

The Killamarsh Chronic Eyestrain

A mixture of the Killamarsh Chronicle and The Weekly Eyestrain

Issue No 212 - April 2020

Looking back!



The Edward Sholto frames and boiler in the bottom shop

This is where the action in the bottom shop all started. 14 years ago a small team of lads got together here to Restore Andrew Neale's 0-4-0ST "large quarry" class hunslet loco "Edward Sholto".

However this was not the first steam loco on site. In the top shop Sam Ward had built new boilers for 15" gauge locos "Bonnie Dundee" and James Waterfield's Heywood replica loco "Ursula". Sam also made one for Andrew Neale's replica loco "Katie", the building of which Martyn project managed. Irvine Barraclough and Sam did a great deal of work on "Katie" as did Peter Clarke in later years.

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“Edward Sholto” was one of the famous Penrhyn Quarry Railway locos, many of which were sold abroad in the 1960s, but all of which have now been repatriated. Many of them have also been restored to steam again as “Edward Sholto” was. Sholto’s public launch at Statfold took place in March 2010.



Sister loco “Sybil Mary”

I don’t have any current photos of “Edward Sholto” but I do have a photo of identical sister loco “Sybil Mary” seen here at the Statfold Barn Railway where she now lives.

“Edward Sholto” was never fitted with steam, air or vacuum brakes in order to retain its originality. “Edward Sholto” cannot therefore haul passenger trains and for several years now he has operated with short freight trains on the colliery demonstration line at Beamish Museum. “Sholto” now requires a new firebox so for now he is on display at Beamish in original condition.

Just imagine having to drive an open cab loco in the wilds of the Welsh slate Quarries in the depths of winter. Those old lads must have been as tough as old boots and probably died young as a result of their hard life. In those days the quarry owners didn’t see the need to make life better for their drivers

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Nearly all of the Penrhyn Quarry Railway locos have now steamed again or will do again one day with the likely exception of "Gertrude" which is now in the Museum at Statfold as an educational sectional display.

Many of the Penrhyn Quarry Railway locos were named after members of the Douglas-Pennant family who were the wealthy owners of the Penrhyn quarries and the castle.

You will see from the pictures that Gertrude attracts a lot of attention

The Statfold museum and railway is well worth a visit - if you haven't already been.



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Panic stations everyone

Could it be possible that there are TWO Richard Smiths in the railway world? This, is our homegrown model, he is a good lad, always cheerful, always helpful, but he does have an amazing gift of being able to pop up in front of the camera just as I press the shutter.

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This turned into a bit of a competition, he was always trying to get into the picture and I was trying to catch him when he wasn't looking. Later he tried to turn the tables by "borrowing" my camera when my back was turned and taking pictures of me working. I would find all manner of unexpected pictures when I got home and did a download.

See what I mean !.



To get to the point, Richard tells me he has been receiving emails from a bunch of lads he didn't know, who work on a heritage railway.

Anyway the upshot of this is that after a few emails were passed back and forth it turns out there is another Richard Smith and both are members at Apedale and the emails were from the Apedale Wednesday team sent in error to the wrong Richard Smith

I now have serious concerns about the mentality of the Apedale team because they have invited our Richard to join the team - little do they know!!!

Here's Richard with his drill for drilling round corners !!

TWO Richard Smith's - - is the railway world ready for this? Somehow I doubt it, but I can guarantee one thing - the man who will enjoy this article more than anyone will be Richard himself



