

# Amerton News January 2009

## John Strike

The annual **Summer Steam Gala** has been set for **20/21<sup>st</sup> June 2009** and will hopefully feature steam locos newly completed *Isabel*,

*Paddy*, *Jennie*, *Peter Pan* and *Sragi No.1* the Krauss 0-4-2T from Statfold. Full details to follow in due course.



*Jennie heads the Special Train near Stump Siding, on a beautiful but very cold Boxing Day*     John Strike





*Hunslet Wren 3905 re-named Jennie by Jennie Gully*

*C.Dobbs*



*Jennie shunts Lorna Doone back to the running shed on Boxing Day*

*A.Gully*



## Permanent Way

The delivery of turnouts has been delayed due to circumstances beyond our control, but we hope to arrange delivery in the spring. Various fettling tasks will need to be done to the track prior to the season, including some packing around Bridge No. 2 and one or two other areas. Nick led a gang out on the line collecting all the winter tree debris and had a good bonfire as a reward!

## Locomotives

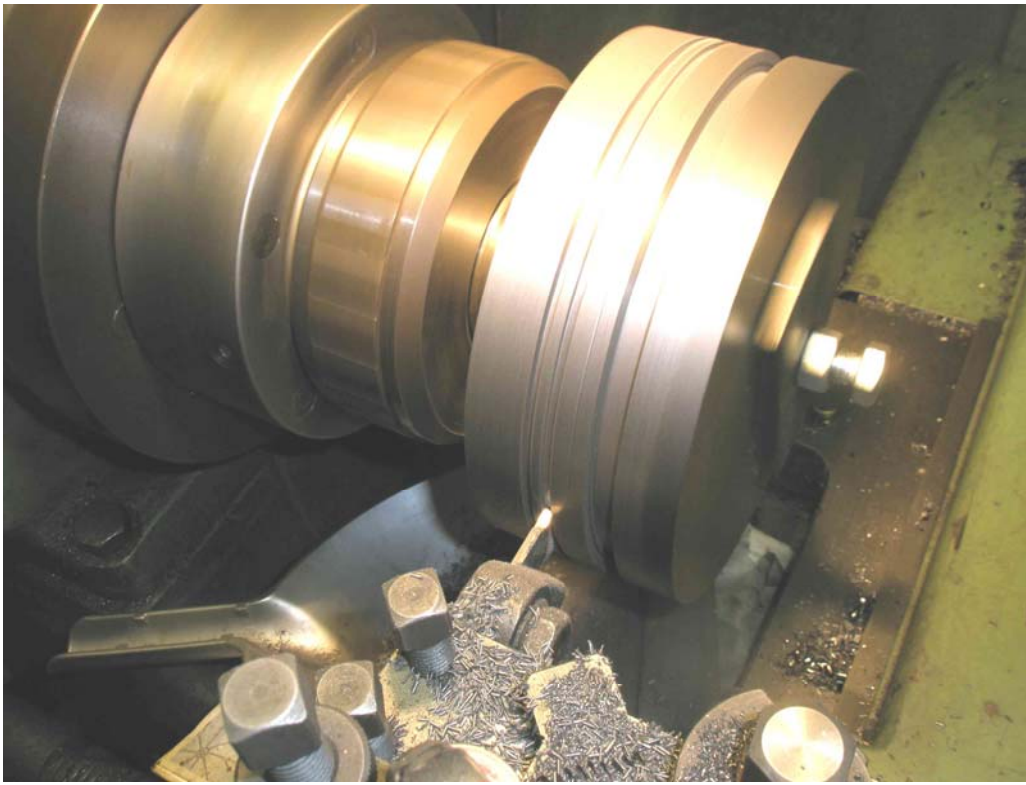
*Isabel's* rebuild continues in the Works and the heavily rebuilt boiler was trial fitted in the frames in October. As expected it didn't meet up well with the smokebox saddle casting. The casting itself is well worn (112 years old!) but the boiler seemed to be sitting somewhat higher than previously? Various

comparisons in measurement with the old boiler didn't reveal any particular discrepancies, so we were puzzled. Derek started work on a complex saddle packing piece, but the smoke box would never really sit properly on the saddle, especially as this is the only place where the boiler is actually bolted down. A revised scheme has seen Steve and Terry building up the saddle with weld from specialist rods prior to creating a sandwich of rolled steel plate and two layers of gasket material. Peter and Steve have turned the new pistons and cut the two grooves ready for the plain piston rings. Final panting was carried out by Peter following much preparation and flatting between coats by the Wednesday and Sunday gangs – the final brush finish is superb!



