

MANOR RAILWAY NEWS

NEWS FROM MANOR RAILWAY

CHRISTMAS 1998

Bramble Hill Loco – nearly there

Although at the time of writing, the trackwork for the new loco shed and turntable has yet to be completed, the new shed is itself already almost complete with just a few very minor works needed to complete the building and its environment.

It seems only yesterday, but was in fact the wettest Easter weekend on record, that work started under the direction of our own master craftsman Jerry Chivers. The new building has now been topped out in traditional style (with tea of course) and is complete with decorative brickwork to the sides and gable ends. In order to create a traditional style railway look, the roof of the new building is covered in real slates.

In tandem with the construction of the shed itself, a girder style bridge has been produced to carry the engines over the pit, which will make minor servicing much easier. This along with a new 12' 6" turntable, has been built by the Home Farm Works team at Christ's Hospital under the direction of Barry Metcalf.

Meanwhile elsewhere on the railway, building maintenance has seen the complete refurbishment of Ingfield Central, thanks to the sterling efforts of Alan Croucher who spent a whole 5 day weekend literally living on site, in time to complete the work in time for a visit by his fellow members of the Brighton & Hove Society of Miniature Locomotive Engineers. Thanks also to Hazel Whittaker for all her hard work on the gardens.

On the motive power front I am delighted to welcome Peter Taylor's new loco to the Ingfield fleet, the newest arrival being the LMS Mogul



built by Peter Howard who very sadly lost his fight against cancer on October 2, he will be sadly missed.

Although I know that all involved with the railway share my wish that we operate in a safe manor, I must ask that everyone continues to be vigilant in observing the 6 miles per hour maximum speed that applies to the entire railway. While I know that it is tempting to take a flying run through Bramble Hill in order to successfully get to the top of the bank, such practice must cease forthwith or we will incur the wrath of the Health & Safety Executive and all the rigmarole that will come with it.

Finally, I hope in the next issue (spring 1999) to bring you news of a really special event that is being planned for next autumn. In the meantime please note in your new diaries that FETE DAY 1999 is SUNDAY JUNE 13 when we shall again aim at giving all of the money taken on the day to the children of Ingfield. This year, 1998, we were able to give £348.30 which meant that

449 tickets were sold and "The Friends of Ingfield" were extremely grateful. Buy a brick for the new loco shed also raised £120.00 for which I am grateful to all who bought a brick.

May I send everyone my very best wishes for Christmas & the New Year and again express my thanks to all those who help to keep everything running smoothly.

Lynn Stratton
Owner & General Manager

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WELCOME TO MOGUL

On Thursday 13 August, a fourth working steam locomotive arrived at Haven Road. The new arrival is modelled on an LMS Mogul 2-6-0 and carries the number 13245, this use of a number only, makes it the only locomotive on the railway not to carry a name.

The prototype was the first of a batch of 40 mixed traffic engines which were built at Crewe in 1933 to the design of William Stanier, and since it was the first in its class there are many photographs of the original. Although Stanier Moguls had the same steam pressure their smaller diameter cylinders gave them a greater tractive effort than their perhaps better known sister, the Black Five, in actual fact they were given the same classification of 5 MT by both the LMS & BR. The locos were well travelled and were used over most of the LMS network, with in the main their use being on the Scottish, Midland, Western & Central divisions. On nationalisation they were allocated BR numbers in the series 42945 to 42983.

The model of 13245 was constructed by the late Peter Howard of the Downsells railway in Kent, Peter also built the Southern Railway King Arthur class number 771,



Sir Sagramore. Bassett Lowke built the wheels & cylinders and the boiler constructed by Bennett Boilers of Bristol in August 1987.

The remainder of the loco was constructed by Peter to his usual very high standard and between its completion in 1988 and its arrival at Ingfield 13245, had only been steamed some 20 times so is hardly run in.

Following a successful boiler test by Southern Federation inspector Ron Patey on 10 September, 13245 was awarded its first ever boiler certificate. Following the steam test it was thought a waste to have all that steam and nowhere to use it so without much ado Lynn arranged for a party of children from the school to get an unexpected break from their lessons and as usual the children thoroughly enjoyed their trip.

