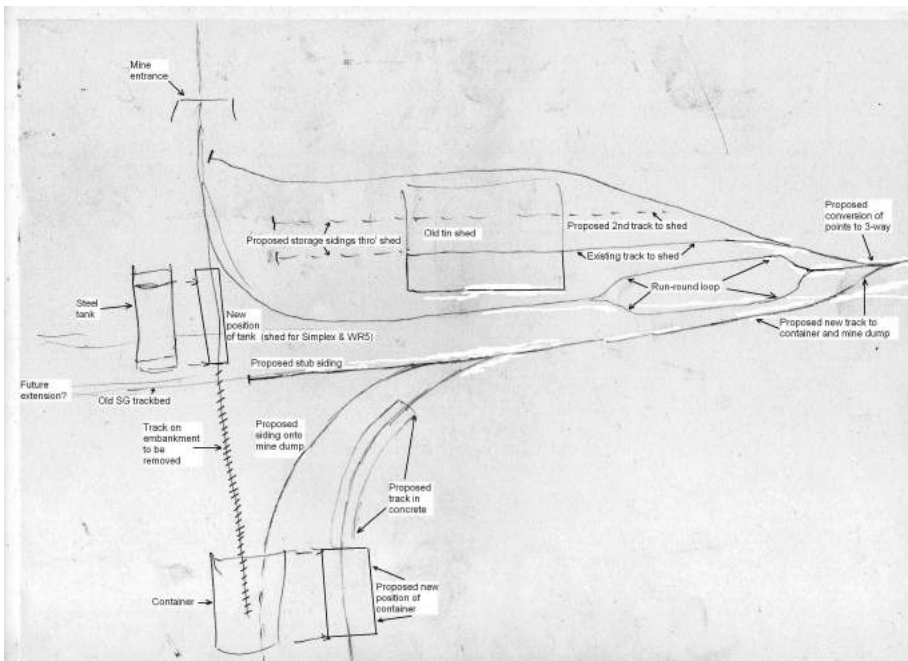


PLANNING THE FUTURE



Above: possible future changes to the track at Lea Bailey

Growing a network of friends and supporters is key to moving the society forward in 2015 and beyond, says Rob Needham in his new year message.

“We need to develop a plan and cultivate some political friends,” said Rob.

“My long-term suggestion would be for a demonstration industrial railway using primarily former mining equipment, running from a ballon loop on the old trackbed just short of the first property in Lea Bailey along the trackbed past our base at the gold mine to the Euroclydon tunnel, thro’ the tunnel, then along the old cutting and beside the brook and road in Drybrook to the car park at the Hanson quarry. I would suggest that the only passengers would be paid-up LBLRS members who would travel for free.

Continued on page 2

MEMBERS SET FOR KEY ROLE IN NARROW GAUGE AGM

The work of Lea Bailey Light Rail Society will be showcased on a visit during this year’s Narrow Gauge Railway Society AGM.

The event, based at Perrygrove over the weekend of May 9th and 10th, will include visits to Clearwell, Alan Keef, Lea Bailey and the tunnel.

Rob Needham is hoping that volunteers can showcase their work at Lea Bailey, running the incline and shunting at Clearwell and operating the Hunslet and a manrider in Drybrook (Euroclydon) tunnel.

It is also hoped to have one of the new battery locos working and borrow “Issing Sid” from Staffordshire.

The normal LBLRS open day in June may be moved to July, with another one being held later in the year.

“Please try and keep the May weekend clear so that we can have volunteers to help,” said Rob.

Continued from page 1

“As Hansons quarrying permission expired in April and they have been given a 10 year extension with the requirement to restore the site on finishing, this gives us an opportunity to see if we can get into their plans to have our terminus with car parking on their property, after the end of quarrying. “I would be interested to hear others ideas and thoughts, and any volunteers to talk to politicians, councillors and Hansons,” said Rob.

The track plan on page one would involve moving the steel tank so that the Simplex and WR5 could be stored inside. The container would be moved with new sidings to it, and the points to the shed and run round loop would be converted to three-way. Ultimately storage sidings would run through the shed.

“Our top priority for 2015 has got to be re-building the old tin shed at Lea Bailey to provide a secure weather-proof workshop and store,” concluded Rob.

