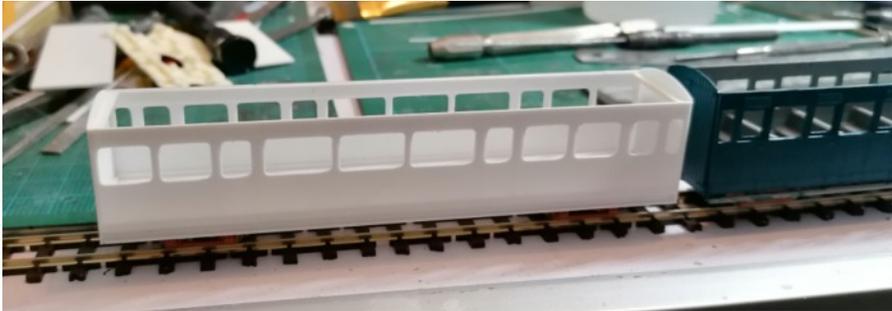


Wealden Railway Group Newsletter

July 2021

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Password this month:~ 27



Cover Pictures

Top: New Coaches being modelled by Alan Monk- article in this issue

Left: Bulleid 4-EPB bridge top model Another Silhouette adventure- see this issue

Bottom: A new venture into N scale by Tom Lloyd- notes to follow!

Pictures by:- Alan Monk, Andrew Knights; Tom Lloyd



Editorial

Norfolk planning, or something like that could well be the title of this piece. After a couple of somewhat hectic days of jungle bashing, so that there should be less jungle on my return and to fill the council garden waste wheelie bin, plus demolition of the old work space and erection of a new one in a previously unused part of the loft, some work on the Wandleford Jct project, I decided that with a decent forecast I should decamp.

As a result, I am currently adrift, back on the Norfolk Broads for a spell. Anyway, the weather today has not been quite what you could call Summery, so sitting in the cabin, the crayons and doodle pad have had a bit of a battering.

I'll go back a step. Every time I go into the loft, the first thing I notice is the pile of clutter that loosely defines the work bench of the MaP (Mertonford and Pine Tree – loft layout). The problem is that this is a little used flat space which is readily accessible, always to hand. To hand for putting things on and not overly useful as a work bench due to this clutter which is in the way when the bench IS needed as such. To make this bit of the tale shorter, I started to look for a solution. A moveable workbench has been erected behind the loft hatch. This hatch may be dropped and the bench brought into play. As it lives behind the hatch when not in use this makes it less than ideal as a dumping ground: theory! I will outline this in more detail in due course, with some pictures, naturally!

What to do with the space thus vacated. Well after the construction of the small C50 almost Hungarian diesel locol and the bringing into service of the two car branch rake of cars, the Doodle Bug is not required.

Borchester as you may not yet know has been greatly reconstructed in the recent past, written up but not yet in these pages. This meant that the Schulz bottling plant now had a presumed home, at least there was somewhere to spot the cars destined for it. In fact, subsequent to writing this, the peripatetic nature of Ahern County industries has struck once more, and to more than one industry!

This what if game can be dangerous, the last time this situation arose, it resulted in the branch line and a three year operational hiatus. Not so this time, although the effects on Borchester and branch operations could be just as profound.

I had planned to move the bottling plant further down the line, its present siding would form the branch to a new depot. A plan was drawn up, Largely following ideas I had had over the last few days. However, I did also have some sort of picture which I wanted for this depot. It was to be part of a former interurban system left over, kept open, by the industries there on. It did not want to be overly urban. Here is where the latest what ifs came to play and more things are on the move in the peripatetic industrial geography which is Ahern County Vermont!

The bottling/canning works need a large building, the MaP part of their operation is not the key to their game. They can generate freight for several parts of the system. The talc traffic does not require a large infrastructure, especially if the main part is off scene. So using the current loader from Borchester Aggregates at the new depot, a hut and that is all that is required to fill three hoppers at a time. Thorntons warehousing operation moves to a building on the new board, as does the actual manufacturing facility for Abe's Workwear. A slight rejig of freight and loss of the crushed car transfer, it is better by road, throws the sidings at Borchester Aggregates free for better and more intensive use by the canning operation. The station on the new board is to be a very simple affair, basically the car barn with a ticket hut and platform (low level). This means that Thunders Hill (following the theme of naming Ahern County's depots and townships after seminal- to myself at least- layouts) will be a fairly countryfied sparse looking board. Hopefully a good contrast to the other depots on the MaP and a eye catching site on entry to the loft. A better one than a heap of various bits on a table top at least.

