



## **GREAT CENTRAL RAILWAY**

LOUGHBOROUGH, LEICESTERSHIRE

### **PRESS INFORMATION**

*Celebrating 40 years of preservation in 2009*

Date: 15<sup>th</sup> May 2009

## **NEW LAMP HUT – OLD LAMP HUT! FROM WHETSTONE TO ROTHLEY FOR GCR ORIGINAL BUILDING**

**Great Central Railway annual  
signal and telegraph work week report**

**New signals go up as the countdown to  
Swithland box commissioning is on.**

**The annual Great Central Railway signal and telegraph work week has seen major strides towards the opening of the lines next signal box at Swithland Sidings.**

Tens of volunteers spent a week on the line. They were given support by members of the army who had returned to volunteer after a training exercise earlier in the year.

Meanwhile Rothley station has seen a new addition, in the shape of an original GCR lamp hut. The hut comes from Whetstone station, some fifteen miles to the south. GCR volunteer Shawn Sanders takes up the story. **"This particular lamp hut was built for the GCR in 1898 by the Railway Signal Company, at a cost of some £50. In 1969 when the line closed a neighbour bought it for firewood at a price of five shillings then transported it several hundred yards north along the line to his back garden. It served for another forty years as a shed. He has kindly offered it back to the railway for its original purpose and we were delighted to accept a very generous offer!"**

The lamp hut has now been installed next to Rothley box, which itself came from Wembley (blind lane Junction).

At Swithland itself the first circuits have been tested in the new signalbox relay room. A tentative date of late 2010 has been set for the box to be fully operational depending on the amount of volunteer effort available. During the work week new

**BRITAIN'S ONLY DOUBLE TRACK, MAIN LINE HERITAGE RAILWAY**  
Great Central Railway, Great Central Road, Loughborough, Leicestershire, LE11 1RW  
Tel: (01509) 230726 Fax: (01509) 239791



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signals were installed at Rothley - these are part of the Swithland project as they control train movements along the double track towards the new box.

Graham Bannister, the signal and telegraph department leader said, **"Once again I'm really grateful to every volunteer and member of staff who gives their time so enthusiastically for work week. We've made some good progress."**

The Great Central Railway would particularly like to thank Morgan EST for assisting with the erection of the new signals. They provided road rail vehicles as part of a training exercise. Grateful thanks are also due to Network Rail graduate engineers and staff from Volker Rail who also gave their time very generously.

ENDS

WORDS 394

#### **NOTES**

Voted number 12 on the list of the 50 greatest railway journeys in the world the Great Central Railway is the UK's only double track, main line heritage railway. It's the only place in the world where full size steam engines can be seen passing each other – just as it was when steam ruled the rails. The preserved railway has been operating for over 36 years, and is manned by around 700 volunteers and a small team of permanent staff. Preservation of this section of the Great Central Railway began in 1969. The route was originally part of a main line from Sheffield to London. The 8 mile preserved section between Loughborough and Leicester is fully operational and the 4 stations reflect a different period of the railways 110 year history.

Trains run every weekend of the year, bank holidays and daily in the summer. In addition, First Class Restaurant Car Services provide 4 or 6 course meals, whilst travelling between Loughborough and Leicester or childhood dreams can come true with a Drive a Train Experience. We also run a number of family events, including "Days Out with Thomas the Tank Engine", Bonfire Night and Santa Specials. The railway has won a number of awards including "independent railway of the year", and a gold award for the East Midlands best visitor experience and is a quality assured visitor attraction as designated by Enjoy England.

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