

THROWBACK MODELLER

March/April 2024

Issue 38

The home of 16mm Heritage Modelling



Ethel the Enigma

Sure as Sunrise Mayflowers

Beautiful Beyers



Cover shot; A new Jack Wheldon photo showing Foxdale, Louisa, Cyclops and Thomas the Rhymer all in one shot and showing the AVR Meccano turntable.

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Throwback Modeller

ISSUE 38 MARCH / APRIL 2024

Welcome to Issue Thirty Eight



Are you sitting comfortably? Issue 38 is crammed full of interest that we hope you'll enjoy. As I sit here and reflect what a difference two months makes! I commented in my closing Tail Lamp piece in the last issue about the closing of Hattons, and the Warley Show at the NEC. As I now write this, the Warley organisers have made a tie up with Statfold Barn for a new Show, Warners group Publications have stepped into the NEC venue, and Rails of Sheffield have absorbed Hattons in part.

My life is complicated at the moment, with the result that 16mm in general, and Throwback Modeller in particular, are having to take a distant back seat. My apologies to anyone caught up in this, but both Nigel and I have been absolutely determined to maintain continuity with the magazine. This issue contains a lovely email from Dave Todd (Dave's Wee Railway), as well as contributions from Roger Marsh and David Bailey which only serve to reinforce our desire to document the history of the hobby. However, I am also now slated for surgery, happily after the Llangollen Show, but that again may impinge on my ability to sit at the keyboard for any length of time! Chatting amongst ourselves, Nigel and I did at one point think that there may be a finite life for the magazine before we exhausted the subject. Well, we seem to have got that wrong! So, bearing in mind my comments above, if there are one or two of you out there who may care to take a more active part in helping to produce it, then please have a chat with either of us. On that theme I mentioned the 16mm archive in our last issue. However, for clarification Bob Thornton has reminded me that this is an email contact only facility; archive16mm@yahoo.com This largely avoids copyright issues. The material is from any publication containing 16mm or garden railway modelling items, so always worth asking. Currently there are some 340 items listed in the index, and I have availed myself of a couple. I can forward you a copy of the index if you ask. There are a small team that work on it, and Bob says that it stands as a fitting tribute to his mate and main collaborator, the late Stephen Brook of Huddersfield.

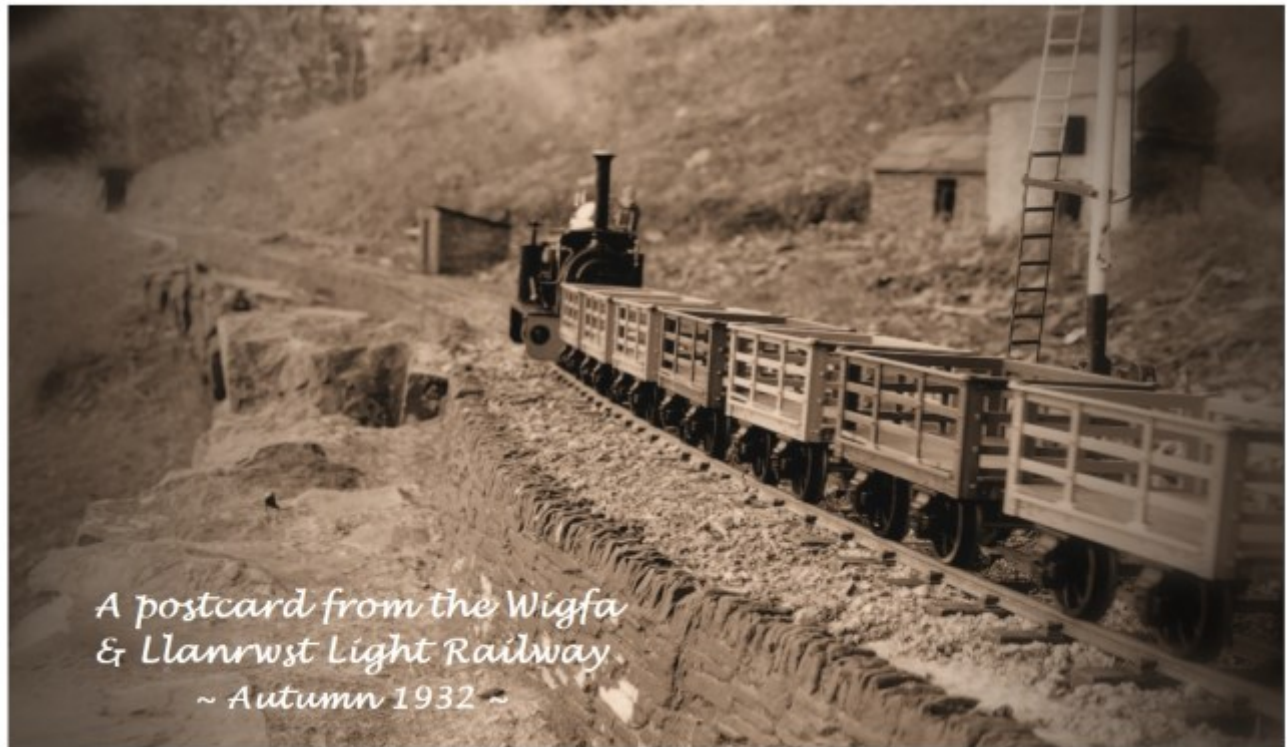
We are now into the Show season, so if you spot either Nigel or I out and about, please say hello and tell us what you would like to see in upcoming issues. It would be great if you could bring items for display at either Llangollen or Exeter - let me know in advance please. If you attend any garden meets, then even just a photo of something heritage would always be welcome, with words a bonus. We have a show related question Can someone help with the year(s) that the 16mm Association AGM was held at the Alumwell School, Walsall, West Midlands please?

As I write this the rain is still falling outside, and the garden is almost waterlogged. It will hopefully improve and once the sun is out I am sure we will all be outside running. That is, after we have dealt with the massive ingress of moss that most of us seem to be having! Happy Steaming! Derek.

It's all there in Black and White

Following on from a similar print in the last issue, David Hippey sent this :

It made me smile to see my picture postcard of the W&LLR pop up in 'It's all there in Black & White' I shared the Pic with Mr Mees following a visit there. That is my 14 year old Ruston'esque Houstoun Gate Locomotive Works diesel hauling HGLW Penrhyn midland slate wagons into the sidings. This is another aged picture of the Wigfa & Llanwrst with Dave Mees on the footplate back in 1932 :-)



Derek writes; I emailed Murray Lewis, who originally enquired about the Baxter's soup wagon, with a copy of Dave Todd's response as you see in this issue. He sent back the following, which I just thought might interest some of you as it illustrates the strength of the hobby overseas. He wrote:

Thank you Derek, all good here, the weather is cooling down and I am planting a garden around my new garden railway and finishing laying some sidings and loops. We are holding our Southern Highlands Steamup on the weekend of 18/19th May here in Mittagong NSW. We get about 90 to 100 attendees on the Saturday followed by a dinner at the local RSL club. Sunday attendance is a little lower at about 60 normally. People come from most states & territories and sometimes New Zealand. I know 3 of our members (Rails in the Garden) are in the UK currently and are attending the 16mm Assoc AGM.

David Taylor - Steamcraft

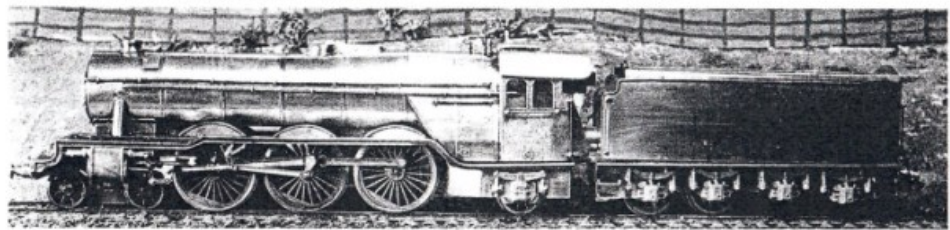
I regularly mention David in this magazine, and have two of his 16mm models. Keith Skillicorn keeps a regular contact with David, who is now in his eighties, and sent the following update:



I took David Taylor to my model railway club last night. I think that it is fair to say we had a

whale of a time. We firstly had a look around the various layouts and I introduced him to the members. We then set about running the 00 live steam Jubilee that David had built as a test model back in about 1980. After a shaky start (burner trouble) the engine ran like a Swiss watch with several trips around the club test track. We then tried the American 2-10-2 which also had a burner fault. Unfortunately we couldn't resolve that issue with the tools we had with us. David has now got the engines back and will look at them again to resolve the problems and we'll have another go hopefully in the near future.

Of further interest is an article written by David in 1980 where you can see some of his



models. This picture of his unpainted A3 is cropped off the bottom of the original article included on the next page.

Keith has also posted three short clips of one of these locos running on YouTube. Put in:

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

P1120157

P1120156

Note these last two look like image references, but they are valid YouTube videos



Steamcraft

PRECISION WORKING STEAM LOCOMOTIVES

Live Steam in OO gauge

Interesting developments in 4mm scale

D. R. Taylor

For most of us a journey on a live steam railway is now only a fond memory since our railways lost a great character — the steam locomotive.

The sight and sound of real steam is fascinating and can now only be enjoyed on a few small preserved railways or in miniature form. From the vast range of excellent OO gauge locos no actual live steam propelled models have been available up to recently. However, at last I am pleased to say that I have solved the technical problems and now OO gauge (4mm scale) live steam is available to add that final touch of realism to scenic layouts.

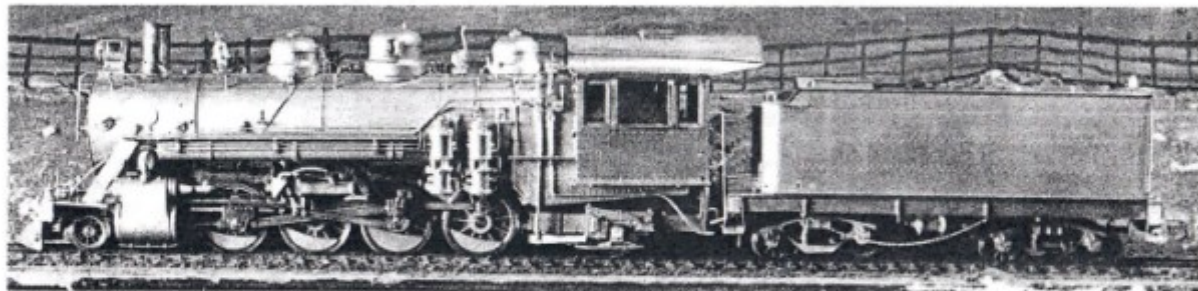
I became interested in producing an effective OO gauge live steam loco a few years ago, purely as an interesting technical project, as I am an engineer who enjoys a challenge. A few scratch built OO size live steam models had been produced by various enthusiasts, but they were not capable of running powerfully at realistic speeds and tended to be curiosities rather than a model loco which could easily be operated on the average layout.

The problems to be overcome were largely centred on the fact that it is not possible to scale down nature, and hence, a miniature version of the prototype simply will not work and a new approach is necessary.

My first development model was based on the largest loco ever built — the 'Big Boy'. This had a gas fired boiler with two working direct drive cylinders and two dummy cylinders on the forward engine frame. This model worked reasonably well, being capable of hauling six coaches for about ten minutes, but only at very high scale speeds which of course was not acceptable. The model became very erratic when running at slow speeds and would not develop any power, so it was only capable of running as a light engine at scale speeds of 29-30mph, which of course was quite useless.



The early designed 0-6-2T.



ABOVE: American outline locos are ideal with their large size.

vary the speed of the loco. However, once stopped the loco will not self start, due to the fact it is a single cylinder engine, and needs a slight push. The final solution employs an electric traction motor housed in the tender or coach, which start the loco by turning the controller on in the same way as an electrically propelled one and then stops the steam loco by acting as a brake.

This enables my steam locos to be operated and controlled in the same way as the normal electrically propelled locos and provides great fun actually driving a live steam loco, stopping and starting at stations and signals or waiting in the sidings, with steam hissing from the safety valve. Some customers have banished the electrically operated locos from their layouts and only run live steam. They can maintain two trains running with the third in the fiddle yard or siding being re-fuelled and raising steam which only takes a few minutes.

I have a few demonstration locos which I gladly lent out to clubs for exhibitions where they ran on the club's layout. This brought my models to the attention of the media, which has been a most interesting diversion for me and a good test for the models. Once they were operated by TV presenters, who had no prior experience with live steam, but they enjoyed getting steam oil on their hands.

In many ways it was similar to Professor Sherwoods OO gauge Mallett which he found almost impossible to control, being a miniature version of the real thing with steam blower and four working cylinders. Having got my fingers burnt, so to speak, I abandoned my Big Boy and decided to try a smaller and simpler model. This time I designed and produced an 0-6-2T with a gas fired smithies boiler and a single cylinder direct drive engine. This little chap ran very well but again, too fast, so once more it was back to the drawing board.