Branch operations and some other traffics on the MaP will also be affected, in a lesser to major extent. However the plans to add a lot of scenery and few track modifications to the main part of Lawnton Jcn have not quite matured that way. Some time in the Autumn, I think that Lawnton Junction will for the most part be lifted and brought back to bare boards. An entirely new depot is planned, only the siding roads will not be affected too much. Scenically this improves the construction, it should be more cohesive, the same should be said from an operational stand point too.

Other works? Well that on the Kitland's Light is progressing, some running of the trains, although a sudden growth of hollyhocks is causing some problems there. The main advances on this line have been in the 4mm/ft version of the same. This should be part of the Wandleford Junction project. A recent idea and trial run shows much promise. This will make its appearance as an article or two no doubt. On the subject of Wandleford, I have recently purchase two sheets of mounting card for the two metres of concrete retaining wall. I also took a walk up the road to photograph some buildings in Steyning which I am hoping will stand in for large Victorian London Villas. If this part works out that should be the back scene sorted. Again, I will write up an update when I have more concrete to demonstrate or show.

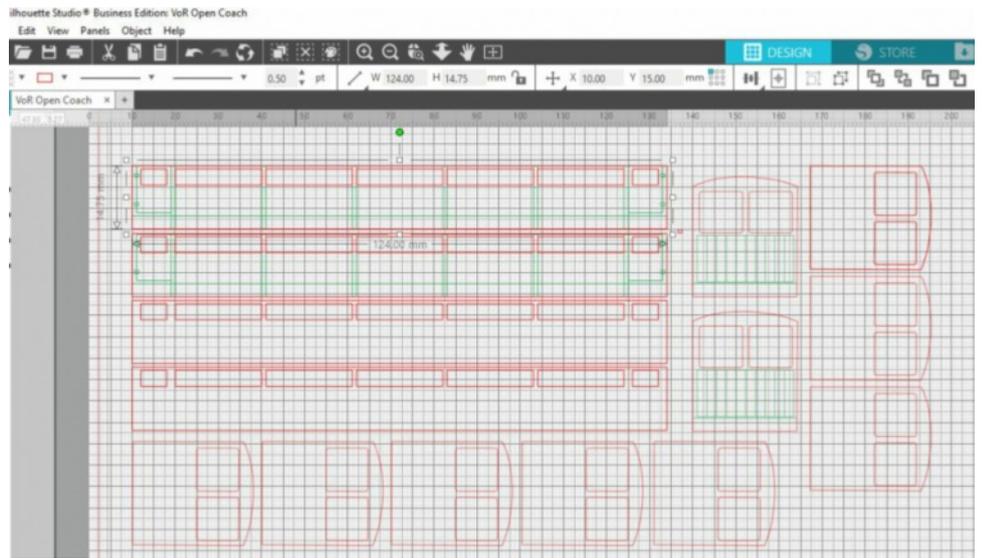
Talking of showing. I have made several updates to the Sites of Interest, or "Rabbit Hole" page on the web site. This has a deal of prototype and model material on it, and as we know one site can easily lead to another...The page in question is on the public side of our password, so is available to anyone, you can find it at:- <https://qwertyuiolkjhgfdszxcvbnm,nbvcx> .

I have a few articles from other members to put on the newsletter pages. Any more offerings would be greatly received. I think and hope that it is considered a better issue if it is not all the thoughts and deeds of one Mr Knights?

Further adventures in Silhouette Cutting

Alan Monk

Having successfully created Ho scale BR Mk1 coach sides working with Andrew, and needing some of the 'modern' 1938-built stock for my Vale of Rheidol 009 micro layout, my attention was diverted to seeing if I could design coach bodies for those, given the only option available currently are expensive brass kits. The slab-sided nature of the VoR stock definitely lend themselves to being cut on the Silhouette.



The BR Weight diagrams for the VoR stock are available on the Barrowmore MRG's website, giving the key dimensions and general layout. From these and a selection of good photos of both types, I was able to draw up the 'Closed' Third and Brake Third sides, plus generic coach ends. I found I could fit the parts for 1 coach on a quarter of a A4 sheet of 10 thou plasticard, so arranged them to give 3 Thirds and a Brake Third per sheet, tying in very nicely with my layout's stock needs of 6+2!



As with the HO Mk1s, each coach side comprises an inner layer with just the windows cut out and an outer layer with the same window cut outs but also with the external detail scored in - door seams, etc. The 2 layers are laminated together and allowed to set flat.

