WEALDEN RAILWAY GROUP Newsletter

March 2022

Password this month:-Ahern

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Cover Pictures

Top: A 47 drags an oil train over Wandleford Junction as NGS garden visitors ride on and look at trains on the garden railway

Below, the reasons for this switch are described- in full- within these pages. Note first use of one of the printed switch holders in "anger"!

Pictures Andrew Knights

Editorial

First things first. As we had no show this month, you have until **April 20th 2022** to send David your one pound subscription. **5 x 20p, or 2 x 50p** (these coins are thin and none magnetic and so cause no postal problems) taped to a piece of card. Post yours to: **WRG Treasurer, Mr David Willett, 122 South Farm Road, Worthing, west Sussex, BN14 7AP.**
After this date the new round robin mailing list will be made up, and those not paid up not added to said list.

On the subject of the round robin list. I have had a number of e mails pinged back as spam. The main culprit seems to be BT, it may not like the inclusion of a web address, or the use of a BCC addressee. Could you make sure that WRG is one of your exceptions to spam filtration? I doubt the mails are appearing on your side of BT as it seems to be the mail server that is bouncing them, but it may be worth a look. Otherwise I will have to change the format for everyone, and not use a web link, but that would I think be a tad retrograde?

A busy month, not all railway modelling based. I hope that the new verandah roof is waterproof, and that I shall soon be able to enter my shed/workshop. I would like to start work on the Kitland's Light Loco number one. Not that the trains have been used since the week before Christmas. A test train ran and then the day itself was too wet and dismal.

Happier notes. The other day the usual suspects gathered in my loft to operate the Mertonford and Pine Tree (MaP). We had a specially branded train sheet and celebratory menus for the post session meal. Why? Well, since starting with session one in 2005, the other day was the hundredth session. A session that went surprisingly well too even if a couple of cars were stranded in Lawnton, part time Dispatcher syndrome!

May be the editor has seen the light, or been shown the error of his ways? For some time now I had planned to add another depot to the MaP. This would have sat under the yard at Lornton, and bee an extension of the Bedford Falls branch. Well It occurred to me that we did not need an extra yard, the line is a system complex enough as it is. Some further track modifications may be undertaken and these should yield some operational improvements.

The plan was then to construct a OO layout in place of this abandoned expansion. If the MaP hardly suffers from excessive personal use why add another layout to the brew? Well it would be a chance to use some other items, but that apart not really add much to the general model environment. Also another lot of work would be involved. It was when standing back to see how the new Lornton corner was developing, that I had an even better idea.

If a support counter was to be constructed, so that it looked presentable when emerging into the room from the loft stairway, then one of my show "coffins" could be displayed thus. It would be a useful place to display and test such a module. Indeed, I have a couple of modules that could be both thus displayed and operated; Decal Transfer and Iceni Cement. Both solitary "coffins" with no extra bits to add. I have an invite to a local show in May with Sylvestre Road. This could do with a new fiddle yard, so what better than to put this unit to the test? Even better; there is space for a folded "coffin" under this unit.

I have also decided to dismantle Köln USW. The last layout I cannot erect at home and run. It also suffers from having a three way point at the far throat of the yard and thus a sharper than is desirable reverse cure on the front siding, especially for Kadee operation. I had provisionally planned to strip off the top deck and relay this to allow operation in The Fiddle Yard. A lot of work and the result would be a layout not quite like USW and nothing new either. So soon this will be stripped and disposed of. Overall this means, one layout down, one on display and one in a new storage place. Room for three more "coffins"! Win win! The first will be an additional German layout, one that may make a planning debut in this edition of the newsletter.

Two years on and David and I paid a visit to the East Grinstead exhibition. The last event I attended before the first lock down. An interesting small show, not overly crowded. A couple of very attractive layouts, one SM32 radio controlled dead rail. A very large micro in essence. I have hopes for March 2023 for this one. The sales stands were very attractive too. A couple of models for "future possible projects", and a very reasonable, if un boxed, Tri-ang SR three car EMU from another stand. This one not aimed at the nostalgia shelves but it will save that one having to be lifted down when the mini Osacr P layout is put into operation.

