

# Amerton News January 2007

## John Strike

### Permanent Way

The stored 35R rail in Siding 7 (alongside the carriage shed) has been moved to Stump Siding so that the track can be boxed in with stone ready for access to fix the cladding. Seven tons of ex GWR rail and fishplates from the Vale of Rheidol was delivered in December along with two 1 in 8 turnouts originally from Aberfrwd Loop. This rail has

been loaded onto three Allens Flats and will be stored at CRL in due course. We still have an option on another twenty lengths at Aberystwyth, once the siding they form is finally taken up! This rail will allow us to completely relay the mainline to Stump Siding and create a new passing loop up to Two Trees.....eventually!



*Isabel at Chartley Road Loop in December 2006*

*John Strike*

## Locomotives

*Isabel* has been running very well as usual. A new blower ring has been made up in copper pipe as the previous one had split. This new one is more easily detached for tube cleaning. She was drained down at the end of November due to a particularly cold snap, but was washed out and re-filled prior to the Santas. The Winson air pump now only sees occasional use and inevitably it didn't work when we needed it for the Santas, we had to rely on the land line for air. The pump will be inspected in the New Year and given a service. The steam valve for the injector feed needs repacking as it currently gives the driver a thorough steam clean!

*Lorna Doone* remains on display when the railway is open. Some thought is needed for better buffing gear for when she is moved around. Report No. 5 was sent to the Council in November.

The Henschel, has seen some further progress, the most significant has been the sorting out of the rod bearing issue.

Minworth Motor Rail 746 remains in use on engineering trains, see also "From the Archives".

Motor Rail 7471 remains in full working order and has taken on an 'industrial' appearance and could really do with the paintwork seeing to. It was the first loco to enter the new workshop building!

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

services, and of course became Santa's personal mode of transport.

Ruston *Yd No. 70*, no further progress, except the two spare 4VROs are now in the workshop and will be set up correctly so that work can commence in preparing one for installation.

The Hunslet *Gordon* is still losing coolant, but its not obvious from where. It has also developed a problem with its Perkins engine, possibly a damaged valve and also the flame start arrangement has failed. It remains in traffic, but will receive attention over the Winter.

The Littleton Ruston had an electrical meltdown when the front lamp wiring failed, Lol replaced the offending knitting and it is now back in service. An original cast aluminium "Ruston" plate is now affixed to the bonnet front.

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

Baguley 774 also remains stored.

Jung 5869 this is a new arrival at Amerton acquired by the FB4 Group as a "support loco" and is an EL105 type, supplied through Standard Steel in 1934 to a British customer, though unfortunately now missing its original Jung single cylinder engine and all the bodywork.



*Jung 5869 of 1934 on its arrival in Staffordshire*

*Henry Noon*

### **Carriage and Wagon**

Santa's Grotto was created from Van 4, complete with flashing rope lights and figures, and Peter's Lister D Gen Set re-appeared and was mounted on the Cowlyd flat. All the coach light batteries were re-charged ready for the night time runs on each Santa weekend. The Allens flats were cleared of their various loads, ready for the Rheidol rail and a new long (6ft or so) coupling bar was quickly fabricated by Steve to enable a big shunt to be carried out on arrival.

### **Plant and Equipment**

As part of the workshop plans, we have purchased a sizeable Fork Lift Truck off e-bay! Peter visited Denbigh to view it and it fitted our needs well. It is a 4t Coventry

Climax FLT with a 4-cylinder Perkins engine in full working order and with a wide set of forks. Other than a new set of rear tyres and some TLC to the cab cage, it is just what we wanted and has already been put to good use! The 9" grinder brushes were replaced after a recent failure. The ex Cambrian Railways mechanical hacksaw has been mounted on a flat wagon and a coolant pump and tank fitted – eventually it will be demounted and placed in the workshop. A very large diesel powered heater has also been bought off of e-bay for our complete heating needs in the workshop. Various items of plant were hired for the concrete pour including a compressor, a razorback beam screed, two power floats, a concrete pump and all was returned at the end of the job.



