

## NEWSLETTER - July 2024

### A LESSON IN HYDRAULICS. (From my back garden!)

Having worked on air systems up to 3000psi and hydraulic systems up to 400 + Bar I was definitely not expecting this in my back garden.

We have quite a large garden, during the recent warm weather my wife decided to use the water sprinkler on our veg plot at the top of the garden.

To reach this area we add three different lengths of hose together and away we go. (These pipes are normally connected to a purpose- built manifold. One irrigates the front flower beds, the second one the side of the house along with the greenhouse, and the third the rear flower beds).

In order not to contaminate our Welsh Water system, I've fitted couplings with non-return valves on the supply end, which is what every household should do.

My wife comes into the house after about 10 minutes to tell me the sprinkler wasn't working. I guessed straight away what the problem might be. Had she connected one of the pipes with the non-return valve at the remote end? Having inspected the pipes my suspicions were confirmed. I isolated the water supply at the tap and then proceeded to open the coupling very slowly in order to relieve the pressure. All of a sudden, the coupling flew off the hose pipe and into the hedge with a loud bang not quite as bad as a .22 firearm.

Following this mini explosion and the rapid discharge of water pressure the hose pipe was smoking due to the heat. I wouldn't have been able to touch the pipe so I dunked it in our stream

**BELOW IS EVIDENCE OF THE HEAT ON MY POOR HOSE PIPE.**



I hope this little article might save someone from a nasty accident. The hosepipe 's quality cannot be doubted (SCREWFIX), the only other question I would ask myself. Do I need the non-return variant couplers on each pipe?

## **MICRO DRILLS.**

Having found an old tobacco tin with "very small drills" written on it whilst clearing my late friend's workshop (Owen Francis), he wasn't joking. I hung on to this box for a while then realized I would never use these in a million years. During our chit chat at West Shore, it came apparent that Brian from Beaumaris was using similar drills on his five-inch gauge Castle class loco. (Clearance size for a 14 BA was 0.80m/m.) I was so glad that someone can make good use of them. I think Brian said the smallest drill in the tin was 0.3 m/m!

Having said this, and asked the question in our clubhouse. How does anyone manufacture these micro-drills with such accuracy. Answers please.

## **NORTH WALES COAST RAILWAY ELECTRIFICATION.**

Having read quite a few publications, it seems this scheme is all but dead already, with nothing having been discussed so far.

With Holyhead now a FREEPORT wouldn't it make more sense if they invested the HS2 cash to put all the goods on the track and off the A55.

Holyhead is wholly dependent on the A55, they only need one accident somewhere, as what happened on the Llanfairfechan roundabout on Wednesday (again!!). Queues beyond Old Colwyn, and even Llanrwst was gridlocked with so many HGV's.

## **MAGLEV RAILWAY ON THE MOON?**

Not sure if it was April 1<sup>st</sup> as I wasn't sure if the article in this month's Railway Magazine was a joke.

Quote: US SPACE Agency NASA has revealed a scheme to build a railway as part of its plans for a permanent base on the moon. The system will use maglev technology and will be designed to enable resources to be moved over the lunar surface on a flexible three- layer track. Exactly when the system known as FLOAT (Flexible levitation on a track) may be created on the moon is unclear. A prototype is being developed.

Please don't make any bets as to when this will happen. YOU MIGHT GET LOCKED UP!

## **PADDLE STEAMER WAVERLEY.**

Several of our members were seen on board this craft last Monday. I'm reliably informed that conditions were great to be on board this paddle steamer. On Wednesday I noticed the ship returning to Llandudno and couldn't believe how close to the mainland in Conwy Bay they were sailing.

## **WEST SHORE ACTIVITIES.**

The production of picnic tables to be used on the site's picnic area within the track is advancing brilliantly. A big thanks must go to Colin and Frank ably assisted by other members.

Another team is busy producing large signs in order to give our site and society a greater identity. Our signal box is showing signs of exposure to West Shore's weather conditions, members are investigating ways to replace some rotten wooden panels and possibly replace the windows.

As you can see, the track takes quite a bit of maintaining, it's such a shame that we don't see more members helping out with its maintenance. It's such a shame we see the same faces week in week out.

