

Amerton News - September 2006

John Strike

Permanent Way

Our stock of new 12ft 35M rails have been brought down from storage at the top of the line ready for use in the new siding to the workshop. You may recall that the turnout has already been laid in the yard off the siding alongside the carriage shed, so the 35M has been jim-crowed and laid on new timbers to the door of the workshop. The ex GWR 48lb rail stored at Aberystwyth is due to arrive shortly along with two complete 1 in 8 turnouts ex Aberfrwd loop.

Locomotives

Isabel has generally been running well though was failed late one Sunday afternoon due to lack of steam?! She was washed out on 12-7-06 and new rubbers have been fitted to both gauge glasses. The coal we now have is of two types, house coal and anthracite, which we mix together with reasonable success for use on *Isabel*. This comes in 25kg bags and we now have it delivered and loaded onto one of the big Allens flats – a much better arrangement. The clack stuck open on one occasion, but it is now easily isolated and was back-flushed with the air line when cold.

Montalban ended up staying with us till mid September but unfortunately she was only able to steam once when her owner came down for the day. The weeping tubes persisted until we re-expanded them again and they are now OK, though probably life expired after 17 years. She left the railway on 23rd September 2006 and was a very welcome visitor.

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

better buffing gear for when she is moved around.

The Henschel, a review of the 179 drawings has been carried out and work proceeds on the Klein-Lindner axles. Various issues have arisen concerning the new rod brasses and the sale of a pair of new sand-domes, but we hope that these will have been resolved by the time you read this.

Minworth Motor Rail 746 remains in use on engineering trains, but could probably do with a good clean.

Motor Rail 7471 remains in full working order and has taken on an ‘industrial’ appearance and could really do with the paintwork seeing to.

Baguley *Dreadnought* remains in working order and sees occasional use on Saturday services.

Ruston *Yd No. 70* has seen some further dismantling and a general tidy up of the area. The spider coupling from engine to gearbox has been split and the seized piston rings on the Gen Set have been freed, though one set is still reluctant!

The Hunslet *Gordon* sees a lot of use on all non-steam passenger trains as well as general shunting. Various leaks will be attended to over the winter including fuel and hydraulic lines and a possible water hose leak. The loco could also do with a clean, but otherwise it is still a pleasure to drive!

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

Baguley *Golspie* remains in store in the carriage shed.

Baguley 774 has received a second top coat of gloss green and is now ready to return to Tywyn Museum.

Carriage and Wagon

All the wagons received their annual charge of grease and all run well. The new Allens flats are proving very useful and a pair will soon be loaded with the entire delivery of

VoR rail. The water sprays to coach No. 1 continue to be successful and a larger water butt has been provided in what was the old Guards compartment.

Plant and Equipment

A second hand 6.5 KVA Oxford arc welder has been purchased from Dorset and works very well.

S & T

The McKenzie and Holland signal has received some further adjustment and the arm now sits in its correct position.



The concrete gang, tamping the pad at the rear of the workshop.

Peter Bell

Building and Civil Engineering

The external concrete apron has been cast to the area outside the rear roller shutter opening. This was undertaken one Saturday morning following the completion of the foul drainage and the fill to bring up the levels. Concrete godfather and panels have made a footpath to the rear of the workshop with a ramp down to the area outside the Chartley Building. Work has concentrated on constructing the workshop track, the sand blinding was laid together with the formwork on either side of this slab. The formwork itself was formed of sleepers with a threaded rod restraint. Another Saturday morning saw a part load of concrete placed and a float finish provided to the slab. The formwork was stripped and the sleepers returned to store on the two RNAD flats. The 35M rails are to be supported on 10mm flat steel sleepers, which in turn sit on 10mm - 40mm steel shims on top of the concrete. The rails will be welded to the sleepers, which will have been bolted down to the slab. A

pressed angle will provide a suitable flange way in the concrete. Ultimately the whole shed slab will be level with the rail top to provide a safe floor and one where a forklift can manoeuvre easily. Three new high bay lights have been temporarily slung from the roof, which enables us to continue work on the Wednesday evenings. The Ticket Office has always suffered from being rather too hot in the summer and so Peter purchased a cooling unit on e-bay and the Wednesday gang installed it one mad evening including the fabrication of a quality external shelter. A more effective seal will be required with the onset of winter, but in the summer the unit has proved excellent. The resident sheep have taken a liking to Nick's linear garden and destroyed quite a long section. The fence has now been improved especially around the signal box to prevent the woollies gaining access when we are not there. Preparation for work to the second new signal box leg has begun together with repairs to the featheredge boarding.



The second concrete gang laying the foundation for the workshop track

John Strike



Roger drilling the new corner leg for the tie bolts, note the half joint and below the spliced joint on one of the boards

Ray Ashdown

