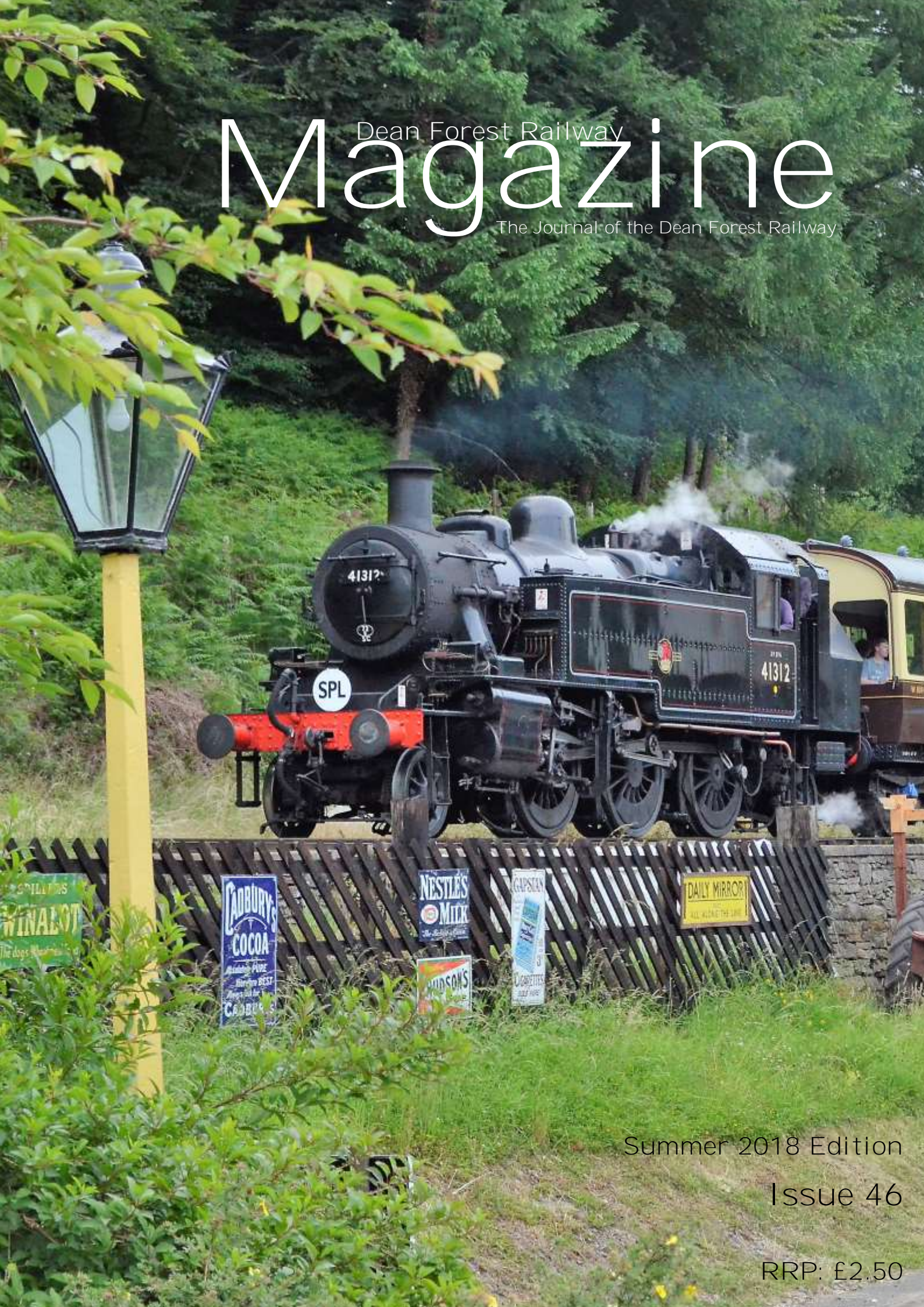


# Dean Forest Railway Magazine

The Journal of the Dean Forest Railway



Summer 2018 Edition

Issue 46

RRP: £2.50



# Dean Forest Railway Magazine

The Journal of the Dean Forest Railway

About this magazine

The journal of the Dean Forest Railway is a quarterly publication.

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We prefer articles in electronic format (preferably Word), to be emailed to the editor at:

[magazine@deanforestrailway.co.uk](mailto:magazine@deanforestrailway.co.uk)

Or by post to:

The Editor  
DFR Magazine  
Dean Forest Railway  
Norchard  
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GL15 4ET

This issue has been edited and produced by the Executive Committee of the Society.

## Copy Deadline

Please send your reports, letters, comments, images and other content for the Autumn Issue by

20th August 2018



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*Front Cover: On Friday 15th June, our Gala visitor, 41312 drifts into Norchard with an Evening Special. (A. Copley)*

*Rear Cover: With bluebells in full flower, Adrian Copley captured 5541 in springtime at Fishfarm Curve.*

## Advertise in the DFR Magazine

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# From the Society Chairman

*Dear Society Members,*

Firstly, apologies for the length of this piece, but there are some important points I must cover.

I am writing this letter a week after the Royal Forest of Steam gala was held at the railway. Did you attend? It was an excellent event, with many positive comments from visitors. I got a strong feeling that our volunteers were enjoying themselves too, and there was a real buzz around the railway, even during the rain. My sincere congratulations and thanks to everyone who contributed to this event, either over the three days or in the many months of effort in planning, timetabling, organising and promoting the event. Events like this are great publicity for the railway – if you took photographs at the event, why not send them in to your favourite railway magazine, *Heritage Railway*, *Steam Railway* and the like. They may print them and this then generates more publicity and promotion for the railway. **We've had some good successes in recent months with publicity for our Coaching Stock Appeal and for our events, all because we tried!**

Many of you will have already received letters, emails or social media messages regarding our Coaching Stock Appeal, to raise funds to purchase two Mark 2a carriages for use at the DFR. The railway has increased visitor numbers over the last few years substantially, but this season we currently only have four Mark 1 coaches available for use. We now have two new Chief Mechanical Engineers at the DFR, who are taking our coaches very seriously indeed, particularly given the substantial fines levied on another heritage railway recently! Nothing short of a magic wand will produce more Mark 1 coaches available for traffic in sufficient numbers this running season, and the Mark 2 appeal represents our best chance to increase seating capacity this year. Your Society is in a position, with the Appeal Fund currently at the halfway mark, to purchase the first coach, which we hope to do shortly once a few details have been resolved. Our sincere thanks to all who have given generously so far – it is much appreciated. Please continue to give our appeal your support so that we can achieve our target and enable the DFR to continue to prosper. Further details are on page 6.

With this magazine, you will also have received the **Notice for the Society's Annual General Meeting**. Please make every effort to attend, or to use your proxy votes. This meeting is particularly important, as we will table a resolution to enable the Society to apply

to become a Charitable Incorporated Organisation (CIO). **Following a detailed study by our "Constitution Group" (see last issue), the Society Committee is of the opinion that the time is right for the Society to gain charitable status.** Becoming a CIO will allow us to apply for grant funding, and to raise Gift Aid on donations, together with allowing us to approach businesses and other organisations for support as a Charity (to which businesses are generally more pre-disposed). Additionally, by adopting a constitution based on the Charity Commission's model constitution, we will resolve many of the inconsistencies and ambiguities associated with our own current constitution. On the face of it, members will see very few differences in the day-to-day operation of the Society, but becoming a CIO will give us a Society with the right structure for the 21st century. **As the Society's 50th Anniversary approaches in 2020, we have to consider how we make the Society fit for the next fifty years of supporting our railway.** I urge you to support the motion to become a CIO.

I would also like to thank Dan Winter and his team of ticket sellers for their excellent work so far in selling raffle tickets on our trains. Together with tickets bought by members, they have raised almost £6000 towards the Coach Cover Campaign to build a carriage shed. If you have not already done so, please sell or purchase the tickets which were enclosed in the last issue.

Finally, I would like to end with a call for positivity throughout the railway. It is amazing what can be done with a positive attitude. I was talking (online, but such is the way of the world today) to one of our newer volunteers recently, and they commented on the degree of negativity they see at the DFR. Now there are many reasons, many of them understandable, why **negativity occurs, but let's try and think positively.** At the close of the Steam Gala, stood on Lydney Junction Signal Box steps at sunset, whilst shunting was going on **in preparation for the St. Mary's Bridge removal, it was hard not to be positive about our railway.** Think what *you* can do to improve and support our line.

As ever, I welcome any comments, queries or suggestions face to face, via email (clarkea7@cf.ac.uk) or in writing via Norchard.

With best wishes



# Royal Forest of Steam



*Tim McLennan, leading member of the Gala Organising Team, reports on the recent 'Royal Forest of Steam' Gala held at the railway. We hope that this is the first of a series of annual steam galas, putting the DFR firmly on the steam enthusiast's map!*

Well what a weekend that was; three busy days of steam (well, until the 08 unexpectedly turned up at **Lydney Junction on Sunday...**) and a lot of happy faces.

The inaugural Royal Forest of Steam event over the weekend of the 15th-17th June was generally successful.

**It's a tough ask to even get a Gala to cover its costs,** but we did that and even made a small profit on top. All this despite the rain and drizzle that washed out **Saturday, and the clash with Fathers' Day on Sunday!** Ivatt 2MT No. 41312 performed immaculately, while Prairie No. 5541 was also a different animal after some recent repair work. Many of the loco crews would be **happy to see the Ivatt machine return, I'm sure.**

There were some small niggles to be smoothed out, particularly with regards to the running of the Driver Experiences, but after a bit of running around on Friday morning everything seemed to work well. Most of the

Driver Experience slots were sold out over the three days, with many visitors commenting that they would do it again. The suggestion to run via the headshunt added an extra bit of interest to the experience, I think, and turned out to be operationally feasible on the day. It gave the Norchard signalman something to do as well!

On the Friday evening, we operated the Forest Explorer tour with No. 41312 and the Saloon. This tour visited the Network Rail headshunt via the Junction West Loop line, and ran all the way to the headshunt at Parkend, allowing passengers to travel the entire length of the DFR and to see where we may well be heading in the future. Again, there were many happy faces as we disembarked at our destination, with many commenting that they would be interested in doing something similar in the future. There was a great atmosphere on board as crew and passengers conversed freely, enjoying a cold buffet on board during the journey.

