

THROWBACK MODELLER

September/October 2023

Issue 35

The home of 16mm Heritage Modelling



Bridging the years

Sweet and Simple Saltford

Case Three for Detective Derek - "The tough one"



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

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Throwback Modeller

ISSUE 35 SEPTEMBER/OCTOBER 2023

Welcome to Issue Thirty Five



Wooosh, yep that was the sound of our English summer disappearing. I drove to work last week with my headlights on, marking the end of summer in my eyes. My workbench continues to be an eclectic mix, one Gauge O loco, two Gauge 1 locos, two Garratts, and a partridge in a pear tree. No really I keep promising myself to finish one before starting the next, and..... It never happens. I have been a little bit good and stored up two models for re-build/restoration. These both arrived as respective boxes of bits. As Derek had taken temporary custody on my behalf, I visited and we both peeped inside the box of

carefully wrapped parts full of intrigue. Did I forget to mention these are both L&B Manning Wardles? One is a Roundhouse and the second a Archangel. The current plan is to basically put them back together. I may add radio on the throttle, I find it far more relaxing watching trains than chasing after them! This does mean I will have two Roundhouse L&B's, and Archangels. While the Roundhouses are notionally the same, my Archangel is gas fired and this "new" one is meths, but appears to be missing the meths tank..... I'm sure both will need a modest level of rebuild. But then it comes to painting. Factory (model) livery, Prototype livery, or something a little different? The "other" Archangel is a little different, it is/was the inspiration for the BR liveried Lyd that appeared on the Ffestiniog as the locomotive was built and commissioned. A second BR liveried L&B loco - probably not, but who knows, my current leaning is a straight forward "SOUTHERN" livery. I'm not aware of any other Archangel models carrying the "SOUTHERN" livery, however as ever, I'm happy to stand corrected.... Looking through this issue there are a lot of interesting items. The DJB Linda restoration is sorely tempting, and the Phil Flint Exe being sold by Andy Hobden. The Phil Flints are the predecessors to the Roundhouse L&B models. They are coveted models, so one to think about.....? Below that is a Larry Cheeseman Meyer, again a very collectable model that rarely breaks cover. One of the pleasures of Throwback Modeller is building the community of modellers who love and appreciate these models for what they are. That said, no matter what's in your collection, each of these models with their back story makes them our pride and joy. I hope you enjoy reading this issue, and maybe give in and buy one or two of the listed models..... Take care, Nigel.



Ellesmere Model Railway Show

This is very local to me, and although a small rural exhibition which is multi gauge, but smaller scales, we took along the heritage layout in the summer with a few of us running over the two days. It was good fun and created interest.

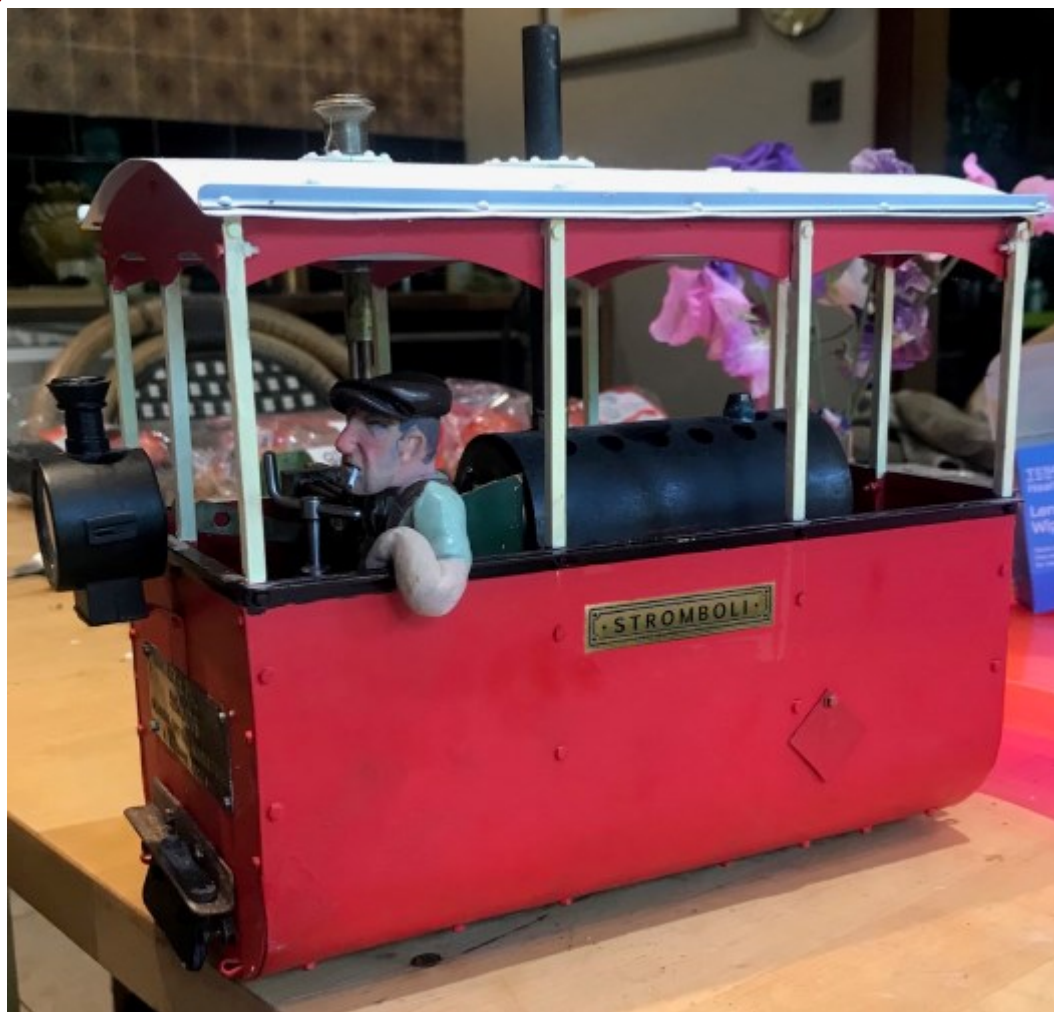
We were, however, joined on the Saturday by someone who will be well known to many of you, and who was for some time the creator and seller of the

'Busybodies' range of larger than life model figures. Rob Bennett was avidly into our hobby, with a garden line of his own, and one of the original builders of the Indian Hills layout, before going on to create 'Stately Manor' in 7/8ths scale. Rob was an excellent all round modeller, whether transforming locos or building delightful rolling stock, and many a good time was had in his company. He has

spent quite a few years transforming his garden, and is rebuilding his line, which you can see in a You Tube clip 'Robert Bennett's Garden Railway 27th. July 2013'. On this you can see some of Rob's lovely Heywood inspired 7/8ths. stock.



Then for quite a while Rob dropped out of the 16mm circle, but I am happy to say that he is back into it, and he spent the afternoon with us. You can see Cyclops, which is a Graham Stowell



Emett style loco that Rob has kept over the years. The tram loco is interesting, in that he has only just built it. Inspired by a similar loco that Steve Bradley built around a Mamod stationary engine, Rob has done the same using the Telford Steam Tram as the prototype and it is to 1:12 scale. It ran really well, making a wonderful sound as it circulated.

We hope to see Rob around more - welcome back.



Sales, Wants & Solds

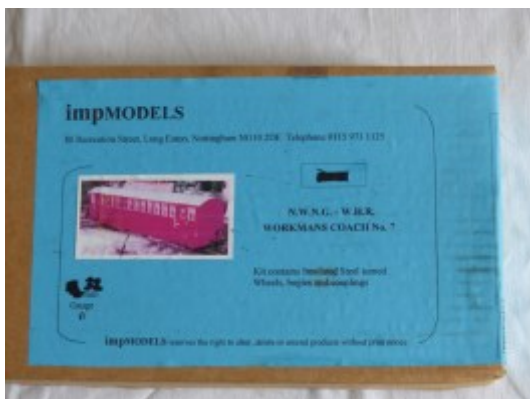
Sales successes:

The Pearse Auric sold via a trader at the Llanfair Show. Accucraft Caradoc sold, as did Otto steam tram and the Regner Vincent, so all the owner has left is Mortimer, which he has decided to keep. Sgt. Murphy sold. Cheddar Iver sold via eBay. We think that the Mamod SL1 with skirts has a buyer. Both the Rheidol and Snowdon Ranger have interest, but neither as I write has been finalised. Get in touch if you are interested.

Sale items—new listings.

If you are starting the magazine here, and we know some of you do..... then there is a Roundhouse Billy and four Accucraft Isle of Man 4 wheelers which you can see in the Barry Sumsion obituary.

First new item this issue is an Imp Models Welsh Highland Railway Workman's coach. Untouched and complete including 32mm bogies. £60.



An assortment of Roundhouse loco parts. Includes two cylinders which move freely, a meths tank (filler needs resoldering) a steam pipe with regulator and lubricator, four wheels on axles, and what appear to be the parts of the slip eccentric valve gear, and a tin box of oddments. I have close up photos of the individual parts. Offers invited.



Finescale Betty - A chance to obtain a scarce, little-used Hunslet built by Tony Sant. It is very pretty and runs very well but is now surplus to requirements.



Accucraft 7/8th scale Sea Lion - Although it is a very pretty engine and runs very well, this Bagnall Groudle Glen "Sea Lion" does not get run very much as it is 45mm only. It was made by Accucraft in 2015 as a special run for Track Shack in the IOM. Prefer to sell the loco with two very nice IP Groudle coaches. Interestingly, although it is 7/8ths scale it looks Ok with 16mm IOM stock.



A really nice looking Archangel Marmaduke, as you can see from the photo. It is a rarer 45mm gauge 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.

I have more information about the third Roundhouse L&B Manning Wardle I mentioned. Firstly, you should be aware that it is in Australia. The loco is complete, but the boiler was accidentally dented, so a new replacement was ordered and supplied, but this is not painted or currently fitted. The loco has been modified to cab actuated direction changing as opposed to the original slip eccentrics. It comes with a strong metal case. The owner wants £1400 for this loco as it stands.

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.



Steamlines Aileen: Stop! Before you wander off thinking that these were all 45mm gauge, I for one was surprised to find that this version is 32mm. There are quite a few of you who model 7/8ths. that might therefore be pleasantly surprised with this. It is a good looking loco, in really nice condition. The current owner reports that the one fault is that the pressure gauge reads 10 psi when the boiler is empty. He has a fixed price for it of £650. Well worth a punt?

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.



Snowdon Ranger, surely one of the most iconic of Stewart Browne's models? It was bought new by John Lambourn, though the current owner has enjoyed it for some 20 years. It has a Tony Sant boiler filler in the backhead, and a



chicken feed meths tank in the bunker. The original meths tank is available. This loco has seen quite a bit of use over the years, being a favourite of the owner, but it still runs superbly. It has an additional cab backsheet.

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.



An untouched Swift Sixteen tram loco kit. I note from their website that they are currently out of stock. £180. (If only I had the time!)

1 each of Brandbright GS2 & GS 3 W&LI 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.



Something a little different. If you are a Roundhouse fan, then take a look at 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, Success - we even found the obscure L&B Archangel Dome!

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 one item,

A spark arrestor chimney for a Roundhouse William.

Then the rolling list.....

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

Perfect World WHR5 Ashbury Corridor Coach Kits If you have a Perfect World unmade and complete 32mm WHR5 Ashbury Corridor Coach kit

Brandbright unmade & complete GS2 W&L Goods Van kit (s)

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.

A Roundhouse Forney - only made between 2000-2004.

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.

Mike Beeson L&B rolling stock/coaches - 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 NGG11 from Peter Angus/Mike Lax

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

An Accucraft NG15, two requests

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.

Tolhurst Model Engineers Vale of Rheidol Swindon built 3rd. class carriage in crimson and cream, in v.g.c.

Perfect World/Trenarren Models station lamp(s).

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

Things have slackened off with auctions. I have mentioned, but will record again that I think almost all of the results that I have seen are below what I would have expected. If you are thinking of using an auction house, why not try advertising in TBM first. No costs to either seller or buyer, as opposed to up to 30% charges to both parties. If we fail (not too often!) then you have a Plan B.

A Pearse Locomotives 45mm L&B 'Lew' in Southern livery and looking to be in excellent condition, sold for what I think is a low figure of £580, plus commissions.

A Roundhouse Taw in green went under the hammer for £950 plus commissions, which is still cheap



Lovely photo, another 32mm Aileen? Photo Ian Cross



Collection Corner

IF YOU HAVE INTEREST IN ANY OF WHAT FOLLOWS, THEN CONTACT THE SELLER DIRECT – ANDREW HOBDEN.

