

# Wealden Railway Group Newsletter

December 2021

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Password this month:~Connie



## Cover Pictures

Top and left; The ancient and until recently chassisless restored to working order

Pictures Andrew Knights

## Editorial

Well that was fun! It was also surprisingly tiring! What? The Tolworth Show Train last month. We exhibited Draußen, which behaved impeccably, once set up and had a few technical adjustments made! Thus it took us twice the anticipated set up time on the Friday night, the road works queue on the M23 more than doubled this, so no complaints really.

Lots of chances to talk to people, a change from the phone or cat. A chance to spend money on browsings, I have more bits for the Tri Ang nostalgia layout (mini Oscar Paisley- very mini!), plus all the bits and pieces for the garden on Wandleford. Still no further advanced yet. There are several reasons for this non progress.

The main one, as ever, is time. The house decorations, garden and garden railway (KLR). Both still going due to not so cold weather. I had a run round the KLR the other day, really almost to see if the rails buried by, and in, the lawn still functioned. They did at the expense of a fair amount of sand on the uphill return to the engine shed. Loco number one is still non functional, but I have turned some thoughts to a redesign. This is one vehicle that would benefit from having a hand throttle on a long lead. This would allow the thing to driven away from a work site and back when required. I am hoping that with a little care it should be possible to sit facing the direction of travel all the time. As usual, when I can tell you of developments, I will.

The main time consumer, chronophage, or distraction project, was the final clearing of the majority of scenery at Lornton on the Mertonford and Pine Tree (MaP) loft layout. Over the years this had been modified, altered, and fiddled with, and now looked much bodedged and tatty. I had a sudden idea of how to proceed and with this direction granted at last, after months of havoring, a couple of days were spent clearing the buildings, people, vehicles, and rolling stock. Next the wet water spray came into play, along with a sharpened metal fish slice. An idea tool for removing track, ballast and scenic ground cover. The hills went. Chessie's Peak vanished, revealing some pages from broad sheet

Independent and Guardian newspapers, as well as masses of scattered plaster. The next day the refuse bins were to be emptied, thus disposing of two full bags of old scenery.

I have now been looking at other benefits of this rebuild, or regeneration. Once again the peripatetic industries of the Ahern County are on the move. The siding at the front of Lornton was put in for a never fully employed doodlebug service to Pine Tree. This was then used by the Waverley Press, a right pain as yard operator, on the wrong side of the mainline and facing the opposite direction to the majority of sidings in the depot. That one has gone, it will be the new location for the station building. Castle Rock Salvage was one of the few industries to have stayed fixed for the whole of the line's sixteen years of existence. Well, it has now moved. As scarp yards tend to be unsightly, and sprawling. It has relocated to Borchester. Here it will use the former Car Restoration siding. I can see the residents of the town starting up a petition as I type this!

Castle Rock Siding? Now will hold the New Waverley Press and Carpenters Car Restoration (Lornton). This last a reversed traffic flow and the printer's one more or less unchanged. This is today's, waiting for the new fridge to be delivered, project. I have been going through Google pictures and files already on my PC looking for buildings to fill the above functions. The two most likely candidates are files that were first used on Eastwood VT. Others from this source may find further employ, post modification, in other parts of the redevelopment.

So, yes, time has been taken away from doing more with Wandleford. I suspect more time will go too, as "Santa" has delivered a new toy. I have opened it, I have even assembled it, but resisted playing with it thus far. Actually due to the aforementioned time thingy, this was not too hard to do, so far. The toy? A filament deposition 3d printer, plus two rolls of PLA filament. I blame Sam's Trains for this, well in part anyway. He has done quite a bit on printing, not just showing what he has done and with what he had been given to test, but more importantly he has often gone through the whole design to printing process. Something which is often not covered in any detail on 3d printer sites, who rather akin to photographic sites are more interested in the tech itself rather than how to employ it or what to do with it. Anyway. Apart from loading the supplied software onto a couple of machines and assembling the printer itself, the latter to remove a large cardboard box from the house, I have so far, left further playing until a later date. Plans? The main thing is to use it to make some basic long wheelbase chassis for the British HO Mertonford Summer 1983 layout. Whiskey Blues and possibly some timber carriers, stalwarts of the Killin branch to this day. Dummy point levers for the MaP, and some sort of servo and micro-switch mount for general use, point control and the like.

