

# Lancashire & District Section



August 2002 - No.27



## LADS are Models on Cover of International Magazine

Did everyone see the cover of the latest 16mm Association magazine?

I wonder how many readers think this was a full size engine, or the people were shrunk?

John Fox is surely an expert photographer and modeller. That really is a 16mm scale station building and the distant horizon is the harbour scene described inside the mag.

When we were away at an exhibition I once remember Mike Ousby telling the barmaids that we were down here "doing modelling at a big exhibition".

*continued on page 3*

## Commander's Performance

**Steve Colling  
puts on a great show**

**Sunday 14 July** saw the LADS summoned to appear at the star show in Rishton where the LADS own royal family, Steve and Ruth Colling, opened the gates to the great unwashed.

Yes, it was Steve's open day.

If you've never been to the Colling residence, then you've missed a real treat. Steve's railway must now be one of the top lines in our area for both for smooth running and scenic presentation.

I suppose the best way to describe it, is to try and visualise a mountain side. Then imagine this mountain having levels cut into it, so that only with the exception of the path, the garden is in a series of plateaux (*guess who had to look up what the plural of plateau was?*). Then imagine the railway running round the edge of the highest level - and overshooting it in places. This means that the railway has to cross a fantastic viaduct.

Then try and picture the railway going through a flower-bed on a tight gradient down to the next level.

*continued on page 3*

# 16mm Goes L for Lether

**Our spirits are the only thing not dampened**

*by our Roaming Rishton Reporter, Steve Colling*

**If its Sunday and its damp**, you can guarantee this summer, that somewhere in the north-west the LADS (Lancashire And District Section) are having a meeting!

Sunday 30th June was no exception. Gail and Andy (plus Claire and Paul) provided us with another highly entertaining afternoon in fulsome Fulwood.

For those LADS who are unfamiliar with Andy and Gail's layout, a brief description may suffice to provide a little technical background. Starting at the long siding on the southern end of the garden, the train follows the fence (unless of course you're driving a Mamod in which case now is the time to retrieve it from next door's prize lilies.) and then turns north. It traverses the rear of the garden and then comes back on itself. One can then select to change track and return to another long siding in the centre of the lawn or remain on the circuit and maintain this ad infinitum or until the gas runs out. However.... it is possible to reverse direction without the use of mirrors or a safety net.... and, with a crafty switch of the points, one can find one's loco heading in one direction and one's stock heading in the other. Derek Eaton had the uncanny experience of overtaking John Angell's sonic diesel without ever leaving the track!

The rain eventually came later in the afternoon and sensible LADS stationed themselves well inside the dry confines of the gazebo or under the stylish veranda. The whizz idea of the afternoon was to try to

get someone to stand strategically close to the edge of the veranda and then gently push the bulging accumulation of rainwater! It gave us all plenty of time for detailed discussions about locos we'd like to make or buy, borrow or pinch! Foremost among these at the moment seems to be the Accucraft Superior 0-6-2T retailing at around £700 - £725 ...as modelled in green by Mike Ousby.

Rain never dampens the LADS' good intentions and, given three years of wall to wall sunshine, the possibility of taking early retirement at the age of 35 and a garden measured in hectares we'd all have a scale model of the Darjeeling Railway. Thankfully we don't need that and an afternoon at Andy and Gail's reminded us of the ingenuity of planning that makes all the LADS layouts just that bit special. A great afternoon's steaming and whirring. And my lasting memory... Claire bringing out the cakes in the rain in her socks, leaping from stepping stone to stepping stone, missing each one, and sliding to an undignified but definite halt under the gazebo with plate and biscuits still amazingly together!

Thanks all ...you did us proud!

### THE Garden Rail Show

The Welshpool Garden Rail show is over the 31st Aug and 1st Sept weekend this year at the Llanfair Caereinion Leisure Centre. Chris's layout should be there, so bring an engine for a run (no stock please).



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*Got a Cattle Van?  
Then don't make a  
pig's ear out of it.  
The legislation is  
quite specific*

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## This little piggy went to market...

**Chris MacKenzie** has been repainting a cattle wagon which he purchased secondhand some time ago. **Peter Davies** kindly re-gauged it to 32mm for him.

The question then came up of the little scenic details which make all the difference. You know, things like the lime whitewash stains, the straw sticking out of the open wooden boards, the odd sheep's nose sticking through the wooden slats.

Well, fortunately the 16mm e:group had been discussing this very subject only recently. Discussions included using brush bristles to represent straw and where to get volunteer 16mm scale sheep and cows who wish to spend their plastic lives riding on a railway, when **Tim Lockley** shook the debate by applying knowledge and education.