EMAIL: atlh@hotmail.co.uk mobile: 07958 332911.

If I can help in any way, ring Derek as per Throwback magazine.

Andy has been very pleased with the response to selling his collection. Sold since the last issue have been: Accucraft L&B Lyn, Locomotion Cackler, Peter Angus Firedrake, Peter Angus GVT, Roundhouse VoR, NG15 and Mallett as a pair, TME No: 1213, Saxonian, NG16, GVT coaches, Accucraft L&B coaches and Accucraft L&B goods wagons.

In view of this overall success, I asked Andy where else he had advertised the models, to find that he had only used Throwback Modeller! However, the lists had been networked in some cases with his permission on social media groups, where a member had read about them in this magazine. It just goes to show how far we are reaching with Throwback, and we welcome and are grateful for the support. He did however say that some people were reluctant to bid, so he has put firm prices to encourage you. He remains wanting his models to find appreciative homes, so if you are still hesitant but fancy something, have a chat with him direct.

Andy Hobden

Description	Image	Comment
Accucraft Plymouth Switcher “ Elston Gunn ”		Lovely conversion from 45mm track power to 32mm battery by John Fox. Manually controlled, but with a growley sound card, this is a UNIQUE loco (as far as I know!). Personally, I can't quite understand why I haven't repainted it. Smashing little engine for the money. Offers in excess of £300.00
Accucraft Baldwin “ Puffing Billy ”		This is the original version – I understand it is once again in production, so here's an opportunity to buy a little used bargain. 2.4 RC includes transmitter. Offers in excess of £2,000.00
TME “ Countess ” No.823		Not yet run. The full tilt, fully loaded, top of the range specification model. Priceless?! These locos are ludicrously cheap. The only commercially comparable offering are the upper strata Marklin compatible models where beautiful Continental Pacifics and the like go for £7,500 and more – AND THEY'RE ELECTRIC! This is a full size steam engine, faithfully modelled in miniature! It won't be too long until TME's hit 5 figures because simply nothing compares. or is likely to- ever! Offers well in excess of £5,500.00

Description	Image	Comment
TME Quarry Hunslet "Wild Aster"		Two cylinder. Never run. Coal fired cassette fitted. [Gas and meths cassettes are NOT included but MAY be available in the wider market.] Don't even think about comparing these to the johnny come lately QHs, Pecketts etc. Offers in excess of £3,000.00
Roundhouse Sandy River (No.24)		Re-boilered by Tony Sant May 2020. Mark 1 with tender pump. For many years my go-to engine. Powerful, obedient and rare for Roundhouse – a manual water pump! No need to muck about with squeeze bottles and garden sprays, this is MUCH more fun. Chuff pipe (2.4) radio control (transmitter not included) and all the usual trimmings including chuff pipe. Offers around £1,400.00
Roundhouse "22 Mount Olive" (Gungadin)		Classic GRS/Roundhouse collaboration. Lined by Lord Lightline. A straightforward R/C (2.4) Roundhouse big engine (transmitter not included). Chuff pipe. A smart engine for the money. Offers in excess of £1,200.00
Pearse Countess		Well used Pearse Countess. Radio controlled (2.4) (transmitter not included) with whistle. Very powerful with chuff pipe and usual bits and bobs. Offers in excess of £750.00
Leek & Manifold 264 "ER Calthrope"		Built by Matt Muckley and now set to 32mm. This is just a lovely engineer's loco. To see it is to appreciate how it "is not a Roundhouse"! Radio controlled (2.4) with manual whistle, HANDPUMP with actual working water tanks! A smart engine and something a little different. RC Offers in excess of £1,300.00
Merlin prototype? Leek & Manifold "ER Calthrope"		Beautiful body still "in the brass" as per picture and boiler by Tony Sant. This is rather heavier than your average Accucraft. Chassis based on Merlin Hunslet by Ian Pearse. I have a folder of further information on what is a "little bit of 16mm history". Would readily convert into a South African NG26 (or CGR Type A 2-6-4T) but I wouldn't do that! Offers in excess of £1,400.00

Description

Image

Comment

Accucraft 3 Cylin-
der Shay



Purchased 2005. St Aubin, USA. Converted to 32mm by Mike Ousby (ACME). This is a well used and much loved "old chuffer". It is not pristine but has many miles of fun left in it. Complete with water hand pump and 2 types of "smokestack" this is a lovely hands on engine that you'll never hurry!

Offers in excess of £1,250

L&B
"Exe" (No.1362)



It does what it says on the tin! Made by Phil Flint. SMT169 November 2018. Sorted out by David Jones – see article. Meths fired pot boiler and slip eccentric this is an all day long loco with a fair dollop of heritage thrown in for good measure! A smart looking, simple but lovely engine.

Offers around of £1,500

Monarch W&L
"The Duke"



Built and sold by Larry Cheeseman. Modified as per articles by Alan Regan, changing pivot points and ride height. (2.4) RC – transmitter included. Offers in excess of £????

In my imaginary world this loco was inevitably Swindonised to sit better with the Count and (Countess). Also it was named "Duke" to reflect its superior operation and once had a sister (actually a diesel!) named "Duchess". If the story grabs you "Duchess" name and number plates are instantly available at a modest price with this loco!

2x Glyn Valley
style open obser-
vation cars sprung
wheels in red liv-
ery.



These are just nice and if there are no takers I shall probably Exeter or Ebay them.

Offers around £80.00

Accucraft Picker-
ing W&L coaches.
2x brake and 1x
saloon.



One or two ladders have been glued back on (standard problem). Bogeys modified to include springing as per the famous article to that effect.

Come complete with original boxes but no 45 wheels.

Offers in excess of £400.00 for the three.

5x Irish freight
wagons "DLR"
(32mm track)



I can't split these up. They are beautifully filthy (aka weathered) but that hardly covers the "discolouring" evident in the cattle vans. Nasty! At just over £30 each these are way beyond excellent value.

Offers in excess of £160.00

Description Image

Irish passenger train to run on 32mm track: 2x 4 wheel verandah coaches, 3x 4 wheel coaches, 1x 4 wheel brake van, 1x bogey and Schull & Skibbereen Passenger Coach.



Atropos train – 4 wagons



Brandbright 5 compartment coach in white and blue livery.

32mm



Two L&B bogie freight vans



2x Newquida saloons



Comment

Atropos kits commissioned by me and built by Martin of Atropos. Superb quality. The one brown & cream S&S built by Andy Wilkinson. I cannot face selling these off individually – why would you not want the lot! The bogie coach is “probably” unique (according to Martin). He made six kits – this was the only one built to run on 32mm – the others, who knows!?

Offers in excess of £800.00

Six (yes six) x 4 wheelers plus a bogie coach, all bar one built by Mr Atropos himself. You just don’t see that every day!

Beautifully constructed and painted from his own kits (I think) by Martin of Atropos. In the manner of NWNGR/ WHR pretty coloured stock these are delightful. Rather rare and rather lovely rear light by “Gratech”(?) included. Compare to plastic offerings, these are “works of art” wagons. At £40 each these enter the realms of “you cannot be serious”!

Offers in excess of £160.00

All round tidy, useful, bogey coach from the ubiquitous Brandbright kit, nicely built and painted by Andy Wilkinson.

What offers?

These are “NOT” the crisp hyper detailed Accucraft wagons. The bases appear to be “blown plastic” and they were always a “project on the back burner”. They have chopper couplings and run well.

What offers?

Exeter anyone?

Repainted. Couplings changed to choppers. Re-wheeled with steel wheels to 32mm. Wood floors added to balconies. Properly totally disassembled before spray painting in the most dismal eastern block green I could find, they fit right in with W&L’s other eastern European acquisitions. I have grown to love them. They run as a pair with choppers either end.

What offers? Probably the “best value” of the “best value” ever, offer in sm32!



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

A r/c Roundhouse Lady Anne with tender is still listed at £1050.

A battery powered scratch built Wisbech style tram loco had 19 bids to £97.

An Accucraft Lyn had 15 bids up to £1150.

A battery powered Festiniog fairlie Earl of Meirionth, with Bachmann power bogies but needing attention, had 3 bids to £295.

A Locomotion Metrovic r/c battery loco, two tone and looking well, had 18 bids and sold for £579.

A Merddin Emrys battery double fairlie, r/c, with lovely Lightline finish had 4 bids to £510.

A black Roundhouse Fowler had no bids at £1175.

A heavily converted Mamod, looking like a plantation loco, attracted 21 bids and sold for £463.

A L&B battery powered Taw, using a GRS kit base and r/c, looking really sweet, had 12 bids to £967.

3 Clerestory coaches, based on Emily from the Bachman Thomas series, and modified to Cleminson running gear had 17 bids to £186. They looked really well and were cheap I feel at £60 each.

A Roundhouse Argyll had no bids at £1450.

An Early Roundhouse Lady Anne in black was listed at £900, and now relisted at £800.

A lovely Pearse Auric in blue is still listing at £1450.

A really good looking early Roundhouse Lady Anne in red, 0-4-0 and meths, had 22 bids and seemed cheap to me at £559.

With one hour to go as I write, a Finescale Rough Pup has not had a bid at £1800.

A Larry Cheesman Shay had 5 bids and sold for £630. Good value.

A Roundhouse/Brandbright Liberty Belle 0-6-2 tender is relisted at £1850.

The Beeson Ashover coaches are still available at £420.

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

Irish Narrow Gauge Railway Memories with Michael Davies - Part ? Thus far I have found five clips, the second being on the Tralee & Dingle. Well worth watching and listening to.

The Afternoon Tea Train at Wisteria Halt - If you do not really know Roland Emmett's mindset and skills, then this is a short introduction. Just wonderful.

COOMBE HILL RAILWAY CELEBRATES ITS 21ST BIRTHDAY WITH A 6 LOCO LYNTON & BARNSTAPLE GALA 30/08/23. This does what it says on the tin, but does not give Nigel Carte Blanche to add six to the Team L&B scores! Thanks to Chris Tilley for pointing this clip out. Lovely line up!



In finding the above, I also came across: **Coombe Hill Railway (CHR) First Run Of The New American Three Car Gas Mechanical Train.** It is what it says, and since this sort of unit is right up my street, there must also be a few of you who think the same? (Hopefully). I remain grateful for all the 'Ghostontheline' videos available,

especially his coverage of the Exeter Show.

Corris Railway No. 10 - 8th. September 2023: there are of course a number of clips showing this new build Falcon loco on its arrival at the Corris Railway. I have chosen this as it is only five minutes - most others are longer. Any are worth looking at.





DJB Linda - Two in a row?

The last issue carried details of a DJB Engineering Linda, and now almost immediately afterwards we have another. This one is different to the first, in that it was built from scratch as coal fired, by the only owner from the range of castings, etches and plans that David Bailey used to offer. I have added in scans of David's literature from that time.

John Bell continues:

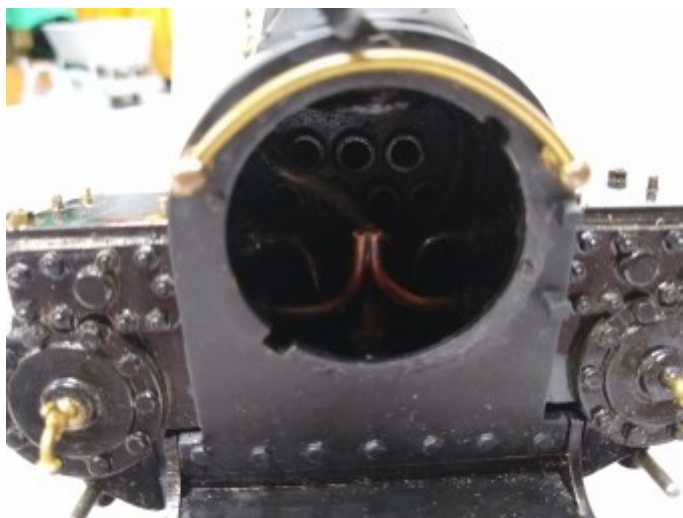
I've never been totally happy with the job I did but it has run some years ago, albeit with the water in the saddle tank almost boiling despite insulation. Over time I've partly dismantled it intending to fix





a few things, build a new saddle tank, repaint and line, and also to move the water tank to the tender. Work started but is not all completed, it's a collection of parts as you can see from the photos.

The boiler that is now fitted was built for me by David Bailey - a beautiful job but no paperwork though. This DJB version is a fantastic model and with some work and TLC by a reasonably skilled builder, my bits could become a beautiful model. Derek continues: As you can tell from the above, John is looking for a good home with someone interested in finishing the loco. At this point it is worth mentioning that he lives in Australia, so importation will involve carriage and duty. At the same time, he has a very realistic vision of the value, so if you are interested, then contact me and we can discuss an offer.



