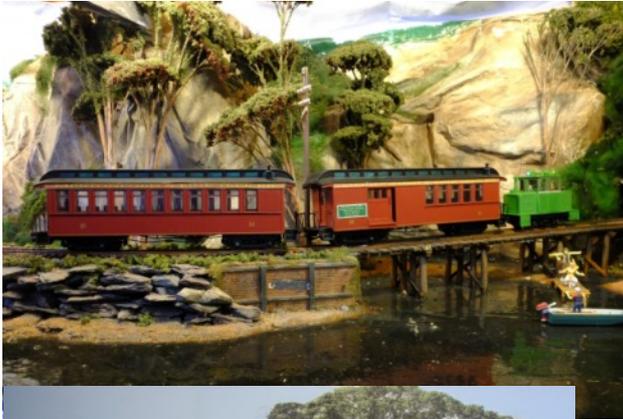


# Wealden Railway Group Newsletter

September 2021

<http://wealden.weebly.com/>  
[Wealdenrailway.awk@gmail.com](mailto:Wealdenrailway.awk@gmail.com)

Password this month:~ 2550



## Cover Pictures

Left top The Bedford Falls Flyer crosses Gammon Point Trestle on the MaP

Andrew Knights

Left lower; A bucolic island road scene , on Giles' Puerto Paseo layout

Giles Barnabe

Right FLIRTS local and London line up in Norwich this summer

Andrew Knights



## Editorial

Not too much model rail activity this month. I have done some work on several small projects and been actively doing things in the garden and such.

A minor glitch on the Kitland's Light (KLR) front has appeared. I wanted to move a heap of clippings and cuttings from the continuing Russian Creeper battle. Only to find that loco No1, after a couple of months inactivity, has decided to sulk in the engine shed. Not a battery problem or the usual detached wire, it would seem. However, as the controller is completely inaccessible without pulling the thing to pieces, thus it will sit until next spring, I suspect. The plan is to do a general rearrangement of bits and a complete electrical overhaul. After which all parts should at least be testable and even easier, than at present, to reach.

No2 and one of the wagons stepped into the breach. No2 was also used to bring some modelling supplies up from the summerhouse (Southwold) during a visit by one Mr Roger Jones more recently. The only other KLR work is a repair to the engine shed door and front wall . Constructed from an aged original shed time and decay had taken their toll. All re fixed and patched up now, the result should be weather proof. Wire, nails and a few screws were all that was required, along with some baseboard offcuts!

So far it looks like Köln Draußen should be appearing at this year's Tolworth Show Train, assuming the show manages to take place. That will be my first outing since East Grinstead March 2020! Looks like the Sitting Room legs will be having an airing sometime next month. Testing Draußen and also a test of Wandelford. In the latter case work has been somewhat intermittent but some has taken place and I now have an idea of what is required to progress the scenic parts of the layout. Indeed several purchases have been made towards such progress. When things move significantly I will let you know.

The Mertonford and Pinetree (MaP) has had a couple of running sessions and I hope to undertake weekly running soon. Watching a Märklin of Sweden video on track cleaning, Martin pointed out that one of the best things to prevent poor running is to run the layout regularly! He mentions many methods of track maintenance, but not the use of graphite, which I would have thought would have gone especially well with Märklin's stud pick up system?

On holiday I made a start on the main buildings needed for the scenic upgrade of Lawnton Junction. These will have a full write up as and when they are in a presentable condition. The full how, why, and what. Suffice to say that there are five structures with a total of six shops beneath.

The other MaP project, namely the addition to the branch line of the Thunders Hill extension is still in the planning stage. Very much planning! I think I now have something that will work and make most use of the items which I have in stock. I am now planning the depot around the use of proprietary track (PECO?). What is likely is that three car locations from Borchester will move there. Reducing the yard pressure there and giving the branch operator more to do. It may even have the possibility of dual operators, although I am not certain on that fact, but it may be useful for that to be a possibility at Thunders Hill. Not really possible at Bedford Falls, as the passenger train resides there most of the time, when not on active duty. This blocks the run round loop and reception road. Thunders Hill has a different set up, the Doodle Bug will live at that depot but as it is a single car it will not cause a similar blockage. A factor that is being planned in as the track layout evolves.

