

North Wales Model Engineering Society

West Shore, Llandudno, LL30 2PQ



JULY 2023 NEWSLETTER.

Another month has flown by so I'll do my best to keep you all in touch with what's happening within our society.

First of all, condolences to Owen Francis, one of the stalwarts of the West Shore Miniature Railway having recently lost one of his sisters. She lived in London and hadn't been too well for a while. Owen himself is not a youngster, but if the weather is favourable he turns up at West Shore sorting us all out.

5th AUGUST 2023. TY GOBAITH / HOPE HOUSE CHARITY DAY.

Just a little nudge from myself to re-iterate Frank's email reminding all members to do their best to make our charity day a successful event.

If we can all print off three of Frank's attached poster and get them displayed in a prominent position in your locality or even place of work, I'm sure this will help this very worthwhile cause.

TRACK EXTENSION INTO THE ENGINE SHED.

All members involved with this project must be congratulated on completing this work. Everyone deserves a pat on the back but I'm sure they won't mind me mentioning one person - Our Chairman, Garry.

We've all seen photos at various stages of completion, for those who can't quite picture what has been done there's nothing better than seeing our Class 37 on its way into the container

Believe it or not, this is the turn table even though it looks out of balance.

Calculations have been made prior to construction, and have proved the structure is fit for purpose for turning our locomotive.

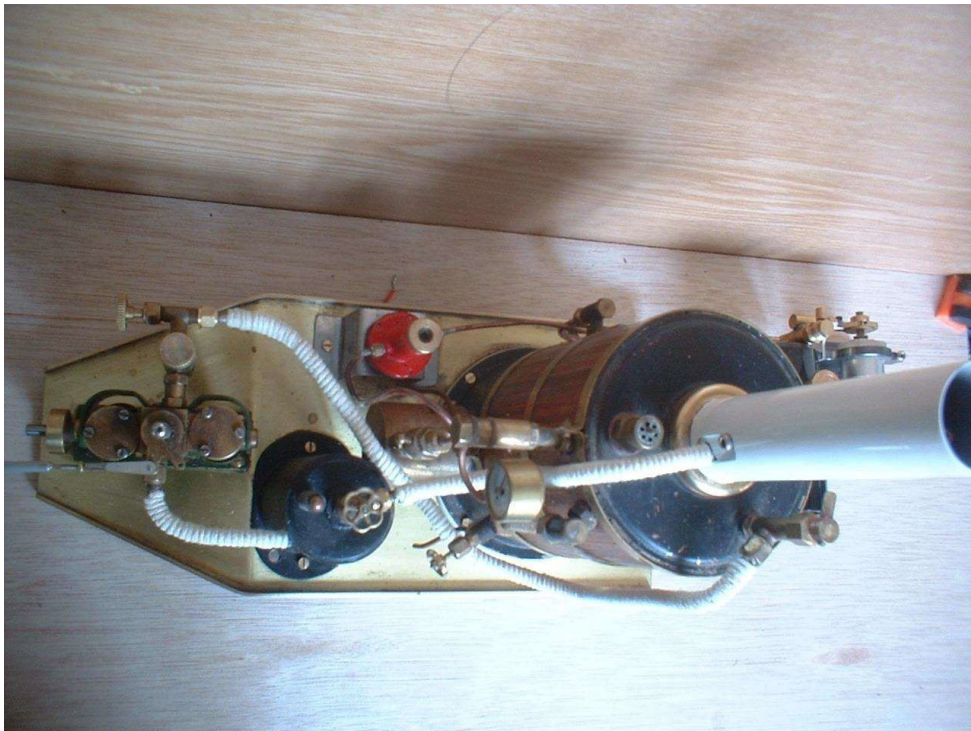
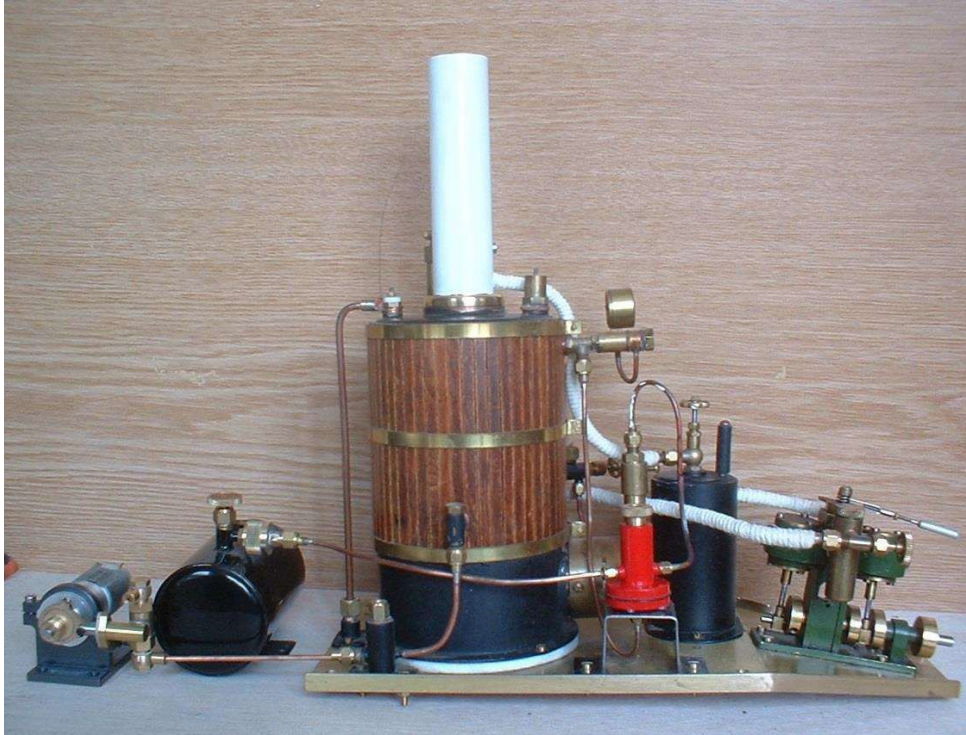


