

MANOR RAILWAY NEWS



It was heartening to see the three train operation on Fete day, all engines running chimney first and being turned at Haven Road and Bramble Hill. This professional type of running increased the already huge demand for rides and at the same time delighting the loco spotters at each terminus.

During the afternoon peak, the ticket queue extended for nearly a hundred meters. There were no complaints from the waiting passengers and all ticket holders got their ride.

Peter Taylor's motorised points at Ingfield Central greatly enhanced the smooth operation and the interlocked gates at the Garden Crossing improved the safety of the railway. (I shall have more to say

about safety on the railway in a later note.) Suffice to say that fully loaded trains arrived at my vantage point at Haven Road Station every three minutes!!

This is the place where I must give my heartfelt thanks to the many friends and helpers without whom the railway could not operate. It would be iniquitous to leave any one out and so I would like to thank all of you who helped, in whatever capacity. I am certain you will have enjoyed yourself as much as the Ingfield children have enjoyed the treats your efforts have provided for them. A very big thank you, to you all.

Lynn Stratton, Owner and General Manager.

A Fete Day Record

The Manor Railway sold 563 Tickets and made £413.70 for the Ingfield school. A massive turnout of helpers on what was the first really hot Sunday of the year, allowed a full compliment of staff to operate the most intensive service the railway has ever seen. The motive power comprised the old favourites: Chris Knibbs' famous John Terence, Chris English's 5156 and 771 and Peter Taylor's Mogul.



Well filled trains cross at Ingfield Central

These four locally shedded locos were ably augmented by Drummond Randall's LB&SC Terrier.

The three 3 coach trains were: Lynn Stratton's sit astride set, the open coaches long associated with John Terence and last but not least, the now famous Ingfield Manor set.

Shedded at Bramble Hill were "Arthur" with a goods train and BR Class 4.



The Terrier pulls away from Central for Bramble Hill

New Loco Shed completed and nearly full to capacity

The new Loco Shed at Bramble Hill was completed a year to the day of digging the first sod. This is a fitting tribute to all the supporters who laboured long and hard, often in atrocious weather, to complete not only the new three road shed with its inspection pit, drainage works, and electric services, but also a new turntable water cranes and supply, together with the inevitable ash pit.



Raising steam outside the new locoshed at Bramble Hill

During our October activities, the railway's new engine shed will be "officially" opened by a well known railway personality.

In the meanwhile it is already keeping its engines secure and sound.

The new shed, which was built to house six tender engines, is nearly full. Along with the four engines

mentioned on page 1, Julian Chivers' Saddle Tank "Arthur" and the BR Standard, class 4, which previously ran on the Medford and Willow End Railway in Chiswick, are being shedded here for their owners.

Arthur is in operation and it is hoped that the BR class 4 will be operated later this year, when the necessary formalities will have been dealt with.

The real thing?



Do you remember the Photograph heading our newsletter in 1987?

Taken by James Nutty at Garden Crossing, it is difficult to guess if it showed a full scale train or one of ours. We hope to run a series of such pictures, some of which we intend to use for our title page. If you have any such photos please send them to the Editor, (Lynn Stratton) for consideration.

Arthur goes East

During a recent visit by Lynn Stratton and friends to a Heywood Society meeting, a society of owners and operators of miniature railways named after Sir Arthur Heywood, the inventor of the 'minimum gauge railways', Julian Chivers found that "Arthur" was for sale. A fortnight later "Arthur" was on his way to a new home at the Manor Railway.

Incidentally, you may be pleased to hear that our line will be visited by the Heywood Society this autumn.

Julian Chivers writes:

On the 22nd October a new locomotive arrived at Ingfield, an 0-6-0 saddle tank called "Arthur".

It was purchased from Brian Merrifield, who operated it on the Poole Park Miniature Railway.

The locomotive was built by Jack Hudell, based on a Martin Evans design for a 7 1/4" gauge "Holmside" described in *Model Engineer* in 1977-78. She was completed in 1982. Jack subsequently ran her at several local sites including Southsea and at the Royal Victoria Country Park, Southampton.

"Arthur" was purchased by Brian Merrifield in 1991



Arthur awaits further duties at Haven Road

and since then also visited Geoff Price's Railway at Watford.

The locomotive is broadly based on an 0-6-0 saddle tank prototype which used to work for the National Coal Board. The engine was fitted with outside cylinders and inside Stephenson's link valve gear. She was called "Holmside".

The original engine was built in 1901 by Chapman & Furneaux and worked all her life between Craghead and Morrison Busty Collieries, Anfield Plain, Durham, until finally scrapped in 1962.

"Holmside" was apparently painted glossy black with red lining, but "Arthur" has been finished in a dubious shade of green.

At present, the driving truck is undergoing a complete rebuild. It was originally fitted with outside foot rests and would not have negotiated the platforms at Ingfield.

