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WITH ROD & LINE

MANY anglers are now turning their thoughts to fly fishing for trout. This is a very skilful, but not too difficult branch of fishing. However, let us assume that you can cast a fly so that we can go straight on and take a look at a few patterns which will be found acceptable to the fish in the early part of the season.

To my mind, far too little attention is paid to nymph fishing. Flies which are found over the water have, as a rule, been born in the water and have spent the greater part of their existence in this medium. Just before hatching out into flies the grubs, larva, or whatever you care to call them, make their way to the surface where in a short while they split their shuck, spread their wings and fly off.

Remember, also, that fish take most of their food from the bottom in the form of these various grubs, with actual flies forming a very small percentage of their food. The answer, then, is to offer them imitations of these grubs and this is done in the way of nymphs.

You will often see trout 'bulging'; that is they don't rise right at the surface but when almost there they turn and dive down, taking a nymph as it is floating towards the surface. You may just

see their back fin clear the water but generally, you will just see a sort of lump or bulge on the surface, hence the term 'bulging'.

TEMPTING TROUT WITH A FLY By 'Kingfisher'

Nymph fishing is, of course, wet fly fishing, that is with the offering being below the surface, and it may well be that although you hope your nymph looks like one it may well be taken because it represents a very small fish.

I tie my own flies and many of these nymph patterns are tied with the hackle in the centre of the hook shank. Using coloured tinsels for the body I can use one colour near the eye of the hook and above the hackle and an alternating colour below the hackle. These are not tied to represent anything in particular but they do take fish. Not being a dry-fly purist my contention is that I have offered

the fish something which has aroused its interest to the extent of taking it and that is good enough for me.

My own preference in fishing nymphs is to cast them near reeds, as numbers of nymphs crawl up the stems of these on their way to the surface and a feeding trout will be where its food supply can also be found.

Another type of fly is the one with a very sparse hackle which is long in the fibre. I ignore the books which tell us that the hackle should not be so long that when laid back over the hook it covers the point as this will interfere with striking a taking fish.

I ignore that advice as in my humble opinion you don't have much chance to strike a trout. When it draws in the fly and turns down to the bottom it has either hooked itself or ejected the fly. There is a term in trout fishing known as 'rising short' and I think that more often than not it isn't the fact that the fish has risen and turned away as the angler struck but that the angler struck before the fish had actually taken a hold on the fly.

However, to return to these long-hackled flies which are termed spider flies on account of the long hackle looking like the legs of a spider, these are also useful early in the season.

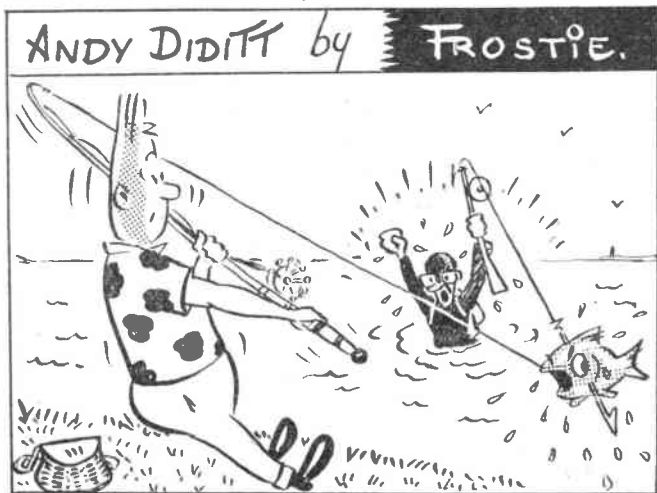
And being fortunate in having these coloured tinsels I don't trouble much about what kind of feather I use in the tying.

Useful Tip

Gamecock hackles are good and so are the pheasant hackles and if you get a feather which looks too thick in the hackle then cut the fibres off one side of the feather. Incidentally, this is a useful thing to do for many flies.

Remember, too, that when wet fly fishing you will find the trout lying behind rocks and any other obstructions which may be on the river bed.

If you should be lake fishing in a boat you should fish in towards the reed beds and just off any rocky points there may be. You can sit well out if there is a wind as it will blow your fly-line in to the shore. You will realise that it is the shore towards which the wind is blowing that the fish will search for food carried across the lake and then blown along the surface shorewards.



"HEH! HEH! WHAT'S THE BIG IDEA?"

Next week's issue will contain plans and details for making an 11ft. 6in. plywood skiff
MAKE SURE OF YOUR COPY

Shadowgraphs for Decoration

THE craft of making shadowgraphs is an extremely fascinating one. It is especially useful to those hobbyists who experience difficulty in evolving attractive and original decorative motifs for their finished craftwork.

Briefly stated, the craft consists of producing a stencilled silhouette with a 'spattered' background. Natural media such as ferns, sprays of leaves, pressed flowers etc, and pictures cut from old magazines or greeting cards, can be most effectively employed.

Blotters, book-jackets, panels of lamp shades and firescreens etc, may all be tastefully decorated with the maximum of ease and in the minimum of time.

The ferns, flowers, or magazine cut-outs are carefully pinned into position on the work which has to be decorated, and it is then subjected to a fine spray through a diffuser. When the original is removed it will be found to have left behind it a neat silhouette.

The illustration shows an attractive galleon silhouette obtained by cutting out a magazine illustration and pinning the cut-out in position on the work. Always use fine pins or needles for this as drawing pins cause rather unsightly holes. Ensure that the pins are so placed that they will not cast a silhouette themselves, and so distort the outline of your shadow graph.

An excellent little diffuser can be made from an old scent bottle with a bulb attachment and a diffused effect can be obtained by charging an old tooth brush with colour and brushing it over a comb at a suitable distance from the work. By altering the distance of the comb and brush from the work, a differing density can be achieved with the coloured spray.

Assuming that your cut-out has been pinned into the correct position and is lying perfectly flat on the material that has to be decorated, fill your scent spray with coloured waterproof ink and direct a spray of the liquid at the design. Try to get a heavy diffusion around the outline of the pattern, gradually becoming lighter as you work away from the cut-out. Colour as large an area as desired, and then carefully remove the pattern. An excellent shadow graph should have been produced at your first attempt. The craft is as simple as that!

As already mentioned, such natural media as ferns, sprays of leaves, and even feathers, can be used to provide some really attractive effects. You may find it necessary to press these natural decorations in a heavy book, or between two sheets of cardboard or plywood with weights, on them. If a clean, sharp outline is to be obtained it is imperative that the



original pattern lies perfectly flat.

Sprays of holly, yew, mistletoe, etc, should first have their berries removed before pressing. Afterwards, small cardboard shapes may be pinned into the correct positions on the work so that the completed shadowgraph will be shown bearing its full complement of 'fruit'.

There is plenty of scope for originality in this craft. Most beginners will be content with single colour effects until they

become a little more proficient. It is possible, however, to achieve some striking multi-coloured designs that look amazingly professional.