In order to fully test the legendary pulling power of the LMS Moguls, the fully loaded three coach train made a standing start from Bramble Hill and despite a combination of wet rail and a liberal quantity of leaves on the line, 13245 had no trouble in romping up the 1 in 29 bank, BR please note.

The loco is easy to fire and drive and has very effective steam brakes, and with its distinctive BR lined black livery brings yet another change of locomotive style and livery to the line. The new loco will, I hope, prove to be a very useful addition to the fleet, being equally effective in passenger and goods train work.

Peter Taylor



BRAMBLE HILL LOCO

- THE BEST IN MINIATURE IN THE UK

I am pleased to be able to report that the construction of the new Bramble Hill engine shed has progressed very well during the summer, despite the extremely wet start over the Easter holiday weekend.

The overall design of the building has been based on a typical Victorian building from around the time of the industrial revolution that came with the glorious age of the railways, the building incorporates extensive use of red engineering bricks to all corners, window reveals and lintel courses.

The sidewalls of the shed are complete with false windows (real versions would be too liable to vandalism & theft), they also have decorative arches and in addition the brickwork is stepped to provide both stability & strength and to add further distinctive features.

The roof, which like most of the building incorporates security measures, is clad in Spanish slate. While we would have preferred to use the homegrown variety, Welsh slate is unfortunately several times the cost of the imported material and looks no different in situ. As headroom in the shed is limited to 6' 2", Lynn has strict instructions to reject any future supporters who are any taller.



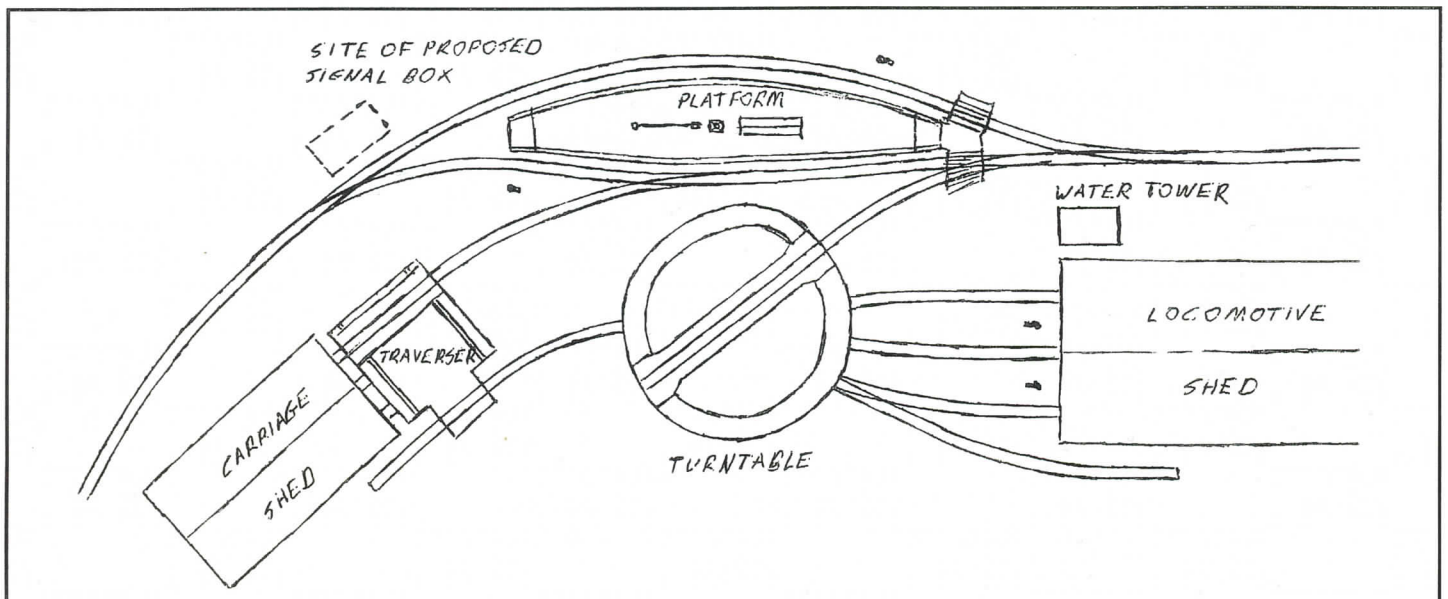
One of the problems we have encountered has been access to the lower sides and underneath of loco's for maintenance and servicing and to alleviate this the new shed has a substantial pit under most of the middle road, this has however been used as a swimming pool by the wildlife over the summer but is now dry thanks to an overall waterproof membrane beneath the floor slab and the side walls.

