

THROWBACK MODELLER

November/December 2023

Issue 36

The home of 16mm Heritage Modelling



Colourful Chelfham cameos

Eric neck deep in it

Bing - Bing round two



Cover shot; Back after 35 years, the Alder Creek Heisler makes a return. Photo Dave Pinniger

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Throwback Modeller

ISSUE 36 NOVEMBER / DECEMBER 2023

Welcome to Issue Six Sixes - Thirty Six



Well, another year has passed, and so I'll begin by wishing every reader, from myself and Nigel, all the very best for a Peaceful and Happy Christmas, and above all else as best a healthy year as possible for 2024.

This issue also marks six years since we launched our magazine, then a mere six pages long. I find myself wondering where the time has gone since then, and yet I am aware of how much has gone into those thirty six issues. To each and every person who has contributed, a big thank you - please do not stop!

Many of you probably read Steam Railway magazine. For a few years now it has carried a column written by an unidentified 'Industry Insider' on issues facing the heritage sector. Well, in his final column, we find that this author was none other than Chris Price, the outgoing CEO of the North Yorkshire Moors Railway. I do not intend to make any comment on his views prior to this last piece. However, in it he concludes by wishing that the heritage railway sector would be much nicer than it currently is. He also says 'how hard is it to please all the people while running a heritage railway? The answer to that is easy - it's impossible'. Well, in many ways, the same is applicable to our own hobby, so I would echo Chris's plea. He finishes with the words 'Remember it's really all about the trains...

I have received an offer from a reader to compile an index for the magazine. Whilst Nigel and I are mulling over as to what form this could or would take, if you have any suggestions please let us know. This issue carries a larger than normal article, on Peter Jones and the Compton Down Railway. Do you want more of this style of content (no promises)? Please let me know.

Finally, and only members of the 16mm Association will empathise with this, I am more than a little sad to find that, if we applied Nigel's little competition about Trams v. Manning Wardles & L&B, then the score would be by my counting, and I include adverts, 17 to 6 in my favour!! Come you you guys - what about a bit more support for me in Throwback?

We hope enjoy reading this issue, relaxing with family and friends over the Christmas period. Have a good Christmas, stay safe and well, and kindest regards, DEREK

Nigel's dream Christmas tree? Decorated by the naughty Elf.



It's all there in Black and White



Edward Sholto working a train up the bank on Dave Mees' Wigfa & Llanrwst Railway, viewed past the ladder of the disc signal.



OUR MISTAKE DEPARTMENT

We captioned a photo on Page 9 of the last issue as possibly showing a Steamlines Aileen. Jon Bryant has contacted us to point out that it is of his Novo based Peckett, which has appeared in Throwback before. The wagons are built from Coopercraft kits, whilst the brake van is a conversion of an Association kit for a Festiniog Quarryman's coach. Our thanks for the correction.

Thanks to Greg Moir, who recently gave his Archangel Brick a run in the autumnal sun with a fine rake of early Festiniog coaches. They look really well.



Brick basking



Sales, Wants & Solds

Sales successes:

The Finescale Betty sold via Simon Whenmouth. The Accucraft Sea Lion has found a new home in Australia. The lovely Archangel Snowdon Ranger has now got a new home in the Midlands. The Swift Sixteen tram kit also has a new home. The Steamlines Aileen 32mm sold as did the collection of Roundhouse loco parts. In addition Andrew Hobden reported that he has now sold his Accucraft Plymouth Switcher, the Roundhouse Sandy River, the Roundhouse/GRS Gunga Din, the superb Pearse Countess and L&M 264 E R Calthrop both the painted and "brass" versions. His Accucraft Shay, the W&L Monarch also sold. For rolling stock the following have also now sold; the Irish passenger and freight coaches and stock, the four Atropos wagons and two Newquida saloons.

Sale items—new listings.

First new item this issue is a really nice looking Roundhouse Dylan. Whilst not one of the earliest, as this is 0-6-0, it is still meths fired and manual control. Believed to have only run some fifty times over its life, and after a recommission where it was described as still tight and barely run in, it is a sought after model (Fun Christmas Fact) we have listed more early Dylans than any other loco via TBM so should therefore be of interest to many. I have a few photos if you ask. Offers invited.



NIGEL; Insert the Accucraft Superior here. DEREK—WHERE DO I FIND THE INFO ON THIS?

Roundhouse Billy. Radio control. Comes with original packaging, and is almost as new. Offers please



Accucraft Isle of Man 4 wheel coach. Original packaging



Accucraft L&B coaches, one brake, one third, 32mm and 45mm wheelsets and passengers included (currently set at 32mm) £210 for the pair



Accucraft L&B bogie open (32mm only) £70



Accucraft L&B bogie brake (32mm only) £75



A Roundhouse early Pooter, built it is believed in 1984 and hence one of the original meths fired examples. Finished in black with the factory added red lining, the loco has the original but still functioning radio control, and comes with a wooden carrying case. Offers invited.

A Mac Muckley built L&B Lyn. Battery powered electric, with newly fitted speed control and r/c. 32mm gauge. £1,000.



Something very different now. If you remember the Hornby steam powered Rocket in 3.5" gauge, it also came with coaches. Well, Graham Wilkins bought four of them, but revised the running gear and regauged them to 45mm, although he says they can easily be downsized to 32mm. As a narrow gauge rake they are possibly unique? There is 1 x first class, 2 x second class which are all in yellow/black livery, and a mail coach in red livery. As the prototypes were very small carriages, then these models look right when lowered to 16mm scale. The coaches have opening doors and are lettered for the Dartington and Dartmouth Railway with GRS transfers that could easily be removed. The coach dimensions are: length 12", width 5" and height 6". The four come in a plastic carrying/storage box all four, £500. Contact Graham at twentyone.still@yahoo.com



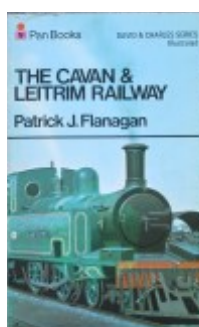
A Raif Copley Lord Penrhyn saloon coach. There is no doubting the quality of this item, which even comes complete with a DVD of instructions for the build. One of possibly only ten kits ever produced, this is open to sensible offers for what is surely an unrepeatable item?

The second is an original and in unopened packaging 16mm Association Glyn Valley Tramway coach kit. Again offers invited.

For the bookworms among you, with the dark and cold nights you may care to settle down with one or more of these books?

1. The Cavan & Leitrim Railway. Author Patrick Flanagan. David & Charles publishers.

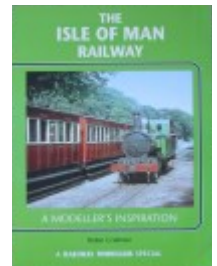
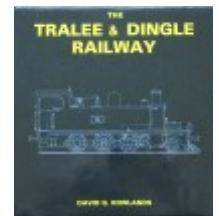
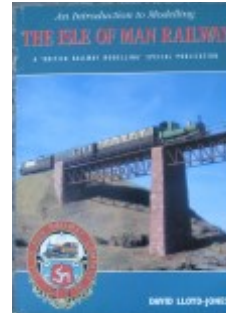
2. The Tralee & Dingle Railway. Author Dave Rowlands. Bradford Barton publisher. I have a copy of this book, and



it is a really great read. If you are interested in the line, but do not want to buy the recent Michael Whitehouse definitive history, you will get most of what you could possibly want from this earlier tome.

3. Isle of Man Railway. Robin Winter. A Railway Modeller special.

4. An Introduction to Modelling The Isle of Man Railway. Author David Lloyd-Jones. A 'British Railway Modelling Special'.



All four books are open to sensible and reasonable offers.

Ken Vine took over the assets of Brandbright a little while ago, but until now has still been discovering and sorting out what he now has. A recently hidden away large case he found contained a number of heritage items of rolling stock - some are Don Pearse/ Merlin. Some need t.l.c. or parts to finish, and they are open to offers on the basis of as per photo. If anyone recognises any of the items, or knows, a bit more about them or where they have been over time, then please let Ken or Derek know. Ken's email address is kenvine101@gmail.com, and if you are interested in any of these or want more details then please contact him direct. Ken is located in Gloucestershire, so you can collect, or meet up with him at Shows, or maybe half way.





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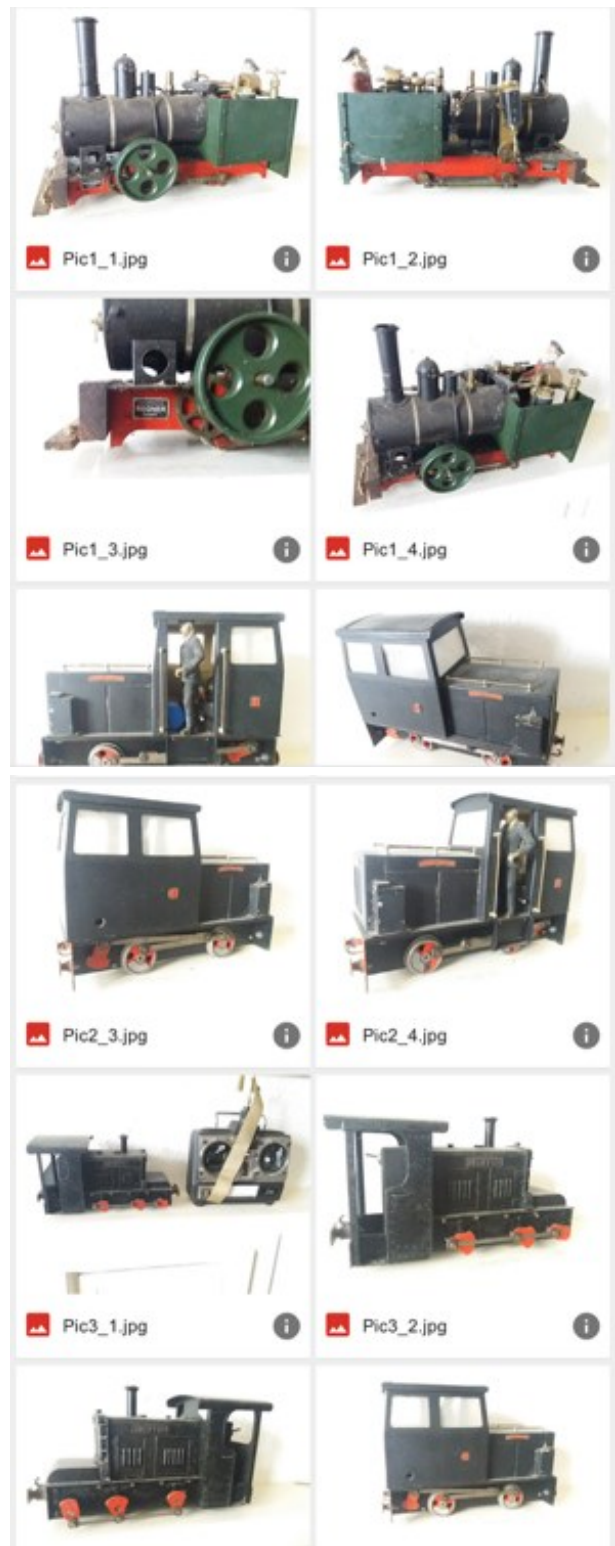


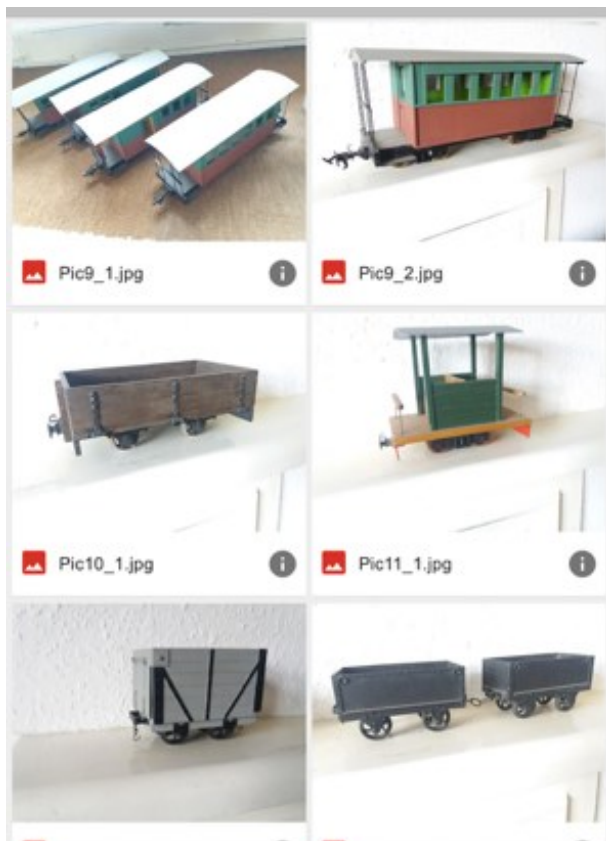
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Vehicle#	Description
1.	Welsh Marches Light Railway - built Donald Pearse
2.	Welsh Marches Light Railway - built Donald Pearse
3.	FR Bug Box
4.	Bogie Saloon - Archangel?
5.	Bogie Open - built Donald Pearse
6.	FR Open Coach
7.	FR Open Coach with roof
8.	L&B Bogie Van
9.	FR Bogie Brake
10.	FR Bowside Bogie Coach
11.	?? WMLR
12.	Welsh Marches Light Railway - built Donald Pearse
13.	W&L Covered Van
14.	???
15.	W&L Covered Van
16.	Brake Van VoR?
17.	W&L Covered Van

Sadly Ben's father is not longer able to use his models, so they are offered for sale in the following collection. It is believed that everything was in working order up until the time that his father had to stop, but they have been stored for quite a time now and will need recommissioning where appropriate. Everything is 32mm gauge, and located in the Preston Lancs area. Offers are invited for all the items. The photos are here:

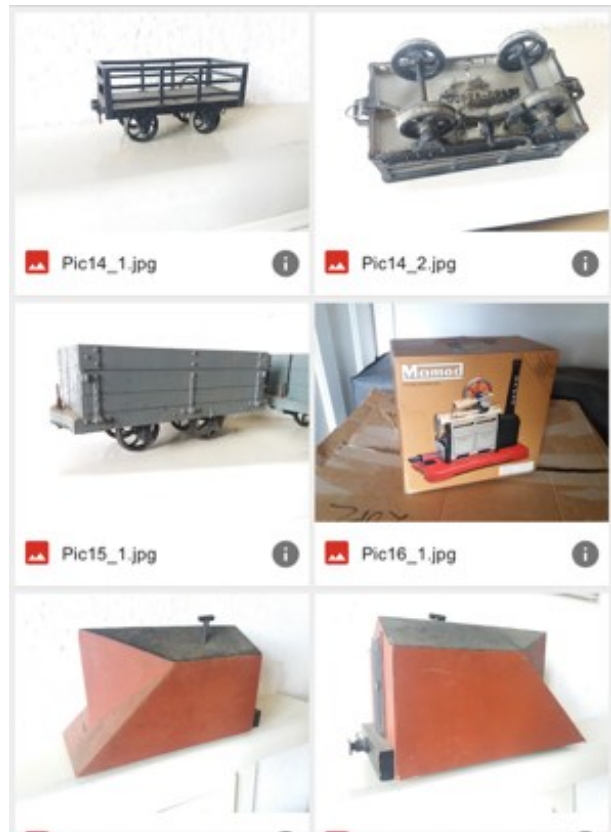
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And all being well, item numbers below match the photo numbers:

#1 Regner "Konrad" Manual control. Owned from new.
 #2 Essel Engineering "Wagonmaster" Manual control. Fitted with rechargeable batteries, condition unknown. Plastic body – if I remember correctly, this is the Essel



prototype for the later metal-bodied models.