PENRHYN HUNSLET LOCOMOTIVES

16mm SCALE FOR 32mm TRACK

FULLY DETAILED SCALE WORKING STEAM LOCOMOTIVES WITH THE FOLLOWING FEATURES:-

CHASSIS

Fully sprung laser cut steel chassis with wheels in 0-4-0 wheel arrangement, with laser cut coupling and connecting rods in steel

Correct style cylinders 9/16" bore x 5/8" stroke for controllable running, lost wax cast in gunmetal.

Stephenson's valve gear reversible from the cab, mechanical water pump fitted to front axle delivering water to the boiler via the correct clack valves on the boiler side. By-pass valve in cab. Water carried in saddle tank.

BOILER 2 TYPES

Correct fire tube boiler coal fired.

Single flue meths fired boiler.

Backhead fitted with:- water gauge, regulator, blower valve, pressure gauge, external filling valve and firehole door. Safety valve exhausting through roof, hydrostatic lubricator with feed pipe to cylinders.

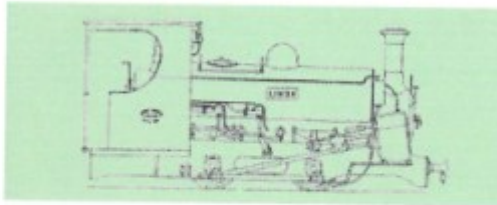
Tender for Festiniog locomotives contains meths tank.

For the Penrhyn version a following truck can be supplied with the meths tank.

All external details produced where possible to scale in lost wax brass.

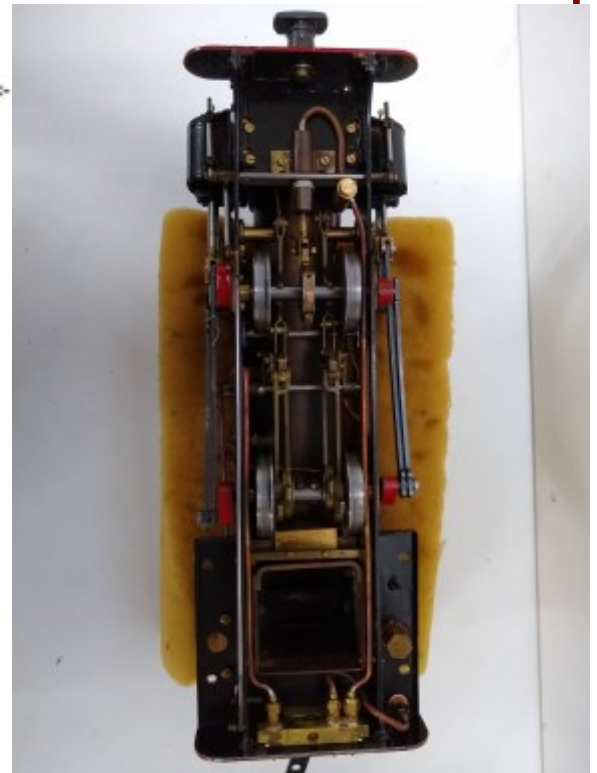
All three engines available as running in "Penrhyn" days.

"Linda" and "Blanche" also available as Festiniog engines with tender. Spirit or coal fired.



PENRHYN "LINDA", "BLANCHE" OR "CHARLES"
METHS / MANUAL
COAL / MANUAL

FESTINIOG "LINDA"
METHS / MANUAL
COAL / MANUAL



PENRHYN RAILWAY

HUNSLET PARTS

Lost Wax Castings		Quantity	Price
Part No.	Description		
99001 / A	Cylinder - R / H	1	£8.50
99001 / B	Cylinder - L / H	1	£8.50
99002 / A	Steam Chest - R / H	1	£5.50
99002 / B	Steam Chest - L / H	1	£5.50
99003	Rear Cylinder Cover	2	£8.00
99004	Crossheads	2	£8.00
99005	Motion Brackets L and R / H		£4.00 Pair
99006	Smokebox and Chimney Base	1	£15.00
99007	Crank	4	£4.50
99008	Injector Body	1	£3.50
99009	Dome	1	£8.50
99010	Couplings		N Y A Pair
99011 / 1	Valve Gear, Lifting Arms, Valve Spindle Links, Radius Rod		£8.00 2 Sets
99011 / 2	Valve Gear Reversing Arm, Lifting Arm, Rocker Arms, Suspension Arm		£8.00 2 Sets
99012	Front Cylinder Covers - L and R / H		£8.50 Pair
99013	Smokebox Door	1	£4.50
99014	Sandboxes L and R / H		£9.00 Pair
99015	Clacks	2	£4.50
99016	Tender Axlebox	4	£16.00
94036	Dummy Springs	4	£8.00
95004	Reverser Assembly	1	£8.50 Set
96207	Valve Gear Eccentric Rods		£14.00 2 Pair
96208	Valve Gear Expansion Links		£8.00 Pair
94086	Smokebox Door Handles		£4.50 Set
	Laser Cut Frames and Rods in Steel		£25.00 Set
	Meths Fired Boiler Complete and Tested, less Fittings		£250.00
	Coal Fired Boiler Complete and Tested, less Fittings		£250.00
	Etched Parts in Nickel Silver for the Loco Body and Tender:		
	Festiniog Locos		£50.00
	Penrhyn Locos		£50.00

Linda's revenge?

Our thanks to Chris Webster, of the Guildford Group, for sending this in:

The piece on the Steamcraft Linda reminded me of an incident with one of those locos on my original garden line in the late 1980's.

Roger Hayward of the Guildford Group had recently purchased one second hand and brought it to a gathering at my line.

It ran nicely but was somewhat "flighty" and as a result, at one point it ran away and derailed. No damage appeared to have resulted so it was quickly rerailed and sent on its way again.

Unfortunately, what none of us had noticed was that as a result of the derailment, the pipe on the tender to which the blowtorch burner was attached had been bent slightly, and rather than firing all the flame up the firebox chute it was now also heating the underside of the large mechanical lubricator on the cab footplate quite effectively.

This also had the effect of reducing steam production somewhat, and it promptly stalled on the next gradient.

The line was at ground level so Roger bent over to give it a helpful push.

At that point there was an audible "pop", Roger stood up somewhat rapidly, and when he turned round we could now see that the lubricator lid was neatly stuck to his forehead which was now liberally covered in thick steam oil.

Luckily the only thing hurt was his pride but it is inevitably another one of those "do you remember when?" stories that has ended up in the club annals!



Barry Sumsion

Remembered

I am very sorry to say that our hobby lost one of its founding fathers at the beginning of August, through health reasons. Many of the older 16mm Association membership will have heard of or even known Barry, but for everyone's benefit I will explain a little about him. My thanks to his widow Pauline for helping with this.

Barry lived in the '70s in Salisbury, and through the local Model Railway Club came to meet Graham Lamb. Calling around to his house one day, Barry found him on all fours in the garden playing with his newly acquired Archangel live steamer. This sparked Barry's enthusiasm, and as Graham worked for British Rail and hence had a railway pass for free travel and no need for a car, Barry became his chauffeur to anything 16mm related. Graham often travelled in the back of the car, with Barry calling him M'Lud.

In 1976 the two of them drove to Southampton, to the home of the Bryants, where there was an impromptu meeting with a few other 16mm like minded people which included that family and A F Webb, that brought 'The Association of 16mm Narrow Gauge Modellers' into existence. Membership

numbers were allocated, and with Graham and his wife Sylvia becoming nos: 1 & 2, Barry was no: 7.

Posts were also decided at this meeting, and Barry became the editor of what came to be called 'Sixteen Mil Today' - the house magazine of the Association and still going as this nowadays. Issue 1 was typed, and ran to four pages but was labelled a newsheet. Barry asked for suggestions for a name for the publication, and set the tone immediately, by beginning:

'I suppose that I could say that I have been



conned - but then perhaps I could have put up more of a fight, or kept my mouth shut instead of boasting of the new photocopying machine. My fellow founder members simply told me that since I had access to the equipment, I could be editor of the newsheet'.

It continued with Chairman (Graham Lamb) and Secretary's (A F Webb) reports, mentioned upcoming events and already had helpful hints and information. Barry continued as Editor up to and including SMT no: 17.

Barry was a typesetter by trade, and handled the production of SMT for quite a while longer before stopping. He and his wife Pauline handled the advertising, created the artwork and then placed the print. It is a reflection of changing times that Barry much later wrote a piece for SMT explaining why they could not accept digital photographs for publication, instead of ordinary photos or slides.

Barry had quite an extensive collection of 16mm models, running at one time to three Gosling GVT's (not at the same time). A fair few years ago his car arrived on my driveway with he and Pauline, and the back absolutely full of a whole range of 16mm items. They were having work done in the house, and needed to clear the room in which it was stored, so Barry made the decision to part with everything, and left me to sell/auction it all.

In my work I used to drive to Pontypool every day, so we met up again not too many years ago. I always enjoyed meeting Barry - we seemed to be on the same wavelength. They say we all go back to our roots as we get older, and in Barry's case he had returned to 16mm, and recently bought a Roundhouse Billy, r/c and four Accucraft Isle of Man four wheeler coaches. They are all boxed and in mint condition, and his idea was to get to a few local garden meets during this year. Sadly his health intervened and it was not to be, so these items are now for sale via me. Offers are invited, and you can see the condition from the photos.

It was Barry's wish not to have a formal funeral - he wanted everyone who was close to enjoy saying goodbye in their own way.



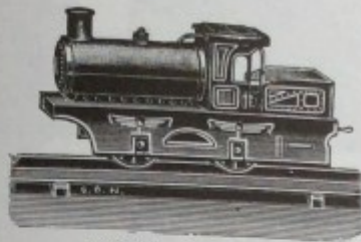
Tim Barrett kindly sent in this response to Peter Dale's piece in issue 34 on early Bing:

I have a reprint copy of the 1912 Bing catalogue, and though it does not show the precise loco or possibly the truck, maybe it does on this latter scan as the tarpaulins appear the same. I doubt this is much help to Peter Dale but early catalogues have their charm and interest.

Model Steam Locomotives

English Types.

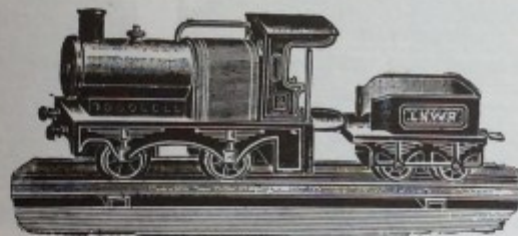
Our Steam Locomotives are so widely known for absolute reliability from the cheapest to the best that they need no further comment. They are well modelled and the lettering and lining is correct.



30592/0 30593/0
M. R. L.N.W.R.

Gauge 0 = 1³/₈ in.

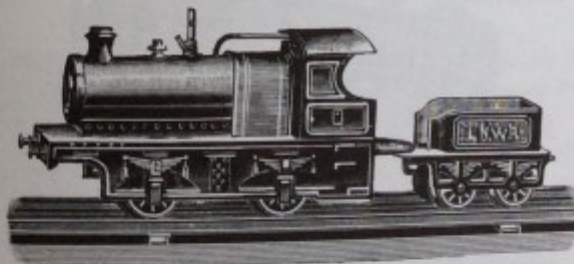
30592/0 } **Steam Tender Loco** (Force Locomotive) with oscillating brass cylinder, stamped frame, polished brass
30593/0 } boiler and safety valve, 7¹/₂ in. long each 3/10



31592/0 31593/0
M. R. L.N.W.R.

Gauge 0 = 1³/₈ in.

31592/0 } **Steam Loco with Tender** (Force Locomotive) stamped frame, polished brass boiler, oscillating brass
31593/0 } cylinder and safety valve, 10³/₄ in. long (includ. tender) complete with tender each 5/6



29592/0 29593/0
M. R. L.N.W.R.

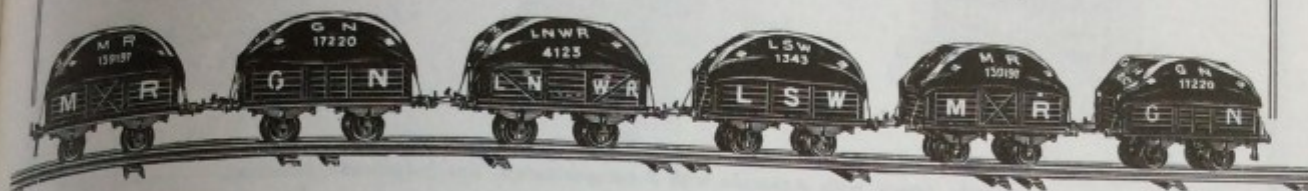
Gauge 0 = 1³/₈ in.

