

THROWBACK MODELLER

January/February 2024

Issue 37

The home of 16mm Heritage Modelling



Creaking with Gallstones - we have the answer

Zero (X + 2) Zero an 0-12-0 tank!!

Balancing the books - making it pay?



Cover shot; One for the Tram fans - GVT on a cold morning down train. Photo Keith Skillicorn

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Throwback Modeller

ISSUE 37 JANUARY/FEBRUARY 2024

Welcome to Issue Thirty Seven



Are we past the worst of winter yet? I do hope so. I've been in the workshop with my Harvey Watkins Victoria. I fitted a throttle servo and LEDs within the headlights. Why? I was looking to run Victoria at the National Garden Railway Show at Stoneleigh this year and I'm a sucker for a decent headlight. Harvey had fitted two, one under the roof of the cab, for reverse running (or shunting) in the cane fields. Victoria can now emulate that, although the driver is quite stubborn and insists on looking forwards, regardless of the direction of travel! While I'm being slightly frivolous the driver is of interest as this is one of

Maureen's figures, the predecessor to the caricature figures that Rob Bennett went on to popularise. And in other news;

The Mike Beeson train now arriving on Platform One is the 12:35 from Lynton, any alighting passengers are pleased asked to close any open droplight windows, before opening their compartment doors.

Ok, so it had to be done, for several years I've been asking in Throwback for any information on Mike Beeson's model L&B coaches to run behind his model of the L&B Manning Wardle Yeo. At this point I need to declare I'm a big advocate for perseverance, my wife describes it as stubborn..... I had a "cold call" email shortly before Christmas from Paul who'd found a pair of Mike Beeson coaches as part of a collection he had an interest in. Back-up a moment, yes this is a pair, I think there's a saying about buses that applies here. I'd been searching for one coach for several years and then out of the blue I'm offered the opportunity to buy two. So, this photo shows a full "Beeson train", (and off camera my huge smile). My five years of perseverance paid off, never give up.....

The coach doors have been left opened by the passengers who have hurriedly left the train. I'm guessing that word has got round that the station shop at Bratton Fleming is now stocking the locally brewed Madrigal Craft Beers, and there's been a rush to go buy some. The guard is busy loading a parcel into the brake van. The platform open truck is running light back to Pilton Yard, having been used to take a drum of cable up the



valley to Lynton for the hydro power station, (we're unsure how the railway company are planning on getting the load down the hill to Lynmouth). While the crew of Yeo catch their breath they are a little disappointed to find that control of the regulator is no longer a human touch, but a servo under their feet!

We hope you enjoy issue #37, "it's a belter" hope to see you at Stoneleigh? Nigel.

It's all there in Black and White



Martin Haywood, a regular contributor, took this photo when he was visiting Dave Mees' Wigfa & Llanrwst line. It is of a De Winton by David Smith, feeling its way along a trackbed that Dave M himself would say puts the early Tallylyn in a good light! It was later confirmed to Dave that the model was indeed the precursor to the production models sold by Slater's Plastikard Ltd. I have also added on a pseudo old postcard, sent to Dave Mees from a recent visitor from Scotland, showing a very early view of part of his line (?!)



Hugh Saunders “Jubilee 1897” Pat Brewer



As previously written in the Throwback magazine, this article is on the third loco that I have which was built by Hugh Saunders. I acquired this loco fairly recently only to find that it had been owned by someone who I knew when I first started in the hobby back in the 1980's. Therefore I knew that I was only the second owner as the previous owner had bought it direct from Mr Saunders. In this case it is an 0-4-0 Manning Wardle loco which is usually known by the name it carried whilst in the Penrthyn quarry, “Jubilee 1897”. This being Queen Victoria’s Jubilee year.

Now this loco follows much the same pattern as the previous two. It has an enclosed fire box which is spirit fired and like the others requires an electric blower to raise steam in the first instance. Likewise the controls are much the same i.e. regulator, internal blower, and hand pump, all on the foot plate. It is also fitted with a water gauge and pressure gauge. The water is carried in a working saddle tank attached to the said hand pump. The safety valve is the same on all three locos in that it is a simple ball bearing held in place by a spring, so servicing of this is very simple.

Unlike “Beddgelert” there is no control on the spirit supply, and the tank for this is filled via a pipe on the foot plate with a flap over it.

Direction of the loco is achieved by slip eccentric. Oil is in a displacement unit housing which takes the form of a mock sand box on the running plate.

All three of the locos were built in the 1980's and still continue to run without any real work needed on them. One must wonder if certain other locomotives will still be going in forty years time? But there again, these locos were built by an engineer and designed to last.



Sales, Wants & Solds

We need to start with a grumble. We advertised two locos for someone, and had serious enquiries for both. Going back to the seller, who did not answer that email, nor the subsequent two. This left us having to apologise to two disappointed people. We list models as a service, because we want to make sure that models stay within the heritage enthusiast family, and we have no financial advantage doing it. So please, at least be good enough to respond, if you have sold the models elsewhere, fine. It is the not knowing we are unhappy about.

Sales successes:

The Mamod loco with the side skirts has sold. So too the Mac Muckley L&B Lyn, which has joined a model of a Manning Wardle that also moved a while ago via Throwback sales. The Archangel Rheidol/Talybont has crossed to the States to a very happy new owner. The Imp Models workman's coach kit sold at Steam in Beds.

Sale items—new listings.

A real opportunity. Ian Pearse has decided that his own personal Accucraft Garratt is getting too heavy for him to handle, and hence it has hardly been



steamed of late. It is a batch 3 model, and the radio control system has been upgraded by Dave Mees to 2.4GHz. It comes with a battery charger. You can see the condition from the photos, and also that it is one of the much sought after maroon versions. Currently set to 45mm, it can be regauged to 32mm. Ian has the original boxes and steel carrying

cradle, he no longer has the original packaging. Any sale will be dependent on collection from Church Stretton, a car meet somewhere with fuel costs, or at either the Fosse, Stoneleigh or Llangollen exhibitions. Sensible offers invited.

Pearse Locomotives Leeds No:1. The prototype is a really good looking loco, as also is this model which runs well, and is fitted with 2.4 GHz radio. It also has a new on board battery and charging cable. These very rarely come up for



sale, and as a result command good prices, so the seller is open to realistic offers please via Derek.

John Turner Caledonia. Fitted with 2.4 GHz radio for regulator, and direction as well as having a separate whistle and running lights. A rare and well thought of model, open to offers.



Roundhouse Engineering Mountaineer live steam 2-6-2 locomotive in black. Complete with radio control, 45mm Roundhouse regauging kit, Locoboxes storage box,



instructions (including boiler certificate and gas certificate, and original box. Serial # JHT8178. Minor scuff on edge of smokebox door otherwise in excellent condition (see photos). 'The paint is good all over showing very light use' (auctioneer's comments). Bought at auction August 2020 and since run twice. Currently set to 32mm but regaugeable to 45mm. Selling to fund new loco. Additional photos available on request. Collect (Reading, Berkshire), or I can deliver at the Midlands Garden Railway Show, The Fosse or the National Garden Railway Show, Stoneleigh. £2,000.

Further details contact Simon Robinson –
simon_robinson@hotmail.co.uk / 0777 563 7710.

Accucraft Forney G-scale (but matches 16mm OK), 0-4-4, live steam, gas fired and 2-channel 2.4 GHz radio control (rechargeable batteries in loco) on gear and throttle. Fixed gauge 45 mm . Colour green and black with brown bunker (original colours) and matt black smokebox and cab roof and brown lining to cab doors and windows (repainted).



Manufactured from stainless steel and brass with copper

boiler. Reversing via piston valve, and steam to cylinders controlled by piston valves. Good used condition with no damage to bodywork although paintwork has some blemishes commensurate with age and careful use; runs well forward and reverse. Comes with original box and operating instructions. Price £795 ONO plus postage or can arrange to meet up to hand-over. Contact John Kitchenman (member no. 1544) on tel: 01234 838978; email: john.kitchenman@btopenworld.com

Roy Wood Models De Winton (not to be confused with the Mamod version). Used condition, but runs well. Offers invited.



Rake of three IP first generation Darjeeling coaches. Believed built by Ivan and used for the original publicity photos. The whitmetal bogies have been replaced with the later IP wooden sided versions, but they are not visible when on track. Offers invited.



FREE to a good home, and can be delivered to Stoneleigh Show. A collection of Bulletins and SMT's, in all some 30 plus.

The Roundhouse Billy that was in the last issue, was bought new by the late Barry Sumsion in May 2022, but sadly he never got to run it. Hence it is brand new, warranted till May 2024, r/c and comes with all paperwork, instructions, packaging etc. Offers invited for a substantial saving on one direct

from



Roundhouse. There is only one Accucraft Isle of Man 4



wheel coach now left. Like the loco it is as new, and can be yours for £45 plus carriage.

Accucraft L&B Brake composite coach currently set at 32mm gauge, supplied with alternative 45mm wheel sets



and bogie spacers. £100

Accucraft L&B Full Third, again currently set at 32mm, supplied with alternative 45mm wheel sets and bogie spacers. £100



Accucraft L&B 8 Ton open wagon, not sure I've ever run this! Running number 28301, 32mm gauge. £70

Accucraft L&B Bogie brake van, with light weathering on running boards, running number 56041, 32mm gauge. £70



Happy to combine postage across the four items. Alternatively we can arrange collection at either the Midlands Garden Railway show (2nd/3rd March), or National Garden Railway Show (27th April). Thanks Nigel, 07551 781 583

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

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



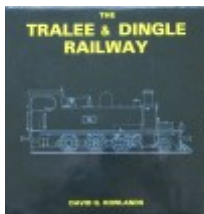
A Raif Copley Lord Penrhyn saloon coach. There is no doubting the quality of this item, which even comes complete with a DVD of instructions for the build. One of possibly only ten kits ever produced, this is open to sensible offers for what is surely an unrepeatable item?

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

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

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

2. The Tralee & Dingle Railway. Author Dave Rowlands. Bradford Barton

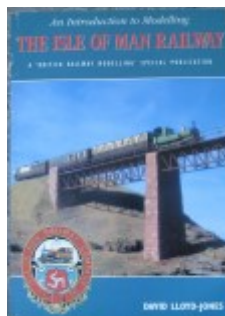
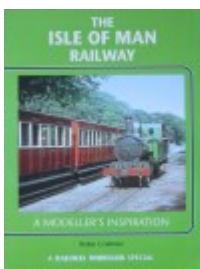
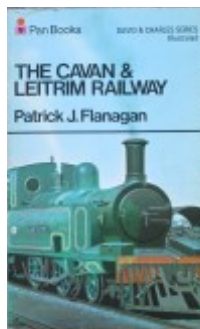


publisher. I have a copy of this book, and it is a really great read. If you are interested in the line, but do not want to buy the recent

Michael Whitehouse definitive history, you will get most of what you could possibly want from this earlier tome.

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

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



All four books are open to sensible and reasonable offers.

In the last issue were a number of early items of rolling stock, discovered by Ken Vine the new owner of Brandbright. Derek is aware that some of these items have sold, but cannot get any update on what remains. If there was something you fancied, please look back to the last issue for contact details and ask the question directly of Ken.

Sadly Ben's father is no longer able to use his models, so they are offered for sale in the following collection. It is believed that everything was in working order up until the time that his father had to stop, but they have been stored for quite a time now and will need recommissioning where appropriate. Everything is 32mm gauge, and located in the Preston Lancs area. Offers are invited for all the items. The photos are here:

<https://drive.google.com/drive/folders/1XikTJVPd65FVy3b1qc4eb7V3lbCgrSTw?usp=sharing>

#1 Regner "Konrad" Manual control. Owned from new.

#2 Essel Engineering "Wagonmaster" Manual control. Fitted with rechargeable batteries, condition unknown. Plastic body – if I remember correctly, this is the Essel prototype for the later metal-bodied models.

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

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

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

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

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

#8 Welshpool Goods Van and Brake Van from Brandbright Kit

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

#10 Open Wagon from Brandbright kit

#11 Freelance Coach

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

#13 Paid of Cooper Craft Slate Waste Wagons

#14 Cooper Craft Slate Wagon

#15 Pair of GVT (?) Open Wagons

#16 Mamod Stationary Engine

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

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



either the Midlands Garden Railway show (2nd March), or National Garden Railway Show (27th April)

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

Contact details for it's sale are being handled by Michael who is reachable on 07745350983.

There are some items left from the Andy Hobden collection. One is a green Puffing Billy, r/c and with very little use. Offers around £2000. A surprise to Andy, and myself, is that the Phil Flint L&B Manning Wardle hasn't found a new home. This was the basis for the much sought after Roundhouse version, and is described as an all day engine. £1,500 or close offer. Finally, there are three of the Accucraft W&L Pickering coaches in the chocolate/cream livery. Gauged to 32mm. £300. All the above plus carriage.

