

WEALDEN RAILWAY GROUP Newsletter

May 2022

Password this month:~Hancock

<http://wealden.weebly.com/>
Wealdenrailway.awk@gmail.com



One of the village scenes so delightfully depicted by Roy Hickman, seen at SWING in Durrington this May



No, it isn't actually a Ferrero Roche box, it is a scratch built Ferrero Roche box! Details within this issue

Pictures Andrew Knights

Editorial

This month sees the unveiling, all be it partial of the new web site and our own domain name:- wealdenrailway.club No the group's name has not and will not change, this is just a designation available for us to use at a reasonable price. The idea is that we hope the archive of newsletters will be less likely to be "resorted/shuffled" The archive site being made more accessible and useful, with the contents of each issue being outlined adjacent to the file download button. At the moment there are only the Newsletters for 2021 and 2022 available for perusal/download. As time and inclination permit I hope this will be expanded back to the start of WRGs web life.

The rest of the web site will move to this new URL as soon as possible, once we have re ordered it and generally tidied it all up. The old URL will the be abandoned. Thanks for help on this move and site reassembly must go to Alan Beadle our web master. Showing much patience in showing me what and how to amend things.

Sylvester Road went out the other day to a small exhibition for a nearby club. A one day show the small layout gained quite a few comments and some surprise at the amount of operation available from a layout which could be accommodated on a bed.

Over the previous couple of weeks, after digging the layout out, I constructed a new fiddle yard for it, longer than the original and made from timber cut to suit, not just found lying around. The result is a layout that is still less than six feet, if only by a quarter of an inch. Within this issue I have some notes on this adventure Recently, in the model press, I heard that my name had been mentioned. This was in connection with an early exhibition layout of mine; Yarmouth Quay. Two feet by four feet, the layout displayed some likenesses of both

North Quay and South Quay in the town, albeit in the wrong order! It was popular with many, and mostly from myself.

Mostly? It worked well and the shunting was simple, or at least workable with some effort on occasions. Once we had disposed of Tenshodo Spud based shunters and moved to the then newly available Mainline o3 shunter, minus the flanges on the centre drivers, the sharpest corner was on a yard entry point and dropped to just over seven inches at one location. With the o3 each show did not mean a new power unit for at least one of the line's two locos. Hands free operation worked for much of the time with my first home brew delayed action couplers.

What was wrong with the layout? Apart from geographical incongruities? It was two feet by four. This meant that ideally it needed two to carry it. At that size, although able to heft it around, seeing where you were going, especially on stairs was a problem. Two feet wide, meant that many a time the layout passed through a door way easily and the carrier too, but minus the skin off one or more knuckle. The layout was constructed to look like and act as a coffee table. This meant that after arriving home from a show, after a couple of weeks it was invisible beneath a camouflage layer of clutter, sort of a model railway may fly lava!

The 6mm plywood was quite heavy and the incandescent strip lights managed to be quite heavy and non too bright, yes I know... Lastly, all the points were wire in tube operated. Mercontrol plastic tubing running along the central spine and turning through ninety degrees to connect with the tie bar as needed. A break in this wire would mean digging out the tube and replacing it, as a new wire would just punch its way out of the tube at the bend. It was the possibility of this occurring after a few years showing that finally led me to the layout's disposal. Seeing Paul Lunn's article I have started thinking of the benefits of this style of layout once again. Now a days it would not be too hard to come up with solutions to all of the above. Pont' Mill VT has boards nine inches by four feet. Two boards of 4mm ply, on foot wide by four long fixed back to back would provide the same board area, but allow for easier storage, and transportation. Lighter and simpler to stack, store and assemble. In fact each board could be almost completely separate from its neighbour, only sharing 12DC track supply. Points could be 3VDC servo operated with battery packs for each board, all the switches and such contained on the end of one board. Lighting is no problem now, LED tape being a simple, bright, and light means of illumination. Possibly another shared supply?

Locomotives should not be too much of a problem. I have collected a fair number of small industrial locomotives recently, both steam and diesel. A dozen wagons should be more than enough, new couplers would be needed, but I think the Icenic coupler as used on Icenic Cement and Sylvester Road could work even on the tight radius dictated by the board size.

