

Lancashire & District Section



February & March 2003 - No. 33



Cliff's Edge - LADS run at it!

Phil Sixsmith reports on Cliff Robinson's event

Sunday 12th Jan saw the start of the 2003 season of gala garden visits. For a LADS (Lancashire And District Section) Steam-Up Sunday the weather was exceptionally dry!

With gloves scarf and a new hat I set off for deepest Culcheth to meet the LADS at Cliff Robinson's.

The first event is always a chance to see the results of what my fellow modellers have been up to during those long winter nights.

With no John Fox on the day to amaze with his latest 'simple' conversion the prize went to Chris MacKenzie who presented "Mavis". His first attempt at live steam scratch build / conversion, which I'm sure, will be worthy of an article on its own merit in a future issue.

She performed wonderfully well given the cold conditions (much to Chris's relief and despite the heckling from the tramite looking on).

After a sit and a chat with Neil and Sheila Munroe and some very warming soup, pasties and excellent cake we returned to the garden for some more action. Three engines in steam got the afternoon session off to a fine start with Phil and Derek Eaton, Alex Milne and yours truly firing up our engines for a run.

I had fitted a new receiver and servo to my Merlin to be able to run her with the Roundhouse radio from my Russell and was more than pleased with the results.

Luckily Phil Gower was on hand to drive whilst I took the odd photo. After the hectic service had ended we had the statelier Glyn Valley set of Mike Ousby's to admire and a second run from a still smiling Chris with Mavis.

Despite great efforts, a splendid looking Linda brought along by Ian Lowcock failed to light but I hope he will bring it along on another day.

Thanks to Cliff and Carol for their warm hospitality and for getting the New Year off to a grand start.

just had to print straight away. Many of you may remember Mrs H as the one who makes the brilliant soup, and also a great cup of tea. She scuttles about looking after everyone with a big smile, like the prototypical Lancashire Mum. You know the type - a bit like "Grandma" out of the Beverly Hillbillies - but a lot kinder, plain speaking and probably stronger!

The poem she sent in is brilliant and worthy of greater publication than this rag. I just hope I've copied it correctly as it played havoc with my spell checker! (and if anyone's reading this from down South, don't worry, we'll provide a translation service for a modest fee).

An Open Letter to the LADS

by Ailsa "Mark's Mum" Haydock

Eawr Mark shewed mi t'latest LADS' journal,
I were shocked an dismayed w'en I read
Thear's nobbut wun date i' Cliff's diary,
An' nowt at all sent in't th' Ed.

I were gobsmacked an' I were fair moidered,
Wi' a tear i' mi eye, I read on,
Wot's 'appened t'all t'buddin' wreyters,
Weeere the 'eck dusta reckon they've gone?

I thowt: Ailsa, th's got got to ged crackin',
Fettle thi papper an' pen,
Ged yer grey matter on oo'ertime
An' spur on yon 16 mil men.

Footch out yer trains froe their slumbers,
Shunt 'em reynt out o' ther sheds;
'Elp fill up eawr Cliff's virgin diary,
Then go 'an sleyp sound i' yer beds.

Likewise, eawr Chris needs yer ramblin's,
Conti nod monage wun page?
Ged agate wreytin' thi' story,
But dorn'd let 'id tek thee an age!

Putting Pen to Paper

Well! The January issue spurred quite a few of you to put pen to paper and send me something to print.

A big thank you.

I've now got a quite nice collection of articles which I'm holding back for the most appropriate time (after all, I don't want to use *all* the good stuff up straight away).

Mind you, don't go thinking that's it! I still need articles on anything, so please post, email or even talk to me!

A fantastic letter was received from Ailsa Haydock ("Mark's Mum" to all of us) which I

remember Mrs H as the one who makes the brilliant soup, and also a great cup of tea. She scuttles about looking after everyone with a big smile, like the prototypical Lancashire Mum. You know the type - a bit like "Grandma" out of the Beverly Hillbillies - but a lot kinder, plain speaking and probably stronger!

The poem she sent in is brilliant and worthy of greater publication than this rag. I just hope I've copied it correctly as it played havoc with my spell checker! (and if anyone's reading this from down South, don't worry, we'll provide a translation service for a modest fee).

Tha' morned fret thi 'sen oo'er refreshments,
A tae-pot will allus suffice,
Wi' coffee fer them as prefers it,
An' sad-cake, wi' butter, bi' t'slice.