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

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.

Merlin W&L 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.



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 £1,450.

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

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

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



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

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

A really nice Roundhouse Dylan this is 0-6-0, it is still meths fired and manual control. Believed to have only run some fifty times over its life, and after a recommission where it was described as still tight and barely run in, it is a sought after model.

Roundhouse L&B Manning Wardle. 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 £1,400 for this loco as it stands. If you are UK based contact Derek for an estimate of shipping and additional import duties.

WANTED There has been some good success with these, there new want for this issue. A while back we placed a John Shawe coal fired RH Fowler conversion, and after that a Mike Lax loco. The buyer has asked that, if you have another coal fired loco which is easy to run like the one he has, and equally if you have a Mike Lax, Peter Angus or David Hick model needing a new home, then please let Derek know and he will put you in touch.

We have thinned the list down a little, (and Nigel has taken out the Beeson coaches. If you want to keep your request in this section, please email Derek and confirm you want your request to stay in.

Then the rolling list.....

A Corris loco, Wrightscale or similar.

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

A gentleman with a penchant for small industrial models would like to know if anyone has any of the Brian Clarke/ Saltford Models Jubilee track that they might be prepared

to move on? Anything from a two foot length that he can stand models on, to a circle or more that he can lay out on the patio.

A spark arrestor chimney for a Roundhouse William.

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

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

A Peter Angus overtype loco.

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

A Pearse Locomotives Leeds No: 1

A gentleman is after 4/Four 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.

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 meths fired heritage loco. Nothing elaborate, or expensive, and needing a little work and tlc is no problem.

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

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

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

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

Brandbright kit for the L&B open Howards trucks.

Any Peter Angus geared locomotive.

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

A David Hick L&B - in any condition.

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

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

Wrightscale WD Baldwin.

Wrightscale Excelsior

The Merlin Monarch brass dome for the safety valve.

A Roundhouse Bertie or Katie, preferably red.

A Roundhouse/Brandbright Fiji Fowler

A Brandbright GS2 Goods Van kits, unmade.

Any discarded Beck loco components or non runners

A John Turner Quarry Hunslet.

An Outline 7/8ths. scale Simplex

Any Hugh Saunders loco.

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

Exotic/old school/quirky locos and rolling stock

Brandbright/Roundhouse Coffee Pot, with or without roof.

A Harvey Watkins Darjeeling B class loco

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

Any small and interesting steam loco

Tom Cooper Mini Mule.

Tom Cooper Steamlines Rheidol.

Archangel Brick - any cab profile.

If you are minded to thin down your collection, then consider using Throwback Modeller. There are no auction site charges, no costs for money transactions, and no advertising costs. You get what the market is prepared to pay, as opposed to finding out later that you could have sold for more. So, if you have any of the model described above to sell, then please contact me. Thanks Derek

AUCTION RESULTS

Whilst still a bit quiet on this front, the defacto Throwback auction hawk, Chris Stockdale, keeps us all up to date on what has appeared. After our last issue Alan Regan emailed to say that he had gone over to look at the W&LLR coal fired model Countess and coaches that were mentioned in the last issue.

The items were not to the 1/18th. scale mentioned by the auctioneers, but instead 18mm to the foot, making 45mm track exactly 2'6", and they said that they would be mentioning this on the day. The coaches were worn, the loco dirty, and he decided not to follow up and declined to submit a bid.

They did not make reserve and were going to be relisted. It is worth pointing out that if you buy on line from an auction house, their photos and descriptions can possibly paint a different picture to reality..... Buyer beware....



The Archangel Marmaduke sold at SAS auctions for £650 plus. Thanks to the new owner (very happy) for the info!

John Armstrong advised me of a pair of LGB locos, one steam outline and one diesel and appearing to be missing a few parts, that went for a hammer price of £120. Also there was a nice looking Brandbright

Kerr Stuart which went for the same amount - £120. All plus commissions.

Finally, the following went for again in my view low hammer prices, with the exception of the Accucraft LYN.

GRS/RH Liberty Belle in black. £400.

RH Sandy River & Rangeley Lakes in black. £980

Merlin Mayflower. Unknown.

Pearse L&B Manning Wardle. £700

Accucraft Lyn. £1300

Just a reminder that, depending on the auction house, you are looking at commission charges additionally of some 25-30% plus vat where applicable.

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

A Perfect World Tallylyn Brown Marshall coach is currently at £43 with five bids. A Roundhouse Taliesin Mk.1 is currently offered for £1,850. A really nice looking Pearse Auric, in Blue, has relisted at £1,295. A red side tank, thought to be Merlin, is on for £850.

A green Merlin Major is on for £1,150. A green Merlin Hunslet No:14 has reduced to £1,150. A grey 0-4-0 side tank is listed as being Merlin, which I am not sure about. Oscillator, with gas conversion and lubricator, some of it is surely Mamod. Very substantially built, and interesting looks, 45mm gauge, it has a price of £550.

A Steamlines Shay has just appeared. Minus its cab and bunker cover and in brass, it currently stands with two bids at £495. A scratchbuilt Garratt style loco had five bids to £280. A nice looking solidly scratchbuilt 0-6-0 in blue, dating from the '70s, gas fired, had 14 bids to £400. A Steamcraft Mountaineer was on for £1,450 - I am not sure if it sold.



Finally, a Steamcraft double fairlie in 32mm gauge appeared recently for £1,650. I emailed the seller, as my own original one that I sadly had to sell in the mid '90s had a unique distinguishing feature, and it transpired that so did this one. Now, I have after 25 years or so, been lucky enough to buy a replacement, and whilst more than one person thought that I should buy my original and sell the later one, I was very happy to see my very good friend John Armstrong become the new owner. He runs on my line occasionally, so I will get to see it whatever. He is currently coming to terms with something that gets extremely hot (it has two Camping Gaz blowtorch burners), and we are both planning some double heading! Watch this space.

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

120 Archive Footage of the County Donegal Railway. Twenty minutes of railcars, steam locos, and everything that made up this wonderful and sadly missed line. Well worth a watch.

Tom's Myers Memorial video 2018. This is very sad to watch, in that shortly after running the two locos, Tom passed away. Kendrick Bisset put me onto this clip, which begins with a Roundhouse Stanley tram towing a lovely little double deck trailer, and then concentrates on a Steamcraft double fairlie. Kendrick now owns that loco, and as you rarely see film of one

running, I have recommended this.

Bowater Paper Railway. Kent steam train ride 1962. Wonderful period colour film showing the railway and factory at work. You can see the locos that were the prototypes for some of the Accucraft range, and the line of course went on ultimately to be the Sittingbourne & Kemsley Light Railway.

THE REAL RIO GRANDE NARROW GAUGE RAILROAD FILMS. This was shot around 1954, and runs to some 37 minutes. If you want to see large locos, long trains, and a lot of very eco-unfriendly black exhaust smoke wafting over superb scenery, then this is for you.

Puffing Billy Australia - Turning A Climax. This is a 13 minute light engine trip up the line between Belgrave and Emerald, showing most of the features,,for the sole purpose of turning the loco on the turntable located up there.

Derek



Wonderful Winter Steam?

Just three wonderful photos from Keith Skillicorn, only seeing two? The third is on the front cover ;-)



And Winter Snow Steam?

Dave Pinniger took his ex Bill Abbott Archangel Prince of Wales to run on a new local line during December 2009. Being waist high made it ideal for the weather conditions, and after using antifreeze to make the points work, he took these photos. Again the steam effects are good.



And Winter plain cold steam?

Steve Herring recently sent in the photo and the following note:

A beautiful cold but sunny day but I had to get out and run something. Now, it was too cold for even the propane/butane to flow. Despite my love of coal firing my shivering fingers kept missing the firebox door with the coal shovel. So, what do we do? We ran one of Mr Browne's finest, my 49-year-old Rheidol. And she ran like a little sewing machine for an hour. Okay, only one bogie coach behind her, but the old lady needs to be treated with respect. But you cannot beat Meths in this weather. A very enjoyable afternoon.



As a postscript, Steve emailed again shortly after, to say that he had taken his 1983 Roundhouse Dylan into the workshop, and was busy turning up new bearings for the motion prior to also giving that a run. Infectious enthusiasm?

Kevin Kidney - RIP

It is with much sadness to report that we lost a dear friend Kevin Kidney unexpectedly in January. Kevin was well known to many members particularly in the Hampshire area where he formed a small group of five friends to swap ideas, experiences and hold steam-ups, as well as belonging to the wider area group.

Many people had visited Kevin's garden railway that consisted of an electrified 45mm gauge double loop around his garden with real trains passing by behind his garden, and Kevin's garage painted in Southern green and cream. Kevin was also well known for holding one of the first open days of the year, usually in January and being very lucky with the weather.

He would be seen at most of the local shows, and would entertain the younger visitors (and we suspect also the older visitors) with his collection from 'Thomas the Tank Engine' as well as the odd steam engine too.

Kevin was an expert at programming and electrics, and had dismantled many of his electric locos, converting them to battery power along with each having its own wi-fi hotspot and remote control. Most of us never did get to grips with how he ran a 'double header', while controlling the lead loco, and that telling the second loco what to do!

Kevin had visited most preserved lines in the UK. However his favourite was the Lynton & Barnstaple Railway near where his family lived, and had many locos, carriages and trucks on his layout. His second love was the Watercress Line, which he would often cycle to.

Kevin's passing has left a big hole in many of our lives.

Kevin Kidney riding at Statfold Barn in April 2023 (Picture and words: Kevin Yeomans)





Feeling Peckett-ish?

Derek writes: I found a new owner for Maddy a few years ago, and when he started reducing his collection I already knew that Ben Cripps was after a David Hick Peckett, so it was a natural follow on. She



is one of David's Association versions - built with slip eccentric valve gear and less detail to fit into a price range as agreed with the late Graham Lamb.

Ben has kindly supplied the photos, and I just think that there is something about the working finish of the model that is very appealing. It makes me smile anyway!



The story behind the photo....

Graham Chown writes - Growing up through the fifties and sixties the photos in our family album were of limited interest to me. The exceptions to this were a few taken by my father, the Herzogin Cecilie aground off Salcombe, a derailment on the LNER and one of him looking out of the cab of a strange looking loco named "Lady Mallaby Deeley". Imagine my surprise therefore when, scrolling down through TBM 36, there was the photo from the family album. The photo itself has a little mystery surrounding it- why was LMD on the transfer line in October 1931?

Sometime around 1981 from a chance conversation with another 16mm modeller, Chris Tilley, I learnt that Mike Messenger the proprietor of the Twelvehead Press was about to publish a book on the Redlake Tramway. Mike put dad in contact with Ted Wade, the author, and as a result dad sent a copy of the photo with a note of the date of its taking to Ted.

Ted was a little surprised as the known history of the line had LMD assisting with the dismantling of the line in 1932, so why was she at the foot of the incline in '31? – was dad's memory incorrect?

Dad lived in Plymouth and the Redlake Tramway was visible from the Exeter road between Ivybridge and Bittaford. In October '31 dad and a friend had decided to cycle from Plymouth to Newton Abbot for a days trainspotting. As they passed the Redlake Tramway's location they saw LMD right next to the G W R main line and, having never seen any loco from the tramway, stopped to have a closer look.

Back then, when you had to buy film and then pay for developing and printing, a young man with limited funds would think carefully before using one of the limited number of shots on his film, but luckily, he decided that LMD was worth a photo! A second stroke of luck was that he still had the notebook, in which he recorded where and when each photo was taken, which effectively ruled out a slip of the pen in the album.

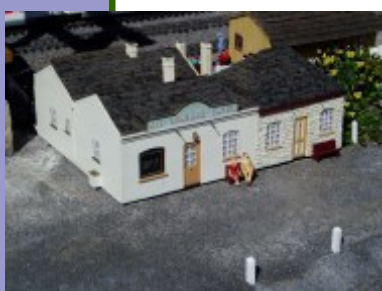
As far as I am aware Ted never found any reason for LMD to be on the transfer siding, it would have been a major decision to drop her down and then haul her back up to dismantle the line, but I guess we will never know.....



rail

Memories

Gary Newton contacted me from Australia after the start of the New Year, and apart from Seasonal greetings, he passed on the following sad news. The photos are either his, or Laurel's who kindly allowed them to be used. We have lost another bright spark from our garden builders. Max Jefferey passed away in late December at about 90 years of age after a long period of ill health. He and his wife Laurel were the most prolific Garden Railers that I have ever seen. Though mainly into electric, their buildings were made to scale and their very clever displays all worked ! Derek concludes by saying that the Gnome house would have sat well in the pages of the AWNUTS magazine, and the whole railway looks so interesting.



