



## **JANUARY 2025 NWMES NEWSLETTER**

First of all, can I wish you all a Happy New Year on behalf of our society. If you have spent any time in your workshop during the past few weeks, you either have a better insulated workshop than my wooden shed, or you're much tougher than me.

Secondly, I must apologise to you all for my incompetency as regards operating my Dell laptop. Every now and then Microsoft sends me an upgrade for which I have no idea what has been done. The one just before I sent you my last newsletter completely baffled me. Everything had changed.

In desperation I asked our Vice Chairman Gary to come over from Penmaenmawr for assistance. With his vast experience using these "things", it took us about an hour to work out how to send my document. I only hope this one will reach you with no problems.

Thanks for your help, Gary.

### **WEST SHORE SITE ISSUES**

We have purchased and received another steel storage container. The original has been rotated through ninety degrees with the new one located adjacent to the original. To be honest, most of our local neighbours haven't noticed one has become two.

The clubhouse roof as most of you know by now has given up on us and is now rather porous to say the least.

We still use the living quarters area as the leaking roof is only affecting the back room. With the electrical supply isolated for safety reasons, dress code is most definitely, - WARM.

Signal Box restoration work has halted due to weather conditions. Hopefully a few warm days will have our ever-faithful members restoring it to its former glory.

### **EVENING LECTURES**

January's lecture turned out to be our annual video evening at short notice. David our chairman suggested we showed one of my DVD's showing North Wales Branch Lines (I'm not sure if he was biased because there was quite a lot on the Wrexham area). In actual fact we managed to show two DVD's covering almost every inch of North Wales railways. It was a bitterly cold evening and I must thank all the members that made the effort.

### **NEXT MONTH'S LECTURE**

Our good friend and member John Feeney has agreed to give us a talk on model aero engines and their construction.

The last time John gave us a talk between fifteen and twenty years ago on the same subject, I was quite disappointed as I was expecting John to be talking about single cylinder glow plug type engines.

Can I tell you how wrong I was, and I can guarantee you he will not be talking about these single cylinder engines this time. He will be talking about miniature masterpieces.

This gentleman is a true engineer and if any of our members appreciates model engineering at its pinnacle, don't miss this talk.

## **CHRISTMAS PRESENTS**

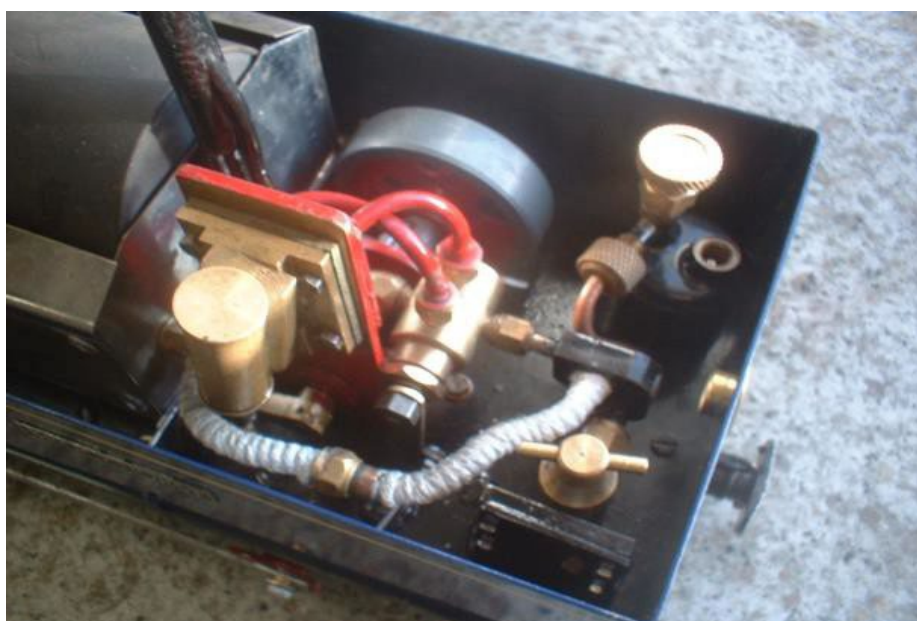
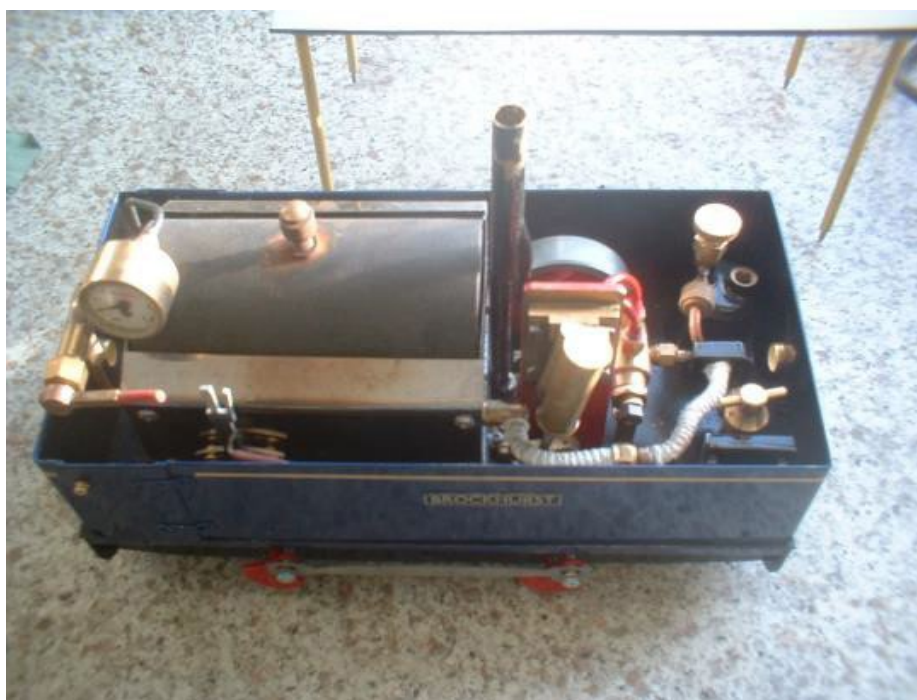
Having spoken to various members on our return to West Shore following our Christmas break I asked if anyone received any nice presents.