Arthur is quite a powerful Loco and can pull a three coach train carrying a dozen passengers up the bank at Ingfield.

Being the only tank engine currently at Ingfield, it will provide a contrast to the existing locos shedded there.



Arthur seen here at Poole before coming to The Manor Railway

Where are we going?

The Railway has come a long way since it's first days as a short up and down line to Garden Crossing. This diagram will give you a glimpse of its past and a glance of what I have in mind for the future.

As you all know, the winter is no hibernation time for the railway. On the contrary, the line becomes a hive of activity. Maintenance and improvements are carried out. So I thought it might be a good idea to have a look at what we are going to do.

This winters projects are all concerned with the safety of operation on the line, and that includes signalling. We shall look at certain aspects of the layout, to make the line absolutely safe in operation. Even with minimum traffic it should be physically impossible to make conflicting movements and Peter Taylor's motor points will need to be so linked that no collision could ever occur.

The wiring, both signalling and telephone will be terminated in weather proof terminal boxes with professional plugs (XLR) to make it unnecessary to "rewire" before every running session. Signal boxes are in the design stage, and equipment will be so constructed that the fitting out of our block post/

signal boxes on the day, prior to running, will be much faster than at present.

The first and foremost aim is to plan, cost and finally implement the concept which had always been first in Keith Stratton's mind; to operate in a prototypical manner. In other words to make the railway totally safe (whether signal boxes are manned or not).

An amended rule book on operational procedures will be compiled and an incident log will be kept. We shall operate by the rules of the HSE (Health & Safety Executive) before they become mandatory.

A regular engine log will be kept and all owners and operators will show that they understand and will comply with the safety and operational rules required for passenger carrying lines whatever the gauge.

All this sounds a bit official but if you look at it, it really makes sense, and if you like it; it is after all, part of a grown up form of playing trains.

This is our line

This diagram will give you a glimpse of its past and a glance of what I have in mind for the future. In our next edition we bring the line diagram with gradients and colour coding as to construction dates. The Diagram will be showing distances, planned layout alterations, signals and signal boxes.

Preview of highlights from the next edition

Funny corner

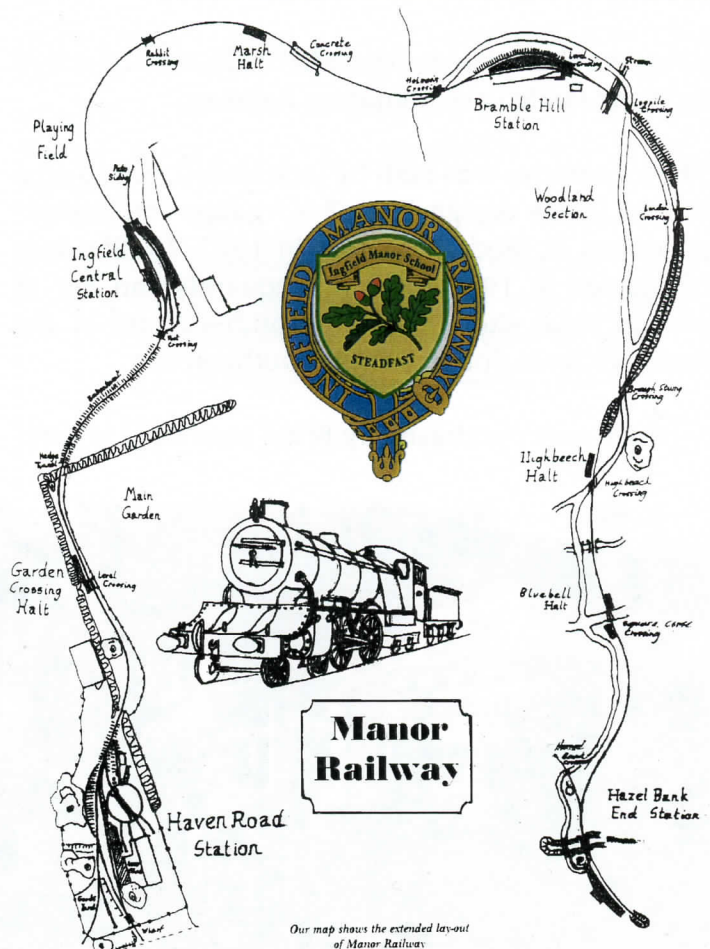
Another photo competition. Fill in Speech Balloons in the photo. Try your hand with this one! (Send us some of your funny photos which simply beg for a caption! Ed.)

The real thing?

It is difficult to guess if photo shows a full scale railway scene or one of ours

Chris Knibbs writes about "J.T."

"The safety Czar speaks" on the straight and narrow. (operational safety & Insurance).



The engines of the line

Each edition will feature another of the engines that work the line drawn by Chris Knibbs in the centre of the Line Diagram.