

Wealden Railway Group Newsletter

November 2021

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

Password this month:~Polly



Cover Pictures

Works in progress!

Top Left: Puerto Paseo undergoing extension work to track and scenics. Picture Giles Barnabe

Top Right: A test fit of buildings in the “new” Lornton town redevelopment.

Lower left: work continues on the structures for Wandleford Junction.

Pictures Andrew Knights

Editorial

Next month will be the December edition, not too surprisingly, which should be out before Christmas. Before the festivities there may be a few more shows taking place.

Earlier this month we were able to visit a small village hall type of event. Unusually unencumbered by a layout. It was a very welcome change to be able to talk to people other than the cat! Helped by several of the layouts there present were operated by friends and WRG members. The show was well attended by families from the locality as well as a smattering of the more usual exhibition fraternity. A most pleasant diversion for much of the day.

Last weekend it was a chance to sit on the more usual side of the fence. The Tolworth Showtrain took place in its usual venue. Slightly fewer layouts and a rearrangement of displays, plus having all the doors, fire and internal, kept the environment as well aired as possible. I had thought when told of this situation that it would be the first show where I had exhibited in long johns and gloves. The weather proved very much otherwise and Draußen, plus the visiting public had quite a warm welcome on both days. It was good to talk to people about the layout and the other subjects that came up while discussing the layout itself or German Railways generally.

At both shows opportunity was taken to visit sales stands. The mini Oscar Paisley Project (MOP) now has an early Tri Ang mail coach, awaiting activators and mail bags, an interesting mini project and article too, I hope. A recent purchase may be of assistance here, more on this doubtless in good time. At Tolworth we had the chance to meet up with Roy Hickman and his superb village scenes. Also a long chat about garden ponds. The model variety not real. He has kindly given me a great boost in this direction, and in time I will be able relate that part of the Wandleford project to you. A couple of stands at Tolworth also provided most of the “planting” which I think I shall need for the garden on the front of Wandleford Junction. All of the buildings have been constructed. I realise that “The

Wandleford project” has proceeded under the screen of WRG News coverage. I have several longish articles on the subject, but due to the level of everyone else’s input so far, little chance for the longer articles. Thanks to those who have prevented my updating you all, and please don’t stop. I have had little chance to do much model wise in the recent past, but hope to have a little more time, and inspiration, to devote to modelling soon.

The MOP (Mini Oscar Paisley; Tri Ang nostalgia layout) also benefited from purchases at second hand dealer stands at Tolworth, a few more freight wagons, mostly representing those that I have owned in past times. The whole point of the MOP is a pure nostalgia trip. These purchases and a couple of recent gifts mean that the stock shelving on the loft walls needs extending. Aluminium strip for the brackets has been purchased, and awaits a trip to the shed for bending and drilling. Under at least one of these shelves will be some more LED lighting, to provide illumination a formerly dull corner of the line just outside Mertonford, the Vermont one, not Scottish!

Returning from Tolworth and having a couple of things to repair on Draußen and after post pizza homeward driving discussions, I modified the wiring on the layout. The how, what, and why are in this issue, but a single throttle should control the whole thing now, should it ever leave the house again.

On the subject of single throttle operation, Köln USW comes to mind. This is the one layout in my stock that I cannot operate in the sitting room. As such it is to be modified, greatly, once Wandleford is out of the way. Köln USW has a freight yard on a lower level, this will, may, remain largely unchanged. The single line passing place with island platform station, will largely be raised to the plywood. For a couple of reasons, the single track out by the operator, and one of the sprung points may well be retained. With European running, a train running towards the single track will thus be on the rearmost track of the model. This is an ideal one to pause and then pass with another. So, single track in and a double track out format is most likely. The layout will be altered to use The Fiddle Yard and needs another for the lower freight operation. As it will be built with sitting room operation as well as show modes, I am thinking of making a folding yard. Short for home use and full size for use away from home. Less to store than two separate yards as per Draußen. Once Köln USW has been remodelled, upper deck completely redone, possibly a new three way point on the lower, handed not a “Y” as is currently there, it raises the issue, is this a new layout? As the trains and operation, for the most part, will be novel, is it time for a renaming, possibly with a mention of its previous incarnation in the blurb? I have various ideas on the renaming of layouts, but am open to persuasion either way. A couple of “working titles” are hovering around, although nothing is set in stone yet. Your thoughts?