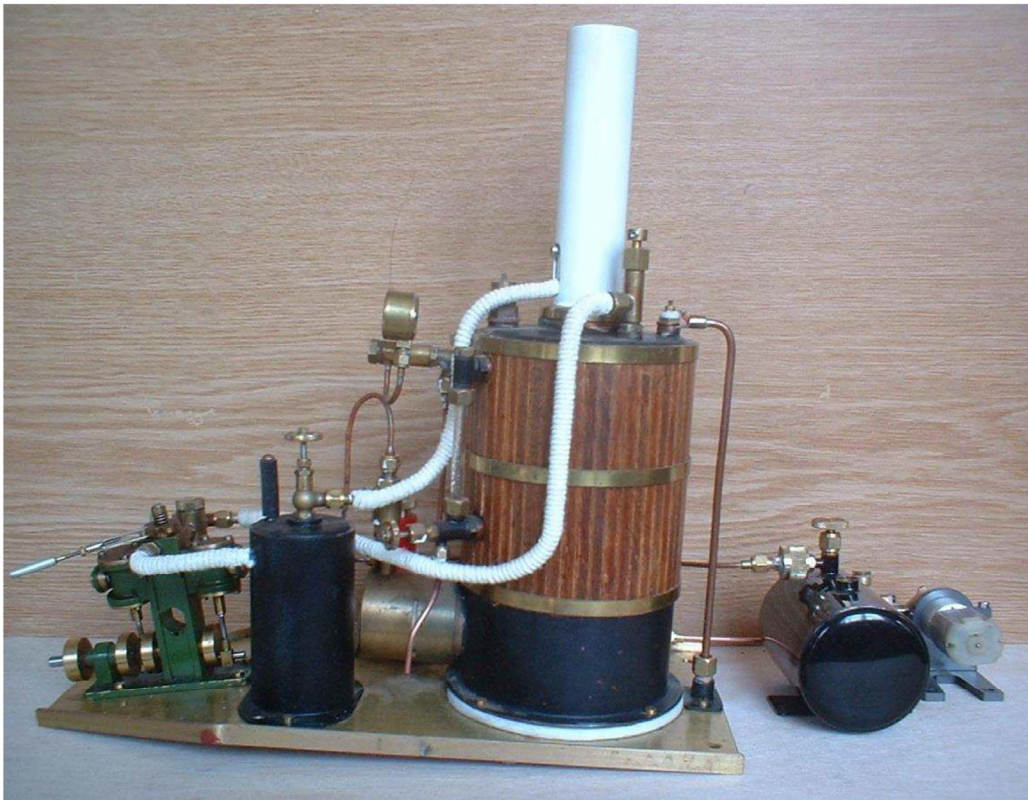
The loco is now ready to cross the removable bridge to one of four tracks located on the bench top. All this with the batteries still in situ. We must remove the bodywork then insert the plug for the battery charger. All this without removing the batteries. Our Manual Handling Risk Assessment having passed with flying colours.