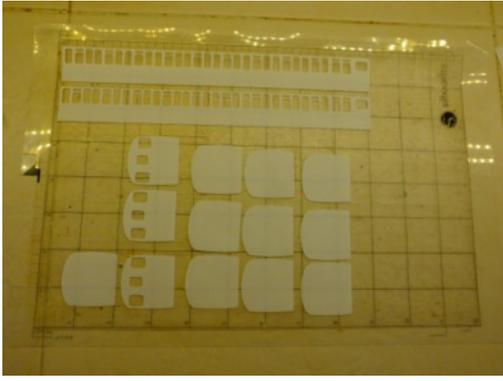
A test build showed no major issues, I cut a floor of 60 thou sheet and used Evergreen 3.2mm C-channel for the solebars. Microstrip of various sizes was used to reinforce most of the joints on the inside of the body. Seating was added from Evergreen car siding, further reinforcing the body

across it's width. Dundas injection-moulded VoR bogies and roof (both available from Dundas as separate components), along with microstrip hinges, grabs and handles complete the structure. These coaches will be finished in BR blue, suiting the mid-1970s era in which the layout is set. And having done the 'closed' stock, I've now also drawn up the 'open' coaches as well, so my 4mm passengers can fully enjoy the mid-Welsh weather! These just have the lower sides, 1mm square microstrip will form the external vertical posts to support the roof, while the windowed ends will be formed of 4 or 5 layers for strength and to represent the thickness of the prototype ends.

Cutting out a Bulleid 4 EPB

Andrew Knights

The far end of Wandleford Junction needed a bridge. That bridge needed more than itself to be a decent eye line block. The bridge changed from road to rail. The 4 and 2 EPBs on the layout are all of the BR design. I recall the 4 SUBs and EPB of Bulleid heritage working the ones through Woolwich and on the

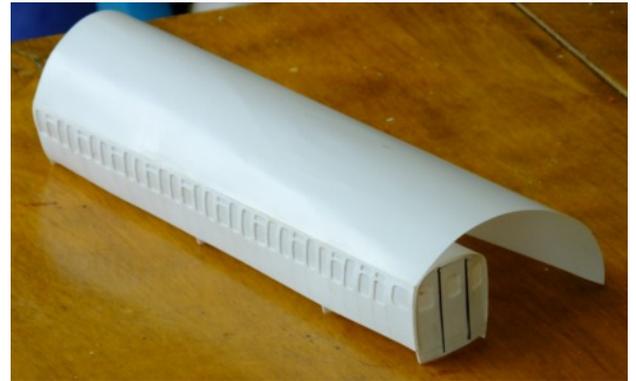


more eastern parts of the southern region in the 1980's. What better opportunity to show the very different body style than to have one stuck, literally, onto the bridge?

I had tested and put to use the Silhouette cutter with the small "Hungarian" C50-ish loco earlier in the month. Looking at drawings and web I managed to turn out a set of drawings for a Bulleid 4 EPB. The cutter produced three sides. Two with all the windows and a blank side, no windows. Also there were parts for compartment dividers, and the front end. This was four parts. Two with window apertures, one with the same, but with the shades above route panel and driver's window. The fourth layer was another blank.

Why the blanks? Sitting atop the bridge there will be no views through the coach. This made some construction simpler and greatly complicated the painting later on.

Having cut everything out, I glued the main body components together using D-Limonene. Laid flat, all were left outside for the solvent to set and disperse. Next day more Limonene was used to attach the car side to a larger sheet of styrene. All the styrene is 10thou. This large sheet was to form the far side of the car and the roof. However, now Limonened, the whole was rolled around a large aluminium tube. Another day for solvents to set and disperse!



The rolling was to allow the side to pull itself onto the end and internal dividers. Bulleid coach design was all curves from sole bar to roof top. The fixing here was more aggressive Plasweld.

Once assembled, and securely taped, it was all left for the day.

Next morning the body was set and had but a small twist, one easy to pull out. Painting to start. First was those windows. I painted them a shade of RAF blue trying to keep it streaky from top to bottom. Top corners towards the end, I dappled some dark green

and sky blue to the centre. This reflects the positioning of the car to the surrounding scenery.

Window paint dry, next day, I painted over the windows with some gloss yacht varnish. Off for another day's paint drying. The next day dawned and the varnish was very nearly completely set. I then started what should have been a simple job. Painting the body. It has but one colour, well two, yellow for the end and BR blue for all else.