29592/0 } **Steam Loco with Tender** (Force Locomotive) stamped frame, polished brass boiler, oscillating brass
29593/0 } cylinder, safety valve and steam whistle, excellent working model, 11³/₄ in. long (includ. tender)
complete with tender each 7/4

Series of Loaded Trucks

complete with Tarpaulins.

Correct Models, most realistic, loaded with small sacks.



M 3409/0

Gauge 0 = $1\frac{3}{8}$ in.

M 3408/0 = M. R. colour

M 3409/0 = G. N. R. "

M 3410/0 = L. & N. W. R. "

M 3411/0 = L. & S. W. R. "

$4\frac{3}{4}$ in. long, finely japanned

doz. 18/-



M 3410/1

Gauge 0 = $1\frac{7}{8}$ in.

M 3408/1 = M. R. colour

M 3409/1 = G. R. N. "

M 3410/1 = L. & N. W. R. "

M 3411/1 = L. & S. W. R. "

$6\frac{5}{8}$ in. long, finely japanned

doz. 31/6

Complete with Tarpaulin and loaded with 6 small Sacks.

Assorted Railway Goods Trucks.



M 3418/0



M 3418/1



10113/0

M 3418/0	Motor Traffic Truck, gauge 0 = $1\frac{3}{8}$ in., $4\frac{1}{2}$ in. long	doz. 17/-
" /1	" " " 1 = $1\frac{7}{8}$ " $8\frac{1}{4}$ " "	" 36/-

Goods Van, with brake house and sliding door, in fine polychrome japanning

10113/0	Gauge 0 = $1\frac{3}{8}$ in., 4 in. long	" 15/6
" /1	" 1 = $1\frac{7}{8}$ " $5\frac{1}{4}$ in. long	" 27/4

It's behind you—Not while the train is in the station

I picked up the wagon as part of a collection that was being disposed of through the good services of Mr Wiggins. On seeing it I could not resist putting an offer in for it and this was accepted. It would appear that the basic truck is of Binnie origin, but look how much work has been put into this apparently simple wagon. Needless to say I do not run it on any lines as all state that it is a health and safety hazard, due spillage of some sort, even if it is not standing in the station at the time. Who ever made it had a tremendous sense of humour and in their honour it has become a shelf queen and much admired. Pat Brewer 1468



Resistance is futile - interesting oscillations



John Bell writes;

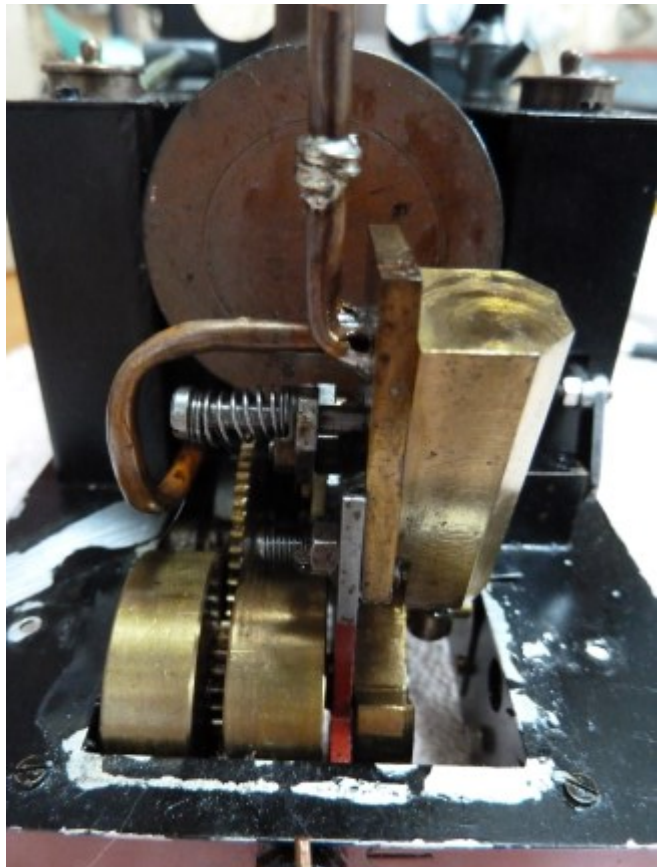
It's Throwback Modeller's fault. How many of us have fallen into the trap of reading the "for sales" section? Resistance is useless.

In my case this story is about an impulse loco purchase from an extensive collection listed in the Throwback Modeller (TBM). The collection featured some very tasty, and very likely expensive, items but the one that caught my eye was a freelance black, chunky, scruffy 0-6-0T meths fired pot boiler. What reader of TBM doesn't love those? The builder was listed as Geoff Jones, not a builder I had heard of. Smitten, I handed over a sum that did not involve the usual eye watering sums that locos seem to cost these days and within a week, #4 according to her tank side plates, was here in Emerald (Vic.), Australia.

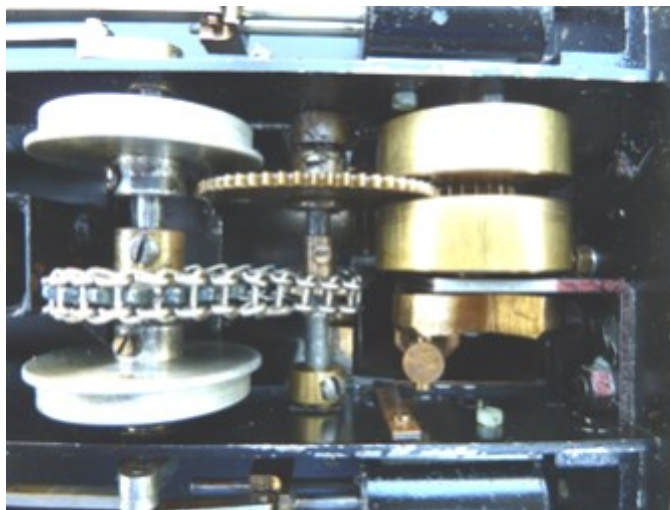
What had I done? I must be mad buying an unknown loco on the other side of the world and shipping it to Australia! What I had purchased was a fairly basic loco but one I thought was interesting, quirky and freelance expressed in a way that was much more typical of the earlier days of 16mm modelling. I don't know if she was inspired by a prototype, perhaps a reader knows? Photo 1 shows newly arrived and tested #4 basking in some rare winter sunshine on my Pobblebonk and Nobelius Heritage Tramway.

From the overall build quality and fineness and fit of parts, Geoff was clearly a good model engineer, whose background I suspect may not have been model railway steam locomotives. Certainly, he was not afraid of innovation.

Photo 2 sneaks a peak under the hood (sorry, smokebox). Lurking there is a pulse racing single cylinder, single acting oscillating motor of about a ¼" bore and 1" stroke. The steam motor drives reduction gears which in turn



drive a ladder chain to the front axle, as can be seen in Photo 3 viewed from the inspection pit. A significant counterweight to the cylinder and a double brass flywheel are incorporated on the initial drive shaft to smooth out most of the jerkiness characteristic of single cylinder, single acting motors.



The method of reversing was not something I had come across in my other oscillators. Nearly all use the simple expedient of a rotary (or sometimes piston) valve to swap the admission and exhaust ports to the cylinder. As we know there are also some commercially available engines that use a piston type valve to dispense with the need to fit working valve gear. Not so #4. Geoff's solution to reversing is to have a movable pivot so the whole cylinder moves from one set of ports to another. As a result there is one steam inlet pipe but two exhaust pipes up the chimney. What highlights the quality of engineering is that the cylinder pivot is controlled from a finely made reversing quadrant - in the cab.

Cylinder lubrication is basic, very basic. A small pipe (just visible to the left of the chimney in Photo 1) extends into the smokebox space as a snorkel for dripping steam oil onto the cylinder wear faces. A few drops are needed frequently when running to keep things moving. It would be possible to hide a conventional displacement type lubricator in the front of the side tanks (like in the Roger Marsh Ogwen), but that would spoil the fun!

Photo 4 shows the very neat and uncluttered cab, with just the throttle, reverser and hand brake. The hand brake cleverly disguises the meths filler, the handle just lifts off and the brake column is a tube down to the meths tank.



Bodywork is basic and minimalist but very neatly executed, with nice crisp bends in the steel platework. The years have taken their toll on the paintwork, and previous owners have added their own cosmetic touches, but thankfully not making any obvious permanent changes to the original. I think #4's bodywork is headed for the paint shop when the weather warms up to give her a fresh finish in satin black enamel, to bring her back closer to what I imagine was original condition.

The verdict? I'm very happy with this quirky and interesting little engine, and it's a meths fired pot boiler to boot, my favourite and low stress firing method. If any TBM reader knows more about Geoff Jones and his locos, I for one would be interested to find out more.

TBM editors should be very proud for helping to find new homes for these much-loved models.



It's a bit toasty

Alistair Shearin kindly sent in the following, as a response to the last issue, and which was great to receive and informative.

Thank you both once again for putting Throwback together for our enjoyment. It's a very wet evening here in Criccieth sitting in our caravan so it was a pleasant surprise when it arrived.

I was talking to John Shawe recently and we mentioned Dave Pinniger's coal fired Linda which John says is one of his favourite engines. So it was nice to see it mentioned. Also the notes about Jack Wheldon's review of the Steamcraft Linda. I remember getting an advertising flyer for the Linda - it probably came with the 16mm newsletter as it was then. What still surprises me is that it had a proper colour photograph stuck on to the description. I wonder if any of these flyers still exist?

It was also nice to see the picture of Mike Beeson's FR / WHR toastracks. I hadn't realised that he made so many. I had two which were sold to Simon Whenmouth about 10 years ago - he might know where they ended up? The picture below shows them on the early stages of my second 16mm line. The loco is still around in Dave Mees' collection - now without the tender and with Penrhyn couplers replacing the Gosling Grondana type which Roger Marsh fitted for me.



Hugh Saunders Locomotives in 16mm

Let me start by saying that I have been in to 16mm since about the 1980's and at the time there were not that many locomotive builders, but one that stood out in my mind was Hugh Saunders. I always aspired to get one but did get one in the end, almost by default. I am now the proud owner of three of his locos, and will in due course produce an article on each.

Mr Saunders produced a number of locos one of which is the subject of this article. This being "Edward Thomas" of Talyllyn fame. This particular loco was picked up at the 16mm show when it was held in Coventry all those years ago. It was in a bit of a poor state at the time being painted in bright yellow, and sported the name of "John Thomas". I contacted Mr Saunders and asked him if could do a refurbishment job on the loco. He readily agreed and I took the loco down to him where he lived in North Kent. When he saw the name on the loco he was not very happy to say the least, but none the less took on the job. A few weeks later I saw him again and the loco had been transformed, fully restored with and the correct name plate. The story goes that at the time he wanted to get a new car and as a result he produced a number of the locos, but no figures were ever known. Over the years I have had a number of the locos only to sell them on at the time, but now is the time to stop. For one very good reason, as when I first started in the hobby I was living in London and got to know a number fellow enthusiasts'. I now live in North Devon and was able to get hold of another "ET". It came in a beautiful wooden box and on opening it I found the name of the previous owner. It was someone I knew extremely well from my London days, and I know that they bought the loco direct from Hugh Saunders, which makes me only the second owner after forty years plus. Under the circumstances this loco is not going



anywhere.

Now to the loco itself. As with most of Hugh's they are spirit fired with an internal fire box which requires an electric blower to be used in order to heat the boiler by creating a draught, until the built in one will do the job once steam has been raised. Basically the loco is like a coal fired one without a coal fired fire box. The controls are limited to regulator, lever for direction, and valve to control the blower once steam is reached. Also in the cab is a hand pump. The loco is fitted with a gauge glass and water is pumped into the boiler from the operating saddle tank. There is in the cab a pipe where one tops up the spirit tank, which is under the cab. The fire box is lit through a fire door in the cab. On my particular loco the gauge glass, following a replacement, is also fitted with a blow down valve for the boiler. Oiling the loco is through a screwed access point on the front buffer beam. Whilst the loco is not true scale it does look the part, it is 32mm gauge only and cannot be changed.

Firing my loco has its own quirks, because if I have more than a third of water in the boiler at start up the whole loco will hydraulic (i.e. lock up), but once running the boiler can then be filled right up. One can get a full twenty five minutes from one boiler fill but subject to firing you can keep it in steam for far longer.

I have a further two locos from this stable and will endeavour to produce an article on each. It is my intention to have all on display at the Exeter Show at the end of October on the Heritage stand.