What and where are the main problems. A great benefit of this design is that there are three basic scenes The working yards, one per side, and the "front" of the layout, the curved end. Not actually part of either scene but needing to blend with both. I would not rebuild Yarmouth, much as I liked it. I cannot help but think that the track plan could well be re-employed as this gave quite a flexible series of operations.

At amore recent arrow gauge exhibition, I was greatly taken by a large New England, Maine Two Foot gauge layout, in 1/48 scale. Very un MaP! Large radius curves and many successful Forney locomotives. Also true two foot gauge 12mm or 14mm (definitely not 16.5mm as in the guide) or thereabouts. Noticeable was were the differences between the scale stock and the Bachmann On30 stock. Coaches and cars were generally longer, and narrower on this layout, in line with the prototype. Scale speed running and a large fiddle yard, not to mention long scenic module meant that much chuffing could be heard before a train sauntered onto and through the scene, generally worth the wait. The layouts at the exhibition showed many differences in prototype, model presentation, and development. We arrived not too long after the show opened and left a little after it closed! At least I now have, in potentio, the parts needed to make a start on those British HO coaches! Interesting conversations on a wide range of subjects, including a long dissertation on the possible trouser legs of pan European historical possibilities! Yes, a good day.

So far gardening and other similar contingencies have prevented too much activity of a rail mounted variety. Either exhibition layout wise, MaP wise, or even on the KLR itself. I am part of the way towards being able to start work on overhauling KLR Loco No1. This was not working last December when I tested the stock prior to the weather cancelled Christmas Day running. At least I currently have room in the shed and one and a half work benches available. The plan is make a more useful and operator /gardening friendly locomotive. No camera and a long leaved hand throttle. This last to allow the thing to be removed and returned to a work site in a simpler fashion.

I am really hoping some of the work does pay off soon as it would be great to have an afternoon's train driving, chatting, and watching in the garden some time this summer! If we can, I will let you know when as soon as I am able.

The Start of Something Small – Practical oo/Ho Part 12 – Train Formations and Operation

by Andrew Walters

This part of the article describes the formations of the trains that run on the layout, and the basic types of operation.

Background to the formations and operation : the references used for deciding upon formations and operation were British, and so the first set of these was for the Osbornia presentation of the layout. This was natural as the track plan is based on Tiptree, adjusted to fit the small-sized baseboards. A copy of an LNER timetable for the Tollesbury branch gave details of which type of train ran when.

The Le P'Ti Pot presentation of the layout used the Osbornia formations and operation as the basis, “ translated “ into French. In reality Carly *halte* consists of a straight low concrete platform on a single-track line, and therefore anything based on Osbornia would be completely unprototypical. With this in mind, the Carly presentation uses train formations and operation that could have been used on lightly-trafficked secondary or branch lines. These in turn would (hopefully) be used as discussion points with visitors, as part of the participative style of presentation.

How it was done : this started with studying the timetable, and followed with noting how many trains of what type would be needed to serve the timetable (as would be done in real-life). Suitable BR Eastern Region stock of the 1960's was identified and used to establish the train formations. As the layout is physically limited the formations needed to be kept short. The Osbornia train formations are as follows :-

Mixed : Class 31 diesel (Hornby), brake 2nd (Hornby), 3 vans (Bachmann), 2 trucks (Bachmann)

Passenger : Maschinenbau Rallbus (Dapol)

Market day Passenger : Class 105 DMU (Bachmann)

The corresponding Le P'Tit Pot formations use the versatility of coupling different types of French stock together, particularly with the higher-powered *autorail* such as the X2800. Some of the X2800 mixed formations are based on technical possibility and have yet to be confirmed in photographs. The author will be pleased to hear from anybody who has more details. The formations are as follows :-

Mixed : Class BB63 diesel (ROCO), Bruhat carriage (ROCO), 3 vans (Sachsenmodelle), 2 trucks (Piko)

Mixed : X2800 autorail (ROCO), 3 vans (Sachsenmodelle), 2 trucks (Piko)

Mixed : X2800 autorail (ROCO), Remouque unifiée (ROCO), 3 vans (Sachsenmodelle)

Passenger : BB63 diesel (ROCO), Bruhat carriage (ROCO)