You must first decide upon the colour combination required. Each colour is sprayed on separately, pieces of cardboard being used to mask those portions of the design that have either already been sprayed or are awaiting their turn for the next colour. It is best to have several diffusers, keeping each one for a certain colour. If you only have one diffuser, however, you must ensure that it is thoroughly cleaned by spraying a quantity of clean water, before filling it with the second colour.

With a little practice you will find that it is possible to complete quantities of these shadowgraphs in a surprisingly short space of time. If you already have, or are able to find a ready market for small items of craftwork, the process can be greatly speeded up by using this shadow graph method to decorate your work. (B)

A LINO PROBLEM SOLVED

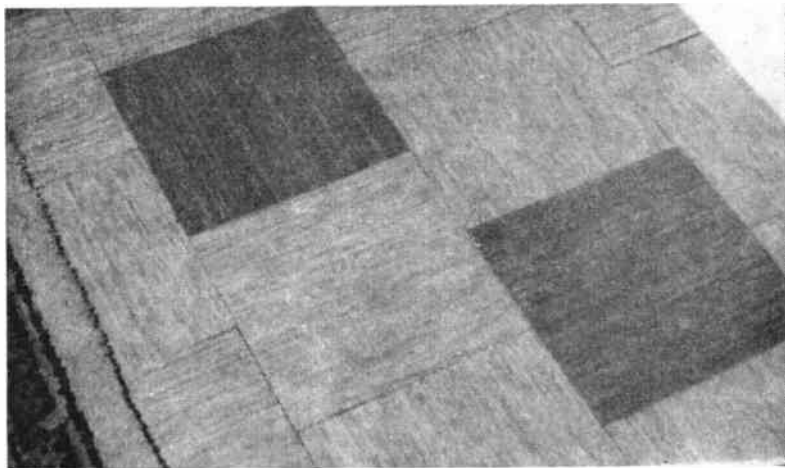
IT often happens, when you move home, that nothing fits, particularly curtains and linoleum from the old home.

More often than not, large areas of linoleum must be cut down to fit a smaller room, leaving a lot of off-cuts that finally find their way to the dustbin.

It is worth while giving a little thought to cutting up two lots of linoleum into 9 in. squares and laying them in a pat-

tern that will give you the minimum of waste and perhaps allow you to cover a room that one piece of linoleum would not cover. The same principle could be applied to room surrounds or in the bay.

Cut the first square very carefully with the aid of a T square and use it as a template to cut the other pieces. The squares are held to the floor with one of the many proprietary brands of adhesives on the market. (E.C.)



CHEMISTRY

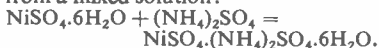
AT HOME

As it is the commonest of the salts of the metal nickel, Ni, nickel sulphate, $\text{NiSO}_4 \cdot 6\text{H}_2\text{O}$, is a convenient starting point for experiments.

We associate nickel with nickel plating. Normally, this plating is done by electro-deposition. It can, however, also be carried out by easier chemical means, though the deposit is not so thick.

EXPERIMENTS WITH NICKEL COMPOUNDS

First we shall need some nickel ammonium sulphate, $\text{NiSO}_4 \cdot (\text{NH}_4)_2\text{SO}_4 \cdot 6\text{H}_2\text{O}$. This double salt is easily prepared from ammonium sulphate, $(\text{NH}_4)_2\text{SO}_4$, and nickel sulphate by crystallizing them from a mixed solution:



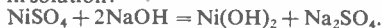
Pour 20 c.c. of water, H_2O , into an evaporating basin on a boiling water bath (a tin will serve; see Fig. 1). Add 6.8 gram of nickel sulphate and 3.3 grams of ammonium sulphate. The solids dissolve forming a green solution. Continue heating on the water bath

until the mixture is almost dry, allow to cool overnight, and then dry the pale green mass of nickel ammonium sulphate on a clean porous brick.

To make a supply of the nickel plating powder grind finely 3 grams of the nickel ammonium sulphate. Then add 0.15 gram of magnesium powder, Mg, and 1.5 gram of precipitated chalk (calcium carbonate), CaCO_3 . Grind again until thoroughly mixed, and keep the product in a dry well-closed bottle.

This will plate brass, copper, and steel. If the metal is very dirty, first clean it. To use the powder put a little in an evaporating basin, moisten a cloth, dip it in the powder, and rub the metal to be plated. The nickel plating quickly appears. When the metal has been treated all over, repeat twice or thrice more, when a quite durable finish will be obtained. Finish by rinsing and buffing with a dry cloth. Any powder remaining in the basin should be thrown away, and not returned to the stock bottle.

Like most metals nickel gives an insoluble hydroxide, $\text{Ni}(\text{OH})_2$. The preparation of a specimen affords a useful exercise in the washing of a bulky precipitate, for nickel hydroxide is one of these. By adding sodium hydroxide solution, NaOH, to a solution of nickel sulphate green nickel hydroxide is precipitated and sodium sulphate remains in solution:



Stir in the sodium hydroxide solution a little at a time until a point is reached when a drop placed on red litmus paper just turns it blue, indicating a slight excess of sodium hydroxide.

To wash this bulky precipitate on the filter would be a slow and imperfect process. The sodium sulphate is best washed out by treatment with large volumes of water in a winchester or other large bottle fitted with a siphon (Fig. 2). As so many liquid medicines come to pharmacists in non-returnable winchesters these days, pharmaceutical dustbins are overflowing, and a winchester may usually be had for the asking.

Pour the nickel hydroxide sludge into the winchester, nearly fill with water, close the winchester, shake well, and leave the precipitate to settle. Insert the siphon with the end of tube B about $\frac{1}{2}$ in.

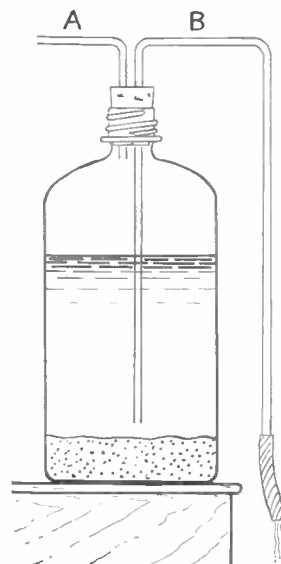
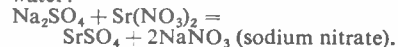


Fig. 2—Washing bulk precipitate

from the surface of the precipitate. Blow down tube A until the wash water begins to run from tube B. Further blowing is unnecessary, for the water will continue to run of its own accord until the level in the bottle falls lower than the end of tube B.

Repeat the washing until one wash water gives no white precipitate when a sample is tested with a little strontium nitrate solution, $\text{Sr}(\text{NO}_3)_2$. This test is based on the formation of insoluble strontium sulphate, SrSO_4 , so long as sodium sulphate is present in the wash water:



When the nickel hydroxide is shown to be free of sodium sulphate by means of this test, filter it off and dry it, open out the filter paper on to a clean porous brick, and let the whole dry at room temperature.

