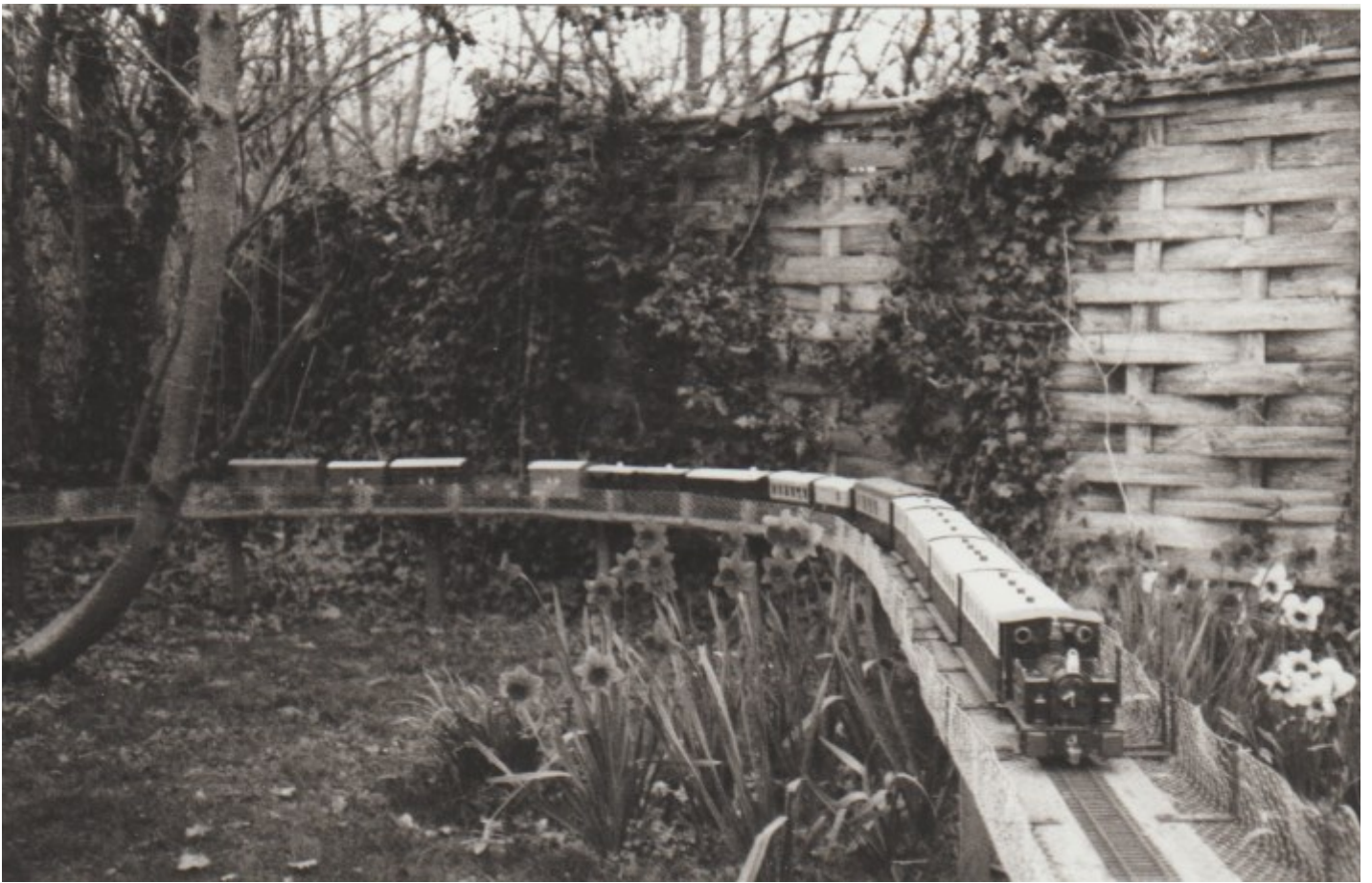


THROWBACK MODELLER

January/February 2025

Issue 43

Home of 16mm Festive Heritage Modelling



A case of the Angus Blues

Three times a Prince

Monday Meths Magic

Throwback Modeller

ISSUE 43 JANUARY / FEBRUARY 2025



Cover shot; From Dave Pinniger - Thought you might like this 40 year old photo for Throwback. It was taken on Paul Stoolman's track in Bourne End when I was reviewing the new Roundhouse Charles Pooter for Model Railway Constructor in 1984.

It coped with this enormous 15 vehicle test train which was far too big for my line. Happy Days.

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Welcome to Issue Forty Three

It still amazes me that there is so much "new" old material to discuss and document every second month. That amazement is also very exciting as we join the dots, linking original and current owners of specific models. There's also the broad variation, delving into this issue you'll see another update on 16mm figures. There are several companies now offering laser scanned and resin printed figures. The figures shared in this article are clearly identifiable "characters" – the 16mm equivalent of Madame Tussauds? Staying with the theme of people I can confirm that both Derek and myself are planning on being at the National Garden Railway Show on the 12th April. I'll be around and about the Modular Layout, and always happy to have a chat. Derek, will be floating around. It would be great to get a Heritage Layout and display at the National show again. There's something about evoking memories (and maybe a whiff of meths?).

In my planning for the National show I was starting to ponder which loco/stock combination to take. Yes there's the in-built desire to take my large coal fired African monsters, but my head always goes back to my Archangel Moel Tryfan. Mr Archangel got it absolutely right with this model. It has everything. The articulated power bogie is excellent for the inevitable tighter radius curves of an exhibition layout. The sneaky Roundhouse burner retrofit gives me dependable combustion and the radio controlled regulator makes it all very controllable. While my own Gowrie shares the same the same articulation it doesn't have the characteristic safety valve! So for the next month be assured I'll be going back and forth in my mind about which locos will be "out to play".

One loco that sadly isn't in contention for running at the National Show is the long awaited completion of the rebuild of my Mike Beeson L&B. I've still not completed the reassembly. I was on a euphoric high when she ran back and forth down the sidings here. My joy was short lived when I realised that I'd not sprayed the dummy firebox crown. Under domestic rule #3, spray painting is banned inside the house, so I've desperately waiting for it to warm up to a point when again I can repurpose the garage into a spray booth. My dream is to run a full Beeson L&B train. All the pieces of the puzzle are there, with the exception of the firebox crown languishing in grey etch primer.

Nearly there now....

Finally the elephant in the room, this issue is really late. Can we repeat the request that content and contributions are sent to our shared email which is throwback.modeller@gmail.com this will be a massive help. We've hit a number of frustrating challenges moving files off Derek's computer, and using the shared inbox mitigates those problems. I've been out in the garden this morning to survey the slumbering railway. There's the inevitable tidy-up, but I was pleased to see that the main running lines are looking good after their winter hibernation out and resume running! Thanks, Nigel.