The timetable used was another success story. During **the planning stage, I hadn't realised how much slack** there was, but this turned out to be a real positive. The relaxed turnaround times and extended stops at



Norchard High Level allowed trains to regain lost time easily, while making sure visitors had plenty of time to grab some pictures before jumping on their train. With three locomotives meeting at the Junction, there was plenty to see – it certainly felt like a proper Junction this weekend.

I must give a heartfelt thanks to everyone that staffed turns over the three days. There were many roles required, including some long shifts and double disposals, but it all came together to ensure a successful event.

**There's no time to waste, however! We are already** looking at next year, where we will be welcoming No. 9681 back into service, and the search for an attractive visiting locomotive or two will start very shortly.



## Royal Forest of Steam

*Images, clockwise from opposite page:*

*41312, visiting from the Mid Hants Railway for the Gala, approaches Whitecroft with a passenger working, beneath ominous skies. (K. Felstead)*

*Swiftsure in the West Loop at Lydney Junction. (R. McLennan)*

*5541 ready to depart from Norchard High Level on a demonstration goods train. (R. McLennan)*

*A busy, albeit slightly damp, scene at Lydney Junction. (A. Copley)*







*Above: On a beautiful June evening, 41312 stands at the limit of DFR metals on the Forest Explorer evening tour. (T. McLennan)*

*Below: Rennes spent much of its time on the popular Driver Experiences. (K. Felstead)*





# View from the Box

*Adrian Copley, DFR Operating Manager, recounts recent goings-on at the railway in this May 2018 article. **It's been an eventful time, from blue locomotives to bluebells!***

It finally happened! Yes, Spring arrived alongside our trains! The whole of March had weather that was cold, dull and quite normal until just into April when the sun made an appearance. Everything warmed up and the lineside tried to re-grow all that the Lineside Clearance Team had removed! A game that is played every year and I am sure someone will write about that and maybe some photographic evidence! The primroses adorned the banks at the beginning of May followed a week later by the Bluebells. These were at their best early in May **(the weekend I didn't attend the railway) so my 'bluebell' photos were in the 'dying' days (due no doubt to the hot rainless weather!)**.

Easter was at the beginning of April and our first event was on the 14th of that month with Peppa Pig. So the **old jokes came out, like 'trains to Porkend' and 'what's on the bar-b-que? Anyone for a bacon roll? It was good to see all the happy little faces.....(after the entertainment, not the jokes).** The end of the month saw the first **'Branchline Experience' day, when it was noticed that the timetable was wrong and not enough trains were available for a full list of candidates. Oh no! here we go again!!** So our timetable elves beavered away and produced a new one for me to distribute! The following weekend saw a new event for the children called **'PJ Masks', where the main event was at Parkend and Norchard used as the park and ride station. This event wasn't quite as busy as expected and I was told that the same event was held over the other side of Gloucestershire at the same time! Perhaps that's why, although we were the only ones involving train rides.**

A late planned lifting job for the crane happened on the **Saturday of the PJ Masks event. The 'old' building used to store cones for the car park turned out to be a S&W Ground Frame hut from Sharpness! This now resides in the museum garden at Norchard thanks to the crane team. What a good job the lads have done on the crane and its match truck, in fact it was decided on the day to use the rostered motive power (which they had also restored) 5541! I managed a picture on my mobile phone.....**



A works train was asked for on a Tuesday at the end of April and there was a good turn out of people representing the Permanent Way and Lineside Clearance teams. **"That was a good day, can we do it again next week"** asked a happy Chris Bull. Well of course I said yes. This has now lead to a weekly event **until November! It's great to see things happening around the railway specially to clear the lineside of years of accumulated 'junk' (by the way not all of it is junk, perhaps it is recycling).** The next **'planned' exercise is the removal of St. Marys bridge for restoration and we are at the planning stage and almost the execution!**

The first of two, three day Thomas events looms ahead (aaaaaah that musak) followed by the steam gala, my camera and its trigger finger are ready! Did someone mention a photographic competition?

Do come and have a ride, the railway is looking good, why not try one of the DMU Scenic Suppers during the summer?

*Top: 5541 nears Tufts Junction amidst the bluebells.*

*Bottom: The bluebells were equally eye-catching near Middle Forge. (Both photos A. Copley)*

# Coaching Stock Appeal

*Adam Dickinson and Alastair Clarke give details of this vital appeal being run by the Society*



One of the Mark 2a coaches

As I am sure many of our members are aware, the coaching stock of the DFR is currently undergoing a full review, and many of the coaches are due for **renovation. They remain safe to operate, but don't** portray the railway in the way we would like. However, the railway does not currently have enough available stock to release any for overhaul and to operate a full service at the same time.

Following a nationwide search, we have identified and investigated two ex-charter Mark 2 coaches that will help to provide sufficient capacity for the short-term operation of the line. Members of the Society have already visited to examine the coaches and confirm that they are of high quality, having seen recent mainline charter service. As well as enabling the DFR to accurately plan the fleet renovation and prepare for the **railway's expansion with the planned second platform** and a passing loop at Whitecroft, additional coaches will be needed for the operation of any potential northern extension towards Speech House Road and on to Cinderford.

In terms of the project itself, the two carriages will need professional modification in order to add vacuum brakes in order to run with our locomotives, which will also be validated and certified by an independent body. Detailed engineering plans have already been made for this conversion. Simultaneously, the steam heating will be re-activated for use towards the end of the season. In all other respects, they are compatible with our Mk1 coaches. A number of other railways successfully use and maintain Mark 2 carriages, and we have been in

touch with many of these organisations. Key to the success of these coaches is ongoing maintenance, and the Society is putting in place arrangements to ensure ongoing funding is available.

There is also a case to be made that addressing the quality of the rolling stock is the first part of a major push to develop the DFR into a truly national attraction. By providing the first pieces of the jigsaw, a larger plan can be formed which will enable our volunteers to pool their resources and work together more effectively. The acquisition and operation of additional coaches is a key part of our plans for the future. Associated projects include the fundraising currently underway for a carriage shed, as well as the developments to be added to the Blueline building, which is already proving its worth for a large number of volunteers across the railway.

The total cost of the purchase, brake conversion and transportation to get both Mark 2 coaches in service at the DFR is £60,000. We launched the appeal on 30th April, and at the time of writing (27th June) the fund stands at almost half-way. This is down to some very generous donations, together with a big publicity drive including the major railway magazines, local press and BBC Radio Gloucester, who interviewed the Society Chairman on two separate programmes, with one interview being broadcast live from Norchard.

Subject to finalising some of the engineering details, the DFRS Committee hope to be purchasing the first coach shortly, together with contracts for its brake **conversion. Let's have a big push for the second one,** and give the DFR enough seating capacity to continue to push passenger numbers up and up! Donations can be made online (link at the bottom of this article) or by cheque payable to Dean Forest Railway Society, sent to the DFRS Coach Appeal at the usual railway address.



**CURRENT TOTAL £29825.25**  
[deanforestrailway.co.uk/coachappeal](http://deanforestrailway.co.uk/coachappeal)

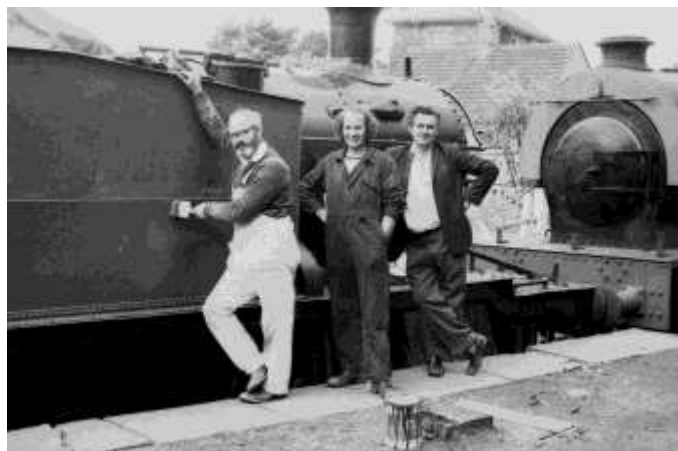


# Back to the start.....

*In the run up to the 50th Anniversary in 2020 of the Society's formation (as the Dean Forest Railway Preservation Society), we introduce a new series taking a look through Malcolm Mitchell's photographic archives covering the early years of the DFR.*



*Above and below: 5541 on its journey from Barry to Parkend.  
Right, from top: Two views of Parkend with the DFRPS occupying the siding next to the goods shed; Dennis Snook, Mike Pearce and John Harris at the first painting stage; 'Cuz' John Harris in characteristic pose, with Austerity wheels in evidence.*





# Chairman's Platform

*We are pleased to see this regular column return, with Forest of Dean Railway Ltd Chairman, Godfrey Moger, at the helm. This will allow members to be more aware of the work of the board. We would **certainly echo Godfrey's rallying call at the end of his column!***

Following the very kind introduction from Alastair in the last edition, let me start by expanding on that.

I was born in Lydney (a little while ago now!), brought up in Newnham and Cinderford, and have lived in the Forest of Dean for the vast majority of my life. I currently live in Blakeney with my wife and our two lovely girls who are aged 8 and 11. My passions include cycling, fishing, a bit of Glos. Rugby and, rather **unusually perhaps, they don't include Heritage Railways, or Steam quite so much!**

**However, I am passionate about this railway's place in the Forest of Dean, and the role and positive influence it has, and can further have, on all those involved in it and also both the wider Forest community and local economy.**

I hope to be able to help the railway through my experience in Business. I have over 25 years of Senior management experience gathered from predominantly the Retail and Media sectors – spanning the commercial/operational and marketing functions in those organisations. I am currently the Managing **Director for Bauer Media's "Free Radio"** – based out of Birmingham and Worcester and covering the whole of the West Midlands. I also hold the Chairmanship for the Sales, Marketing and Procurement Route Panel of the newly formed Institute for Apprenticeships in London. As you can imagine these roles, the logistics / geography involved and the demands of family life mean **I am unfortunately not as available to be 'visible' around the railway as I'd ideally like to be and why many of you won't have met me yet!**

Since starting the role in late January after a period of co-opting into several meetings last year it is clear to the board there is quite a bit of work to do to ensure we have both a structural and financially stable platform **to be able to progress the DFR's ambitions for investment, growth and expansion.** With limited time

and minimal resources the priority areas therefore have been fairly simplistic:

- Manage and control costs better – make sure we have a robust financial system that creates accurate data and enables cost control
- Increase revenue – Through passenger numbers, café and shop revenue
- Recruit to support and deliver the above

As a result in the first six months we have made two critical appointments; Cecile Hunt as Finance Director and Duncan Rowe as General Manager – both are superb acquisitions to our railway and have had immediate positive impacts in the areas above. In summary we are making good progress on those first two areas.