Below is his response which I'm sure other Railway Directors considering the transportation of livestock may wish to know.

With regards to representing straw bedding - don't bother! To quote "Instructions relating to the transport of livestock by rail and road (railway operated services)" 1947, Railway Clearing House, Section 14 states:

"If the floors of the vehicles are not fitted with battens, a sufficient quantity of sand, sawdust, or similar material which is not liable to take fire, must be strewn thereon to prevent animals from slipping during transit. Straw or other material easily set alight must not be used."

Whatever you use, it won't be for bedding because lying down should not be an option for livestock in transit - they should not have room. Since four-legged wagonloads don't have arms to hang on to straps the only way to prevent falls, injuries and expensive claims for damages was to wedge 'em in tight.

When loading a model wagon try this test. Put the cows in on a dry run, then pick it up and shake it. If anything rattles, you need more cows.

Ideally the floor should be hidden, and anyone looking in will see nothing but beef (or lamb). If that starts to sound too much like hard work, there is a useful cop-out in instruction 20:-

"During certain stipulated periods of the year sheeting of wagons loaded with shorn sheep, horses, asses or mules is compulsory and the following instructions must be strictly complied with irrespective of weather conditions:-

"a) Shorn Sheep: Between 1st November and 30th April (both dates inclusive) cattle wagons loaded with sheep which have been shorn within sixty days of the date of loading, must be covered with tarpaulins.

" b) Horses, Asses or Mules: Between 1st October and 31st March (both dates inclusive) cattle wagons loaded with horses, asses or mules, must be covered with tarpaulins. Further, any clipped horse, ass or mule must be provided by the owner with a suitable rug.

"When tying the sheets, care must be taken to ensure that proper ventilation is not obstructed."

Thanks in part to all these regulations (however necessary) livestock was one of the first traffics to desert the railway, so from the mid-'20s onwards a cattle wagon would have to find other work. Loads requiring ample ventilation such as fresh produce (crated Cornish broccoli is a good example, as anyone who's seen "Train Time") or, erm.. organic fertiliser would be typical.

Regarding the use of limewash used to disinfect the vans, well that's another story.

Limewash is actually banned in these 1947 instructions - a proprietary disinfectant being preferred, but there is plenty of evidence to show it was used earlier on.

If you railway is representing pre '47 then I found by accident that if wood is painted with ordinary household emulsion, then left out in the rain, the result looks a lot like a weak / faded limewash.

Hope this helps.

*We are very grateful to Tim for giving permission to reproduce his comments.*

## Caption Competition



### We have more winners!

We have joint winners of last month's Caption Competition with our very own **Cliff Robinson** and **Mike Ousby**.

It was a very close call. We couldn't decide if their entries were better than their competitors (and their's were the only two!).

But the judge's decision is final. So this month's prize of a year's free subscription to our Mag is split between **Cliff & Mike**.

Cliff's winning line is:

Chris: "This steam oil is so gooeey"

Dave: "It's on my shoes"

Mike: "Don't complain it was a bargain!!"

Mike's entry went along the lines of:

Mike O says: "I'm sure there were some springs in this box..."

This month's picture should provoke a better response. Filmed at a secret location is one of the LADS members in a garden chair.

Any ideas for a caption or title?



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

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# "CHRONICLES III"

An occasional extract from the diary of Alex Milne

## PROVERBS

**"He who uses the Bible as a theme for titles soon runs out of steam".**

So, I have a plan of the garden. It is a "well established garden, planted with mature trees, shrubs and flowers" as the Estate Agents would put it.

I say "It is a very attractive garden and anything that I do in the railway line must enhance it". Therefore planning must be well thought out, reflected on, and if necessary amended and only when I am 100% sure I have got it right, do I go ahead - and show it to Carol! I am a long way from that yet!

There are things to do in the house which take priority even over the railway, new bathrooms, the odd window and some building work. The garden also needs some work before a railway can be built. Garden walls need repointing and raising in height to help keep the river out and fencing erected to increase privacy.

### LADS are Cover Models

- Continued from front page

They were impressed - until Cliff Robinson told them it was model trains.

Well now I can tell them I really am a model - and on a cover of an international magazine!!! Yes, I was the little one on the left (he could've cut some off my stomach whilst he was doing it though).

Inside the magazine is an article by John showing how he achieved a great special effect with a massive outdoor picture as a backscene. I won't repeat the story here, but congratulations must be in order to John.

## Due Recognition

When Mike Ousby and Chris MacKenzie attended the large scale show with the indoor layout, the magazine 'Engineering in Miniature' must have taken a picture of Mike's nearly finished 'de Winton' loco.

