Wealden Railway Group Newsletter

October 2021

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Password this month:-Nellie

Cover Pictures

Top left: Giles Barnabe's latest Este loco
Picture Giles Barnabe
Lower left; A whole loo roll? See inside!
Lower: New coaches- a stretch for the MaP?
Pictures Andrew Knights

Editorial

A mixture of news for the start of this issue. The main one being that I was contacted by the clerk of Lancing Parish council the other day. I had been thinking of doing so regarding our March booking for 2022. It seems that the hall is to become an inoculation centre until early April. Or at least by the time a deep clean and redecoration had been done they could accept no bookings until then. As a result our next Wealden Railway Show is set for March 4th 2023, a date for your diaries.
Other news is that Köln Draußen is due to go out to the Tolworth Showtrain in November. I must admit to having more than a few quibbles about doing this show in the current circumstances, but as things stand we should, note use of words, should be there for the weekend.
I have done some work on the various Mertonford and Pinetree projects, coach chopping, and building planning, as well as scoping out the route and track plan for the Thunders Hill line.
Wandleford Junction has undergone some spells of intermittent progress too, in fact this is the major push model wise at present. I have a stock of articles about this for your future delectation, so far I have not had to employ too many of them due to the efforts of other members and their output. Long may this continue, as it means that I have something to read too! If you feel that you can send some words in, be that by mail or e mail do please do so! Let everyone else know what you have been up to or holes into which you have fallen. It may well prevent others following your footsteps.
Garden works continue but not for KLR No1. The other day I went to do some work at the bottom of the garden, which would generated a lot of bits to bring up tot he top. Good Old No1 was as dead as

the proverbial. The only problem is that she sort of "grew". All assembled around what was to be a motor-bogie. As a result testing the throttle out put and such things is all but impossible with the thing be analysed when assembled, and impossible if dissected. So, come Spring she is to be reconstructed into something not too dissimilar to the current form, function wise it is good when working! Construction will modify the position of things such as the batteries and chargers. Allowing easier access for oiling, testing, and general inspection. A case of live and learn. No1 version four, so not too bad really, I suppose.
I am hoping to modify the driving of this one too. A better more tram like throttle for the driver, but to have the capability of having a hand throttle and about fifteen feet of wire. So that she may be driven to a close approximation of a work site and then moved out of the way, or back for loading. Who knows, if a new motor enters the equation she may even gain a cab of sorts. Maybe!
We have a page per issue contribution from Tom through until December. Maybe after then there can be a serialisation of the Wandleford Junction saga. I am currently playing with a mini KLR for a garden on the layout. During the next couple of weeks post Draußen testing, I plan to have a quick running and check through of Wandleford. As the fiddle yard will be set up in the sitting room. I have some early doodles for things to make use of the burgeoning number of N7s currently lurking under the MaP. Another longer term project.
If all plans work out the next big event on the horizon will be the arrival of a 3D printer. FDM to start with, as I can see some quick uses for this and it seems the easier to come to terms with first. First project some sort of point motor base. Especially handy as I have just taken delivery of twenty servo motors from Amazon, a quick purchase at just under two pounds apiece. Another design but still capable of being turned into a fully rotational motor/gearbox combination. The motor base needs to be designed to hold a servo motor, an up to four micro switches. Two for servo stop, one for the crossing nose polarity and a fourth to act as a set of auxiliary contacts. I think I know what I want to do, just with what and how are to be looked at! HO chassis for wagons and possibly some sort of level coupling for that Brawa Talent should all fit the bill?
A recent purchase from Squires of Bognor Regis has been a sheet of Slater's Plastiglaze. A styrene glazing which can be readily solvent glued and firmly too. Why is this so interesting? Well, I may be able to make some advances in the HO BR Mk1 carriages. Yet more things to let you know about.
Talking of which. Or even, lastly, do have a look at the Internet interest page. Alan B has rearranged the site so that it will be easier to update and organise in the future. Let me know if you come across a page on Flickr, YouTube, or elsewhere on the web. I can add it into this page ad then more people can have a chance to see it. This page is on the public side of our site, so is available to all, it you wish to link it to your Facebook pages or just lift a link out and pass it around.