Pat Brewer

Notes from Colorado - Story of a vintage bridge....

by Marc Horovitz, Photos by the author

I know that this publication deals primarily with vintage locomotives—with occasional rolling stock thrown in—but what about our own railways. Many of us have railways that have enjoyed extended longevity and may well be considered vintage in their own right; these should be considered as fair game for a write-up. My own line is well over 25 years old. Given that, here's a story from my railway.



Chunks of concrete eventually started falling away from the piers. The rusty rebar has been exposed on this one

The third iteration of our Ogden Botanical Railway began in 1993 when we moved into our newly completed house. Even though we were in the city, our large lot looked like a little patch of the prairie waiting to be civilized. When the hole was dug for the foundation of the house, the contractor was instructed to just pile the dirt in the back yard instead of hauling it away. This provided the site for the railway.

The actual railway, which was to be raised around 18 inches, didn't open for business, as it were, until about three years later. Stone retaining walls had to be built, plants planted, the track plan designed, and all of the dual-gauge track, including seven switches, had to be hand built.

Included in the plan were places for two bridges. The small one spanned a depression in the ground on the east side. On the south side of the railway, the landscape sloped down to ground level and the entire south side was to be spanned by a long viaduct. This was ultimately designed to have five steel girder spans supported by cast-concrete piers, as well as curved, cast-concrete spans at either end.

A friend, Mike Harris, kindly provided the sheet steel for the spans. Thus, the bridge became known as the Harris Viaduct. I cut the metal into appropriate pieces and spot-welded the girders together. Each span was then commercially powder coated a nice, deep green.

The end spans and upright piers were cast in concrete using wooden molds that I had made. The piers were slightly Art Deco in flavor and both the piers and end spans were reinforced by steel reinforcing bars (rebar).

It was in the use of the rebar that I unknowingly erred. Inside the curing concrete the rebar began to rust. With the rust came expansion. After several years in place, cracks began to show in the sides of the piers. As time went on, water crept into the cracks and further exacerbated the problem. The concrete end spans were beginning to deteriorate as well. Ultimately, chunks of concrete began to flake off and it became apparent that the bridge's days were numbered. Something had to be done, but what?



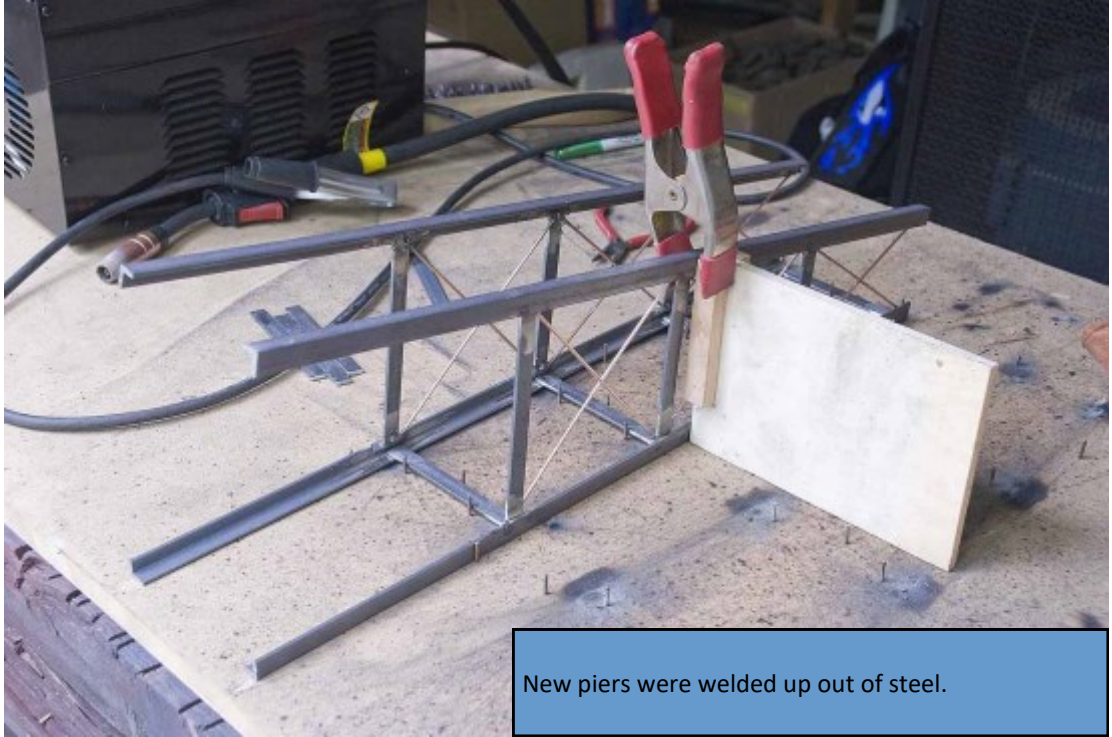
I still had the original molds for the piers. However, I didn't fancy recasting those heavy lumps again. I could make new piers out of wood, but they wouldn't last long. Plastic was definitely out. What remained was metal. Aluminum was briefly considered but that idea was soon discarded. Steel seemed a likely solution. It was not difficult to work and was relatively inexpensive. But how to build six identical piers in a reasonable amount of time?

The answer that at last came to me was to weld the piers. I knew nothing of welding, but watched some videos on

that source of all information, YouTube. I then bought a cheap wire-feed welder at my local Harbor Freight store and some steel at a metal-supply house, then set to work.

I designed some utilitarian-looking piers. They were not as stylish as the previous concrete ones but they looked fairly prototypical and would do the job.

Welding went reasonably well. I made



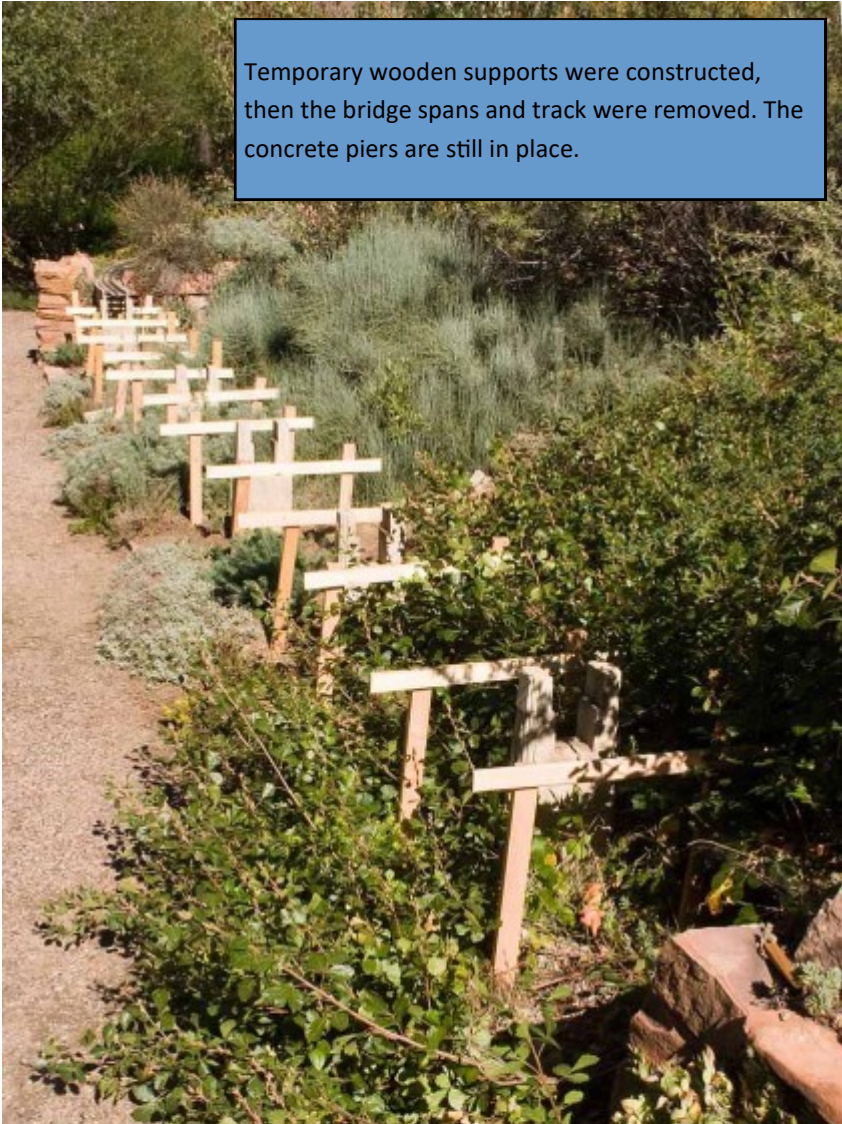
New piers were welded up out of steel.

a wooden jig to hold the parts in place and provide some uniformity between the piers. As experience was gained, each pier looked a little better than the last. After a while I had half a dozen new steel piers, painted black and ready for installation, which more than repaid the cost of the welder.

I removed the track and the steel spans, which just lifted out of the concrete piers. All of those piers had been set in concrete footings. Getting them out was an unpleasant chore, but it was finally done.



Six new piers, complete and awaiting paint.



Temporary wooden supports were constructed, then the bridge spans and track were removed. The concrete piers are still in place.

Installing the new piers presented a challenge. They had to be set with some precision in three axes in order to be properly positioned beneath the intersections of the spans, and also to be at the proper height to support the track levelly. I finally decided on the following procedure. I'd first build temporary supports of wood to hold the girders and track in place. Recesses would be dug beneath, in the area in which each pier would stand. Wooden forms would then be placed in the holes, into which new concrete footings would be poured once the piers were in place. When all of this had been done, I would then suspend each pier, properly positioned, from the steel spans by tying the piers to the spans with wire or zip ties. In this way their positions could be fine tuned, as their legs dangled in the voids of the wooden forms. This worked better than expected.



Pier removal was an onerous job. The concrete footing can be seen on the pier laying down at the right.



Foundation holes have been dug, the bridge spans and track replaced, and the new piers are ready to go

When all was ready, I mixed batches of cement and poured them in the forms around the feet of the piers. Once the concrete had set, I cut away the wires and zip ties: nothing moved. Voilà! Dirt was then filled in to conceal the footings, and the railway was back in business.



A pier, suspended from the bridge by a zip tie, awaits its footing form.

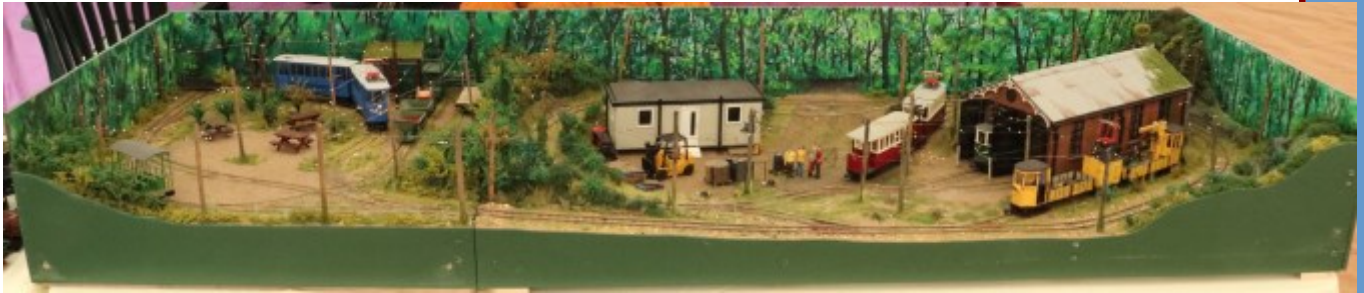


The concrete footing has been poured. The system has proved sound and the new piers have been in place since 2014

Saltford Models Loco Kits

Thanks are due to Terry Bowden, a member of the Central Somerset group and regular displayer of one of his layouts at the Ashbashes. He has an industrial layout, built some 30 years ago. It is very small, and just a circle of track with a 6" radius and a single siding. All the locos are battery powered, with Locoremove wifi control.

His tram layout is to the smaller 1:32 scale, running on 00 gauge track, and is called Backan Ford Tramway. Current is collected from the overhead wires with DCC control.



Terry has kindly penned this further piece on the products of Brian Clarke's Saltford Models. Having appealed on behalf of two people in the last issue to see if anyone had any Saltford axleboxes to pass on, Terry has very helpfully explained that he can supply 3D printed versions. Derek will pass on your details if you are interested.

Terry Bowden writes; Back in the early 1980's, when my garden railway interest was in its infancy and money was tight, I continuously explored ways to get something running on the short length of Peco 'O' gauge track pinned to a couple of

wooden planks on posts that was my garden railway. I built a number of dubious 'loco's' using small battery toy cars that were available, I think, going under the name of 'Stomper'. These were reasonably successful, and, at least one, still exists.

