

# Amerton News January 2010

## John Strike

### Permanent Way

The new turnouts arrived on July 4<sup>th</sup> 2009, there are four 35M 1 in 5 turnouts and two 30lb ex tunnelling Y points. Whilst second hand they are generally in good condition and

will serve our needs well for the future upgrading of the station/yard approach at Amerton Station. The majority have been moved to Stump Siding area, with a couple more stored in the Amerton Loop.



*The new 35M turnouts as delivered to the Railway*

*John Strike*

### Locomotives

*Isabel* has now had her 10 year overhaul completed with only some minor works and the cladding to complete. A broken stud in the RH cylinder was removed and replaced, an awkward job with the buffer beam in the way. The valves were set with the loco on the workshop road, barred up and down in the age-old fashion. But we made use of a DRO (Digital Read Out) to establish front and back dead centre, much easier than other methods. The cross-head pump received a new stainless steel ram, loctited and pinned to the end of the old rod. The smokebox door baffle had to be reduced in diameter to suit the new door ring and all the existing

copper pipework was annealed and adjusted to fit in their new positions. The saddle tank water valves were repacked and generally made good. *Isabel* was steam tested in September 2009, it was okay, but there were rather too many leaks from rivets, so the loco was stripped down, removing the saddle tank and cladding, caulking carried out and she was re-assembled again, but without the cladding in place at the advice of our Boiler makers and Boiler Inspector. John Glaze passed her fit for use on 30 October 2009, with the hope that the various rivets will take up over successive steamings. A new modern and efficient blowdown valve has also been fitted to the bottom of the outer

firebox wrapper. The nameplates and worksplates were repainted and re-fixed to the cab sides with new brass dome headed

nuts. She re-entered service on the Santa Specials in December and performed very well.



*Isabel raises steam for the first time in almost exactly two years on 20<sup>th</sup> September 2009*

*Peter Bell*



*Isabel's completed crosshead showing the new top and bottom white metal lined slippers*

*John Strike*

*Lorna Doone* remains stored in the running shed until such time as work can commence in the very near future.

The Henschel, the two sandboxes arrived at the works together with the K-L axles for storage. The main frames have now been positioned on the substantial steel trestles and this gives us a very good working height for future frame repairs and setting up the horns. There is also more storage underneath! Work continues on the cab spectacle plates.

*Paddy* paid a working visit to Beamish Museum in County Durham at the end of August and operated in appropriate industrial surroundings hauling a couple of colliery wagons. A new mechanical lubricator has been fixed to the frame, driven from the valve gear, which feeds the regulator valve with steam oil. At the end of the season the loco was drained down for the winter.

*No. 1* remains in store in the running shed and the works, further negotiation is under way to see if we can secure a better set of scans of the Bagnall drawings.

*Jennie*, the loco has been in service for most of the season and has run very well, proving very economical on coal and water. The copper lubricator pipe into the regulator housing in the smokebox failed having rotted through, a new thicker walled pipe has now replaced it together with a new elbow where the pipe enters the casting. This will also take the pipe out of the influence of the blast pipe. It would appear that the Fireman's side (left hand) return crank has received a knock and is not now in the correct alignment. This manifested itself in the bearing running warm on the vertical link. The split bearing has been temporarily shimmed, and a close eye kept on it, but *Jennie* is due to return to Statfold for attention in February 2009. The loco was drained down after the Santas.

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

Motor Rail 7471 remains in full working and has seen some use on works trains, having taken up residence in the works for a spell.

Baguley *Dreadnought* is in working order, and gets used on the occasional Saturday service and of course was Santa's personal transport over the festive season, being very popular with our younger passengers when stables at Chartley Road Loop..

Ruston Yd No. 70, no further progress this last quarter.

The Hunslet *Gordon* sees regular use on all duties and is running very well.

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

Baguley *Golspie* is stored in the carriage shed, but will likely be moved into the running shed in the near future.

Jung 5869 remains stored in the running shed.

Deutz 19531 arrived at Amerton in October 2009 having come from Alan Keef's Yard after many years preserved by John Butler in Ripley, Surrey. The loco is complete and runs, but investigation is underway into the starting difficulties.

### **Carriage and Wagon**

Coach 1 has had its battery powered compressor completed to charge the train brakes and worked very successfully over the Santa Specials – please see separate article for further details. The Santa lights were fixed to Van 4 but this time powered by a small petrol generator recently acquired by the Railway. A 4-wheel Coach from the Hayfield Group arrived for trials and approval. Unfortunately there were one or two issues to do with brakes and wheelsets



and so the coach was taken away for further work to be carried out. We believe the coach is eventually destined for Apedale.

### **Plant and Equipment**

A new drill press has been acquired and has been fixed to the end of the movable steel bench. A set of micrometers has also been purchased together with a new Chinese 3-jaw chuck for the Monarch Lathe. This chuck has reversible jaws and is a huge improvement on what went before. The overhauled 3-phase compressor has now been installed at the rear of the running shed, fully wired up and plumbed in. The old Clark compressor may be offered for sale together with the old Dorman road drill compressor which has been stored in the works for a few months

now. A new small and quiet petrol generator has been purchased specifically for the Santa Special operation to power to the Grotto. The FLT has been stopped for a number of months now but has been dismantled to receive its repairs to the roll cage, steering, a new seat belt and new rear tyres. We also invested in a new set of forks.

### **S & T**

The new indicator light is now in full use at the end of the platform, linked into the ground frame. The steps to the ground frame have been repaired and the handrail strengthened, chicken wire has been stapled to the timbers to improve underfoot conditions.



*Air tanks, regulator and compressor (on right) mounted underneath No 1 coach*

*Peter Bell*

## **Building and Civil Engineering**

The workshop continues to receive a regular tidy up and we would ask all members to assist in this regard. Various old external security lamps have been replaced with new PIR units especially to the driveway and the rear of the workshop. After receiving a number of quotes the main driveway from the car park to the ticket office was tarmaced and also the path from the workshop to the rear farm yard much improving access for the visitors and volunteers alike. The two coal skips were slightly repositioned to leave a better gap for the escape from the carriage

shed; they await the bulk delivery of coal from Stafford. A prominent messages board has been erected to the rear of the signing in desk in the running shed, please use it and read it! The ball valve was replaced to the cistern to the downstairs loo, which had previously leaked. A mopsick handrail and brackets have arrived to line the staircase in the workshop up to the first floor. A small set of steps has also been installed to the first floor access to the storage area; however this area is at present out of bounds pending further work to the access.



*The new fencing, latched into place*

*Peter Booth*