Then, w'en tha' nex' comes o'er to Accy,
An' land 'ere together, "en-masse",
Tha'll ged a reynt gradely warm welcome
Froe' Missus H - a Lancashire Lass.

PS:
I'll jus' put t'kettle on't th'ob ageean
An mek all 'ooze 'ere a fresh brew,
If mi words ged just 'aife on yer fettlin',
That's wod I were fair fain to do.

Ged sendin' yon Cliff, dates fer steym-ups,
An' dorn'd leave young Chris wi' just ads;
Let's mek this a yer to remember,
F t'sake of us all, 'oo love LADS!!

*All the best for 2003 from Mark's Mum,
Founder member of "Friends of LADS"!*

CHRONICLES VIII

An occasional extract from the diary of Alex Milne

It was my intention to write six episodes of these "Chronicles" to cover the planning stages of building a new layout and then to contribute the "occasional" note as work in the garden progressed. Our Editor's powers of persuasion are legendary, so here we are with number 8.

One of the reasons I was reluctant to add to the Chronicles was because I have been waiting for several weeks for the attention of a surgeon. This forced delay of course coincided with a spell of quite unseasonal mild weather which would have been ideal for digging foundations and generally making a start.

The surgeon has done his work and several large limbs have been removed (did I mention he was a Tree Surgeon?). There is a large willow tree in the middle of the lawn that was in need of attention and I didn't want to start building only to have large lumps of wood falling on it.

As I write this, the mild spell is over and the garden is in the grip of winter. The ground is very hard but I am not, so there is little activity. I have, however, laid out a line of bricks so that I can see where the track will go. It is still a simple circuit but I am sticking to the intention to have 6ft radius curves and it looks OK. I have also got some wood and that is in the process of being creosoted, ready for when I need it.

So, that's about it for the moment, until there is something concrete (no pun intended - well, perhaps a little!) to report. [Editor please note!]. I have some coaches to make so may use that as an excuse not to do too much in the garden. I have also promised to make a Fort for one of the grandchildren and am busy making and painting soldiers - a very time consuming occupation.

Mrs Sixsmith's WORDSEARCH

Get puzzling with our new feature

Sheron Sixsmith has obviously had far too much time on her hands over winter and has devised a wordsearch.

With a 16mm / narrow gauge theme it certainly gets the head scratching.

I'm sure a wordsearch needs no instructions, so get your pen poised and have a look for the following words:-

Z	P	O	Z	D	S	T	O	U	S	E
C	D	A	T	R	P	B	N	W	O	L
K	N	D	A	A	X	Q	V	O	I	S
F	F	E	S	T	I	N	I	O	G	H
A	P	L	L	T	D	P	X	D	A	P
R	B	E	O	Y	A	B	P	Y	E	O
L	U	F	C	Z	N	Q	U	B	Z	O
I	X	U	K	O	B	T	P	A	S	L
E	S	T	Z	N	O	T	N	Y	L	P
J	M	N	A	U	S	E	R	P	S	S
I	E	S	U	O	H	D	N	U	O	R

- PEARSE
- FFESTINIOG
- WELSHPOOL
- ROUNDHOUSE
- WOODYBAY
- BLUEBELL
- YEO
- PECO
- LYN
- LYNTON
- RATTY
- FARLIE

Many thanks to Sheron for taking the time and trouble.

Hopefully this will become a regular feature. (please, Mrs S?)

Dave Wilding demonstrates what the best dressed 16mm-er is wearing this year for our 'Caption of the Month' competition



Caption Competition



Typical!

Just as I thought this competition was finished due to the lack of responses, they all come flooding in!

It seems that the temptation to put words in your editor's mouth was just too great.

The best entry, as always, receives a years free subscription to this newsletter.

Let's start the entries from the gutter with Mike Ousby's libelous conversation between me and David Rhodes:

Chris: "I was conceived in one of those vans."

David: "Um, it didn't happen to be registration number GFR 813, by any chance, did it?"

Chris: "Yes it did..."

David: "Hello Son!"

From their we can only get better. So this is Mike's other attempt:

Chris MacKenzie demonstrating the latest dance craze to hit Timpdon, "You put your left arm in, your left arm out."

The standard of Mike's regular submissions has obviously inspired others, though, as Sheron Sixsmith supplied the following:

David: "Hey Chris take my advise..."

Chris: "What's that?"

David: "Don't let that John Fox anywhere near your model caravanette - there's no knowing what it could end up as!"

