

THE DISTANT SIGNAL

EAST ANGLIAN GROUP NEWSLETTER

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Hi all,

A for-runner to the normal newsletter, Andy has asked for more volunteers to man the LOWMEX show at Ormiston DENES Academy, Lowestoft. NR32 4AH on Saturday 21st and Sunday 22nd October 2017. The exhibition will be open to the public 10:00 till 17:00 on the Saturday and 10:00 till 16:00 on the Sunday.

He has also included an article on some lineside buildings which may be of interest, which may inspire others to submit similar contributions for publication.

Reminder also that it is the Eslecar show this weekend.

Please give Andy some support if you can.

Small adaptations to lineside building kits for The Crowfoot Light Railway

More than a year ago I purchased three lineside kits from Pendle Valley and stored them with the other 'pending projects' in my shed. There they stayed till an unforeseen problem with my knee restricted garden railway work to that which could be done sitting down. The kits concerned were :-

- Engine shed (PVW028)
- Goods shed (PVW029)
- Goods shed office (PVW033)

This short article looks at some adaptations to the goods shed and the goods shed office kits.

The goods shed and goods shed office kits and their construction

These kits are manufactured mainly from resin can be put together resulting in weather proof models that are heavy enough to resist the wind in our gardens but light enough to allow their removal for protection from the extremes of our climate. The methods of construction are generally well known among 16 millers and while the manufacturers provide instructions we all seem to have our own ways of doing things.

Little niggles I have with these models include the downpipes being cast as part of the external wall. I cut them off and dispose of them leaving some work to sand off the surface of the stonework and regrind the mortar lines to match the rest of the external wall surface. (Don't forget dust masks when doing this) As yet I've not made any moves to replace the cast on downpipes with new downpipes and gutters but I don't think they look too bad. I have also done extra work on the ridge tiles on these buildings.

The metal window frames in the large windows of the goods shed are very worthwhile and, after a clean-up, etch primer and a spray top coat they were fitted in place without glazing. As both the goods shed and the engine shed are open to the weather, leaving the glazing out on these large frames reduced the need to clean the windows. Have a look when you next visit the CLR and see if you notice.

I also made some changes to the chimney on the office building and I consider it looks much better extended and being part of the end wall of the office rather than being a stubby example that requires sticking onto the tile surface of the roof. The supplied window for this kit didn't fit the hole in the wall so, rather than scratch build one, I used one I had spare in my odds and sods box. This is the reason the CLR has gone to the expense of having Georgian windows in its goods office.

The goods shed loading crane

I like to display the goods shed with the goods loading platform doors wide open. A few items of goods left about for loading onto goods wagons or onto road vehicles added to the scene but were a little lack lustre. What was needed was a loading crane. It didn't need to be fully working it just had to look a bit convincing. At a recent model railway exhibition, I found a goods loading crane in 7mm/ft on the Duncan Models stand. I have used 7mm/ft stuff before so I spent some time with this trying to adapt it for use in 16mm/ft. I used plastic strip from my odds and sods box, block and tackle components from model ship suppliers and chain from Hobbies of Raveningham. I'm quite pleased with the result but I could have possibly scratch built one of those heavy timber cranes that were commonly used for this job and I would have spent less time and effort to achieve pleasing results.

Next open day on the Crowfoot Light Railway

Those wishing to attend our next official 16mm Ass open day should pencil in Sunday 13th May 2018 and keep an eye on Distant Signal closer to the date.

Andrew and Sheila McMahon

The Crowfoot Light Railway

The photos

Photo 1 and 3 View of the goods shed and goods shed office in their usual place on the railway.

Photo 2 Straight on view of the goods shed showing the crane to good effect.





Re. Lowmex Apart from myself I have one volunteer with gear to bring for Saturday and one guy who is happy to supply some models but can't make it on either of the days. As I will be checking the set up on the Friday evening and intend to do the Sunday, this means we are missing one volunteer for Saturday and one for Sunday just to meet absolute minimum staffing, and this does not include reserves. Would it be possible to send out a reminder for volunteers, that is up to two for both Saturday and Sunday? One each day will give use minimum cover. Two more each day will give us a floating member and make the staffing of the stall much more enjoyable. Extras may come on the day but they might have to pay to get in.

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Suffolk and Borders Light Railway at Bressingham

If this is your first visit, you are most welcome; if a return, then good to see you again. Thanks for your support.

Bressingham ask us to sign in at the office behind the café, presumably so that they know who is on site in the event of an emergency. If you have not yet done so, please pop across the way in order to sign in as soon as you can. We also have our own book, kept above the tunnel, so that we know (and have the evidence) as to how much the circuit is used. Please enter your name whenever you attend. Thank you.

The steaming up area for the outside track is at the rear of the layout, for the inside track both at the rear and next to the locoshed. Anyone working there, steaming up, servicing a loco or just running a train, is encouraged to speak to members of the public, in fact we all are, to try to encourage more to join the hobby and to increase public awareness of the 16mm Association.

When running, please be considerate of others i.e. it is your responsibility to ensure that your train does not collide with another, to remove your rolling stock if it is in the way, and so on. Common sense really. You are more than welcome to use the slate wagons resident at the layout.

Finally, there is no funding for the layout, its maintenance or development, other than is contributed by those using it. If therefore you have enjoyed steaming your train here, please consider making a small donation. There is a tin lid under the circuit, roughly under the rear steaming area. Thank you.

Above all, have a good time!