It's all there in White and Black

Two subjects in one, as this also covers our 'a railway runs by'. Taken about 2010, Dave Mees has shot the pub in winter attire, with the old Abbey Junction water tank, as well as the footbridge. The old triangle and short tunnel are still far left. Who needs trains with this to look at? Continuing the winter theme, I really liked this shot of a then new Roundhouse TAW out playing. Taken by Trevor Garnham, it was part of a raft of largely L&B inspired shots on his own line. I have asked him if he would write a piece for this magazine.

After Steve Herring recounted the enforced retirement of his early Roundhouse Dylan in the last issue, he found this photo of it out with the snowplough, and it stirred him into thinking that maybe one day he might bring it back into the workshop for a rebuild.



Finally, Dave Pinniger used this photo of his Cackler out with the plough on the AVR for his Christmas Greetings card.



**With best wishes for Christmas
and the New Year
Dave and Becky**

Fleeting - Nant Mawr Light Railway Locomotion Railcars

Robert Groom writes, the NMLR currently has a fleet of three Locomotion railcars available for service. Two are steam powered whilst the third is battery powered. All three are quite old now, purchased in the mid 1990's. These railcars saw regular use on our old layout the North Meltham Light Railway, particularly on branchline services. The two single car units now see sporadic use whilst the two car unit is rarely used, although at the time of writing it is being put back together after a good overhaul.

The steam railcars can be very temperamental in operation, I tend to try and keep

the water gauge 2/3 full and the gas valve just open. I am careful to set off as too much regulator seems to put the flame out so I just open the regulator slightly to start with. Doing that, I can keep the railcar running for 50 minutes (inside) on a single fill of gas and frequent water top ups using a small syringe. Beware however, as you do tend to get burnt fingers!

In the Huddersfield R M 16mm group we could at one time boast seven of these railcars, but members unfortunately passing away means that some collections have been sold on.

By Robert, Andy and Rodger of the HRM 16mm Locomotion railcar fleet



A Tram-tastic year?

I really am grateful to Graham White, who unearthed quite a few photos looking for something in particular. If you have a file of pics. that goes back in time, why not also have a wander through and send us anything you think would sit well in the magazine?

These shots were all taken at the AGM. I know the first tram, as it is a John Angell Falcon locomotive. John made a few of these, using Roundhouse mechanicals, and thanks to Dave Pinniger I have an ex Neil Ramsay body from one, which I have yet to marry up with some mechanicals.



The brown Laurel Bank Light Railway tram I am sure I recognise, but if you know it please tell me. The green Ilen was taken at the 2011 Show, whilst the very nice tram and trailer was at the one in 2014. Any information on the above would be welcome.





Merddin Emrys and Fairlies

The Festiniog Railway have turned out Merddin Emrys in the early livery. It looks stunning, as per the photo. It is a fact of life that people are not always aware of change. In the case of this loco, some people express surprise at the cab design on the Steamcraft model, and say that it is a shame that David Taylor did not make it as it should be! Well, thanks to Dave Pinniger we have photos of the old and new, and his early shots show how it was in the early preservation era. Keith Skillicorn has a photo of he and his brother standing in front of the fairlie in the '60s.



The Angus Price

Having been successful in moving two of the three locos built by Peter Angus, in the last issue, there is one remaining for sale. As it is an early loco, it seemed worthwhile in sharing what we have on this model, as it is of heritage interest, and may also help someone to make up their mind?

"A & G Price of Thames. The firm was established in 1868 by brothers Alfred and George Price...Price supplied a large number of locomotives for the [New Zealand] Government railway, a total of 123 Locomotives over the period 1904 to 1928. The C and Cb engines used bogies derived from the Climax locomotive. WN17 was based on the design and dimensions of Cb113 built in 1924 and delivered to the Tunnel Timber Company at Tapawae. The locomotive was designed to negotiate curves down to 50ft and surmount grades of 1 in 10."

"...The model uses outside frames and crossed helical gears...the drive is from a twin cylinder Caton marine engine to a splitter gearbox and then using carden shafts to the bogies...The bogies themselves are built up from bar stock and fitted with dual gauge wheel sets. This requires the frames to be outside the wheels. "



The boiler has been removed, cleaned and tested. December 2024 Certificate. The gas tank has been converted to take a modern Ronson type filler valve and certificated December 2024. The loco has been steam tested successfully on the bench. Enquiries to Derek please.



Sales, Wants & Solds

We did very well with sales in the last issue, which is maybe a sign that better weather is imminent?

I am pleased to report that the Roundhouse Charles found a new home, to be reunited with his two sisters. Both the Angus Sentinel tram loco, and the Chaney Climax sold quickly. The Friog diesel has sold as did the DJB Prince. The Sentinel railcar has sold. Both the Angus Forney and the Garratt have found new owners. The RWM DeWinton has been bought. And finally the owner of the early Lady Anne has rediscovered his love of the loco, and withdrawn it from sale. Have you ever washed a car and photographed it to sell it and then changed your mind..... It happens with locos too.....

Sale items

There are two collections now for sale this issue, at this point, I should mention that both are abroad, but the vendors are aware of carriage and duty implications, and therefore will be sympathetic in negotiations. The larger group are offered by Peter Foley, if you are interested then please email him at: pdfoley@cogeco.ca but copy me into your correspondence please. The smaller collection, of John Bell, you should contact me in the first instance.

The Peter Foley listing - which is text only with no pictures, for further information please contact Peter (note there is no #4 in this listing);

1. Mamod, ga.O, medium green bodywork, spoked wheels, 40PSI silver soldered boiler with water gauge, and new throttle, currently gas fired (Derek Goodall meths burner on hand, but not yet fitted) manual.
2. Roundhouse 'Dylan' with tender, 1985, gauge 1 (fixed), meths fired, non-standard Roundhouse colour (spray painted reddish brown by owner, nice job), manual control.
3. Maxwell Hemmens 'Ogwen', black, ga.O, gas fired, manual control, no external reg or steam pipes, but I don't think it ever had them
5. Roundhouse 'Charles Pooter' black, re-gaugable O & 1, meths fired, round specs, manual control.
6. Roundhouse 'Lady Anne' 1984, 0-4-0T, black, ga.O, meths fired, manual control, full cab.
7. Roundhouse 'Lady Anne' 1984, 0-4-0T, black, meths, waist height open cab,
8. Graham Stowell: Lagos Tramway loco, Mamod based, ga.O, meths fired, manual, needs additional insulation if to be run (paint bubbles)

