

THROWBACK MODELLER

July/August 2023

Issue 34

The home of 16mm Heritage Modelling



Llangollen lovelies languishing

Linda lights landscape

Self rolling stock mystery solved

Throwback Modeller

ISSUE 34 JULY/AUGUST 2023



Cover shot; Another great photo from Keith Skillicorn, taken at the WHR100 Event.

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Welcome to Issue Thirty Four

Looking out from my window as I work on this piece, the weather is grey, colder than expected, and it has been raining fairly hard on pretty much every day for a while. Some of my plans for upgrading my line are very much on the backburner - I also cannot cut the hedge till the wind drops as it is copper beech and the leaves will go everywhere.

Knowing about the death of Nigel's father saddened me. I take on board his comments about missing the encouragement. Isn't that what we all need from time to time? His and my input to produce this magazine are only because we get feedback telling us that you enjoy it, and that it is worthwhile. I am delighted that the late Adrian Shooter's Darjeeling B class and coaches are staying in the UK. Even better that they will be mostly at Statfold Barn, which I understand is becoming far more accessible to us on a weekly basis. I was lucky enough to go to India with seven others a few years ago, so have seen the locos, and heard them, in their home environment. I have also ridden behind Adrian's loco, with him on the regulator, at the Launceston Steam Railway. The point is, there are a lot of people who model the Darj., and this is their only chance to see a loco in the flesh. Congratulations to the Trust, and thanks to everyone who quickly swelled the Appeal to make it successful.

I have not really shown any personal love of the Baldwins that ran on various UK narrow gauge. lines, even though I am a great fan of the Glyn Valley Tramway. However, my interest in the loco has been greatly increased by the superb restoration to no: 590 of the Baldwin based at the Welsh Highland Heritage Railway. Keith Skillicorn sent me a couple of superb photos, and the loco just looked so well. I need to make the effort to go and see it. Watch the clip mentioned in my You Tube Watch.

So, despite the economic gloom, a glance at the disposals from Andy Hobden's collection will show that models are still selling, and heritage railways are still producing magical moments that we can enjoy, and then go home to replicate on our own lines. Happy modelling. and above all else stay safe and well,

Derek



Finescale Betty, a wonderful photo from Dave Pinniger of his engine. Have a look at the sales section, Dave has this engine listed for sale.... Tempted? Jump to page 4 now!



Llangollen Show report

I know my own limitations taking photographs, and am always happy to use those that Keith Skillicorn takes. He was at the Llangollen Show, and took these of models that were on the heritage display. You can understand why I am putting these in, and I hope you enjoy them.

They show the original Stewart Browne Rheidol tender loco, the prototype Phil Flint Manning Wardle, Tony Willmore's nicely weathered Roundhouse Darjeeling B class, and the original Archangel version which is in blue. I have also added in an original photograph of the Rheidol 'Rosemarie' for comparison, and am sorry not to be able to attribute the photo which is likely from the Jack Wheldon collection or Dave Pinniger. There will be not far short of fifty years between the two images. Derek



Sales, Wants & Solds

Sales successes:

The Gosling GVT has set off on its journey to America. The Irish railcar frets sold for £125, to an Isle of Man Railway modeller. The Regner Vincent was snapped up for the advertised £600.

Sale items—new listings.

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 guage version..



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

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

Cheddar Iver gas fired live steam loco with R/C, operating instructions and upgrades plus Cheddar tender (fixed gauge 45 mm). The upgrades comprise moving the cab rearwards by half inch and installing a running plate to give the loco better aesthetic proportions. Buffer beam overlays with rivet detail and painted red have been fitted. Also the connecting rods have been painted red. The steam pipework, lubricator and cylinder covers have been painted gloss black and the smokebox painted matt black. A coal load has been fitted to the tender. This Cheddar loco is built to their very good



engineering standard and incorporates a ceramic gas burner with air control sleeve, water top-up valve and is a good runner both forward and reverse. Price £650; contact John Kitchenman tel: 01234 838978, email: john.kitchenman@btopenworld.com

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.

An Archangel Sgt. Murphy in red. Standard specification of meths firing and single cylinder with slip eccentric valve gear. I placed this loco a while ago with the current owner, but he has been adding to his collection and so this is now surplus to his requirements. Offered for £750. I have a few photos of the loco, and know that it is a good runner. The date stamp appears to show it being built in 1979.



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?



Pearse Locomotives 'Auric'. Really good looking generic model, of a very well thought of model. You can see from the photo that it is in lovely condition, having been repainted and lined a while ago by Tony Willmore of Rhos Helyg Locomotive Works in a rather nice Porsche colour. I am told that it runs extremely well. Priced at £1000 o.v.n.o.



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 type 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 Mortimer. Nice loco. R/c. £600. Accucraft Caradoc. Subject of an article in Garden Rail April 2020. R/c. £600.

Regner Otto Tram. Really good condition and runs very well. £600. I can supply photos on request.

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.



A delightful 1980's Mamod SL1 loco, which you can see is in excellent condition. Fitted with side skirts and steps made from steel and brass. Loco has a Tom Cooper gas burner and tank, and runs really well. No haggling - fixed price of £185 which is really competitive, with carriage at cost.



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



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 were sent a scan of the Perfect World Vale of Rheidol Brake Van kit instructions, thank you. A David Hick Peckett has a new home, we found a 'dribbler' for the layout, and some tippers.

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 Tallyllyn 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.

A dome for an Archangel Manning Wardle L&B loco.

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 Tallyllyn 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 gas firing conversion for a Mamod, complete with tank.

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

Perfect World/Trenarren Models Station Lamp(s)

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

Tolhurst Model Engineers (TME) Vale of Rheidol Swindon Built 3rd Class Carriage (built by Chris Tolhurst) in crimson and cream in v.g.c

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.

Another Linda. This can be any manufacturer, any specification, and needing work is not a problem.

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

John Milner's book, 'Rails to Glyn Ceiriog Part 2'.

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 David Hick loco, preferably a Peckett

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

My thanks as always to Chris Stockdale for his input with this. I was a bit slow this time, and missed a couple of results. However, in general there were not that many 16mm models listed by the auction houses recently. From what did sell via SAS, these are the following results with thanks to Chris Stockdale:

Cuckoos' Nest Katie. £400

Roger Marsh Ogwen, red, £360.

Archangel Sammy. £500

Archangel Rheidol. £440

Essel Fowler diesel £340

Roundhouse Criccieth Castle diesel £420

Roundhouse Lady Anne, r/c. £950

Roundhouse Katie. £600.



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 happy with the response thus far to his dispersal sale of some of his models, and so has produced the following list of dispersals, and noted for people's interest where they went abroad. The list of sold items is; W&L 2-8-4 Merlin/Pearse, David Hick Peckett Shuttlecock, David Hick Peckett Maddy, Archangel Taliesin, Archangel Sammy, Steve Acton Corris No 1, Accucraft Saxonian, Accucraft Lew, TME VoR as modified by John Shawe, TME Alice, Roundhouse/John Shawe Fowler – coal fired, Rob Bennett Colombo, De Winton (No 2), NWNCR Beddgelert, 0-4-0 Cheddar Samson, Brandbright Peldon Diesel Luddite, Freelance 0-6-0 – Australia, 20xLGB tipper trucks, 10x Atropos bespoke tipper trucks – Australia, 3xRon Cushion freight wagons, Ron Grant 2xL&B open freight bogies plus Southwold Cleminson, TME VoR 4 coaches plus 2 Perfect World summer coaches, There is now a revised list of what remains. However, to help anyone still thinking about any of the models, Andy has put a suggested starting point for negotiations. PLEASE DO NOT assume this is the final 'for sale' price. I am no expert on locomotive values. What I do know is I am having the most wonderful fun meeting a huge variety of different enthusiasts who all love 16mm in their own special way. I still get a warm feeling when I find an old favourite has found a suitable new home. My locos are not pristine shelf queens (except for the TMEs and the large Mallett!) and have been used, but there are many many miles left in them and I hope my price expectations reflect this. Andy Hobden

Description

Image

Comment

Accucraft Plym-
outh Switcher
"Elston Gunn"



Unique conversion from 45mm track power to 32mm
battery by John Fox.

Offers in excess of £300.00

Accucraft Baldwin
"Puffing Billy"



2015. RC fitted which needed re-siting for gas jet ac-
cess. Also couplings changed to chopper style. RC

Offers in excess of £2,000.00

Accucraft NG15
Kalahari



Driving wheels sprung by Mick Ousby (ACME). I modi-
fied gas jet feed to clear the cab and fitted huge gas
tank.

Offers in excess of £3,000.00

Accucraft Garratt
"Hero"



Exhaust modified by Barry Milner to reduce back pres-
sure and DJB two tone whistle added. Hero was actual-
ly a bit of an experimenter with steam believe it or not.

The first engine of the first batch by Accucraft. RC.

Offers in excess of £3,000.00

Description	Image	Comment
Locomotion "Cackler"		Safety valve modified to conventional spring compress type by David Jones (in cab). Existing exterior safety valve for show only. Offers in excess of £400.00
VofR (TME) (No.1213)		Gas and coal cassette. RC Offers in excess of £3,500.00
TME "Countess" (No.823)		Not yet run. The full tilt top of the range specification model. Priceless?! Offers in excess of £5,500.00
TME Quarry Hunslet "Una"		Single cylinder. Instructions with engine. Offers in excess of £1,400.00
TME Quarry Hunslet "Wild Aster"		Two cylinder. Never run. Offers in excess of £3,000.00
Peter Angus Garrett "Firedrake" (No.7 4-2000)		Variously tuned by David Jones and Rod Blakeman. As new when purchased. The JBM name plate on the cab is in recognition by Peter Angus of Barry Milner's original design "Goliath". Offers in excess of £2,000.00

Description	Image	Comment
Peter Angus GVT "Glynn" (No.153-2004)		New/refurbished oscillator steam motor fitted by Barry Milner in 2018. Lined by Lightline. Offers in excess of £1,200.00
Roundhouse Sandy River (No.24)		Re-boilered by Tony Sant May 2020. New. Mark 1 with tender pump. Radio control, common controller Offers in excess of £1,800.00
Roundhouse Vale of Rheidol		Radio control common controller Offers in excess of £1,800.00
Roundhouse "22 Mount Olive" (Gungadin)		Radio controller common controller Offers in excess of £1,500.00
Pearse Countess		Radio control common controller Offers in excess of £900.00
Large Mallet "Brexitus"		Believed to be built by John Campbell. I understand Mick Mobley re-wheeled the engine but David Jones produced the balance weights which I added. John Shawe totally refurbished and painted. Now it's a radio controlled gas powered engine. RC Truly a big beast! Offers in excess of £4,500.00

