



15 May - arrival at Lea Bailey of unique Eimco 401 loco on loan

Editor

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Would you please note that the deadline for inclusion with the November 2016 Newsletter is the 31st October 2016.

Submissions are welcome that would be of interest to members of the LBLRS. These can be forwarded to me as text/disc by post or you can email or telephone. If you require anything returning please ask. Photographs, plans and drawings are acceptable as long as permission has been given by the copyright owner.



Pat test driving 'Murphy' before the open days

May open days

Saturday (14th). Quiet but interesting. The WR8 worked very well after Jack put five 12volt batteries in box and connected them up. Nick brought his compressor, and we had the rockershovel and the Simplex working. Jack delivered 52 new sleepers (unloaded into the large shed), the remaining 48 were delivered the following weekend. Ben & Ben at Clearwell were running the Hunslet (which went well). There were approximately 15-20 visitors, and we recruited one new member.



Learning how to operate the rockershovel

Sunday (15th) was similar to Saturday, but the WR8 not going so well. Visitor numbers were similar to Saturday and again we recruited one new member. Many had left by 16.30. Then Gareth arrived with the Eimco loco from Isfield (Sussex). It was unloaded satisfactorily and chocked up on old sleepers. It is currently set up for 18" gauge, so the first task will be to re-gauge it to 2ft.

See separate news item on the Eimco 401 loco

LBLR Society news

There have been several changes in the LBLRS team

Following Mike Ayland's retirement, the Coventry Building Society passbook is now held by your editor and the two authorised signatories are Jack Whiting and Ben Elvey.

Ben Coulson has taken over the membership secretary role following Mike Ayland's retirement.

Yours truly* has temporarily taken on the task of newsletter editor while Phil Conway-Jones takes some leave to cope with an imminent addition to his family. We wish him all the best, and hope that before too long he will be able to resume the role of editor.

*For anyone who is unsure, I'm the hairy one

Video views



As of 16th August the totals for views of video on Youtube posted by Rob Dickinson that featured the LBLR were:-

LBLR May 2015	33391
LBLR Loco Exchange	13915
LBLR Clearwell	12249
Other 18 videos	18454

The May 2015 event featuring loco Issing Sid, on loan from Statfold, is way ahead of all others in the popularity stakes. And it is still being regularly viewed, the total having now increased to over 34,000. Small beer compared to major heritage railways maybe, but impressive none the less. It will be interesting to see how the Eimco loco compares when it is in action.

Facebook page

Report from Roger Swan – The railway currently has 864 followers with a very good response rate to the posts I make - especially pictures and video clips. There is a "single click button" on the facebook page that takes you straight to the new version of the website. It is worth pointing out that you do not have to have a facebook account to view the LB page - facebook prefer people to sign up (it's free to do so anyway) but it's not necessary at all.

Lea Bailey website

The website produced by our new webmaster, Ben Coulson, has generated favourable comments. See it at www.lblr.org.uk

September open days

Gareth's Lister will be visiting – its first visit to Lea Bailey

The Eimco 401 loco will be on display - hopefully working as it passed the pressure test on 30th August, so now requires the drive chains and brake

assembly to be refitted. Then the air reservoir will be charged and the airmotor will be tested to see if it works

The WR8 and the Simplex will be working – the WR8 (Murphy) just needs a test with a full set of charged batteries on 4th September. Simplex is currently working well. The Eimco rockershovel will also be working, run using Nick's compressor.

Driver for a fiver – Simplex. Ben Coulson will be running this on both days. Pay £5 and as well as 5 minutes driving the Simplex, you will get membership of the LBLRS for the rest of 2016, hopefully then to renew for the next year.

Note:- Alan Keef open day

To be held on 17th September.

STEAM-UP RETURNS

See our visiting locomotives and take a tour of the workshops to see our current projects

DON'T MISS IT - PUT THE DATE IN YOUR DIARY!



**OPEN DAY 2016**

Alan Keef Ltd
LIGHT RAILWAY ENGINEERS & LOCOMOTIVE BUILDERS

Saturday 17th September 2016
11.00am - 4.30pm
Lea Line, Ross-on-Wye, Herefordshire HR9 7LQ

Alongside a display of our current projects including substantial progress on '762 Club' LYN for the Lynton & Barnstaple Railway, WOTO and PETER PAN will both be in steam.

