

7 1/4 GAUGE NEWS



A Publication of the 7 1/4 Gauge Society

No.40



Spring 1987

Established 1945 Reeves

Designs on the 7 1/4" gauge

BRIDGET - Designed by Ken Swan in 1961. 0-4-2T Walschaerts slide valve gear. O/A length 37", height 17 7/8", width 13". Coupled wheel 5" dia., Trailing wheels 4 1/8" dia. Cylinders 1 1/2" x 2 3/4". Grate area 20.3 sq. ins. 120 psi working pressure. Weight in working order 181 lbs. Drawings RV26 25 sheets.

DART - G.W.R. 14XX 0-4-2 Tank locomotive designed by Martin Evans in 1982. A popular compact design in 15 sheets L.O.961. Construction series in the Model Engineer Vol. 147 onward.

ELIDIR - 0-4-0 "Hunslet" saddle tank loco designed by Alan Ruston in 3" scale. Full size prototype operating on the Llanberis and Bala Lake Railways. Cylinders 2 1/4" x 2 1/2", Stephenson's slide valve gear, O/A length 37", height 26", width 17 7/8", wheelbase 10 1/4". Drawings R.V.58. 12 sheets.

HERCULES - An 0-4-0 Freelance tank locomotive of massive proportions designed by Fred Stone. With outside cylinders and Walschaerts slide valve gear. Often built as an 0-6-0T but giving much satisfaction in either form, Drawings R.V.35, 9 sheets of clear concise details.

HIGHLANDER - Martin Evans' version of the ubiquitous 4-6-0 Stanier "Black Five". A very popular and successful design for the 1 1/4" scale metals with a strong following. Drawings L.O.39, 18 sheets is the first step to owning one of these most attractive locomotives. Construction series in The Model Engineer from Vol. 131 to 133.

HOLMSIDE - An 0-6-0 Saddle tank locomotive based on an N.C.B. colliery locomotive, designed by Martin Evans. Outside cylinders with inside Stephenson's slide valve gear. An uncomplicated design for easy transportation and good performance. Drawings L.O.949, 10 sheets.

JESSIE - An 0-4-0 version of Ken Swan's 'Bridget'. Drawn to the same high standard but with a shorter wheel base. Drawings R.V.45, 20 well detailed sheets.

KING GEORGE V - G.W.R. 60XX Class 4-6-0 designed by Trevor Shortland. The most accurate and comprehensive set of miniature locomotive drawings commercially available today giving you all the details of the Collett masterpiece at your fingertips. Backed up by the finest set of castings available anywhere. Truly the acme of miniature locomotive design and casting expertise. Complete sets of working drawings R.V.46, 27 magnificent sheets.

PADDINGTON - G.W.R. (B.R.) 0-6-0PT 15XX class in 1 1/8" scale designed by David Adams of Harrogate. With outside cylinders and outside Walschaerts piston valve gear this design is an accurate portrayal of these highly regarded and frequently modelled locomotives. Drawings R.V.59, 26 sheets of well presented detail and information.

ROMULUS - Roger Marsh's well known and highly regarded freelance narrow gauge 0-4-0 Well Tank loco. Fitted with Hackworth valve gear, the design is of a simple but rugged locomotive which can be modified to suit the requirements of the individual builder. Drawings R.V.52 consisting of 18 sheets.

7 1/4" GAUGE PASSENGER CAR BOGIES - Drawings and castings will shortly be available for a newly designed Vacuum brake fitted passenger car bogie. Production will commence soon. Full details will be advertised as soon as the castings arrive from the foundries. Drawings R.V.69. 4 sheet.

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7 $\frac{1}{4}$ GAUGE NEWS

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ADVERTISING SPACE IS AVAILABLE IN THE NEWS

Full Page: £30.00
Half Page: £20.00
Quarter Page: £12.00
Supply Camera Ready Copy
Typesetting chargeable.

Circulated to every member of
the 7 $\frac{1}{4}$ " G. Society and
available to the trade and
public.

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From The Editors Desk . . .

In taking my place now in Jack's Editorial chair, although we are of very similar build, I am somewhat uncomfortable, acutely aware of the fact, what a good job Jack has done, and that he was only our second editor of The News. Both of our editors have indeed set such standards that I most certainly will not be able to sit down, if I have any hope whatsoever of maintaining the levels of excellence that the News has attained. Jack expressed confidence that he had done his last editorial "at least for a few years". In this time I shall strive to maintain equilibrium to suit all members' tastes, and as fairly as possible.

During my first editorial year, I plan to visit one or two members' lines of which I have no personal acquaintance, as well as cementing some friendships I made when acting as the Society's Trade Liaison Officer, over the past three or four years.

I have been a railway enthusiast all my rememberable life, and was present at the first gathering in the Birmingham schoolroom, which marked the formation of the Society, and I have always paid my subscriptions in time (I think). These facts are sadly my total claim to railway fame, and so I hope you may all bear with your new editor, still provisionally licensed, until he finds the editor's chair a little bit easier! I further hope that we are all in for a good 7 $\frac{1}{4}$ in. gauge season of steaming or whatever, along our ribbons of track set to our particular gauge, Seven and a Quarter inches apart.

Mike Taylor

☆☆☆

The Editor gratefully acknowledges the receipt of the following: Journal of the Halton Miniature Railway Society, and permission to use any of its content. A large collection of superb photographs from Len Hough which will be used in the News; The East Herts Miniature Railway News; The Malden M.E. Society 'Roundhouse' Newsletter; Therfield School Model Railway Club occasional Newsletter, and Pinewood Express . . . and all jolly good reading too.

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NEWS FROM THE MAIN LINES

BLUE RIBAND LINE AT HEMSBY, GREAT YARMOUTH by Don Witheridge

Hemsby is a coastal village six miles from Gt. Yarmouth in beautiful Norfolk, surrounded by the Norfolk Broads it is one of the most popular tourist areas in the British Isles.

The railway has developed since the 1981 AGM and has become well known amongst the 7 $\frac{1}{4}$ " Gauge Society membership, a very popular choice for your 1987 AGM and international steam weekend – September 26th and 27th.

As I write to you it is mid winter, 1986 is fast slipping into history, a golden year full of happy memories, both here and all the other railways that Eileen, Sandy and I have visited during the year, I captured many of them on film, thousands of photographs were taken and my thanks to all who sent photos to me, 4472 Flying Scotsman and the two Stirling singles were star performers and gave a good show to the delight of everyone.

As you read it is spring-time, another running season in front of you, getting ready for Spring Bank Holiday Week May 23rd-30th, National Steam Week at Hemsby, the mecca of the gauge, what a cracker of a week we had in 1986, the weather was perfect but more of that as we progress.

1986 was the year of signals and the new signal box and gantry, a super signalling system now working well and my thanks to all those who worked so hard on this project, especially Colin Bray and Steve Beale.

At Easter '86 I had a phone call from Grace Adams, your Stirling is ready, so as soon as the signal working party had departed Eileen and I went to Poole in Dorset, to return with a beautiful Stirling single No.7, I placed her in the shed with Flying Scotsman and Glasgow Highlander and marvelled at my good fortune.

Friday May 9th '86 saw the arrival of the Heywood Society for their spring meeting and AGM on Saturday May 10th, also Don Fifer with an 1870 vintage six wheel coach for my Stirling, a very successful weekend with dinner at the Highwayman.

Move one now to Thursday, May 22nd, the arrival of Stirling single No.5 with John and Grace Adams we unloaded and there in the sunshine stood the two Stirlings ready for their first steaming next day, and how they were to delight everyone in the week to come.

Saturday, May 24th, the start of a wonderful week, strong contingents from Harrow and Halton arrived, Jeff Stubbs arrived without Bushbuck owing to a broken trailer, I felt very sorry for him. The week was very well supported including some of our overseas members, Karl Schuldt from West Germany with his loco Snuffi, Jean Villette with a party of friends from France, there was a knock on my door and the man said I am a 7 $\frac{1}{4}$ " Gauge Society member from Australia.

Visiting locomotives numbered 25 plus my own and two Foden steam wagons owned by Les Nelson and Ray Miliken, they gave a super show and are half size so we can accommodated traction engines too at Hemsby. David Beale brought his steam launch, altogether a great variety of interests in steam.

The running sessions of the Stirlings were of great interest, John and I double headed, a sight to thrill Patrick Stirling himself, then we double headed Stirling No.5 and 4472, magical moments we hope to repeat in 1987. I know how pleased many of you were to meet and talk to John and Grace Adams, and I have been asked many times for John's story, turn to Trade Topics under "Passing the Time" and there it is

for you. I am pleased to say John and Grace will be with us again for the week May 23-30 and the AGM.

A new arrival was Toby the Tram Engine with Len Hough, a great effort by Len to complete in time it took all the space in Len's small van and the family came by train, as you can imagine Toby was a great favourite with the children. It took a shoe horn to reload it into the van.

Remember Eric Robinson's racing machine, the L and Y Atlantic double heading with John Goulden's 4-4-0 Precursor, as well as daily running of the railway the holiday spirit was carried on with the evening events.

The evening events have become a feature of this week and are social evenings for all the family, Bank Holiday Monday we had a barbecue in Central station loop followed by a late evening run, I am always amazed how many people love a train ride in the dark, the new station lamps will make it even better. Tuesday saw the annual visit of the East Herts contingent, in the evening we all went to the Suffolk Wildlife Park at Kessingland and were entertained by Brian Nicholson, a cracking high speed ride with the Royal Scot working hard up front, organ music, a film show followed by a buffet meal in the park cafe, so many went that the food ran a bit short in the end.

Wednesday was film night in the Barn Room, refreshments in the interval followed by Donna's wedding film especially for the ladies. Thursday was our social evening at the Highwayman, a lovely spot overlooking the sea at Winterton, a super four course dinner and coffee and the room for the rest of the evening.

Friday evening was pack up time, everyone was sorry the week had ended and many said to me it was the best holiday they had ever been on. My thanks to all the ladies who kept us supplied with tea and coffee all week.

The summer season on the Blue Riband Line was most successful carrying more holidaymakers than ever without a single incident, I wonder how many seeds are sown each summer to further our hobby. Ron Heugh from Boston spent a week's holiday in July bringing his 0-4-0 tank engine and six of his super scale goods wagons, I hope to see these here for the AGM. I was pleased to welcome Hubert De Houck from Belgium on his first visit to England for a two week holiday.

Looking ahead to 1987, the exciting challenge of a second AGM at Hemsby, always the major event in the 7 $\frac{1}{4}$ in. gauge calendar, the facilities at Hemsby are excellent, the track is ideal for standard gauge locomotives. Recent AGM meetings have been mainly for narrow gauge locomotives, now let's see what you owners of the super standard gauge passenger locos can do, let's make a really good show to beat all previous turnouts, narrow gauge locomotive owners please come too, the track will take axle loadings of Romulus and Hunslett type locos.

The weekend will start Friday with an evening run, we will light up in style with the new station lamps, see Trade Topics for details of these; the signals and signal box look super in the darkness. Saturday start around 9 a.m. if the weather is kind it will be a fabulous day, tea and coffee during the day and at lunchtime there will be free refreshments and have a donation box to help with the cost.

Saturday evening we are all going to the Highwayman restaurant at the Hotel Hermans, Winterton just a mile from Hemsby, a beautiful setting overlooking the sea for your AGM and a fabulous four course dinner and coffee. I have been fortunate to get the large room, the tables will be set for a sit down waitress served super meal for a cost of £6 including VAT. There will be a top table for your committee.

There is ample car parking at the railway, please park on the playing field and catch the train at Laurel Green station. Loco owners unload at the engine sheds at Parkland Central station.

If you have not yet had one of my holiday brochures please write or phone and I will send one to you, bungalows and chalets are £25 for the weekend Friday to Sunday, you can make a longer holiday if you wish to see more of the area and the railway will be running during the following week. Motor caravans, caravans and tents can be accommodated.

I have hopefully given you a lot of helpful information on past and future events in this article and look forward to seeing you all at the AGM and especially our continental members.