YouTube. Being sad enough to have a Raspberry Pi on the kitchen diner, I do tend to watch the odd YouTube channel over my evening meal. One of these is Jago Hazzard, who on occasion seems to be piecing together most of our former WRG London trips which were organised by Graham Weller. Another regular is Sam's Trains. No I know that this gent is a tad "Marmite"? However recently he has made several programmes about the construction of wagons and parts for models using a 3D printer. These have been most instructive as he showed how he did things and made use of the printer rather than demonstrating the printer itself. Many 3d printing sites on YouTube tend to concentrate more on the printer than what, and how it may be put to use. These may be worth searching out on his video listing on his Home page.

The WRG "Rabbit Hole" or web sites of interest page continues to grow. There is a wide variety of model and prototype information up there now. Do have a look, and send me an e mail if there are any web sites that you find interesting, or links on the page that no longer function. Recently Alan Beadle spent some time sorting the mechanics of this page out for me. Thanks Alan. It means that it should now be easier to add to and maintain.

The only prototype activity I can add to all this is shown on the cover picture. The one where I nearly managed to photograph the GBRF 66 as it crossed the Wroxham Viaduct on its return to Harwich. I did see the loco, but only managed this "one that got away" shot. We did hear a couple of FLIRTs during lunch, but these were hidden by trees, of course!

I did take a trip on the Bure Valley while I was on my main Norfolk holiday. The line had made quite a few changes to accommodate viral activities. Soft screens between seating bays and disinfection and Hoovering of trains between loadings. Plus booked tickets only, an interesting experience using the phoe whilst floating nearby.

They are making use of the extra platform provision at both ends. Arriving on the formerly unused platform 2 at Wroxham end, reducing the crowding at the station entry side. And arriving one side at Aylsham then leaving, post cleansing from the other. A three train system was in action when I rode the line. One arriving at Aylsham and then one departing from the opposite side of the station. Down the line the two trains in motion passed at Coltishal station, not the usual passing places. In all cases the trains seemed quite well loaded, much happy waving between the trains in transit!

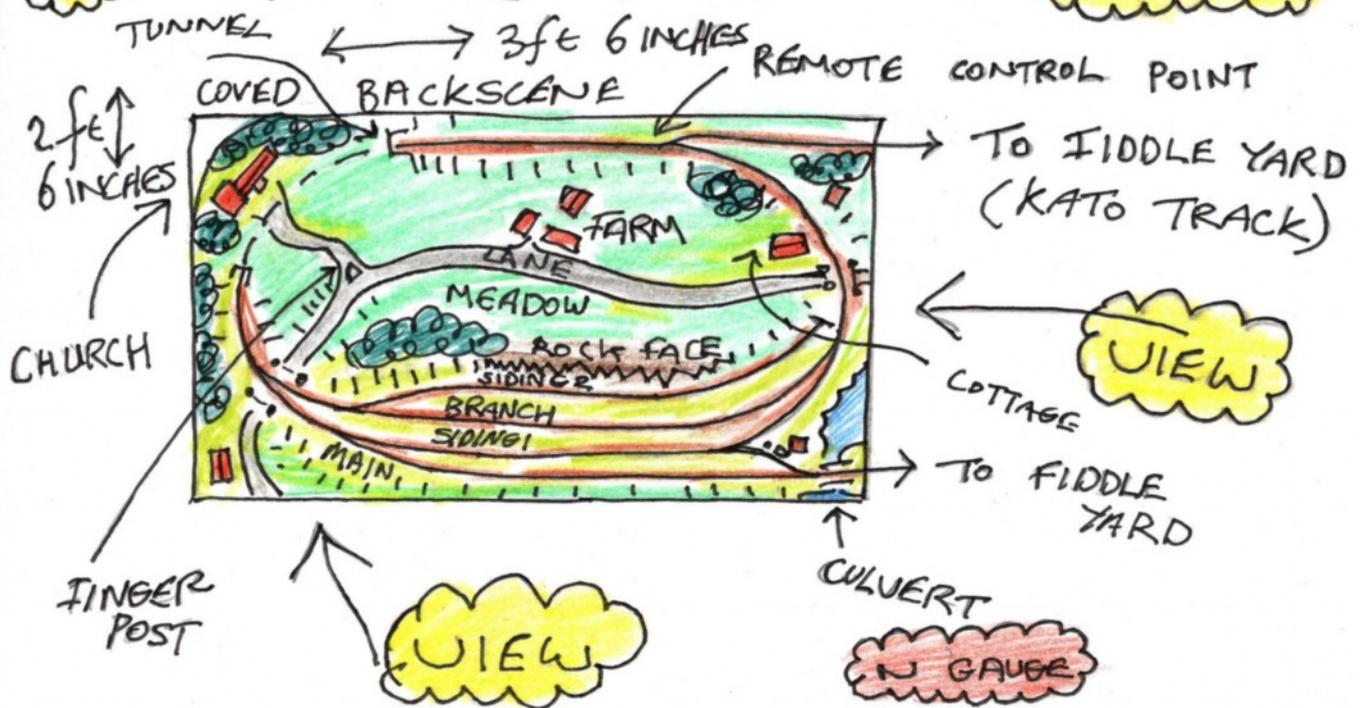
Yes. I did end up in the model shop. No. I did not escape, or at least my wallet did not escape usage. Two locomotive "bargains" and a brake van. No plans to model the IoW, but those O2's in BR sunshine proved too good to miss! Maybe an island nearby could be "discovered" or a line hypothesised? Preserved or what. Nothing yet, but then there are all those Island railway picture books to look at...

