

Compressed Air Gala - May 13th/14th 2017 at Lea Bailey



Eimco 401-216, re-gauged to 2ft and running at Lea Bailey, will be at the gala



Issing Sid will return to Lea Bailey for the gala

13/14 May 2017 open days

To celebrate the restoration of the Eimco 401 to working condition, Issing Sid will be visiting from Statfold. Richard Dixon will be demonstrating operation of examples of compressed air rock drills from his collection. The resident Eimco 12B will be operating as well as the Eimco 401.

Editor

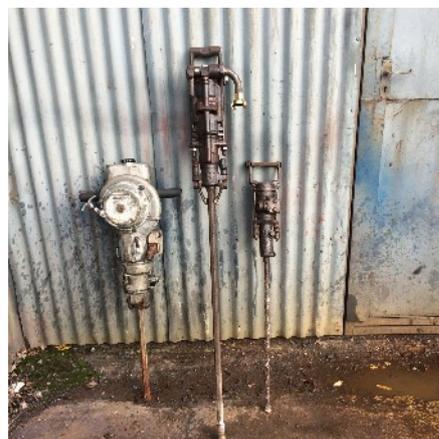
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Would you please note that the deadline for inclusion with the February 2017 Newsletter is the 31st January 2017.

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.



Eimco 12B rockershovel will run at the gala



There will be a demonstration of rock drills at the gala

LBLR Society news

Message from the chairman

On most Heritage Railways, the winter season is traditionally used for maintenance work when no trains are running. Because we don't have passenger services, we don't need to worry about interrupting the timetable for such works, but it is a good time to work on infrastructure projects, not least because there is no vegetation growing. Our current focus is to clear away some more of the rock pile from the old mine tip to make room for a second container. We should soon be receiving our small 2-cylinder Lister diesel generator back in working order thanks to Richard Dixon who specialises in restoring vintage machinery such as classic tractors. With power available on site this will allow us to work on some of our other outstanding restoration projects. We still need some more volunteers to come down and join us on Sundays to help with this project, but if you don't fancy heavy lifting or shovelling there are plenty more light tasks that need to be done.

Congratulations to Phillip Conway Jones and his wife on the recent birth of a son, Jay Alexander, on 3rd September.

Video on YouTube

Video of the testing of the Eimco 401 and of the September open days can be found at

<https://youtu.be/YacUZzHSh7M>

<https://youtu.be/GXvZ8luP7js>

<https://youtu.be/POyvm36xFzs>

<https://youtu.be/ID6WeU5gVTw>

Facebook page

Roger Swan reports that there are 869 followers on facebook with an average of 4 per week clicking on the link to take them to the actual website from the facebook page. Usually have around 600 views each time a picture is posted, etc - so all very positive

Lea Bailey website

Webmaster's report:

We have now taken over the registration of the old domain name leabaileylightrailway.co.uk which will redirect to the new shorter name of lblr.org.uk which hosts the current website. It is built on WordPress, which is a popular Content

Management System (CMS) which allows anyone to update the site and add new posts without specialist knowledge of HTML coding. We are getting plenty of page views each week which means our railway can become more well known around the enthusiast community, but as with all projects more help is appreciated. If you would like to write an article for the website please contact the Webmaster (web@lblr.org.uk) and an account can be set up for you, with links to the WordPress Codex which has plenty of tutorials on how to get started.

Alan Keef open day



This was held on 17th September and was well attended.

