



NWMES JANUARY / FEBRUARY 2023 NEWSLETTER.

First of all, I'd like to take this opportunity to wish you all a happy new year on behalf of the committee.

As you've all guessed, there is not much happening outside at West Shore due to the wind and rain that has been with us for the past month.



Having mentioned the weather, our site hut (Pavillion!!) has experienced an ingress of moisture possibly caused by those young hooligans that were seen on the roof. A few of us have been up to investigate and rectify this problem, the photo shows Phil monitoring the moisture levels a few weeks later, and the good news is that the level is now falling.

JANUARY MONTHLY LECTURE.

Martin Hebenstreit gave us a very interesting talk on De Winton, the engineering company from Caernarfon. Although he did mention the vertical boilered locomotives affectionally known as "coffeepots", he could have gone all evening talking about their other products. A real eye opener!! An excellent evening. Thanks Martin.

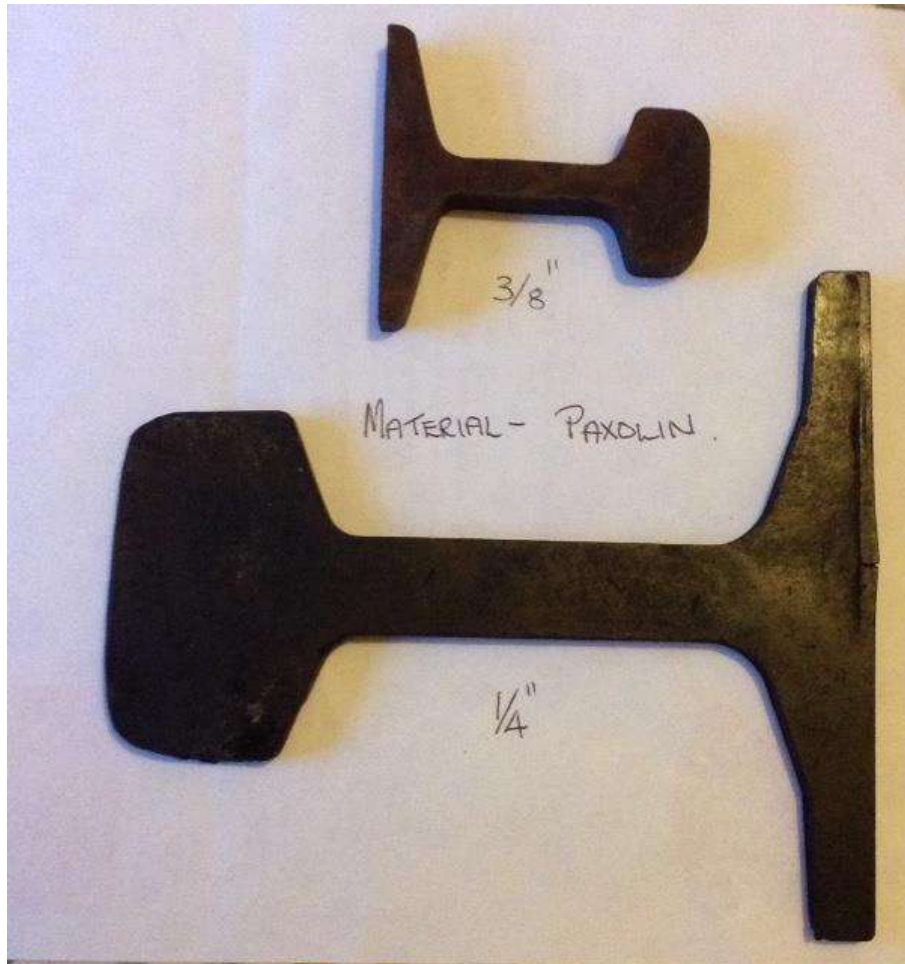
RAIL ACCESS INTO THE STEEL CONTAINER.

Having said nothing was happening outside at West Shore ,our chairman – Gary (and others) are getting on with things as regards designing the access track into the steel container. Having listened to the ideas of various members the plan has now been finalized. Consideration to the weight of the battery locomotives is critical as part of the design of the

turntable. These and other factors have all been included in the calculations for the final design.

