

North Wales Model Engineering Society

West Shore, Llandudno, LL30 2PQ



JUNE 2023 NEWSLETTER.

2023 CHARITY DAY.

PLEASE MAKE A NOTE OF THIS EVENT IN YOUR DIARY.

SATURDAY 5th AUGUST 2023.

Frank has spent a great deal of time organizing this event. A great deal of money was raised for this very worthwhile charity last year, whilst a good time was had by all at our track.

The Children's hospice is located between Conwy and Tai y Cafn overlooking the river Conwy. You couldn't dream of a better place to build a house, but this is all about the young lives affected by various illnesses being treated within this establishment.

Last year's event was a great success with a display of members models for the public to inspect. This year will be similar and I'm reliably informed that we might have a members' barbecue following the event. (Depending on interest shown by the members).

NORTH WALES COAST MEGA TRAINS.

A few weeks ago, I spent a pleasant hour watching the world go by behind Conwy Castle close to the bowling green. If you've never been to there, I can thoroughly recommend it. All kinds of wild life, boats coming and going and the added distraction of a few trains going by.

One of these trains was the granite train having just departed from Penmaenmawr. Having travelled through the tubular bridge towards Llandudno Junction station the locomotive was adjacent to the flyover whilst the last wagons were just about coming out of the "tube".

This led me to ask myself a few questions regarding these trains, with no answers available, there was no better place to go than Penmaenmawr station a week later! I managed to speak to both drivers on the Class 70 locomotive who were very willing to answer a few questions having told them I was writing an article for our Model Engineering Society. Both were from Warrington Depot.



I know GRESLEV's A4 locos were regarded as sleek. Is the Class 70 an improvement ?



This photo wasn't difficult to take with one of the many lorries that use the ASS next to our train. The lorry weighing approximately 40 tons, whereas that afternoon our train was hauling approximately 2,300 tons to Longport, somewhere near Stoke on Trent.



Max. Payload: 79.6t.

Cruising speed of the train was 60MPH (maximum) with this load, so the answer I really wanted to know was the distance required to stop this mighty load in an emergency. I was pleasantly surprised to hear that with the latest technology in braking systems, it could stop in approximately quarter of a mile!!, whereas in the old days the driver jokingly said that they would be lucky if they would have stopped by RHYL (25 miles away!) My next question was do they have an ABS type system where the brakes were applied in pulses as on a car. No, was the answer and an emergency application would also not cause flats on the wheels.



Anyone driving from Bangor towards Llanfairfechan could be forgiven for thinking that the mountain is now a plateau with all workings having ceased. How wrong they are as can be seen in the photo. Excavating at this site has gone down into the mountain (as you can see) by a few hundred feet so far, hard to imagine it was a site of a stone-age hill fort at one time.

At the far end of this excavation, overlooking the sea on the seaward side are the remains of a de Winton vertical boilered locomotive called PENMAEN built in 1879.

General News.

Bank Holidays at West Shore, Llandudno have been rather poor this year due to a lack of punters at this area of Llandudno. The May Bank Holiday proved different, having had two good days to boost our accounts. Thanks to all members who made the effort to help our society's public running days.

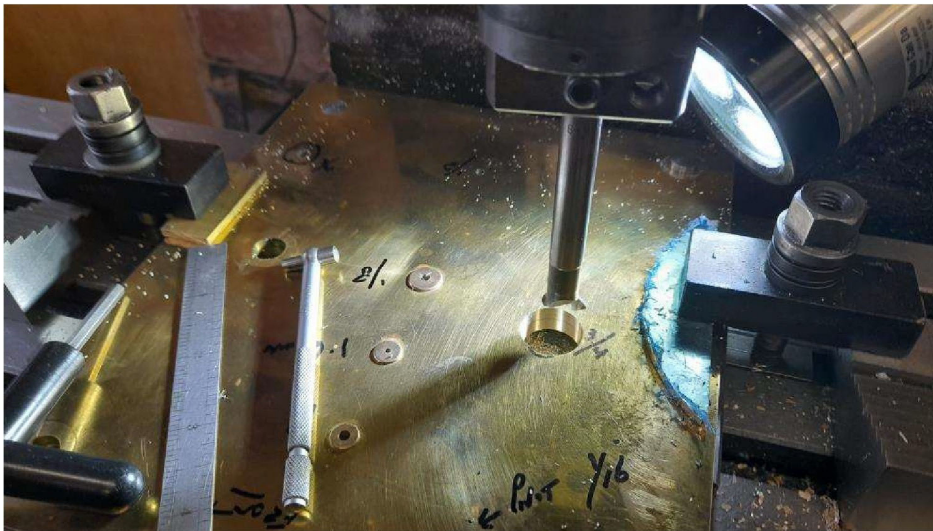
Richard Stoddart spent a week end at Gilling ground level five-inch gauge track a few weeks ago for his annual fix. The enjoyment he gets driving his LI locomotive there is so obvious when you speak to him about this event. I'm told there is coverage on YouTube.

