

Lancashire & District Section

16^m
NEM
The Association of
16mm Narrow
Gauge Modellers

March 2002



No Open Day in February - see Diary Section for new future events

The Magic Roundabout

As part of last seasons developments on the Russet Tor (RT) we at last found room for a dedicated steam up / shed area.

The plan was to include a turntable to add to the overall scene and to make for easier oiling up before a run. I generally run in one direction only and the displacement lubricator is always on the blind side of the cab.

My engineering skills are somewhat narrow, due in part to inadequate workshop equipment. There are no lathes or milling machines at the RT, but in truth more so due to the Chief Engineers limited ability.

What I needed was a VERY simple design. I had seen and marvelled at the turntable at Neil and Sheila Munro's. (No prizes for who was responsible for that masterpiece of engineering!) (Ed: *Lovely work, David!*).

To fit in with the new shed area I was thinking along the lines of a well turntable.

Digging the hole was the easy part. Having rejected creating the well walls in concrete with circular formwork I opted to adapt a big plastic storage tub from ASDA, suitably cut down to save on digging too deep a hole.

Like with many every day items, if you think hard enough you can usually discover the true garden railway use the manufacturer had for their product range!

I used log roll to support the sides of the excavation and backfilled concrete up to the tub walls. The floor of the well would only be concreted once the level of the turntable is set.

Now for the difficult bit, the turntable itself.

The track is fixed to a piece of redundant galvanised electrical trunking cover, which is

in turn bolted to a piece of external quality 12.5mm plywood.

The wheels are B&Q castors and the whole thing pivots on a piece of chrome kitchen worktop support leg, which comes with top and bottom retaining plates.

*Phil Sixsmith
builds a
loco turntable
for the
Russet Tor
Railway*

The table runs on a circular piece of galvanised sheet cut for me by a local steel fabricator.

The plate ensures a good running surface and also means that the table can be assembled as a complete unit and set on four bricks in the bottom of the pit prior to infilling up to the plate level in concrete. Three pieces of copper tube were pushed through the setting concrete to ensure the well drains any collecting rainwater.

The turntable rails are aligned and retained with a cut down fishplate.

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Free!
Calendar
give-away
with this issue

All Going Modelling?

Yes! It's AGM time again! It's that time of year when we try and talk Dave Wilding into submitting his Mamod into the Model of the Year competition!

Saturday 6 April should see many of the LADS (Lancs And District Section) make the annual pilgrimage to the Stoneleigh Agricultural Showground. Are we all going?

Unfortunately Chris MacKenzie had already taken a booking for his indoor layout at the Macclesfield Model Railway show (mainly electric trains). If you fancy a run, please join him. He's there on Sunday as well.

You too can have a body like mine!

Colin Binnie, distant friend of the LADS, gave permission for us to reproduce an article he wrote for the 16mm e:group

My favourite material for making figures is 'Fimo' which comes in various inter mixable colours. It is usually cheaper in the packets of assorted colours but one then has horrid unwanted colours. More about them later. Most art shops seem to stock it.

When first opened the material is crumbly, almost gritty in texture but when worked in the fingers is as easily modelled as 'Plasticene' or modelling clay. Upon completion the model is placed in the domestic oven on the lowest setting for about an hour which causes the material to set. Even when set the material can be carved with a scalpel and further details added from fresh 'Fimo'. This is useful when using up those awful colours since they can be used to build the core of the body etc. and cooking it before covering with the right colours.

If I go through the construction of a typical driver it may clarify matters.

First I make a skeleton from 1.5mm brass wire soldered together as shown in the sketch. The ends of the legs are threaded 10 BA or 1.5mm and two nuts are run up the legs. A scrap of brass sheet has two holes drilled in it and two further nuts hold it in place. This provides a convenient handle when modelling and the means by which the completed figure is mounted on the footplate.

