

THROWBACK MODELLER

May/June 2024

Issue 39

The home of 16mm Heritage Modelling



Delightful Darjeeling's on a roll (ing stock)

Mysterious micro layout?

4mm marvels - careful live steam engines are hot



Cover shot; A classic loco the Archangel VoR, and this one happens to be for sale..... Photo Jeremy Mayo

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Throwback Modeller

ISSUE 39 MAY/JUNE 2024

Welcome to Issue Thirty Nine



Issue 39 - It's apparent to all that we're a month late with this issue. You'll read in the tail lamp piece that Derek talks about his health challenges. As usual Derek is being modest and he has really been in the wars. So we're making a few changes to secure the longevity of Throwback Modeller. The biggest change is actually very simple. We have a new email account. This is a shared account between Derek and myself so we can both access the same information. This will enable us to keep things moving, but also if anything should happen to either of us the "throwback.modeller@gmail.com" email can be passed

over to our successors, with no interruptions.

If you send in material to either of our personal email accounts we'll still strive to include it, and of course private messages and banter are still welcome on personal email accounts too.

As many others have commented I too enjoyed the National Garden Railway Show, it was good to see and chat with friends old and new. For the first time in a very long time I didn't take any coal fired locos to the show. I did attempt it but no matter how many times I repacked the car on the Friday night before the show it was clear I wasn't getting any in, so the coal fired locos were returned to their storage in the spare bedroom. The upside was that operating and running was much less time consuming, with gas and battery powered stock, as my prep time is much shorter. My tried and tested Moel Tryfan did several runs during the day, however as the rails became more greasy into the afternoon the running became more spinning, so I cut the last run short - oh, for a meths dripper wagon.....

From a heritage perspective it was good to see other models at the show, and not just the locomotives. I love the Indian Hills layout. It fascinates me, I think the construction and presentation are pure genius, I find something different about it each time I see it.

Moving away from the show it's been all go here but you'll have to wait for your August SMT. Needless to say the Heritage community rallied to the call and between us we smashed it out the park. There's still plenty of good heritage stories out there, and this issue contains a good few.

Each issue of Throwback Modeller takes a good chunk of time to co-ordinate the content and layout the features. Derek and I continue to be really appreciative and grateful to both regular and one-off contributors. It's emails like this that make all that effort worthwhile; Charlie Ridley sent this short but well received note:

Thank you for yet another superb issue and read.. But it's much more than that...!! Inspirational. You have both kept me informed and going with every single issue you create and send out to us. Month on month and year on year since before COVID. From the depths of rural north Cumbria, THANK YOU.. Very very much appreciated!!

We would love to continue hear of your stories, as we piece together bits of history and the fascinating back stories that sit behind some of these lovely models. It's summer now in the UK and time to be out running. I have already had my Archangel Moel Tryfan out, next will be my other Single Fairlie, Gowrie. Please enjoy the summer running, Nigel.



It's all there in Black and White

So how much better than this do you want your railway? Another Dave Mees shot, showing Prince at the Abbey Junction water tank on his Wigfa & Llanrwst line. I will admit a love of the Festiniog curly roof brake van, both the prototype and as a model, and everything just looks so right in this shot.

Wondering about wicks?

Following on from my enquiry in the last issue, Trevor Findley kindly responded as follows:

Regarding wick material as asked about on page 16, I use and recommend silica wick as per the eBay listing attached. It is only available up to a maximum of 2mm diameter which means that you need several strands per burner tube so buy plenty, it's not expensive. If you asked 100 people what wick material they use you would get 100 different answers. The above is my answer.

https://www.ebay.co.uk/itm/334123806479?itmmeta=01HWK6JGXHCSC3NFTY5G5R1161&hash=item4dcb54af0f:g:8l4AAOSw~qthl8ZZ&itmprp=enc%3AAQAJAAAA4Pk0imNQ4OolDvN%2BMY30M0oPHzKR7jFKaJ%2F0bxElpJxN7BPz0wwXwHiZh5oas9yayXRYfLcyg0UPyA0HX5HNhKOaXkiLo%2F0zzPTePHMslX7fdV2EbFokduLZpgx61syRmcpv0vHYLRLu6PFHYpfMt1H%2B72u0ewDaEN14FoYDr%2BXb9wCTDZO4W5DK0ibC6Gk%2FTycziLaNmOU5vl%2FEvQFTvp86EB7joZ53aUs5UhnVBUWp60np27BvDzyb69lgnS2IVrbaLNQHYbbItPR9fmmPf9g2iJxpiDwj63cQsXUdtMCG%7Ctkp%3ABFBMho_K5uRi

यो तपाईं पछि pronounced Yō tapā'īm pachi

Which is Nepali for It's Behind you. 16mm narrow gauge modelling basically falls into two categories - you either model prototypically, or you do what pleases you and mix and match to make your own railway. Many prototypical modellers follow one particular line, and go to great lengths to recreate what is long past, or still remains though likely not in its original form.

Harvey Watkins is well known to many of you, as a loco builder predominantly. He is, however, also an excellent modeller with rolling stock, and from his earliest days has put a lot of effort into creating both. The Darjeeling Himalayan Railway is far and away his favourite line, and he is a mine of information about every aspect of it, gleaned through years of research, reading and conversations. Before the advent of the Roundhouse Darjeeling B tank loco, Harvey built a number of the models, in all their variations as well as the earlier A class. He also built up a collection of early rolling stock from the line, and some of this forms the basis of this article.

When Harvey embarked on building these, there was not the availability of kits that there is now. He bought some of the highly acclaimed Twin Mountain Model Works kits, as well as some from Yatton Model Engineering, as well as a couple from either IP Engineering or Brandbright. The Twin Mountain kits were of a high quality, with laminated sides to build up, and a lot of very well detailed brass castings.

At the same time Harvey was researching photographs of early Darj. stock, and was helped in this by Dave Rowlands, who has a very extensive library, and who would from time to time send Harvey perhaps one small grained black and white photo of something, often standing in the background of a larger print. This left Harvey to use his imagination and skills, and reference to anything better known for size comparison.

So, what you see is a number of small Darj. wagons/coaches, many of which I have never set eyes upon and I went out to the line eight years ago! However, Harvey adapted what he had, and did not necessarily build to instructions. He modified, added, and used castings from other sources.

This is an unrepeatable collection, as many of the models are surely unique? To anyone who models the Darj. they must be of interest. The thing is, that Harvey has decided to sell the models, as they are currently packed away and he is unlikely to run them again. He would like to see them go to someone who will appreciate them, and hopefully show them to others. My own feeling is that they should sell as a single lot, though quite what they are worth is currently going to present a problem. Rolling stock, I have always said, does not gain the values it deserves sometimes, but it is unlikely that these items will turn up anywhere else. On that basis, as I write Harvey has yet to gather them all together in one place so that we can ascertain exactly how many there are and of what, and possibly take more photos as these are early ones he took, for the moment just get in touch with Derek and register your interest. If ultimately it proves to be more beneficial to split the models up to sell separately, then again you can tell me if you are interested, and I will admit that there are a couple of items I could hanker after!

Finally, we have added a photo of Harvey's DorjeLing taken recently in it's new home.

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Harvey's B class DorjeLing - Photo Dave Pinniger

Sales, Wants & Solds

In general the market is quite slow at the moment, but hopefully there is something to tempt you here?

Sale items

An Archangel VoR 2-6-2 as featured on the cover of this issue. Built 1982 and looking in really good condition. Owner says that it would benefit from a service, as he rarely steams it and would like to see it go to an appreciative home. Internally meths fired, which for anyone unaware means that you need an external blower to raise steam, but after that you can keep the loco running as long as you care to. I have more photos, and the vendor is happy to supply any information as well as a video of it running. These models come from what is widely regarded as the honeymoon period for Archangel, and of course its outline is as the prototype was originally built before the rebuilds. Offers invited.



Due to my incapacity, this is taking on a different style this time. You will need to refer back to the relevant section in Issue 38, but if that is no longer to hand you can access that via the 'salop 16mm' website of the Shropshire 16mm Association Group. Once you have that, I will cover all the main items in the order that they appear. So:

John Turner Caledonia - Green. As I write there is a sale pending

Steamcraft Linda. This has sold, and a collection of the loco from the current owner is imminent.

Billy and body kit. This has been sold as a pair.

Finescale Leek & Manifold. I was advised after the advert that this loco may well be to a scale of half inch to a foot. I got the three principal dimensions from the vendor, and then compared them with those of the Roundhouse variation, as well as those produced by Pearse Locomotives and a one-off by Mac Muckley. There was a very small variation in millimetres between any of the four. I also established that the model is track powered. I have six photos of the model, and apart from very minor scuffing of the bottom of the cylinders it is in excellent condition. Also it is now priced at £1,250.



DJB Linda. Coal fired. I would again refer you to Throwback issue 35, pages 15 to 17, where the original article on this loco first appeared. Since then the vendor came over from Australia to Stoneleigh, and the loco is now here with me. There are no outstanding duties. It happens that a trader is also currently advertising one of these locos. He has priced his at £4,010 but open to offers. I can resupply the photos as printed, and now can also take any should you wish to examine any detail in particular. Realistic offers are invited for this model, with the vendor most particularly wanting to see it finished and running. You can see what is needed to achieve this but with a new boiler and very little running on the rest of the model it is a very worthwhile project for someone wanting a loco that is not run of the mill, and will provide a challenge. I love Linda as a prototype, and have no doubts that this loco could be finished to a high standard, given DJB's engineering standards. If only I was a fan of coal firing!