Brian Clarke's Saltford Models range of 'kits' brought a more realistic feel to my efforts. My first venture into the Saltford range, was the Simplex. This was built, more or less, to the instructions and provided a useful locomotive to plod along the track with a rake of much altered Tri-Ang/Novo tippers.

Saltford Models kits consisted of a set of white metal castings including wheels, axle boxes, buffers, sand boxes, starting handle, etc.. A small amount of electrical wire, two switches, motor, axles, brass worm and gear and a piece of brass sheet. Three sheets of instructions and drawings completed the kit.



Saltford Simplex at rest



Plasticard to build the model was left for the purchaser to provide. Brass axle bearings were available as an optional extra.

The motor drove one axle only, but could be wired up switching the two pairs of AA batteries in series or parallel to give Fast and slow speeds. Two switches were provided in the kit, a slide switch to give fast and slow speed and a toggle switch to give forward/off/reverse. Quite adequate for a small line.

Final detailing was left to the individual to source and add to the model.

The Ruston kit follows the same format, but I chose to construct my one with 4 wheel drive, so along with the brass axle bearings, I purchased an extra worm and gear set.

The motor was mounted horizontally between the frames under the cab driving the rear axle through the original gear set. A piece of steel rod (possibly piano wire?) the same size as the motor shaft was fixed in the end of the worm on the motor and the second worm fixed to this extension. The extension carried on out the second worm and into a small piece of brass tube fixed to a chassis cross member as a bearing and end support.

Some lead was fixed to the front end between the frames to give some extra tractive weight.

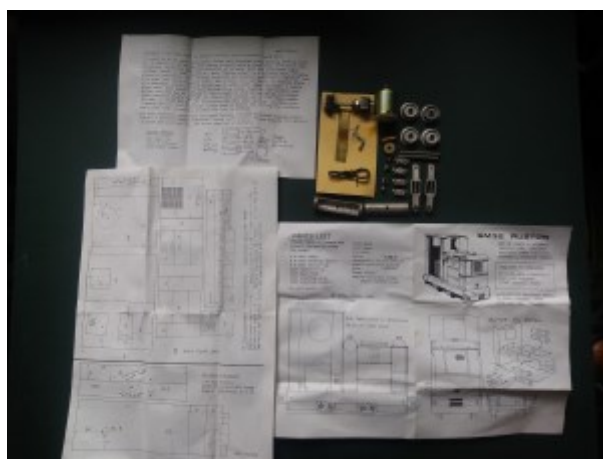


Saltford Simplex gubbins underside





Saltford Ruston gubbins underside



PARTS LIST

PLEASE CHECK all parts are present before building the model:

- 4 x cast wheel
- 4 x cast bearing detail
- 2 x cast filler cap
- cast radiator top
- cast fuel tank
- cast starting ring
- cast starting handle
- 2 x cast buffer

axle gear
worm gear
2 x axle motor
direction, on/off switch
speed variation switch
wire
brass sheet
engine securing screws
pages instructions

(7x2816)
(Slide)
(Slide)

© Brian Clarke 1988

SM32 RUSTON

SET OF PARTS & ASSEMBLY INSTRUCTIONS. INCLUDES VARIABLE SPEED FACILITY, BUFFERS & STARTING HANDLE.

REQUIRED TO COMPLETE:
60 & 30 thou plastikard
4 x 1.5V battery
("AA" pennell size)

SUPPLIED BY SALTFORD MODELS
11 PENN GARDENS, BATH,
AVON BA1 3RZ, ENGLAND

N.B. Make parts to dimensions shown on other sheet.

BATTERY BOX DETAIL



Saltford Ruston optional parts

ASSEMBLY - use "Hot-Pot" or similar solvent, and "5 minute" epoxy glue.

If model is to be used intensively, brass axle bearings would prolong working life. Fit of wheels on axles may need easing slightly with a round file. Glue motor onto footplate, adjusting gear mesh CAREFULLY as it sets. Note how plastikard edges overlap (shown on side elevation). Make "engine cover" as a separate unit, allowing access to batteries. Drill through footplate for loosening screws (will "self-tighten" into hole just less than clearance size). Add looser into cab front. If fitting brass axle bearings, extra traction weights may be added under footplate rear. A simple sheet metal gear shield can help exclude stray grass, bugs etc for outdoor use. Buffer castings may be drilled to take a coupling drop pin as on the prototype. Paint starting handle red and glue onto a flat surface, so if left there ready for use. It would NOT be left inserted in the loco when running. Remember your liveries should include a water hose or bucket for filling the radiator and a fuel tank convenient to where the loco is stabled.

For most realistic operation, prolonged battery life and increased haulage power, install a Saltford Models ELECTRONIC speed control unit. Please enquire for details of price and availability. The motor supplied is suitable.

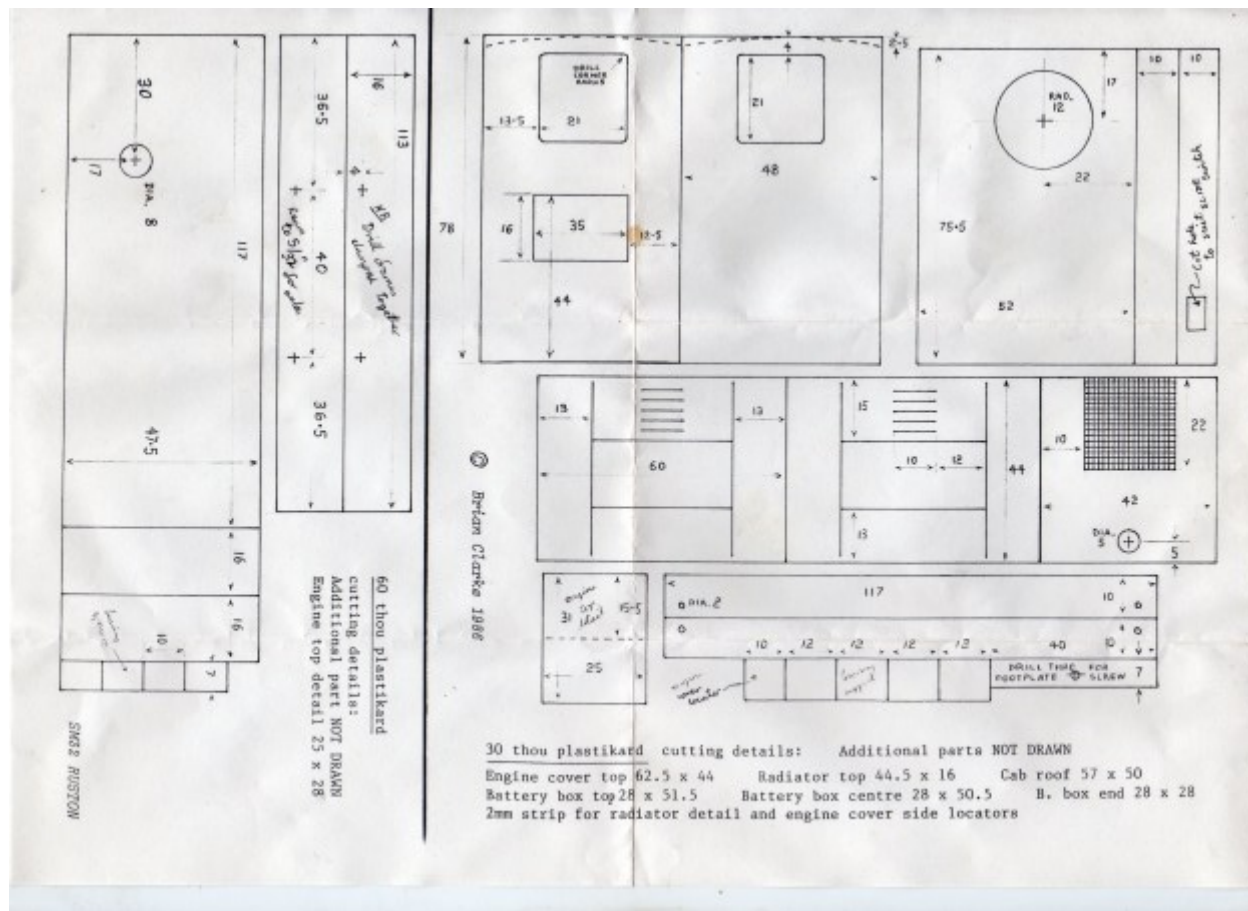
WIRING METHOD

4 x 1.5V "AA" size Battery

Toggle Switch (Direction)

7x Motor







The Simplex and Ruston are currently awaiting restoration back to working order.

My final purchase from Saltford Models was the Koppel Midget. This model largely follows the same format of the Simplex and Ruston kits, but is slightly more advanced in that it has a few more detailed castings and came with 4 wheel drive as standard. This is a small loco. One drawback, in my opinion, was that the design called for a 3v battery (Ever ready No 8) which needed splitting into two smaller batteries by removing the outer wrapper, these batteries I found difficult to obtain locally, so I modified the battery box to take 2 AAA batteries, which only just fitted, and was reasonably successful.

The castings were crisply moulded and quite well detailed. A toggle switch with a long toggle was supplied which was mounted on the footplate next to the drivers seat and gave forward/off/reverse. A slide switch could be wired up to give two speeds as before. My model has recently undergone conversion to Wifi control using a LocoRemote Mini 'B' with a LiPo battery.



INFORMATION WANTED

A new owner of a Pearse Countess is delighted with the loco, but it came with no literature of any sort. If you have

instructions etc., which you could scan or pass on if you are so minded, then please get in touch. Equally, if you have

any tips, or guidance on running the loco, again help would be appreciated.

ANOTHER SALTFORD - OR TWO



Chris Dowlen, our crossword compiler, sent in the following: Here are some pictures of two of my Simplexes (plural of Simplex, I think). The dark green one is made from a Saltford 'kit', probably in the late 1980s. For years it had a simply forwards and reverse switch to operate it, but is now



blessed with a radio system, which just about fits in. Apart from the chassis, which is brass as opposed to the Saltford original, the only alteration over the years has been the addition of some lead over the driving wheels to increase adhesion, though I am not entirely sure it is necessary. The other Simplex got made from the Saltford drawings without any of the castings. Well, I had the plans around, so why not?



Electric Avenue Thee

James Huntley recently shared some photos with you of his Cheddar models. However, he also has the following, and yes, Peter Dobson did build a few models that were not railcars, and we will try to feature them at some point. If you have one, please get in touch. James wrote:

Thought you may be interested in this - probably approaching 16mm heritage now. It appears Vintage Charm/Peter Dobson built one off locomotives at one point. I wonder if the readers of Throwback have seen anything else by the builder? The advert was from Garden Rail but I can't recall the date - doh! This loco may become available, so register your interest with Derek if you fancy it.



VINTAGE CHARM



A 16mm scale model of the first De Winston horizontal boilered locomotive delivered to the Penrhyn Quarry in 1876 to work the 'mainline' from the quarry down to Port Penrhyn. A 9v battery powers the 12v motor giving prototypical performance with the utmost simplicity. The model is 265mm long, 82mm wide, and 120mm high while the 80mm wheelbase means it can negotiate the sharpest curves. Intended for 32mm track the model can be instantly converted to 45mm gauge. Only £425 including Special Delivery p&p. Please write or phone for larger photographs and details.

PETER DOBSON
21 Mill Road, Gt. Gransden, Sandy, Beds SG19 3AG
Tel: 01767 677762

Miniatures



Electric Avenue Too - the Eric Lloyd locos

Dave Pinniger kindly wrote and attached the two photos you can see of Queenie, which was built by the late Eric Lloyd, a seriously adept early 16mm modeller. It is battery powered, and Jeremy Mayo bought her recently from an auction, with two other locos Eric had also built. I am grateful to Jeremy who has sent the other four photos covering these two models. He bought the three locos from an auction. If anyone has owned them in the intervening years, or can point us in the direction of further information, then please let us know. I personally like Smokie!

Eric Lloyd was sufficiently well known that Rob Bennett (Busybodies) made a figure of him, and DP put his in the cab of Queenie, where it is fair to say that he looks completely at home. Rob crops up elsewhere in this issue.





DAVID TAYLOR - STEAMCRAFT

Whilst we mostly remember David for his 16mm models, he was also a builder and supplier of live steam locos in 00 gauge. Keith Skillicorn has one on loan from David himself, and you can see it running on the following You Tube clip, with thanks to Keith for the pointer.

Live steam Jubilee built by David Taylor in the 1980's





Continuing this theme of railway infrastructure, the first of the embankment is another Keith Skillicorn photo taken on Dave Mees masterpiece line, The Wigfa & Llanrwst Light Railway. It could be the real thing in the shot, and I admire the effort that must have gone into creating the embankment. The original Festiniog George England is Keith's Gosling model, which complements the overall effect perfectly.

