



# HALESWORTH TO SOUTHWOLD NARROW GAUGE RAILWAY SOCIETY

**Honorary President Mr Roger Desborough**

A non-profit community organisation, dedicated to re-opening Halesworth's Heritage Narrow Gauge Railway to Wenhamston and beyond

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## 'The Halesworth Headshunt': Working Volunteers' Edition

December 5<sup>th</sup>, 2019

- **Sunday December 1<sup>st</sup>:** James had more company than usual – very welcome – as



both Jamie and Richard spent the day with him at the workshop. Richard came specifically to progress his marathon hinge drilling job (so we didn't dissuade him!). Jamie and James dropped the second track panel onto the ground, and bent it into a nice gentle curve, using the rail bender, the crowbar, and a lot of muscle (mostly Jamie's). The trick with doing this is to loosen the track bolts, bend the rail a little at a

number of equally-spaced points (2 feet apart in this case), have a look at it, and then if required (which it was) bend again in the intervals between the first bends – and repeat as necessary, finally re-tightening the bolts to form a solid ladder formation. We wanted a 21m radius curve, but ended up with (about) a 25m one: it became obvious that anything tighter would, as it's part of a "level crossing", be a possible cause for derailments. We had a couple of hard rainstorms (and a double rainbow), but worked in between. The next pair of rails was pulled out of the stack using the new Society van



pretty crammed, and needs re-thinking), we can warm up various things in the cold winter weather. If anyone has any planks or ply – say between 6" and a foot wide – which we can use to make more shelving, that'd be useful.

- **Tuesday December 3<sup>rd</sup>:**

with 6 volunteers and our contractor onsite, we had a productive day (mostly!). Tristan (with James as second man) dug through the ground in the roadway for the second panel Siding 2 extension – there was no large lump of hidden concrete here, so that made life a lot easier. He made the trench deeper so that we could use the broken concrete from last week as a foundation: the pieces were loaded into barrows and tipped, with the panel (once plated up) lifted through the rubble, which was then shovel-packed underneath. Then the material that had been dug out was spread onto the panel, which was then lifted again (twice), and consolidated in between. By the afternoon Tristan was able to track along and across the track, making sure that the whole



and a long rope: the easily-accessible rails are all gone now, so we are down to those which are very tight indeed.

Richard completed his boring job, so we all decided to assemble the first 3-plank side door on Wagon 1: this is now complete, apart from the cotter pin fixings to hold it up. The design seems to work quite nicely.

Richard has donated a microwave, so, when we have found space for this (the bothy is





thing was solid – and he then used all the rest of the material to finish off both panels to level with the roadway. With traffic over it, and weather, it will probably go down a bit more – so we plan to use Roger’s planings with a



compactor plate to re-level, at a later stage: the work area can be done at the same time. Now we need to make up a third panel (also curved),

before we have completely cleared the roadway area – so there’s a lot more drilling of the steel sleepers provided by our member Roger. Then we’ll need to survey the next bit, and consult with Roger, so we can see exactly where to go next.

- Richard and Ken completed the drilling on the 6 hinges for Wagon 1’s sides, and made up the second side door.



They also rebated and fixed the 6 bolts which attach the timber body to the steel

underframe. Harry and Alan had a frustrating day on the RFS loco, with inconsistent electrics making their lives very difficult – it seems that they solve

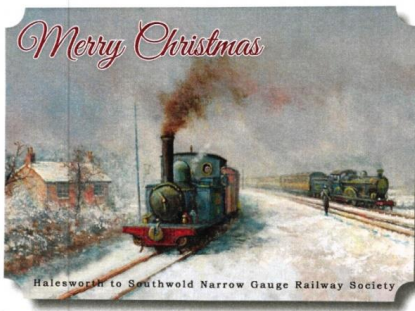


one problem, only for another three to arise. However, considering that the loco was derelict and left out in the rain for many years, having been badly treated during its working life, it’s amazing how well they have got on, so far.

## Society News

- Don’t forget we have Christmas Cards (see photo) for sale at £1.00 each and





£4.50 for 5 (including envelopes) - plus £1.00 P&P if you want them sent to you.

- The cast brass number plate for Sharp, Stewart locomotive “Halesworth” is now on order, thanks to a legacy we received recently. The work will be done by Procast. As we have made a start (although



a small one) on our long-term ambition to build this iconic locomotive – would any Member like to sponsor part of the nameplate cost (£474.00) as well? We already have a £100 donation for this, so we still need £374.00. If we have both the nameplate and the number plate, these could be mounted and displayed at events we attend and, when we launch the project, used for fund-raising. Substantial donations will be acknowledged on a plaque displayed alongside the plate.

- James attended meetings of the Halesworth Tourism Group, the Halesworth and Blyth Valley Partnership, and the East Suffolk Line Community Rail Partnership (where we presented our proposal to have a poster board on Halesworth Station showing the HSR station as it was).

## WORKDAYS

- **Sunday Dec. 8<sup>th</sup>: workshop: prep. for Tuesday, Wagon 1**
  - **Tuesday Dec. 10<sup>th</sup>: we'll be at the Folly, from 10.00. We have a booking from two sleeper sponsors to help lay down their sleepers. In between that, there's lots of completion work to do on the 7 panels – levelling, aligning, ballasting, and securing or removing Wagon 2 for the Christmas break. We will knock off at 14.00, and go to the Olive Café at Holton Garden Centre, where they will be expecting us, for drinks and eats – 14.30 to 15.30**
- **Sunday Dec. 15<sup>th</sup>: last Sunday workday this year - workshop**

## CHRISTMAS BREAK!

- **Tuesday January 7<sup>th</sup>: first workday in 2020**

Ken and James