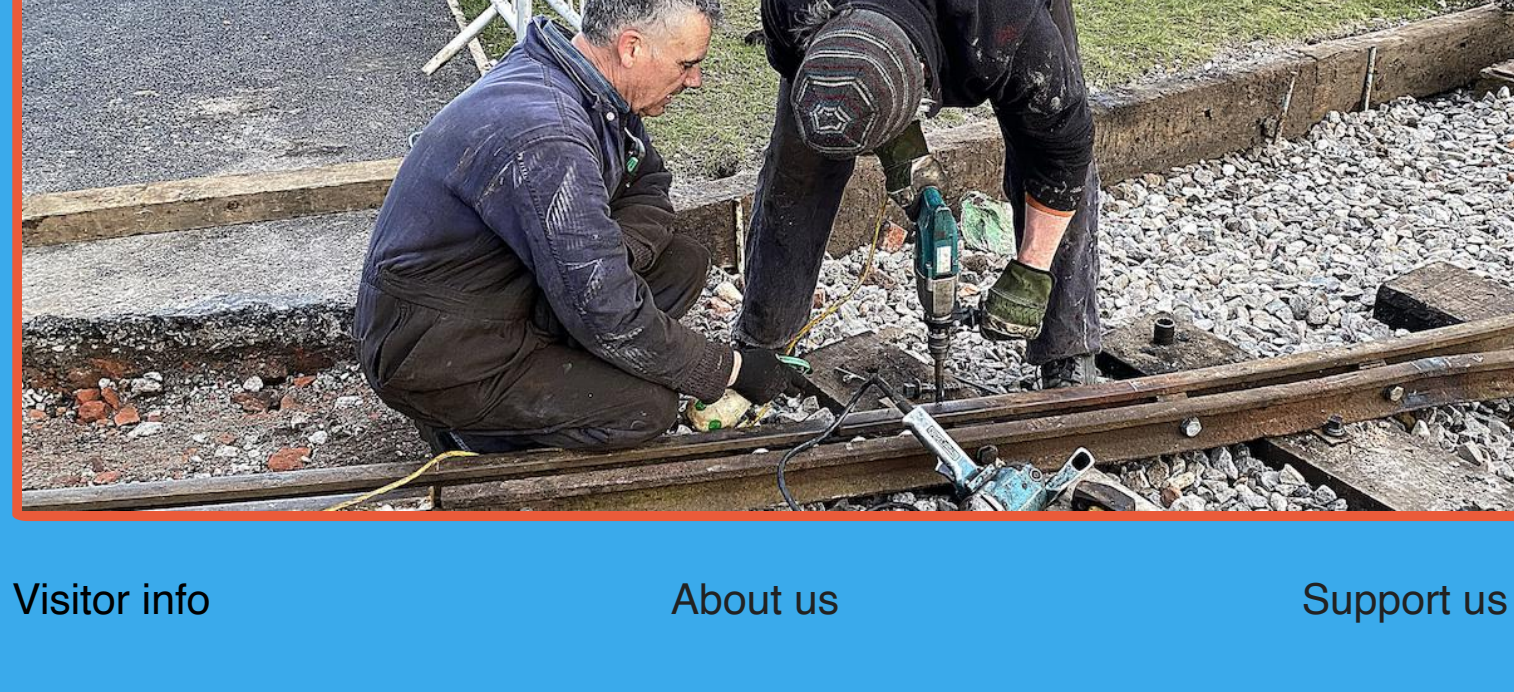




THE WEST LANCS LETTER

The Newsletter of the West Lancashire Light Railway