Traces of sodium sulphate will remain in the nickel hydroxide owing to occlusion, and to the fact that strontium nitrate is very slightly soluble in water, but the compound is pure enough for nearly all laboratory purposes.

Also in common with many other metals nickel yields an insoluble basic carbonate. Its formula is indefinite, since mixtures are often formed, but it usually approximates to $\text{NiCO}_3 \cdot 2\text{Ni}(\text{OH})_2 \cdot 4\text{H}_2\text{O}$, from which we see that it is a compound of nickel carbonate, NiCO_3 , with nickel hydroxide plus four molecules of combined water.

To prepare it add a little at a time a solution of sodium carbonate (washing

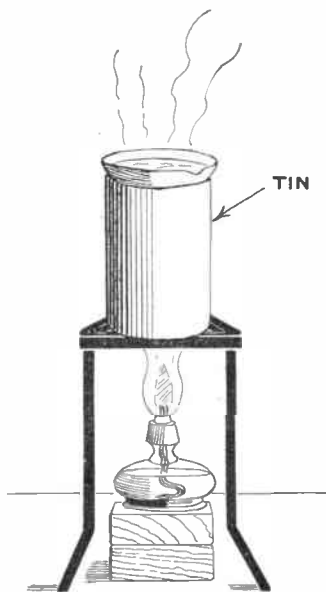


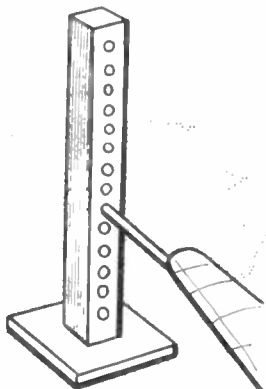
Fig. 1—A simple water bath

A DESCRIPTION of a 'dihedral adjuster' which is used by Keith Barnett of Barnsley, Yorks. when making model aircraft is passed on for the benefit of other enthusiasts.

DIHEDRAL ADJUSTER FOR MODEL AIRCRAFT

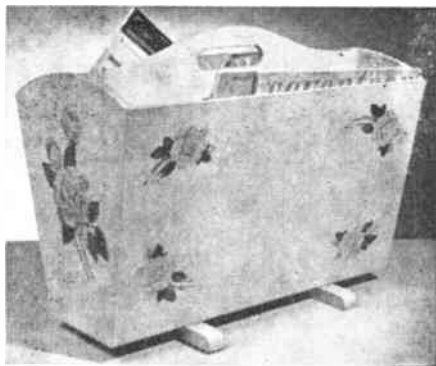
It consists of a 6 in. square base of wood on which is fixed a 12 in. upright bored with $\frac{3}{16}$ in. diameter holes placed 1 in. apart. A piece of $\frac{3}{16}$ in. dowel rod inserted into the appropriate hole maintains the wing of the aircraft at the correct dihedral angle.

As Keith says, this gadget saves a lot of time spent looking for match boxes and suitable bits of wood to provide the necessary support at the correct height.



EFFECTIVE USE OF TRANSFERS

A GOOD example of the decorative effect of transfers is shown in this magazine rack assembled from Hobbies Kit No. R.T.A.5. Easily put together by a woman reader from pre-cut parts already shaped, it was painted all over a light colour. The delightful rose transfers are from the Decorette range, costing 2s. 3d. a sheet (post 3d.) from Hobbies Ltd, Dereham, Norfolk, who can also supply a wide variety of Decorette transfer. *The ready-to-assemble kit costs 22/6 (post 3/-).*



● Continued from page 92

NICKEL COMPOUND EXPERIMENTS

soda, $\text{Na}_2\text{CO}_3 \cdot 10\text{H}_2\text{O}$, to nickel sulphate solution. Stir continuously during the addition. When a drop of the mixture turns red litmus paper blue, halt the addition of sodium carbonate solution. Bulky green basic nickel carbonate is precipitated, sodium sulphate being left in solution.

Once more wash this precipitate in a winchester fitted with a siphon, until one wash water gives no white precipitate with strontium nitrate. Then filter off the basic nickel carbonate, and let it dry in the same way as the nickel hydroxide.

Metallic nickel is easily prepared by heating nickel oxalate, $(\text{COO})_2\text{Ni} \cdot 2\text{H}_2\text{O}$, out of contact with air. First prepare nickel oxalate by stirring a solution of 14 grams of nickel sulphate in 90 c.c. of boiling water into a solution of 7.1 grams of ammonium oxalate, $(\text{COO} \cdot \text{NH}_4)_2 \cdot \text{H}_2\text{O}$, in 100 c.c. of boiling water. Pale green nickel oxalate is precipitated,

and ammonium sulphate left in solution $\text{NiSO}_4 + (\text{COO} \cdot \text{NH}_4)_2 = (\text{COO})_2\text{Ni} + (\text{NH}_4)_2\text{SO}_4$.

Allow the whole to stand for half an hour, filter off the nickel oxalate, wash on the filter until one wash water gives no white precipitate with strontium nitrate solution, and then let the precipitate dry on a porous brick.

To prepare metallic nickel put about 2 grams of nickel oxalate in a crucible, close with a lid and heat. Now and again, momentarily lift off the lid with crucible tongs. When the solid shrinks no more let the crucible cool with the lid on.

During the heating the nickel oxalate parts with water and carbon dioxide, CO_2 : $(\text{COO})_2\text{Ni} \cdot 2\text{H}_2\text{O} = \text{Ni} + 2\text{H}_2\text{O} + 2\text{CO}_2$, and the metal is left behind as an olive-grey powder. Bring a magnet near to it. It will fly to the magnet in the same way as iron. (L.A.F.)

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POTHOLING

POTHOLING is a sport which has aptly been called 'mountaineering in reverse', for here one climbs down into the earth instead of up and away from it. It has an advantage over mountaineering, at any rate in this country, for whereas almost every square inch of mountain has been explored here, every year new caverns and potholes are discovered—places where the footfall of man has not been heard since the Creation.

holer and it is true to say that there is no part of Britain where he cannot find some sport within easy travelling distance.

Most potholes contain streams and pools, and even the 'driest' are damp and muddy. Thus it is very necessary to wear clothing which will not be used for anything else. Plenty of old clothes should be worn in order to keep warm and over all should go a one-piece boiler suit, preferably without external pockets, which tend to snag on rocks. If the idea of getting wet is not appealing, ex-W.D. rubber exposure suits can be worn which are completely waterproof. These, however, also keep perspiration in and tend to become 'clammy'.

Good boots are essential. These should be nailed, preferably with climbing nails, so that they will grip well even on wet rock. Another essential part of personal equipment is some form of protective headgear. A miner's pressed paper helmet is satisfactory, although a light fibreglass helmet is better, being less affected by moisture.

