



KENT NEW LETTER

Newsletter 18

JULY 2021

SUMMER

Day out at last

Having missed the company of our Kent G Scale group and the running of trains I had a look online to see what other group were doing to bridge this time of no activity and I found that the East Sussex G scale group had opened up they group track. The web site showed the dates that were available and the rules that applied to having a meeting concerning covid, a link went to the rules so you could have a look at what would be required if you decided to visit. As the Kent committee had decided not to do anything until October 2021, I emailed East Sussex group secretary to asked if it would be ok to visit and bring some trains to run after blowing off the cobwebs and he said that would be great and I got a follow up email just to remind me to read up the covid rules before visiting.

The East Sussex G Scale group have been lucky to obtain an indoor site and have constructed a track layout at Redcoat Orchard farm that runs both analogue and digital systems but not live steam. But during 2020 they constructed an all-purpose outdoor steam only track which lays adjacent to the building with the indoor track.



East Sussex members getting ready to run some trains.

Having found out it was ok I decided that going by myself would not be as much fun as dragging along some other train nutters so I contacted them and as we are all retired, we choose one of the weekday meetings and all the running day meeting can be found on the East Sussex groups web page. They would like visitors from outside the group just to email them so they can keep control of the numbers and the rules.

On Monday 7th June we set off from Medway at 10 o'clock and arrived by using the satnav to find the site which is located just outside Battle by 11.15 and a good drive via Hawkhurst on a sunny day was a joy, plus with friends to talk to that I had not seem for such a long time.



Redcoat Orchard indoor track with the scenery all finished and what a great job too.

On arrival we signed in and was shown around and what was available and must importantly were you could get a cup of tea. One of my friends is into steam in a big way so he was well at home when he saw the steam and battery track and with a large number of tracks available got set up and started to run his favourite loco, so we left him to it and set up our trains indoors and had a fun day running trains and talking about the things we had been up to during the lockdown.

Below is a selection of photos taken on this day

Great day and thank you East Sussex for allowing us to visit



A view of the outdoors with it four tracks available, giving plenty of track space and two locos getting ready to run.



Steam up and running well until a derailment on a bend! too much steam to much speed



Some of the great work undertaken on the indoors track well done East Sussex

Article By David G

CLASS 56 IN G SCALE – PART 2 – Inside Mechanisms

Following on from the last Newsletter

Now the shell is done, the next job is to make a winding mechanism which slides one driver backwards out of the cab and back into the body whilst sliding another forwards into position at the other end. I chose Kara's Little Karacters (IP Engineering) Eric Hafbe. I thought it was apt having two Hafbe's for one driver! However, I have named them Rod and Freddy because they wear fetching dungarees. The loco will be named Jane. For those interested, Rod, Jane and Freddy were child entertainers with an interesting private life.

I had a suitable 12v motor and built a gear box to drive an 8BA threaded stud. I made a U-shaped channel with a bulkhead at each end. The stud drives a head mounted in the channel, kept in place with two parallel rods. I had to guess the motor speed and hence the slider speed. The slider speed is a little on the slow side but it will be okay. The advantage of the slower speed means that the power ratio is better to move both drivers and to push through the swing doors. In the rear bulkheads of each cab, I made a pair of sprung swing doors which are easily pushed (or pulled) by the driver on his seat. The doors are 2mm styrene mounted on wire hinges and returned to a central position by means of a small spring made out of phosphor bronze wire.

At this point the two cab rear bulkheads and an additional one in the middle are there to support the shape the body. The chassis and contents will weight well over 2kg so the structure as a whole needs to be robust. The next job is to fit the permanent bolts to attach the body to the chassis. The skeleton is stiffer now I added additional pieces to various ribs and stalks to provide a good surface to attach the outer body skin to.

Before I continued with the body, I fitted all the R/C equipment and set it all up. Despite appearing to be enough space inside it took a while to fit it all in whilst keeping the wiring routes sensible. I like to build things with the ease of dismantling them in mind to make maintenance and fault finding easier. I used the main board (DC) from the original loco because it operates the smoke unit. The motor output from the ESC (Fosworks) was connected to it. I disconnected the wheel pick-up wires from the bogies. The motor which moves the drivers is 12 volts. The battery voltage is 19.2 volts. The MSC (Fosworks) switching unit operates a 24volt coil rated DPCO relay. I made a 12 volt regulator to drive the motor. The output from the regulator goes the relay contacts and then onto the 12 volt motor. Usually, the switch and charging socket are placed underneath. After ferreting underneath for them on previous models I have decided to create an access in the roof to access them. I used one of the grilles from the original carcass to make a removable panel. There will also be an additional switch for the smoke unit. Theoretically this is not needed because the original electrics board supposed to prevent the element burning out when the oil has been used. However, the small print instructs us to switch the unit off, so that's what I do! I contemplated operating that switch through the R/C unit but decided it would be best done by a switch on the loco. The smoke will only be effective when running indoors so I will rarely it in 'smoke mode'.



Photo 08: mechanism to move drivers

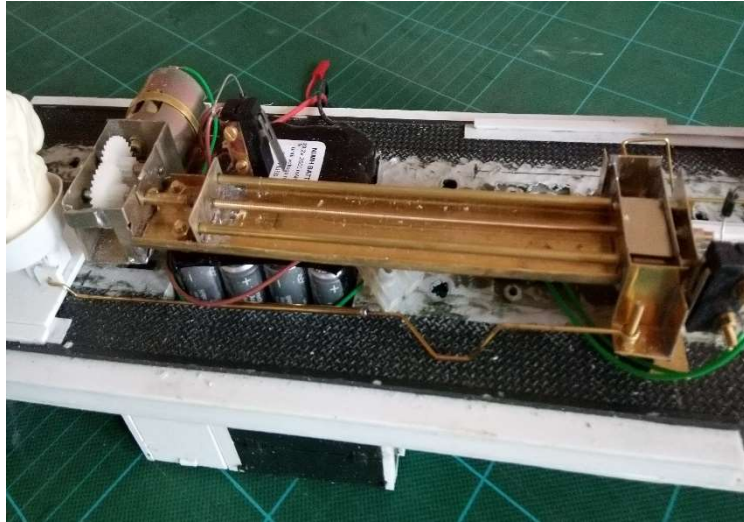


Photo 09: detail of mechanism

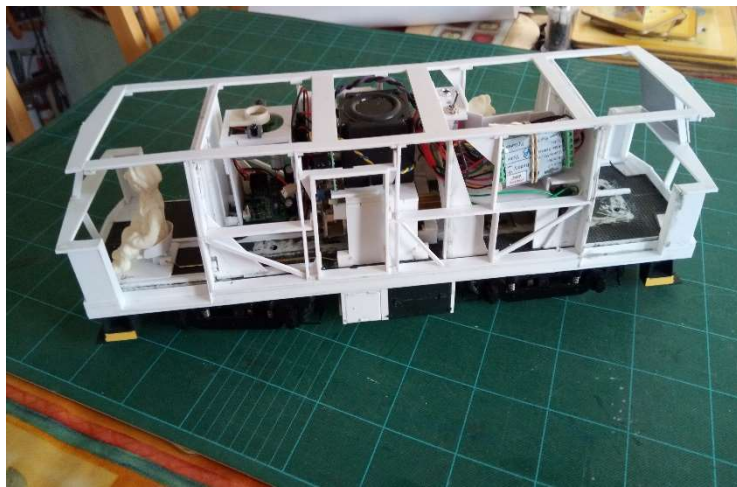


Photo 10: all of the internal pieces in place

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