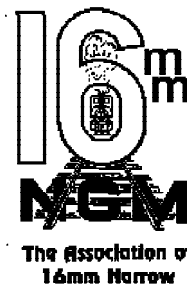


Lancashire & District Section



LADdies Day at Haydock

Good Runners on Top Form at Mark's

by Cliff Robinson

This time it was my turn to have a “senior moment”, it happened on Friday evening. Sudden thought – it’s the LADS (Lancashire And District Section) on Sunday, better ring Mark. Thus I rang Mark Smith! Marian soon put me right though, Mark having retired for an early start driving the 12” to a foot stuff.

Mark’s event must be your editor’s and my “bete noire”. [Ed: *Who’s Betty Nora? I didn’t see them there?*] Next time we will get it all correct Mark – or at least we’ll try.

Well your Ed and I arrived on a nice sunny afternoon to find some of the throng already assembled, enjoying the railway and the view of my favourite hill (Pendle).

After greeting everyone and being presented with a cuppa, it was time to settle and see what was different. Mark has been rather busy with the scenery having improved or added to the station accommodation, and relaid the bits of line he found troublesome. A pretty fine job he has made of it too.

Mike Ousby was there with his new Superior, which he is still modifying to represent a Belgian (I think) tramways loco. He still has the radio to fit, but it was very smooth and easy when riding the layout.

I took my Finescale Peckett and after stripping the burner and jet had a good run. Why is it that the jet blocks near the end of a tin of gas? Probably an accumulation of crud in the can - maybe there is a lesson there? However I don’t fancy the idea of putting it in the bin with gas in it.

Some of the LADS just sat and talked in the sunshine and enjoyed the hospitality. I suppose that’s the best thing of being in a group, you don’t have to have a run - you can just bounce ideas about and “chew the fat”.

The ladies looked after us right royally again.

Thank you one and all for a great afternoon.



Derek & Phil Eaton watch Steve Colling at Mark Haydock’s.

This was to tell the weather that it didn’t matter if it did rain (as it usually does on Chris’s open day – well it is in Manchester!). The trick worked, it didn’t rain all afternoon! The problems he perceived with the outdoor track had been allayed by some judicious track packing.

The outdoor track is in the process of being extended to give a loop with larger radius curves than the present Mamod track. Timpdon Sheds, the indoor line, in the meantime is as it was, although there is the basis of a plan to put a small extension on it just for public exhibitions.

Super Callum Fragile Trackbed Weather’s not Atrocious!

The sun shines at Chris MacKenzie’s event

Chris MacKenzie arranged for the weather at his do by telling us all in the newsletter that we could only run indoors on the “Open Day at Timpdon Sheds”.

The present layout design fills its present home location.

Well, we ran on the track outdoors without problems, but it has to be said that more generous curves (steady there) would made it easier for the larger locos and boggie stock.

(continued on page 3)

"I've been working on the railroad" ...

Phil & Dawn Gower give an update on building their new line

The PDR, a raised 45 mm line, started construction late last year. With the recent mild weather, Phase 2 has now begun.

The Navvie Department (wife) is very busy digging foundations, lugging bricks, mixing concrete and making me cuppas. She is ably assisted by the Head Digger, a Pyrenean mountain dog bitch, who loves to assist but always gets in the way (just like the wife!).

The Construction Department is using 6" wide concrete blocks (not the lightweight ones which can damage in the frost), two courses high, topped with 2" paving slabs. So, providing it's level, track laying should be easy. It's got to be bomb-proof with an 8 stone dog who loves to climb...

A test track 8 yards long has been laid on Phase 1. Our Roundhouse Katie has been up and down frequently with no problems.

Having moved from Staffordshire to Lancashire 6 years ago, we have learned that if we don't do it today, it's going to RAIN tomorrow, so at every chance of fine weather we are out on the railway. We are hoping to finish construction next year - then we can do the gardening bit.

Phil Gower

P.S. Any advice on rockeries in raised beds would be helpful.

Smile to the camera! Dawn with the Head Digger



Caption Competition



I'm afraid that last month's Caption Competition has been won by someone from the "wrong side of Pennines".

