



WRG 2010

January
Monthly Newsletter from
Wealden Railway Group



<http://wealden.weebly.com/>

www.wrgrail.gp@btinternet.com

Diary:

January 9 2010
Maidenhead
13th St Yard (John Baggaley)

February 27/28 2010
Eastleigh
Köln USW (Andrew Knights)

March 6 2010
Arundel
WRG Personal Layout Show

March 20
Tadworth
North Downs Railway Circle

27/28 March 2010
Alexander Palace
West London Parcels (John Baggaley)

May 8 2010
Bushey
13th St Yard (John Baggaley)

June 27 2010
Colne Valley Railway Museum
13 st Yard (John Baggaley)
34st (Andrew Knights)

September 12/13 2010
Reading
West London Parcels (John Baggaley)

October 23 2010
Beckenham & West Wickham
Lazy River (Giles Barnabe)

*If you have any bookings, do let Ed know ...
Also if you notice any "discrepancies" of dates etc?*



Cover Pictures

Left: Two Views on my layout with no name, 3xA4 entry. A picture of each end of the model

Andrew Knights



Above: Eguzon Station. A switch lever, see article inside.
Picture Les Coleman

Editorial

Another year and another show fast approaches. It approaches even faster as it has been moved to this end of the month. The first Saturday in March, in fact. Some of the show seems to be going well, however, I am still some exhibitor's form returns short. This makes laying out the hall difficult, also such things as paying for the insurance difficult too. If you have a form, be it e-mail or letter, could you PLEASE return it asap? Cheers.

With my Factotum's hat on, we could do with some more items to print, I have a few in store, but not too much spare or carry onto the next issue. With the snow and other things my layout building has fallen behind. I will definitely have the US 3xA4 to enter the competition. It has reached an almost finished state. You will be able to read about some of the bits further on. If you are going to bring one along, could you let me know? I can work out how much space to

a lot for the day. We don't want a half empty hall, or a genuine heap of models!

As to the other models I am planning. Well they will appear and will owe much to their origins, the 3xA4 competition. The overall board size may change. Idle Fen, the N gauge British layout, may well end up with a 3xA4 track plan, a slight increase to the board size may allow it to sit better into the country. More anon, when construction commences to a point to talk about.

Little has been done on the MaP, due to the above excuses. However before the Christmas decorations went up in Mertonford and the Cinema started its annual showing of "White Christmas"; some painting and fettling of the Hopper House took place. We have a fair depiction, he says modestly, of the Nite Hawks. Kit Kat provided a decent method of silvering the samovars, these were bought at a model show, so there is some connection there too. It was amazing how much difference a coat of dark brown made to the scene when applied to the store front.

I have sorted some preliminary dates for running sessions through to April. If you would like to have a go at running the MaP, drop me a line or e-mail, a similar approach may bring you the latest copy of the Ahern County Times. This has details of running and work sessions as well as some other items of MaP interest.

One thing that did happen over the holiday, that was the loss of a loco never constructed. I had planned to use a Bachmann 44-tonner chassis as the basis for a box cab. However it made better use as a source of power on a 3xA4. However, Spalding had several items of interest, one was a cheap Athearn SW1500, the old type. Having two of these chassis now, one should become a box cab and the other something

like a 40 tonner for the MaP. If and when, I'll let you know.

Back to things directly WRG. As you know, by tradition all subscriptions are now due. You have until the close of our show, Saturday March 6 2010 to settle up. There is a chance that we may be modifying the membership structure. This will be to allow you all to download a copy of the Newsletter from the web site and receive it by post too. There may be an "E-membership" where no copy will be posted. Obviously this will incur a lower charge. When we have worked out the cost of providing the professional web site we will let you know. Also, as postage charges are to rise once again, the general subscription will, probably, have to rise. May I ask your forbearance, and ask you to wait before sending off your cheques to David, until we have worked out what will be required? Again the current weather has stopped the usual communications between the Treasurer and myself, checking of spreadsheets and the such. Subscription rates will be with you for the next issue!

Summer approaches. Well the days are growing longer. Giles Barnabe had an outing planned for last year, this was snowed off (there's a theme developing here). We may be able to nudge/ push or other wise cajole him into re running it. We could have another London Bash, we haven't had one of those for a while, have we Graham? Ideas? General ones or more specific ideas for trips over the Summer will be gratefully received.