Mind you, all of the above, well USW at least will have to take its time with the scenic modelling change of Lawnton Junction on the MaP (Mertonford and Pine Tree RR) On holiday I made up the front walls of the shops for the hill replacement. I have now worked out what sort of and what size the corner building for the site needs to be. A pivotal part of the redevelopment. YouTube videos have also suggested directions that may be taken regarding some scenic techniques, roads and the such. Some time in the future I will be able to update you on these too, I hope.

Tolworth layout discussions bring another thought to mind. Tolworth made no mention or requirement of the dread Portable Appliance Testing (PAT). But it seems that the regulations of, how and what needs to be done, and by whom, and with what, have changed yet again in the intervening times. Again it would seem that the singleton modeller has been left out of the scheme. This could see Yours Truly, for one having another reason for not trekking out with layouts in the future. I must admit that whilst I have no plans to ramp the appearances back up to pre Covid numbers, a show every month or so would be interesting. This will be much restricted by a lack of PAT certification, unless there are more shows like Tolworth!

After a year of free subscriptions, may I take this opportunity to suggest that next year the paid subscription returns? It will be a nominal, well hopefully nominal, amount, details of this will follow in the January edition of the Newsletter, as that is when all subscriptions end. No show next year, but we will be updating the mailing/membership list at the end of March 2022. Details to follow.