The Lancing and Bramber Railway

By Clive Emsley

The Fictional History
The railway ran from Lancing (Widewater) via Lancing (North Road), Manor Road (Lancing), Sussex Pad, Coombes and Botolph's to a junction at Bramber Castle. From here the line curved to the west and continued via Steyning (St. Andrews) and Buncton to Washington. The branch line from Bramber went via Beeding (Sele Priory) to Small Dole.
The railway was originally built to transport sand from the pits at Sullington, Washington and the area between Small Dole and Fulking. The sand was taken to a trans-shipment wharf at Old Shoreham, close to the Toll Bridge. From here the sand was exported to various ports around the south coast, and as far as the Thames estuary. At a later date a new wharf was built at Golden Sands in Lancing, giving direct access to the English Channel although this was destroyed by a storm in 1893 and there is now no sign of it even at the lowest of tides.

Passenger traffic was also popular for much of the time from the railways inception this was mainly due to its proximity to the south coast resorts, the museum of curiosities and Castle pleasure park at Bramber, walking trails on the south downs and charabanc tours from Small Dole to the Dyke and Wolstonbury Hill.
One of the popular tours for holiday makers from Brighton was to catch the train from Brighton to Lancing and with a short walk, join the L&B train and travel to Small Dole, from where a charabanc took them to the Poynings terminal of the Dyke funicular railway. Time then could be spent at the pleasure park at the Dyke before returning to Brighton via the LBSCR branch from Hove.

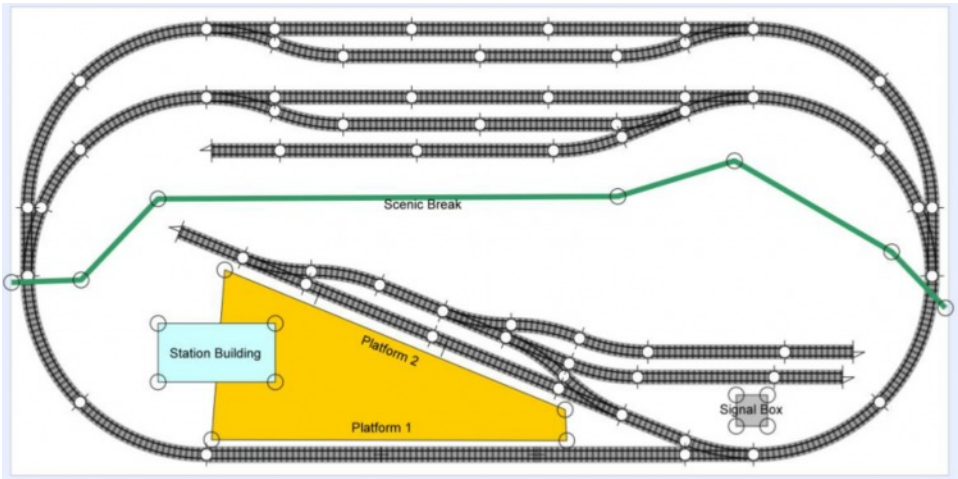
Shortly after the dawn of the 20th century, it proved to be unviable to use the railway for transporting sand and the passenger traffic became more important. With the decline of the attractions at both Bramber and the Dyke, passenger numbers dropped off. However, the line was added to the Railway Grouping in 1926 (2 years after the main grouping) and became wholly owned by the Southern Railway. It was used for training and troop movements during both world wars and some military stock was used on the line. It was nationalised in 1949 but closed a few years later in 1954. However, a group of local business men and enthusiasts fought to keep the line open and a year after it was closed by BR it was reopened as the Lancing and Bramber Railway, but only between Sussex Pad and Steyning. Latterly the line to Small Dole reopened and the main line extended to Buncton to meet up with the Brighton Tram Museum which is based there.

Inspiration to build

When Peco brought out the Lynton and Barnstaple rolling stock it reawakened my interest in 009 and I wondered how and where I could base a layout using that stock. It quickly came to me that there were many sand pits and clay pits in and around the Adur Valley so I thought I would build a layout based on a small railway to bring sand from the pits at Henfield, Tottington sands and Truleigh Sands to the east, also Washington and Sullington to the west. I would need somewhere for the trains to go, so I thought there could be a small wharf at Lancing. At first, I was going to call it the Adur Valley Light Railway, but later realised that the line was going from Lancing to the sand pits via Bramber, and so the Lancing and Bramber Railway was born! One big advantage was that none of the stock needed to be repainted as the wagons were already liveried as L&B! the stock that hasn't been purchased in L&B livery is either in SR livery or as if it has been bought second hand from other railways as they closed and preserved in that livery! Some kit building is taking place and this will be covered later. Suffice it to say that a rake of ex VoR carriages have been bought and one is being converted to push pull operation.