My third attempt was based on the LMSR Coronation Pacific and was a totally new approach. The boiler has an enclosed firebox with a horizontal fire tube under the barrel. The gas burner is housed in the tender, pointing horizontally into the firebox and a double acting engine drives the traction wheels via a reduction gear. Needless to say, there were many technical problems to be overcome with all the various components of the model: such as how do you get a gas burner to work efficiently in such a tiny firebox etc. However, in the end most little troubles were solved and the completed loco worked a treat. It would haul a rake of six coaches very powerfully down to scale speeds of 20mph and up to 100mph and, on test trips ran for up to 21mins on a fill of the boiler. It was fascinating to run on a good scenic layout, charging along with a rake of coaches and masses of steam trailing behind or bursting out of tunnels. So at last, this is the final solution — an easy to operate and realistic OO gauge live steam locomotive.

I found my fellow enthusiasts were most interested and I built a few locos for them and after they had proved they could be easily and reliably operated. I placed a few small advertisements offering these models for sale.

The response has been overwhelming and I have now established a small scale production of these models which have been supplied to all corners of the world and include American and English outlines. I have been very pleased with the response from fellow enthusiasts who can now capture the sight and sound of real steam on their layouts, which makes a pleasant change to the mass of electronic equipment now available, which is turning our hobby into an electronic/digital/computer nightmare.

Since my launch into production I have been experimenting with remote control for these live steam locos and, again after many attempts a simple but effective solution has been produced. The first idea used a small electric motor running from the track current, to open or close the steam valve. This worked reasonably well and will

The small scale production of hand made models is continuing with limited edition models. However, a mass produced model is now planned which naturally will be less expensive and make live steam available to a larger sphere of enthusiasts who, hopefully, will share in the fascination of running a live steam railway in miniature.



ABOVE: Live steam LNER Class A4.

BELOW: An LNER Class A3 awaiting painting. The fire tube can be seen between the loco and tender.

Sales, Wants & Solds

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

Sales successes:

The Pearse Leeds No: 1 sold well, the Accucraft Forney (sold via eBay) and the two Brandbright wagons (cattle and goods) sold along with the Isle of Man coach

Sale items—new listings.

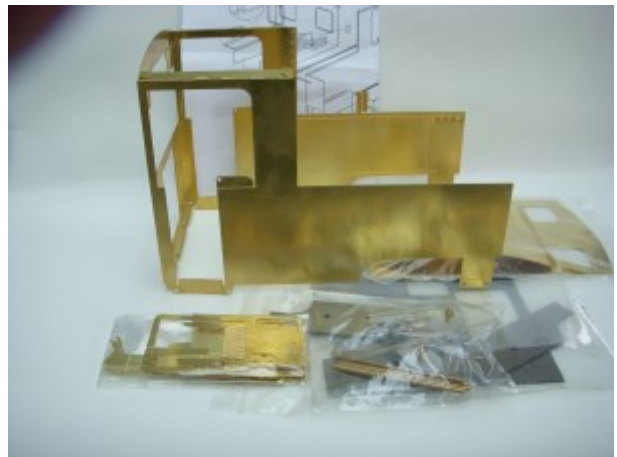
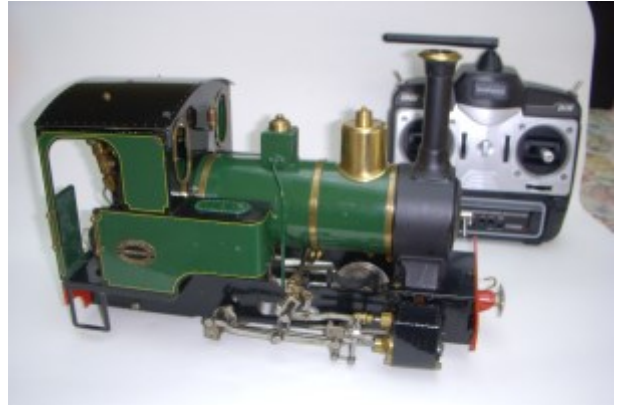
Another John Turner Caledonia. This was originally bought in the mid '80s by Donald Evans, hence the name on the model. It is 32mm gauge, and is in really good original condition. It is a powerful model. It comes with its own wooden carrying case. Derek has additional photos. Open to serious offers



A Steamcraft Linda. Okay, with Keith Skillicorn, Mike Morris and Derek having these models, there is bound to be an enthusiasm for them. The current owner is also well known. Some people are wary of the model, but with a new Roundhouse manual version at close to £2,200, these Steamcraft versions represent a chance to own a model of this much loved loco for way less. Offers invited.



Another Roundhouse Billy. In this case, it is now over 20 years old. R/C. Whilst well used, much of the motion has been renewed, and it has also received a cylinder overhaul kit. With new axle bearings, and a new safety valve just for peace of mind, the loco runs well. To go with this is a Mike's Models 7/8ths. scale body kit, which it was planned to use but now the two are offered for sale. £1000 ono, or may split the two.



This is an opportunity for anyone who models or loves the Leek & Manifold Railway. This is a product of Finescale Engineering, made in the late '70s early '80s. It is electric powered, and 32mm gauge, and from the photos looks superb. I have others if you ask me. I have never seen one of this version before. Open to offers - well known current owner.





DJB coal fired Linda. This was first advertised back in the summer, but was located in Australia. We carried a piece in TBM35, pages 15 - 17 if you want to look back for all the details? It is work in progress, as you can see from the photo, but has a new DJB boiler fitted. The good news is that the loco will be with Derek before the Stoneleigh Show, so if you are going there and are seriously interested, I can bring it. The current owner will also be in attendance.



This is advance notice there is a Roger Marsh Ogwen coming up for sale. At this point I have few details, other than that the model is in red and looks really well, so it will appear in the next TBM, but if you might be interested in buying this then please let me know.



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.

John Turner Caledonia. Fitted with 2.4 GHz radio for regulator, and direction as well as having a separate whistle and running lights. With carry case. A rare and well thought of model, £1,150 and will be available at the Stoneleigh show for handover/collection



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 National Garden Railway Show, Stoneleigh. £2,000. Further details contact Simon Robinson – simon_robinson@hotmail.co.uk / 0777 563 7710.



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 whitemetal bogies have been replaced with the later IP wooden sided versions, but they are not visible when on track. Offers invited.

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.



1. Accucraft L&B Brake composite coach currently set at 32mm gauge, supplied with alternative 45mm wheel sets and bogie spacers. £100 available for collection at Stoneleigh



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



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



Happy to combine postage across the three items. Alternatively we can arrange collection at the 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

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

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.

These are the remaining items from those advertised previously. Please contact Ken Vine direct if you are interested in any. His email address is kenvine101@gmail.com

Photos 1,2,11. Believed made from Don Pearse Schull & Skibbereen kits.



Photo 4. Believed to be Archangel VoR bogie coach.



Photo 5. Maker unknown, but ran on Merlin's indoor layout.



Photo 14. As per 1,2,11 but with continental style balcony railings.



Photos 13,15 and 17. W&L goods stock, just need a good clean.



13



15



17

Photo 16. Early VoR brake - needs one ducket refixing.



16

Sadly Ben's father is not longer able to use his models, so they are offered for sale in the following collection. It is believed that everything was in working order up until the time that his father had to stop, but they have been stored for quite a time now and will need recommissioning where appropriate. Everything is 32mm gauge, and located in the Preston Lancs area. Offers are invited for all the items. The photos were in TBM #36 and also 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...

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.

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 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 is one new want for this issue.

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.

In a similar vein, but not the same person, a very well known 16mmr would like an Archangel Manning Wardle pot boiler with Hackworth valve gear.

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

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.....

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&LI or GW lettering, but with 32mm wheelsets.

Wrightscale WD Baldwin.

Wrightscale Excelsior

The Merlin Monarch brass dome for the safety valve.

A Roundhouse Bertie or Katie, preferably red.

A Roundhouse/Brandbright Fiji Fowler

A Brandbright GS2 Goods Van kits, unmade.

Any discarded Beck loco components or non runners

A John Turner Quarry Hunslet.

An Outline 7/8ths. scale Simplex

Any Hugh Saunders loco.

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

Exotic/old school/quirky locos and rolling stock

Brandbright/Roundhouse Coffee Pot, with or without roof.

A Harvey Watkins Darjeeling B class loco

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

Any small and interesting steam loco

Tom Cooper Mini Mule.

Tom Cooper Steamlines Rheidol.

Archangel Brick - any cab profile.

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

AUCTION RESULTS

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

I continue to regard auction houses as being a good place for the buyer but not the seller on current results.

A Roundhouse S.R.& R.L. sold for £600, and a Pearse Colorado for £800. Both way down even with extra commissions.

A Roundhouse William and tender, which looked really nice, went down for £750, a Regner Lumberjack for £350, and a Regner Wilma with home made cab finished in red for £380.

At a separate auction a really good looking Finescale Edward Thomas went for £1,300 - way below my thoughts.

A lot of four coaches (see photo) sold at Sheffield Auctions for £55. An absolute bargain for someone.

What appears to be a Maxwell Hemmens Ogwen is listed for sale.



There have been a few interesting items for sale recently. I watch under the headings of SM32, 16mm scale and live steam locomotive. These are still very much the domain of the cottage industry but worth watching. With quite a few of the items listed I have received emails from eBay reducing the prices so maybe demand is still not that good?

The Roundhouse Taliesin has reduced to £1,600 and still listed. A Regner Willi is still current with 12 bids at £280.

Rails of Sheffield are advertising two nice green balcony coaches, kit built and with balconies, for £195 the pair.

A r/c green Roundhouse Billy is still current with three bids at £740. What I take to be a Pearce Locomotives Genesis, 0-6-0 in blue is listed as buy it now for £1,495.

A black Beck Anna with tender is current at £750 with no bids.

A green Roundhouse Lady Anne has been listed for a while at £1,450.

What is thought to be a Marlin 0-4-0, meths fired and looking well used, is unsold at £850.

A Black Salem 0-4-0, Mamod based, has had 8 bids to £489.

An Accucraft Superior had fifteen bids to £670, but that did not meet the reserve.

A Regner Lumberjack had nineteen bids and sold at £555.

An electric L&B Manning Wardle was reduced, and may then well have sold for £775.

A Mamod based Forney had 21 bids to £240.

A green Roundhouse Bertie, 45mm, sold I think for £530.

A Merlin Major 0-6-0 in Green, with case ended at £950.

The Beeson Ashover coaches are still hanging in at £399 for the pair.

A Merlin SLR85 Hunslet in Green, r/c was listed for £1,150.

I think that the Stowell Mamod as elsewhere in this magazine, sold for £400.

A Salem diesel had twenty bids to £205.

An Accucraft Lyn had no bids at £1,450.

A Roundhouse L&B Exe shows one bid at £1,650.

A home brewed GVT tram loco went to a new owner who I know showing five bids to £495.

A loco called Thunderbolt, which is Mamod based, seems not to have sold for £550.

There was a Kenversions Prince style Mamod listed which sold, but I do not know how much for.

A Pearce Auric good looking in blue, was listed again at £1,250.

A Garratt style Mamod based home build had five bids to £280.



lynton railway, restored and

colourised: Ten minutes of sheer nostalgia. Original archive film that has been digitally improved. If you love the line, then this is for you.

16mm Mamod steam gala: A short clip showing a number of variations of the ever popular locomotive.

16mm model railway at the W&Q

2023: American outline, a lovely garden line with such as double headed Forneys. Good watch.

FarTwittering LiveSteam: An American take in 7/8ths. on Emmet style railway modelling.

Gauge 1 Live Steam at Shifnal at Bob

Head: Quite a long clip of a very expansive line during the visit of a Swiss group of enthusiasts. The bridges and infrastructure on this railway are very impressive, none more so that the interpretation of Saltash Bridge. Sadly neither Bob Head nor the line are here any more - a pity as it was not that far from me.

1975: Colonel Campbell's PRIVATE

TRAIN / NATIONWIDE: This is a BBC film and for anyone who likes the Festiniog it is worth a look. Colonel Campbell had his own platform and train to get to his house, and you will enjoy meeting him and his wife.

The Falcon flies: This is a trip up the line on the footplate of the new build Corris Falcon, whilst the crew discuss what it took to bring the engine to life. Well worth a look.

Derek



Pearse Locomotives Leeds #1

With the recent sale of the advertised Pearse loco, the then owner Jeremy Mayo provided a raft of superb photos of the model. To me the prototype is under most people's radar, and it seemed a good opportunity to share them with you. I've never made many of these which may reflect a lack of demand? To my eye the original is a lovely, well balanced loco, with obvious similarities to Russell which is a better known Hunslet loco, so I have attached a photo of an Archangel version of that for comparison.





Nostalgic for Kew?

There are a very active group of 16mmers who meet up at Kew Pumping Station. Years ago I went to a couple of Shows there, and it is a very atmospheric and interesting venue.

Chris Dowlen, our crossword compiler, sent in these two photos taken at the New Year gathering. You can see some of the associated pumping gear in the background. The line up of GVT locos includes Gosling, Accucraft and Chris's Roundhouse based home build, whilst out of shot a Finescale was also circulating. The Marmaduke on the end belongs to Andrew Barnard, who bought it recently from one of the auction houses as reported in the last issue. It runs really well. The tale of two Wrens: the replica loco was running on the demonstration line at the Museum, so Chris posed his older version (Wrightscale 1988) with big brother

Wiki Help

It was the simplest of questions: What wick material would I recommend, and where can it be bought? I have a pack of 'The Ultimate Wick' that I have had for years and not yet needed to use, so cannot recommend it, nor remember where it came from. I did the sensible thing of asking some of the usual suspects, but to a man they still have yards of the old asbestos material. So I throw the question open to you all.

