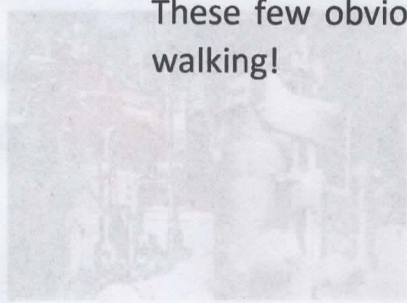
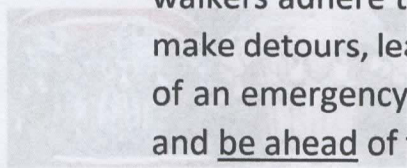


Notice to all Walkers

Walk leaders plan and reconnoitre the route to be taken. It is important that all walkers adhere to the planned walk. Walkers should not wander off the route, make detours, leave before the finish etc. There will be exceptions as in the case of an emergency. At all times walkers should be able to see the leader in front and be ahead of the back marker.

These few obvious rules will make walks more enjoyable for everyone. Keep walking!

B/S U3A Committee



The restoration work is broken down into several groups covering:

- Buildings and Services
- Decorative cast iron work
- Auxiliary plant
- Pumps
- Engines

The restoration progress to date can best be summarised as follows:

- The beam has been moved over almost the complete range, rust has removed.
- The water and air pumps have been stripped and the steam pipes pump plungers.
- Sand has been excavated from the culverts and from beneath both flywheel and beam when the pumps are clear of sand.
- The hand-barring 'engine' has been restored in order to move the operating on a small boiler acquired from a laundry.
- The steam-driven barring engine has been fully restored and is reassembled for display.
- The steam governor has been removed, stripped, restored and has been similarly treated.
- otherwise destroy the steam-tight glands. The low pressure piston rod skimmed by an outside contractor to remove rust which would The High/intermediate piston rod was removed and has been All the pistons have been removed for renovation and re-emplaced is being re-installed.
- The valve gear is being restored to the original bright steel state, and The engine cylinder heads and valve gear have been removed.

When the buildings were abandoned, the pumps and culverts below the Beam Engine House were filled with sand to reduce the risks from methane. This has meant that some 100 tons of this sand has had to be excavated from around and underneath the pumps before there was any hope of moving the beam and flywheel. Further, there was a considerable ingress of rain water which has resulted in serious rusting of the engine parts.

The current restoration activity is concentrated on the engine on which Albert Edward and Alexandra, Prince Consort was last run in 1953 and is the only engine that remains four engines - Prince Consort, Victoria