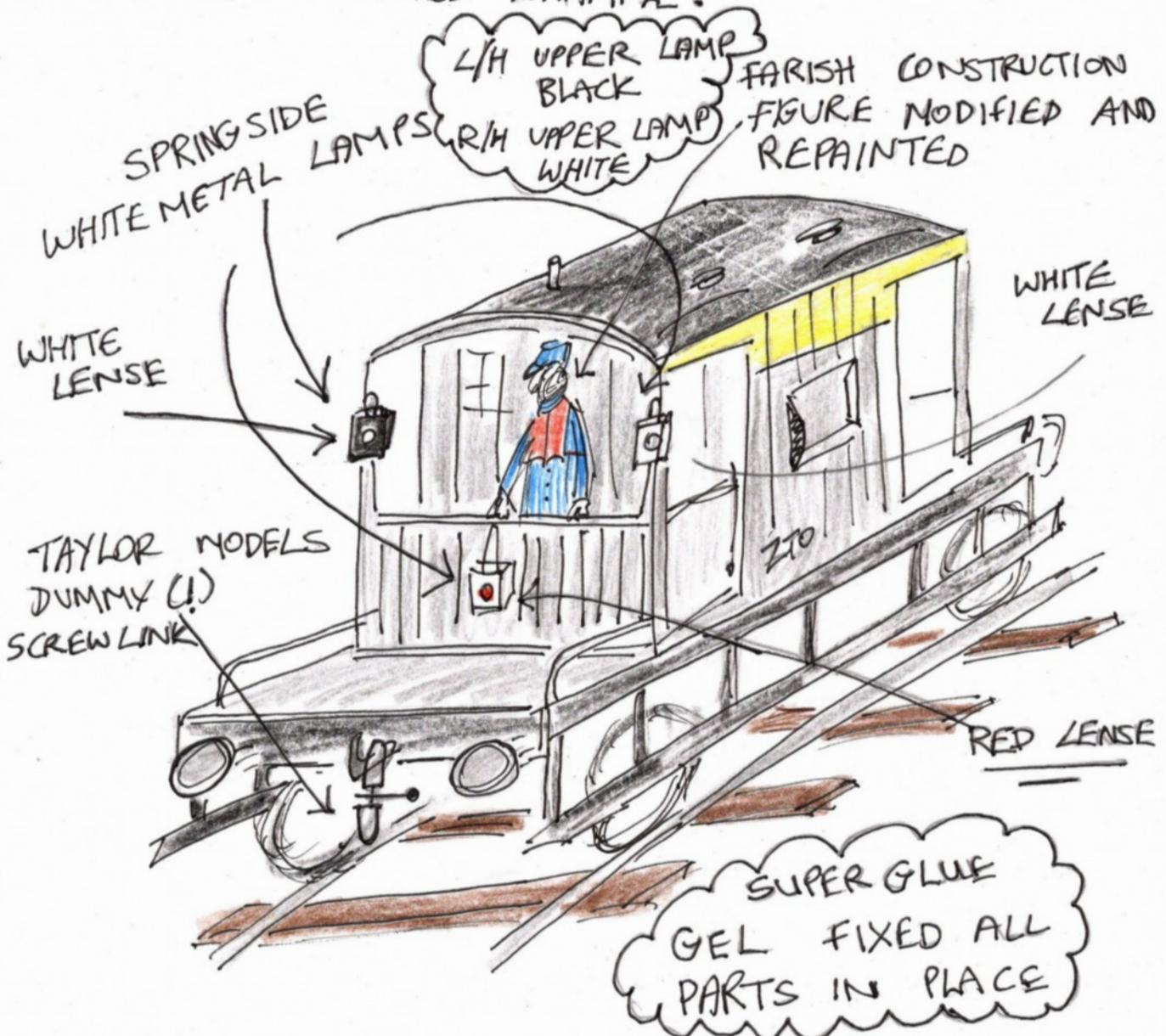
Polbream Mk3

BY TOM LLOYD
8/21

NOT TO SCALE

THE BRANCH BRAKE VAN

THE CLAY TRAIN AT POLBREAM REQUIRES A BRAKMAN FOR A LENGTHY REVERSAL MOVE... I DECIDED TO DETAIL A FARISH BR STANDARD 20 TON BRAKE VAN, TOPS CODE ZTO, IN DUTCH ENGINEERS LIVERY. AN UNFITTED EXAMPLE.



REFERENCE :- BR BRAKEVANS + BALLAST PLOUGHS
BY ERIC GENT
PUBLISHED BY HMRS ISBN 0-902835-16-5

The Start of Something Small – Practical oo/Ho

Part 7

Andrew Walters

This part of the article covers preparing for and presenting the layout at an open day or an exhibition. As with the previous parts in this series, it is based on the author's own experiences that may or may not apply to other people when presenting their work. The key point though is to enjoy the opportunity to present and share what we have created.

Receiving and Replying to an Invitation to an Event. This is to ensure that the presenter and the exhibition manager both know what is expected from exhibiting the layout. Ensure that everything is confirmed in writing, starting with a handout explaining what the layout is and giving basic information such as size, power requirements, requests for tables & chairs, number of operators, and what the viewing sides are. A couple of photographs in the handout are useful. Make sure that there is a written invitation, and a proper reply if there is not a proforma provided to fill in. It is also useful to give the (potential) exhibition manager an estimate of the setting-up and taking-down times, particularly if the event is a one-day event with limited time available outside the opening hours.

Getting Everything Ready. This is to ensure that nothing is left to chance, and by being thorough & methodical it minimises the risk of damage or forgetting something vital by being haphazard. It is recommended to use a proforma packing list, ticking off each required item as it is loaded (see below). Part of getting ready is to organise the crew for the layout. Exhibiting solo is possible with “babysitters” for refreshment or bathroom breaks but it is better with at least two people, preferably who all think and operate the same way I Pack delicate / loose items in boxes/crates, idea;;y the same size.

Loading the Vehicle / Packing for Transporting on Public Transport. This is make sure that everything that is needed can be packed in either a vehicle or hand luggage. The comments relating



to vehicles here assume that most motorists have a hatchback vehicle. When the vehicle is loaded, organise it so that bulkier items are loaded/unloaded from the hatchback, in case space either side of the vehicle is limited when it is parked at the venue. Look

out for curious pets who may jump into the vehicle when it is unattended! The writer's cat was keen on going to one exhibition along with the layout.