Separately, if you are unaware, there is an excellent piece on spirit firing, setting up wicks etc. on the Roundhouse Engineering site. I recommend you having a read of this if you run meths fired locos.

By coincidence I was sent this photo from Dave Pinniger of a set of poor pre-loved wicks that are also due for replacement



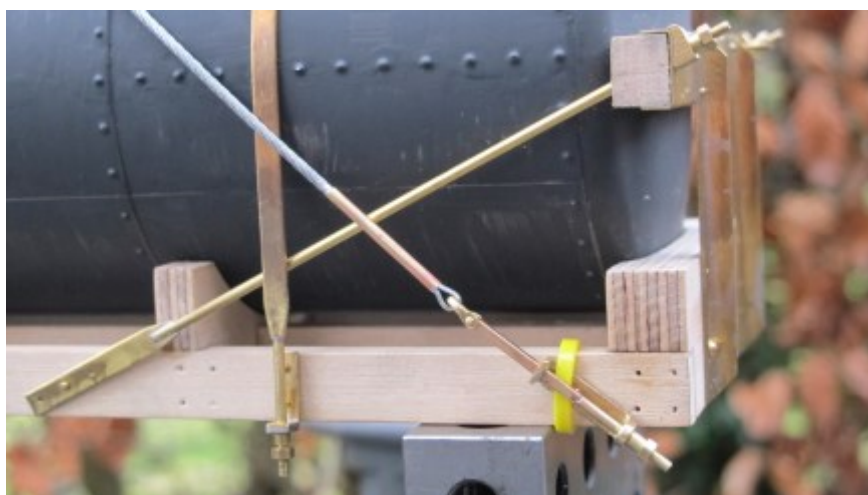
0.875 (or 7/8's)

Back in 2009 Derek had an exchange with Harvey Watkins about some of the 7/8ths. locos he had built.

Harvey wrote: I can't add much to the 7/8 discussion as I came into it later than others, when Rob asked me if I had ever considered going that way, and if I had any design ideas. This would have been

about 2001 when Richard Ough had his De-Winton going. Most of my designs, using Roundhouse fittings for speed and economy, were developed from then, and most locos went to the USA because their "narrow gauge on G1 track" is a longer established convention. Modellers, from days past in the USA, tended to model 3'0" and larger NG types following their logging lines, but for the few interested in the 2'0", and the British Prototype, 7/8 on G1 is the answer.





Still Tanking On

David Taylor (another with the same name) has been in touch as follows:

The Irish tank wagon you featured in TBM33 has progressed somewhat. Very little is available of the shelf for Irish models generally and tank wagons even less so. The attached pictures show the current state of play, anything bare metal or wood has been made from scratch using prototype photographs for inspiration.

Springtime

Well, isn't Spring the time of year for the "May-flowers" to begin appearing? During a recent exchange between Nigel and Dave Pinniger, they sent each other photos of their respective Merlin Mayflowers. Nigel's Mayflower is over 32 years old, and is on it's second boiler. It also has the distinction of being one of the first models lined by Geoff Munday when he launched Lightlines. The last photo shows the late Jim Wild with his Mayflower that really did run "as sure as sunrise"

Dave keeps his Mayflower, named Excalibur set to 45mm for when he goes visiting, which he was doing when he took this. Dave Lemar originally bought the loco from an auction for Dave P, but despite having been owned by the late Dave Shotter, it was very tired (!). Simon Whenmouth provided some spares, whilst Maurice Cross (MLE Services) rebuilt the loco which runs well now if being a little lively.

Dave Pinniger wonders if his tally of running 41 different locos during last year is a record? It probably is, unless of course you know otherwise? From the outset, Dave has kept a record of every visitor, loco, and steaming. Marc Horovitz advocated the same. How many others of us keep such a record? Do tell please.



Dave's Wee Railway

If you recall, this began with a request from Murray Lewis for information on a Baxter's Soup tin wagon that he had. It transpired to be one of five built by Dave Todd. I was utterly delighted to get the following email from Dave, though obviously some of the information is sad to read:

Hello Derek. I am the Dave Todd referred to for building the Baxter's Soup wagons and other types of rolling stock for the 16mm narrow gauge railways. It is a long way back now. I am 93 and still involved with the narrow gauge railways but now it is in the 009 versions. I am not in very good health, more or less housebound, but can still potter about with the tools and manage to handle the small BA nuts and bolts. I have had a model railway of some sort since 1934 - a long time now. I live in Fife.

An old friend of mine, Dave Beglin from Bo'ness, is a contributor to your magazine and spotted the interesting remarks about me and passed them on.

As my large 16mm garden - "Dave's Wee Railway" - layout slowly disintegrated, so did my health, the size and weight of the 16mm items got too much for me to handle and I got a bit mixed up with all the different steam/battery and channels so I downsized to 009 and sold off all my 16mm railway stock, which was quite extensive by then. It is probably spread all over the country by now and it would be interesting to find out if any of it still exists? I have extensive photographs of both still and video of all my modelling and regularly sit and watch them via USB sticks on computer and T.V. I am also well known in the model boats, matchstick modelling worlds and wool tapestry pictures. I have a mobility scooter and naturally converted it to a "Thomas the Tank" look-a-like. It is well known for me going round the small Town of Burntisland, Fife - 8 miles east of the Forth Bridges. I know that one soup wagon went to Australia and another to America.

I live on my own and still have a good size 009 layout in the bedroom where it is always kept in good running order and am at present working slowly on building a small 4 foot by 2 foot to play around with. I remember many of the names of old friends I see referred to in your pages - Peter Angus, Tag Gorton, Dave Anning and Jim Slater. I will close now and wish you all the best in the years to come. Happy shunting and kindest regards. Derek concludes that I have all of Dave's contact details if you would remember him and would like to get in touch, and I hope to do a piece on his line and stock in the near future. Please get in touch if you have any items from his line as I am sure he would be thrilled to know where they are now.

Mamodification

This loco appeared recently on eBay, described as a Graham Stowell model. I will always champion Mamod locos. They are cheap to buy (any number on eBay in the £100/200 bracket, you can still get parts, and there are many upgrade parts out there. You can make so many different models from the bare base, as shown by this lovely little example, bearing much of Graham's fertile imagination.



The First Thing - how it all began....

By John Rogers

In the beginning One score years and a few days ago, I started work on my first Thing. I wasn't a complete virgin when it came to steam locos; I'd assembled a Mamod kit, which was a disaster. Like Martin Luther, here it stood; it could do no other. I assumed that I'd built it wrong and that steam loco building wasn't for me. Not so; no less an authority than Colin Binnie admired my workmanship. The kit was faulty. This was after the bank had seen Mamod's success and therefore foreclosed on their loan. Those who took over the company started producing goods that were, not to put too fine a point on it, total rubbish. Fortunately, with Colin's helpful advice, I merged its bodywork with the chassis of my original pre-takeover SL1 and ended up with a working engine. I added a regulator and filler valve, which worked well, so I had some idea what I was doing. I'd also done some serious bodging on a Brandbright / Roundhouse vertical boiler loco, so I wasn't totally innocent. Now, in 2004, it was time to try something a little more advanced. By the way, I don't describe myself as a modeller, still less an engineer. I'll

stick with "bodgeller". I'd discovered the "overtyp" locomotives, built like a traction engine with cylinders above the boiler and with various mechanisms for transferring that motion to the wheels. They had an obvious attraction to someone like me who would be buying in boiler, burner and cylinders; not an engineer, remember? The plan was basically to mount a stationary steam engine on a rolling chassis. This became the first Thing. I already had quite a bit of Meccano, so I put together a battery-powered beast that ran reasonably well on my indoor line, made of LGB 600mm radius track. Yes, I was a heretic in those days! Most of my locos were built to be dual-gauge, though, so they could run on the One True Gauge. Yes, battery-powered, but already the features of all the Things are there. There's a gearbox to get the beast down to a sensible speed and a pulley drive.



Figure 1 The first, battery-powered, Thing

Adding the steamy bits Now, I was a little nearer my ambition. The next step was to get a Wilesco D14 steam engine (not Mamod – I was thoroughly peed off with them, and it was a long time before I handled their stuff again). It turned out to be a good decision; their stuff is well made and it's easy to get spares. The engine disassembled easily and it mounted fairly easily on the Meccano chassis that I'd built. It was bit out of loading gauge for my railway, though! The through-the body layshaft is still there on this and, indeed, on most of my Things. Layshaft? It's an intermediate axle not driven directly or carrying wheels, also known as an idler, or so I'm told. The first run of a kettle under its own power is still a great moment, all those years later. However, all that followed was a process of stepwise improvement, so I'll finish my narticle there. No, I won't, just teasing! What is to be done?

Well, rubber band drive and plastic gears don't mix well with burners and live steam. It was



Figure 2 Wilesco D14 - maker's picture



Figure 3
Eppur si
muove –
yes, it
actually
GOES!



much too tall and the centre of gravity was too high for an outdoor line. Rat-dropping burners are weak and a real pain to work with. And, of course, it looked too weird even for my railways. Nonetheless, it went, so there was hope for it. I acquired a gas tank and burner from nice people in the 16mm Association, which let me drop the burner between the frames. I replaced the rubber bands with Meccano sprockets and chains, and the plastic gears with Meccano brass, and taught myself how to work with brass sheet, nowhere near as difficult as you might think, but I am rather proud of the smokebox. This is the difficult moment where it looks good in brass but you know you'll have to paint it. Other than that, it's perfectly recognisable today, which suggests that I got the design right. The observant reader will notice

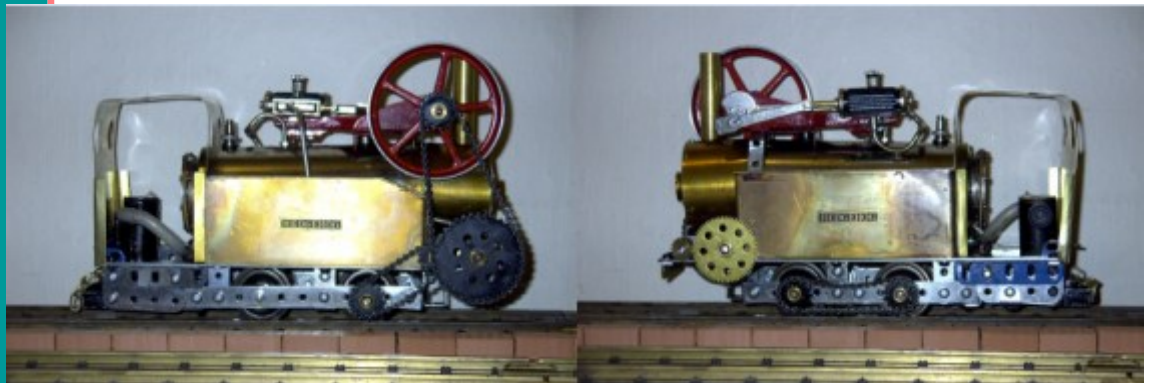


Figure 4 Factory photographs.

the things that are missing. No regulator, because she's geared down far enough not to run away at full steam. Such control as there is comes from the gas valve. There is no reverser because slip-eccentric reversing is built into the Wilescro cylinder assembly. She has been taken on Pigsty Hill Light Railway books as number 11 HEDGEHOG, because I like hedgehogs. Like most of my locos she is painted in Rogers Improved Engine Black

Figure 5 Painted &
running in the last
days at our old
house and the first
at our new (still
45mm gauge)



– U-Pol Acid Etch followed by car spray Satin Black, then a coat of satin polyurethane varnish. Satin, because gloss doesn't look right on a scale model. The explanation is long and technical, but is nonetheless true.

Developments over the years Over time, my railways have moved on via dual gauge to single 32mm gauge, and from LGB with 600mm curves to Faller e-train with 14" / 422mm curves. This beast was built to be re-gaugeable, so no problem there. When I look at the old photograph now, there are things I look at and wince; in particular, the silicone tube gas supply. Predictably,

the gas burner toasted the thin Wilesco boiler the first time it ran out, and after toasting its replacement, I had my first copper boiler made to the same design by Just The Ticket Engineering. This is still powering the beast, fired by Cheddar Models gas tank and burner. The current Wilesco cylinder arrangement is the third of that ilk, simply due to the amount of wear that came from her being my first choice loco for most of those twenty years. Visually, the main changes are the pop safety valve from Polly Engineering and the side tanks held together with hex head 10 BA bolts rather than soldered. Then, of course, there are the Meccano

compatible roller chains. These are much more resistant to local flora and fauna, but they are very heavy and affect the balance. Some of the locos I have built since this have ordinary Meccano chains inside their casing and my railway-onna-stick is less subject to wildlife interference than the previous ground level line. The jury is still out on this one.

