

Lancashire & District Section



January 2001

Timpdon In & Out

Layouts inside and out at Open Day



Ruth Colling watches the trains go by on the garage layout.

The rain held off, the skies turned from grey to dishwater cream and the warmth of the camaraderie was only matched by the heat from the delicious pies provided by Chris and Angela at the latest meeting of the

A great turnout on a day when even the best map readers could find themselves going the wrong way on the motorway and experiencing the strange sensation of seeing the distinctive landmarks appearing in reverse order and on the opposite side of the road!

Well done to Alex and Carol who, despite sharing an intimate knowledge of the idiosyncracies of the M56, still managed to arrive in the same car before night fell! The inspection saloon built by Alex had its first public demonstration and was declared by all to be a beautiful and exquisite model as befits its namesake, "Carol" [Ed: *What a creep!*]

Dave "the Doctor" Wilding's superbly crafted, vertical boilered loco clattered majestically around the indoor layout for an appreciable part of the afternoon. This, along with Mark Haydock's "Jane", put up a great show of pyrotechnics in the confines of the Timpdon Railway workshops. Dave finally emerged from here when the message was relayed from Margaret that his tea would be burnt!

The Mike Ousby's Merlin Mark 2 provided the musical accompaniment for the afternoon when at the height of boiler pressure the steam whistle jammed open thus ensuring a wake up call for all those good burghers of Altrincham who had dozed off after Sunday lunch. Barry's suggestion that bashing it with a brick would effect an immediate and permanent silence was not received with the deepest gratitude.

The Yorkshire lads (as opposed to the trade name LADS) dumbfounded the assembled gathering with the size of their boiler. Barry proudly whisking away the proverbial oily rag to reveal the 16mm equivalent of a stretch limo. This was more than a mighty Mamod, it was the beginnings of a double Fairlie, awesome in its proportions and prodigious in its intended tractive effort.

Peter and Sheila made the long journey from Settle; Neil and Sheila dropped in from "down the road"; Steve and Ruth came down from the hill country of East Lancs; Cliff "Bomber" (or is it "Doodlebug"?) Robinson zoomed in out of the Culcheth sun and it

was good to see further representation from the coastal branch with Peter from St Annes.

Story by our Rishton Correspondent

Mark "Russell" Smith and "our mum" Marian, made up the Chorley contingent along with Dave and Margaret. Mark's "Russell" purred up the Timpdon Bank with no more effort than Peter making a draw on his pipe.

We were also pleased to see Phil Sixsmith make his inaugural visit to the group. Phil's a local lad with a 16mm scale 45mm layout, "The Russet Tor Light Railway", which was featured in August's Railway Modeller magazine.

A great afternoon's running; superb hospitality and the warmth of friendship ensured another great LADS day out.

Many thanks to Chris and Angela for continuing the Timpdon experience... ..especially with news of a very new sixteen miller due to arrive next April!



Mark Smith, Peter Davies (hiding), Steve Colling and David Wilding round the back of the indoor layout.

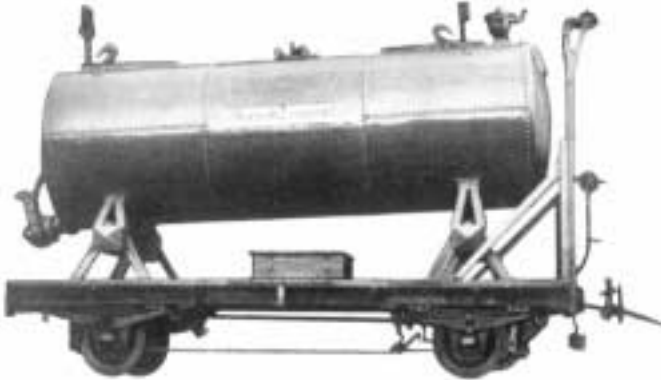
No Headline!

(I'm not risking it!)

Below is a picture of a little intriguing wagon from the Preuss collection. It would certainly make a rather different model to the normal oil or water tanker, even without the Heberlein brake standard and pulleys.