Now, it has to be said, we do have some growing pains, both in ensuring we have visibility and all expenditure needs to be managed at a far more microscopic level than is comfortable for many of us – some of you may have witnessed this at first hand. This is an unfortunate **necessity of ensuring we are a 'lean' operation and we understand all costs and limit all unnecessary costs, so we shouldn't apologise for it but I do understand it may seem overly 'petty' at times. I am confident as we progress and develop this 'pain' will ease.**

Our financial position is of course something widely discussed, but little understood so I hope the above gives you a flavour. We will of course share more at the AGM later in the year, and the FODR board will be having a drive to be more visible/accessible to you all in the coming months.

In my short tenure so far one thing I am certain on is that all the groups that span the railway will need to work together and that siloed thinking and negativity will have to have no place at this wonderful Railway of ours if we are to make it truly achieve the potential it deserves.

On that rallying call I will now vacate the platform until the next edition!

Have a fantastic rest of Summer!



# Publicity & Membership

## DFRS Stand

The DFRS stand has been out and about, visiting places and spreading the DFR word. It has been to the Forest Activities Festival at Speech House and to a gala at the Gwili Railway. There are more outings planned for it as the year goes on including:

- Saturday 18th August 2018, Sunday 19th August 2018 – Ross on Wye Model Show
- Bank Holiday Monday 27th August – Parkend Carnival
- Friday 14th, Saturday 15th & Sunday 16th September – DFR Diesel Gala
- Saturday 29th & Sunday 30th September – Lydney Model Railway Exhibition
- Saturday 20th & Sunday 21st October – Cardiff Model Railway Exhibition



*The DFRS Stand at the Forest Activities Festival (above) Why not offer to help staff the stand? Volunteers always get time to look around the events we are attending as well as staffing the stand.*

We would be very grateful if anyone would like to help staff the stand – it is usually a fun day talking to people about the railway and the benefits of membership and volunteering. Please get in touch with me, Rob Alpin, on [volunteering@deanforestrailway.co.uk](mailto:volunteering@deanforestrailway.co.uk), or speak to James Graham in the shop at Norchard.

## New Volunteers Day

Can I welcome all the new faces to the railway and hope you are enjoying your time here

On Saturday 19th May we held a New Volunteers day at Norchard, which was attended by some 20 people. The day started with a small talk by the Society Chairman about the volunteer roles available at the DFR, followed by a tour of the railway including the Restoration Shed, the signal box at Parkend and a ride on the train, with a buffet in the café afterwards. Most of the people on the open day have now started at the railway across a number of departments. Please say hello to them if you see them.

If you are willing to help with new volunteers please let me know or if you know someone who wants to volunteer, ask them to email me at

[volunteering@deanforestrailway.co.uk](mailto:volunteering@deanforestrailway.co.uk)

Rob Alpin

*Above right: Volunteer Liaison Officer Rob Alpin talks to new volunteers at Parkend Signal Box. (R. Harris)*

*Right: Rob, and Driver Keirran Copley, give new volunteers an insight into working on the footplate. (R. Harris)*





# 1940's Weekend

We were pleased to receive these photographs from Bill Hall of the **recent 1940's Weekend, held on 2nd and 3rd June.**

We were joined by period re-enactors, vintage military vehicles and visitors dressed in period attire.

Why not visit this event next year?

Also please keep submitting your photos for the magazine. We welcome all submissions.

All photos: W. Hall



# Commercial Update

As we find ourselves at the halfway point of the year, we have had a quieter start to the year than last year. A couple of our bigger events unfortunately had a smaller turnout than anticipated, those being our PJ Masks and our Day Out With Thomas events, although we have seen some busier steam days, in addition to a well-attended steam gala, leading to a higher turnout during June, which we hope to continue through the rest of the year.

As we look to future events, to help increase the quality of the events as well as reducing the strain on the commercial department (particularly on myself), we are reaching out for Event Managers, who will work with me to organise these big events. If this is of interest to you, either for helping organise an event we already offer or if you have a new event in mind that you think would benefit the railway, please get in touch with me either by email at [jamesgraham@deanforestrailway.co.uk](mailto:jamesgraham@deanforestrailway.co.uk) or give me a call on 01594 845840.

**We're also looking for some extra help at our Branchline Driving Experience days.** Jeff Bishop has been the co-ordinator on almost all of the driving courses for the past few years, and is looking to welcome some new blood to shadow him and learn the ropes so that he can share the future days.

James Graham



A BLE participant on 5541 (C. Walker)

## Society News

### Accommodation Coach Replacement

Readers will no doubt remember that, in the last issue, we explained that we were planning to replace the existing Society Coach with a high-quality temporary building based around converted shipping containers. These plans were relatively well advanced, when an alternative solution presented itself. As part of the process of looking for suitable rolling stock to purchase for the DFR (see page 6), we became aware of a Mark 1 BCK coach, which had been converted to a Support Crew vehicle for use on mainline charter trains. Each compartment had been turned into a bedroom, and the vehicle was fitted with a shower room and toilet. We are hoping to purchase this coach, give it a thorough make-over at a contractor's facility, and use it to replace the existing coach. The major advantages are that this will not require planning permission, and will, once the permanent accommodation block is built as part of the Running Shed development, release a further Mark 1 coach for use at the DFR. Your committee will progress this project over the coming months, with a view to having the coach in place before the winter. We will also continue to work with the Development Delivery Team to ensure that the permanent accommodation being designed meets the needs of Working Members.

### DFR Museum Trust

In the previous issue, we invited volunteers to step forwards to become Society-nominated Trustees on the new Museum Trust CIO. We received no applicants, but are pleased to announce that Andrew Woodrow and Adam Williams have agreed to become our Nominated Trustees. Our thanks to them for their willingness to fulfil this important role.

### Recent Funding

As part of our role in supporting the development of the railway, the Society has recently funded (or agreed to fund) Chainsaw Training for the Lineside Clearance Team (£600), Roller Shutter Doors for the Blueline Building (£11,450), and holds funds totalling £490 for projects to be agreed with the Wagoneers and Lineside teams, thanks to donations received. We continue to talk to the company and Working Members about funding priorities.



# DFLG & Engineering

Assistant CME and DFLG Vice-Chair, Adam Dickinson, updates us on a range of mechanical engineering projects at the railway

## DFLG Projects

### Small Prairie No. 5541

5541 has performed well over the last few months; however a couple of emergent issues have had to be **resolved in advance of the 'Royal Forest Of Steam' gala.** Once these issues were dealt with, 5541 excelled during the gala, and will be working the DFR service trains over the summer alongside *Rennes*.

### Pannier No. 9681

The cylinder block has now been split, and moved off site for specialist machining and repairs. Work has continued on the frames, with the first of the new **running plates being fitted to the driver's side of the loco.** The wheelsets have now been completed, and are stored awaiting their return to the frames. The valve gear linkage has been dismantled following the trial assembly, and the component parts are currently being painted.

### Collett BCK No. 7362

Further missing components have been acquired for the coach, in advance of its restoration starting in 2019.



Pannier 9681's newly re-fitted reversing lever

### Mink G No. 112857

Work on our GWR Mink G has focused on the replacement of the corner posts, the originals of which were beyond repair. As the Imperial section from which they were originally formed is no longer available, a standard metric section has been carefully modified to match the required sizes. Further repairs have included replacement steel sections which have been hot-riveted on to the chassis, as reconditioning of parts such as the buffers, drawgear, brake gear etc. has continued simultaneously.

The above represents a brief overview of the **DFLG's current projects, & we're always keen for volunteers to join our dedicated team, so please get in touch!**



Mink G corner post

## Other Locomotive Updates

### Austerity *Rennes*

*Rennes* has successfully passed the annual boiler exams, and returned to DFR service in advance of the Gala.

### Austerity *Swiftsure*

*Swiftsure's* repairs and modifications have been thoroughly tested during its stay at the DFR, with the loco taking a key role during the Gala, as well as occasional use on service trains. The loco has now moved on to its new home.

I would like to take this opportunity to take all those involved in the preparations for, and the running of, Royal Forest of Steam Gala. The event proved a great success, and bodes well for future events.

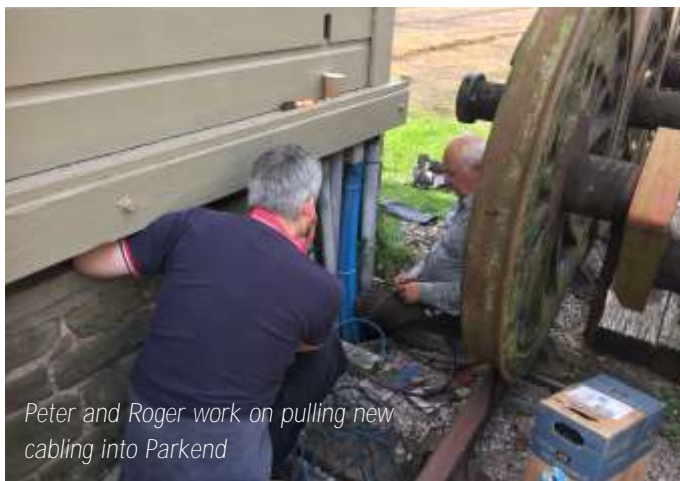
All photographs: This page – Adam Dickinson.

Opposite page – Telecoms Group.

# Telecoms Group News

*Sam Bolingbroke, recently-installed Telecoms Manager, tells us of developments using technology both new and old, in the DFR's telephone and data networks*

This year has got off to a flying start. The significant cabling project at Parkend that was embarked on at the end of last year is all but completed. The next stage in **this project will be to provide 'data' wiring between the buildings**, and this will begin in earnest over the next month. This will allow, amongst other security benefits, free Wi-Fi. Many members will know what the mobile phone signal is like at Parkend, so we hope that Wi-Fi will be much appreciated by both guests and staff!



One advantage of the new wiring at Parkend, is the **rollout of our new 'digital' phone system. This will run alongside the existing strowger network, and can make calls to and from the network, via the broadband.** This provides resilience against future cable faults. **New phones have been placed in the Station Master's Office (4303), and the Platform Phone (4322).**

Parkend has also seen a new strowger telephone exchange installed in the base of the signal. box. This will allow us to have longer-distance calling than the **existing exchange, and has numbers prefixed by a "7"**. This exchange has been in the making (in **John Bathgate's garage**) for some time and installing it has been a big milestone for us. The new exchange also provides the signal post phone concentrator circuits for Parkend Signal Box.