MARINE MATTERS.

I've always said I like to diversify from railway matters in the hope it will interest all our members.

My good friend Bill Winter has sent me some photos of one of his latest projects. I don't know what kind of craft Bill is constructing, but the steam plant that will end up below deck looks superb. The quality of workmanship is great, this what I always expect from Bill.





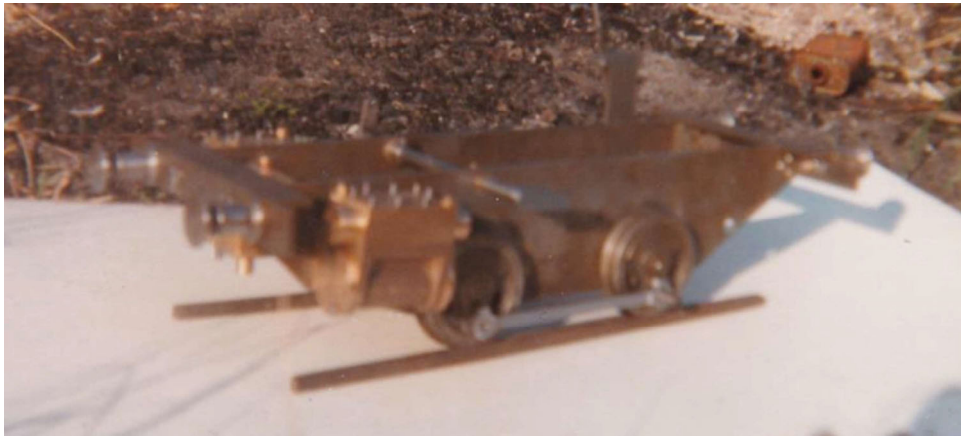
Thanks for these great photos Bill.

Martin has been kind enough to give an insight into how his Model Engineering hobby was started. I know you'll find it interesting, so let's see what he's got to say.