For completeness, I show a couple of recent Things. #36 LIZZIE uses a copper boiler built to my very basic design by Just The Ticket Engineering, with a Binnie steam motor. Like most of my recent Things, it is fed by BIX burner and gas tank from Forest Classics. What is unusual is that the drive to the axle is standard Meccano chain inside the brass casing. Another of my Binnie-powered Things, #39 Y DDRAIG GOCH has a random Roundhouse boiler and final drive by a Gurt Big Gear Wheel. This turns very slowly but works surprisingly well. I like to ring the changes. I already have far too many locomotives, but I suspect that another will get built next winter. Y DDRAIG GOCH only took six weeks, so it seems that there's no stopping the process! However they turn out, they will all clearly be successors of #11 HEDHEHOG.



Figure 6 The current configuration of the First Thing



Figure 7 More recent Things #36 LIZZIE & #39 Y DDRAIG GOCH on my current railway-onna-stick

Adding to my Emmett collection

By Peter Butler

At the end of last year (2023) I visited a Toy and Train Fair, which was held in the next village. I am well known by most of the traders and exhibitors there and whilst leaving the hall I was told that a visitor had approached several traders offering some railway items, including an Emmett style locomotive.

Unfortunately, I missed the person but one of the traders had managed to take his telephone number and pass it on to me.

Even without seeing the locomotive I had a good guess about what it would be as this is a sparsely populated area with very few locals having Emmett interests. One person who did was Peter Thompson, who I knew personally, and who lived in Ferryside, a village on the Towy Estuary.



I hadn't seen him for some years, lockdown didn't help, and he was in his eighties then.

Apparently, Peter had died, and his daughter was disposing of his models via a helpful neighbour. I telephoned the unknown neighbour and introduced myself. He was surprised to hear me describe the Emmett locomotive in detail from memory and we arranged to meet. From that meeting the model came home with me.....

It looked a little worse for wear and had parts detached but supplied with the loco.

It is scratch built from brass with a steel chassis. It stands 235mm tall, 275mm long, and runs on 32mm track. Originally made with a third rail pick-up skate powering a 12v motor with worm and pinion drive to the rear axle.



As can be seen in the photograph, there are areas of red paint covering nice brass details which are now polished and lacquered. Some thin brass sheet material had been hand beaten to shape for the saddle tank and had subsequently split. A little soldering was also required before repainting.

It is a heavy model and quite basically engineered, but a real gem to add to my collection. I really have no idea of its age, but it looks to be at least 50 years old, possibly more with the third-rail pickup. I have installed a new motor and Meccano plastic worm



and converted it to R/C using a cable and plug to a trailing truck fitted with Deltang based receiver from 'R.C.Trains'.

Cosmetically it has been stripped of all original paint and sprayed with grey primer followed by yellow primer for the bodywork and matt black smokebox, firebox, and chassis. A matt lacquer protects the painted surfaces.

The model was supplied with modified Welsh Dragon enamel badges on the saddle tank, both facing to their left, which have now been replaced with forward facing vinyl ones.

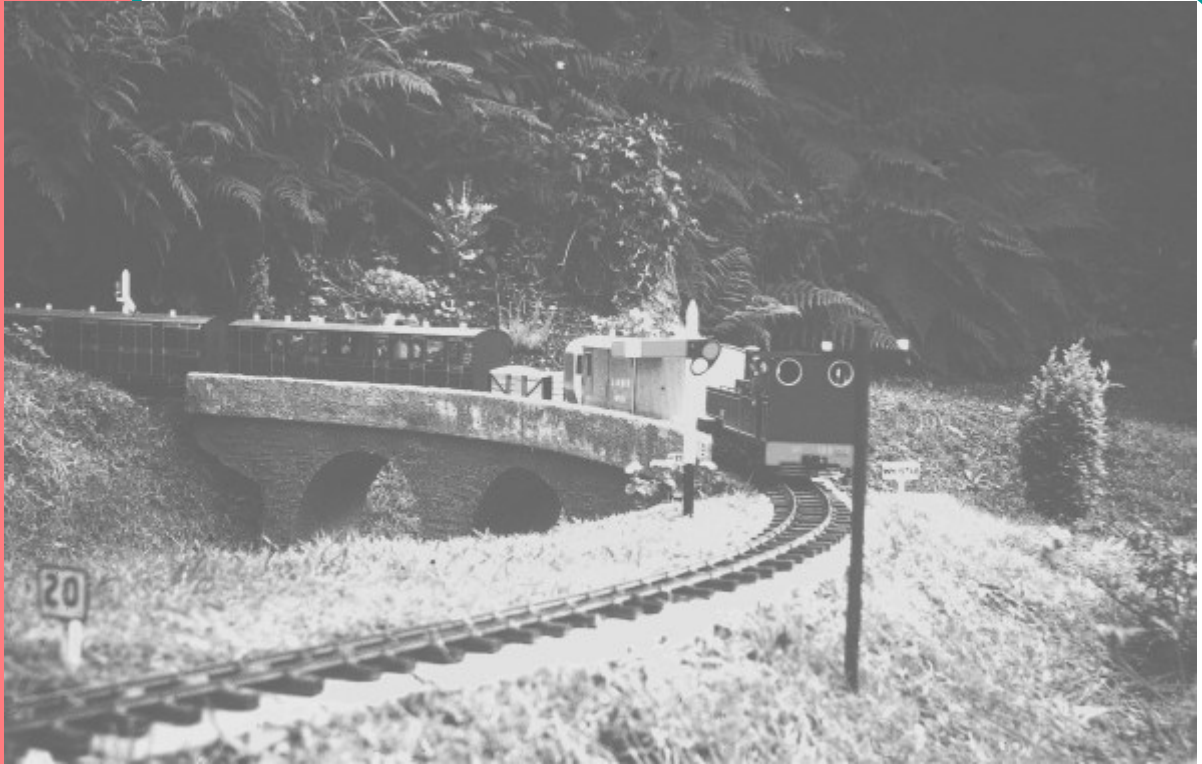
The name 'TYWI' is Welsh for the river Towy, where Peter lived.



It has the Emmet charm about it, I think. It's nice to keep it in good order in memory of Peter. He was proud of his work so I think he would be pleased.

An Emmet style character driver, made from a modified resin body with hand crafted head of Fimo modelling clay is now in control. The locomotive looks so much smarter in its new livery. It is also a great runner on my garden railway (the B.U.R.P.S.) (Note... B,U,R,P,S, Brockhampton and Umbridge Railway Preservation Society) It gives me a deep sense of satisfaction knowing that someone's work can be restored, enjoyed, and saved for future use.





PARRACOMBE RAILWAY

Nothing seems to be stopping with this story as more and more anecdotes come to light. The latest is from David Bailey who was kind enough to send a DVD of his visit to the railway. He remarked that this was from the early days of video and he was manhandling the camera and huge battery pack. The video is dated summer of 1989, and I've attempted to add a few screen grabs at the end to give a flavour.

Hi Nigel and Derek, thanks for yet another superb TBM, During either 1988 or 9 my late first wife and I spent a few days at the late David Anning's hotel in Torquay and I took some of my then new engines with me, The PRINCE model that I built from the parts I acquired from Ian Pearce and my two pilot models for the L&B Manning Wardles. We got chatting about the full size L&B Railway and I decided to visit on the way home. I had planned to visit various locations in the area and started in Barnstaple and went on to Parracombe where I was interested to see a 16mm scale line



on the old track bed and as there was someone running at the time I went in and introduced myself to Len. He was very accommodating and ran some trains for me which I took video of which I still have somewhere (and I've subsequently sent a copy to Nigel)

We then travelled on to Woody Bay station where it was in the early days of being preserved. I had taken some track with me and I placed my two Manning Wardles on the station platform edging and took the attached picture, so can I claim that these are the first L&B engines to visit the line since it was closed ?



As
a

postscript, David came back to say that, in the photo of the house and trackbed in the last issue, the earthworks are still there behind the shed on the old trackbed. Len seems to have had a smaller shed there with a spur into it for storing his stock, and the green area behind the shed is where his line used to be. Thanks also to Chris Dowlen who supplied the two early black and white photos taken on the line.





Mixed Heritage train

Dave Pinniger writes, I was looking for photos of "Usk" to complete the early story of this unusual engine for TBM and John Chambers kindly sent me his picture of the loco pulling a very long train on his Boyn Hill Railway in 1993. I then did a double take on the vehicles in the train made up of stock from a range of long gone and historic garden railways. From the loco to the rear of the train they are;

Brake van from Mike Gaskin's North Surrey Downs Railway

Van from Jack Wheldon's Border Counties Railway

Open wagon also from Jack Wheldon's Border Counties Railway

Clerestory GVT coach from Peter Dobson's North Hertfordshire Narrow Gauge Railway

Van from the Boyn Hill Railway

Flat wagon from the Boyn Hill Railway

WD bogie open from the Boyn Hill Railway [this vehicle is now running on my Ambledown Valley]

W & L brake van from Paul Stoolman's Westfield Light Railway

Bogie van from Mike Gaskin's North Surrey Downs Railway

L & B Archangel bogie brake van from Dave Rowlands Alderbrook Valley Railway

This piece is a continuation of the 'It's behind you' series on heritage rolling stock.

SOMETHING DODGY

Chris Dowlen, whilst looking for photos of the Wooder railway, came across this shot. It is titled 'Dodgy Railbus and trailer' and was the creation of Gordon Diplock. The trailer sported a large red button, with the strict instructions not to push it under any circumstances. People of course would have a try just for the hell of it, only to be hit with a jet of water!

Gordon built a number of interesting (!)

models. I was once the underbidder on a railcar

powered by a model aero engine. The 16mm Association, in their MOTY awards, has the Gordon Diplock Trophy, awarded for imaginative, ingenious, fantastic, or eccentric models.

If you have any memories, photos etc. of Gordon and his models, or can just point me towards any information, please let us know.



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

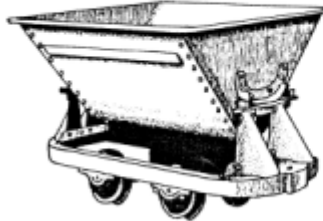
Brandbright and Binnie examples. The S17 kit is based on a very particular wagon that was until recently owned by Brian Clarke himself. Some eagle-eyed folks may have noticed the axleboxes which are unusual for typical Rugga's but are correct for the example in question that worked at the Fuller's earth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

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).

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.





7/8thsifying an early Roundhouse Dylan

I first saw this loco in a photo from an Ashbash, and discovered that it was owned by Terry Bowden, who did the conversion. He brought it along for the heritage display at the last Exeter Show, and I asked him if he would do me an article on it. So, here it is, and I hope you will agree that Dylan looks really well in its new clothes? Derek .

The first proper 16mm scale loco that I bought brand new, was a Roundhouse Dylan in 1985. It cost me £299.00, was slip excentric and meths fired. Dylan took on the lion's share of running on my garden

railway until a house move in 1993 forced the lifting of the line. The garden at the new property had lots of potential for a new garden railway, and the possibility was always in mind, but an interest in 5" gauge ride on railways meant that the new garden railway was constructed in 5" gauge rather than 32mm. Since 2019, this lack of a 32mm garden line has been rectified, having received planning permission from the household authorities!

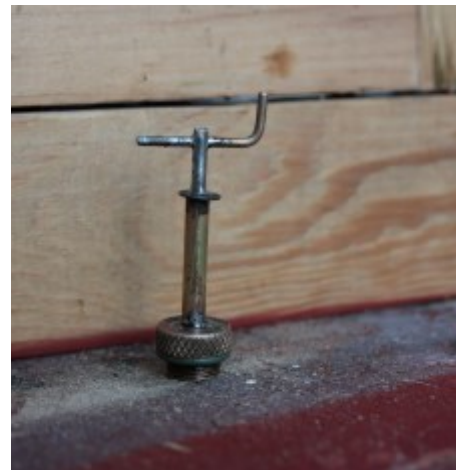
Some years ago I started dabbling with 7/8ths scale on 45mm gauge track, although





I never actually built a layout. The locos were all battery electric with radio control. As all my friends with garden railways were mostly 32mm gauge, I started converting some of the battery locos from 45mm to 32mm gauge. Thoughts then turned to steam! (Not literally!) Dylan looked like it could be easily converted to 7/8ths with just a new cab and extended chimney. Placing Dylan next to a Roundhouse based Hunslet 'Jack' showed a similar 'footprint', height of the cab and chimney being the main difference. I started with a sheet of

card and drew out what I thought the cab should look like using the original cab parts as a guide. I decided not to make the cab any bigger in plan as that would involve a lot more work. The drawings were turned into templates with some tabs to aid assembly. A sheet of 1mm brass was bought from an online supplier, and when this arrived, I blackened the area where I needed to cut or fold with felt tip pen and scribed the parts from the templates. The parts were cut out by hand using various hacksaws and fretsaws. Some parts had to be removed by drilling a line of holes and a home made flat punch to cut out the waste. The parts were then filed and cleaned to final shape and folded up with the use of some bending bars and a large machine vice.





(and the occasional use of a hammer!). The parts were soldered together with ordinary solder and a gas blowtorch, with much testing and checking against the original Dylan parts to make sure all would fit.

The chimney cap was removed from the chimney and cleaned up for later re-use. The chimney was then cut off about 10mm from the top of the smoke box, this appeared to be 15mm copper pipe. I found some new 15mm copper pipe I had to hand, so a new length was cut for the new chimney, cleaned up and re-assembled, an internal collar was made to slide

inside the stub on the smoke box and the new chimney slid on top, the parts were soldered together and the chimney cap added to finish the job. On reflection, the chimney could have been a little taller, but it is not worth repeating the process just to add a few mm's to the length.