We now return to the gutter with an entry from Lancashire's resident Royal, Steve Colling:

Chris: "He says he used to get plenty of sex in one of these!"

Dave: "NO! I said I used to get plenty of sacks in one of these!"

It's hard to pick a winner out of all these, so to inspire the new blood to this competition, Sheron and Steve can share the first prize.

Perhaps even funnier than the captions, was Steve Colling's explanation of why we didn't send an entry for the caption competition which depicted his wife Ruth with Sheila Harling - he didn't recognise Ruth! Now that does inspire me for a few jokes!

This month's Caption Competition shows our resident railway doctor, Dave Wilding, finding a way of keeping dry under a T-towel. That should be good for some entries!

Applications to me please as soon as possible for the May newsletter.

Winner as always gets a years free subscription to this rag. 2nd prize is two years subscription...

A Brief Review of the Pre-history of the LADS

Andrew Armstrong writes...

Dear All,

Reading Cliff's article (January 2003 - No. 32) made me realise that there is a risk that this history might be lost or forgotten if I don't put it down in writing. Obviously this would be a pity. Sorry Cliff, but I was not the founder, the group goes back further... (*what all fuzzy pictures in black and white, with men in cloth caps?!*)

Seriously, I hope the attached is of some interest. I have been researching in my old copies in 16mm Exchange to confirm the various dates.

I have a considerable quantity of photos of this era and our various meetings and I hope to show them around at one event this Summer. Hope this all makes sense!

Regards, Andrew Armstrong

PS - Good luck to Cliff!

The Lancashire Area Group came into existence I suppose in 1985 and was started by Peter Dolan, with three other members, Chris Moss, Keith Hilton (Keith worked with Peter to build the Middleforth Valley Railway in the garden of Peter's house in Penwortham) and Dave Forshaw. All four were railway men working from Preston.

Peter wrote to me in early Sept 1985 as they were seeking to extend the Group. Following an invite, a visit followed and the opportunity to run on a new railway.

The Middleforth line developed quickly and became large enough to host National events, the last Sunday in May being one regular fixture. This gave the opportunity to see in action machines, which had featured in 16mm Today. One of my favourite memories is of Alf Smith's Tasmanian Garret taking just about everything with wheels out of the bottom station with steam to spare. (The actual Grand Opening of the MVR took place on 31st May 1987 but there were a number of more low key meetings prior to this).

*The Lancashire Area Group
first appeared in print in the
February 1987
16mm Association Exchange*

The local group initially had 3 lines, the MVR, Dave Forshaw's line at Clayton-le Woods (The Woodend Valley Railway) and mine at Kirkham (The Blackhead Light Railway) and various get togethers were held in 1986.

The Lancashire Area Group first appeared in print in the February 1987 16mm Exchange seeking further members. Gradually others joined including Mark Smith and Derek Wells from Euxton and more layouts began to evolve.

In addition to our own lines we also arranged a number of visits to "foreign lines", many of these are now only memories and faded photos in 16mm Today, but included "The Roseleigh Garden Railway" in Cheshire (perhaps the most impressively landscaped line I ever visited); "The Orchard Glen Railway" at Tentham near Stoke (I think we even got invited back!) and John Wenlock's line at Wrexham to name but a few. At each and every one there was always a warm welcome and plenty of new ideas to be had.

Sadly just when things were developing well, Peter tragically died on 15th September 1987.

This was a terrible shock to all of us. Peter had been the backbone of the Group from the start, and his practical and low key approach with an emphasis on enjoying the hobby and "playing trains" was a refreshing change from the committees and rules that seem to strangle many endeavours.

It is at that stage that I became responsible for the Group along with Peter's widow Renee. Keith Hilton did not have the heart to carry on and left the Group. Chris Moss stayed with us until the closure of the

MVR but increasingly returned to his first interest, model engineering.

The Group kept the MVR running for the next few years, with Renee's blessing, and more National Open Days were arranged. A construction competition in memory of Peter was arranged for a couple of years sponsored by Don Fifer who for a while had included 16mm items in his larger scale Park Railway business. It was not until November 1990 that the last services ran on the MVR and the decision was made to lift the line and clear the garden. The track was lifted and distributed to members. The first portable line was build using rail from the MVR I believe.

In 1988 Derek Well's line opened (26/6/88) and Mark Smith's 25/9/88.

During this period, we also had one slightly out of area member – Roger Woodcock who lived in Milburn beyond Penrith. An annual pilgrimage was made to his line (1st visit 17/6/90) and was well worth it - it ran round a paddock and had a length of run that most of us could only dream of!