The track is what keeps our society going. The public running days is what keeps our treasurer happy, even though these days our takings are far less than a few years ago. It seems our council are giving the North Shore and the Pier much more exposure, than everyone at West Shore. Rhos on Sea with its fantastic, expensive sandy beach, is now The North Wales Riviera attracting the visitors. Another reason why West Shore's car park is rather quiet even in fine weather.



From L to R. Niall, Frank, Colin and Mike.

Ever present on mowing duties I must give Peter a mention. All your efforts are very much appreciated.

## **Past member – BRIAN WILLIAMS.**

Affectionally known to all his friends as "Brian Wheelchair", he was our longest serving member having attended early meetings with the Brigadier and other members in a café located in the dip at Old Colwyn.

In his twenties, he was involved in a serious accident when his Norton Commando collided with

a lamp post, causing him to be confined to the famous wheelchair.

Reading all kinds of books on railway matters especially the LNWR, Brian was a font of all knowledge on anything to do with railways.

Recently, our good friend passed away and following cremation his wife Jackie received his ashes. On Saturday 29<sup>th</sup> June, 28 friends and family met at Caernarfon WHR railway station to celebrate Brian's life. The 10:15 train transported them all to Porthmadog, refreshments at Spooner's Bar (Porthmadog Station), then a return journey to Caernarfon. Amongst the friends, Tony Graham our secretary was on board.

What I haven't told you, on the return journey Brian's ashes were put in the locomotive's firebox to be scattered all over the railway he loved.

As the train approached the summit between Beddgelert and Rhyd-ddu, the driver gave one quick blast on the whistle, then a long blast when the ashes were in the firebox, at this time all the party celebrated Brian's life with champagne (from paper cups!)

What a lovely way to go. Thanks for the memories.

## **OSWESTRY SWAPMEET.**

Recently Martin and I visited Oswestry. Under orders from her indoors I was told no more model cars. Anyone who has never been to these swapmeets should go to re-kindle their childhood and see the toys they used to play with. Martin was off like a whippet in search of 00-gauge material. I was meeting a good old friend of mine from Chirk and still aware of what "she" told me.



I did behave, only buying two items, a rather interesting Narrow Gauge magazine showing Penmaenmawr Quarry in the 60's and also Dinmor Quarry. Having never heard of Dinmor Quarry I never realised I had lived within five miles of this place for the most of my life. Across the Menai Straits what we called Penmon Quarry (£5), and a little gem for £2. This is the Corgi Classic of a 1912 Rolls Royce Silver Ghost. This model was rather special to me as I remember two gentlemen spending the week in Llanfairfechan measuring up the actual car. I knew this, as my father was the local policeman and, in those days, the local bobby knew everything that happened in the village. I later was a friend with the gentleman who maintained the vehicles in this car collection, this gave me access to these superb vehicles.

This was the Corgi Model, known affectionally as the Railway Carriage Silver Ghost. Interestingly there was another Silver Ghost adjacent to this vehicle in the collection. All RR cars initially had the initials on the radiator painted in red. When Charles Rolls died in 1910 the company painted one R in red and the other in Black. This car was the very first to have the red and black logo. In these days, both are painted black since Henry Royce died in 1933.

## **OUR GALA /OPEN DAY. 27<sup>th</sup> JULY 2024.**

In my last newsletter I told you all that I would be reminding you of this event. I'm determined along with the organisers to make this a successful event by giving it as much exposure through my newsletter. This will be a chance for all of our members to show our models to the general public in order to promote our hobby and maybe we might get some new members. Not just that, following the public running, - a barbecue. An excellent chance to do some socialising.

Members intending to come along please let: FRANK SIMPSON or TONY GRAHAM (sec.) know of their intention.

Donations in the form of food will be greatly appreciated. I'm sure Frank will send further details of this event as the day approaches.

Having mentioned, the Welsh Highland Railway, Waverley Paddle Steamer, Norton Commando and Rolls-Royce Silver Ghosts all in one newsletter I feel as if I've excelled myself. I do try to give you some sort of variety.

Best Regards,  
**Harold.**