

Amerton News April 2008

John Strike

Permanent Way

The P-Way received its full annual inspection prior to the commencement of the services and no particular remedial work was identified. Some minor repacking will become necessary as the season progresses.

Locomotives

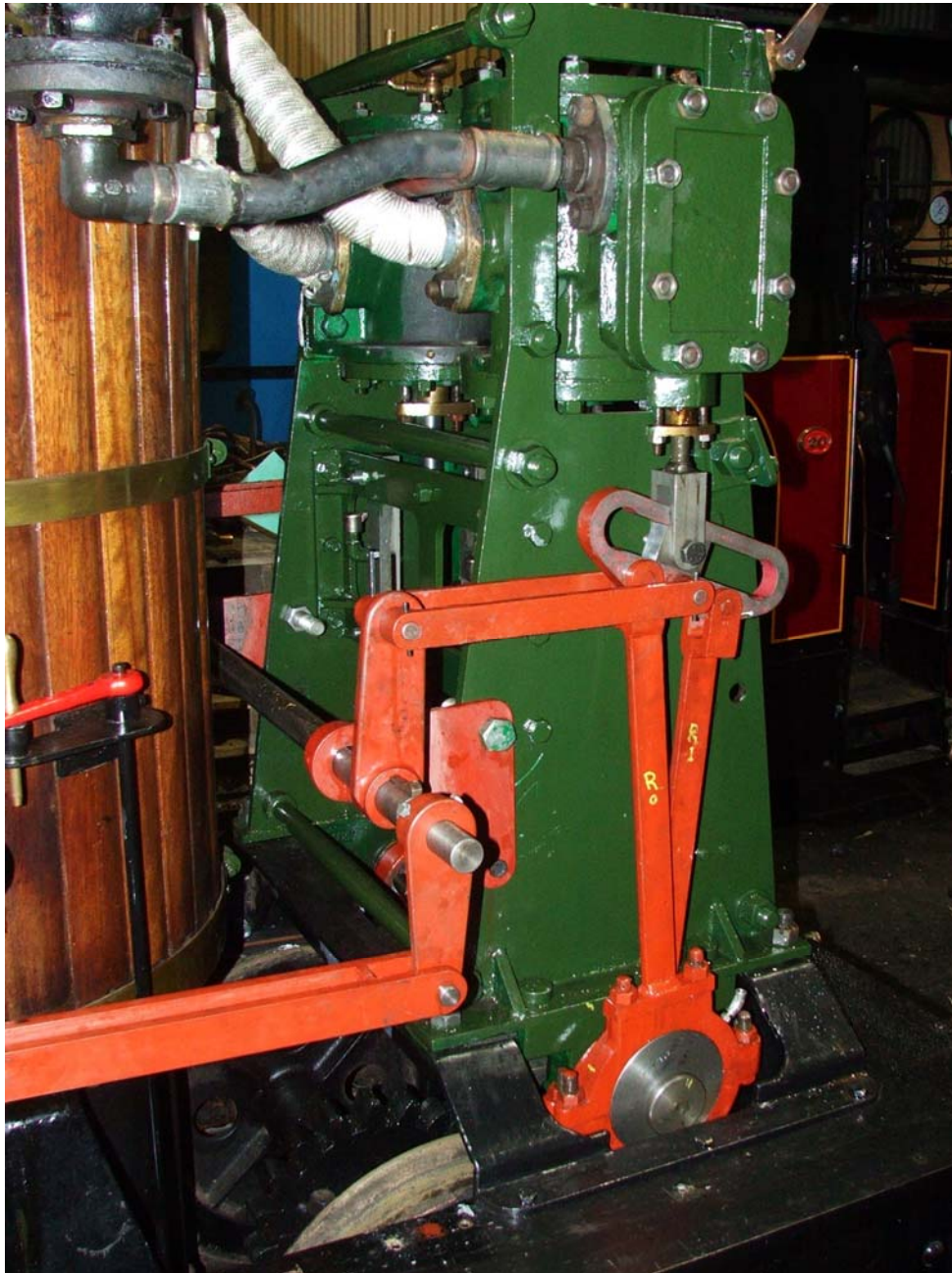
Isabel continues to receive attention in the workshop, see fuller details elsewhere. The cylinders received a light re-bore at Statfold and returned, nicely honed, at 7.200" diameter, these have now been bolted back onto the frames. Once this dimension was known, Peter ordered some piston blanks and these have been turned up "oversize" as a good fit in the bores to help out with the sidebar alignment. The final turning of the correct clearance and grooves for the plain piston rings will follow. Various members have made an excellent start at the flatting down of the paintwork to the saddle tank, cladding and cab sides, ready for a complete repaint. The new boiler is nearing completion at Alton Engineering and should be ready by the end of April. Peter has machined the cross heads to take a new white metal slipper and the slide bars have been surface ground true. Full reassembly is likely to commence once the boiler has been returned, and we will try our best and have her ready at the earliest time.

