

North Wales Model Engineering Society

West Shore, Llandudno, LL30 2PQ



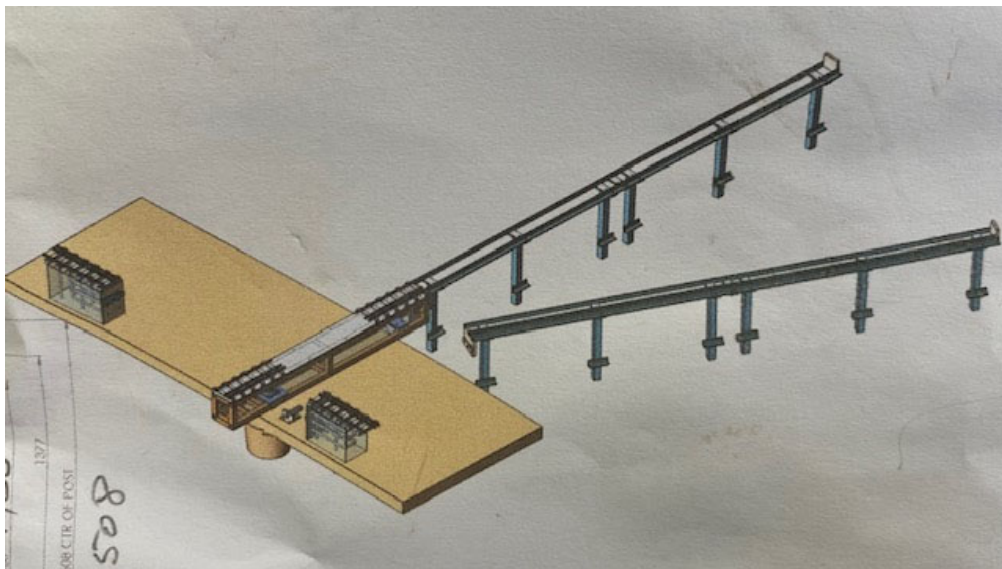
JANUARY 2024 NEWSLETTER

Not just another month but another year. On behalf of our committee can I wish you all a Happy and Prosperous New Year. (Blwyddyn Newydd Dda).

As you've guessed, the past few months have been a bit of a challenge at Llandudno's West Shore due to the weather. Now the wet weather has changed to cold crispy weather, work has commenced on track modifications in the vicinity of the station area.

Again, our society must appreciate how much work has been carried out by one member, by designing, manufacturing and motivating us all.

This member is our "get up and go chairman"- GARY. Thanks, from all of us, for your hard work.



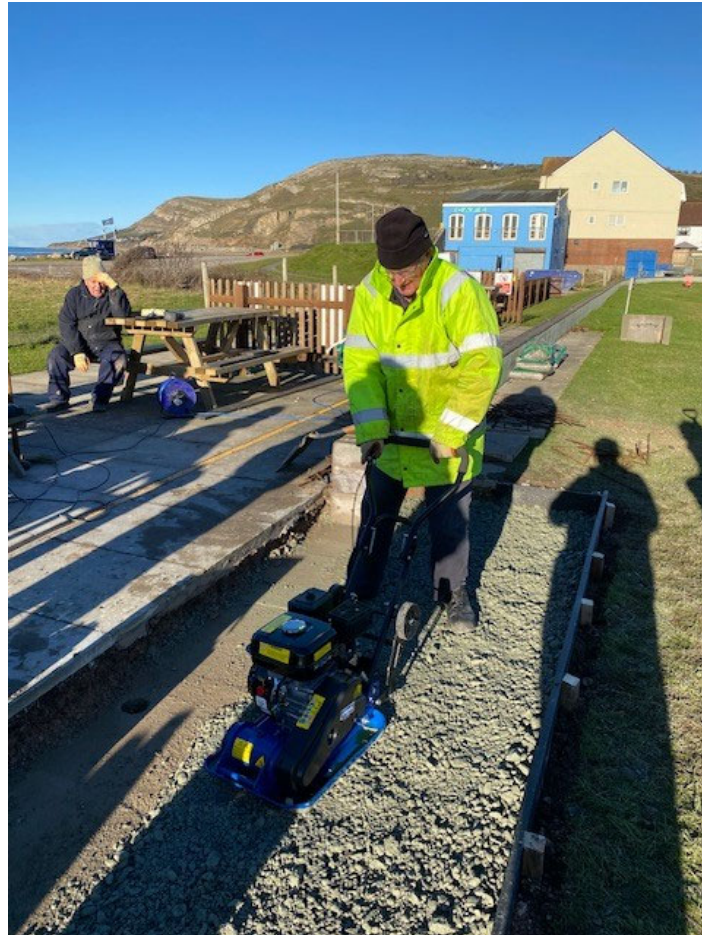
This drawing shows the severed track as it is now. Members have excavated the future concrete area (by hand) in preparation for the hard core which we completed on Wednesday along with the steel re-enforcing bars. Can I just say this was very physical work for us all and was a good example of teamwork.