In the next issue of the mag was a glorious picture of the beast... but attributing all the skilled engineering work to Chris! (Ha Ha!).

*"The all silver soldered copper boiler made by Chris MacKenzie is for a 16mm scale De Winton Locomotive. The frames for the locomotive are standing by the boiler. There is already one of these locomotives operating on his Timpdon Lake layout."*

Of course the "other" de Winton is Chris's Peter Angus loco.

Chris assures Mike that he hadn't arranged this (he would've, if he'd thought of it!) and must've been a genuine mistake by the mag.

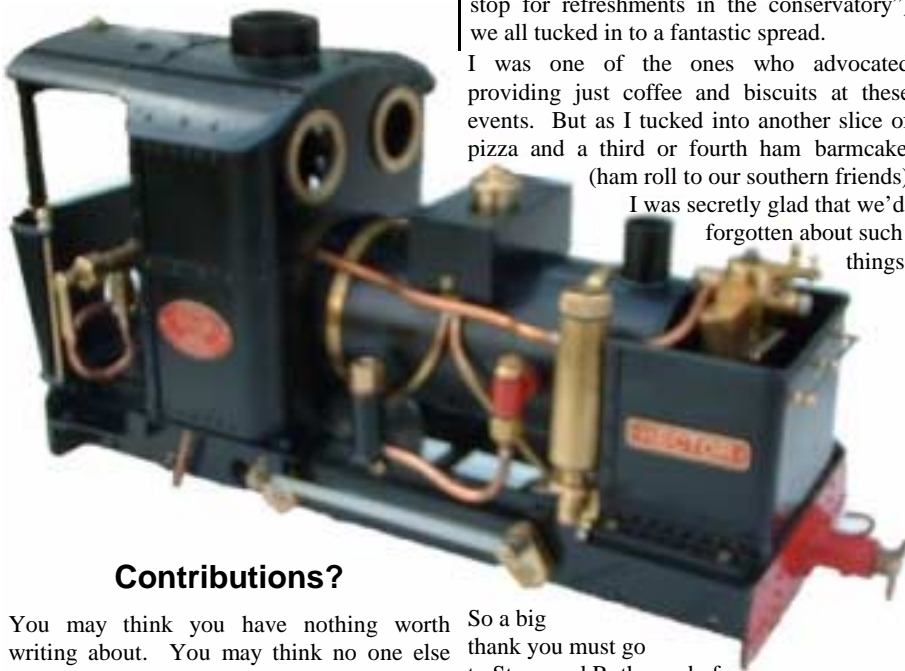
*(The editor of Railway Modeller wouldn't have made this mistake!)*

It is not all doom and gloom on the railway front however. I have a "workshop" in the house; it's also a utility room but it's warm and dry. And I have a new workbench. (The old one from Southport was the only thing in the whole house that would not go through a doorway - and guess who had made it really sturdy, screwed and glued and undismantable. It's in the garage now in disgrace).

Logic says if the railway is going to be a little larger than the last one I shall need more rolling stock and I do need time to reflect on the plans (sketches) drawn so far. What better way than to make some coaches.

More soon.

Alex Milne



### Contributions?

You may think you have nothing worth writing about. You may think no one else cares about your railway. You may think no one wants to read your rubbish.

Well, you're probably right - but I need to fill this newsletter with something. So, please send anything to:-

Chris MacKenzie  
2 Curzon Drive,  
Timperley,  
Altrincham,  
Cheshire,  
WA157SY  
0161 980 7804  
or e:mail  
narrow.gauge  
@btinternet.com

### Commander's Performance

- Continued from front page

It run rounds a huge loop and then climbs back up to the top level.

Then imagine fantastic planting and model village dioramas.

Then imagine a lot of tubby middle aged men out of breath trying to run up and down between the two levels...

The scenery is also breath taking. The house overlooks most of Blackburn, with an picturesque canal and jetty at the bottom of the garden. Steve often tells how the wind can blow the rolling stock off his viaduct. All that seemed fiction though, on this glorious afternoon.

There was a lot to see and enjoy - so much I got so engrossed I forgot to write down who said what, who did what and who brought what. I do remember however, John Sharpe bringing his brand new Peter Angus loco. Unfortunately I couldn't stay to see it run, but if it's anything as good as it looks, then there should be no problems there (and after all, it is a Peter Angus so it should run beautifully). (See slightly out of focus picture below)

After a guided tour through the Colling domicile ("In through the tradesman's entrance please, follow it round to the right, stop for refreshments in the conservatory") we all tucked in to a fantastic spread.

I was one of the ones who advocated providing just coffee and biscuits at these events. But as I tucked into another slice of pizza and a third or fourth ham barmcake (ham roll to our southern friends)

I was secretly glad that we'd forgotten about such things.

