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TRAFFIC

Yorkshire Dales
G Scale Group

Issue 11. 03/05/2009

Dear member

Welcome to the Eveleth issue of Traffic, the newsletter devoted to information regarding Yorkshire Dales G Scale Group. You will be able to read some interesting articles from our current members, find out about the forth coming events. If you require any further information please contact any of the members below:

Chairman	M Humphris
Treasurer	M Cadamarteri
Minutes (MTS)	R Metcalfe
Publicity	P Inman
Technical (non MTS)	T Parkinson
Artistic Design	J Jennings
Show Coordinator	David Newsham

Visit the site. www.ydgs.co.uk (updates have been added including new photographs and the newsletters)

IMPORTANT NOTE. For the last 2/3 years the newsletter and web site have been sponsored. We recently lost the sponsorship and at the AGM it was voted to keep the news letter in colour and the web site, so fees have gone up to offset this and insurance costs. New fees are £20 per year which we believe is still a very reasonable amount.

We would also like to welcome our new members as the group continues to grow from strength to strength each month.

Feel free to send articles that you would like including in the Newsletter, it is what you make it so get those computers fired up and send me what you can (nicely formatted please).

Philip Inman.

ARTICLE 1

THE END OF TROLLENBERG HEIGHTS

Hello to all the Yorkshire Dales G scale members, and welcome to this issue of the news letter, so ably produced by Phil Inman. Well once again change is afoot, the groups exhibition layout has been retired hopefully for a complete refit. The Trolenberg Heights exhibition layout is in store at my garage for the moment, so as to allow space for an extension to be added to the group's main layout.

There is and will be lots of work to be undertaken on our main layout at the Keighley Club rooms. If you wish to get involved in this work, or can help out in other ways, contact me or Phil Inman. Or just turn up at the Tuesday evening meetings. Please be aware that work does go on at the club rooms on other days and some Saturday afternoons, phone for times.

Now to the old exhibition layout. At least two group members are interested in a project to redesign this unusual zig zag tracked layout; my preferred plan is to change the theme of the layout to a British factory site in the Rossendale Area. Two factories one producing Pencils and one producing Toffee are planned, as well as a small engine shed, and at least two hidden locomotive and wagon holding spurs.

A time table for the redevelopment of the layout is in hand. Should the interest be there, the layout will attend several major exhibitions in its rebuilt form to fly the flag of G scale, and the Dales group, as well as the Keighley Club, "if space can be found to store it there"... So it is over to you, the members. Do any amongst you want to be evolved in this project ... It is also planned to use the layout to raise funds for Children's Charity's, perhaps hospital based ones.

However this will be down to those who get involved in the rebuild of the layout. I envisage that the layout will remain operational for children to use it, however at a much reduced volume per show. Some changes will be made to the track plan, and two large factory units built, so in an attempt to process this venture I will be holding a meeting at my home, in Carleton on Friday the 15th, anytime after 6pm ... If not there is not enough interest, the layout risks being broken up or sold off. ... A detailed rebuilding plan is done, so it's over to you.

**Contact me please, Mike
01756 799358.**

ARTICLE 2

GARDEN RAILWAY ARTICLE – ‘THE GGR PART 2’

At Last! Some weather to inspire ‘indoor jobs’, and, as you read further, some outdoor jobs also.



A lone signal pokes out through the snow, whilst the pond freezes over.

Progress outdoors had been good until the heavy snow arrived (and stayed). Not having a sledge anymore and with my son refusing me the loan of his snowboard (on the grounds he doesn't want too much competition on the slopes!) I had to stay indoors. Attention turned to further work on the control panel. I was determined this time to keep the wiring neat but it always seems to get away from me halfway through and then it is ‘muddle through to the end’.

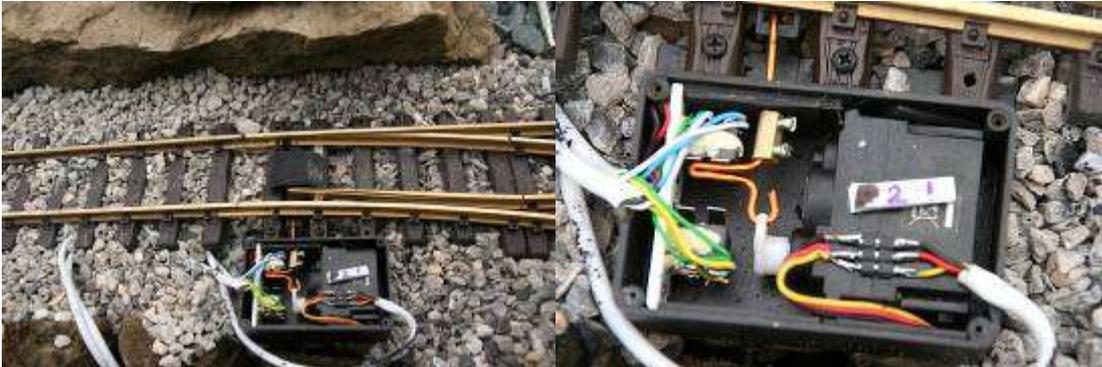


Wiring the control panel and testing a section with points and signals. It worked!