PROGRESS AT LEA BAILEY



the Simplex loco has recently enjoyed a coat of green paint

Following the visit by the Mines Inspector at the end of July, we were faced with the possibility of loco use on the railway at Lea Bailey being banned. Therefore it seemed best to switch efforts to the tunnel at Drybrook, particularly as the tunnel was not subject to regulation by either the MI or the Forestry Commission. Furthermore as the tunnel is owned by Ray Wright a railway can be laid and operated without planning permission, provided that visits are by invitation (i.e. not open to the public) and fares are not charged.

As a result of the MI visitation, the Hunslet loco (HE7446) could no longer be kept in the mine at Lea Bailey, so it was moved to Clearwell, with the longer term intention of moving it to Drybrook for use in the tunnel.

continued on page 3

News in brief

Archive No 84, December 2014 has an article on Mr Brain's Tramway.

This might be of interest to LBLRS members as the tramway passed close to Drybrook and there are some photos showing the trackbed of the never-completed Mitcheldean Road and Forest of Dean Junction Railway.

The Tramway was one of the very few narrow gauge railways in the Forest to operate steam locos.

Access has been restored to the tunnel thanks to the laying of a concrete sleeper bridge. A ton of gravel has been spread to create a ramp.

The 2015 LBLRS calendars produced by Rob Needham have been snapped up by members.

The photos include one of Lea Bailey twenty years ago and document the work of the society since 2013.

The Society will have a stand at the Sodbury Vale Model Railway Club 2015 exhibition on January 31st.
www.sodburyvalemrc.co.uk

There are now 240+ followers on Facebook.

Progress at Lea Bailey ctd

At Lea Bailey, work has been limited to maintenance of locos and wagons kept there (including WR5 battery loco and Eimco rockershoovel following their move from Clearwell to make room for HE7446 in the Clearwell workshop). Over the winter it is planned to get 10 tons of ballast delivered to Lea Bailey. Then the old sleepers on the track beside the shed will be replaced by new ones and the re-sleepered track ballasted and the long siding will be levelled and ballasted. the one other significant work needed before the next MI visit is to cut bolt holes in some rails so that all joints can then be suitably fish-plated.



AIR RAISING EIMCO ACTION

The Eimco rocker shovel is slowly returning to life thanks to hard work by Nick. The shovel was seen being raised and lowered at the open day, but it would not move. Now it is successfully travelling under its own power, but the air hoses need replacing.



ISSING SID IN FOREST DEBUT

Plans are underway to borrow Roy Etherington's compressed air loco Issing Sid for the NGRS weekend in May. Volunteers are needed to collect and return it from Statfold.

With a compressor on site at Lea Bailey, it is hoped to have both Sid and the Eimco in action.

Sid is based on a 19th century prototype for a north-east colliery.

TUNNEL TALK

With nearly 300 yds of track already laid in the tunnel in 1995, from August 2014 several visits have been made by working groups and a further 50+ yds of track laid.

It is thought that there is enough rail available in the tunnel to lay at least 100 yds more. That will take the track $\frac{3}{4}$ of the way to the far end.

A working weekend with a hired digger (courtesy of Ray Wright) has been held to start digging an access ramp for temporary track outside the Drybrook end of the tunnel.

Three track panels plus our V tipper wagon have been moved to Drybrook from Lea Bailey and were used to remove spoil during the digging weekend. They are now stored in the tunnel. It will need one more working weekend with a digger to complete the ramp.



track laying in the tunnel



clearing mud at Drybrook end



tunnel talk ctd. There will probably be enough temporary track panels for about a third of the distance from the tunnel mouth to the road. So it will be possible to lay track from the road access point to enable Hunslet HE7446 to be unloaded off a lorry onto the temporary track and driven part way to the tunnel.

Track panels behind the loco will then be lifted and laid ahead of it until it reaches the access ramp down to the track in the tunnel. With either a tirfor or Land Rover winch the loco will be eased down the ramp and into the tunnel.

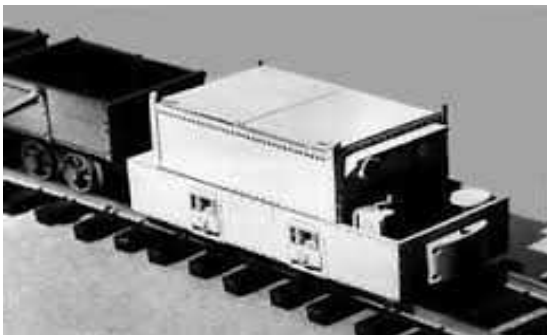
Eventually HE7446 and when restored HE9053, will both haul manriders in the tunnel with functioning exhaust conditioners. It is hoped to have HE7446 running for the NGRS AGM.