Despite the foregoing, Wandleford has progressed to a reliable, well it was when last tested, operation of the garden mini KLR 7 ¼ inch gauge railway. It starts and stops as desired at both ends of the run. Admittedly the train is, at present, either a pink blob of Plasticine or a longer grey blob of Blu Tak. I'll tell of the reasons for these too one day.

All that remains at the moment are to remind you that the next WRG Exhibition is planned for Sat March 4 2023, please note the year. To remind you that we will be collecting a subscription for those wishing to continue membership next year. Nothing too large or too complicated, but do please pay attention!

The subscription for the next twelve months, for any membership is two times 50P. To save David having to go out to pay cheques into a bank, also to prevent monies vanishing into the innards of the postal system, please could you tape two 50p coins to a piece of thin card. This insures that the thin, non magnetic coins will not be stuck to magnets or thick enough, with card to incur excess postage. Once thus affixed could you send the subscription, with your name to Mr D. Willett, 122 South Farm Road, Worthing, West Sussex, BN14 7AP. As usual you will have until March 2022 to complete this before the membership/email lists are updated. I will include reminders in January and February's editions, so no panic if you lose this one!

That done it only leaves me to wish you all a healthy and busy Christmas and new year! With some hopes too that we may meet up sometime during 2022.

NOT TO SCALE

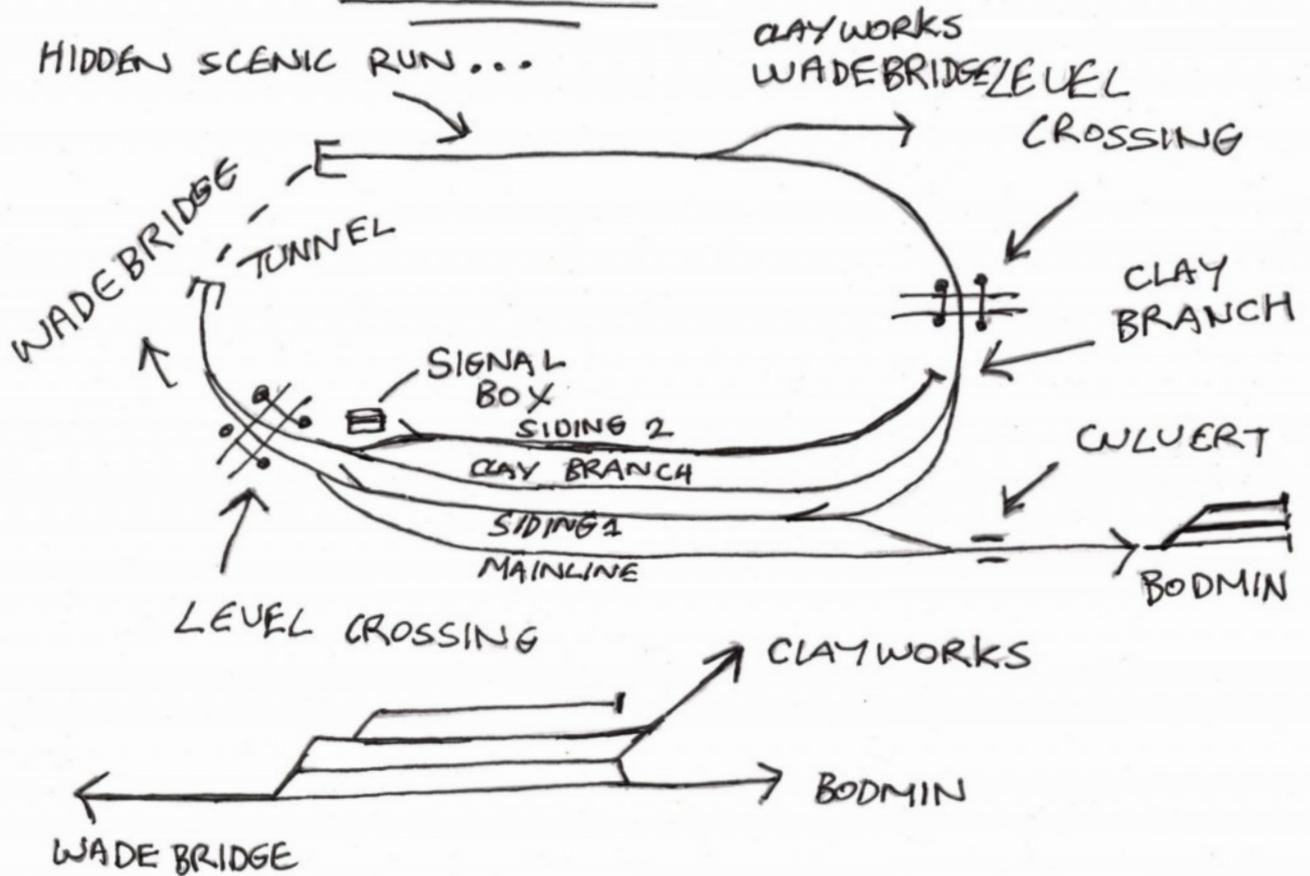
Polbream Mk3 (2)