9. Graham Stowell: 'Dune' series, 0-4-0 with exterior regulator on dome, turquoise, was to be named 'Irulan', needs filler connection to check valve if to be run
10. Mike Chaney 0-4-0T green, inside frame slip eccentrics, ga.O named 'Tam Lin' (ex. Barry Reeves), no rear cab sheet, rough paint
11. Roundhouse 'Dylan' 0-4-0T, ga.O fixed, pot boiler was meths, now gas fired, black, rough paint, 1984?
12. Aster GER 0-6-0T, ga.1 standard gauge (1/32 scale), blue, meths fired, never run
13. Roundhouse 'Charles Pooter' re-gaugable, black, manual, square spectacles.
14. Archangel 'Jack', Cliffe Hill Mineral Rwy, ga.O, coal fired, cross head driven water pump,
15. Finescale GVT Sir Theodore, meths fired, damaged paint starboard side, front from meths fumes
16. Dacre, Peter Jones design scatch built using many RH parts, black, VERY heavy
17. Beck 0-4-0T 'Anna', green, slip eccentric, gas fired, worn valve gear
18. Beck 0-6-2 'Helene', green, slip eccentric, gas fired
19. Beck-Merlin 'Matador' 0-4-0+0-4-0T cast aluminum frame has warped ('Bananador?'), wheels won't turn
22. Wrightscale 'Tattoo class 0-4-2T gas fired, ga.O, green, in original box, test run only
23. Wrightscale 'Wren' kit, includes Wightscale-made boiler
24. LMS 0-6-0T ga.O, O scale, meths fired
25. Accucraft War Dept. 4-6-0T, gas fired, water top up, black
26. Accucraft Kerr Stuart Brazil class 'Excelsior' ga.1 manual, blue, gas fired
27. Wrightscale basket case War Dept. 4-6-0T, terrible grey paint job
28. Merlin Sierra Leone 2-6-2T Hunslet, first run, lift off body, green, ga.1, gas fired
29. Roundhouse 0-4-0T Billy, gas fired, dual ga. O&1, green, RC
30. Scatchbuilt Shay, Mamod cylinders, gauge O, black, silver soldered boiler.
32. Roundhouse 'Bertie' basic series, maroon, with gauge glass and pressure gauge
33. Bits-built 'Baldrick', 0-4-0T; scratch side tank upper works, black; bespoke 40 PSI Silver Soldered boiler made to fit; Bowman 0-4-0 chassis w. single acting cylinders, minor work to finish
34. Accucraft 'Decauville' 0-4-0, 7/8ths scale gas, black, manual
36. Regner 'Konrad', single vertical Ossy cylinder to gear drive train, green cab sides, slow runner

37. John Precott 'Robin' 0-4-0T side tanks, green, ga.O, no dome, ding on forward corner cab roof, starboard side

39. Finecale Engineering Cranmore Peckett, maroon, under floor whistle, boiler top up, ga.O, gas fired

41. Locomotion steam railbus, green and cream, vertical boiler in cab, vertical engine in cab, gas fired, passenger section with figures included

43. Cuckoo's Nest 'Katie', 0-4-0, Ossy cylinders, Mamod style regulator, brown, roundhouse lubricator and steam stop-valve fitted

44. Scratch-built, 'What Brick should have Been' by David John, ga.O, meths fired, single inside cylinder, scale model of prototype for a five-loco run that never went forward,

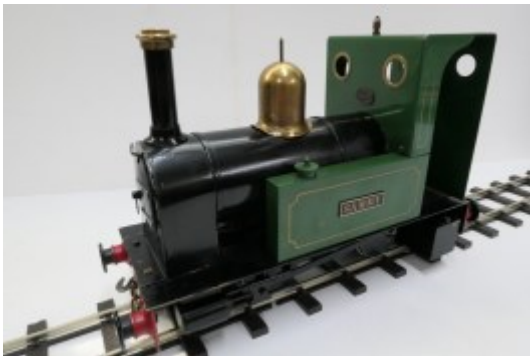
47. Accucraft War Department 4-6-0T, gas fired, boiler top up built in, manual, black

48. Scratch-built Mamod vert. single cylinder powered steam tram loco, wood bodywork

49. 'Ariel' hot air engine kit

The John Bell collection is equally fascinating, but this time please contact Derek.

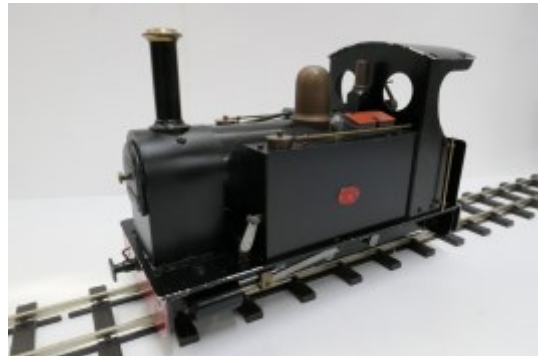
Archangel Sammy 32mm gauge 0-4-0 single cylinder meths fired pot boiler, runs well. Throttle on cab backsheet, boiler level try cock and lubricator. Paintwork a bit tired and there may have been some paint touch up done in the past. Dummy outside cylinders.



Finescale Cranmore Peckett A beautiful example of Tony Sant's work in a dark green lined livery. 32mm gauge 0-4-0, gas fired. Lovely smooth mechanism and runs accordingly. Fitted with whistle, Enots water top up valve, P.G. water level try cock and lubricator.



Geoff Jones #4 An unusual and attractive simple freelance 0-6-0 model built by Geoff Jones. 32mm gauge meths fired pot boiler with a builder designed oscillating motor in the smokebox driving via gear and chain and the reverser stand in the cab. Dummy cylinders. No lubricator, oil is dripped on the motor manually via a small tube in the smokebox. Runs nicely but paintwork does betray the loco's age, and is tatty in places. Description of this loco can be found in Throwback Modeller Issue 35.



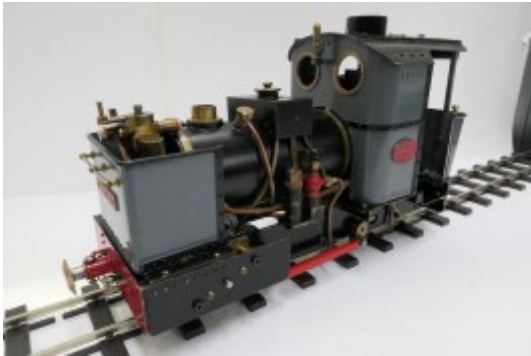
Morgan Baby Garratt An imagined baby version of the Congo "Mayumbe" Garratt built by Malcolm Morgan in lined burgundy. 32mm gauge 0-4-0 + 0-4-0 with a gas fired boiler supplying an oscillating motor under the frames driving the bogies via shafts Climax style. Fitted with Goodall valve filler, P.G. and lubricator. In almost original condition and only run 3 or 4 times. Runs nicely.



Peter Angus Cleve An unusual and unique model of a double ended Hohenzollern fireless tramway locomotive that once serviced a nursing home. Angus Works No: 167 built 2004 and named 'Cleve'. 32/45mm gauge 0-4-0 gas fired (boiler disguised as the steam reservoir) powered by an oscillating motor mounted under the body and a geared drive. Comprehensively fitted with water gauge, boiler blowdown, water level try cock, P.G., lubricator, water fill valve and clack, and separator drain to trap exhaust oil. Beautiful to run and excellent condition. Described on page 84 in the book Peter Angus - Locomotive Builder.