ROGER MARSH OGWEN. This is a much travelled loco. It came from the same home as the DJB Linda, and hence is also sitting here with me. It was owned for a long time by Marc Horovitz, and if you go onto his Sidestreet Bannerworks site, and click on Model of the Month you will find it in June 2005. Here is a full description of everything you could want to know, as well as a raft of photos. It passed from Marc to its then home in Australia. The current owner has modified the linkage to the rotary valve to make it easier to operate, but otherwise the loco is still in very nice condition. I can again supply photos of anything specific, and offers are invited for this sweet little loco, which has probably never attained the popularity of the Quarry Hunslets, but is a deserving addition to any quarry themed line.

Ian Pearse has sold his Garratt abroad.

The Red John Turner Caledonia sold straight away.

The IP Darj. coaches are under offer.

I still have the Roundhouse Billy, which has surprised me somewhat. It is basically new, and bought by a very well known 16mmmer who sadly passed away before running it. It is priced substantially below the current RH retail.

The Lynton and Barnstaple rolling stock sold.

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 £2,000.



Ffestiniog (Linda) Class "Polly" (No.181-2005) By Peter Angus/ Mike Lax New oscillator steam motor fitted by Barry Milner in 2018. Comes with original operating instructions by Peter Angus and Copper Boiler Quality Assurance document dated 20.2.2005, together with Boiler Test Certificate from Stuart Davidson dated 15.6.2005. One of a batch of 14 I believe. I bought direct from Peter Angus at Stoneleigh in 2005. Offers in excess of £1,200.



Finescale Penrhyn Large Quarry Class Hunslet "Jenny". Burner was replaced by Finescale in January 2020. New pressure gauge also installed by Mike Darby. Driver as yet unpainted. Original instructions. Test Certificate including gas tank test 1.12.2009. Offers?



Sir Theodore—The bodywork is standard kit built but the driving works actually from Accucraft diesel. Fitted with manual control gear. £300.00



Accucraft Pickering W&L coaches. 2x brake and 1x saloon. One or two ladders have been glued back on (standard problem). Bogies modified to include springing as per the famous article to that effect. Come complete with original boxes but no 45 wheels. Instruction leaflet and care and maintenance included which are pretty useful when retrieving panes of glass. Purchased September 2013. £300.00 for the three.



An unpacked, but believed complete Wrightscale Wren kit dating from 1997. The Company website says that the last batch of these were produced in 2013, and that the kit price would have been around £1050. A very rare offering, and offers are invited.



In addition to these there are a number of interesting locomotives that Marc Horovitz is listing for sale as he reduces his personal collection. See the full listings by following this link; <http://sidestreet.info/Usedpages/usedintro.html>

Within this list the Hugh Saunders Firefly nearly had me on a plane.. So two more photos of that engine won't go amiss



[Accucraft WD Baldwin 4-6-0T \(ga. 0\)](#)



[LBSC Dyak 2-6-0 \(ga. 3\)](#)



[Accucraft Wren 0-4-0T \(ga. 1\)](#)



[Archangel Marmaduke \(ga. 0\)](#)



[Archangel Sammy \(ga. 0\)](#)



[Bassett-Lowke 4-4-0 Enterprise \(ga. 0\)](#)



[Accucraft Ruby with Vance Bass Forney Conversion \(ga. 1\)](#)



[Very early Archangel 0-4-2 \(0 gauge\)](#)



[Hornby Rocket \(3-1/2" ga.\)](#)



[Accucraft Fairymead \(ga. 1\)](#)



[Accucraft Ruby \(ga. 1\)](#)



[Hugh Saunders coal-fired Alco 2-6-2T](#)



[Eric Lloyd's Mamod conversion](#)



[Mamod Golden Jubilee edition \(ga. 0\)](#)



[Maroon Mamod straight chimney \(ga. 1\)](#)



[Maroon Mamod balloon chimney \(ga. 0\)](#)



And the final collection of locomotives is that of the late Paul Trickett. All locomotives are untested. We are not sure when they last ran so should be treated as needing some basic maintenance / recommissioning. Some need more attention as they have been partially disassembled for either repairs or maintenance. None of the radio gear has been looked at due to a wide range of transmitters and needing a large selection of batteries. All come with wooden carrying boxes and original box in some cases. All are sold as seen and have no guarantee. Additional photos can be taken if required. All locos are based in Leamington Spa. Can be posted at cost. Contact Martin Shepherd doggyandsheep@supanet.com 07977 508603



Finescale Quarry Hunslet 'Ellen'. Good condition. Lined black paintwork good. Manual control. £1,800



Finescale Quarry Hunslet 'Kathleen' Good condition. Lined black paintwork in good condition. Manual control. £1,800

Mamod 0-4-0 ST with tender. Good condition, lined black paint, gas fired. Manual control. Appears to have had little use. £250



Mamod 'Brunel' Tram engine. Good condition, appears to have had little use. Gas fired. £400



Mamod Boulton Diesel. Good condition, appears to have had little use. Battery status unknown. No controller, hence £100



Accucraft WD Hunslet 4-6-0T 303 Black paintwork good, front bogie removed from loco. Some fixings may be missing. £1,100





Finescale Betty named Alice. Good condition, Lined mid green paint, manual control £1,800



Roundhouse Gungadin. Radio Controlled. Unlined black paintwork in good condition, unlined. £1,400



Roundhouse Russell. Appears to be an older model. Paintwork quite dull with a few scratches and marks. Unlined maroon. Radio Control. £1,100



Roundhouse Fowler 0-6-2 Believed to be kit built. Radio controlled, good condition. Light green paintwork is very good – unlined finish. £1,150



Accucraft Lyn. Well used model with radio control. Some marks to paintwork. £1,300



Lindale Caledonia. Rewheeled. Green unlined paintwork okay. Meths fired. Manual control. £450

Accucraft Lew 2-6-2T. No photo unfortunately Partially dissassembled (bodywork, radio gear, gas tank). New gas tank made by Finescale. Radio controlled. Well used. Bodywork has some minor marks. Possibly has missing parts. £800

WANTED There has been some good success with these, there is one new want for this issue.

The proud owner of two Cheddar Goliaths, as well as one Cheddar Hercules, would like to find another of the latter in 32mm gauge to balance his stable. Can you help please?

We have thinned the list down a little, 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.....

An L&B Manning Wardle. Not an Accucraft, and also not a Roundhouse, because what the person wants is either a John Shawe coal fired version, or a DJB coal or gas fired one. Preferably in the later Taw/Exe/Yeo configuration and with original L&B livery, and either in excellent condition or to do up, though at the end of the day anything will be considered.

A Wrightscale Baldwin, and if in its GVT guise then even better. Or Steve Acton GVT Baldwin or any version really. An extremely well deserving home looking for one

A coal fired loco which is easy to run or 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.

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.

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

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 recent purchase of Talyllyn 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.

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&LL 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

SAS Newbury had somewhere around 30 locos for sale in their auction at the end of June. Far too many to list here and now, so I will catch up with these in issue 40.

At their sale in April they were advertising an interesting part-assembled n.g. 2-6-0 loco by 'Lucas' (I admit to never having heard of them). It had a Wileco style boiler and fittings, and was a model of DR. 5634. It had two double acting cylinders with piston valves and slip eccentric reversing. I do not know what it sold for.

Hansons sold a nice looking Lady Anne, together with a scratchbuilt Tallylyn coach, for a mere £440 plus fees, and a part built Accucraft Ruby for a paltry £100. Both plus fees.

Wessex Auctions had a fair looking Roundhouse VoR, 45mm and r/c in green, that ended with a hammer price of £1100. They also had a 45mm William with tender, in red and r/c, that went for £650.

A RH Kathleen made £580 plus.

I will produce an extended eBay report in issue 40 - again I am not able to currently do this



Both Aldi and Home Bargains are selling a small range of garden planters, molded in a small slate block pattern, which seems right for 16mm, that are dark grey.

They would make useful backing infrastructure if cut up.....

Thanks to Steve Drew for the tip.

The slap-together locomotive that was actually really good - Shay locomotives. This does what it says in the title, and whilst I admit to really liking geared logging locos, I know that I am not alone in this.

Gosling GVT loco with long train. One of Keith Skillicorn's many clips, but well worth a visit to reinforce my comments elsewhere in this issue about Robin's passing.

Steam on the Moor Episode 1. Thanks to Chris Tilley who pointed this out. Somewhat late to the party this is the start of a behind the scenes series on the Lynton & Barnstaple Railway at Woody Bay, and is well worth keeping in touch with. You also get to see the Woody Gate garden railway.

Bassett Lowke "Enterprise" live steam locomotive 0 gauge. A very early live steamer - running extremely well and with a lovely rake of heritage coaches.

Les derniers tortillards - Films d'archives de M. Dupont-Cazon. Don't ignore this because it has a French commentary - in a little over five minutes the variety of narrow gauge railways, stock, railcars, trams etc. in black and white and colour give you a wonderful insight into a world that is long extinct.

Double Falcons in the Dulas Valley - Corris Railway Photo Charter 2024. You can tell the subject of this clip from the title, but whatever narrow gauge interests you have, you surely cannot but be impressed by the sights and sounds of this wonderful recreation of the railway. The locos look and sound amazing, the coaching stock is lovely, and the scenery and infrastructure all come together to make it almost impossible to date accurately. Okay, you also get to see the traverser in action, and that is one of the giveaways, but it is still a lovely clip to watch and reminisce over.



More four mill

George Green kindly sent this in - can anyone help with information? Please let us know using our new email address; throwback.modeller@gmail.com
A belated thank you for TBM 38, another fascinating and enjoyable issue.

I was particularly interested to read of the 00 scale live steamers built by David Taylor of Steamcraft. By coincidence whilst sorting old paperwork I came across the attached flyer and information sheet which was being handed out by the well-known model engineer Brian Caton at a Kew Bridge 16mm show back in the early 2000s. He had set up an 00 scale demonstration track on which he was running several live steamers. I recall a Hall and a Jubilee each hauling a good rake of carriages and running for a fair while. He attended the show on at least two occasions and the second time I spoke with him he was rather despondent because during a demonstration of the models elsewhere a badly behaved child had knocked one of his locomotives onto the floor and, unsurprisingly, the model had been badly damaged.

