

Friends of Rhyl Miniature Railway

Newsletter No. 6

June 2004



RMR helps to launch Regeneration Project

On Wednesday 28th April the railway participated in the launch of the 'Rhyl Athy Regeneration Project'. Our photograph shows the Mayor of Rhyl, Councillor Glyn Williams, together with the Cathaoirleach of Athy, Councillor John Lawlor (on the footplate), together with invited guests from both towns, together with *Joan* and a vintage open-topped bus.

Athy is in County Kildare, south west of Dublin, Ireland. The Rhyl Athy Regeneration Project is funded under the European Union's Interreg scheme. The main aims of the project are to address the shared socio-economic issues of Rhyl and Athy, and to encourage the regeneration of business and enterprise in the two towns. It also aims to assist the development of community enterprise, including initiatives such as our station project at Marine Lake. Project Manager in Rhyl is Andrew Rainsford, who previously worked as fund raising officer for the Church of England, based in Wrexham. This gave him considerable experience of working with the

Heritage Lottery Fund, and recently Andrew has been an important advisor to Rhyl Steam Preservation Trust in compiling our applications to the HLF and for partnership funding. We look forward to continuing to work with the Rhyl Athy Regeneration Project, and have been invited to take our Cagney train and portable track to the Athy Waterways Festival in May 2005.



Our locomotive Joan has received a winter overhaul at Arthur Jones's Wrexham workshops, where it passed its boiler inspection on 21st April, seen here. A new smokebox was fitted, and the engine was fully repainted, reminiscent of its 1920s livery.

Station Building and Museum: Lottery Application Submitted

In March 2004 Rhyl Steam Preservation Trust submitted an 188 page application to the Heritage Lottery Fund for its new station building and museum. The sum we requested, based on 70% of the project total, was £556,997.

Our application included more than twenty **letters of support** for our project, including from officers and members of Denbighshire County Council, from Rhyl Town Council, from Chris Ruane MP, from Ann Jones and three other members of the Welsh Assembly, from the Heritage Railway Association, from the National Railway Museum, and others.

It must be emphasised that our application is in competition with others, and is not therefore assured of success.

The **timescales** envisaged in our business plan were:

- September 2004: HLF Stage One approval, release of funding for detailed architectural work
- January 2005: Submission of Stage Two application with detailed costings.
- July 2005: HLF Stage Two approval, full funding package assembled.
- September 2005: Commencement of site work.
- Easter 2006: Grand opening of station building and museum.

Documents and letters that we have prepared since last October include:

	Pages
Business Plan (copies available at www.rhylminiaturerailway.co.uk)	27
Heritage Lottery Fund application form	32
Education Policy	2
Equal Opportunities Policy	1
Museum Acquisitions and Disposal Policy	3
Policies on Charging and Pricing, Disabled Access, Bilingualism	1
Draft Conservation Plan	32
Accounts with Independent Examiners' Report	6
Estimate of Construction costs (prepared by Denbighshire Design Services)	6
Detailed Financial Forecasts	9
Statement of how people will be appointed	1
Minute authorising application	2
Application for Charitable Status	49
Child Protection Policy	4
EC Key Fund application form	6
Denbighshire Community Project application form (draft)	9
Submissions to Rhyl Town Council	5
Submission of railway design to HM Railway Inspectorate	7

As part of its future strategy the Trust has adopted a new **mission statement**:

To advance education of the public about the history of Rhyl Miniature Railway, through its continued operation with heritage steam railway equipment, and in its context of:

§ Other similar miniature railways.

§ Marine Lake fairground and other local fairgrounds.

§ Main line railways to Rhyl.

To achieve this through promoting greater access to our collection, that involves adults, children, families and schools of all cultures, genders and abilities.

We have also promised to work towards **Registered Museum Status**. By museum standards our collection is small, but we do operate the oldest miniature railway in the UK, and are unusual in that our core locomotives and rolling stock were all locally built, and are operating in their original location and for their original purpose. Our conservation plan is aimed at ensuring that we follow best practice in securing the collection for the future.

If successful, the station project will bring specific obligations for the volunteer operating group and the 'Friends'. Foremost among these is that we will be expecting to operate the railway on **100 days per year**, rather than the present 30 days per year. We will have a lot more to offer visitors, but having received a public funding we will need to offer the widest possible access, to different sectors of the community, and on a good number of days of the year.