The new cab, original saddle tank and smoke box/chimney were all thoroughly cleaned and sprayed with Halfords car primer and then British Racing Green or Satin Black, as appropriate. Various cosmetic parts were fabricated from brass rod, tube etc., such as Rosco Lubricators and whistle. The spectacle rims were turned up from old brass nuts from compression fittings. A brake column/handle was made and soldered into a hole drilled in the oil reservoir filler plug. This aids removal of the plug to refill the oil reservoir.

Finally, the buffer beams were removed and tuned up-side-down thus raising the buffer height when re-assembled. Buffers are from Binnie Engineering. I am quite pleased with the conversion, and Dylan runs well, although, the rear burner, being directly under the safety valve, tends to struggle to stay alight due to any water escaping from the safety valve runs down the boiler and extinguishes the flame! Careful boiler filling is required! I have kept the original parts, and there were no major alterations to the rest of the loco, so I could restore Dylan to original if so required at a later date.



Notes from Colorado - old locos, new locos

MARC HOROVITZ

Commercially produced model steam locomotives seem to have become pretty standardized these days. Gas fired single-flue boilers, laser-cut parts, pad-printed graphics, standardized control arrangements, close-scale models, and brass/steel/stainless-steel construction seem to be the current characteristics. The result is models that are smooth running, easy to control, closely resemble their prototypes, and look great.



One of Jack Wheldon's "Pooter" class. These engines were intended to be an engine for "every man." It is meths fired, reliable, powerful, simple to operate, and has plenty of endurance, as well as Jack's "extended" Hackworth valve gear.

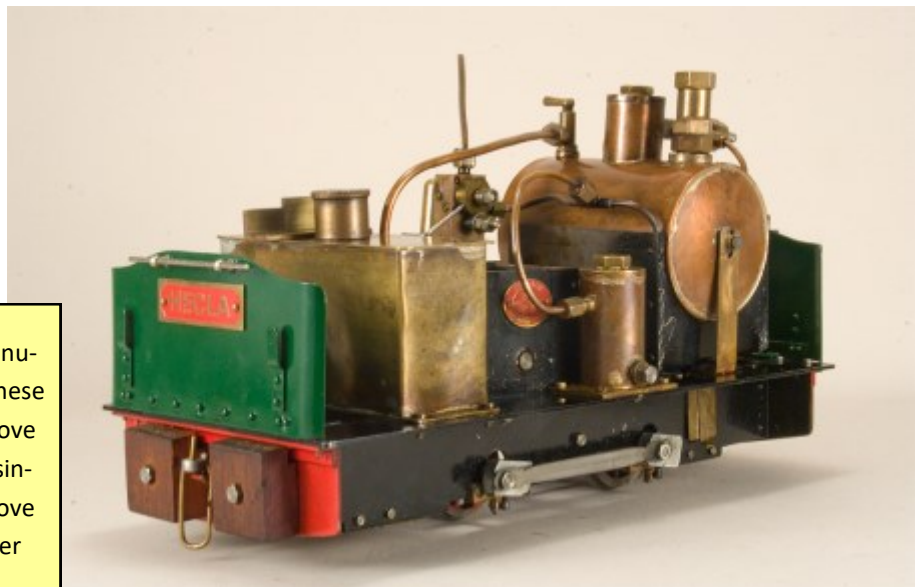
However, in my opinion, something has been lost in the process of achieving this greatness. Regardless of prototype, today's engines have taken on a certain sameness, as manufacturers aspire to create models that are easy to run and are as close to their prototypes as possible. In a word, these engines are soulless.

In the "good old days" commercial engines were more scarce than they are today. Homemade locomotives were more common (and more interesting). When commercial engines did appear, they were often caricatures of their prototypes or were just plain freelance. You often had to study them to figure out how they were intended to work.

Paintwork was sometimes questionable, and lining, if there was any, was done by hand. The problems arising in designing and building engines were solved in myriad different ways.

All of this added loads of character to hand made live-steam locos, commercial or otherwise. The character (soul?) of the builder is inevitably built into the engine. Each engine is unique, as its running characteristics. You had to get to know the engine well to get the best

Another of Jack Wheldon's unusual engines. This is Hecla. These engines were intended to prove that, with proper gearing, a single-acting oscillator could prove a strong, low-speed performer





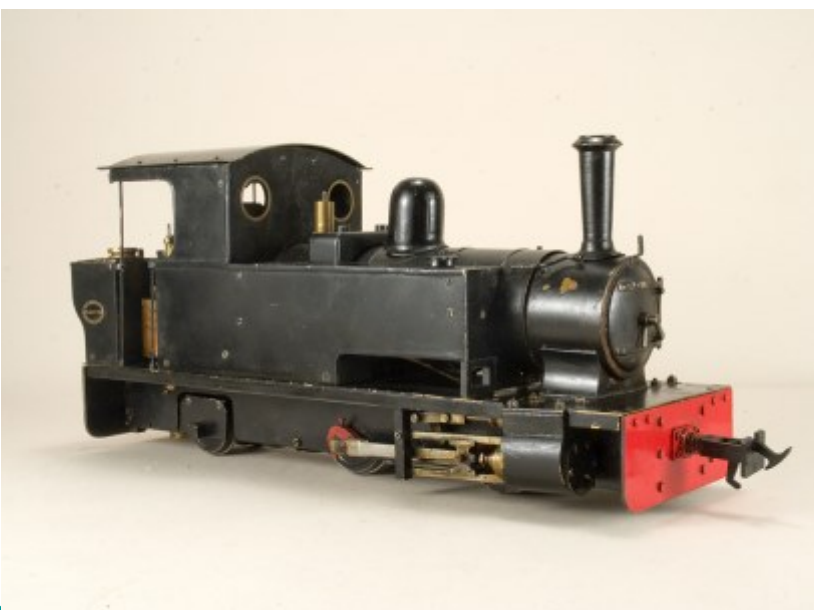
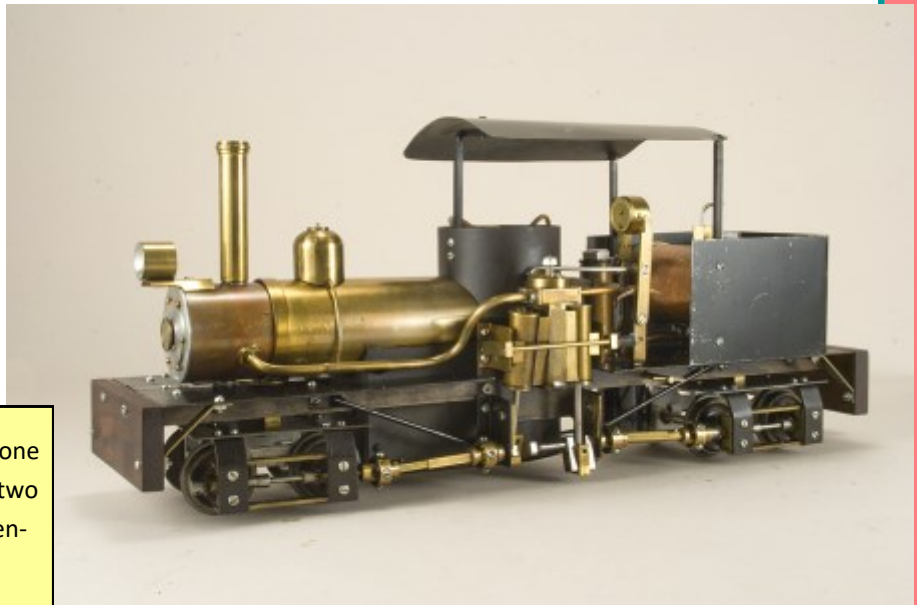
Edward Thomas, by Hugh Saunders. Hugh's engines were built to a high standard and featured an unusual meths burner, internal firing, and a trailing truck that might fall off every time you picked it up if you weren't careful

performance out of it. This could sometimes be a long process. And, in truth, there were some engines that never did run well, due to flaws in design and/or construction. It was all part of the game.

Today, there are few engines that do not run well, or at least cannot be made to run well.

While today's shiny, easy to operate, uniform engines attract a lot of newcomers to the hobby, a lot of these folks have been, in my opinion, denied of the opportunity of having to really learn how their engines actually work. In the old

Larry Lindsay's Shay. This particular one is a lefty. A modified pot boiler and two double-acting oscillators make this engine a good performer



days, if you ran into a problem with an idiosyncratic engine (as one often did), you had to be able to analyze it and determine ways of fixing it. This made running an engine a more intimate experience and helped to create a sort of bond between the engine and its owner. I've included some photos of favorite old engines here, along with brief notes about why I like them.

So,

An 0-4-2T by Denis Jukes. This well built, meths burning, internally fired loco is another good, reliable runner



An all-time classic—an Archangel "Brick." A single cylinder, meths firing, fine performance, relatively crude construction, and a tendency to catch fire has endeared this locomotive to many hearts

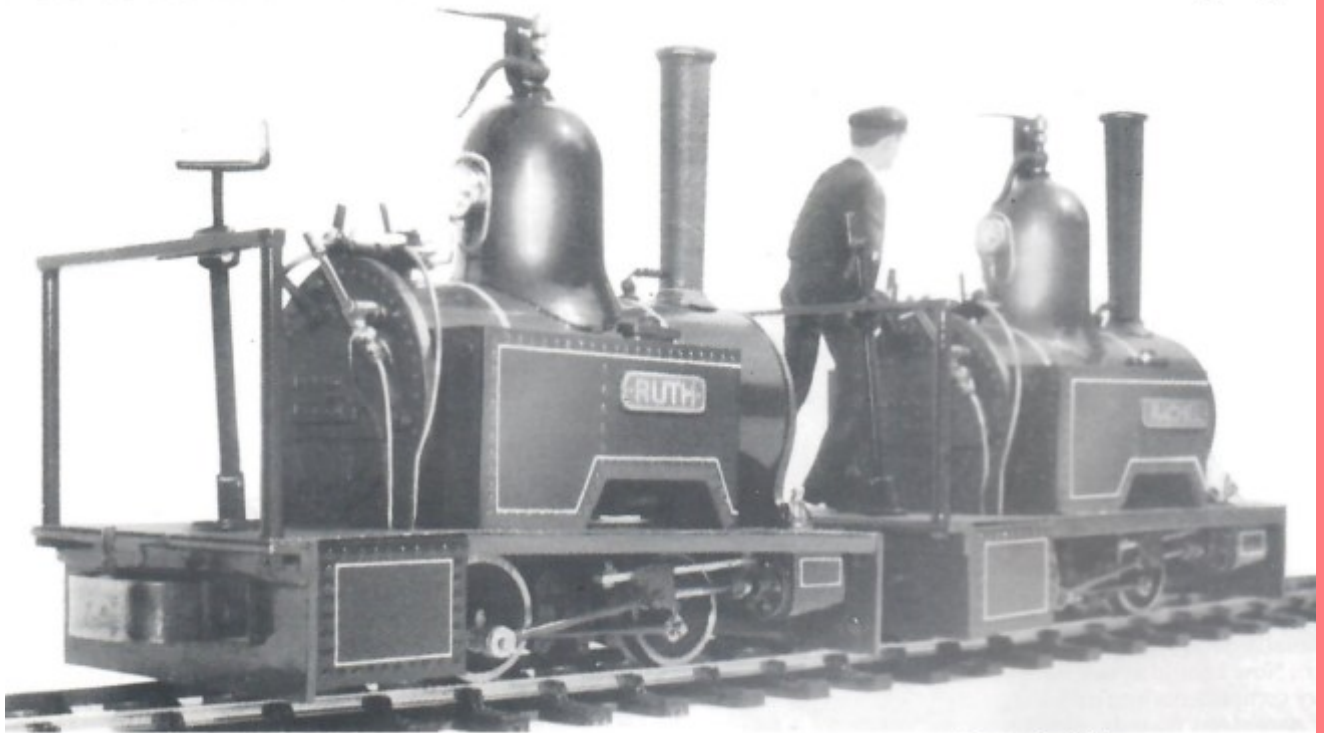


Larry Herget's Slug has a gas-fired pot boiler and a single, double-acting oscillator in the smokebox. Motion is transferred to the drivers through gears obtained from a Zebco fishing reel! .

hats off to Throwback Modeller for helping to keep the flame alive for vintage engines and the old ways of doing things. And hats off to all of the readers who are in sympathy with the sentiments expressed in these pages.



John Turner built wonderful engines in his own style. Here is one of his Caledonias. The engine is gas fired and has two pressure gauges — one for the boiler and one for the gas line! His locos featured his own valve-gear design and an exhaust throttle on the front of the smokebox that provided reliable slow-speed control

*Photo Paul Towers*

Electric Avenue

As promised in the last issue with the reprinting of Ray Wyborn's Gallstone Creek article, this is the follow on looking at the Sweet Sixteen Beyer Peacock Works Tramway locos that he devised and marketed, and I reiterate my grateful thanks for his permission to reprint these pieces. This one appeared originally in 1993. I will immediately nail my colours to the mast, by saying that I am very much a small engine man. So, Ray wrote:

The idea of Ruth and Rachel came from Paul Towers, as he wanted some very small locos to run on his industrial layout. I received a letter and photostat of Dot, the 18" gauge Horwich engine which Paul had blown up to 16mm to the foot and modified to 24" gauge. Enclosed with the letter were two sets of nameplates. The words Ruth and Rachel looked so forlorn taped to a piece of clear plastic, that I had to say yes to making some bodies to mount them on.