Description	Image	Comment
Leek & Manifold 264 "ER Calthrope"		Converted to 32mm by Barry Milner. Flanges reduced by David Jones. Built by Matt Muckley. RC Offers in excess of £1,600.00
Merlin prototype? Leek & Manifold "ER Calthrope"		Additional detail to front and rear bogey by me. Body still "in the brass" as per picture and boiler by Tony Sant. Chassis based on Merlin Hunslet by Ian Pearse. I have a folder of further information. Offers in excess of £1,400.00
Battery Fairlie "English Rose"		Originally by Bachman. Purchased with dry cell battery in trailing wagon. Packs of 7aa cells fitted January 2020 fitted to each smoke box (ex-Strikealite) with control system as purchased re-installed. Very heavy paint stripped. Some details repaired. Re-sprayed black. Offers in excess of £450.00 Radio control, common controller
Accucraft L&B "Lyn" (No. 762)		Offers in excess of £800.00
Glyn Valley Railway		6x4 wheel coaches, brake van, 1x2 compartment first, 3rd class saloon, open observation, 2x2 compartment 3rd class including 8 open GVT freight wagons, 1 closed wagon and 1 guard's van. Offers in excess of £150.00
6 x Accucraft L&B coaches		Couplings re-positioned from bogey to drag beam. "Vacuum brakes" added with parts from Chris Yeoman (multiple MOTY rolling stock winner): Original boxes available. Currently set to 32mm. 45mm wheels included as are extensions for the couplings to attach direct to the bogeys as per original supply. Offers in excess of £600.00
Atropos train – 4 wagons		Beautifully constructed and painted from his own kits (I think) by Martin of Atropos. Offers in excess of £150.00

Description	Image	Comment
L&B guard coach. Southern livery and lighting.		Refurbished by Andy Wilkinson including metal running boards. Has battery operated lighting. Offers in excess of £70.00
Glyn Valley coach pair		2x Glyn Valley style open observation cars sprung wheels in red livery. Offers in excess of £80.00
Accucraft L&B goods wagon. 4x open and 3x closed.		Offers in excess of £210.00
Accucraft Picker- ing W&L coaches. 2x brake and 1x saloon.		One or two ladders have been glued back on (standard problem). Bogies modified to include springing as per an article that I read. Original boxes available. No 45mm wheels. Offers in excess of £450.00
Irish passenger train: 2x 4 wheel verandah coaches, 3x4 wheel coach- es, 1x4 wheel brake van, 1x bo- gey and Schull & Skibbereen Pas- senger Coach		Atropos kits built by Martin of Atropos for me. Superb quality. The one brown & cream S&S built by Andy Wilkinson. Offers in excess of £800.00
5x Irish freight wagons "DLR"		Offers in excess of £160.00



Collection Corner two

Dave Anderson says if you look at this link to my Youtube site you can see what's for sale. A few samples are shown below;

<https://www.youtube.com/@triangbigbigtrain7651/videos>

Contact me initially by e-mail davidanderson500@btinternet.com

and prices are negotiable. I would prefer examination /demonstration and collection in person by any buyer. If I can help in any way, ring Derek as per Throwback magazine.



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Triang Big Big Train . Two "Blue Flyers" pulling passenger coaches.
77 views • 3 months ago



Triang Big Big Train 0-6-0 Loco and Hymek Blue Flyer
117 views • 3 months ago



Roundhouse Lady Anne
1.6K views • 3 months ago



Garden Railway Kerr Stuart 4415 16mm Scale SM32 SM45 G Scale...
410 views • 4 years ago

Triang Big Big Train . Two "Blue Flyers" pulling passenger coaches.

Live Diesel 0-6-0 Garden Railway Locomotive

Roundhouse Lady Anne

Corris #1

This loco was placed from Andy Hobden's collection, and it is just so delightful that I am sharing Andy's photos with you. He believes it is a Steve Acton build for Dan Keen. It was lined by Geoff Munday in 2009 (so it says under the saddle tank).

Derek says - I knew Dan Keen fairly well, and he was

a supporter of heritage when we started. Sadly missed, but whilst we chatted regularly about early 16mm steam, and he ran on the heritage layout as well as at Kew, it was only after he passed away that I found out that he owned a Brough Superior motorbike. I would not have been chatting with him about



steam if I had known! He also used to do the Pioneer Motorcycle Run from Epsom Downs, which is where I lived till I got married, and I used to watch the bikes off every year. I have included a photo of Dan for anyone who knew him.



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

A Larry Cheeseman Shay is currently listed, bid thus far to £500. A Roundhouse Lady Anne 0-4-0 has had 15 bids thus far to £430. Should go higher.

A 45mm gauge RH Millie has no bids at £625. A nice blue Pearse Auric is still listed at £1495.

A tender version Cheddar Iver in black is listed, starting at £595. A black early Lady Anne 0-4-0 has a starting bid of £900

A RH Fowler has a buy it now of £1325. A RH Argyle is similarly listed at £1450.

A static Russell outline loco had 17 bids up to £89. A Roundhouse/Brandbright Liberty Belle has been relisted at £1850. Parts of a Russell had one bid at £325.

A Regner Konrad was up for £720. Not sure if it sold.

A Kenversions saddle tank bodied Mamod with tender but needing attention had 20 bids up to £267.

A really nice Don Pearse FR Prince with tender had 17 bids and went up to £1657.

A Merlin 45mm American style version of their Aileen had five bids up to £360.

A green railcar, in the same style as the Banwy bus, was listed at £150 but unsure if it sold.

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

Welsh Pony Tender Ride. This covers the whole length of the line, and is just a well filmed and very pleasant trip along the line, covering the usual features. Filmed at the 2022 Bygoness Weekend. Highly recommended.

Brambleton Loco View. I was totally ignorant of Brambleton until Andrew Hobden pointed me in the right direction. This is effectively a cab ride around what has amazed me as such a massive outdoor line. You will pick up various other clips on this project if you start with this.

Heritage Industrial Narrow Gauge - Roundhouse Charles Pooter. Chris Bird of Summerlands Chuffers has posted this nostalgic look at an iconic 16mm heritage loco.

16mm from the air. Originally posted

some two years ago, this is a 16mm Association film that does what the title indicates.

Welsh Highland Heritage Railway 27th. May 2023. Great footage of the Baldwin and Russell running. Two iconic locos.

THE GREAT RACE - A YOU TUBE SPECIAL RECOMMENDATION

Peter Fitzgibbon in Australia sent this link to an event which is described as only possible in Australia. It was held in the Hunter Valley of New South Wales, and whilst not narrow gauge as such is well worth watching, so here are the links: Bill Dunn sets the scene.

Hi All,

Sit back, turn the sound up, and you will smell the smoke from here. The Hunter Valley (Maitland NSW) steamfest was held a few of weekend ago.

Part of activities is the Great Race from

Newcastle to Maitland, this year four steam locos lined up for the run.

<https://youtu.be/sdsFmkrVDpg>
Hunter Valley Steamfest 2023; A Spectacle of Steam - YouTube

Below is a couple of video taken from the trains.

<https://youtu.be/iOt8RThX-Ms>
<https://youtu.be/9eNq8p-lbmw>

Program for the weekend can be found on their website.

Home - Hunter Valley Steamfest

It's on again next year, 13/14 April 2024.





Tinplate Topics

MERLIN MODELS - THE ORIGINAL

I am indebted to Dave Lemar who forwarded the scan of this early article. From it you will see that Merlin Models existed before Tom Cooper, and that they were based in Kendal, where of course Tom started his model railway retailing. Derek

■ Merlin of Kendal fine-scale GWR Aberdare 2-6-0. This model is 25 years old and in good running order. Photo Jack Warren.



MERLIN MODELS of Kendal

One of the great strengths of the model railway hobby is its diversity. A casual flick through each issue of *Model Railway Enthusiast* confirms this, and 'Tinplate Topics' is no exception. This month the subject is a small firm which lasted only two years, produced only a handful of model locomotives, yet had a considerable influence in the world of model railways.

Merlin Models was founded in 1975 by Jack Broadhurst, a founder member (and later President), of the Kendal Model Railway Club. The aim was to produce a range of well-built 0 gauge 7 mm two-rail locomotives, with wheels to coarse or fine scale standards, at moderate prices.

The world of 0 gauge twenty-five years ago was struggling. The onward march of 00 gauge looked to have spelt the end of what between the wars had been the UK's most popular gauge for model railways. A determined rearguard action was being fought by The Gauge 0 Guild, but the big makers had all pulled out. Jack Broadhurst resolved to try in a modest way to build and market ready-to-run 0 gauge locomotives and fill some of the void.

Jack was no idealistic amateur. He was a very competent and experienced model railway engineer who had a very wide knowledge of railways, both real and model. Furthermore, he had been an out worker for Vulcan of Kendal whose history has been dealt with in an earlier 'Tinplate Topics'.

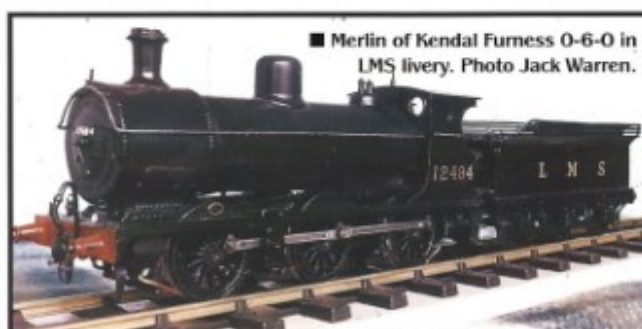
The name Merlin was duly registered. Adverts were placed in the model press and a brochure prepared for prospective customers. This gave details of six models. Many years ago Jack told me that he had not carried out any market research when he drew up his list. He personally liked the prototypes, and felt them worth modelling. The first three types scheduled were a GWR Aberdare 2-6-0, an LMS (ex-Furness) 0-6-0 and a BR (WR) 15XX pannier tank. These models were to be augmented in 1976 by an LMS 2-6-0 + 0-6-2 Garratt, an LMS ex-L&Y Pug 0-4-0 saddle tank and an LMS Royal Scot 4-6-0; the initial parallel boiler version complete with a 3500 gallon tender.

The GWR Aberdare 2-6-0, with its 4'7" driving wheels, double

frames and fly cranks, was a good choice. Orders for three were placed. Jack Broadhurst had an affection for these GWR workhorses for they reminded him of his boyhood in South Wales. The Aberdare or 2600 Class was introduced by William Dean in 1900 for mineral work. BR inherited twenty of the original eighty-one locomotives. However, by 1949 all the class had been scrapped. The Merlin brochure gave the following information about the Aberdare model:-

Frames:	Hard brass with sprung axleboxes
Wheels:	Turned from Stuart Turner castings to BRMSB standards, silver steel axles, coarse or fine scale, Tufnol bushed for two-rail.
Current	
Collection:	LH loco, RH tender, insulated drawbar.
Motor:	KTM 12 volts DC
Body:	Hand-cut from sheet brass.
Fittings:	Sprung buffers, three-link couplings, turned chimney and dome, mostly supplied by CCW
Finish:	Spray painted, unlined.
Price:	£85, including insured postage.

