

Rudyard Flyer

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The Friends of the Rudyard Lake Steam Railway are the supporting group of friends that help run the railway.

Our aim is "To help develop and run a safe and prosperous railway and have fun doing it"

Editorial (by Dom Greenop)

Well we are now at the end of 2011, and close to the end of another successful year for the Rudyard Lake Steam Railway. The final public passenger trains for 2011 have now run their service, as well as the hugely successful Santa trains on December 10/11th, which had 100% attendance throughout the weekend. Unlike recent years we were not blessed with snow, however everyone had fun with lots of smiling faces on children and parents alike.

2011 was once again our busiest year, and regardless of a huge marketing drive and the many passengers coming to the railway, some of the credit must go to you, the volunteers, as without manpower to run the trains they simply would not run!

The seasonal lack of public passenger services does not mean that activity at Rudyard is being similarly scaled back; the wintertime is often when most of the maintenance work takes place to keep everything in peak condition.

Changes have had to be made to the locomotive line up this winter, although hope-

fully next Spring we will be back to full availability with another freshly-painted locomotive in the sheds. In this issue we also have the first of a couple of articles by Peter Green and his escapades with keeping the *Ferret* fit and healthy.

Great progress has also been made on the Permanent Way works with progress now beyond Lakeside Loop, much of which has simply been correcting snags associated with the heavy public running that we do. Further updates may be found in the P-Way report.

There is much to look forward to in 2012, with the construction of a toilet block, more carriage storage, as well as two steam galas (more details to follow). As usual train services will start on January 1st and every Sunday until March, so do pop in. Saturdays, aside from Driver courses, may be used for further P-Way work – again more details to follow.

Finally may I take this opportunity to wish you all a very happy Festive period and a prosperous 2012!!



"Excalibur" rests in the late autumn sun at Hunthouse Wood, 06-11-2011. Editor

News from the MPD

Locomotives for this winter are *King Arthur* and *Excalibur*, with all other engines winterized and drained for storage or undergoing work. *Pendragon* is undergoing fettling work which continues, with the dome painted and attention being paid to fitting the speedometer. This will be mounted on the rear pony truck so that it is not affected by heat



"Pendragon", "Waverley" and "Victoria" outside Rudyard shed, 05-11-2011. Editor

from the firebox or the effects of slipping altering mileage or speed records!! *Merlin* is currently out of traffic pending attention to a leaking stay in the firebox, which was discovered at the fireworks specials. The decision was taken to stop the engine to prevent any further problems. The remedial work is going to involve lifting the boiler off the chassis so will be undertaken in January, with Richard Goldstraw our boilermith conducting the work. The locomotive has in the meantime been drained and winterised as is the norm. Opportunity will also be taken while the engines is in bits to repaint it into a uniform shade of colour rather than the three different shades of blue she currently wears!

Heaters have been installed in *King Arthur* and *Excalibur* which will keep the boilers from freezing. Please be careful in the shed and replace the heaters if removed.

Ferret Fettling (Part 1) — Peter Green

As the ed mentioned previously I have been partial to driving and fixing Minis for more years than is healthy. It was no real surprise then to get a text one afternoon from Mr Dean to the effect that *Ferret* has blown its head gasket and would I happen to have a spare? Of course....

With fresh oil, filter, coolant and of course the new gasket to hand the weekend dawned bright and sunny and a morning was spent draining the old oil, changing the filter and scraping clean the surfaces of the head and block before slotting over the new gasket and bolting the head down. Sadly, I have done this often enough to remember the tightening sequence of the headbolts and the setting of the torque wrench without referring to the Haynes manual that always resides in the boot of the car.

The only fun and games came from putting the plug leads back on as, having not been there when they were taken off I didn't quite have the inside line on the system used to identify the correct order. A few attempts, and a dry set of plugs later and the old engine coughed into life, cleared its throat of unburned fuel and settled into the familiar A series idle. Letting things warm up gently all seemed well, and a trip to Lakeside proved all was reasonable well, though the exhaust was blowing from the manifold joint.

Looking at the old gasket, this clearly shows signs of over heating. Please take care to ensure the cooling fan is switched on when standing or running in reverse gear. The switch is the silver rocker switch on the far right of the dashboard. This is easily overlooked, and got me thinking.

My mini should be getting a new engine shortly, and will be getting a new higher spec radiator as a part of this. The old radiator should be fine with this little 850cc unit. It should be fairly straightforward to fit new hoses, crankshaft powered fan and cowling so that *Ferret* has a "proper" (ie Longbridge!) side mounted cooling system. It would just need custom mounts for the radiator and a new side panel to clear the new arrangement. A project for the winter while my own mini awaits its new engine. What do you reckon, Mike?

One mystery that was solved; the timing case was stamped "MOWOG". I have the same stamped on hubs and subframes but

after extensive research the consensus is that it comes from MORRIS WOLSELEY MG, these three marques making up the Morris Group, bought out by Austin to form BMC. It seems



"Ferret/Mordred" during happier times at the 2010 gala, 25-09-2010. Editor

"The only fun and games came from putting the plug leads back on..."