#3 Tom Cooper "Mini Mule" Radio control. Owned from new. Fitted with rechargeable batteries, condition unknown.

#4 "Woodpecker" Tram Engine built from Perfect World kit Battery powered, no batteries fitted.

#5 Freelance Railcar/Manrider Battery powered, no batteries fitted. Purchased second hand.

#6 Railcar, built from Brandbright kit Battery powered, no batteries or wiring.

#7 North Wales Narrow Gauge Railways Carriage, from Brandbright Kit

#8 Welshpool Goods Van and Brake Van from Brandbright Kit

#9 Schull and Skibbereen Carriages (Set of 4) from Merlin Kits. Adapted into bogie coaches, painted to loosely resemble Chemin De Fer De La Baie De La Somme carriages.

#10 Open Wagon from Brandbright kit

#11 Freelance Coach

#12 Small Coal Wagon (End Opens) built from wooden kit (not plastic / Cooper Craft).

#13 Paid of Cooper Craft Slate Waste Wagons

#14 Cooper Craft Slate Wagon

#15 Pair of GVT (?) Open Wagons

#16 Mamod Stationary Engine

#17 Freelance Snowplough Purchased secondhand, Ben has seen this plough actual snow...

The last sale item is Nigels late fathers Proxxon Drill/Mill. It features the three Proxxon units BFB 2000 upstand, KT 150 compound table, and BFW 40/E motor and controller. £380, please contact Nigel directly on this one 07551 781 583 or nigel.town@uwclub.net



Matt Nunn has sent this sales listing on behalf of a friend who owns this rather nice Accucraft Superior and is looking for £850 O.N.O. It sports the current Whipsnade Zoo livery, with only one small paint scratch to one of the tank sides, but thankfully not over the lining. The lining has been appraised by Matt Acton as not being by either himself or Geoff Munday, but a commercial operation prior to both of them. Perhaps Milton Loco Works, as the engine sports replacement Milton Loco Works buffer beams at the very least? As usual with the older Accucraft models, it takes a while to brew up and benefits from having the gas topped up once it's on the boil. After which, I've managed to get 30-40 minute runs with it if I'm "on it" with the gas control.



It comes with a fairly sturdy carry case. Postage at cost or

buyer collects from South Shields, with the bonus of a guided tour round Lakeshore Railroad (9 1/2" gauge) if they wish, possibly with an added spin on a Lister.

Attached are two images (I can easily sort more, and footage for any prospective buyer); one of which with tape measure shows the small paint scratch quite well.

Contact details for it's sale are being handled by Michael who is reachable on tmikeh534@gmail.com or 07745350983.



.....and finally the carry over items listed from Issue #35, where their photographs are included.

Imp Models Welsh Highland Railway Workman's coach. Untouched and complete including 32mm bogies. £60.

A really nice looking Archangel Marmaduke, it is a rarer 45mm guage version..

An Archangel Rheidol, but this time the tender version. Hope to have photos by the time you enquire.

Now this one is interesting one of our readers is offering a couple of etch brass bogie compartment coach kits, made by 'The Bramble Line'. They are complete and untouched, apart from not having the cast bogies. Both the seller and myself cannot find out any real information on these, so if you can help please let me know.

Regner 99 011. I have been slowly disposing of a collection, and now have this loco with me. Truth be told, I can say very little about it, and Google has not exactly been flush with information. It is 45mm gauge only, and looking at the overall condition and wheel treads etc., it seems to have had almost no running. A substantial model. Manual control. Open to offers.

Merlin W&LI No: 14. A Colin Cooper design, and well thought of by owners. The body detaches. Originally in Merlin's standard green, the superstructure has been resprayed in Pageant Blue, leaving only the boiler visible in its original colour. Again with me and from the same collection as the Regner, this loco has a couple of very minor scuffs, but otherwise has no signs of being used extensively. There is no r/c transmitter, but really the whole system needs to be upgraded. A popular loco, for which offers are invited.

The is Rheidol, though now fitted with prototypical bodywork to resemble Talybont. Originally owned by the late John Lambourn, who repainted the original bodywork which comes with the sale. The loco is as original in being internally meths fired, but it now has a chicken feed meths tank. It is also fitted with a Tony Sant type water filler in the side tank. The current owner has had it for 12 years.

Accucraft Cranmore Peckett. Okay, not heritage, but the David Hick version of the loco was, and its delighted new owner now needs to move this newer one he bought to keep him going whilst he waited. Only steamed five or six times, as good as new, and yours for £1450.

We have four bridges for sale - two are LGB and the others are wooden truss type. The LGB ones are 1.2 mtrs. long, internal width 160mm and height 230mm. The wooden truss types are the same width and height, but 1.03 mtrs. long. They are all £75 each, and are located in the Cheltenham area as carriage/packing would be difficult.

1 each of Brandbright GS2 & GS 3 W&L cattle and goods van. Made up as per photo. Excellent finish. Currently set to 45mm, but as the owner used Brandbright axle boxes, these are easily moved inwards for 32mm. I have a number of photos of the individual items.

Lee, this is essentially a Roundhouse Lady Anne, but with a bespoke body which is really rather good. The loco has a Summerlands chuffer fitted, and a Flysky FS-i4 set up. It runs really well. The loco comes with a very substantial wooden carrying box. The loco is with me here, so I can take photos of anything on request, and sensible offers are welcome. If you do know the loco from its previous life please tell us the history.

A rake of five mixed four wheelers. Very nice kits, put together well. Offered as a lot for £110.

Rake of four smaller goods wagons. Possibly IP originals, but very nicely finished as a WD rake, and ideal for a small loco/railway. £80

WANTED There have been some good success with these, there is now a delighted reader in Australia with a Roundhouse Forney. Throwback travels the globe!

We have thinned the list down a little, but if you want to keep your request in this section, please email Derek and confirm you want your request to stay in. New for this issue is only three items,

A Corris loco, Wrightscale or similar.

An Accucraft Edrig, preferably working and manual control. Also a 7/8ths. scale body kit (to fit this loco) of either an 18" Henry or the Baldrig XT. Finally, has anyone got the brass etch kit for the full cab conversion for the Accucraft Quarry Hunslet? (Believed to be made by Model Earth?).

A gentleman with a penchant for small industrial models would like to know if anyone has any of the Brian Clarke/Saltford Models Jubilee track that they might be prepared to move on? Anything from a two foot length that he can stand models on, to a circle or more that he can lay out on the patio.

Then the rolling list.....

A spark arrestor chimney for a Roundhouse William.

Beautifully built Yatton Plinlymon & Hafan coach seeks Regner 'Victoria' for mutual attachment. Must be in good original condition.

Merlin/RH steel tipper wagons, as per photo. 32mm gauge preferred and complete models.

A Peter Angus overtype loco.

Having bought a Steve Acton 'Sir Haydn', the new owner would like to buy any of Steve's Corris locos, and in fact anything he built

A Pearse Locomotives Leeds No: 1

A gentleman is after 4/Four Talylllyn Railway crests for use on a 16mm scale loco - "Rub Down" transfers as opposed to water slide ones. He is aware of only one quality supplier but this has proved difficult to source due to production & personal issues at their end. So he wonders if anyone may have some spares kicking around or know of any other such sources?

An Archangel Sgt. Murphy chassis only, with preferably cylinder. We have one person with the loco, but with a broken crank axle, and another who wants a larger bore cylinder. Ideal if the two come as one?

A Triassic Models Hudson tool van (or Jurassic if they did one?), preferably still in kit form but would consider a finished one.

Finescale Engineering parts for Dolgoch and Quarry Hunslets. Particularly burners, smokebox doors and gas regulator valves, but anything considered.

Perfect World VoR Breakvan (non-GWR version) - either unmade kit or unpainted version OR the instructions/diagram that came with these kits to enable a home build.

A working Colibri gas valve for a 1980's locomotive. Alternatively, have you found an alternative way to get round a malfunctioning one?

A recent purchase of Talylllyn locos means that their new owner would now like some prototypical rolling stock for them to haul. 16mm scale, and 32mm gauge. Coaches are preferred, but wagons would be considered.

A while back, the late Jack Wheldon's son John produced a DVD taken on the Border Counties Railway, together with a book of photos and stock etc.

A meths fired heritage loco. Nothing elaborate, or

expensive, and needing a little work and TLC is no problem.

Unmade Perfect World WHR/NWNGR WHR1 Gladstone Observation Car, WHR2 Workmans Coach and/or WHR Ashbury Corridor Coach Kits, prefer 32mm bogies

Unmade Perfect World NWNGR/WHR carriage kits - all except buffet car. 32mm bogies preferred but not obligatory

Vertical boilered Shay, such as maybe a Regner, but anything considered.

Archangel coaches. Both bogie and four wheeler, built or still as kits. More than one person was after the ones recently sold.

Brandbright kit for the L&B open Howards trucks.

Any Peter Angus geared locomotive.

Linda, in Ffestiniog Railway guise, and must be gas fired but not a Roundhouse version.

A David Hick L&B - in any condition.

Dead or ailing - Any L&B loco, by any heritage manufacturer. Gas or meths firing, age immaterial, happy to take on any mechanical or cosmetic work being needed

An Accucraft open sheep wagon, either W&LI or GW lettering, but with 32mm wheelsets.

Wrightscale WD Baldwin.

Wrightscale Excelsior

The Merlin Monarch brass dome for the safety valve.

A Roundhouse Bertie or Katie, preferably red.

A Roundhouse/Brandbright Fiji Fowler

A Brandbright GS2 Goods Van kits, unmade.

Any discarded Beck loco components or non runners

A John Turner Quarry Hunslet.

An Outline 7/8ths. scale Simplex

Any Hugh Saunders loco.

A Hunslet Jack in 7/8ths. Could be Harvey Watkins, Wilson Locomotives or w.h.y.

Exotic/old school/quirky locos and rolling stock

Brandbright/Roundhouse Coffee Pot, with or without roof.

A Harvey Watkins Darjeeling B class loco

David Taylor Steamcraft double fairlie, American outline but also confusingly named Mountaineer.

Any small and interesting steam loco

Tom Cooper Mini Mule.

Tom Cooper Steamlines Rheidol.

Archangel Brick - any cab profile.

If you are minded to thin down your collection, then consider using Throwback Modeller. There are no auction

site charges, no costs for money transactions, and no advertising costs. You get what the market is prepared to pay, as opposed to finding out later that you could have sold for more. So, if you have any of the model described above to sell, then please contact me. Thanks Derek



AUCTION RESULTS

Whilst still a bit quiet on this front, the defacto Throwback auction hawk, Chris Stockdale, keeps us all up to date on what has appeared.

A really nice red scratch built G scale Taliesin sold for a lowish £950 plus commissions at Mendip Auction Rooms.

A red Archangel Sgt. Murphy, 32mm, with a few blemishes and best described as fair condition, has just sold at Cotswold Auctions for £400 plus commissions. They are out there at the moment!.

A really lovely Pearse Locomotives Leek & Manifold, in red, again seemed a bargain at £1,050 plus commissions at Stride & Son.

This was a surprise! A coal fired 45mm Welshpool & Llanfair Countess, scratchbuilt by Bob Hines of Norfolk, went for what I consider a bargain price of £1,200 plus commission at Lacy, Scott & Knight. Also listed, but I do not know the hammer price, were a pair of equally lovely looking scratchbuilt Pickering coaches from the same builder.

Chilcotts have just sold a Salem diesel, 32mm in black, with a wooden carrying case for £150 plus commissions. Also a Merlin 0-6-0 in green, r/c, dual gauge and with a wooden case which I take it to be a Major for £360 plus, and finally there is a companion Merlin 0-4-0, 32mm only, in the same green and also with a wooden case that I believe to be a Mayflower which was knocked down for £420 plus.

As you read this, a really mint looking Archangel Marmaduke in green, 32mm, should still be available at SAS Auctions Newbury.



eBAY WATCH. Taken from sm32, 16mm scale and live steam locomotives headings.

EBay is unsurprisingly fairly quiet at the moment with regard to our hobby. It is that time of year. However, the following results will hopefully be of interest?

A black Merlin Maestro, 0-6-0 Beck based, 32mm gauge and with r/c is still being listed as I write, with 9 current bids to £365

A red Merlin Midas 0-4-0, Beck based, with wooden case is still running with 5 bids at £255.

A Roundhouse Elsa, red sold to the best offer.

A small green battery diesel did not have a bid at £40 and is relisted.

A Red Merlin 0-6-0 with part r/c had three bids to £513.

A Turner Loco Works green battery diesel, with r/c and dual gauge, seemed cheap at £250.

A freelance build using Roundhouse components, into a really good looking brown 0-6-0 of Lady Anne proportions, r/c sold for £1,350.

A Roundhouse Lady Anne in black, with modified body and coupled to a RH Fowler tender, r/c and with wooden case, did not sell at £1050 but went to the highest offer.

A Chattenden and Upnor toastrack coach, possibly of Merlin/Pearse origin, sold for £51 after 7 bids.

The Beeson Ashover coaches are still available at £420.

Derek's suggestions when you fancy sitting back with a coffee or stronger!

EMETTS RAILWAY

The Last Narrow Gauge Railway Adventure: The Lynton & Barnstaple Railway. With thanks to Chris Tilley and Camden Miniature Steam Services, this wonderfully evocative film, some half hour long, contains a lot of b&w archive footage of the line, together with shots of the current reopened section. Highly recommended.

Wigfa & Llanrwst Light Railway. I keep showing photos of the line, so here is a five minute trip around it. I am impressed by how well the track rides.