When loading tables that have hinged legs, make sure that the hinges face the rear of the vehicle, so that the legs don't drop down and catch against the end wall of the boot. The writer has prepared a travel document for the layout, in both adopted language of French and birth language of English, including photographs of the packed/unpacked layout, to assist international frontier staff with any questions that may arise from customs or security checks. Lastly, pack the items snugly but not tightly to minimise the risk of damage caused by shifting loads when in transit.

Arrival and Setting-Up. This is to set a good initial impression and to get things ready successfully. Report to the exhibition desk to receive final instruction/information, and at the same time assess the optimum route for bringing in the layout items. If there is more than one person with the layout, work well together but have a “one-guvnor” approach as differing approaches could lead to problems or worse damage. When setting-up, leave enough space around the working area for other people to pass by with their layouts, and keep the working area tidy so that boxed items don't become trip hazards or delicate items don't get accidentally trodden on. Be methodical and check, check, and check again. Lastly, make sure that the presentation is tidy and drapes fitted to the front and sides of the layout, and spare boxes crates etc. are stowed tidily out of sight under the layout.

Running the Layout. This is to enable the operators to enjoy presenting the layout, the visitors to have a good experience, and the exhibition manager to consider it worthwhile inviting the layout (plus operators). Be ready to engage with the visitors, and this is where having more than one person is useful. Be ready willing and able to manage the unexpected with the layout or the stock. When disaster strikes stay calm and collected – more visitors will sympathise with the tension of the drama. The practise makes perfect approach should highlight some of the things that could happen, so that

part of preparing to exhibit includes the what if? list of possible cures.

Taking Down and Departing. This is to minimise the risk of damage in the scramble to leave. Taking-down is the opposite of setting-up. The amount of stock needed to run the layout is modest, so that it is not necessary to run stock out of service towards the end of the exhibition. Keep the layout running properly until the exhibition is officially closed. When everything is taken down and boxed / packed, load the vehicle methodically. Make sure the proper good-byes are said including thanking the host, and lastly have a visual check for any small items that may have fallen



during the exhibition.

Post-Event Wrap-Up. This is to learn from experiences gained. Have a chat amongst the layout's operators for what went well, what issues arose, what could be done easier/better in the future.

Tide Mills

Roger Wilson

In my wanderings around Sussex, I came across the old tide mills at Seaford. For years I had wondered about their history, and recently there has been a set of display boards erected on site by the local history society. This has led to some interesting musings for a back-story for railway modelling.

In the late 1700's a tide mill was erected and in 1808 it was taken over by a Mr Catt who was very go-ahead and increased production enormously, with grain coming from many local farms as the mill turned every day, not being dependent on wind.

Then the railways came.... to Lewes, down to Newhaven, and on to Seaford. Not wanting to miss out on a prospective lucrative trade in milled corn and other grains, the L.B.S.C.R. put a siding line off the Seaford spur and literally right down the only street of the hamlet of worker's cottages to the mill.

The arrival of the railway heralded the demise of the mill as it became cheaper for farmers to send corn to new steam-powered mills.

However, that was not the end of the mill and a Mr Dale found the salty mill pond was a good place for his horse therapy business, with Sussex gentry sending horses there with limps, etc.

