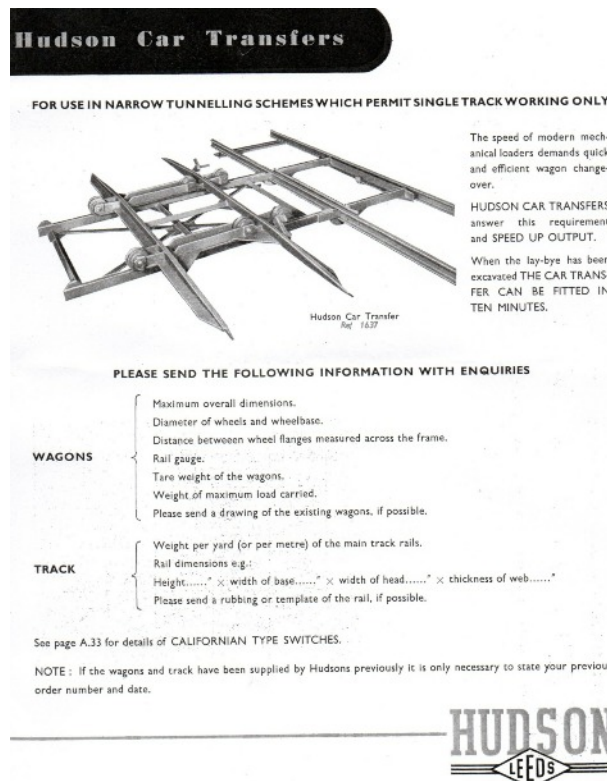


## Traverser bought for Lea Bailey



Recently bought from Alan Keef was a second-hand traverser. Seen here in Keefs yard awaiting delivery to Lea Bailey On top of the stack is the carriage, which runs on 2ft 6in gauge track (of which there is approx 20ft; also included is approx 40ft of 2ft gauge track).



Page from Hudson leaflet describing transverser similar to our recent acquisition.

### Editor (but see page 4)

Rob Needham

Pike House, George Lane, Littledean, Glos.

GL14 3JL

tel.: 01594 823487

email:- [rob.needham2@hotmail.co.uk](mailto:rob.needham2@hotmail.co.uk)

Would you please note that the deadline for inclusion with the November 2018 Newsletter is the 31st October 2018.

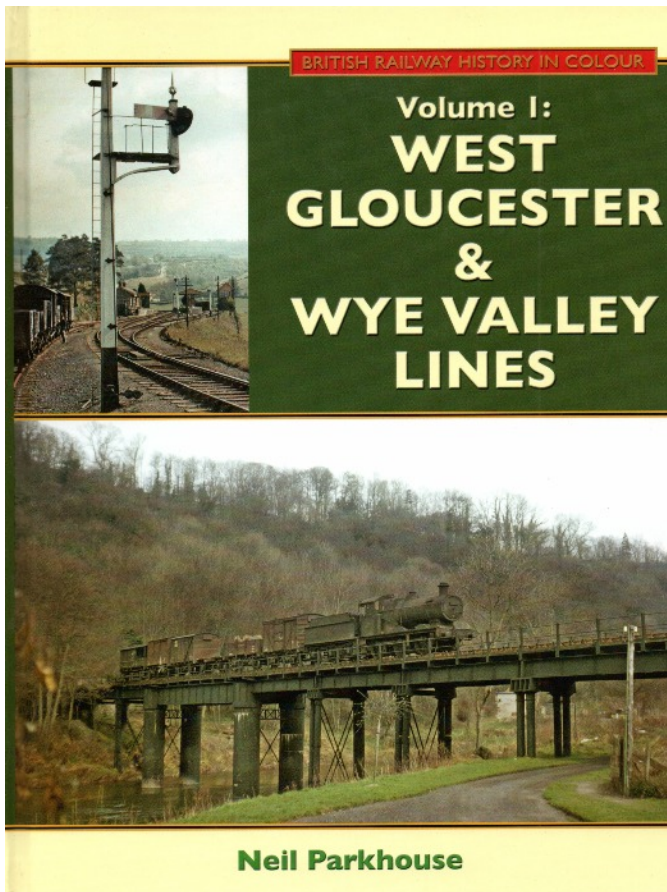
Submissions are welcome that would be of interest to members of the LBLRS. These can be forwarded to Ben Coulson as text/disc by post or you can email to [ben@oicu.uk](mailto:ben@oicu.uk). If you require anything returning please ask. Photographs, plans and drawings are acceptable as long as permission has been given by the copyright owner.



