

Amerton News October 2007

John Strike

Permanent Way

The P-Way has stood up well to the rigours of the 2007 season and has required very little attention. A thorough examination will be carried out and any remedial work will be tackled over the winter months.

Locomotives

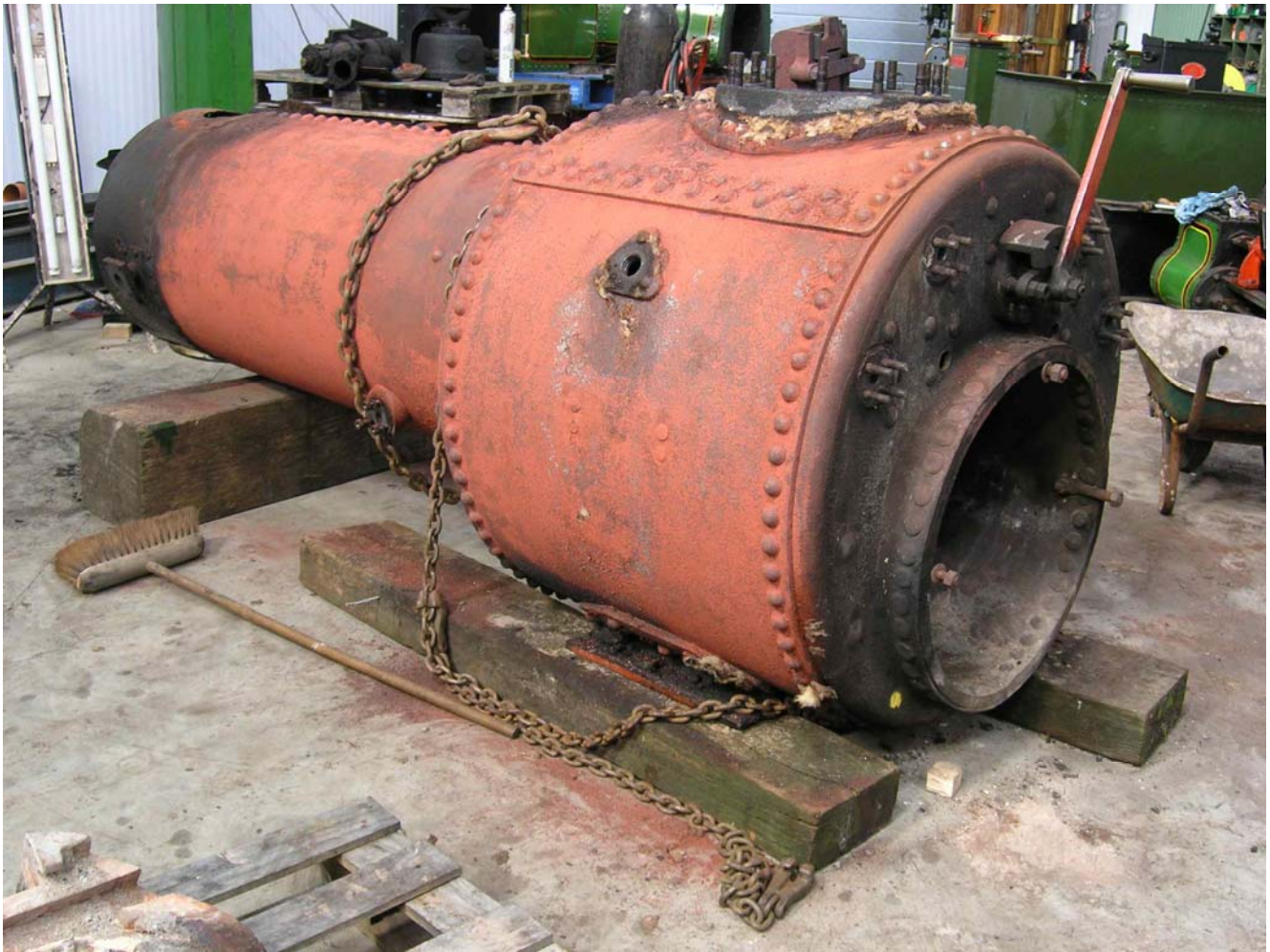
Isabel has run very well all season, requiring very little attention. The steam feed to the air pump was disconnected until a new valve

can be provided. She visited Statfold for their open day on 22nd September 2007, which was her last steaming, where she performed very well on their steeply graded line. She returned on the 25th and was shunted into the new workshop where dismantling commenced. The boiler was lifted on 3rd October and was delivered to Derbyshire on the 8th. All the parts have been stored on pallets, so that moving anything around is now pretty simple!



Isabel in the new workshop, just as we started to dismantle her.

John Strike



The 1931 bullhead boiler as removed from Isabel, clearly showing the circular firebox

.Peter Bell

Lorna Doone remains on display and as popular as ever. A contingent from Statfold visited to measure and photograph her to help in constructing their new Hunslet Wren!

The Henschel, no further progress this quarter.