Passenger : X3800 Picasso autorail (LS Models)

Market day passenger : BB67 diesel (Piko), 2 * Remourques unifiée (ROCO)

Market day passenger : X2800 autorail (ROCO), OCEM carriage (Jouef/ROCO)

Market day passenger : X4500 autorail EAD2 (LS Models)

How the trains are run in the layout : The placing of the stock in the *garage de trains* was typed into small grid, printed and laminated. One side is British and the other side is French. The grid is clipped onto the endwall of the garage. The train formations, to help with the selection and packing of the stock, was typed onto another grid with both British and French formations on the same grid. Lastly, the LNER timetable was turned into a moves sequence and typed onto a grid with the times and types of the trains, plus basic instructions for the manoeuvres. There are different preferences for moves sequences. I admire the thoroughness and detail of quite complex sequences, though for my own personal style and nature I prefer quite a basic sequence, giving me time and opportunity to interact with the visitors.

Here are some photographs of the *compositions des trains* for the Le P'Ti Pot formations. I've chosen these rather than the Osbornia formations as they show the flexibility of the *autorails*, almost as passenger-carrying locomotives :-



BB63, Romilly Carriage and Vans



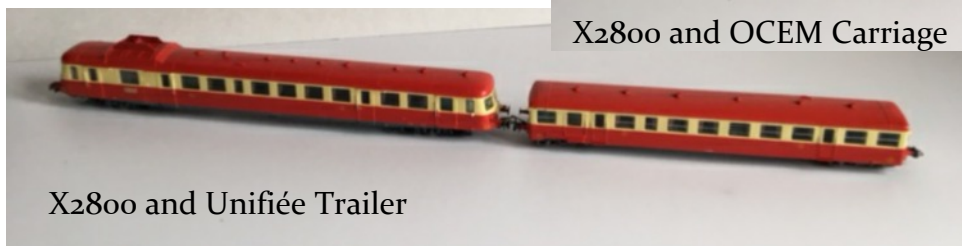
BB667 and Unifiée Trailers



X2800 and Vans



X2800 and OCEM Carriage



X2800 and Unifiée Trailer

Fererro Roche and a little Tom's

Andrew Knights

Over the years I have employed Fererro Roche boxes on several layouts. The boxes used have been both of the "normal" everyday variety and the Christmas specials. On one layout just such a box was the main structure for an office block, complete with smoked glass windows. On another parts of a box provided bus passengers with a waiting shelter.

During the ever so slow reconstruction of Lornton Junction and its surroundings, this Mertonford and Pine Tree (MaP) development is beginning to make the Elizabeth Line look hasty, I realised that as the depot building was from Atlas, there were no food provisions at the depot.

Not ideal for a tourist line, although it may have improved attendance on the Pullman services.

I was in a store doing the usual grocery run, when I saw they had the eponymous sweets for sale. Looking at the box I immediately thought of a stainless steel diner. A box was added to the cart and taken home. The groceries unpacked and put away. The box, was put away safely with the other groceries and not seen again. Well not seen until a short while later and another shopping trip and another box purchase. The first box was just where I put the new one!

That was as far as the project went, except that a week or so later the empty box found its way to Lornton as a trial.

More recently I took the box, some glue and several sheets of breakfast cereal card up to Norfolk with me.

A closer look at the box revealed several things: The boxes were no longer made of styrene, and they have sloping sides.



The first is both good and less so. No longer may the boxes be a source of thing and very clear styrene sheet. On the good side being polypropylene they will last much longer as storage boxes.

For this project the sloping sides have no advantages at all.

First attempt and semi failure. Failure? Well project goal non achievement event may be a better term! To overcome the box taper, I wrapped strips of card around the base to make the bottom the same width as the top.

Sides and ends were then cut from car, three layers thick each. Outer with door way, next with door frame, last with door (or just a complete wall section). I made two walls with doors, one door to each end, fire exits? The other two were just blank. The front of the building will face the platform and thus be invisible to all. These walls were glued to the top of the box and the card ring around the box base. Overnight all was allowed to set.

Next morning I realised this was not going to work, the walls stood too proud of the box sides and especially the lid. The walls were removed from the box and the ring and box discarded.