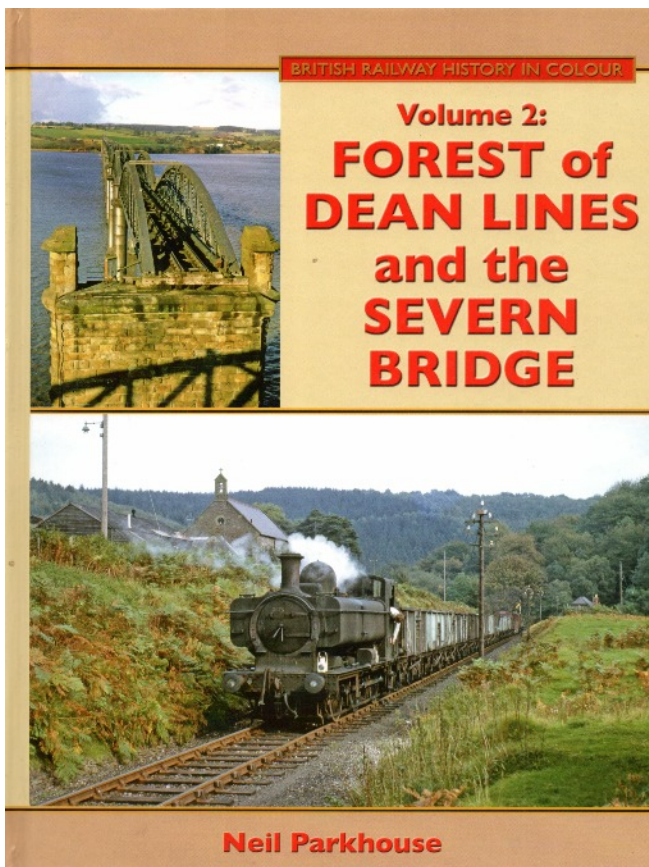
Traverser kit of parts at Lea Bailey awaiting laying out and installing on the mine tip.



## Two Recent Publications from Lightmoor Press



Two interesting new volumes from Lightmoor. Each is hardback, of 328 pages, price £30 plus postage,



available online from Lightmoor. These are the first two volumes of a planned series on British Railway History in Colour. They comprise colour photographs collected by Neil Parkhouse, each photograph accompanied by a comprehensive caption.

In Volume 1, which covers lines such as that from Gloucester to Ross, there are some 20 photos of Mitcheldean Road station, where the line past Lea Bailey would have joined the mainline had it been opened (see page 140 for a mention of the Mitcheldean Road & Forest of Dean Junction Railway).

Volume 2 is a superb collection of early colour photographs - most of the lines in the Forest closed before the era of the Beeching cuts.

If you are interested in the Forest and like to see photographs of railways in the age of steam, get these two volumes.

## September open days at Lea Bailey

Our September open days will be Saturday 22<sup>nd</sup> and Sunday 23<sup>rd</sup>. Note that the Saturday will also be the Steam-up at Alan Keef's works. This year the Perrygrove Railway gala will be the preceding weekend (although the Railway will be open as normal on the 22<sup>nd</sup> so it will still be possible to visit Lea Bailey, Alan Keef and Perrygrove on the 22<sup>nd</sup>).

Operating will be:-

Eimco 401 4wCA 'Whistling Pig'

Eimco 12B 2 ton rockershovel

Eimco 24 4 ton rockershovel

Simplex 4wD 21282

Also Richard will be operating his rock drill and there will be the opportunity to 'Drive for a Fiver'

'Murphy', our WR8, is unlikely to be running at either of the open days as new batteries are required, the current set now being rather tired.

No visiting locos have been arranged, although hopefully Richard can be persuaded to bring his restored Clayton 1 $\frac{3}{4}$ ton 4wBE along.





## Compressor troubles



After the May open days it became apparent that the compressor in the mine tub was not delivering the expected 100 psi. It seemed to be overheating and only delivering 40 psi. First stage fault-finding required removal of a side panel. But due to a misunderstanding all panels were removed.



Unfortunately during removal of the panels the radiator was damaged so that now it leaks quite badly.



On checking the air filter, its mangled condition indicated one possible cause of the compressor malfunction.

However, after replacing the filter, although the diesel engine ran well, the compressor was still only charging up to 40 psi. The gauge on the compressor showed 100 psi, but trying to charge the Eimco loco receiver, it was clearly not charging to more than approx 40 psi. So there is still a problem with the compressor.



However, even if it is not sorted out in time, we will still have a compressor for the open days in September as Richard is getting the (more powerful) towed compressor working.

## Track maintenance



Since the May open days the main work at Lea Bailey has been ballasting the new track to the container and preparing to lay a new siding down to where the Eimco 24 resides beyond the lorry ramp beside the container.

## Visitors from NAMHO annual conference



This year the annual conference of NAMHO (National Association of Mining History Organisations) was held in the Forest of Dean. Among the activities arranged around the conference were visits to various sites of interest in the Forest, one of which was to see the gold mine at Lea Bailey. Two groups, each of 6 members, visited the mine (and railway) where they were given a guided tour by Richard and Ben. Photo above shows one of the groups with guides.

Note the freshly painted steel tank with the railway's name applied.

## Editorial goodbye

This is my final issue of the Lea Bailey Light Railway newsletter. I've decided that, having reached the grand old age of 70 and with spreading arthritis, it's time to retire. I've enjoyed the last 6½ years at Lea Bailey but I don't really enjoy sitting watching others at work when I can't join in. I hope that the railway continues to develop. I'll be watching from the sidelines (maybe watching the trains while sitting with a cup of tea). I hope to get along to open days at Lea Bailey to see what's happening, so maybe I'll see you there.

All the best to all, thanks for past support, keep up the good work.

I'm still interested in anything Eimco, so please keep sending me anything you find out about Eimco or rockershovels.

I'm now going to retire to a comfortable chair with a cup of tea so that I can catch up with my reading back-log.

**Rob Needham**

**PS Any items for the next newsletter, please send to Ben Coulson at [ben@oicu.uk](mailto:ben@oicu.uk)**

### Disclaimer

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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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