*Isabel's new boiler is tried in the frame for the first time! It kind of fits!*

*John Strike*



*Machining the new piston grooves on Peter's DSG*

*Steve Bell*



*Steve Bell takes a break from building Isabel's smoke box saddle up with weld*

*Peter Bell*





*Lorna Doone on display for the crowds on Boxing Day 2008*

*John Strike*

*Lorna Doone* remains on display and as popular as ever and received a further clean on the occasion of its pairing with *Jennie*, and very fine she looked too!

The Henschel, work progresses off site on the cab spectacles, with one now nearing completion. Material has been ordered for the smokebox fittings and front rail fender. A full set (four) of brake blocks was cast from a new pattern. Progress has also been made on the boiler in the I-O-W, with the butt strap riveted to the barrel and completion is promised for this year (2009!)

*Paddy's* tender was turned over onto its back, and work started on the springing and the new wheelsets. Small coil springs have been introduced on top of the axleboxes. The new wheels have been pushed onto new axles and the whole lot re-assembled. Work on

the loco proceeds with the cylinder cladding and one or two other jobs.

*Emmet* was drained down in November just before a cold snap and refilled again for the Santa Specials. The Drivers [LH] clack was dismantled and we discovered that the valve had been put in upside down; needless to say it didn't work. A new Crane clack had to be purchased and we transferred the new valve into the old body. She ran all the Santa Specials and was drained down soon afterwards. It is likely that *Emmet* will head south in the Spring to the new line at Hayling, *Emmet* has served us very well and we thank her owner Jim Haylock for bringing her to Amerton.

*No. 1* remains stored on the Allens flat in the running shed, no news as yet on the replacement drawings.



*Jennie*, was drained down at the end of the season and a representative from Hunslet visited on 7<sup>th</sup> November 2008 with various works carried out including new larger capacity oil pots (as per *Lorna Doone*) and some modifications to the mechanical lubricator. Pete is attending to the air brake installation, changing it to our AR standards with appropriate fittings. New *Jennie* nameplates arrived from Hunslets and were swapped with the *Howard* ones. A refurbished Midland pattern headlamp also arrived, painted black. *Jennie* was steamed on Boxing Day, the occasion of its official naming as *Jennie* by Jennie Gully, it then ran several passenger and goods trains throughout the afternoon.

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

Motor Rail 7471 also remains in full working.

Baguley *Dreadnought* remains in full working order, and became Santa's transport during December service.

Ruston Yd No. 70, the flywheel was removed from the ex generator set 4VRO and placed on a pallet, it wasn't light. The 4VRO was then jacked up and the new trolley bolted to the engine mounting feet, whilst not exactly free rolling it is at least mobile. All the various components were gathered together and stored in the adjacent stillage. Preparations were then underway to remove the crankshaft and camshaft to enable to enable full checks to be carried out and also the cleaning of the crankcase and oilways.



*The ex Gen Set Ruston 4VRO set up on the new trolley, with heads removed just prior to full dismantling*  
*John Strike*

The Hunslet *Gordon* has seen regular use throughout the season, though we did keep it in the Workshop during the cold spell to aid its starting.

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 left Amerton on 21 November 2008 and was moved to by Hunslet Steam to temporary storage at Statfold prior to an eventual return to Tywyn, sometime in the future.

Jung 5869 remains stored in the running shed.

### **Carriage and Wagon**

The carriage batteries were charged prior to the Santa's, and the brake van was decorated with the rope lights and other festive creations. The Allens open wagon/flat was brought in and Peter's Lister Gen set installed. The flat later sported a homemade body and roof during the Santa's when it rained rather hard, it has since been dismantled.

### **Plant and Equipment**

The FB4 team spent a long day collecting half the contents of our new Machine Shop from a farm near Newport, courtesy of Dave Potter. John's Land Rover and a superb borrowed trailer picked up a lathe, steel tool cabinet, compressor, radial arm drill and some trestles and delivered them into the works, spread over two loads, the second of which was rather heavy! The machine shop is