The Layout – Track Build

I wanted to have a continuous run as I was to use the layout as an attraction on the Fenchurch Fund/Project 27 sales stand to attract people to the stall! I also wanted some operational interest hence the layout shown on the plan. This provides a four road fiddle yard (plus a terminating/loading road) on the basic oval, with a terminating platform and a couple of sidings at Botolph's station.



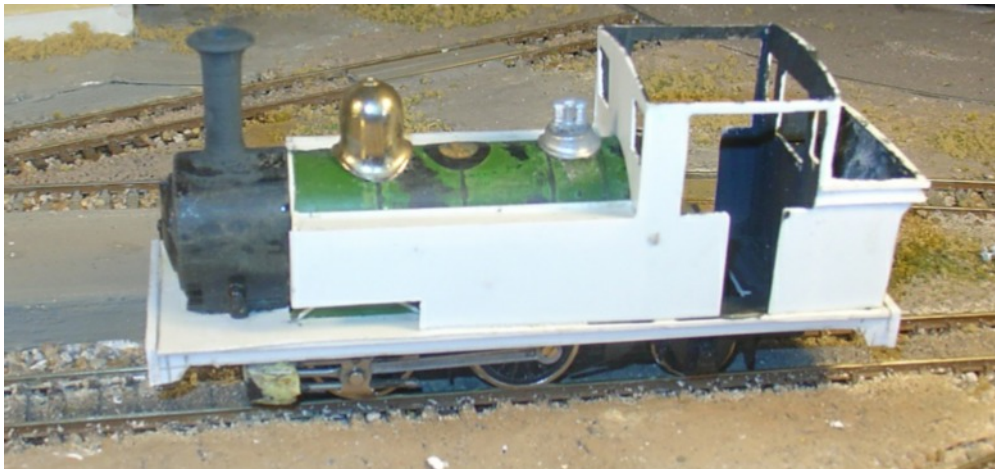
The layout was designed using the Anyrail package and built with Peco Setrack. This made things simple to use, change and finally instal! Points on the scenic part of the layout are powered by Peco point motors mounted below the baseboards. This is the first layout I have

done which uses point motors, so a few mistakes were made on the way! However, all seems well, at the moment.
I have reached an important "stage gate" on the build. The track is all secured to the baseboards which are a kit which I purchased about 5 years ago, and I can't remember who from! They are constructed ply and nicely braced beneath. The track is split into 11 sections, 10 of which are for specific sections, the 11thy is a switch for all remaining areas, so it is possible to isolate anywhere on the layout.
The points are operated by the probe and contact system, which in future I would not use. There is nothing wrong with the method, it just seems a little untidy! For my next layout (Small Dole BR) I will use a lever frame of some form. This will also placate my inner signalman!
The swich panel and point operating panel are built using second hand box files, one for each, again in hindsight I would have built both functions into one compact box!
So, with all the wiring in place for the points and sections, it was thoroughly tested and a couple of small modifications made. The layout runs well and as expected, not bad for an amateur! The next stage is to make a start on the scenery.
Rolling Stock
The railway runs four 2 carriage sets of Peco L&B carriages in four different liveries. A fifth is being put together using coaches supplied in an ornate livery from Fourdees. Unfortunately, when they were discovered only the brake carriage was in stock. Hopefully the composite will be back in stock at some point. In addition, there are around 8 of the 4-wheel balcony carriages from the Lilliput Zillertal Railway range which are soon to go into the works for overhaul and a new livery of "Jam and cream". I'm just not sure which should be applied first! Additionally, there is a rake of three of the Lilliput "Walkenberg" Carriages which are currently going through the works. These will be turned out in olive green with black veranda screens.
There are a variety of goods wagons from Bachmann, Peco and Lilliput, with some from other manufacturers and some kit-built wagons too.

Este no. 7

Giles Barnabe

This locomotive has been on the project list for some time and uses a Dapol 0-4-2 mechanism kindly donated by Graham. Original plans had the locomotive down for a conversion to a 2-4-2T, but after some unsuccessful experiments with the front truck, it was felt that a better result would be achieved using the original chassis alone; however, some Hornby spare parts intended for a Princess have been used to provide outside cylinders although these have had overlays of styrene tubing added to make them a more suitable size for On30. I must admit uncertainty as to the locomotive's pedigree, it was going to be a Manning Wardle, but wandered off to become a generic British design, although a little Belgian influence (La Meuse) also crept in with the square cab windows and large opening in the back-sheet above the coal bunker.