BY TOM LLOYD  
8/21

OPERATION

N GAUGE

SCHEMATIC



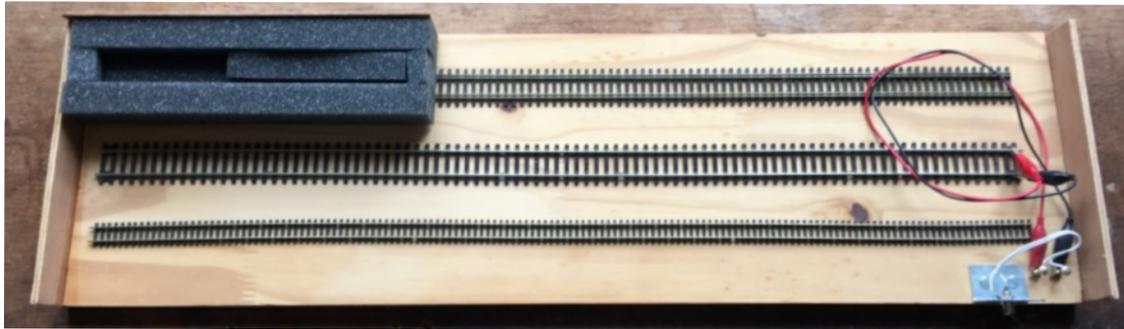
ONE OF THE REQUIREMENTS OF POLBREAM MK3 IS A CONTINUOUS RUN FOR RUNNING IN + GRANDSON ENJOYMENT!  
THIS PLAN WORKS IN A LINEAR FASHION TOO...  
THE MAIN FIDDLE YARD BOTTOM LEFT (BODMIN) HOLDS 3 TRAINS. A BRANCH DMU, CLAY TRAIN AND ONE OTHER (ENGINEERS, SPEEDLINK TRIP TO WADEBRIDGE)  
THE CLAY TRAIN ARRIVES IN SIDING 1, CHANGES LOCO AND REVERSES TWICE TO GAIN THE UPPER FIDDLE YARD (KATO POINTS ENSURE REMOTE OPERATION HERE)  
THE BRANCH DMU RUNS THROUGH FROM FIDDLE TO FIDDLE COLLECTING THE WADEBRIDGE TOKEN ON THE WAY.

# *The Start of Something Small – Practical oo/Ho*

## *Part 8 – A Technicentre*

**Andrew Walters**

This part of the article describes a side-activity to the main layout, but one that is useful in helping the layout to operate reliably, particularly at an exhibition. Last year during the lockdown I'd built a small locomotive maintenance baseboard, to have a modest but bespoke facility to make it easier to maintain my own stock. I took the baseboard to our model railway club recently to be able to service a locomotive belonging to one of our members, and was surprised and pleased at the positive response when other members saw the baseboard, and suggestion that one was needed for the club's layouts.



