



### **M&GN Joint Railway Society**

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### **North Norfolk Railway**

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## **Press release**

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### **Iron Horse back in the saddle**

Over 350 members and shareholders had a special treat at an event held for them on October 1st at the North Norfolk Railway.

Visitors to the railway's Weybourne workshops were delighted to see the M&GN Society's "Iron Horse", War Department 2-10-0 locomotive 90775 boiler reunited with its chassis and wheels – a visual milestone in the process of the loco's expected return to service early next year in time for the start of the 2017 season.

Society Chairman, Neil Sharpe, said "Trustees and members are really pleased with the progress being made. The "Iron horse" really is back in the saddle."

The Society awarded the contract for the locomotive's overhaul to the recently established engineering division of the North Norfolk Railway which has received considerable investment from the Railway in new facilities and expertise to enable the complete overhaul of locomotives without the need to send them away. It can also undertake work for other heritage lines and locomotive owners.

The work on the WD included the complete refurbishment of the horn guides, axle boxes and wheel sets. Optical alignment equipment was used to ensure the accuracy of these components and complex plate renewals were done in the new boiler shop.

Following the successful steam test earlier in the month, the boiler was reunited with the loco chassis in late September. This is a major step in the completion of the overhaul.

Mr Sharpe said "The Members and Shareholders Day" was a huge success giving visitors a wonderful opportunity to see the railway at work and what goes on behind the scenes to make the operation

of the railway so successful. The opportunity to see the newly 'mated' boiler and chassis was an added bonus and whetted appetites for its return to service in 2017."

Trevor Eady General Manager added the WD is the first complete locomotive overhaul to be processed by the newly established department at the North Norfolk Railway. Our staff have demonstrated the capabilities of the new facility which now has a growing order book for overhaul works including some from Europe.

End

### **Notes to editors**

Photo: 90775 inside the Weybourne workshops on Members' and Shareholders' day on October 1.

Photo: Peter Mayne [M&GNJRS]

Photo's outside mating the Boiler and Chassis Peter Phillips North Norfolk Railway PLC

### **The locomotive**

WD 90775 was built at Glasgow in 1943 as part of an order for the Ministry of Supply. The engine from new was sent abroad to work, and never worked for British Railways. It was repatriated for preservation in 1984, and has been working on the NNR since 2003. It was purchased by the M&GN Society in 2006. The engine is numbered 90775, as the last engine of the same design in BR stock was numbered 90774.

Fundraising for the "Iron Horse Project" has so far raised almost 50% of the estimated cost of the overhaul and return of 90775 to traffic.

**The Midland and Great Northern Joint Railway Society** is the supporting charity of (and major shareholder in) the North Norfolk Railway, which operates a 5¼ mile heritage railway from Sheringham to Holt. Founded in October 1959 after the extensive closure of the M&GN system, the Society works to preserve, display and operate a wide range of historical artefacts which include four steam locomotives – including B12 8572 and J15/Y14 564 - and many unique carriages and wagons. Fundraising for the "Iron Horse Project" has so far raised almost 50% of the estimated cost of the overhaul and return of 90775 to traffic.

### **The North Norfolk Railway**

*The North Norfolk Railway offers far more than just a train ride, experience yesterday tomorrow with a day out travelling through some of Norfolk's stunning coastal countryside.*

*The railway operates both steam and diesel trains, see the timetable for dates and times, and make a day of it with our great value rover ticket!*