With full power already laid on, the shed has modern lighting & power



provision aided by the painting of the walls with exterior grade coating and even the floor, which has the rails laid tramway style, has been given the paint treatment to help keep everything spick & span.

Jerry Chivers



1998 – THE MANOR RAILWAY

– A PERSONAL VIEW

Although it is only just over two years ago that I first visited the Manor Railway (14 August '96), I immediately fell in love with its appeal, to say nothing of the special nature of those involved. So it seems almost normal that in the past 26 months that I have become so involved as to be unable to recall having ever known anything else but that wonderful place, which was created so superbly by Keith Stratton and his team.

Indeed it seems only yesterday that I visited Mathew Kerr's railway in far off Arbroath, where it was that I first set my eyes on what was then a very sorry looking Ayrshire Yeomany. Soon however a deal was done with the previous owner Mike Oliver and 5156 was on her way south to appear for the first time at Ingfield on 27 October '96.

Very soon the loco was on the move again, this time to a full refit and magnificent repaint at the British Engineerium at Hove under the watchful eye of chief engineer Peter Fagg before becoming the star of the 1997 Brighton Modelworld and returning in splendour to Ingfield.

To change the subject slightly it was about this time that I heard that my employers (Seeboard plc) were likely to be looking for a home for an old portacabin and to cut another long story short, it is this building that is now our cabin at Haven Road.

Meanwhile it was clear that as soon as 5156 appeared at Ingfield, the previous method of carrying the handicapped children of the school was perhaps sometimes a little difficult. After due consideration it therefore seemed appropriate that the railway needed three new coaches and these were duly sponsored by Seeboard plc as a gift to the children of the school, as was the new carriage shed at Bramble Hill which was built specifically by Chivers & Co. to house the new stock.

As is often the way of these things, it became obvious in the later part of last year that my retirement after some 40 years in the electricity business was looming, albeit a few months earlier than I had expected. Accordingly I made plans to make best use of my newly found spare time (and a little cash) to acquire a further locomotive.

So after a few exploratory contacts, I was able to provide Lynn with some advice, which subsequently turned into sponsorship, again for the benefit of the children of Ingfield Manor School. These contributions have enabled the railway to obtain the materials to construct the new loco shed, which now graces Bramble Hill and will very soon provide a new home to our resident steam loco's.



In this vein several opportunities arose but it was not until I heard that Peter Howard, in a brief break from his illness, which has sadly now taken him from us, was looking for a good home for his loco's. So after a visit to Peter's Downsells railway in Kent, Southern Railway King Arthur class number 771 Sir Sagamore was duly acquired and arrived at Ingfield on 22 February.

Although the story of what has become my (hopefully healthy) obsession with the Manor Railway is almost up to date. I would like to take a step back to the latter end of last year, when considering both my forthcoming retirement and the plan by myself and Peter Taylor to add to the loco fleet, it became obvious that storage space was at a premium.

So there it is, obsession or just plain fascination with a wonderful railway, either way I only care that the railway thrives and continues to provide enjoyment and raise funds for the children and if that makes me a sad railway anorak so be it.

Chris English

STOP PRESS

As the Manor Railway News went to press, we heard that one of our supporters has acquired a further loco to add to the fleet, more details in the next issue.