Brace of Goslings

Keith Skillicorn assembled this shot, with all three locos being of Robin Gosling manufacture. From left to right we have a Prince, a GVT tram loco, and finally what is one of Robin's boiler chassis units, which has been fitted with a Vaenol body made by Ken Best of Kenversions fame.

Derek



Stretching things a bit

I am very grateful to Graham Stowell, for giving me permission to filter through a number of photos of models he built quite a long time ago. They will appear over successive issues of Throwback, and regarding this one, Graham told me: This is another example of a planned simple engine, a scratchbuilt 0-12-0T, becoming more detailed, eventually assuming the form of a pure GWR saddle tank superstructure on a multi axle chassis with my own design of horizontal link valve gear. The huge marine boiler was supplied by the late Peter Jones and takes a lot of heating! The chassis has plenty of play on most axles allowing it to traverse 3 foot radius curves. The name 'Shai Hulud' comes from Frank Herbert's sci-fi classic "Dune", as do those on many of my locos.





The garden railway of L A Wooder

In the last issue I carried some information about the now defunct garden line in Parracombe that was based on the L&B. Happily it drew some more details, and the first came from Dave Mees who volunteered:

A bit of information for you regarding the defunct Parracombe Railway which I first noticed in Steamlines mag back in the late 80's or early 90's if memory serves.

(*)Tim Wilkinson bought Fairview from the L&B Trust around 2013 or 14, when Isaac went to Woody Bay. This was so they could keep the almost half a mile of trackbed which formed part of the sale to the L&B. He had the house revamped and during this work the delightful cottage garden was laid out for parking, as given the lack of space by Churchtown Bridge parking there was a no - no.

The 16mm railway was built on the trackbed and when I stayed there one weekend in a very chilly February 2017 or 2018 I realised the significance of what was 'over the fence' on the trackbed. This was kept by the L&B. The existing signals which were buried in the undergrowth were noted and were later given to me by Tim when he was clearing the place ready for resale in around 2019 when he sold Isaac to Graham Lee at Statfold Barn and Fairview to another party.

A distant view of shed and railway on the formation is attached.

Tim is a well-known and prolific 16mmmer, who also owned Isaac, the loco that ran on the heritage L&B line from Woody Bay

I also received an email from Steve Drew, long time friend, heritage supporter and one of the original Festiniog Railway 'Deviationists'. He wrote: Due to an astonishing happenstance my wife Helen and I met Len and Irene Wooder a few times before their move down to Parracombe. Helen was working as a Children's Librarian at the Upminster Library in Havering, when a gentleman came in asking for some 16mm scale coach drawings to be photocopied for a project. Luckily, Helen was on the Help Desk and got talking to him, as she was aware that he was talking about the same scale as my own fledgling railway. This would have been around 1983.

We went on to meet Len and Irene, his wife, at the first meetings of the Essex 16mm local group. I have a photo of them both at John Oliveira's railway dated 1984, with an old car of mine in the background. Looking at the dates given in the piece in TBM, could it be possible that the Parracombe Garden Railway was originally built in Upminster and relocated to Parracombe upon his retirement, which is sadly when we lost touch? I seem to remember an advert in SMT around 1984/5 for his models.

Finally, I am grateful to Pete Chandler, a prime mover in establishing the 16mm line at Woody Bay Station (Google in Woody Bay Garden Railway for a variety of clips and mentions), who sent me the photo of the two wagons mentioned in the last issue, now very kindly donated to the line by Julian Palmer. To me they look really well.

Derek





An odd Electric Avenue

Martin Haywood likes small electric models, and has kept us supplied with Saltford articles. He has sent in this oddity, just for general interest. He wrote:

Built by the late Bob Mackillican, this is a model of a "Dispatch Foundry" rail tractor of which there were numerous variants in the sawmills of New Zealand.

<http://www.trainweb.org/loggingz/dispatch.html>

Not sure when the model was created but parts suggest the 1990s.

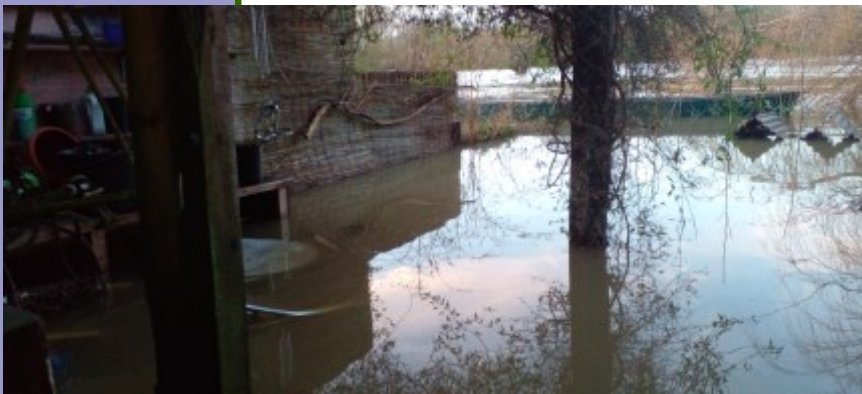




EXCELSIOR

Following on from Phil Copleston's quest for a Wrightscale Bagnall Excelsior, I thought that I would include these photos of an alternative version. This one was built by the late Jim Wild, somewhere around 1980, and it was subsequently bought from him by Mike Morris, as well as one of his DeWintons. Keith Skillicorn took the photos of it running when it visited his own line, and Dave Pinniger took the shot of Jim himself, running the loco at the Exeter Show of 2009. Derek





Rain stops play? Not likely!

As a close friend, and heritage right hand man, Steve Bradley has appeared quite a few times within Throwback. He lives near to me in Shrewsbury, in a house whose

garden drops in three distinct levels to the River Severn. If any of you watch the news, then you will be aware that this river floods badly over quite a lot of its length in Shropshire. Steve has built a small basic outdoor line, for the very reason that you can see in the photos, so as we have been featuring a variety of dangers with outdoor lines, from foxes, through nuts and recently brown bears, it seemed worth warning you also about the results of severe flooding.

In one of the photos you can see that the water has yet to cover the track completely, as it does in the others, so Steve is still running, obviously hoping that it all stays on the track! At the point that the track becomes submerged, it is worth mentioning that the water level is now some eighteen feet above its normal. You can also see that he decided to buy a small basic r/c boat to amuse himself whilst running trains was an impossibility!





A taste of India

Hello Derek, Following your request in the latest TBM for details and observations on the GRS/ Roundhouse 'Gunga Din' loco I attach a few pictures of the loco I used to own and some observations. "When 'Gunga Din' was first announced I was keen to get a live steam tender loco -unusual in those days as most NG locos were tank engines. I went by train from London to Princess Risborough, collected the loco and tender and radio control set. Unfortunately the only way to carry them was using a couple of bin bags so you can imagine how things were while travelling on the underground in the rush hour!

The loco was made by Roundhouse and ran very well like all their products- but the bogie tender was a plastic one from a Bachman G-scale American loco. The sequel to this was that I really wanted a bigger gas tank to extend the length of run time. A friend in the Kent 16mm group (John Anders) had scratch built a tender loco and he offered to build a bigger gas tank with a water bath in the tender too. The original Bachman tender was too small to accommodate the gas tank and the water bath but I had obtained a larger Bachman tender at a show. I used that plastic tender body to cover the gas tank and water bath and fitted it to a wooden chassis. So now I had the original gas tank in the loco cab and in addition a one hour gas tank in the tender. The water bath helped the gas to evaporate and a pump enabled the

water in the boiler to get topped up easily. An interesting consequence of this long duration of gas and water was when John and I ran our tender locos at a model railway show at Dover. We did not turn them off when our runs finished but left the locos in the sidings just simmering away – just like the real thing! I had many years of fun with the loco but when I moved into Gauge 1 I decided that my narrow gauge locos would be tank engines only and I sold the loco to Simon Whenmouth. (The name on the loco was 'George H McIntosh' -after my late uncle because I remembered the LNER A4 60003 'Andrew K. McCosh and thought a large engine should have a long name!!)



More on Merlyn

In the last issue we carried a piece on a battery loco named Merlyn Haern, built by Eric Lloyd. The new owner commented on the electric motor, as it seemed to have variable gearing, and three readers came back with more information.

I would like to thank David Lewis, who states that the gearing is stepped from 3:1 to 60:1, though the lower ratios mean that the nylon gears wear substantially. His is yellow and black, and came from Meccano, and Greg Oehm also confirmed this, whilst pointing out a website www.meccanospare.com in which the motor appears. I am also grateful to Ian Collins, who provided the following:

The Merlyn Haern is powered by a Marx Luder gearbox fitted motor. Available from the 1960s Marx Luder were the best electric motors available, much better than the Kako and Mabuchi motors of the day. They were widely advertised in the model boat press (Nigel adds they were frequently branded Monoperm motors for model boats).

The gearbox fitted motor was also branded by Meccano with an angled base unit to fit Meccano bolt spacings. You could 'dial up' all sorts of ratios on the gearbox which I believe is epicyclic, by pushing a series of buttons around the case, when the shafts were not in motion. I believe that the gearbox was called a 'Richard', and there was Richard 1 and Richard 2 (11?). I found an advert for them in a 1965 issue of 'Model Maker'.

PERM-series	Voltage	Power	Rev./min. unloaded	(L x Dia) Dimensions motor	Weight
Milliperm	6 V	1.2 W	10000 omw/min	32 X 21 mm	26 g
Milliperm	12 V	1.2 W	10000 omw/min	32 x 21 mm	26 g
Monoperm	6 V	4.0 W	9000 omw/min	40 x 30 mm	75 g
Monoperm	12 V	4.0 W	9000 omw/min	40 x 30 mm	75 g
Monoperm-Super	6 V	8.0 W	8000 omw/min	52 x 30 mm	120 g
Monoperm-Super	12 V	8.0 W	8000 omw/min	52 x 30 mm	120 g
Decaperm 1: 2.75	6 V	20.0 W	8250 omw/min	94 x 45 mm	250 g
Decaperm 1: 2.75	12 V	20.0 W	8250 omw/min	94 x 45 mm	250 g
Hectoperm 1: 2	6 V	30.0 W	6000 omw/min	120 x 55 mm	550 g
Hectoperm 1: 2	12 V	30.0 W	6000 omw/min	120 x 55 mm	550 g

Another view of the Mike Beeson train, all doors and windows open!





Gallstone Creek

My grateful thanks to Martin Haywood and Mike Docker, who alerted me to the reappearance of this heritage layout, and to Ray

Wyborn himself for the permission to reproduce this article. Ray actually wrote three basically similar pieces, all of which can be found on the archive16mm@yahoo.com website (well worth exploring), and they appeared in SMT Today (76), Narrow Gauge and Short Line Gazette, and Railway Modeller. So, herewith follows the history in Ray's words:

It is a well known fact that the larger railway modelling scales, such as 16mm, are only suitable for sweeping curves running through a natural landscape or large exhibition layouts. To promote and display the 16mm scale Beyer Peacock 0-4-0 locos made by my company, 'Sweet Sixteen' at an upcoming exhibition at Kew Museum, I built a small oval of track only twelve inches by eighteen. Despite the tight radius of just three and a half inches the little engines, pulling two Binnie skip wagons, endlessly chased their tails.

On our return from the exhibition, I mused on the idea of a very small demonstration layout, with full scenery, that would fit into my Ford Fiesta. I put the problem to the members of the Meirioneth Railway Society who met at my house each Friday. Two ideas emerged. The first was for two independent circuits, one high and the other low, with identical trains on a time switch. When one disappeared, the other would appear at a different level. We deemed this to be cheating, so we looked at the second suggestion which was for the figure of eight layout, climbing up over itself.

The question was whether the engines were capable of climbing a 1:8 slope? Exhaustive tests were carried out and the little engines passed with flying colours. This was due to their weight of three and a half pounds and the excellent Portescap RG4 motor with integral gearbox. Battery powered, or running from the controller, they sailed up the steepest of gradients and around the tightest of curves.

A small observation coach was constructed using two Binnie skip chassis as bogies. This did not run well round the tight corners. It was abandoned in favour of a couple of 4-wheeled coaches having two transverse bench seats facing each other. Once again Binnie skip chassis were used,

as I had run them round the original oval track without any problems. The only additions were metal wheels and a generous weighting with lead strip. With the stock sorted out I turned my attention to the layout. 4 foot by 2 foot 3 inches was the largest size that would fit into my car, and this allowed me to use 4 inch radius curves. I had envisaged the location as a small quarry, but was persuaded by the other members to change it to a tourist line, to display the range of Sweet Sixteen cast white metal figures that we produce.