NOT TO SCALE!

Polbream ① Mk 3!



BY Tom Lloyd  
8/21



ALL CHANGE AT POLBREAM! AFTER MUCH THOUGHT, A FRESH START WAS MADE...

INSPIRATION CAME FROM A MODEL RAIL BOOKAZINE "HOW TO BUILD A MODEL RAILWAY VOL 3". THIS SHOWED AN INTERPRETATION OF BOSCARNE JNC WHICH IS A LOCATION I KNOW WELL AND HAVE A STRONG CONNECTION TO...

SADLY NOT MUCH ROOM FOR A WATER FEATURE BUT MORE BUILDINGS IN THE LANDSCAPE AND BETTER OPERATIONAL SCOPE.

THE HIGH BACKSCENE IS FOR PHOTOGRAPHIC USE AND WAS INSPIRED BY IAIN RICE AND CHRIS NEVARD'S WORK WITH CAMEO LAYOUTS...

TO SUM UP, LESS FICTIONAL SCENERY, MORE INTERESTING OPERATION AND A CHANCE TO FACE MY ACHILLES HEAL ... BUILDING CONSTRUCTION WATCH THIS SPACE ... !

# Two articles from the land of the Long White Cloud

Kindly sent in by Frank Fordham, and found while searching a pile of magazines found at the back of his clubroom

## British Rail cars arrive in NZ

The first 13 of 45 passenger carriages purchased by Tranz Rail from Britain arrived in Wellington on board the ship Piligrachat on 18 October.

The carriages were checked by MAF officials on board the ship before being unloaded and moved to Tranz Rail's Hutt Workshops where they are being modified and refurbished over the next few months.

The new carriages will first be used to upgrade Tranz Metro's long-distance commuter fleet, and the remaining carriages will then replace Tranz Scenic's existing rolling stock on long-distance tourist routes.

Tranz Rail's Passenger Group General Manager, Mr John Moriarty, said the first instalment of the new carriages would most likely be used on Tranz Metro's daily Capital Connection train between Palmerston North and Wellington, to satisfy a growing customer demand.

"Compared with the existing carriages customers will see new features such as air-conditioning, wider entrances, modern upholstery and improved toilet compartments. Our passengers will be very pleased with what comes out of the Hutt Workshops," he said.

The Mark 2D carriages were built in the early 1970s in Derby, England and were used on many mainline routes in Britain. Mr Moriarty said the carriages were still considered young by rail standards and had considerable economic life left in them. Buying the used rolling stock had allowed Tranz Rail to get good carriages at a fraction of the price of new ones.