Talking of the mini Oscar P (See Oscar Paisley YouTube!), and ex work colleague gave me his recently rediscovered Tri-ang train set power unit. All set up for 1960's train operation. I have put this into the desk top pictures, worth it to see the 1960's power provision solution!

Enough wittering on generalisations from Yours Truly. I will ask if you could put pen to paper, or fingers to keyboards, your contributions would be gratefully received.

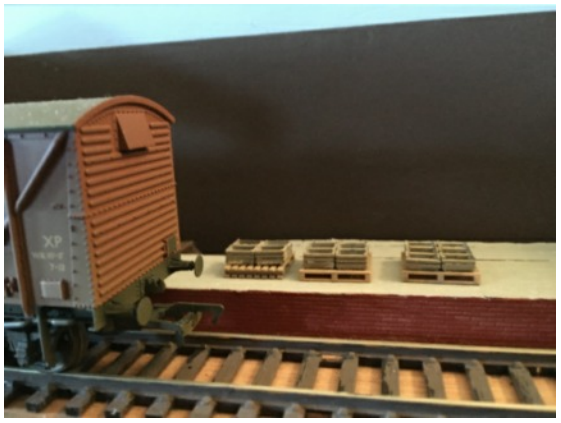
In case you missed the top bit, don't forget, if you haven't yet send David your subscription you only have until April 20th to do so.

The Start of Something Small – Practical OO/HO Part 10 – The Dilemma is in the Detail

Andrew Walters

This part of the article describes how some detailing at the back of the layout was decided upon and subsequently modelled. The title says " dilemma " and that arose because of the different aspects of the details that were for either the French or the British presentation of the layout. To provide some interior detailing to the jam factory, a loading/unloading quay was made out of scrap strip wood and brick-embossed PlastiCard. This improved the appearance of the interior, but then looked bare. There were some surplus fruit / vegetable panniers left over from a market stall kit, which I thought could be used. Here came the dilemma. For the French version, the panniers would be full of fruit as the farms are outlying to the location modelled and so would be delivered to the unloading quay. For the British version the fruit farm is next to the factory and therefore the panniers would not have fruit in them as the fruit would not be delivered by train to the unloading quay. I didn't want to have something that was only half-right, and also didn't want to have to change the detailing when the presentation was changed. I avoided the problem by having the panniers empty, on a pallet.

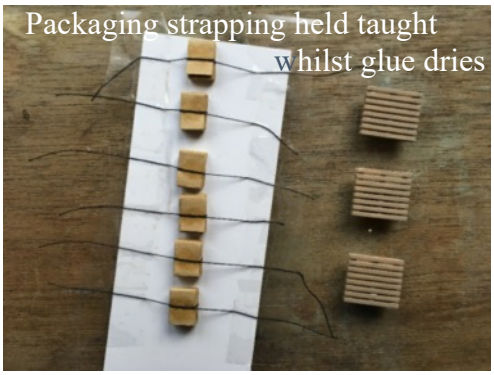
Some lateral thinking avoided another potential dilemma. Flat-packed cardboard packaging would be used in either of the two countries' presentations, so it was decided to make some. The results are pictured here and I'm pleased with them.



How it was done : PECO pallets were painted matt buff to tone down the plastic finish. Some Preiser market panniers were painted matt buff in a similar manner, and then glued on the pallets.

The flat-packed cardboard packaging was made from cutting the folded edges of an old buff envelope into what were considered to be scale-sized pieces. The size was estimated from what I have seen/can remember for packs of jam in supermarkets, awaiting display. The pieces were glued one on top of the other, facing in alternate directions, using gum. Once the desired height of the stack was reached, it was constrained with mock strapping made from a piece of black cotton. The cotton was knotted and held onto a piece of cardboard with strips of sticky tape to keep it stretched taught as a dab of glue was applied to the knot. The ensembles were left overnight to dry, after which they were freed from the cardboard and the surplus cotton was cut off. The stacks were glued with contact adhesive, two to a pallet. Once they were finished, I decided that they looked too good to be lost inside the jam factory, so I placed them outside the low-relief factory building. The detailing was completed by adding a pallet truck with the forks glued inside the pallet, and finding in the figures box a pallet tuck operator. HO scale was chosen, as the figure is at the back of the layout and a mild amount of disappearing perspective is used, to try and add depth to the shallow baseboards.