4 inch radius

templates were cut from thin perspex sheet and a full size working drawing was transferred to a sheet of foamcore board. I had access to this 5mm thick board via my job as a commercial artist. Naturally, I keep all the offcuts and damaged boards as I find these excellent for scenery and general model making. The project obviously met with the approval of the Meirioneth members for they offered to help. Construction of the baseboard was handed over to Dan Jarvis, while Dave Newham volunteered for the booking office. Dan did an excellent job on the spaceframe which he returned to me for track laying. A sub track bed was cut from hardboard and screwed to the plywood base. This was to allow for super elevation adjustment once the curves had been tested. Copper coated paxolin printed circuit board was cut into sleeper strips half an inch wide and stuck to the baseboard with Evostik. Peco code 100 rail was curved to shape and the first rail was soldered into position. Using a roller gauge was out of the question with such tight curves, so a vernier was used to set the gauge. Straights and gentle curves were set to 32mm, while the tight radius was opened out to 32.75mm. After all the rail was laid, a test train was pushed round which revealed a very tight piece of baseboard. A power grinder soon gave the engine a little elbow room, and it was then able to complete the circuit. All the copper coated paxolin sleepers had to have an electrical isolating groove between the rails, and then we were ready to wire up the controller. With the point blades running into the siding everything worked perfectly, but with them set to the main line we had a dead short! Tracing the polarity through soon revealed that I needed a break in both rails at the back of the cutting. Once done, a complete circuit was made under power and we were ready to move on. Foamcore board is light, strong, quite rigid and can easily be bent or cut with a scalpel. The booking office area and the path leading up to the footbridge over the cutting were cut from one piece and then infilled underneath to produce the correct contours. Gradually all the open board was filled in with the foamcore. Because the overhang of the engines is longer at the rear than at





the front, reverse running seemed to be called for. Clearances were set accordingly, but when the club next met, the consensus was that it looked wrong. I adapted an engine, adding a swinging rear coupling link and tested it on the layout to run forwards. Problems with clearances showed up, but being able to cut the foamcore with a scalpel was a real advantage. Shaving away sub-scenery is slow work, but eventually the train ran round without any binding and a start was made on the scenery. Strips of newspaper layered on with wallpaper paste were the basis of the grassed areas and Polyfilla, with black powder paint added to it, was used for the rock faces. Walling was a mixture of card and plastic sheet stuck on brick by brick. The waterfall, pond and stream were painted in appropriate colours, and then a thin coat

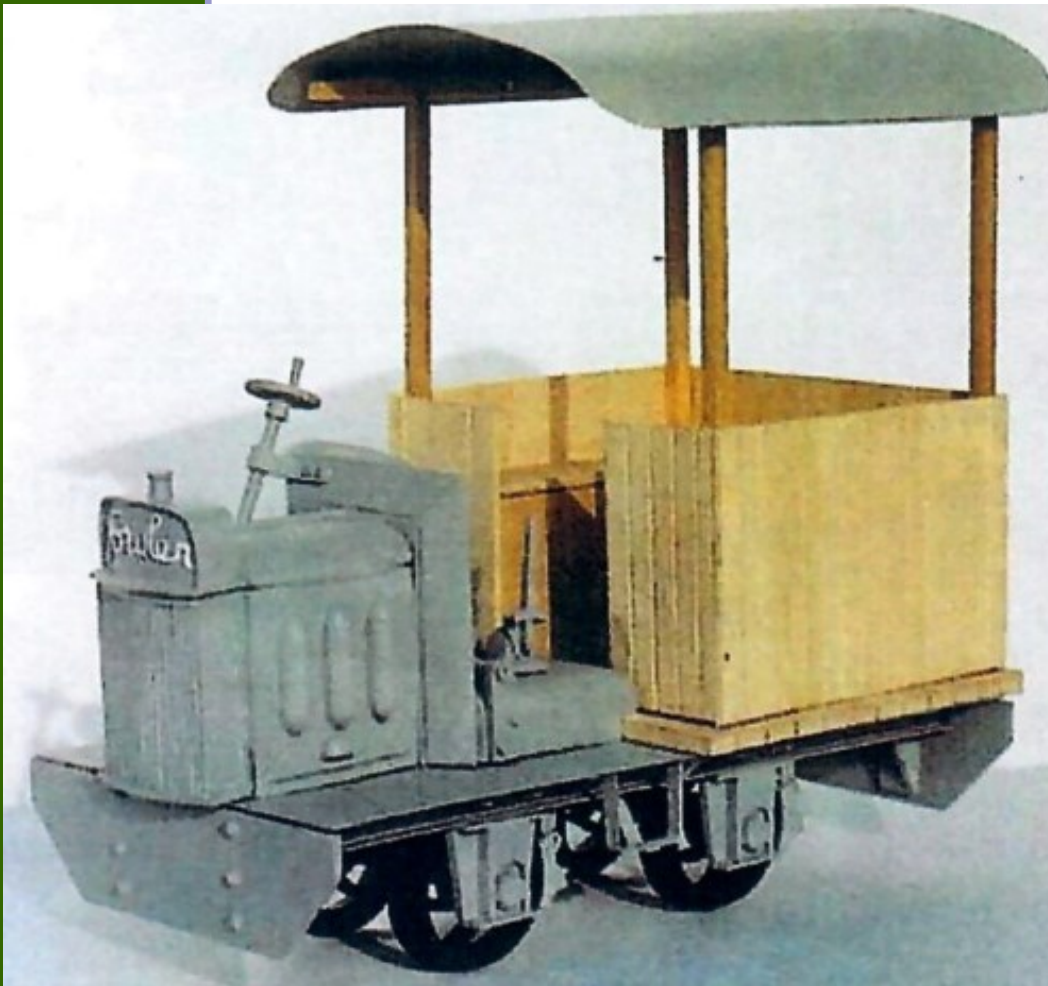
of clear resin was poured on. Sisal string weeds had already been planted in Polyfilla mud along pond edges together with small bushes and general undergrowth. After a trip into hospital for surgery, I returned home and set the results of my operation into the bed of the stream. Hence the macabre name of the layout!



The painter toiling on the platform is a working model adapted from our range of cast white metal figures. He started life as a workman carrying a load over his shoulder. To animate him I cut a deep groove down his right side from the shoulder to his shoe, and then glued in a piece of plastic tube. A suitable arm holding a brush was selected and glued to a round bead which was fixed to the top of a piece of steel rod. Releasing spray was applied to the bead and the rod was passed down through the plastic tube until the arm was level with the shoulder. Plastic Padding was used to make good the groove in the side of the workman and built up to form the shoulder joint which resulted in about a 30 degree arc of movement. The steel rod extends through the platform where it is attached to a cam running from an old Romford 12 volt DC motor.

The ticket office that David Newham built from my original sketch is a work of art. In a building only six inches by four he has excelled himself. A thick plywood floor supports a timber frame covered with shiplap boarding. At the Model Engineering Exhibition that year he found some miniature

hinges, so of course the door opens and closes. Inside there is a pot bellied stove with a copper kettle on top and an ice cream making machine sitting next to a glass display tray containing



chocolate bars and other snacks. From the serving hatch you can look across to the clock illuminated by the swinging oil lamp which gives a faint glow to the interior. Tickets are dispensed at the far end next to the old till. The corrugated roof is painted with the words 'TRAM' similar to the Rye and Camber booking office. When the train leaves the station it disappears into the cutting and descends the 1:8 slope. Because of the freewheeling gearbox and the weight of the engine, its speed was quite excessive by the time it emerges from the lower tunnel, so

something had to be done to slow it down. A variable resistor was wired in across the rails and fine tuned to produce just the right speed. Another resistor controls the slow revving motor which turns the ducks on Gallstone Creek pond.

To add a little variety to running, a maintenance vehicle was built which consists of a four coupled motor unit and an articulated back. Well, how else are you going to get a six wheeled vehicle around such tight curves? Due to scenery clearance problems, this has to travel in the opposite direction to the train. When it got to the bottom of the 1:8 slope the resistance across the rails brought it to a standstill. An isolating switch was wired into the resistance circuit, so providing you remember which vehicle is moving all is sweetness and light.

Although taken to ridiculous extremes, this layout proves that 16mm is not just for the garden, but can be brought indoors without taking over the house. Now that IS NEWS.

Derek continues: Ray supplied the photos, apart from the one of the track that came from Martin O'Keeffe who is the new custodian of the layout. I have included it to show the basic construction as detailed in the text. The small Fowler railcar was also a product of Ray's Sweet Sixteen business. The really good news is that the revitalised Gallstone Creek layout will be at the National Show at Stoneleigh. The two Martins have asked that if anyone who has any of Ray's models, or their later incarnations with other manufacturers, would like to bring them along to the Show (they're surely not too big to carry?) they can photograph them on the layout, and there will be a display area alongside for you to leave them whilst you go round. They are also hopeful that Ray may be coming to the Show.

In the case of the Beyer locos, Ray stopped making them when Portescap discontinued their motor/gearbox. Mick Mobley of Imp Models took them up, and re-engineered them so they are equally welcome. Finally, Ray did a separate and earlier article on his models of the Beyer Peacock Works Tramway locos, and I will feature this in the next issue under the Electric Avenue feature. If you have one of these locos, and can let me have a photo or two or any reminiscences, then please do.

Help to make the 16mm Gauge hobby pay

Pat Brewer writes: Now I have been in this hobby for many years, and my original membership number in the 16mm Association reflects this (1248), I have found ways and means to help pay for the hobby and to look at the overall cost picture.

How do I get the hobby to pay for itself you may ask? When I first started there was very little available in the way of rolling stock. Today you are really spoilt for choice with ready built coaches and wagons to museum standards straight out of the box, or the likes of IP kits which are so easy to produce with their laser cut parts, and now a large range of 3D printed rolling stock and even locos. Plus of course everything else in between depending on your modelling ability. We now take all this for granted knowing that one way or the other stock is easy to produce or make. Take a step back to when this hobby was still crawling round the floor as it were, and there was next to nothing in the way of stock to be had - have a look at early issues of Garden Rail and you will see this. Any stock had to be scratch built with kits rarer than hens teeth, though of course you did have in the early days the Triang Big Big and Lima models which at a pinch you could modify and use, but it really was down to what you could build yourself.

Well all the forgoing led to just that, so at the likes of the 16mm AGM Shows there was, on the Member to Member sales stall, usually a fair choice of such produced stock, good, bad, and indifferent. This is where it comes in to help pay for the hobby in general. Such stock did not have to be pricey but it had to be looked at in a certain way. What could I do with it? Could a repaint be done? Could it be rebuilt? Could I use any of the parts from it? Look beyond the tatty bit of stock that might be in front of you and think what you could do with it. Now all this applies just as much today when looking at second hand stock. At the time when I took my first tentative steps in this hobby I made a practice of buying such stock and in modern parlance I would recycle it. Very often a lick of paint was all that was required or a few minor repairs to make the item a desirable and readily resaleable item. I used to do a lot of this - keeping what I needed and selling on the recycled stock; you can still do this today. If one does this with rolling stock it's surprising what you can get for it sometimes. Once I started doing this I found that basically rolling stock was costing me next to nothing. Another thing to look at is a piece of stock which may be totally beyond the pale. Look at any fittings that may be on it, offset against the asking price of course, and you may well find that it's worth it for these alone. If it's a coach say with bogies, you will have all the wheels etc, and then at the end of the day a grounded coach body to use on your line if it's not reusable. After all, that is what the 12 inch to the foot boys did on their railways. What I am trying to say is look at second hand stock in a new way and see if you can use it to help pay for your hobby.

The biggest outlay of course is the motive power and again if you are careful you can make the hobby pay for itself. If you look at the second hand values on steam locos you will find that they have not changed that much over the years. In the light of recent developments I should qualify this because there is a growing thought that very early locos can be valuable and there does seem to be a trend at the moment for the values in this area to go up. But not all is lost. Take your Accucraft and Roundhouse locos, where the second hand prices seem to maintain a certain level. On talking to a certain dealer he maintains that should you buy a brand new loco today and look after it he would pay you the selling price after three years. Name a car that you could go back to the dealer with and get what you paid for over the same time frame. So although in this instance you are not making the hobby pay at least you are marking time over costs. Again the same thing applies to locos as it does to rolling stock. Look at the

overall picture and see if a paint job would be enough to resell at a slight profit. I have even come across locos that have been to all intents and purposes looking like they should be binned, but it's amazing what a clean with some paraffin will do to remove oil and dirt that has accumulated over the years. It would not be the first time that I have done this, and then sold the loco on at a profit. One word of warning in this area though. Try to make certain that your loco is sound mechanically before embarking down this road.