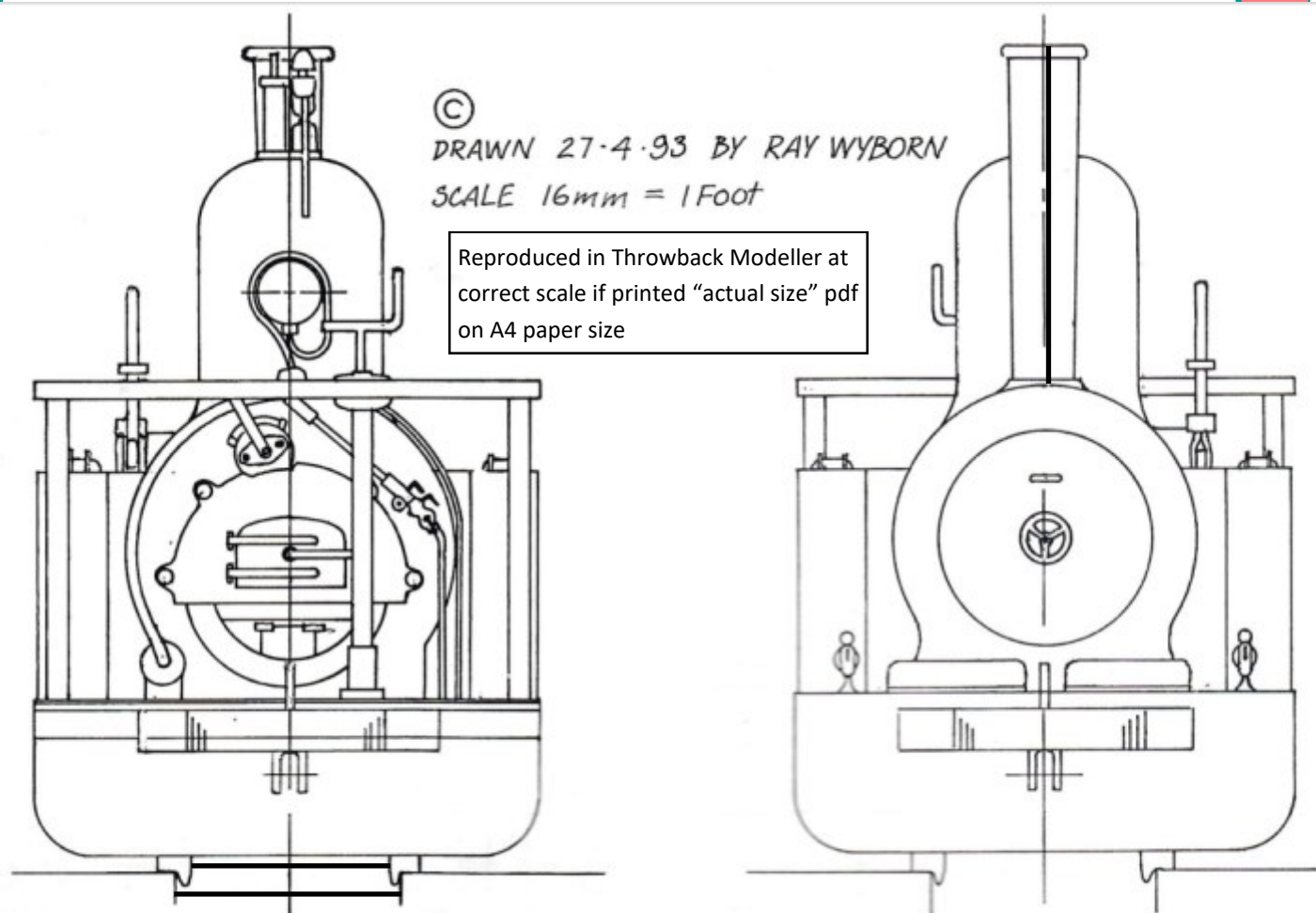
As then Hon. Sec. of the Merioneth Railway Society I had the dubious honour of holding the meetings at my house every Friday evening, so I put the problem to the members. Information arrived in the form of photo albums, postcards and drawings, and I was soon able to produce my own drawing of what I considered to be a natural development of an 18" engine to 2 foot gauge. I sent the drawing to Paul and waited for his comments, which were favourable.

My wife and I manufactured the Sweet Sixteen range of cast white metal figures, and as an extension of this I had been contemplating the production of a loco kit. I had tried a number of electric motors and had settled on the Portescap RG4, a superb unit with built-in gearbox which draws a minute current. I waited for the thumbs up from Paul. The Portescap gearbox would only take 1/8" axles, so I had to find wheels of the right diameter with metal tyres and plastic centres, and so plumped for Slaters' 3 foot coarse scale coach wheels. At the Model Engineers Exhibition, as well as steel for the frames and brass for the footplates I needed something from which to turn the domes. I bought a length of about 1 1/2" inch diameter Delrin rod (expensive!), together with just about the right amount of brass tube for the boilers.

When producing our Sweet Sixteen figures we cast them on a centrifugal casting machine using vulcanised rubber moulds, for which you need metal originals as they are moulded under heat and pressure. To get to that stage I sculpt the figures in plastic, wax or plasticine, then make a two part cold cure rubber mould. This was the chosen route for the locos. The smoke box and backhead were made up from plastic sheet whilst the fittings were made from a variety of tubes, rods, nuts and bolts. For globe valves I found a supply of small plastic beads which only needed a file to flatten both sides, and then they could be threaded onto a pin with a 12 BA nut glued on at each end. The chimney was a simple taper turning job from a section of aluminium rod. With the dome, the first exercise was to fly cut the base to the diameter of the boiler, and then turn the body to the correct shape. I parted off the top flange, then attacked the excess Delrin with a variety of files and emery paper until the transitional curves were nice and smooth. Prior to parting off in the lathe I had drilled and tapped a 6 BA hole to give a location for a bolt thread in the rubber mould which was the next thing to make. The domes were cast in a powder filled resin which needed to be de-gassed before putting into the mould to stop air bubbles forming and ruining the skirt. I then turned my attention to the chassis. A jig was marked out and used to drill both sets of frames. Brass angle was riveted to the buffer beams and the whole chassis assembled squarely using two turned spacers. Once the buffer beams were screwed on, the rear spacer was dispensed with whilst the centre one was used for a motor mounting. I made a metal mould and squirted inserts for the coach wheels with a 10 BA bolt for the crank pin, but for the life of me I couldn't make them run true. In the end I made an aluminium mould, popped out the existing plastic wheel centres and squirted new ones in glass filled nylon.

Side tanks and well tanks were marked out on nickel silver sheet and I proceeded to go half blind putting in all the rivet detail with the club's riveting tool! The chassis was put together with the wheels and motor and the assembly was track tested.

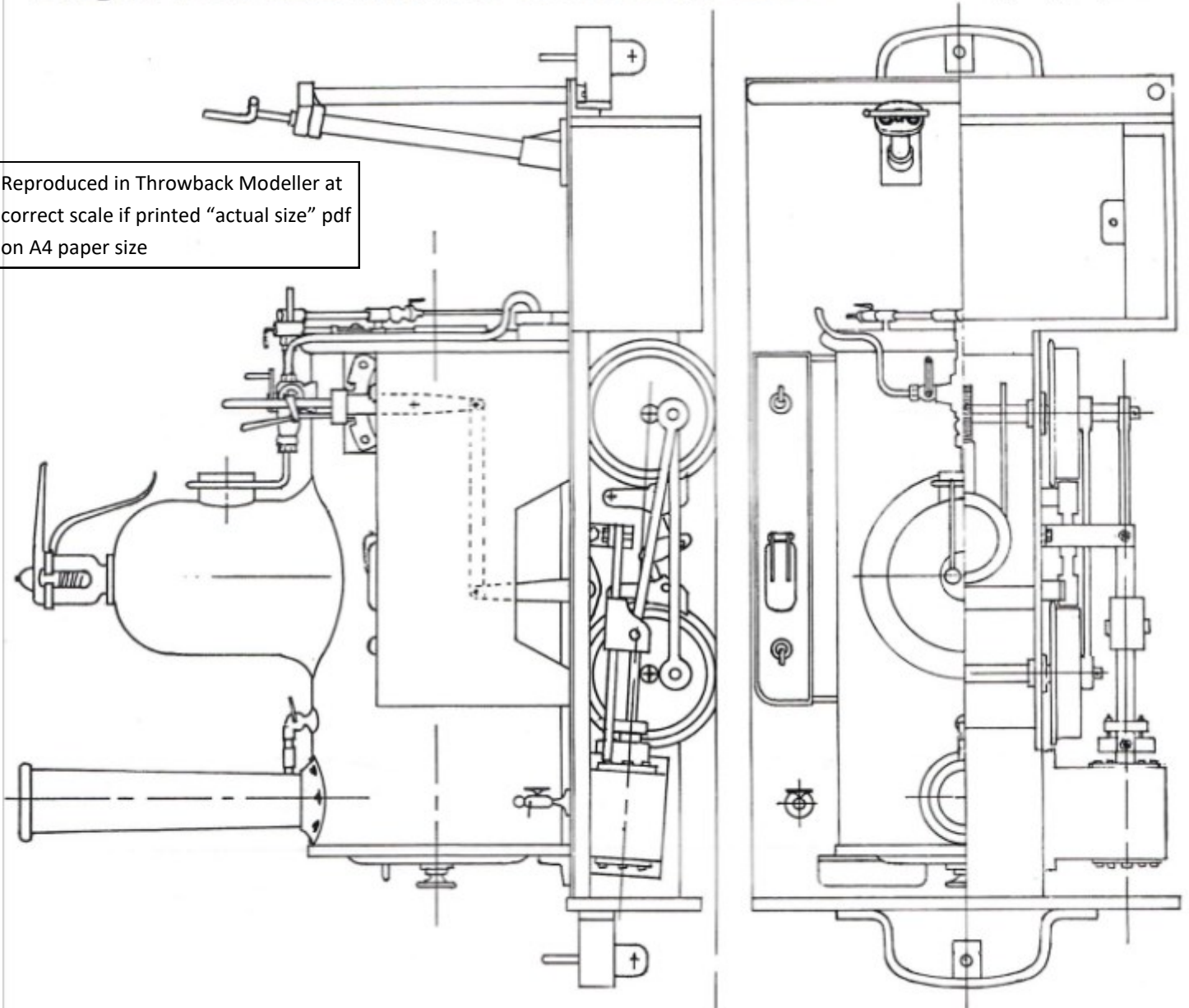
The whole engine was put together, checked and then taken apart, degreased and undercoated with grey pri-



Beyer Peacock Works Tramway Loco

Drawn by Ray Wyborn

Reproduced in Throwback Modeller at correct scale if printed "actual size" pdf on A4 paper size



mer. When dry it was airbrushed with Humbrol dark blue no:15, and the tanks and boiler were lined out in white. Pipework was coated with clear nail varnish. Where I had used white metal instead of brass I used a Gold Pilot felt pen which is Zylene based and gives a very good and durable brass colour. Smoke box, chimney, back-head and footplate were all finished in matt black and silver which presents a nice oily gunmetal look. Red frames and buffer beams completed what has turned out to be a lovely little cameo of an engine that runs superbly. They were however track powered, so I then turned my attention to battery power.

The Portescap motor ran very well from a 9v battery. The well tank held this, and a DPDT switch with centre off completed the set up. The reversing switch had to be tucked in between the boiler and the side tank on the opposite side to the reversing lever. Testing of this new loco was on a garden line with 1:60 and 1:72 gradients and a 53 yd. circuit. Still running happily after an hour, a train weighing seven pound and four and a half ounces was added - it ran for a further 45 minutes before a halt was called for lunch. Back in the workshop, I laid a circle of Faller track and ran the loco light engine for a further 4 1/2 hours. Job done.

Electric Avenue - the B side (if vinyl metaphor or the odd numbers if it's a which side of the road metaphor?)

Concluding this double header on the Sweet Sixteen models of Ray Wyborn, I am grateful to Pete Chandler, a prime mover in the Woody Bay Garden Railway, and originator of Jigstones, for supplying the following:

An original Ray Wyborn 'Fowler' was generously given to me by my great friend David Parmar-Phillips. As a much treasured trinket from the days when David was an active part of the Meirioneth Society, the gift was to help out with the transport situation of my new garden railway some fourteen years ago...how time flies.

The Fowler unfortunately suffered some damage to the roof and its supports. I managed to fix it but then the side panels became less sturdy, broke away, and in the end I was left with sadly just the metal construction of the kit. I've no idea how old the model is by now, but in its present revamped form its usefulness is well confirmed. I could of course have replaced the timeworn parts, but it wouldn't have been original any more. It can still be remedied in any case should the present guise outstay its welcome. But in the meantime I turned it into a means of transporting a mobile milking stall for G. Oldtop's Express Dairy. With a trough of fresh grass and a ginger moggy riding shotgun that, presumably, gets the cream, the Fowler generates quite a few smiles as it whizzes around the Woody Bay Garden Railway for brief appearances.