One outing, al be it a busman's holiday will be to see one of our layouts up at Alexander Palace, (see the Diary section for details), as they say on the BBC; "Other layouts may be seen too". I am planning to visit on the Saturday (March 27 2010), see you there?

Hiding Kadee Magnets

Tony Adams

When I built Nürnberg Winkelhof as a depot/shunting layout, using Kadee couplings was inevitable. However, how to disguise their uncoupling magnets was less obvious.

My first attempt used a couple of 321 delayed action magnets. As these were designed for code 100 rail and I was using Peco Finescale track, this meant cutting into the sleepers to achieve the correct height. I then tried to camouflage them by painting them in a mottled pattern to match the track and ballast. Although this worked well enough to confuse visiting operators, it never satisfied me completely. At this stage, I did some track realignment, which meant moving the magnets. I also got some advice from Andrew and David who said that I would be better off using the 322 magnets that were meant for

code 83 rail. As this avoided more cutting of sleepers, I took their advice. I also decided that it would look better if I laid a road across the tracks where the



magnets were situated. Apart from providing access to a part of the yard that had been cut off by the track realignment, I believed the magnets could now be disguised as crossing timbers.

In the June 2008 issue of *Continental Modeller*, Emmanuel Nouaillier described how to paint resin castings to look like weathered timber. This article was used as a guide although I did make some changes to suit both my skills and the available paints. All paints used were matt Tamiya acrylics, mostly ones that were in my toolbox.

Firstly, the magnets were washed and dried to remove any grease. I then painted them with two coats of XF55 Deck Tan. This was then left for at least 24 hours. To simulate joints in the planks, I used a black Stabilo Write-4-all Superfine pen, which draws 0.4mm lines. I drew three lines lengthwise on the magnets, taking care to continue the lines onto the ends. Again, this was then left for at least 24 hours. The next stage was to dry brush a variety of colours, always working lengthwise along the magnet. The colours that I used were XF52 Flat Earth, XF10 Flat Brown and XF20 Medium Grey. These can all be applied at the same time so that there is some merging of colours. Finally, after another 24 hours,

I applied a thin wash of 50% diluted XF69 NATO Black and immediately wiped the surface gently with a tissue to leave just a grimy coating. This whole process is really trial and error but it is easy to wipe the magnet clean and start again. You can also practice with off-cuts of Plasticard. This photo shows the effect that I aimed for.

The next stage is to install the magnet. This must be done before installing the roadway. I didn't do this and it made life very difficult as the Kadee gluing jig overlaps the outside edge of the rails. In the end, I had to use thin strips of cork underlay on either side of the magnet and guessed at the height.

Incidentally, the road is embossed plastic sheet of unknown origin. Like the magnets, it was given two coats of XF55 Deck Tan. I then applied a liberal wash of 50% diluted XF69 NATO Black with a couple of drops of washing up liquid to reduce surface tension. This must be left for at least 24 hours (I didn't on one occasion and it all went wrong). I then rubbed the surface very lightly with 600-grade emery paper to leave black between the stones and a mottled surface on top.

What next ?

Version Three.

Derek Ashcroft

It was Hinton Abbots which gave me the idea. This was a through station with a sector plate at either end and two storage sidings behind the station backscene. Combine the idea of a sector plate and the backstage sidings on a board 5 feet by 18 inches and you have the latest venture. So far a rough sketch on the back of an envelope and various wiring diagrams to show what goes where. I also had a double slip and a selection of small radius points left over from previous layouts together with a rather nice little fishing boat. I wanted a harbour scene and so was Hinton Cove born.

Provided I stick to tank engines and with a bit of careful siting I can get a platform loop to hold two coaches. The sector plate needs to hold these plus the loco and will be pivoted in the middle. Using my phone jack as a fulcrum I can lift it out and drop it into a slot in the storage siding space.

The baseboard will consist of a frame of 1" by 1" timber covered with 3mm MDF (Apologies for mixed measurements!) On top of that is 1" foam insulation and cork tiles for the actual roadbed. It has proved adequate for my On30 folding layout and is light enough for me to manhandle in and out of the garage

workshop. By cutting out the foam where necessary I have a harbour base. Point control will be by wire in tube and section switches will be mounted above the storage sidings on the station backscene.

The dining room table is the starting point. I lay out a piece of wallpaper to the correct measurements and place the points and stock to check clearances and get the footprints for the buildings. Once this is done I can start the actual construction.