So, being in France, and inspired to write an article by my fellow club members, here is the Technicentre. How it Was Done : an old shelf from a wardrobe was used as the baseboard, and thin plywood offcuts were attached to each end of the baseboard, to prevent anything rolling off the tracks ( and possibly onto the floor with resulting damage ). Three lengths of flexitrack were cut to size and tacked onto the baseboard with track pins. The three tracks are different gauges : N/Ho, Ho/oo, and Hom. A jack socket was attached to the front of the baseboard on a metal bracket, and the socket can be powered by plugging in the jack plug of the rambler controller that runs the actual layout. Two connecting leads with crocodile clips at each end connect the incoming power from the jack socket to the relevant track. Alternatively a separate controller can be used. Lastly, a PECO foam locomotive cradle was positioned on one corner of the baseboard, with another thin plywood offcut to keep it in place.

Design Ideas for Future Layouts : How easy would it be to incorporate the principle of the Technicentre into an actual layout? I think that it could be straightforward, using a rectangular area in the fiddle yard, conveniently accessible. There would need to be a run-in / run-out track between the Techni-

centre and the fiddle yard sidings. If the fiddle yard takes the traditional form of a fan of storage sidings served by one or two approach tracks, the unused rectangular spaces at each end of the fiddle yard, one either side of the approach tracks, would be ideal.

For my own layout, I'm proposing to put the Technicentre on the rolling stock side table that is placed at a right-angle behind the actual layout.



# *They Nearly Got Away!*

## **Andrew Knights**

After Derek Ashcroft's models had been sold off as part of his estate, bought those which I thought may of be of use, had a liking for, or we could not sell due to their condition. Amongst these was a Mainline J72 with a jumble of wheels stuck under the chassis. Also included in the "others" was a rather tatty bodied early Dapol Terrier.

The Terrier first. Around thirty eight or so years ago, I put the finishing touches to my sixth Keys Kits Terrier. The plan was to fit this with a fly-wheel drive and a superior motor. Unfortunately for this specimen the layout had been operated for around five years or so, exhibited a few times and moved house. Rather tired looking, I did not wish to spend the needed time and effort to rejuvenate it, I had done all that I could with the line, and to change it would meant was no longer Hayling. The layout was sold, along with the Terriers and other rolling stock. This body was put away in a box and forgotten.



Several years later it was taken from its box and sat on the display shelves in the loft above the MaP. This was the case until the other day. I was looking at this body and the tatty Terrier. Would a Dapol chassis fit? The answer was, of course, no. Well, not quite.

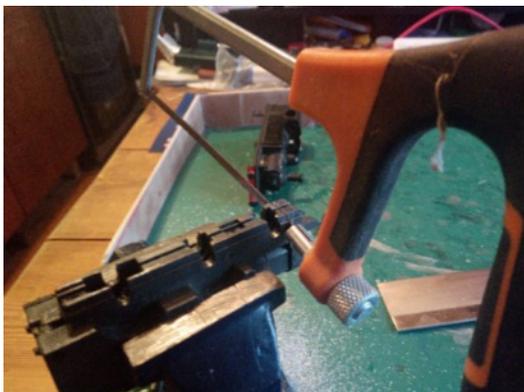
Dremel and large bur in hand and a lot of metal was milled from both tank sides and the inside of the running plate. Those Keys wheels must have been a tad finer than the Dapol ones.

On the next try it nearly fitted. The Cab sides needed a little bit of thinning, they mostly survived this almost intact. White metal and a fast bur!

The chassis still did not fit, but now it was only the wiring and motor mount preventing this . I chopped off all the wires and narrowed the plastic on the motor mount. It fitted, mostly. A little bit of the chassis needed to be cut off the rear to allow the buffer beam to fit., I also had to thin the top outer corners of the front sandboxes, I had used Tri Ang buffers to the model and their mounting shafts obstructed the fitting of the chassis. All done, and the two parts had a snug fit.