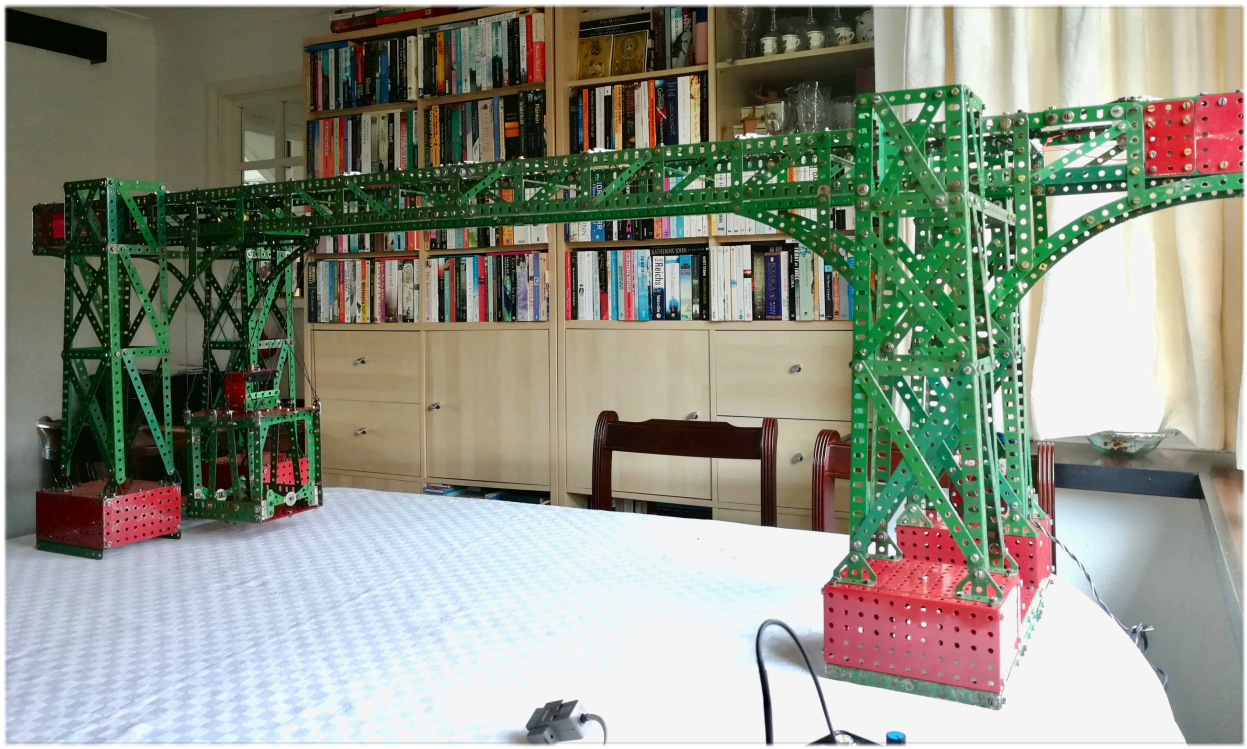
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A Meccano model of the Warrington transporter bridge

I never cease to be amazed at what the lads get up to for home amusement, Roger Farleigh gets out his old Meccano kit. Here's his latest effort, told in his own words.



I have a mental picture of Mr and Mrs Farleigh sat at each end of the dining table saying "pass the salt please", and Roger reaches for the controller. Ed.

The Meccano model is based upon the Warrington Transporter Bridge, it is 65"L x 20"H x 15"W, and it took a couple of months to build. Progress was slowed for a short period when I needed to buy a few more parts to complete it. It was also the first model where I just about used up all my nuts and bolts, (Meccano thread is 5/32"bsw).

The traversing movement is powered by a 12Vdc 60rpm geared motor. The motor is controlled by a custom built control box incorporating a pulse width modulated (pwm) module. This is far more efficient than using a variable resistor to control the power to the motor. Basically, it switches the direct current (dc) to the motor into a square wave where the mark:space ratio can be varied between a very narrow pulse length (mark) up to continuous dc when there are no spaces. Railway modellers will know all about this.

The gaps under and over the gondola were set with a rod prior to fixing the suspension/bracing cords, the rod was then removed.

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The original bridge

The Warrington Transporter Bridge was built in 1915 to convey rail wagon loads of material back and forth across the Mersey to the chemical works of J. Crosfield (now Unilever). It was later adapted to carry road vehicles before finally ceasing to operate in 1964.