Gluing the stacks of cardboard packaging



Packaging strapping held taught whilst glue dries

Wandleford Junction Completed?

Andrew Knights

The layout is complete? Well, I suppose it is as complete as it will be for some time. No, this is about the last item requiring work for the Wandleford Junction project. The Hornby 4 VEP, that great example of model design and construction.
Last year, you may have read of the complete demise of the drive system on this model when presented with two one eighty degree radius two curves?
Well the layout was run and tested for a weekend a short while back. I photographed many trains and ran even more in for the first time really. The benefits of home running on a tail chaser.
Back to the VEP. A great looking model of the prototype and ideal for the layout. So having run, tested and boxed all the stock, I brought the VEP down to join the power car. This had never made it back to the loft after its earlier demise.
A couple of Alexander Palace shows back (at least five!) there was a stand near to the entrance with boxes of what looked like the basic train set LIMA diesel shunter. The thing was these had the new Hornby replacement drives, as fitted to the ex LIMA 73 (RailRoad series) model. A single version of this had been supplied as the drive for the 4 VEP too. Anyway, I purchased a couple of these with an idea to chopping them into MaP goats. This never happened, but they sat around for a while (years) and turned up while I was looking at alternatives to power the VEP.
In the kitchen the power car had the body removed. Placing a LIMA chassis by the original motor truck showed that it should work at that end. The other end of the car had some seats and a Hornby bodge to allow cables into the roof, this was, for some reason the guard's compartment, the power bogie sat in full view in the passenger end of the coach.

How to fit the chassis into the motor coach? Press studs. I had never used these up until last Sunday, at least not in this way. Thick Gorilla Cyano glue was used to fit the female stud into the push fitting of the original Hornby truck. The male end was similarly glued to the top of the new chassis. Click and the bogie fitted. Two millimetres too high but it fitted. It also allowed the removal of the bogie. I cut the plastic sides off the Hornby mounts and took the remaining metal weights to the shed. The lower one was removed. Longer floor weight and the inner section of the motor mount weights were cut back by application of the angle grinder. Back to the kitchen. A couple of pieces of PlastiCard were cut and glued to the Hornby floor at each end of the motor bogie hole. These were cyano glued to the former weights, now holding the original plastic Hornby drive mount two millimetres higher up.

Now to the former pick up end of the car. I cut back the seat moulding and then a suitable sized hole into the floor. Two millimetre thick PlastiCard was used to make up a mount similar to the one at the other end of the car, including another press stud. A little adjustment was made to make the coach sit level and to the same height as the other cars.
A couple of thin wires were run from both sides of each new LIMA truck to the pick ups on the other. Eight wheel drive and eight wheel power pickup.
I then placed the body onto the chassis. It would not fit. Naturally! Some dozen or so screws later, I was able to remove the luggage racks, the DCC ready PCB and car lighting. Now the body fitted. It also left enough room to put a sheet of lead into the roof the full length of the coach.

Couplings. As the unit no longer had any DCC capability or wiring to suit, the complex, awkward, and derailment prone Hornby couplers were removed from all cars. Holes drilled in the ends of each bogie and suitable lengths of paper clip hook installed. The unit was extensively tested on the MaP running at all speeds round the full circuit, both pushing and pulling. No derailments, no more stopping at points or twisting of coaches on radius two corners. Not even the radius two, inclined, reverse curves of "Wet Bit"!

Yes there are some disadvantages. No more lighting, although to give Hornby credit the illumination was at a suitable level. This made it invisible in normal layout lighting conditions anyway. The main drawback comes for the drives themselves. They are not the quietest around and as they are not in phase with each other, when running, especially at speed, the effect is very close to the noise made by some drones!