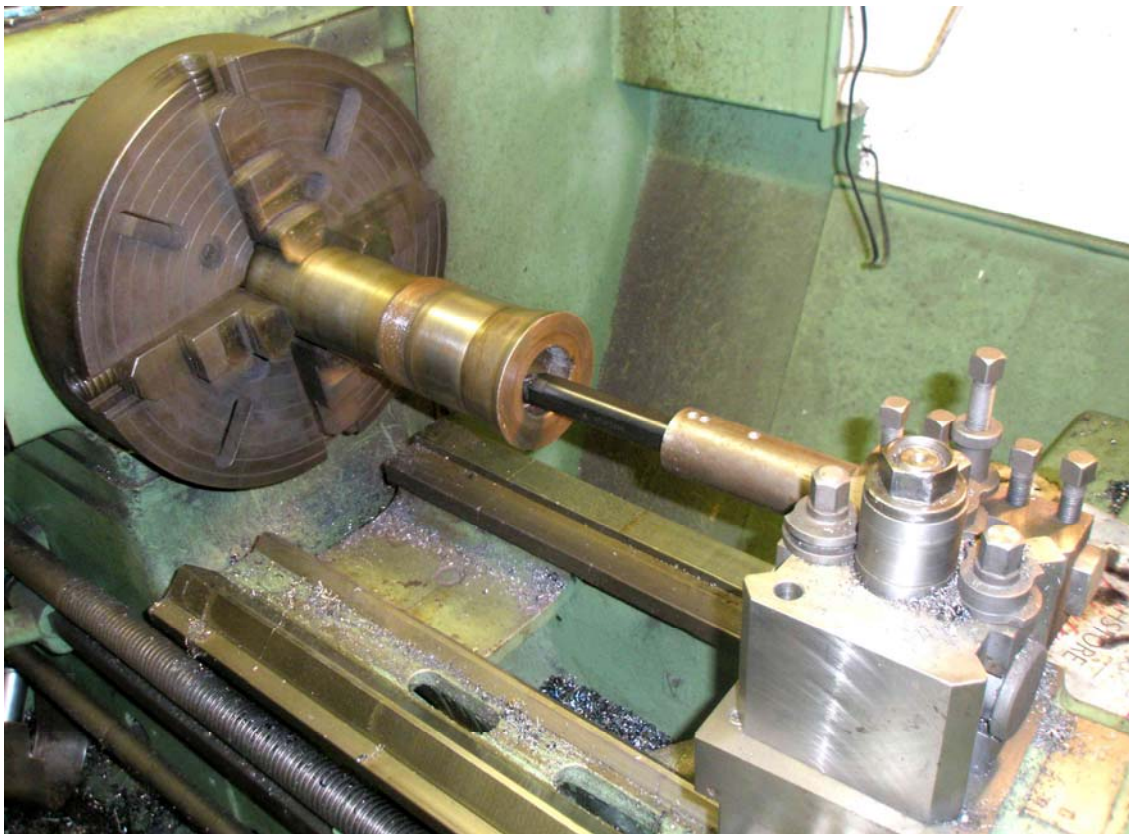
now largely complete, with all the machines wired into the 3-phase supply, lined and levelled and pretty much in constant use! For the record we now have an 8½" Crowthorn Lathe, 7" Monarch Lathe, Archdale Vertical Mill, Archdale Horizontal Mill, Town Radial Arm Drill, Myford Woodworking Lathe and a mechanical hacksaw ex Cambrian Works, Oswestry. Together with MIG and Arc welding, riveting gear and a huge compressor, we are now pretty well set up! The compressor is a 3-phase 15hp 50 cfm monster which should be enough for our needs; the existing Clark compressor may be sold. The machines have all been set up on plates, or bolted down, the Town Radial Arm Drill having a separate motor and V-belts mounted on the floor. Terry is fabricating a suitable cover from steel plate. The Town Drill is rather tired and the team have turned up a new quill and machined or lapped many other components and we are currently turning up new bushes to suit, this will improve matters no end, as we were struggling to drill circular holes. The Monarch Lathe was missing its compound slide and tool post; we had a spare off a different lathe which Derek managed to modify to fit. A new handle was also modified with a square hole for the horizontal Mill table drive. All the mobile plant has been PAT Tested by Pete Mason and a whole host of new cables, flexes and switches fitted. Two rather nice semi-circular W G Bagnall brass plates have been acquired, these are furnace mounted plates presumably off a Lancashire boiler of some description, they have been cleaned up and now adorn the workshop wall together with the *Trentham Express* nameplate off *Golspie*.





*The Crowthorn 8 1/2" lathe arrives at Amerton in October 2008*

*John Strike*



*Boring the Town Radial arm drill quill on the DSG*

*Steve Bell*



## **Building and Civil Engineering**

A significant tidy up of the works was carried out to receive all the machine tools. Pete Mason and Chris Dobbs also tidied the running shed bench and have started erecting some Dexion shelving. The trunking for the 3-phase distribution was erected around the machine shop, and a new distribution board

installed. The water heater was fully wired in to a timer and stat so that we now have running hot water. Trace heating has been installed to the internal cold pipework just as a precaution. Pete Mason has installed a new tube fitting suspended over the new drawing chest upstairs.



*New members Pete Mason [L] and Chris Dobbs are tackling sorting the bench contents of the running shed ready to put it into the racking being installed in the new workshop. Pete is looking particularly pleased with the replacement switch he has installed on the bench grinder.*

*Peter Bell*