Building Frances

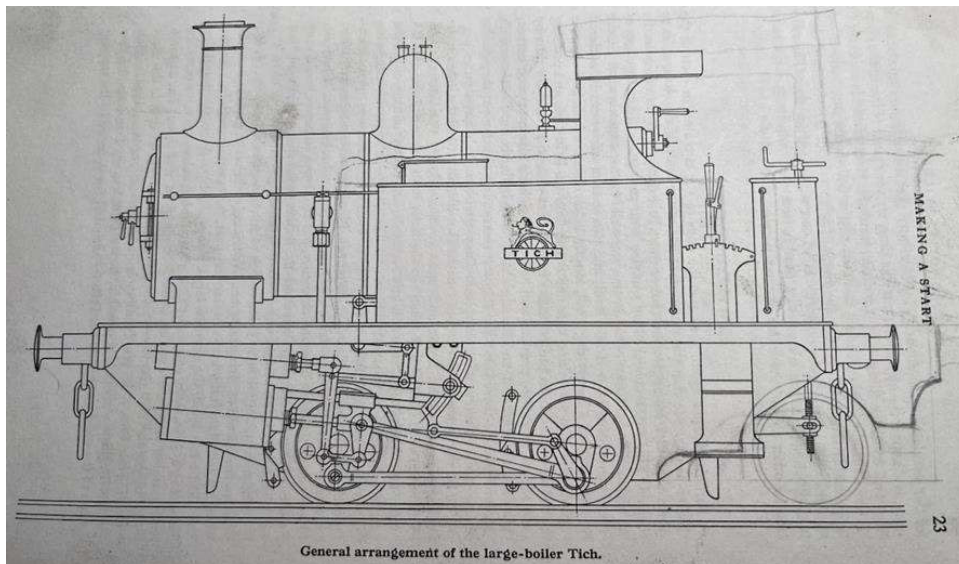
My interest in model engineering was sparked by the purchase of the January 1970 copy of the Model Engineer. This magazine had some articles that interested me and others that I had no idea what they were about. When I started my apprenticeship money was short and I had no workshop but, I really wanted to build a live steam loco. Looking at the Reeves catalogue the only castings that I could afford were for Tich. Three weeks saving, I was able to send for the book Simple Model locomotive building introducing LBSC's Tich. This was read from cover to cover and further saving resulted in me to buying the wheel, horn castings and frame material. Someone who helped me to save money on this project was the company lorry driver who was a keen model engineer and popped into Reeves on his travels and he saved me the postage costs on any parts that I needed. I would come in to work and if he had arrived back late the day before, I would find my order for parts on my work bench.

Work started on the frames and these were carried to work in a carrier bag with my sandwiches, which were consumed quickly so I could spend as much time as I could working on my loco during the lunch hour. I eventually got to the point where I had a rolling chassis with wheels and cylinders fitted.

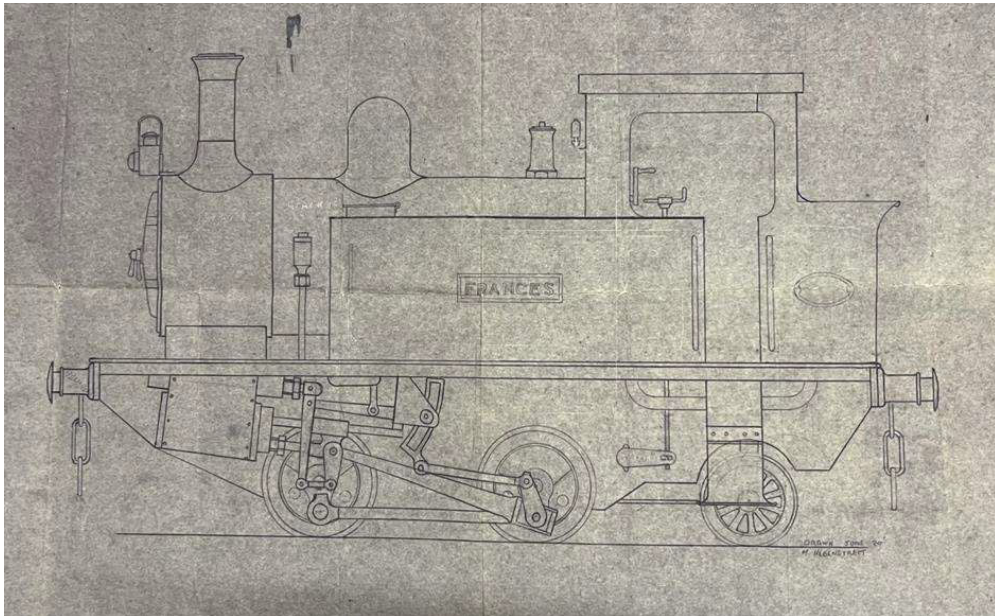


Readers must forgive the photography as it was handicapped by an Olympus camera operated by a poor photographer

At this point I wanted to make something a little more interesting than a standard Tich and I liked the look of Ken Swans Bridget detailed in the first copy of Model Engineer that I purchased. An initial sketch was made in my construction book in the early 80's to see what it could look like.