The model was nicely detailed and dimensionally accurate.



■ Merlin of Kendal Furness 0-6-0 in LMS livery. Photo Jack Warren.



■ The second Furness tender completed by Merlin, running behind an ex-Midland 2F 0-6-0. Photo Jack Warren.

It is extremely interesting to compare the Merlin specifications with similar post-war Bassett-Lowke locomotives. The Bassett-Lowke 1959 catalogue lists hard brass frames for the Britannia 4-6-2, along with cast iron wheels and a 12 volt DC motor. The Bassett-Lowke 8F LMS 2-8-0 is listed as having its bodywork made from brass and nickel silver. Both models had detailed fittings including screw couplings on the Britannia and three-link on the 8F. Unlike the Merlin model, the Bassett-Lowke locomotives were available in two or three-rail versions. The Britannia in 1959 retailed at £72-10s-0d (£72.50p) and the 8F at £85. That makes the Merlin 2-6-0 in 1975, sixteen years later, a very good bargain at £85 including postage.

Two orders for ex-Lancashire & Yorkshire Railway Pugs were received by Merlin. The Aspinall 0-4-0 saddle tank was introduced in 1891 with fifty-seven being built. They were a development of an earlier 1886 design. The LMS inherited them all, numbering them 11201-57. Twenty-three were still working hard at nationalisation when 40000 was added to the LMS numbers. The last example, 51218, was withdrawn in 1964 but survives in preservation. The locomotive is now owned by the Lancashire & Yorkshire Railway Preservation Society. The short wheel-base (only 5'9") meant they could shunt the tightest curves. This of course explains why the L&Y Pug is so popular with 0 gauge modellers who are short of space. Jack Broadhurst had a soft spot for ex-L&Y locomotives and built the two Pugs with considerable pleasure.

Kendal had been, in the past, one of the farthest outposts of the Furness Railway. This company had running powers to the town over the LNWR via Hincaster Junction and Oxenholme. Local passenger trains ran from Arncliffe on the Furness Railway's Carnforth to Barrow line. Enquiries were received by Merlin about the Pettigrew 0-6-0 featured in their list. Although no firm orders were placed two models were started. The Pettigrew 3F 0-6-0s numbered 12494-512 by the LMS were introduced in 1913. Despite being a small class, six locomotives eluded the LMS policy of scrapping non-standard locomotives and reached nationalisation, where 40000 was added to their numbers. 52510 survived until 1957. Perhaps a reason for the longevity was that it was found that the ex-Lancashire & Yorkshire superheated boiler could easily be fitted when Furness round-topped boilers were beyond economic repair. The Merlin model was based on the original Furness design with its 4'7" drivers. The class was divided between Moor Row and Workington sheds in late LMS and BR days.

The models were half-built when in 1976 disaster struck. Jack Broadhurst was taken seriously ill and on medical advice was forced to close Merlin down. The name Merlin was acquired by Tom Cooper, who went on to establish it as a leading name in the world of 16 mm modelling. That, however, is a story in its own right.

Jack Broadhurst recovered and went on railway modelling - building models in two-rail, three-rail, fine-scale and coarse-scale. Some of these

illustrate this article. He also became a skilful repairer and restorer of tin-plate locomotives. When he died in 1997 railway modelling lost one of its characters. Jack embodied all that was best in the hobby. He believed each enthusiast should enjoy the hobby in the way that appealed to him/her most. Jack could delight in a model displaying the finest scale craftsmanship and also enjoy and appreciate the simplest clockwork tinplate locomotive.

In the early Nineties Jack completed one of the Furness locos, and the tender of the other. No Garratts, Royal Scots or panniers were ever constructed under the Merlin label.

The six models that were actually built are still believed to be at work - a testimony to the craftsmanship of Merlin of Kendal.



■ A Brimley loco lovingly restored by Jack Broadhurst. Photo Rex George.



■ Ex L&Y Rapid shunting tank built by the late Jack Broadhurst - a Merlin 'might-have-been'.

Vintage Tinplate - lurking in the loft?

Peter Dale very kindly sent in this piece. A couple of weeks ago he ran this Bing steamer. It was bought off eBay about three years previously, and the description was so vague that Peter guessed that it was Gauge 0, when in fact it turned out to be G1. It came with the wagon and circle of track, so he wonders if this was not sold originally (pre-1914) as a starter. Bing at one time were the largest employer in Nuremberg, but there is scant information about them. Whilst the number 1902 is stamped on the model, Peter is unsure if this is the date of manufacture as he has seen the same number on other items.

The loco is meths fired, and there is a single oscillating cylinder in the cab, driving via a flywheel to the rear axle. A hundred plus years old steamer. Have you got anything similar tucked away?

Derek



Oops Department

Kendrick Bisset has corrected my clumsy calculations on the size of Catatank station, as per the piece in the last TBM. He writes:

"The drawings are 1 inch equals 100 feet, so quite small. It looks like the building was around ten to twelve feet wide, and around 30 to 35 feet long. Not very big."

My apologies for this error. Derek



Halt - now that's a small station Derek.....

To help you round the bend?



Mike Dockery recently circulated this very interesting piece:

Some time ago Peter very kindly let me have some reject tipper buckets so that I could try larger versions of the classic Binnie wagon. The image shows the Cleminson variation, being justified by the FR coal wagon and the Southwold PO truck. I have kept the Cleminson mechanism fairly spindly so that the tipper is the same height as the standard version and the wheels are all visible from above. I don't think that it has been a complete waste of time and, after all, where would we be without a little whimsy in life? Derek totally endorses Mike's last comment!



Heritage Steam on the AVR

Dave Pinniger recently had a pot boiler retro session with his Archangel Prince and Foxdale, his Lindale Caledonia. The ex- Alderbrook Valley coaches are now nearly 50 years old. As he said - Happy Days!



It's a wind up

James Finister sent in the accompanying photo with a plea for help. I went back to Martin Haywood, the writer of the recent articles on Saltford locos, to find that he has a similar need.

James asks:

Re the article on Salford models this is my Saltford Simplex, built by the late and much missed Brian Dominic. Unfortunately it is missing two axleboxes so if anyone can suggest replacements I would be grateful.

So, if you have any suggestions, then please let Derek know.



Hand Knitted Jumpers



Made to order in red, blue or green (engine colour). Basic colour grey. With or without the Roundhouse name. If preferred your own lettering can be substituted but not more than 10 letters (a space counts as 1 letter).

When ordering please state size, colour of engine and any lettering to be used. Sizes available:- 34,36,38 &40. Price:- £20 including Packaging and postage.

Please make cheques payable to Mrs C Loxley. Available approximately 3-4 weeks on receipt of order.

Jump to it

I spotted this while thumbing through an old Roundhouse catalogue. My Gran used to knit jumpers for us as children and this looks quite complicated. Really keen to know if anyone has/had one....



A Happy Meal extra?

MacDonalds used to (still may?) give away small plastic toys with their happy meals for children. Many years ago, the

late, much missed, mischievous and gifted modeller Jim Wild took one of the cycling Colonel (?) toys, kindly provided for the photos by Christine Skillicorn, and turned it into a motorised four wheel conveyance.

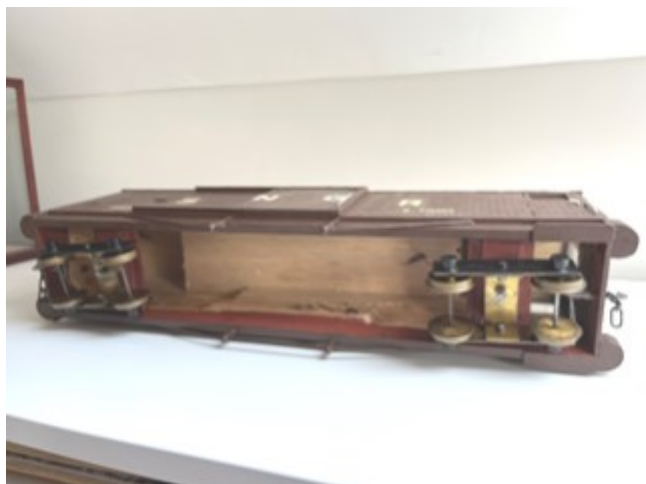
The Colonel pedalled away happily, whilst at the same time his head nodded from side to side. At any line, if nothing was in steam and running at the time, the Colonel would do a turn or two to make sure everyone was smiling!

Arthur Cole, a very early 16mm modeller, created the Jim Wild Memorial Tunnel on his garden line, and you can see the Colonel emerging from a successful foray into its depths.

Has anyone else out there built something amusing or whimsical in the same vein? If so, please share with us.

Derek





Harvey Watkins follow on

In the last Throwback I told the story of Harvey Watkins building a L&B brake van, modified to take a Triang Hymek diesel inside, and how Harvey and Jack Wheldon spoofed Stewart Browne with it. Well, Dave Lemar has kindly sent the photos of it in, showing both the underside and full view of the model. Remember, when Harvey made this, it was all scratchbuilt.

The other photo is just a good one of Harvey's original built Richard 111, posing alongside an Archangel version that was bought at the Exeter Show last year, as a comparison.

There is a cautionary tale about this steam up. As you can see, the track is elevated, as a result of the owner changing from Gauge 1. After running a really nice Russell with a complete NWNG train, the owner left them alone in a siding to cool down. A sudden and severe gust of wind caught the whole train, and blew it down to the ground, a distance of some three feet, causing damage to both loco and coaches. A cautionary warning.