Tim one of our ever-present members at West Shore is a very keen modeler in 00 gauge. He received a Bachmann, un-rebuilt Merchant Navy class locomotive in the Thomas the Tank range. A lovely and colourful model.

My good friend from Anglesey, - Bill Winter was very lucky as Santa brought him a Roundhouse locomotive, I'm not sure what gauge, no doubt knowing Bill it will perform faultlessly.



Bill is also constructing a 16mm coal fired locomotive for his garden railway. This locomotive is to his own design using spare parts that he's managed to put his hands on in the workshop.



To see the station sign, TAL-y-SARN reminds me of our late member and friend Owen Francis, his birthplace in the Nantlle Valley. Thanks for this article Bill. It does make my life easier in trying to make my Newsletter interesting, as you've gathered, I was scraping the barrel to find anything to print for the last Newsletter.

## **MODEL ENGINEER AND WORKSHOP**

My good friend Brian Haseler from Beaumaris (The chap that is constructing another Castle in the town) in his case a 5-inch gauge Great Western variety, is another contributor to my Newsletter. This time he's sent me the article from ME and MEW announcing both magazines are to combine using the title – **Model Engineer & Workshop**

As forum members will soon be aware, the two magazines Model Engineer and Model Engineers' Workshop are to combine as a monthly title: **Model Engineer & Workshop**.

I will have the honour and challenge of editing the magazine. In essence, it is a return to Model Engineer of the late 80-mid 1990s, before MEW got into its stride and Model Engineer moved further away from covering tools and techniques.

The new format will have a considerable number of extra pages. This will allow me about 40% more original feature content – the space to cover a wider range of topics than both of the current formats, and hopefully keep readers of both ME and MEW engaged.

I will inherit a significant amount of unpublished submissions to ME as well as my stock of articles for MEW. One magazine a month will work through this content a lot slower than three magazines a month, even with extra pages. This does mean that all contributors are likely to wait longer to see their work in print in the short to medium term. I ask for your patience with this. Some of my thoughts are as follows, although nothing is set in stone, and I'm keen to hear your views:

I am very aware of the tradition and heritage behind Model Engineer; no-one can take this one without feeling that Percival Marshall is looking over their shoulder. That said, Percival Marshall was focused on the future of the hobby and made sure that his magazine always addressed new developments in model engineering. To reflect this, it will be Smoke Rings and Postbag, not Ed's Bench and Scribe a Line for the editorial and letters in the new title, but I intend to keep On The Wire to reflect wider developments in engineering as well as news about the hobby.