Don Witheridge

MANOR PARK MINIATURE RAILWAY by J.D. McFarlane

The year of 1986 started off with severe cold weather, not uncommon in the hills of Derbyshire. This combined with our exposed position means only the hardy and the real enthusiasts come for a ride on our railway. As mentioned in previous 71/4 magazines, the MPNR is now a thriving miniature railway with a regular clientele, who we hope come to enjoy themselves and ride on the trains. To enable our passengers to travel safely on our trains, the reliability of our rolling stock and locomotives is our highest consideration. To have locomotives and rolling stock that are well maintained, also track that will stand up to our hard, all year round, service, weather permitting, is a credit to all our staff.

Our latest recruit, Walter Meredith a retired motor mechanic, has gained a new hobby, helping to maintain the petrol locomotives. We are indebted to him, and this also goes for the rest of the staff.

Now for a rundown of our locos and rolling stock. First, the steam locos, which are everybody's favourite.

'Lady Pauline'. This loco has now finished her turn of duty, having worked hard all season. A complete, heavy, overhaul is now needed together with a well earned rest.

'Catherine'. This loco has been worked extensively this season, even though it is working flat out on each trip. A minor upset was the complete seizure of one of the driving axles. This was due to the presence of dirt in the oil line to the axle. After a strip down and a clean out, everything being not as bad as feared, it is now back on the tracks and is a joy to see. Unfortunately there have been no other steam locos on the track this season, but we will have another 'Tinkerbell' to keep 'Lady Pauline' company next year. The sight of two 'Tinkebells' working hard on our circuit is something to look forward to.

'Tom' and 'Jerry'. These two locomotives, being petrol mechanical, have performed very well, needing only slight adjustments to keep them in tip top condition. The main thing is that they are ready for work at a moment's notice.

'Galahad'. This old age pensioner of the track, a Cromar White vintage loco which has had a recent overhaul, is now used as a standby loco, and is favoured by some of our older drivers, who find it very comfortable and easy to drive.

The coaching stock. We have had no trouble with the rolling stock, except for the odd derailment, nearly always caused by ballast stones either kicked up or placed by youngsters. To overcome this and to stop the coaches tipping over, all the coaches have been fitted with skid bars. The Cromar White coaches are the second set out on the circuit. Considering that these are sixteen years old they are a testimonial to the builders, 'Cromar White'. Our covered coaches are also giving us some sterling service and are a favourite with our passengers, especially when the weather is

inclement. They are also ideal for the control of the youngsters that travel on their own.

The final set is the 'Echills Wood' design type of coach. Although they look right, we find that people have great difficulty in getting in and out of these coaches. Therefore a modification to these is in the pipeline, with the cutting down of the sides, but leaving a side piece on to keep the feet inside the coaches. Although these have given sterling service, we feel that passenger comfort and safety is a top priority.

If any enthusiasts are in the Peak District around Glossop, do not hesitate to come and have a chat and a ride and any advice that we can pass on that will be of any use to any prospective railway operators.

The total number of passengers carried was in excess of 24,000.

KINGSBRIDGE MINIATURE RAILWAY KINGSBRIDGE, SOUTH DEVON by Geoffrey Kichenside

Following two exceptional years in 1984 and 1985 with totally contrasting weather when passenger numbers suddenly went up by 15% over the average for the previous years, 1986 saw an equally sudden drop back to the 1983 levels which coincided with a comparable percentage fall in the numbers of holidaymakers in the Kingsbridge areas so that passenger numbers finished up at the end of the season at round 19,000. All trains were worked by Cromar White 4-wheel battery electric locomotive 'Heidi' built in 1976 and which completed its eleventh season at Kingsbridge with an aggregate of over 16,000 miles. For 1986 'Heidi' and the sit-aside bench coach were repainted bright poppy red with a broad white band on which the number and railway initials are carried in black. 'Heidi' was originally in blue carrying the number 2 in brass figures but has now been renumbered as 702 as part of the overall numbering scheme with Gorse Blossom Miniature Railway Park in which all locomotives and rolling stock carry an initial number 7 for 7 1/4 in. gauge stock and 10 for 10 1/4 in. gauge stock. The numbers are not necessarily shown on the vehicles yet but are book numbers for accounting purposes. 'Heidi' and its two coaches, which return to Gorse Blossom Miniature Railway for winter maintenance, were used on the Gorse Blossom Railway for the final Sunday of operation on 28 September. Operating dates at Kingsbridge for 1987 are 17-24 April, then daily 18 May to 18 September.

WALSALL STEAM RAILWAY by Colin Cartwright

1986 season saw a small drop in the number of passengers carried possibly because of the poor weather which seemed to occur mainly at weekends when the railway was in operation.

Locos in use were Pacific 'A.H. Peppercorn', 0-6-0 G.W.R. Pannier (Keith Wilson), BoBo Hymek battery electric, and several visiting locos. The track itself needed only nominal maintenance, a credit to the forward planning and industry of Steve Kirby and Alan. At the commencement of the season the 'up' line was relaid on the outside of the colonnade of trees for some 50 yards thus giving the driver a far better view of the approach to 'Arboretum Central' station.

Plans for 1987 are not yet decided due to my heavy commitment at Betws-y-Coed. Perhaps therefore any members who are interested in running their locos at Walsall in fairly regular week-end service would contact me at my home address.

The regular Walsall team of enthusiasts wish to continue with this unique double track layout, but can only do so with some support from the members who are fairly near at hand. Please think seriously about the possibility of a little help.

GORSE BLOSSOM MINIATURE RAILWAY PARK **Near BICKINGTON, NEWTON ABBOT, DEVON** **by Geoffrey Kichenside**

As a relatively new attraction, which only opened late in the 1984 season, we anxiously waited with bated breath to see whether our promising first full season in 1985 would be a prelude to better things in 1986. The very wet Easter which fell almost as early as it could be in late March provided some optimism as our passenger numbers were up on 1985. By Spring Bank Holiday our computer predictions (well a graph line in an old exercise book) were suggesting a 50 per cent increase in numbers, which was way above the budgets prepared for our hawk-eyed bank manager. Right through the season the numbers continued more or less at 50 per cent up on 1985 – until August Bank Holiday week.

August was almost as wet as in 1985 which helps inland tourist attractions because it is certainly not beach weather, but 3in. of rain in much of Devon on August Bank Holiday Monday followed by more rain the next day virtually finished the last week of the school holidays and many holidaymakers simply packed up and went home leaving what should have been one of the busiest weeks of the year as a non-event. However, September was much better and we continued our upward trend and ended the season with 55,000 passenger journeys.

Most of the trains were in the hands of our Lynton and Barnstaple 2-6-2T 'Yeo' the one-third full-size model of the original, and built by Milner Engineering in 1979. 'Yeo' completed almost 2000 miles round the $\frac{3}{4}$ mile circuit with only one failure in service when the blower-pipe in the smokebox cracked – for the second time in the season, the first time being spotted on shed. This meant 'Yeo' had to go on shed for repairs but reappeared later in the day. Standby petrol-mechanical locomotive 'Pegasus' came out to maintain the service. While 'Yeo' normally worked with four sit-astride coaches, on busy days we coupled on our four sit-in coaches (which used to run on the miniature railway round the children's playground at Bognor Beaulieu Gardens) to make an eight coach train seating 50 passengers of mixed adults and children. On Sundays and Bank Holidays, when additional train crews were available, 'Pegasus' was also brought into service for two train running. Specified markers were designated as block posts and visual block was maintained, although at Wellpark station permissive working under the supervision of the line controller allowed both trains to be at the platform together.

During the winter, work on the new permanent toilets was completed which included mother and baby and disabled facilities, and around the woodland grounds four new footbridges were started which are expected to be complete by Easter and will link footpaths to provide a wheelchair route through the woods avoiding steps to

vantage points around the railway. It is also hoped to make a start on a new restaurant/shop which will provide urgently needed covered facilities.

'Yeo' has been stripped down during the winter for a major mechanical overhaul to wheels, motion and bearings. It is hoped to make a start on the building of a signalbox, and signals to be put up in the station area will be linked to the lever frame. To allow overtaking a loop track is to be laid at Wellpark station which will also give access to a carriage siding at the approach to the station which will make it more convenient to attach or detach coaches more quickly than with the present siding leading from the engine shed track. Plans are already being drawn up for the construction of a 4-8-4 tender locomotive on which work is hoped to start during 1987.

Operating dates at Gorse Blossom Miniature Railway Park for 1987 are 17 April and daily to 4 October.



Two-train operation at Gorse Blossom Miniature Railway Park, near Bickington, Newton Abbot. Nearly $\frac{1}{4}$ mile separates the two trains as petrol-mechanical locomotive 'Pegasus' coasts downhill on the lower loop soon after starting its journey while one-third scale Lynton & Barnstaple 2-6-2T 'Yeo' turns on the higher loop and heads for Mudpie tunnel on its way back to Wellpark station.

PLEASUREWOOD HILLS RAILWAY

The 1986 season saw an increase in passengers of around 26%. The figures for locomotives were as follows:

St Paddy (Deltic)	422 trips	15980 passengers
Serendipity (Amtrack)	3709 trips	134165 passengers
B.M. Brunning (Amtrack)	3745 trips	134987 passengers
J.M. Cobbold (Steam)	366 trips	10803 passengers

The total for the season was 295,935 passengers and the total mileage was in the region of 6,181 miles with the Amtrack diesels covering some 2,800 miles each. Our best day was the final day of the 1986 season when we ran a total of 144 trains and carried 5,237 passengers using just 3 locos.

The reduced use of 'Cobbold' was due to a bulging in the inner firebox walls which required major repairs to the boiler. The problem was caused by a build up of solids in the space between inner and outer walls resulting in the inner burning away due to the lack of water. To prevent future failures of this nature the new firebox was designed with a larger water space and extra wash out plugs. In spite of having to remove 2 tubes and drastically reducing the firebox size we have found no difference in the steaming ability and we hope that 'Cobbold' will now be fit for several more years.

There are no plans to alter the track in the foreseeable future and winter work will only involve repainting of the coaching stock and general maintenance to the locos. Major track repairs are now a thing of the past following our decision to lay all 12lb. steel rail and our biggest task on the permanent way is weed control.

The 1987 season will start at Easter followed by weekends until late May when we will open daily (from 10 am to 6 pm) to mid September.

Although John or myself are not at the park during the week one or the other is always on duty at weekends and if members would like to have a look round before the park opens a phone call to us in advance will allow us to arrange entry. I say before the park opens as it is difficult to show visitors round when we are running. Visitors are always welcome at our workshops in Gt. Yarmouth where we are always pleased to help with any information that we have available concerning the running of the railway and the construction of the locos.

We are, at present, involved with a scheme to construct a 15in. gauge railway and would be interested in hearing from any member who knows the location of any 15in. rolling stock or locos. This new railway is at the time of writing still in the planning stage and if given council approval will be 9 miles in length with 4 stations and two passing loops. It will be operated with two steam and one diesel locomotive with each train capable of carrying 200 passengers.

Our address for visits or information is Auto Plates, Boundary Road, Southtown, Gt. Yarmouth, Norfolk. Phone (0493) 657338 or 655358.

BEER HEIGHTS LIGHT RAILWAY **by Sydney Pritchard**

Open: Exhibition – all the year. Outdoor amenities – Easter, May Day, Spring Bank Holiday until October. Times: Monday-Friday 10 am to 5.30 pm; Saturday 10 am to 1 pm. Some Sundays and Bank Holidays. Near Seaton, Devon, EX12 3NA. Telephone: Seaton (0297) 21542.

The Beer Heights Light Railway had a successful 1986 season, in spite of the weather which did, regrettably, reduce the number of passengers carried by approximately 10%. During the peak period, all three locomotives were in use – 'Dickie', 'Thomas II' and 'Linda' – and performed very well. However, 'Dickie' developed a leak in one of the fire tubes and the boiler had to be completely re-tubed. It is now in excellent order once again. Teething problems with 'Linda' the previous year have been

completely overcome, with the result that it is rated now as No.1 favourite amongst the drivers. Around 60,000 passengers enjoyed their trip.