"Second-hand carriages are becoming popular with rail companies around the world as more companies realise their value," he said.

The carriages will be modified by replacing the British bogies and wheelsets with New Zealand ones. The British track

gauge is 1435mm compared with Tranz Rail's 1067mm. However there will be no problem with tunnel and overbridge clearances as the British carriage body profile is similar in height and width to the existing New Zealand carriages.

Tranz Rail announced on 1 July that it was buying 61 former British Rail Mark 2 carriages, a decision which followed the importation of two cars last year for evaluation. Sixteen of the 61 carriages were bought from Wellington businessman Mr Ian Welsh who had imported them for use on Mainline Steam Trust excursion trains.

*Both of these articles came from the New Zealand publication: **Rails**.*

*The adjacent article was in either the June or July 1997 issue, and the lower one the January 1997 issue*



The carriage of the future: one of the 13 former British Rail carriages which were unloaded at Wellington in October. Photograph: Eugene Crosby



Not so long ago it would have been in the "believe it or not" category — a British Rail InterCity Mark II carriage running on New Zealand's railway system. However the days when virtually all rolling stock was specially designed and built because imports were seen as "not suitable for New Zealand conditions" have gone, and today the New Zealand fleet includes second-hand diesel multiple unit suburban trains and coal hoppers from Western Australia, second-hand diesel electric main-line locomotives from Queensland, and now two British Rail carriages, which were imported from Tranz Rail's UK associated company, Railway express systems for evaluation.

In this photograph taken on 4 November last, one of the two BR cars, now fitted with standard Tranz Rail 1067mm gauge coach bogies in place of its original 1435mm standard gauge bogies is seen at Westfield, Auckland during a series of brake tests. As can be seen, the smaller wheels used in New Zealand bring the coach to within the New Zealand loading gauge — the carriage is clearly about the same width and height as the FM van seen in this photograph.

Later in November this carriage was towed to Wellington and is now in the Hutt Workshops for detailed evaluation. As reported in October *Rails* the carriages were brought to New Zealand to see if surplus BR Mark IIs would be suitable replacements for Tranz Rail's ageing carriage fleet.

Photograph: Grant Griffin

# It's the Little Things

## Giles Barnabe

Looking around the layout recently I saw that there were several small jobs that could be done, individually needing little time, and so ideal for a busy summer period when gardening has a habit of taking precedence over other activities, but the odd half-hour may be available.

### Let There Be Light!

Having taken a series of night-time photos of the layout, with suitable day-for-night effects, I realised that the dockworkers on the night shift were in total darkness. Luckily the useful-bits collection contained some beads like acorn cups, and some knitting needles – there has been little knitting in the family for two generations, so they certainly needed a new life! With the addition of some bendy wire, the result is a collection of overhead lighting on tall poles which are now dotted about the dockyard. To make the beads better resemble industrial lightshades a thin strip of paper was wrapped around the wire and superglued in place at the top of the shade to provide the lamp-holder. Other lamps were given swan-necks and mounted on buildings.

### Loco details

Also on the subject of lighting, I made a number of Spanish-style locomotive

oil-lamps from slices of thin tubing from inside propelling pencils, tiny scraps of styrene for the base and chimney, and a loop of 5amp fuse-wire for the carrying handle. These have started to appear on the expanding Este locomotive fleet and help to dress up the otherwise rather empty extremities of the steam engines. Some tool-boxes and jacks would also be useful. Somewhere I have some oil cans, without which no small narrow-gauge locomotive seems complete.

### Car Tax hits Isla Blanca

Another small detail is the provision of numberplates for the local road vehicles; a small rectangle of thin card does the trick, coloured with a wash of thinned paint and lettered by hand with a fine-pointed drawing pen. For this, I had to devise a numbering system suitable for a self-governed island, so a regional registry has been invented – to include the island's five cantons: the capital, and four others, roughly North, South, East and West. The plates thus



start with either N (Ciudad Nueva), V (Las Vacas), P (Paseo), L (Los Vientos) or D (Agua Dulce). Who knew that freelance railway modelling might include local government management?