I made a card ceiling, the same size as the top of the box, this fitted inside the box top. The sides and ends of this double thickness card were then cut to allow the wall sections to butt up to the inside of the lid. I then cut a series of "brackets" from more card, these were glued to the ceiling and held the walls vertical.



The assembled walls were then glued into the box top. Thus I had walls and roof akin to a stainless steel structure. Now for the rounded corners.

This was a bit of a poser for a time. In the end I cut a strip of card wider than that needed for the corners but long enough to provide all four. Holding the strip over the edge of the table I formed the strip to the edge of the table top with my hand. Doing this repeatedly until I had a section of card with close to a 180 degree curve along its length. Sections were cut to the height of the building sides. One edge aligned with a wall the other side was pressed up to the adjacent wall, marked and cut. Then it was a simple matter to glue the new corner section to both walls and the roof. This was easier than I thought and I only had to do five such corners.

Next some longer strips were cut between 1-3mm wide. These were glued around the top and bottoms of the walls as decoration or "seams".

The back wall looked very plain, so I made up a cupboard of some sort, this was glued to the far end of the rear wall away from the door.

I then worked out the size and position of the serving hatch on the platform side of the building. This was constructed from more card and glued in the open position. When in situ this is the only sign visible that the building is in use.

An extractor and air conditioning unit were drawn up in TinkerCAD and printed out. After painting with more



PlastiKote metallic Aluminium silver paint these were glued to the roof.

Using stills from the movie "Chef" various name boards were made up for back and ends. Google provided the basis of Taco Bar menus to complete the picture. I have had a small SEAT 600D van sitting on the layout for some time. This kiosk provided a good use for this car as the "staff" transport for deliverers. There is also a Tuk Tuk provided for more local Taco deliveries, I suspect the new 16 year old delivery drivers will hope not to meet their school chums whilst at the wheels of either of these vehicles!

Better Bachmann Compensation

Andrew Knights

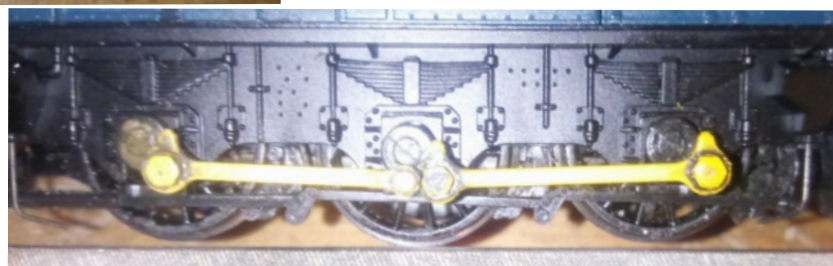


This is a repeat article, I think that you would have had to be a member for over fifteen years though to have read the originals. Well before we went to the "wonderful interweb"!

The opportunity came to me after visiting a local narrow gauge and industrial show. There I bought a 4' 1 1/2" gauged Bachmann o8 shunter for probably less than I paid for the originals. Wandleford could do with one in BR Blue and this was a good opportunity given current new prices.

Anyway. The model ran well on test and behaved just as the originals and indeed every Bachmann model I have had that is set up the same way; On30 Moguls for instance. In their wisdom they almost provide them with spring compensation; the centre pair of drivers can rise above the line of the outer wheels by about .75mm, however they cannot drop. So, coming to a hump the leading wheels lift, the middle ones lose rail contact, then the middle ones are lifted up against a spring bearing, all six in contact. The rear set rise up and repeat the front ones action. Having gone to the design effort to provide the spring plunger and all, I find this omission a tad nuzzling.

The cure is relatively simple, more so on a securing screws,2. Lifted off the plate and it away, an advantage of have a pre-loved exam away the supporting ridges where the cent keeper plate, until a silver line ran all the w spring piston assembly ran smoothly, it did. if not, de bur and reassemble the chassis. An Fortunately a free moving piston assembly w shows about .5mm of spring assisted drop is slow running, just what is required on a shun to do than write up!



