

North Wales Model Engineering Society



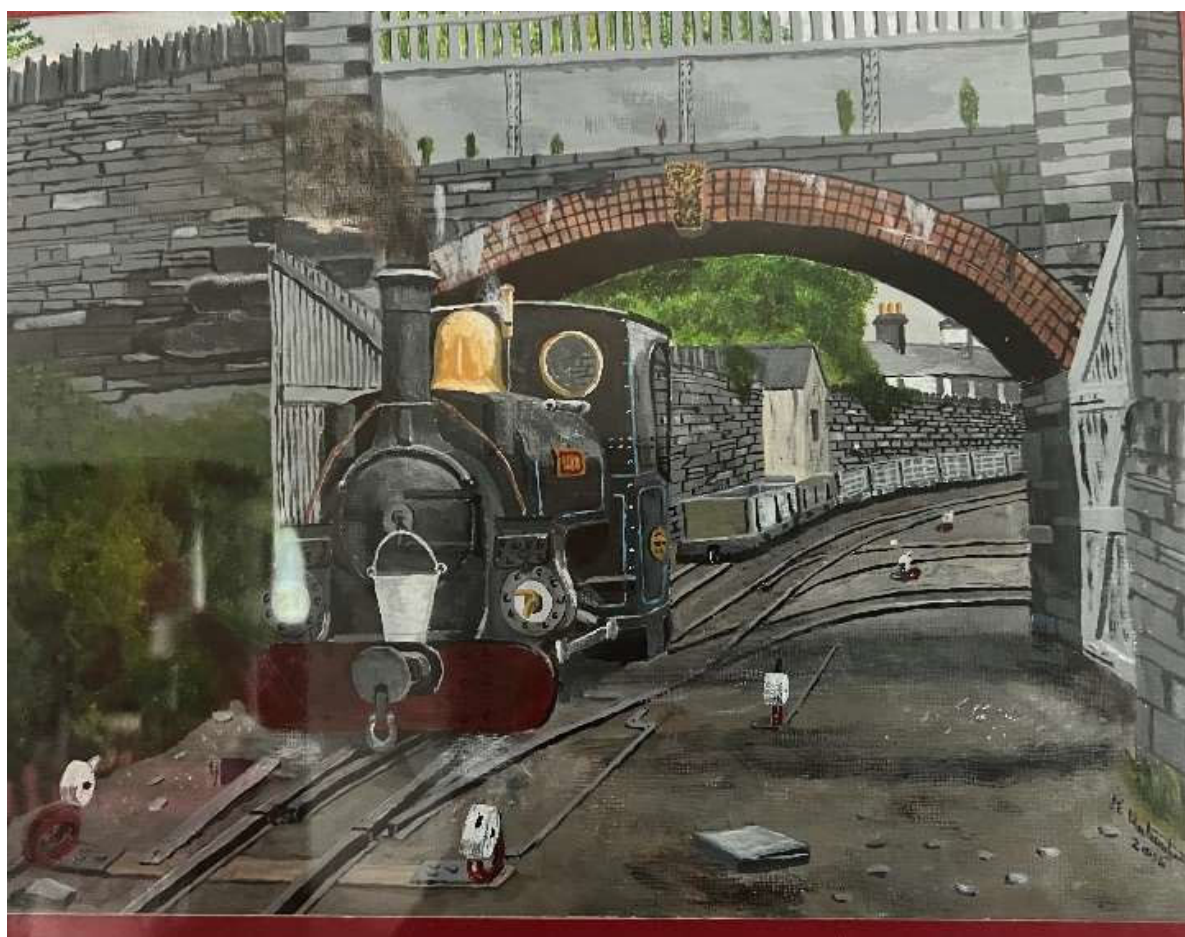
NEWSLETTER - June 2024

With mid-summer fast approaching let's hope the weather improves. The thought of having nice, warm evenings pottering around the garden (and in our workshops!) is hopefully just around the corner.

I've had some feedback as regards the May 2024 Newsletter for which I'm very grateful.

HAVE WE ANY ARTISTS IN OUR MEMBERSHIP?

Martin Hebenstreit replied with a painting of one of the Penrhyn Quarry ladies (Linda or Blanche) doing exactly what they were designed to do. It looks as if she has hauled a train of empty wagons up from Porth Penrhyn and is about to run around her train. A lovely painting Martin.



LAST RIVET IN THE BRITANIA TUBULAR BRIDGE.



Will High came up trumps answering my question if the sign for the last rivet inserted by Robert Stephenson survived the fire. I can confirm that Will went one step further showing the original sign and the actual rivet (I assume it's the middle one on the right with its burnt white paint). These have been saved for posterity at the National Railway Museum.

I must admit whilst I was working on (or inside) the bridge this original sign must have been covered with soot and grime and I never saw this one. The enamel sign that I saw must have been a modern (1950's?) one, located adjacent to the white rivet maybe on its other side.

Interestingly, on this date of 5th March 1850, the first train crossed the Menai Straits using this new bridge. Thanks again Will.

BOILER TESTING WITH A DIFFERENCE.