After the first pale thin translucent coat had dried, six more coats



of Howes Railmatch BR blue were

applied and a sort of blotchy cover was achieved. The seventh did indeed give the body a better coverage. After the first brush load of the Railmatch Warning Panel Yellow, I cleaned off the brush and mixed up my own from Citadel and "Artist" acrylic. Three coats of this gave the desired effect. I should have applied a grey base coat on reflection. However a brush paint test of Life Color BR blue seems that four coats would have given more than the desired colour density. More tests needed yet. The last stage was detailing and weathering the body. Then it will need to have some base fixing before being attached to its bridge permanently.



The Start of Something Small – Practical oo/Ho

Part 5

Andrew Walters

This part of the article covers exchangeable scenic detailing to enable either a French or a British presentation.

What Sort of Exchangeable Scenic Detailing?

This stage enables the design and construction of scenic detailing to be worked out. In particular it establishes exchangeable scenic detailing can be used for either a French or a British version to be presented. The core structures of baseboards, track, wiring and display tables are “ bilingual “. Care needed to be taken with the layout as the French version is to Ho scale and the British version is to oo scale, which means that features suitable for either the French or British presentations could look the wrong size e.g. a French feature on the British presentation could be 1/8 too small, and a British feature on the French presentation could be 1/8 too big. This is where the researching is important, so that potential differences in “ size “ don’t look out of place.

How It Was Done :

Researching and Layout Presentation : Researching covered the topography of the British and French areas where the layout is set, the type of industries and businesses there, and with some estimating, what the typical lifestyles of the local inhabitants might be. The layout presentation covered what would look pleasing, balanced and proportional when set-up. The extreme shallowness of the baseboards has been very useful in avoiding problems between the rolling countryside around Carly for the French presentation, and the flat countryside around Tiptree for the British presentation. The information was obtained from illustrated books and internet searching.



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How It Was Done :

Topographical and Geological Features : other than the differences in topography mentioned earlier, both Carly and Tiptree have clay soil (this was established by finding an old postcard with a brickworks next to the line at Carly suggesting local clay, and a garden centre at Tiptree offering clay-friendly plants). The soil type is important for which type of plant can grow there, and also the colour of some flowering plants. Hydrangeas and lupins flower blue in clay soil and pink in alkaline soil. Luckily the hydrangea plants in the detailing box had blue flowers. Soil, grass, plants and trees were sufficiently undetailed as to suit either the French or British presentations.

How It Was Done :

Architectural Features : The majority of these are specific to either France or Britain. The two exceptions on the layout are the jam factory, which doesn’t look unbalanced in size between the two scales (exchangeable advertisements will be used), and the platform, which in each country is a low structure requiring the carriages to have steps. Two removable mini-scenic boards were made to go at the front of the layout. One has a line of trees which suits either presentation, and one had a grounded coach body for a waiting room, which is most definitely British. A Wills grounded coach body kit was assembled, and the weather-beaten effects on the paintwork were

achieved by painting the kit badly (!) using a thin coat of each colour lightly smeared on. Placing either one or two mini-boards in front of the layout gives the trains somewhere to go behind, and placing the boards in the middle of the layout looks balanced.

How It Was Done :

Detailing and Lineside Features (including people) : Fixed features include fences, roads and paths, industrial clutter such as pallets, barrels etc. . Exchangeable features include buffer stops (made of out concrete for the French presentation and out of rail for the British presentation), a crossing keeper's house (French) or greenhouse (British), and road vehicles. The indigenous population of Northern France is quite tall compared to other parts of the country, and careful selection of figures doesn't look too out of place in either presentation. If it looks like the height of people could be an issue, ty placing the shorter figures towards the rear of the layout and the taller figures towards the front, so that a slight disappearing perspective helps them blend in better (this applies to buildings as well). The activities and lifestyles of the people in each version mean that their clothing is more or less the same for either presentation, without event- or region-specific clothing.



New rolling stock for Isla Blanca

Giles Barnabe

The FC Oeste y Centrale has taken delivery of two more internal combustion units: a road diesel for general duties and a new railcar; the latter replaces one of an earlier design which has been transferred to the FC Este.

The Bo-Bo diesel was a fairly simple conversion of a SW1500 by AHM, which had its HO cab and a short section of hood removed. The footplate was widened with a strip of square styrene added on each side and a larger cab was fitted to cover



the end of the motor. The access steps were widened slightly, and larger pilot beams fitted. Finally, some new handrails were fitted fore and aft. The original livery has been preserved using some Stroudley claret red, with the top of the hood and cab roof painted German Grey. The side windows of the cab are open and have arm rests and sun-shades, and a driver was provided from my stock of Preiser-style figures.