Whilst on the subject of reselling I think that it may be in order to talk a little about the likes of EBay when reselling. If using this medium, do bear in mind your costs which run from listing in the first place, to the cost of selling with EBay's percentage, and then finally you can even have a further charge from PayPal if your buyer pays using a credit card. But there are a number of areas on the net that you can sell items through without incurring any charges. (There is also Throwback Modeller - Derek)

Let's now look at the overall picture with this hobby when it comes to costs and outlay. Yes it can be expensive and one is constantly fighting (!) swmbo when it comes to getting things. I recall going into the Llanfair Show once and passing a father and son going the other way and was privy to the father explaining to the son as to how to get the various boxes they had into the house on the quiet! But look at our hobby overall, and looking at second hand prices you will see that generally speaking, should you decide to give up and sell up, you will at the very least be on a break-even basis or even show a profit on what you have accumulated. There are not many hobbies that you can take up where there is the luxury of knowing that at the end of the day you will not lose out. Think about this, because in a way it's a form of saving which gives one a good chance of justification when dealing with swmbo. It might also be an idea to point out that when your time comes to go off to that final siding where all defunct locos and stock finish up, subject to your being a member of the 16mm Association, there are people who can be called on to help and guide in the disposal of your railway assets and so swmbo can benefit from your savings! But seriously though, this is all part and parcel of this hobby which makes it not so expensive at it may seem to be at first.



These are my general thoughts on helping the hobby pay for itself and to think, and more importantly, what price can you place on the friends that you meet and make through this hobby? That to me is priceless.

Alan Macfarlane, recently purchased this Merlin, an example of a pending rebuild.



Train time at Ogden. A tram engine arrives with a couple of coaches in tow.

Notes from Colorado - the vintage bridge

MARC HOROVITZ

I have always felt that every garden railway should be unique. The only way to accomplish true uniqueness (in my opinion) is for everything to be scratchbuilt—track, trains, and structures. This gives the line a character all its own. Whenever I see a railway that falls into this category, it delights me. I have tried to do this with our OBR.

The Ogden Botanical Railway (photo 1), in its current incarnation is over 25 years old. It serves two towns,



Lizard Westen and Ogden, and also stops at rural Gatorbone Halt. The towns themselves are invisible in the undergrowth.

The railway has gone through much over the years and has been rebuilt three times. In the last installment (TBM #35), I related the sad story of the demise and resurrection of the large Harris viaduct on the line. This

Photo 2 The east bridge in its original cast-concrete form. Cracks can already be detected.

time, I thought I'd acquaint you with the other structures that serve the railway.

The OBR has one other bridge, a small affair on the east end of the line (photo 2). It originally started out as a cast-concrete structure but ultimately suffered the same fate as the Harris Viaduct, discussed in the last column. It was replaced by a "temporary" trestle made of wood from the local privet hedge (photo 3). This so-called temporary structure actually lasted more than five years before it was replaced by the current steel bridge, made of bed rails (photo 4).

There are a couple of ancillary structures on the line. One is a small arbor (photo 5), again made of privet, with inset trellises of hardware cloth. This tiny structure rejoices in a concrete foundation.



Photo 3 The temporary trestle, while by far the most attractive replacement, only lasted around five years.



Photo 4 Single-span bedrails, sporting added handrails, form the present-day east bridge.

Another building was a small storage shed, another experiment in cast concrete (photo 6). The mold was made of foam cut on a hot-wire machine and backed up with wood. A large block of foam formed the interior space and a metal roof and door finished the structure. The concrete



Photo 5 A miniature ivy grows up the tiny arbor.



Photo 6 The cast-concrete storage shed. It's days were already numbered.

foundation was integral with the structure and anchored it to the ground. This little building survived for many years but, alas, also succumbed to the elements due to the wrong type of cement being used (photo 7), and it crumbled into dust.

Although not a structure per se, there is a cast-in place retaining wall along the southeast corner of the line (photo 8). Again, the mold was made of foam, backed up by wood, and the wall is reinforced with hardware cloth. The wall is topped with cut red sandstone tiles to visually tie it



Photo 7 The remains of the naturally ruined storage shed, looking picturesque.



Photo 8 The concrete retaining wall adds a point of interest.



Photo 9 No. 1 engine house at Ogden. With no doors, skunks like to sleep in it.

in with the rest of the line. It has stood the test of time well and today shows little sign of wear.

There are two engine houses on the railway, one each at Ogden and Lizard Westen. I like Art Deco architecture, so thought I'd use some Deco elements in the design of the engine houses. By the time these were built, lessons had been learned concerning concrete. These structures were again cast in foam molds. The walls were cast flat, then epoxied together. Roofs were made of steel. The engine houses were painted and have withstood almost two decades of Colorado weather quite well. Ogden's engine house, No. 1, has two stalls and can be seen in photo 9. Photo 10 shows the single-stall house at Lizard Westen.

Every railway must have at least one station. The OBR has two, plus a small halt. I've always been a great fan of rustic National Park architecture, which is often built of logs or rough wood and natural stone. Station architecture on the OBR follows this model. Gatorbone Halt (photo 11) is made of red sandstone and privet logs. Individual



Photo 10 Lizard Westen's Art Deco No. 2 engine house.



Photo 12 The destination sign at Gatorbone. The origin of the name is obscure.



Photo 11 Gatorbone Halt is a two-bench shelter modeled after National Park architecture.

shingles for the roof were cut on a shingle-cutting machine that I cobbled up. A separate sign, again constructed of privet in the same style (photo 12), marks the place as a destination.

Lizard Westen has the largest station on the line (photo 13). Its platform is cast concrete and is lined with cut sandstone tiles, infilled with gravel. The monorail also has its terminus at this platform (the locomotive can just be seen behind the building at the left side of the photo). The building is made of natural sandstone blocks, each hand shaped, with a log-supported roof and individually cut shingles. Doors and windows were laser cut by a friend. The station has no interior.

Ogden's station is the pride of the railway. It is constructed much like the one at Lizard Westen. However, its

windows and doors were hand assembled out of individually cut pieces of wood. The shingled roof has a cupola topped with a copper finial. The roof is removable and the interior is fully furnished.

All of the stations live indoors when the railway is not in use. Time has taken its toll on the line and some of the track has been removed or abandoned. However, it is still alive and functional.



Photo 13 Lizard Westen, the largest station on the line. The tunnel through which the monorail travels can be seen at the right. Miniature live potted plants adorn the platform.



I would like to sincerely thank all of you who sent your good wishes to me concerning my mishap last October. Your kind words were sincerely appreciated. I have largely recovered from the event and am pretty functional right now, all things considered. I've still a little way to go, but I feel that I'll get there in time.

Photo 14 Two passengers await the train at Ogden's small station. can be seen at the right. Miniature live potted plants adorn the platform.

An Early Ashbash

Chris Tilley who organises the Ashbash get-togethers emailed me recently as follows:

Just sorting through some old files, I came across a copy of the Ash Priors village newsletter "The Villager" for June 1993

On the front page is an ad for Model Railways at Ash Priors 26th June 1993, a forerunner of Ashbash.

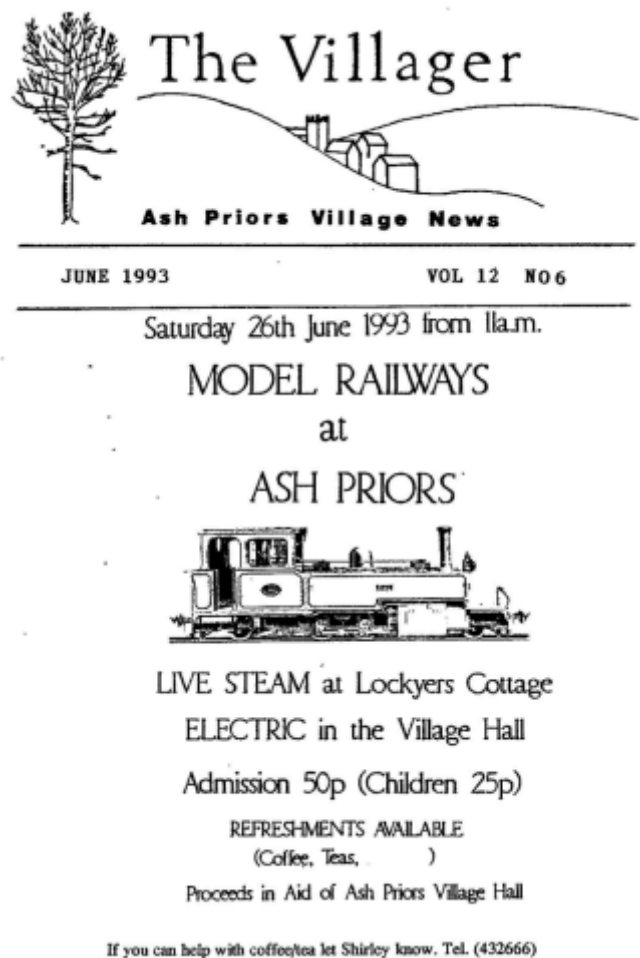
This was a very occasional event, and I seem to remember there were two or three previously in the 80's.

One had Cross Foxes and even a visit from Graham Lamb (the late founding Chairman of the 16mm Association).

The 1993 event had 16mm, 00 & 009 in the hall and live steam just down the road at Lockers Cottage where Roland Crooks had a large double track G1 garden line. He ran mostly Aster stock.

The line was virtually ground level which involved a lot of crawling about on hands & knees!

Roland passed away many years ago and the line is long gone. However, I will always remember it, as his widow very kindly donated me the entire metal stock from his shed, and I am still using brass, copper and steel etc. from back then! Although there are a few photos of the village hall exhibits, once again I don't know of any photos of Roland's line. Do you?



The Villager
Ash Priors Village News

JUNE 1993 VOL 12 NO 6

Saturday 26th June 1993 from 11am.

MODEL RAILWAYS
at
ASH PRIORS

LIVE STEAM at Lockers Cottage
ELECTRIC in the Village Hall

Admission 50p (Children 25p)

REFRESHMENTS AVAILABLE
(Coffee, Teas, ...)

Proceeds in Aid of Ash Priors Village Hall

If you can help with coffee/tea let Shirley know. Tel. (432666)

Ooops Hmmm! It is sackcloth and ashes time. John Brittain, for whom I have untold respect and if you are unaware, also builds magnificent coal fired Garratts and Darjeeling Pacifics as well as being a master fettler of heritage locos, took me rightfully to task for suggesting in the last issue that he had converted



his Archangel Baldwin from coal firing to gas. John has never built anything gas fired, which he has no time for, and it had been changed to meths firing. I am really sorry for that. John has kindly provided me with a number of photographs to scan, and which over a period of time I will filter through the magazine. For the moment, I have attached one of the aforementioned Baldwin, before he changed the colour of it to what you saw in the recent issue. Back in 2008, when we took heritage to the National Show for the first time, Stewart Browne was there, and Dave Pinniger took the shot of him admiring his handiwork when it was on the layout. It was quite probably the same loco. Derek



It's behind you

In the last issue we featured some heritage GVT rolling stock owned by James Huntley, apart from mentioning some more by NDR. Well, I am pleased to say that Geoff Lumsdon, a past Chairman of the 16mm Association, wrote in as follows, as well as supplying the superb photo.

I am sending you in a photograph taken on my line of a GVT train. The loco and carriages were owned by Peter Angus. Whilst he built a small number of the GVT locos (and excellent they were - DW), the carriages it is pulling were built by myself. Peter used to offer customers for the loco a complete package with me supplying the rolling stock.

The carriages were all built using Plastikard for the bodies (this gives a beautiful finish when painted), and with underframes made from hardwood from my local DIY shop. The running gear used sprung units made by Ron Grant and attached to the body with a central 4BA bolt to hold it all together. The roofs were cut and rolled by Ron with his big set of rollers, and attached to the body with 10BA bolts fixed into a threaded brass bracket. The coaches were painted using Humbrol Brunswick Green No:3 and Ivory No:41 for the white. The roof was sprayed using Halfords spray can Appliance White.