Yes, after careful deliberation through all the entries, our panel of judges carefully selected David Rhodes's entry as the winner (okay then, it was the only one submitted - but I'm trying to dress it up a bit here).

The winning line will no doubt please Mike Ousby, but mad Chris MacKenzie squirm:-

"Eh Chris! You'll never guess who came to my house today, the Editor of Railway Modeller!". If you don't understand it, read last month's issue - [Ed: I refuse to explain]

So this month's prize of a year's free subscription to our LADS Mag goes to David

This month's picture also features Chris, with Mike Ousby to the left looking down beyond the loco he's building, and David Wilding, paper in hand, about to strike...

Signs of our Time

Has anyone purchased some of the colourful signs and posters from Graham Wilkins which are always advertised in the back of the 16mm Association's magazine?

Chris MacKenzie got some and was extremely please with the product. "I had this fear that they'd just be simple print-outs on card" said Chris "but they turned out to be professional posters just right for us".

Totally water, tear and slug proof, they come in six different A4 sheets, covering the 1920's, 30's, 40's, 50's, 60's and those tin signs originally made by Basset Lowke / Hornby.

At only £3.50 per sheet or 3 for a tenner (including P&P) I'm sure you'll be pleased.



Good stories always welcome - in fact we're that desperate, even bad ones will do!

No Blades

*Colin Binnie considers
modifications to points*

Why have sprung blades at all?

The layout shown in the sketch works very reliably without them and is very easy to build.

Approached from the left the train will go straight on. From the right either track will serve.

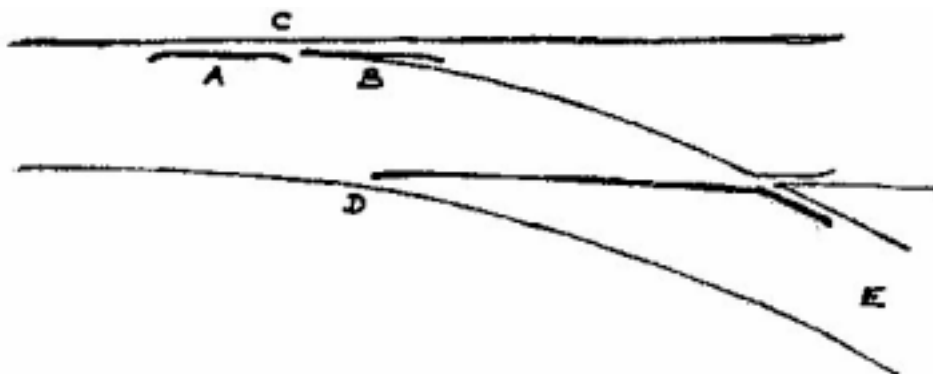
Referring to the diagram, **A** is a check rail that ensures that wheels coming from the left are close to the upper rail and do not strike the end of rail **B**. Also at **B** is a continuation check rail keeping the flanges away from gap **D**.

Note that the gauge at **CD** is widened slightly so that the gaps at **C** and **D** are slightly staggered so that the check rails are effective at gap **D**.

A slight kink in the upper rail at **A-C** tending to push flanges in contact with the upper rail could be beneficial.

It is difficult to build as a 'Y' point but in any situation where the natural tendency is for the flanges to run against the upper rail it a beauty.

E shows what happens to the gauge when I do a freehand sketch!



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Please support them like they support us

Due to a technical error we are unable to print the third part of Alex Milne's Chronicles (*I've misplaced it*).

We hope to continue with the series next month.

Chris MacKenzie's Event - continued from front page

The future chairman of the Timpdon Lake Railway, young Callum MacKenzie, was on his best behaviour for the event. Whilst not quite paying very much attention to the trains, he was enjoying making Angela some washing whilst we "looked after him" in the garden. Meantime mum was serving up the goodies from the "buffet car".

One new loco turned up in the hands of Mike ("The Tram") Ousby. He had acquired an Accucraft Superior and ran it on the indoor layout, along with an ex-Mark Smith oscillator powered vertical "Challoner" type de Winton loco. I believe that these were originally manufactured by Roundhouse, but assembled and sold by Brandbright. They run beautifully, and is a great pity that they're no longer in production. Anyway, both ran very well. The Superior should make another successful commercial loco that will be seen on many tracks. Mind you, we wonder what it will look like after Mike has a go at it... radio control fitted?... brass domes... skirts?