It's a Private Owner tanker owned by the "Dunger-Export-Gesellschaft" of Dresden. The description states that it is for "the transport of faeces" (!!!!), and ran on one of the smaller Saxon NG lines. The final little twist is the notice on the side, which translates as "shunt carefully". I just hope they never ran it on mixed trains in front of the passenger cars!

Believe it or not, right up to and after WW2, tens of thousands of inner city and town houses in the UK had no indoor or main-sewer connected toilets. The 'working class' housing estates were built in long rows of mainly parallel streets



with a common 'back street' serving the rears of each two 'front' or main streets.

TV's "Coronation Street" is a prime example!

Each house enjoyed a little brick privy, or outhouse, hard against the back gate. Its rear wall - facing on to the back street - contained a hinged wooden door which opened outwards on to the street. Inside that door was a 2ft high, galvanised metal bin which fitted beneath a thick wooden bench with an oval hole in it.

When the occupants of such housing estates 'had to go', that was where they went, to that little brick outhouse at the end of the yard. There, they stood or sat over the hole for as long as the job needed, often taking old newspapers and a pair of scissors with them in paper-rationed, war-time UK.

Once per week, usually in the middle of the night, teams of 'dedicated' local council workmen would come down the back streets, each leading a strong horse hauling a huge steel tub mounted on two cart wheels. Those little wooden doors in the back street walls would be opened, the bins dragged out and their contents emptied into the horse drawn tub. The bin was then given a squirt of strong disinfectant and replaced under the hole in the wooden bench.

When the horse drawn tub was full it was taken back to the council's yard which, more often than not, was rail connected. The horse was led up a loading ramp alongside the track and backed up to a purpose-built tipping device which engaged two lugs in the tub and inverted it, discharging the contents into waiting rail wagons.

One of the smutty songs kids used to sing (not within striking distance) had a chorus

line something along the lines of "We are the Night Shifters - We work from dusk till dawn...".

Sometime next day an engine would come to collect the wagons from the town's "Night Soil Siding" and haul them away to be tipped at a quiet spot miles out of town where wild tomato plants grew from 8 to 12 feet tall!

Mind you, this wasn't the sole prerogative of the standard gauge trains...

In Abergynolwyn village the 2' 3" tracks ran behind the backs of the houses. The night soil from these houses was collected and hauled up the rope-worked incline to the Tallylyn Railway proper - presumably in the special incline wagons. They were taken to particular lineside locations and dumped - and those who know can still recognise these places by their lush vegetation!

Thanks to Eddie Bellass 16mm e:mail group, for kind permission to reproduce the article.

Contributions?

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We've had 4 pages for two months now. Remember though, the size of this organ depends on your interest!

✂...Snippets of Info...✂

Accucraft's "Excelsior"

Have you seen the new Accucraft "Excelsior" that's being advertised everywhere? It's the new steam loco by Pearce, but apparently made abroad. It will only be about £485.

Well, there's a bit of confusion in the 16mm world on which prototype is modelled.

You see, there are TWO Excelsior locos. The small one (made by Wrightscale) is a model of the Bagnall loco used in the construction of the Lynton & Barnstaple railway. Wrightscale also produce a model of a Kerr-Stuart TATTOO class loco.

The Excelsior running at Whipsnade Zoo (the new loco modelled by Accucraft) is a Kerr-Stuart loco of the BRAZIL class. This is similar in layout and appearance to the Tattoo locos, but larger in all dimensions and produces about 30% greater horsepower.

There is a Tattoo class loco - 'Stanhope' which is well known to visitors of the West Lancashire Railway.

Apart from Whipsnade, there are two Brazil class locos running on the Kemsley and Sittingbourne railway in Kent. This was the Bowaters Paper Mill line, from whence came Excelsior before it went to Whipsnade. The Brazil locos were initially Stephenson valve gear, but later (possibly when Hunslet took over the Kerr-Stuart designs) they were changed to Hackworth gear, as it was cheaper to make.

Come Prepared - for Steaming!

At the Barnsley Model Railway Exhibition, Chris was steaming up his De Winton on his portable layout when a spectator approached and commented about the aluminium vacuum flask at the side of Chris. "Is that flask really necessary for the loco?". "No!" Chris replied. The man went on "I suppose it helps though, because of the difference in water hardness effecting the loco!". "No!" replied Chris. "Well, I suppose it's so that you can pre-heat the water, saving gas then" he went on. "No!" Chris replied. "I know," he went on, "It's because you use warm distilled water in the loco then!". "No!" Chris replied. "Oh!" he said, and then finally asked quietly "Why do you have it then?". "Because the canteen coffee's cr*p!" came the reply.