The question of lighting is very important and the general principle is to have one lamp attached to the helmet, leaving both hands free, and to have another lamp tucked away in an inside pocket should the helmet lamp fail or get broken. The spare usually takes the form of a normal electric torch, while

for the main lamp, a miner's cap lamp has much to recommend it. This clips on to the helmet and is powered by a chargeable accumulator which is strapped around the waist. Another popular and much lighter lamp is the acetylene cap lamp, which burns acetylene generated from calcium carbide and is similar to the old-fashioned bicycle gas lamps. The disadvantage here is that spare carbide must be carried as one filling only lasts about four hours.

A person wishing to take up potholing would be well advised to join one of the several clubs that are in operation at the moment. This is advisable for two reasons. Firstly, potholing can be hazardous for an inexperienced person, and for his first attempts the novice should be a member of an experienced party where there will always be someone to give him a helping hand and keep an eye on him. Secondly, a large number of the more interesting potholes need a great deal of equipment in the form of ropes and ladders for their exploration. In a club all this equipment is available to members, and is usually well maintained.

Most clubs will accept members with no experience whatsoever and enquiry at any library will enable the prospective potholer to find the names and addresses of the clubs in his area. Most big towns have one or more clubs and in any of the areas mentioned above there are several good clubs operating.

This, then, is a hobby that can easily absorb a lifetime's interest, and can provide, in doing so, an immense amount of satisfaction.

By D. Edwards

Contrary to popular supposition, there is a great deal to be seen underground; rivers thunder into vast lakes; immense caverns soar up to a great height; beautiful rock formations abound. Besides this, there is the great companionship which is found amongst potholers. This in itself makes the sport well worth taking up.

Potholes and caves are formed by the widening of cracks in the limestone strata through water action. Thus they occur in every limestone district. The best areas in Britain are generally held to be West Yorkshire and the Peak District. Each of these districts has many first-rate caverns. One of the best known in Yorkshire is Gaping Ghyll, a large system which contains the largest underground chamber in the British Isles (so large in fact that York Minster could quite easily be accommodated in it). A well-known pothole in the Peak District is the infamous Eldon Hole. This has excited the imagination of countless travellers throughout the ages, and was at one time thought to be bottomless.

There are several fine systems down south in Somerset and Devon, and recent exploration has shown great possibilities in South Wales. It was here that two years ago the longest cave in the British Isles was broken into. This cave, known as Agen Allwyd, has a total length of some eight miles and has not yet been fully explored!

Less popular areas also yield some interesting work. There are a few caves in North Wales and North Scotland, while the exploration of old mine shafts in the Barrow-in-Furness area has led recently to the discovery of several natural caverns.

Wherever, in fact, limestone occurs, there is something to interest the pot-

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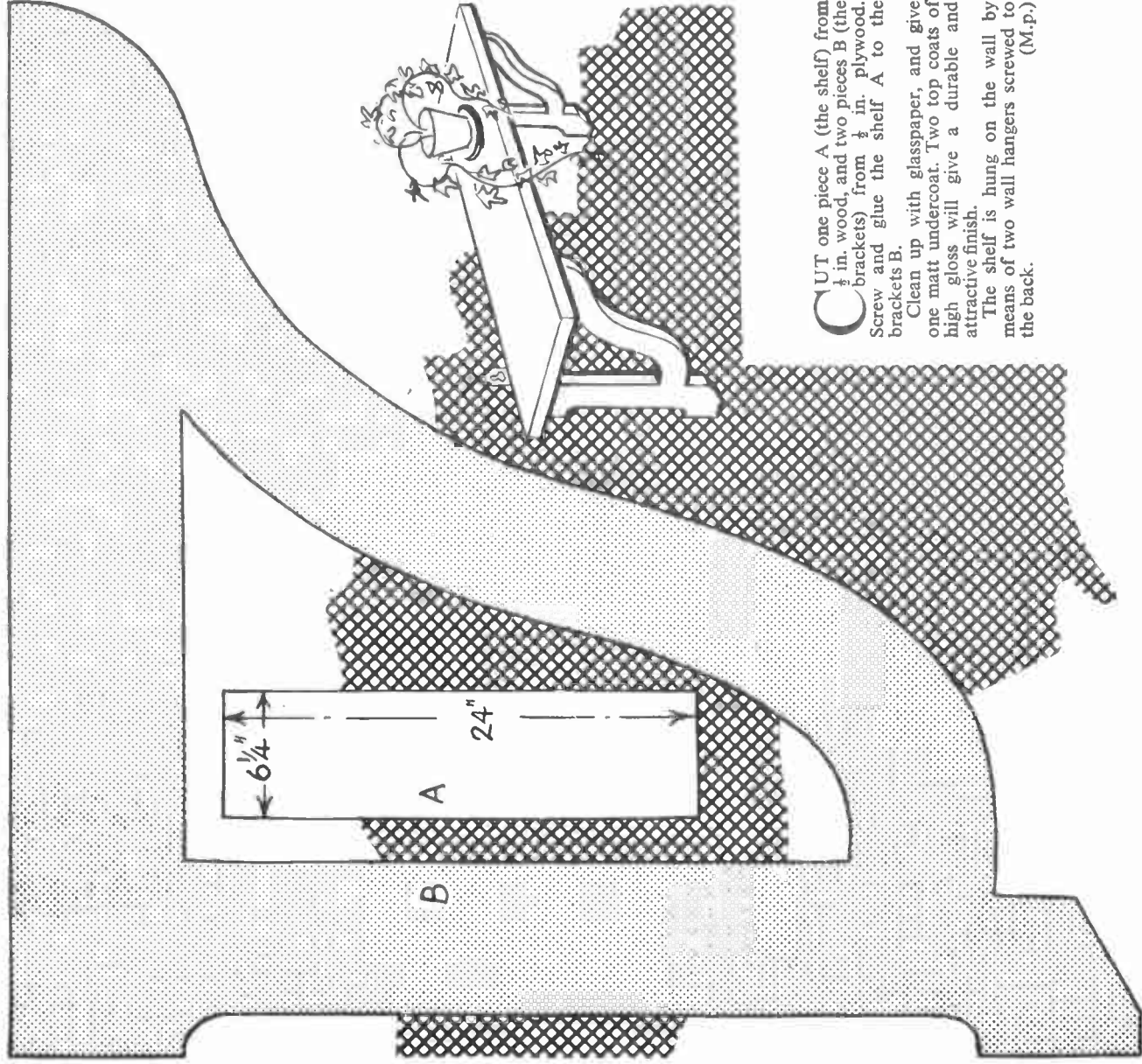
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A DECORATIVE SHELF



CUT one piece A (the shelf) from $\frac{1}{2}$ in. wood, and two pieces B (the brackets) from $\frac{1}{2}$ in. plywood. Screw and glue the shelf A to the brackets B.

Clean up with glasspaper, and give one matt undercoat. Two top coats of high gloss will give a durable and attractive finish.