Catamongo

Giles Barnabe

During Lock down I, along with many others I suspect, made some rather odd boredom buys on eBay (we will draw a curtain over the 0-7-0 HO loco that looked so useful late one night!). In my case, two other purchases were a couple of very cheap battery-powered Christmas train sets; the reason behind this was the memory of something Ian Bareham had done many years ago using similar models. Rather than produce a snowy scene I decided to tackle a tropical one – in part as I had several palm trees to hand that were too small for Isla Blanca. I also wanted to see what might be achieved by converting the toy rolling stock into something that might look slightly French and narrow gauge. The track gauge is 14mm so the possibilities appeared to be 2ft/50cm in 7mm scale, 3ft 6ins in OO or 120cm/4ft in HO. The tight curves suggested a small portable layout would ensue, so the choice fell on HO scale – several other useful scenic ingredients being also available.

Photocopies were made of the track, and these were cut up to form a more free-style track plan which was laid out on a sheet of FoamCore board. The overall size turned out to be approximately 36 by 18 inches. This will be split up by a T-shaped back-scene which will provide three mini-scenes and helps to make the track-plan look less like the roundy-roundy that it is. The trains cannot reverse, so will run clockwise, either via the station at one end of the plan or using a cut-off track through the countryside. As supplied, only the right-hand turnouts work, the left-hand ones being merely for trailing use. In theory it could be possible to give these a single point blade to divert the wheels onto the curved route, but I can live with the plan as drawn without needing to make any track alterations, apart from chopping the curves and straights into smaller pieces. The track can be glued in place and, usefully, no electrical contact is needed for the rails.

Two powered locomotives and six pieces of rolling stock are available, and I hope to produce a steam loco using much of one body with additional details, while the second engine may be a diesel built using a cut-down Dapol Drewry kit. A two-coach passenger train should feature semi-open horse-tram style coaches, while there is the potential for freight train consisting of three wagons plus a fourgon.

The track plan shows the station (Catamongo Ville) on the left with its loop track to store the unused train while its companion is running. To the right of the loop the road climbs steeply up into

the town and crosses over a tunnel, the other end of which is a country scene with a small wayside station. On the other side is a factory. It is hoped to introduce some raised ground on the countryside section, but at present the details are somewhat hazy.

As usual there is a musical background to the layout's name: in this case it is a 1970s pop song Catamango recorded by Sylvie Vartan, whose lyrics proclaim "It's a country where it is hot!". I have altered the name to a phonetic approximation of the French pronunciation to avoid the feline/tropical fruit combination suggested by the original name.

Another Servo, another train!

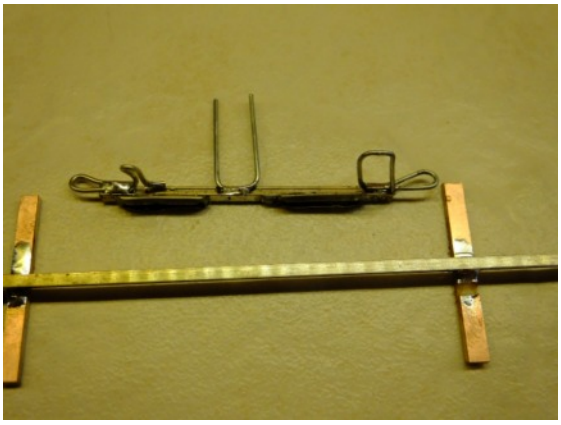
Andrew Knights

Yes! Still wittering on about servo motors, and yes again, the electric bit is the same as shown last month in the de-Futaba-ing article. The use is rather different.