Details Going on the Web

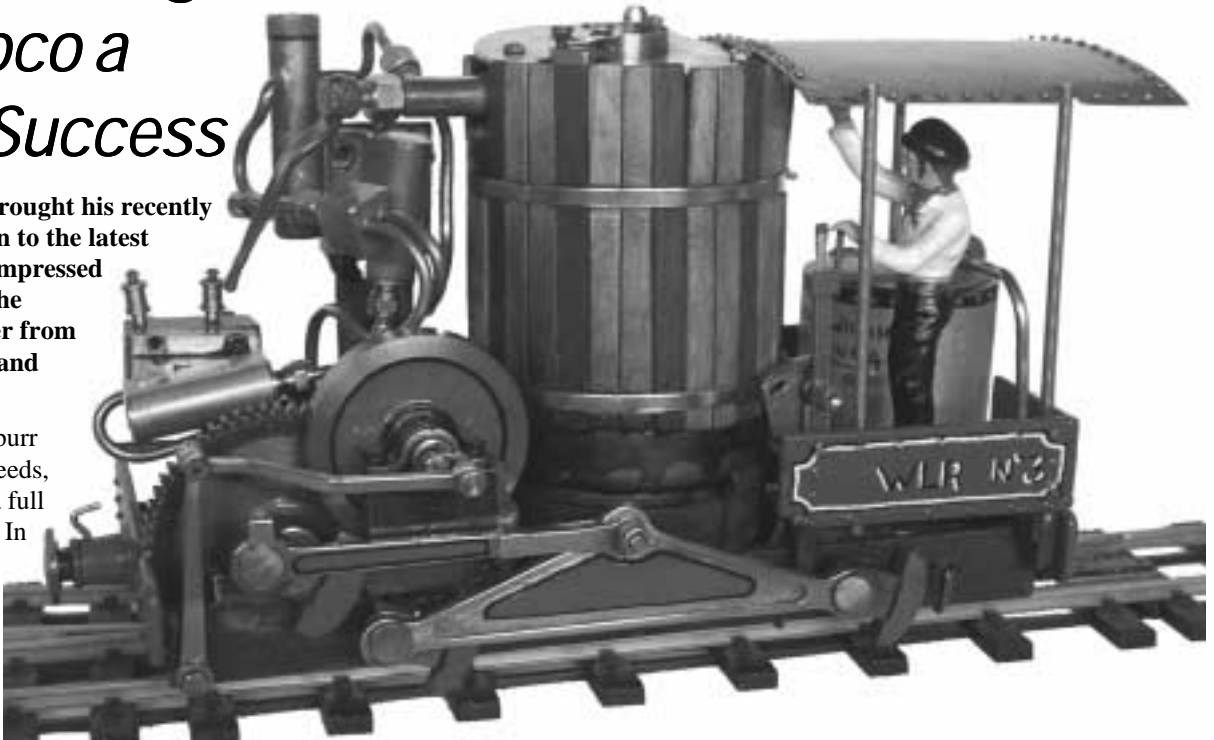
Chris MacKenzie is looking at putting our newsletters on the Internet for anyone to download and read. As many contain addresses and tel. no's, can you let Chris know if you want your address deleting first.

Dr Wilding's Latest Steam Creation

New Loco a Great Success

Dave Wilding brought his recently finished creation to the latest LADS do, and impressed everyone with the controlled power from this interesting and unique engine.

The engine will purr along at scale speeds, with or without a full train of wagons. In fact, it will pull and pull until it slips its wheels, which so far has only happened at the buffer stops!



The design is unusual... Although it's freelance design follows no set prototype, it has the look of several narrow gauge locomotives all rolled into one - you know the sort of thing, a small logging line or peat bog with a home made cab roof, kept working by a man in a shed using whatever he can find. There are also many other bits a keen observer may recognise from a prototype. The interesting triangular con rod mechanism isn't another product from the doodles in the back of Dave Wilding's note book, it's based on the Swiss rack loco's.