Peter Angus Sentinel A model of an 0-4-0 Sentinel 80HP industrial locomotive by Peter Angus. Allocated works number 63 it is the 4th of the Sentinel type built by Peter Angus. 32/45mm gauge gas fired with oscillator motor behind the front shroud driving through gears and rods. The steam exhausts via the cab roof to simulate the vertical boiler in the cab of the prototype. Fitted with P.G., water gauge, lubricator, exhaust oil separator and filler valve with clack. In good 'as used' condition given its age and still runs well. The Sentinel models are described on page 69 of the book Peter Angus - Locomotive Builder.



Then the following are new individual sales items and as usual please contact Derek to register your interest and Derek will connect you with seller.

An imp MODELS NWNGR coach no:7 kit, as per the photos. Despite the label, it does in fact contain bogies and 32mm wheelsets. Never been touched. Initial cost was £75, and this kit is now offered for the same amount.



A Jurassic/Triassic Hudson Tool Van kit. Offers please

As there are a few signallers amongst our readers, perhaps they may fancy a 9 lever frame in brass? 5" x 1 1/4" x 2 3/8". The nuts at the base of the levers take a 5/32" spanner, whilst the levers themselves are 3 1/4" tall.



A DJB Prince. A very desirable and rare model. This loco has just undergone a full mechanical recommissioning and is running well. It is fitted with the little jewel of a V4 steam motor. The loco is radio controlled, and as it is currently in this area we could provide detailed photos if requested. Sensible offers invited.

Pearse Ulysses. This was the last of this line, and is 45mm. I have a number of photos. Please enquire about price



IP Jane. Sweet little loco, and one of the earlier versions with the brass smokebox. Selection of photos available. Enquire about price.



Accucraft Leader. New and unsteamed and with original box. As above regarding photos and price.



Accucraft Mortimer. One owner, little use and in excellent condition. Same comments as above.



The following four items are offered by a close friend and neighbour of mine, so I can vouch for the provenance.

Accucraft Ragleth 0-4-0. Maroon with 'Tinker' nameplates. Purchased new May 2017. Converted to Fly Sky r/c but will need transmitter which is around £60. Offers in the region of £600 considered.

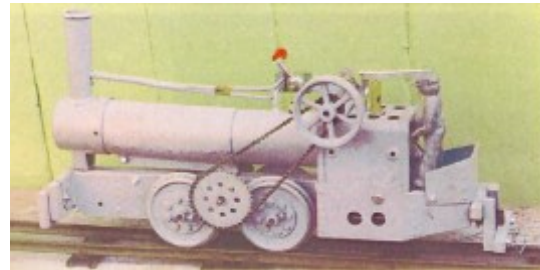


Bachmann Shay 2 truck. Track powered and 45mm gauge. Imported from Trainworld N.Y. in April 2001. Complete and in original packaging. £200 - no offers.

Bachmann Connie G gauge. Bought s/h in as new condition Dec. 2015, and complete with original packaging. Converted to Fly Sky r/c. Comes with battery car, a Bachmann 8 wheel caboose. £300 - no offers.

A Perfect World Welsh Highland Railway Summer coach kit. Can be built with either barred or semi-glazed windows. Comes with 32mm bogies and Brandbright wheel sets. Cost in 2013 £170 for the kit alone without running gear. The vendor also advises that it is heavy from the point of view of postage. Perfect World are very well thought of. Sensible offers invited.

Very much one for the engineer among you with a quirky side! Pretania Foundry made a loco conversion for the Mamod traction engine. The loco will not run, and the whitmetal wheels have a distortion, so reasonable offers considered.



The KI Garratt and Kitson Meyer that were the subject of an article in the last issue, and are for sale, were brought by Andy Hobden to Exeter and were on the heritage display. During the day he ran the Kitson Meyer for a time on the layout. Both locos are imposing, and whilst not detailed to the same degree as more modern models, they still looked well and had a presence. The Meyer ran really well, and the sound on it was very good. My only comment is that they are both large models, but very good value for money. Each comes with a Fosworks controller. You need to contact Andy Hobden directly: atlh@hotmail.co.uk, and make him an offer of around £730 for the K1 and £690 for the Meyer.

For the moment, there are three locos available, and details are in previous issues. The first is the Merlin W&LI No: 14. It is in very good condition for its age, and shows no signs of any real use. It came from Australia. The r/c will need upgrading. The vendor painted the body in pageant blue, whilst the rest is still in ex-works green. However, as the body was designed to lift off in one piece, this really isn't a difficult job to repaint.

Next we have Lee. A Roundhouse Lady Anne fitted with a bespoke body by PPS Steam when they traded. In really lovely condition, and with upgraded r/c. I have a few photos. Reasonable offers considered.

Finally the electric Finescale Leek & Manifold is still available at £1,250. I was advised after the advert that this loco may well be to a scale of half inch to a foot. I got the three principal dimensions from the vendor, and then compared them with those of the Roundhouse variation, as well as those produced by Pease Locomotives and a one-off by Mac Muckley. There was a



very small variation in millimetres between any of the four. I also established that the model is track powered. I have six photos of

the model, and apart from very minor scuffing of the bottom of the cylinders it is in excellent condition.

In addition to these there are a number of interesting locomotives that Marc Horovitz is listing for sale as he reduces his personal collection, the list is down to 7 locos now. See the full listings by following this link; <http://sidestreet.info/Usedpages/usedintro.html>

In closing out the sale items, Derek is asking for sellers help where they have been listed in earlier issues, and not yet sold. So, if we have dropped listings and you still have the items, we will happily put them in again if you get in touch.

WANTED There has been some good success with these, and we've got a couple of new items in the list this issue;

Cheddar Philadelphia in 32mm gauge. Red preferred but will consider any colour

Cheddar Hercules, 32mm gauge. Can you help please?

A John Shawe/Roundhouse coal fired Jack.

We have someone who wants (if possible) 2 unbuilt kits for the DJB coal fired 0-6-0 tender loco Emma. Part built or running models would be considered.

A Regner Victoria Plynlimon and Hafan Tramway locomotive, or a good scratchbuilt version. The enquirer models the Tramway, and has recently taken delivery of an Accucraft Rheidol, as well as having a Yatton models coach, so it will be an appreciative home if you can help please?

A Wrightscale Baldwin, and if in its GVT guise then even better. (**See the Peter Foley listing.....)Or Steve Acton GVT Baldwin or any version really. An extremely well deserving home looking for one

A coal fired loco which is easy to run or equally if you have a Mike Lax, Peter Angus or David Hick model needing a new home, then please let Derek know and he will put you in touch.

A Corris loco, Wrightscale or similar. (**See the Peter Foley listing)

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.

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.

**See the sale adverts

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 Tallyllyn locos means that their new owner would now like some prototypical rolling stock for them to haul. 16mm scale, and 32mm gauge. Coaches are preferred, but wagons would be considered.

A while back, the late Jack Wheldon's son John produced a DVD taken on the Border Counties Railway, together with a book of photos and stock etc.

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

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

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

Vertical boilered Shay, such as 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. (**See the Peter Foley listings)

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.