Construction is in styrene, apart from the boiler fittings, so the first task was to make the footplate and fit it to the chassis. In the early stages it had been thought that a Jinty body might be used as the skeleton of the new engine, but this did not work with the chosen boiler fittings, giving the engine an under-powered appearance, so a Hornby B12 boiler was used instead. Side

tanks were built up and filled with lead sheet which was also stuffed into the boiler where possible, resulting in a powerful locomotive. As with the earlier St Leonard 2-6-0T the rear of the bunker was curved, and Weetabix-packet card was used here, hardened with superglue. The chimney is a Manning Wardle one from S&D, which turned out to be too tall; the lower flange was removed – to be used for the tower on which to mount the safety valves, and the chimney was screw-fitted to the boiler with a new flange made from Miliput. The dome is a Lord of the Isles one which was in my spare parts collection, while the lettering and running number are from transfers left over from re-numbering my SR Terrier on Shellsea.

Other small details were provided from scraps of styrene, while large staples provided the flat wire from which the cab steps were formed; again, a European influence, more flimsy-looking than might be expected from a builder in Leeds or Glasgow. The headlamp is the top of a spotlight from a set of Preiser HO film-crew, but I have also made a set of Spanish-style oil lamps from small bits of tube, tiny bits of styrene and thin wire. The footplate crew are rebuilt figures from a cheap Chinese set – arms and heads re-posed where necessary to give them the appearance of working, rather than just staring into the distance.

No 7 makes a useful mixed-traffic locomotive on the FC Este and is usually rostered on the Bahia Grande to Paseo evening mail train, returning in the early hours with the newspapers and postal traffic. It can also deputise for the St Leonard once a week, on boiler wash-out day

No. It's Not Mash! (Or how not to destroy a food processor-this time!)

Andrew Knights

I will admit that the title is what would be known in Web terms; click bait. But part way through the process that is what the bowl looked like.

What? I have often mentioned, at least in recent times, that for scenery groundcover on "exhibition/portable" layouts I use a goo made more or less according to the Marklinofsweden YouTube site.

I cannot remember for which layout I mixed up a bowl of the stuff, but the other day I used the last of it up on Wandleford Junction. It must have sat on the kitchen work top, covered with cling film and aluminium foil for over a year.

As Wandleford progresses I will need more of the stuff and then there is the future Thunders Hill MaP project to consider. So I thought it was time to make a bulk goo pot!

In true Blue Peter fashion, you will need a loo roll, must be toilet paper, as paper towel has too high a wet strength. At least one decent sized plastic kitchen bowl. An ordinary dining table knife and about 200 ml of either PVA, or my preference acrylic varnish (the cheaper the better).

You will also need some boiling water and to start off a large pair of scissors.

First I took about a third of the roll and converted this to single sheets. In hand fulls these were cut into a bowl full of smaller pieces (Scissors). When the bowl is overly full, pour on the boiling water, not too much, just enough to make all the paper in the bowl wet.

Now using the fork stir, stab, and twirl the mixture until no structure is evident. From this point on you will be able to add a couple of sheets at a time to the brew, the fork can destroy any structure using that already in the bowl as a processing base. Keep adding sheets, and water as required until you have a bowl full of "mash". By which time you should have run out of loo roll? If not add the rest until you have a bowl full and a bare card tube.

A bit more stirring and mashing then leave it all to cool and disintegrate. It is important to let it cool as you next need to pull out handfuls of the stuff and gently squeeze out most of the water. A second bowl may be of use here. The dregs can be strained between sink and fingers, the paper fibres going into the new bowl.

Once you have a bowl of lumps, add the glue or varnish and stir it through thoroughly, making sure that there is no unglued mash in the bowl. The mix should be thicker than rice pudding and have no tendency to pour. If it does add more destructured loo roll!
I filled the original rice pot with what had been made along with another smaller plastic container. Both were completely covered with cling film and a doubled topping of aluminium foil. They are back on the work top behind the kettle awaiting further deployment.
Why varnish? The addition of hot water will reduce the bonding to very little, allowing removal of the goo with a spatula, steel rule, putty knife. Same applies if you use varnish to fix ballast. Great for base board modifications or re use. PVA may not be so readily removed.
A note, thickly applied and at room temperature (17C), at this time of the year a drying time of four days plus is to be expected. A half hour blast with a 1Kw fan heater finished it all off this morning. In high Summer just leaving the board for a day in hot sun works fine as does Winter exposure to a nearby radiator!