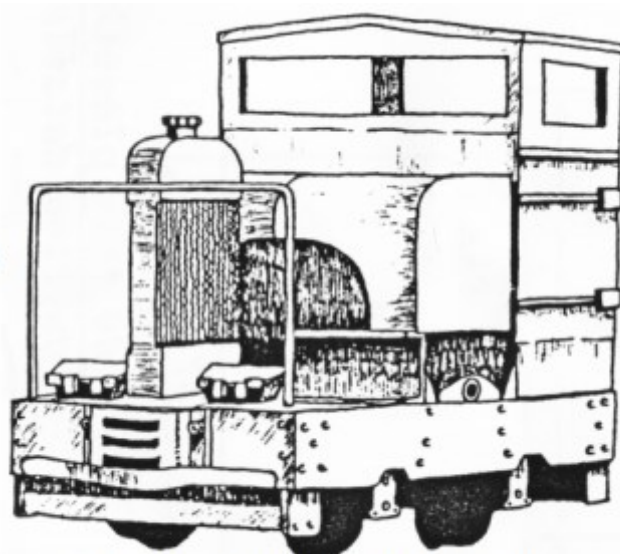


Saltford Selection - Part Two

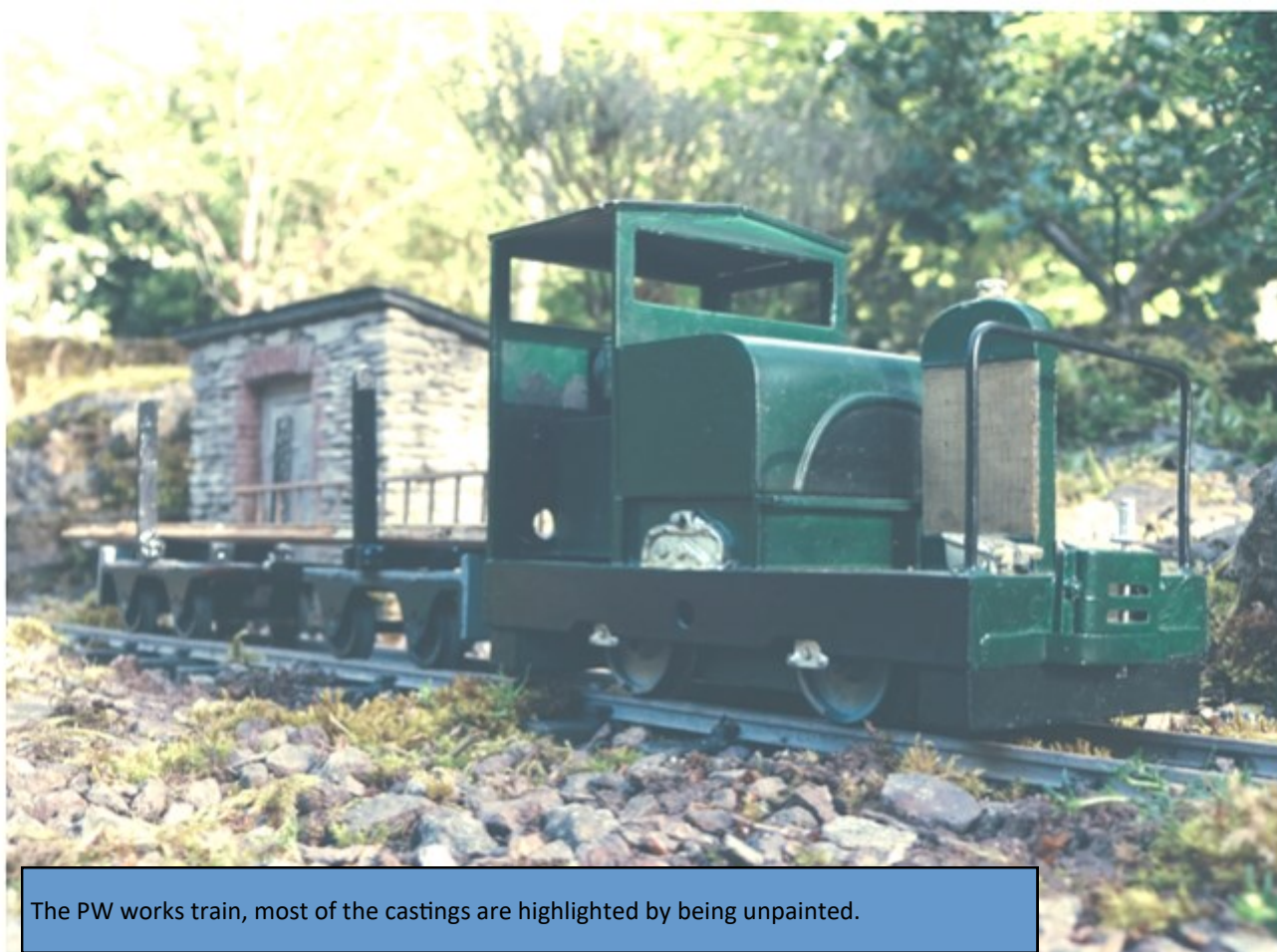
Martin Haywood continues his meander through the products of Brian Clarke's Saltford Models. As mentioned elsewhere, he is also short of an axlebox. Equally, Martin is always on the look out for part Saltford kits and models as a source of spares for his collection. In mentioning the late Brian Dominic, Martin has included this link to a site with photos and details of Brian's 'Slug's Crossing' layout. Do you know where that is now? <http://mdlr.co.uk/sc.html>

Finally, thanks to Terry Bowden who also has some Saltford models. He has supplied the scans from the Saltford catalogue. Martin continues,

After the S1 Ruston a 20hp Simplex "S2" kit quickly followed based on the ubiquitous plate-frame Motor Rail's that were sent from Bedford to work all over the globe in a wide range of industries. Saltford's Simplex was being advertised by spring 1987 and worked off the same simple castings and drawing principles of the Ruston. It also incorporated the subsequent improvements made to the Ruston of the added two-speed switch for improved control. The switch on the cab side is for two-speeds; slow or slower and the on-off-reverse mounted on



S2 catalogue sketch by Brian Clarke.



The PW works train, most of the castings are highlighted by being unpainted.

the cab back. For many the easy access of the controls is a higher priority than the aesthetics. Today these could be easily removed and replaced with a Locoremove or similar system hidden away in the bonnet.



A metal worm and gear powers a single axle, reliable enough for ambling light trains. The simplicity of the model and versatility of the prototype make it an endearing little engine

sm32 loco chassis & parts

BRIAN CLARKE
11 Penn Gardens
Bath
Avon BA1 3RZ
ENGLAND

The basic chassis is supplied ready for use, requiring only four standard 1.5 Volt batteries. You can build a simple plastikard body around it, or make progressively more advanced alterations as preferred to achieve different outlines. The design is deliberately kept simple to suit use in your garden. It is NOT meant to haul heavy rolling stock, but specifically intended for e.g. "Novo" tippers or "Coopercraft" plastic wagons.

All items are offered subject to availability, and may be delayed by suppliers of parts and materials used. You are advised to enquire with SAE for current availability.

"LYTHI" chassis, ready for use. Brass wheels and worm drive to rear axle. Steel axles running in aluminium bearings. Electronic speed control, reverser and on/off switch on moveable module. Plywood footplate and buffer beams, easy to modify for body outlines. Wheelbase may be altered. Takes 4 x standard 1.5 v "pen cell" batteries which are easy to insert.

Exclusive of delivery: £30-00

Set of four 3/4 " outside diameter brass spectacles, rough turned with mounting step - require a little smoothing with needle file, but cheap to buy.

SAE if ordered separately + £1-00

Aluminium wire mesh for radiator grille, approx 30mm x 30mm.

SAE if ordered separately + 15p

Drawings for body outlines suitable to use with "Lythi" chassis, five available to choose from (listed all i.c. industrials)

Per outline: 75p

Brass axle gear outside diameter 12.5mm, for Lythi axle. With matching brass worm bore 2mm.

SAE if ordered separately + £2-50

Electronic speed control unit without reverser or on/off switch but supplied with clear notes for use (as fitted to "Lythi" using three 10 BA bolts).

Exclusive of delivery: £7-50

Set of four brass wheels flange diameter 3/4" bored interference fit for steel axles. Pair of axles for "O" gauge.

Exclusive of delivery: £4-00

Set of four aluminium angle bearings for floor mounting of "Lythi" wheel sets, tapped and with mounting screws 8 BA. Four bearing/wheel spacer washers, acetal.

SAE if ordered separately + £2-50

NOTE: The maker has found the biggest holdup in part availability to be in the ordering of switch gear and electronics. Therefore, such parts are only supplied to special order and are not listed above. Likewise, facilities for rechargeable batteries may be specially supplied by arrangement.

SALTFORD MODELS

SM32 KITS (16mm Scale, representing 2ft narrow gauge on 'O' Gauge track of 32mm)
FOR THE GARDEN RAILWAY OR INDOOR MODELLING.

The battery electric locomotives are a new concept in economy and simplicity where light haulage power is sufficient, and budgets perhaps constrained. All working parts are included (wheels, gears, motor, switches etc), packed with white metal castings for weight and detail.

A two speed facility ("crawl" or "amble") is included as standard, in addition to forward, off and reverse.

To complete the model locomotives, you need only ordinary hand tools, glue and solder. You simply cut, shape and drill remaining parts from 30 or 60 thou plastikard (sold separately). The assembly instructions have full sized drawings showing the dimensions clearly, to help relative beginners to the hobby. More experienced modellers will appreciate the possibilities for "special variations" without having to waste parts ready made to exact size, as for example in a completely injection moulded kit at higher cost.

RUSTON & HORNSBY 20hp DIESEL LOCO. Kit includes the characteristic R&H wide buffers and a starting handle. Rear axle driven by brass worm gear with 20 tooth wheel. Requires four 1.5 volt batteries ("AA" pencil size). £9-50 + 75p P&P

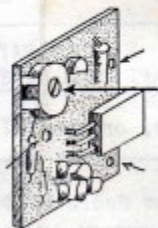
MOTOR RAIL 20/28hp SIMPLEX DIESEL LOCO. Kit includes correct pattern buffers and starting handle. Rear axle driven by brass worm gear with 25 tooth wheel. Requires four 1.5 volt batteries ("AA" pencil size). £9-95 + 75p P&P

Other locomotive designs are in preparation for release in due course. These include a Bagnall "front tank" steam loco, O&K Class MD1 "Midget" with open cab, Lister "Flying Bedstead" and a small Sporting Engine for the cat to chase ! Watch "Railway Modeller" magazine advertising for news.

HARVEST TRUCKS (set of three) As developed for bringing home our own crops at Penn Gardens ! Based on the Ashcott peat wagons, they transport plums, gooseberries, beans, peas etc. Put your railway to good use. Real timber frames, and wheels with generous profile for temporary plantation tracks. Rivetted bodywork strapping. Can be completed with thin wood, if preferred to 60 thou plastikard.

PARTS FOR THREE TRUCKS £5-70 + 75p P&P

11 Penn Gardens, Bath, Avon BA1 3RZ



SM32

PLASTIKARD Standard size Slater's sheet, supplied cut into two roughly equal parts for packing. Normally supplied BLACK unless white requested, or stock short.

30 thou per sheet 56p + 20p P&P 60 thou per sheet 90p + 25p P&P

ELECTRONIC SPEED CONTROL UNIT Ideal to get the very best from your battery powered models. Runs off 6v batteries (no higher voltage) and suits most 1.5v to 6v rated DC motors driving through reduction gearing. The unit provides more power at slow speeds, greatly prolongs battery life and allows very realistic model operation. Supplied with the required switches and easy to follow wiring diagram. The board is approx 24 x 36mm and has a regulator for screwdriver adjustment. A small throttle lever may be fitted, if preferred.

£11-95 + 75p P&P

COMPONENTS Scratch builders will want to adapt the kits to their preference, perhaps also using these parts:

BRASS AXLE BEARINGS Set of 4 for Ruston or Simplex. Suggested for durability in intensive use. Shouldered type for easy fitting.