How to Make a Sugar Cane Train out of Cardboard. Martin Haywood kindly

linked me with this clip. People used to do it this way back in the day! Still could?

EXETER GARDEN RAILWAY EXHIBITION FROM THE MATFORD CENTRE ON SATURDAY 28TH OCTOBER 2023 (PART 1) There is also **(PART2)**. Heritage appears on the latter clip, both being around 20 minutes long, and well up to Pete Hillman's standard. You can access all his You Tube videos if you put in (theghostontheline).

Christchurch Labor Weekend Trip 2023 ft. Ferrymead. This does start with electric trams (I enjoyed) but moves on to some really interesting live steam locos with some strong British influences, before ending with the Kitson steam tram that is resident

there, hauling some really great trailer cars.

Finally, anyone who went to Exeter a few years ago will have seen Gordon running his very early Archangel 'Caley' on the heritage layout. Well, both owner and loco are still going well, and Tony Bird kindly advised me of the following clip that he has just posted on You Tube. Put in: **Playing with an 'O' gauge model steam locomotive 07 10 2023.** It was shot on the local Society's newly constructed garden railway.

DEREK



A new 0-4-0 in the yard

Myron Claridge sent in this piece. Remembering Dave Pinniger's troubles with a fox and some squirrels, they seem suddenly tame?

Derek, not sure if you are so desperate for photos to include this. We live on the North Shore of Vancouver - mountains and sea - across from downtown Vancouver, BC. We get several visitors from the surrounding little stream valleys. I have a 45 mm layout and also a smaller 16 mil loop within the larger one. Despite the years here, the bears have not caused damage, it is the birds looking for bugs and the raccoons that cause the movement of buildings, track and layout items. The 45mm layout at this end of the yard has a loop on raised posts behind the bear in the first photo.

Ay ways this happened this September when we had this rather large fuzzy visitor came from across the road and then down through our yard and onto the BC Rail right of way back towards the mountain valley to the north. Last year, a bear went into our little fish pond and I was able to take a photo of it eating our lilies. It made the local community paper as a favourite. Not ours, as he knocked over all the plant pots.

Due to some minor medical operations this past year and hot summer with the drought locally,

I did not fire up my Accucraft NGG 16...too hot!



This happened on Thursday, September 14th, 2023. He has not been back as far as we know but did have a large coyote-very-run through the yard, and we have a bat using our new patio umbrella as a day time sleepy place.

I was having my second cup of coffee about to finish reading the newspaper when this brownie wandered down the yard to the pond. I was surprised to see him but ran downstairs and grabbed my

camera and then opened the squeaky door to the train room and the noise discouraged him from going into the pond...thank goodness. He wandered down the yard and I got two photos of him as he went down to the BCR right of way.

Myron



Merlyn Haern

Rob Kuhlman sent in this kind and interesting email. He writes:

Another terrific issue of TBM. You guys do such great work that I'm afraid we readers are taking you for granted and don't fully appreciate how lucky we are!

"I was surprised to find on page 43 of issue 35 (about Eric Lloyd's electric locos) two photos of my recently-acquired Merlyn Haern -- it's the green one in i.c. outline. I purchased it a month ago from



Jeremy Mayo, who is mentioned in the article. I was suspicious of this truly being an Eric Lloyd creation because it didn't look quite as rustic as Eric's locos usually were. But Rob Bennett confirmed that it indeed was one of Eric's and he shared photos of it which he had taken many years ago. It was a non-runner when I acquired it but some attention to the mechanicals and electrics soon brought it back to life. The surprise discovery for me was that Eric used a fascinating gearhead motor with multiple gear ratio choices, the likes of which I've never seen before. In the attached photo you'll note a red 'cigar band' which can slip around the

circumference of the gearhead portion. To select a gear ratio, you align the gap in the red band with the slot for the red peg which corresponds to your chosen ratio. You then slide the red peg down into the gap in the band, then slide the band a little to cover the red peg's slot to lock the peg in place. The only labeling on the gearhead motor is 'Made in Germany' and for the designations for the various gear ratio choices. Merlyn Haern is rather largish for SM32 so it doesn't look at all out of place with 7/8ths goods stock as well. A delightful locomotive!"



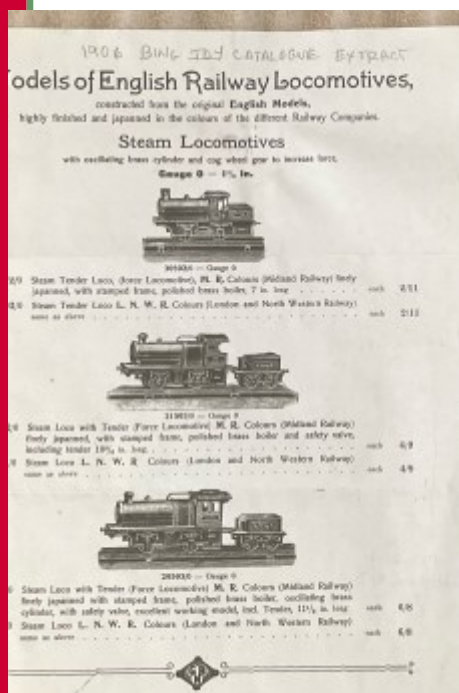


“Bing Bing” Round two

Thanks to Trevor Findley for contacting us after the mention of the early Bing models in the last Throwback. He sent in the photos, and commented:

I have been enjoying looking at Throwback Modeller. I was interested in the picture of a Bing Catalogue on page 21 of issue 35 showing three Bing live steam locomotives.

I have two of those locomotives in O gauge, they are both go well and are regularly exercised on my layout. The larger loco unashamedly has a Hornby tender. See picture. I have an earlier catalogue picture, from 1906, which also shows them. I have made various Mamod O gauge live steam conversions, including the Garratt shown on the next page.



Trevor has also modified Mamods, and sent us this additional piece:

I have included two pictures, one an action picture of my Garratt. I made it about 10 years ago and it continues to go well with virtually no modifications from the original design. During the pandemic I made a back-to-front Mamod locomotive, with an upright cylinder in the cab and the burner at the front under the smoke box. Meccano gears and wheels featured in these builds, as is traditional!



More magic from Rob B

Derek writes, in a recent exchange of emails with Rob, he has sent me the following with photos. I've been busy and have made coaches in 16mm Plateway Models kits for a Merlin Midas. Also converted an IP Jane to 7/8"s... (Derek thinks that this is a really sweet looking loco now, and I have always had a



healthy respect for the original model).

Rob has got 'Kafuzalem' back - this was an original conversion by Rob of an Archangel Sgt. Murphy. It worked well, and the loco passed on ownership a couple of times before coming home. You can see it posing with the Jane conversion.

In my recent report on the Ellesmere Show, I included a photo of Rob's Cyclops which was an Emett style loco built by Graham Stowell, finished in red. Rob has now re sprayed the Emett to grey...and it will be a 'what if'. WW1 French engine for the 'front'French soldiers and Emett style WW1 coaches and wagons to follow.

Finally, it was Rob who bought the Steamlines Aileen in 32mm that was advertised in the previous Throwback, and you can see it running it on his newly refurbished line.





A good start

When sending an advert for the Accucraft Superior, Matt Nunn also sent the two photos you can see here. He has been promising a piece on the loco for a while, but I fully understand his workload, and wish him well with the reboot of Harecroft. I am printing the pictures. As an incentive for him, at some point, to let us have the lowdown on this very interesting loco.

All I can tell you at the moment is that it is a Cushion-Angus (or Pin-Cushion for short). Fingers crossed!

Derek





Hugh Saunders Locomotives in 16mm

In a previous issue of Throwback I wrote about "Edward Thomas" another loco from the stable of Hugh Saunders.

Now "Beddgelert" is not the same as the Roundhouse version, far from it. But this loco like "ET" is also spirit fired with an internal fire box. The controls are similar and there is one on the rear coal bunker which is a turn knob for the spirit flow. Another on the footplate is for the operation of the blower together with one for the throttle. The loco is supplied with a water gauge and another small one in the corner of the footplate to indicate the spirit level. There is of course a pressure gauge fitted as well. The loco's direction is set by slip eccentrics, unlike the system on "ET", where direction is set via a lever in the cab. Also on the footplate is a hand pump which allows you to pump water into the boiler from the working saddle tank. The spirit tank is filled via a removable cap in the form of a mock oiling can on the corner of the rear bunker. The engine also supports two main oiling points for the cylinders - the oil is put into one of two mock sand boxes on the running plate above the cylinders, and thus each one has its own oil supply. The loco is not gauge adjustable.

Like "ET" this loco will require an electric blower to draw the fire through in the first place, in other words the loco works the same as a coal fired one. But instead of a firebox there is a spirit burner, totally enclosed. Once a pressure of about twenty pounds is reached the internal blower can be used and the electric one turned off. The loco on running will create its own exhaust up the chimney which then in turn allows the internal blower to be turned off. The loco can remain in steam quite readily by topping up the water and the spirit supply.



The loco runs like clockwork which is a testament to Mr Saunders building, considering that the loco was built in the 1980's.

Article on "Jubilee" is to follow in a further article.

Pat Brewer



EXCELSIOR & THE KERRY TRAMWAY



My 0-4-0 Kerry Tramway version, 1888.

Phil Copleston writes: Some of you may have seen my regular appeals to acquire a Wrightscale 0-4-2 'Excelsior' here in TBM, elsewhere online and also on my occasional demo stand at the Exeter Garden Railway Show. And yes, I'm still looking for that elusive loco! But following encouragement, I shall more fully explain what I'm up to.

I've been fascinated by the Kerry Tramway for a long time. And in particular its enigmatic locomotive Bagnall 970 of 1888 'Excelsior'. I started researching the tramway back in the late 1980's with frequent visits to Montgomeryshire on gricing trips. The late Roy Link and I shared this common interest, cooperating on research.

One big step forward was my discovery in a private collection during 2001 of an original photo of 'Excelsior' in 0-4-0 configuration and in use on the Kerry Tramway during the late 1880's. This prompted Roy and I to jointly publish a summary of some of our research in NG&IRMR No.53 in 2002. Roy included a revised 0-4-0 version of his earlier 0-4-2 drawing to match the newly uncovered photographic evidence.

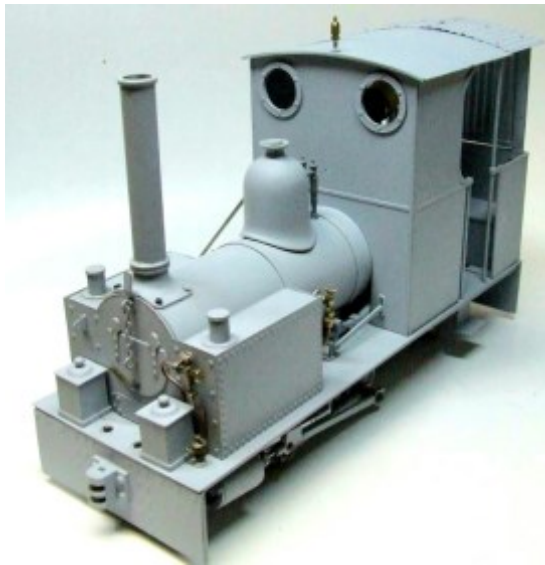
Jump back now to 1999 when Malcolm Wright announced that he was about to produce a batch of 16mm live-steam Excelsiors closely based on the earlier Roy Link 0-4-2 drawing. I immediately wrote to Malcolm and ordered one! All for £850 at the time. Alas, after several months of deliberation I reluctantly concluded that I couldn't afford the outlay and cancelled my order. I've regretted that ever since.

Anyway, after producing several batches of the 0-4-2 version between 1999 and 2009, Malcolm switched to offering the earlier 0-4-0 type based on the aforementioned article. But I still couldn't afford it! Then in 2017, I came into a small legacy and Malcolm kindly offered me one from his last batch of 'Excelsior' 0-4-0s. I immediately snapped up his offer!

Now to my 'project': I particularly enjoy finescale historical modelling, especially industrial. And over the years an idea has grown in my mind of modelling 'Excelsior' in 16mm scale in each of her three distinct prototype forms with appropriate matching industrial rolling stock. Thus:

- In original guise as a short 0-4-0 Kerry estate loco with balloon stack and open-back cab around 1888, modelled with timber and slate slab wagons;
- In intermediate condition as rebuilt by Bagnall as a longer 0-4-2 for the Lynton & Barnstaple Railway construction contract with a rear backtank, trailing pony truck and balloon stack, with a locally made temporary flat-topped wooden cab extension (as she was in 1896), and modelled with an heterogeneous collection of Nuttall's contractor's wagons.
- In later years as a contractor's loco on the Isle of Portland with rear extension and pony truck, a replacement straight chimney, and a curved-top corrugated iron rear roof extension that was removable in summer months as she appeared circa 1914, modelled with O&K skips.

The three photos included here show those different key changes in appearance. After a tough working life, 'Excelsior' herself was scrapped onsite on Portland sometime in the early 1920's.



My 0-4-2 Portland version, 1908.

So much for the prototype and modelling logic; now on to progress with the models...

As mentioned, eventually I received my 0-4-0 'Excelsior' from Malcolm Wright in September 2017. This has been customised with extra detail, boiler bands and a Bagnall green boiler jacket to more closely match the 1888 prototype photo. The etched works and nameplates I will attach after some subtle lining and weathering.

Then in 2019 I had the good fortune to be offered a second loco - this time an 0-4-2 - which has since been overhauled, paint-stripped, detailed and currently resides in grey undercoat. She now closely matches her Portland condition. The added 'corrugated iron' rear cab extension unclips for ease of access. She will eventually receive a dark charcoal grey livery (not black) and be weathered to a 'worn' condition before I apply the plates.

Both locos I regularly steam on my test track. This now brings me to the point of this piece - my search for a third (and final) Wrightscale 0-4-2 'Excelsior' to fill the middle gap and become the L&BR contractor's version. I have regularly appealed for one, but so far in vain.

Here's the logic: I estimate Malcolm Wright made about 40 Excelsiors between 1999 and 2017, 28 as 0-4-2s and from 2009 about 12 more as 0-4-0s. My 0-4-0 was Wrightscale number "38". Some of the 0-4-2s were produced in 'simplified' form with reduced body detailing. Naturally I'm looking for a fully-detailed live-steam 0-4-2 version.

As mentioned, my eventual aim is to run my Excelsiors with wagons typical of each of the lines she ran on. I have collected photos, drafted detailed drawings and now have enough information on which to base reasonable rolling stock models.

So that's my main 16-mil modelling project. Lots of historical research, quite a lot of modelling done and more to come. And most significantly, that elusive final Wrightscale 0-4-2 'Excelsior' to find!

