

## AUGUST 2022 NEWSLETTER.

Another month has gone by. I must admit that I've been away from West Shore for a fortnight due to family commitments so News/ Scandal is pretty sparse.

I've been told through the grapevine that Mick from Nefyn has purchased the DUKEDOG off our member from Tan y Grisiau. I've only seen one of these models in the flesh and I was very impressed. I'm not sure if it was Doncaster or Harrogate. I can't wait to hear a report from Mick on what needs doing to get this fine model back on the track.

The defibrillator our society along with the Friends of West Shore managed to purchase has again been removed from its cabinet by NHS staff, so hopefully someone's life has been saved due to our efforts.

Having been one of the instigators wanting to see more member's locomotives on the track on Wednesdays, Wednesday 10<sup>th</sup> witnessed three locos in attendance. Ray and Polly turned up with TRYFAN, a Koppel 0-6-0 narrow gauge loco. The loco was seen going round the track expertly driven by both, after a while they retired the loco to the steaming bay, slightly concerned at a strange noise in the regulator (I hope that is correct Ray?) one of our stalwart members, -Shaun had his 0-6-0 Polly loco for a boiler test. Having had his test, it was suggested the loco should be steamed on the society's rolling road in order to give Shaun more experience driving a steam loco without any distractions of being on the move. As you can see from the photo, slight modifications were required to get the loco ready for service.



The third loco to appear at West Shore was 9F Evening Star. I had no intention of giving the loco a hydraulic boiler test. All I was going to do was to familiarize myself with everything. Once our Boiler inspector saw the engine, he was determined to give it the once over. Under pressure condition everything went very well. To drain the boiler, I opened the drain valve but nothing happened. We had a blockage somewhere. The drain valve is located under the cab on the left side, then you have a pipe that crosses under the boiler to a banjo fitting on the right-hand side just above the foundation ring. When we tried to open the banjo fitting, the centre bolt snapped. The thread is a ¼" ME thread, but with a

chemical reaction, this had disintegrated. This loco came from the Bournemouth area, the hard water being the culprit.



This boiler will need pickling in something similar to white vinegar or kettle de scaler, then thoroughly flushing out before any movement under steam. The holes you can see in the banjo are 1/16" dia. A very bad design, I'm hoping I'll have sufficient clearance from the wheels to put an elbow in place of this design.







Peter Mason, the gentleman that keeps our track so immaculate is not just a dab hand at driving and selling mowers, I managed to persuade him to have a drive on the Clayton Class 17 whilst it was quiet last Saturday(6<sup>th</sup>). A perfect performance. Da iawn Pete.



## SLATE WASTE.

Some of our members have finally had their wishes, and witnessed the first mega train carrying slate waste from Llandudno Junction. The slate waste is transported by lorries from Bethesda to the siding at Llandudno Jtc., then loaded by mechanical excavators onto the wagons. I'm told that a few car

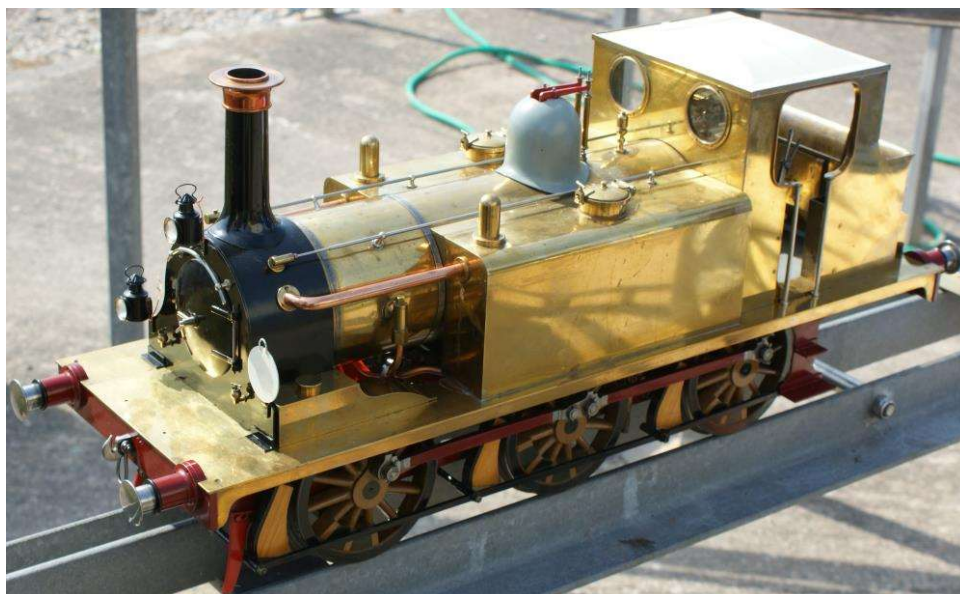
dealerships in the area are not too happy with the dust situation. In future these trains will go to a cement works in Hope, Derbyshire although this test train headed South. In the past, the process of producing cement involved the addition of PFA (pulverised fuel ash), this was a waste product from coal powered power stations. With the demise of these stations, the cement companies have had to come up with a substitute, this being the slate waste. I hope buildings don't start crumbling in the near future! Talking of this fuel ash, who remembers travelling by train from Chester towards the North Wales Coast? Connah's Quay Power Station used to pump this ash mixed with water to man-made lagoons of black sludge visible from the train. Acres of land were reclaimed on the banks of the River Dee using this operation. The operation called pulverising meant crushing the coal into fine dust in order to blow the coal into the boilers. This plant was filthy as you can imagine and was located remotely from the main power station buildings. You hear of the Miner's cough due to coal dust, I'm sure these operators must have had similar problems. The area surrounding the actual boilers (in the turbine hall) was reasonably clean as there was no evidence of the coal dust there.

### **SATURDAY 13<sup>th</sup> at West Shore.**

The temperature must have been 30 degrees all members well protected with Factor 50. I've never seen the area so packed with no parking spaces anywhere. This didn't mean we were rushed off our feet at the railway, in actual fact it was rather quiet. I suppose everyone were cooling themselves on the beach. We started off using our faithful Class 37 until Richard raised steam on his V3 tank locomotive. Having used this lovely engine for quite some time, it was obvious the temperature was affecting the operation of the injectors. We decided to take the steamer off and replace it again with the 37. In actual fact this reduced the fire risk. Last but not least. We were all aware that young Archie's late grandfather had built a Stroudley Terrier. This model turned up for inspection today and WOW! What a gem I certainly fell in love with this loco.







Not sure how to describe this lot!



Regards, Harold.

PS. DON'T FORGET OUR AGM.