We have also had a significant donation of surplus equipment to the telecoms group by the Ffestiniog Railway, and hopefully this will keep us going with spare parts for many years to come.



Alongside all of the major projects taking place, routine maintenance has been ongoing, and a lot of time and effort has been expended in keeping the lineside cables up to scratch. The PA at Norchard, and the network of synchronised clocks have both received attention.

Of particular note, we have been busy refurbishing exchange selectors at Norchard. These have been troublesome in the past, due to damp problems. We have also fitted a new exchange heater to hopefully keep the damp at bay!

I would like to pay a quick word of thanks to all those who have helped us, including those who, rather than being stood around waiting at Norchard, suddenly found a job thrust into their hands!





# St. Mary's Bridge Project

*Adam Williams recalls three very important days in June for the St. Mary's Bridge project when the bridge was dismantled and sent off for restoration. This was a tremendous team effort, and congratulations to all involved both before and during the dismantling works.*

1892 – a quite extraordinary vintage... the last broad gauge train ran from Paddington; Rudolf Diesel applied for a patent on his engine; Ellis Island began accommodating immigrants to the USA; J.R.R. Tolkien was born and Alfred, Lord Tennyson died. 1892 was also the year that the Severn & Wye Railway and Canal Co. placed an order with Messrs. G. Smith & Co. of Glasgow for the delivery and erection of a footbridge – St. Marys.

In the space of 48 hours the structure that had stood through the death and destruction of two world wars, and the reign of six monarchs would be essentially flat-packed ready for onward transportation for restoration.

Sunday 17th June

17:00, the cards were laid well and truly on the table... the funding for the restoration of the bridge had been secured, the 'Royal Forest of Steam' gala was coming to a close, the Class 08 diesel was chattering away after shunting Lydney Junction ready for the upcoming works and the block bell had fallen silent. The Possession of the running line for engineering work was signed out.

Monday 18th June

07:00, out of the house and pick up the 08 Driver – with who I'd arranged to car-share, straight to Norchard, book-on and prepare the class 08 for a day's work, pick up our diesel crane, together with a steam locomotive that was due to be transported out of Lydney Junction by road.

12:00, a lot of waiting and shunting... and shunting... and waiting. The contractors and their equipment arrive and the supports for the main span are positioned on the wagons and despatched off to site.

13:00, on site and crane is moved into position, the lifting and jacking points are all identified and the lifting rig set up in order to check that the length of the lifting rig was correct and that the bridge was well within the reach and slew of the crane.

16:00, a few minor issues identified which, along with strong gusts of wind, put paid to any lifting before close of play – so the crane is stowed and shunted back to Lydney Junction ready for the following day.

Tuesday 19th June

06:00, out of the house and straight to Lydney Junction, book-on and help prepare the Class 08 ready for getting on the move well before 07:00, the day ahead is definitely going to be a long one.

08:00 and the crane is on site, our crews are on site, the contractors are ready and the wind is low compared to the previous evening – the aim of the day was to split the bridge in to five main distinct parts – the main span, two uprights and the two sets of steps.



09:00 the slings and lifting rig for the main span were in position and ready to go, just with the last minute checks of crane positioning, load characteristics and environmental conditions to be done. The slings are checked one final time – an off-centre lift could easily break the weak spine of the span.

10:00 some careful cutting of securing bolts holding the span in position were eased by the weight being taken by the crane, the careful removal of some cast iron treads followed and, soon enough, the remaining rust bonds gave out and span was finally free. Rather carefully it was loaded on a wagon. Next a set of lifting chains were fitted to the crane – ready for the removal of four remaining sections.

11:00 once all of the ground anchors for the steps were confirmed with the plans and drawings, they were quickly cut out, a lot of rust kept the structure in one piece but with some careful wedging and cutting we quickly become the first engineers to set eyes on parts that have not seen daylight for 45,625 days.

12:00 the first set of steps are cut quickly freed and lifted on to a waiting wagon.

13:00 the crane is set up for the next job and it easily overcomes the remains of the ground fixings and 125 year-old rust and soon enough the first set of uprights (which had been braced previously) were quickly freed and lowered onto a waiting wagon.

14:00 the second set of steps are lifted from the uprights and carefully lowered onto a waiting wagon.

15:00 a quick break for a coffee and the last set of upright columns are braced and the ground anchors cut off ready for the lift.

16:00 the columns are lifted from their base and rolled over. The final lift of the day was to put the uprights onto a wagon.

17:00 the train is reformed and the crane collected... the train made its way dead slow back to Lydney Junction – with the bewilderment, amazement and confusion of some motorists who were brought to a stand at the level crossing by a slow moving train that was over 500ft long, carrying a bridge!

17:30 the train is shunted in to Lydney Junction and the crane positioned ready for the off-loading of the bridge onto lorries on Thursday, for the long journey to the firm carrying out the restoration.



18:00 the Possession of the running line for engineering work is handed back on time, ready for running passenger trains the following day, and we all make our ways home, safe in the knowledge that dismantling of the bridge, one of the most difficult challenges faced by the project, had been safely completed.





# Beneath your wheels

*Often overlooked by visitors, the work of the Permanent Way Department in keeping the track on which we run maintained, inspected and developed is vital to our railway. Alex Davies, Permanent Way Manager, updates us on their work.*

***“The spring has sprung, the grass is ris, I wonder where the per way is?”***

The short answer to that question is out and about on the line side doing what we can to keep things running. The start of the running season generally signals the end of major permanent way works for the summer, at least on the main line, as the focus moves from infrastructure projects to simply keeping the trains running.

That takes more than many of you might think. Regular inspection walks of the whole running line need to be carried out every month and any faults found need to be documented, ranked in terms of severity and addressed as time permits.

This year we have been carrying out the first ever comprehensive survey of the state of our track, measuring the wear on each individual rail. This is important as the quality of our rail and the alignment of our track determines the types of locos we can invite to take part in gala events. Much of the rail we have in place today came from the old mineral lines of South Wales as they closed along with the pits and steel works in the 1980s and 1990s. It was laid by volunteers to the best of their ability in the belief that, twenty or thirty years later, the railway would have the resources to replace it with new rail.

Well, twenty or thirty years have gone past and, sadly, the railway does not have the funds to replace all the rail. However, we do have a good stock of spare rail at our disposal and, armed with the data gathered in our survey, we are starting a rolling programme to replace the most worn out rail with the best we have at our disposal.

Observant travellers sitting at the sharp end of a DMU recently will have notice a large amount of rail appearing in the four foot between Norchard and Whitecroft. This is rail we are intending to use to replace some of the most worn out rail on the line. Much more rail of this kind will be appearing (and disappearing) in the coming months as we move it into

position, swap it with the old rail and take the old rail away.

**Key to this programme will be renovating two ‘iron men’ that have been donated to us by our friends at Universal Services in Whitecroft.** These tools will allow us to move rail into position using man power alone and, combined with our rail saw and rail drill, will enable us to swap rails out on non-running days. We need to replace bearings, pulleys and belts and acquire a couple of winches but we hope to have them operational very soon.



Above: *The Iron Men at Whitecroft. (A. Davies)*

On the infrastructure side of things, we have resumed work at Albany Pumps sidings where, together with our friends from the Vale of Berkeley Railway, we have made considerable progress in reassembling the point in its new position and reconnecting the existing siding.

The turnout rails for the new Parkend point have now been delivered and will be installed as soon as we have the iron men available. This will pave the way to major works at Parkend in November once the running season is over.

In addition to all this activity the team have also provided train crews to support the removal of **St. Mary’s bridge and for the weed killing train, which had its first outing in over two years in early June.**

**I’m going to end this edition of ‘Beneath your wheels’** with an appeal for help. The core Permanent Way team are extremely stretched dealing with the numerous faults that need fixing and the rolling rail and sleeper replacement programmes and we desperately need more volunteers to help us out.



Left: The team at Albany Sidings, with Vale of Berkeley Railway members. Right: The reconnected siding at Albany. (both A. Davies)

To most people Permanent Way work means a lot of physical activity being carried out on days when there are no services running and that is certainly part of the job. However, there are other activities that the group undertakes that can be carried out at any time and we urgently need volunteers to help with the following:

**Line walks** – Monthly inspections of the line must be carried out by walking each section. We are looking for volunteers to help us with this. We have divided the line into five sections, four of which, conveniently, are between station stops on the line. A section can be walked by a team of three people on a running day, using the train to take you to the start of the walk and pick you up at the end. Most sections take less than two hours to walk and the walks offer a chance to get some **exercise, see parts of the line close up that aren't** normally accessible and enjoy a train ride into the bargain.

**Scrap sorters** – we are currently involved in a major clean- **up of the line side with 'scrap' materials being** collected and taken to Lydney Junction for sorting and disposal. Not everything collected is truly scrap and we urgently need people to sort the good from the bad. Genuine scrap can be sold as such to raise money for



the railway. Other materials may get a new lease of life either on our line or elsewhere.

**Sleeper recycling** – we have many wooden sleepers that are no longer suitable for use in running lines but can be recycled for use as fencing and landscaping. The railway accepts donations from the public in exchange for these **'garden timbers' but, before they can be recycled, the** chairs must be removed. We have a back log of orders for around 100 sleepers worth around £1500 to the **railway. What we don't have is the time to prepare** them.

**Chair renovation** – another potential source of revenue for the railway is selling old rail chairs as door stops, boot scrapers etc. We have a healthy stock of old chairs, what we need is people willing to put a little time into cleaning and painting them ready for sale in the shop. This is work that you can do at home, just take a few chairs away, paint them up and bring them into the shop.

For all these activities full training will be provided and the cost of materials such as paint will be reimbursed. If you are interested in helping out with any of the tasks mention here please call me on 07771 906466 or email alexdaviesdfr@gmail.com



Can YOU help turn  
 this  
 into  
 this   
 and raise money for the  
 DFR?







# Forest Pictorial

*Image courtesy of K. Felstead*







# Lineside Clearance

**Doug Johnson tells tales of the DFR's crew of hardy firestarters.....**

The team continues to fight back the growth that would strangle the railway if left to its own devices. As can be seen there has been a lot of cutting and clearing over the winter and which continues into this summer. The team has grown which has allowed us to have people running the weed killing train, covering the summer duties of grass cutting, trimming and weed killing as well as continuing to cut back and clear important parts of the railway.