My first Meccano outfit, a Set No.4, was a Christmas present from my paternal grandparents in 1952. Paper-round and pocket money funded expansion of my Meccano collection, and I bought extra Meccano parts when budget allowed. At that period I was also keen on building radio sets and other electronic items, but I had to wait for a birthday or Christmas for a present of electronic components! I started with a crystal set, progressing on to building valve radios and other bits of test equipment. The radio and electronics hobby lead me on to a life in the electronics engineering industry. Thus it was that I worked through the rapid encroachment of transistors and then integrated circuits.

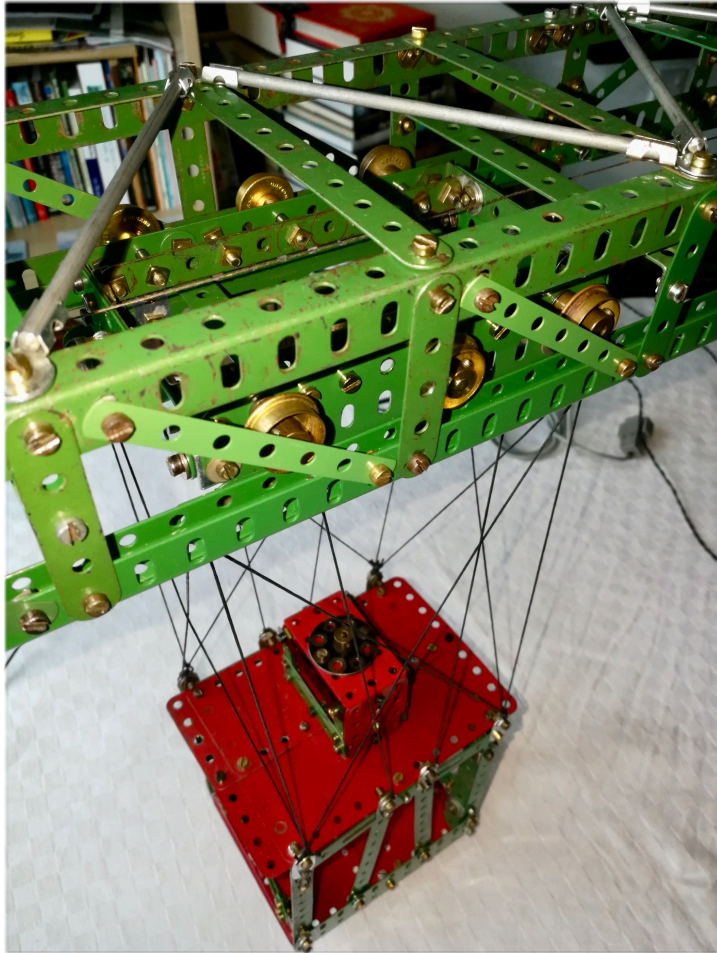
When I reached my later 'teens' and I started work, courted, got married, had a family, bought my first house and other life's milestones, the Meccano was stored in lofts in Devon, Essex and then in Hants.

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By 1980 I got involved in steam loco preservation and operation, but I returned to



Meccano building in about 1995. Since then my Meccano outfit has grown considerably, and is now well in excess of a Set 10, which was the largest Set that Meccano produced. My first Set was in the Meccano colours of that period - Mid Red and Mid Green. So the majority of the parts that I've acquired since then are in the same period colours.

A few are in pre-War dark red/green with a few smaller parts in zinc. And of course all my brass parts of various years are identical. It is all housed in a 4-drawer bureau that belonged to my late parents. Aah, thoughts of Binns Road, Liverpool in the period when Britain still made everything!

Stuart Fletcher told me that when he was a lad he built Meccano models with his dad, including the iconic Meccano giant block setter (hammerhead) crane.

Roger

My wife once bought me a Meccano set for Christmas. It was a small set with just enough parts to build a motorcycle powered by batteries. I built the bike on Christmas day and set it off across the conservatory floor.

It scared the hell out of the cat who leapt onto the windowsill and knocked over a potted plant. "Words were exchanged" and me and my Meccano set were banned to the shed.