Thinking about how the railway layout would work, I determined to have signals which would indicate the way the points were set. This idea then developed further (as they do) into rudimentary interlocking between signals and points and also control panel lights which show that the points have actually moved.

Signals and points are controlled by low cost servos (now down to about £2.50 each) which in turn are controlled by a small circuit produced as a kit by MERG (Model Electronics Railway Group) called a Servo4 Kit (also low cost - £4-50 and each one controls 4 Servos). Servos are mounted in boxes from Rapid Electronics and a piece of

bent wire (very high tech!) moves the points and also makes contact with up to four microswitches. The microswitches determine whether the signal can come 'off' and also provides feedback to the Control Panel lights. Each point motor, complete with box, servos, control board and microswitches costs under £5 each.



General arrangement of point motors. Servo on right and microswitches on left.

Once a prototype signal (colour light and semaphore) had been made the rest were 'batch produced' in plastic. High intensity LED arrays were purchased for the colour light signals from an American web site which provides items for 'pimping your ride' (car parts to you and me). They're 12v DC and VERY bright and are therefore easy to see in strong sunlight. The semaphore signals also have LED lighting but this is not as bright as it is not as important for it to be seen (for obvious reasons).

My hope is that the Control Panel will be easy for newcomers to pick up (we'd all like to be signalmen surely – just think of the power!), and that the signals will make for a more enjoyable driving 'experience'. It does mean drivers will have to obey the signals, but with a proposed rule of three SPADS and you're off, there is plenty of incentive to keep your eye on your train! We'll take bets, of course' at the start of the session on who is most likely to be banned first! I think we could all think of a few likely candidates!

Whilst the snow persisted, thoughts turned to the bridges required. One double track four feet long, two single track two feet long and a short bridge over the stream. A search on the internet produced a company (Pulman's Steel) in Sowerby Bridge who seemed to have the materials I needed. As luck would have it the salesman I spoke to asked if he may enquire what the steel was for as they were always interested in the usage of their products. Once a Garden Railway had been mentioned I realised I was speaking to a railway fan (whose wife had just bought him life membership of the Keighley and Worth Valley Railway for whom he volunteers). I think I got a very good price – and free delivery on the back of our 10 minute chat!

Once delivered it was time to get out the trusty MIG welder. Feeling a bit of a prat with my leather apron and gloves on I began by test welding some scraps to hone my skills (well, to actually get a weld to work was an achievement!). Luckily although the weather was cold, there was no wind so I could use the car port (wind blows away the all important CO2 gas which surrounds the weld in MIG welding).



Forming the large bridge sides and then welding them up (yes that is snow).



The large bridge as welded and later, suitably painted, in situ across the pond.

Work proceeded and at last the snow melted sufficiently to lay some more track and run a train or two.



A run through the snow with some signals working, and later, more track testing.

Now it was also time to take the first group of points and signals which I had completed and test them outdoors with the control panel.



Three-way semaphore signal and wiring. Control Panel on decking ready for action.

The control panel is designed to be kept in the engine shed, but is on a long 'lead' of wires and can easily be moved to its mounting outside on the decking. About 900 metres of 6-core alarm cable have been used to wire up the layout.

So far it seems to be working well. I'm unsure how reliable the servos and microswitches will be over time. I'm now dipping all new servos in 'Plasti-Dip' so that they should be totally sealed against moisture.