MaP developments continue

Andrew Knights

Never quite static some industries on the Mertonford and Pine Tree are veritably peripatetic! The other day a discussion started, this followed on from the changes that are being inflicted on Lawnton (Lornton, if you prefer). The depot board has been stripped back to the basics, a new set of low level platforms and some buildings have been replaced. Namely there is a new Car Rescue/Classics refurbishment building and a new Waverly Press building. These share the siding which was for many



years the site of Castle Rock Scrap Yard. That industry has swapped places with the former Classics restoration plant at Borchester.

A building makes a definite spot for car positioning and is simpler to construct in limited space. A large open plant such as a scarp yard is less easily accommodated. However the edge of such can sit alongside a board edge siding. Hence the swapping of these two plants. The traffic between them is the same, same cars (unintentional pun) just ladings in the reversed directions.

I was considering some fairly major track work at Borchester. This was to provide a spare siding and a better spotting

location for two industries. The clothing outlet and Toy seller that share a siding to the rear of Borchester depot. The intial idea was to put in two points and a diamond, placing the new siding along the fronts of the businesses. This would have involved quite a lot of disturbance, track and scenic. Also the new siding would have been right at the back of the boards, not ideal for switching and uncoupling.

“What about the talc traffic?” These covered hoppers have been a mainstay of MaP operations for the entirety of my involvement with the line. However, like the Grundy’s stone traffic on the mainline, it is a block move of three cars as a consist from one siding directly to another, with no switching required, en route or at either terminus. Being covered, access to the cars is not required at each end of a session. When the depot was redeveloped a couple of years back new traffics to Schulz foods were brought in, this being the bottling and drinks part of this company’s empire. Cars come here from various places on the system, mostly Mertonford and Bedford Falls. There being no outward traffic, or very little, from this plant, the cars then need moving to new start/loading points/ Having visibility to the car numbers, and as importantly, the couplers is useful, to say the least.

A solution was to swap the mythical with the real. To move Borchester Aggregates “off scene” to the spur formerly occupied by Schulz and vica versa. Benefits are , the easier access just described, plus a two road destination can more readily split and accommodate cars arriving/departing singly. No track work and wiring. This adds up to meaning no new track





diagrams required and for the most part the depot freight sheets remain unchanged, a lot of PC time removed. For a start, even the freight cards can be left as is, I will be redoing these later as a car re balancing exercise.

What to do with the buildings? Again after quite a few years the inks used on the main BiltEazi derived structures have colour (color?) shifted, at least towards pink, and not purple/blue. These were inkjet compatible ink printed just after the branch was brought into being.

I then had an idea that as this was a modern or fairly modern redevelopment, something akin to the mix of the old Coleman's plant in Norwich might be interesting.

Eastwood VT. Had buildings from around New England derived from a long search of Google pictures. One of these, it sits at the end of the layout behind those bridges was made from a picture of a hospital in Boston. A concrete and sheet constructed building. I found the original files, well W10 found them on the PC. With a little "photoshopping" three versions of the front were combined and the lower wall enlarged. A door from another Eastwood building was added a few times to give goods in access to the plant. A personnel door was made from a section of the main structure. Printed on two A4 sheets the building is much taller than the old two storey affair and fills the gap fully between the two silo structures. The arrangement of the buildings may change when the time comes but the effect is fairly pleasing. I may see if the clock could be watch powered.

At least the change can be implemented with the buildings as they are and the scenery can follow the "reality"!

Procrastination terrace?

Andrew Knights

Last August I constructed five business premises. Each with a flat above, these were mirrored between pairs. The shop parts are all one offs. They are to be used as the major part of the Lornton redevelopment scheme. There are some more buildings needed, but only one of these needs to be multi layered, as these are. The rest can be scenic flats or nearly such.



I know what each of the places is to be, well , as far as the business they are to hold. To be fair a couple have changed, but not to any great extent. The plan is that the flats will be simply finished with a degree of personalization provided by what appears on those balconies. The shops will be about an inch deep and have some window dressing provided. This work has not been the hold up, well only in part. No the main hold up has simply been:- *what colour should the main structures be?* So for want of paint they have sat where they are, at least they have made it onto the layout, and seemingly will fit in, but undecorated for the last nine months.

Moves are afoot and with the backscene having made the jump into reality a colour scheme linking into the New England township depicted behind them may lead to advances on the whole area.