No. 1 was collected from Cambridgeshire on 18th March 2008, and remains stored in Peter's lorry until such time as we can take delivery at Amerton. Some minor parts have already arrived and will be stored in the crates obtained for the purpose.

Lorna Doone remains on display and as popular as ever and was carefully cleaned prior to display for the new season.

The Henschel cylinders have also been bored and the valve faces trued up at Statfold, a first class job being done. The cylinders are now 250mm diameter compared to the original 240mm. Work has continued on the K-L axles off site.

Paddy has been moved into the running shed and work has resumed on the valve gear and reversing gear following slight changes to the layout to improve the geometry. The linkage for the drain cocks is also taking shape, together with the steam pipe lagging, coal bunker and various drains etc. *Paddy* was trial steamed at the end of March and the valve gear readied for final setting up. Its splendid cast works plates also now adorn the cab sides, beneath the nameplates.



Reversing gear and valve gear being set up on Paddy

John Strike

Emmet was drained down after the Santa Specials and has been stored in the running shed, she should stay with us for a while, but has a visit planned at the Wicksteed Gala in the Summer.

Minworth Motor Rail 746 remains in full working order and available as required.

Motor Rail 7471 also remains in full working order.

Baguley *Dreadnought* still sees occasional use on the Saturday services.

Ruston Yd No. 70, no further progress to report.

The Hunslet *Gordon* is running very well indeed and doesn't require any attention in the short term. It has sported its aluminium cab door on the left hand side, which cuts down the draft in the colder weather; this will be removed if it ever warms up a bit!



Emmet pulls away from Amerton and lifts its train up the 1 in 75 towards Two Trees

Steve Bell

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, but is likely to move to make way for *No. 1*.

Carriage and Wagon

Coach No. 1 entered the works after Christmas and had the gutters and roof stripped off, some of the roof sticks were found to be rotten on the ends, new sticks were ordered from a joinery company in Stafford. The whole lot has been reassembled with a 50 x 6mm steel strap

screwed to the eaves on the open side, to lend it more strength. A 20 x 20mm hardwood bead has been fixed along each eave to create a drip and provide a fixing for the covering. Thin plywood sheets pre-painted on the underside have been screwed in position and coated with black jack ready for the “curtain side” roof. No. 2 also came into the works and has had just the one roof panel removed, the rest being serviceable. The bogies have been removed and the worn rollers extracted, new plates have been welded in place to eliminate the awful rock this vehicle had developed. These plates will have grease lubrication externally. The reverberation strips were also removed from the wheelsets on one bogie and various fixing methods tried out. The strips really do deaden the wheels and reduce the terrible squealing we get from these wheels.



Dave, Peter and John fixing the new roof sticks to Coach 1

Steve Bell

One flat wagon has been identified to receive No. 1s frames. The decoration on Van 4 has been removed and Roger has put a stay on the compressor cupboard to prevent regular sore heads. Work continues on Coach No. 2, with a full internal re-paint and the completion of the roof covering. Coach 1 will receive a partial repaint externally to smarten up its appearance.

Plant and Equipment

Steve ordered some steel box section and chopped and welded it up to create a new mobile work bench. This has received a steel

top and vice with two shelves. The whole unit can easily be moved around with the pallet truck. Peter Booth has started overhauling the various machine tools including the Archdale Mill and the power hacksaw, both emerging with a fetching light blue livery.

Building and Civil Engineering

Following the agreement of the Fire Strategy, we booked our plastering contractor Kerrins to make a start on 18th February. Prior to this we had to make a few amendments to include a new fire door onto

the mezzanine upstairs and a 600mm square viewing panel into the main workshop from upstairs. The plastering was completed by the 29th February, a first class job having been done. All the sanitary ware, sinks, wash hand basins and shower had to be removed, but once the walls have had a coat of wallpaper, they can be finally fixed into position. Unfortunately one of the window sealed

units has a crack in it and will have to be replaced at some time. The flashing to the thick end roller shutter received a knock and this has been removed to be remade. The floor in the shower has been partially laid and Derek ordered up a load of skirting and architrave to finish the job off. We intend to complete the machine shop, shower and toilets first.



Surface grinding Isabel's slidebars

Steve Bell



Machining Isabel's crosshead ready to receive a new slipper

Steve Bell



Isabel's new boiler well on the way to completion

Peter Bell



Machined cylinders, Isabel's on the LHS, Henschels on the RHS, note the difference in size! John Strike