I have no idea how many of these models he made and sold, and of course all these years later I have a few wistful thoughts about how nice it would have been to have bought one! The last time I saw Brian was at a later Kew show when he was running a live steam IoM Mannin (I think) on 00 track which if correct to scale would have been about 5.5 mm to the foot. A quick internet scan reveals some interesting finds about him, including the attached obituary.

Amongst the TBM readership there will almost certainly be people who knew Brian and perhaps have photos of, or indeed own, one of his models?

Binns Road

Brian M Caton

(Leeds, UK)

Brian Caton 1952 - 2018

Brian Caton was a Leeds man, born there and trained to teach at The City of Leeds and Carnegie College. He taught in Boston in Lincolnshire and then in Leeds. In 1980 he left teaching and started working for 'Maxwell Hemmens Precision Steam Models' as his chief designer. One of his designs was a marine engine known as 'The Caton'.

After two years, Brian left 'Maxwell Hemmens' and went back into teaching, working in Leeds and then in Brayton, Selby, where he was a colleague of Edwin Hughes (one of our members).

When Brian was working 'part-time' at Brayton he also built a small number of locomotives to commission.

Brian's interest was in 'all things steam'. His first 'serious model' was, at the time, the smallest steam-driven traction engine in the world. (Published in the Model Engineer May 1969). He was only 16. During his life-time Brian made over 160 steam driven models. The locomotives he made were in a variety of scales and gauges. His 'pride and joy' were the fine-scale, '0' gauge locomotives he ran on his garden railway.

Two pieces that I really appreciate are his A3, 'Gainsborough', which is 3 cylinder, using Gresley's conjugated valve gear. The steam inlet to the cylinders is controlled through a steam valve connected to a 12v servo. By putting current through the rails the valve is pushed forward and backwards controlling the inlet to the cylinders.

Arthur Bellamy



This allows the loco to be driven forwards or backwards with complete control from anywhere on the track.

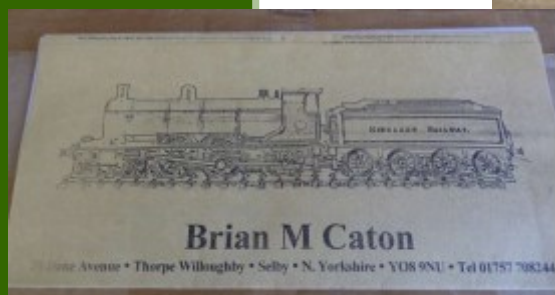
Brian's other masterpiece is a '009 train set' he made as a gift for his father. This box looked like a small canteen of cutlery but when it was opened out it revealed an oval of track, a steam operated locomotive and a few wagons for it to pull.

In his capacity of school teacher he brought a group of boys to the track in the early days and laid the short length of straight track over on the far side. He also made two station signs, one called 'Soggy Bottom'.

He has given several talks and demonstrations to the club over the years and encouraged a young man in the hobby-Brian often referred to him as 'my young apprentice'.

Brian was a skilled craftsman and also made fitted kitchens, tables, bookcases, dressers etc. On a more personal note, Brian made us an oval, drop-leaf, dining room table from an Elm tree we had cut down at a former home.

Brian's funeral was held at Lawnswood Crematorium.



'OO'/ 'EM' GAUGE 4MM FINE SCALE GAS FIRED, LIVE - STEAM LOCOMOTIVES

These locomotives wherever possible use good quality etched metal parts to keep construction time to a minimum. They are made to a high degree of authenticity in their appearance and are well detailed. Power is provided by a small piston valve, slip eccentric reversing steam engine mounted in the cab. The power is transmitted from the engine to the wheels through a compound gear train which gives a sensible running speed and good hauling power. The copper boiler has a flue and a safety valve and is internally gas fired, the gas tank being recharged from a standard butane gas cigarette lighter refill. The gas tank is fitted with a finely adjustable gas valve which is disguised amongst the coal in the tender or bunker and by adjusting the setting of this valve the speed and hauling power of the locomotive can be regulated. The locomotive, once steam has been raised is set in motion by a small push in the desired direction and is left to run until fuel and water expire. Tender locomotives are equipped with a purpose built miniature electric control servo which is housed in the tender and provides control of the steam regulator and therefore the speed of the locomotive once it is in motion, using an ordinary electric train controller or the 'hand held' control switch provided with the locomotive. There is no water feed pump therefore the locomotive must be left for a few minutes to cool before refilling with gas and water in readiness for the next run. The locomotives are not designed for frequent stop start and shunting operations etc as with an electric model though if desired the locomotive can be stopped by hand or with the electric regulator on tender locomotives, and restarted in either direction with a small push or the gas valve turned off and the run terminated.

The locomotives, being fitted with electrically insulated wheels are able to run in conjunction with electric models, even double heading with steam and electric is a reality. Tender locomotives are provided with an on-off switch, hidden amongst the coal in the tender, to isolate the control servo when double heading with electrically driven models. The locomotive can then be controlled manually using the gas valve, the steam regulator in the cab, or both. Being internally fired and unaffected by a moderate wind the locomotives are ideal for outdoor running on garden railways giving good steam effects in the outdoor air. Normal running time at a sensible speed is around 10 minutes for smaller tank locomotives increasing to upwards of 15 minutes for larger locomotives.

The locomotives are supplied, with ballasted display base, thoroughly tested, painted and lined where appropriate, along with any special operating tools and electric control switch where required and instructions for their running and upkeep.

Prices may vary according to the complexity of the locomotive being built but prices below are shown as a guide in relation to locomotive types.

Medium size tank locomotives without outside cylinder and valve gear detail.
Eg. 0-6-0T, 2-4-2T, 0-6-2T. No electric control due to lack of space. £975.

Larger tank locomotives with outside cylinder and valve gear detail.
Eg. 2-6-2T, 2-6-4T, 2-8-0T. Electric control may be possible if space permits. £1150 to £1225

Note. I have found from experience that at this small scale it is not advisable to locate the gas tank on board the locomotive because the heat generated during running causes the liquid gas to vapourise more quickly, leading to a hotter flame and an increasingly unmanageable high spirited performance. Tank locomotives are therefore supplied coupled to an 'off the shelf' wagon, van or coach of the customers choice which contains the gas tank. Larger tank locos can usually be fitted with a control servo mounted in the bunker. Tender locomotives have servo and gas tank in the tender so no additional vehicle is required.

Tender locomotives without outside cylinder and valve gear detail.
Eg. 0-6-0, 0-8-0, 4-6-0. With electric control. £1325.

Tender locomotives with outside cylinder detail. Eg. 2-6-0, 4-6-0, 2-8-0. With electric control.
£1475

Tender locomotives with outside cylinder and valve gear detail.
Eg. 2-6-0, 2-6-2, 4-6-0, 4-6-2, 2-8-0. With electric control. £1650.

I would be pleased to consider any request to make almost any locomotive and to provide a quotation and anticipated completion date.

Price includes postage, packing and insurance whilst in transit to customers address in U.K. Overseas at cost.

Brian M Caton, Selby, N. Yorkshire, England. Tel/Fax. 01757 708244.

November 2002.

Electric Avenue - Past Friends

Pete Chandler's name crops up in Throwback from time to time - he is one of the prime movers in the Woody Gate Garden Railway, as well as being the originator of 'Jigstones'. He has sent in this evocative piece, and I really recommend a look at the YouTube clip he has linked, where you can see all three of the models running. Very nostalgic. Enjoy!

About thirty-six years ago, among my first attempts at modelmaking in 16mil were three battery powered locos. Called "Brewer" and "Pearce" (both being characters from the West Country 'Uncle Tom Cobby' song), and "Lorna", of 'Lorna Doone' fame, they tended to irritate members at East Surrey Group evenings by being slow plodders, so I decided to leave them at home where they were far more appreciated.

The three locos, after a quiet and easy life ambling around a pond, were suddenly introduced to a world of stardom, entertaining holiday makers in Wales at a much larger public attraction. For two summer seasons they gave their all in the process of endless daily toil on a hillside layout. Sadly, in the end through their hard work and selfless charity, they ultimately gave their lives struggling daily to complete the large circuit over and over again. I seem to remember that their lightweight battery mechanisms were sourced from Tamiya motorised car kits, so their fate was inevitable.

'Pearce', seen here, was the showy one of the threesome - isn't there always usually a flamboyant individual?

Memories of those now far off warm sunny days happily wandering around the simple trackwork of my 'Watersdale Ravine Tramway' (GardenRail October 1995) when summers were well behaved, I can at least still fondly treasure through a taped video. Unfortunately the quality of image is low from transferring to digital, but shows the three locos before showbiz beckoned.

So here's to three past friends. To accompany the video my own musical composition is entitled 'Faithful To The End'. Hankies at the ready boys and girls... <https://www.youtube.com/watch?v=LCbHvTvrHZo>





Camping on a budget

Another of John Perkin's creations, for which many thanks. He emailed:

This VW Camper Van was in our local charity shop for £5.00 with lots of potential. When I checked the wheel base it was perfect for 3.5ins gauge. The last four Meccano flanged wheels were in my collection. Out came the disc cutter to remove the front and rear rubber wheel axles and after several attempts the Meccano flanged wheels were fitted. To be motorized later or propelled with the motorized four wheel open coach I built for the Hornby Rocket, John.



What is heritage?