French Impressions

Giles Barnabe

Having bought an SNCF *Carte Senior* the time came to give it a test run. A visit to the Eurorail office in London resulted in a long session with their computer and produced a two-week itinerary, starting off with a visit to see our friends in the Dordogne, by way of Eurostar and the TGV.

Now running on dedicated tracks from St Pancras, the journey to the tunnel was very fast – only ten minutes to get to the Dartford Crossing. Just before the tunnel I may have blinked, but was not aware of any freight waiting there – a sign of the continuing recession, perhaps? Paris was reached without fuss and with plenty of time to get a taxi to Montparnasse, though en-route the driver seemed to take some liberties with a one-way street. In the argument with another motorist at the next red light he maintained taxis were allowed to go against the flow, but I never saw the sign authorising this! A slight disappointment on the TGV was that our seats were behind a pillar with very little view, so all I can say was that we stopped at Tours, Poitiers and Angouleme; the train was filled to capacity so there was no chance of swapping seats. Eventually we reached Libourne where we had to change for the local train to Perigueux. As usual the local train was a TER diesel multiple unit, as the line up the Isle valley is not electrified. The train retraced our steps up the main line to Coutras, where in an almost empty freight yard a stork had made its nest on top of one of the catenary masts. Put that on a model and convince the rivet counters it's authentic! After passing Mussidan – the only intermediate stop - and with darkness falling, we could just see our old house a couple of minutes later.

A few mornings later we were back at Perigueux station waiting for the train for Lyon, due in from Bordeaux. Having watched the old RTG trains passing the house for several years before their retirement I was interested to experience their route first-hand; these days the service is in the hands of three 2-car TER units, which did not really have enough luggage capacity – a fault we were to encounter again later. However we enjoyed good views from the large windows on this journey, which reverses at Perigueux, calls at Thiviers and Limoges and has a second reversal at St Sulpice Lauriere. Other stops were made at Commentry, Gannat (yet another reversal), Roanne and finally Lyon six and a quarter hours after leaving Perigueux. The journey is curious in that all the principal stops are almost exactly one hour apart. The twisty, single track skirts round the north of the Massif Central and passes through the Auvergne (lots of white cows) where the steep gradi-

ents were very noticeable, slowing the train until the speed suddenly picked up over the summit. In places the track was quite rough, with several heavy jolts, and whatever the cause, suddenly there was a loud bang and one window in our compartment cracked into hundreds of pieces. The train's *controlleuse* made several calls on her mobile phone, then emptied out the nearest seats and stuck up lots of Access Forbidden notices on seats and the stricken glass. Luckily they did not take our coach off the train at the next stop, so we finally got to Lyon after a tiring journey

While in Lyon we used the funiculars from Vieux



Lyon up to Fourviere and St Just – these were once rack railways but have been modernised and converted to work by cable; they are therefore known locally as “the strings”. They run almost entirely in tunnels, except where the St Just line has a passing station serving the district round the remains of the city's Roman-era theatre.

We left Lyon for the south by an afternoon TGV for Aix-en-Provence, the run taking little more than an hour. At Aix the station is some way out of town, however it is not evident that the bus connection leaves from the main road that runs in a tunnel below the station car park – the way down from the platform is not at all obvious. After a couple of days of sightseeing round Aix we decided to shorten our trip and go directly to Paris. This avoided a trip from Aix to Arles via Marseille, but despite our new journey from Aix to Paris being longer than the originally booked Avignon to Paris trip, the ticket was cheaper so we got a refund of the difference plus the unused Arles journey. Going up to Paris we travelled by a double-decked TGV which was as crowded as ever and where the luggage capacity was decidedly on the skimpy side. In fact the main

luggage stowage is on the top deck which is not much help if you're seated downstairs, and just adds confusion on disembarking. In practice the spare luggage piles up in the doorway lobby – oh yes, there's only one door per coach, and this is usually blocked by the on-board smokers crowding the platform just outside the door for a quick drag during each two-minute stop. Dusk fell as we rushed north and it was dark by the time we arrived at the Gare de Lyon in the capital. One "must see" was the Musee d'Orsay, converted from a former railway station, and now full of art objects. For us it was a shelter from a wet Sunday, so we were doubly delighted to find that there was free entry as it was the first Sunday in the month. And so back to London again, after a trip round some very different parts of France.