The day offers the chance to see the renovation progress on the recently acquired DALMUNZIE train set and the FALCON replica for the Corris Railway.

Browse around the stalls and displays and enjoy hot pork rolls, tea, coffee and cake aplenty.

Visit
www.alankeef.co.uk
for more information

ADMISSION
£6 for adults and £2.50 for children.
All proceeds will be donated to
St John The Baptist Church at The Lea.

Also nearby

The Perrygrove Railway Annual Gala Weekend www.perrygrove.co.uk
Lea Bailey Gold Mine Open Day www.leabaileylightrailway.co.uk

Perrygrove Gala Weekend

To be held over the weekend 17/18th September

Recent publication

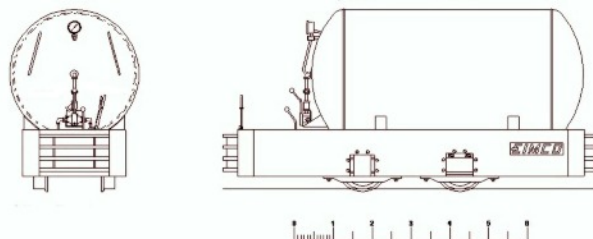
NGN Summer Special No 3

Available from

www.mainlineandmaritime.co.uk website, this issue features an article by your editor on the restoration of the Lea Bailey Eimco 12B rockershovel.

Eimco 401 loco

The big surprise of the year for the Lea Bailey Light Railway was the offer in March from Nick Kelly of the loan of his Eimco 401 4wCA loco for 2 years. He bought the loco from a contractor in British Columbia and had had it shipped to the UK. Initially he had kept it at Isfield, Sussex. Following our eager acceptance of his offer, Gareth collected the loco and delivered it to Lea Bailey on 15th May at the end of the open day.



The loco is a mines design produced by the Eimco Corporation at their Salt Lake City works in Utah, USA in 1968 as works number 401-216. It is thought that it was one of the last of this design to be produced, as the highest known number is 401-221. The design, which was apparently only used in the USA, Canada, Mexico and Japan, is a compressed air loco with a working pressure of 110psi. It weighs approximately 1½ tons on gauges of 18" or 24". The gauge is selectable by use of 3" spacers which can be positioned either between or outside the wheels.



To re-gauge, chains and guard have to be removed



Then the brake block and rods



Then drop the axles and wheels after undoing axlebox bolts



Now to fit axleboxes (the first two, anyway)



Remove axleboxes and old bearings from axles



*The 4th is being awkward, but we won in the end!
Now to get the seals properly seated*



Ask Alan Keef to remove wheels and spacers and then refit, set to 2ft gauge



At last, re-fitting the first axle



Fit new bearings to axles

So far, it's taken 7 working days rather than an hour or two, and there's still much to do



And the second



*All we've got to do now is to persuade the wheels
to go round*

According to Eimco literature, gauge changing is straight forward and only takes a couple of hours. However, as we soon found out, it can take a lot longer! After 13 Sundays, it had been re-gauged and was on the rails at Lea Bailey.



*On the rails following fitting of air bleed pipe
ready for pressure test*

Then, before it could be run under power, it had to pass a pressure test. This required the air reservoir to be filled with water and pressurized to 1.5 times working pressure, i.e. 165psi. Then it had to be pressurized with air to working pressure. All of this had to be performed under the control of a suitably qualified engineer. This was successfully completed on 30th August.



Charging the air reservoir with water to 165psi

Now we have two more Sundays before the open days to replace the two drive chains, fit the brake assembly, fit the control valve (which had to be removed for the pressure test), and then charge the air reservoir and see if the airmotor works (after 4 years out-of-use). So far as we can see, the airmotor looks to be in good condition.

Come along for one or both of the open days and see how we did!

Rob Needham

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Such details are deleted from the database for any member who leaves the Society, either after the committee have been notified or after it has been determined that an overdue subscription has not been paid for several months.

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