There are many readers (about a quarter) that subscribe to both titles, a majority of the others are MEW subscribers. This suggests that the broader scope of MEW is popular, so the new magazine must encompass the wide range of topics covered by MEW as well as sustaining the 'traditional model engineering' content of ME.

It would help to know what readers most value about ME and MEW?

Are there features of either title that you would be happy to see lost, changed or improved?

At MEW I have tried to avoid long constructional series, while ME has not shied away from these. I do hope the increased page count will allow more of a balance between shorter and longer content, but feedback on what readers prefer is welcome.

Typical content? Both tend to cover traditional metalworking machines and skills. What do



we find in one magazine and not the other?

ME: Steam locomotives. Stationary Engines. Traction Engines. IC engine. Heritage visits. Club news. Events such as locomotive efficiency competitions. Theoretical discussion of designing working models (e.g. turbines, valve gear, boilers).

Models largely in wood or other traditional materials (from farm carts to trams). Other areas of working models.

MEW: CNC and CAD. Less usual engineering projects. Practical techniques (e.g. hardness testing). Tool and accessory builds. Projects using module-based electronics. 3D printing. Measurement. More focus on techniques (e.g. sharpening tools). Heritage content tends to focus on older machine tools or ways of doing things. Larger engineering (e.g. welding).

Areas largely lost from ME and MEW over the years: Ship modelling. Aircraft modelling. Electronics. Optics. Astronomy. Car and motorcycle engines. Jewellery making.

Could we make more efficient use of space by making some content downloadable – such as plans or extra photographs? Can we widen our appeal to a younger audience still focused on using practical technologies to make things? Makers, rocketry, robotics, animatronics...

Photography – MEW tends toward slightly larger photos and a more modern page style than ME, which has been more traditional in its layout. What do you prefer?

Surely readers can come up with many more issues to discuss as well.

I am more than happy for readers and contributors to ask questions here or to email me about any aspect of the changes. My email is [meweditor@mortons.co.uk](mailto:meweditor@mortons.co.uk) my email may change, but this one will remain active for a considerable time. You can message me through this website, but email makes it much easier to deal with anything other than simple comments or queries. However, these changes have come as I am dealing with personal bereavement, and the holiday season is almost upon us. Please appreciate that I may not be able to respond promptly to every response or message I get. I will read every response and, as with when I stepped into the Editor's chair at MEW, I will take your feedback to heart and do my best to make sure **Model Engineer & Workshop** has something for everyone in every issue and pleases most of its readers most of the time. Thank you, particularly thank you to everyone who has read MEW over my years as editor, your support has been greatly appreciated. I know how much both of these magazines mean to readers and how important they are to sustaining the future of our wonderful, diverse hobby.

I will do my best to make sure that the new magazine continues to meet your needs and support model engineering as a hobby. Neil.

I'm sure our members will have mixed feelings. I thought ME had turned the corner and was improving. I thought the article on Flying Scotsman went far too long.

I was given two years subscription for MEW online; I never liked it at all. There's nothing like having the magazine in your hand. Half the time I never bothered opening it. What are your views?

I've modified quite a few mistakes in the above article regarding ME and MEW, and I've left others as they are. Harold.

**WELCOME** (Croeso in Welsh!!)

Quite a few of us will remember last year a family from Dublin visited our track with a lovely little 0-6-0 locomotive having been constructed by the grandfather. Having applied to join our society, this young man had difficulty transferring money between both countries. This has now been sorted and Callum is now a member. As before, when we saw you at our track in Llandudno a warm welcome awaits you.



This is Callum's loco having been constructed by his grandfather quite a few years ago. I don't get ME every month but I think this loco was featured in the magazine recently.

### **NORTHERN ASSOCIATION OF MODEL ENGINEERS RALLY.**

This event will be held at Urmston and District MES on the outskirts of Manchester on the week end of 19<sup>th</sup> and 20<sup>th</sup> July 2025. As IMLEC is down South this year, this could be an interesting day out. The track is quite long and runs around the perimeter of a large park, giving the larger locos a chance to open their regulators.

Thanks to Brian and Bill for your articles. (I've kept one of Bill's for the next Newsletter)

Best Regards,  
Harold.