Archie's Class 86 locomotive has received some treatment recently. Frank has given a lot of his time tweaking the electrics on this locomotive, a real credit to him for helping Archie.

Keith Jones our Vice Chairman as some of you know is now into clockmaking after finding model locomotives were getting too heavy to handle.

Now he is working on a clock the late Ifor Williams started, a clock that most members had no idea Ifor had started many years ago.

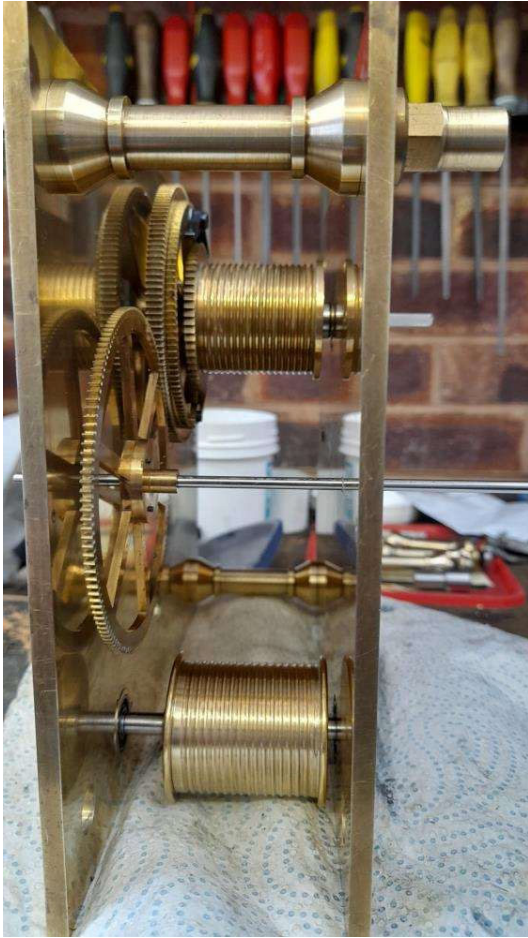
This is a regulator clock and Keith is making a few modifications, the first being running both barrels on ball bearings. This should make the clock "freer" running.



Both the frames being jig bored for the bearings



Bearing caps drilled with three IO BA holes

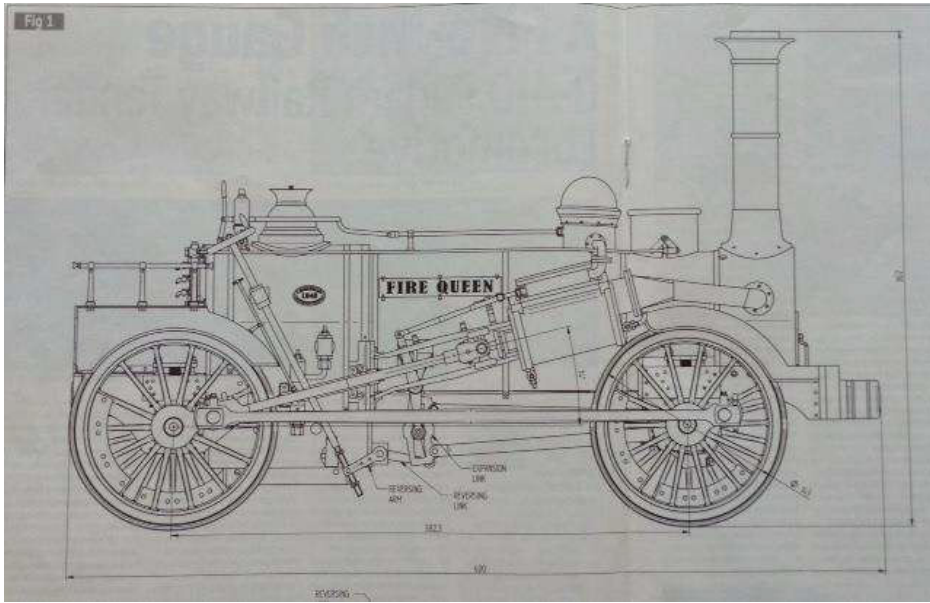


The main- drive in position, but still a lot of work to make the mechanism run.

MODEL ENGINEER VOL.230 No. 4713. 24th March - 6th April.

This issue has started the construction of FIRE QUEEN (1848), the four- foot gauge Padarn Railway locomotive, at present located in Penrhyn Castle on the outskirts of Bangor. Its future is uncertain, rumour has it the National Trust would prefer to have an art gallery in place of this locomotive. Any prospective constructor could have the benefit of asking any queries to Eric Lander who has rejoined our society. As a volunteer at the castle, Eric has surveyed this complete loco measuring and recording every minute detail.

Maybe Eric might know what will happen to this loco in the future. Is it on the move or not?



Finally, don't forget our charity day, please note the date - 5th August 2023. and make a note of this in your calendar and let's hope we can all make it a very successful day.

regards

Harold Jones.