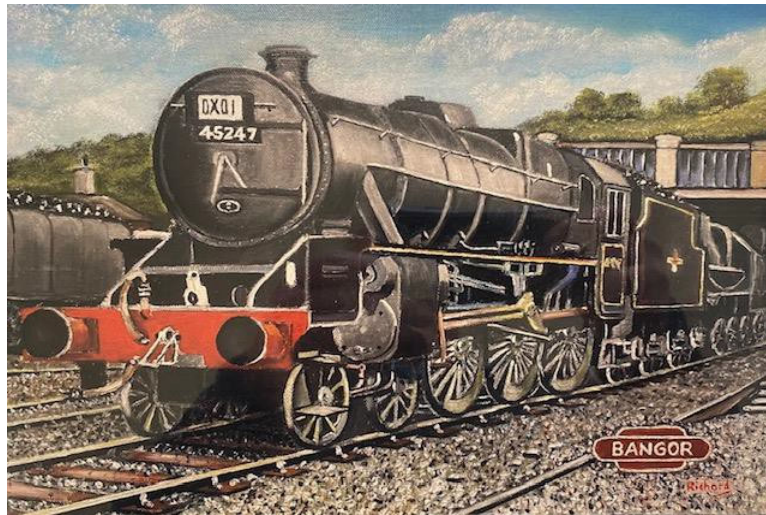


# North Wales Model Engineering Society



## NEWSLETTER - MAY 2024

How nice to see Trevor Butterworth amongst us at West Shore a few weeks ago. Having had some serious surgery recently I'm sure he'll be back in his workshop very soon.



Trevor's neighbour had painted this picture of his father's engine on Bangor shed. Being a traction engine person Trevor had no idea what a Black 5 was. We were able to confirm that this loco was once used to haul the royal train. Have we any other budding artists amongst us?

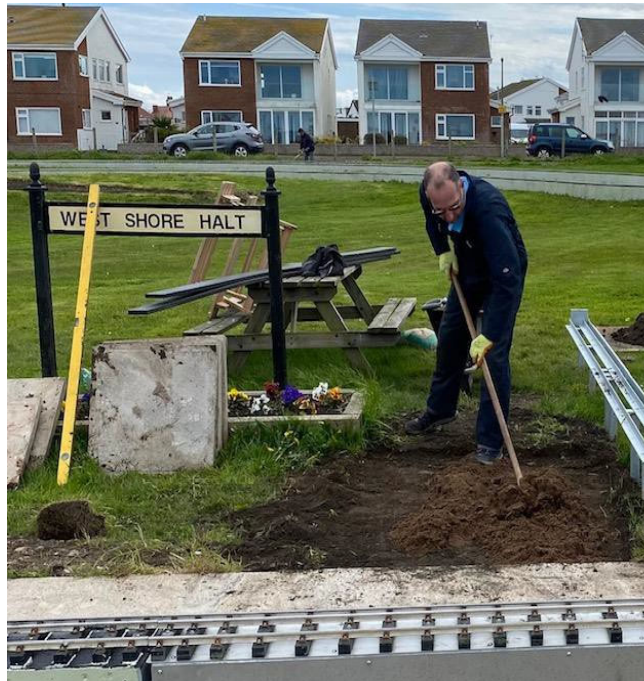
### IDRIS BARKER'S NEW LOCO.

Knowing Idris had placed an order with Maxitrak for a class 73 loco what seemed like years ago, I turned up at West Shore a few weeks ago to see the new loco hauling a few passengers around the track. This loco looks stunning, in its Royal Train livery. The bodywork has quite a few additional bits such as pipes etc. that have been superglued on to give additional detail.

The sad story is the loco completed only two and a half laps of our track before two of the axles seized up. The chassis has been sent back to have the fault rectified and Idris has been told it will be back in Abergwyngregyn in a few days. I can't wait to see this fine loco back on the track.

## **OUR NEW SHUNT.**

This additional bit of kit is working brilliantly. Having seen it, a member of South Cheshire MES was very interested in its design and was asking Gary all kinds of questions regarding its construction as this is exactly what they require at their track in Nantwich. I can see them constructing a similar one soon. Again, thanks to all the members who helped with this worthwhile exercise. I don't like to single out any person, but Mike Robertshaw's energy proved what we oldies could do a few years ago.



But not anymore!

As the photo shows, Mike didn't know the meaning of HALT, he just kept on going. Very much appreciated Mike.

## **RICHARD STODDART'S WEEK END AWAY.**

For the past thirty years Richard has spent two weekends every year at the RYEDALE SME track at Gilling, North Yorkshire.

This is where big boys play trains in the most realistic way. It's a 5inch gauge ground level track based on mainline operations including working to a timetable. Last weekend's activities are now on YouTube. Type in "RYEDALE SME 2024 Spring meeting" and you should see Richard with his tank loco.

I still can't get my head around the idea of keeping your loco running and almost ignoring the water level gauge. Richard's answer is, knowing your loco and knowing the track so you can always think ahead.

There's no doubt he enjoys these weekends. Staying in a local hostelry with other enthusiasts, good food and a few pints to wash it down. It sounds like heaven to me.