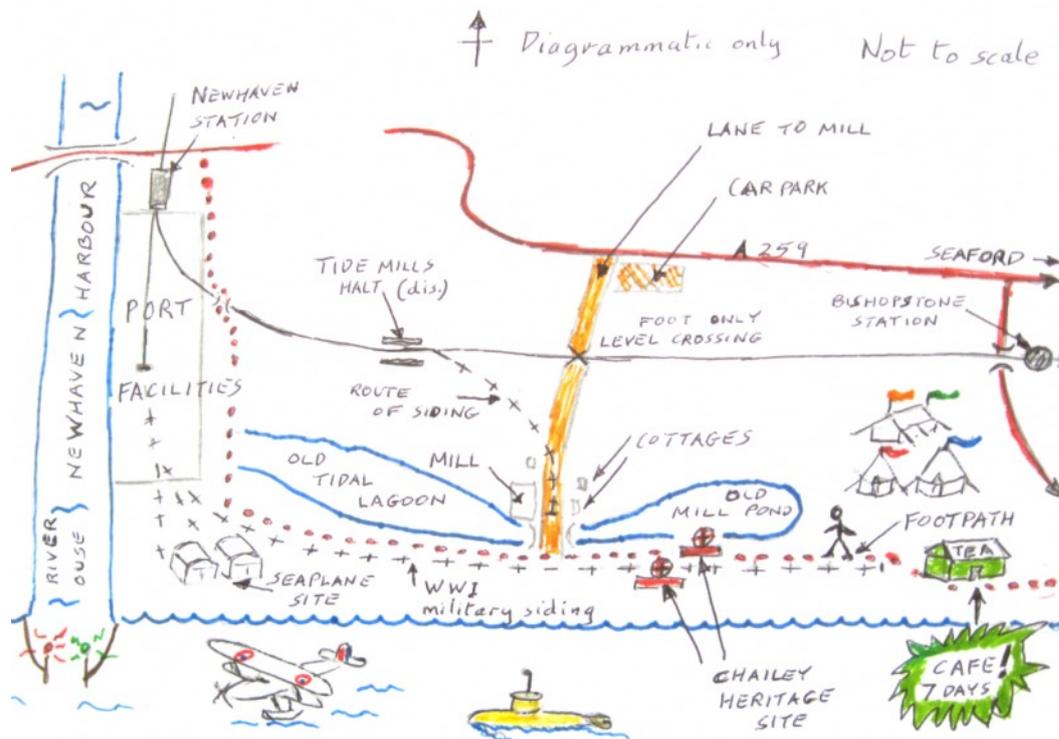
Then W.W.I. with lots of activity at Newhaven as a major re-supply port for the Western Front. German submarines were menacing shipping, so a Naval Air Station was set up with its own connec-

tion to Newhaven and seaplanes were slipped down the shingle beach and flew off to bomb and deter the Bosch subs.

Interestingly, when the huge seaplane sheds were redundant after the war, one was taken down and reconstructed at Wimbledon for railway use. It is still there and is now a listed building.

Then Chailey Heritage [that now famous hospital for the rehabilitation of disabled children] decided that they would erect a seaside holiday home for their charges.... Lots of fresh air, bracing sea breezes, dips in the sea all year, Brrrrr!

Chailey even had a siding specially extended for its use there.



A camping site was opened on the drained marshland behind the shingle beach, very much in keeping with the outdoor ethos of the post-war years.

With not too much stretch of the imagination, and a bit of historical licence, a back-story can be made for;- tide mill traffic, horse vans, seaplanes on the water, military trains, sheds with siding(s), old carriages used for naval billets, excursion trains to the primitive "Butlins" [or was it a Naturist camp? -- very prevalent in the inter-war years] as well as the normal traffic to Seaford.

If you don't like doing Southern, then the idea will transfer to East or North-east, or even South-west. You might like to search "tidemillsproject.uk" for more info. But be ready for a presentation of the subject set up for children.

If you wish to visit the Tide Mills site, it is always open (in fact rather exposed to Channel breezes!!).

There is the free car park shown on the map [car park heavily used by dog walkers]. Free parking is also available on the promenade at Seaford [turn down towards Bishopstone and under the railway bridge]

Brighton Buses run every 10 mins. between Brighton and Eastbourne along the A259 service 12 and 12A but beware of the 12X as it is limited stop.

Of course there are always trains!

The cafe at the Seaford end is run by the local sailing club and open to all, and seems very popular. You might be lucky and find the QR codes on some of the marker posts are still working if you use your smartphone.

(I saw an excellent virtual 360 degree walk around a WW1 seaplane)

I have been informed that since my writing this piece of exploration, Tim Dunn has visited the site as a part of his T.V. series "the Architecture the Railways Built" screened on the Yesterday channel.