So a big thank you must go to Steve and Ruth - and of course their family who turned out to assist.

It was a great afternoon and one of my favourites. Thanks.

*This newsletter has been sponsored by:-*

## IMP Models

80 Recreation Street, Long Eaton,  
Nottingham, NG10 2DE.  
Tel / Fax:- 0115 973 1125

16mm loco, coach and wagon kits.  
Wheels, axle boxes.

## Dear LADS....

*The safety valve for several old boilers*

Dear Mr MacFisheries,

Jack Straw has told us that you have been attempting to hog the limelight again.

We believe that you have taken credit for a boiler made by that poor unemployed person, Mike Ousby, a picture of which has been published in "Engineering in Miniature."

This really takes the biscuit, because only Cherie and me are allowed to do this. It is even rumoured that you will turn up for the opening of a letter, not to miss a photo opportunity.

You must stop this, we don't like the competition.

Regards,  
T Blair

p.s. If you don't stop then we'll send John Prescott around to sort you out. He too is an ex-Merchant Seaman like Mike Ousby, so you know where his sympathies will lie!!

Dear Sir

I refer to the letter from John Angell regarding my stupidity in plan drawing.

With so many plans for 16mm in so many scales his formula is Wonderful. Is there only me who didn't know about it I wonder?

As I was never any good in the hard sums class I had to solve my problem another way - with lateral (or should that be linear) thinking. I drew a scale line on the original plan and had it re-photocopied.

Yours, mathematically challenged as ever,  
Alex Milne

Ed: Yes it was just you. The rest of us all knew that. Didn't you know - we are all senior architects, highly qualified and experienced, even married to another respected architect. Second thoughts, that's just John.

## STOP PRESS!!

Our very own Cliff Robinson became a Grandad last Sunday (18 August, at 5.37am), when his daughter Sarah gave birth to a 6lb 11oz girl called Katie Louise (surname Wenham).

We've warned him to get the pipe, slippers and cardigan out. Afterall, he's got an image to maintain!

I'm sure everyone wishes all of them well, especially congratulations to Grandpa & Grandma Robinson (alias Cliff & Carol)

## Linda at Port Penrhyn

### Neil Munro's been busy painting

The inspiration to do an oil painting of Linda began when I saw a photograph in a recent issue of Steam Railway magazine (No 254), taken by Hugo Appleton.

The scene is of Linda at Port Penrhyn, on 19 June 1961 and presents a work worn Linda, in pre-Ffestiniog condition. I spent many happy holidays as a child with my parents in North Wales, around the time the photo was taken and I found the sight of the loco with the backdrop of the distinctive quay side buildings quite moving.

If you visit to the port today you will find all the narrow and standard gauge rails have gone, but many of the buildings have changed little. Having said that, present day photos I used for reference in painting the picture revealed that the slate clad building had received quite a bit of alteration to the windows, even though the overall result doesn't look that different from old photos. You notice these things when you are counting each row of slates!

The Penrhyn closed in 1963 and Linda together with Blanche moved to the Ffestiniog Railway, where they still provide sterling service to this day, having under-

## Dear Diary...

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

Any Wednesday evening - Wakefield  
Ring Calvin Green on 01924 281169

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, Mike & Cliff 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

gone numerous rebuilds and changes.

The changes in appearance meant that I had to search for additional pre-Ffestiniog photographs, in order to correctly identify the details not obvious in the small photograph in the magazine. I have shown the loco lined in traditional Penrhyn lining and while doing so I discovered that there were subtle differences between Linda and Blanche's lining.

There were some small mechanical differences between the two locos when at Penrhyn, but nothing like the very noticeable alterations now they are running on the Ffestiniog. Some of the changes made by the Ffestiniog to the original loco involved the cab, additional tender, sandboxes, wheel arrangement change from 0-4-OST to 2-4-OSTT, frames, smokebox, RH to LH drive and so the list goes on. Blanche has also been fitted with piston valves.

I have tried to capture the loco in her final condition before she moved to the Ffestiniog.

### Postscript

We've managed to talk Neil into having prints done of his colour painting (reproduced in b&w to the left). The colour painting is 14"x10" (355mm x 254mm) and available for £19.50 +p&p (ring for costs)

Contact Neil Munro at:-

12 Walwyn Close, Stretford, M/cr, M32 8JJ  
0161 865 2660  
email via narrow.gauge@btinternet.com

### For Sale:

Very large oval of 45mm track. Buyer removes. Never used by loco's. Offers ? Contact M2002 Commonwealth Games on 01254 664433