These visits also allowed us to meet up with some members from the North East and see yet more new and interesting machines in action, including some of Peter Angus's creative output (usually something with gears!).

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to meet up with some
members from the North East*

Among others, Bill Cook joined the happy band and the first visit to his line was 26/8/90.

In December 1990, I had a change of job, which resulted in me having to work in Manchester. Initially I thought I would probably have to move (although this did not in fact happen) so I handed the reigns of power over to Phil Pacey.

But that becomes another story...

Andrew Armstrong

[Ed's note: - So then! That was the start of our group. Can anyone fill in the details for our next chapter? Does anyone know what happened then? Stay tuned... Same place... Same channel...]

Mavis :

*Chris MacKenzie's
first attempt at
steam loco manufacture*

Virgin on the Ridiculous!

Question: What do you get if you have a passionate desire for a new engine; no money; a bit box of assorted parts; a Mamod Minor Stationary Engine that's seen better days (and those were during the war); and an enthusiastic ignorance of the skills associated with model engineering?

Answer: Chris MacKenzie's first creation into the art of steam loco building.

The Mamod Stationary Engine is really a Health & Safety nightmare, built in the days when burning yourself on a toy was your own fault and the slogan "where there's a blame there's a claim" was nothing more than a lawyer's idea of paradise. It's got a brass boiler, no fill



level fill plug, no sight glass, one tiny single acting cylinder, no lubricator, no exhaust tubing from the back plate (facial saunas a speciality) and a whopping big meths burner which causes flames to nearly surround the boiler. In short, it's brilliant!

I suppose if this was a proper engineering magazine then the whole construction process could be dragged out to take up several pages. As it is, Chris has never even understood an engineering magazine, let alone purchased one, so the process was bit more simpler. He took the stationary engine and bunged it on wheels!

Of course the slight problem to this is that the flywheel thingy on the engine turns a lot quicker than you'd want the loco to travel. The answer was found in Chris's Mum's attic - Meccano gears.

I'm sure there is probably a very good reason to brass bush axles which carry drive gears. However, if you don't know of the good reason, then there's no need to do it (technicalities are only good for excuses - they never help when it comes to actually building). Therefore the Meccano gears were fastened to axles which were slid into holes drilled in the stationary engine's cut down fire screens.

This only left one more problem. Chris's skills at working out where the gears should go in relation to the overtyp cylinder's drive shaft, bit were a bit limited. And that's no good when you want to fix a gear to it. A bit of head scratching produced the obvious answer: stick a Meccano chain on the shaft and use that to turn the gears! The chain could then be adjusted to length when everything's in place. Easy peasy!

This empirical research, results driven type of engineering (sounds better than "suck it and see") worked so well that another chain was used from the gearbox down to the wheels.

Of course a single acting oscillator only goes in one direction ("of course" - Ha! No one told Chris this at the start of the project, did they?). With a 50 / 50 chance of sticking all the reduction gears together and having the engine going forward, guess which way it can now only travel? That's right - it only goes backwards.

Mind you, this is really the preferred way as the

exhaust doesn't spray steam out on the public when it's running on Chris's indoor layout (just the operators instead). It also gives a Glynn Valley type look to it (but I think we may be looking for excuses here to make the best out of a given situation).

The engine was covered with Mamod and Jane body panels (thanks to IP Engineering's scrap box again at one garden rail show) and sprayed with Smoothrite Blue and Halfords black heat paint.

It was originally going to be called "Everest" as Chris said the construction was a personal mountain he just had to climb.

In the end a spare set of "Mavis" nameplates were found in his spare parts bin and these were used instead - after all, having some specially made would've doubled the construction costs.

So, the bottom line...

It's a nice sedate loco that cost next to nothing to build and it's cute style is certainly different to all the other engines about.

But I don't think Roundhouse have anything to worry about yet...



This newsletter has been kindly sponsored by:

BACK 2 BAY 6
Garden Railway Models

Steve Warrington

23 Pool Road
Trench
Telford
TF2 6RL

Phone / Fax: 01952 619505

LADS Diary Special

It's published at last! The 2003 dates for your diary showing our local garden steam-up events.

Remember that anyone can turn up at these events with a loco (or even without a loco to that matter!) - but always telephone first to make sure that it's still on.

We've also included other significant dates for your info - things like bank holidays and other major 16mm exhibitions. Further information like track gauge, telephone numbers, directions, etc will be published in this newsletter a few issues prior to the event.