Market Square - A bookshelf diorama in o-16.5.

Greg Dodsworth

I happened to mention to our Editor, during one of several chats at a recent exhibition, that I had taken to re-using some redundant buildings and stock in a novel way. I had made a small bookshelf diorama. Having seen some examples of the form on line and elsewhere. It was when I stopped speaking, that I realised the error of my ways, so here is an account of my most recent “booknook”.

Market Square is a diorama in a cube on a book shelf. It is also an exercise in recycling. The cube being made from hardboard which I have had in my shed for probably the last forty years.

My bookshelves are about ten inches wide and using craft knife I cut four ten inch by ten inch squares with which to form the cube having an open top and front. This structure was glued together with PVA. and was quite strong although some reinforcing of the corners was needed with brackets which were eventually hidden by the scenics.

The buildings are also recycled having been used before on various layouts. Naturally there has to be a railway emphasis and initially I have chosen an o-4-o loco and open tourist coach proceeding imperceptibly through the square. This can of course be changed from time to time for other items of stock.

The bookshelf diorama is now in its place on the shelf in between a row of railway books but perhaps the addition of a few stalls in the foreground will justify the title of Market Square.



An Experiment, a success, and a discovery.

Andrew Knights

Doubtless you will have come across to some vague references to a “wonderful” piece of modern design that is the Hornby 4-VEP about which I have wittered in the past... To give Hornby their due, they did straighten out the distorted chassis, and afterwards, on a straight run into Cross Ness it did haul itself for the full three metre run. Also in its favour is the simple fact it cost a lot less than a certain unit from Bachmann, a lot less. But like the Hornby Brighton Belle set, giving it a curve of second radius for a full circle, was way beyond its abilities. Unlike the Belle it did stay on the track. In fact so well, that after a couple of points it stripped a drive gear. What it failed to do with two driven axles was way beyond expectations with the one surviving axle.



Thus ended the Wandleford stock test.

I have come across some replacement bogies for the now discontinued Tenshodo truck (Discontinued as they were based on a non available Mashima motor). These use Chinese core less motors, so may be in production for a while. I read that they do tend to overheat and expire just as their Japanese predecessors did too, due to a small motor being encased in the plastic chassis. I toyed with the idea of using two in series to haul the four car unit. At around fifty pound a piece things were heading towards the world of Bachmann, but with a DIY element added too.

At the last show David and I attended I did pick up a spare Tri Ang Met Cammell unit. Non worker (spares fifteen pounds) This for a two car set. I examined one car and thought it would do for spares, for either the unit in the Nostalgia collection or for the MaP's Doodlebug. As it turned out the trailer car was also a powered unit. This had a set of axles that were swapped out for the nearly worn out nylon geared drive axles under the Doodle bug. Then both cars were placed in the spares waiting attention box.

Back to the dead VEP. Would it be possible to stick a Tri Ang mech under the driving coach? As yet the answer to this is an unknown quantity. However with some determined hacking, I am certain that the answer is yes. Will it pull four cars around the fiddle yard and Wandleford? Not sure, lots of torque and places for weight though.

How about gears? I had a look at Peters Spares, but nothing seemed available. A Google search for Tri Ang drive gears brought up a supplier *Hornby Triang Spare Parts*, who had 28 tooth geared axles, as used in the "continental" tank and thus Nelly, Polly etc. I took a worn nylon geared axle and after nicking a tooth, so as not to lose count, was not too surprised to find it too had 28 teeth. Two geared axles were ordered and arrived a couple of days later. It looked as though this may work.

Off to the shed. I tapped the wheels off the old axles, and removed the plastic insulating bushes from those wheels. Pushing the wheels into the lathe up to the flange, with care I was able to cut back the width of the flanges by just over half a millimetre. The axles were reassembled and the back to back checked and set, thanks Sam's Trains!

Axles into motor bogie and up to the loft. It worked and

ran. The bogie even ran through Pine Tree, this has home made copies of PECO points with slightly tighter back to back tolerances.

So we now have a working motor bogie, yet to be fitted to the VEP. .