**We were put to task at St Mary's bridge recently to clear the overhead and surrounding area to assist our**

colleagues in the removal of the bridge for renovation.

The team is nothing without its members, so a big thank you to each and everyone of you who attend and dig in to the work whatever it may be. We will always welcome anyone wanting to join us even if its just for a few hours a month or for a full day on one of our works trains.

Email [volunteering@deanforestrailway.co.uk](mailto:volunteering@deanforestrailway.co.uk) and they will put you in touch with us.



*Left: One of the works trains clearing the arising from the embankment just north of Norchard. It took a few weeks to clear this area after the large volume of saplings were cut down.*

*Below: The crew taking rest between clearing and burning. From left, Ron, Dai, Steve, Keith, Andy and Chris.*



# Membership Matters

Well we are now mid-way in to 2018, and a very busy time it has been on the railway – engineering and project works left, right and centre and the paying passengers coming through the gates too!

All available hands have been put to keeping the wheels turning – Operational Duties need covering (to make sure we can run trains to bring money through the gate) and day-to-day maintenance and running repairs are required on rolling stock, permanent way and signalling equipment (so that we can actually run those trains to start with). Soon large lineside clearance works will begin in order to keep the growth down – **it's amazing what some light rain and a little sunshine** can do.

The General Data Protection Regulation (GDPR) came into force on 25th May 2018. If you buy membership from the DFRS – this is considered as the provision of goods/services – however, please assist us by **completing a data consent form if you haven't already** – if you require a paper copy please write to me or complete a consent form online at: <http://www.tinyurl.com/dfrsdata>

The Society reintroduced Life Membership back in 2016 (all of the prices for 2018 are shown in the table – why not upgrade your membership and help the DFR develop!) and is now looking forward to new ways of raising funds.

We have had our first crowdfunding exercise, aiming to raise £60,000 to acquire and convert two Mark 2 coaches, strengthening the fleet of serviceable coaches as the railway expands northwards, why not find out more and donate: <https://www.justgiving.com/crowdfunding/dfr-mk2-coaches>

	One Year	Five Years	Ten Years	Life
<b>Junior (Under 18)</b>	<b>£10.00</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Adult (Over 18)</b>	<b>£20.00</b>	<b>£90.00</b>	<b>£175.00</b>	<b>£1000.00</b>
<b>Senior (Over 60)</b>	<b>£15.00</b>	<b>£70.00</b>	<b>£135.00</b>	<b>£300.00</b>
<b>Family 2 A/S + 2 J</b>	<b>£25.00</b>	<b>£115.00</b>	<b>£225.00</b>	<b>£1500.00</b>

Something that has been bubbling away on the back burner with a Society sub-committee for a few months (and only being formally reviewed by the Executive Committee at the June meeting)... the Society is looking towards becoming a Charitable Incorporated Organisation (CIO) with members. Ordinary members (as the constitution calls them) would see no immediate notable difference (with the exception of a brand-new constitution and a Registered Charity Number) with the main benefit of being able to reach out for grant and lottery funding for projects but it will also give us the **ability to accept Gift Aid on donations if you're a UK tax-payer**.

The Society will be having its 2018 Annual General Meeting soon, with the main topic being the Society becoming a CIO – please show your support by attending or by return of proxy.

**Don't forget** – you can join or renew at Norchard shop, or online at: <http://bit.ly/DFRSociety-Apply>

If you require membership application leaflets; or if you have any issues or queries email [membership@deanforestrailway.co.uk](mailto:membership@deanforestrailway.co.uk) or write to DFRS Membership (Adam Williams) c/o the usual Norchard address. Adam Williams



DFR Volunteers at work! Photos: Left: H. Brunsdon-Jones, Right: R. McLennan



# Development Update

*Development Director Jason Shirley outlines recent work both on ground and on paper, all building towards developing and improving our railway.*

Since my last report, some time ago now, we have continued to move the Railway on at a steady pace. The Development Delivery Team (DDT) has now been existence for more than 12 months, having first met in January 2017. The aim of the DDT is to facilitate the development of the Railway in a coherent way, **embracing the various DFR groups' aspirations and the direct needs of the operating railway** so that the DFR continues to grow and be successful into the future.

Some projects we have been working on include:-

- the reorganisation of Norchard Yard so that we have a more efficient railway operation and better toilet facilities for working members.
- **the restoration of St Mary's Footbridge, Lydney.** We have been working for 18 months on a funding application for this and are delighted to report that we have been successful in our bid with the funding awarded in February 2018. Our **team is managing the restoration of St Mary's Footbridge** with Mabey Bridge Ltd via our Project Manager and Funding Officer, Jane Kelly, and our RIBA architect, Chris Bladon. At the time of writing, we are waiting for confirmation of a timeline for this project, but we hope the restoration will be completed and that the bridge will be in back use by the end of 2018. This bridge is an important local feature and we will be glad to see it being used by the local community.
- an integrated running shed and accommodation block. This project is in association with our friends in the DFLG and the DFR Society. In brief, we aim to build a two road GWR style running shed with a lean-to for our locos whilst at the same time incorporating overnight accommodation for our working members. This is a large project requiring significant funding. Our various groups will continue their fundraising efforts to support this and we will also seek funding from appropriate funding organisations.

During the winter, our team constructed a covered area, primarily for carriages. The initial planning meetings were held in November 2016 and the DDT took this right through to the present time, which sees a large metal tunnel shaped building in situ. At present the building is without the planned doors on either end, although funding has been secured from the Society towards the cost of the doors. The key features of this shed are that it is of sufficient height and floor strength to jack coaches up to allow for the removal of bogie units for renovation, or to repair the underframes of the coaches. There remains some work to be done, including the construction of the ends of the building, as mentioned above, and reconnection of the through rail into the yard. However, the shed is already being used for *Fitness to Run* examinations on the DMU cars and for the repair of the Shark. In addition, other vehicles will soon be out-shopped from here.

The point work opposite Albany Pumps, which is needed for access into the new Permanent Way depot will be completed soon. This will allow stock to be relocated from Whitecroft siding to Lydney. Once the Whitecroft siding is clear, we will be able to start the initial upgrade work for the planned conversion of this siding into the passing loop for Whitecroft station. At Whitecroft we also expect to complete the building for **the men's urinals very soon**. After that we move on to the base for the signal box. Once the base is ready, S&T will be able to start on their work to repair and renovate the signal box.

Moving northward to Parkend, the DDT are looking at several future projects. The smallest of these projects is to place a 10 ton Parkend coal wagon on a small



length of track opposite the station and next to the giraffe house. Whilst in the first instance this would seem an easy thing to do, it requires detailed planning. We can report that progress is being made and we hope to be in a position to apply for planning permission soon.

Within the Parkend station complex we are aiming to have the museum extension in the old goods shed. Plans have been drawn up and we hope that we can put in a funding bid for this project. We hope to link the running/accommodation shed project with the museum extension project presuming we can get the planning components together in the time available.

We continue to work on extending our line beyond Parkend. This comprises three components:

1. Up to Travellers Rest;
2. The Travellers Rest Crossing itself;
3. on from Travellers Rest.

We have planning permission for extending up to the level crossing but need to get the repairs done to all the structures on either side of the line so that it is safe to run passenger trains northward. The DDT commissioned a structural report for this section of the track bed. This itemised all the work required on a significant length of retaining wall, including the replacement and repair of some sections. Once funding has been sourced we will start to move northward towards Travellers Rest. We have been working to provide detailed information to the Office of Rail and Road (ORR) in support of a level crossing at Travellers Rest. We have had a site visit from ORR inspectors and we walked them through the whole site from

Parkend station to the site of the old Nagshead Bridge to review options. During this meeting we ruled out five out of six possible alternative options to a level crossing that were up for further investigation. Following that we have commissioned work from external independent consultants and University of Bristol Civil Engineering students to review the feasibility of the outstanding option. We hope to be able to provide the ORR the results of our review work, alongside our ongoing application for the level crossing by the middle to end of this year.

North of the level crossing, we are working with both the Forestry Commission and University of Gloucestershire Ecology students to expand our understanding of the work required to run to Beechenhurst.

At the other end of the line, we have now put together our strategy for Lydney Junction. Our project manager for this will be Peter Adams who is working on plans for consulting stakeholders both inside the Railway and outside. The aim is to get a comprehensive design for the future so we only spend money once. We hope to involve the University of Bristol Students with this work next year and have discussions with outside stakeholders in respect of any possible land acquisitions.

As I hope you can see, we are progressing the Railway based on these considered plans. Clearly all of these projects require money, which may inhibit our rate of progress. **Having said this, we do have a plan...**

**Editor's Note:** *Since Jason wrote this article, there has been much progress on the St. Mary's Bridge project – see pages 14 and 15 for the latest.*



During the Royal Forest of Steam gala, reporter Janet Hughes from GloucestershireLive visited us to try her hand at our popular Driver Experience. With Janet's hand on the regulator, *Rennes* got off to, in her words, "a rather speedier start than I anticipated", but Janet found it "worth every penny and you'd struggle to find a better present at several times the price". This coverage hopefully boosted numbers undertaking the experience, particularly on Father's Day, which rather neatly coincided with the Sunday of the Gala!

*Photo: R. Harris*



# Wagoneers Report

**Doug Hewson's report starts off a little fishy, before updating us on the Wagoneers' restoration of the Seven-Plank wagon.** *All photos: the Wagoneers*

Before we venture forth on to the next part of this series I would just like to tell you about something which I thought was a bit special. Anyway, the point of this little piece is all about Fishes! On stripping down the 3-plank wagon it was discovered that there were 'Fish' symbols stamped into the draw hooks and the buffers and this has mystified me. I did manage to take a few photos when I was down there a couple of years ago but since I have my stroke I have a feeling these visits might not happen again.



If you have any ideas about the 'Fishes' I would love to hear from you. Answers on a postcard please or, failing that, via email to [doug@the-hewsons.co.uk](mailto:doug@the-hewsons.co.uk). I have to say that this wagon was an excellent find on the Docks at Sharpness. The Wagoneers have transformed it into a very nice little wagon. The lettering was done by our man George Smith, resulting in a very fine addition to the fleet.