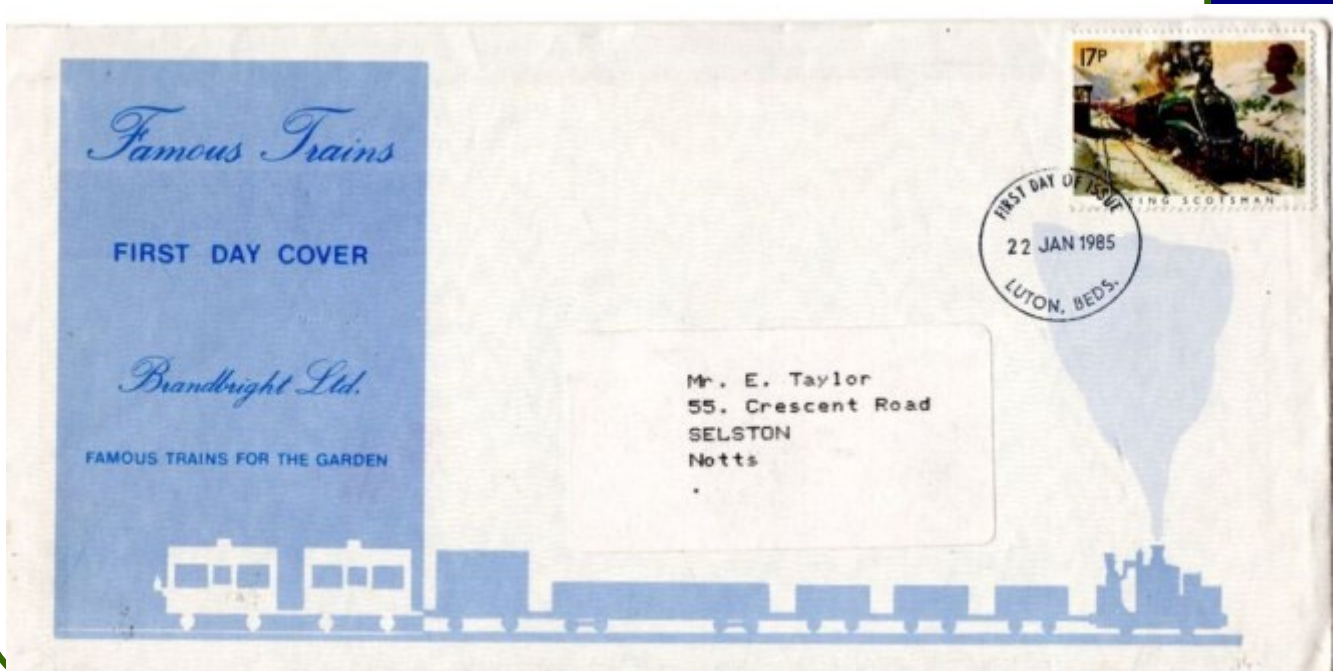
Perking back up again?

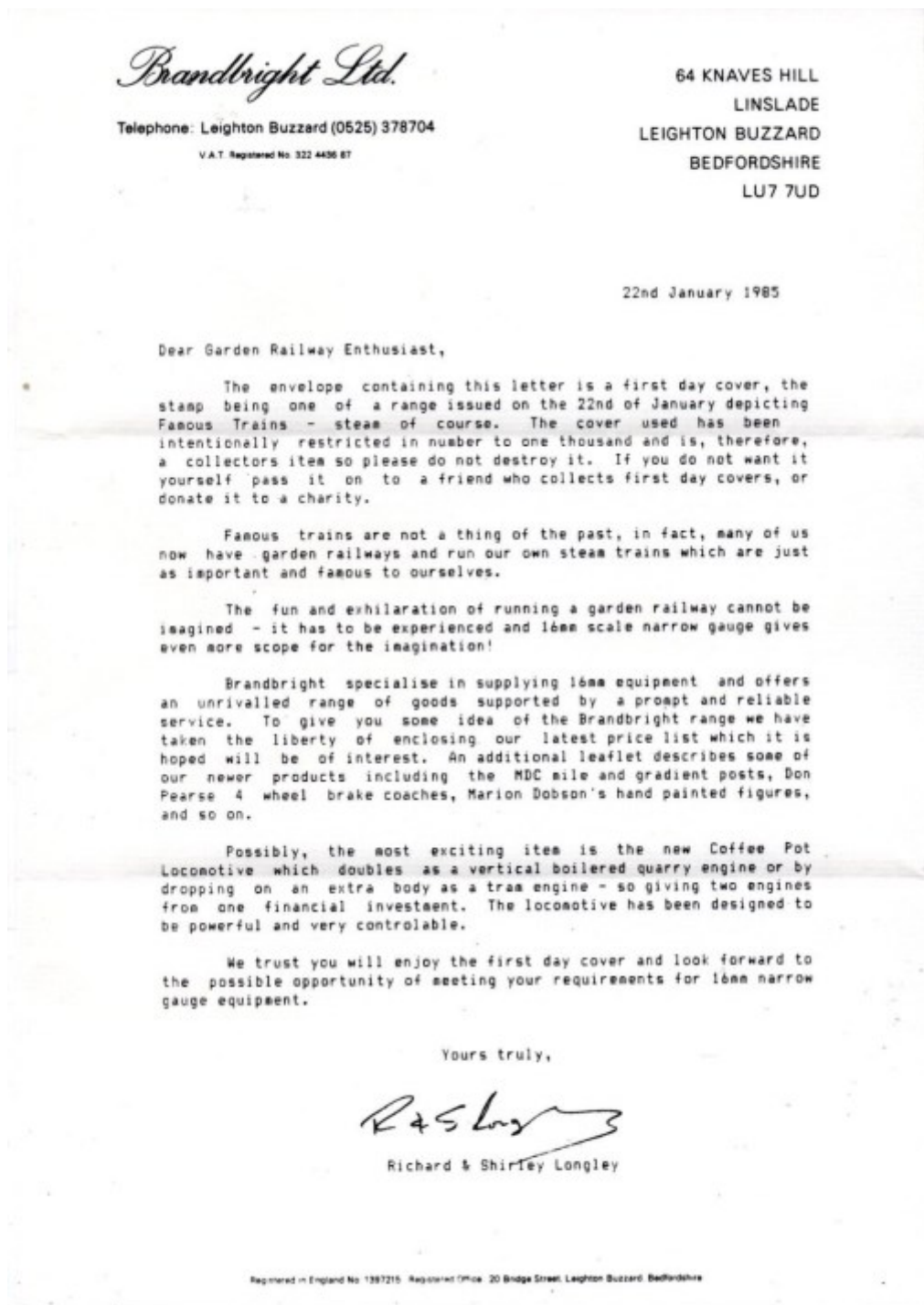
Regular readers of Throwback Modeller will recall my printing a photo of Perkio a few issues back, which at the time I knew nothing about. I am pleased to say that I had a few emails letting me know some of the history. Recently, Alstair Campbell got in touch to tell me that the loco was being advertised for sale by Maxitrak for £850 (It is now marked as sold).

If you want to search their site (maxitrak.com), I found their secondhand list (very varied) really

interesting. They very kindly allowed me to use their photos of the model. However, Alastair then continued with the following, which covered an interesting part of Brandbright history, as well as his own Coffee Pot:

On the subject of Brandbright Coffeepots, I thought this would be of interest. In January 1985 the Royal Mail issued a collection of stamps called Famous Trains. Brandbright themselves issued one thousand First Day Covers which featured their then new Coffeepot in silhouette. Enclosed within was a letter which referenced the new model, it's virtues and the joys of ownership awaiting purchasers of said item.





In these
final
Maxitrak
photos,
Perkio is a

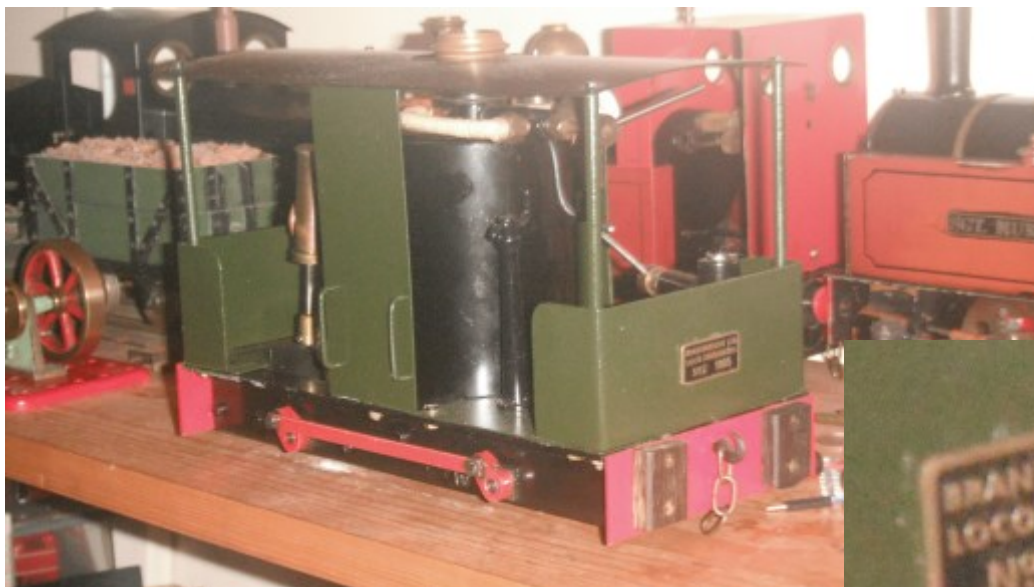
Brandbright Coffeepot, made for them by Roundhouse between 1985 and 1988. The works plate proudly proclaims "Brandbright Loco Engineers Ltd No.21 1986". It appears to have acquired a RH Old Colonial whitmetal headlamp and 1980's RH roof mounted water fillers since the original photo.

My own Coffeepot carries a similar works plate stating that it is No.3 of 1985.

Shirley at Brandbright told me years ago that No.1 was never sold and remains in their own collection. There is a photo of Coffeepot No.2 in the museum section of the Roundhouse website, while Coffeepot No.3 is parked on one of my shelves.

In these final Maxitrak photos, Perkio is a Brandbright Coffeepot, made for them by Roundhouse between 1985 and 1988. The works plate proudly proclaims "Brandbright Loco Engineers Ltd No.21 1986". It appears to have acquired a RH Old Colonial whitemetal headlamp and 1980's RH roof mounted water fillers since the original photo.

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Pinnigers Patch - the Ruston

Following I asked Dave for some information on a small Ruston that appeared in a photo of another loco I was interested in.

Dave answered as follows:

You asked about the small Ruston in the photo. I had not run it for years but eventually found it. Bad news was that there were still dry batteries in it! After a deal of cursing, I got the battery box out, cleaned off the corrosion and replaced the wires. Good news is that it is now running again. I bought it at a Kew Pumping Station event in 1993. It has a resin body and was ready to run powered by two AAA batteries and a simple two direction centre off slider switch. I cannot remember the name of the trader and the only



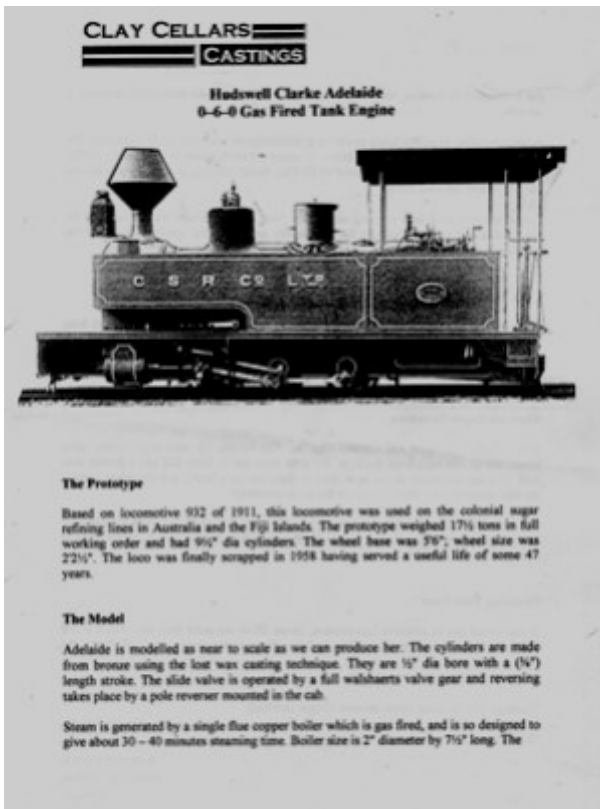
identifier is SM92 underneath in the resin. I believe it is based on a 16/20hp Ruston and seems to be a fairly accurate model. It trundles round nicely with a few skips and will now go back in action with the Sedimentary Sand and Gravel Company. It is their No 3 and named "Anthony Rowley". Derek finishes by asking if anyone can shed any further light based on what Dave has written?

Pinnigers Patch - turns to super sleuth....

Dave Pinniger writes, I was interested to read the item on Clay Cellars in the last TBM. I remember talking to a chap called Graham



Stephens about possibly ordering a coal fired tender loco. Then they disappeared without trace!



gas is adjusted by a valve, attached to the locomotive hand brake stanchion, mounted in the cab.

A fine controlled regulator takes steam via a displacement lubricator to the cylinders. The lubricator has a water drain valve fitted. A steam pressure gauge is fitted and a safety valve is set to give a running pressure of 60 PSI. Boiler refilling is done by unscrewing the plug under the sand dome.