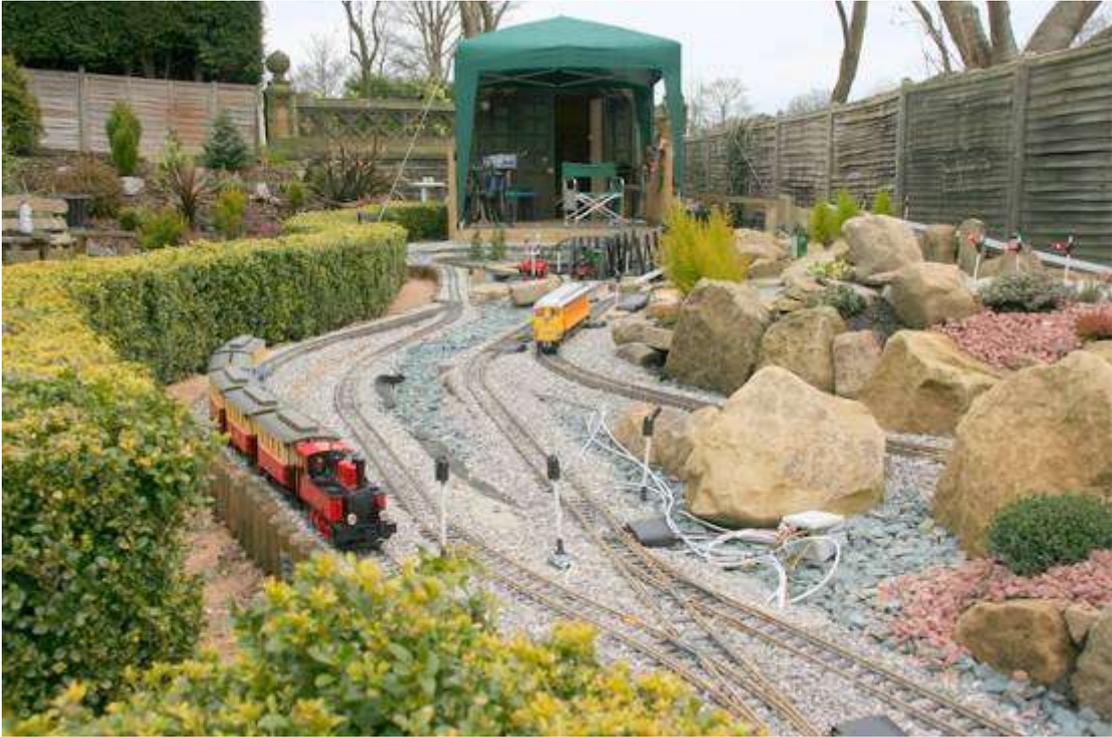


View of the layout from the decking. Control panel in foreground and signals beyond. The big RED button is the signalman's emergency stop button and cuts all power to the track.

Most of the ground has been covered in weed control matting and slate chippings. 6mm limestone chippings are used for the ballast on top of the concrete or breeze block foundation. Conduit has been put in for the wiring, and the reverse loop module has been wired up and seems to work very successfully.

Work progresses on building retaining walls and ballasting, but now I can run trains I find that work on the infrastructure has slowed down somewhat!

I finish with some general views of the railway taken at the end of March 2009.



Bob Gledhill – March 2009

ARTICLE 3

WRESTLING WITH TRESTLES (2)

Well April has arrived a lot quicker than I would have wished as the analogue extension to my garden railway is still not completed. This is due in part to the very cold winter and urgent work in the home that has kept me out of the garden. However, there were days when, well muffled up, I managed to get outside and achieve a little more.

From the previous Traffic Issue (10)



TOP BEND WITH TRESTLES RUNNING ONTO PIERS

I had reached beyond the two over bridges and onto the rear portion of the raised track bed. A number of smaller trestles which I had made previously were mounted on top of each other so this saved a little time in reaching the rear of the planned layout. Whilst browsing through our local B&Q warehouse I came across some decking with an astro-turf insert strip down the centre.

Having purchased four lengths I decided to build four block piers and sit the decking onto these.



BLOCK PIERS IN PLACE WITH CONCRETE CAPS.

Mindful that the gradients needed to be maintained to a reasonable level I used concrete on the tops of the piers to obtain the correct fall. The length between the piers overall gave me a run of 24'. Into this I incorporated a passing loop siding which would enable trains to be isolated within the loop.



DECKING WITH ASTRO TURF ON TOP OF PIERS.

Again for the next bend I used the tried and tested method of concrete footings and trestle bents to a radius of 5'. Whilst some may think this is a lot of work and quite involved I find that once I have made a jig earlier in the construction of the layout I have continued to use and adapt it up to the present time.

Also having a nail gun does speed up the trestle construction.



TRACK BED WIDENED BEFORE PASSING UNDER BRIDGE

Along the front of the layout and alongside the existing track work I widened the track bed so that for this section the analogue and digital track run alongside each other. I used dolomite rammed down firmly and then riddled some of the same to get a finer dust like aggregate that I mixed with cement and again packed down to obtain a firm base. The track was laid onto this and subsequently ballasted with fine chippings.

Next I had to pass under the first bridge, where I had earlier laid down breeze block, and then swing under the bridge on 5' radius track. There directly in my path and causing an unnecessary obstruction "was a host of golden daffodils". Work came to a sudden stop until the "site agent" (that's what I'll call her) was summoned and I managed to negotiate a deal so that track-laying could continue. So excavation of soil, visqueen laid and more dolomite on top, as previously described, has seen me reach nearly the end of "the line". However blocking the next section of construction is a large birch tree that will have to be removed.