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

Any small and interesting steam loco

Tom Cooper Mini Mule.

Archangel Brick - any cab profile.

AUCTION REPORT



Throwback Modeller Auction watcher Chris Stockdale came up with the following:

As usual commissions of up to 30% have to be added to these

figures.

SAS Auctions had five lots as follows:

Steamcraft Mountaineer, black, some parts dismantled. £440

Roundhouse Lady Anne, red, r/c. £420

Accucraft Excelsior. Blue. £420

Accucraft Quarry Hunslet. Black. £700

0-4-0 side tank. 45mm gauge. Maker unknown but has leanings towards Merlin/Tom Cooper. £270

There was also a tan Roundhouse Bertie in the same auction, but I do not have a sale price to hand.

A really nice looking Roundhouse Lady Anne was sold by Auctioneum for £600.

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.

EBAY WATCH

As usual, this is compiled using heritage models under the listings of SM32, 16MM Scale, and Live Steam Locomotives.

Given the time of year, it is not surprising that activity has been fairly slow. What I have watched is as follows:

A Black Merlin Midas, early body shape, still listed at £1,245

A Regner oscillator, with plantation style bodywork, comes with two IoM four wheelers and three skip wagons, listed at £924.

A project Linda, fairly complete and based on Keith Bucklitch plans, is currently at £1,281.

An unfinished Kerr Stuart 0-4-2 had 9 bids up to £617.

An Accucraft Excelsior had 8 bids to £760.

A John Prescott battery loco had 12 bids up to £410.

A battery steam outline loco ended at its listing of £500. Unsold?

A blue 0-6-2, part based on Lady Anne bodywork but with oscillating cylinders, remains listed at £1,250.





David Duggleby Auction - an update

My thanks to Dave Lemar, who supplied these photos and update on some locos that I had briefly mentioned in the last issue.

He commented as follows:

Here is a bit more information on the six locos that Chris Stockdale mentioned were auctioned by Duggleby recently. All were built by our friend 'WHH' (whoever he is!), as was the red tender loco that I had and you featured recently in TBM. The auction was in Scarborough (I think), whereas the one that I bought was from a sale in the Midlands, so no idea where they might have originated. The highest build number is 76, so who knows how many more there are out there!

I went back to the auctioneer before the sale to point out that, despite their descriptions, the only Roundhouse components were boilers, burners and gas tanks. What they described as 'Roundhouse Remote Control' were actually battery-powered with no Roundhouse components at all. They did get back to me after the sale and mentioned that some online buyers were a bit disgruntled with the descriptions...

The build serial numbers, lot numbers, and prices achieved (including buyer's premiums) were as follows:

Build #12, lot# 3000 0.6.0, £416

Build #16, lot# 3001 0.6.4, £494

Build #76, lot #3002 0.6.2, £546

Build #1, lot #3003 0.6.2 osc, £468

Build #4, lot #3004 0.6.0 battery, £286 (no photo)

Build #15, lot #3005 0.4.0 battery, £312

Following on from Dave's comments, we are slightly surprised that no-one seems to have any idea of the builder WHH, which appears on the maker's plates on these and other locos that we have encountered. Equally, it is worth taking on board the fact that details pertaining to auction lots are not always that accurate.



Irish Railways Volume 3 - The Irish Narrow Gauge (1939 - 1959): If, like me and quite a few others, you are a fan of the Irish narrow gauge, then this is 54 minutes of wonderful footage. You can see 4-8-4 tank locos, 4-6-0 tender locos and also railcars, as well as getting a good idea of the sort of terrain that the lines passed through. As someone who went out and followed the Tralee & Dingle, I can assure you that most of it is dramatic and wild! Thanks to Steve Bradley for the pointer to the clip.

Narrow Gauge Around the World Part 2: This features Nepal (worth it for the culture as well as the trains), Tipong Colliery, The Darj. and Riga sugar mill. Highly recommended. There are a number of clips in sequence, all accredited to Peter Crook, with and without the word railway in the title. Also worth watching is:

Narrow Gauge Railways around the World Part 3: which features The Harz, Viseau de Sus Romania and Poland.

The Beautiful Wigfa & Llanrwst Light Railway - Trains in the Garden. You have seen the photos - now watch the movie.

Mount Washington Cog Railway: Weird and wonderful.

The Woodburners of Paraguay - English - Great Railways. Just watch this - it is great and another world completely.



Mike Gaskin

As I intimated in the last issue, I intend to focus on the man himself, and some of the locos that he built. As a starter, I asked Marc Horovitz to write a piece, which is in this issue to begin the series. The three photos show an early Mike, with and without Dave Rowlands, running Billbo Baggins, as well as a much



later pic. taken maybe some eight years ago, when we managed to get Mike to the Exeter Show. I believe that the photos were taken by Dave Pinniger.

I have kept in touch with Mike over the years, yet when he first entered the 16mm world he was a signaller for British Rail (please note Greg and Tim) and lived only a few miles from me in Surrey. We never met then. nor when he lived in Boscastle before becoming victim of the terrible floods that washed much of the town away. We only met after he settled in Devon, and basically stopped his loco building.

He was an experimenter, often built large, and said to me that he didn't always do it by the book, just because he could do it differently. An example is shown here in a photo by Dave Rowlands.

It is of a Beck "Helene" rebuilt to American style by Mike in 1987. Gauge 1, and gas fired, it is pictured at Four Oaks mpd on Mike's North Surrey Downs Railway at Caterham.

On that same subject of being different, the signal photo is also from Dave Rowlands, who noted on the back that: A typical example of the high degree of insanity currently observed by the

visiting railway Inspector! The main aspect is for the cross-eyed, clear for this



route to Four Oaks, and to the left and below, a 'bat-box' single yellow warning signal, pop-up or 'ghost' type (i.e. only shows a light when clear). Hopefully this final outrage will get signals out of his system!

Mike made a note also on the back, which read - 'Please don't laugh, as I was rather fond of it'. As a result of the last issue, Mike emailed me with the following: Just to thank you for the latest issue which was found ok on the Shropshire Group. Lots of interest as usual, and that Shay again! When I look back over 30 years ago now, I could never quite believe how I managed to build what I did - things weren't exactly easy in



"dem days". However, I did turn out a fair number of models then. This was greatly boosted by frequent letters from Jack Wheldon and a huge amount of exchange that was had, Jack was very close to attempting an internally-fired loco back in '87 after a visit by Rajim to the BCR but wasn't convinced that such a thing would be very practical, needing far too much attention to the fire. He was almost right, Rajim could be hard work - witness my keeping him in constant steam for two hours at Kew one year. I nearly had to have a lie down afterwards! The later "standard" internally-fired boiler engines that came afterwards were more manageable..... (Derek says that Rajim will be the subject of a detailed article coming up)

I was hoping to try and recover at least part of my old Boxwood Tramway from the attendant undergrowth, but the weather wasn't great here during the summer. However, it did get Roundup tipped all over the trackbed and it's still there somewhere. Might be able to do something in 2025, although I haven't any 32mm stock at present.

