

KENT NEWSLETTER



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Article by John Woollett

Using LED strips to light up my coaches

I found I had some strips of stick on LED lights that I had been fitting in my kitchen that were left over and decided to try fitting some in my American LGB coaches. The photos show the fitting and the final result, which I was pleased with.



The 12-volt LED strip can be cut to length and stuck into the roof. To get power for them I use the LGB roller bearing pickups, not cheap things, but effective. This is passed through a bridge rectifier to get the polarity right, and a capacitor to store a bit of power and keep the lights working for a couple of seconds when the track is dirty and reduce flickering. This seems to work on DCC and analogue power.



To get the correct voltage I used cheap small voltage regulator from Amazon (details below) that controls the voltage to an amount set by adjusting a small screw. I found that the LEDs were a bit too bright at 12 volts and reduced them down to 10 volts to avoid dazzling the passengers! Details of voltage regulator MP1584EN DC to DC buck converter <https://www.amazon.co.uk/gp/product/B07SJFTD7F/>

Article by Chris Worby

A number of you would have seen Chris at several of our autumn and winter indoor meetings with his excellent displays of different railways from around the world:

I have been building locos, another two since lockdown!

At the moment I'm working on a turntable for the Crib Lane shed layout Your idea of using a Stainz motor block has been one I've thought about too Below are three types I've toyed with considering building on Stainz chassis The first is a Great Eastern Y4; the second a Great Western Avonside tank and finally a Midland 0-4-0T All have outside cylinders and valve gear etc as well as a significant back overhang which is similar to the Stainz running gear The Y4 is a particular favourite of mine as I saw the engine at Stratford in the 1950s when it was the works shunter I've got a Stainz which I'll dismantle to look at the possibilities etc in the next day or so I'll dig out the C14 you sent a picture of, and the Southern B4 that I partly dismantled so you can see how I've built them.

On the materials side I use quite a bit of Plastic card sheet and angled sections in various sizes that I usually buy from 4D models at Leman street in Aldgate. Boilers are generally from bits of plastic waste or rainwater pipes. Handrails are generally brazing wire with handrail knobs being from split pins. Wash out plugs either very small bolt heads or small copper rivets Smoke box doors generally start off as caps to spray cans of various sizes I use insulated wire for most plumbing runs. In terms of boiler fittings, the Y4 with a flat dome and simple chimney could be relatively easy to fabricate. Fittings can be bought from GRS ; Williams; Walsall Models; and other places, although the range is quite small. They can generally be found by googling Gauge 3 loco parts etc For the Midland tank I'd Probably nick a stove pipe type chimney off a Bachmann US loco. I use quite a bit of Super glue that I buy in the £1 shop in terms of drawings they aren't always easy to come by, sometimes they exist on the internet! There's a tantalising half an elevation for the Y4 for most locos though I sketch out proportions and try and get the look!

In terms of scale I loosely work to 1/24 i.e. half inch to the foot which for someone who grew up pre decimal and adopted metric in the 70s comes easy However I don't stick slavishly to that scale etc and some of my models probably scale a bit larger.



INSPIRED by CHRIS WORBY DURING THE LOCKDOWN

Jeff Fray

Chris from Essex comes to most of our Kent Group meetings. He came to our winter meeting and brought his fantastic layout, all constructed by his own hand. I emailed Chris during the lock down and asked him for some advice on building my own Loco and kindly Chris replied with a list of ideas and some good advice. I decided to have a go at building a Pug steam loco as I have a double O gauge model of one. I do understand that a lot of modellers work to scale but I decided not to go into that much detail, so I got into my man cave for some of the materials Chris had listed.



Materials needed!



Old drainpipe, Glue tube, glue and Foam board

Having collected the materials I needed and some items I had over from other projects such as Foam board, glue, paint, and an old damaged carriage, I started by deciding on what I could use as a power unit and thought of using a Stainz, but I decided to use a power unit from an old tram as this was my first go I wanted to make things as easy as possible with just an electric motor and driving wheels and no electronics.

