



MARCH 2024 NEWSLETTER

SAD NEWS.

Last Wednesday as we were preparing to go out into a howling gale at West Shore, Brian Haseler told us that his latest copy of Engineering in Miniature had an article informing readers that next month's magazine will be the last one. How sad.

Personally, I quite enjoyed reading both EIM and ME, even though I've heard members saying ME is not the same magazine as it used to be. I call that progress!

As regards Model Engineering Workshop I was given an on-line subscription for twelve months last year from my son.

I failed to open most of them, contacting the supplier, changing password a few times did not improve things. Last Christmas I received another subscription for the same magazine from my son. Sad to say, I haven't bothered logging on to receive any copies this year following last years' experience.

ANGLESEY ALUMINIUM.

In last months' newsletter I showed a photo of railway engineers working inside the Britannia tubular bridge preparing for a new aluminium smelter plant in Holyhead. Unknowing to me, this month contractors have demolished the 450-foot chimney at this now redundant site.

This site is now being prepared to be part of the new freeport in Holyhead. As it has a rail connection, will we see more traffic moving in and out of Holyhead by rail? It would be great if we could see fewer of these heavy goods vehicles on the A55.

Only yesterday whilst I was driving along the A55 I was overtaken by a transporter carrying a very large brand-new tracked excavator. I was driving at 60+ MPH, I'm sure he was breaking the national speed limit !

KERR STUART 4415 DIESEL LOCOMOTIVE.

We certainly went out with a bang as regards winter lectures.

I sensed this would be a very interesting evening, I did my best to promote it via the previous newsletter and all the members in attendance were not disappointed.

Our thanks to David High for coming along to Craig y Don to educate us all on this truly historic diesel locomotive.

Built in 1928, this was the second diesel railway locomotive to be constructed by the company but was in fact the first diesel locomotive to run on British tracks.

For any member who missed this lecture, please take the time to research this locomotive. You won't be disappointed.

David, on behalf of all members in attendance I wish to thank you for one of the best evenings we've had at Craig y Don.

WEST SHORE TRACK IMPROVEMENTS.

As you all know, substantial work has been carried out at West Shore. The track has been severed upwards from the station area, and a "turntable" has been installed. Both sidings have been constructed although they have not yet been connected to the trackwork.



The first photo shows the turn table in position. The concrete is still wet inside the shuttering, but everything is looking great.



The second shows Gary and Idris sharing a joke whilst lining up our interlocking system.

The track has now been re-instated at both ends onto the recently cast concrete and also secured to our new turntable.

Commissioning tests included driving over the whole structure using the Class 37 loco (the driver walking adjacent to the loco).

Although we knew our electrical installation was completely safe at West Shore the committee were advised to get an Electrical Installation Condition Report (EICR) conducted by an electrician competent to the required standard.

I organized an electrician local to me only to be told the night before our planned date of work that he wasn't able to do the work because his limits were only domestic buildings, and his public liability insurance would not cover this type of work.

He advised me to contact a company in Llandudno who could test commercial premises.

We were definitely not a commercial outfit, so I spoke to a chap called Nick Hill from Conwy. We agreed to conduct the tests last Monday morning. Everything was satisfactory even though he was surprised that the supply voltage varied between 250v and 252v.

He suggested we should apply another earth to the steel structure of our clubhouse, to protect our electrical system from the effect of a lightning strike. This earth being connected to an earth electrode driven into the ground adjacent to the clubhouse.

He also advised one additional short earth lead onto the traverser control panel. Hopefully these can be done on Saturday depending on the weather.

Whilst we were conducting the electrical tests, our resident civil engineer paid us a visit.



Paul was conducting his annual maintenance of the Dwarf Wall. Being exposed to all the elements nature can throw at the paintwork and rendering, this is very demanding work.

I mustn't forget the horticulturists; our site looks immaculate. Again, a big thanks to everyone involved with the various activities.

With the Easter Weekend just a few days away, everything is looking rosy at West Shore.

Hopefully we shall be conducting public running for the four days this Easter Weekend, if you do have any spare time please come along.

HOLYHEAD BREAKWATER.

For anyone not familiar with Holyhead, the harbour is protected from the Irish Sea by a breakwater made from local stone approximately a mile long. Having got my hands on official BR photos recently, these show storm damage in the



1980's.

This first photo shows the lighthouse at the end of the break water showing evidence of the storm damage.



A good photo for a risk assessment exercise!



This breakwater initially had a broad-gauge railway track running the whole length. Later this was changed to standard gauge. I'm reliably informed by Martin that the two standard gauge locomotives were Class 02 diesel shunters, 02 001, and 02 002.

This photo shows quite clearly both gauges sharing one common track.

These days with high maintenance costs there are various rumours that in future the breakwater could be left for nature to take over and allow it to slowly disintegrate. These are all rumours, so don't quote me. I hope these photos are of interest and maybe I will receive some feedback. Many thanks to Brian Haseler for feeding me with interesting snippets for the newsletter. I'll be using one next month.

Look after yourselves,

Harold.