Recent publication

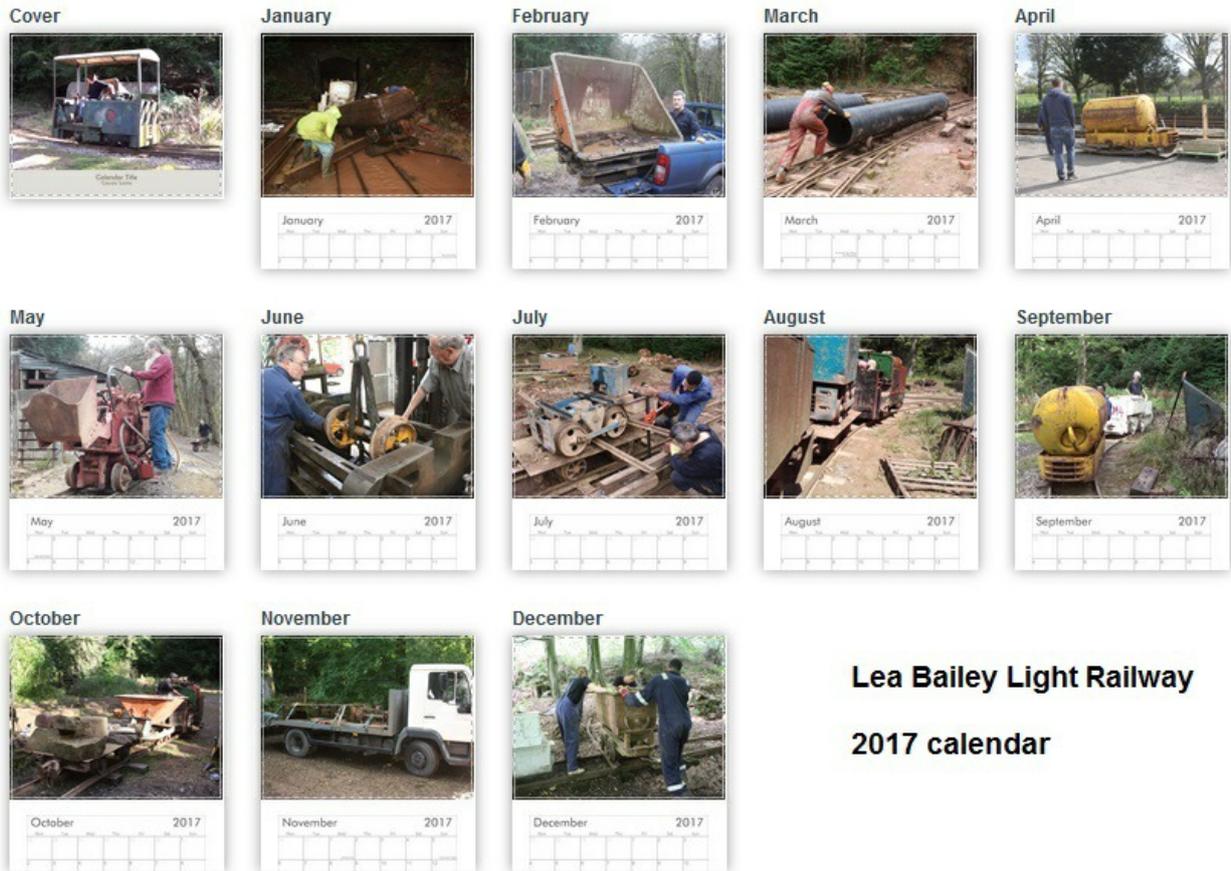
The November 2016 issue of NGRS newsletter Narrow Gauge News features a news item from Lea Bailey about the Eimco 401 with a photo of Nick driving.

Generator progress



Thanks to Richard Dixon, the 7kVa Lister generator set is nearer to being operational.

He has got the Lister working although the generator is not yet generating - something to do with corroded wiring! He is now working on the generator so hopefully we'll have a plentiful supply of amps and volts soon.



**Lea Bailey Light Railway
2017 calendar**

To keep track of those important dates such as the Lea Bailey Compressed Air Gala, what better than the Lea Bailey 2017 calendar? Available from the editor at the address listed at the bottom of page 1 for £6 if collected. Alternatively, send a cheque for £7 made out to R.A. Needham to the editor with a note of your address and a calendar will be posted to you. For each calendar sold the railway benefits by £1.