The smoke box has a fully working smoke box door, again, lost wax brass being used for the handles and hinges. You can light the boiler gas burner by opening the door. The chimney is fitted with a spark arrestor smoke stack and this is made of aluminium.

The Chassis

This is made from steel and is riveted and screwed together. The wheels are turned from steel and are adjustable for gauge. Coupling and connecting rods are bronze bushed and these can be replaced as your loco gets older. The axles are steel, again running in bronze bushes.

The Loco Super Structure

This is made from brass and screwed together. The fittings, i.e. sand dryer, safety valve cover, are all lost wax brass castings. An open style cab is fitted and has a double skin roof. The sun obviously shone most days in these remote islands, and the driver needed the best protection he could get out on the sugar plantation.

The locomotive is painted in a yellow ochre colour on the side tanks, with a black foot plate, smoke box and cab roof, other details are picked out in red. A works plate is mounted on the cab side.

Ordering Your Loco

If you would like an Adelaide Locomotive, please fill in our order form and send it to our address at Kingsteignton. We will be building the engines on an order only basis, the price being £745.

Thankyou for showing initial interest. Happy steaming.

Graham Stephens

Tywadreath,
11 Princess rd,
Kingsteignton,
Newton Abbot,
Devon.
TQ12 3JP
Tel: 01626 354534

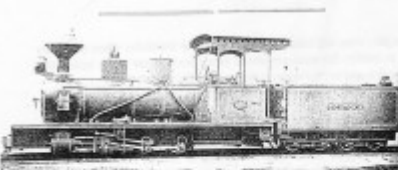


I have an undated A4 sheet on Adelaide the gas fired 0-6-0 tank engine which cost £745 and also one for Sigatoka the coal fired Hudswell Clarke 0-6-0 tender loco which cost £1950. The only loco I know of and have seen is the one owned by John and Peter Camm. John ran this when he visited Steve Edwards' line in 2021 and I took some photos. Sigatoka is a river in Fiji. It appeared to be well engineered and ran very well although it was quite tricky to



fire. Dave supplied me with the data sheets, which are reproduced here as they differ from the sheet in the last issue. Corresponding with Martin Haywood, he tells me that he was only ever aware of two models of Sigatoka, and five of Adelaide. Finally, Ian Pearse tells me that Clay Cellars was part of Graham Stephens' Springside Castings business, and that they used to provide all of his father Don's requirements when he was selling his kits. Graham is still active in the hobby, though not manufacturing locos, and he was stewarding at the last Exeter Show, where Ian caught up with him and chatted about old times. Derek

Tynwadreath,
11 Princess rd,
Kingsteignton,
Newton Abbot,
Devon.
TQ12 3JP
Tel: 01626 354534



Hudswell Clarke Sigatoka
0-6-0 & 8 Wheeled Bogie Tender

Coal Fired.

Now you can enjoy the thrill of driving and firing a coal fired locomotive. May be you already have a gas or spirit fired engine, but our 16 mm scale hudswell clark locomotive will be a whole new experience for you. The smell of hot oil and real Welsh steam is addictive, and once you have mastered the firing technique the engine will give you much pleasure on your garden railway.

Specification of Sigatoka is as follows:

Boiler

This is made from copper and has five tubes plus one superheater flue. The fire box contains a grate with an area of (4 sq") The fire box is a completely surrounded by water, and has side stays and girder type crown stays. It will be supplied with a boiler test certificate, issued by a model engineering society. Affiliated to the southern federation. Running pressure is 60 PSI and test pressure 120 PSI. The fittings will be gun metal and bronze. They comprise water gauge with blow down valve, blower valve (to keep the air going through the fire when stationary), clack valves (to feed water from handpump and main feed pump), fire hole door with working latch, turret with pressure gauge and whistle valve. Twin safety valves to make sure excess steam is safely released even with the blower full on. The boiler is based on the small boilered "Tich" locomotive by L.B.S.C. and is fully silver soldered through out.

Smoke Box

This is constructed in brass, with a hinged opening smokebox door. Inside the smokebox are contained all the pipe connections for feeding steam to the cylinders and lubricator. The exhaust pipe and blast nozzle are also in the smoke box as is the jet for the steam blower. A displacement lubricator feeds steam oil to the cylinders and this is mounted on the smokebox. (only use steam oil, we can supply).

Water Feeds

Water is contained in the eight - wheeled brass tender and is fed to the boiler when stationary by the hand pump. When in motion the main crosshead pump feeds water to the boiler, this is regulated by the by-pass valve and excess water is returned to the tender.

The Chassis

There are one or two options available. You can, if you wish, supply us with a 0-6-0 chassis complete with cylinder and valve gear. This then is one way of cutting down the cost of your engine. If you are going to take this route to achieve a coal burner, please ring us to discuss this option in more detail as a complete engine could be used and we would just convert the loco with boiler, feed pumps and smoke box etc.

Option two is for our fully works built locomotive using our own chassis, cylinders and valve gear. Cylinders are cast in bronze with steel being used for motion and coupling and connecting rods. All moving parts have replaceable bushes in bronze. The valve gear is Walschaerts and is fully reversible from the cab via a scale reversing lever cast in brass. Working cylinder drain cocks ensure that condensation is cleared from the cylinders. Wheels are machined from steel.

The Loco Super Structure

The cab is machined and screwed together. All the flat brass parts are profile milled on our pantograph machine. The fittings i.e. chimney pieces, sand dryer and safety valve covers are produced in our own foundry from our own master patterns and moulds using the lost wax process. The boiler is lagged with insulation material.

The Tender

This has two lost wax bogies and the super structure is in brass. Water and coal is carried and small shovel and fire poker are supplied. A hand feed water pump inside the tender will keep your boiler supplied with water when the locomotive is stationary. Dummy brake and water stanchions are lost wax brass castings. Wood buffer blocks are fitted and a variable height coupling, chain and hook type.

The locos are being produced to order only. If you are interested and would like to join our list of customers, please send your details and order to Chynellars Castings at the address listed. We do not take deposits or any money in advance. The loco is built and then offered to you. If you change your mind, the loco is then offered to the next person on our order book.

Last but not least, the price of the Hudswell Clarke Sigatoka, complete with steam raising blower, firing tools, coal and steam oil, will be £1,950.

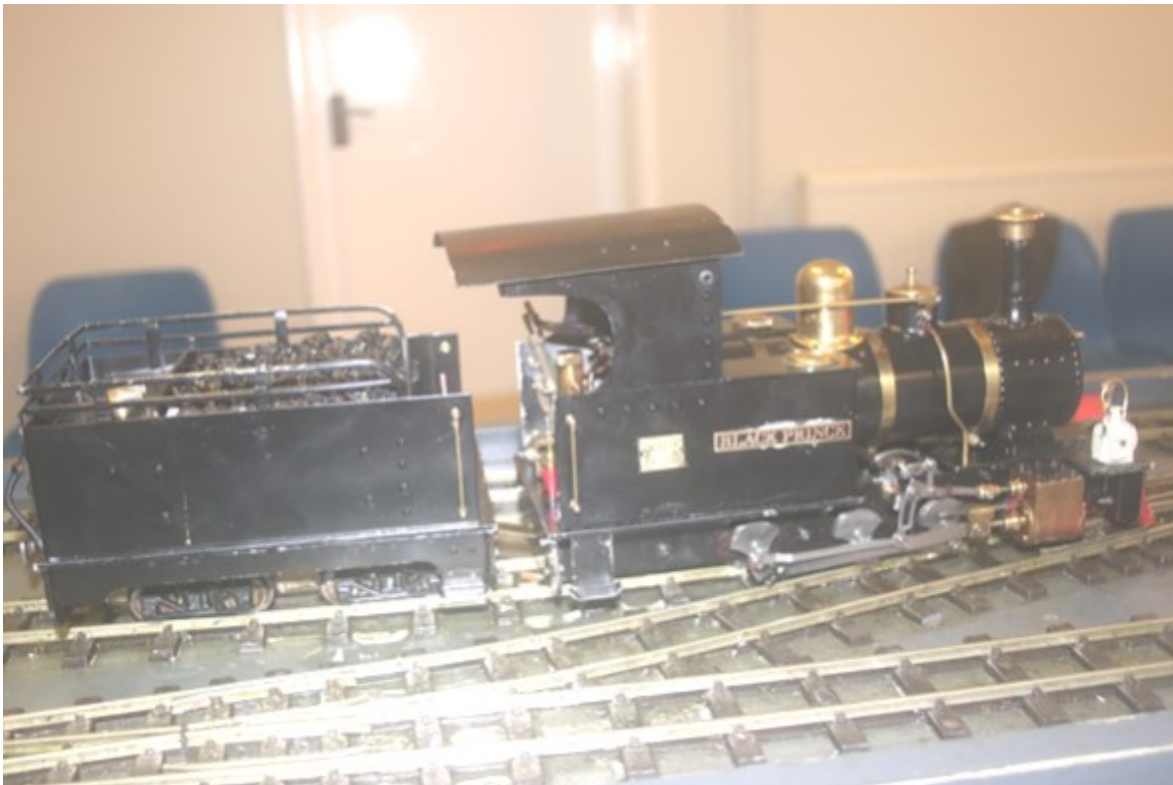
Thank you for showing initial interest. Happy steaming.

Graham Stephens.

Detective Derek, Case one,

If you are sitting comfortably I shall begin. The story (so far) of a mystery locomotive....Pat Brewer recently acquired a loco through a garden meet. Apparently the loco in question had been bought through an auction in the Midlands. Now, nothing as it stands is known about the origins of said loco, the purpose as much as anything of this article is to see if it might jog someone's memory as to its origins.

Well let's start with what we know. It would appear that the loco was scratch built using Roundhouse loco parts. The only thing to identify its origins is a maker's mark on the side of the cab on a brass plate which reads WH 11. The boiler and the gas tank are both marked as coming from Roundhouse. The running gear is also shades of Roundhouse, with a leaning towards a Lady Anne. The whole loco appears to be built with 45mm gauge in mind. The construction of the actual loco is on the heavy engineering side, it being built mainly of steel - the cab certainly is and the tender as well. A lot of the parts are stamped with the makers mark. The tender has two bogies with heavy built gauge one profiles.



Now it so happened at the Exeter Show that a dealer had a Lady Anne for sale with the same makers mark, but it was coupled to a coach with electronics in it. The reason being that it was not steam but electric, and driven by a chain gear, and it had come from the same auction.

At first an attempt was made to run the loco on 32 mm gauge. There was no problem re: the main

driving wheels, as they were fully adjustable. An attempt on the tender boogies was fruitless in the end. It was first tried to alter them with spacers, but the profiles were such that it was impossible to run them on 32mm track, especially through check rails and points. So a radical think was required and latterly two Roundhouse bogies were substituted after a bit of alteration to the underside of the tender.

I decided in conjunction with the alteration required to make it run on 32mm, that I would clean it up as it was a bit on the oily side. So I stood it in a tray of paraffin to clean the oil off. I don't know what paint was used on the loco, but the paraffin did a wonderful job of stripping it! I think that it did a better job than I could ever have done using Nitromors. So a paint job was required and the loco was resprayed with a satin black (spray cans are wonderful things).

The original colour of the loco was an LMS Maroon. I had a couple of spare name plates so the engine was named "The Black Knight". I should add at this point that the engine is gas fired. Controls are throttle and forward and reverse controlled by a lever in the cab, and of course a gas control. The water refill is on the top of the boiler and there is an enots valve fitted. It is also fitted with a chuffer.

Because the principal parts are all made of steel, the loco is very heavy but she runs like a dream and with the overall weight traction is excellent.

I would be most grateful through the Throwback Magazine if anyone out there can throw any light on the origins of the loco. Although it seems to be steeped in gauge 1/45mm, someone out there may be able to remember seeing this loco when it was maroon?

Case Two

Colin Terry sent in this plea for help. Do you have any suggestions please? I am writing to ask whether there is any source of brass piston heads available to replace the plastic heads in the old Merlin Mayflower/ Monarch cylinders. I have a Mayflower with brass heads and a Monarch with plastic heads and they are very different performers. Please let Derek know if you have any ideas.

Case Three

Derek writes - it is rare that I know the answer to one of these queries, and in fact it was whilst researching something else that I came across this solution. If you remember, Murray Lewis asked in the last issue if anyone knew where a Campbell's Soup tin based wagon had originated from? Well, in reading an early SMT looking for something else, I came across a photo. Murray responded to my email about it to him as follows:

Derek, me again. Just sat down to read Issue 79 (which appeared in February 1997 - DW). On page 21/23 Dave Todd describes his scratch built rolling stock including 5 Baxters Soup wagons on his railway - Dave's Wee Railway. Photo on page 23 is very clear and even shows the clear acrylic rod on the end opposite the ladder and the same Potato & Leek (Not Leek and Manifold) soup label - mystery solved.