David says that it is his first attempt at loco construction, although that's debatable if you've seen his "modified" Mamod (one of the nuts is the last remaining original part).

Not to be doing with inferior modelling methods, David made the engine following prototype practice. For example, the boiler isn't copper, but steel - with welded 1/4" thick endplates! It's got flared copper boiler tubes - 15 in total, some being 10mm, some 5mm.

Heat comes from a ceramic gas fired burner and drives two oscillating cylinders (originally from an IP Engineering "Jane") at 90° on one crank pin. The 4.1 : 1 geared drive produces a nice steady speed of which we having found the pulling limit. Even the ride is steady, assisted by the fully compensated suspension.

Dave, not being one for easily taking praise, was keen to point out its faults. He said that he nearly gave up on the model as after a while the flame came off the burner and was visible at the top of the boiler. He tried everything to cure the problem, including putting larger tubes in the boiler (he naturally thought that the tubes were too small and not letting enough air through). After much head scratching it turned out that it was all because the gas supply pipe was getting too hot!

Without a doubt, this is an engine of character and a superb runner. Dave is currently looking for a suitable name that reflects the eccentric characteristics of the builder the locomotive. Ideas to the Editor please!

...and so are the 'Tommy Cooper' Wagons

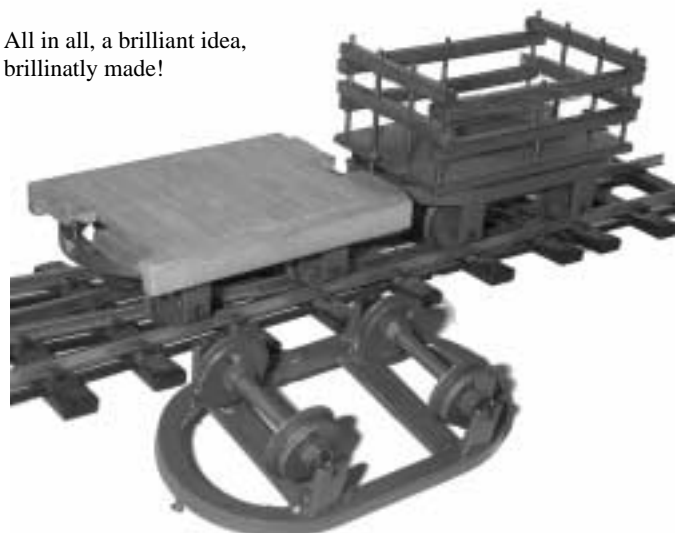
Has anyone seen that Tommy Cooper sketch where he keeps lifting up a bottle to find yet another wine glass underneath... You know the thing, "Glass, Bottle... ..Bottle, Glass!" He may have been good, but he had nothing on David Wilding!

Most of us have seen David's coaches which have lift off bodies to reveal a wagon under each one. Well, he's now got a long rake of small wagons that do just the same. Each one has a removable wooden slate wagon body, or a simple flat bed wooden base.

Mind you, Wilding Engineering doesn't stop there!

The wheels are made from three 20mm washers and one 25 mm washers (modified on a lathe with two angles to form a flange). These sit on an M4 threaded rod axle, with 1mm steel piano wire glued into the ends. These form the bearings when placed into the slot of the steel bearing blocks - thus allowing a bit of compensation.

All in all, a brilliant idea, brilliantly made!



Extra Diary Events:

It seemed too long a wait between Open Days over the festive period, so Mark Haydock has kindly volunteered to hold an extra event.

It's at the normal time on Saturday 30 December... Yes! Saturday! This was decided because Sunday is, of course, New Years Eve and many of the LADS will have alternative family commitments (okay, they can't get a "pass out").

The next event following this will be **11am, 28 January at Barry Milner's**, in deepest Yorkshire (I know it's Yorkshire, but I look on it as missionary work...).

Now Barry's is a fair bit of a drive to some of us, so could *anyone* intending to go **please ring Cliff Robinson on 01925 762455**. Cliff kindly "volunteered" to try and co-ordinate a car sharing scheme, and forewarn Barry on how many pots of tea to make.