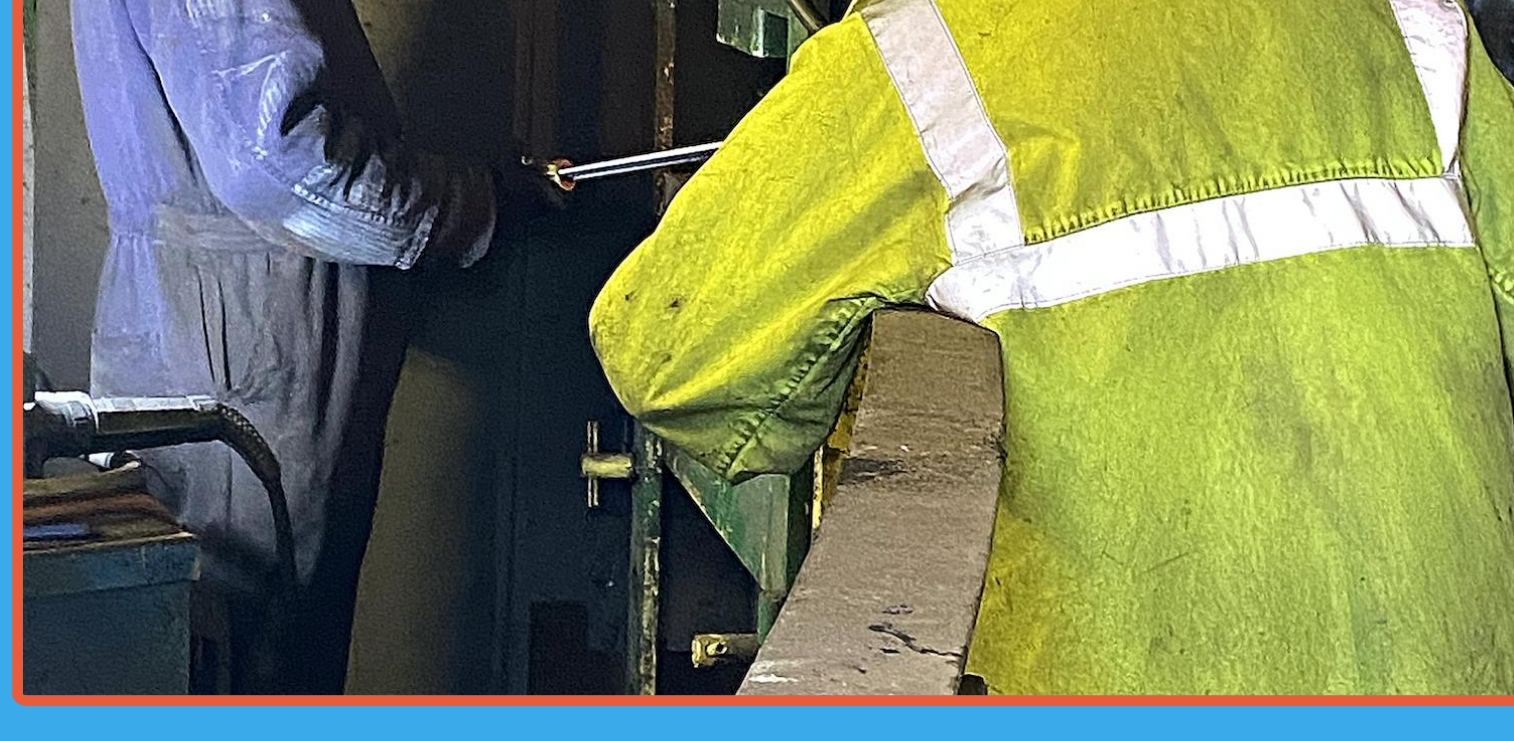
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WELCOME to West Lincs Letter No.26 !