### It's Greener (and greyer) in San Juan

Up to now the yard at San Juan has been a waste of ballast, earth and tarmac, and somehow a little unconvincing. Now nature is reclaiming some of the surface with a mixture of last year's raked lawn moss, green scatter and chopped yellow foliage applied between the rails and sidings and around the edges of buildings. This has helped emphasise which tracks are sidings, which for normal traffic, and has helped to blend the countryside section into the cityscape. An "ash" mix (fine ballast and dark scatter) has been added to disguise areas where the oo scale sleepers were showing, and to provide an area in the MPD where the locomotives' fires are raked out. Where oo scale sleepers unavoidably poke out of the ballast (in flangeways, for example) the brown plastic has been painted over in a shade of buff causing them to "vanish".

### Industries Come and Go

There is a large stone warehouse as part of the backscene behind the San Juan rail yard. Thanks to a fellow member of the NGRM website I have been sent a print-out of some authentic Spanish advertising from the 1950s. One of these slogans is "Licor Callisay" which has been applied to the warehouse, marking it out as the local distillery and providing a reason for the back siding. Molasses is to be shipped from the sugar distilleries in the centre of the island, arriving by the Norte (via Bahia Grande) or the FCO (via Ciudad Nueva) in rail tankers. One of these already exists - a Jouef tank conversion - but another has now been added to the fleet of Azucar Consolidado; this was originally converted into a six-wheeled milk tank wagon from a Dapol Esso tank kit, acquired ready-built in an online job-lot. Originally out-shopped in orange livery and lettered for Lecherias Unidos, a little thought showed this vehicle would be difficult to justify both realistically, and practically in the timetable; hence it has now been re-assigned and appears in the buff colour of the refinery company. These two wagons, when loaded, may find their place on the night goods train's manifest, returning empty in the late afternoon. Strictly speaking, such tanks would need to be washed out before reloading, so would take more than a day to turn around. However, as we shall not be operating continuous days in the timetable, this need not concern us unduly and the two tankers will probably suffice.

## The Bedford Falls Flyer

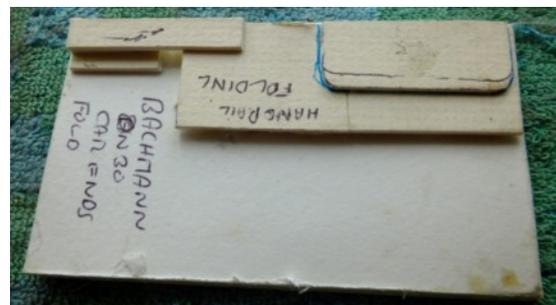
### Andrew Knights

A new train, if not overly new stock. The stock in question being two cars picked up quite cheaply at last year's Longfield show. A combine and coach for around ten pounds apiece, thus less than the price of the trucks themselves.

Now with the planned extension of the branchline through to Thunders Hill this was the ideal opportunity to find employment for these two. Also I had just constructed that new "almost Hungarian C50" locomotive. The plan is that the two car service will run from Lawnton (Lornton- it depends which line you are on!) to Bedford Falls, the Doodlebug being switched to the Thunders Hill line.

I suspect that samewise as at least one rake of MaP (Mertonford and Pine Tree RR) cars these had spent some time in the sun. As a result it was a case of two cars and one and a bit set of hand rails. After spending quite some time fruitlessly searching all the likely and a few less likely places for the two hand rail jigs, I decided that it would be quicker to make a new set up.

The complete set of handrails was removed from the combine and used to make a cardboard jig. This allows simple push, touch and cut manufacture of the handrails, the uprights and the brake stands.



The wire is slid to the end of a slot in the jig and then cut to the appropriate length. On the reverse of this cutting jig, is the folding jig, around which the main handrail is folded. Back on the main side



the folded handrail is dropped onto the soldering jig. The four uprights are added and the all soldered rigidly together. If needed a brake stand is added on top of the handrail. Eventually- or one day- the bottom half of a press stud will be fitted as the brake wheel. As I said, eventually!