The shelf is hung on the wall by means of two wall hangers screwed to the back. (M.P.)

9th MAY 1962

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NUMBER 3465

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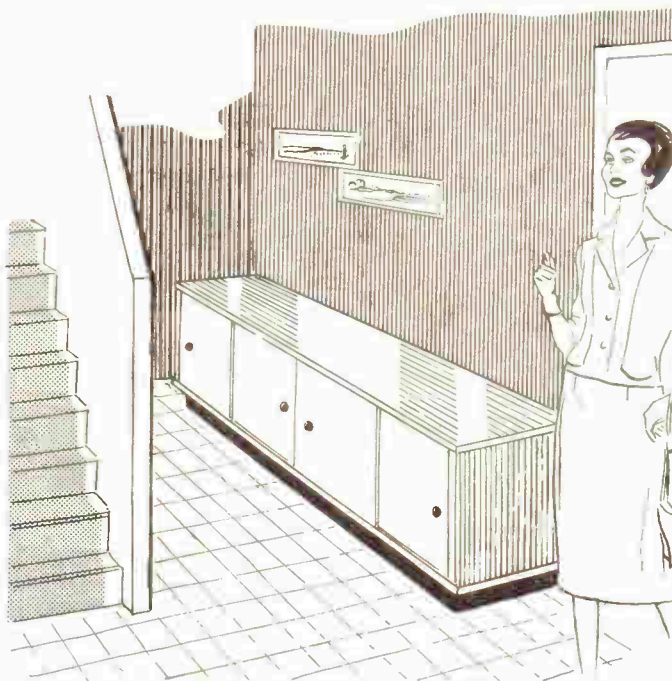
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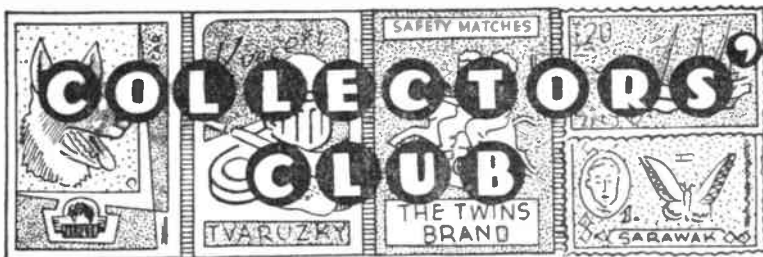
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 ★ stamped addressed envelope and ★
 ★ reply coupon inside back cover. ★

MUCH has been written about so-called 'Fake Cards' but I have never read an article which really explains the purpose of these post-cards and how they are produced.

We all know that the chief buyers of view cards, aside from the collectors, are the tourists. However, there are several of the smaller towns throughout the country which can boast of nothing to attract the average tourist and so there is little demand for cards.

Now and then a visitor will drop into the local stationers' and ask for a few cards to send to friends. However, the big manufacturers are not interested in printing less than a thousand cards of a subject and such a quantity would last many small stores for twenty years or more. Naturally they cannot reasonably be expected to tie up their capital for such a long time.

Several firms in America, among the leaders of which is the Nyce Manufacturing Company of Vernfield, Pa., have solved the problem of these small town

stores by the use of local imprints — the so-called 'fake' cards. These jobbers buy the cards without imprint in quantities of perhaps 50,000 of a particular subject. They may have 100 or more different subjects to choose from. Their catalogues are sent to stores from Maine to California and the dealers select the subject

WHY THERE ARE 'FAKE' POSTCARDS

they want. The jobber then imprints them with the name of the town, such as 'Greetings from Pumpkin Center, Iowa' or whatever the town may be. The store can buy as few as 100 cards and even in that small quantity there are several different designs. Thus the occasional visitor to town can be supplied with 'souvenir cards' to be sent back home.

Of course, serious collectors are not interested in these cards. Some, however,

collect them to see how many they can get of the same view with different imprints. In a collection I bought some time ago there was a packet of 100 or more cards which were 'matched' — that is, there were two or more of one design with imprints of different towns.

Exchangers should *never* send cards of this type to collector friends, as most would consider them plain 'junk'. We should not condemn the manufacturer or jobber as they are really filling a demand which could not be met in any other way.

While on the subject of manufacturers, we might point out another matter which collectors often discuss. We often hear them condemning Curt Teich, Kropp, Dexter Press and others for printing cards which do not interest the average collector and for turning out so few of the more popular subjects. As a matter of fact, these manufacturers do not select the designs for most of the cards they produce. The majority are made to the order of the local distributors.

There are exceptions, of course, such as State Large Letter Cards, State Capitols, etc, which the companies carry in stock and sell to various local dealers. Designs are those which local dealers think will sell and there are generally too few collectors in any one locality to influence their choice.

LABELS IN CIRCULATION RUSSIAN FISHING HUMOUR



These selections of 1962 match labels from Russia strike a humorous note on the subject of fishing.



SWISS PUBLICITY

This year's publicity issue of four stamps from Switzerland appeared on 19th March. Designs illustrated are:
 5 cent 'Swiss Electric TEE Trains'
 10 cent 'Rowing at Lucerne'
 20 cent 'Jungfrau Jock Station'
 50 cent 'Anti-Malaria Campaign'

PORTRAIT CHANGES FROM MALAYA

THE portraits on the current Malayan stamps of Kelantan and Selangor have been changed to those of the New Sultans. The 10 cents values were released on 17th October and 1st November respectively and the balance (1, 2, 4, 5, 8 and 20 cents) were issued on 1st March.

Our illustrations (right) show values in the Selangor issue. The same values from Kelantan bear similar overall designs with changes in the portrait to that of the appropriate Sultan.



Stamp Collecting

By Kenneth F. Chapman

THIS book sets out clearly the attraction the hobby holds for millions of people all over the world, and explains to the newcomer just how to enjoy stamp collecting. The hobby is fully explained by a philatelic journalist who has had over thirty years' practical experience of collecting and collectors.

How to spend money on your hobby, and how to make money from it are fully explained, while the chapter on forgeries and fakes makes interesting reading.

Published by Arco Publications, 29 Great Portland Street, London, W.1. Price 12s. 6d.

'Navigation' Pictorial stamps issued by BULGARIA on 14th March are:

- 1 stotinki 'Goods Ship'
- 5 stotinki 'Tanker'
- 20 stotinki 'Liner'

Advertisers' Announcements

100 DIFFERENT stamps free! Request 4d. upwards discount approvals. — Bush, 53 Newlyn Way, Parkstone, Dorset.

£. S. D. COLLECTING all stamps in 'Collector' booklets. When completed booklets purchased for cash. Instruction booklets 1/6 posted. — D. H. Elliott, 636A Bristol Road, Northfield, Birmingham 31.