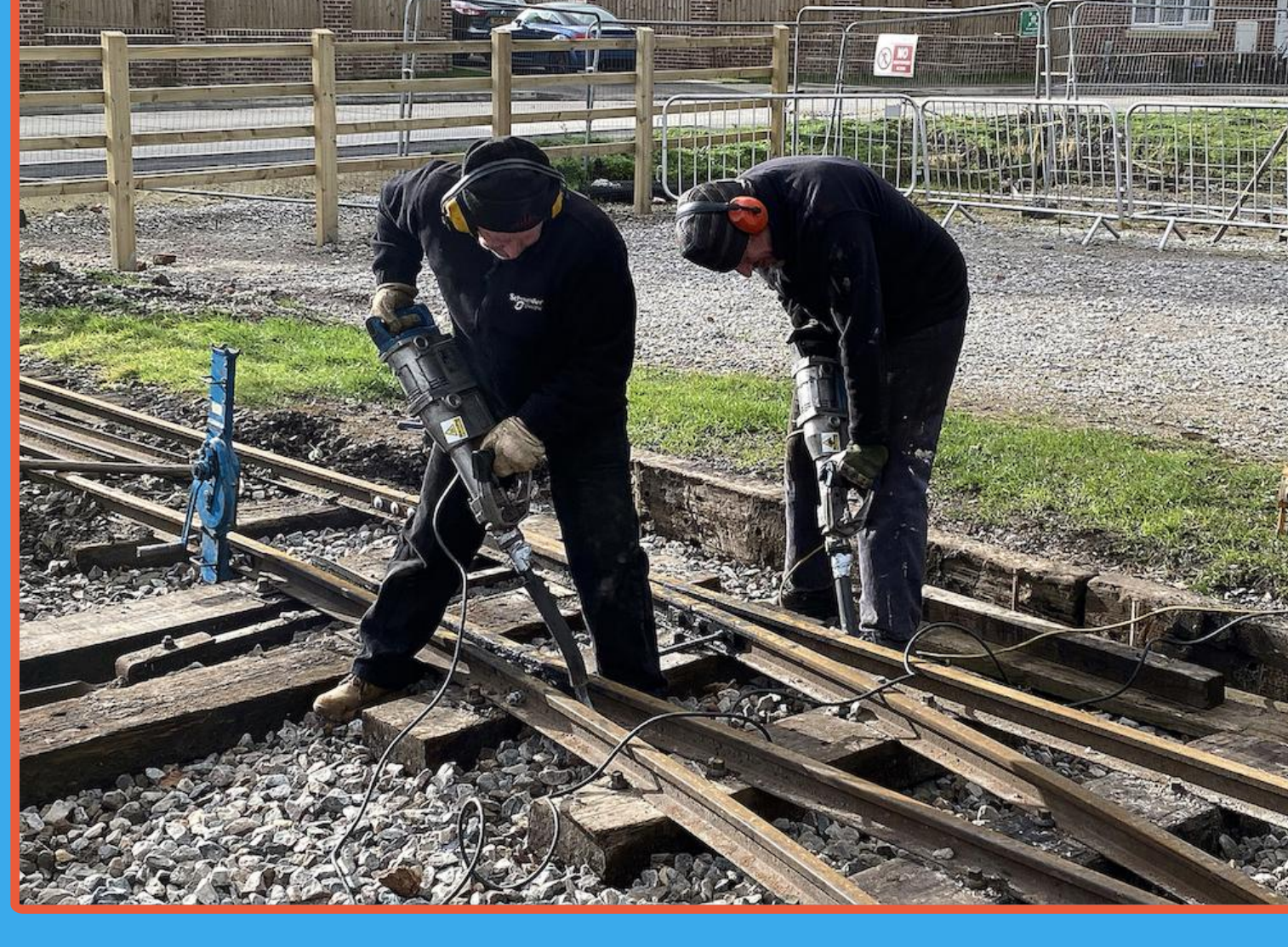
As we approach the start of our 2022 season, and the list of jobs to finish seems as long as ever, we highlight some of the work that has been going on to maintain and improve the Railway.



A priority for the close season was to re-sleeper and re-align the headhunt point at Beconsall station. This involved more work than expected, as the rail was found to be bent downwards, possibly caused by vehicular traffic. Straightening in the welding shop's hydraulic press remedied the problem.



A spirited, determined approach pays dividends when hammer-packing the ballast. The noise and vibration are a bonus.



Trimming the pitch pine slats for the seats for the access coach. Much sanding and waxing then occurred, before assembly of the final structure.



Work in progress to turn the temporary loading line from the car park into a permanent one:



In 2020 the outside of the shop had a new coat of red paint, this year the inside gets a makeover in yellow:



Cladding of the toilet block underway. It will have a corrugated iron finish, to match the shop:



More progress with Sybil, as the brick arch support casting is installed in the firebox, and the firebars trial-fitted:



A new diesel fuelling point is installed. Hoisting jerry cans precariously over could-be-bigger plastic funnels poking out of hard-to-get-at loco fuel tanks will be but a fond memory...



Studious concentration is required when fitting Montalban's pipework. Note the comprehensive engineering drawing.



And just in case you thought locomotive owners had it easy, here's the to-do list for West Lincs engines for their annual MOT by the boiler inspector:

- 1) Cok! Examination
Plugs, Fusible Plug and Mudhole Doors removed and cleaned; Boiler washed out; Plug holes and Mudholes cleaned out and threads cleaned up; Gauge glass fitting cleaning plugs removed and passageways rodded out; Pressure Gauge removed; Smokebox and Smokebox Tubeplate cleaned; Firebox cleaned and firebars removed.
- 2) Steam Trials
Boiler fully "boxed up" and steam raised to blowing off point. All fittings, plugs, doors, joints etc. checked, and safety valves set.
- 3) Steam Examination
As 2), but under scrutiny of the Boiler Inspector, who will witness functional tests of the protective devices, safety valves, injectors, gauge glass fittings etc.