The outer ends of the set were fitted with Kadee No5 couplers. The cars were then dismantled and the centre trucks dropped out. Thank you Bachmann for putting these screws on the inside of the coaches!



I also took this opportunity to "DE-LITE" the coaches. Removing the pickup wires that feed the flickering car lights, which I left in place, for now.

The coupler sockets were removed from the car's inner ends and holes drilled through the truck frames to take wire couplers. A loop on one car and a hook on the other. This makes reliable coupling much quicker and more definite than with buckeyes. Also I have a limited supply of Kadee No 5s now.



All the construction work being complete the cars were tried out on the branch with their new steed. Coupler swing was adjusted and they worked well. They have been set up with the combine in the centre of the rake, for ease of ticketing and passenger boarding at the smaller branch halts

(Gammon Point and Pen Pool). Coach boards were run up on the printer for the topside of the cars and also to cover the unwanted Post Office writing a couple of destination or route boards were fitted to the combine's sides.

A simple couple of afternoons project and now I do know where that jig is! I made ten sets of handrails and so far have three left. Now all passenger cars on the MaP have a full hand rail compliment.

## Track work- al fresco

### Andrew Knights

Really the pictures say it all. Some explanation may be needed. Most of the Kitland's Light Railway (KLR) point work follows model railway practice. The point blades are welded at each end to a tie bar. This is pivoted at the frog end and pushed across by the blades or tie at the heel of the point. The exception to this is the first point constructed, the one used as the loop junction point. This has the blades fixed via bolts to both a sleepers towards the frog end and to the tie bar itself. The blades themselves are quite short, around a foot in length.



This point has not been moved for nigh on two years, due to there being no need to turn a train around, or run multiple rains on the KLR. On the account of a possible multi train session, I cleared the planters from the un used track, dug out accumulated soil, ants, and ballast from the points. The main



junction was changed, however I noticed that all the single route running had put a lot of wear onto the running blade pivot. When the route was reset to the main downside of the loop, the blade leaned out of alignment.

A fix was needed. I drilled the check rail attached to the blade itself and the running rail adjacent to 5mm. This was widened to 6.5mm and allowed free passage of a bolt between the two rails. Tightening this pulled the rails back into alignment but the slack still allows the blade free movement. Best of all the bolt is accessible for adjustment as required. It was the need for the blades to have several not easily replaceable bolts which

led to the simplified design of turnout on the KLR.

## *Off White, was suggested.*

### **Andrew Knights**

Or another doodle plan, sort of. There are several sources of inspiration for this design. Not least the recent purchase of two very splendidly liveried BR "Sunshine" locomotives, as per Ryde shed. This led to an Island based scheme, two parallel single track mainlines.

The problem I had was trying to put some operation into the model, as well as keep the desired picture. I have decided here to go entirely with pictures here and leave operation for another day. As a result this design is more about the scenic elements as not a great deal may be said of a single point plan!

Starting at the left hand end, the whole is meant to drop into "The Fiddle Yard" BTW. A road bridge both useful and a cliché has two portals separated by a signal cabin. The two single portals I have pinched from Reedham (Norfolk). The signal box is small and has two working signals protecting the junction itself.

Lower than the tracks, in the foreground is the shore based part of a boat yard. Parked cars (the build dates of which would need to change depending on display period?) Possibly a boat out of the water awaiting some attention. Further right are some small piers, a couple of larger boats and a hoard of punts and rowing boats. Behind this, the line crosses a trestle with a navigation channel topped by a short girder section. Still in East Anglia, this scene was lifted from a picture of the old St. Ives line crossing the River Ouse. That bridge is one of the major parts of the layout's constructional challenges. I think that I would construct most of the track bed and paint the water base. Then build the bridge upside down on its deck. When the main structure is completed, drop it onto the water and sort any mud and such like variations needed in the water. Paint and weather the bridge, and while this goes on, start to varnish the water. Apply bridge to water and a couple more varnish coats. Then lay the track. The rest of the scenery and such could then follow.

All the rest of the scenery is just that.

Another "Tizer and cheese sandwich" layout, watching the trains go by. It could cover almost any period, mainly needing those cars changing.