Paddy has arrived on the Railway, the tender on 27th June 2007 and the loco itself on 18th July. Dave and his friends worked on the loco to prepare her for use at the Alan Keef

Open Day which included completing the paintwork and the actual engine, however the loco left for Lea Line on 20th August 2007 to be completed. In the end the loco wasn't quite finished, but certainly looked rather splendid on display in light steam. *Paddy* returned to Amerton w/c 17th September 2007 for further completion work prior to her steam trials. The loco and tender have already been tested round our track and behaved very well through our pointwork.



Paddy in light steam at the Alan Keef's Open Day, a super machine!

John Strike

Emmet, and 0-4-0T built by Jim Haylock on a chassis of an O & K diesel loco arrived on the Railway from Statfold on 25th September, having shared the trailer with *Isabel*. The air brake connectors have been changed to our

standard type and she was trial steamed on 4th October by Jim and entered service on the 7th October. It is hoped she will be able to complete the season, and do the first three Santa Special turns in December.



Emmet in steam at Statfold

Peter Bell

Minworth Motor Rail 746 has seen some use on general engineering work and could do with a bit of a clean.

Motor Rail 7471 remains in full working order.

Baguley *Dreadnought* is in full working order and sees occasional use on the Saturday services.

Ruston Yd No. 70, no further progress, but yet more people are after our 4 slot RH coupling blocks and even 4VRO engine spares!

The Hunslet *Gordon* is running well on the weekday and Saturday services.

The Littleton Ruston sees a lot of use on shunting duties and is running well.

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

Baguley 774 will remain at Amerton until required back at Tywyn, probably during 2008.

Jung 5869, we tracked down the missing coupling, which was resting unearthened in a Fault wagon at Statfold, this has been reunited with the loco. The shaft is somewhat bent, so it has been dismantled and now awaits the application of some heat. Peter and Steve collected the final assortment of parts from Pete Vallins and it included the original bulkhead, throttle, some gearbox linkages and the original rather stiff drive chains!

Carriage and Wagon

A plastic air pipe on Brake Van 4 split, and this has now been replaced with new material. Coach window cleaning continues and we must look into the serious wobble

now exhibited by Coach 2 over the winter months.

Plant and Equipment

Dave Potter has brought us a sizeable load of riveting gear, which will be exceedingly useful for the Henschel frame works. A band saw, drill stand and Myford woodworking lathe complete with tools have been acquired from the estates of supporters of the Railway, with very grateful thanks. The Fork Lift Truck suffered a puncture and whilst the wheel was off, we took the opportunity to inspect the lack of braking power. The hubs were fully stripped, the brake drums skimmed, brake shoes re-lined and a new handbrake cable installed together with new brake pipes. The FLT re-entered service at the end of September and was due to be pressure washed shortly thereafter. A new lifting beam has also been fabricated for the FLT. The Farm have asked us to remove our machine tools from the barn, which can now be achieved with the FLT back in action. Our aluminium scaffold tower was erected ready for access for the plasterers.

Building and Civil Engineering

The final few noggins were nailed into place to enable the first fix of all the electrical backboxes for power and lighting. Terry managed to complete the final first floor ceiling joist which proved an awkward beast to get in. Next came all the sanitary ware which was loosely fixed in position including both toilets, the shower, wash hand basins and the three sinks. Once in place the routes for the waste pipework was established and the main soil stack set up outside. The new hot and cold supplies were also fixed at this time using Speedfit push together plastic pipework. The water heater was also connected up to the mains and the whole system tested. We employed a joiner to come in and fix the door linings, doors and ironmongery; he also made a tea station

framework for the main sink in the downstairs room. Next came the long job of pulling all the cables for the lighting and power circuits, all emanating from our main board in the corner of the workshop. We finally got the cladders back to install the three windows, which have certainly brightened the interiors up, but the installation is not the best and some remedial work will have to be carried out. The ductwork, holes and fans were installed to the toilets and shower, the downstairs toilet involving quite a complex run, but the large 6 inch fans should cope! John Jones completed all the high level containment for the main workshop and we pulled all the cables for 240v, 110v and 32A distribution. The steel plates were fixed to the first floor ceiling joists to tie the whole lot into the

steel frame. Nassau Doors finally returned to site after much badgering from Peter and altered the track to the door to remove the Health & Safety issue and also adjusted them so that both now operate well. They also supplied and fixed two new panic locks to the two fire escape doors, which they had wrongly supplied. All the sockets were fixed around the workshop and our electrician passed the whole of the first fix ready for the second fix. We have obtained quotes for the plasterboarding, but an issue has arisen with Building Control and so this will have to be resolved before starting work. The shower cubicle has been cleaned up and a massive tidy up carried out prior to the plasterboarding. On the signal box, Roger has made a new sill for the North end window as the original was very rotten.



Isabel visited the Statfold Barn Railway on 22 September 2007 and is seen here taking water at the loco shed, late on in the afternoon.
John Strike



Isabel enters Statfold Station across the dual gauge pointwork.

Malcolm Garner



Isabel on the other passenger set at Oak Tree Halt

Malcolm Garner