Mike



The PWM Controller

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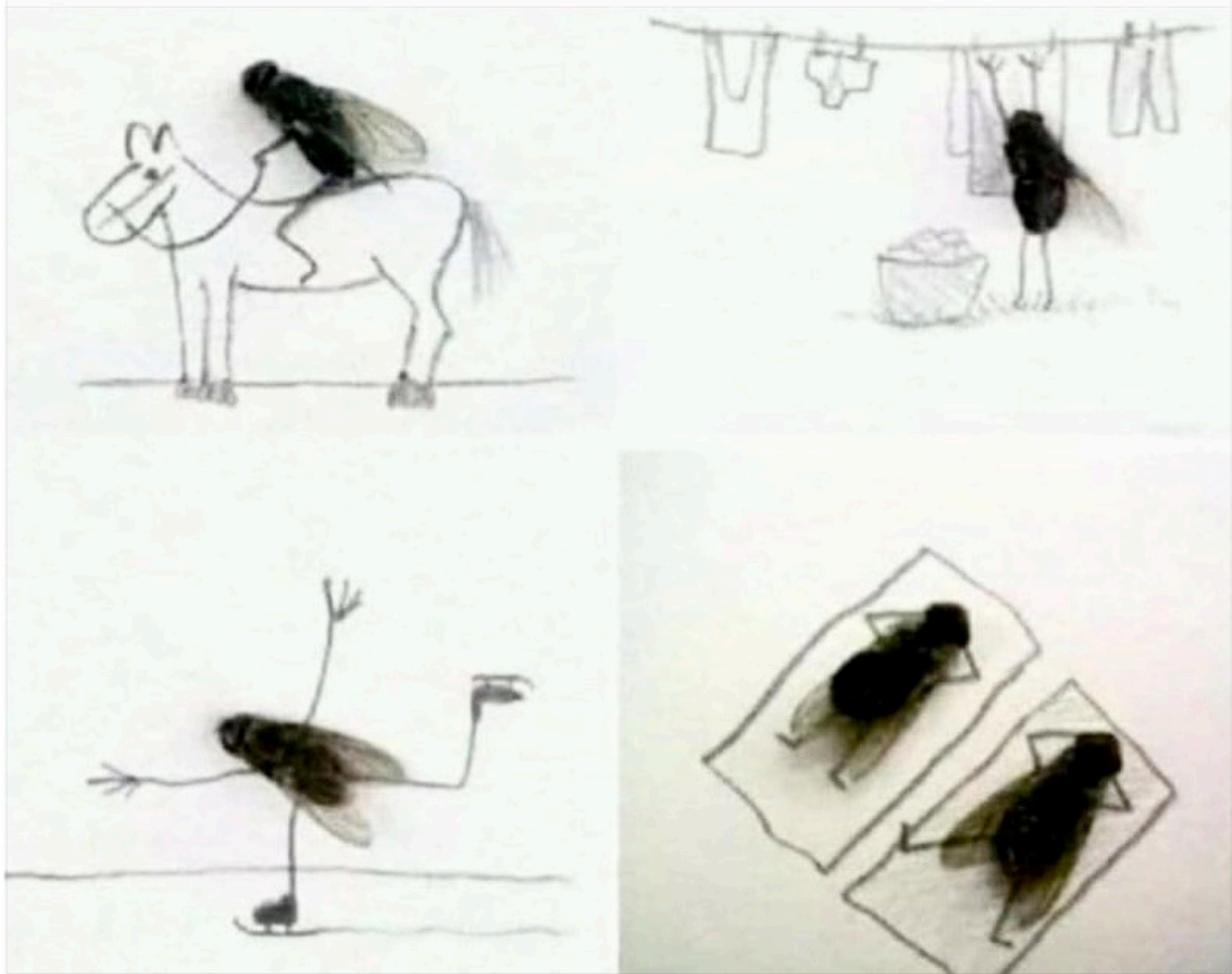
So there we have it, a crisis torn Eyestrain. Actually, it's been good to look back through the archives again, and to see what the lads get up to in their own time so to speak. I have more to come next week. So stay indoors and stay safe, see you next week.

Mike

Time for a laugh?

When boredom sets in !!!

Day 6 of quarantine...
Found a dead fly



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For those of you who cant work out social distancing.... this is two meters apart!!



Electrician wanted. Experience required, this time.