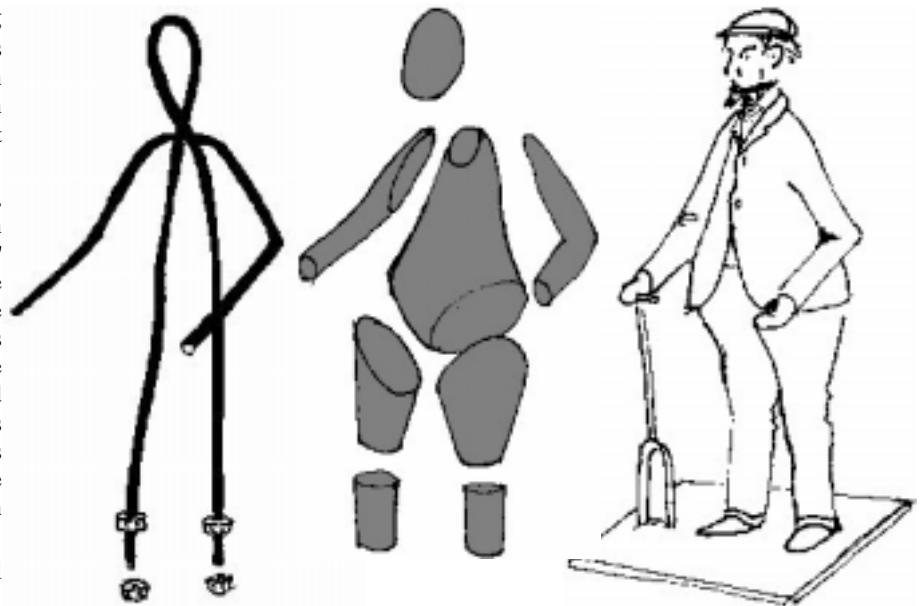
The head is modelled around the upper loop and the face is detailed. A bit of unwanted colour is built up as the core of the body and it is into the oven for hardening.

The rest of the body, legs and arms are added and the cap, hair, collar etc are added from rolled out 'Fimo'.

If I may be so bold as to suggest an approach to the actual modelling. First the human torso is not the wide shouldered shape beloved of toy figures. If it were there would be no need for the epaulettes so beloved of the military show off! Nor for the shoulder pads in your best suit. It is most distressingly pear shaped, with a flattish upper back and a slight curve poking the stomach forward and the seat back. This becomes pronounced with age.

The lower body finishes with a pair of flats where the legs will join. The head does not fit on top of the body but slightly forward with the back of the head more or less in line with the back of the body.

The arms fit to the sides of the body with the upper arms flattened to avoid building the shoulders too wide. Legs taper sharply to the knee



and are more or less parallel from there.

Do not model the hands at this stage, leave the metal armature sticking out of the sleeves.

After hardening, shovels or other implements can be soldered to the projecting metal and the hands modelled to hold the handle.

A nice touch is a tea mug. These are easily made from the end caps of 13amp fuses with a wire handle soldered on. Happy modelling!

Colin Binnie

PS The female figure is slightly different as I'm sure you will have noticed. Take your partner to the bedroom, remove her clothes, study her intently, then explain that you need the data for some 16mm figures and that you are now off to the workshop.

Ed's note: Unfortunately the photo's of the finished figures wouldn't reproduce when printed and photocopied. But take it from me - they're brilliant!

Continued from front page

With advise from Chorley's answer to I K Brunell, David Wilding, the centre pivot column was screw fixed in its bracket to ensure the post is rigid. This cured an initial tendency to wobble. The angled castor position was also a suggestion from Dave and gave greatly improved running of the wheels. Thanks again, Dave.

The rest of the turntable is the modelling bit. The sides are ply faced with plasticard with added rivet detail. The rails are steel rod threaded on Plastruct tee section uprights. The decking is palsticard scribed to represent old timber. The rust stains are that two-pack paint system.

The well is yet to be detailed.

So there it is. I hope this might be the simple solution some others may wish to try.

Running a Bit Late...

Due to a few conflicting commitments, this newsletter is a bit late this month. Sorry!

All this wasn't helped with Chris MacKenzie's indoor layout appearing at NG North at the beginning of March (more next month to keep us on track). You can't beat an exhibition to soak up all your time as you run round panicking, trying to get everything ready!

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Part 2

in a 3 Part Series

Paint Your Wagon

Alex Milne supplies more expert notes from his workshop

Weather or Not...

Weathering is something very individual.

Some people want their rolling stock to look factory fresh and would not dream of putting paint on to make it look dirty. Others want their stock to look as if has done a hard days night. I think I am half way between these views. My locos have all been finished with a Satin Varnish to take off the high gloss look as I think this looks more realistic.

So, what colour is dirt and neglect and how can you put it on without it appearing to dominate? In other words how do you make sure it will enhance the model and not ruin it? This is subtle stuff. Like so much it comes down to personal preference and the way you perceive the effect you are after. If you have access to the articles in the Model Railway Journal by Martyn Welch and his excellent book "The Art of Weathering" published by White Swan you will see what can be done. I was fortunate to see his 7mm layout at the MRJ Exhibition in London some years ago and it really was 'just like the real thing'.