A new Hudson-style V-tipper has recently been delivered to Lea Bailey from Clearwell, in exchange for a U-tipper.



Work is underway at Lea Bailey to re-open the doors on the two large wagons, which had been welded shut.



At the end of the day after a hard day's work at Lea Bailey – why don't you indulge in a little narrow gauge at home! There are an increasing number of resources available for mine modellers, from O14 to On30. The battery loco above left is sold as a static kit but can be powered with a WB24.5 spud motor. These are available from Ohkwari Sales on ebay.com. The newsletter editor has a collection of O14 and On30 mine equipment!

AND THEN THERE WERE FIVE

The society has recently added another four battery locos to its collection, making five in total with the WR5 plus the two Hunslets and Simplex. Restoration work is required on all of them, with some being larger projects than others. Below is a description:



Clayton 1¾ ton 4wBE w/no 5961C made in 1972. It was purchased from Ian Bendall of Wigston, Leicestershire, but its history is not known, apart from being referred to as EL9.

It is currently stored at Littledean, and has no motor or brakes. One option is to fit two 24v lorry starter motors (one to each axle) and power with four 12v auto batteries.

This loco is of same type as one brought to Lea Bailey open day in June by Gareth Rees.



Logan 3/4 ton 4wBE, w/no LM 1066 of 1951. Complete apart from battery and battery boxes (but very corroded due to over 40 years stored outdoors at Llechwedd, North Wales). 1951 new to Edmund Nuttall, Sons & Co (London) Ltd, no location known. Sold to Mitchell Bros, Son & Co Ltd, Tickhill, Doncaster in 1965; given plant no MBS236. Employed on Mitchell's Tilbury Power Station contract, before moving on to their LT Victoria Line, Vauxhall Park contract. By February

1972 the loco was at Mitchell's Tickhill Plant Depot, Doncaster. Sold to Llechwedd Slate Quarry & Tourist Caverns, Blaenau Ffestiniog, moved by April 1972. Not used, put on static display. Sold to Alan Keef Sept 2014. Bought for LBLR and moved to storage in Littledean, 24 October 2014.

Needs two battery boxes making (there is a complete example in North Wales on which to measure the boxes). The motors require 96v so will need eight 12v auto batteries. Wheels and motors rotate.



Wingrove & Rogers WR18 4wBE, w/no 7888R of 1977. Complete apart from battery and brakes (but battered and corroded from use and outdoor storage). New to Stanhopeburn mine. 6/1978 as No 3 moved to Cambokeels mine. By 16/10/1988 moved to Frazers Grove mine. c4/2004 moved to Broadwood Processing Plant for storage. Bought for LBLR and moved to Lea Bailey 27 October 2014.

72v so will need six 12v auto batteries. Although handbrake, brake blocks and brake

rigging are missing this loco appears to have a transmission brake. Controller looks to be in good condition apart from direction switch and emergency stop. After initial work, both axles rotate freely. Cab floor is rusted through.

And then there were five ctd.



Wingrove & Rogers WR18 4wBE, w/no 7964 of 1977. Complete apart from battery and brakes (but battered and corroded from use and outdoor storage), battery box is not original (too small). New to Redburn mine. By 11/3/1978 to Stanhopeburn mine. After 7/79, by 12/10/80 moved to Cambokeels mine as No 4. By 16/10/1988 moved to Frazers Grove mine. By 19/12/1989 moved to Cambokeels mine. By 17/11/1990 moved to Frazers Grove mine as No 1. 12/99 moved to Broadwood Processing

Plant for storage. 8/7/2004 sold to I Hughes, Langwathby, Cumbria. Then sold to R Etherington, Shackerstone, Leics. Bought for LBLR and moved to Clearwell 24 October 2014 to be restored for use as shunter at the Caves.

Wheels and motors rotate (easier than on 7888). 72v so will need six 12v auto batteries. Although handbrake, brake blocks and brake rigging are missing this loco hopefully has a transmission brake as on 7888. Controller looks to be in good condition apart from emergency stop. Both axles and motors rotated freely when loco was moved after delivery to Clearwell. Cab floor is rusted through.

FOREST ALBUM – *Guess the wherabouts of this freemine – answers to the editor please!*



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