This looked promising so I then made a drawing and extended the tanks to increase capacity and to make it look more like Bridget. A cab, bunker and training pony truck were also added to complete the picture.



As can be seen from the drawing I had some cast spoked wheels that I replaced with disc wheels as these matched the driving wheels. A start was made by stripping the frames and taking a saw at the back end and welding in extensions to accommodate the pony truck and bunker. The rear buffer beam was refitted and the brake column and beam were relocated for the new layout.



The picture above shows the loco with boiler in frames with the cast spoked wheels fitted. The build continued until I had all the major parts made and then stopped for about 15 years due to Holy War being and getting involved with the rebuilding of a 1926 Aveling porter steam roller. During this time the loco lived on a shelf on my workbench.



As can be seen from the angle of the cab front thing were only placed and not fixed but in this picture the replacement pony wheels are now fitted.

Once Holy War well on the way and the steam roller was on the road the build was restarted as my eldest daughter wanted to work on it and things progressed.

The loco was painted in Humbrol green and lined out in orange. The name Frances was given to it originally after my mother but as my eldest daughter is also called Frances it does for both. Frances was run for a couple of times at our track in Ysgol Gogarth but not used much. It was shown at the Bala Lake model engineers' weekends and Ken Swan, who designed Bridget, used to attend when he saw it christened it Tichy Bridget The loco has taken a back seat and not run since 2004 until now. Following the completion of Stanhope I decided it was time for the little loco to be run again on our current track. My concern was that its water capacity in the tanks would not be enough to take us around the track without a refill. This has now hopefully been sorted by the addition of a tender in the form of a coal wagon.



This tender was described by LBSC in the ME in 1959.

Thanks for your contribution to this month's newsletter Martin.
A few weeks ago, we operated our public running at West Shore under potential lightning storm conditions. In my previous employment with National Grid, if any member of the working party witnessed lightning or heard thunder, work stopped immediately and the working party removed to a safe place. If no more activity was witnessed for twenty minutes, normal work could commence.

Before commencing our activities at West Shore, members were told of this procedure.

Critically was the need to keep well clear of the trackwork which could act as a perfect lightning conductor. Gary confirmed that a similar procedure is practiced on golf courses.

During our public running day, the weather behaved, in fact it wasn't a bad day.

TRAINS AND BOATS AND? (planes)

During the Coronation Weekend John Feeney turned up at West Shore and at one point we came to talk about planes. Amongst other things John likes his aero engines.

A past member of ours, a gentleman called Jim Moore from Holywell was building a large-scale Tiger Moth Aircraft. I'm not too sure if it was half or one third full size. Constructed from works drawings from aerospace at Broughton it was quite a machine. We saw the fuselage at Ysgol Gogarth so I asked John if it was ever completed, he wasn't sure. I was quite interested what type of engine would have been used in this model.

Interestingly John talked about the full-size Tiger Moth, unlike a motor cycle engine the cylinders were below the crankshaft and sump(to aid cooling). I'm sure John said the engine had a capacity of about 15 litres.

During a visit to a Vintage Sports Car Club meeting at Oulton Park about 20 years ago, Geraint the son of Owen Wyn Owen of BABS racing car fame, had a prewar Morris Minor (similar in size to an Austin Seven).

This car was powered by a Tiger Moth engine. I can't imagine 15 litres under the bonnet, and how would it handle.

Trevor Butterworth. Having been off the scene due to ill health is now out and about. Welcome back Trevor.

1st JULY 2023. Public Running Day,

After having such hot weather recently, this Saturday was a washout, hardly any people at West Shore so at 13:00 we all decided to go home. The highlight of my day as regards railway matters was seeing the Blue HST Pullman passing Deganwy station as I was on my way home. I pitied the poor passengers onboard wondering how would they spend their time in a windswept, wet Llandudno.

Hoping I haven't bored you all too much, Harold.