Can you help? Do you have one you might be tempted to sell? Or know of one elsewhere? Be assured, it will go to a very good cause and be much appreciated. Please let me know on 07789 042354.

Phil Copleston

Seeking another one like this, as the basis of a 0-4-2 L&BR contractor's version with balloon stack, 1896. (Incidentally, this photo is of my Portland loco as bought, before conversion.)





Anna with a difference

In the earliest days of the hobby, when the Beck Anna first appeared, Arthur Cole started regauging the locos to 32mm, before Tom Cooper/Merlin started doing the same. Arthur still has a collection of Annas, which he also took to modifying in other ways. The one you see here now belongs to his son Steve, and is here running on Chris Tilley's Barle Valley Railway. It looks really well, and was photographed by Dave Pinniger on a recent visit to the line. Derek





Thinking of Eric

Derek is grateful to Mike Morris, who passed on this cartoon. The subject is the late Eric Lloyd, and we have carried a couple of articles on some of his locos in TBM. The artist is the late Peter Barnfield, and I am still compiling an article about this multi talented man. If you have anything relating to Peter to share with us, please let me know.

Eric and Peter were good friends. In fact, Eric had one of Peter's whimsical double railcar sets, which he suitably enhanced with some of his own humorous ideas, and which I happily now own and will feature as and when. The story goes that Peter phoned Eric, enquiring how he was. The response was that he was up to his neck in things.

The house looked like a tip, nothing was getting done as he was slaving away on some project. Peter listened, and then sent Eric this cartoon as a limited edition card in his Steam Pencil series.

I just marvel at the thinking of Peter, and the depth of the humour. Nowadays, we would just send an email - not the same!

Keith Skillicorn took the photo of a Eric on one of his visits to the Vale of Evermore Railway, whilst he was running his Argyle Locomotive Works 'Philadelphia' you can see in front.



The Parracombe Garden Railway

Derek writes: After the Exeter Show I stayed with Chris Tilley. Looking through some photo albums, mainly of his line (it will shortly be featured in Throwback), he pointed out some taken when he visited the Parracombe Garden Railway. He also showed me some details of the line posted by Rob Golding (Bayfields Light Railway if you go onto You Tube and highly recommended), so I contacted him, and he has very kindly sent the following piece and some of the photos, so my thanks to him and Chris for what follows.



Rob also copied in Richard Lingard, who a while back bought two of the bogie open wagons at a 'Steam in Beds' meeting, for the princely sum of £40 for the pair! Realising that they had a historical significance, he later passed them on to the Thames Valley Group. Where are they now?

It would be good if anyone remembers the line, or Mr. L A Wooder, or better still has any of his models, either from the auction or a personal visit back in the day. Please contact Derek if you can offer anything.

The Parracombe Garden Railway – A Visit in the early 1990's Notes By Rob Golding

During when of our many North Devon summer holidays in the 1990's, my parents took my brother and I up onto Exmoor to explore and photograph what remained of the old L&B. I must have been 8 or 9 at the time, and I was putting together a scrap book of all the old railway lines of this part of the country.



We drove to Parracombe via Chelfham, stopping off to take in the massive viaduct that towered over the valley and houses below. When we made it to Parracombe, we saw the old concrete waiting shelter that was being used as a shed. Then, we walked further along Church Lane to where Mum noticed a sign on a fence reading 'Garden Railway Open Today' attached to the wall of one of the old railway bridges (Bridge 61 - Churchtown Bridge for the L&B fans).

Behind the hedge we discovered a lovely, 16mm/G scale railway that had been built on the track-bed of the old





L&B, which formed part of the garden of the house known as 'Fairview'.

While my brother and I were captivated by the railway, and parents spoke to the residents, and we were all made very welcome. We were encouraged to walk up the garden, along the track bed to the next bridge (Bridge 62) where the garden ended. I remember the track bed being covered in lush green grass.

I spend a good couple of hours at the railway, which clearly had a positive effect on me. There was a model of 'Lew' hauling a short freight train over the beautifully landscaped line that

contained many L&B features including Chelfham Viaduct, the local church, and a model of the 'Fairview' house itself. I am unsure on the track plan, but it would seem the line was an over circuit with a spur/siding off into the shed.

Jumping to recent years, the garden railway is sadly no more. However, the memories have remained with me and occasionally I talk to people who also visited the line.

Later research tells me that the line was built and operated by L A Wooder. The 'Fairview' property was built in around 1911 – and residents would have seen L&B trains passing by their windows. The property was put up for sale in 2015, and the track-bed is now owned by the L&B trust, or its associates.



I understand that Mr Wooder created the models himself, no doubt in the garden shed that formed part of the railway. The locomotive and stock I saw appeared for auction in November 2016, and the auction listed read-

- Wooder Models. G Gauge (for 32mm track) Southern 188 green Lew 2-6-2T locomotive, with L&BR 23 grey 8 Ton battery car, needs a 12V battery to power train. Scratch built wooden body construction, loco on LGB chassis, both pieces stamped "Built 1980 by Wooder Models for Parracombe Garden Railway", good plus to excellent plus condition. The original locomotive ran on the Lynton & Barnstaple line. £250'

-Wooder Models. G Gauge (for 32mm track) pair of brown and white Lynton & Barnstaple coaches All 3rd and 1st Saloon/3rd/Guard, generally excellent, both pieces stamped "Built 1980 by Wooder Models for Parracombe Garden Railway", coach length 57cm. £120





-Wooder Models. G Gauge (for 32mm track) pair of green Southern coaches All 3rd and 1st Saloon/3rd/Guard, generally good to good plus, both pieces stamped "Built 1980 by Wooder Models for Parracombe Garden Railway", coach length 57cm. £120

-Wooder Models. G Gauge (for 32mm track) Lynton & Barnstaple goods wagons with 4 plank open wagon (length 16.5cm) and load and 2 double bogey 4 plank open wagons (length 41cm), excellent and better, all stamped "Built 1981 by Wooder Models for Parracombe Garden Railway". Qty 3 £80

The link to the auction can still be seen online –

<http://www.auction-net.co.uk/viewAuction.php?id=2406&offset=600>

A pair of L&B coaches also by Wooder Models appeared for sale via Station Road Steam a few years ago, but sadly the web link is no longer available to view. Again, these had 'Wooder Models' stickers on the bottom of each coach.

While the rolling stock and locomotive are basic in terms of today's modelling standards, then most certainly have a heritage charm about them that presents the early days of the hobby.

The Parracombe Garden Railway also features on the Oakwood Press Video 'The Lynton and Barnstaple Railway' if you can track down a copy second hand.

I hope these notes are of interest, along with the photos I demanded my Dad (Jim Golding) to take! Any further information on this line would be of great interest to me, as it certainly stirred something in a 9 year old me...





Indian Delight

Derek writes, at a steam up on Steve Edward's superb L&B themed line, Dave Pinniger ran some locos with a distinct Indian flavour, which are also heritage. The larger of the two in the photo is 'Gunga Din'. This is the result of a collaboration between Roundhouse Engineering, who produced the loco, and Garden Railway Specialists of Princes Risborough, who commissioned the model. This was back in 1991, and the loco is long since discontinued. To my own eye, I very much prefer the proportions as opposed to the Darjeeling C class that they currently make, and as one of these was present on this day, I have included a picture for comparison.



No:9 sitting alongside in the one photo is a Harvey Watkins build. The prototype was one of the original two supplied at the opening of the Darj. line, as well tanks, by Sharp Stewart in 1881, and the model reflects this originality before the locos were modified to cope with the rigours of working the railway. As for Arvi, seen running on the same Steve Edwards' line, this is another Harvey Watkins product, as I am sure you can guess from the name!

If you have a 'Gunga Din' then perhaps you would like to send in a photo or two and some words about owning the loco?



John Prescott

Derek writes: I am sorry to say that very little has appeared in the pages of Throwback about the late John Prescott. Always found at Shows, John's range was of small but very well made locos, though I have rarely seen anyone steam one. However, Tony Wright kindly sent in the following shots, and hopefully this may encourage those of you with John's locos to get in touch?

Tony wrote that: a friend called round and showed me a fascinating letter he received following a query he made in 1996 to John Prescott, I'd doubt a query today would elicit such a response? I have sent you shots of the loco and letter and hope that they prove of interest?



John Prescott Engineering

The Cottage, Bickford, Penkridge, Staffs. ST19 5QJ
Telephone: Penkridge (01785) 712452

Manufacturers of model steam locomotives and accessories

25th July 1996.

Dear Mr. Marshall,

I thank you for your recent enquiry and I am pleased to enclose a copy of my current catalogue and a photograph of my "ROBIN" locomotive. The photograph shows the locomotives fitted with the optional centre buffer/couplings and lamps.

The catalogue includes a price list of the small range of accessories that I stock.

The model is now being manufactured in two versions, with side tanks or a saddle tank. Price and general specification are the same for both versions.

A radio controlled version of each of these locos is also available, featuring two channel 27mHz radio which controls regulator and reverser and is totally contained within the locomotive.

Later in the year I will have available a tender version of ROBIN which will have the radio receiver and batteries in the tender and will enable me to offer the option of 40mHz radio. Prices are not yet finalised. A photograph of the prototype was in the July edition of Garden Rail.

The manual control prototype of ROBIN has been running since the middle of 1992 and has had many hours of use. In the last four years it has been shown at all the major 16mm shows as well as several local garden meetings. On each occasion it has received much favourable comment for its appearance, controllability, performance and price.

The saddle tank version was shown for the first time at Butterley in August 1994 and has been very favourably received.

I started this business at the beginning of 1992 when the current economic climate pushed me into early retirement. Model engineering has been my hobby all my life and I have comprehensive workshop facilities for work in this scale.

I have been actively modelling in 16mm scale for about fifteen years. I designed and developed this particular model because I felt that there was a need for a small no-frills locomotive that could be offered at a competitive price but still have a good mechanical specification with slide valve cylinders and an authentic valve gear.

It is a response to the feeling often expressed by fellow 16mm enthusiasts that locos are steadily getting bigger, more highly detailed and more complicated until they are becoming too expensive for the average person to afford.

The locomotive is backed by a 12 month guarantee on materials and workmanship. These models are not produced in large quantities and each one is given individual attention during building and testing.

There is a considerable waiting list for these locos and it is likely to be the Spring of next year before one could be available. I know that it is a long time to wait but individually constructed locomotives such as these take a lot of hours. Existing customers are all very pleased and feel that the wait was well worth while. No deposit is required.

This is a very controllable locomotive that can be set to run steadily at any speed. When run in, it will perform reliably at low speed and on very low pressure levels. It will pull a train of prototypical length with ease and will run quite happily around curves as tight as 2ft.6in.radius.

The locomotive is suitable for working indoors or outdoors. Being internally fired it is not affected by wind or rain and will run happily outdoors when the temperature is below freezing.

I do not supply kits as such, but I can supply the manual locomotives in various stages of manufacture. Details are in the price list. Individual components (boiler, burner, gas tank etc.) are also available for home builders. The radio controlled version is only sold ready to run.

The locomotives are only available in 32mm gauge.

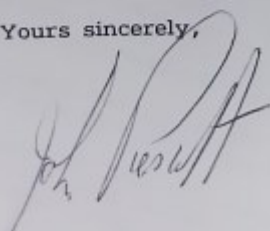
I will be exhibiting at Butterley on August 17/18th. and at Llanfair Caereinion on 31st August/1st. September. I hope that I may have the opportunity to demonstrate the locomotives to you at one of these shows.

If you are in this area at any time, you are welcome to call to see the locomotive demonstrated but please telephone first so that I can be sure to be available.

Visitors travelling by rail can be collected from Penkridge station by arrangement. (Limited Sunday service at Penkridge.)

I hope you will find the enclosed information helpful but if you require any further details please do not hesitate to contact me.

Yours sincerely,





Notes from Colorado - an update....

MARC HOROVITZ

A fair number of our readers either know, or know of, Marc over many years. More recently, he has been a regular contributor to Throwback, and I for one have immensely enjoyed his articles, as well as been in awe of his modelling skills. I have attached a photo of the loco that he has recently finished - a Pechot-Bourdon. Just exquisite!

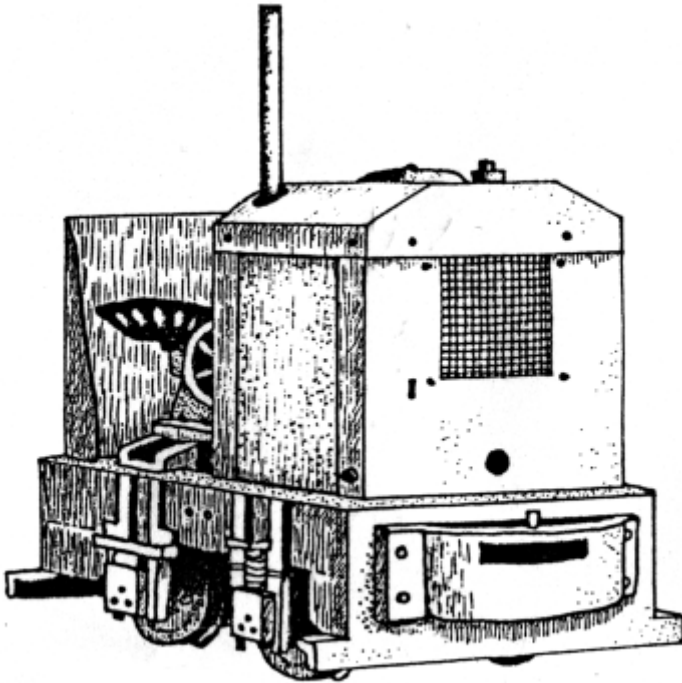
Dave Pinniger was the first to receive the news recently that Marc, whilst out walking along the pavement on 25th. October, was struck by a car and rushed to hospital with critical injuries. Happily he survived the



experience, and after a 10 day stay he is now home, and making slow but steady progress. It will not be a quick return to fitness, but I am certain that all of you will join me in wishing him and his family all the very best.

