

## **APRIL 2023 NEWSLETTER.**

**I can't believe another month has flown by us all. I'm scratching my head for anything to put in this month's newsletter. Even though the few of us that turn up at West Shore are busy with various projects, I don't know what most of our members are up to. HINT, HINT!! Come on please let me know.**

### **WHAT IS IN YOUR BOILER?**

**Our Vice Chairman – Keith struggled to raise steam on his Sweet Pea the last time he was hoping to run his locomotive. Knowing the coal was satisfactory because other locomotives were fine, Keith decided to further investigate the problem.**

**Had the locomotive been used in a “hard water” area, you would expect some kind of sediment inside the boiler but as Keith's loco has only been used in North Wales, most people would expect a perfectly clean boiler.**

**Having discussed the problem with his friend who is a local plumber it was suggested that Keith flush his boiler using one of the commercially available central heating cleaner /descaler.**

**After allowing the boiler to be “soaked” in this solution for a couple of days Keith emptied the boiler and was shocked at what he saw. The amount of sediment was unbelievable.**

**The question now is what is in our water? In the 60's Anglesey was one of the first to add fluoride to its water, I don't know what Welsh Water adds these days. No doubt one of our members will have an answer.**

**In my early days with the Central Electricity Generating Board all of our batteries were topped using de mineralized water obtained from Trawsfynydd or Wylfa Power Stations water treatment plants. The only other alternative was the water out of Dolgarrog Power Station pipeline. This was so pure it had no impurities. This is exactly the same water that has been going into Keith's locomotive.(supplied from Llyn Cowlyd )**

**I hope the Sweet Pea will now be back in perfect condition and will be an excellent steamer as before.**

### **WEST SHORE PROGRESS.**

**Everyone knows that before a hard day's work you need something in your stomach, and that's what we did one morning in early March before going to the track. We all decided to meet in Wetherspoon's Llandudno to have breakfast before commencing our various tasks. An excellent team building exercise and thoroughly recommended.**



**Jim Payne and Peter Mason never give up on our site maintenance duties, I can't thank them enough for keeping the site so immaculate. This photo below was one of four barrow loads of weeds Jim shifted in one day, it could even have been more.**



**Our new trackwork into the steel container has now passed Phase 1 (design and proving its fitness for purpose). Our members can now bring a locomotive into the container without the need to manhandle it onto the bench. This works perfectly onto two of the tracks leading onto the benches. We now need to manufacture connections onto the other two tracks. Proving the new track, we used our heaviest loco, - the Class 37 with the batteries in situ. As expected, everything went smoothly with no snags.**

**Frank has been busy modifying the wiring on our Class 37 to simplify the battery charging procedure. There will be no need to disconnect the batteries in future, just push in plugs into their sockets that is connected to the battery charger. Rumour has it the Class 37 will be**

having a new colour scheme in the not-too-distant future, quite a few members have said that it's beginning to look tired these days.

The next photo shows Garry teaching Archie how to bend the track to the correct radius using the bending rollers. Archie hopes to be a locomotive driver when he completes his exams and leaves school. We're all hoping that the experience he gains by being a member of our society will help him achieve his goal.





For any petrol head amongst us, Niall has acquired a rather nice motorcycle. He used to have a beautiful red 500 cc Triumph Daytona immaculately turned out at all times, but sadly this has gone and has been replaced by a 1970 650cc Triumph Trophy. This motorcycle is the single carb. version of the Bonneville and can only be described as pristine, and I really mean pristine. (Just as it came out of the factory). Niall you're a lucky so and so to be the owner of this machine. Mike Brown and I cast a very critical eye over it and concluded that it was faultless.



#### **BLACKGATES ENGINEERING.**

Keith spent the last week end up in Yorkshire with his family. When he's up there he always visits our friends at Blackgates Engineering. He kindly picked some articles for a few of us but also had some sad news as regards Phil and Jackie. They have decided to retire after 46 years of supplying ourselves with our model engineering needs. I've always found them very helpful and only hope whoever takes the

business over will continue in the same way as it has been run for the past 46 years.

#### **BANK HOLIDAY OPERATIONS AT WEST SHORE.**

The Easter Bank Holiday proved very successful as regards the number of customers we carried on our track. We operated on both Good Friday and Easter Saturday. Ideally the Society would have loved to run on the four days but due to a lack of volunteers we only ran for two days. Hopefully we might have more members turning up on future public running days. Archie's 5-inch gauge Stroudley Terrier was given a run on Good Friday following a successful boiler test. Martin, our boiler inspector, was very impressed with this rather diminutive loco.

Hopefully the Winter weather is now behind us, there is no better place to be than West Shore in fine weather so I'm looking forward to seeing you all over there very soon.

Regards,

Harold.