May 23rd saw Martin and me travelling to the most Northerly part of Wales to conduct a boiler test on John Davies's 7 ¼" Forney locomotive. John lives on the easterly side of Llanfachraeth and his railway is a real eye opener. If you asked me to draw a plan of his railway, I honestly couldn't. It's such a challenging layout and it also includes gradients; tunnels and I can't remember how many points. Having conducted a successful boiler hydraulic test, it was time for a live steam test. Safety valves, pressure gauge, all ok. John was more than happy to let us both free on his track on his FORNEY – KATE. I still haven't worked out why the Forney loco is called Kate.

Have you?

John did say that he will be having an open day on the 27th July. I didn't know it was on the same date as our Gala until this week. Good luck with your event John.

Later this season we have planned a society meeting at John's track, the date will be announced later.



Photo of Martin inspecting the locomotive boiler.

The next photo is of myself being let loose on the track. Martin called this photo Casey Jones from Llanfairfechan!

The extension pipe on the chimney is purely to protect the driver and passengers from smut and sparks coming out of the chimney.

Thanks to Jan and John for giving us a great welcome.



DOUGAL.

Following Brian Haseler's fine article on the trials and tribulations of constructing a 5-inch gauge "Castle class" locomotive he mentioned his previous locomotive being an 0-4 0 locomotive to which I added this locomotive being an unusual model called DOUGAL. Brian kindly sent me some photos. Maybe seeing this loco might whet someone's appetite to construct one.

Although a Welshpool & Llanfair loco, I've read in the Railway Magazine that Dougal is presently on loan to the other 2ft 6ins UK track at the Sittingbourne and Kemsley Light Railway on a four-year loan.

Originally the locomotive operated at Provan Gas Works, Glasgow and was constructed by Andrew Barclay in 1946.

The 5-inch gauge model was designed by David Malcolm of The Tywyn Model Locomotive Company around 1984. Brian seems to think he designed another two 5-inch gauge models and was wondering if any of our esteemed brethren came across this gentleman.

The first photo is of Brian's fine model.



DOUGAL working at Provan Gas Works.



AMBITIONS IN LIFE.

As a child there was only one job, I wanted to do having left school. It was working on the railways, either maintaining steam locomotives or my first choice would have been driving these wonderful machines.

I never achieved this goal but I wish to congratulate one of our members for achieving this.

Having already mentioned his name once in this newsletter, the person is Will High. Already a train driver employed by Northern Rail, Will has now passed his examination and is a qualified driver on the Ffestiniog Railway. What a great achievement so can I on behalf of all of our members congratulate you.

May you have many safe and exciting miles at the control of these trains.

WEDNESDAY'S BOILER TESTS.

I must thank Keith for keeping me informed regarding Wednesday's activities. I couldn't be there as I was attending the Urdd National Eisteddfod at Meifod, near Welshpool. My grandson was taking part so I had to be there.

I'm told two locomotive boilers were being tested.

Gary's Don Young designed Railmotor locomotive was one, the other was the boiler for an 0-6-0 Hunslet locomotive. Neil Clayton is constructing this locomotive in 7 ¼ inch gauge and as you can see this boiler is rather big. At the moment I can't tell you much more about Neil's loco, I'm sure our members would love to read more about the original loco and its history and what made him decide to model this actual locomotive.



Neil's boiler.

Have any of our eagle-eyed members noticed that this boiler has no evidence of brazing or silver solder. In actual fact this is TIG welded. Is this a first for our society?

Gary's Railmotor.



CLASS 73.

CAROLINE, IDRIS BARKER's new locomotive has started its revenue earning duties on our track. This time it ran faultless as you'd expect, very different from it's "maiden voyage" a few weeks ago!

The photo shows Idris at the controls and unusually not on his mower, Peter Mason as guard.

I never knew until I read the latest Railway Magazine that this class of loco were nicknamed "SHOEBOXES".



MEMBER'S OPEN DAY.

Our society will be holding a special public running day on the 27th of JULY 2024 in order to show the general public what model engineering is all about. If you have any models you'd like to exhibit, these can be put on show in our gazebo. The larger locomotives can either be run on the track or displayed on the steaming bay or the head shunt adjacent to the traverser. This is all about showing the public what we're all about.

This day will be a social event when we can get to know other members who don't normally turn up at our site in West Shore, Llandudno.

When public running is finished at 16:00 or maybe sooner, hopefully this will be when our fun begins. We plan to have a barbecue, if you fancy some liquid refreshments, you can bring some along, we might even see family members having a drive on some of the locos.

This day (and evening) is all about enjoyment. Please make a note of this in your diary. **If you have anything planned for that day delete it!**

OUR SOCIETY'S CHARITY DAY.

We are holding our annual charity day on **10th August 2024** at West Shore, Llandudno.

For any member who is not aware of this event. This is a public running day, with all of the takings (and donations) being donated to our nominated charity. This event will be run in a similar form as our gala day with models exhibited in our gazebo or on the track or head shunt. We're hoping members will attend both events with their models. The only difference from our Gala Day is there will be no barbecue.

In recent years, the charity we have been supporting is "HOPE HOUSE". This is a children's hospice located between Conwy and Tal y Cafn. This is such a worthy charity and I hope our next event is as successful as past days. They honestly need every penny they can get. Times are hard even in 2024.

Can I ask all members who are thinking of taking part in these events to let Frank Simpson or our Secretary Tony Graham know via the members page to confirm you intend taking part. For the Gala this will help calculate our catering needs.

No doubt you will hear more about these events as the days draw nearer.

Best Regards,

Harold.