I often finish my emails by saying 'take care'. We don't always have that option sadly. Derek

Saltford selection box - Part 3

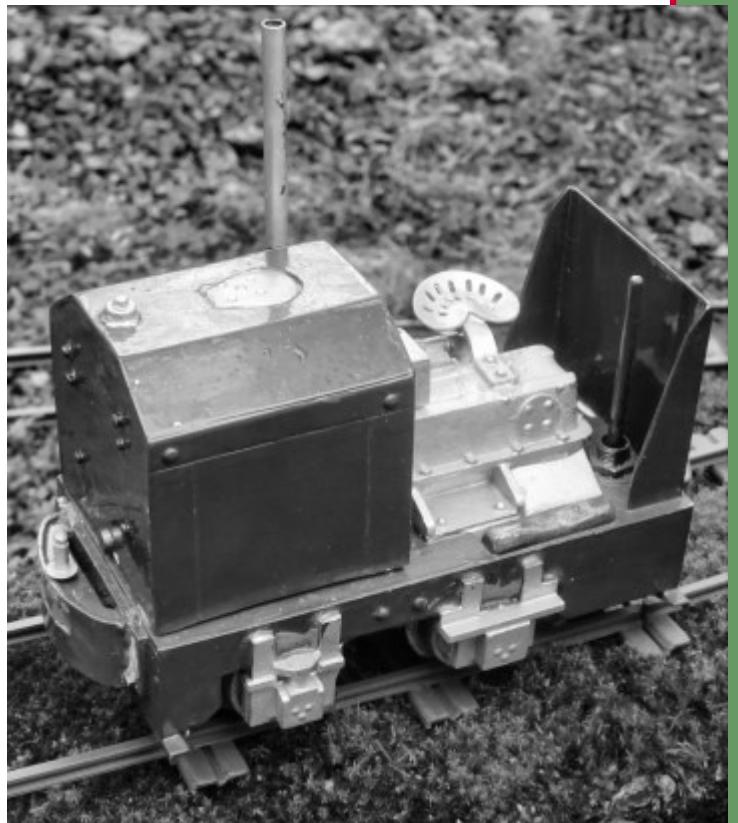


S3 sketch from the instruction sheet by Brian Clarke

Having covered the S1 and S2 kits, the S3 is the next in line. It was released at the 1988 AGM and reviewed by Brian Dominic in SMT 47 (February 1989), it is of course the tiny Orenstein & Koppel 'Midget'. The prototype is an MD1 from O&K's Nordhausen works. William Jones was regularly importing O&K Montania locomotives from the 1920's up until the outbreak of WW2, their destinations much like their burgeoning internal combustion counterparts were the unglamorous industrial settings.

As with the previous models the S3 benefited from being based on a first hand examples to capture the details, this one being Amberley's 'Redland' notable for its exhaust as fitted at the concrete pipeworks in Ripley, Surrey. A much larger supply of castings made this a comprehensive kit and perhaps slightly more

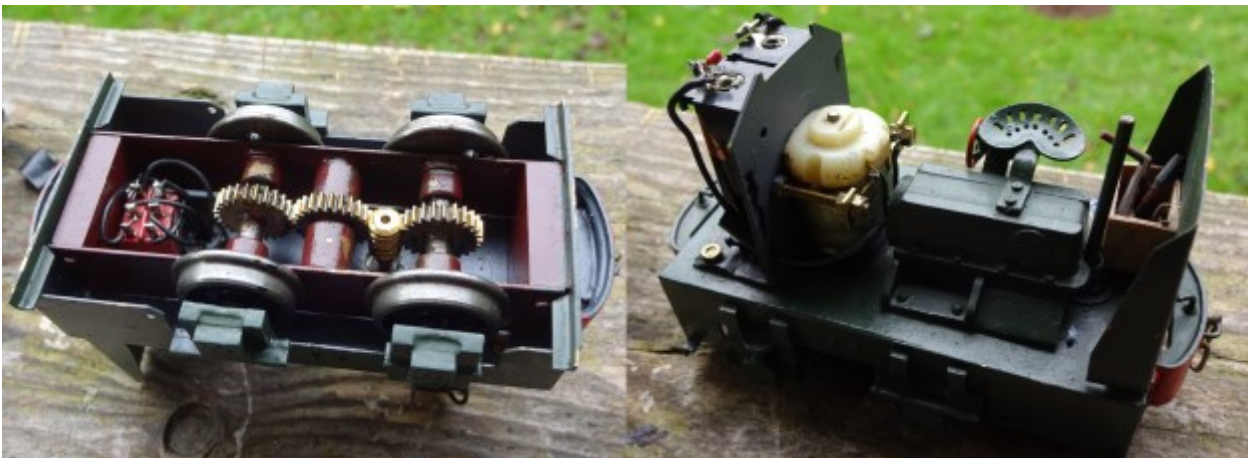
care required to build given the build procedure and compact size. A pair of LR1 (N 1.5V) batteries provide the





power, at the time just about the only option that would fit under bonnet. Today's advantages of Lithium-ion, mini motor-gearboxes and chip technology has enabled much smaller locomotives to be not only powered but radio controlled opening up a far greater scope of prototypes to be modelled whilst keeping the working gubbins hidden. That said this simple robust setup as designed is enough to do the job successfully.

A couple of Midget's. Rather like the real life Redland that operated with a sister MD1.



Comparison of builds. Above is the brass constructed loco, below is plasticard. The latter lacks four wheel drive but has the variable speed switch.



Christian Hoehne LGB

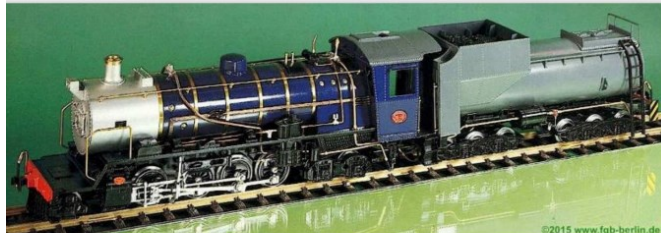
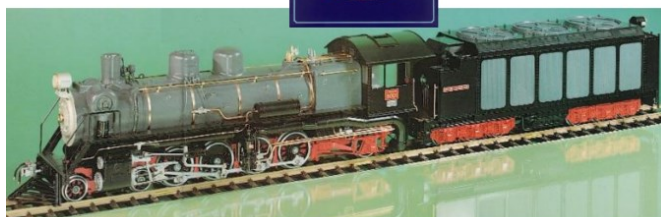
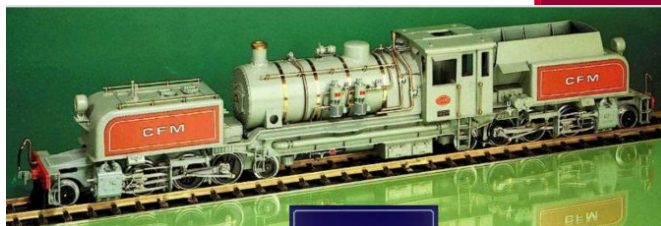
Handbuilts

Mike Dockery recently drew my attention to these models. He used to see them in Hamleys back in the day. I did Google the firm in, and there is some information and further photos. If you have one of these models, or can add anything to their history, please do get in touch.

Mike wrote: I have attached some images of the NG handbuilts from the 1980s. I think that there were 10 types (I am still looking for the Garratt). Their output in the 90s an 00s was mind-blowing in quality - see the last SG image in the attachment. Somewhere I have a piccy of the 2-6-8-0 WW2 proposed Mallet and I will forward it if I can track it down.



This one is standard gauge on G3, although the Germans call it Spur 2.



©2015 www.fgb-berlin.de



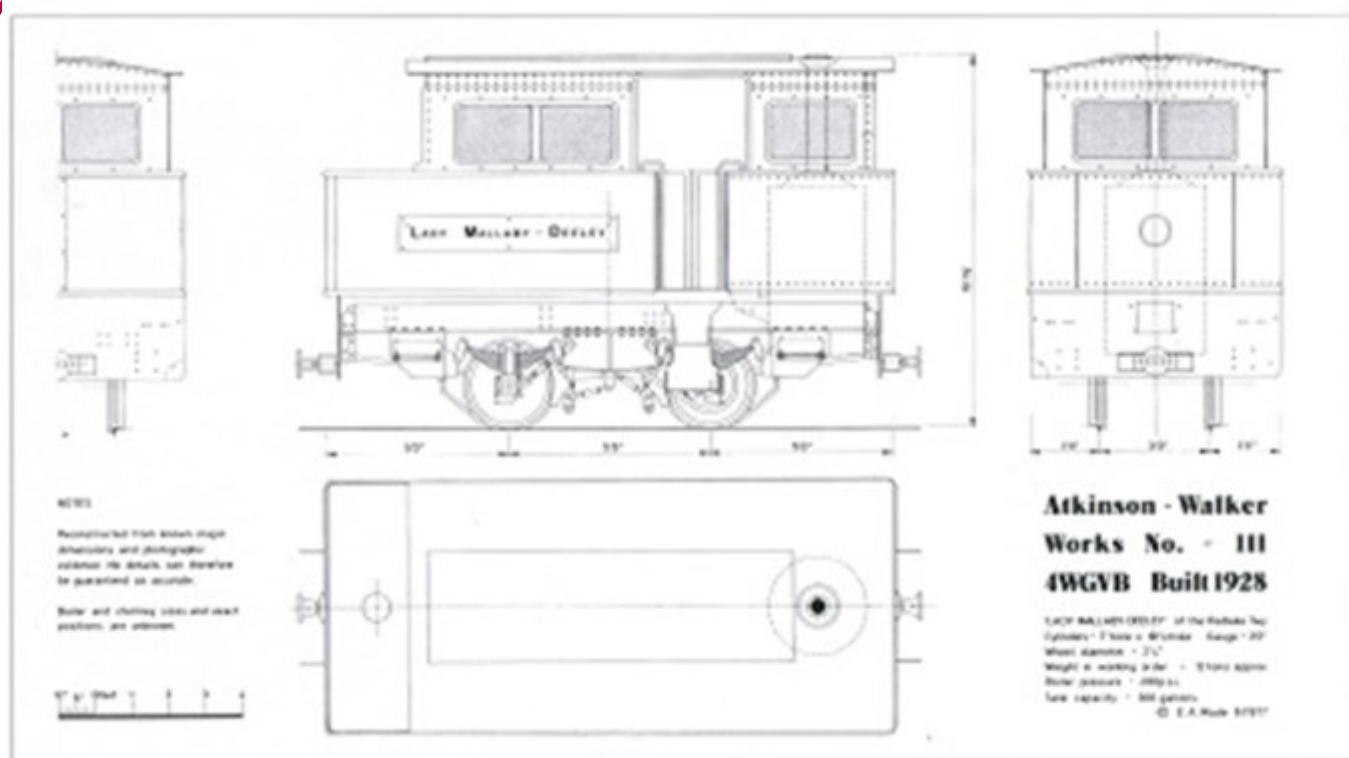
Dartmoors Redlake — The Redlake Tramway

Built in 1911 to carry supplies and workers in the centre of the southern part of Dartmoor, Devon. Narrow gauge of 3 ft (914 mm) with a length of 8.3 miles (13.4 km) and closed in 1932.

The third loco, Lady-Mallaby Deeley, was a 0-4-0 geared vertical boiler locomotive built in 1928 by Atkinson Walker. It was the sister of the unit provided to the Clogher Valley Railway (CVR), unsuccessful and converted to diesel and survives. Unlike the CVR tractor, the Redlake unit was successful and was the preferred locomotive on the tramway.



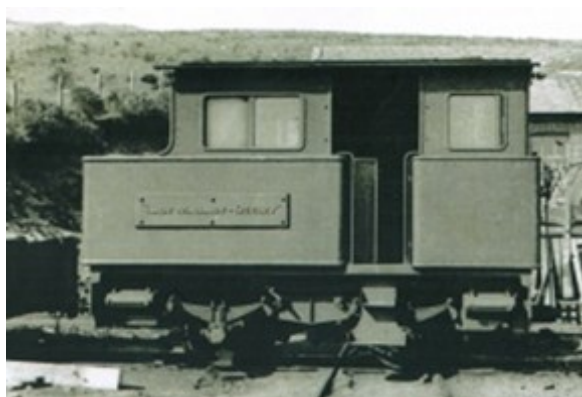
My earlier model for 32mm "0" track was unsuccessful and recycled. Finding the excellent drawings again recently they were enlarged to 1:20 for 3ft gauge on Gauge 1 45mm track. Built in my preferred medium of a plywood base with a styrene sheet body. Cut down toilet roll boiler, dowel chimney with the chimney top fabricated from



three metal washers. The narrow-gauge buffers and axle boxes are from GRS. Powered by an LGB four-wheel drive motor bogie.

Reference

The Redlake Tramway & China Clay Works /
E.A.Wade / Twelveheads Press 2004 / ISBN 0-906294-56-8.



It's behind you

Continuing with our looks at heritage rolling stock, James Huntley sent in the following. The first three photos are of an Archangel box van, and you can see the typical suspension system that Stewart used.



The next three items, namely the bogie coach and the two brake/ticket offices are by Tenmille. These came as basic flat bodies, with all the beading, detail etc. separate as vacuum moulded plastic overlays that were glued on and painted. This use of this process did not last too long. (Nigel notes that the same process was used by Tenmille for their initial Lynton and Barnstaple goods vehicles.)





James has also recommissioned this GVT tram which is signed Geoff Munday 2003. It appears to be a resin body so I assume it is commercially made (JD Models?). The following is a link to a You Tube clip - just put in what follows. "16mm Glyn Valley Tramway Locomotive"

The rolling stock it is towing is pretty ancient, a combination of plastic and wooden construction with tin roofs, but I've no idea if they're commercially made. In the sidings you can see some more GVT rolling stock, this is by NDR Carriage Works - a lady from Bristol (Nicola Radnett (?) I think - DW) who built lovely wooden rolling stock in the early 2000s.



I always remember her having a stand at the model exhibition in the old Bristol Industrial Museum during the Harbour Festival. I've some more of her rolling stock which I'll dig out one day. Generally her rolling stock was modelled on Welsh prototypes from memory.

Here are a couple of screen grabs from the video clip

Excitement in Exeter

Derek Once again, we had a great time with a full heritage display, and a lot of friends running on the layout during the day. Our grateful thanks to everyone who brought something to show, even if it did not run.

Graham East and Carol were ever present, and Graham kindly sent along Trinobantibus. This is one of the earliest

Archangel "Princess" models, yet still in very good order. It appears in Peter Dobson's book (16mm Live Steam Model Locomotives Vol 1). I did Google the name, to find that all roads seem to lead to John Norden, and maps of Middlesex produced in the 1590's. The Baldwin was brought by John Brittain, and is one of what are thought to have been two coal fired models again built by Stewart Browne. However,



reliable steaming was not its forte, and John has successfully converted it to gas firing, as well as repainting it. Superb loco. It also features in Peter Dobson's book.