The highlight of the season, perhaps, was the christening of the new diesel locomotive by Jimmy Cricket, the comedian, who also officially opened extensions to the Garden and Children's Activity Area. The diesel locomotive built by Severn Lamb is an excellent machine and has proved its worth in being always available under emergency conditions or when the traffic is very light, not warranting getting up steam.

Minor alterations to the track layout in the shed yards are already taking place. The shed itself is being lengthened and the temporary crossover put in at 'Upsan Downs' during the course of the building of the tunnel, has been removed.

Plans are afoot to extend the line for approximately another quarter of a mile but no definite information can be given yet until planning consent has been obtained. It would however take the railway through a field, giving a beautiful broad view of the valley and Lyme Bay, and the terrain would be in complete contrast to the pleasant route through its flower bedecked garden.

The winter programme also includes the construction of one or two more coaches and improved signalling with the object of having two trains out at one time.

The dates of opening for next year's season will be similar to this year with appropriate adjustment.

LAKESIDE MINIATURE RAILWAY 1984 TO DATE

by Mike Dean

Colchester Zoo is situated a couple of miles from the town on the Maldon Road and is an established attraction for tourists and, with the improved network, brings in visitors from a wide area. In the early 1980s new proprietors set about improving the attractions and amenities, leading to our involvement. We were invited to construct and operate a miniature railway and practically the only stipulation was that we should establish the track on land that could not usefully be used to exhibit animals. This certainly eliminates the "soft option" of a circular track round the lawns! Instead we chose to build a scenic route which involved a cutting through a heavily wooded area sloping down to the lakes and the creation of an embankment to raise the track and traverse a marshy area. Contractors started to level the track site in autumn 1983 and work went on through the winter months (how did we manage before JCBs, Poclain etc?) and we laid the Cromar White track on a Hoggins bed in the spring of 1984. On re-reading this, it all sounds straightforward but in reality it was a time of tremendous effort and even with the benefit of professional advice, much trial and error before we commenced trials in May 1984. Lakeside Miniature Railway carried its first passengers on 18 June 1984 and in that first short season we made mistakes, learned lessons and made sure that we were prepared for our first full year in 1985.

Our original locomotive stock consisted of a very well-known Greenly 2-6-0 (GWR outline) acquired from the Rainbow family, together with a Severn Lamb Union-Pacific diesel-outline locomotive (petrol engine) but our first season's running showed that we would need additional motive power and we now have 'Samson' a Hymek-outline 10 hp diesel built by Mardyke to complete our stock. Our five carriages are of sit-astride design.

At the time of writing we are carrying out our winter maintenance programme on stock and track – ready for 1987!

WESTON PARK RAILWAY

by Roger Greatrex

Since being taken over by Mr. and Mrs. R. McRea in the summer of 1984, a programme of improvements have been embarked upon. Firstly the track was surveyed, re-levelled and regauged where appropriate. This goes to prove that when laying or re-laying a track it is essential to survey the site and get it correct from the outset to save time at a later date. The track is being replaced a section at a time with new 12 lb/yd. flat bottom rail; hopefully over the next 2 years, the track will be totally re-railed or relaid as appropriate; over its full length. In the station area a new crossover system has been laid. This involved building three new points and a diamond crossing, these being made in our own workshop at Weston Park. At the same time a relief loop was laid giving better turnaround times when public running on busy weekends.

Improvements to locomotives have meant converting Southern Outline No.4 from battery to diesel-hydraulic during early 1985, this proving well worthwhile during the running season of 1985/1986. Loco No.9 2-8-0, M.C. Lloyd, MBE, will during the winter of 1986/1987 have an overhaul with new axleboxes and work to its boiler which will entail a new firebox and re-tubing. At the same time all the platework being sandblasted and repainted.

One item the line lacks is a signalling system. So during 1987 an electronic train-operated signalling system will be installed which will give train preference to the first loco to enter the safe entry area of each section.

As a line side feature we have, in conjunction with the Park Forester, placed at various points along the track, tree identification signs so as to indicate to passengers the interesting species of tree that are within Weston Park.

As many people, who follow the 7 $\frac{1}{4}$ in. gauge scene will know, 1987 will be the 30th anniversary of the Hilton Valley Railway, the forerunner of the present Weston Park Railway. To mark this occasion we are organising a celebration weekend on 13th and 14th June, 1987 (there will also be a traction engine rally at Weston Park on the same weekend). Would any members who would like to take part in these celebrations either as visitors or bringing locos to run on the line during the weekend please contact: Roger Greatrex, "Holly Cottage", Gorse Lane, Knightley, Stafford, Tel: Woodseaves (078574) 553.

Overnight secure storage for locos and caravanning, camping facilities will be available in the Park for those who wish to visit us on this occasion.

NEWS FROM SALTWOOD MINIATURE RAILWAY

by Alex Schwab

The main feature of 1986 was the return to service of 'Great Western' (7007), the open bodied locomotive built by Tom Smith of Lechlade in 1976. He utilised the motor from the railcar which he built for his young son to drive - the vehicle which is now running on the Saltwood line as a closed saloon.

For some reason, this motor, although absolutely identical in every respect to the one fitted to the original Tom Smith loco 'Earl of Berkeley' (with closed body) had never equalled it in performance.

In the Spring of 1986, Tom Smith suggested that a very clever electrician, who looks after the electrics on member Mike Stewart's line at Bridge (near Canterbury, Kent), named Sid Shorter should find out what was wrong. He traced the fault to the

brush gear, removed the motor from the bogie, and took it to the maker's (CAV) depot at Canterbury for a complete overhaul. When the motor was replaced a miraculous change in performance was immediately apparent and it is now fully equal in every respect to the motor on 'Earl'.

Result of the 1986 season (includes 1/1/87 Open Day):

1985 – Passengers 952; receipts £110.60; number of trips 120; miles travelled 45.

1986 – Passengers 1170; receipts £117.50; number of trips 169; miles travelled 63.375.

The Christmas Open Days were marred by very poor weather on 1/1/87 (the afternoon was wet) so figures are down on 1986.

1985 – Christmas receipts (for Cancer Research) £22.30

1986 – Christmas receipts (for Cancer Research) £13.30

Open Days for 1987 are: Saturday, April 18th; Easter Monday, April 20th; Wednesday, April 22nd; May Day Holiday, May 4th; Spring Holiday, May 25th. Wednesdays only from July 29th to September 2nd inclusive. All the above days – opening time – 3 to 6 pm. Boxing Day, 26th December and New Year's Day, 1st January, 1988 – 10 am to 12 noon and/or 2 pm to 4 pm depending on weather conditions at the time. Not if snow and ice or very cold wind.

(Members should note that this line has been in operation since 1924 and a visit is equivalent to a Muslim's pilgrimage to Mecca. It's also next door to the Romney, Hythe and Dymchurch Railway, so you get two for the price of one, so to speak – Editor).

CONWY VALLEY RAILWAY MUSEUM by Colin Cartwright

1986 season showed an 18% increase in passenger traffic over the previous year, and this was in part attributable to the running of two steam trains at peak times and week-ends. This was made possible initially by the loan of 'Gillian' 0-4-0 Hunslet from Brett Rogers, to be replaced in August by 'Charlotte' Hunslet and tender. Staff and token working was then essential and this was operated not only when two or three trains were in service, but also even with one train, so that it became a rule rather than at peak times only.

The Denver & Rio Grande 'Old Rube' has now covered some 7,000 miles with great reliability, and without major attention, normally with a five coach train but at times even loaded with eight, thus carrying 50 plus passengers.

Trackwork was maintained in first class condition and looking ahead, extra sleepers were laid under rail joints, and old sleepers replaced as necessary. Track was laid around the mine area and work commenced in the museum to build show plinths to accommodate a display of 7¼in. locos for 1987. The BoBo battery electric loco was fitted with a new lower line roof, heavier duty batteries and a repaint and performed a useful back-up to the steamers as both spare loco and extra train when needed.

1987 will introduce a further loco, an 0-4-0 loco and tender. A super detailed model of the Penrhyn Quarry loco 'Linda' named 'Katie'. This powerful loco will be capable of sharing the daily running with the Denver, offering a variation for both public and drivers. Work has also commenced on the trackbed and trackwork for the 15in. gauge line from the car park into the woods. This will be used by the single deck tramcar which is under construction in the Midlands and should be in operation during the season. Power feed will be by overhead wire at 100 volts DC feeding two motor bogies each fitted with 5 hp motors.

A superb 15in. gauge Britannia is being completed by Brett Rogers and TMA

Engineering to an extremely high standard and after steam trials at a leading public service operator, will be on display at the Museum.

The Museum opens on Easter Friday, with trains running throughout the season until the end of October daily from 10.30 and members will find lots of interesting items now presented in the re-organised displays. For the caravan enthusiasts the adjacent riverside park is excellent with good facilities and our Buffet Coach serves meals from 7.30 am onwards.

UCKFIELD MODEL RAILWAY CLUB

by Roy Foster

A very encouraging second season of operation of the clubs 3½, 5, 7¼ multi-gauge ground level railway in Bentley Wildfowl Park. Receipts were up about 60% on last season, but we did run through September as well this year. The steaming bays and turntable are currently being installed. Thirteen foot long it is mounted on a four foot diameter ballrace, which should provide almost one finger operation with even the heaviest locos. The deck of this 'magic' turntable is arranged such that a multi-gauge loco/driving car combination can be driven on, turned, and driven off again with all the wheels lining up with their correct rails. (Just think about that for a moment). The turnout for the turntable is also fitted with our successful trailable facing point locking mechanism, so beloved of certain northern experts. Individual gauge steaming bays fan out from the turntable, plus an approach ramp in multi-gauge, to facilitate transfer of heavy locos to and from vans, trailers, etc. Two of our members are threatening to signal our line. They will want a cabin and point motors next. Our Sunday morning working parties through the winter don't look like running out of things to occupy their time.

We have welcomed a number of new members this year, one brought a 7¼ 'Tich', which he bought, and another brought a very nice 'Dart', which he made. We run on Sundays June, July, August, and probably September, plus the Bank Holidays. Visitors are very welcome, please make yourself known to the 'staff'. Visiting locos are welcome too but by appointment please.

WESTON MINIATURE RAILWAY

by Robert Bullock

Another wet and windy season at Weston did not seem to deter the holidaymakers and with the bonus of a fine September the railway showed a 20% increase in passengers over 1985.

There was no regular steam operation at Weston this year but two 'steam-ups' were held, one in June and another in October. The June event saw seven locos in steam and visitors were treated to an attempt on the world land speed record by the double-headed 'Wrens' of Graham White and Tony Gosling! Some cine film shows them easily outpacing the traffic on the adjacent road and it is a tribute to the 'road holding' of these locos that they remained upright on my, to say the least, undulating track! Other locos in attendance were John Horrell's 'Maldwyn', Dave Underhill's 'Hercules', Peter Beale's Black Five and LMS coaches, Alec Hadfield's 'Natasha' and Dennis Lugg's 'Holmside'.

The second event saw 'Maldwyn' and the two 'Wrens' in action again and Tony

Newbury's GWR Prairie. A barbecue in the evening finished the season off nicely, with the proceeds from both events going to the Sea Lion Locomotive Fund, which is run by member Simon Townsend who also attended the first event with his sales stand. Sea Lion will soon return to steam on the 2 foot gauge Groudle Glen Railway on the Isle of Man.

A new loco made its appearance at Weston during the Spring Bank Holiday. It is a petrol driven replica of a well known TV personality, the chassis and mechanics of which were built for me by Roger Greatrex. With the editor's permission an article on the construction of this loco will appear later. 'Thomas' proved so popular that the railway's other two locos, the GP40 and the Hymec were rendered largely redundant, except on very busy occasions.

No great changes are planned for 1987. The usual winter maintenance work is underway including renewing all the coach wheel bearings and re-turning the wheels. Some of the alloy rail is getting rather worn and will need replacing but has stood up well in the very sandy conditions.