2,500 QUALITY STAMPS sent to you in a box on approval. Pick where you like at only a PENNY each. Fantastic value with many high values included. Both British Colonials and Foreign — Mint and Used. All the latest issues! **WRITE NOW** — The Connoisseur Stamp Service (Dept. Y8), 37 Jonathan Road, Fareham, Hampshire.

BOY SCOUT JUBILEES MARKED BY NEW STAMP ISSUES

RECORDS show that the first step towards the introduction of the Boy Scout Movement into Barbados was the result of a visit which the founder of the movement, Lord Baden Powell, paid to the island in 1911, while on a winter cruise. An Association was formed on 9th March 1912.

values includes the Annigoni portrait of Her Majesty the Queen with the St. Edward's Crown and depicts the Boy Scout Emblem, on a map of Barbados. The colours are 4 cents blue and orange; 12 cents blue and sepia; \$1.20 carmine and bronze green (illustrated).



The 50th anniversary was celebrated with a Scout Week of events starting on Friday 9th March.

The big event of the Year, however, will be held at the end of the Anniversary Year, in March 1963. Plans are being made for a Jamboree of 800 Scouts to be held during the Easter Vacation, and Scouts from the other West Indian Islands, British Guiana, British Honduras, and other countries will be invited to attend.

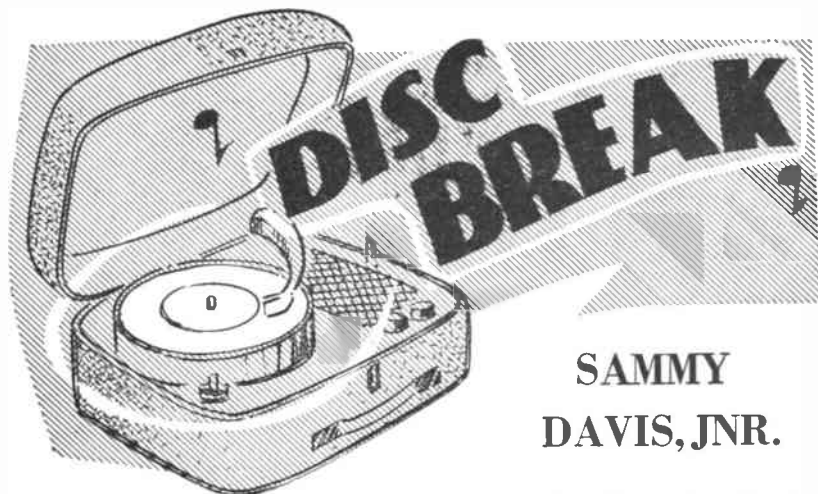
Three special stamps were issued to commemorate the Golden Jubilee. The design, which is common to all three

Another from Ceylon

CEYLON Boy Scouts Association has also recently celebrated its golden jubilee and the occasion was marked by the issue of the 35c stamp (illustrated) on 26th February. It features the Ceylon Scout badge in buff on a blue background.

The movement was introduced to the country in 1912 by Mr F. G. Stevens, a British engineer, and interest quickly spread. There are now twenty-nine Branch Associations and the total number of Scouts in 1961 was 19,865.





SAMMY DAVIS, JNR.

SAMMY DAVIS, Jr., one of the most versatile and explosive talents in the entertainment industry, has been in show business for most of his 34 years. He began his astonishing career with his uncle, Will Mastin, and his father, Sammy Davis, Sr., as a member of the Will Mastin Trio.

Sammy, in fact, celebrated his first birthday in a specially made crib in a dressing room in the old Hippodrome Theatre in New York. With the Trio he learned his profession — the superb timing, the deft comedy touches, all the subtle nuances which have since placed him at the top of his profession.

His skill as a dancer was founded on the tuition of the famous Bill 'Bojangles' Robinson who was so taken by

the youngster's evident talent that he offered to coach him.

In 1943 Sammy went into the U.S. Army, where in addition to his regular duties, his talents were pressed into service producing camp shows, many of which he wrote and directed himself. He was discharged at San Francisco late in 1945 and immediately rejoined his father and uncle who were working in Seattle.

In April 1946, the Trio, unheralded and unsung, was booked as the opening act at the now defunct 'Slapsie Maxie's' in Hollywood. They scored such an overwhelming success that they went back as headliners — and broke every previous record at the club. After that came a tour which included all the major



theatres in the United States.

Moving into another phase of his career this incredibly talented performer opened on Broadway in March 1956 in a musical comedy called 'Mr Wonderful.' Sammy bowled the tough New York theatrical critics right over as they acclaimed his talent.

In the autumn of 1954, while driving from Las Vegas to Hollywood for a recording session, Sammy was in a car accident that cost him his left eye. The police said it was a miracle that Sammy wasn't killed. While in hospital he received over 100,000 telegrams and letters from friends, fans and well-wishers. He came back stronger than ever, triumphant over what could have been a crippling handicap.

After establishing himself in almost every medium of entertainment, Sammy Davis, Jr., moved in and conquered the world of films. He made his debut in the now classic stage comedy-drama, 'Anna Lucasta' with the magnetic Eartha Kitt as his co-star. Then he starred in the equally brilliant 'Porgy and Bess.'

In May-June 1960 Sammy spent a momentous four weeks in Britain. At London's Pigalle Restaurant he played 26 shows before an estimated 23,000 people, appeared in a Royal Command Performance, starred in a 'Saturday Spectacular' and announced his engagement to Swedish actress Mai Britt.

A single from Sammy's latest film, 'Oceans 11' which he made with three other members of the famous Hollywood 'Clan', Frank Sinatra, Dean Martin, and Peter Lawford, was released on HMV 45-POP 777. Titles were 'Beethoven/ Ain't that a kick in the head.'

'WINNIE' PLAYED ON A SUB.



Winnifred is as much at home sitting at a stately grand as when pounding the keys of her 'other piano' for 'honky-tonk' sessions

WINIFRED Atwell, who has played on trains, in a lion's den, on the seashore, on airport tarmacs, announced on an Australian TV programme that her secret desire was to play in a submarine.

At the end of the programme, a telegraph-boy arrived with a wire reading. 'DELIGHTED TO HAVE MISS ATWELL ON BOARD ONE OF HER MAJESTY'S SUBMARINES TO FULFIL HER DESIRE ... 4th SUBMARINE FLOTILLA'.

The Submarine Old Comrades' Association arranged it, and Winnie actually played on two submarines. She also played her piano roped to the heaving deck, and wrote back to England, 'I really thought I was going to be a meal for the crocodiles that time. I nearly called the whole thing off. . . . I'd no idea submarine decks were so narrow!