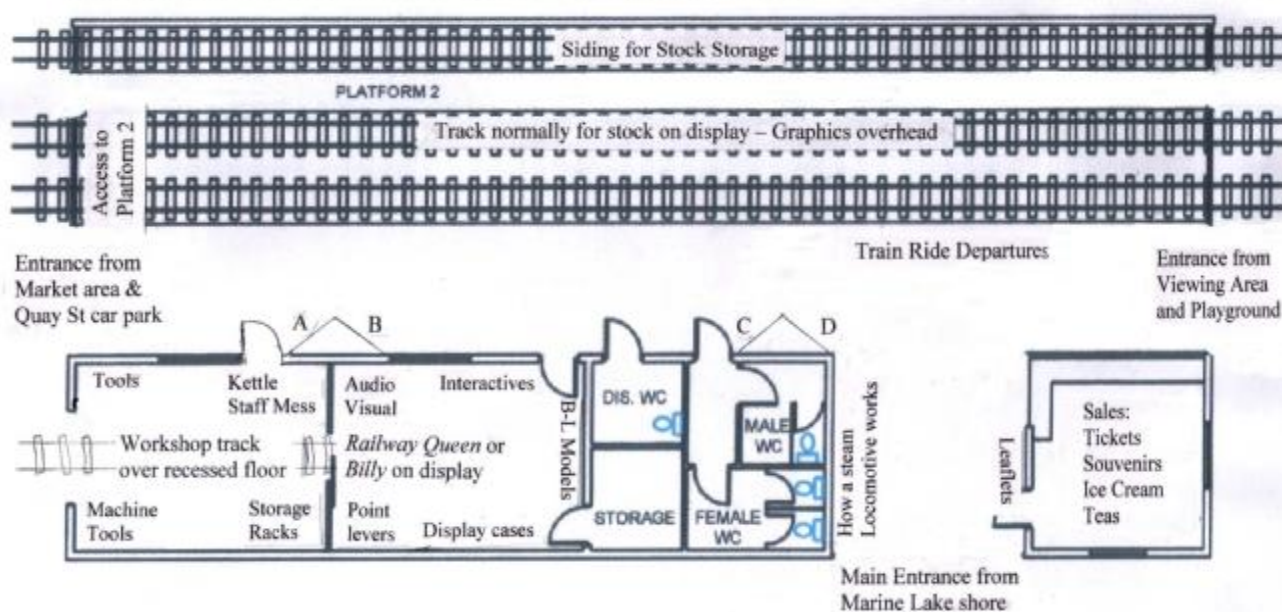
From the ticket office one will be able to purchase souvenirs together with teas, ice cream, confectionery, etc. However, the heart of visitor facilities will be train rides and the **museum room**, which will include a locomotive on display, and hopefully a state-of-the-art touch-screen audio visual machine. This, together with selected hands-on exhibits, should encourage our visitors to show interest in our story, in line with our mission statement, and in a manner relevant (for school parties) to the national curriculum.

There will, of course, be a **workshop** for heavy overhauls – visitors will be able to see into it through an internal window. The active locomotives will be kept in the main train shed, protected overnight by roller shutters.

We have also said that the roof of the building will be coated with photo-voltaic cells. There will be interpretation relating to **solar power**, which will hopefully link us up with proposed alternative energy features at other visitor attractions elsewhere in Rhyl. The **design** of the building itself was described in our Spring 2003 newsletter. As part of the scheme four **steam locomotives**, *Joan*, *Railway Queen*, *Michael*, and Cagney No 44 will all be donated into the ownership of Rhyl Steam Preservation Trust.

RHYL STEAM PRESERVATION TRUST

PROPOSED FACILITIES AT MARINE LAKE STATION



Displays A, B, C, D: The Marine Lake Fairground, RMR's Famous Engines, Marine Lake Environmental Trail Starts Here, Alternative Energy

Museum: Touch Screen Audio Visual Machine with Slave Monitor overhead

Standard ten minute programmes: History of Rhyl Miniature Railway; By Train to Rhyl in the 1920s

Touch screen themes to explore: Rhyl Miniature Railway in its context with - other similar railways, - Marine Lake Fairground, Train travel along the North Wales Coast

Can we really do all this? The short answer is that we could never hope to achieve all of it on our own, but we have been very fortunate in gathering around us a really good team of **advisors**.

Andrew Rainsford's wide previous experience of funding applications has been invaluable to us, and he is particularly responsible for the alternative energy aspects of our proposals.