All I can do is tell you what I do and what satisfies me.

As far as colour goes, I tend to use a mixture of matt

black and matt white in various proportions and thinned right down with white spirit. I also use a very thin, over the top of the black/white mix. Dirt of course is not consistent so shade variations are

rusty chocolate brown, again not too much of a problem.

Like the general painting there are two ways to do it, and both have their uses.

Firstly, with a brush. This is very useful on plastics and runs easily in and around moulded detail. Sometimes, however, the pigment will collect where you don't want it and the white spirit will leave a shiny mark where you don't want it - best not to flood the paint on too much.

The other use for the brush is in the technique called 'Dry Brushing'. This is much used by military modellers to highlight worn areas on tanks, etc. I find it most useful for picking out rivet detail and any sharp edges. It is most effective when used on black - for example, a smokebox or a wagon underframe. The colour I use for this is the ordinary Humbrol 'Gunmetal', not the 'Metalcote' (Metalcote is wonderful for making things look metallic - paint it on, let it dry then polish it.) An old, soft, wide water-colour brush is ideal. Put a little bit of paint on the brush and then 'paint' on a piece of kitchen roll until the brush is almost dry, then lightly brush, in one direction only, over the area you want to paint. Gradually, you will see the colour begin to take.

Secondly, the Air Brush. It has to be said that good air brushes are expensive so it may be that you cannot justify the cost. It's not just the air brush, you will need a compressor and a good face mask. Having said that, they are very useful and long lasting and like any tool, when you have got one you can always find uses for it. The secret of applying weathering with one is to do it very gradually with light coats of thinned colour. Because it is so thin it will run very easily so you must be patient. As you see the colour build up the time to stop is when you think that one more pass with the brush will do. If you do it once more, it will be too much - believe me, I've been there.

The Golden Rule is - whatever method you use DON'T OVERDO IT!

The Sheep Are Back!

(We're no longer "Sheepless in Settle")

A bright new dawn in the Yorkshire Dales!

"Just as Spring was about to break through last year foot and mouth struck, leaving Settle's surrounding fields bereft of sheep, denying us all the pleasure of counting and listening to new born lambs. But, 2002 has brought a new dawn and we now can see sheep again in the fields and we look forward with great anticipation to hear again lambs bleating in a Dales landscape", so said Sir Thomas Procter (M.D. Spread Eagle LR).



"To bring the sheep back I need a sheep wagon to carry three ewes and three lambs, and I want it built quickly. And as always it should be inexpensive".

"Wow!" thought I, this is a job for lolly sticks, 6mm sq soft wood, 1/4 ply deck, '00' track pins, bent scrap aluminium round a 2in nail held to the under deck with electrical clips, and a splash of 5 min Epoxy resin. All from stock, 'Cost nowt', as they say in Yorks.

But, I know Sir Thomas would never allow me to cut costs on axles and wheels, so I purchased a set of RSA 30 steel wheels and W&L type axles. Sole bars and beams were also from stock.

The sheep, ah yes, the sheep and lambs are German (Bullyland) (you can tell that their guttural bleating) However they will be repainted to represent Swaledale the ancient local breed.

Well, I'm rather pleased with it, and I shall paint the wagon grey with lettering etc. Colonel Atkinson (Quarry owner and SELR director), thinks I should have built a mess hut for the quarry workers before the sheep wagon.

You can't win, can you?

But I agree with Sir Thomas... Bring the sheep back!

P.H. (SELR Eng)

Dear LADS....

The storm in a tea cup and bun-fight continues)

Dear LADS

I have read the recent letters in the magazine on the subject of catering with some interest and as the "Catering" Manager of the Russet Tor Light Railway, I would like to air my opinions too!

I thoroughly agree with the "Head cook and bottle washer" of the Spread Eagle Railway. I cannot believe that people are being put off holding open days purely at the thought of the catering involved for such an event.

My own view is that the catering should be a personal choice. Whilst some of us are happy to provide more than a cup of tea and a biscuit, no one should be judged as a "poor host" if this was THEIR personal choice. However, I do feel that one thing should be made clear. The day before an event, anyone intending to turn up should let the "catering managers" know, this would help us enormously to decide just how many sandwiches or biscuits will be required.

At the end of the day, these events are supposed to be a pleasant afternoon spent amongst people whom I regard as friends now rather than mere acquaintances. Surely a subject such as catering shouldn't be allowed to spoil that should it?