£2-25 + 20p P&P

BRASS WORM & WORM GEAR SET for 4mm axle and 2mm motor shaft. 20 tooth wheel.

£2-20 + 30p P&P

BRASS WORM & WORM GEAR SET for 4mm axle and 2mm motor shaft. 25 tooth wheel.

£2-30 + 30p P&P

MOTOR As used in our SM32 loco kits, for 1.5v to 3v, or 6v CONTROLLED input.

£1-25 + 30p P&P

RUSTON STARTING HANDLE Cast white metal

50p + 15p P&P

RUSTON BUFFERS, Pair

£1-50 + 25p P&P

RUSTON BEARING DETAIL Suits most small 4w i.c. loco models

40p + 10p P&P

RUSTON WHEELS (Basic Castings) 15mm tread diameter, set of 4

£2-00 + 25p P&P

SIMPLEX WHEELS (Basic Castings) 20.5mm tread diameter, set of 4

£2-20 + 25p P&P

SPOKED WHEELS (Basic Castings) WITH BEARING BLOCKS set of 4

£2-20 + 30p P&P

PLASTIC ALPHABETS AND NUMBERS - make your own signs, plates etc for stations, stock or out along the line. Great scope for droll humour, quite apart from "Custom" needs. Each moulding includes several of each letter and number. White.

Letter height Price

1.5mm 68p

3mm 88p

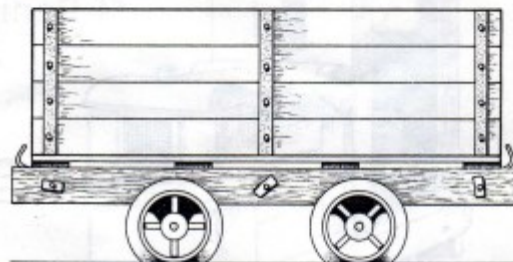
5mm 88p

6mm 88p

8mm 94p



Post & Packing, 10p per alphabet.



ALL ORDERS MUST BE ACCOMPANIED BY FULL PAYMENT INCLUDING POST & PACKING AT THE STATED RATE (MINIMUM P&P FOR ANY SM32 ORDER 50p). REMEMBER TO STATE YOUR NAME AND ADDRESS CLEARLY IN BLOCK CAPITALS FOR EFFICIENT DELIVERY. An SAE must accompany any enquiry about the products, or special orders.

Saltford Models also supply 4mm Scale (009) models, and offer a Scaled Drawings service, besides distributing narrow gauge railway booklets. Catalogue 65p.

Electric Avenue Too - the Saltford Bonanza



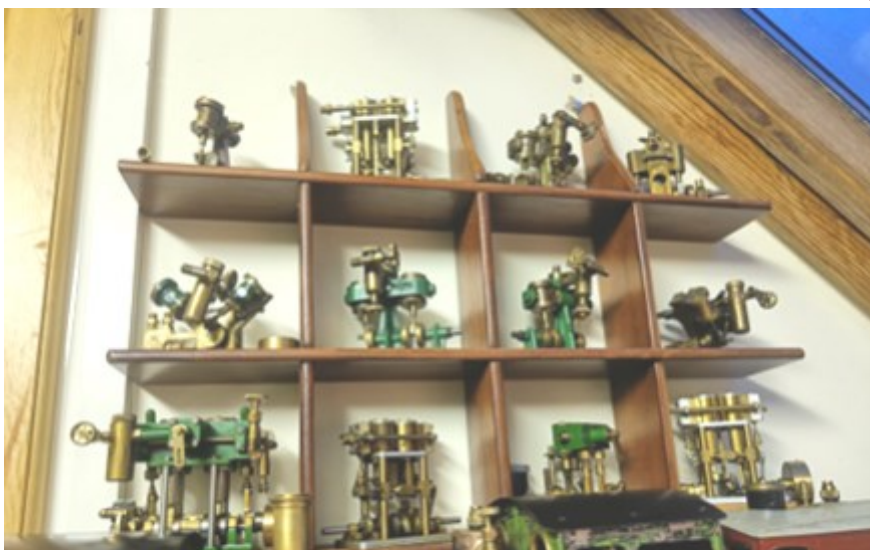
Tony Wright kindly supplied this piece, which fits with the current theme:

I enjoyed the short article in TBM33 about Saltford Models. In my earliest forays into 16mm I purchased a Saltford Motor Rail Simplex kit. This was the usual set of white metal castings and a drawing of the body parts for the purchaser to supply. I ran the loco with the supplied, less than round whitmetal wheels but quickly changed these for steel ones from Brandbright, using the worm and wheel gears from an old Tri-ang 'Nellie'. As my fleet increased and turned to steam the loco was set aside and forgotten until a few years ago. Digging it out I found the plasticard body had deteriorated but the castings were still good and deserved a new home. I therefore set about making a new loco out of nickel silver, the loco being a generic Simplex rather than an exact prototype. The loco is still powered by twin batteries, but these are now rechargeable with simple forward/off/reverse control. In the cab sits a Modeltown driver who needed a severe bottomectomy so as to fit over the motor. It happily grows around my track accompanying me when I fancy a spot of weeding.



Cheddar Models

James Huntley has quite a collection of Cheddar models - before they moved into the loco manufacturing they were well known in the model boat world, supplying a variety of power plants. Here you can see a few photos of both their boat and loco models





A Railway runs by

Grateful thanks to Geoff Lumsdon for sending in this piece about Welshpool Pottery.

WELSHPOOL POTTERY - THIRTY YEARS ON

Our collection of Welshpool Pottery building and figures were acquired soon after our layout was completed in 1992-93. A visit to the pottery was made on the way north from a business trip in South Wales. We eventually found the pottery after navigating some narrow country lanes. I was met by the owner Jim Hutchins who showed me a room full of terracotta model buildings. He told me that they had been ordered by the late Tom Cooper but on completion Tom had said that there was no demand for the buildings and they were left taking up space on Jim's workbenches. They included models of cottages, line side halts, water towers, plate layers huts, engine sheds, wall sections and various figures of people. I suggested that he attended our



Annual Show at Stoneleigh Park where the products were well received. He subsequently came to various shows over the following years.

As you can imagine, a car load of buildings and figures was purchased from that first visit. Later I was presented with a number of follow-up buildings as they made wonderful Christmas and Birthday presents including a ready-made signal box which was subsequently passed on to another member of our local group.

The buildings and figures have lasted very well but mine only come out of storage twice a year for our Open Days.

The photographs show the remaining buildings, and how well they have worn over the years. Others have been replaced gradually by more modern and durable resin items. The building and figures were painted by us using a mixture of Humbrol Enamel and various Acrylic paints. The figures were fixed to a base of DAS air dried clay - not the most scale way but they don't get blown over in gusty weather.

The first advert for Welshpool Pottery that I can find in SMT is November 1994 and in May 1997 the advert indicated that the Pottery was changing over to resin moulded

buildings. We never acquired any more of these more recent resin buildings from Jim.

One item of interest is that the cottage that appears in the photographs was an exhibition piece made by Jim and acquired by a member of our Group - the late Ronnie Cushion. This building was later passed on to John Maughan as I had run out of storage space.

Geoff Lumsdon (Northumbria Group)



CAMEO FOUR

This was given to an article written by the late Peter Jones for publication in November 1988. Derek has long maintained that people do not write in the same way that they used to. Modern technology in the main has robbed us of writing letters, chatting on the phone, and having a sense of humour that we do not have to worry might upset someone somewhere. At the top of my personal tree of great writers in our hobby of 16mm modelling are Dave Rowlands, Jack Wheldon, Dave Pinniger and Peter Jones. All of these, and I am sure others if you care to tell me, would paint a picture, and make you want to step into the world that they were creating to join in the fun.

Thus I was very taken with this short piece, and hope that you enjoy it as much as I have.

And so the circle is full turned. Out in the fields the stubble is new, most of the leaves have fallen, and been replaced by rooks fighting up in the grey treetops. The sun is weak and everything takes on the sharp colour of October. The railway has had its busy bustling for this year. We have nearly seen the last of the visitors and the place, once more, belongs to us alone.

The leaves and twigs are swept up and a bonfire started. It crackles and spits, whilst sending up a near vertical column of smoke. A train must run, and a motley collection of vehicles is strung together. At such a time as this, we call upon the services of Brick. This ugly gaunt looking loco has a vast amount of character and is frequently chosen as and when it is possible. This time there is no spit and polish - well the chimney cap perhaps?...

Gently, without fuss, the familiar routine of steaming up is gone through. Whilst waiting for pressure to build, the school bus grinds noisily through the village and somewhere a dog barks. The big pot of a boiler takes time to get up a head of steam, so we can sit and just stare. Thoughts of further work on the railway can flood over us comfortably, to be broken apart by the fierce rude raspberry of the safety valve lifting. The air is damp and the steam hangs long amid the overhanging hedge.

Preliminaries over, the train is dismissed. By walking alongside it, we can hear the whole repertoire of noises it makes, as it dives through cuttings, out onto rock or rumbling over trestle bridges. The single bark of the exhaust is clear and sharp. The engine is cutting off steam in square lumps. We are going perhaps a little too quickly for the inspectorate, but this living thing is in full song now and it seems a shame to cut short its flight. A man's hand would be an intrusion.

Thus we stop and let it run on and away from us. There is the awkward curve with a gradient soon, and that will check her. Onwards she travels and we do nothing but just watch it, very much under the spell. And suddenly half an hour has gone by. We hear the note of the engine slow down. The fuel must be getting low. As it comes past us next time, the regulator is flicked shut and it coasts into the station. The stock is put under cover and by the time this is done, the fire is out. The lubricator drain is opened, and the last few pounds of steam blow the condensate out. I think we feel the first chill of winter upon us. Suddenly, the life has gone. Just a second ago it was a living breathing thing with steam hissing out of it. Now there is nothing; it has become a piece of machinery once more. There is still some warmth in the boiler as we wipe down the platemwork.

It looks as though there will be a frost tonight.....

Ron Grant - it happened by accident?

Derek writes: As mentioned in the last Throwback issue, I went to the Peterborough Show again after an absence of a few years. One of the main reasons for going was to meet up with Ron Grant, as I wanted to put together the following article on his contribution to our hobby. We met at lunchtime, and sat for an hour, together with Geoff Lumsdon and Mike Morris. It happened that Ron had celebrated his 90th birthday the day before, he was as bright as a button, with an impish sense of humour, and I really enjoyed our chat.

Ron began his railway modelling following standard gauge in the late '40s, though with a little 009 and 7mm narrow gauge thrown in for good measure. Things definitely changed in the early '80s, when an Association and fellow local Railway Club member happened to mention this strange scale of 16mm to the foot narrow gauge. The culprit, if that is the correct term since he is to blame for everything here on in, was Jim Abbott. Some of the older readers may well remember his portable part scenic layout at the Llanfair Shows back in the mid to late '80s? Jim, it transpires, was building a garden railway and had obtained a steam locomotive from Mr. Merlin. One can imagine the mutterings in the clubroom - "Strange man, railway in the garden, and in the North East of England - what next!"