On completion of this work, there will be no need to remove the batteries from the locomotives to store and charge them, only for essential maintenance work.

A BIT OF A BRAIN TEAZER.



During my working days I came across these two items. In case you might think I was employed by British Railways you're wrong. I worked for the Central Electricity Generating Board and later with National Grid at Power Stations and High Voltage sub stations throughout the North West. Paxolin is an excellent insulating material and as you can see the smaller of the two items is 3/8" thick, and the larger one is 1/4". Any ideas what they were used for? I shall reveal all later!!

FEBRUARY WINTER LECTURE.

Martin was unable to give his talk on Quarry Hunslets due to last minute family commitments. The evening was spent travelling from Llandudno West Shore to Old Colwyn on the electric trams. You've guessed we were watching a video as the trams are long gone. Afterwards we watched a video of the Liverpool Overhead Railway.

Nice to see some new faces. Gwyn a Gold Medal winner at the 100th exhibition at the Alexandra Palace with his showman's engine. Gwyn's model is truly superb, I can also confirm it's very heavy. At our exhibition at Llandudno Town Hall approx. 1990, this model was on a small plinth, lifting it off at the end was a four man lift, I can confirm the four wheels touched the floor, but not under control!!!

Neil Clayton, paid us a visit and was hoping to discuss his latest project with Martin our Boiler Inspector. I hope it wasn't a wasted journey. It's always nice to see you Neil.

Neil's latest project is quite interesting to say the least !!! A six coupled Hunslet tank loco in 7 ¼" gauge. Outside cylinders with I think Walschaerts valve. The boiler will be TIG welded copper.. Keep us informed of progress Neil.

WEDNESDAY TRACK MEETING 8th FEBRUARY.

At last, a lovely morning at Llandudno. Having had so many horrible days, today we were able to commence some of the tasks on the "MUST DO" list.

Peter was painting the ceiling of the clubhouse following our leaky roof. He's done a brilliant job and it's now looking spick and span.

Niall was treating the fence with wood preserver around the station area. He was heard asking Phil if he had watered the preservative down!! Another excellent job.

Keith, Phil, Brian and Jim were seen giving the traverser some attention. Although not serious, this traverser judders under certain conditions especially warm weather. It's a real head scratcher.



Having had a few derailments on the top corner before leading down to the station, this job had No.1 priority. No problem as regards the gauging, but the inside of the track was feathering. For some reason the superelavation of the track has decided to go negative on a few of the curves. Our intention is to first replace the feathered track, then give the superelavation our attention later.

None of us had been involved with the original trackwork, so it took a while to sort out which jig was for which task. John Simcox did a great job on this track and it proves that if anyone has the space it certainly pays to keep the parts that were originally used making the job 12 years later much easier.





As can be seen, we've managed to install one length and it is looking great. We're not too bothered as regards the gap between the tracks at the moment as the adjacent ones will be having the same treatment. We can slide the lengths through the plastic chairs with a bit of lubrication, so achieving this expansion gap won't be too difficult.

Another thought was to re-use the track. As the feathering is only on one side, if we straighten the track, then bend the track in the opposite direction, the existing feathering will be on the outside, and the length should be exactly the same. This might work.....or it might not. After a bit more experimenting, we'll be flying through this task.

We still need more members to show their faces at West Shore, we do have some banter, but we do learn as we go along.