Any alterations / extra dates should be discussed with Cliff Robinson (Area Co-ordinator) or 01925 762 455.

All you have to do now is turn up and have fun! See you there!

April	Saturday 5th	16mm AGM Stoneleigh
	Saturday 12th	(& Sun) Large Scale Show, Leamington Spa
	Sunday 13th	Mark Haydock, Accrington
	Sunday 20th	Easter Weekend
May	Sunday 4th	May Day Bank Hol Weekend
	Saturday 17th	(& Sun 18th) Merstham Steam Show, Surrey
	Sunday 18th	Phil Pacey, Preston
	Saturday 24th	Spring Bank Hol Weekend
	Sunday 25th	Spring Bank Hol Weekend
June	Sunday 1st	David Wilding, Chorley
	Sunday 15th	Chris MacKenzie, Timperley
	Sunday 29th	Steve Colling, Rishton
July	Sunday 13th	Telford NG Show / Andy and Gail, Preston
	Sunday 27th	Bill Cook, Southport
Aug	Saturday 9th	(& Sun 10th) West Lancs Rly Gala Tarleton
	Saturday 9th	Calvin Green, Wakefield
	Sunday 17th	Peter Harling, Settle
	Sunday 24th	August Bank Hol Weekend
	Saturday 30th	(& Sun 31st) Welshpool Show and Gala
Sept	Sunday 14th	Phil Sixsmith, Warrington
	Saturday 27th	Elsecar Weekend
Oct	Sunday 5th	Diesel Day at W. Lancs Rly Tarleton
	Sunday 12th	Derek and Phil Eatons, Liverpool
Nov	Sunday 30th	Chris MacKenzie, Timperley, Altrincham

What the Papers Say

There's been a lot of railway news recently. So with blatant disregard to the copyright laws, Fred (our printer) has pasted the articles here [*Ed: and against my knowledge*].

Extract from a German newspaper:

(published in English):

A model railway fanatic stabbed his best friend to death after an argument over toy trains. The 33-year-old then cut off the man's testicles and threw the body out of a ninth-floor window in Berlin.

He admits killing the 24-year-old during a drunken row over the model railway they built together.

The man, named in court only as Uwe T, said: "We had planned the model railway for three years. I did everything myself but he did nothing at all.

"Then he broke off the project and came to pick up his share of the railway. When he packed up my favourite train, I lost it. I suppose that was when I started stabbing him."

Police traced the killing to Uwe's flat after spotting a broad trail of blood which had dripped from the window from where the body was thrown.

The court heard that Uwe had led a lonely life until making friends with his victim, named only as Pierre R. The carpenter, who lived nearby, was obsessed by trains and motorbikes.

Uwe has admitted stabbing the younger man 13 times with a steak knife before cutting off his victim's testicles and throwing the body out the window.

[Ed: I was considering whether to publish this or not. It may put Mike & Cliff off helping me on the portable layout...]

Sunday Times

"...there will be a meeting of the **Horny** Railway Collectors Association on Sunday..."

Thomas Sending Children "Off the Rails"

The children's hit television programme Thomas the Tank Engine may be making children frightened of going on trains because of the number of crashes in its stories, according to a British psychologist.

The animated series, based on children's books by the Reverend Wilbert Awdry, feature the adventures of a little steam engine who has been popular in Britain for almost 20 years. But Brian Young, a psychology lecturer at Britain's Exeter University, says the large number of accidents in the programmes could have a negative influence on children.

"Thomas the Tank Engine is aimed at a pre-school audience who tend to be more likely to see the programme as a reality," he told the Times newspaper.

Mr Young, an expert on how children react to TV, said there was evidence that children who watch programmes that consistently portray the same image tend to think there is more danger than normal.

"There is a possibility that the number of crashes they see on Thomas could frighten them," he said. "Seeing lots of crashes on TV means they could end up absolutely terrified of going on a train."

A spokesman for ITV, which broadcasts the show, told the Times it was confident the series was suitable for children.

Thomas is owned by British media company Hit Entertainment, along with Barney the Dinosaur, Bob the Builder and other animated characters.

(Ed's note: I bet every 16mm modeller reading this is saying the same thing... "It's a good job the kids don't watch my railway...")

Terrorism in Southport

Reported in many papers last month was the fact that Southport's Model Railway Village opened late this year because their insurers refused to renew cover due to "heightened threat from terrorism".