Despite all this, he did build his garden line, and then there were problems. One club night the conversation went something like this:

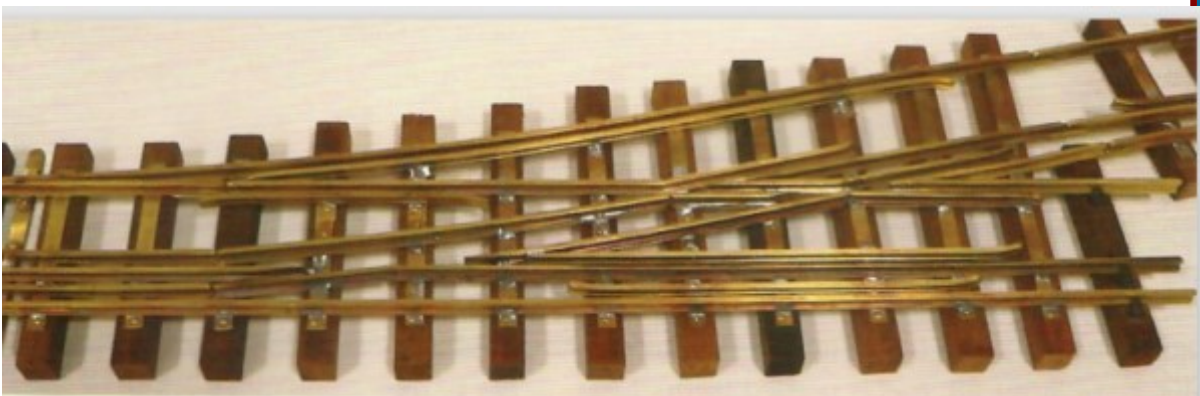
"Ron, you can build points?" "Yes Jim" (having built many 00 and 009 points for a number of projects). "Well, could you build some in 16mm narrow gauge for my garden line?" "Yes Jim, but have you not already installed the point kits you obtained?" "Yes Ron, but no matter how I adjust them, I get derailments". When questioned further, it transpired that there were no standards for wheel profile or back-to-back dimensions, and wheels in use on the various items of stock varied from very coarse to finescale dimensions. Fortunately things are much better today. After some deliberation, Ron decided that the only workable solution would be to build the points on the same moving frog principle as used on the Hornby 0 gauge tinsplate system. It so happened that at that time PECO had available a range of track (later called SM32) with rail, long sleepers and plastic chairs all available separately. In those days the rail was stainless steel. So Jim got his points, and with no check rails or frog gaps to worry about, all manner of wheels ran through the points without problem.





Whilst Ron proceeded with his OO modelling, Jim, knowing his profession, came up with another problem. Now, it is a known fact that design engineers cannot turn their backs on a problem. We have all had, at some time, our favourite steam locomotive expire half way round the garden, and of course it's hot! Once again the words echoed - "Ron, can you build me a locomotive, battery driven, radio controlled, diesel outline, and powerful enough to haul the dead steam engine back to the siding? Oh, and by the way it has to be based on a prototype engine". Well, a prototype was found, calculations were done, and the 'Beast' emerged in the form of the 1928 Kerr Stuart prototype diesel no: 4415. This performed admirably, which is not surprising with a chassis made from a piece of 3" x 2" steel channel, a large motor and the adhesive weight of two house bricks! These items were one-offs for a fellow modeller, and at that time there was no intention of Ron changing his own personal modelling to 16mm narrow gauge, let alone becoming a trader. Foolishly or otherwise, Ron visited Mr. Merlin's 1981 and 1982 exhibitions at Llanfair Caereinion, and he was then in with both feet, so to speak. Hence, from this came the title of this article.

It appeared that there was a demand for such items, so the diesel design was modified to simplify construction, and Ron attended his first exhibition as a trader under the grand name of Fell Model Engineering at Mr. Merlin's 1983 Show, as an add on to Jim Abbott's layout. For various reasons there have been two subsequent name changes (Gratech Services and latterly Ron.M.Grant), and the rest, as they say, is history. Jim and Ron stayed members of the same Model Railway Club, though it was Jim who defected to N gauge. There was, and still is, a strong and active group of 16mm modellers in the



North East of England.

Derek points out that we have in a recent Throwback carried a photo of Ron's prototype Kerr Stuart 'Rusty', but as he pens this piece we sadly still do not know of its whereabouts. Following on from this article, you will be able to read Chris Bird's piece on his own Kerr Stuart. Derek continues:

I have a number of Ron's catalogues, the earliest being October 1992. By then Ron's range had become extensive, and you should bear in mind that this is against a backdrop where not really that much was commercially available, and the majority of 16mm modellers used to scratchbuild what they wanted, or convert models such as the Triang/Novo Big Big range into a passable resemblance of a 16mm loco.

Walking round the 2023 Peterborough Show left me amazed at the number of 3D printing suppliers, and the extensive range of very modestly priced models, but it was not always thus.

So, looking through the earliest catalogue, we find that Ron supplied a range of electric motors, as well



as a variety of worm and spur gears, and motor-gearbox assemblies. He offered an extensive range of couplings, buffer couplings, and buffers in both brass and whitemetal.

There followed loads of wheelsets for rolling stock by 'Hogan Engineering', replacement wheelsets for plastic originals, locomotive wheels and axles, and then suspension units and bogies. There were locomotive components and sundries, as well as complete cylinder assemblies also by Hogan. He was just beginning to offer a range of transfers, initially Kerr Stuart diesel. We then come on to his points and track components, for which he was well known. There then followed a large range of hand built wooden bodied rolling stock, both carriage and goods, together with components and sundries to help the home builder including etched brass wagon strapping, wood strip, door handles etc. There then

followed what I can only describe as a large range of cast and etched components to enhance both locos and rolling stock.

Ron then offered a range of radio control components, as well as chargers, batteries, plugs and sockets and switches. I will quote what comes towards the end of this catalogue -

SUNDRY MATERIALS AND TOOLS. We stock a range of materials, tools, nuts and bolts etc. too numerous to list. SAE with your requirements or visit our stand at various exhibitions throughout the year, where we shall endeavor to meet your needs. There then follows a lengthy list of metal strip and section, fixings and fasteners and small tools.

Ron's stand at the Shows was always staffed with his late wife Mildred, and more often than not also Ron Cushion. Ron C made a range of utterly exquisite wooden bodied rolling stock, with brass fretwork where appropriate, and he was known as Little Ronnie. Andy Hobden kindly supplied the photo of some of Ron Cushion's work, namely the three covered wagons, as did he also the photo of some of Ron G's own workmanship, namely the two L&B bogie wagons, and the third Southwold, the Cleminson wagon which, to make it work properly, needed Ron to make a jig. Lovely workmanship! Ron records his last Show that he attended as a trader as being the 2008 Stoneleigh 16mm. In an earlier Throwback we featured a railcar that Ron made - 'The Benbril Flyer'.

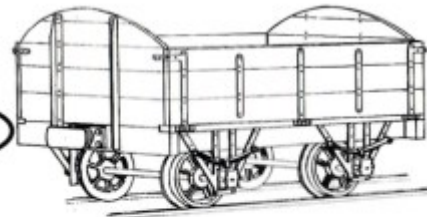
Catalogue No: 11 of November 1996 includes a range of mainly diesel locos made by a name I am not familiar with, namely S & D Thomas. If you have one of these locos please do share the details, but they go from an 0-4-0 Hudswell Clarke called Nipper to Colossus, a 2-8-2/2-8-2 Beyer Garratt with both bogies driven. Ron was also an agent for Roundhouse, so offered their locos and builder parts. Most of what he offered before was still available, though in many cases with enhanced ranges.

No: 18 offered a reduced range of items, concentrating on the rolling stock and ancillaries, still Roundhouse products, and a range of MDC nameplates, as well as his well known track components. whilst the final catalogue I have, of March 2007 shows that some of Ron's ranges have been transferred to other suppliers, and he has stopped the Roundhouse franchise. I have also included one of Ron's advertisements. His were often different, and caught the eye.

RON. M. GRANT

'G' Scale & 16mm N.G. Specialists

NEW



N. G. WAGON KITS

For our first major Wagon kit we have chosen a 4 Ton, 4 Wheeled, Drop Sided Wagon based on the *Pickering* vehicles supplied to the 3ft Gauge **SOUTHWOLD RAILWAY.**

The kit like our quarry wagon kits is easy to assemble. Included are Wooden pre-cut body parts, Whitmetal axleguards (bushed), Centre buffers and Cast brass working hinges and strapping.

The kit may be fitted with either 32mm or 45mm gauge wheelsets or any of our 4" wheelbase chassis units.

GK010	4 Wheel Open Drop Side Wagon Kit (Excluding wheels)	£35.00
GH241	Hinge & Strapping Set (as per drop sided wagon kit - 2 sides) Brass	£8.00

QUARRY WAGON KITS

Typical Welsh quarry wagon kits, based on the wagons of the **TALYLYN RAILWAY**

These kits are proportioned to look right on either, 'G' Scale or 16mm Scale - (wheels extra)

GK001	Welsh Two Bar Slate Wagon	£17.80	GK003	Covered Van	£25.00
GK002	Two Plank Fixed Side Wagon	£17.80	GK004	Bolster Wagon	£17.50

Send £1.00 plus A5 S.A.E. for our Catalogue No 15

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Exhibition Dates:- 'G' 2001, Rugby, 18th March 16mm AGM, Stoneleigh, 31st March

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Going back to the S & D Thomas locos, you will see a photo of two of their models, and Ron has written on the back 'Models by Dixon & Scott Thomas early 1990's. They look very substantial.

You can see Ron's love of steam locos from the two opening photos. The first shows him as a young lad in 1936/7, on 'River Irt' at Ravenglass. This is followed by the later one, taken in 1986 with the driver George in the background. Ron records that George had retired by the time he had a footplate ride on 'River Irt' at Beamish in April 2019.

If we look at Ron's track components, he very much practiced what he preached. In 2006 he won the Lineside Category in the Modeller of the Year competition at Stoneleigh, and you can see one of his dual gauge points. Just lovely. In Issue 25 of Throwback on page 51, Tony Bird applauds Ron's design as he used it for all the trackwork on his show layouts. I have to admit that I was lost in awe when chatting with Ron to find that, in the past couple of years, he has relaid all the track in his garden line - all dual gauge, flat bottom rail, individually spiked down onto mahogany sleepers that he made from buying some old furniture as a donor and cutting it up, and this includes, if my memory is still okay, making seven or eight sets of the dual gauge points! I am in awe.

Ron also worked closely with Dennis Beedle, who traded as Bedale Coaches from around 1980 to 2008. Dennis always worked in wood, and Ron supplied all the metalwork including wheels and bogies for some 400 models that Dennis built. We featured a Tallylyn brake van in a recent Throwback.