One question that we are often asked. How do we define it? The simple answer is that there is no hard and fast rule. We all like different things (and people), but here is one example of the appeal of heritage, and it popped into my phone messages recently. The sender? It was none other than Nigel, and he wrote: *"Just had a lovely run round the*

garden with Moel Tryfan. You've

got to get yours running. It's simplicity and beauty in a simple model". To explain, I have an Archangel Snowdon Ranger which is currently stripped down and came to me as a box of bits. Nigel's Moel Tryfan is also Archangel. I accept the challenge, as I really do love the loco myself, and I will report in this magazine as I (hopefully) make progress. The photo was taken by Dave Mees of a loco painted and lined by Matt Acton - incentive indeed!

Whilst on this title subject, elsewhere I report on the sad passing of Dave Todd, together with printing recent email exchanges between him and Murray Lewis over the soup can wagon. Dave had a sense of humour I would have enjoyed, and personified many of the modellers of the early days of 16mm. We need to gather all these stories into one accessible place whilst we still can..... Derek

Nigel's Moel Tryfan rolling down the hill with steam to spare on the LVR. The history of this loco has been submitted for a piece in SMT - keep your eyes peeled



Small really is beautiful

This Continuing on the theme of Mamod modifications, we received this photograph from Chris Bird, of Summerlands Chuffer fame.

I am still busy with 7/8ths and have recently done the fourth conversion of my first ever loco - a Mamod bought new in 1983. It went Heywood style in 1986 and might have been considered "heritage" so it was only after much pondering that I took the plunge and cut brass. I have attached a photo and can say that it is now my favourite loco.

Chris, this is just lovely and whilst to the larger scale, which suits it well, it is surely not beyond the wit of man to make a similar one in 16mm? If you go on eBay under the heading of 'live steam locomotive' there are always a number of Mamods for sale in varying conditions, but none too expensive.





Jims Seat

Chris Tilley kindly sent in the photos. In memory of the late and much respected 16mm Jim Wild, his widow Pat has supplied this bench, which arrived and has been positioned in front of the Woody Gate garden railway at the L&B base at Woody Bay. A brass commemorative plate is being prepared to fix onto it.

On 4th. August there will be a Jim Wild day on the line, with Pat bringing along some of his models that she has retained. If you have a Jim Wild model then you are very welcome to go along to the event and bring it. Equally, please let me have a photo or two of what you have, and I will add them in with what is taken on the day to make a memorial montage.

The other photo was taken at the Exeter Show a while back. Jim and Dave Pinniger are obviously in deep conversation, and the loco passing in front is Jim's Merlin Mayflower, which ran like the proverbial Swiss watch. As I mention him from time to time, the chap in the background is Arthur Cole, who has been in 16mm almost from the outset and used to regauge Beck Annas to 32mm long before Tom Cooper began doing it.



Kerr Stuart

Conundrum

Bob Brown sent in this question. I checked with both Ron Grant and Chris Bird, and Ron kindly came back with a definitive response as below: On another note I am now the proud owner of a Fell



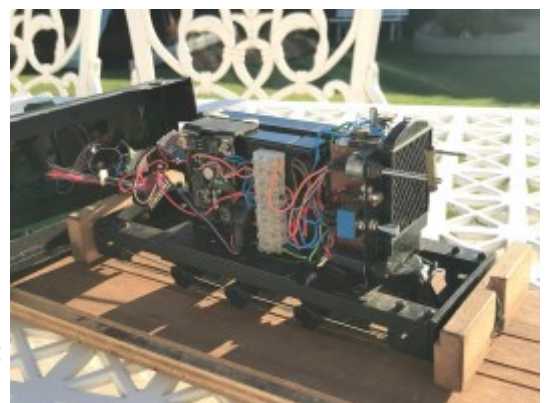
Kerr Stuart. Obviously when I stumbled upon the loco I did my research in old SMT magazines and of course TBM. The maker's plate on my loco clearly has the number 2 on it - should the body on my loco have been mixed up with the chassis of the one featured in TBM 34 and owned by Chris Bird? Who knows!

For the record it was manual operation with two push buttons mounted in the exhaust pipes, one toggled the headlight and the other sounded the horn which was two buzzers wired up in series. The wiring inside was a rainbow coloured rat's nest with looms to sockets (for plug in lamps?) front and rear and a separate logic card to operate the lighting that had long ago come loose from the body. I have now replaced it all with new battery, 2.4GHz radio control and even a soundcard before putting it to work recovering out of gas Cheddar locos and their trains; a job for which it is superbly qualified by producing nearly twice as much drawbar pull as my Roundhouse Criccieth Castle.

Thanks for the magazine it always has something of interest and I love going through the sales and wants columns.

Ron Grant kindly clarified Bob's Query. He emailed:

This loco is not to be confused with the one of Chris's, which is the second Mk.1 built. Bob's is the second Mk.2, and was originally built for an early 16mm Association member, Mr. J.A. Abbott. It was delivered in March 1988. A little bit of history. When I became involved in 16mm, I was already doing 00 gauge loco repairs under the name of Fell Model Engineering. Hence the serial numbers of my builds etc. were FE Later on, when I commenced building the more detailed Mk.2 machines, and advertising camera repairs with my son, the Business name was changed to Gratech Services, with the serial numbers starting at G001, carried on my own loco, with Bob's being G002 - hence the 2 on the rear plate. Hopefully this makes things a lot clearer?



Shedding some light

Many thanks to Graham Stowell for this email, which arrived in response to the last issue. The Mamod he refers to was an eBay sale on page 19.

Hello Derek, Thank you for the latest Throwback Modeller. I can add some more information on a couple of the items: "Mamodifications" - This locomotive was actually a 'leftovers' engine. I originally built the body to convert an HB Models 10mm scale Cavan and Leitrim 4-4-0T into a 16mm scale model. I subsequently restored the C&L loco for Dave Pinniger. The redundant body sat in my workshop and was later dumped on a Mamod chassis that I had converted to an 0-6-0; it fitted perfectly. I extended the front footplate to make it a 2-6-0T and added a few trimmings. What you see is the result, looking exactly as when I sold it. The loco carries two Phoenix Engineering works plate, one inside the cab from the original 4-4-0T rebuild and a second on the cab back from the 2-6-0T rebuild.

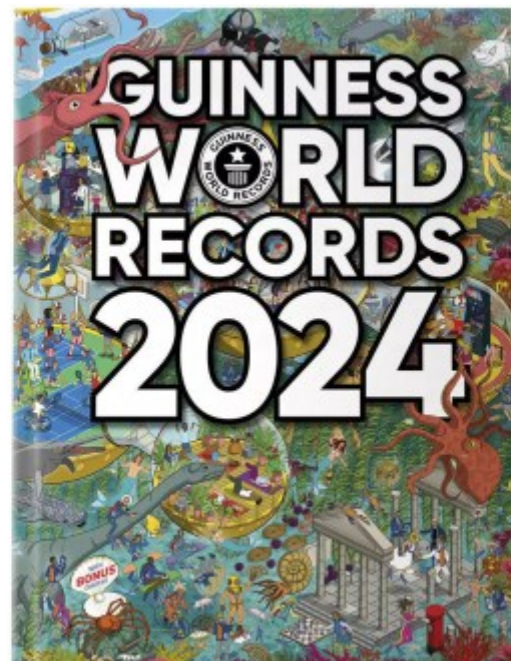
"Something Dodgy" - Whilst the photo (Issue 38 p 27) is what had been the 'Dodgy Railbus' it actually shows it in its later form. Gordon sold it to me and I rebuilt it retaining the wide wheels, to cope with gauge variation between 23mm and 45mm, along with the body the wrong way around; the doors should be at the front. The railbus originally towed a trailer which, as I remember, was 2-wheeled to cope with humps on Gordon's railway. The trailer in the photo is a 4-wheeled platform trolley on rail wheels surmounted by a Royal Mail post box to provide a reliable express mail service (you can tell how long ago I built it!). I sold the railbus some years ago after fitting normal profile wheel although I kept the trailer which now runs behind my more recent Brandbright railbus. Somewhere in the dark recesses of my archives I have a number of photos/slides of the Dodgy Railbus layout when it appeared at a model railway show at Tywyn around 40 years ago. Perhaps I'll dig them out some day. When I can find my works list I should be able to add some dates. I hope this of interest. Regards, Graham.

Look who's counting?

the Chris Webster was stirred to respond to a challenge in the last issue, and responds as follows: Thanks Derek and Nigel, another excellent read as always.

Picking up on Dave Pinniger's question as to whether anybody could beat his 41 locos run last year, I'm afraid I edged over that figure slightly with 46 (live steam) 16mm locos run last year. (and another half dozen G1 locos on top of that). I've been keeping a spreadsheet/roster of what gets run and when since 2008, which also doubles as a record of boiler test dates. It's also somewhere to record any issues with locos that need sorting, in an effort to avoid turning up somewhere with something and only then remembering that it doesn't work!

Once I actually get a garden line built again, I will certainly be adopting a "visitor book" to record visiting locos.



Princess picture perfect

Greg Moir, who recently bought the yellow Clay Cellars coal fired loco featured in the last two issues, has struck again and now owns this Archangel Princess.

Not only does it look well, having been built in 1976 but seemingly not steamed until now, but it has already run on Dave Mees' Wigfa and Llanrwst line, on which it is pictured alongside a Locomotion Cackler, and Mike Morris's Dylan.



A Saltford Selection - Part Four

Matrin Haywood continues his thoughts on Saltford Models;

A side step from the locomotives previously covered, here is one of the pieces of rolling stock kits supplied by Saltford, the Hudson Skip Wagon (S17). The prototype is the easily recognised 'Rugga', a type produced in vast numbers for service all over the world and a great many examples exist today. Equally in the world of 16mm the Rugga is omnipresent mostly with

Brandbright and Binnie examples. The S17 kit is based on a very particular wagon that was until recently owned by Brian Clarke himself. Some eagle-eyed folks may have noticed the axleboxes which are unusual for typical Rugga's but are correct for the example in question that worked at the Fuller's earth mine at

Combe Hay, just south of Bath. It is the sole surviving wagon of the rail system there.