To connect the pick ups to the motor, I took an old PECO point motor and used a couple of lengths of the coil wire to connect all the pick up wipers to each other and finally to the motor brush tabs. Applying power after wheel cleaning showed all was in order.

A little UHU glue was used to fit chassis to body. The paint work which had suffered over the years



or during the conversion was touched up. She now sits on the shelf with the crew from Derek's Terrier in the cab, on the shelf along with others of her breed.

A layout? One day may be, I have some vague ideas.

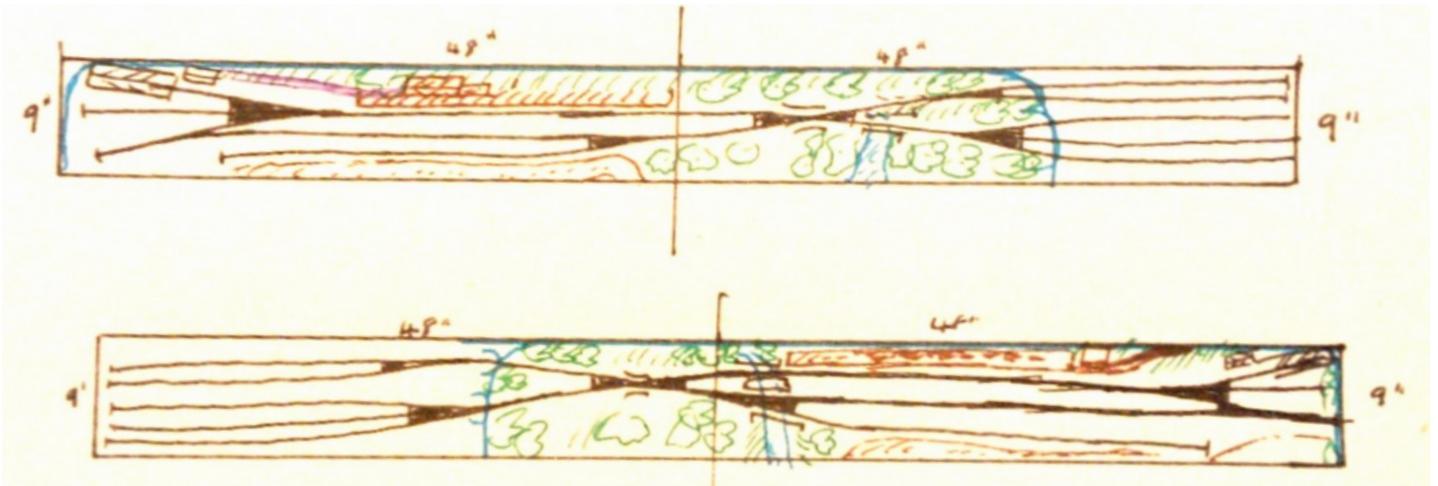


An exhibition layout that came along post Hayling, was Thaxted. This used J69's for the main motive power. I scratch built two bodies to fit on cut down Mainline J72 chassis. Again the locos worked well and on a couple more layouts, home and exhibition. But time came when there were no more East Anglian layouts. One J69 lost its chassis, the better of the two, to go under a 4-4-0T on my first British HO layout. For the next twenty five or so years it sat on a shelf. That J72. The muffs have some splits but a fair grip still on the wheels, so the quartering is sound unless too much force is used wheel cleaning. I will set them correctly and add some cyano glue one day. I untan-

gled the wheels and put the keeper plate on correctly and absolutely nothing happened when place on the track with power.

Applying power to the chassis all was well, the motor worked, if a little stiffly and wheels turned. Looking at the wheels, it was clear that the oil on them had dried to a hard black crust, covering both stub axles and chassis bearing/pick up surfaces. A gentle touch of a file and then much 6B graphite and the chassis ran sweetly across the test track. Success.