The railcar was designed to use up the last of my collection of Teamsterz coaches. As bought, these are about 1/55th scale, although the sides are useful for On30 vehicles (the other coaches have provided the FC Norte with an excursion train). For the railcar, the Teamsterz body sides were removed and cut up before the pieces were reassembled in a different order. The smaller windows were used for a driving compartment at each end, while the doors were moved to the middle of the vehicle. Some extra length was needed to make the body fit a Jouef class 33 chassis and these panels were cut from styrene and became the motor compartment. The Teamsterz windows are rather tall, so they have been given sun-shade overlays covering most of the upper portion of each



side of the car, which improves the appearance and provides a “made in the USA” look, although there is also a slight feeling of Sydney’s former suburban dms, the “Red Rattlers”. Another diesel body was cut up to provide some grilles for the roof-top radiator, and exhaust stacks, battery boxes and unidentified lumps came from the scrap-box. A white metal headlamp was added at each end and figures placed in the driving positions.

The advantage of the new car is that it can work in either direction without the need for turning, so a likely duty will be to provide a late afternoon connection between the FCO and the FC Este, working between the staging yard and Arenal; it can also substitute for the FCO’s steam-hauled passenger service on Sundays when no mail is carried, and the usual locomotive is having a boiler washout.

The displaced railcar features the augmented body from one of the redundant dock-workers coaches (originally part of a toy San Francisco cable car) mounted on a Brill trolley-car chassis. It thus resembles Este railcar A₁, built from a Bachmann On30 tram.

A normally inaccessible workbench!

Andrew Knights

To say the least, I am not by nature a tidy person, except in very certain circumstances, but even when being constrained to a twenty foot long floating home things tend toward a degree of entropy. As the Editorial suggest this is the fate of an empty flat surface, even when it supposedly has a designated purpose.

My main constructional work bench entropy reduction system, was to make it a portable device which is hung up on its side when not in use. Thus it may be employed in the kitchen or out of doors and is always clear when put back into use.

The workbench beneath the MaP (Mertonford and Pinetree RR) has been in situ for the best part of seventeen years, as a result was usually hard to locate as a working area and was not the best view to observe on entering the loft.

After watching Kevin McCloud often on TV, and discovering a set of drawer slides during a periodic tidying session. I had a 3 D planning session-play.

This showed that use could be made of an otherwise useless space in the loft. That behind the lifting loft hatch. Amazon was examined and a longer set of ball bearing drawer slides purchased. These were close to fourteen inches long. The distance they allowed an attached “drawer” to slide would max out at about two feet. Ample for the project.

I removed the work bench, a very old family coffee table from some years back. It was cut to the desired width to fit over the loft hatch. This used about two thirds of its length.

After some trials a correct, if not the most desirous location of sliding rails was achieved, I had forgotten to add in the thickness of the slider when doing the initial cutting! Anyway the main table could now slide out from behind the lowered trap door, and when pushed back, allow said door to open to its normal full extent.

At the right hand side of the new work top, I fastened the other original sliders and with the aid of some bits of wood to raise this bit of the table top remains added a sliding deck atop the sliding work bench.

This can be used to store bits and pieces, such as spare Tri Ang brushes and such hard to find unless well stored items from Peter's Spares!

Because of the height of the sliders it passes over the new test track, the power supply to which sits alongside a power point to the far rear left hand side of the main table. A trip to B&Q provided an LED small reproduction Anglepoise lamp.

I re wired the old four way block which used to drive all of this and other layout bits. A double socket now sits on the far end of the peninsula, a switch thereon activates the workbench supply and all are fed from the layout's own supply, so turning this off deactivates everything Ahern County.

The test track is 16.5mm gauge only as this is only for servicing things MaP, not for testing or constructional projects. It will be interesting to see how long this uncluttered existence lasts!



DOODLE Plan

Thunder Hill. Named, of course after the Late Peter Bossom's layout which was a particular favourite of mine. I am currently looking at version four of the plan for what will be the terminus of the branch on the MaP or the Borchester Branch's branch!

It was planned to move a large industry- Schulz canning plant to this township. However a better and more useful site has been found for the plant. The main siding at the centre of the plan will handle the incoming talc traffic, moving it from the former Aggregates building, the loading facility being the "working" part of that plant, also allowing the loading of road traffic. Two smaller Borchester industries will be relocated. This will spread out the branch traffics and make more and much needed free siding space available at Borchester itself. Once again we find the convoluted Ahern County shoreline making an appearance along the front edge of the yard. More rip rap and varnish then!