Produced in 1989 the kit is typical of Saltford and includes

the frame, the moulded supports, the U end pivot and wheels all as heavy white metal castings, plus the axles. The instructions have the usual construction methods and illustrations laid out with the skip body requiring scratch building. The kit is as versatile as the real thing leaving plenty of options open to the builder, it can become almost any form of skip framed wagon.

HUDSON SKIP WAGON

SET OF PARTS & INSTRUCTIONS FOR SM32
SIDE TIPPING WAGON. NEEDS 30thou &
60thou PLASTIKARD TO COMPLETE.

Ref: S17

SM32



SUPPLIED BY SALTORD MODELS

Sketch from the instruction sheet by Brian Clarke.

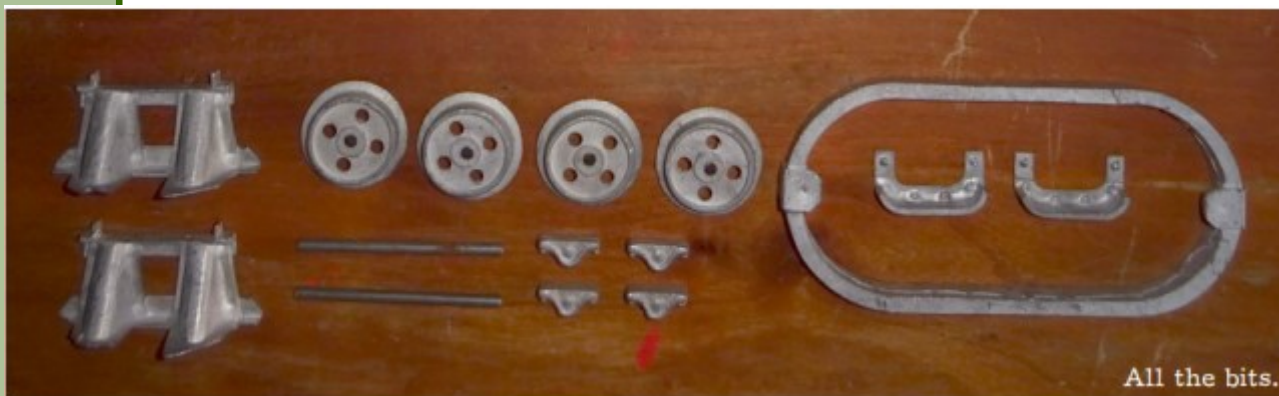
SMALL WAGON REVIEW

Saltford Models Hudson Tipper

It's good to have a 16mm Tipper Kit again, after so long without. This one provides good castings for everything except the tipper body, for which you need 30 to 60 thou styrene. The castings weigh over 7 ounces, so the wagon is stable, and young users can actually tip ballast from it. The chassis is easy to assemble with epoxy, and is free running. Impale the wheels on a cocktail stick for painting before assembly. To get the curve in the body hold the ends of the styrene together with a bulldog clip, hold the clip with pliers, and the styrene over a boiling kettle spout. Cost is £6.50 plus post, but it's a proper job, and a model of a prototype. A variety of different bodies can be built on the chassis, (see Bumblebhan article Part 2).



Source: <http://www.ingr.co.uk/images/AK%20Secondhand%20sale%202023.pdf>



All the bits.

Detective Derek - fly on the wall

For those of you who follow the Detective Derek pieces, then you will remember the Baxters Soup wagon. The enquiry came from Murray Lewis in Australia, and from that we had contact with Dave Todd of Dave's Wee Railway. It gave me great pleasure to put the two together, and what follows is part of their exchanges. However, before you continue reading, very sadly after I had set this out, I received an email from Dave's daughter to tell me that he died very recently. If any reader has memories of Dave and his 'Wee Railway'. I will be happy to share them in a future issue. Lets drop in on this conversation

Hi Dave, I'm now the proud owner of one of your Baxter soup wagons. I got your email address from Derek Wiggins.

My good friend Jock Dewar died in 2016 and he gave me your wagon as I always admired it. He last travelled to the UK in 2002 and attended the 16mm AGM. I'm not sure but I assume this is when he acquired your wagon. I think you and Jock would have got on, he too was a very practical modeller who preferred to make his own rolling stock as well as a few locomotives. This preference was also because he was a frugal Scot! He took along to the AGM his scratch built Mamod inspired wobbly cylindered, gas fired 0-4-2 saddle tank with a porcupine boiler, Wheldon firebox, radio on



the regulator and reverser from the cab with an electronic boiler level detector.

I have attached a photo taken late last year at a friend's layout in Emerald Victoria, about 900km south of where I live in Mittagong NSW, about an hour south of Sydney. Regards Murray Lewis

Hello Murray. What a surprise and so wonderful to hear from you from the other side of the world. Regarding the Baxter's soup wagon, it was one of five I built in the 1990's and your one must have the world record for the distance it has covered. I liked seeing it in the photo and looked just perfect in its setting. At the time when Jock was across here I was the contact for the Lowland Group of the 16mm. Association and Jock contacted me wondering if we could possibly meet for a running session when he was over in Scotland on holiday. A suitable date was arranged for a visit to the layout of Philip D. Hancock in Edinburgh. Philip was a very well known modeller throughout the world and founder member of the 009 Association. He also was well known in the 16mm Association and his line was known as the Torlum Hill Light Railway and was quite big.

On the appointed day it turned out to be good weather and three members of our group arrived at the Torlum Hill layout and met up with Jock Dewar and his son Ken, and friend Alec, who I understand had been Jock's friend in Australia for many years but who had returned to Dundee Scotland after his retirement from work in Australia and from where he originally came. We had a great day. Jock and I were on the same wavelength and got on like a house on fire. Some photographs were taken and I include four in a separate E.mail. I don't think Jock's son Ken was too much into the railways.



The 1st photo is of Philip D. Hancock, who was one of our members. He was a very highly intellectual person - shy, but very good company once you had met. He was so well known throughout the world for his knowledge etc. of all things in model railways. He died in 2022. With him is Jock's pal Alec, then Jock and his son Ken.

The 2nd photo of of Ken and myself, Dave Todd. I am now 93 and not in good health. I live on my own and still manage to get about but am more or less house bound. In the summer months I get about Town in my mobility scooter which naturally has had its appearance altered to represent "Thomas the Tank". I am well

known in the area for it and the local children love to see it around town. Burntisland is a small coastal town on the east coast of Scotland about nine miles east of the famous Forth Bridge.

The 3rd photo is of Jock's loco on the Torlum Hill Light Railway with some of Phil's stock.

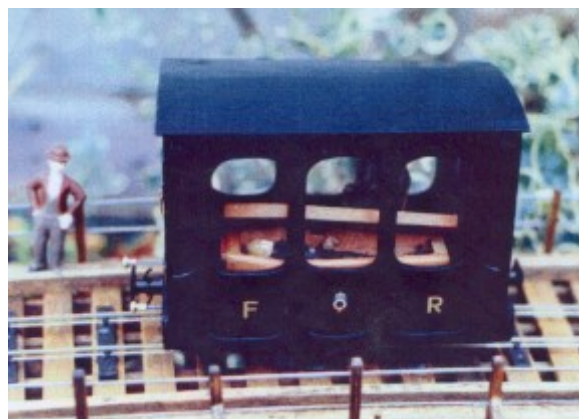


The 4th Photo is of my scratch built Ffestiniog Double Fairlie loco Merddin Emrys with four of my Baxter's soup wagons.

As a memento of Jock's visit I presented him with one of Baxter's soup wagons, never thinking of the distance it has covered and hopefully the pleasure it has given some modelers over the years. Jock gave us each a small loco working headlamp which he made. I

later gave mine to Phil when he got another loco. About 2007 my health starting failing and I was no longer able to handle the big and heavy locos, stock boxes and equipment so I sold it off and moved down to the smaller 009 railways which I still do.

Thanks, Dave Todd



Robin Gosling

Ron Grant very kindly let me know that Robin had passed away this year. He heard from a fellow 16mmmer called Mike Henderson, who also has a 9.5" gauge railway which runs in a local park. The place where Mike regularly buys tools was asked to go and help clear Robin's workshop, so he was offered to go along and see if he wanted anything. Whilst Robin had not been active in 16mm circles for a long time he maintained an interest in the hobby. Younger members may not recognise his name, but to anyone back in the early days of the hobby he was regarded as an excellent builder, and most specifically of the Glyn Valley Tramway locos that he supplied in the early '80s.



The photos show one loco in ex-works condition, whilst the pair of modified locos live with me. He worked with these to around 15mm to the foot scale to make the track gauge prototypical, and this explains why Tony Sant's Finescale versions are a little larger. Robin also made, we think, nine or ten of the little original form George England Festiniog Prince/Princess models - very highly regarded and sought after. My thanks to Keith Skillicorn for the photo of one of these. Robin did for a time also offer a boiler/chassis unit in 0-4-0 configuration - I have one of these with a Harvey Watkins inspired body on it but again actual numbers are unknown though not thought to be that many. There were other models in Robin's catalogues, not always making it into production, and he also undertook general repairs/modifications on locos not of his making such as Mike Morris's original Archangel double fairlie.

Robin was in charge of the workshops of the Science Museum for quite a while, which goes a long way to explaining the quality of his engineering. The GVT locos for instance were single cylinder with a flywheel and spur gear drive to both axles, and are noted for their metronomic running capabilities (see You Tube Watch). Derek





'The Wee Yin' named in homage to a famous Scot, on the Ffordd-y-Deryn.