Next day I brought the loco down to the kitchen and portable work bench. One centimetre was hack sawn from the top of the chassis block and a little less from the lower chassis ahead of the leading wheels. The chassis now fitted the scratch built J69 body. A little gluing was needed to attend to age cracks in the PlastiCard. But now it has not only wheels but is able to move under its own "steam". Now for this one I do have some layout ideas. I also have a 3d printed J69 body under which to put a modern J72 chassis. This will have to wait for time, inclination and courage to take a saw to a modern priced working Bachmann J72 though!



## ***Two of three and a itch to scratch.***

### **Andrew Knights**

The two of three, nothing to do with The Borg, but the two J69's now working out of three possibles. However now I have enough locomotives of this class to work a layout, how about designing one? That is The Itch, I have long looked at Kelvedon Low Level station on the Tolsbury Light Railway as a possible model. It was compact and set against the mainline embankment so almost framed in reality. To model it as it really was would require either two fiddle yards or no main freight traffic. The entry for freight from the mainline and thus most of it, was via a steep graded spur from the mainline, this crossed the slip at the station throat and vanished pier wards. So two fiddle yards and minor activity too. Turning the approach so that it runs South towards the station greatly enhances the amount of

activity in the station. To further increase freight activity I have added a small siding to the front of the station. As it was the main problem is that the layout is a right hander, yard wise, and for various reasons a left hand yard is better, to my mind, for operation by myself.

As this is not an exact copy of Kelvedon but an “inspired by”, all the buildings could come from Kelvedon Low Level to give a certain atmosphere. Turning the whole plan around and then mirroring the result gives the lower plan.

Operationally this has several benefits, the yard is now adjacent to the operator, this applies to the double slip too. The line’s two signals would be on the same board, allowing for hand operation of the same.

Apart from these changes, I would hope that much of the feeling and atmosphere of the location could be generated by this model.

Rolling stock would be, in my case a two car six-wheeled pay train set, plus GE/NE brake vans. Box vans on the Tiptree trains, a mix of whatever for the local freights or mixed trains. Mainline freights being dragged around by various J15s.

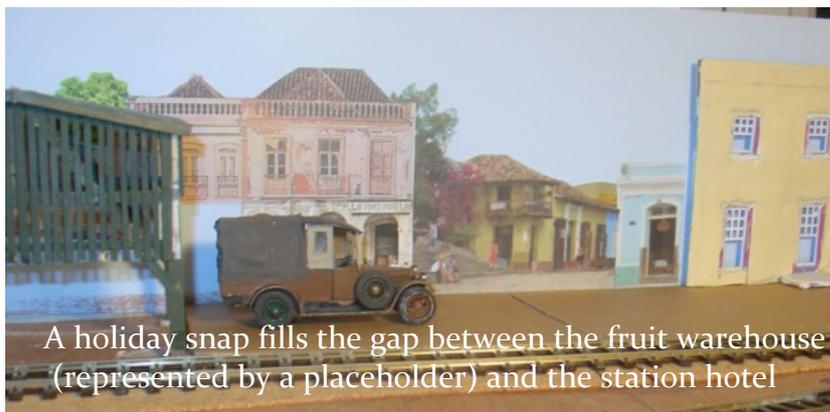
## ***Stone - Paper – Scissors***

### **Giles Barnabe**

.....which is another way of saying that it’s town-planning time again on Isla Blanca. Over the last couple of months, the new baseboards for Arenal station have been completed and track laid and wired up. With the scenic back-boards added it was time to work out what the local townscape would look like. The result has turned out somewhat differently to what had been planned, and the town is not so

rural in feel as before, but it does work visually.

I have had a collection of Cuban pictures on file for some time, with the addition of some personal photos, so the new town would be able to look a little different to Puerto and San Juan. Also, at one of the last shows pre-Covid I’d picked up the frontage of a toy house with a Colonial style portico which I thought might stand in for the station hotel, however the portico made the building too deep, and has been removed. The model was a clapboard structure but has been rendered



A holiday snap fills the gap between the fruit warehouse (represented by a placeholder) and the station hotel

with plaster to match the local architecture; in fact, this was a necessity, as extra headroom was added between the floors and above the first-floor windows to make the structure acceptable for quarter inch scale. At present the building is unfinished and there are some style modifications still to do, but it has been used meanwhile as a planning aid.