The railway will open as usual at Easter, then weekends until Whitsun and daily thereafter until mid September.



The two "Flyers" at Weston Miniature Railway.

(Photo. Simon Townsend)

A BONNIE REPRIEVE for Martin Rickers

Background

As I am sure readers will recall, the Winter 1985/86 issue of the News contained an article by Bonnie Whisstock and Heather Stedman proclaiming women's liberation from behind the refreshment counter, so serving as notice of things to come for the next running season. Feeling that their warning should not be allowed to pass entirely without comment, on the spur of the moment I somewhat rashly penned a letter to Jack Meatcher extending an invitation to these two ladies to re-endorse their claims, or otherwise, at the controls of my veritcal boiler loco 'Mantis'.

Something different

'Mantis', I should perhaps explain, is a relative newcomer to the NG scene, unusual in form, modest in size and weight, and falling into a totally different category from large powerful engines like 'Douglas' and 'Tom Snoxell' as featured in the article referred to. It in no way resembles a de Winton, the boiler being much smaller in comparison and set well aft of centre. Simple in design, it comprises just a cylindrical barrel with as many small bore tubes (which worked out at 57) as could be crammed in between firebox (also cylindrical) and smokebox. In this respect it appeared to be somewhat at variance with my reading later of the traditional ground rules on things like tube proportions, numbers, spacing, and so on – but there was no going back! The engine unit is also relatively straightforward, being twin cylinder of 1½/in. bore by 2½/in. stroke, sitting vertically, of course, between the frames. There is chain drive to a lay shaft, and further similar drive of either 1.4 to 1 reduction or direct ratio to an axle, as selected by double ended dog clutch. This confers quite a useful feature incidentally, in that out of engagement the engine unit still operates a feed pump driven from the lay shaft, thus avoiding the problem of trying to explain to spectators how injectors work! With a separate direct acting pump as well, there were no worries about maintaining water level. But, with little reserve steam capacity and perhaps marginal fire box volume, I had a nasty feeling before the event described that an unduly hot fire was going to be needed to haul any reasonable load more than a few hundred feet without the pressure wilting excessively.

Acceptance

So it was, with some trepidation, that I read through the following Spring issue, half hoping that my letter had been suppressed somewhere along the line and that I could breathe easy again. But it was not to be, and a little while later there arrived a reply from Bonnie advising me that the 'challenge' had been accepted and that I should present myself along with loco etc., at Malden and District Society's track on the 27th July at the appointed hour, Malden being their chosen venue for the encounter.

Having taken note of my veto on 'small back garden layouts', Bonnie was good enough to assure me that Malden could not be faulted on that count, affording roughly a half-mile run in one complete circuit of the ground level track. For reasons mentioned above, this news led to a sharp intake of breath not merely in appreciation of their efforts to meet my stipulated conditions! The chosen date incidentally, was a Society Members day, hence no public running, and they could not have been more helpful in extending their facilities and assistance to me, an invited guest, for the

occasion. As a result we were able to prepare for the runs, and carry them out, as almost the sole users of the track, and I am most grateful for their generosity in this respect.

The weather too could not have been better apart from a strong gusting wind, head on at the starting point. I am afraid Bonnie and Heather were all too often lost to view in the enveloping, somewhat over-oily exhaust from a shoulder level chimney much too close for comfort, and my Mk1 ash/spray arrester did little to improve matters. By an unfortunate oversight, I also forgot to mention in the preliminary briefing that it is as well to duck before turning the blower on hard, as this fortuitously vacuums out the contents of the smokebox with great speed and effect, but the self-discovery was equally rapid! If it is any consolation to the ladies (gracious quote by Bonnie peering up from under a cap drawn down to almost nose level 'it's all part of the fun!!') their fortitude has shamed me into making an odd looking Mk2 appendage that discharges sideways instead of upwards in the hope of lowering the level of driver contamination.

Outcome

I think I would rather gloss over the actual details of the runs, their outcome of course being predictable to the more knowledgeable. In the capable hands of Bonnie, and then Heather, 'Mantis' performed in exemplary fashion, much to my surprise, having had these aforementioned doubts on the strength of running only on short portable track whether it could survive this half-mile, let alone longer distances as it turned out later. My excuse is that, prior to being shown how, my only other experience had been with the Wren, which as other owners will confirm steams very freely thanks to Ken Swan's usual careful design. Anyway, the lesson was well learnt, especially when told that twice times Tich's made light of the circuit with due care and attention.

Remission

I had taken the precaution of including a dish cloth amongst the accessories just in case penance dictated a stint at the kitchen sink, but they were nice enough to grant me pardon on the condition that following the ladies faultless runs, I should complete two laps in similar style. I shall not dwell on this (you must draw your own conclusions!), but in response Leo undertook to round off the formal part of the proceedings with the stakes doubled yet again, thus preserving honour all round. The remainder of the day was spent with various Malden members in the driving seat, and myself collecting a mass of information from chatting to people on almost every aspect of our activities, until by evening I made my excuses from joining in their barbecue and wended my way back home with head reeling!

Acknowledgements

As a final word, I must again thank the Malden Society for making the occasion so enjoyable. And of course I have to withdraw unreservedly any suggestion of criticism of the fairer sex on the basis maybe of hints of chauvinism in my previous letter. Ladies, you have demonstrated your equality without question as far as I am concerned. But be advised against reaching for a larger cap on my word alone!

THERE'S NO HARM IN ASKING

by Brian Rogers

My Tinkerbell class 0-4-2T was one of a batch of five engines built by the designer Roger Marsh. The numbers which are in service and being built are evidence enough of the excellence of the design, which has been adapted to a number of different wheel arrangements and formats by many firms and individuals.

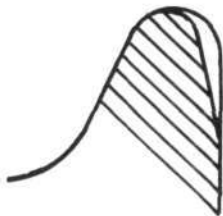
A different locomotive altogether, but no less virtuous, is the petrol hydraulic 'Geraldine', and 'the team' at the Porters Hill Railway is at present embarked on constructing one to Len Hough's excellent drawings.

Both engines have a design feature in common which involves the profile of the wheel flanges, and I am uncertain of its benefits though I am certain of at least one disadvantage. The feature in question is the 'chamfering' of the inner side of the flanges (as shown in the sketch), and it will be seen that the chamfer on the inner surface has the effect of making the flange much thinner at its edge.

Now one of the things that happens to our small engines is that we tend to move them about from railway to railway and, during this process, the poor machine is pushed from one track section to another loosely fishplated to it, or worse, along concrete yards or metal lorry beds on the flanges themselves. My Tinkerbell had lost several large bits of flange in the 8 years since its construction and in order to reprofile them $\frac{3}{4}$ in. has had to be turned from the diameter to eliminate them. The chamfer has not been persisted with.

Now the question is – what are the arguments in favour of chamfering? I may perhaps regret not continuing with it, but I like the substantial appearance of the newly turned flanges, and it seems logical to continue the back to back dimension to as close to the flange tip as possible.

Or have I got it all wrong?



Standard wheel flange with chamfered profile hatched.

ECHILLS WOOD RAILWAY – TRACKWORK DEVELOPMENTS

by David Walters

After ten years of service, it seemed appropriate to review the performance of the original trackwork on the main line. This consists of 1in. x 1/2in. rolled steel channel, welded to flat steel 'chairs' at 10in. centres, screwed to 3in. x 1 1/2in. creosoted softwood sleepers 18in. long. This was laid in 1/2in. crushed granite ballast with about 2in. of ballast below sleeper level. The maximum calculated safe axle load is 5 cwt.

The amount of rail wear after ten years, though measurable, is not excessive, and from that point of view the rails still have a few years of life in them. A disadvantage of the channel section is the sharp inner edge, which causes wear of the root radius of cast iron wheels; because of this, the majority of the locomotives working on the line have had their wheels re-tired in mild steel, and the passenger coaches now run on steel disc wheels. A further disadvantage is the tendency for track of this sort to distort in hot weather, where it is exposed to direct sunshine. It is, of course, sufficiently flexible to be knocked back into alignment without difficulty, but it does demand constant vigilance from the lengthmen.

Our original ballasting specification has not been entirely satisfactory, as soil has tended to migrate into the ballast from the sides and from below. This has proved particularly serious where the line runs through an area with a sub-soil of sandy clay. In quite a short time, clay slurry is pumped up into the ballast, converting it into a surprisingly firm kind of concrete which, while certainly holding the track firmly in position, prevents proper drainage and causes rapid decay of the sleepers. When a section of this track was relaid three years ago, this problem was tackled by laying a polythene membrane below the ballast and placing galvanised steel edging sheets, with their upper edges at ground level, on either side of the formation. The polythene was sufficiently leaky to allow rainwater to drain away at the sides, but seems to have prevented contamination of the ballast by sub-soil.

When 12 lb/yd. steel rail became available, it was decided to acquire half a ton of it and to try it out on a length of the main line which had become due for re-laying. After some initial experiments with pressed steel sleepers, we finally decided to use 4in. x 3in. tanalised softwood sleepers, securing the rails to them with 2in. dog-spikes, which can be driven in without pre-drilling. The polythene membrane was again used, and the excavation was made to a depth that would give a minimum of 2in. of ballast below the sleepers. Instead of galvanised sheet, 6in. x 1/2in. tanalised softwood edging boards were used. The use of some such edge restraint seems very desirable, giving a firm shoulder to the ballast to ensure stability of alignment.

The experience of running over this experimental sixty foot length of heavy rail was quite a revelation, with a smoothness and security never quite achieved with the lighter track. Those who had doubted its suitability were instantly converted, though some doubts remained about the ability of standard gauge prototype vehicles with fine-scale wheel profiles to negotiate curves and pointwork made from this material. To test this situation, the remainder of the initial half ton of rail was used to continue the experimental length to an existing junction, where a turn-out point of 60ft. nominal radius was made, and beyond this on to the transition into a 50ft. radius curve. This work is shown in the photograph, Fig. 1. Jeff Stevens' immaculate 'Black Five' was the guinea pig for the experiment, and it found no problems in negotiating

either the curve or the point. Since then a further ton of rail has been laid, and has been travelled over by locomotives and rolling stock of every type and scale without problems, even though the radius of the edge of the rail is much greater than the root radius of wheels made to fine scale standard. The plan now is to re-lay the whole of the main line with 12 lb. rail to this specification, progressively over the next few years. Though the material is more expensive than light alloy rail or other types of track hitherto used, it has compensations in having a much longer expected life, in being effectively vandal-resistant, and light on maintenance. The only recurring items of routine maintenance seem to be the periodical removal of fishplates for re-greasing with track lubricant and the annual chemical weed control, apart from occasional lifting and packing where any settlement may occur.