After deployment and drying the next stage is to cover all the ground cover with a coat of neat varnish. Once that is dry scenic work can progress as normal. The advantages are: lightness compared to plaster or similar. Ease of planting things (trees etc). If future modification is needed a sharp blade will cut through the set goo quite readily giving a fair sharp edge, ideal for planting buildings retrospectively.
Following Martin of marklinofsweden's example the goo may be made in situ using varnish/glue and a stiff brush, a method I have employed a few times past.

Stretching the car

Andrew Knights

After a short spell sitting in Pine Tree rather than its customary home in the bay at Mertonford, one of the four cars in this rake decided it was no longer going to adhere to the straight and narrow. Investigation showed that despite being out of the Veelux window range there was some chassis distortion. I dismantled the car and had a go at correcting the twist. The result after some determined work was two chassis and a pair of trucks. That meant that at least both trucks were now level.
The situation set me thinking.
I lay the detached body against the side of the combine. Experiment showed that although still short for a true Sandy River and Rangely Lakes (SRRL) car adding four windows, or a third of a coach would produce a better looking car overall.
Down to the kitchen, coffee, and the razor saw. The separate body was cut into three, mostly, equal sections, while the roof was left intact. The seating unit was similarly treated.
The combine was the first victim. Chosen because the body looked different at each end to start with. I decided to add a four window section to the combine/parcels end. This would render a car not too unlike a passenger caboose, minus the cupola. Using the saw, once the car had been dismantled and "de-lighted" and de-wired, the very end of the body was removed. I added the lavatory end of the original body. A little fettling was needed to ensure both cuts lined up. I really should not have used a black marker to deliniate the cut! Anyway a little PlasWeld fixed the two body sections neatly.

I added the whole roof, minus the curved end to the short addition end of the car. And used the remaining body

length to cut the old car roof to length. The fixing lugs, of course, did not match and were dispensed with. The roof sections being glued into place.
The chassis was cut into a two thirds one third split and like the roof sections fixed to overlap the joins in the body parts. A little glue was used to fix the body onto the chassis parts. No going back here!
A track test showed a couple of spots where the scenery encroached onto the path of the lengthened body. Nothing too serious, the worst cases are in part of the layout which is scheduled for major scenic redevelopment.
Thus enthused, I decided to cut the other two remaining cars up. One coach was lengthened in the same way as the combine with a new end.

The observation car was a little different. I had the centre section of the original car body. This was cut and dropped into the rear quarter of the observation coach. Thus ensuring a good crossing of bonds over the car's length. At the observation end, I decided to deck over the steps to provide a full width platform. New railings were needed here. I found some Ratio spear point fencing. Fixed points down it gives a decent fixing at the bottom and a plain railing topsides.

This car suffered the worst roof join, a gap of some 4mm had accumulated in all the shifting and shutting. Some thin Plasti-Card was fixed inside across the join. This provides a good base for the Squadron white putty to fill. The next stage, a couple of days later, was to sand down the putty and repaint the entire roof with Chaos Black (Citadel) paint. A smooth black roof removing sixteen years of layout top weathering! Lastly the coach boards were printed and glued on, with the railway name in full. I also made some initial ovals to go on the car centres, partly to distract from any detectable grooves in the car sides and also to distinguish, further, the origins of these cars from the rest of those on the MaP.
Am I going to do another rake? No. This set is going to be the only "full length" set on the MaP, I hope. So far I have had no such problems with any other cars to necessitate or facilitate such action!

DIAGRAM NOT TO SCALE

Polbream Mk 3

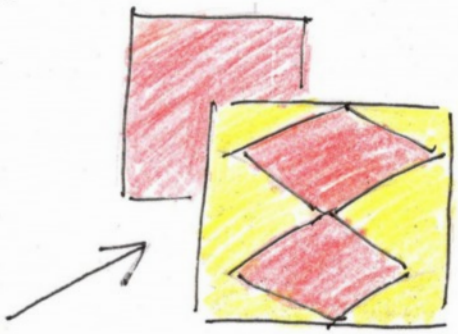
BY TOM LLOYD 8/21

CLASS 37 DETAILING

THE BACKBONE OF THE POLBREAM LOCO FLEET ARE A PAIR OF CLASS 37'S OUTBASED AT ST BLAZEY DEPOT 37671 TRE POL AND PEN, 37672 FREIGHT TRANSPORT ASSN.

SHAWPLAN NICKEL SILVER BR ARROWS

RFD LOGO



ST BLAZEY DEPOT LIZARD PLAQUE ON OPPOSITE CAB SIDE

N.B. LOOKS MORE LIKE A BABY DELTIC THAN 37!