### **KEITH JONES' SWEET PEA.**

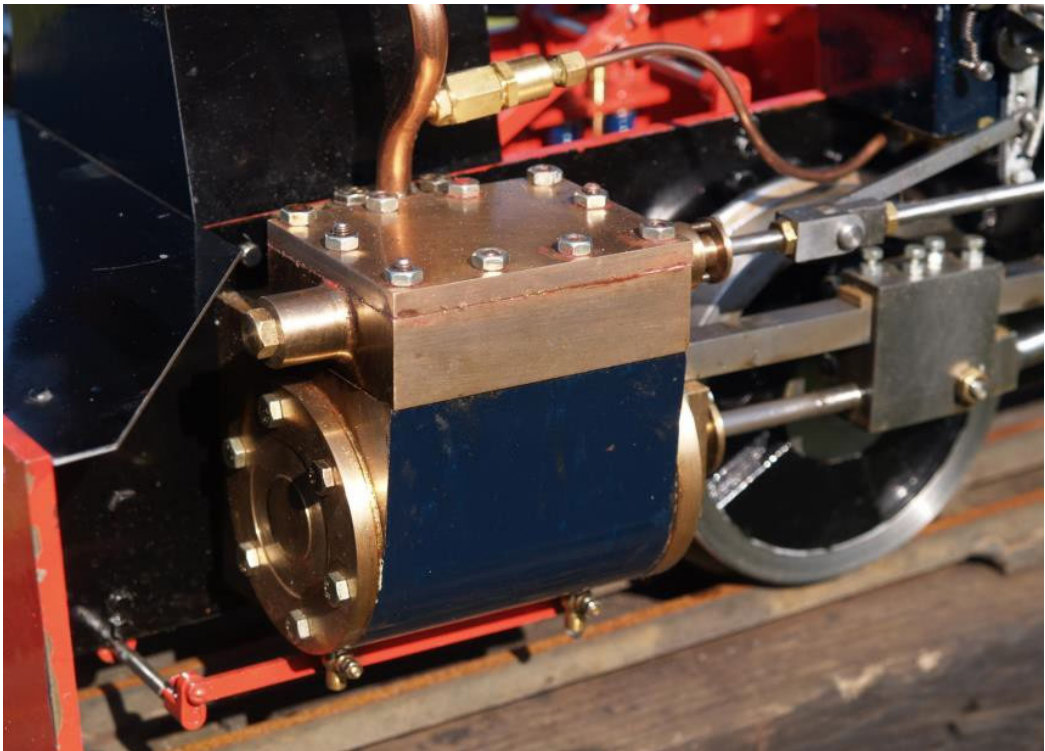
Having had a bit of a health scare recently, Keith has finally admitted the Sweet Pea is too heavy to manage by himself, so this fine model is now up for sale.

The workmanship, as all of you know is of the highest standard from a highly skilled toolmaker.

Cylinders have been made from bronze, not the usual cast iron. The boiler will come with a current certificate. Additionally, this loco has a tender. This gives you the option to drive with or without a tender. Any member who has driven this loco will confirm it runs faultless and it has many years of trouble-free running ahead.

As Keith wants a quick sale, the asking price is £2,500, for engine and tender and firing tools I take it. Keith can be contacted at [keith.jones@nwmes.org.uk](mailto:keith.jones@nwmes.org.uk) but please don't hang around, otherwise you might be disappointed.





## **NEW MEMBER.**

I would like to welcome a new member to our society. John comes from LLandecwyn near Harlech. (Croeso i'n cymdeithas John). Once Keith sold his manor class loco, we all thought that was the last we had seen of a manor. Guess what type of loco John is constructing? He also has some other models, including a GWR Prairie tank.

## **WHAT A DIFFERENCE A WEEK MAKES.**

**11<sup>th</sup> May 2024.**

During our public running, we were paid a visit by thousands of, not humans but bees. These were very interested in our track (and nothing else). I went out of the lower gate next to the cafe; the bees were not to be seen anywhere there so I walked back to the station area and there they were. Literally thousands of them. After about half an hour they must have got bored with our track, so they all flew off heading for town in a black cloud. Not one of us was stung.

**18<sup>th</sup> May 2024.**

Having arrived at the track in sunny conditions, the mist came in from the sea and that was it for the day. We were all wearing our anoraks as conditions could only be described as Baltic. At the end of the afternoon, I arrived home to witness a heat wave.

## **BRITANNIA BRIDGE DERAILMENT - 1970's**

A few more interesting photos of a derailed goods train heading from Anglesey towards the mainland. When this accident happened, both up and down lines were in service. I don't remember any points between Llanfair PG station and the bridge, so what caused the derailment?



These wagons were completely jammed inside the tubes



Bottom left, sand filled wooden trunking containing live 33KV, 3phase cable !  
Halfway along this tube, on the opposite side to the HV cable was a rivet painted white. Alongside was an enamel sign confirming it was the last rivet inserted by Robert Stephenson. I was so tempted to remove this sign as it was only secured by a few small screws. It belonged in the tube and there it stayed. A few months later the tubular bridge was history ! (along with the sign).



Above the photo of the mineral wagon, you can just see one of the lions' chins.