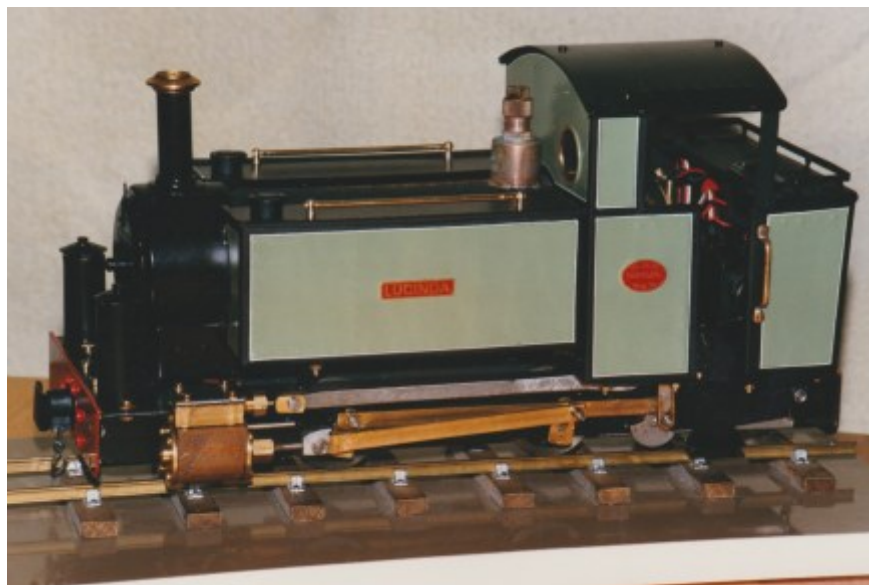
If you have, or at one time owned, anything built by Mike, or you met him and have a tale to tell, then please share it with Derek.



... those Heritage photo memories

These photos came from Dave Pinniger, and he writes. I attach scans of two interesting photos from Jack

Wheldon which I found in my heritage photo box when looking for some shots of the Archangel "Jack". According to Jack Wheldon's 1987 notes on the back. "Lucinda" was built by Donald Porter in Newcastle using several of Jack's ideas. Pot boiler firebox, Porcupine boiler, Jackshaft drive for the valve gear I wonder where it is now? Please tell us if you have any idea.



The other B & W shot on the BCR, probably taken by John Wheldon is of Tom Cooper's Beck Helene "Pidlington Playboy" as Anglicised by Merlin. Jack had the loco on loan for one of his Buyer's Guide to Steam articles.



The third photo is a little blurry, but worth including as it shows an event that many of you were witness to. It used to be that we held a heritage auction at the AGM, which from the commissions generated an income stream to the Show. This particular year, with help and permission from Nigel, the then Association Chairman, we arranged to get David Hick there, and had a special display of his locos. We also managed to get a few of the antique firearms he used to make. As a surprise, just before I started the auction, I called David to come forward, and on behalf of heritage we presented him with a plaque to thank him for his contribution to our hobby. If you look to the left of me, the first facing person is Dave Lemar, and the second person in the tweed sports jacket is David. It was quite an emotional presentation, and we were grateful to Raif Copley who brought David. Little were we all to know that shortly after this we were to lose David in a hit and run incident in his home village as he walked his dog.



DEREK



Nonagenarian Jo

Dave Pinniger had a recent phone call from France. It was Jo Wheldon, widow of Jack, and she now lives with her son in a self contained flat next to his property. She is 98, still very much on the ball though somewhat hard of hearing, and not too mobile. Her call was in response to Dave having sent her a copy of an article about Jack's tram locos that he had just written for Garden Rail, which had given her many happy memories. Dave remembers her as being a very good host when he made visits to Jack at Burbage with his family, as well as focusing her husband on a growing list of unhappy customers when he was experimenting rather than finishing the locos they had ordered!

The photo of Jo was taken by Dave at the AGM in 2010, when she came with her children to see the display we had collected together of Jack's models.



Dave Mees is responsible for this photo, which also serves as your black and white offering. It shows his Don Pearce Prince, still running well after many years of service, pulling his vintage Festiniog rake, which he captions as:

Ashbury, Pearce Birmingham x 3, Beeson Birmingham x 1, Ashbury, Lineside Hut Lge bogie luggage van No:5

Pinnigers Patch, Revisiting the first Misbourne Valley



General view of the MVR with Colin on the right watching Paul Stoolman and his meths fired Archangel "Taw".

Dave Pinniger writes,

When I was searching through a box of old colour prints to write an article for SMT on Steve Edwards' splendid Misbourne Valley Railway, I found a few shots from the first Misbourne Valley Railway built by Steve's father, the late Colin Edwards'. There are some happy memories here that I thought I would share with readers of TBM.



Dave Rowlands' venerable Archangel Brick "Lucy" passing Colin's scratch built battery railbus.



The main station with Colin's scratch built, L & B inspired loco passing my Tony Sant Hunslet "Louisa II".



"Cromwell" an oscillator powered loco built by Colin, showing both Colin's sense of humour and frugal approach to modelling. The nameplate is half of the Britannia "Oliver Cromwell" plate, and the loco was based on an Irish Clogher Valley tram loco.



A John Prescott "Robin", which I was reviewing for Garden Rail magazine, on a long train of Colin's MV open wagons. Incidentally this little loco ran very well and really impressed Colin.



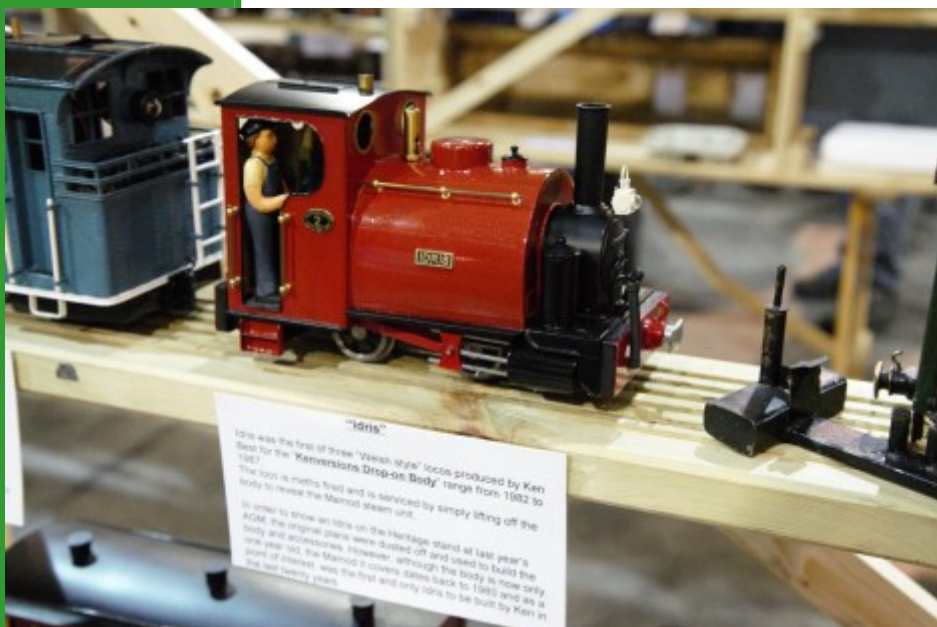
"Lady Sarah", an early meths fired Roundhouse "Lady Anne" pulling a train of Colin's home-made MVR coaches on the short lived branch extension.