We did a small homage to Harvey Watkins, who very sadly was unable to make the day. Dave Lemar can be seen running Richard 111, with a nice rake of four wheel and bogie VoR stock, whilst Dave Pinniger ran Mudlark. We also had Jack Russell, Harvey's enhanced Archangel Russell that was originally Stewart's own until he was persuaded to sell, and also what is





lovingly known to a few of us as a 'Watling'. This is one of the few boiler/chassis units that Robin Gosling built at the start of the '80s, onto which Harvey put a body of his own design inspired by some of the North British Locomotive Company products. It is called Lawson, and I have attached a photo of it taken previously. Also on display was one of Harvey's superb Darjeeling B class locos. On the subject of Harvey, I mentioned in the last issue that one of his first ever builds was an L&B 8ton bogie brake van, but as a shell with no bottom in order to fit over a Triang Big-Big Hymek diesel. Here are a couple of photos, one showing the underside, and it is posed alongside another Harvey build, one of the L&B 'Howard' bogie vans. I am going to admit my ignorance because this is the first time that I had seen the two together, and I had not realised that the brake was a smaller vehicle. Finally, the early colour photo was taken by Harvey and shows his rake of L&B stock behind an Archangel Snowdon Ranger. These two vans were on the display.

Dave Sheliga again ran his Mamod based tram and early stock. I have previously printed a photo of this running at Graham Lamb's Venture at Blaenau Festiniog, and that was more than thirty years ago! You can see a couple of 7/8ths. locos on the display. Both are based on early production 16mm locos with one obviously a Roundhouse Dylan, and the other you may not know was once an Old Colonial. Both of these locos will feature in



separate articles in Throwback in the near future.

John Armstrong joined us for the weekend, and it is his Peter Angus overtype loco in red that you can see running light engine on the layout. John has repatriated this from Marc Horovitz in the States. He did bring a couple of other engines, one of which will feature in the next issue in some depth.

We have quite a collection of buildings on the layout. There is the Peter Jones



Gravura version of Bratton Fleming, originally built for and supplied to Phil Flint, as well as a couple other of Peters freelance buildings. We have Dinglespout Junction from Graham Lamb's original line, and a couple more items from the same home, as well as some Welshpool Pottery buildings. Finally, a new and lovely addition came from Dave Pinniger, and is the engine shed you can see which was originally

built by the late Peter Dobson. All we have to do now is realign the track going into it!

My thanks to Dave P for the photos of the engine shed and Mudlark, as well as the one of the Archangel CGR Mogul in red running on the layout. Stewart did build a very few of these locos over quite a period of time.

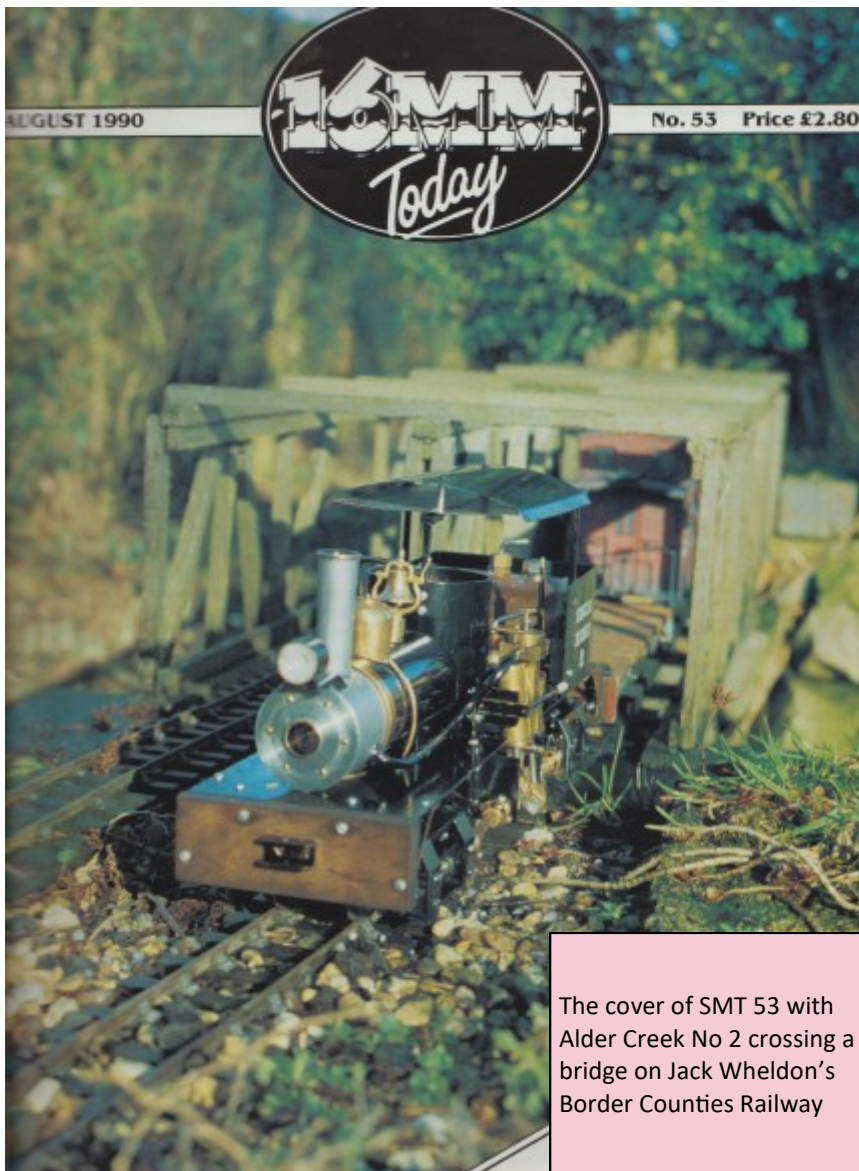
Finally, on the Sunday as we were staying with Chris Tilley in Bishops Lydeard, we went down to look at the 12" to the foot steam railway running on its last day of the season. Dave Pinniger took the photo, but you can see Steve Bradley, Chris and I on the platform looking at the Mogul.



Pinnigers Patch - the Larry

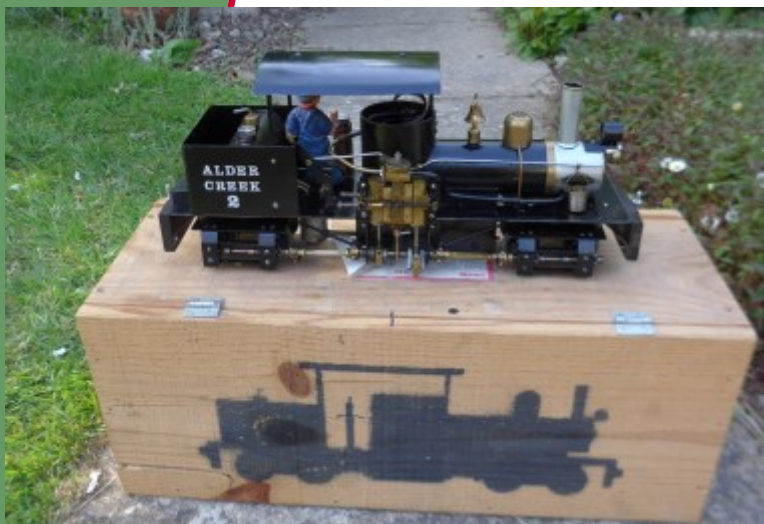
Lindsay Shay

Following the Novo Heisler in TBM34 is another very different loco from the USA. I first came across the Shays built by Larry Lindsay in Colorado when visiting Marc Horovitz in Denver in the late 1980's. He had just taken delivery of a delightful small open cab Shay with twin double acting oscillating cylinders and a meths fired pot boiler. The slow running performance was amazing. I immediately fell in love with the engine and asked if I could order one for 32mm gauge. Larry, in collaboration with Mike Biggar, built about 20 of these engines, nearly all for 45mm track. Marc's engine was unique in being a "leftie". Most prototype Shays were "righties" with the cylinders on the right-hand side, but Larry had drilled a one set of parts the wrong way round and Marc, always a lover of quirky engines, asked Larry to complete it as a "leftie". [See TBM 15 for a picture of Marc's loco]



The cover of SMT 53 with Alder Creek No 2 crossing a bridge on Jack Wheldon's Border Counties Railway

My loco was eventually delivered to Cookham in 1989 in a custom wooden crate with the Shay outline in stencil on the side. Closer inspection showed that it was very cleverly designed. The boiler was a dummy containing a coiled superheater tube. The wicks underneath the boiler were fed by a cylindrical meths tank with a drip feed and control valve. There is a reversing port on top of the twin cylinder block and the reversing lever controlled the speed. The Shay soon became a favourite as it was very controllable at slow speeds and pulled a reasonable load for a small engine with the oscillating cylinders twinkling as it ran. I lettered the Shay for the Alder Creek Lumber



Lindsay Shay
on the original
crate

handed Shays.

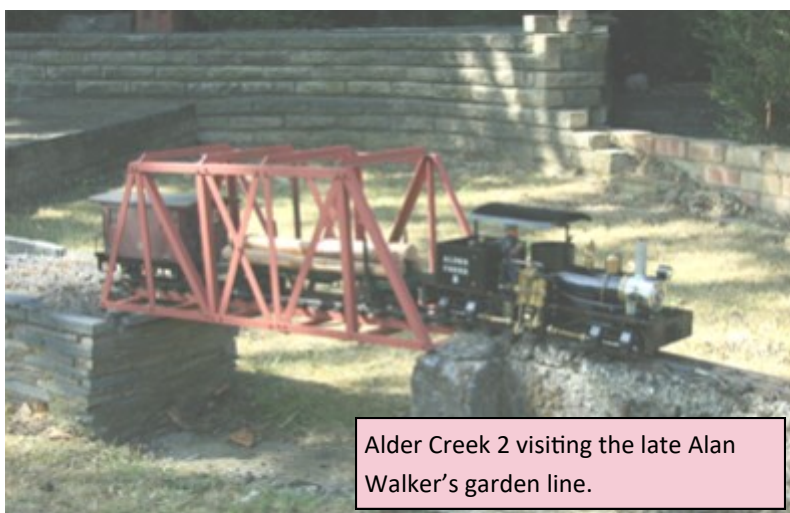
Thirty years on and my loco still runs as well today as a testament to Larry Lindsay's design skills. No 2 has been on a number of outings this year, most recently to Graham White's lovely Blackwater Valley Railway where it once more gained a few new admirers.

David Pinniger October 2023

Reference

"A Passion for Steam". Marc Horovitz, 2008. Atlantic Editions Ltd

Company, an overseas venture of the AVR management board. No 2 was taken on outings to other railways including Jack Wheldon's iconic Border Counties Railway. The SMT cover photo was taken on the BCR, sadly after Jack had died as he would have really loved this little engine. Sharp eyed readers will have noticed that despite what I said earlier, ACL No 2 appears to be a leftie. This is because John Wenlock, the editor of SMT, had the photo reproduced back to front! Marc responded to this by sending John a photo of his true Leftie Shay to correct the record. As far as I am aware the photo was printed in SMT but again was printed back to front so that Marc's loco then looked like all the other right-



Alders Creek 2 visiting the late Alan Walker's garden line.

The Shay on a visit to
Graham White's
Blackwater Valley
Railway.



A MAN FOR ALL SEASONS

The following appeared in SMT in 2014. Some nine years or more on, and for the benefit of those readers who have never seen the original (or forgotten it), I have decided to repeat much of it. The late Peter Jones was one of the leading lights in our hobby. Soon after his sad death, a letter arrived from Dave Rowlands - not an article but a series of thoughts to help me. It was a superb letter, so I asked DR if I could reproduce most of it as the introduction to the article. So readers, we will begin here.....

'Yerrs, Peter Jones - the Sage of Compton - you will struggle, as always, to do any sort of justice to this unique communicator, enthusiast, achiever and inspiration.....("Sic trainset Gloria mundi").

How many garden railway enthusiasts were SO committed and wholehearted to the cause.....and not many had a lawn called "Kevin", a streetcar called "Desire" and a location (the abomination of desolation) called "Rowlands' End"? Nor I suspect, did many others issue their kids with a list of 'preferred' ice-lollies to buy, based on the usability of their wooden sticks! He was a practical 'beachcomber' (much of what was found he called Toot - rhymes with foot and is defined as the 'it will come in handy for something' recycling technique). It came from his daily trawl of what



It was Dave Rowlands who took the overall views of the line in July 1997. Six photos taken in order. Keith Skillicorn very kindly stitched them together into the two threes that you see here. Dave's explanation of them is this:

Starting at the left, is a 'Beware of the Trains' sign. In front of it is a temporary bridge to Compton Down Terminus. It is planned that this will be replaced by a timber truss bridge. To the right of the bridge, at the back, you can see the ground cut away for the clay pit. A saddle tank loco (Princess) is on the track. You can just see Dolores. In the front of the 'stone baseboard' is a circular opening. This contains the mechanism to drive the beam engine in the light pink structure. We are now coming to the join on the first photograph. Straddling this is the Ahern type firing kiln. At the back is the working cable hauled incline going down into the clay pit.

Incidentally, the scruffy structure dominating the foreground is the unfinished brick grand piano that will be the basis of Abbey Ducis. In the front of the main layout is a grounded van body with its doors open. This is the usual shelter nowadays for the two old coves libellously entitled Rowlands and Pinniger. The van body actually contains the rechargeable battery and switch for the incline mechanism. Behind the grey wagon on the G1 track is the tiny halt called 'Brickwoods' - the final resting place of the tiny shelter with an old saddle tank as a roof. Then the Great Kiln dominates. The Japanese VB loco and coach hide the sieving screen. In the background you can just see the little Ruston on the back siding. A bridge then crosses over a low level waste tip line, and then you see the back of the big boiler sticking out of the baseboard. The steam outlet for this is the square tapered chimney. You can see the other incline (as yet not motorised) in the background. Various re-used buildings are now seen. The prominent white post with the black base is the 1/3rd. full size disc and banner signal. To the right of this is a dark opening in the face of the baseboard. This reveals the underground section to which the incline descends. This virtually brings to an end the brickworks area. Just before the overbridge, there is a nondescript area in the front of the tracks, which may be used for a small loco shed one day. Immediately behind the bridge is one of those rustic mechanical windmills built from a kit. Going right we see Compton station and several other structures including unfinished cottages and The Bell Inn. In the front of the baseboard there are two more openings revealing underground workings.



At the back the landscape rears up to form the bottom left corner of the garden. This is mostly an old quarry on which a 19th. century ironworks was built and later abandoned. The new high back line runs over the ruins on a trestle bridge. There is a long thin white store shed adjacent to the station lamp. In the background is the pale green customs warehouse. In the foreground is the infamous 'wedding cake' engine house, containing working guts. Concealed behind this is the premises of A Walker (Timber Merchant). Going right, the rest of the ironworks buildings are seen. Behind the two green trees the ground drops away and that is where the docks are located.

