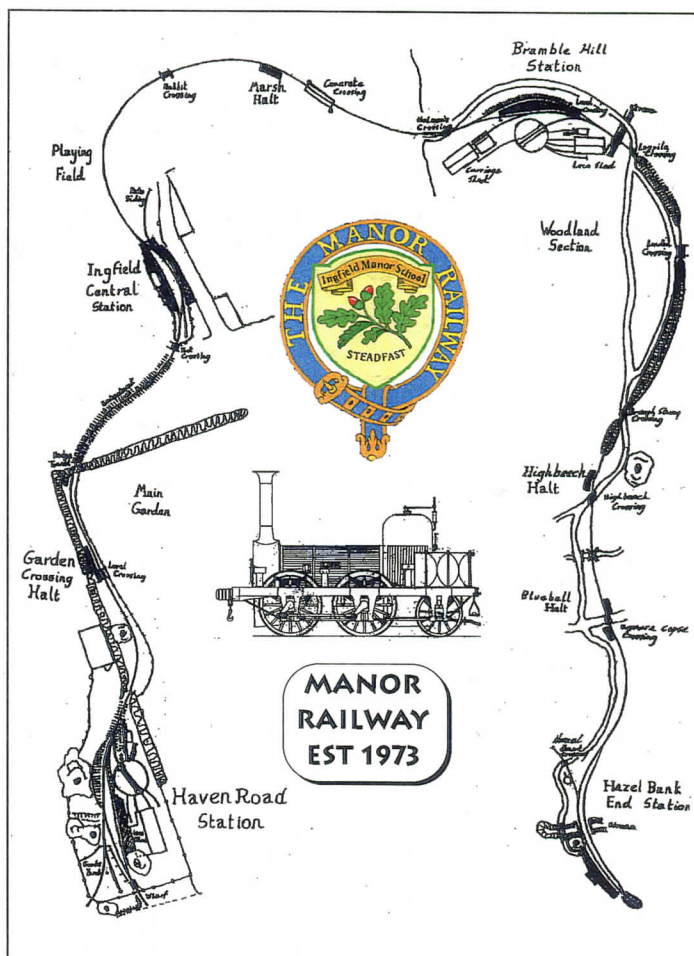


More details in a future edition...

rolling stock at The Manor railway. Assistance in arranging such insurance can be given by Lynn or myself by taking advantage of the insurance arrangements which Lynn has put in place.

For steam locomotives a current boiler certificate is required for public liability insurance.

James Nutty



## THIS IS OUR LINE

This diagram now includes the new loop at Hazel Bank End which was installed by the 9F Club from the Bluebell Railway, see page 2.