Joking aside, Barry's garden layout has the reputation of being one of the best in the country. I know Mike Ousby and Alex Milne have both had occasion to visit before and they couldn't stop enthusing on the virtues of the line for months. Don't miss it - or you'll be sorrreeeee.

To fit around several other 16mm events, **Cliff Robinson** put his Open Day back to the **4 March** (11am start). We'll then be back on track for **Bill Cook's** event on the **25 March**. All other dates for the year should have been circulated by Andy Lether, but you'll be reminded nearer the time in this organ.

Joke of the Month

So this man goes into Boots the Chemist and says "Can I have a bottle of Meths, please?" The assistant asks why he wants it, to which he replies "I need it for my garden railway!".

The woman replies "I don't believe it - you're going to drink it, aren't you!"

"I'm not" he says "I do need it for my steam loco's - honest!"

Beginning to give a bit, the woman says "Are you sure? We have a lot of men buying it and then drinking it".

"No way!" he replies "I don't drink it - I need it!"

"Okay then" she says "I'll serve you, if you promise!"

"Thanks" he says "Oh! ...You haven't got a cold one have you?"

Can you talk to people?

The Lancashire and District Section could really do with a Membership Secretary.

Chris MacKenzie does the newsletter, Andy Lether does the organising - but to ease the load we need someone to keep track of everyone's name and address.

Chris has all the details on computer (to print address labels) so all we need is someone to take the print-out and scribble on any amendments. The Membership Secretary would also ensure that new members were welcomed to the group and included on the list.

Not a hard task, is it? So who's volunteering? Contact Chris MacKenzie.

Nearly 6 Pages

We've had lots of material for publishing this month but some of it has got to wait until the next issue: Realistic speeds; Alex Milne's inspection car; A new switch design; Great pictures of new engines. We were tempted to go for 6 pages - but thought better of it!

This newsletter has been sponsored by:-

Essel Engineering

Hobbymat & 16mm NG Specialist

Stephen P Lacey

Tel / Fax 01277 659774

Ring for catalogue

Please support them like they support us

Dear Diary...

This month's Diary is a little lacking due to the early publishing date. Apologies.

Sat 30 Dec 1pm - Mark Haydock's Garden in Accrington 01253 232248
Bring an engine & have a run (32mm)
Everyone welcome - ring for directions

Sun 28 Jan 11am - Barry Milner's A Special LADS excursion!!
Ring Cliff Robinson on 01925 762455
-he's coordinating the car share scheme - and ordering the pies.
Bring an engine & have a run (32mm)
Don't miss this fantastic chance.

Sat 17 & Sun 18 Feb 10am-6pm Bolton
Bolton School, Chorley New Road (A673)
Very large Model Rail show (all scales)
Chris MacKenzie's 16mm indoor layout "Open Day at Timpdon Sheds" will be exhibiting. Call him to pre-book a run. (Live steam is allowed at this event)

Sat 24 & Sun 25 Feb 10.30-4.30pm Lincoln
The Lawns Visitor Centre, Lincoln
16mm & G Scale Event.
Chris MacKenzie's 16mm indoor layout "Open Day at Timpdon Sheds" will be exhibiting (that is if Angela is still holding on to her bump). Call him to pre-book a run. (Live steam is allowed at this event)

Sun 4 March 11am - Cliff Robinson's Garden - 01925 762455 (Culcheth)
Bring an engine & have a run (32mm)
- Watch videos if raining

Sat 10 & Sun 11 March - 10.30am-4.30pm Narrow Gauge North
Lawnswood School, Headingley, Leeds
16mm, G Scale, 7mm n/g & 009 n/g.

Sun 25 March 1pm - Bill Cook's Garden - 01704 535170 (Southport)
Bring an engine & have a run (32mm)

Sat 31 March 11am-5.00pm Stoneleigh
The 16mm AGM - the event of the year!
Are we organising a car share?

Sun 29 April - Peter Harling's - Settle The Grand Opening!
Bring an engine & have a run (32mm)
(More details nearer the time)

Sat 29 & Sun 30 Sept 11.00-4.30pm Elsecar Heritage Centre, Barnsley
The 16mm Assoc Autumn Convention
- support it or lose it!