A micro Bluetooth speaker ('i-Star' from eBay at £10) sits out of sight under 'Lulu' the cow (no intention

of disrespect to any groovy person of that name) and it picks up a throbbing mean machine soundtrack from my smartphone. The stack of milk bottles is removable to access a 9volt battery and holder. There is a hook at the rear. Maybe a wagon for butter churning will be attached in time. So it's certainly a mad world in some 16mm circles, and long may that continue.



More on Jubilee

Roger Marsh sent in this interesting email, as follows: Hello Derek, although I no longer model NG I am still very interested and always enjoy receiving TBM. This latest issue is brilliant. I was particularly interested in the article by Pat Brewer on his Hugh Sanders Jubilee 1897 as in the late eighties Hugh

passed the drawings over to me. I made six complete sets of parts and then assembled two to run on spirit and one on coal. All were sold but then I got seduced away from NG to G1 standard gauge and returned the drawings to Hugh. A few years later I was asked to make some G3 models, I was so taken with the ease of firing compared to 16mm or G1 that I hooked out my box of Jubilee bits and knocked up the loco in the picture. It is coal fired and has an axle pump. Apart from the boiler everything above the running plate is pure Saunders except the chimney which was for a Penrhyn Charles but below is quite different. The wheels came off a Dinorwic host wagon with a filler soldered in to take the crank pin and they were put outside the frames. The front axle was moved forward and sprung and the frame behind the rear axle was joggled outwards and cut out so the fire box could sit on the frames and be as wide as possible. To ease firing the rear fence plate hinges down and the fire door is opened by a trigger under the buffer beam. It was very successful but I did find the water in the tank got too hot for the pump so a truck was rigged up with a water tank. Regrettably I sold the model, but never mind, I've still got two sets of parts left from the original batch which one day will be built into locos - receding youth and the ravages of frugality permitting! For interest I have added in a photo, taken by Dave Mees of a Roger Marsh Marchlyn running on his line which looks well in black and white.





Roger Marsh Alpha

Roger Derek writes that, whilst corresponding with Roger Marsh about Jubilee, I also sent him a photo of a model of Alpha that he had made. He very kindly came back as follows:

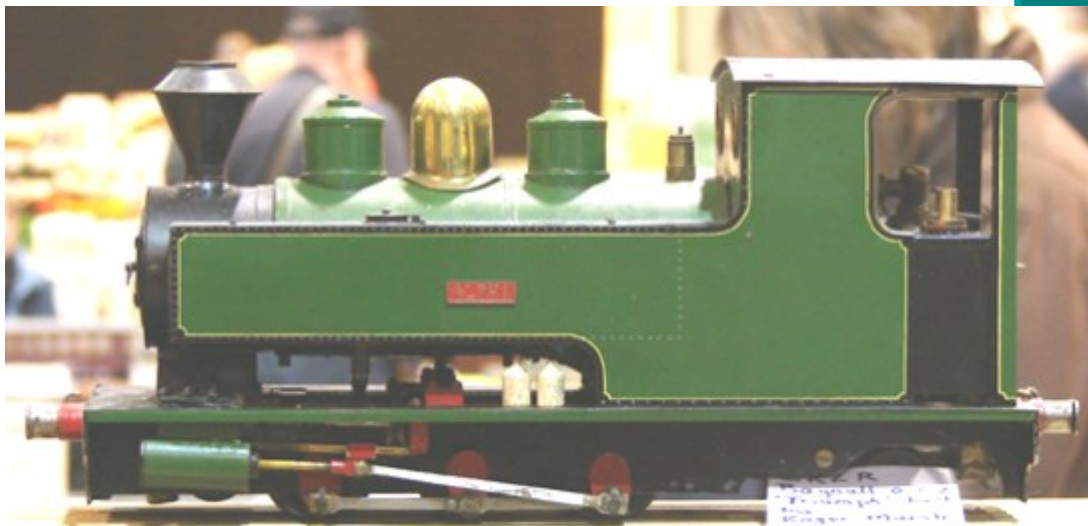
I hope these words on Alpha will be of interest together with the picture of Excelsior I also built.

Alpha was supplied to Edward Lloyd's paper mill by Bagnalls in 1932, the company becoming Bowaters Lloyd in 1948. In the nineteen sixties I had the privilege of twice visiting the mills and dock with a group from the SMEE when the railway was still in full operation although starting to be run down pending closure. On the second visit I rode on the engine of the mid day workmen's train from the dock to Sittingbourne. This train indicated the end of the working week and it was a matter of pride that it would be completed as quickly as possible. My abiding memory is of the appalling hammering of the big ends with the loco in full gear and throttle wide open. The railway was taken out of use a few months later.

The only drawing I could find was a detailed side elevation on a letter heading but I did not realise at the time that the height from rail to running plate was incorrect. This is obvious when compared to Excelsior. Both of these engines are internally spirit fired with fuel controlled by 'chick feeders' although on the saddle tank I did try a ball cock arrangement. Axle and hand pumps were fitted and the boiler pressure was 45psi.

Both of the engines had uneventful lives until one day I was called to the phone and left Alfa with the blower

on. When I returned I was astonished to find that an inch had burnt off the superheater. Eventually both locos were sold, I wonder if they are still running?



ETHEL'- the enigma?

Alan Leslie kindly sent in this piece. It was very good of him, especially as I managed to leave off his name as the author of the article entitled 'A Taste of India' about Gunga Din in the last issue, which I am now happy to properly ascribe, with sincere apologies.



Alan Leslie writes; When people look at my loco 'Ethel' they are often puzzled as to its origins and I am asked 'what is it?' The answer is not straightforward but I'll try to explain in this article.

I started with narrow gauge steam in the garden in late 1987 with a meths-fired Lady Anne from Roundhouse and had no real plans to acquire another loco while the garden line was being built. However,

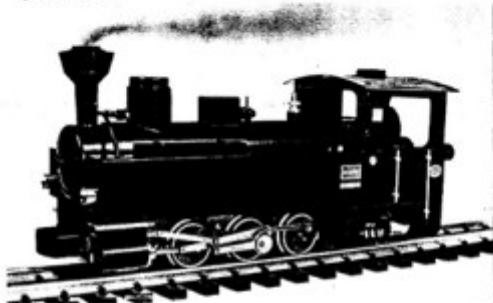
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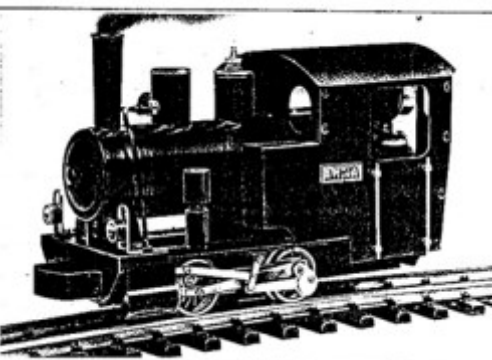
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summer 1988 Brandbright sent out a copy of the leaflet shown, advertising some continental outline locos at very appealing prices and so I placed an order. I should point out that Roundhouse did supply locos to 32mm gauge and with radio control. They replaced the original Beck cylinders with their own ones but left the valve gear alone. The loco was my first gas-fired one and the burner certainly could roar and whistle as the loco made its way round the track. Reading the very large pressure gauge was easy from a long distance away. I got many good runs with the

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loco but by the end of the season the timing seemed to go off and I sent it back to Roundhouse who fitted new valve gear at no charge.

Although the loco had a very large boiler, the duration of run was shorter than I wanted and the gas ran out earlier than would have liked. I consulted Garden Railway Services who referred me to Tony

Sant who agreed to make me a larger gas tank and fit a water top-up system as well. These modifications worked well and decent length of runs were obtained. However, the timing issue appeared again at the end of the next running season despite my care in cleaning and lubricating the valve gear and back the loco went to Roundhouse for valve gear replacement.

The next season the same issue occurred. I contacted Roundhouse and said 'You are very helpful people but can you make me some more substantial valve gear so that it does



not wear out every season?' They replied that they had investigated that possibility but it was not economic for them to do that. However, they suggested that they could modify their standard Lady Anne chassis to fit with the existing boiler and body work. The loco would now have outside frames instead of the inside ones of the original. However, I wanted a reliable loco and accepted their offer of a half price Lady Anne chassis -which had a reverser and was re-gaugeable. The re-built loco was very powerful and reliable and I had many years of fun with it.

In 2008 I asked Simon Whenmouth (then living in Kent) if he would service the loco and replace the burner which was worn out. He duly did this but could not get the new burner to fit into the burner tube - there was a blockage! It turned out that there were bulges inside the burner tube and so the boiler was condemned. The Kent Area 16mm crowd are a friendly and helpful group of people and one of them offered to make me a new boiler which worked perfectly.

Other modifications were a small pressure gauge and working headlights -powered from the radio receiver/servo batteries. The boat headlamps I used for the lights have very thin wires and initially I



mounted the headlamps on top of the side tanks but one day they suddenly went out-the solder on the wires had melted. I rerouted the wire inside a metal tube fixed behind the front buffer beam and made up some insulated shelves under the front of the tanks and this has cured the problem.

During tests of the new boiler the loco was run without body work and the pics show the extended gas tank and the servo mountings. An unusual pic shows a Billy boiler used to test the chassis

Comparison of an original Ziller with the re-built version.

'Ethel' is a unique loco with real character – she has produced the most amazing steam effects on winter days as seen in this short video.

<https://youtu.be/K4XofAV5y7w>

I still get pleasure running her after 35 years which is what it's all about!

Pinnigers Patch - the tracks of my years - Part 1 the 80's

We tend to take our 16mm track for granted, although where would we be without it!

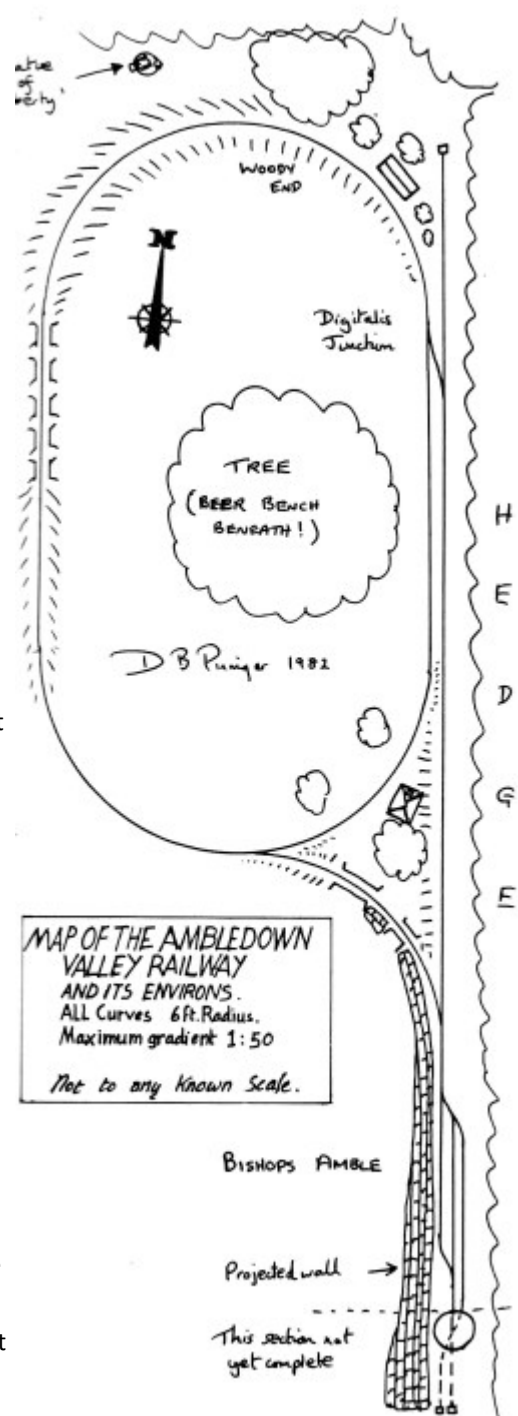
An enjoyable running session depends on good track as frequent derailments can lead to frustration and resorting to other entertainments. Unlike most other garden railways these days, the Ambledown Valley Railway uses Bonds type track with wood sleepers, cast metal chairs and nickel silver or brass bullhead rail. When Becky and I moved in 1979 from a flat into a semi with a suitable garden I had the opportunity to build my own line. Peco and Tenmille SM32 was not available in 1980 and I did not want to use the standard Peco O gauge track. Dave Rowlands disguised the narrow plastic Peco sleepers of his Alderbrook Valley Railway with the famous Rowlands mix of peat and cement but there were still issues with spilt meths and broken point rails.