Is that really a Mamod?

Graham White recently came across these two photos, taken at the 2009 16mm AGM at Stoneleigh. Both Kenversions drop on bodies, the details of Idris are in the photo. By the way, the rear of the loco to the left is Miracle, the very first Mamod conversion that Ken Best made. It was based on an American switcher. The other loco has a tender, which again Ken made and offered (I managed to get one of these). A clever and well executed idea that had more than a hint of the Festiniog George Englands in their modified form.

If you go onto You Tube, and just put in PJLW Kenversions, you will pick up a couple of relevant clips about one of these locos. PJLW by the way is Peter Jones Loco Works, and there are a number of interesting clips of his if you browse. Derek



An early Kenversions "England" on display at one of the first Association conventions. Photo Ian Cross





Emett Fan Club

Peter Butler has graced these pages before, as also posting a number of clips on You Tube of his Brockhampton and Umbridge Railway. After carrying some photos of his home brewed models in the last issue, I am grateful to him for this collection of Emett inspired locos. Okay, I am a huge fan of Rowland Emett -



if you do not know of him, but are old enough to have watched the film Chitty Chitty Bang Bang, then he was the inventor/builder of the whimsical machines such as the vacuum cleaner, the breakfast machine and more. If you just put Rowland Emett into You Tube you will begin to see the scope of his creativity.

I really like these models (obviously), and you can see most of them running in the aforementioned You Tube clips. Peter wrote the following:

I love everything about Emett and am an avid collector of anything connected with his career. I take great pleasure in his cartoons in Punch and all of the books containing his work, and I have a great number of

those. Also, magazine articles, postcards, ceramics, playing cards, greetings cards, jigsaws etc. etc.....

I travelled to Peterborough in 2013 to visit the 16mm show there and entered some Emmett models in various MOTY categories. I won the Gordon Diplock Trophy with my 'Early Morning Milk Train' and Highly Commended with my 'Rail Taxi' (much as Colin Binnie's version).

I also cheekily entered another category with 'Neptune' (shown here) as it was a model of one of the locomotives which actually ran on the 15" gauge, passenger carrying railway at the 1951 Festival of Britain.... it also got a Highly Commended. These results were published in the following edition of SMT.



Please feel free to use any of this in future TBM editions, which I absolutely adore and look forward to so much. Thank you and Nigel for your time in producing such a wonderful resource.

Finally, and just for info.... models are built to roughly 1:12 scale, run on 32mm





track and are battery RC using RC Trains equipment. My latest addition, 'Wild Goose' (shown here) stands 11" tall.

A further email from Peter updated a little as follows:

The 'Brockhampton & Umbridge' my original layout now forms the indoor part of my 16mm garden line. In 1980 I took it to an international model railway exhibition in s-Hertogenbosch, Netherlands, which was showcasing the best of British railway modelling. I went with Dave Rowe and Mike Sharman, both stalwarts of the hobby in those days, and it was a real pleasure to attend with them.



Harvey's B - 80's style

Harvey made a number of B class locos, using largely Roundhouse components. However, this photo is very definitely heritage, as it was taken on his line when he lived at



Worcester Park so we are back in the '80s. The name of the loco is Dorje-ling (he was always very clever with names), and the carriage and loco are very definitely populated with his wife Maureen's figures.

Harvey was unable to travel abroad, so could never join a small group of us when we went out to ride the Darj. Some eight years ago. As he had built some twenty or so Darj locos in his time, a small group of us thought that it was only right that he got to see the real thing. It happened that the late Adrian Shooter was homing his B class at the Launceston

Steam Railway for some months whilst reworking his home line, and so we arranged secretly to get Harvey down there, and onto the loco. Adrian kindly gave him a footplate ride along the line, and we took some photos of him on the loco.





Go figure - figured out

Here we have more information on figures that we started in the last issue. Dave Lemar kindly sent in the bulk of the photos, and said:

I bought most of these at the time, but some seem to have walked off (!) and I can't now find them. Photos of the ones that I do still have are attached; all were painted by me, but have a got a bit grubby over the years from being used outside. Some I've never finished painting I'm afraid (including Tom as the engine driver).

Derek says:

Tom modelled many on characters of the time, and I have been told that the person I thought was based on

Margaret Thatcher is in fact the Queen Mother - hence the height.

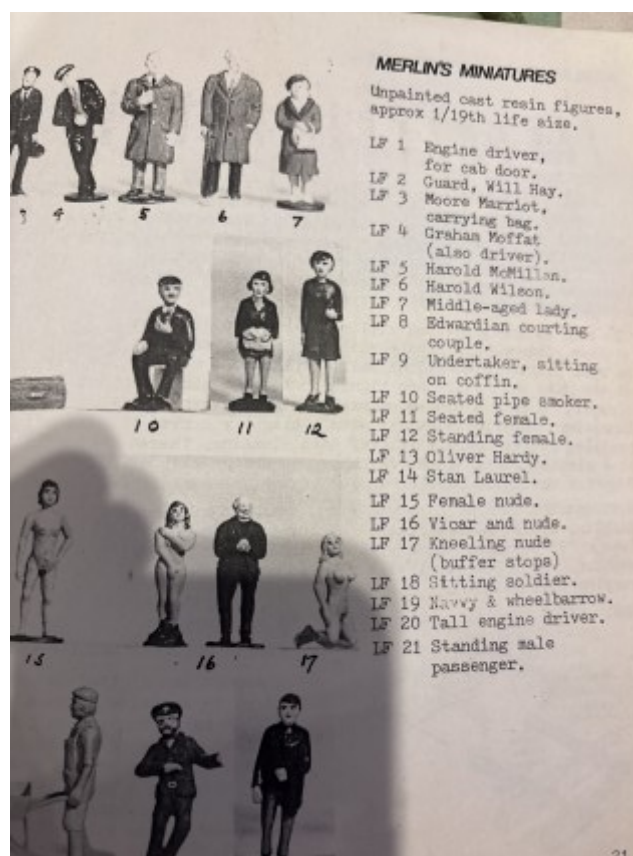
Keith skillicorn supplied the long group photo, and Dirk Shephard sent the Laurel and Hardy shots, as well as the

station staff of Buggleskelly in Oh Mr. Porter, namely Moore Marriott, Will Hay and Graham Moffatt. He believes that Tom had them all made in the early '80s by a maker of military/gaming figures.

My thanks to John Armstrong for the scan of the catalogue with the relevant page of figures.