A Railway runs by

I am proud of the Cain Howley concrete viaduct on my own line, built to a special height of two foot. However, for reality, you cannot really fault Dave's creation. Flanked on the one side by a Tan-y-Bwlch style bridge, the viaduct manages to have a realistic looking river tumbling below.



CAMEO TWO - SPRINGTIME EVOKED

This is going to develop into a series of what I consider to be very well written pieces, unlikely to be repeated in this modern age of literacy. Again, following on from the last issue, this is Peter Jones at his eloquent best in early 1988. It will surely be useful to anyone who has recently obtained their first heritage meths fired loco? Hope you enjoy and yes, I am well aware that it is the wrong time of year for this! It begins:

At last, the long dead march of winter is past. It is that mythical first day of spring that owes allegiance to no calendar. The sun almost hurts the eyes in this clear calm brilliance. It is a day, surely, for running a train? It is a while since any train has moved along this track, and we take a gentle hour off to walk the line - packing here, clearing away leaves there. Really we should do some proper maintenance, but today is too good to waste.

So, Lady Compton emerges almost blinking into the light. There is dust everywhere and the brasswork is dull. Before a run then, we can almost luxuriate in giving it a clean - there is no rush. Coaches too a rake of three bogie vehicles is wheeled out and their condition is shameful. The roofs are spattered with oily drops and damp dust. There are oily fingerprints along the sides, and there is a build up of gunge on the wheels - this must be looked at for smooth running. So everything is checked, polished and oiled. There is a look round to check for loose screws. The wicks may need attention later, but we can live with that for now.

With the complete train now gleaming defiantly, the time has come to get the loco into steam. I have my particular routine, based on no good reason other than it works for me. The safety valve is unscrewed and water is jetted in under pressure from a modified squeeze bottle.

Lady Compton has a test cock instead of a drain screw. When the water level is exceeded, a small gush of water comes from the underside of the footplate. The safety valve goes back with a playful tweak on the spindle to make sure nothing is stuck. Oil comes next. Our Lady also has the luxury of a drainage tap on the lubricator. This is flicked open and the top unscrewed. Oil is squirted in until it is full and a globule of oil appears at the bottom, and then everything is shut. If this hadn't been the first run of the engine for a while, now would have been the time when the oil can went round all the vital bits. But this time we can turn straight away to the fuel. The grubby yellow valvespout bottle fires the meths into the tank with a tangy aroma. No matter how careful I am, I just cannot seem to stop at the right time and a wodge squirts out from the overflow pipe. For this reason I fuel up in a separate area from my final lighting up bay.

The engine is transferred to this location. The track runs out over a couple of open girders giving access underneath (with a mirror if I am trying to light a strange loco). Not being equipped with a cigarette lighter which can turn up to a long flame, I have my own method of lighting up. Most of it involves the traditional twists of wick material in a piece of bent wire. As well as a quick squeeze of spirit onto this, I also push the nozzle of the spirit bottle down between the frames. A faint squeeze lets just enough spirit run down the wick tubes and hang in a purple dewdrop at the bottom of each burner. The match is applied to the lighter, which in turn is applied to the to the bottom of the tubes, and we are alight.

There are still more checks. Regulator off?. A single cylinder engine may not start on its own, but with two cylinders - well, it pays to be cautious! Even though the fire may be but lately started, there is usually a bit of warmed air to bubble past red fibre washers if things are not tight enough. After a few minutes the boiler test cock is opened, and a pound or two of pressure pumps out the excess water. When it stops, this too is closed.

Now is the time to check couplings. It is bad practice to let chains dangle along the trackbed. So they are all hooked up safely. Soon there is a gentle humming sound as the water starts to move with the heat. The engine is slowly coming alive and we wait for the first couple of pounds of pressure to show on the gauge. Eventually we see that the needle has just crept away from the stop. We now give the engine a couple of nudges with the regulator open to drift the first steam into the cylinders. This drops the needle right back down again.

The correct head and tail lamps are hung in place, and we can think about moving. Nearly all pot boilers tell you when they are ready. There is a faint brief cough as the water is expelled up the chimney. The engine may run forward a centimetre. This clearing of the throat invites us to start up. The engine is pushed along a couple of feet with the regulator being opened. Lady C is a demure creature and her condensate drips down delicately between the frames; no vulgar jets of water out of the chimney are permitted.

She shudders slightly and j.u.s.t. about moves herself. Before hanging a train on, she can enjoy a short scamper up and down the track to settle her down. Finally though, it is time for work. The engine backs slowly down to the train until the buffers just touch. The chain is hooked on, and there is just one more job. The oil and meths are topped up. The safety valve is lifting with a sizzle. All is ready. The regulator is swung open wide. The first section of track is a climb. We follow the progress, making sure that all is in good order. At the top of the climb the regulator is eased back to the spot where the train can steadily run and run. She is a free agent from now on.

The steam hangs white in the clear air and the wheels drum out first in cuttings and then on bridges. We can stand back and watch the complete thing, running along the long straight and out of sight at the bottom corner.

The summer awaits.

Double trouble at Woody Bay?



Maybe a nod to the future when the 762 Club finish their two Manning Wardles.....? Here these two Roundhouse models of Taw and Yeo bask in the sunshine. Lovely models.



Ron Grant - more information

Alan Leslie kindly sent in this email and photographs as a result of the last Throwback. He says:

Many thanks for the latest TBM - very interesting. I attach some pics of a Ron Grant built loco which I obtained some years ago from a trader at a show. The 'works' are Ron's standard chassis but he told me he built the body as a one off from plywood. It was a very heavy and powerful beast with an elderly manual speed controller. I re-painted it as shown and added the working headlamp, and the handrails. I sold it via one of your heritage Auctions some years ago but have no idea where it is now.

I sent this email to Ron, who responded as follows: This loco has a history, and this is the story as I remember it. It was ordered by a Mr. A Cairns in May 1985. He specified manual control with a wood body akin to a BR 08 shunter. Painted Blue/Black footplate. Serial No: FE227/5. He collected it from my son's place of work in Tunbridge Wells in May 1986. Invoice value £179.80. I do not remember the curved bonnet top. I do however remember spraying it with cans of car paint whilst on holiday with the caravan in Northumberland!

At some point it was sold - new owner unknown. It was later sold again to Tim Casserly, who sold it again in Nov. 1994 to Alan Leslie, whom I know as he has had other items from me in the past.

The next time it turned up was at the heritage auction at the Peterborough Show on 31st. March 2012,



when it was purchased by Nick Hart of Ripon who I also know. I have no idea what happened to it after that. I am fairly sure that he intended to make a Meteor body for it, buying a body etch from me at some point. Can you bring us up to date with this? Derek



Ron Grant - the sequel

Derek writes that, as a result of the piece in the last issue, a number of people have sent in information that warrants further sharing. I am beginning with Ron's initial email to me after TBM34 went out:

I arrived home yesterday after a local Garden meet to find that TM34 had arrived on my computer.

Once again an Excellent issue especially your article about me that you have kindly penned. I am very grateful and cannot thank you enough. My thanks to all the others who have provided info and photos.

Chris Bird's story about the history of his early loco is interesting as one of my own Kerr Stuarts came off the track at John Maughan's last open day! It fell about 3 foot onto solid earth and somewhat distorted the cab .I have not got around to repairing it yet. It is certainly a strip down, straighten, rebuild and repaint. (History repeating itself!? DW)

Ron emailed separately to say that he built one other wooden bodied loco, and attached a scan of his original works sheet. It was made on an 0-4-0 KS chassis with r/c. Sadly he has no photo, but if you can identify it then please get in touch.

Graham Ashby contacted us and sent in the photos of his Ron Grant built Southwold wagon with suitable (?) load. Gerald Janes kindly emailed to say that firstly, how much he enjoyed dealing with Ron, and added that a number of his locos have nameplates that he supplied, and whilst there are other good ranges available, he has yet to find any that equal or surpass the quality and definition of those from Ron.

We mentioned Ron Cushion wagons in the last TBM. I am told, though not by Ron Grant himself, that when Ron Cushion died his widow asked Ron Grant if he would mind clearing out from his garden workshop a few things that remained. It turned out to be a vast assortment.

So, this additional material on Ron doesn't mean that we won't print anything further on his contributions to the hobby. Just let us know if you have anything.



Ron Grant - the agent

Building on the linkages with Ron the Thomas family used to build 16mm locos, and Ron was the selling agent for these models. Peter JDK Dawes of Morpeth (there are two modellers in 16mm with this name) wrote in prompted by the Ron Grant piece. He began:

I enjoyed issue 34 of Throwback Modeller. S&D Thomas were two members of the Thomas family at Maiden Law where they owned a farm and before I visited there made lots of 16mm items.

The person I met twice was Dixon the father, and his wife. They were very hospitable. I went twice and lost my way twice more! I am a Newcastle boy and the wilds of County Durham are a mystery to me despite working at Bishop Auckland Hospital for a year after I qualified.

The railway was very exciting and on a high wall, about 4'6" in one place. Dixon also had a 7 1/4" railway with a petrol hydraulic locomotive which I remember Peter Angus driving.

Peter then continues on a different subject with what follows:-

I enclose four pictures of my older locomotives.

1; The repaired wheel on its axle with the unaltered wheel it is paired with.

2; A Caradoc which I bought in 2003 and which has had a chequered life. I experimented with electronics after I installed r/c and had to rebuild the smoke box door. Eventually, it had a Ronson gas filler valve fitted by Mike Ousby, as well as a Milton steam services modified gas burner, and a new super heater after the silver soldered joint to the steam pipe failed. Most recently one tyre came off a wheel as the insulation failed. No new wheels were available so eventually, I turned a new hub to a loctite fit and glued the tyre to that. It is back to running well and at home I managed to achieve Michael Leckenby's 40 axle challenge on my railway. I took this at Mike Henderson and Matt Nunn's Coldoch and Mentieth Estate Railway in South Shields.

3; 40 axles behind Caradoc on my Stella and Corglass Light Railway.

4; A 1990's Lady Anne which formerly belonged to Malcolm Foreman of Longhoughton, Northumberland. This required a new crank pin and crank on one driving wheel. There had been a soft soldered repair at sometime which failed. Also, the pressure gauge olive developed a hole which Stuart Davidson repaired. John Blackwell kindly sandblasted the body and I have another good runner. This was taken on the Northumbria Group's portable railway which is probably a Heritage Railway. Tim Roy and John Maughan know the history better than me



MIKE LAX

Mike is synonymous with building highly detailed custom locos, both in his own right and in conjunction with Peter Angus. Not that long ago we advertised two Talyllyn Lax models in TBM, and they were bought by Gerald Janes, who you can see in the right of the photo. He then wanted some Talyllyn stock to run behind, and I put him in touch with someone selling a Dennis Beadle/Ron Grant chassis brake van. It was handed over at the Peterborough Show by none other than Mike, who kindly agreed to having his photo taken with the models.

I had never met Mike - at least now if I see him I will be able to have a chat.



Apple and Bramble anyone?

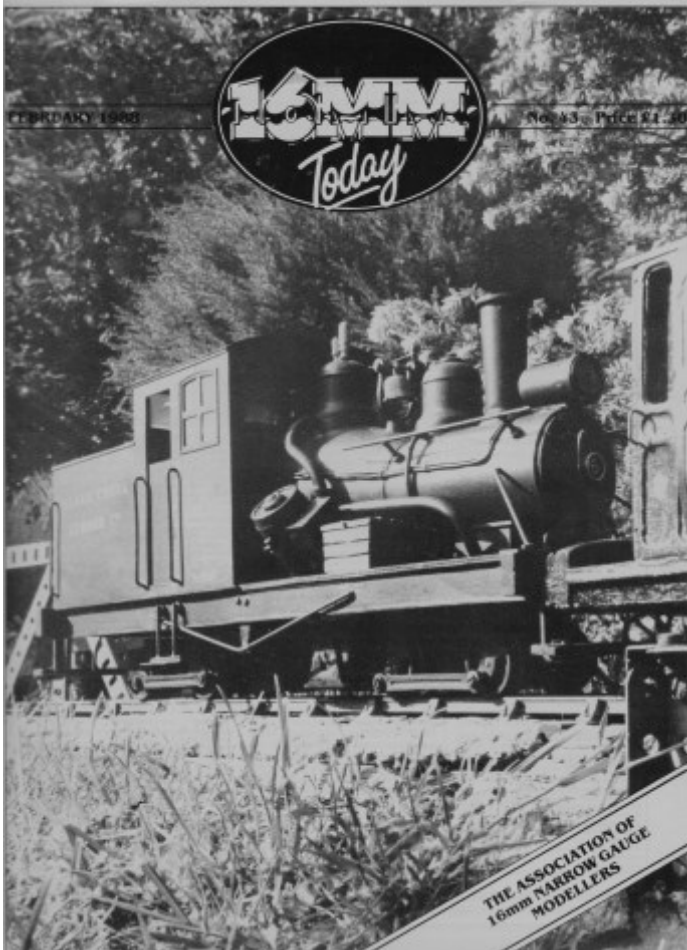
Derek I am grateful to Tony Willmore of Rhos Helyg Locomotive Works who sent this additional material continuing from TBM34. Bramble Line also made a railcar. I've built a couple of these, but only one to fully-finished condition. Electrics and power mechanism were made by Roger Hine at Friog Railway Services.