In conclusion, I am really pleased to have finally produced this article. I really rate Ron. As 16mm modellers of whatever age, were it not for some of the early pioneers and innovators as well as the writers who spread the enthusiasm and knowledge, we would not be in the place we are as a hobby. I have a backlog of people who I feel should be publicised and their history available freely on demand via the internet. If you want to help me in any way with this quest, then you know where to find me!

Pride Comes.....

As we are looking at the contribution of Ron Grant to our hobby, it is very timely that Chris Bird, of Summerlands Chuffers fame, has kindly sent in the following: It is said that pride comes before a fall - but not in the case of my Kerr Stuart! Back in 2009, when I first saw the heavy-duty Kerr Stuart model at PPS Steam Models, I was heavily into steam and had no interest in "diesels". I could see, however, that it was well made and a serious heavyweight for recovering dead steamers - and it was cheap - so I bought it.

The maker's plate said Fell Locomotive Works 1984 and although I knew that that was Ron Grant, I thought no more about it, and "Helen of Troy" joined the Summerlands loco roster.

I put in a new battery (a 6v lead acid gel type) and fitted radio control using a Viper Marine unit, linking this to one of my transmitters. At over 5Kg it was seriously powerful, but very noisy, so it didn't feature in any of my videos at the time. It spent most of its time on the shelf and it was not until a couple of years later that I got it out to show to a couple of visiting enthusiasts. We ran it round and then it was back on the shelf while we went in for lunch.

After lunch, I fired up my Roundhouse Argyll and turned on the transmitter. From the garage there was a loud crash and there was the Kerr Stuart on the concrete floor, a good four feet down from the shelf. You guessed - I had left the receiver on! The loco is robust, to say the least, and luckily the damage was limited to one corner of the engine cover. I was able to beat out the dents and use car body filler to smooth over





the damage. The lamp was replaced with a lamp iron and I decided on a change of colour to maroon. I took a few photos and then it was soon back to normal – on the shelf!

In due course, the loco was then put on granddaughter duties, named Claire after their Mum, and got the occasional run when they visited, but that was about it for the next six years. In 2018 she had another new battery and for some reason was on my workbench while I was doing some radio control testing.



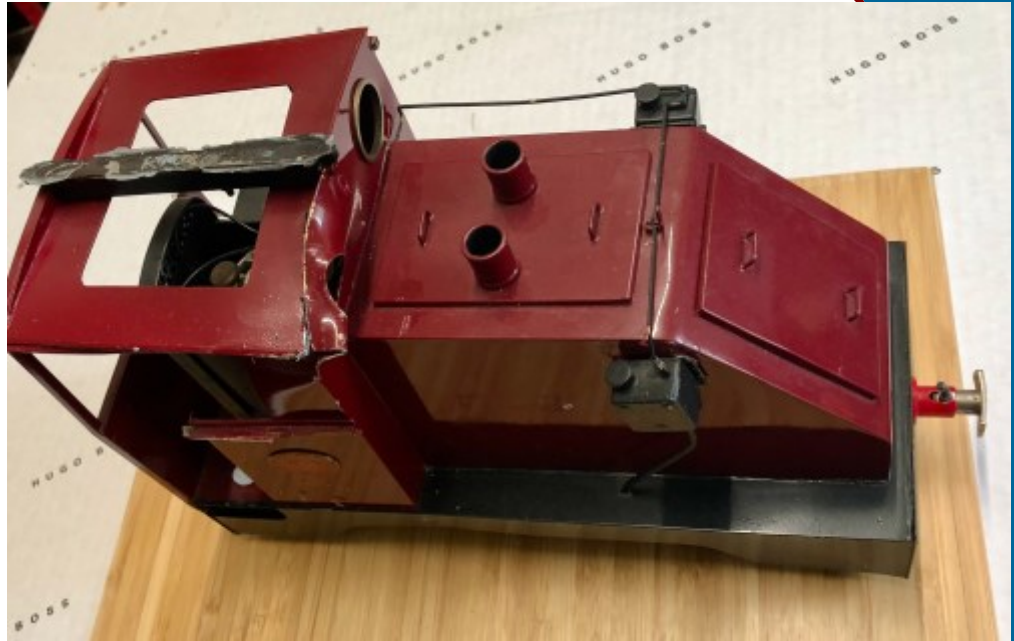
And once again I left the receiver on. This time it was only about three feet to the concrete, but an elegant somersault meant that Claire landed at my feet on her cab roof. It could have been worse – she could have landed on my foot!

This time it was a total strip down to the bare metal and each damaged part had to be beaten back into shape. The cab front was the worst and even after annealing and a few attempts it was still too bad, so I cut out a new one and then soldered it all

back together. With the loco stripped I uncovered a maker's mark, scratched into the brass under the cab:

FME KS2 R*G. I deduced that this was Fell Model Engineering – Kerr Stuart 2 - Ron Grant and decided to check with Derek Wiggins. Could this be the second one produced? The first production loco? Well after some checking Derek reckoned that it was, and this was confirmed on Facebook by Ron's son Peter – so that put a whole new complexion on it. This was a bit of 16mm Heritage and it needed to return to its original colours.

And so Claire is back in her original green (or as close as I had in stock) and even qualified for her own video on Youtube (search for my Summerlandsteam channel and Kerr Stuart). She is most definitely now the pride of my diesel fleet – and it only took two disastrous falls to make her so!





More Modified Mamods

This could also come under the Detective Derek heading.

Chris Dowlen, our Crossword compiler, sent in this photo of a Mamod that was entered in the MOTY Competition in, he seems to remember, 2002.

Whilst he doesn't think it was a winner, he was intrigued by the fact that, whilst not easily on view, it was very cleverly fitted with epicyclic reduction gearing between the drive axle and the wheels, It would be really good to find out more about this, so if you were the builder, are current owner, or can point us in the direction where it may have been written about, then we would love to hear from you. As would we about anything Mamod related. Derek

Railway Modeller

This magazine has always traditionally used their August edition to feature outdoor garden railways, mostly 16mm. Whilst it is not our policy to advertise anything commercial in Throwback, it happens that a lot of our readers model the Welshpool & Llanfair, and have either an Earl or Countess (or both). Models of Pickering coaches have never been plentiful, with the exception of Accucraft when they made theirs available, but now with production stopped these are becoming rare and expensive on the open market. Archangel versions are almost non-existent. In the current Railway Modeller is a piece by Callum Willcox on how he has transformed 'Newqida' branded G scale bogie coaches into a reasonable representation of the original Pickerings. A quick scroll through eBay shows that this could be quite cost effective.

Derek

More Mike Beeson

Recently, Dave Pinniger was going through a lot of photographs from the Jack Wheldon Collection when he came across this. The photographer is not mentioned, but the reverse of the print dates it to

1984, and states 'Beck Anna' with six Hudson toastrack coaches by Mike Beeson. Does anyone know if they are still in existence and where they are now please? Derek



John William

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.



Pinnigers Patch - “Light my fire”, Linda blazes a trail?

Way back in 1980s Jack Wheldon was writing his “Buyer’s guide to steam” reviews for “Model Railways” magazine. In 1981 he received a Steamcraft “Linda” from the builder David Taylor and asked Dave Rowlands and I if we would like to come down to Burbage to see the loco and how it ran. Jack was impressed with the loco which for its time had some advanced features such as a water feed pump and sight glass. He commented that “it is a sound engineering job, elegant, practical and strongly and accurately made, but the means used to achieve this are cosmetically unattractive”.

Dave and I came down a few days after he had test run the loco light engine as it was rather stiff from new. In those days meths firing was almost universal so to see the butane tank in the tender and the blowlamp burner mounted on the tender and firing into the firebox under the boiler was a revelation. The first run was light engine and the loco ran smoothly and steadily. The water feed seemed to work very well when the bypass was adjusted to give the right feed rate. Jack then tried the loco on a light train which “Linda” managed with ease, so Jack decided to really test the loco’s haulage powers and hung on a heavy 26 axle train. In his review he wrote “The rails were greasy and the loco still a little stiff, but she coped well enough at 25psi until those plated wheels began to slip.”

What Jack did not report was that later in the day “Linda” performed an escape act.

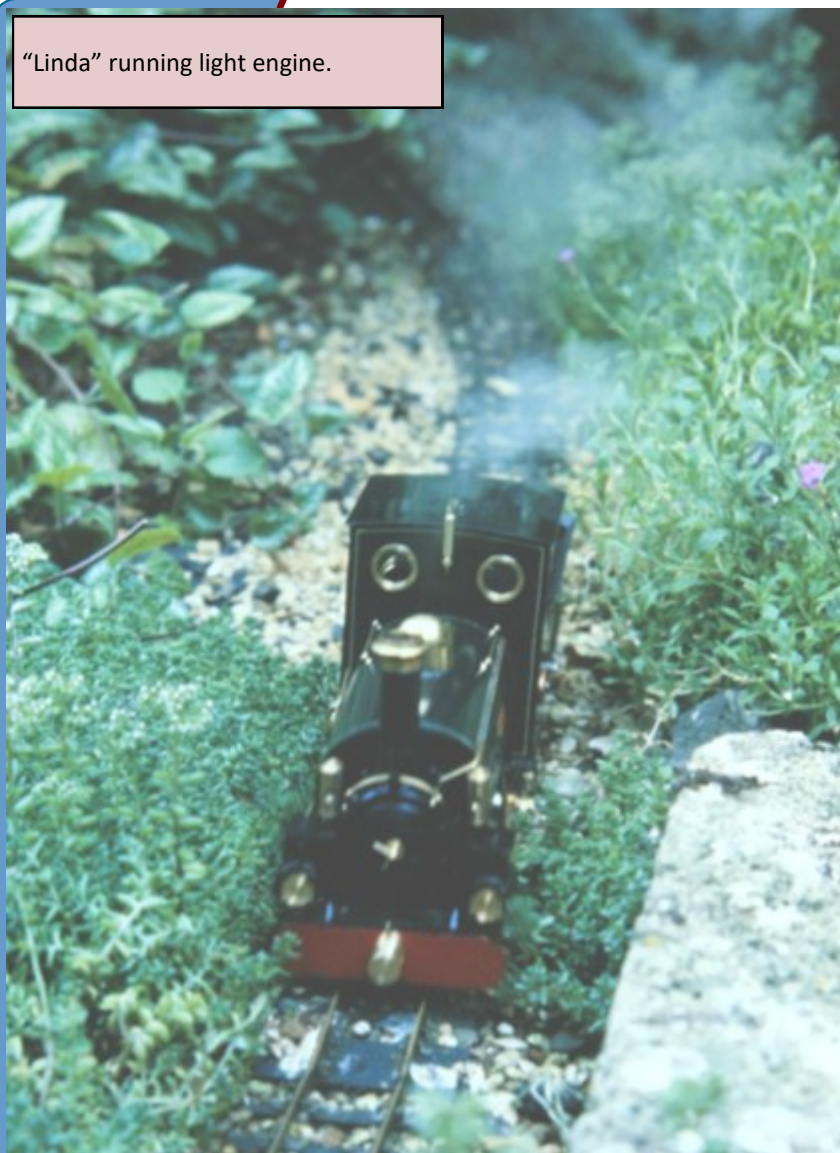
The three of us were chatting about how impressed we were with the loco which



“Linda” posed on the Border Counties. You can see the burner mounted in the tender with the gas valve on top. Also visible are the plastic water feed and bypass return pipes.