MAKING HALL CABINETS

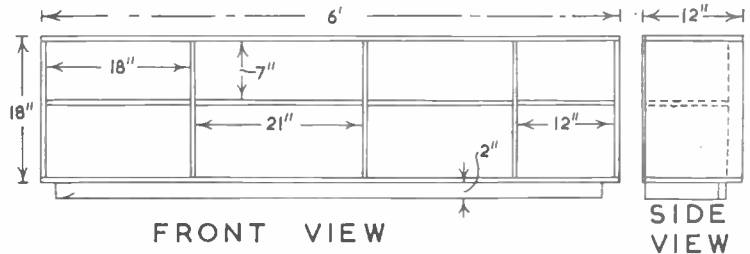
THE modern fitment illustrated on the front page can be used in the hall or lounge, and is particularly handy for storage purposes. It may be covered with a laminated plastic such as Waverite or may be padded and used as a seat. The use of sliding doors saves space and the unit may be used in a narrow hall.

The measurements may have to be modified slightly to suit the space available, but this will not affect the construction in any way.

The front and side views in Fig. 1 show the main sizes. The doors are removed from the front view to show the arrangement of the shelves. The top, bottom and ends are of $\frac{1}{2}$ in. wood and are screwed and glued together as in Fig. 2. Screws should be countersunk and the holes filled.

The top is now covered with Waverite or any suitable plastic covering. Clean up the edges and glue $\frac{1}{2}$ in. half round beading round the edges at the front and sides as shown in Fig. 3.

The doors are of $\frac{1}{8}$ in. hardboard or Waverite wallboard. They will slide in plastic runners available from ironmongers etc and similar to the section shown in Fig. 3. Alternatively runners



FRONT VIEW

SIDE VIEW

Fig. 1

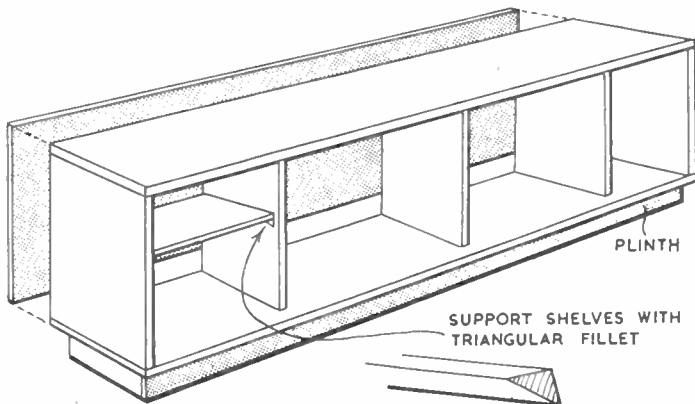


Fig. 2

can be made up from stripwood. Runners will of course be fixed to top and bottom. Circular holes are cut in the doors as indicated in Fig. 3, to provide finger holds. The doors will slide in the grooves in the order shown. The first and third (from the left) being in the front groove and the second and fourth in the back groove.

Finish will consist of filling the grain, sanding down and staining. Polish or varnish will give a high gloss to the surfaces. The hardboard surfaces can be painted to contrast with the woodwork, but of course if Waverite wallboard is used no finish is required.

(M.h.)

The partitions are set back by about $1\frac{1}{2}$ ins. and are also screwed and glued in place. They should fit flush with the top and bottom at the back.

The shelves are $\frac{3}{8}$ in. thick and are supported by battens of $\frac{1}{2}$ in. square stripwood or by $\frac{1}{2}$ in. triangular fillet. Alternatively the shelves could be made of $\frac{1}{2}$ in. plywood.

The plinth is of 1 in. thick wood, 2 ins. deep. It is set back from the front and sides about $1\frac{1}{2}$ ins. Fix by gluing, strengthening by screws or pins from the inside.

The back is of $\frac{1}{8}$ in. hardboard, glued and pinned in place. The edges are chamfered after the hardboard has been fixed. Use a file for the edges and slope them to about 45 per cent.

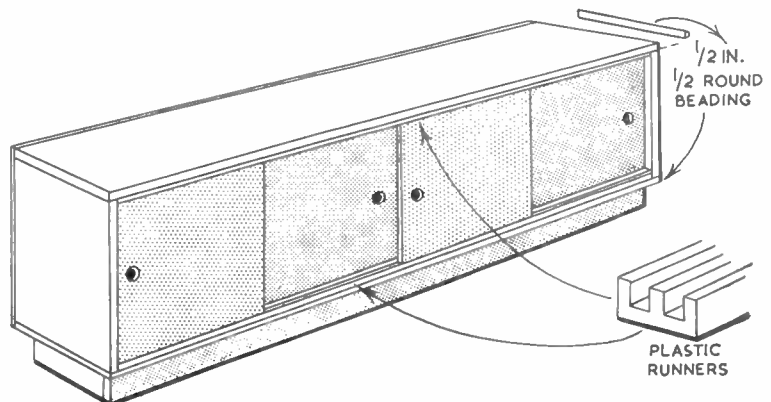


Fig. 3

NEW Thoughts
on



RAILWAY MODELLING

enthusiast I am afraid the list is very small, as there is only one firm at the moment making locomotives in this scale. For O gauge there is also a limited supply.

LOCOS FOR THE LAYOUT

By F. A. Barrett

Let us deal with the smallest gauge first — 000 or 2 mm. to the foot. Up to the time of writing Lone Star can only offer us two engines, both of which are Diesel Electric types. These are very good without doubt, but if you want something different you will have to build your own — a very difficult job in such a small scale. Not impossible, but

you will need a very great fund of patience.

In OO gauge we have a whole selection to choose from. In the Triang range there are no fewer than thirteen steam locomotives offered, plus nine Diesel types, and four Electric. I have included in these a couple of rail-cars, and some of the electric types have overhead pick-up.

The Trix range is also very varied, and includes steam outline models, as well as diesels and overhead electric types. Hornby-Dublo have a very extensive range, and list twelve locomotives, three of which are diesels. There are also a couple of locomotives in the Playcraft range that could be used on layouts.

For TT3 we again turn to Triang and various types of locomotives are available in this range. For O Gauge, you will have to study the lists of such firms as Bassett-Lowke.

All the foregoing remarks apply to ready-made commercial locomotives only. There are many firms that can supply you with model locomotives made to order, cost being relative to the amount of detail.

As for kits, well there are many on the market. The famous Kitmaster range are all very excellent if suitably powered. I shall be telling you how to do this in a later article. There are the famous Wills kits which I reviewed recently. Messrs. Ks of Hanover Court, Shepherd's Bush, make an excellent range of cast kits in both TT3 and OO. These are very reasonable and accurate models, and can be glued together like the Wills kits. If one is adept with a soldering iron there are kits of parts on the market, usually in nickel silver, which are excellent. These are known as the Jamieson kits, and are sold at leading model railway shops. There are some very excellent castings of locomotives available at W. & H. Models Ltd and A. H. Hambling Ltd, and with these all you have to do is put in the chassis. You can make this yourself, or a chassis can be supplied ready-made. These castings are heavy, and so give the required track adhesion to pull really long trains.

It is impossible to list every make of casting, kit or finished locomotive, but I am sure that if you want to get a complete loco or anything else for that matter, your local model shop will be pleased to help.