Owner Ray Jones is reported to have told them that "Terrorism in this village is zero - unless it's a 1:18 scale terrorist!".

This was after changing his business to another insurer.

(Perhaps it's a good job that so many 16mm lines seem to employ undercover soldiers from "The Corps"!)

Dear LADS...

Get your crayons out

Dear Ed,

Happy New Year to you and all the members up North [Ed's note : well it was January when he wrote!].

I came across your excellent Lancs and District newsletter site whilst looking up info on the Internet about the Accucraft Superior. I then noticed an article on my Weatherproof Signs (I still have stocks of these if anyone is interested...!)

I have also just completed a 55 min video called 'Live Steam Narrow Gauge Garden Railways Vol 1' (digitally recorded and edited) of 8 South West 16mm lines, including my South Hams Railway and Tag Gorton's Longlands and Western.

Premiered at the Exeter Garden Railway Show in November, it was so well received that loads of people have asked for copies. I think there will be a review in the next issue of SMT.

If anyone is interested it's £9.99 and it comes in a plastic box with sleeve notes etc.

Finally the next Exeter Show is on for Sat November 1st. The South West Group donated £1,100 profits to The Devon Air Ambulance from last years show and hope to raise even more this year.

All the best,

Graham Wilkins

Dear Ed,

As you know, I'm not one to complain. However I feel obliged to again put pen to paper and raise awareness of the diabolical standards of your newsletter.

You are contractually obliged to produce twelve newsletters per year. However I find that there has been no issue since January - **and it is now May!**

And when the newsletters eventually did turn up I found that the February and March 2003 issue was combined. This was obviously a blatant attempt to short change your readers.

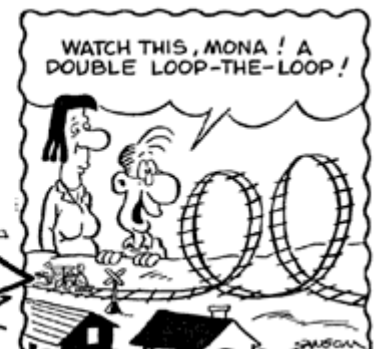
What's happening? Have you lost interest in being an Editor?

If an improvement in service is not imminent, then you leave me no choice as to cancel my subscription.

Millie Tant



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Here! Newspaper Chap!

What's all this, Eh? Decline in standards, that's what it is! No damn newspaper for months! Like being back in the jungle... Except the heat... And the flies... And the malaria... - in fact it's not a bit like the jungle. Damned stupid comment! Why'd you say that?

Just get the job done. Don't shirk your responsibilities... Can't run away... We need newspapers... Desertion... Shot a man once for that...

The Colonel

Your Editor Replies:

I plead guilty! No excuses, I haven't done the newsletter for months. Sorry.

In mitigation, I was a bit too busy.

At once stage I was 2,000 e:mails behind; orders were coming in for Timpdon Electronics stuff that wasn't made; web sites had been commissioned but not written; the inside railway needed preparing for two major shows; Oh!! And I was working six days a week at my proper job! Oh! And why didn't anyone warn me how much time a two year old takes up?? (Yes, he was two in April!)

I know it's no excuse, but the articles came flooding in and I fully intended printing them up... Then I got behind. And it always takes even longer to catch up...

Anyway - we're back on track now. That's why this edition is a combined one (February & March) but benefits from six pages. Hopefully the April edition should also be in the same envelope.

So... Sorry for the delay. We should now be back on track, and thanks to all those who contacted me offering support for the rag.

Chris MacKenzie

Dear Diary...

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

Sun 18 May - 1pm - Phil Pacey
Fulwood, Preston - 01772 729203

Sun 1 June - 1pm - David Wilding
Chorley - 01257 416294

Please see the April Newsletter for further details of all events.

Roundhouse Open Day

The Roundhouse factory open day is on **Sunday May 11th 2003** from 10am until 2pm.

Contributions?

So what have you got planned for this Summer?

A Railway extension?

Some new rolling stock?

Have you just bought a new loco?

Well we have a right to know!

I'm particularly interested in people's experiences with a new (to them) steam loco.

Not so much as a review,

but more of how you got on with it.

Printed loco reviews tend to be written by experienced steamer-uppers

- but how does the average fellow cope?

Why not write it up for the LADS?

Simply send your text to:-

Chris MacKenzie
2 Curzon Drive, Timperley,
Altrincham, Cheshire, WA157SY
0161 980 7804

or email

narrow.gauge@btinternet.com