I started the construction by measuring the width of a LGB loco to ensure on completion that I had no problems with gauging i.e. train hitting objects and other trains while running. Using the foam board I cut out a base to a similar size of a small LGB steam loco, then proceeded by cutting a plastic drainpipe to a length that looked correct for the water tank. I then cut it in half longways to make the top water tank, which is positioned on the top of the boiler and fire box. Using a Mastic gun tube for the boiler section, cut to the same length as the drainpipe, I worked out some measurements so I could place the drainpipe on top of the mastic tube being used as the boiler to create the look of a Pug engine. For a smokestack I used a piece of electrical conduit and used a gold eyelet from a camping kit for the top of the smokestack. Having finished the water tank and boiler using the foam board I started the construction of the cab and used the same eyelet kit for the windows front and back.

Observing the OO Pug I started adding the details by using materials I had found at the start to make it look like my Pug. The British Rail logos the train numbers I found on the web and printed them off, cut them out and glued them in place. Other smaller pipes came from wire used on a rat trap and some spare drainpipes from a Pola station building kit plus some small plastic bottle tops and plastic blocks as toolboxes etc. On the completed body work I fitted the Tram motor block and started test running. I found that it did not run too well and that the tram motor block was not powerful enough and I also realised that one of the main factors is weight and that my Pug was every light.



OO Gauge Pug standing at the front



Dismantled Engineers train

I took the plunge and used an old Yellow Engineering Train which was fitted with DCC see photo above. I removed the tram motor and re-installed it to the tram. I then started to work out how to fit the new motor and electronic stuff. This required some alterations to the base of the Pug plus an area to fit the DCC board and the ON and OFF switch. To achieve this I had to move the large metal weight from below the DCC board as this was too large to fit into the boiler space (glue gun tube) so it was removed and the DCC board installed back onto the Engineers trains base. The large weight was still required so with some adjustments I was able to fit it inside the boiler and glued into position. Having the DCC board gave me some extra power supplies that I could use, so I fitted a spare light at the front and purchased a smoke unit from Chalk Garden Rail with some advice from Peter the owner concerning the DCC board and to make sure it was the correct voltage etc. I installed it and as you can see from the picture below with the larger LGB motor unit the Pug runs well and can pull several carriages.



Pug finished running gear painted black and smoking well

So a bit about project EPB. Most members of Kent G scale group will know me for the two scratchbuilt Hastings units, these have evolved over the years, starting with the green Hastings 6s A unit, which dates back to 2000. However, I never rode on them in service, no more than I ever rode on a steam train in service, my childhood memories are of the Southern Electric EPBs. Thus as a child, rail travel was the sound of traction motors, doors slamming, electric arc flashes from the third rail, and flickering tungsten lamps, so building one was in the back of my mind for a long time. I was born in 1972, so not yet retired, and with a house renovation, children, and full time job, time is always a problem, any scratch build I do sits on the workbench in my workshop, where I indulge in my main hobby, car restoration.