Jackie Cope is lottery officer of the Heritage Railway Association; and has given us every encouragement. Chris Shaw was generous in giving us sight of Cleethorpes Coast Light Railway Supporters Association's successful application to purchase the Sutton Collection.

Susan Dalloe and Peter van Zeller have advised us about the museum aspects of our proposals. Susan

(a Fellow of the Museums Association) is Museums Development Officer of Denbighshire County Council, and has offered to be the Trust's curatorial advisor when registration standards are achieved. Peter is curator of the Ravenglass Railway Museum, and has had previous experience of funding applications made by the Furness Railway Trust.

Alan Cliff, President of the 'Friends', has also provided us with valuable advice. Recently we have prepared our first bilingual display boards, which were translated for us, free of charge, by Berwyn Jones, who is Chairman of the Welsh Translation Board. Bill Rear has offered to provide material suitable for inclusion in an education pack. Bill, a retired schoolteacher, is a respected historian and author of books about main line railways along the North Wales Coast.



First steaming of Joan after overhaul, with the new smokebox, 20th March 2004.



Cagney No 44 operated RMR's trains over Easter weekend, here on Sunday 11th April. Photo: John Myers

Station Building and Museum: Progress to date: June 2004

Charitable Status Granted

On 26th May the Trust was granted charitable status, its number on the central register of charities is 1103953. This is a welcome acknowledgement of our educational objectives, and will entitle us to various financial concessions, including exemption from tax on charitable activities, discretionary rebates on rent and rates, and gift aid on donations.

£100,000 of Partnership Funding Awarded

On 7th June we received fantastic news, that our application to the Denbighshire EC Key Fund has been approved in full. This makes the project significantly more likely to succeed, although, as one would expect, none of this money will be released until a viable funding package has been obtained for the whole scheme. There are also other conditions, including that claims must be made at the latest in March 2006.

Lease Negotiations

Four Trustees met on 6th June with officers from our landlords, Denbighshire Leisure Services, and from Denbighshire Valuation & Estates. We expect shortly to be offered acceptable heads of agreement, following which the Council's Legal Services department will be asked to draft a 30 year lease.

Is the project still on track for completion in 2006?

At the moment it seems to the Trustees that this target is still achievable, but until specific discussions have taken place with the Heritage Lottery Fund confidence would be premature; it is also very possible that the lease that we will require could delay matters. Even so our progress so far has been encouraging.

The wide ranging support that we have received from the local community, from relevant council officers, and from other railway organisations makes us think that we will never have a better chance than we have now.

RMR at Railfest 2004



Volunteers from Rhyl participated in operating the new 15in gauge railway at the National Railway Museum, York, as part of Railfest 2004, a celebration of 200 years of railways. This was a major event, which attracted over 70,000 visitors.

15in gauge operations were a joint venture with our friends from Cleethorpes Coast Light Railway, and Sherwood Forest Railway. We ran trains daily from 28th May ('photographers day') to 6th June, offering free rides for all visitors to Railfest.

CCLR provided their train of four enclosed coaches originally from the Sutton Miniature Railway, together with 4-4-2 *Sutton Belle*, SMR railcar No 4, and newly restored 2-6-4DH *Battison*.

Our contribution was the Cagney train, which was 'tailed' by 0-4-0ST *Smokey Joe* from Sherwood Forest. A welcome addition was the original Bassett-Lowke 4-4-2 *Little Giant* (built in 1905), which arrived on 28th May on a five-year loan to the NRM. The group photograph above was taken after operations finished on June 6th.



Railfest offered its visitors six different train rides, including behind Rocket, City of Truro, and Prince (2ft gauge). Many of the standard gauge steam locomotives that were exhibited were also kept in steam. One exception to this was the NRM's newest acquisition Flying Scotsman, which provided a static backdrop to the 15in gauge trains, seen here with our Rhyl coaches headed by Smokey Joe.



A surprise visitor to Rhyl on 11th May was Jeremy Martin's Cagney locomotive, which he imported from Peru (together with the coaches now at RMR). This was its first run following an extensive overhaul carried out by David Black at Arthog Steam.