Well Chuffed: This is a friend's Archie. Strangely, I have the rear pony truck (only) for one of the 0-4-2s here. As yet I have still to find out anything really about both of the above companies, so if you do know anything please share.



Pinnigers Patch - Alder Creek 35 Years later



I found an old copy of SMT 43 from 1988 with a Peter Dobson shot of my old Novo Heisler on the front. After a search in the attic, I found the loco which has not turned a wheel for over 20 years as the speed controller had failed.

I ripped out all the old wiring and installed a temporary 3v battery holder and amazingly the loco runs as well as ever. I also dug out the LGB timber bolsters which I bought in the early 80's always intending to paint over the green plastic. They are now painted and weathered and back in service behind plastic Daniel.





LGB Timber bolsters behind Daniel



We got it wrong

In the last TBM Derek stated:

"This is one of the locos advertised recently by Mike Darby of Chuffed2Bits, as being the remainder of the Mac Muckley collection. Happily it has been bought by a good friend, and as it is sold on the basis of being the first commercial model built by Mac, it has a historical significance. At some point we hope to carry a fuller appreciation of this sweet looking little loco, Derek."

This is not correct and it is actually the very first 16mm loco that Mac built and not the first commercial product. When I first saw it in, I think, 1981 it was still in a brass finish and did not have reversing valve gear, it would only run forward. I recall that it was named for a grandson. Down the years Mac rebuilt or enhanced it a number of times until it morphed into the very attractive machine that you showed in TBM. My thanks to Mike Dockery for this correction. It may well be that the new owner will have the loco at Exeter.

Detective Derek, Case one

Peter Dawes writes as follows: I have just acquired one of the Locomotion railcar sets with an unbuilt middle carriage. It is in what I believe to be Southern Railway Cream and Green. I wondered if anyone knows what paints were used to finish the products?

If I can get away with a gentle repair of the paintwork, it will be in my view preferable to stripping down and starting from scratch. The gloss finish was very good and I would like to use the correct paint as that might avoid a repaint. At least I need to know if it is enamel spirit based or cellulose.

A project to add to the list. It will need the r/c updating anyway. If the motor goes well, probably best not to meddle. Data enclosed with the set suggests that it runs well at 30/35psi. Ideally, conservation would be the aim. Derek has added a photo of the three car set as not too many middle units exist. Can you help Peter?



Second case

Here you can see a sweet little Excelsior, which was photographed recently on the Woody Gate garden line at the Lynton & Barnstaple Railway. I have asked a couple of people who were there, including Terry Bowden who took the photo, who owns the loco and whether it is a Wrightscale, but in the absence of an answer if this is yours, or you know who owns it, please get in touch so that we can find out a bit more about it.



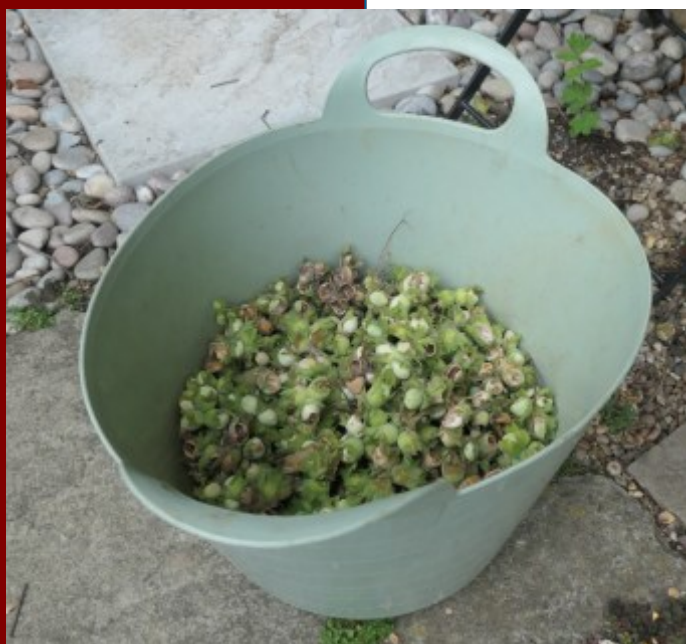
Third case

Phil Parker, the Editor of Garden Rail, has sent in this enquiry (come on we need to nail this one). He asks: I wonder if the readers of Throwback Modeller can help me?



On the Isle of Man, I bought a bag of wooden bits purporting to be a Merlin kit. The seller told me everything was in there, but while the instructions are for a Ashover bogie coach, the bits of wood certainly aren't. But, I'm not sure whether I've bought a bag of junk. There are a lot of identical parts, plus a couple of ends.

Not being familiar with the Merlin range, and the internet not being much help, I don't know if there was a four-wheel coach that could be made up of these bits. Can anyone help? I'm keen to build the model, if only I can work out what it is!

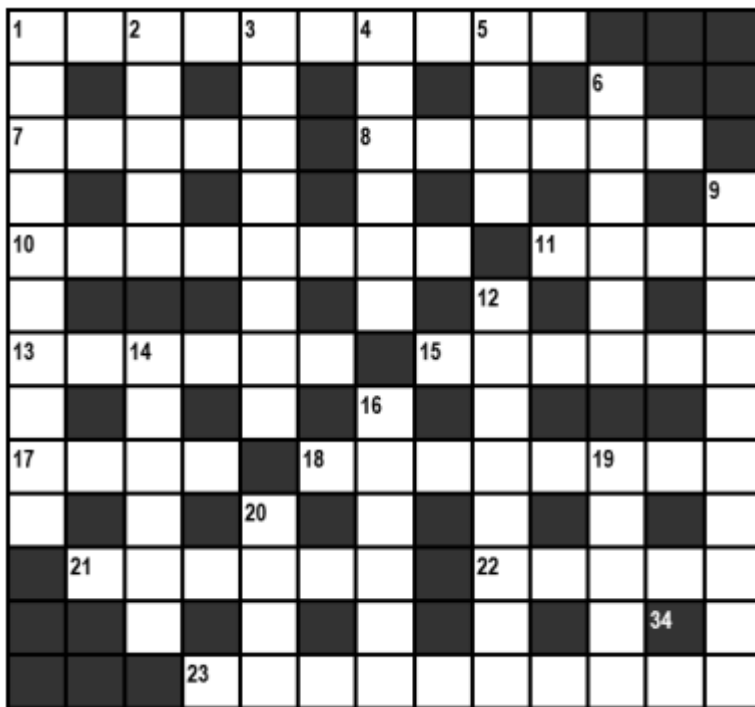


Going nutty

There's no doubting that building a line outdoors will expose you to the forces of nature trying to sabotage what you have done. In the case of Dave Pinniger and his AVR, you will I hope recall that a while ago his track was pulled up and part chewed by an errant fox!

Well, he now has another interesting problem. His line is being bombarded with half eaten nuts by the squirrels. Not only can they derail trains, but more worryingly for Dave they are scaring the 16mm folk who frequent the line, sometimes even causing them harm!

OILY RAG CROSSWORD NO 34



ACROSS

1. Now move, then decant diesel loco in Welshpool. (10)
7. Do ask about loco manufacturer in Pilsen. (5)
8. Remove amateur actor near Sittingbourne. (6)
10. Lent goal for construction of miniature railway in safari park. (8)
11. Don't sniff at this! Put kits together instead. (4)
13. Rats in chaos pulled by locos. (6)
15. Teased about preferred position of passengers. (6)
17. Steam pioneer and his power unit. (4)
18. Swindle Greek island to gain model railway foundation material. (8)
21. Train driver's indicator aligns badly. (6)
22. Female Hunslet found in a licensed premises. (5)
23. The reconstructed ark's turret makes locos. (4,6)

DOWN

1. Let's act now to rebuild Isle of Man station. (10)
2. No car may grow into an oak tree. (5)
3. Terminal destruction of road rail. (8)
4. Standard, as in Bittern or Mallard. (6)
5. Termini justify the means? (4)
6. Hammer a compound engine. (6)
9. Amend ledger debt to reach site of Welsh Highland station. (10)
12. Trader starts Bulleid loco class. (8)

14. Tim ran around town near Shane's Castle Railway. (6)
16. Lo! Brie melts in a steam generator. (6)
19. I care about Heather in the railway garden. (5)
20. Roundhouse lady in the Isle of Man network. (4)

Chris and Jenny Dowlen

Solution to OILY RAG CROSSWORD #33 (republished in July/August Throwback Modeller #34)

ACROSS

1. Bus; 3. Cob; 5. Ratty; 8. Orion; 9. Oysters; 10. Kidderminster; 12. Löwitz; 13. Gauge O; 16. Engine Drawing; 19. Prairie; 20. India; 21. Ahead; 22. SVR; 23. Red.

DOWN

1. Block; 2. Skiddaw; 3. Connecting Rod; 4. Blooms; 5. Rosenkavalier; 6. Trent; 7. Yes; 11. Rho; 12. Lie; 14. Grinder; 15. Idlers; 17. Grade; 18. Guard; 19. Pea.

Contact us..

16mm Heritage Locomotive Owners and Operators Association

How to contact us....

*** Derek Wiggins;

Email;

derekwiggins@btinternet.com

Phone; 01691 654474

*** Nigel Town;

Email; nigel.town@uwclub.net

Phone/Text; 07551 781 583

Diary Dates

We have the Exeter Garden Railway Show, on Saturday 28th October at its traditional venue of the Matford Centre, EX2 8FD. The Phurcombe Hall heritage layout and display will be there as always, and it is a great weekend to effectively end the outdoor running season. Come along, and run trains in the company of quite a few like minded supporters. We always look forward to this event.

Two Moors Group at Sourton Village Hall, Okehampton EX20 4HN. Similar in concept to the Ashbashes. 19th November starting at 10.30.

"Steam in Beds" Show Saturday 25 November 2023. Venue: Eaton Bray Village Hall, Church Lane, Eaton Bray, Nr Dunstable, LU6 2DJ. Contact: Mr Chris Pretty, 07919 554409 or c.pretty0301@btinternet.com Opening times 10.00 am to 4.00 pm Entrance fee Adults £6.00. Live Steam Layouts, Traders. Free Parking and wheelchair friendly throughout.

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.

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



With the Exeter Show almost here, I would like to extend my usual invitation to anyone attending to come and say hello, run on the layout, and bring any suitable model for the display - it can be loco, rolling stock, building or w.h.y. The more items on the display, the more everyone gets to enjoy them. I have recently spoken to three people who have had their garden lines disintegrate because they were based on wood which has rotted. One person had even used decking from a well known diy chain because he thought that would last..... It is heartbreaking to see all that work, and the dreams, disintegrate, so please think carefully about what materials you could better use for the long term. Marc's column in this issue may be food for thought?

My 10 year old grandson lives in London, and a recent wish list for a school project brought the fact that he had never seen a mountain, and wanted to as well as go up one. Easily done - his birthday present is a trip on the Snowdon Mountain Railway in October. I was a bit bemused to find that we are going on the 'Traditional Diesel Service'. As they were delivered between 1986 - 1992, whilst the steam locos came between 1895/6 and 1922, I would have thought they better deserved the term 'Traditional', or am I just being pedantic? Just the other day, and thanks to Tim Gregson, I stood in the workshop at the Bala Lake Railway, looking at five Quarry Hunslets, all restored and available for service. Also in there was the almost finished version of the Penrhyn Coach, upholstered, painted and with even the ships wheel handbrake. In the Museum was Nesta, a sixth Hunslet that is totally unrestored after spending years in a swamp abroad. I left passing the new formation that will hopefully take the railway into the town. If you love 16mm Quarry Hunslets, then here is your inspiration. All the best, and happy steaming. Derek



Tail
Lamp

TBM #35 score card

Team tram (Derek) - 9

Team L&B (Nigel) - 10

Surprising, the "electric mice" trams and Rob Bennett's contribution definitely propped up Derek this issue!