Gallstone Creek on tour

Grateful thanks to Martin Haywood, who was very much involved with the renaissance and appearance of this iconic layout at the

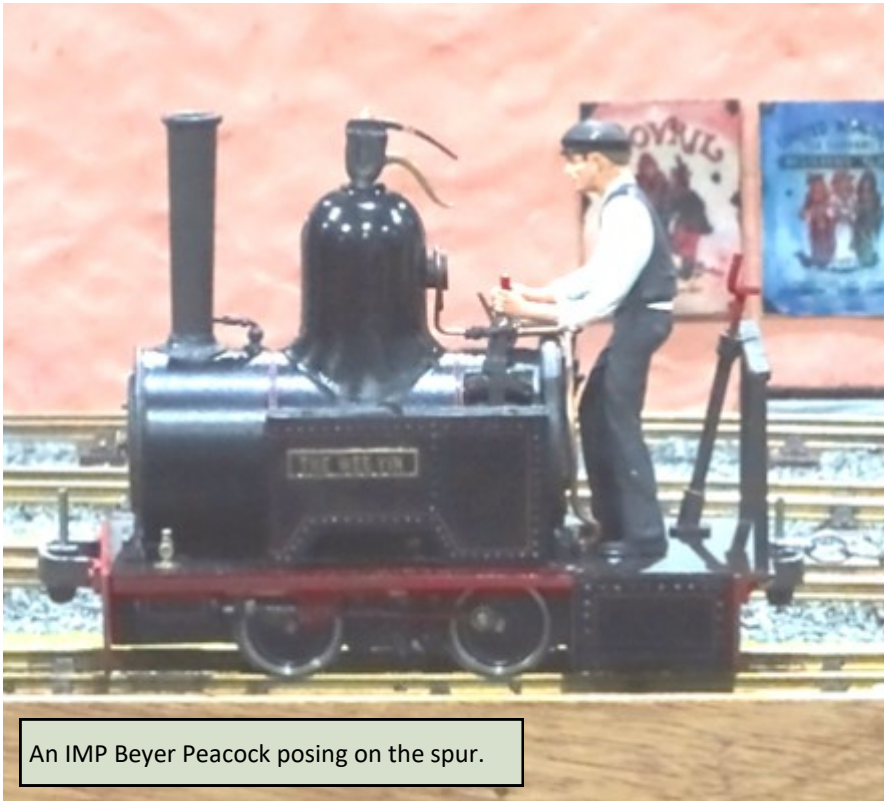
recent Show, and who kindly in my absence emailed in this report.

The return of the national show to Stoneleigh brought about a target date to get Gallstone Creek back out on display for the first time in over twenty years. This very fine micro-layout will be familiar to some of the readership with its history well documented during the 1990s in various magazines. It is important to recognise the help of Eddie Forshaw, Mike Docker and Martin O'Keeffe in getting the line back into running order in the months preceding the show. Some compromises were necessary with the line now utilising battery locomotives rather than track power and lighter weight stock being used to



The Sweet Sixteen/ Gallstone Creek display with Martin O'Keeffe, Ray and Chrissie Wyborn

prevent damage to the repaired track. As we were unable to run the desirable Beyer Peacock locomotives on the layout, these were operating on a separate loop on the side display amongst other Sweet Sixteen related products. My sympathy goes to the child at the show who requested to see the green Beyer Peacock run around and became engrossed before being carried off by his parent. Two gentlemen also brought their own Sweet Sixteen Beyer Peacock's along,



An IMP Beyer Peacock posing on the spur.

one of which was kindly entrusted to us for the day, the other ran on Ffordd-y-Deryn. We were very fortunate to be joined at the show by Ray and Chrissie Wyborn whom expressed having had a wonderful time, chatting away all day to a whole array of interested onlookers and old friends. Ray very kindly brought additional models including a shelf unit for his figures to enhance the stand but more importantly was able to answer questions only he knew the answers to. Without the lovely company of Ray and Chrissie we undoubtedly would have fallen short in appeasing the enquiries. Clearly Gallstone Creek is still very able to entertain and enthuse just as it always used to do and we're very grateful to have it back on show

Lots of lovely cast white metal figures, some of which had articulation.



After its well received appearance at Stoneleigh, the team have pointed out that they are lacking any material/paperwork aside from the articles Ray produced for the magazines at the time.

Does anyone have anything please? Did Sweet Sixteen ever produce a catalogue or pamphlet? Has anyone seen an IMP catalogue with the Beyer Peacocks and or Fowler railcar? Or one for the figures?

Did Brandbright sell the Sweet Sixteen range (if so is there a catalogue)?

No-one seems to have taken a photo of Gallstone at any exhibitions over the years either. We also don't know when or where it was exhibited. Kew? National Show? When was it last seen?

If you can shed any light, then please get in touch.



More Micros?

One of the more interesting parts of my editorial duties is being sent “stuff”. One folder full of old photos came from Ian Cross. In it Ian had taken photos of another 16mm micro layout from many years back. I’m unsure of, the location, the year, and the name of the layout. Are you one of the operators captured in the photo. Clearly I know nothing about it other



than having these photos. It interested me as it’s another micro rabbit warren style layout that clearly it’s place in the Association’s history timeline. So maybe one for Detective Derek, or perhaps a new feature “Knows nothing Nigel”?

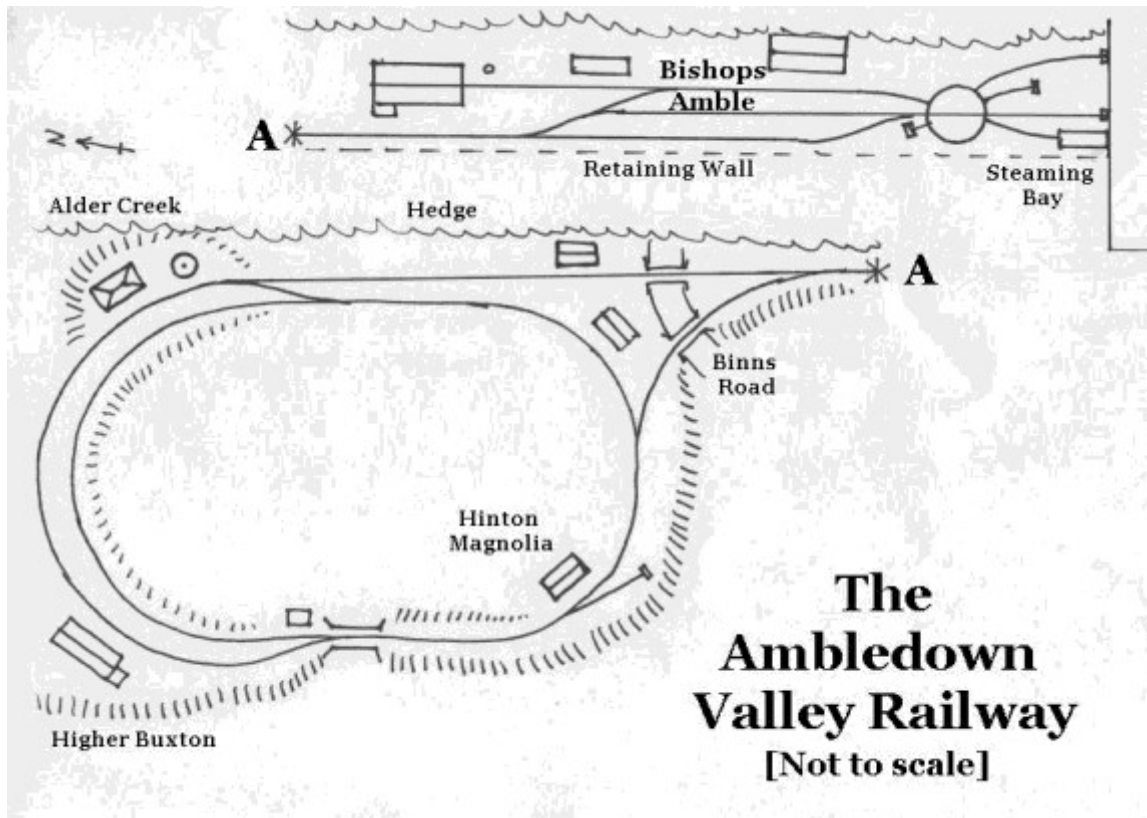
Pinnigers Patch - the tracks of my years - Part 2 the 80's

Continuing the saga of the AVR Bonds type track, all was well for some years with a stable and reliable trackbed. However, in an



Photo 1. Dave Rowlands' Archangel Sgt Murphy "Empress of Blandings" on the triangle with grass embankments.

attempt to make the railway fit in with the landscape I built up the earth around the track to create grass embankments [Photo 1]. On the mainline and in the Bishops Amble station area, I encased the track in the 'Rowlands mix' of peat and cement which looked really good and encouraged moss creating a more bucolic narrow gauge look [Photo 2]. The bad news was that after about ten years, the trapped moisture had caused the boards to rot which then spread into the sleepers above. After a few derailments I



discovered that many of the sleepers had rotted in the centre which meant that the track was no longer held in gauge. When I lifted the offending lengths of track, I found that the problem was worse and more widespread than I had thought. Some track had only been held in gauge by the plant growth of *Soleirolia* known as "Mind your own business". Photo 3 shows the extent of the damage.

The rails and chairs were carefully removed from the rotted sleepers trying to save as many of the brass chair pins as possible. I then cut 3" lengths of $\frac{1}{2}$ " x $\frac{1}{4}$ " ramin for the sleepers and placed them in the 6ft radius track base jig. Ramin battens were then pinned longitudinally using steel pins to create the track base [Photo 4]. As an aside, it is now difficult to find suppliers of cut obechi or ramin,

particularly in Imperial sizes, but a friend who builds model aircraft recommended a company called SLEC and I have found them very efficient. I then pinned the chairs of the inner radius rail using a 6ft radius track guide and follow this with the outer rail using the guide as well as two very old brass Bonds



Photo 3 Serious rot of sleepers and battens.



Photo 4 Ramin track base in the 6ft radius jig.