It was nice to see Neil and Shiela Munro "back" attending open days (poor attempt at a pun). Hope that it continues to improve Neil, and we see you both at more events.

It was also good to see Phil and Dawn Gower again at an event. They're becoming regulars and obviously enjoy 16mm. Do you see his Bachmann log carriers? They are a cheap conversion to 32mm and really look the part.

Overall a lovely day out with the customary leg pulls and discussion.

Many thanks.

Things I'd wish I'd known years ago...

I never knew the difference between a Forney and a Fairlie (and was always too embarrassed to ask). It was only when Eddie Bellass wrote the following that I, at long last, understood.

The main difference between the Forney and the Fairlie is that the Forney had a continuous mainframe from front buffer beam to back buffer beam (though it may have been assembled from separate pieces). The cylinders, driving wheels, axleboxes etc. were all carried by and directly attached to this single main frame, as was the rear bogie via a conventional fixed or (later) radial pivot.

The Fairlie Patent locomotive had a separate, pivoted steam chassis which was a complete driving unit in itself, served by flexible steam and exhaust pipes.

The early Forneys did have flangeless inner driving wheels and a fixed rear bogie pivot. They were later altered to all-flanged wheels and a radial bogie pivot as a result of on-line experience.

The Roundhouse 'Forney' model is technically a 'Fairlie', because it has a pivoted driving chassis. That is simply because 'our' world of railway modelling uses far sharper curves than the prototype ever did.

The later SR&RL Forneys required minimum 2ft. gauge curves of 175 feet radius - over 2.5 chains. Current Manchester trams traverse standard gauge curves of 100 feet radius - 1.5 chains - dozens of times per day.

Chris MacKenzie

Worst Joke of the Month Award

A man was having an affair with his secretary.

One day, their passions overcame them and they took off for her house, where they made passionate love all afternoon.

Exhausted from everything, they fell asleep, awakening around six pm. As the man threw on his clothes, he told the woman to take his shoes outside and rub them through the grass and dirt. Mystified, she nonetheless complied. He slipped into his shoes and drove home.

"Where have you been!" demanded his wife when he entered the house.

"Darling, I can't lie to you. I've been having an affair with my secretary and we've been having sex all afternoon. I fell asleep and didn't wake up until six o'clock."

The wife glanced down at his shoes and said, "You lying \$od! You've been out playing trains again at a steam-up!"

Dear LADS....

*Need to let off steam?
Let this be your safety valve*

Sir

I read with interest Alex Milne's diary on building a railway in his new garden ("Chronicles II", Issue 25, June 02).

If you have drawn a plan, as Alex Milne did, with a drawn scale of feet, and then get the plan reduced on a photocopier to some odd scale, use a pair of dividers to check dimensions against the drawn scale.

If you can find a copy shop that prints drawing for architects, they can usually enlarge and reduce your drawing to one of the conventional, convenient scales (ie lineally, instead of by area).

Having been brought up with OO as a boy, I became used to drawing layout plans divided with 12" squares, like those in Railway Modeller magazine. Just remember each square represents 4 feet in our scale. By the way, this is why my railway has passing loops four yards long and a working radius of eight feet - a simple enlargement of OO standards I arrived at in my youth. Draw 4' squares over the plan of your garden, and you'll begin to appreciate what you can realistically fit into it!

To enlarge a drawing from one model railway scale to another, eg from 7mm scale to 16mm scale, the formula is 100 divided by the first scale, multiplied by the second scale (so enlarge lineally by 229% in this example).

To enlarge a drawing from an unspecified scale, for example one reduced to fit the pages of a book, measure the drawing over the buffer beams in real millimetres. Calculate the correct length of the 16mm model in real millimetres (assuming this information is in the book!). Use these numbers in the above formula. Easy peasy!

John Angell

Hey you! Editor wallah!

Who keeps printing letters supposedly sent by me? They are forgeries.