Having got that off my chest we will carry on where I left off. There has been quite a lot of progress on rebuilding the bodywork of the Seven Plank wagon



which has been lying in the undergrowth for some time. When I photographed it in about 1985 it was quite presentable although on closer inspection, fairly rotten, even then so it is very nice to see it taken on by the Wagoneers Group. A start was made on making notes on what exactly needed doing to the coal wagon. A



survey of the ironwork showed several items which were badly rusted and some completely missing. The missing pieces are basically flat sheet with holes. Of the rusted items, we thought it may be possible to patch weld new sections to the diagonal strapping and corner plates. Tony decided to strip as much of the remaining floor as possible as some of it was far too gone for fire lighting, so it was put on the embankment to make a suitable home for a hedgehog! The rest was carried along to the dry wood store for fire lighting. Duly chastened for providing wood of a size fit for a Castle firebox he then sawed it into Prairie sized chunks the next time! The team then directed their energies towards cleaning and painting rust converter onto the wagon underframe and continuing to remove the timber from the sides. Sawing down the sides of the ironwork and then splitting the timber away from the coach bolts seemed the only reliable way to remove it.



By Christmas 2017 we had reached a milestone as all the timber had been removed from the wagon.

However, as the New Year dawned, we discovered that in our Autumn rush to clean up the underframe of the seven-plank wagon we seemed to have missed a bit here and there! One thing which did become obvious was that the drain holes in the buffer casings had become clogged with dirt and rust allowing water to be retained inside and causing further damage. This is because the buffers, unusually, are the GWR self-contained type and have the much heftier heads and shanks.

After a couple of weeks of applying red oxide primer, two coats of gloss black were applied to the chassis frame, running gear, brakes and axles. At this point, work started on the timbering. The timber had been in store in one of the GWV vans all winter and was pulled out to start preparing it by sanding down the side to be painted and machining a chamfer on the top edge. In an initial burst of enthusiasm some floor planks also got sanded but once it was realised that floor planks are a whopping 20mm shorter than end planks things went smoothly. Having pulled the timber out and worked out what went where it was realised we were short of some planks. A quick check on what was ordered, and it was red face time for one of the team! Who forgot **wagons have two sides! Actually, it's only the shorter** planks on one side between the door and the ends which were missing, not an enormous amount of wood.

This was soon rectified, and soon all the side and end planks had the chamfer applied to the top outer edge. Painting was then carried out to the point where the end planks were black. All the timbering requires

trimming to final length and some pockets machining to fit and so as they are fitted to the wagon some touching up will be required. These planks all get heavier each time you offer them up for a trial fit and then remove again for a further adjustment. A start was also made on checking that M16 bolts will go through all the holes required. The main frame and end stanchions have proved to be mainly only restricted by paint build up but the corner plates are another matter, and these and the diagonal strapping will require some repairs.

The next stage was to mark, drill and bolt the remaining outer floor planks to the chassis of the wagon. Looking at the sides it was realised that welding lumps on the rear of the spigots that hold the doors up were causing the planks to lie at an odd angle. The offending planks were removed, and pockets cut to enable them to fit snugly to the uprights. After consulting photos of the two wagons restored by the Bluebell Railway to make sure of their position we then fixed the bang plates to the doors. Needless to say, we had to have a trial drop of the doors to test them out! The side planks to the right of the door were cut to length and fitted. At present they are only held by one bolt per plank and **don't 'sit' as they should. When the corner plates are** refurbished and fitted they will come together properly. Great excitement followed as we put the full length top planks in place.

The group has also been active in helping with vacuum cylinder overhauls, removing and cleaning up couplings **off the XP 64 coach and clearing out John Buckley's** GUV ready to make a start on that. We also had a look **at the Conflat 'A' to see what we could do with that** too. So, watch this space!





# *In Memoriam* – Mervyn Thomas

*All who knew him were both shocked and saddened to learn of the unexpected death of Mervyn, whilst on holiday in May. At the funeral, Chris Bladon **paid tribute to 'Merv', and we reproduce his eulogy here as fitting recognition of Mervyn's outstanding contribution to the railway since the beginning.***

1970 seems a long time ago. It is a long time ago, but that is when I first met Mervyn. Although we were relatively close neighbours at that time, it was the creation of the Dean Forest Railway Society that introduced us. The Dean Forest Railway has come a long way since that cold February night at the Swan Hotel in Cinderford and I just want to give you one or **two reminiscences about Mervyn's involvement with the railway.**

Merv was very involved in all Society activities from Day One. The very first organised Working Party was to rescue the Ground Frame from Whitecroft and Merv was there; the photos on the display boards in Whitecroft Station are witness. We all looked a lot younger then!

At the working parties that followed, especially at Parkend on a Sunday, Merv was often accompanied by his children, David and Katherine. It was a nice arrangement for Merv, who, like any good engineer carried a vast array of tools in the boot of his car, but often left the one he needed in the car. The cry of **'David, fetch me the ring spanners' was a familiar one,** which always caused great amusement to those of us who worked with him, but perhaps not so much appreciated by David at the time!

In the early days, Society meetings were held at **member's houses, Merv's house on Popes Hill being no exception.** There is a tale of a meeting at Merv's, where John Harris rocked back on his chair, and the chair tipped up and broke. Merv, not in the least interested in John's welfare said **'That's my new chair', to which John replied 'You need to buy better furniture Cuz.'**

**Merv's house was often the scene of frantic paper sorting and assembly.** The early Society Newsletters were typed and then copied by Merv at Rank Xerox at



*Above: Mervyn receiving a model of 5541 on his 80th birthday.*

*Below: some of Mervyn's Monday gang, with their eponymous leader, at Parkend.*



Mitcheldean, where he worked. Someone in the Society was worried that Merv had no permission from his employer for this work, but Merv soon put everyone's mind to rest. **'Part of my job,' he said, 'is to test new machines and that is exactly what I am doing!'**

Merv was a leading light in the rescue of 5541 from Barry and he spent many hours down there getting the loco ready and stripping parts from other locos as spares. If you added the spares to the tools already in Merv's Mini Clubman Estate, the weight was considerable and how he got up that hill on the M4

near Newport is still a mystery. Merv was always a very easy going man, ready to help anyone, and several other **locos from Barry were rescued with Merv's help.** His work on 5541 was not just the practical side of things; Merv served on the Prairie Committee for many years, both as its Chairman and an ordinary member.

Space precludes mention of all the projects Merv was involved in, but the reconstruction of Lydney Junction deserves special mention. Once we had purchased the land south of 8m 33chains, getting the Junction ready to receive trains was entrusted to Mervyn. He soon formed a regular gang of members and between them, they created the new platform, extended the existing one which fate had spared from the demolition man and laid trackwork everywhere to give us the layout we see today.

To the best of my knowledge, Merv had no formal **training in Permanent Way work but that didn't stop an Engineer like Merv. He put his Engineer's mind to it and** we had trackwork. He was the Railways Permanent Way Engineer for many years and in that role was elected as a Fellow to the Institute of Permanent Way Engineers. Just a few years back, I went with him to Barry to look at some chaired point sleepers that had become available, and although these were piled in a rough heap, Merv soon sorted through them in his mind and could tell me exactly what was missing and on his **advice we didn't buy them. 'Too much missing and some timbers in poor nick' he said** - not worth what they are asking.'

Other large scale projects followed, which included the platform at Norchard where the café now stands. **However, Merv's forte was as a leader of working gangs. I say leader, but that wasn't quite Merv's style.** His gangs were always a democracy, but everyone who worked with him knew he was in charge, and if Merv

said **'Today we have to do so and so',** no-one argued and we just got on and did it.

From time to time, and usually in the depths of winter, **when the railway's income flow was at a low ebb,** we worried about finding the money to buy materials for our projects. We would mention this to Merv, whose first response was always to check how much this particular thing would cost, but then he usually said **'Don't worry about that- leave it with me'.** We did and almost every time, we went back the next week and there were the required materials. Was Merv a Fairy Godmother- we will never know.

When he retired Merv took on running a gang at Parkend Station, doing just about anything that needed doing, not just at Parkend, but anywhere else on the railway, if the need arose. Ten years ago, I met Merv in Tesco's Car park in Lydney and after the usual pleasantries, but in the nicest possible way, he pressed me into joining what had, by then, become **Mervyns Monday Gang. Somehow I don't think we will** change the name, as a gesture of respect to Mervyn. Dave Cross said to me last week that he always worked with Mervyn; for twenty or so years and that is testament to the nature of the man. Railway preservation, on occasions brings out the worst in **people, but I don't think that Mervyn had a 'worst' side.** He was kind, gentle and unassuming and yet always ready to help anyone, especially if they had a railway problem where his vast engineering experience could be used.

Those of you on the railway who knew Mervyn will doubtless have your own memories of him, but I hope that this small appreciation of Mervyn has shown his massive contribution to the Dean Forest Railway over 48 years.

Thank you Mervyn.

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## Memorial Collection

The family have asked that donations in memory of Mervyn can be made to the Dean Forest Railway Society. We have already received a number of donations, and anyone wishing to can leave **their donation in the Shop at Norchard, clearly marked "DFRS Mervyn Thomas Memorial Fund",** or can be posted to the Society c/o the usual Norchard address. An appropriate means of using the funds to commemorate Mervyn, at Parkend, will be determined in due course.





# DFR Museum Update

*Museum Curator, John Metherall, tells us of some interesting changes in the way the Museum Trust is organised, and updates us on recent projects.*

**Work on the Mercury Truck's Ford engine has taken a back seat for a few weeks while Harry Rawlins has been working on other things but hopefully by now has returned to complete the work. Several spare parts have been obtained but generally the engine has been found in pretty good condition. This can't be said for the body, but the chassis is now manoeuvrable, and we expect it to disappear off site soon to Derek Preece's house where he will carry out repairs and replace the missing superstructure.**

Following the completion of the Grange Court Hut in the car park the S&W hut has arrived in the museum garden on Platform 1. Here Bernard has refurbished the external woodwork and is about to start re-slating the roof. The hut which when complete will have its **original cast iron nameplate 'Sharpness Swing Bridge West Ground Frame' attached. It is also intended to erect a wooden signal post and fittings and install a rare MR distant ground signal and an Economical Facing point Lock (EFPL) donated by the Midland Railway Society.**

**Two EGM's were held at Norchard in April, the first to elect a new chairman saw Ian Pope duly elected. At the second EGM, members voted in favour of the Museum Trust converting to a Charitable Incorporated Organisation (CIO) Foundation Model. An application was submitted on the 26th of April and the Charity Commission granted our application very quickly. Hence from the 30<sup>th</sup> April 2018 the museum is a CIO and will be governed by up to ten appointed trustees and two trustees nominated by the society.**



## Mahogany

The museum has been donated an amount of West African mahogany some of which has been allocated for work in the DFR shop. However if anyone is interested in some of the lengths and panels in exchange for a donation to the museum they should contact John Metherall on 01452 526001 for details.

