

Amerton News - July 2006

John Strike

Permanent Way

Some adjustment has been made to the Amerton loop point blades and the headshunt blades following some damage from someone running through the wrong way, we must all be extra vigilant to avoid this damage to these critical turnouts. Thankfully they have all been re-adjusted and normal service resumed! Steve carried out the annual weed killing, though it must be said that the fields generally are heavily overgrown with weeds despite the sheep. The track gang have done some repacking either side of Bridge 2 and on the bank through the hedge and finally a short stretch near the ford. Some additional packing needs to be carried out on (or under) Goat Paddock Crossing. All the turnouts have been greased/oiled up prior to the Gala.

Locomotives

Isabel was re-assembled and steam tested for John Glaze on 24th March and she passed as usual. Unfortunately soon after we experienced weeping tubes (again). An awful lot of effort was required to remove all the backhead, firebars &c, but the real work was in removing the ferrules, which patently are not working. The tubes were re-expanded and the ferrules have not been replaced. It will be a relief when we can rid ourselves of these heavy gauge tubes in her boiler overhaul of 2007/2008. Unfortunately she missed the Bank Holiday Monday, but is now back in traffic.

Lorna Doone remains on display when the railway is open. Some thought is needed for

better buffing gear for when she is moved around. She got a good clean prior to the start of the season, and an oil round.

The Henschel, no news as yet received from the I-O-W on our boiler. The sand domes have been completed (3 sets of 2) together with the sand valve castings. Work continues on the K-L axles. The drawings also arrived from Poland and we arranged for 10 sets to be made for various owners.

746 see use with the generator on the front footplating and is probably overdue a good clean.

7471 remains in full working order and has taken on an 'industrial' appearance.

Dreadnought remains in working order and sees occasional use on Saturdays and is standby for the Hunslet..

Ruston *Yd No. 70* the radiator was removed complete and is now resting on the frames at the back of the loco. The nut holding the flywheel in place has been eased ready for eventual removal. The spider flexible coupling is the next to be removed. The green gen set 4VRO has been partially stripped with pistons removed; all seem in good order and appear to have seen very little use. All this preliminary investigation work is pending the setting up of the workshop where the Ruston frame and a 4VRO can be worked on effectively.



Hunslets 8561 and 3903 pose in the yard, 27 years separate these two locos!!

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Gordon the Hunslet sees a lot of use on general shunting all the Saturday and mid week services. A lightweight aluminium cab door has been fabricated for use in the winter as the cab often becomes a wind tunnel!

Littleton Ruston sees much use on shunting duties and is running well.

Golspie remains in store in the carriage shed.

Baguley 774 has had all the paintwork completed to one gloss coat, largely by Peter. The brake gear has also been taken up with some threaded rod as we are missing the brake standard. This rather odd, but very

original machine will be returned to Tywyn in due course.

Carriage and Wagon

The new coupling spring arrangements have now been installed on Coaches 1 and 2 and Van 4, highland Coach 5 awaits a suitable slot in the service to be replaced. The end result has been very satisfactory with a much smoother ride for our passengers. The brake gear on Coach 5 suffered some damage when it collided with some stored steel in the carriage shed, it all got straightened and replaced on a Wednesday evening and it re-entered service the following week.



20hp Baguley 0-4-OPM number 774 on display for the first time

John Strike



Your scribe on the regulator of Montalban at Chartley Road Loop

Alan Jones

Plant and Equipment

A mini-digger was hired to excavate the foul drain from the new ablution block to the septic tank. An 18v battery drill has also been purchased and has proved very useful. The new till has been installed in the ticket office following some minor software glitches, which were overcome by Peter Gully.

Building and CE

The first phase of the workshop steel erection went all to time and some cladding was fixed to the abutment wall – though of a different shade of green? The box gutter has also been formed alongside the existing shed. Steve carried out all the blocklaying to two courses to finished floor level and we are now largely ready to start forming the main slab. The storm water drainage at the front of the building has been completed, including core drilling the existing brick manhole and installing a new plastic chamber. The foul drainage at the other end has also been completed with a connection into the

existing septic tank. The design for the new workshop road has also been devised and the 12ft 35M rails delivered from store. Roger and Ray have done more work on the windows and cladding boards to the signal box and work is due to start on the second leg shortly. A new window has been fitted to the ticket office, a little wider than previously and also a new window to the gable end which was rotten. A large counter has been fitted to the ticket office to take the new till. A new hose has been installed on the platform for topping up the butt on Coach 1 and a quarter turn tap fitted on the end of the general hosepipe – specifically for topping up the locos tanks. The charley Road sign has also been replaced after the cows had knocked it down!

S & T

The McKenzie and Holland signal received its twice-annual adjustment and the ground frame received its usual modification ready for the Gala.