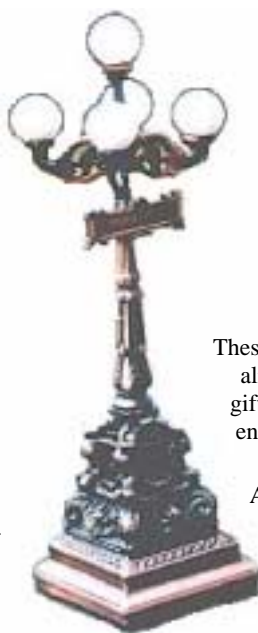
Some damn punkah wallah keeps doing this but the blighter can't even spell my name properly. I think his name is MacTavish, O'Kenzie, or something - what!

Speaking to some damn chap who lives in the bungalows in the town, they're called bungalowers methinks!

Anyway just writing to say that my Solicitors, Scratchit and Scratchit will be in touch regarding this personation.

Damn queer I calls it, now back to me Tiffin. "Bearer!, where are you?"

*Colonel Ponsonby-Smythe,
(Indian Army - retired)*



It's in the Post

These lampposts appear almost world wide in gift shops at the lower end of the tourist trap market.

At about £1.50 each they are a snip.

They are actually diecast pencil sharpeners, with many others available

in a vast range of subjects in many scales.

The only other items I have seen close to 16mm scale are an upright piano, a grand piano, a street barrel organ, a selection of wheeled cannons and a domestic mangle. They turn up in all sorts of places from Aberystwith station bookstall to the RSPB shop in Havant.

Give the kids something to do this holiday, play Hunt the Lamppost.

Colin Binnie

New 45mm Chassis?

Does anyone remember the "Stomper" model car available from toy shops? The chassis could be used in all sorts of 32mm light engines.

The bad news is that Stomper no longer import to the UK. The good news is that another toy firm produce a similar item for our broader gauge members (I mean your track gauge, Mike O).

The toys are called PowerX and made by KENTOYS LTD, Rm 3-6, 23/F, Grandtech Centre, 8 On Ping St, Siu Lek Yuen, Hong Kong and imported to the UK by David Halsall International Ltd, Eastham House, Copse Road, Fleetwood, Lancashire, FY7 7NY (they don't sell to the public, but could always let you know who sells them).

They purport to be 1/43 models of 4x4 prototypes with "5 Gears" Fast and Slow, 2 and 4 wd and off! The range includes a Land Rover and a Lancia, but they had 16 different pictures on the backing card.

They would never make a chassis for a 32mm gauge model as it's 36mm across excluding the wheels - but it could make a loco chassis for 45mm gauge.

At £1.99 they seem to be pretty good value - though the supplied battery won't last.

Dear Diary...

16mm Association LADS Events - Bring an engine & have a run

Any Wednesday evening - Wakefield
Ring Calvin Green on 01924 281169

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

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

Sun 15 Sept - 1pm - Bill Cook
Southport - 01704 535170 (32mm)
*** Please note new date ***

Sun 27 Oct - 1pm - Chris MacKenzie
Altrincham - 0161 980 7804 (32mm)
Indoor 16mm layout also running

16mm Exhibitions:-

Sat 31 Aug & Sun 1 Sept 02 - Welshpool
Llanfair Caereinion Leisure Centre,
Chris MacKenzie & Cliff Robinson will be taking the layout - want a run? Engines required (but not rolling stock please)

Sat 28 & Sun 29 Sept 02 - Elsecar
The Association's Autumn Convention
Elsecar Heritage Centre, Barnsley
Volunteers req'd to help steward

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Other events of note:-

Sat 27 & Sun 28 July 02 - Cheetham Hill
The 2002 Festival of Model Tramways
Europe's premier event for the model tram enthusiast, will be held at the Museum of Transport, Boyle Street, Manchester.

Sat 3 & Sun 4 Aug 02 - Alston, Cumbria
Family Gala Weekend at the South Tynedale Rly. Special train operations and model railway exhibition.
Chris & Mike are taking the layout.

Contributions?

Heard a whisper? Then give us a shout!
Her Majesty's Press need to know.
Keep your news & stories coming.

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