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## The best laid schemes of mice and men (and Diesel Gala Organisers)

Together with sincere apologies to Robert Burns, we bring news of the Diesel Gala, which takes place on 14th-16th September. Unfortunately, our star guest, Hymek D7076, has been withdrawn from service for engine repairs following discovery of serious problems. In its place, the Bury Hydraulic Group are supplying **Warship D832 'Onslaught', which we are sure will be an outstanding sight powering up the Forest gradients. Come and join us in September for a exciting gala, described in the previous issue, complete with beer, and our famous ballast train rides.**



*D832 'Onslaught', through the lens of Adrian Copley*

# Introducing the new GM

A new General Manager, Duncan Rowe, was recently appointed to replace Paul Smith, who was temporarily covering the role. We asked Duncan for a brief introduction, which will be the start of a regular column.



I would very much like to take this opportunity to thank all those that I have met so far for their friendly welcome to Dean Forest Railway and for making me feel so welcome. For those of you that I have not yet had the pleasure of meeting let me take a few minutes to introduce myself. I moved to this beautiful part of the world just under three years ago, from Berkshire where I was working for an organisation managing a large Local Government outsourced contract.

So why did I want to come to the railway? I feel it will be challenging as well as being very rewarding and somewhere I have the opportunity to “make a difference”. I am very enthusiastic in developing the railway and unlocking its potential and making it a prime destination for those visiting the Forest as well as being a focal point of the Forest community.

I have a background within management that has fostered a hardworking, flexible leadership approach that I will bring to the railway. I pride myself in my problem-solving abilities, planning skills and a hands on can do attitude. I try to set myself very high standards both professionally and personally.

I understand the value that the enthusiastic committed volunteers bring to the railway as I have a background in both volunteering myself and also managing volunteers in the past through the Scout Association. It is this passion, dedication and hard work that has achieved so much for the railway in the past. I am looking forward to working with you all and hope to get the opportunity over the coming months to meet a lot more of you.

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## DFLG Matters

### Annual General Meeting

At the AGM held on the 28th April Anne Hayes was elected to the board of trustees and joins Matt Sexton, John Metherall, Paul Sandles, Roger Phelps and Rauffe Shirley who were all re-elected to serve for another three years.

The chairman expanded on his circulated report by congratulating the team on the repaint of 5541 and the progress on 9681 which was currently on track for a return to service in May next year.

Ian Beaton presented the examined accounts which the meeting adopted unanimously. Ian thanked Ian Fawcett for his work dealing with invoices and VAT and Tim McLennan for his work on financial forecasting.

Under AOB the chairman suggested that Foundation members be asked to make an annual donation using the current membership fee as a guide. He also asked all members to provide the secretary with an email address to cut down postal costs and reminded **members who hadn't done so yet to provide a consent**

form to allow the group to continue holding their personal information.

### Fundraising Shop

Our Fundraising Shop continues to raise funds through the selling of donated items such as books (railway or fiction), other railway related items, jigsaws, and bric-a-brac. If any readers have any items they would donate to help raise fund for the DFLG, please let us know.

### Spring 100 Club Winners

1st	Ken Riches	£64
2nd	Ken Riches	£51
3rd	Mrs. N. Milsom	£38
4th	Mr. R. Lemon	£25
5th	Mr. R. Jones	£12

John Metherall



# Parkend Progress

*George Smith reports on the last few months of work by Mervyn's Monday Gang at Parkend.*

Our long term group leader Mervyn Thomas passed away in May aged 81 while on holiday. A founder member (membership number 10), Mervyn had led the group for many years. I had only known him for the last seven years since I joined the railway and started with the Monday group. A tribute to him appears elsewhere in this issue. Mervyn had been working to rebuild the chimney and front face of the PW hut at Parkend. This will be completed by the Group when time permits.

The main activity of the group over the last few months has been clearing and rebuilding the drain culvert in the six foot to the south of the platforms. As mentioned in the last issue, the east wall of the culvert had collapsed in several places causing the cap stones to fall in and then the whole culvert silting up. By removing about one foot of ballast the cap stones were revealed, loosened and removed. The culvert wall could then be rebuilt with concrete, allowed to set and the stones replaced. This year a 36 foot length of the culvert has now been cleared, repaired and reinstated. This may not sound much but it has been hard work! In all 500 feet of culvert has been cleared of silt from the crossing gates to this point. No further progress can be made until the track point is moved as part of the new track layout: as the lines have started to converge giving too narrow a space in which to work.

Other tasks undertaken in this period have been:

- to complete the long inspection chamber near the exit chamber mentioned in the last magazine
- Granville has built and painted more chamber covers
- to repair five rotten steps on the footbridge using decking timber and anti-slip paint.
- to design, build and install a pump control unit with float switches for the exit chamber pump.
- to provide a drinking water tap on the platform primarily for use by the buffet car staff.

As we work on Mondays, we have lost three working days this spring due to public holidays as trains are normally running on these days. Since finishing the drain culvert works, the group has now started to repair the collapsing line-side wall to the south of Whitemead crossing. Work will continue on the PW hut as

mentioned above. When the track-work is remodelled next winter we will seek to relay and reconnect the siding. The ground frame hut will be re-roofed this summer on behalf of the S&T department. Other planned activity includes work on the loco water reservoir tank, a shelter for platform 1, fence changes and the clearance of the yard opposite the lamp hut. There is always something to be done!

Anyone who would like to join the group, just turn up on a Monday and introduce yourself. No special skills are required but DIY or construction experience would be useful.



# Friends of Parkend Station

*Stuart Bearne provides an update on the activities of the group (FOPS) who staff and perform light maintenance at Parkend. Why not consider joining them?*

The FOPS not only staff Parkend Station on most running days selling tickets, teas, coffees and giving out information to passengers, but also maintain the site to the highest possible standard recognising that Parkend remains the most attractive area on the Railway. The lads in the Monday Group, also based at Parkend, lend invaluable assistance in tackling some of the heavier aspects of site maintenance.

Work over the winter period has almost exclusively centred on refurbishing the many benches that require constant attention, many dedicated to past DFR or DFR family members. We have an ex GWR interior bench that has been restored and is looking for a good indoor home if anyone is interested.

The Spring has been dedicated to painting all the floors in the toilets and waiting room and installing new shelving in the waiting room for book sales. All proceeds from the sale of the books and magazines goes towards the maintenance of Parkend Station and any donations of books (hardback/softback/reference and fiction) are welcomed together with unwanted railway magazines.



Now that the weather has improved, the FOPS will be concentrating on the never-ending task of repainting all the various station buildings – Main Station/Goods Shed/Signal Box plus all the signs and of course the bridge and the platform white lining. The end results are a picturesque destination for our passengers but



the ravages of the Forest climate constantly take their toll on our infrastructure.

The next big push will be to restore the grassed area between the Goods Shed and the Signal Box to something like its former self, having become rutted and bare of grass over the past winter due to vehicle access and also due to the effect of prolonged marquee installation. The bridge is now showing signs of being in need of a major overhaul and consideration is being given as how this can be financed and achieved. In the meantime, temporary holding repairs will be carried out with the assistance of the Parkend Monday Group.

The forthcoming connection of the siding onto the running lines will open up a new chapter for Parkend with possibly a new wagon or two to add to the ambience!

Our very friendly group could do with a few more people to share the load both in respect of manning the station on running days and also to assist in the maintenance of the site. Please contact Stuart Bearne 01633 400301 or Doug Heeps on 01452 831828.





# DFDA News

*Bryn Thomas reports on ongoing maintenance and repairs to 31466, together with a new addition to the Dean Forest Diesel Association fleet.*

The vast majority of man-hours expended in the last few months since the previous report has been on 31466, as the restoration of cab No. 2 continues. During April, while chasing the rot in the door pillar of **the driver's door, a section of the bulkhead behind the driver** had to be rebuilt, but not before the tall extinguisher bottles on the engineroom side of the bulkhead had been removed. The door pillar was rebuilt and the door re-hung, but the re-instatement of the strip of bodyside (with recessed handrail) cut out to gain access to the pillar was awaiting re-welding in place.

The floor section around the base of the nose-end door has been rebuilt, with the associated removal and re-installing of the air brake components contained therein. One of the footsteps mounted to the left of the door was found to be wasted, so a new one was **fabricated**. **The lamp bracket on the secondman's side** was refitted, having been cut out when wasted metal was removed. The re-skinning of the lower portion of **the secondman's cab side and front, below the tail light**, was welded back into place.



**There was a short lull while 08769 'Gladys' came in** briefly during April, for an oil and filters change (following reports of lower than expected oil pressure). Some very welcome help was received from Keith on the p/way gang, who offered his assistance for the work, adding to his knowledge of the Class 08 in the process. An oil leak on the oil radiator was reported and this was investigated whilst the oil was drained. The individual elements were removed and cleaned before refitting with new gaskets, to date, no further leaks have been observed. Some of the other maintenance

undertaken included greasing the brake rigging.

Later in May, the welding of the bodyside skin was **completed around the secondman's door pillar on 466**. This saw the reinstatement of the handrail recess (but not the handrail as yet). The completed repairs look neat and tidy, giving no clue whatsoever as to the work (both metal and wood) that went into this narrow section of the structure.

**The secondman's cab side windows were rebuilt and** fitted, with some tinkering required to get the right position and size of aperture. Welding then continued around to the front over the cab windows (just below the headcode box), where metal had wasted away due to the proximity of the cab roof gutter and the ingress of water over time.



With completion of under-floor welding and pipework earlier, a new stainless steel cable tray has been laid **onto the secondman's side floor with a layer of sealant** underneath to help avoid this problem again (the badly wasted original was welded to the floor). New plywood flooring panels have been cut and temporarily slotted in **to place**. **The original panel under the secondman's seat** required the removal of the cab heater behind the seat, but the new panel has been cut to negate such a need. A simple yet effective modification.

The drip tray under the secondman's drop light window was refitted but it proved awkward. When the driver's side is rebuilt, the drip tray will be fitted before the re-skinning of the bodyside is done. Speaking of the driver's side, this is work in progress; the new angle that secures the bodyside to the cab floor plate having been manufactured and secured in place by mid June. The missing, lower cab side will be welded back in, attached to it, before the side windows frame is replaced. Rebuilding of the driver's desk and associated pipework, wiring, controls and gauges will prove interesting.