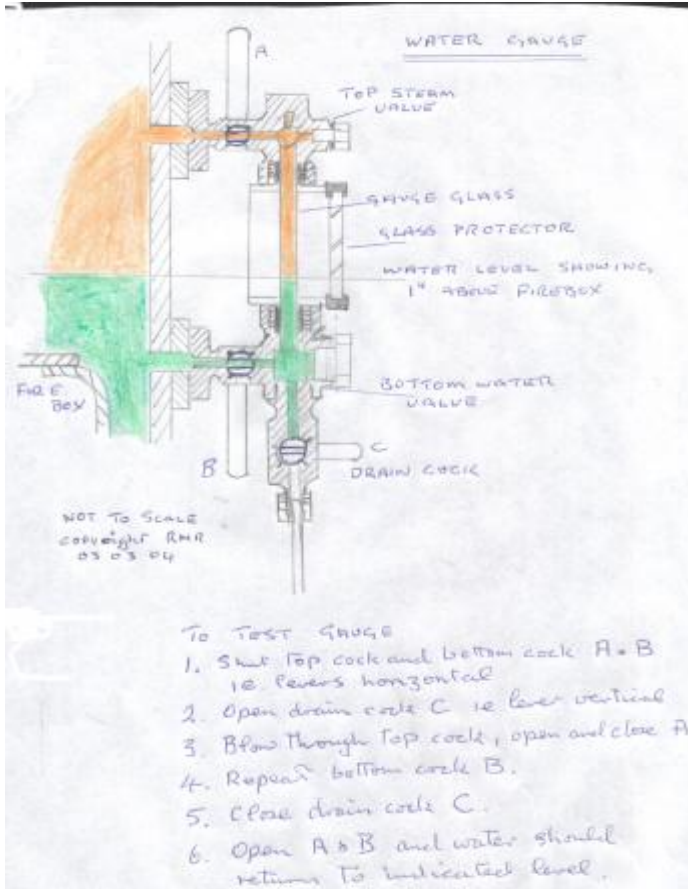


Following its boiler inspection Frank and Arthur then took the Peru engine to Cleethorpes, where it met up with our own Cagney. The two then ran double headed for the CCLR gala, a sight not seen in the UK since a hundred years ago at Blakesley Hall.

Photo: Neville Knight

Water and Steam

By Vernon Aynsough



Continuing the theme from the last issue, water gauges were mentioned. These are mounted on the boiler back plate and indicate the amount of water in the boiler. They are positioned so that when the water is just in sight, at the bottom of the glass, the fire box crown is still covered – see diagram.

Half a glass of water is normal, under running conditions; this allows space in the water for steam, and enough water to compensate for track gradients and curves.

Another essential indicator is the pressure gauge, which shows the amount of steam held in the boiler. It also denotes the engine's working pressure by a red line on the p.s.i. scale.

When water is heated at 212°F steam is formed, and as further heat is applied more water is converted into steam. This, being elastic, becomes compressed, therefore decreases in volume and increases in pressure. The steam collected above the water exerts pressure on its surface, so extra heat is required, i.e. the higher the pressure the greater the amount of heat required to create steam

Lbs per sq in	Temperature °
0	212
50	300
100	340
120	350

This is for saturated steam; for superheated steam we are dealing with temperatures of 600-750°F and boiler pressure of 225-250psi.

RHYL STEAM PRESERVATION TRUST

Registered Charity No 1103953

Trustees: Les Hughes (Chairman), Carol Hughes, Cllr Joan Butterfield JP, Simon Townsend (Secretary), Justin Bell.

Enquiries about railway operations should be addressed to the Trust Secretary, 10 Cilnant, Mold, CH7 1GG, Tel 01352 759109.

Friends of Rhyl Miniature Railway

Our group has been formed to support the Rhyl Steam Preservation Trust in its aims to preserve and operate the railway.

Membership costs £7.50 per annum and runs to 31st May each year, including newsletters due in April and September.

President of the Friends is Rev Alan Cliff, whilst its Chairman is Simon Townsend

For Subscriptions and Enquiries: Secretary and Treasurer of the Friends are Dave and Justin Bell, of 22 River Street, Rhyl LL18 1PT, Tel 01745 339477.

Friends' Newsletter
Editor: Simon Townsend



*Trains at Railfest were often busy.
The coal burnt well but was sometimes smoky!*

RHYL MINIATURE RAILWAY 2004 TIMETABLE

Trains run every Sunday until 12th September
Every Thursday from 22nd July until 26th August
Every Saturday from 31st July to 28th August

Jack the Station Cat Day: Sunday 22nd August 2004

Cagney No 44 at Evesham: 3rd & 4th July 2004

Joan at Evesham: 22nd May 2005

Cagney No 44 at Athy: 28th & 29th May 2005

Next RMR Enthusiasts' Gala: August 2005