Start of the project with Tony in charge of the pick.



Not sure what Martin is up to here ?



In brilliant sunshine but Arctic temperature, this is Phil in charge of the whacker firming down the hardcore.

The next operation will be concreting. This will involve careful planning as regards keeping an eye on the weather.

When completed, the track will have two head shunts to keep standby locos ready for duty. If a loco fails, the time taken to remove and replace the faulty loco will be kept to a minimum.

Just a word of thanks to all the members that have helped with this project so far. Your efforts are very much appreciated. More volunteers are welcome to join us to improve YOUR track.

THE JANUARY EVENING LECTURE HELD AT CRAIG Y DON.

On the 9th January, Phil gave us a very interesting talk on the Pros and Cons of using steel containers joined together to form a very sturdy building to be used as a clubhouse. A very interesting topic with many members having different views on the subject. Mike Brown has agreed to gather members' views to see if this is a viable proposition. I must say how nice to see a full house at this lecture. I know how much hard work Phil had to do to prepare this evening and it was very much appreciated. Martin then showed a short DVD on the Liverpool Overhead Railway (The docker's umbrella!).

OWEN FRANCIS.

Just a few words about my old friend, the late Owen Francis. In his will he left all his workshop equipment to our society. Tony and I have managed to sell most of the equipment with a bit more to be done. At present our society has benefited to the sum of £1800:00. A fantastic gesture by my old friend.

ELECTRIFYING THE NORTH WALES COAST RAILWAY.

Having abandoned the complete HS2 project, it was recently announced that one of the areas to benefit would be the North Wales Coast Railway being electrified.

Information on this project is rather vague. Although mention of a better passenger service will be available, I've seen no mention of transferring freight off the road and back onto the rails.

When I used to work for National Grid, it was always acknowledged that the coast railway would never be electrified as there was a lack of 132kv supply sub stations sited close to the track. (I've also heard these described as Mass Supply Points. At present between Chester and Holyhead you have sites at Chester (Crane Bank), Connah's Quay, Rhyl, Mochdre, Treborth (adjacent to the Britannia Bridge) and Caergeiliog (close to RAF Valley). Six in all.

Will the supply be 25kv, or a lower voltage on third rail as on Mersey Rail and other suburban tracks? I'm not sure if the Euston bound passenger trains and freight locos have the facility to operate on third rail.

Conwy Tubular Bridge and Britannia Bridge might cause a problem as regards running on 25kv. Do they have sufficient room for the suspension gantries carrying the electrical conductors within the bridges along with the clearances required for the high voltage? All very interesting but I suppose at our ages most of us will never see it materialize.

If anyone has any thoughts, please let me know.

A NEW FAIRLIE.

The staff at Boston Lodge must be congratulated for having constructed another Double Fairlie in the form of James Spooner. Having only seen photos of this loco, it looks superb.

EVENING LECTURES.

These lectures have been very well attended at Craig y Don. Next month on Tuesday 6th February at 7:00pm, member Brian Kerens will be giving us a talk on 2 ½" gauge railways. I only remember seeing two locomotives of this gauge at our club track in Ysgol Gogarth, the Big Boy described by LBSC as the largest loco of this gauge ever constructed (details of this loco are on our web site). The other loco was Harold Barton's American 4-8-2 loco. A lovely machine.

The March lecture will be on the Kerr Stuart diesel locomotive operating on the Ffestiniog / Welsh Highland Railways. (Tuesday ,5th March is the date you should put in your diary.)

If you do have any snippets to share with other members, please let me know.

Regards,

Harold.