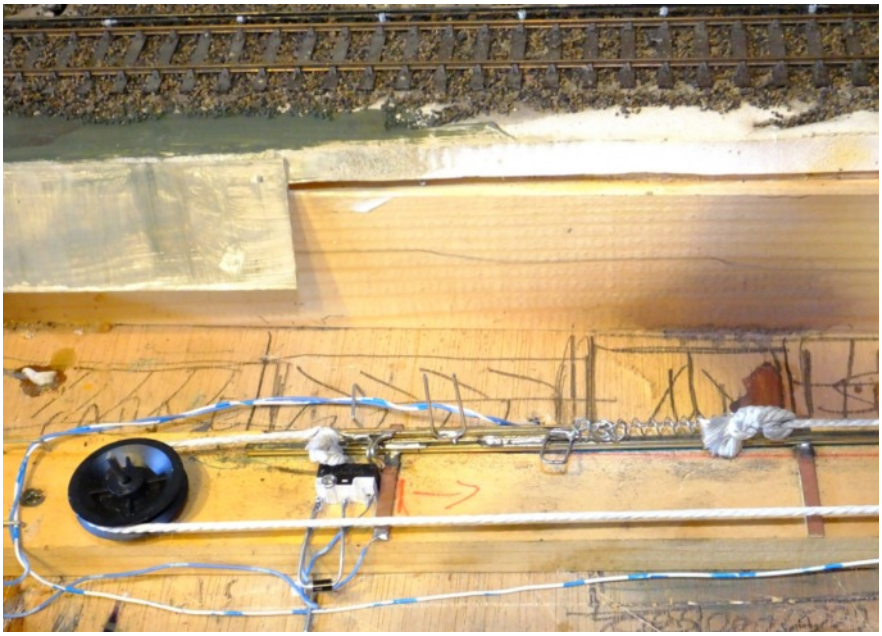
At the far end of Wandleford Junction, the end with the"posh" houses I wanted to have a garden and something to stop the eye wandering down the hole beneath the two bridges. Yes there is that Bullied 4 EPB car, and Ratio SR footbridge. There is also a summer house, bashed from a signal box, Dapol of course.

The site available was close to two feet long and about four inches wide. At Tolworth Roy Hickman kindly gave me a fish pond kit, complete with weeds and fish! The arrival of the 3d printer gave me the opportunity to make models of some Kitland's Light Railway variants. All that was needed was a track on which to run at least one of them. I decided on the original loco No1 and the coach, which was never actually built, due to motor output power and there being no one brave enough to ride in it even if it had been constructed!

The mechanics of the line go back to the days of the Craig and Mertonford and Mr Hancock's purchase of a Woolworth's tinplate train set for Craigshire. In OO the KLR is a shade over 2mm gauge, so I elected to have the train pulled along by a string. Mr Hancock's was on a clockwork driven spring and an oval. This would be a straight line, along the railway



retaining wall. I had tried a threaded rod system but it was either too slow, or too short, and whichever far too noisy. A servo motor was fitted with a Squires plastic gear. This drove a smaller gear, increasing train speed somewhat. Atop this plastic gearbox assembly sat a small Squires pulley. At the other end of the line I mounted a larger pulley, this free to rotate as required. Between the two I soldered an inverted length of code 100 rail to some sleeper strip. The "train is another length of rail soldered onto two slightly widened



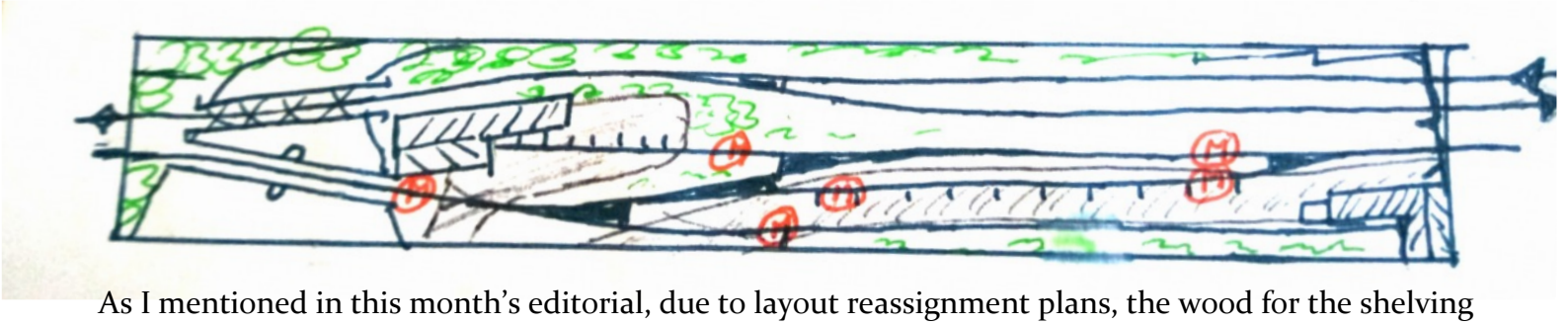
out code 100 fishplates. At the motor pulley end there is a spring removed from a ball point pen, this takes up any slack in the system, or difference in torque. The rope, kitchen cooking string, is tied to the operator (non motor end) of the train, runs round both pulleys and is secured, with some tension, to the end of the spring.