Giles Barnabe

Eguzon Station, South Indre, France, August 2008

Les Coleman

One afternoon in August 2008 I visited Eguzon Station, which is towards the south of the Indre Departement in central France. It was deserted and unstaffed at the time of my visit, so I had it to myself, but is clearly very much in use. The goods shed is quite big, still intact and in good condition and the track layout includes several sidings controlled by ground throw levers. Sadly no trains passed during the time I was there and no stock was standing on the sidings but I took several photographs, some of which are attached.

Eguzon is on the Paris-Limoges line and is between Chateauroux and Limoges. It's a main line but I don't think it's a TGV route. The station is some kilometres from the little town itself, much like several stations in Sussex! The main station building is well proportioned and in good order and the whole place has a feeling of being fairly well maintained, if a little weedy. When I return I must sketch out the track plan – it should be quite modellable and a lack of figures would be quite prototypical!



The Layout with no name

Andrew Knights

I may have described the construction, in part before. Not that there is a great deal that is unusual, at least for me. 4mm ply was glued together and stapled, using brads in an electric staple gun. This method, providing you keep your fingers out of the way, is quick and painless. The board is a monocoque. The back and ends being part of the structure. Inch square blocks were added to give strength and bonding points to the structure. There is a large cut out to the rear of the board, this gives easy access to the PECO point motors.

The motors were fixed to wires or sections of rail stapled to the bottom of the board. The motors themselves being soldered to these. This system is quick and easy to employ and means that a motor may be simply replaced. Just unsolder the three wires and the motor itself. The reverse procedure replaces a new motor. The point crossings are wired as per the Sparkz article of a month or so ago. A DPDT selects both the coil to be activated and the crossing polarity, no unseen switches to go out of adjustment or fall off.

The upper, passenger, level of the line was not ballasted. It has been laid in PECO Streamline cod 100 rail, having some N gauge rail fixed to pins at the end of every tenth sleeper, as a live rail. It is of course dummy. This track was not ballasted, but the sleepers and track bed have been painted grey brown, to simulate a steel road bed or bridge base. It would have been easier, had I thought to paint the board first!

The freight line was laid in Peco Finescale, the rails and sleepers painted suitably and then a fine grey Modeller's Mate ballast was dry ballasted onto the track. I might add that the uncoupling magnets, small rare earth pill types had been fixed under the rails first. The ballast had paint and glue liberally dribbled onto it. A lot of green Woodland Scenics flock was added to parts of the road bed too., This is not in any way a well maintained route! On the deck of the ferry, the board had been scribed for the deck planking, the bridge section too. The boat deck was painted and the bridge deck stained. The track on the boat deck had most sleepers removed, just leaving the small section under each rail, the one with the rail fixing. Every third sleeper was left to keep the rails to gauge.

The back scene took almost as long to create as the actual baseboard. It comes from a selection of 1940's/50's pictures from a web site called "Shorpy", just Google it. A veritable gold mine for odd and old pictures of American life in the early years of the last century.

The aim of this model is to show what can be done, easily by almost anyone. As a result, I have kept scratch building to the minimum. The actual buildings are a mixture of DPM and Smalltown USA. Some bits have come from the ubiquitous scrap box. All the painting was done using Citadel Paints from our local Games Workshop. I assembled the buildings, to fit their sites and location. They were then sprayed with Skull White, from an aerosol can. Next day I painted the buildings. I dabbed the brick work with a couple of brick shades, allowing one of the three colours to dominate the others, taking care to brush across the building and not down. Thus the bricks vary slightly, but have common kinship to their neighbours. The buildings are neither harlequin, not bland "brick" coloured. I am quite pleased with this method, it is also quite quick to employ.

The Ferry, is PlastiCard and bits. A Peco Bus Shelter is in there, along with an Athearn caboose and a bay window from another building kit. Some maritime bits from Mr T Lloyd have also found employ. The ships wheel came from a Langley Wagon kit, and Frank Saunderson's scrap box. Maybe, I should change the name of the Ferry?

I will mention the construction of the two cars which will operate the passenger level another time. They are the main items of scratch building, and a project in their own right.

Operation? Without the stick, it is "simply" an Inglenook with three or four cars. The stick changes this to five cars and makes life no simpler at all! The passenger bit, either a car is waiting for the track to the depot, or waiting to leave, is a means of providing a little operator relief. I have constructed the layout, so that an escape for these cars can be opened up after judging!