*Coventry Climax FLT in store at Denbigh*

*Peter Bell*

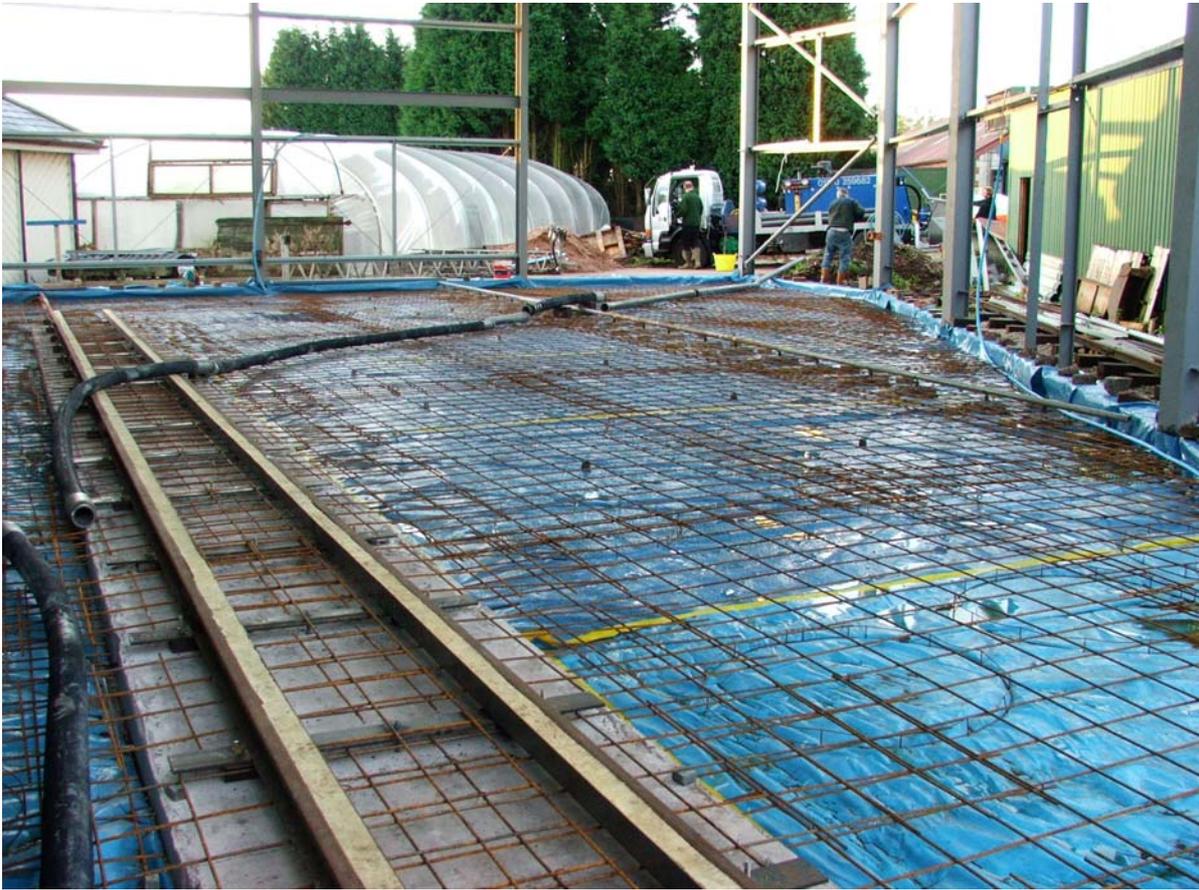
### **S & T**

The power supply to the colour light signal failed and it has been traced to the fuse, a new one is on order.

### **Building and Civil Engineering**

The initial slab to the workshop was cast in the summer and we carried out a survey before installing all the new steel sleepers, 35M rail and flange angle ready for the main slab pour. The manhole in the front corner was also rebuilt and a FLT-proof heavy duty cover purchased and fixed to the formwork. The main area was then built up with stone, sand blinding laid, polythene taped at the joints, the reinforcing mesh on spacers, the temporary screed rail, the mezzanine floor thickenings and the fuel pipe for the heater. The slab was eventually poured over two

Saturdays (see elsewhere) and a satisfactory power float finish achieved. A grid of saw cut joints was formed to induce cracks as the slab moves, these will be sealed later. The three high-bay flood lights failed in November during the cold spell – investigation found that the lamps were the incorrect spec, these have been exchanged and the new ones are fine. The manhole in the farmyard near the shop store was also rebuilt with some formwork and a few barrows of spare concrete, this manhole had been continuously damaged by the farm's skip wagons and its repair should earn us a few brownie points! The Toyland sign was erected at CRL in December ready for a certain gentleman. Finally a load of 200mm blocks was delivered ready for the workshop perimeter dwarf walls.



*Ready for action! The concrete pump being set up, rebar and screed rail all in place*

*John Strike*



*The second pour well underway, with the first load almost discharged*

*John Strike*



*Steve power floating just as it was getting dark!*

*John Strike*



*A delightful scene from the end of the yard looking towards Two Trees, a proper rural railway in the landscape!*

*John Strike*



*Isabel sits at Chartley Road Loop with the Santa Special alongside Dreadnought, the latter had brought Santa up to Toyland and would take him back again at the end of the day!*

*John Strike*