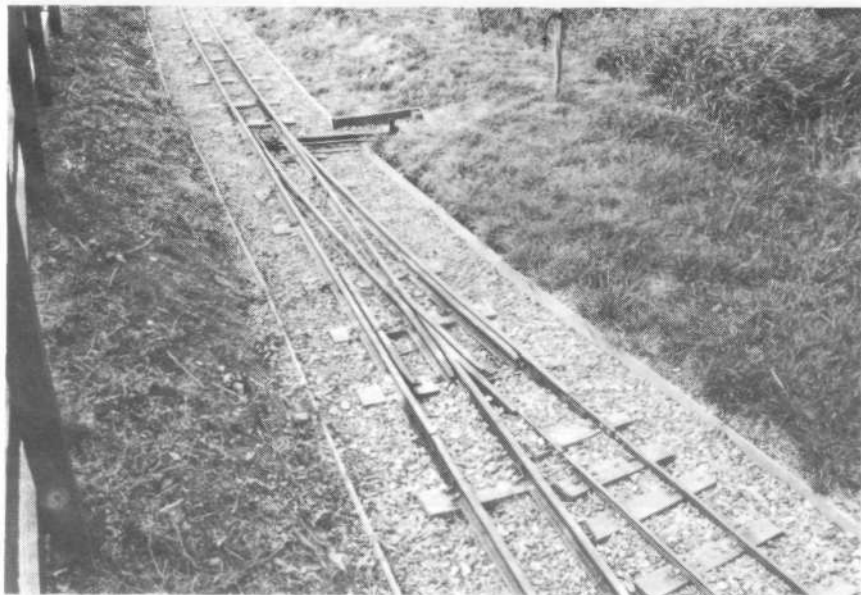


Fig. 1

(Photo. David Walters)

Laying of this track on the straight presents no particular difficulty though a rather larger track gang is needed to deal with the heavier components. Straight track can be laid *in situ*, or in pre-assembled panels. A 15ft. panel of track weighs about 140 lb. for curves it is necessary to get the rails by some means into about the right curvature before laying. Although, when laid, the finished track can be quite easily slewed to correct the alignment, it is not possible to pull it into a curve with slewing bars. The pre-curving *can* be done, with much sweat and tediousness, by taking bites at it with a 'Jim Crow', but it is done more easily and accurately with some kind of bending rolls. For this purpose we built the rail-curving machine shown in the photograph (Fig.2). It is provided with ball-bearings throughout, and it is possible with this device for one person to curve a rail down to a radius of as little as 15ft. in a single pass without having to work too hard. The disadvantage of bending rolls of this type is that they leave a short length at each end uncurved, and it is still necessary to give each

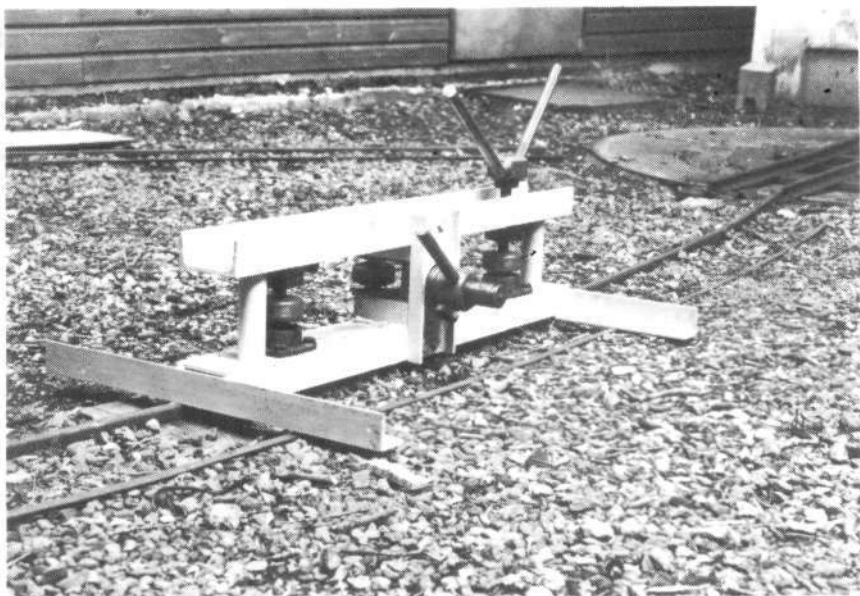


Fig. 2

(Photo. David Walters)

joint a tweak with the 'Jim Crow' after the track is laid.

The turn-out point was made to test the hypothesis that it was indeed possible to do the job successfully with our limited resources of experience and workshop machinery. Apart from the normal hand and machine tools normally found in our sort of workshop, the pre-requisites are a largish milling machine or shaper to deal with the point blades, and arc-welding facilities. It also helps to have a large hack-sawing machine. All the curving of rail was done with the 'Jim Crow', as the bending rolls had not been completed at the time. The operation also proved that fine scale wheels pass over it without any problems, provided that the correct dimensions are maintained for flangeways at check rails and crossing.

MEMBERS SALES AND WANTS

WANTED. A source of supply for heavy-duty aluminium channel, approx 1 1/2in. x 1 1/2in. X 1/4in. Ken Rosewarne, Leeds Grammar School, Moorland Road, Leeds, LS6 1AN.

FOR SALE. Pfeifferbahn Aluminium Rail, 36 x 10ft. lengths, undrilled, unused, with 350 new Keruing sleepers, galvanised track screws, brass fishplates, nuts and bolts. Cromar-White type sprung bogies, 1 pair with cast iron machined spoked wheels as new. One 9ft long four seat open toastrack bogie coach, formica green finish, wood seats, with bogies as above, but disc c/i wheels - Offers to the Editor.

"SMALL" ENGINE RALLY

The idea for this type of rally arose during one of the open days which our society (The Sutton Coldfield and North Birmingham MES) runs each year for the 2½ inch Society. The 2½ inch owners hold their Midland Open Day at our ground and we obtain a great deal of pleasure from watching many 2½ gauge engines running without being overshadowed by their larger brothers.

Extension of the principle to small and large engines in the 7¼" Gauge Society was inevitable.

In practice the event fulfilled all our hopes and a very enjoyable day was had by those who attended.

The number of engines was less than we expected, but judging by the number of 7¼ tee shirts in the spectator category, some forty members of the 7¼" Gauge Society participated, from as far apart as Doncaster and Cheltenham.

The ground level track at Balleny Green is laid out to facilitate continuous circulation. There are three roads through the station such that if the signalman (or point operator) and the drivers can co-ordinate, then continuous running round the 600ft. oval is possible to the driver's satisfaction. Compliments from the drivers of the visiting engines confirmed the success of this view.

Completion of the next extension to the track will keep the control side busy, this may be complete by summer 1987. We have the freehold to our ground, such that we have no obligations to others and can plan our events for maximum enjoyment of ourselves and visitors.

Of particular interest was the second outing of a 9½ engine. this is an 0-4-0 side tank resurrected by Club member Barry Kefford. The engine operated quietly and efficiently on 300ft. temporary track. Barry believes that the engine ran at Drayton Manor Park, Nr. Tamworth, and was built in the 1930s.

We look forward to welcoming more 'small' 7¼ engines at the next Open Day which will be on September 13th, 1987.

JOHN SOUTHERN'S NEW APPOINTMENT

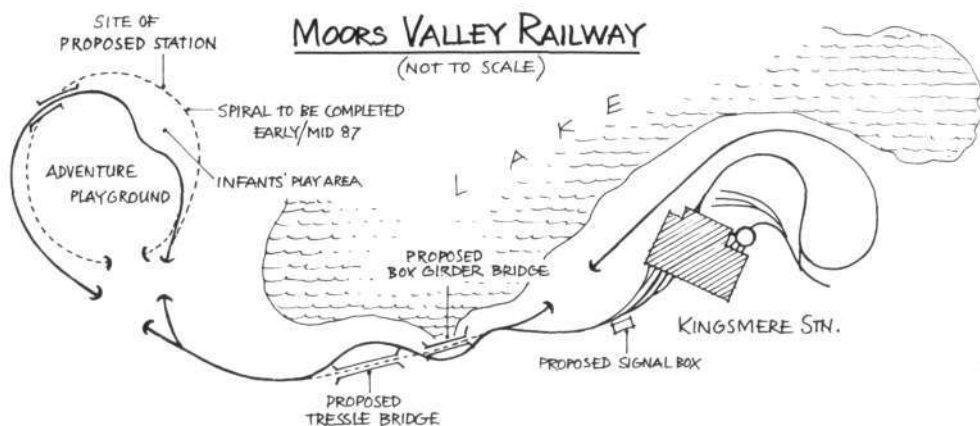
John Southern, who runs the Forest Railroad Park, now known as the Dobwalls Theme Park, near Liskeard in Cornwall, was elected as chairman of the commercial members group of the West Country Tourist Board at the autumn meeting. The commercial members play an important role in helping shape the Board's tourist policies and with John Southern on the executive committee of the Board the attractions will have a strong voice although of course he will be equally representing the accommodation sector backed up by his vice-chairman of the commercial members. The Board is composed of local authority representatives from County, District and Parish level, and representatives from those actively involved in the provision of tourist facilities. The Board's staff are largely involved in the promotion of tourism in the West Country both at home and overseas and the development of new facilities, with the administration of grants, such contentious issues as highway signposting, and the general welfare of tourism. Clearly miniature railways are now recognised as playing an important part in tourist facilities.

Geoffrey Kichenside

MOORS VALLEY RAILWAY

by Jim Haylock

After moving from Tucktonia to Moors Valley Country Park in October '85, we finally opened at the end of July '86, running daily until the third week in September. Since then we have been running at weekends. This Park is owned by Wimborne District Council and is situated at the edge of Ringwood Forest, a mile or so from the A31. It provides, in addition to the railway, a golf course, visitor centre, adventure playground, infants play area and numerous walks. Until last year the site was a small dairy farm and we have been able to utilise some of the existing farm buildings.



As can be seen from the map, the railway is a dogbone shape and skirts one side of a man-made lake; the spoil from which was used to create undulations for the golf course. At one end of the railway there is a spiral which we hope to complete later in '87. The connecting middle section will be made double at the same time. This will then give about a one mile run, with a bridge, forming part of the spiral, and four tunnels, only one of which has so far been completed with its brick portals.

Kingsmere, the main station, is at the other end of the layout; rides begin and end here.

The all-over train shed, being the original cowhouse, will eventually contain the station waiting room to be built on platforms one and two. Platforms two and three are connected by a footbridge, completed just before Christmas. The cow stalls have been converted into a carriage shed and the milking parlour is now the main workshop. The engine shed also adjoins the main building. Our plan is to re-skin all the existing elevations with new brickwork in an appropriate style. Some of this has already been completed and we hope to have as much done as possible by Easter '88 in time for the official park opening.

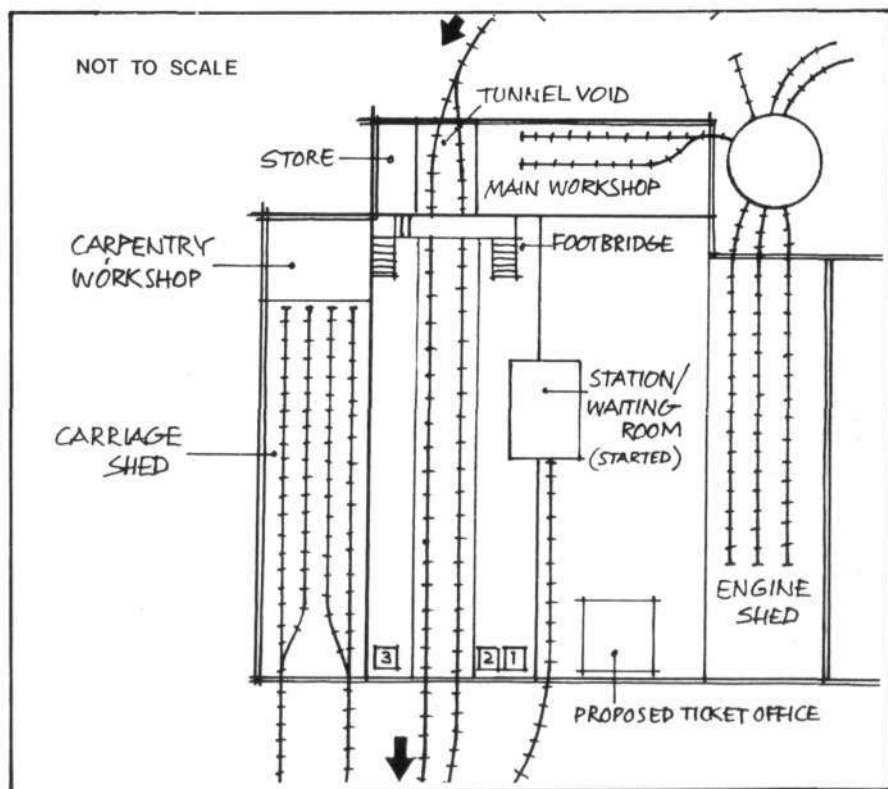
All the locos we had at Tuckton have been brought here and since arriving work

has been started on three 2-6-2 tender engines and a 2-4-4 tank engine. We hope to have the latter ready for the official opening. All engines have been in use during this first short season. The bigger locos usually haul six coaches, but when it has been very busy we increase this to eight and on one occasion pulled ten.