John at Higham getting the National prize best model



John's new project EPB under construction

It's therefore logical to build something with tools and materials to hand, hence they are marked out, chain drilled and cut out, filed to shape, bit by bit, then welded together. They are not true scale models, but represent the real thing well enough I hope. I look at photos, scale them up roughly, then draw the plans, these are transferred onto sheet steel, cut out, then set up square and tack welded, checked then fully welded. The motor mounting plate is drilled and chassis tapped M4, so the ride height can be adjusted and the unit levelled. Many hours can be lost in research getting the space between coaches as close as I can for a radius three curve, as well as overhang. The EPB has had to lose one compartment to limit this, if it was to scale length it would foul other stock on the curves. The Hastings units are straight sided so construction was quite simple. The EPB has a 3mm curve profile down the sides, which is difficult to achieve with steel at that length, the real 4-EPB is open plan, this one has compartments filed to shape welded in along its length. I built a steel jig when welding the sides and starting at the bottom welding to floor/chassis first, then moved the jig up bit by bit so gradually rolling the sides around the bulkheads welding as I went. The finished body is proving strong, and has run round the club layout (GER) with success. The roof is steel, formed around a gas bottle with ratchet straps then screwed to the unit and dressed in situ. Headlamp is a square M6 nut drilled out to take a lamp and welded from inside. The bogies are LGB cut and lengthened and one motor bogie is used with a steel plate attached to a USA trains bogie. An M6 screw/nut is used and the floor tapped to allow adjustment to the ride height of the unit. Buffers are M8 washers welded to M4 screws, which are tapped into the buffer beams, the stanchions are threaded inserts which also serve as locknuts to secure the buffers. As per the Hastings units, the EPB will carry underfloor switches, 1-motor isolator, 2-saloon lights, 3-aux....usually for a fan, a fourth switch will be added as on my garden line I hope to have a section of live 3rd rail, with power collected on a shoe on the unit. Currently the unit is in the same condition as when it was last seen at the Show, the B unit has been started, the chassis is mocked up with bogies, the sides cut with windows started (the longest part of the process), and in time I hope to construct two coaches so it can finally become the four car unit it should be.



Teynham Show 2020

The processes are endless during such works, and at the time of writing the project lies dormant, with building works I am doing at home taking current priority, but while the cement mixer has been out, I've laid about a third of the mainline on my own garden railway, so there is at least some railway progress! My son, James, put a short video on YouTube of the blue Hastings travelling on this line, and the EPB does get a quick show at the end. If you search G scale Hastings unit on YouTube, you can see our progress.

My Garden Rail

Bernard Taylor

I have been a G Scale member for over three years joining the Kent Group. In that time its taken me to design and build my garden railway. Built at the bottom of the garden between two Sycamore trees and raised on a foot high platform. I have used my shed as the engine shed and the layout is analogue low DC voltage. Thanks to an old work colleague for fostering my interest and introducing me to Andy at Kent Garden Rail . I built my layout from a Starter Kit. My grandchildren love it as much as I do.

Two views of the railway are shown below



Some Snippets of News

Roger Allen

For sound health guidance reasons, Jason Workman has had to cancel the planned openings of the Hayes Valley Railroad on 19th July and 6th September. He aims to have the open days hopefully as normal next year and use that year to celebrate the 25th anniversary of the railway.

On the same tack you may have read that the 16mm Association has rescheduled its Peterborough Show to 13th and 14th November.

In Kent, we have a provisional booking, made back in 2019, at Pratts Bottom Village Hall for our group's annual autumn event on 11th October. Like all venues of its type the Hall is presently closed and will only re-open when government guidelines so permit and after consultation with the local community. I would like to think that our event in some form might be possible but perhaps I am being too optimistic. We will review matters nearer the date and keep you posted.

In the last Newsletter, I drew your attention to the video on the Mid-Wales and Marches area group website. They have now added further videos including a delightful Spring 2020 "Saxony Running Day". Group website gcalesociety-mwmgroup.co.uk/ or direct to this particular video <https://youtu.be/PdpgXPJK4ss>

For me this followed on nicely from the article on "Saxony Railways" in the Summer 2020 Journal. This article highlights the IK and IIK locomotives and shows images of the SOEG historic collection train in both real form and 1/22.5 scale. Unfortunately, unless I have missed it, the article does not credit the author. However having now seen the video, I am pretty sure they are one and the same – The Kenwater Garden Railway.



Saxon IK no 54 as reconstructed 2009

Like Jeff, our editor, I have been very pleased with the recent response from readers to write articles for our Newsletter. Please keep them coming and if you need any help with compiling something then do say and we will see if we can help. Until next time keep going with your projects and above all, stay safe.