Photo 2. "Louisa II", the Tony Sant Quarry Hunslet, with a good growth of moss at Bishops Amble.

triangular track gauges. Some years ago, a friend very kindly cut me some hardwood sleepers and said that they would last a lot longer than the softwood. He may have been right,

but when I tried to fix the chairs to the sleepers, the brass track

pins simply bent, and the only successful method was to pre-drill each hole. As there are 48 brass pins in each 18" length, I soon lost the will to live and

reverted to softwood! The last stage was to give all the wood a

good coat of genuine creosote [Photo 5]. My first supply came many years ago from Jack Wheldon's Border Counties Railway and when this ran out a later supply came from the Welshpool and Llanfair thanks to the late Roger Pattie. Although it is no longer available for health and safety reasons, the small amount that I use outside should not be an issue and there is nothing like real creosote for durability; plus, for a short while it makes the AVR smell like a real railway.



Photo 5 Rebuilt creosoted track ready to lay.

The rotted support boards also needed replacing and at first, I simply put in new creosoted boards and laid the track on this. However, after a few more incidents of terminal rot in the boards and support posts I decided that a new approach was needed. About that time, we had some building work done which included laying brick pavers on the front drive. There were over 20 of these left over after the job was finished and they were soon commandeered for use on the railway. I dug a shallow trench and laid the pavers on a bed of mortar. This worked Ok but I found it very tricky to get the pavers level and then somebody [possibly Peter Jones] made the brilliant suggestion of using dry sand and cement and then sprinkling water to set the mortar when everything is level and in place. I have used this method ever since then as it is easy to get the pavers level and it is far less messy [Photo 6].



Photo 6 Brick pavers replacing the timber base in the embankment.

Virtually the whole railway substructure was gradually replaced with brick pavers or small concrete paving slabs, and this was the method used when I constructed the passing loop at the top of the garden with a crossover to rejoin the main line or return to Bishops Amble [Plan 1]. In recent years I have used loose granite chippings or horticultural grit instead of the peat and cement mix and this does slow down the rotting cycle [Photo 7]. This is not satisfactory with shallow sleepered Peco SM32 but works well with Bonds track as there is $\frac{1}{2}$ " depth below the chairs.



Photo 7 Test train on the new track freshly ballasted with horticultural grit.

The major scenic change over the years, inspired by my wife Becky, has been the transition from scruffy grass to a landscape of gravel with Alpines and miniature conifers and shrubs [Photo 8]. There has also been a major rebuild at Bishops Amble because Alan Walker's backside caused a serious collapse of the turntable area, but that is another story.



Photo 8 Planting the landscape, "Lord Snowdon" passing Hinton Magnolia.

More on Jubilee, what, there's still more?

Ben Cripps kindly sent in the following email, which reads:

Thank you for TBM38, excellent as usual (in fact one of the most enjoyable for a while).

A little story: I was absolutely delighted to see the picture on page 39 of the Manning Wardle 0-4-OST that Roger Marsh converted from a Hugh Saunders Jubilee 1897. Roger says "Regrettably I sold the model"; it was me who bought it from him (in 2014 I think)! I had wanted a coal fired Gauge 3 loco and heard that Roger had one or two for sale. I was delighted with the engine and ran it many times for 5 years or so until starting to want a main line tender loco, so I sold the Manning Wardle and bought a coal fired GNR Atlantic that came up for sale.

That model was very nice but it did have one or two problems including the front bogie repeatedly derailling, and when I had my mini stroke in '20 or '21 and was feeling a bit fragile for a few months and did not want to lug heavier locos around I decided to sell it and tried to buy the Manning Wardle back, but the buyer would not sell it back to me, sadly. Yet another in the long list of locos I wish I had never sold!

So, I began a search for another small coal fired G3 loco which has lasted about 3 years; Roger Marsh was no longer building locos to order or selling existing models in his possession, so I did not know where I was going to find something, but earlier this year I found out that a gentleman called Graham Duncan Smith was building a small batch of models of the Burton Brewery 0-4-OSTs in their beautiful red livery, and I got in touch with him and he agreed to do one of the models as a coal fired version. Not sure when it will be finished and ready, but hopefully some time this season.

I thought that I had never heard of Graham Duncan Smith but then realised that a lovely loco "Isibutu" bought about a year ago by James Walker (a 16miller who posts on Instagram and Youtube and whom I correspond with) is by Mr Duncan Smith and seeing how that loco runs (and also how well a model of a CGR C class loco by the same builder which also features in a video on youtube, runs) I felt less jittery about committing to buying a loco built by someone whose work I do not know much about. Anyway, hopefully I shall have my lovely Burton Brewery saddle tank loco this year.

Best wishes for now. By the way, if you are interested there is also this video of the Manning-Wardle:-

2 1/2 inch gauge Manning Wardle, for running on Gauge 3 railways, in steam (youtube).

And here is a web page about the Neilson Reid and Thornewill and Warham Burton Brewery 0-4-OSTs:-

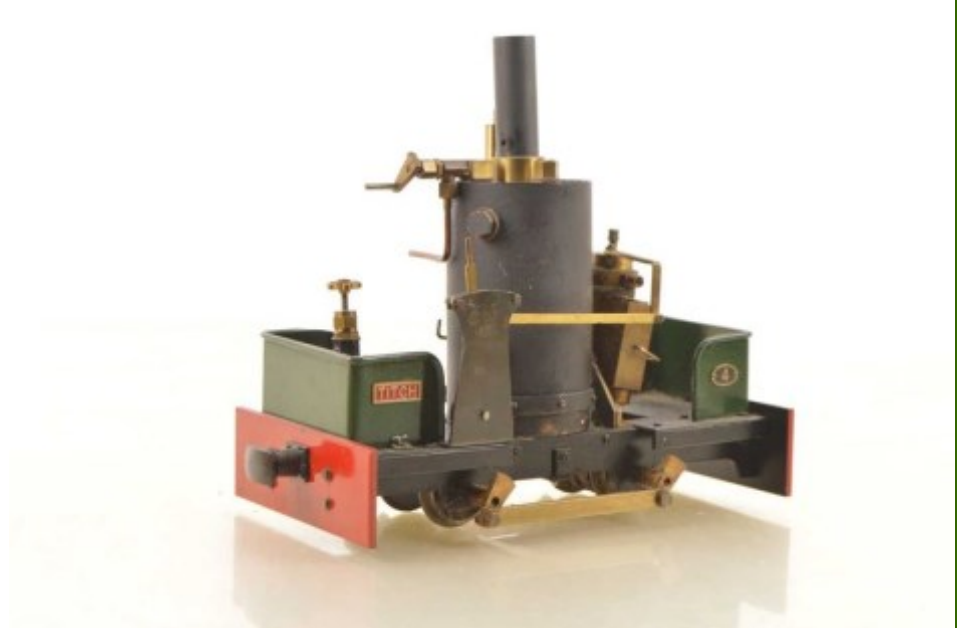
Neilson, Reid & Co Works No 5907 No 9 0-4-OST – Preserved British Steam Locomotives

Roger Marsh replied thank you for forwarding the email from Ben, it is always nice to receive such feedback. On point he did not mention is the size of the tanks: the MW tank became so hot the pump would fail regularly so it was run with a water tank in a wagon feeding direct to the pump. The tank on the Bass engine is much bigger and works without fail. Issue 38 sparked many memories.



Detective Derek, the puzzles continue

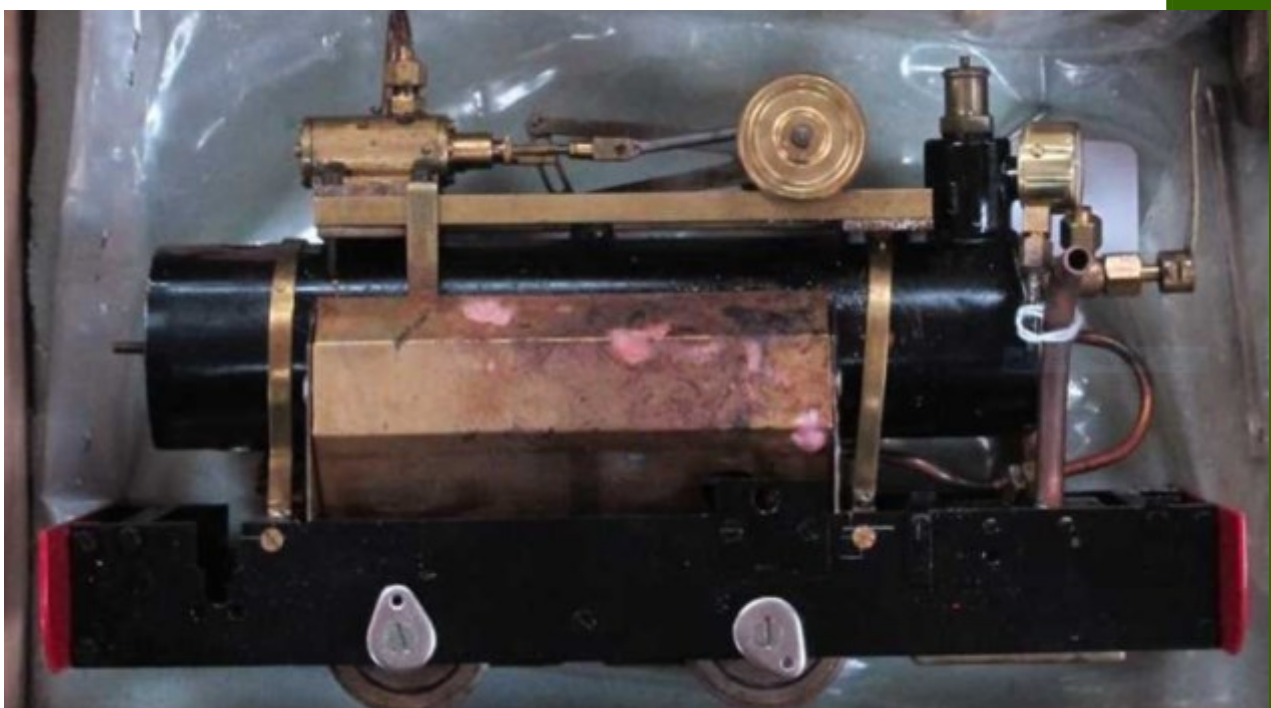
Another mystery loco- a tidy gas fired de Winton-ish thing with a Steamlines Osmotor. Has the look of a commercial model- but from whom? Maybe one of Tom Cooper's offerings? If its a scratchbuilt loco its very well constructed.