One of the smaller locos suffered loose crank pins and is now in the workshop undergoing repairs.

We still have a long list of features to tackle, e.g. a trestle bridge, a box girder bridge, three further footbridges, a signal box, the additional trackwork mentioned earlier, two sets of level crossing gates and a fair number of lineside huts, etc. It is our aim to have most of this done by the autumn of '88.

Naturally, visits by members and friends are always welcomed, but be warned: if they should turn up in the middle of a particular task then they can't expect to be able to look on and keep their hands clean!



PLAN OF STATION

EASEBOURNE LIGHT RAILWAY

Midhurst, once served by two companies, with both LBSCR and LSW Rly Links with the rest of the world, is now in a railway desert, the nearest stations being Haslemere, Petersfield, Chichester and Pulborough. Easebourne (pronounced Ezzbun) is contiguous with Midhurst and, at one time was the larger village. However, the two former stations on the southern outskirts occupy a site now rapidly becoming the centre of the built up area, and would serve a growing population, but they are closed, most of the buildings demolished, and the track removed, long ago. There is no railway now.

Vic decided this state of affairs must be remedied. If you can't look over the fence at the bottom of the garden and see steam trains, why not go one better and look at them on your own side of the fence? Thus the Easebourne Light Railway was conceived.

A group already existed, including a dental surgeon (Vic himself), an Anglican clergyman, British Telecom engineer, police officer, stonemason, several county council highways employees (including the steam roller driver), a farm worker (now a postman), a 'club' without constitution who met, usually at Vic's, every month to think and talk railways, and who received the idea with enthusiasm. Thus construction of track, rolling stock and loco proceeded simultaneously, commencing in 1974.

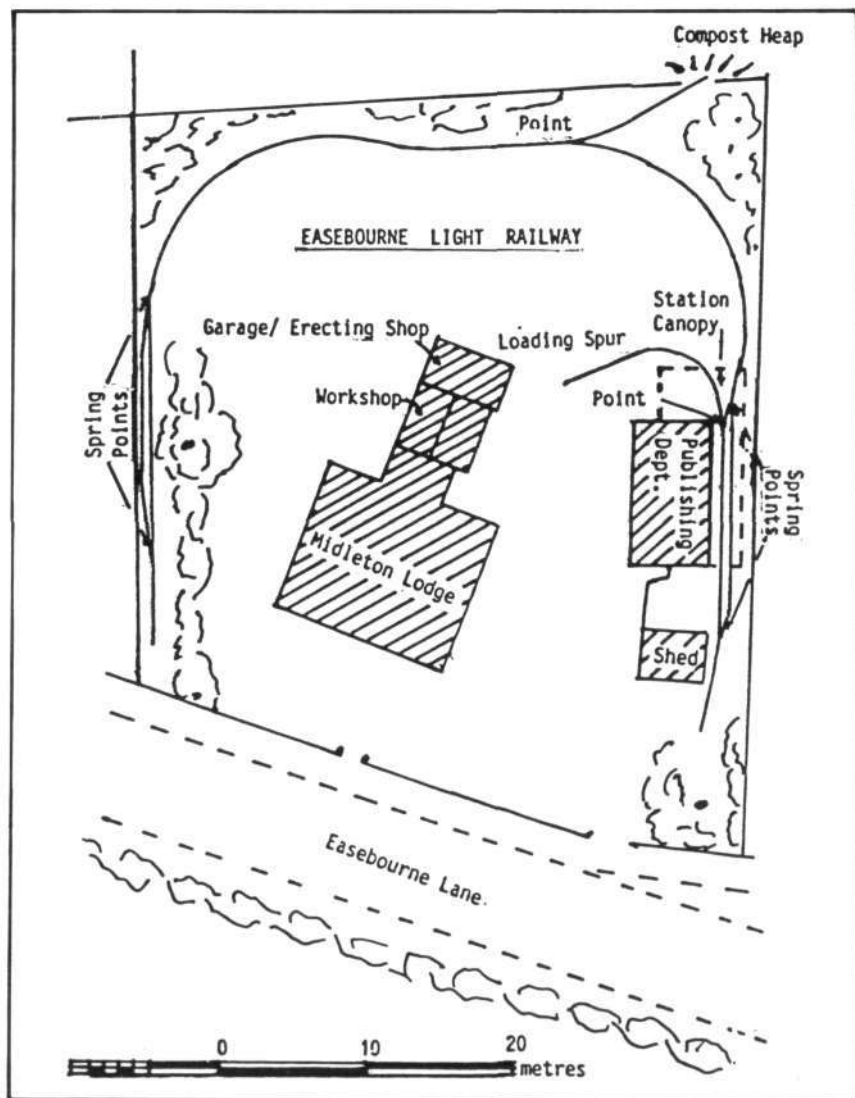
With a half acre plot, virtually square, the house being situated centrally to the front of the side facing the road, a roughly 'U' shaped layout was desirable (see plan). Additionally, it was to be a sit 'in', not 'on', railway which meant 7 $\frac{1}{4}$ in. gauge was the ideal size to allow this and still give a scale distance, end to end, that would be interesting; it also meant that reasonably tight curves and sharp gradients could be used. The minimum radius of the main line is 38ft. being scaled down from Tylers Curve on the Festiniog Railway and the exit from the station is a short length of 1 in 36.

The first loco was 'Incom', a petrol engined box, with high centre of gravity and an uncertain temperament. Steam, however, was absolutely essential and 'Roseline' followed – a Roger Marsh designed Romulus, built basically by Richard Mitchell (and named after his pretty French sister-in-law) but with all sorts of minor manufacture and modification carried out communally including rolling a copper coil for the firebox, fabricating a brass dome cover, and constructing a sit-in tender with water tank. Thus 'Roseline' is an 0-4-0, and is thought to be the fourth Romulus completed.

Rolled 'U' channel (1in. x $\frac{1}{2}$ in.) was used for the rail, laid on its side. A jig was set up on a trestle table; sleepers cut from redundant flooring boards heavily creosoted, with staples hammered in to give the inside measurement, placed on their mark, and plates screwed down to clamp the lower web. A stack of track panels was thus made, pre-drilled at the ends to take fish plates.

The track bed was excavated as necessary and polythene sheets placed on the bare earth to help control weed growth, very successfully to date. Ballast is basically $\frac{3}{8}$ in. hardstone chips (basalt or granite) levelled roughly, the panels put into place, and packing and tamping carried out.

Turn outs (points) based on plans from Stoneleigh were drawn out full size and



constructed in the same way as the track panels. Four, which form the run round loops at each end, have been weighted so as to act automatically, an asset if the driver is working the train single handed. It is possible of course, to stop too soon without clearing the point and find on reversing that the loco goes down the preferred track while the tender remains on the other.

There is a loco loading spur controlled by a lever operated point, which facilitates general servicing and running on to a trailer (purpose made/converted from a fire pump carrier), and finally a manually controlled siding to the compost heap, most

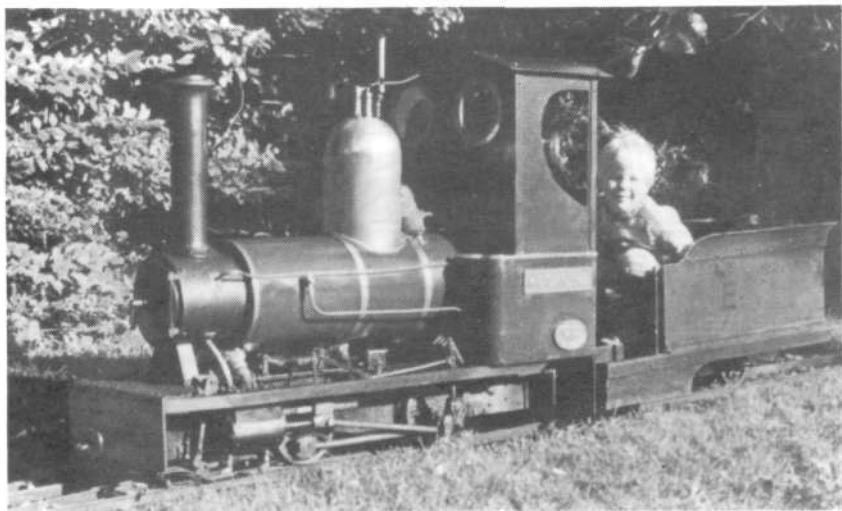
useful when the track has to be cleared of leaves and apples, or just for general gardening.

The rolling stock is very basic – one flat bed used to take track panels out as the line progressed, or to carry a box of bits, i.e. nut, bolts, fishplates and spanners, which when emptied and upturned makes an acceptable seat; an open wagon, high sided, with one end top hung and a sliding bolt release, which conveyed the ballast for track work and now handles the rubbish and tree trimmings; two flat beds with 'permanently' fitted seating; and a closed carriage, doors one side only, with handles on the outside, which ensures the safety of the small occupants, e.g. grandchildren and their friends.

Signalling so far is non existent – we have worked on the 'one engine in steam' principle, but have a token to hand over when there are visitors. A closer look will have to be taken, and our operating procedures tightened up, as by next Easter we propose to have a battery electric tram to give a first taste of actual driving to the aforementioned grandchildren, and shortly after that a petrol engined shunting loco is envisaged, still keeping the NG image.

'Roseline' needs a deputy! After ten years of fairly regular steaming, with only a modicum of winter maintenance being necessary, she now requires more attention. The valve timing is out, and most of the bearings have worn slack. In addition, this summer, the copper coil firebox, constructed by being rolled round the outside of the Briggs boiler barrel, sprang a leak and had to be removed and the ends blanked off. The firebox has been built up with fire-clay – the grate area remains precisely the same but the depth and size of fire is less, and while steam can still be raised in 45 minutes, there has to be time out to re-raise it after an hour's work.

As for the line, who knows! Extension is not planned at the moment, but there is room! General maintenance continues – the flat bed carries weed control or sleeper creosoting equipment as required – the points are oiled regularly – the detritus is removed to the bonfire or compost heap, and we can be induced to run at the drop of a hat.





TRADE TOPICS by Don Witheridge

This is a new field for me and I will do my best to follow in Mike Taylor's footsteps, I must congratulate Mike on the success he has made of this section of the News.

I hope our trade suppliers will be helpful in forwarding items of interest, new items etc. to me, and their adverts for the news. We do need them to support our book.

In a future issue will appear the story of John Adams. Many of you will have met John at Hemsby and enjoyed the Stirlings – I have three of his superb locomotives that perform as good as they look. In my eyes John is the supreme loco builder of our time, and we look forward to his story soon.



A pair? A brace? What does one call two singles? John Adams and Don Witheridge double head No.5 and No.7 around the Blue Riband Railway, Hemsby.

(Photo. Len Hough)

Lineside features

I know many of you have small railways in the garden around your home, and are just as pleased with your achievements as I have been with the steady development of my line at Hemsby.

Having laid a track and either built or bought a locomotive and some coaching stock your thoughts turn to lineside features to enhance your garden line.

I had the good fortune several years ago to meet Keith Evans, and to visit his garden railway in Somerset. He had made some excellent lineside features, some gas lights run on low voltage electricity caught my eye. Keith later asked if I would like some station lamps for my railway, of course I said yes and they are now installed on

Parkland Central Station and Laurel Green Station.

Many of you will visit Hemsby this year and will be able to see them in action on the late night runs. If you fancy enriching your garden with these beautiful gas lights the man to contact is Keith Evans, miniature lighting specialist and model maker, Biddisham Lane, Biddisham, near Axbridge in Somerset.

A range of railway items can be supplied to order, all types of fixed low power lighting (oil, gas and early electric) to any scale, interior locomotive cab and carriage lighting, lineside fittings such as water towers and water cranes, coaling stations etc. Signalling systems both semaphore and colour aspect, rolling stock can be considered.

For owners of railways large and small Keith is a useful person to know. My lamps would enhance any front garden.