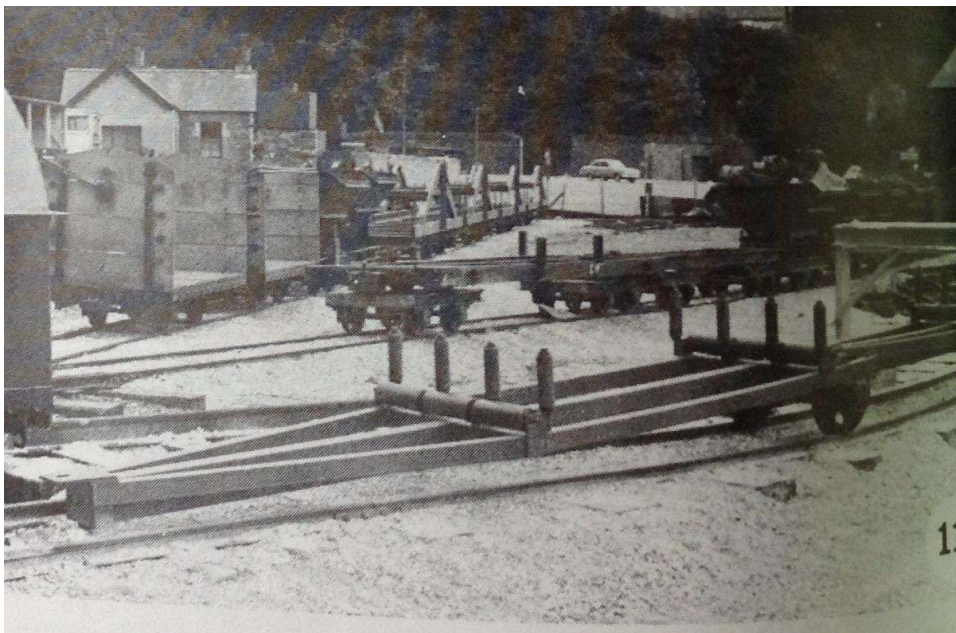
Today, the permanent way gang consisted of Gary, Tony, Shaun and myself.

BRAIN TEASER ANSWER.

Although I worked for the electrical supply industry we did have railways on our sites (Both narrow and standard gauge).

During the construction of DINORWIG Power Station the 400 kv cables were connected to the underground substation via a cable tunnel approximately $\frac{3}{4}$ mile in length.

Someone in their wisdom decided the cable could be hauled into the tunnel using a large winch located at the lower end of the cable tunnel, the cable was carried in on specially constructed two foot gauge bogies as can be seen on this photo.



The railway track was left in situ, and was still connected physically to the Llanberis Lake Railway.

As the power station earthing system was not connected to the outside world and was its own Faraday Cage, the railway system needed isolating from the power station. I had two of these insulators when the railway track was removed a few years ago, so I gave one to Eric Lander who used to work in Dinorwig Power Station. The conditions were so humid down in the tunnel, the track was heavily corroded and no use to anybody. Had they been servicable I can guarantee you they would have gone to one of our Narrow Gauge railways in the locality.

The larger item came from Connah's Quay Power Station when it closed. The coaling plant sidings were being scrapped and an eagle eyed me noticed this discarded on the floor. I honestly don't know if this is for earth isolation or signalling purposes.

If it was the earth system, considering the length of a coal train, there would have had to be a length of isolated track the length of the actual train, before it entered the power station site. The signal box controlling access in and out of the power station was called “Rockcliffe Hall” and was located between Shotton and Flint Stations.

Another interesting snippet. I’ve mentioned Narrow Gauge and Standard Gauge on our sites, but one of them had Broad Gauge track on its premises.

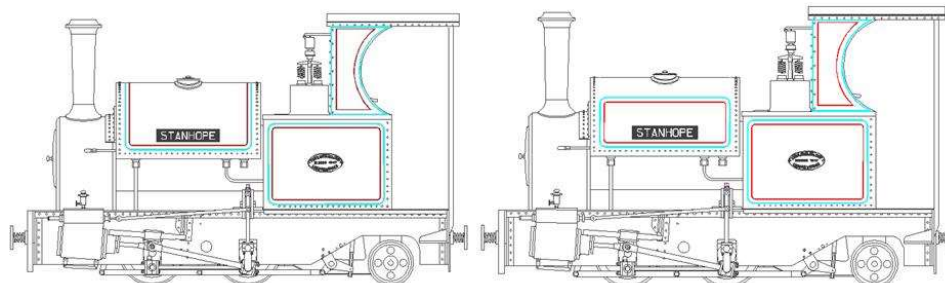
Tan y Grisiau Power Station, Ffestiniog has a length of track approximately 6ft 6ins gauge that was used to move the Supergrid transformers to their final resting place after being off loaded off the Pickfords road transporter.