The Welland Steam Rally will be held over the 3rd weekend of July in 2017 and it is highly likely that we will be asked to show the Eimco rockershovel and loco, with a tipper wagon, as a contribution to the road-making display.

workers, there will be no need to rely on having an operator for the steam shovel.

Some more rails for Lea Bailey



To any who remember our appearance at the show in 2013, it should be a bit different in 2017. With the rockershovel loading the output from the crusher into the tipper wagon and the loco then taking the wagon to the end of the track for the road-making



Collected from Toddington recently, 2ft gauge points bought from North Glos Railway for further use at Lea Bailey

Date for the Diary (and Calendar)

From April 28th to May 1st 2017 the Eimco 401 will be away in North Wales attending the Ffestiniog Railways 'Quirks & Curiorisities II' event. I look forward to receiving a report and photos of the event.

Possible loan of WR5L to Crossness



The Crossness Engine Trust, at their site south of the Thames, east of London, are building an 18" gauge railway on which they plan to run the ex-Bicton and Royal Arsenal 0-4-0T 'Woolwich'. To help with tracklaying they are on the lookout for a suitable 18" gauge loco. Hopefully they will take the Lea Bailey 0-4-0BE WR5L, which was bought from Murphys early last year. It is in overall good condition, but has had no attention this year due to time taken up with working on the WR8 and the Eimco 401. A test of the engine, using the batteries from the WR8, is planned for next weekend. Although listed as a WR5L, we don't know whether it was built as such or whether it is a conversion by Murphys of a WR5 to the low-height version. Also we know nothing of its working life with Murphys.

Progress at Lea Bailey on mine tip

For several months work has been in progress to remove rock and muck from the top of the mine tip at Lea Bailey to provide a level area suitable for placing a second 20ft container to use as a loco workshop.



Using the portable turnout recently purchased from Alan Keef, the spoil has been tipped alongside the trackbed at the Drybrook end of the site.



Some spoil has also been tipped beside the loop to help build the level up for an extra track to be laid down to where the container will be placed. It is planned to instal the ex-Toddington points in place of the curve at the far end of the loop.



Move of HE9053 frame & wheels



Ever since we started working at Lea Bailey in 2012, there has been the frame of a loco beside the oak tree and manrider frames on the mine tip. Various visitors have asked about the identity of the loco. In 2013, the wheels from a loco were dug out of the mud behind the tin shed. From IRS records the wheels and frame were identified as belonging to Hunslet 4wDHF HE9053/1981. This was of 2ft 6in gauge and caused considerable confusion as 9053 is the identity carried by the loco in the Euroclydon tunnel. With the assistance of Bob Darvill of the IRS it has been agreed that the frame and wheels at Lea Bailey are of HE9053/81 and the loco in the tunnel is thought to be HE8986/81 which is recorded as scrapped but was apparently rebuilt using everything except the frames and wheels from HE9053. Finally on 2nd October HE9053 left Lea Bailey, hopefully to be built back into a working loco by Richard Dixon.



A working compressor

With a working Eimco 12B rockershoovel and a working Eimco 401 loco, the railway needs a working compressor

Original intention had been to use the Lister JK6 powering the 2 cylinder Atlas Copco compressor in the tin shed. But cost of replacing missing parts on JK6 would apparently exceed £1000. And (see photo above) the compressor is in worse state than expected due to corrosion and result of January flood. So preferred option now is to get the Lister ST2 with generator working and to acquire a second hand towed compressor. So if anyone hears of a compressor going cheap

Finally

Merry Christmas and Happy New Year
Hope to see you at Lea Bailey next year

Disclaimer

The views expressed in this newsletter are those of its correspondents and are not necessarily agreed with or shared by the Lea Bailey Light Railway Society, its Officers or the Newsletter Editor. The accuracy of statements made in articles submitted for publication will not normally be checked for validity by the Newsletter Editor. The responsibility for the content of articles submitted by individual members or groups remains with the authors and cannot be accepted by the Society, its Officers or the Newsletter Editor.

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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.

Lea Bailey Light Railway Society
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