New 7¼in gauge carriage bogie and rail by Reeves

Reeves of Birmingham have realised the growth of 7¼in. gauge in miniature railways and are catering for our needs. The new carriage bogie was on the counter at Reeves stand at Wembley, I was very impressed with this handsome bogie complete with vacuum brakes, it will be an asset to any railway. I will have more details and prices on this bogie in the next News.

I would like to see all 7¼in. gauge locomotives and carriages vacuum braked. Reeves now stock all the parts and drawings for this most important but neglected part of miniature railways.

A new aluminium rail section is now available from Reeves. It is nicely shaped for your wheels, ideal for the private railway or club track and comes in 16ft. lengths which has the advantage of reducing the number of joints to maintain. The section is 7/8in. high, railhead is ½in. wide, flat bottom for easy screwing down. The prices are 1 to 5 lengths £8.99, 6 to 10 lengths £8.27, 11 to 25 lengths £7.76, 26 and over lengths £7.46, add VAT and carriage to this.

I hope my first Trade Topics has made interesting reading, hopefully to all the family as I like to think my approach to railways will bring the families more into our hobby.

7¼ ON SHOW AT BIRMINGHAM

Birmingham University again was the venue for the 1986 Midlands Model Engineering Exhibition which took place from 1-8th November. Our stand was situated on the stage in the Great Hall displaying photographs, selling magazines etc. We gained several new members.

The engines on display in the foyer were without doubt the best collection of 7¼ engines shown at this exhibition. These comprised of: Romulus – Peter Davis; Lady Sarah – John Drury; Gillian – Brett Rogers; Samuel Whitbread – Dave Roberts; Hunslet – Randy Robertson; Royal Scot – Colin Cartwright; 2 Lynton & Barnstaple Rail Wagons – Jeff Stevens; 1011 Class Locomotive – Arthur Glaze; Battery Electric Little Nell – Derek Burwell; Petrol Hydraulic Komotion – Derek Burwell.

During transportation to the exhibition Arthur Glaze was involved in an accident, although his car suffered some damage the engine got away with slight damage.

The Society was featured in the local press and also on Central TV. The Midlands team of 7¼ members went into quick action at the end of the week and in the space

of threequarters of an hour had moved £60,000 worth of engines on to trailers, vans etc. – no mean feat. Our thanks go to Chris Death for allowing us space and giving us his help and support and also to the members who gave their services on the stand throughout the week, and everyone who helped in any way.

Arthur Glaze recently suffered an indisposition and we would like to wish him a speedy recovery and send our best wishes.

D. BURWELL

WATER GAUGES AND LEVELS

by George Smith

These notes relate to $7\frac{1}{4}$ in. gauge model locomotives which are intended to be steamed and do not apply to those intended only to be exhibited in glass cases. I have seen models to which, perhaps, adequate consideration had not been given to the importance of the level of the water in the boiler upon the safe and satisfactory operation of the locomotive.

Recently, I was in the cab of Schools Class 'Stowe' on the Bluebell Railway and the length of the gauge glass which was visible was $5\frac{3}{4}$ in. Reducing this to $\frac{1}{8}$ th scale would give something less than $\frac{3}{4}$ in. and, in my opinion, the length of glass on a model of this or a similar locomotive should not be less than 1in.

An important factor in deciding upon the length of glass is the effect of gradient. On some tracks on which I have driven the $\frac{9}{16}$ th glasses specified in some drawings would permit the true level of the water to be seen only at the station. Elsewhere on the circuit, it would be out of sight above or below the nuts. The observed level can also be affected by the use of the regulator or injector – this even happens in full size.

On my own models, the lengths of glass vary between 1in. and $1\frac{5}{16}$ in. I have seen a number of glasses, on gauges with a rear column, $2\frac{3}{8}$ in. These, I feel, need not be so long.

Position of bottom nut

The next consideration is the position of the bottom nut of the gauge which should be well above the firebox crown. The true level should also take into account the thickness of the plate stays, if these are used.

I was present recently when a boiler failed. This was because the bottom nut was actually below the level of the crown. The owner had purchased the model, was unaware of the fault, and went on using the loco until the inevitable happened – the crown burnt through. On all but very short boilers, the bottom nut should be at least $\frac{3}{4}$ in. above the top of the crown. Anything less than this does not make adequate allowance for the effect of gradient.

My Greenly Mogul, which has been intensively used for 26 years, has a glass length of $1\frac{5}{16}$ in. and the bottom nut is 1in. above the crown. Where a model has a low nut, if the glass is long enough, a sleeve could be fitted to improve the chance of maintaining a higher level.

One of the most effective ways of damaging a boiler is to frequently subject the top of the firebox to overheating due to lack of cover.

Gauge glass life

When the life of the gauge glass on a full size loco is rarely more than a month, due to erosion which has to be seen to be believed, the durability of glasses used in models is remarkable. I can remember being present at only four failures. One due to the glass being hit by a shovel, another when cold water was splashed on to the glass when the boiler was in steam, and the others were due to bad alignment of the fittings. The latter situation can be improved by using locknuts instead of screwing up to a shoulder. It pays sometimes, when using bought fittings, to set them up in the four jaw chuck and turn the shoulder off, then extending the thread to permit the use of a lock nut.

Steam-tight joints

With regard to making a steam-tight joint between glass and nut, I have taken to using "O" rings. By making a step in the stem into which the ring is set, the nut is then used to compress it. "O" rings can also be effectively used on the water gauge cocks if you make your own boiler fittings.

Maintaining the level

Being able to observe the correct level is not the only problem. Another is the provision of reliable means of maintaining it in service. In order that both pump and injector can feed satisfactorily, the water must be free from dirt.

The first requirement is a good strainer. I favour a very fine gauze, Reeves sell one of 80 mesh. In order to allow a good flow one needs a strainer with as large an area as possible.

Injectors are sometimes very temperamental and unless they are fairly large, are easily put out of action by foreign matter. They also do not take kindly to warm feed water. Therefore, they rarely feed satisfactorily from saddle tanks. Injectors need to be frequently descaled. This process is not made easier by those producers of fittings who appear to either squeeze the cones into the bodies in a vice or drive them in with a hammer. Particularly with small injectors, it is essential to take out the cones if they are to be properly cleaned.

Clacks

Clacks on injector feeds should have adequate lift whereas pump clacks need to be limited to prevent loss of feed due to slip. A pump feed seems to work better if it is fitted with an air bottle. If a pump fails to feed, it is usually the bottom or suction clack which is at fault, or an airlock. If the latter is suspected, slacking off the union nut on the feed clack will provide the remedy.

Driving pleasure

The above is written with the object of making driving a pleasure and not the source of anxiety which is sometimes caused by unsuitable fittings. Of course, there are other things that can make driving exciting such as the regulator which, when you move the handle an inch nothing happens – move it another $\frac{1}{16}$ in. and you've got the lot!

I do not expect everyone to agree with my views but perhaps I may have stimulated some correspondence on the subject.



CORRESPONDENCE

(Correspondence is welcomed and published as the opinion of the writer, not necessarily of the Editor.)

9 Dunheved Road South
Thornton Heath
Croydon, Surrey
GR4 6AD

Dear Sir,

Mr Bo Ornvinge of BMAS in Sweden has asked me to contact you in the hope that you will publish his letter in your spring issue of 7¼ Gauge News.

Another date for the 7¼" Gauge Society enthusiasts

BMAS (Boras Miniatur Anglokssallskap) will be holding their second steam rally on Saturday and Sunday, 8th/9th August, 1987, at their newly inaugurated club track (see Britta Simpson's letter in the winter 86/87 issue of 7¼ Gauge News). All new and old friends are welcome to this 900 metre continuous ground-level track, beautifully laid out and appointed.

Plenty of parking and camping space is available. Limited clubhouse accommodation with facilities for cooking, washing, etc. Why not take the opportunity to include this date during a holiday in beautiful Sweden.

If interested please contact Bo Ornvinge, 43084 STYRSO, Sweden.

Another must to steamers is a visit to the Steam Museum in GAVLE.

Yours faithfully,

ARTHUR SIMPSON

4 Queen's Close
Kenilworth
CV8 1JR

Dear Mike,

Enclosed is a further contribution on wheel profiles and related topics.

I suppose it is time to give a report on the 1986 season at Echills Wood. It was rather mixed, but no doubt typical of most. On some days the traffic was heavier than last year, on others it was worse – notably on August Bank Holiday Monday when we suffered the worst weather for some time. As a result our figures are slightly down, but we are holding our own in relation to showground attendances.

Our first season's experience of using 12 lb/yd. rail having been entirely satisfactory further re-laying in this material has already taken place and it is planned to replace much of the original main line rail over the next couple of years. The extended signalling system in Echills Wood has worked well and further refinements are in hand, both in terms of signal layout and in the associated electronics. Of the 'novelties' introduced in the past few years, the optical sensors have proved entirely reliable apart from their inability to distinguish large butterflies from passing trains; alterations now being planned should overcome this occasional cause of false signals.

A prototype weatherproof point detector is about to undergo 'environmental testing', the aim being to have one of the sprung points in the main line fully detected

and interlocked with the signalling for next season. These points have maintained their clean record in respect of derailment caused by blade displacement throughout 1986.

That is about all there is to report at the moment. I believe some further articles are in preparation by other members of the EWR, going into greater detail on some of these developments.

Regards

RODNEY WEAVER

"Wootton Rise"
27 Palmers Road
Wootton,
Ryde, Isle of Wight
PO33 4NA

Dear Jack,

Fixed or loose wheels

May I add some comment to the fixed/loose wheel discussion? The current 7¼ Gauge News carries both arguments – Rodney Weaver clearly explains the action of a properly-profiled wheelset, and Lindsay McDonnell relates his success with loose wheels. Since evidently there are advantages both ways, we must ask why theory and practice don't tie up.

This summer I experimented, as no doubt we all have at some time, letting a single fixed wheelset roll along the track. It did precisely what Rodney described of course. What it would have done if it were worn, or machined to BR's much-researched profile I'm not sure, but I suspect that apart from possible oscillation it would still have obeyed "Rodney's Law".

So what is the difference between theory and practice? I suspect it is because the axles of a bogie or coupled set on a curve can never lie at right angles to the track, i.e. on a radius (except the centre axle of a six or ten-wheeled set), as the axle centre distances are fixed at both ends by the frame sides, and thus the wheels are forced to lie along a chord to the curve rather than an arc.

Simple school geometry will show that, with an axle-centre distance of say 12 inches, on a 30ft. radius curve, the wheelsets must roll pointing 1 degree off the line of travel. (To a very near approximation, the out-of-line angle is inversely proportional to the radius of the curve and proportional to the axle-centre separation.) It therefore follows that yawing takes place, involving a component of motion at right angles to the direction of rolling, and of course for this to happen sliding or creep must take place, whether the wheels are fixed or free. No doubt on very large radius curves normal creepage effects prevent actual sliding; but not so on the smaller radius curves (and the scale does not affect the argument).

I suspect that this is the reason the free-wheelers can demonstrate some wear advantages (whatever the other effects on stability may be), for they have only axial slip to contend with; whereas a fixed wheelset, since in a frame on a curve it cannot lie correctly in line with the direction of travel, must ride to the flange and therefore in general slip both axially and longitudinally, thus slipping a greater combined distance. Therefore, perhaps, more wear? Like the IC engine, decades of development have produced an arrangement which works adequately in practice despite the theoretical objections, if we accept some wear.

Some suspensions, such as chevron rubber, no doubt alleviate the phenomenon by allowing axles to slew slightly. I believe some continental three-axle trams attempt to

approach the theoretical ideal by making the axial displacement of the centre axle on a curve steer the outer axles. Perhaps on our bogies there is a case for about 80-100 thou of slop at the horns (1 degree float)? Coupled drivers are stuck with their problem!