JEAN CAN YOU HOLD THE ROPE?

Hopefully the next episode will see trains running and a final completion of this “good idea”.

Alan Gardner.

ARTICLE 4

FRIDAY THE 6TH

It was on Friday the 6th of February, I heard a voice, singing on the wire; it was our honoured chairman and his shadow, not me I hasten to add. He informed me that he was appearing at a show in Hellifield, organized by Rod Metcalfe and Sheila, Rod being one of our members. From the brief report he was to give me later, I understand the show was well attended, for the weather was quite kind. About eighty visitors in all, young and old, the catering was excellent, and a puppet show was demonstrated by Shelia. Plus Dave's wife Jenny put on a demonstration, of making and painting greeting cards.

Now to the trains, Rod ably supported by a team of members, put up an 18x10 ft, layout of G scale track utilizing the halls very heavy stage tables, these being ideal for carrying the weight of the fine display of track and stock on view, plus trees. John from Leeds also set up an American shunting layout.

Rods layout was similar in size to the clubs own layout, but showing a different track plan opportunity. John layout was end to end, with a distinctly American flavour, of which the Wichita Lineman would have been proud. I understand that this was an event which all members seemed to enjoy, Rod and Shelia you did us proud. As well as flying the flag for G scale, several members of the general public sat watching with interest, and enjoyment.

I your member from Birmingham was unable to attend, so please can you repeat the event sometime again, so that I and others, may have the opportunity to flavour this venue and its food. You had competition on that day of the event at Hellifield, for Tornado took a trip to London.

As for the chairman's shadow, the latest report that I have, is that he of no name, "Nemo" has been Chipped and Jabbed. I fear the worst does anybody model a G scale Cat.

Bill Thornber on the wire, typing by Mike H.

ARTICLE 5

A LOCO WORKSTATION

I'm sure we have all encountered the difficulty of working on locomotives and other rolling stock from time to time. Holding the loco or carriage upside down in an effort to change pick ups, couplers, or just servicing can try our patience. Also the prevention of damage to those small plastic "stick on bits" that adorn most rolling stock is important. So scanning through a number of articles on the internet I came up on the idea of constructing a cheap and affordable method of getting around this problem.

A simple box like tray with a swivelling right angled adjustable platform on which to set the work. The platform is covered in half inch foam to protect the work piece.

I made the tray from 2 1/2"x1/2" wood with a 1/4" base. The two end panels were 11" wide and 5" high and the overall length was 22" long.

The two circular swivel sections were from 8"x1/2" and cut on the band saw with a right angled section cut out to receive the platform. Mark the right angles on the square piece before cutting them round.

The platform was two pieces of MDF 24" long x 1/2" one at 6" wide the other at 6 1/2". These were later covered in foam. Two 2" bolts with washers and 2 knobs from old grass mower were used for adjusting the platform. Platform trimmed with thin lathe to protect the edge of the foam.

I would think that the whole project could be made out of MDF I only used wood because it was what I had in the workshop.



This photograph shows cut items before assembly (without platform.)



Fully assembled work station with knurled knobs for adjusting for angles.



Locomotive in position ready to be worked on.



Platform can be set at any angle by use of the knurled knobs.
Have ago it is an easy project. Any problems get in touch.

Alan Gardner.

EVENT 2009

<u>Event / Location.</u>	<u>Date</u>
Yorkshire Dales G Scale Group AGM The Club Rooms	Saturday 17 th January 2009. open 1pm AGM 1-30pm

The group holds winter running sessions, indoors on the third Saturday of each month throughout the winter and early spring months at the Keighley Club Room. Come along and join in

<u>NEW VENUE</u> Rod Metcalfe Indoor Open Day	Sunday February 8 th 01729 850810
KMRC Exhibition Victoria Hall Keighley	March 14 th & 15 th
Narrow Gauge North Leeds	March 14 th & 15 th
G-Rail Nottingham	Saturday April 25 th
Knowle Green Show Day	Sunday May 3 rd 01772 783839
<u>NEW VENUE</u> Bob Gledhill Open Day	Sunday May 10 th 01422 354050
KMRC Open Day	Sunday May 17 th
Alan Gardner Open Day	Sat & Sun 6 th 7 th June 01388 605969
Phil Inman Open Day	Sunday 28 th June 01274 560551
David Newsham Open Day	Sunday 19 th July 01535 605662
Tim Parkinson Open Day	Sunday 6 th September 01535 656188
Elsecar Show	Sat & Sun 26 th 27 th September
KMRC 7mm Show	Sunday 11 th October