Sheron Sixsmith

Buffet Car,

Russet Tor Light Railway

Dear LADS

As a visitor to other peoples railways I always enjoy the camaraderie, banter and running of engines and appreciate the hospitality and helpfulness of the hosts, especially as tracklaying starts here this year.

I do not expect, nor want anything other than coffee, biscuits and cake. To expect my hosts to have spent a considerable amount of time and money on preparing anything else would be selfishness on my part.

The majority of our events take place on a Sunday and our evening meal is one when the Ousby family sit down together and consume a large meal, so afternoon banquets are not required.

Mike Ousby

Editor's note:

So what have we decided after this debate? Are we going to recommend no food other than cake and biscuits? Or are we going to leave it to the host to decide?

*One thing that has become very clear out of all this is the need to telephone the host at least a day before and tell them that you'll be accepting their invitation (something I'm personally not guilty of... I always forget to ring at all!). Ringing on the day serves no purpose than interrupting the domestic duties and railway preparation!
Any more comments anyone?*

Contributions?

Send to Chris MacKenzie

2 Curzon Drive, Timperley, Altrincham, Cheshire, WA15 7SY

0161 980 7804, or e:mail narrow.gauge@btinternet.com

We need more contributions - stories, ideas, tips - especially secrets. Please?

Working on the principle of "never let the facts spoil a good story", the editor reserves the right to rewrite, distort, totally fabricate or alter anything submitted.

(We'll keep your name on it, though)

Okay... I'll promise not to mess with it if you send something.

"Worst Joke of the Month" Award

A **tramp**, who obviously has seen more than his share of hard times, approaches a well dressed gentleman on the street. "Hey mate, can you spare two quid?"

The well-dressed gentleman replied, "You're not going to spend it on alcohol, are you?"

"No, sir, I don't drink!" retorts the tramp.

"You're not going to throw it away on cigarettes, are you?" asks the gentleman.

"No way, I don't smoke!" answers the tramp.

"You wouldn't waste the money on your model railway, would you?" asks the man.

"No, never," says the tramp, "I don't have a model railway!"

The gentleman then asks the tramp if he would like to come back to his house for a home cooked meal. The tramp accepts eagerly. While they're heading for the man's house, the tramp's curiosity gets the better of him.

The tramp asks: "Isn't your wife going to be angry when she sees me at your table?"

"Probably, but it will be worth it." says the man, "I want her to see what happens to a man who doesn't drink, smoke or play with trains."

Dear Diary...

16mm Association LADS Events

- Bring an engine & have a run

Any Wednesday evening - Wakefield
Ring Calvin Green on 01924 281169

Monday 1 April - 1pm - John Angell
Preston - 01772 725308 (32mm) *Note correct date (it's not an April first joke!)*

Sun 28 April - 1pm - Derek & Phil Eaton
Liverpool - 0151 428 2366 (32mm)

Sun 19 May - 1pm - Peter Harling
Settle - 01729 822581 (32mm)
NB Note change from 12th to 19th

Sun 26 May - 1pm - Phil Pacey
Fulwood, Preston - 01772 729203 (32mm)

Sun 2 June - 1pm - Chris MacKenzie
Altrincham - 0161 980 7804 (32mm)
Indoor 16mm layout also running

Sun 16 June - 1pm - Mark Haydock
Burnley - 01254 399 388 (32mm)

Sun 30 June - 1pm - Andy Lether
Fulwood, Preston - 01772 713849 (32mm)

Sun 14 July - 1pm - Steve Colling
Rishton - 01254 883200 (32mm)

Sun 4 Aug - 1pm - Calvin Green
Wakefield - 01924 281169 (32mm)

Sun 25 Aug - 1pm - Ian Lowcock
Barnoldswick - 01282 812842 (32mm)

Sun 29 Sept - 1pm - Bill Cook
Southport - 01704 535170 (32mm)

Sun 27 Oct - 1pm - Chris MacKenzie
Altrincham - 0161 980 7804 (32mm)

16mm Railway Exhibitions

Sat 6 April - 16mm Assoc AGM
Stoneleigh Agricultural Showground

Model Railway Exhibitions

- All scales, not necessarily 16mm

30 & 31 March & 1 April 02 - York
York Model Railway Exhibition
The Racecourse Exhibition Centre, York

29, 30 & 31 March - Barrow-in-Furness
Forum, Duke St., Barrow-in-Furness
(includes model engineering display)

Sat 6 & Sun 7 April - Macclesfield
School, Ryles Park Road.
Chris's 32mm gauge layout will be there - bring an engine for a run.