Derek did wonder, as the ends of the wagon Murray has are intact, whether the contents were still in the tin, but Murray assures me that they are not, and says that a half inch hole would appear to have been drilled accurately at the top, which is then disguised a heating pipe end cap as the manhole cover. I know nothing about Dave, or his 'Wee Railway' but I know that I would have liked the chap. He had a wonderfully mixed stud of steam and battery locos, much scratchbuilt and all it appears modified and improved by himself or others, as well as a range of rolling stock apart from the aforementioned soup wagons. What really caught my eye, and imagination, was his Festiniog 'Hearse' van. It had controls at one end, with the one opening and closing the lid of the coffin, whilst the other raised and lowered

the body inside (!). There was also a fairground organ van which played the appropriate music via a tape recorder in the following van. So, dear reader, can anyone update me with memories of Dave and his railway please.....? Thank you, Derek

Case Closed



James Ritson responded to one of the cases in the last issue as follows: I just got to the last pages of Issue 36 where you have a question about the blue Merlin loco. I'm pretty sure this is the Merlin Mustang as advertised in their "1989" catalogue, in my possession.

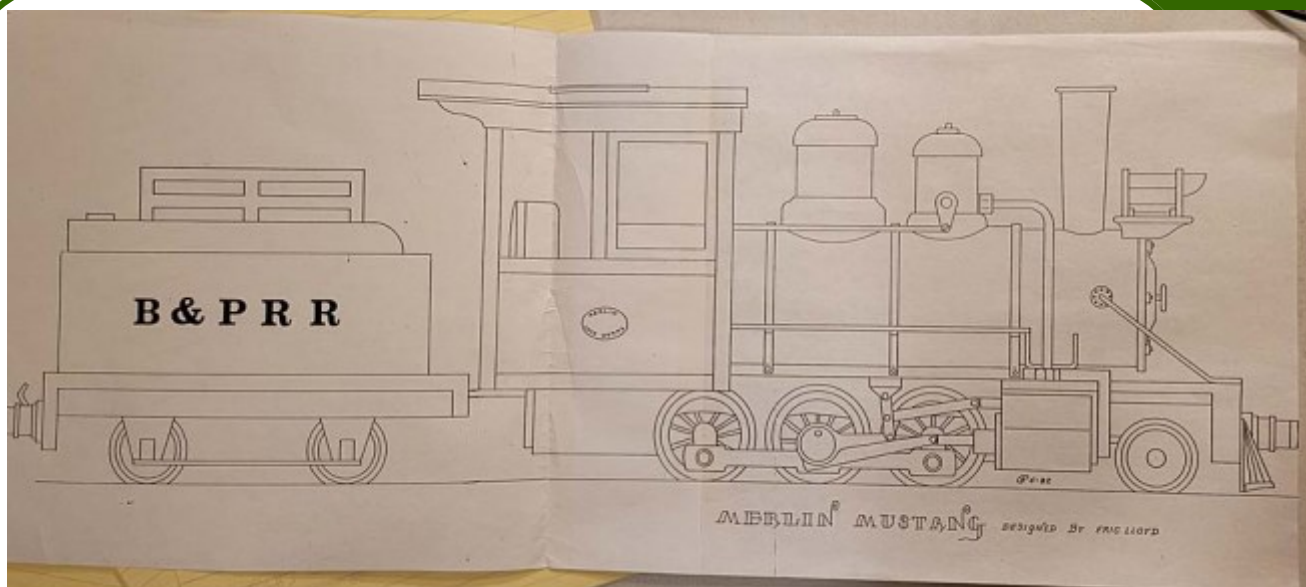
In the intervening years it has acquired different pony truck wheels, a tender, and other minor modifications. I am fairly sure that the "new" moniker is because the first iteration was an 0-6-0, whereas feedback suggested a 2-6-0 might sell better. I imagine the original, probably prototype model, was black and the blue livery is a later addition. I don't think they were ever put into production, but the original works plate seems to show number in the 600 range, possibly 683. Whereas your picture shows 731. So perhaps one or two were built?

My catalogue shows the Llangyniew address and is for the year 1989 when Wendy was running the show. I probably picked it up in 1988 which is about the time when I was ordering my Hunslet from them. Now, back to the 0-6-0 you printed in Black and white. These are notes that I typed up after a long phone conversation with Ian Pearse on 13th July 1996 when I was researching a Merlin History for Steam in the Garden Magazine.

Quote: "Still hoping to get into the American market, a US version of the Matterhorn was built, with American style body on the 0-6-0 inside frame chassis, and with a tender. It was called MUSTANG but it didn't look right, so later an extension was bolted on to the front end and a pony truck fitted, whence it was called MOGUL. Like the Countess before it it was very poorly designed and the crude manner in which the front extension was fitted made it look out of proportion. It had an ugly cab and the tender was out of scale with the engine. None were ever sold" (The Countess had tried to use too many standard parts and never looked right. I think it ended up with Tag Gorton.)

As you know Ian left Merlin in 1986, returning to the agricultural business before setting up his own company in 1992. The Countess was one of his first models, but very much improved over the Merlin version. To confuse matter further, in an already confusing saga, Eric Lloyd also designed a 2-6-0 for Merlin, of which I have a side drawing. This one appears to be based on the German Beck chassis, and has a 4 wheel tender. Note the date June 1982, which fits. As far as is known only one prototype was





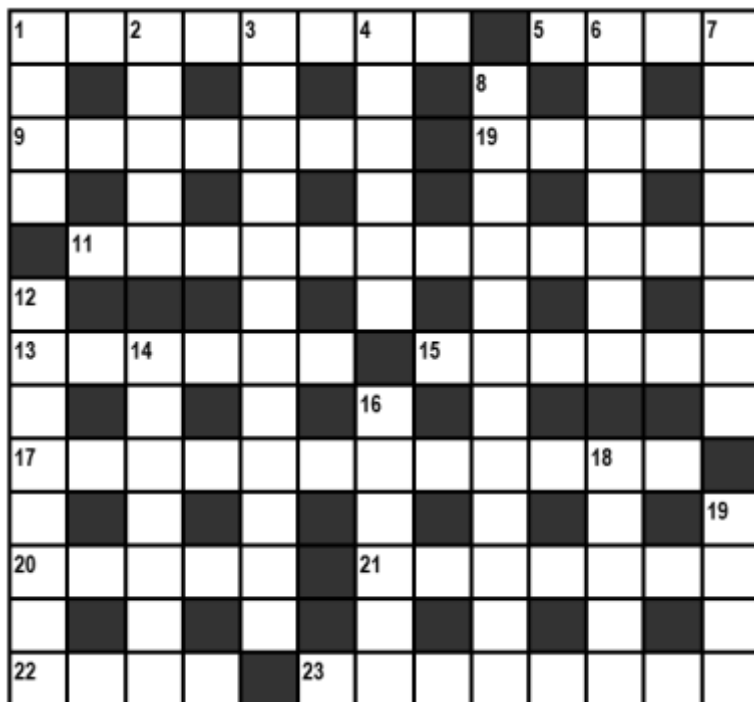
produced which was instead named "MOGUL" but none were produced or sold.

So, I think your blue engine is one of Wendy's pirated ideas from several sources, that never went into production but did have a prototype built. She must have decided on the "Mustang" name for the locomotive, rather than Mogul.

Derek finishes: I have included a b&w photo that Ian Pearse kindly provided me with, when I was writing my Merlin history for SMT. I also drew on James article. You will note that the tender differs from Eric's drawing.



OILY RAG CROSSWORD NO 36



ACROSS

1. Unique loco without coals. (8)
5. Prepare fuel for woodburning loco or chunk of meat. (4)
9. Noisy bird found at Thursford. (7)
10. Thomas's troublesome inane coach. (5)
11. Mother saw Dad repairing Talylyn loco. (6,6)
13. Dodgy bowels make right angle steam-pipe joints. (6)
15. Digital controller for manual loco! (6)
17. Successive footless goals pulled by two locos. (12)
20. A coal pit compound. (5)
21. Trackside fence – made from old lines? (7)
22. Promote boiler safety device. (4)
23. Search is redirected to find the ticket sellers. (8)

DOWN

1. Truth found in railway staff activity. (4)
2. Dacre is assembled and run at breakneck speed. (5)
3. Will ale train be rebuilt and renamed at Fairbourne? (6,6)
4. Progress (like Aragorn) towards completion of layout in driest fashion. (6)
6. Ah! Mango cocktail from German loco manufacturer. (7)
7. Agitated perusers create stress in boiler. (8)

8. Hamish ranch I destroyed to build Scottish station. (12)
12. Organisation had ample light at front of train. (8)
14. The king's station on the Vivarais. (7)
16. Fairbourne loco climbed Everest. (6)
18. Lotus car for MOTY winners. (5)
19. Mags arranges railway club meetings once a year. (1,1,2)

Chris and Jenny Dowlen

Solution to OILY RAG CROSSWORD #35 (republished in November/December Throwback Modeller #36)

ACROSS

1. Goathland; 8. Jehu; 9. Umfolozi; 10. Leader; 13. Pass; 15. Gate; 17. Roars; 18. Frame; 19. Menai; 20. ENSA; 21. Edit; 23. Raises; 26. Holyhead; 27. Hall; 28. Open a door.

DOWN

2. Orme; 3. Thorpe; 4. Lions; 5. Nail; 6. Feldbahn; 7. Guard's van; 11. Eire; 12. Sgt. Murphy; 14. Slate; 16. Tenmille; 18. Fire; 20. Etched; 22. Dylan; 24. Shap; 25. Halo.

Diary Dates

Contact us..

16mm Heritage Locomotive Owners and Operators Association

How to contact us....

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Ashbash: This popular get together will be at Ash Priors Village Hall, just down the road from Bishops Lydeard station, on Sunday 7th. April. I do not get to as many of these as I would like, but am happy to recommend your going. 16mm layout, smaller gauge layouts, stands, s/h sales table and a handful of traders. Details from Chris Tilley - tilley002@btinternet.com

Two Moors Group have a gathering at Sourton Village Hall on 17th. March. and Sunday May 5th. Running on Simon Whenmouth's layout, Bring and buy table. Light refreshments. Details from: Ted: veldadixon@mail.com.

Midlands Garden Railway Show, known usually as The Fosse. Sat/Sun 2/3rd. March. CV31 1FE. Multi gauge layouts and displays and a good attendance by the trade.

National Garden Railway Show. Saturday 27th. April and back at its old home at Stoneleigh Park, Kenilworth, CV8 2LG and billed as probably the biggest event of its kind in the UK. At least 12 layouts and over 70 trade stands. 16mm Association Member to Member sales. Both Nigel and I hope to be there - please say hello.

Llangollen Garden Railway Festival. Saturday 11th. May, and held in the Pavilion, just down the road from the steam railway station, LI20 8SW. We will be there with the heritage layout and display. Already a well respected and very popular event.

Exeter Heritage Harbour Event. Sunday 9th. June. Steam in all shapes and sizes, on water as well as land, with 16mm represented by the layout 'Dreckly'. 11.00 till 16.00. Looks to be a good day.

Exeter Garden Railway Show. Saturday 26th. October at its usual home at the

Well, the New Year has ushered in, not least with some personal problems which have resulted in this issue being late. Entirely down to me, and although it highlights the problem when only two of you are putting in an immensely time consuming effort, and suddenly things get in the way of this, it also in the light of what I am about to say is one

of the strengths of Throwback Modeller. Neither of us is subject to any external influences, and the magazine we are sure is the better for that. So, looking at our hobby of model railways in general, there have been a number of recent and somewhat seismic announcements. Hattons of Liverpool are closing after some 70 years of trading - not through insolvency but in recognition of the changing face of the hobby, and the commercial side of the activity. The much vaunted Warley Show is also closing after some 30 years of being at the very pinnacle, partly because of the ageing demographic of the organising team. Finally I watched recently on one of the Sky Channels a two-parter where James May had a deep look into Hornby the Company, with a strong focus on the model railway side. This programme was made in 2019, so a lot has undoubtedly changed since then, but it did shine a light on what it takes to keep a large company like that going, especially with the other strings to their bow, and how critical management decisions are. I do not intend to make any comment on the 16mm part of the hobby, mainly because I am painfully aware that not everyone shares my views. I will however, suggest that you read the following piece, that Steve Bradley directed me towards: <https://thecritic.co.uk/death-of-the-model-railway/> penned by Richard Bratby. It offers a balancing view. Nigel and I will be out and about at some of the national Shows - do please come and say hello if you see us, Derek.



Tail
Lamp

TBM #37 score card

Team tram (Derek) - 8

Team L&B (Nigel) - 4

"Well given the score last issue this rebound from Team Tram was inevitable"

Issue # 37