"Linda" running light engine.



was then running back down the return leg on the far side of the garden which was on a slight downhill slope. We then saw "Linda" part from her tender and train and relieved of the load, shot forward at a great rate of knots. Jack sprinted across the garden to intercept the loco before it came to grief on the top bend. Dave and I were applauding this athletic act but then saw that the train's momentum was gently carrying it down the slope. Unfortunately, this was on a slight right-hand curve and the blowtorch burner in the tender was incinerating the plant growth adjacent to the track. I am afraid that our first reaction was one of unsympathetic laughter until we realised that the damage to any conifers could be serious and so shut the gas valve to extinguish the burner flame. Fortunately, there was no damage to the loco or train and the only things to have suffered were the lineside Creeping Jenny and a few Cedums.

Unfortunately, I had run out of 35mm slide film and so there is no photographic record of the incident and we never really found out why the loco became detached from its tender and pulled off the water feed and bypass pipes. If readers want to read Jack's review in full it is in "Model Railways" November 1981 p624-5.



Jack Wheldon and Dave Rowlands discuss "Linda's" finer points.

Shawe Linda - Linda Shawe?

Dave Pinniger sent these photos with the comment:

Had a terrific run yesterday at Steve Edward's with my John Shawe coal fired Linda. I spent an hour today cleaning out the clinker and ash and polishing the dome. It is 12 years old so nearly heritage now!



Detective Derek, Case one

Derek writes: A member of the South West Wales sent in these photos, with a request asking if the heritage team could identify the loco. At that particular point it was thought to be coal fired, which given the photos seemed wrong. Anyway, an email to David Bailey of DJB Engineering fame brought a swift response to say that yes, it was one of his meths fired models, built probably around 1996.. He is a bit puzzled as to why the cab roof has been changed to hinged. As we have carried many photos of other variations on the theme, it is good to show you this DJB Linda, which has now been bought by one of the Group members.



Second case

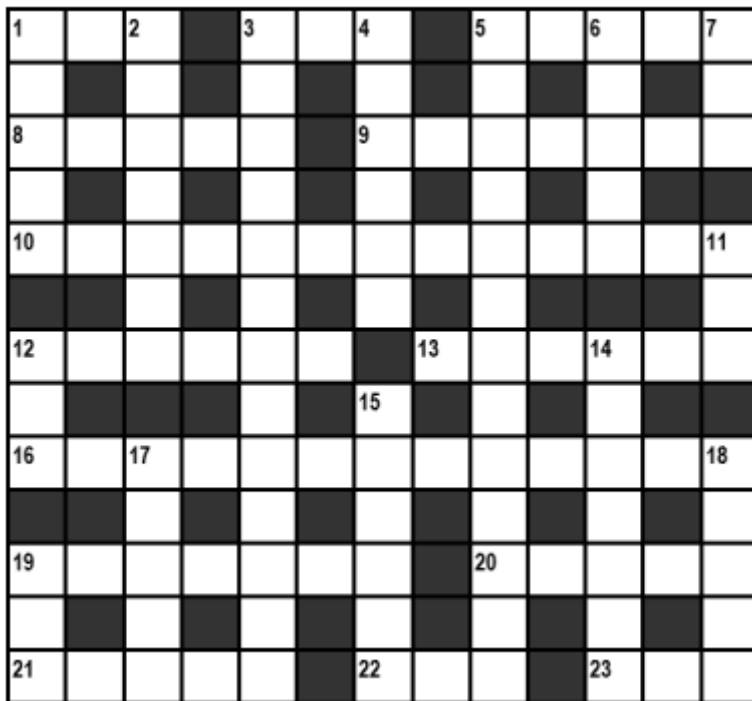
Derek writes: One of our readers contacted me to ask what I knew about the firm 'Well Chuffed', as he had recently found one of their Archie locos squirreled away in a cupboard in the to-do box, where it had been largely forgotten. His version appears to have a fabricated smokebox in an inverted U. Well, put simply I know really nothing about these models, but I did know someone with one. It was Brian Spring, and he very kindly supplied most of the photos which accompany this article. Brian bought his loco off eBay in 2010, under the misapprehension that it was made by John Prescott. This was corrected when he actually showed it to John. He soon found out that the timing of the loco was well out. Having been told that Matt Acton had one as well, Brian commissioned him to sort the problems which he very successfully did.

It is only recently that Matt has moved on his own model, but kindly tells me that they were made by Mick Atkinson in two versions, Archie as an 0-4-0 or 0-4-2 side tank, and Loch came with a tender. The exception was one 0-6-0 wing tank made specifically for an overseas customer. The valve gear was modified Heywood which Matt says was very good once set up properly. Matt has kindly provided the photo of his model, which is the only one he has come across with the 0-4-2 wheel arrangement. He thinks that Brian's version could well have been the prototype as there were a number of minor differences.

Production was believed to have been between 2006 and 2010 with possibly only ten locos being made. Now it is over to you our readers to help us with any information, photos etc. that you can provide on these locos.



OILY RAG CROSSWORD NO 33



ACROSS

1. Reverse diving boat to carry passengers by road or rail. (3)
3. Porthmadog embankment – made of corn kernel? (3)
5. Miniature railway for Mole's boating friend. (5)
8. Giant Hunter on Jokioinen Railway. (5)
9. Shellfish commemorated in Festival of Britain railway. (7)
10. Drinkers timed disruption of Severn Valley town. (13)
12. Tow Liz around end part of Brecon Mountain loco. (6)
13. Estimate ring for 1¼" standard. (5,1)
16. Gardening wine drunk to produce loco picture. (6,7)
19. Extensive grassland for 2-6-2 loco. (7)
20. Construction aid in tea railway country. (5)
21. Found on shoulders in front of train. (5)
22. Bridgnorth's line, initially. (1,1,1)
23. Colour found in upholstered Talyllyn carriages. (3)

DOWN

1. Group of flats for signal section. (5)
2. Slide with small crow down Lake District mountain. (7)
3. Joining angler's tool transmits piston motion. (10,3)
4. Adrian's flowers. (6)
5. Go to Bressingham for a performance of this Strauss Opera. (13)
6. Remove a glued mess from Red Gauntlet to find Stoke's river. (5)
7. Be positive to solve this clue. (3)
11. Greek letter found in your Hornby layout. (3)

12. Fairlie conceals falsehood. (3)
14. Red ring rotated crushes granite for ballast. (7)
15. Slider moves around in middle of gear train. (6)
17. Raged about slope of US railway. (5)
18. Look after brake van occupant. (5)
19. Small garden vegetable discovered in peak condition. (3)

Chris and Jenny Dowlen

Solution to OILY RAG CROSSWORD #32 (republished in May/June Throwback Modeller #33)

ACROSS

1. Loch; 5. Skip; 7. Elouise; 8. Side Tank; 10. RHDR; 12. Herb; 14. Hawthorn; 16. Lady Anne; 17. Doll; 18. Stag; 19. Talyllyn; 22. Antwerp; 23. Diss; 24. Shay

DOWN

1. Logs; 2. Hebe; 3. Jonathon; 4. Milk; 5. Searched; 6. Pier; 9. Inexact; 11. Dursley; 13. Brynglas; 15. Wheelset; 18. Sand; 19. Tate; 20. Laps; 21. Navy.

Contact us..

16mm Heritage Locomotive Owners and Operators Association

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Diary Dates

Ellesmere Model Railway Club. Ellesmere Town Hall, Shropshire. Two day Show, various gauges, August 19/20. Refreshments. We will be there with the Phurcombe Hall heritage display. Bring something to run if you want to come.

The Llanfair Garden Railway Show is on its customary date of 2nd. September, up the hill above the station at SY21 0HW. Long established, this Show coincides with the Annual Steam Gala on the Welshpool & Llanfair Railway. A good weekend for meeting friends.

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.

"Steam in Beds" Show Saturday 25 November 2023. Venue: Eaton Bray Village Hall, Church Lane, Eaton Bray, Nr Dunstable, LU6 2DJ. Organised by Bedfordshire Area Group of The Association of 16mm Narrow Gauge Modellers Contact: Mr Chris Pretty, 07919 554409 or c.pretty0301@btinternet.com Group web page: www.bag16mm.org.uk Opening times 10.00 am to 4.00 pm Entrance fee Adults £6.00 accompanied children under 16 free. Live Steam Layouts. Various Traders. Free Parking and wheelchair friendly throughout. Refreshments all day.



First off, thank you to those who wrote with kind words and offering their condolences, thank you. In speaking with Derek I was keen that we get back to the publication dates you know and love, so here is issue 34, pretty much bang on time, we did it. For my part I've still not run anything these last two months, however I have an invite for a special birthday steam up coming, so it's got to be a heritage model. I am pondering my options carefully..... Moel Tryfan is currently riding top of the list. What about you? What would you take? Maybe that's our next feature series, "what would you take....?" Kind of the desert island discs of heritage modelling..... There are a couple of Gauge 1 imposters sitting in the workshop, and an O Gauge J17. These are projects I need to finish for others before you get too concerned. My heart remains true, old stuff, African

stuff and that little known line I hark on about in North Devon. On the topic my Mike Beeson L&B is still waiting it's finishing touches (... and if anyone is willing to sell me one of his L&B coaches please drop me a line). I was looking at the photo of the Phil Flint prototype on display at Llangollen. I'm considering an article looking at two of his models side-by-side in a similar style to the Mike Beeson L&B comparison. It maybe that the two are identical, but I suspect Phil would be incorporating new ideas with each batch of models he built. Looking forward past that I need to have one of those purges, too many models with small niggles. Maybe that's my challenge for 2024 to de-niggle my collection? Derek and I would love to hear from the new owners of the Andrew Hobden collection, he's listing some splendid models and more than one that I found quite tempting. A large portion of Andrews collection is of hard-to-find models, and I'm amazed that the NG15 is still listed for sale, those are large but amazing models, and quite quite hard to find. Why didn't I look at it, I have one already, and a second in pieces, otherwise..... Have a good second half of the summer, Nigel.



Tail
Lamp

TBM #34 score card

Team tram (Derek) - 1

Team L&B (Nigel) - 2

Curious score this month, without any contrived result, and it would have been a whitewash without the Cheddar tram lurking mid-shot on the bottom of page 30