NEW IDEAS FROM PECO

I HAVE now received the No. 2 Peco kit for the Roadrailer Box Van writes F.A.B. It is intended for those who do not want to buy a complete kit with prime mover, etc. In this way modellers will be able to add as many Roadrailers as they like at low cost. The price of the kit is 3s. 0d.

Whilst on the subject I show a photograph on the next page of part of a layout with the roadrailers on it, and in the background is the new Peco Flexible Guide Way system for building working model roadways. This is a completely new departure, and it means, when the items are available, that you can build your roadway into your layout. This will give an increased realism to model railways, and used with the Roadrailers it means that you will be able to transport these vehicles either on the road or on the railtrack. Imagine the interest and fun that can be had taking the roadrailers to the station and coupling them on to the train, and vice versa.

I have also received a new Peco kit for a 5 plank coal wagon, lettered in private owner's livery. It makes a very attractive addition to the range. These kits are unique. They have a cast body which is of correct weight, and fully working sprung axle boxes and buffers, and auto couplers. The wheels are of nylon, which give quiet running, and will last a lifetime.

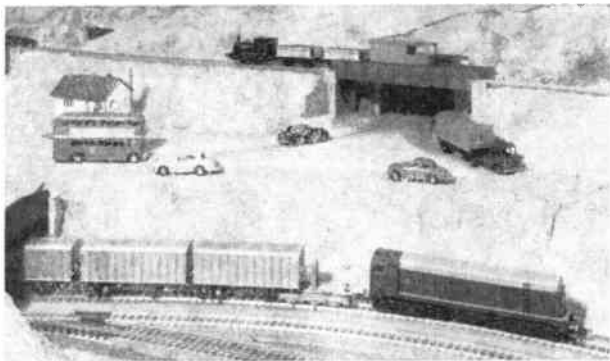
I have also received some samples of a Girder Bridge and a Two-arch Bridge with ramps. The latter is a low bridge for use over a river or such-like. The kits are in the form of cardboard cut-outs, but they are ready scribed and cut. They are made with adaptations for all the well known track systems, and priced at 3s. 3d. and 3s. 10d. respectively. The detail is excellent, and they are very easy to construct.

All the above items are in OO gauge, and as is usual with the Pritchard Patent Product Co's productions they are superb in every way. I am convinced that this combination of road and rail transport modelling is going to interest many people. It will give added incentive to running railways and increased scope for scenic modelling.

Let us consider now the types of locomotive we want for our purpose. As I have said before, it all depends on the size of your railway, the type of running you want to do, and the length of your platforms, etc. You should remember that the length of a locomotive of the Pacific class complete with tender in OO scale is from 10½ in. to 11½ in., depending on type. As an example the *Britannia* Class locomotive is 11½ in. over the couplings (Triang) and the length of a coach 10½ in. You will readily see that to accommodate a six-coach train and the locomotive and tender you will need a station length of at least 6 ft. If you shorten your train to, say, four coaches you are still going to need a platform length of about 4 ft.

favour of so doing. The best metal to use for the job is nickel silver, which is little dearer than brass, but has advantages. It is easier to solder, and it takes paint better. I have found that brass tends to shed the paint after a time. It chips off, and this means a complete new paint job. I shall in a later article give a drawing of a OO gauge loco that is simple for a beginner to build.

Of course, it is possible to make a locomotive from cardboard, and the result is a strong job and something out of the ordinary. If the model is made and completely immersed in a bath of French polish it will take on a hard texture. Weight can be added to give the required track adhesion, by means of lead shot. The advantage of cardboard



*PECO Layout
featuring
Roadrunner
vehicles as
described on the
opposite page*

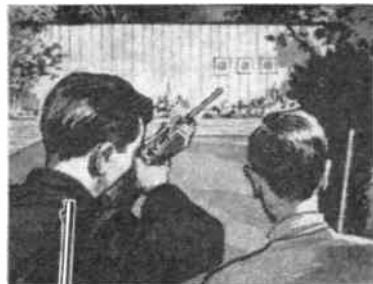
And a four-coach train behind a Pacific will look very odd, to say the least. If your station lengths are short, then your best idea is to run short coaches and tank engines. Then you can have room in which to get the trains at the platforms. If you make a model to scale, everything on it should be to scale. Another aspect that should not be overlooked, is the distance between your stations, if you have more than one. If this is limited, it might mean that with a longish train the engine would be entering one station whilst the brake van is just leaving the other.

You can, of course, make your own locomotives from metal. This is not easy, but there are many things in

for two-rail working is immediately apparent. There is no metal to cause short circuits, although I would say that the footplate would have to be stiffened with metal. In fact it is a good idea to make the whole footplate of metal, and, of course, the chassis. But such things as wheel splashers should be made of card. You should make yourself up some formers. These are simply lengths of dowel of the right size, upon which to model boilers, which I make from lengths of a suitable width paper, bound on until the thickness is correct. The smoke box, which is usually of larger diameter, is then wound on over the boiler tube, and then you can add thin strips for boiler bands, etc.

It is best to make boilers as a complete tube first, then cut away any hole needed to accommodate the mechanism. I usually make up the complete superstructure, and then fit the mechanism, and finally paint the loco. An ideal paint to use is Humbrol. They have a range of all the loco colours which dry with a semi-matt finish. Transfers for lettering your locomotive are available from most model shops.

I will give you some more building drawings in my next article, and tell you how to go about making up the models.



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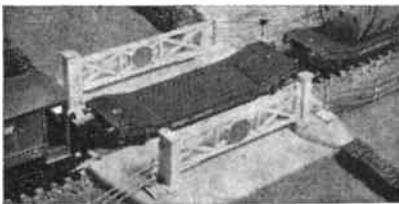
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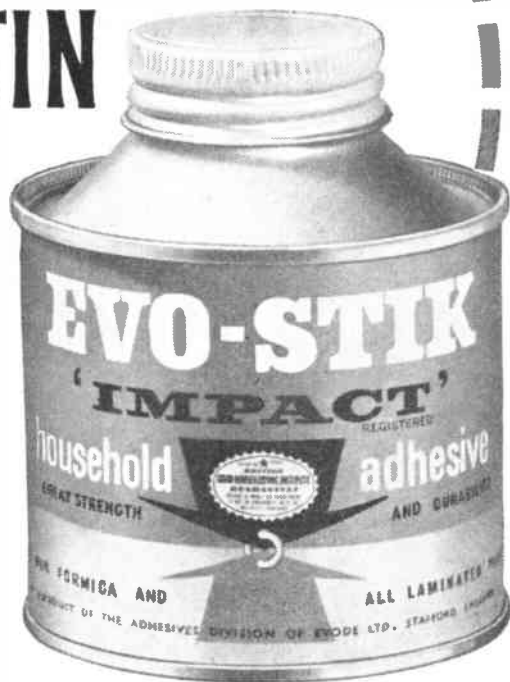
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