

Amerton News July 2007

John Strike

Permanent Way

The 7 tonnes of ex GWR 48lb rail was finally unloaded at Chartley Road Loop and stored between the two running tracks. The two 1 in 8 turnouts were also offloaded and later re-arranged to make reassembly possible in the future. The fishplates are currently on a pallet in the workshop. This pretty much exhausts our rail storage – we could do with laying some of the stuff!! Five sleepers were renewed on the cross over track to the headshunt and the NCB baseplates removed. A bag of 4” and 4 ½” dog spikes were acquired recently to replenish our stocks.

Locomotives

Isabel was put back together again after her cold exam and passed her steam test on 2 April 2007, entering service at the start of the season. *Isabel* will come out of traffic in October 2007 for her 10-year boiler exam and will require some extensive work. She is booked in at Alton Engineering in rural Derbyshire for her inner firebox, outer firebox and barrel repairs and a new set of thinner walled tubes as a minimum. She may need a new smokebox as well. We shall also need to repaint her as best as we can as after 20 years she is looking a little shabby. All this effort will need all the skills we possess to enable her to re-enter traffic in early 2008.

Lorna Doone got her regular clean and was on prominent display at the gala.

The Henschel has seen further progress on the cab spectacles and the trial machining of the bronzes to the K-L axles.

Minworth Motor Rail 746 has seen some use and got a check over prior to running at the Gala.

Motor Rail 7471 had an oil change in its Dorman 2DWD engine together with attention to the axleboxes and chains. She ran well at the Gala and looked a little better having had a clean.

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

Ruston *Yd No. 70*, no further progress.

The Hunslet *Gordon* had the new Indian head fitted to its Perkins engine with a new manifold, new flamestart arrangement and a new radiator header tank mounted in the cab for ease of checking. She re-entered traffic in April and feels a much stronger loco. Peter Gully has fitted his deeper, longer air whistle which doesn't seem to perforate one's ear drums quite so much.



Ellie looks from a gleaming Hunslet during a quiet Saturday afternoon service

John Strike

The Littleton Ruston sees a lot of use on shunting duties.

Baguley *Golspie* remains in store in the carriage shed, but was out on display at the Gala.

Baguley 774 also remains stored and negotiations are underway for its return to Tywyn.

Jung 5869 has been taken off the flat wagon and now sits on the track for the first time. A further Coventry Climax engine has been acquired for this loco the best one of the two will be fitted.

Carriage and Wagon

Roger and the team carried out the carriage cleaning and polished all the paintwork just prior to the Gala, the coaches looked superb over the weekend! Coach 2 has become very “rocky” on its bolsters and will require

attention at the end of the season. The coach roofs of Coach 1 and 2 will also require replacement soon. The 4 Allens flats have been all been stacked into a very compact unit saving a lot of siding space. The Eastriggs Riding Van has been withdrawn due to terminal rot in its body, decisions on its future bodywork need to be taken.

Plant and Equipment

A lathe and radial drill have been donated and will be delivered shortly and put in place in the machine shop.

S & T

After 10 years the McKenzie and Holland Signal will require some attention to its paintwork, it has taken on a very genuine feel and has “fooled” quite a few people as to its actual age!

Building and Civil Engineering

The bulk of our effort, apart from running trains, has been in the workshop building, particularly the amenities area. The 9"x 2" floor joists to the first floor were the first of much timberwork to go in, each end carefully notched around the steel beams. A hefty wall of 6"x 3" timber was built around the stairs to support the joists and they were trimmed in the usual way. Next came 3/4" tongue and grooved chipboard flooring which was laid across the whole of the floor area and screwed down at suitable centres including the raised section around the roller shutter door. Next came the setting out of the various rooms which were all dictated by the stair position and much discussion ensued! Some light steel trimmers were fixed for the three external windows and the UPVC windows were delivered but as yet have not been fitted. Two 6"x3" full height timbers were then erected from the first floor to the rafters as main supports for the upper wall, some thick steel fishplates to the steelwork ensured a solid job. Nassau Doors came and fitted the two insulated roller doors and very nice they are too, they also delivered the four personnel doors. The main wall to the mezzanine was tackled next in 6"x2" to give enough support to the second floor joists for any future storage. The stainless steel shower cubicle was also

trial fitted and a suitable waste outlet obtained. John Jones did a fine job erecting the traywork around the perimeter of the building for the electrical installation. At around this time a pair of pigeons moved in which caused a lot of mess and prevented us fitting the personnel doors till they left several weeks later! The ceiling joists went in to the first floor along with a whole host of noggins. All the wash hand basins, sinks and wc's were then positioned and all the internal walls constructed in 4"x 2". The water heater was positioned right up in the apex, supported on a suitable light steel frame. The wall to the top of the stairs followed with the upstairs sink built in. Plasterboard was ordered for the shower room, but only 9.5mm, so extra studs and noggins had to go in to support it, all other plasterboard will be 12.5mm of 15 mm fireline board. The pigeons finally left and we fitted the personnel doors which required some special bolts turning up to suit out steel door linings, the door supplier, despite a site survey had sent plugs and screws for brickwork! Peter ordered a load of first fix electrical and plumbing gear, which is the next task in hand. Roger and Ray completed the 4th leg to the signal box and the Amerton station sign was repainted and some other signs removed due to terminal rot.



The obligatory line up on the Saturday evening of the Gala always goes down well with our visitors and photographers and this one was no exception!

John Strike



Jack Lane after a successful trial run

John Strike



Isabel heads the passenger train away, whilst Lorna Doone looks on

John Strike



Jack Lane and Isabel double head the last train of the weekend, an interesting comparison in sizes!

Stop Press!



The almost completed Paddy on arrival at Amerton on Wednesday 18th July 2007, the cylinders and crankshaft are missing from the framing at the front!

Peter Bell