Case Two

Mysterious mystery boiler. To explain - I've recently squandered a few beer tokens on Interesting Things spotted on online auctions (not Ebay, proper bricks and mortar auctions you can attend if you wish). Buying steam locos without physically seeing them, from auctions hundreds of miles away with no way of collecting successful bids has a certain buzz. Terror mostly. "What if I can't get it collected? What if I get ripped off, by the auction or the courier and a lump of concrete arrives instead?"

Well, I had a win at Sheffield Auction Gallery. From the auction's photo it was clearly a Pooter chassis, probably one of the Home Builder "Hackworth valve gear chassis" that Roundhouse were selling in the late 80s. No cylinders but with the added bonus of some kind of contraption engine screwed on some



kind of bracketry above the boiler. After a few prods and reminders my purchase arrived at the front door and it was indeed a Pooter chassis. 5mm axles with squared off ends, so a fairly late example and it was clear that It had never turned a powered wheel in it's life and had never been fitted with cylinders. Someone's abandoned project from long ago.

After separating the contraption engine it became apparent that the boiler, at 7.5" in length was far too long to be for a Pooter, although it was the right diameter (1.75") and it had a 80s Roundhouse safety valve and pressure gauge fitted and has a Roundhouse finish to it.. Its too professionally made and finished to be home made. Which Roundhouse loco could it have been intended for, if any? Any ideas?

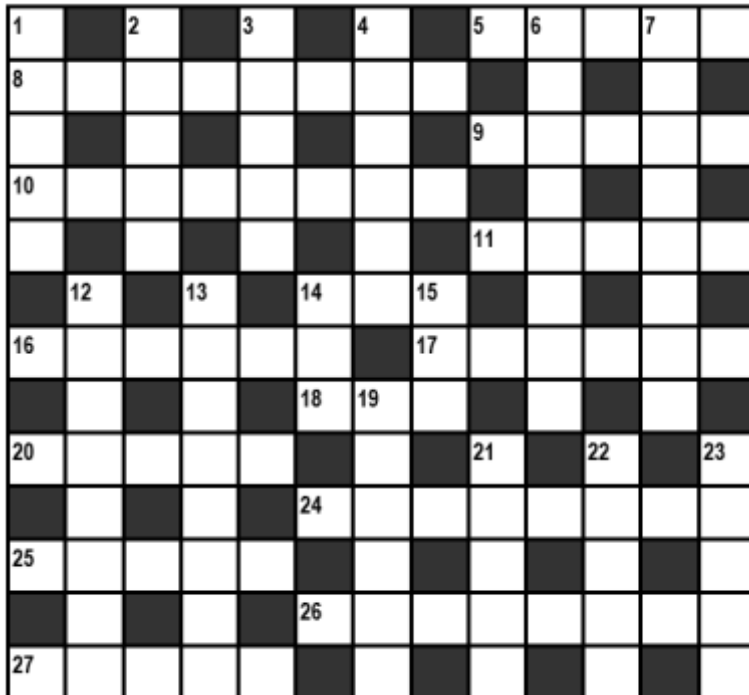


Detective Dave

This No, this is not a mistake. Dave Pinniger wants to compile a list as complete as is possible, of the locos built by Harvey Watkins. He has some, but Harvey was a more prolific builder than most people know, and to those of us who are aware the quality of the models was outstanding. I would like to count myself as a friend of his, and am aware of only one loco that did not live up to expectations, and that was only after Harvey decided to modify it away from his original design. Some of Harvey's work appears in Throwback, and in fact there are a couple of shots in this issue, one being rolling stock where again Harvey's prowess is there to see. So, if you have a Harvey Watkins loco, or used to be an owner, could you please send in any information and hopefully a photo or two, or at the very least point us in a direction if you know where one is. Many thanks. We will keep you updated with what we receive.



OILY RAG CROSSWORD NO 38a



ACROSS

5. Cattle wagons (5)
8. Cattle have high expectation for Keighley and Worth Valley station. (8)
9. Valve gear found in all and sundry. (5)
10. Tidy runs are redistributed by user of most early locos. (8)
11. These in a boiler may turn into lakes. (5)
14. Moose – may stray onto a Swedish railway line. (3)
16. Banking engine with bad breath? (6)
17. Llanberis loco seen in the sequel I directed. (6)
18. Wat reversed Lynton and Barnstaple loco. (3)
20. Cooked roast for the railway show stewarding schedules. (5)
24. YHR Lyn we moved to be in somewhere Welsh (from heritage club layout). (2,6)
25. Sweat transforms railway rubbish. (5)
26. & 7. down Caution signal is placed before field and limestone quarry in Sussex museum. (8, 5, 3)
27. Clean round clean round boilers using this. (5)

DOWN

1. Tints run away from Sittingbourne to reveal pivoted railway undercarriage. (5)
2. Ogwen, Dylan and Millie hide Statfold Barn saddle tank. (5)
3. Goths destroyed scary fairground train. (5)
4. April's deviation at Ffestiniog. (6)
6. It's a line relaid for Ffestiniog Fairlie. (8)
7. See 26 across.
12. A car poem is rewritten for Beer model railway. (8)
13. Campbelltown loco tail can't be mended. (8)
14. Stir tea to consume food on train. (3)
15. Sounds like a long wait for a good steam museum. (3)
19. Sam and drunk at Southwold brewery. (6)
21. A turner, supporter and train driver. (5)
22. Wailing without an upset till Dylan Thomas's railway is found near Carmarthen. (5)
23. Key an adjustment for country with main-line narrow gauge railways. (5)

Solution to OILY RAG CROSSWORD #37 (republished in March/April Throwback Modeller #38)

ACROSS

1. Camber; 4. Duffws; 7. Chevalier; 9. Horn; 10. Shut; 11. Attic; 13. Mowers; 14. Cinder; 15. Droned; 17. Beacon; 19. Years; 20. Dubs; 22. Fern; 23. Elevation; 24. Tipper; 25. Norway.

DOWN

1. Cobham; 2. Bahn; 3. Rivets; 4. Deltic; 5. Fees; 6. Sector; 7. Crowcombe; 8. Rhydychen; 11. Arley; 12. Cites; 15. Didcot; 16. Denver; 17. Breton; 18. Ninety; 21. Slip; 22. Four.

Diary Dates

Contact us.

NEW we have a shared email address as our primary contact;

throwback.modeller@gmail.com

Our personal details remain the same;

derekwiggins@btinternet.com

01691 654 474

nigel.town@uwclub.net

07551 781 583

Two Moors Group have a gathering at Sourton Village Hall on Sunday July 7th. Running on Simon Whenmouth's layout, Bring and buy table. Light refreshments. Details from: Ted: veldadixon@mail.com.

Llanfair Garden Railway Show. To be held at the Leisure Centre, Llanfair Caereinion, SY21 0HW on Sat. Aug 31, and Sunday Sept. 1st., between 10.00 and 4.30 pm. Usual format of layouts and traders.

Exeter Garden Railway Show. Saturday 26th. October at its usual home at the Matford Centre, Exeter EX2 8FD. 10.30 till 4.30pm. Ample parking, good catering, extensive s/h sales stand. We will be there with heritage as usual.

The Warley Show organising team have joined up with Statfold Barn for a model railway show on 12/13th. October. Warners Group Publishing have taken over the NEC Warley show, and are having their National Festival of Railway Modelling at that venue on 23/24th. November.

There's an old adage, currently being used a lot in the political world, that says 'be careful of what you wish for'. Well, in my case I suggested in the last issue that it might be an idea for others to get involved with producing Throwback, mainly because the subject matter is infinite and I for one am not! Almost immediately after the issue came out, I became extremely unwell, with two ambulance admissions to hospital. Happily there is nothing ongoing, but as I write I am yet to feel fully recovered, and get very tired doing just simple things. My dog for one would like to return to his long walks, but that is a long way off as by the time you are reading this, I will also have undergone knee replacement surgery. We have received a few expressions of help from that response, and both Nigel and I really appreciate this. I have yet to finalise with anyone but in time their efforts will filter through into the magazine. The backlash from this has been that I did not even look at my computer for nearly four weeks, and when I did there were literally hundreds of emails to wade through. I am still doing this. So, if you sent me anything and haven't had a response, please resend it to our new shared email address. It certainly got in the way of sales, and messed people about, which I regret but hope that they understand.



On the day of the Stoneleigh Show I was coming out of hospital, and I appeared at the Llangollen Show at 3.00 pm, only to collect the layout. I wobbled round and saw a few faces. This means that there are not the usual reviews of both in this issue, though happily I have some photos thanks to Keith and Dave, as well as Martin's review of Gallstone Creek's appearance. I received some very kind words from those who did find out about my circumstances, for which many thanks.



Laurence Poole, attended an open day at Dave Stockwell's L&B themed line at Clevedon. This photo, is simple and lacks nothing with no train, but is very convincing, down to the figure standing by the gates.

If you think that this issue is not up to its usual standard, at least you know why now. Still hope that you've enjoyed it, and next issue we hit the magic 40! Who'd have thought?



Tail
Lamp

TBM #39 score card

Issue # 39

Team tram (Derek) - 6

Team L&B (Nigel) - 1

"No trams Derek?"