Compton Castle sits on its rock and looks down, on the right, on the tiny Golden Grove Halt on the 45mm line. The 32mm line runs round behind everything. If the photo were to go any further right, the railway would mostly become obscured by the Wrennery.

the tides had washed up. He also wrote like "Beachcomber" the famous newspaper essayist and commentator (H B Morton). Had he written fewer letters to correspondents, he might have produced more books for posterity, but of course he thrived (throve?) on correspondence that ranged over the vast number of subjects that interested him and on which he was knowledgeable. He wrote over 3,000 letters to me twice a week, never mind his other regulars, receiving a like 3,000 from me in return. Despite (or because) of this we only met once in person at Dave Pinniger's, and we exchanged no greetings nor handshake - just launched immediately into conversation, leg-pulling and controversy.

In all that time I can only recall one serious disagreement between us: of all the feminine charmers on TV he placed Angela Rippon at the top of the list, whereas I assigned that place to Anna Ford (I would personally vote for Selina Scott - DW).

Not the least remarkable thing about Peter was that you NEVER had to explain what you were writing about - he always knew the details or background, whether it was railways, guitars, prose/poetry, music, geology, design, boating or pin-ups. Mention a "Gaiety Pannier" or a "Bison Flanger" and he was with you immediately.

In the flood of original ideas that poured ceaselessly from Peter's pen a few were unfit for

human consumption, but most were worth thinking about, and many were brilliant. He had his ups and downs and mood swings like all of us, but he was remarkably consistent in his interests and dedication. He never gave up! In his very last letter to me dated 30/03/09 and written from his hospital bed, and knowing that his 'continuity' was in doubt, he was exulting (with sketches) in thoughts of the new 00 gauge layout he was going to create in "The Wrennery" (a purpose-built outhouse/shelter for a full-size replica he built of a Kerr Stuart "Wren" type loco) now that a good home had





I cannot remember who took it, but it was surely either Keith Skillicorn or Dave Pinniger. In the background you can just see the line entering into a lean-to on the side of the bungalow, which housed Compton Down Terminus.

been found for this occupant.

What a bloke he was!!'

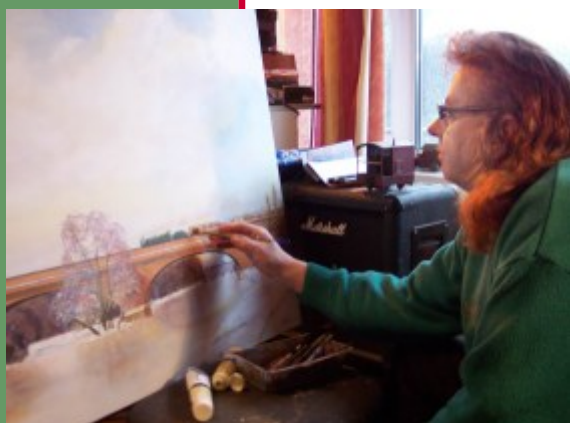
Derek. Right, let's establish one thing right away - Dave is right about me struggling to do justice. So, dear reader, you are going to get a thumbnail of a man to whom the phrases 'after they made him they threw away the mould', or 'you don't see his like these days' are more than apt. He was the original Marmite man, no in-between emotions, with so many acquaintances and a small band of very dear friends.

I am drawing together a lot of information and photographs from many people, so to

concentrate on the subject I will thank everyone now (you know who you are), and avoid captions where possible. Kes, Peter's daughter, has furnished the following:

Peter was born in Portsmouth Royal Dockyard Hospital on Trafalgar Day 1945 - a bottle of champagne was uncorked over the baby's head to celebrate. At four years old Peter had his first glimpse of narrow gauge railways at the Tallylyn. A family trip to Compton Down shortly afterwards saw the first incarnation of garden railway when he laid Hornby tinplate track along his parent's wall, and made a cardboard body for the loco to make it look like a narrow gauge tank engine.

He learned to play the guitar and clarinet, and at 14 used to cover





The abundance of models comes from the heritage display at Stoneleigh shortly after Peter died. The family were auctioning off his entire collection, and Kes kindly agreed to bring them to the Show in advance of this happening.

It was surely the only time that anyone had seen them together in their entirety, and apart from what is visible, the range continued across the far end of the racking as well.

for the double bass player in the Ted Heath Orchestra, who used to sneak out for a pint leaving Peter playing in the darkness....this was only discovered when a change to the set list meant that the spotlight swung around to feature the bass soloist, only to reveal a 14 year old boy intent on making the most of the limelight, whilst Ted Heath conducted with gritted teeth and a 'just you wait' expression. Peter also learned to play the bagpipes 200 feet above the dockyards in the cab of a tower crane so as not to be overheard!

He trained as a Psychiatric Nurse, and moved from Portsmouth to Devon for the surfing (till then the only waves he encountered in

the Solent were from the bows when the Queen Mary came and went, and yes he did surf those!). He went for a job interview in St. David's Hospital, mistakenly thinking that it was in Pembrokeshire rather than Carmarthen, and passing Newgale Beach when the surf was up he fell in love with the area, and applied for a job in St. Brides Castle instead, while it was still a mental hospital. Whilst in the water surfing, Peter's trademark was to wear a bowler hat - it never got wet and is still a treasured family possession.

An elevated garden railway, single track on a timber batten base, was built at the first Pembrokeshire based house, where homemade cannon were also test fired into a sandbank. There are reports of model jet engines being tested at Nolton Haven, including one that broke free and bounced around the cliffs causing much ducking for cover! A move in 1975 to a smaller bungalow provided a secure home for the CDR until 2011.

Peter went on to work for Scolton Manor Museum as head of restoration, involved with the rescue and renovation of farm machinery, industrial artefacts and railwayana including the

relocation there of Sarnau signalbox, and the restoration of 'Margaret' an 1878 Fox Walker (taken over by Peckett) from the Maenclochog Railway. An accident whilst laying track for Margaret left him with a damaged spine - entombed for three months in an upper body cast.



It is Terry Collins, a major contributor to this piece, whom Keith Skillicorn captured during his speech at the Compton Down Memorial Steam Up.

With no internet then, this period passed with his writing a series of letters all over the world researching the Wren class locomotives. This included developing a set of plans to build a full sized replica in his back garden. The accident was also a pivotal moment for his garden railway, as it meant that he was then home full time, and able to dedicate all his efforts to various projects, writing articles about them along the way to help with the bills. He also introduced his Gravura buildings, and developed his production techniques, taking them around various Shows with his wife Judith.

Music remained a strong force, and he played at local gigs in a band called Pinson Hook which also included his wife Judith. He claimed to have only had his children (Kes and Denys) to provide a backing section. Peter was also successful in selling the idea to a primary school age Kes of spending many hours ferrying ton loads of aggregate/ cement which had been delivered to the front garden, around to the back to help build the railway.

During the first incarnation of the CDR at Simpsons Cross, there was a short ground level 2 1/2" gauge line. Peter made a small coach for Kes to ride in, and then laid 32mm track up the centre, whereupon his first Archangel Brick happily provided the motive power, leaving Kes able to claim

a fairly unique piece of 16mm history? In later years, along with the Compton Down Railway and replica Wren in the back garden, there was a five inch gauge line with signal box, the 14 foot high windmill and his workshop made in the form of a Tallylyn Brown Marshall coach.

The front garden was seriously (!) considered as a new home for a full size

03 shunter when the Milford Docks fleet was under threat of scrapping, but Peter had to concede this was impractical as the old drains under the drive would not have stood the weight, and access to the front door would have had to be via climbing through the cab and lounge window each time.

Six albums were composed and recorded with Judith as the Judy Jones Band. Peter was also a prolific and published poet. He converted his brother Don to the 16mm cause, both judging and awarding the Jones Cup at the AGM. They both went on a lecture tour of the US, giving talks on Garden Railways.

Terry Collins was undoubtedly Peter's greatest friend - here are his reminiscences:

Having read about the Compton Down Railway, I diverted to Simpsons Cross on an early road trip to Wales. Judith, Peter's wife, explained that he was out, in the process of discharging himself from hospital. An IRA incident on the Fishguard ferry service saw Peter unselfishly vacating his bed to make way for the casualties. I called back later to find him in, and there began a close friendship lasting more than twenty years.

His railway amazed me, being built through magnificent concrete mountains up to nine feet high, which Peter described modestly as a narrow gauge line through slate quarries. Here began a yearly holiday treat, filming, photographing and of course running trains!

Peter was, although he always denied it, a fantastically gifted modeller. His line always looked so real that you could almost step through the camera lens and find yourself on platform 2 at Compton Down. The colours, which he took a great deal of time over, were exactly right for the scenery. He wanted the effect of weather worn rock and slate, and totally avoided any bright or



The TR workshop is a good overall shot, in keeping with the current Season

positive colours. He achieved this by a mixture of paints, water, spirit, cement dust and any other suitable liquids. The result was realistically layered rock of different hues and textures, leading you to believe that it had been there since time immemorial.

The line took a full four minutes of running from one end to the other, with no passing loops. When asked what might happen if two opposing trains met, Peter's reply was 'The driver with the biggest engine and the strongest will wins!'

The CDR went through three metamorphoses over my twenty years of visiting. First impressions were of a railway serving slate mines with only a minor passenger service. The main line was, as always 32mm, but with more 45mm appearing.

Then phase two saw the establishment of more industrial works. From the outset there was always the Compton Brick & Tile Works. There were various underground mine railways, and when Peter built the massive mountains he made storage space underneath, as also under the platform at Llanbdr Road. The Golden Grove Iron Works was the next industry to appear, complete with working blast furnace, fired by a lethal mixture of weedkiller, sugar, and charcoal lighter fuel. This produced tremendous heat and was used to melt copper and other soft metals. He constructed special wagons to take the materials to the furnace, and another many wheeled vehicle to convey away the molten result. More and more industry appeared, and this was typified by the Steelworks and the Water Works.

The third metamorphoses involved more industrial buildings and a very special 16mm size church. This was constructed in two stages with the tower first, and then the matching body of the building. He installed a sound system, ringing out an authentic peal of real church bells. Most of these buildings can be found at the Llechfan Garden Railway alongside the Talyllyn Railway.

There was also Compton Castle which overlooked Compton canal and a large and deep pond, at the bottom of which rested a defunct and abandoned steam locomotive. Other changes

included the introduction of an 00 gauge line around a pond, and even some N gauge, whilst a 5" gauge line followed the garden pathway. Another change was the positive encouragement of the growth of vegetation. That said, the lawn finally disappeared under a wave of industrial buildings and a very large windmill, the body of which was used to store a number of large tools. It also had a brake to stop the sails in the event of one of the frequent gales! (These sails were made using the then popular louvre cupboard doors, but the sheer physical size led to neighbourly complaints to the council and its ultimate dismantling - DW). At one time there was a signal box called 'Membrand' which had served the same purpose, but this could not be restored and subsequently disappeared.



I loved hearing the story about the rocket propelled metal wagon, possibly Mamod with a piece of copper tube welded to it. This was filled with one of Peter's fearsome mixtures, a fuse inserted and lit whilst father and son retired swiftly to a safe distance. Of course this led into home made fireworks, and an improvised Roman Candle exploded with such ferocity that most of the windows in the village rattled, and Judith's boss, sitting in the front room on his only ever

visit (!), was extremely perturbed to find no visible signs of emotion on her face. This sort of thing happened all the time, she explained, secretly wondering how much of her beloved husband remained. I wanted to film a repeat - Kes viewed me very sadly and said "you must be mad!" On my last visit we did contrive to blow up an unwanted tunnel. It was my suggestion, and I was accused by Peter as being as bad as him. I took that, and still do take it, as a great compliment.

Peter opened my Southern Railway Longmead Branch Line in 1997. On the occasion of the Tenth Anniversary he brought some of his fiery mixture and gave us a demonstration. He said it reached 980 degrees centigrade. Certainly no weeds grew on my patio for a year afterwards. I have several posters from Peter advertising excursions from the CDR to the SRLB.

Peter was a prolific author, co-writing 'An Introduction to Garden Railways' with John Wenlock, as well as a series of four booklets on specific aspects of the hobby. His works appeared in both British magazines and the American Press, and he became firm friends with Marc Horovitz. I treasure a signed first edition copy of 'Railways in your Garden'.

Peter often publicly portrayed a casual air, appearing not to bother. The man I knew was very different. Caring, always willing to help those less gifted, and scrupulously honest. If reviewing something, both good and bad was noted in equal measure, and you could be proud of his thumbs-up. He was also very generous.

We only ever disagreed genially over one matter. Peter had no signals on the CDR. With my signalling background, I obviously was fully signalled. Eventually Peter conceded with a gantry erected at the throat of Compton Down Station - they were never connected! I would manually alter one upon departure of a train, only for him to threaten to nail them in place!

When Peter died, the family accorded me the very great privilege of taking his funeral. He lives on in our memories, in his writings, what he made, achieved, in his wonderfully wacky sense of humour and most of all in our hearts.

DW. Keith Jacques contacted me to say that he once met Peter at a steam up in Brecon. Peter



used to look in whilst attending the Jazz festivals. As he prepared his meths fired pot boiler to run, he poured the liquid all over the boiler, and threw on a match! After the resulting conflagration had died down, the wicks were obviously alight with no obvious signs of how this was achieved. A lot easier than picking up the loco (Mike Morris take note?). In recounting this recently to a small group, it was pointed out that Stewart Browne used the same method. Did one teach the other? Keith was contacted by Peter about three years before he died, to see if he would collaborate on a book about loco building. After declining, Keith had a phone call some three weeks later to ask if he would like to buy Peter's Hobbymat lathe? He went down to view it. Yellow, with a replacement motor and milling attachments, a very fair price was asked, and Keith left with this heavy item seriously weighing down the back of his VW! Peter had carried it out after dismantling into smaller sections. It is still in regular use.

Gareth Jones told this story about his son Dan. Peter used to dish out fatherly advice to him. As he reached his early teens, Peter touched on the subject of girlfriends with Dan. 'Girls are always impressed if you name your favourite locomotive after them. If, however, the relationship isn't likely to be permanent, don't forget to use Blu-Tack!'

With all this frivolity surrounding Peter, we should not lose sight of the fact that he was also a serious and accomplished modeller. How many of you are aware of Dacre? In the early 80's Peter designed this home build loco. He produced a book of plans, and you could have either open or closed cab versions. The book you bought from Brandbright, and the parts such as boiler, cylinders etc. from Roundhouse. They were the components then used in Lady Anne and Dylan. As I continually say, there is nothing really new in our 16mm world.