I was making some preliminary sketches of possible track plans when a friend called me to ask if I was interested in a complete circuit of second-hand track. When I went to look at it, there were several lengths of straight track, a crossover and a 6 ft radius circle made from brass rail and metal chairs on wood sleepers attached to a plywood base. Needless to say, although my original plans were for a more grandiose scheme, I grabbed the opportunity to have an almost instant railway. This then determined the first track plan of the AVR which was to set the oval out on a scruffy lawn around an old apple tree with the crossover next to the hedge to create a short branch line to Woody End station. One of Peter Jones' mottos was "get



Dave Rowlands' Archangel "Sergeant Murphy" steaming on the original track base in 1980

something running" so I cut some short lengths of treated 2" x 2" timber, hammered them into the ground and screwed the track base to the top of the posts. I managed to get it reasonably level and was





Bassett Lowke pre-WW2 rail and chairs on new sleepers in 2024

really pleased when the first visiting train hauled by Dave Rowlands' Archangel "Empress of Blandings" trundled happily round the track without falling off. [Photo 1] All went well for a few months until Stewart Browne brought his Tralee and Dingle 0-4-2T No 4. This loco was very heavy, and we noticed the plywood track bed flexing under its weight as it passed over the unsupported bits. I also discovered that some of the

plywood near the hedge was starting to delaminate because of the damp.

Back to the drawing board for a rethink and a new more ambitious plan emerged for the circuit to be lifted and then relaid on 4" x 1" planks screwed to the existing stakes. To improve operational interest, I decided to incorporate a triangular junction with the tracks leading back from the ground level circuit along the hedge to a terminus station. The gentle slope of the garden provided a bonus that the track would be about 3ft high at the end of the station [Plan 1]. A conversation with Bonds led to a large order for nickel silver bullhead rail, white metal chairs, track pins, fishplates, ½" x ¼" obechi battens and five ready-made 6 ft radius points. When I started to build the track, I realised that a jig would really help with the construction of the sleeper and batten framework. I also discovered that the new Bonds rail section was a bit smaller than the rail used in the main circuit. Subsequent research has revealed that the original track was made by Bassett Lowke before WW2 when they used folded tinplate to form the chairs [Photo 2]. Although a few have since rusted through, 40 years exposure to the elements is a testament to their durability. After completing the triangle [Photo 3], I built the framework for the Bishops Amble station area from 2"x 2" timber with 4" x 1" planks laid on the top [Photo 4]. The purely cosmetic Bradstone front wall was added later [Photo 5]. Experience with meths fired pot boilers determined the need for a steaming bay at the



Triangle showing the planks and supports with Peter Armstrong and his Archangel Rheidol "HR Mortimore".



Dave Rowlands with his Archangel Rheidol "Hazel" showing the framework for Bishops Amble station area



New Bradstone wall fronting the station area. Marc Horovitz is admiring Archangel "Louisa".

terminus which I constructed from steel angle iron, and this is still serviceable over 40 years later [Photo 6]. Finally, to save space and also to allow some locos to be turned, I built a turntable from Meccano which rotated on a circle of Bonds rail fixed to a hardwood base [Photo 7]. This served well for about 20 years until the rot set in at Bishops Amble, but that is a story for Part 2. The long straight by the hedge was used by trains returning to Bishops Amble and also for a battery shuttle service to and from Woody



Archangel Brick "Lucy" on the angle iron steaming bay



Archangel Brick "Lucy" on the angle iron steaming bay

End. You will see from the plan that I like bridges and the girder bridge in Photo 3 was from my Dad's O gauge loft layout. It was made from plywood and lasted a few years before somebody who shall be nameless

reduced it to matchwood with a careless boot. The other bridges on the main circuit were made from a plastic doormat which I cut up with a hacksaw [Photo 8], this rewarded me with the only accolade I ever had from Peter Jones for adapting something cheap and totally inappropriate for use on a 16mm railway.

All photos Dave Pinniger unless noted otherwise.
Plan 1 Phase 2 of the AVR as reproduced in Sixteen Mill Today No 22 December 1982

Archangel single Fairlie "Lord Snowdon" crossing the doormat bridge. [Photo by Peter Dobson]



Pinnigers Patch - turns to super sleuth, now Dave Lemar adds a further slant....



Dave Lemar very kindly sent in some very useful information updating one of our cases in the last issue. As an addition to Dave Pinniger's super sleuthing over the Clay Cellars locos, he has expanded a lot on Graham Stevens himself as follows:

Graham Stephens' locos. I know Graham well; he did most of the development testing for his locos on our line (the Haytor Granite Tramway) as he lived only ten or so minutes drive away. His main business was Springside Models, which produced a well-regarded range of 7mm finescale loco kits (mainly GWR) and other castings, followed by Clay Cellars Castings. He built 3 coal-fired Sigatokas, 5 or 6 gas-fired versions, and 8 or 9 Adelades. Everything was designed and fabricated 'in house', using his own profile milling, pantograph and casting facility. We entertained on the HGT a film crew from the local BBC on one occasion, who wanted some interesting footage to accompany a piece on local branch lines - Graham kept his coal-fired Sigatoka in continuous steam for them for more than three hours (it is a very well-balanced and docile design), and only stopped when the conducted heat started to melt the flexible water pipes connecting to the tender. Graham is an excellent larger scale engineer, with a number of traction engines, gauge 1, 3.5" and 5" builds to his credit, but ceased manufacturing 16mm models due to health issues at the time.

Mind the gap

Here we have two gap fillers this issue. The Archangel Rheidol belongs to Mike (Bonfire) Morris, and given it is now very elderly (heritage), like its owner its overall looks belie its age (!), especially given his propensity to flambe much of what he has. Thanks to Dave Mees for this photo.

The Archangel Baldwin is shown at the 2009 Stoneleigh Association AGM, just before John Brittain bought it. You have seen it in its current condition, so it is interesting to note the loco in pretty much ex-works condition. It is worth commenting on the fact that Stewart Browne was perfectly capable of building scale prototypical locos alongside his basic pot boilers, and you should bear in mind that this is also coal fired. Thanks to Keith Skillicorn for the photo.



Take me to the Bridge

Looking at railway infrastructure, I saw this photo from Dave Mees with an early view of Abbey Junction on his Wigfa & Llanrwst line, referring to the fact that it was from a book.

I naturally asked, and he replied that:

'It all began with a bridge'. That was the header for an article in Garden Rail Mag years ago.

The book is a single copy of that article which a friend beefed up with some extra photos and had published by some outfit in Holland which did such things via MAC.

There is only one copy. That copy lives here. It was a sort of 'unbirthday present' probably for my 60th. The timescale fits. You can also see a pic of the book's cover.

Derek



Detective Derek, more clues,

If In the last issue we appealed for more information about a loco that Pat Brewer had come by. Dave Lemar kindly sent in the following which may help jog someone's memory? Pat Brewer's loco. It might be worth my adding a couple of details, as it may help to jog someone's memory. The loco came from a Great Central Railwayana auction last May. There were three other lots in the auction, all by the same builder and all battery powered. In each case, an item of rolling stock accompanied the loco to carry batteries, all built of steel. I would say that the builder was an experienced model engineer, as the construction is of excellent quality, everything is fabricated (not cast) and many parts have been milled from solid. Although gauge-adjustable, I would say that the builder concentrated on 45mm; the loco was set to that, and the design of the tender bogies made it difficult to re-gauge. The plate on the cabside reads 'WHH', incidentally, not 'WH'. I've attached the auction catalogue photos of each lot.

Case Two

Colin Terry we have an answer for you; Ian Pearse kindly responded to the request in the last issue about Merlin replacement pistons. He answers as follows: Regarding the person asking about replacement brass piston heads for the Merlin PTFE types, the Pearse Locomotives brass ones are a direct replacement. However, the 8BA thread will need to be changed to the Beck metric thread. It is worth mentioning that I have sold the Pearse Locomotives brass castings moulds to Matt at Meadow Castings. Separately we have carried wants for the old Colibri gas valves, which are different to the current Ronson type. I have now been advised that a few are available, and if you contact me I will put you in touch. Derek

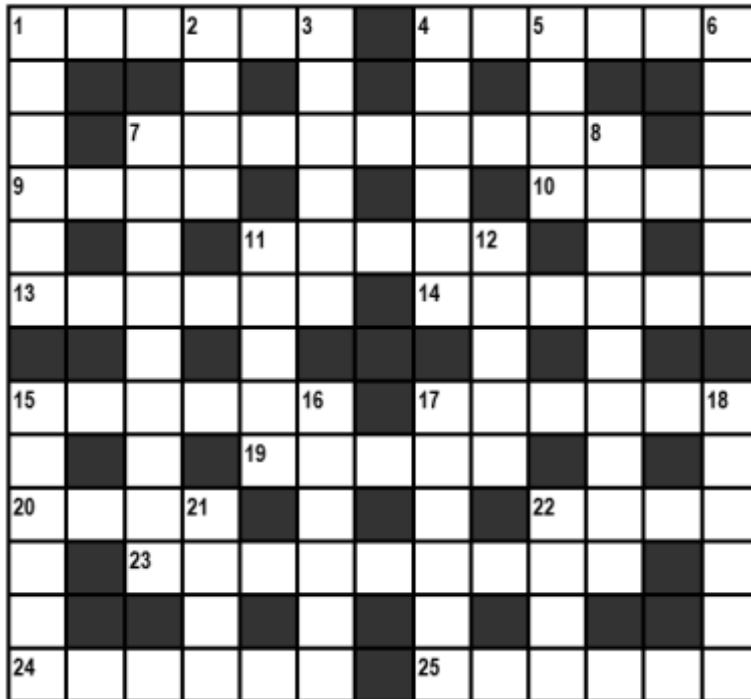


DJB Prince - on holiday

This is the bonus footage! When sending the video of the Parracombe line to me David also included a short clip of his own Prince model. It is on holiday at Dave Anning's hotel line in Torquay. This particular Prince was built from some part that David bought from Ian Pearse.



OILY RAG CROSSWORD NO 37



ACROSS

1. Tilt in road or tramway near Rye (6)
4. Former Ffestiniog station found in the story about Macduff W. S. Gilbert never wrote. (6)
7. A historic knight in Campbeltown. (9)
9. Diesel's audible warning device provided by deer's antler. (4)
10. Regulator at stop is turned thus. (4)
11. Tacit misunderstanding about where model railways may be located. (5)
13. Grass-cutting engines disturb rows E-M. (6)
14. Particulate emission from steam loco may be used on track. (6)
15. Annoying diesel loco sounded like a male bee. (6)
17. Fire or light signal. (6)
19. Length of a long-term railway project. (5)
20. Glasgow manufacturer provides film with steam locomotive sounds. (4)
22. Prefer nice hiding place for shady garden railway plant. (4)
23. I love neat redesign of side view of engine. (9)
24. Small Hudson wagon is a railway porter rewarder. (6)
25. Move any row to find the country of the Flåm Mountain railway. (6)

DOWN

1. Roundish lump of coal and cured pork lead to former home of London bus museum. (6)
2. German railway sounds like an American railway shed. (4)
3. Fastidious modellers strive in error to count these. (6)
4. Model ticket holds the clue to main-line diesel loco. (6)
5. Remove star from feasters to find payments for railway club's use of hall. (4)
6. Arrange escort for segment of railway turntable. (6)
7. Utter cry of delight over small valley in West Somerset. (9)
8. Welsh Oxford Simplex now renamed Holwell Castle. (9)
11. Refurbish early station on the Severn Valley Railway. (5)
12. Quotes sound like good places for building railways. (5)
15. Railway museum found amidst splendid Cotswold scenery? (6)
16. Rocky US station in garden vernacular. (6)
17. Be torn in pieces by metre gauge system in Northern France. (6)
18. Quartering angle I net in North Yorkshire initially. (6)
21. Catching position for detachable coach (4)
22. BR standard class depicts number of wheels in a bogie. (4)

Solution to OILY RAG CROSSWORD #36 (republished in January/February Throwback Modeller #37)

ACROSS

1. Fireless; 5. Chop; 9. Cackler; 10. Annie; 11. Edward Thomas; 13. Elbows; 15. Finger; 17. Doubleheader; 20. Amine; 21. Railing; 22. Plug; 23. Cashiers.

DOWN

1. Fact; 2. Raced; 3. Lilian Walter; 4. Stride; 6. Hanomag; 7. Pressure; 8. Machrihanish; 12. Headlamp; 14. Boucieu; 16. Sherpa; 18. Elite; 19. AGMs.

Diary Dates

Contact us..

16mm Heritage Locomotive Owners and Operators Association

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Saving the best 'til last—always! Derek mentioned the rain in his editorial, we've got spring blossom's here. I know because I spend ages vacuuming it off my rails! It looks lovely

but..... I'm getting excited about re-visiting Stoneleigh. I'm still have no idea which locos to take. Is it like picking a favourite child? I'm tempted to take my Archangel Moel Tryfan, the unique safety valve sound will enable you to find me, and if

sound location is not enough - I will be around the Modular Layout if you want to say hi. In other news the box of bits I shared the photos for has now started to look like a locomotive again. I'm so grateful to the Heritage community who between them managed to help me in my hunt for missing parts. It's amazing, I still have a new meths tank to fabricate, but with photos from three separate friends who each sent me photos of the underside of their locos I'm confident that I'll be able to build a replacement "dead ringer". In his opening editorial Derek also touches on the complications at home. Throwback has taken on a life that is far greater than Derek or I envisaged. Looking to the future we acknowledge we need to bring others into the team. Does that interest you? If so get in touch with either or both of us. It's not an immediate request, but it's something that we're both aware of as we juggle, health, family, and work issues. See you at Stoneleigh ;-) Nigel!



Tail
Lamp

TBM #37 score card

Team tram (Derek) - 0

Team L&B (Nigel) - 8

"No trams Derek?"