The rearmost track in the station is a loop with a siding running off at each end, one serving a factory the other for the goods shed; the station building is roughly in the centre of the scene and the hotel was planned to stand a little to its left. The first job was to find suitable images to fill the gap between the hotel and the factory. In the end I used one of my holiday snaps, on which I have edited out most of the figures, plus a collage that marries a colonnaded ground floor (Cuba) with an upper floor and roof from a property supplement from the Sunday papers. Luckily both elements share the same colour tones. The scene will be closed off by the low-relief factory, though present thinking is that this will be a fruit merchant’s premises, which would be more acceptable in the town centre.

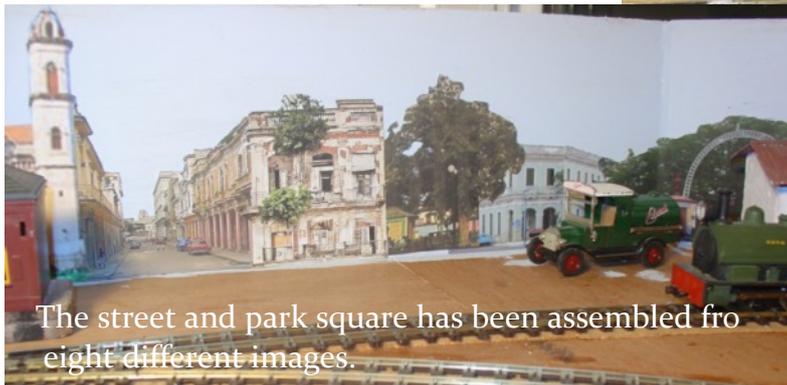
On either side of the hotel I wanted a street running into the backscene, but this has been interrupted by the need to have a scene behind the station. This has become a square with a church in the background and a café to one side. One or two adjustments had to be made to the church, as the first image was too small when compared to the other buildings; it was felt that in a Spanish town the church should be the dominant feature. This was difficult to achieve as the baseboard sits in a

first-floor bay window and is visible from the road outside; in consequence the backscene is only about 16cms high, to lessen its impact. Following a successful enlargement, the bell-tower now reaches to the top of the back-board.

The second street view comes to the right of the church which is closed off by a house in profile (actually, only the two upper floors, separated from that colonnade) then an angled building and a large square with a small public garden in the centre – another holiday photo, heavily edited. The fully modelled goods shed lies partly in front of the gardens, and some palm fronds peeking above its roof suggest the park continues



Church, café and station – the latter is a Tri-ang product, due for re-development to add Spanish character.



The street and park square has been assembled from eight different images.

behind the building. At the extreme right-hand end of the baseboard is a rather down-market street running offstage – a reversed image of part of the main street in San Juan, but less prominent here. This street is cut off by another industrial building where the factory was to have been located; however, as the choice of backscene buildings had made this the smarter

end of town, its industrial connections have been played down a little, and instead of a fully modelled treatment the industry is merely a smaller image on the backscene.

Stone – paper – scissors? As I do not have a full picture-stitching facility on my pc, my method is to make several prints, then cut them up with scissors and rearrange the images to suit the scene.

## *Toying with Christmas Trains*

**Andrew Knights**



This is part three, quite not by intention, involving the iterative development of the sitting room round tree train set. First was the change of Santa's wagons into something akin to a tin plate version of Polar Express. Last Year I chopped down the locomotive, so that it matched the coaches for length and general size. This year I set it all out and put the tree up. Then ran the train, it was then that I decided I did not need the exercise of crawling under the tree to change that rear point enabling the train to run in circles instead of the main oval.

You may be able to see that the points supplied are of an interesting single bladed design.

Courage! What could go wrong. I cut away the blade and its lever. Then using a set of coach wheels to set

gauge and clearance, used some strips of PlastiCard to replace missing rails. The result is a trailing and nearly bladeless turnout for the Festive Season. Circles or ovals? It now depends on the location of PicoPECO and one point lever!