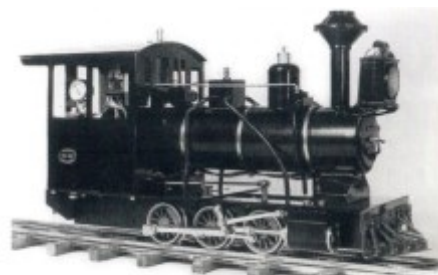
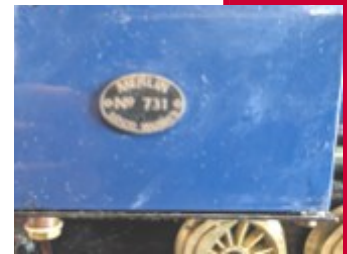
My job then was driving a 44ton articulated milk tanker. I used to be in Haverfordwest regularly, and would phone Peter whilst I sat loading. Sadly, the first opportunity I had to visit the CDR was after his death, when I was invited to his Memorial Steam Up. My firm allowed me to go to this whilst on shift, so I had the honour of claiming one small personal record - Kes assures me that no-one has ever been to visit in anything larger!

You can still pick up the Compton Down Railway on the internet if you browse. Peter has left a massive legacy, and thanks to Kes for perpetuating this. For my part, there is so much more that could have been included, but an abiding memory for me was that Peter managed, with much assistance from Gareth Jones, to get to the first Stoneleigh where we had the heritage layout and display. Later in the following week, he sent me an email, which just said 'cracking Show lad!' Well Peter, that is exactly what you achieved.

Detective Derek, Case one

I was recently sent these photos, of a model which the new owner bought on the continent. Merlin made a loco called Mustang, but this was just an 0-6-0, whilst this is a 2-6-2 tender I have added in a b&w photo of this for comparison. The logical thing was to ask Ian Pearse if he had any ideas, and he very kindly came back to say that it seemed likely that it was a much modified original Mustang. He believes that the chimney and cowcatcher could well be Roundhouse products, as they made a few colonial style locos. As for the tender, whilst thinking that it looks very well made, he has no suggestions other than to think that it is unlikely to have come from Merlin in their later days. The makers plate would put the original loco in the 1989/90 era.

So there we are - one for the sleuths among you. Does anyone recognise this loco, or can maybe shed some light on its history?



MUSTANG

MUSTANG is our American version of the 0-6-0 Mottelhorn. It has all its details plus the addition of an operational headlamp, cowcatcher and spark arrester smoke stack.

Second case

Murray Lewis in Australia has sent in the following request. It is a memorable item, so surely someone has the answer? I was just wondering if any of the Throwback readers may be able to identify this wagon? My friend Jock Dewar (now deceased) was given it by a friend when he was in the UK, I think in 2002. I know he knew Bob Young in Otter Ferry and the late David Anning. It is now a treasured memory for me and some background on it would be great. Answers to Derek please



Case Three

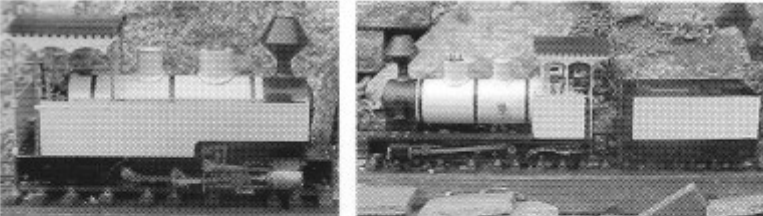
Ieuan Lewis has an early Roundhouse Lady Anne, numbered 177 1982. It is fitted with a custom body which bears the maker's name of Green Engineers 1986. Roundhouse say that they have no records going back that far. Does anyone know anything about the builder, and also if you have any literature/information on these early Lady Annes could you please share it with Ieuan. Thanks, Derek

Case Four

Greg Moir has been in touch with the following: I was wondering whether either yourself or members of the Throwback community have any of the Clay Cellars locos, or know any further details about them? Upon my travels, I don't believe to have ever seen one of these locos. Furthermore, I may have picked up a coal-fired tender loco from the Easy Auction. I would say they're the same builder, but I'm not entirely sure. Derek would agree that the photo seems to show a Clay Cellars model. I have only ever seen one in steam. Information would be welcome, even if it is just pointing us in a particular direction. What happened to the firm? Pray tell if you know.

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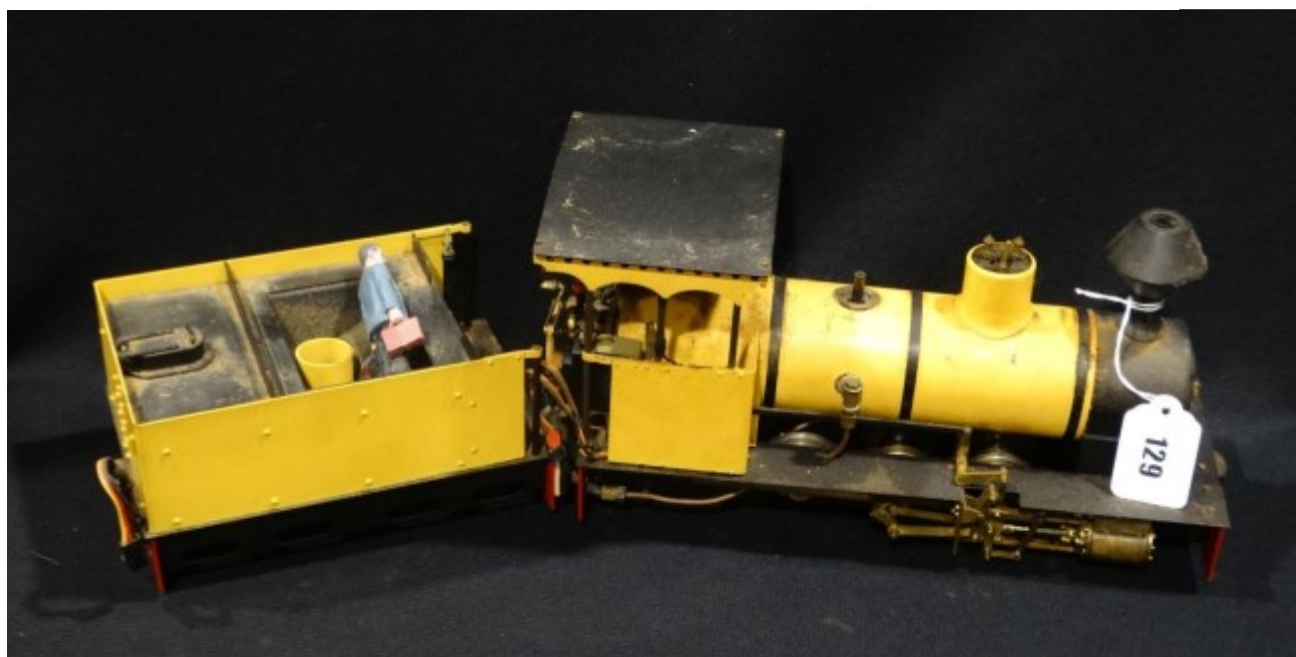
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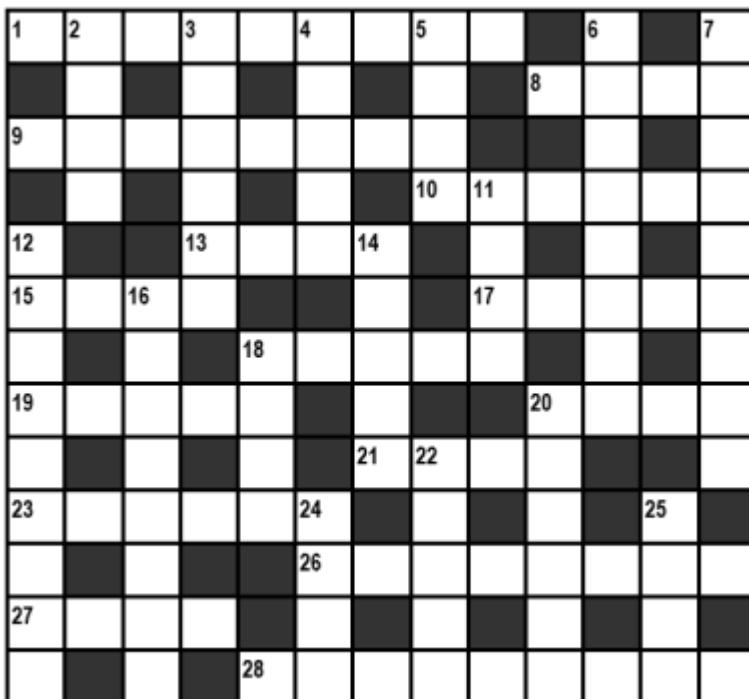
Case Five - an answer and a new case?

We asked in the last issue if anyone could help Phil Parker, the Editor of Garden Rail, to identify some kit parts that he had bought, as they were not what appeared on the packaging. I only had one response, and that was from Peter Jones (Google in Peter Jones Loco Works and there's a lot to interest you), attaching the photos you can see. As he says, it is not possible to identify if the parts are for either of these vehicles, but they are worth including in their own right as they look well, and qualify also for the 'It's behind you' heritage rolling stock theme.

Peter bought both the kits from Merlin in 1985, when they cost him £6.26 each, with axleboxes and wheels separate. They were Don Pearse manufactured. He built them up, but moved both on a few years ago. Have you got them now?



OILY RAG CROSSWORD NO 35



ACROSS

1. The heartbeat of the North Yorkshire Moors Railway. (9)
8. He had a reputation for driving fast (but not on rails) (2 Kings 9 v 20). (4)
9. U film zoo going round this Bedfordshire railway. (8)
10. Dealer changes Bulleid loco. (6)
13. Trains can overtake on mountain route. (4)
15. Get a redesigned level crossing barrier. (4)
17. Blower on, fire going well: laughs loudly! (5)
18. This can be inside, outside, or round the door. (5)
19. Britannia crosses a strait clue to corrupt a mine. (5)
20. Sean arranges entertainment for WW2 troops (going by train?). (1,1,1,1)
21. Nigel and Derek's TBM job when tied in knots! (4)
23. Arises in disarray and lifts steam. (6)
26. Sacred memory bank at Anglesea terminus. (8)
27. Your challenge includes finding GWR loco class. (4)
28. Do this to create new opportunities to enter a railway carriage. (4,1,4)

DOWN

2. More repairs needed for Llandudno's tramway. (4)
3. Norse god is above physical exercise at Norwich terminus. (6)
4. 0-4-2 Liverpool and Manchester Railway Kitson and 0-4-0ST Lincolnshire Wolds Peckett locos. (5)
5. Finger covering track spike. (4)
6. Bend half around field railway. (8)
7. Protects commercial vehicle at rear of train. (6,3)
11. Their engine conceals Dingle country. (4)
12. Non-commissioned potato on Teifi Valley Railway. (3,6)
14. Strange tales about Penrhyn Quarry product. (5)
16. Did model manufacturer melt line accidentally? (8)
18. Fill someone with enthusiasm for engine's hot spot. (4)
20. Fetch Edward Thomas to reveal engraved name plate. (6)
22. This is a roundabout clue about a magic Roundhouse rabbit. (5)
24. Hasp assembled for Cumbrian railway summit. (4)
25. Seen above 26 across or found in halogen lights? (4)

Chris and Jenny Dowlen

Solution to OILY RAG CROSSWORD #34 (republished in September/October Throwback Modeller #35)

ACROSS

1. Chattenden; 7. Skoda; 8. Ridham; 10. Longleat; 11. Glue; 13. Trains; 15. Seated; 17. Watt;
18. Concrete; 21. Signal; 22. Alice; 22. Kerr Stuart.

DOWN

1. Castletown; 2. Acorn; 3. Tramline; 4. Normal; 5. Ends; 6. Mallet; 9. Beddgelert; 12. Merchant; 14. Antrim; 16. Boiler; 19. Erica; 20. Anne.

Contact us..

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Diary Dates

Steam at Rowington (Village Hall). CV35 7BU. Saturday 9th. December 10.00 till 16.00. 5 layouts, some traders. Refreshments available.

Ashbash: Ash Priors Village Hall, TA4 3NF Sunday 10th December. Further dates are 11th February and 7th April.

Midlands Garden Railway Show. More commonly referred to as 'The Fosse'. A two day Show over the weekend of 2nd/3rd. March at the Warwickshire Exhibition Centre CV31 1XN. Multi gauge with over 15 layouts.

Saturday 27th. April 2024. The National Garden Railway Show, Stoneleigh Park Kenilworth CV8 2LG

An invitation is coming for the heritage layout to return to the Llangollen Show on Saturday May 11th. next year. We will give you more information nearer the time

In closing I have to admit to being the naughty Elf that decorated Derek's Christmas tree with heritage Manning Wardles. I'm already looking forward to 2024 as being a reboot of my modelling. It's been a tough year for us, but we're coming out of it, and some things haven't changed. I still have too many projects on the go, and that's before I get into my restoration projects. You can also see in here that I have decided to sell on some of my Accucraft L&B rolling stock. That's down to the success of Throwback Modeller.... This is the sixth anniversary year for Throwback, and Throwback continues to achieve what Derek and I set out to do. For example, one of the successes is the "wants section". I have been so fortunate with the "wants" section to have been offered the opportunity to buy examples of some historic L&B models from landmark builders. The nice problem to have is that my "modern" Accucraft models now need new homes as I'm running out of places to "hide" items of rolling stock around the house so these four need to be sold on!

I've got eyes forward to the National Show in the Spring too, I'm quietly challenging myself to get one of my projects off the work bench and make it to the show. It's a beautiful NGG13 Garratt, so not really in scope for these pages, but sadly it's already had it's fourth Birthday, and I've not even started the boiler and cradle yet! Then it's back to finishing the Mike Beeson (Unicorn) Manning Wardle. I'd love for Throwback to include still more loco restoration projects, from other contributors. I love the whole dilemma, what's restoration, what's new build. It's exactly the same for classic cars, and even the running prototypes we make models of! Sandra and I are now heading towards a key age related milestone, and Sandra keeps discussing retiring asking what we're going to do when we retire. I've got my eye on a classic car, I'm thinking with that and the stash of unbuilt kits and unrestored/incomplete loco projects I've got a lot to go at there's going to be plenty to do.

With Christmas only just around the corner now, I'm looking forward to a few weeks of quiet "downtime". I'm not sure how quiet it'll be, the Christmas decorations in our house have been up, and down again, we have two new kittens and they are enjoying pulling the decorations down as soon as Sandra has positioned them, so maybe not so quiet after all.... Enjoy your Christmas, Nigel



Tail
Lamp

TBM #36 score card

Team tram (Derek) - 9

Team L&B (Nigel) - 17



"Oh Christmas tree, oh Christmas how bountiful are your branches"