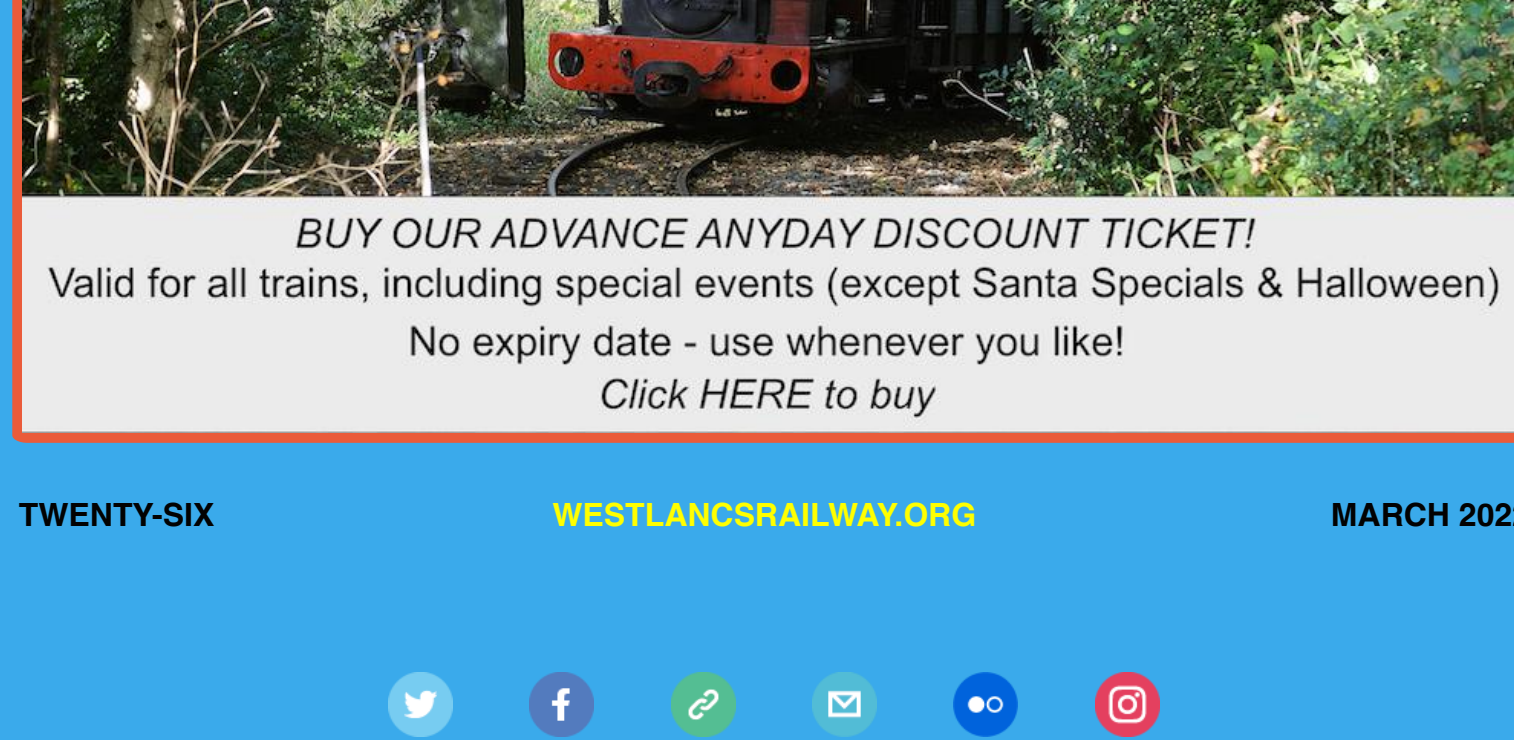
The Loco is not required to be moved under its own power for the purposes of the tests, but it is advisable to do so on either occasion to check for any running faults which may have arisen due to winter storage or repairs/modifications, and also to undertake the Annual Examination and complete the relevant form.

[More photos of recent site works](#)

And finally, from June 2011, Alan, Neil and Paul use those most sophisticated of scientific instruments, the rubber hose, the plastic funnel and the steel spanner, to commission Joffre's new boiler. Perhaps surprisingly, they made a good job of it and the loco has given a decade of reliable service.



Our new season starts on Sunday April 3rd - see you then !



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