*Repairs to Secondman's side, with new foothole and lamp bracket fitted.*



*Left-Right: Original, part built and new footholes*



*Door pillar reskin*



*A bit of a mess behind nose end doors*

In closing, the DFDA has secured another locomotive, **31235**, making **three such Brush Type 2's** in the collection. A deal had been struck with the previous owner, Harry Needle Railroad Company, and the new arrival pitched up at Lydney Jcn. on 16th May, transferring by road from Dereham, Mid Norfolk Rly. Currently a non-runner, initially the loco is being considered as a donor; its bogies could be slipped under 31210 with what should be minimal cost, compared to **overhauling 210's bogies which haven't turned a wheel** in anger for more than 25 years. An ultrasonic axle test **has been carried out on 235's bogies and passed**, so the signs are promising. The loco has been tarpaulined over for the time being.

*Photos: L. Wayman*



*New acquisition 31235 awaiting unloading, with 31210 under restoration*



# Carriage & Wagon Report

*Dave Chappell brings us up to date with some of the excellent restoration work being done by our Carriage & Wagon Department. Why not consider giving them a hand?*

The slow and detailed assembly of the custom-created sections of BCK 34742 are still progressing, nine doors have now been completed and there is only another one to go. Heating radiator protection grilles have been created from scratch, and various items of carriage furniture, especially in the guards compartment (shelves, racks, PA cable connections, handbrake

mechanism, vacuum & heating pipes, seating etc) have been assembled or created. Custom upholstery panels in the compartments have been fitted in the window surrounds to complete the decor where the seating meets the window frames.

A flooring contractor is being sought to lay non-slip flooring, but with the difficulty of the corridor and compartments, this is much more fiddly than your average domestic installation. Installation of the batteries and charger is required and there is currently no Public Address amplifier for through train announcements. The through-train lighting control cable connectors have to be assembled and fitted, and the wheel chair ramp support installed. There may also be some repairs or replacement of the steam heating and vacuum brake pipes required under the carriage. This has to be conducted by a qualified contractor because of the safety regulations involved with pressure pipework. Then, finally the exterior needs painting.

A new controllable gas water boiler was installed in the buffet carriage 1803 at the beginning of the year and stainless steel wall panels fabricated to ensure that the whole sink & boiler area is adequately fire retardant to meet the latest regulations. The heat input to the boiler can be turned down once the water is close to boiling point, which is a lot better than filling the buffet area with steam and turning it into a mobile sauna!

Because the availability of carriages has become a critical issue (The running set is currently reduced to only four carriages which is insufficient for the summer season) It was considered wise to move one of the existing dilapidated TSOs, 4862 into the new Blueline building to commence refurbishment. (Because the doors are yet to be fitted, the building is open at either end and has affectionately become known as the 'wind-tunnel').

The south-end corridor link to the next carriage is seriously corroded and work commenced on dismantling this in readiness for a complete rebuild. The North end corridor link has subsequently been found to be in a similar condition.

Fortunately the main chassis of the Mk1 carriage is in solid condition, so there is plenty of structural framework on which new sections and flooring can be assembled. The paintwork is sadly distressed and peeling, so stripping the carriage sides back to bare



Guards compartment



Door No.9 complete



*Upholstery panels*



*Door No.10 underway*

metal in readiness for priming and repainting is underway.

We have one other TSO in poor condition – 4891. It was considered important to assess the condition of this carriage, but with only a single road in the wind-tunnel available, 4862 had to be moved out and 4891 brought in for assessment. Unfortunately it is in a very similar condition, but in addition the bogies have reached the limit on wheel profile and the carriage has to be jacked up for the bogies to be removed and sent away for reprofiling or to have new tyres fitted. While we have the jacks to lift the carriage we do not yet have the 415V 32A, 3 phase supply available to power them, so after a few weeks delay the carriages were swapped once more and work continued on 4862. Because of the extreme urgency to get a fifth carriage in the running set it is likely that BCK 34742 will have to fulfil that role as soon as it can be painted. The engineering saloon has even been observed fulfilling this requirement at busy times.

There is a new fundraising initiative to try and purchase one or two Mk2 carriages. It is understood that conversion to dual vacuum/air

braking will be included in the purchase. The Mk2 carriages are of monocoque construction and do not have the same robust structural chassis as Mk1 carriages. In the long term it will become very important that the carriages are regularly inspected and if possible always stored under cover, to minimise the danger of corrosion destroying the structural integrity of the monocoque construction.

*(Editor's Note: Readers are referred to the article elsewhere in this issue on the Mark 2 project, which addresses many of the concerns regarding their suitability)*



*TSO 4862 being stripped back to bare metal*



# Raffle News

After having a 'gap year' in 2017, the raffle is ticking along nicely so far in 2018. Thank-you to all that have bought tickets so far, and there are plenty left for those have not yet taken part and would like to - just contact either myself on the email address below or James Graham via the Norchard Shop. Please also remember to sell (or buy) the tickets which were distributed with the last magazine, and return stubs and proceeds to Norchard.

I would like to extend a special thank-you to those who have sold tickets on the train so far this year – they are: Andrew Walker, Ed Stevens, Dave Churton, Isabel VanderBilson, Jamie Ivin, Lois & Ruairi Clarke, Pam Singer, Peter Wood and Rob Alpin – so far we have raised just over £5900 in total towards the Carriage Cover Appeal and we couldn't have done it without you. We're always looking out for volunteers to sell tickets on our trains so if you fancy a nice day pottering up and down the line chatting to customers, this job is for you! Whether it is one day a month or one day a week, anything is appreciated. Just drop me an email on [danwinter@live.co.uk](mailto:danwinter@live.co.uk). Dan Winter.

# Santa writes....

Greetings, Santa here,

I'm having a lovely holiday in the sun and I've started thinking ahead to the Santa Specials; they are only five months away!



## Firstly, let's give

a big thank you to all that helped me out last year.

This year, all helpers are welcome; elves old and new alike, they just have to bring some Christmas cheer.

If you are interested or want to know what you could do to help, just contact my Chief Elf on [santaroster@deanforestrailway.co.uk](mailto:santaroster@deanforestrailway.co.uk) or contact the Shop at Norchard.

Yo ho ho!!!

## Severn & Wye Railway Now & Then *with Ian Pope*

# 22nd September

Enjoy a historical railway journey along the DFR with expert commentary on board from acclaimed historian Ian Pope (train departing 5pm from Norchard), followed by an illustrated talk at 7.15pm in the Café. Refreshments available

Tickets      £15 for talk and tour / £12 tour only / £5 talk only

To book, call James on 01594 845840 or email [society@deanforestrailway.co.uk](mailto:society@deanforestrailway.co.uk)



# Upcoming Events

A look ahead over the next three or so months at events **planned for the DFR. There's something for everyone, from enthusiasts to families.**

Please share the details with friends and family – successful special events are key to the ongoing financial viability of the railway.

Saturday 14th - Sunday 15th July

## Paw Patrol

The heroic pups, Chase and Marshall, are back for their second year, appearing at intervals throughout the day. Join them for an action packed weekend, complete with trains and fun activities.



Friday 17th - Sunday 19th August

## Day out with Thomas

Meet the Fat Controller, enjoy a brake van ride with Thomas, travel on Daisy the DMU or our steam train. Plenty to do for all the family – why not bring someone to meet Thomas for the first time?

Friday 14th - Sunday 16th September

## Diesel Gala

Join the home fleet together with special guest Warship locomotive *Onslaught* for a three-day spectacular of diesel haulage, including our popular rideable ballast trains. Oh, and a beer festival too!



# 299 Club Draw Results

The June 2018 prize draw for the DFR Carriage & Wagon Workshop Appeal Fund 299 Club was held at Norchard on Wednesday 20th June.

The lucky winners were:

1st	Number 6	£88.25	Marian Nicholson
2nd	Number 76	£52.95	Stephen Turk
3rd	Number 44	£35.30	Alan Grant

£176.50 was transferred to the Carriage & Wagon Workshop Appeal Fund, and Marian Nicholson has kindly donated her winnings to the Fund.

£3109.50 has been transferred to the Workshop Appeal Fund since the first 299 Club draw in June 2012, and a further £260.05 has been donated to the fund by winning members.

The Fund has financed the concrete floor for the Blueline Building.

Contact Trevor Nicholson in the Carriage & Wagon Department for more information or for an Application for Membership form for the 299 Club.

## Who's Who at the DFR

Forest of Dean Railway Ltd

Overall strategic management of the railway

Chairman - Godfrey Moger

Vice-Chairman - Dr Paul Lansdell

Finance Director - Cecile Hunt

Commercial Director - vacant

Development Director - Jason Shirley

Health & Safety Director - John Clarke

Director - Wallace Barnett

Society Appointed Directors - Ian Pope & Rob Harris

David Hurd Appointed Directors - David Woodliffe & Bob Morris

Company Secretary - Malcolm Harding

Minutes Secretary - vacant

Dean Forest Railway Company Ltd

The day to day running of the railway

Chairman - Dr Paul Lansdell

Operations Director - Dr Alastair Clarke

Small Works & Civils Director - Jason Shirley

Lineside & Environmental Director - Chris Bull

Chief Mechanical Engineer - Paul Sandles

Assistant CME - Adam Dickinson

Departmental Representatives:

Signal & Telegraph Manager - Steve Harris

Carriage & Wagon - John Clarke

Electrical - vacant

Permanent Way Manager - Alex Davies

Small Works - Bob Bramwell

Mechanical Engineering - Paul Sandles

Society & Rostering - Adam Williams

Dean Forest Railway Society

Membership and fundraising for the railway

Chairman - Dr Alastair Clarke

Vice-Chairman - James Graham

Treasurer - Tim McLennan

Secretary - Sue Williams

Membership Secretary - Adam Williams

Press Officer - Rob Harris

Volunteer Liaison Officer - Rob Alpin

Committee Members - Morag Beaton, Adrian

Copley, Ian Pope, Dave Churton, Dan Winter,

Roger Phelps.

Dean Forest Railway Museum Trust

Chairman - Ian Pope

Honorary Curator - John Metherall

Full Time Staff

General Manager - Duncan Rowe

Finance Manager - Lynne Wentworth

Catering Manager - Tina Cassells

Commercial Manager - James Graham

Operational Liaison Manager - Roger Phelps