Fetling Ferret (Part 1) – continued

Morris had the greater capacity to make castings and pressings so made parts for the A series engine and the mini, but continued with the old habit of marking everything MO-WOG even though the A series engine was an Austin design. Must get out more.....

Editors note: Since this article was written *Ferret* has been again taken out of service due to a suspected faulty alternator not charging the battery and creating starting issues. This will also be rectified shortly in addition to other work mentioned by Peter.



Permanent Way works taking place in the cutting; the levels are being checked prior to kango packing ballast under the sleepers, 17-11-2011. Ed

P-Way Works!

Great progress has been made on the Permanent Way works by the Tuesday gang as well as other individuals helping Mark on various days. It must be mentioned that looking back on previous years' inspections by George Hinchcliffe and David Nicholson that vast improvements have been made over recent years, and David didn't find anything of serious note during his inspection this year.

Indeed, much of the trackwork required is mainly focused on packing, levelling and other regular maintenance tasks which are normal for a commercial railway such as ours. There will of course be a handful of sleepers to replace as is natural, and the on-going replacement of spikes with screws, but nothing of concern. Progress is now beyond Lakeside Loop, with the increase in ride quality between Rudyard and Lakeside being very noticeable during the Santa Specials.

Currently receiving attention is Austin's Length and along towards Hunthouse Wood, where the track will be lifted by a few inches to lift the sleepers clear of the mud and stone dating from BR days and before. This has so far involved a large amount of ballast and seen plenty of work for the Kango packing hammers, but has created a very smooth section of track, moving the 'ski-jump' closer to Hunthouse Wood and also less noticeable. Austin's Length has seen the shoulders scraped back to the track and sleepers packed as appropriate. A strip between the track and the path has been scratched to allow grass to grow and may be seeded/turfed in the near future. Progress towards Hunthouse Wood will be made throughout the coming months up until March until complete, with fetling being undertaken after Easter once the track has settled.

Other News

Traffic for 2011 once again broke all previous records to make it the busiest year in the history of the RLSR. This gives us more momentum to build on our success so that 2012 can be even better! Little other work has been undertaken, however, site clearance has been happening for a new container which will allow more carriage storage. This will be located behind the artic road, and will also see the eventual remodeling of the mess room and middle roads to provide two full-length roads. The mess room will take the space between the two rear containers. Work on preparations for the new toilet block will also be underway shortly. Drainage clearance up the line has been undertaken, which will prevent the path and railway becoming flooded during the winter.

Peter Moore informs me that Driver Experience Courses have seen an increase in purchase as Christmas presents, which is a positive trend.

"... ample supplies of tea and humour are always available..."



An illuminated Rudyard station at dusk, with "King Arthur" waiting to take the first of the fireworks shuttles, 05-11-2011. Ian Burgess

**FRIENDS OF THE
RUDYARD LAKE
STEAM RAILWAY**

Rudyard Station,
Rudyard Road,
Rudyard, Nr. Leek
Staffordshire,
ST13 8PF

Phone: 01538 306 704
E-mail: info@rlsr.org

The Friends of
the Rudyard
Lake Steam
Railway are the
supporting
group of
friends that
help run the
railway.

Our aim is "To
help develop
and run a safe
and prosperous
railway and
have fun doing
it"

Work Parties and Availability

Maintenance work is now generally done on *Tuesdays, Wednesdays and Thursdays* in school term times. There's always a wide range of jobs needing to be done. If you can foretell when you can come to join these days, please let Mark Dean know when you are coming so he can plan the work. Call him on 07591 006 391. He asks if volunteers would give him plenty of notice.

During the winter works some Saturday working parties may take place, organized and led by either Dom or Mark. These are as yet unconfirmed and may depend on the weather and Footplate Experience Courses taking place. More details will be announced as they are known. Please contact Mark in the first instance for the latest information. Anyone undertaking work alone should note in the diary time of arrival, departure and nature of work undertaken.

Contributions Welcome!

Contributions to the RF are always welcome, be it photos, accounts of visits (even to other railways), work done (projects), or just thoughts about goings on at the railway, and should be submitted to the Editor before the end of the month. Photos should be of at least 3MP (megapixel) quality to provide an adequate printable image. Text should either be in the body of an email or in a Word document.

Diary

There are now no public trains until New Years Day (Jan 1st and 2nd), before Sunday services resume until March (11am – 3pm). Other dates are as below.

December

30 Fri Full Day Driver Course

January

1 Sun New Year Passenger Service (1100–1500), two train service
2 Mon New Year Passenger Service (1100–1500)
3 Tue Full Day Driver Course
14 Sat Half-day Driver Course – 0900 start plm

Thanks to...

... everyone who contributed to the content of this edition!

Contact Details

Important contact details are listed below:

Rudyard Station – 01538 306 704 Office – 01995 672 280
Mark Dean – 07591 006 391
Dom Greenop (RF editor) – 07849 444 925
E-mail: glastonrail@yahoo.co.uk
Peter Moore (publicity) – 07824 340 777
E-mail: driver@rlsr.org

Data Protection and Disclaimer

Rudyard Flyer is sent by email around the beginning of the month to members of the RLSR mailing list.

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