Yours sincerely,

HOWARD C. BURFORD

TREBLE GAUGE TRAILABLE FACING POINT LOCKS: A SEASON'S TRIAL by Roy Foster

As requested by our worthy Editor last year, we have carefully monitored all problems happening at or around our pointwork. In the last year we have had five derailments at pointwork, four at the trailing junction and one at the facing. All five happened at the common crossing end of the turnouts, none at the points end.

The chief culprit was a set of four standard gauge wagons which derailed once at the facing and twice at the trailing turnouts. These vehicles were found to have under-sized back to back measurements. One of our passenger bogies derailed three times on ordinary track and once at the trailing crossing before a chipped flange was noticed. The fifth derailment was of a bogie with one free wheel on the axle, à la Heywood. Such pairs of wheels do not necessarily respond in the same way as 'fixed' wheels to the pull of check and wing rails, especially when they get a bit worn. This one rode up the point of one of the common crossings. No locomotive wheel has ever derailed anywhere on our track (touch wood) with such diverse engines as 'Bridget', 'Romulus', 'Dart' and a ½ ton 'Shay' using it.

At no time has there been any adverse incident involving the blades or the facing point locking mechanism. There were three known incidents of our trailing turnout being 'trailed' when set the wrong way, fully justifying the trailing release mechanism which prevented any resultant damage to the blades. During this season our flexible portable track (7¼ only) has been out to three busy events totalling in excess of 3000 passenger rides. This has the same trailable facing point locking mechanisms which were also trouble free.

This is a totally honest report on these mechanisms.

This is a point lock, it is trailable for its own protection, it does work, and it is capable of being fitted with detection and/or interlocking equipment.

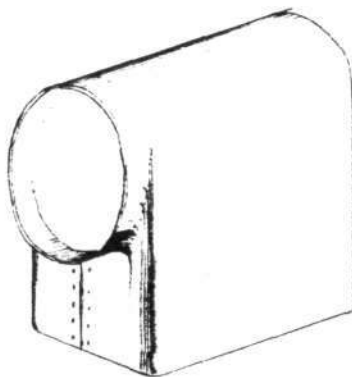
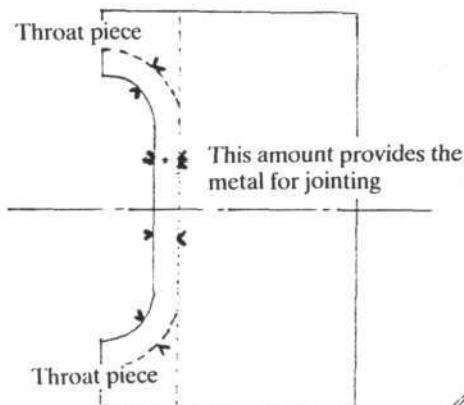
I contend that this device complies with the requirements of the 7¼" Gauge Society code of practice recommendations recently published, para. 3.2, and in addition protects itself against any damage resulting from accidental wrong road trailing movements. It is also by far the most simply made device I have ever seen described which provides all these functions. For a full description please refer to 7¼ Gauge News No. 29, Summer 1984.

If there is any demand for such from members or other clubs, we could possibly get out a set of working drawings and instructions. All that exist at the moment are jottings on the backs of envelopes; I'm lazy like that.

A SIMPLIFIED FIREBOX WRAPPER CONSTRUCTION by J.P. Dobson

This proposed firebox wrapper construction was sent in by Mr. J.P. Dobson. Unfortunately, he doesn't say if he has tried it. Perhaps some of our experienced boiler makers might care to comment. Is there a stress analyst in the house?

It appears that it would find favour if it could be adapted for Belpaire boilers.



Plan. Shows the outer wrapper in its developed form complete with throat extension pieces and allowance for joint flange to boiler barrel so that this can be worked outwards as the metal is bent.

Bends are shown by dashed lines; the proportions of the drawing are arbitrary.

In the pictorial view below, the joint is reinforced by a strengthening doubler of suitable dimension on the inside. This is probably the wrong place as a doubler on the outside would be less obstructive.

The possible benefit from this is the elimination of joining three pieces of metal at one place offset by the additional copper beating to produce the doubler ring for the boiler barrel. The single butt joint and strip doubler could be completed at the same time as the barrel is joined. The paper cut out version may give a clearer idea but bear in mind that the tags would in fact be a continuous ring when flanged out of the copper sheet.

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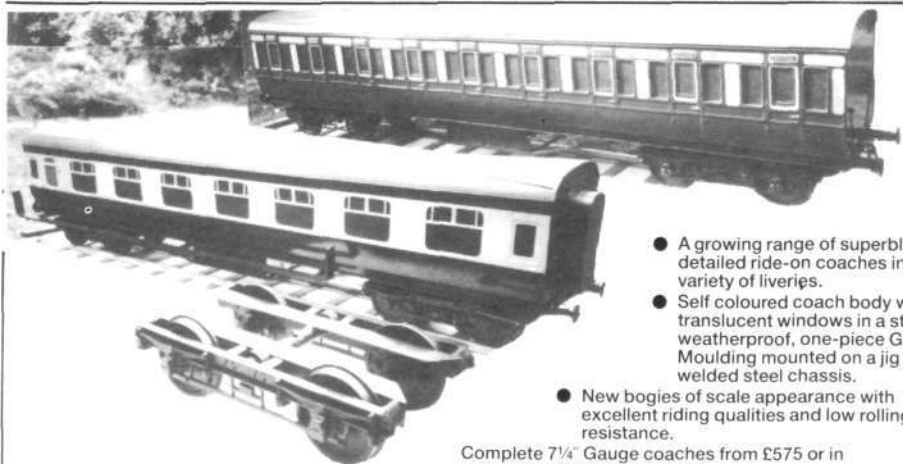


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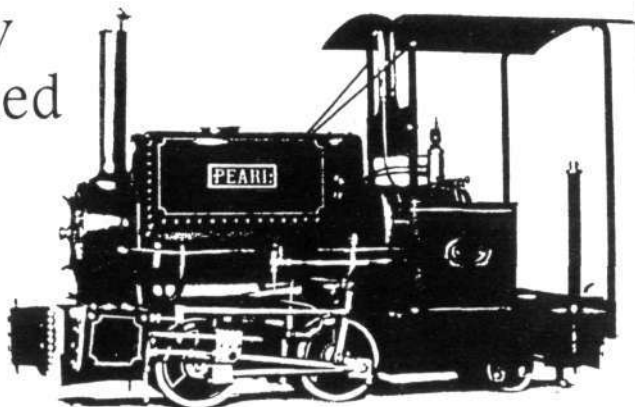
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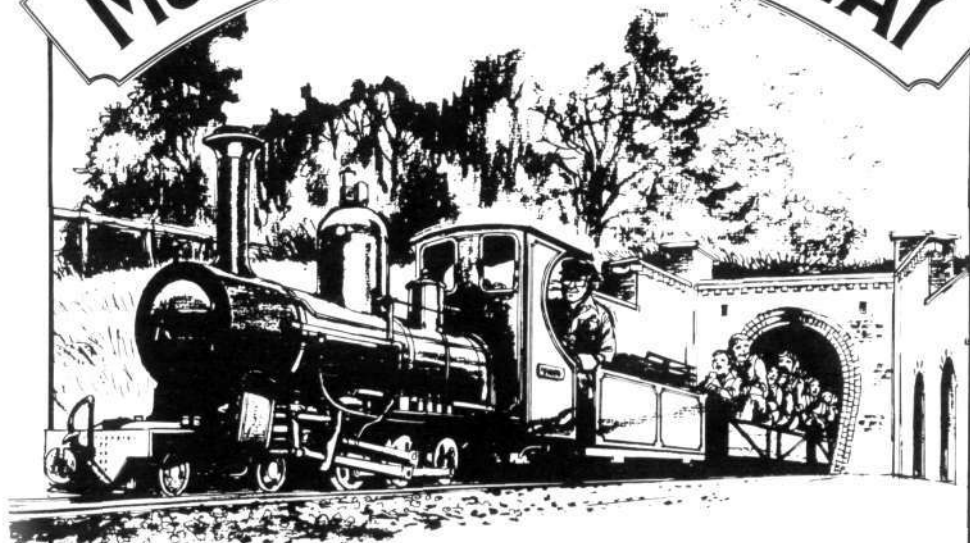
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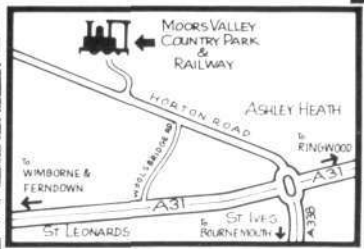
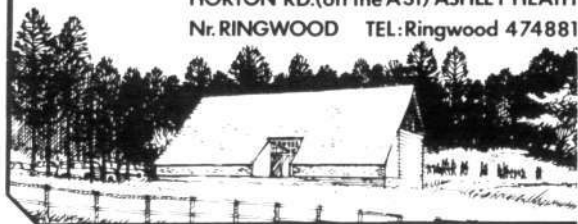
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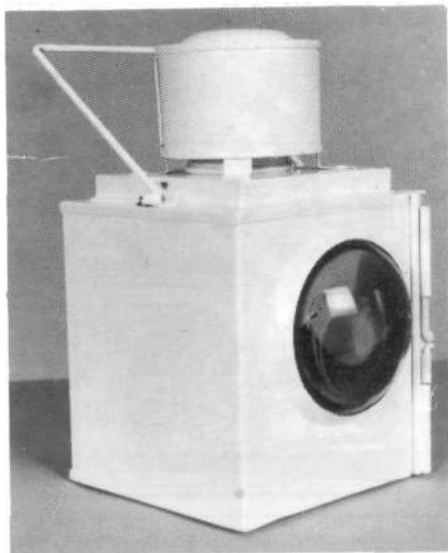
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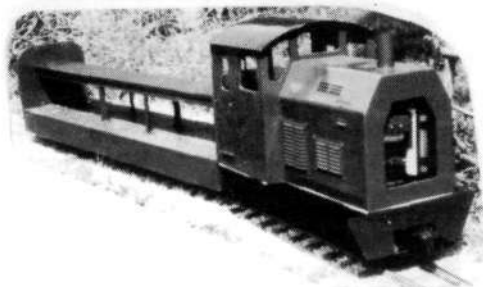
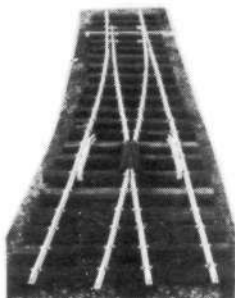
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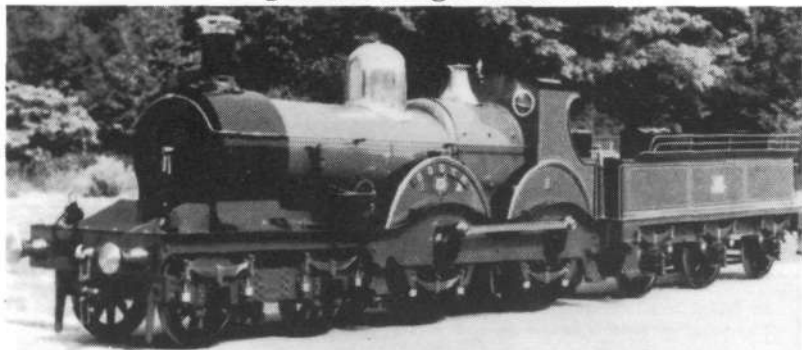
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Non Members reading this NEWS — bear in mind that the 7¼" G Society is more than just this publication! *Only members get the special News of Society Events and Trade information as this is issued separately to the NEWS. Events are published in the News AFTER they have taken place.*

So join up and get the full benefits!

FRONT COVER

A step in the right direction. Lady drivers take over Gordon Cackett's H15. Bonnie Whisstock ponders whether to use the injector as Heather Stedman looks on. Driving is obviously a serious business!

(Photo. Len Hough)

BACK COVER

Nearest thing to a smile I could get from Gordon Cackett as he prepares the hardworking H15 for yet another day's work on the Blue Riband Railway, Hemsby, June 1986.

(Photo. Len Hough)

