

Amerton News January 2008

John Strike

Permanent Way

The P-Way will receive its Annual Inspection by Nick prior to the running season in March. It is likely that we will have to get some ballast to make up the levels in one or two areas where the track has settled, particularly near Stump Siding, the Ford and Bridge 2.

Locomotives

Isabel returned from Statfold on September 25th and dismantling for her 10 year overhaul began on the 26th. All the components have been placed on pallets for storage and easy movement. The boiler was lifted with the forklift on October 3rd and it left for Alton Engineering on the 8th October. John Glaze visited Alton shortly afterwards and declared the majority of the boiler as not worth repairing – ouch! Jack and Ian at Alton have now provided a satisfactory quote for what amounts to a new boiler, flanged and riveted like the original with delivery due in Spring 2008. The frames were treated with Jizer and the whole lot pressure washed to remove the worst of the grime. The valve gear was taken down and the cylinder end covers removed to reveal two broken pistons and broken Clupet rings. Much investigation went into why this could have happened and we believe the Clupet rings may have overlapped the port and caught, as the pistons were not quite set up right in the early days. The cylinder bores were measured and these were found to be oval and so were removed and sent to Tamworth for a light re-bore. New piston blanks were ordered and Peter is to turn them up with new rings once the final bore size is known.

An area of wasting on the frames behind the LHS cylinder was built up with weld by Terry. The rod bearings were found to be in excellent condition and will only require very minor work, however we are taking the opportunity to white metal the crossheads and re-align the slidebars. Finally the existing painted lining was measured and recorded by Nick and Terry made an excellent start on rubbing down the firebox cladding.

Lorna Doone remains on display and as popular as ever and will be cleaned up prior to display for the new season.

The Henschel, the coupling and connecting rods were retrieved from Burton and moved to Tamworth as no work had been carried out on them in nine months, a quote is now being prepared. The cylinders were also sent to Tamworth for their re-bore along with *Isabel's*. The gunmetal hinges for the cab spectacles plates were cast along with the genuine bronzes for the Klien-Lindner axles. Work progresses on the K-L axles at Peter's workshop.

Paddy has seen further progress towards completion with a new coal box made in hardwood and installed into the tender. The regulator valve has received some attention and is now back in place. The valve gear has also been removed, but is now being replaced along with the reverser cross shaft and levers. A fall plate has been cut to bridge the gap between the loco and tender and finally there has been more flattening of the paintwork and more top coats applied.



Emmet heads the passenger train in glorious sunshine last October

Nick Curtis

Emmet arrived on the Railway on 25th September and her owner Jim Haylock from the Moors Valley Railway, visited Amerton on 3rd October to go through the preparation and running of the loco with Steve and Pete Gully. The trials were very successful and she entered service on the 7th October being perfectly capable of handling our 4 coach train. Some work has been carried out the mechanical lubricator to improve the feed rate of the steam oil and we have had to order some larger coal and our “smalls” fall through the grate! But other than that *Emmet* has run very well indeed and was rostered for each of our Santa Specials in December. We hope that *Emmet* can stay with us for a while and we thank Jim Haylock for making the loco available to us.

Minworth Motor Rail 746 remains in full working order.

Motor Rail 7471 also remains in full working order.

Baguley *Dreadnought* became Santa’s personal transport during December and is running well, though it did need a battery charge.

Ruston *Yd No. 70*, no further progress, though we have considered where best to set up the 4VRO engines in order to work on them.

The Hunslet *Gordon* is running well and had its winter aluminium door fitted on the RHS to cut down the wind tunnel effect through the cab.

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 is still stored complete in the shed and awaits a decision from Tywyn..

Jung 5869 is stored in the workshop.

Carriage and Wagon

The Brake Van No. 4 was decorated ready for the Santa's Grotto duties. The brake actuator on Coach No. 5, the Highland coach, was adjusted following previous unadjustment on a trackside obstruction.

The coach batteries were charged ready for the night-time running. The Allens flats were bought down ready for the delivery of further machine tools.

Plant and Equipment

Steve completed the Forklift Truck and it re-entered service to lift *Isabel's* boiler in October. A hefty pallet truck has been purchased new, which has proved very useful for moving all sorts of gear around the workshop. The Archdale mill and Monarch lathe have been brought in from the barn outside and await final positioning in the machine shop. Peter's Lister D generating set was set up on the Allens flat to provide economical power for Santa's Grotto.



The 1940's Archdale milling machine, ready to be installed in the machine shop.

John Strike

Building and Civil Engineering

The diesel powered space heater has been set up in workshop on the backwall, the fuel line connected and a stainless steel flue erected, passing through the outer wall of the shed at high level. It was fired up successfully though the original thermostat didn't want to function. Peter obtained a wireless stat and replaced the panel on the heater – this can now come on at 7-30pm on a Wednesday night, half an hour before we arrive!! The

heater uses around a gallon of red diesel an hour, but this is a 60KW heater! Much work has been carried out on the windows to cure the leaks around the openings, this now appears to be successful. Terry did an excellent job of sweeping the workshop floor, just prior to us completely filling it with bits of *Isabel*. The station was decorated with lights ready for the Santa Specials, and looked most festive, especially in the dark.



A very tidy Amerton Station, courtesy of Peter Booth

Peter Booth



Isabel sits in the workshop, boiler removed

John Strike



The cylinders removed from Isabel, note the area of wasting near the frame angle

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