STANHOPE IN 5 INCH GAUGE CONTINUED.

The story of Penrhyn Quarry locomotive Stanhope in 5” Gauge

Part 2 - adding the colour

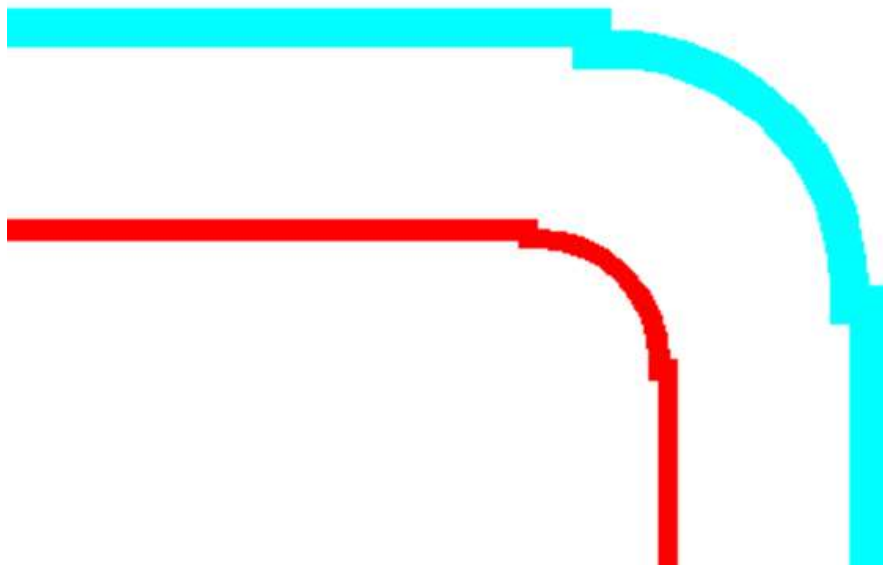
By Martin Hebenstreit



We left the story at this point with the question as to which lining style would I use.

Well, I went for the panelled version as this was the style used in the 1943 overhaul. Looking at the photos of Stanhope the panelled livery only seemed to last for a few years. By the time it was consigned to the scrap line (which was only four years after the 1943 overhaul) the lining had changed back to the style she carries today. This asks the question why the tank was repainted after such a short time? Anyone know the answer to this?

I finally plucked up the courage to dismantle the loco and prepare the part for painting. The paint I used was Halfords spray enamel for the black and as usual with this sort of job there were some areas that reacted for some reason needing some remedial work. Eventually I ended up with a nice black loco that I then left for a few weeks in order to make sure that it was fully dry and hardened. The next task was to work out how I was going to achieve the Penrhyn Quarry lining details that were unique. The corners are different to the usual type as detailed below.



First how do I mark it out, do I make templates or mark out onto the loco direct. The other problem was how do I maintain the square end of the lines and curves.

A practice sheet was sprayed up and I started to watch videos and read Chris Vines book *How (Not) to Paint a Locomotive*. I tried using my Bob Moore lining pen and this was alright for the thin red line but the thicker blue line did not give the results

that I needed. At this point I tried using a drafting bow pen and this gave me the best results. The paint I used for lining were Humbrol enamels.

Now I could get consistent lines the next stage was how to I transfer this to the loco?

I eventually Marked the centres of the corners in pencil and then used a bow pen compass to do the corner and used a brush dampened with Ronseal lighter fuel to square off the ends. This was again left for a few days to dry and harden before the straight lines were added again using a brush to square off the ends. There were a

few attempts done on some lines before I was happy with the final results as shown below.



Building this model has been a long and sometimes frustrating journey but it has been enjoyable and it is nice to have something that is unique as far as I know there isn't another one.

Thanks again Martin.

Hoping I haven't bored you too much.

Harold.