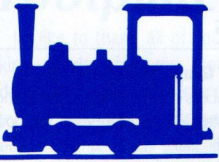


THE 009



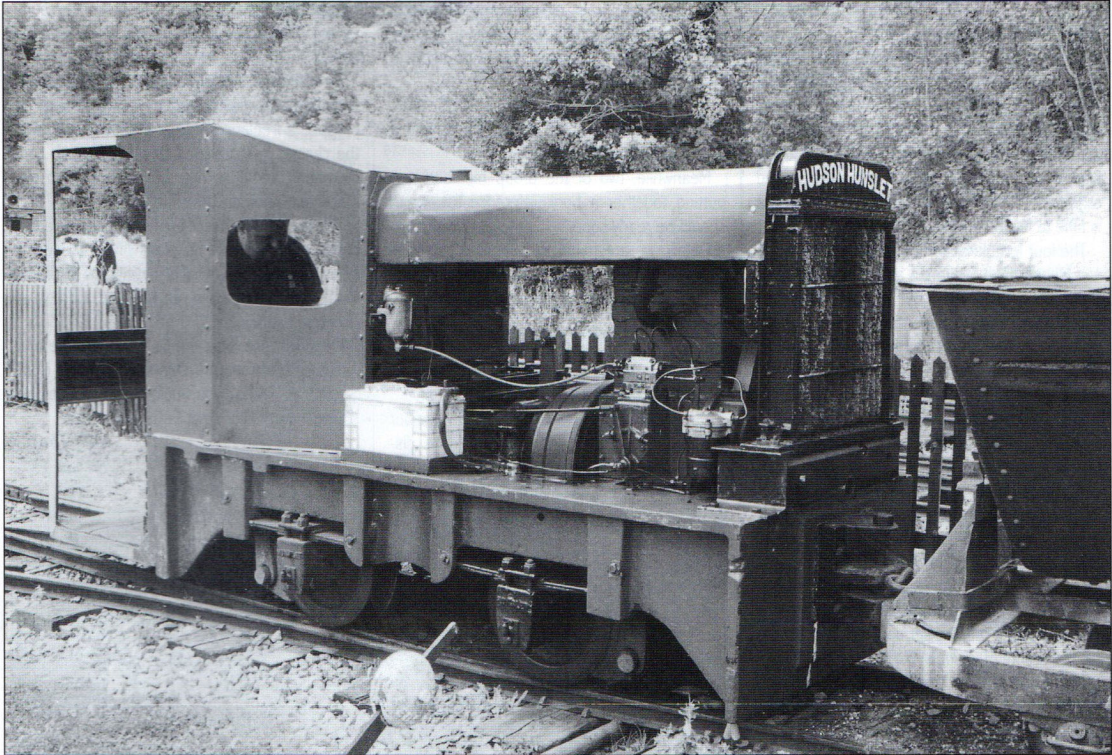
SOCIETY

# 009 NEWS

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Magazine of the 009 Society - the world's largest 009 narrow gauge modelling group

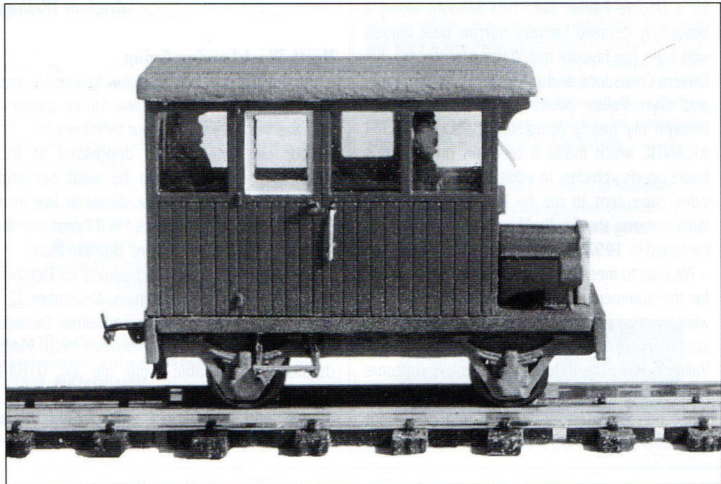


The recent spate of Summer gala's has seen the return to service of a number of restored locomotives.

This unusual diesel is a much altered Hudson Hunslet 4 wheel diesel, originally built for working at the Royal Enfield Rolling Mills in Middlesex before being sold to Thakeham Tileworks in Sussex. On closure of that system it was presented to Amberley Museum where it has been restored and was running at their recent Railway Weekend. How about a conversion to the Chivers Fineline's kit?

Also featured this month is the latest in Reinier Hendriksen's series on motive power for his Ding Dong Moor Railway. This little Inspection Railcar is built from Parkside Dundas coach parts, see how it was done on page 6.

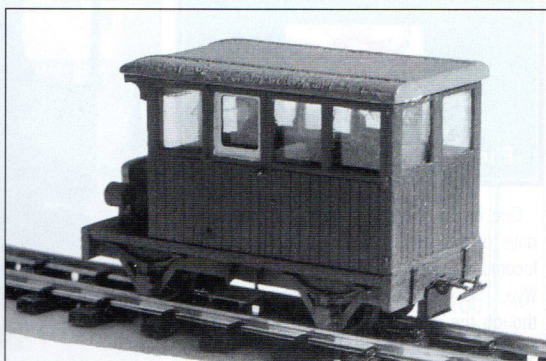
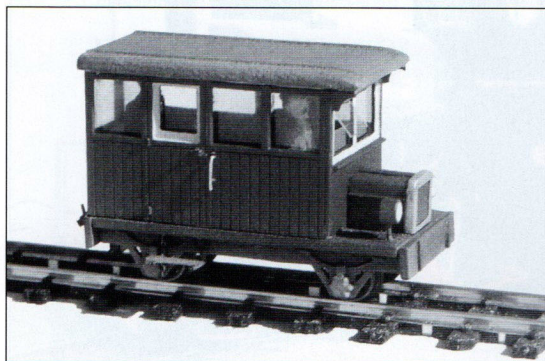
[Photographs: David Gander/Reinier Hendriksen]





# A Freelance Inspection Railcar

*Reinier Hendriksen prepares for the Inspector's visit!*



Some years ago, during a holiday trip in the Irish Republic I bought the book "The Tralee & Dingle Railway" by David G. Rowlands (Bradford & Barton Ltd.) at the Gaelic bookshop (an Cafe Litearta - a good address if you are interested in Irish literature) in Dingle. In the book there were some drawings of the Inspection Railcar as used by the T & D Railway. It is a pity, but there was no drawing of the rear side of this interesting vehicle. So I decided to build a freelance Inspection Railcar as long there was no more information about the rear side.

The Railcar is very basic, no motor, gears etc. To move the vehicle I use an Koff engine hidden in an open van.

Like the railbus (009 News, April 1999) I used the Parkside Dundas DM68 sides. From these sides I cut off the louvres, a door and a window. Don't throw away the windows you just cut off, you need them for the rear side. The chassis - I forgot which type it was - has a 24mm wheelbase. The length of the chassis, not including the buffer beams is 39mm. If you build a car like this, do not fit oversized headlights as I did, it is a bit difficult to open the bonnet with lights of this size. Fit them a little more forward and make the housing less deep.

Another mistake I made was to omit the brakes. As the inspector is only

coming next month there is some time to fit these indispensable items.

The sketch will give you an idea the way this Railcar has been built. If you want to build you build your own freelance version one of these days,

you can use it as a guide.

If you have more information about the rear side of the prototype, please send it to the editor. Then I can build a motorized version of the original version.