At each end of its run the "train pushes on the operating arms of a micro switch, the same as in a point drive. A diode is provided to override the switch when power is reversed. So at the control panel end all that is required is a single DPDT switch, to send the train from one end of its line to the other. The garden is Foam Core with a slot, two wires (yes, paper clip) protrude through the slot and the real train is dropped onto this. The two vehicles making up the moving train have been glued to a short length of coke can, this provides a smooth contact with the ballasted "track bed".

Another couple of KLR oddities have been built. The second incarnation of loco No1 and the first of loco No2. These sit close to the workshop surrounded by people chatting and working on the same. They are firmly glued to the track bed. Another "track" crosses the garden, but hopefully the viewer's eye will be more drawn to the NGS plant sales table nearby!

I am not planning on the mini KLR running continuously just on the operator's whim, or in answer to the question "does the little train work Mister?" It runs from the work shop to the far end of the summer house, so is not overly visible at either of its run. As these buildings are also fixed quite firmly, a problem arose when putting the layout up for its first commission and test run. As the operating switch is a simple DPDT, once started off the train cannot easily be stopped until it reaches the far end of its run. Dropping the working train onto the pins whilst in motion was an interesting party piece. Solved by cutting the servo supply and fixing a "train loading switch" beneath the baseboard, needed only at the start end end of a show. The train now lives in the main stock box between show appearances.

Doodle Plan



As I mentioned in this month's editorial, due to layout reassignment plans, the wood for the shelving has been ordered, I have new designs on the space beneath Lornton's new yard. There is, or will be, room for three more layouts and this is a possible for one of them. This is designed to fit into The Fiddle Yard and will make much specific use of one track thereon.

Köln USW has two fiddle yards. A two tier one at the operator end and one at the far end, semi automated, or remote operated. This allows passenger DMUs to be stored before returning. The larger manual yard by the operator allows for three more units to be stored prior to on scene appearances. Roles which The Fiddle Yard can do far more simply and effectively in much less space than the originals. The lower side of the operator end fiddle yard has two roads, for freight cars. A locomotive pushes cars into the USW classification sidings where some are sorted and, eventually the the locomotive departs with three different cars. From under a bridge at the far end of the line a Köf putters into the scene. It rearranges the cars to suit, exchanging some within a siding most easily accessed from that end of the yard. It then withdraws and the whole furago may be repeated, hence the layout's name.

The plan above draws much on Eastwood, the US layout I constructed some time ago now. I have brought the freight yard to the front and again there are sidings which are loco end favourable, as on Köln USW. In its new guise the two trains will sit facing each other in one of The Fiddle Yard's roads. One at a time they will back into the yard and switch cars, then travel back to the yard with their catches. In between these workings though, when one of the pair is in the yard the other will be available for an ordinary appearance as a "normal" train running through the mainline part of the layout.

The mainline part has been designed to avoid having a station, again! The switch from double to single track being the reason for a train to be halted. Running in European style a waiting train, approaching the bridge, will be held at the back of the layout, on scene. Unlike when this happens on Summer Springs, the stopped train will form a back ground and not a view block to the passing one. Unlike Köln Draußen this will not have overhead electrification, but will employ much Rhein/Rhur motive power and traffic.

Again there will be a comparatively large amount of water on the scene and opportunities for various scenic vignettes.

Editor/Web Master's Note March 2022

We have noticed that the archive of past Newsletters on the website has become, to put it politely, deranged. The title in many cases not corresponding to the newsletter attached to that name. This seems to be a random occurrence through the archive.

Moves are afoot to rectify this and generally up rate the website. Including a new URL.

When the new site is available for public approval(?) We will let you know, until then accept our apologies for the inconvenience.

Andrew and Alan