Finally, as Tom was not the only supplier of figures, I have included a photo from Dave Pinniger of his little character montage - Rob Bennett traded as Busy Bodies, and was often to be found making caricatures of well known (in the hobby at least) figures. I have one of Rob's Fred Dibnah figures







Diversiónary tactic

From building Irish prototype wagons. David Taylor has graced the pages of Throwback before, but sent this article in. Whilst admitting that it is not in itself directly heritage, the spirit of the conversion surely is, and it makes a good story with a happy ending. He continues:

Our primary school age grandchildren enjoy running the trains in the garden but a search for something they could use on their own was proving difficult. Their parents' track powered 45mm gauge Playmobil was still to hand but cleaning the outdoor track beforehand and not being able to follow the train round were dampers to the youngsters' fun. A chance visit to our local model engineering club's permanent site provided the solution. Alongside their passenger carrying line and elevated gauge 1 track they had set up a temporary Playmobil RC Train track for younger visitors to use. Battery powered, but still 45 mm gauge it was just the ticket for home. Once back home research showed that the Playmobil RC train range had not been made for some years, but the upside was that used examples were to be found on e-bay. The 5258 Cargo freight set was pretty much the business, Germanic looking 4-wheel diesel, open wagons and removable containers. Two complete sets were bought for sensible money. Also bought was an identical loco advertised as "not working" to be a source of spares should they be needed. Thankfully the set locos seemed to have been little used and had been stored without their batteries. New batteries brought the set locos back to life complete with horn, simulated engine noise and lights which change colour with direction. Straight into use and great fun all round. Commodities of all





sorts riding in the wagons. This left the notionally non-working loco looking a bit lonely with no cab roof, no controller and needing new traction tyres at least. Borrowed controller and batteries brought this loco to life as well plus LGB tyres could replace the unobtainable Playmobil items.

Perhaps like many Big Big/Novo Rustons before it the Playmobil diesel could become something more prototypical looking narrow gauge. The broad gauge Irish lines sourced some German diesels so perhaps my Irish based narrow gauge line could distort history a bit and follow suit? The die was cast!

For a toy the Playmobil loco is well made and robust but designed to be largely tamper proof. The plastic used resists the solvent used for Plasticard.



Each axle has its own motor and the wheel/motor block is held in place with screws. The motor power lead has a detachable plug and socket to allow removal of the wheel/motor block as a unit. Six AA batteries fit in a removable carrier located inside the long bonnet. The short bonnet holds the main PCB and the speaker for the sound effects.

Wanting to go beyond just a repaint meant dismantling the main body. To achieve this required some careful paring of some lugs and removing the lugs securing the centre cab to the footplate. Beware, it is not designed to come apart.

Some of the moulded details were pared away and the thick plastic bonnet handrails removed. The major change to the body was creating narrower looking cab doors. A replacement simpler looking cab roof was fabricated from ply, wood strip and plasticard. Without going into detail the pictures probably show the changes from the original toy better than words.

Complete and painted the reworked loco looks quite the part hauling my homemade wooden Irish wagons. Still using the standard Playmobil multi-channel 2.4 GHz RC controller and receiver the loco is a bit quick off the mark but is happy to trundle round at a scale speed pulling a decent load. All told a great success although an extra loco will mean some more wagons will have to be built over winter.....

It never stops.





It's behind you two

own, then the Archangel C&M 'Princess' would be right up there at the beginning. I just love this little loco. The second reason was the rolling stock.

When I saw Keith Skillicorn's photos I asked for him to let me put them in Throwback, for a couple of reasons. The first is that, were I to have a wish list of locos that I still want to

Frank Howell was a very early, and very prolific, member of the 16mm Association, being number 142 in the original numbering sequence, and lived in Wallasey. I did meet him a couple of times - somewhat extrovert, always dressed well, he had quite a collection of locos and rolling stock. In later life, and with his health declining, Keith bought quite a few items from Frank. The rolling stock that you see was all built by Frank in the 1980's.

Derek continues with our theme of railway infrastructure, these two shots are by Dave Mees, featuring his Wigfa & Llanrwst line. The platelayers hut is just a simple but effective item. As for the other shot, it is his variation on the Hendurnpike Crossing Keeper's shed between Penrhyn Quarry and Tregarth, though with the window in the wrong place. The model sadly succumbed to rot when the interior plywood it was built from disintegrated in our wet climate. Despite track changes, the base still survives and at



some point Dave is planning a new version made from Foamex board. The shot was taken around 2007.

It is these little bits of infrastructure that, in my humble opinion, go a long way to establishing the character of a line.

A Railway runs by.....



The one that got away?

Phil Copleston has been trying to buy a Wrightscale Excelsior for six years. We have carried ads for him before in the magazine.

You can imagine the excitement when he found one in November on eBay, and immediately tried to buy it - only to find that someone had beaten him to it. Was it you by any chance?



The lower two photos were the ones from the listing. These little locos are an absolute jewel, and certainly I would love to have one in my stud. Big is not always beautiful. I have added in one photo of my own Saltford Models Daisy above. Nigel's Wrightscale Excelsior is over 20 years old now and is seen crossing his raised level section with a train of Brandbright hopper and to the left his battery powered Excellent built by Geoff Fell is hauling a train of Atropos Penrhyn open wagons at the Scottish Village hall bash last summer. These Wrightscale locomotives are very collectable now with a high degree of detail packed into such a delightful model. The Geoff Fell version has recently been upgraded to a Lipo power pack but apart from that is all original and is also over 25 years old and thought to be a one-off, unless you know any different.... Please get in touch if you do.....





Mike Chaney locos

After the Mike Chaney Climax appeared for sale in the last issue, Kendrick Bisset kindly got in touch with the following:

This past August, Marie Brown (Ron Brown's widow) hosted the last steamup at their house in Newark Valley, New York. This had been an annual event, started by Ron. I took my three Catatonk (Mike Chaney) locomotives, and Marie still had the first Catatonk loco (Argyle/Gordon Watson). The four locos were arranged in production order, and a few pictures taken before the track was disassembled. A sad day celebrating the end of an era... It is very pleasing to see the two pictures of the "Chaney Climax" in TBM 42, as I also have one and enjoy it immensely. More info on these locos is in my article on Catatonk locomotives, in TBM 21. (if you want a copy of this issue please ask Derek)

Quite a Hullabaloo

Another photo from Graham White's recent archive trawl. It was taken in 2001. Oh, do I like this machine. Initially I had no idea who built it, but thanks to the Wikipaedia style in depth knowledge of Chris Webster (Guildford Group), all fingers pointed to Rob Bennett of Busy Bodies fame. I emailed Rob, who was happy to respond that it was indeed of his construction (and mindset). I admire anyone with a creative bent, and I also like anything of a whimsical nature in 16mm (you didn't know?!). I would never personally have visualised anything like this coming out of the base vehicle. Rob responded as follows:

No, I don't have it now...I up scaled it to 7/8's and sold it to Barry Lawrence in the States. Yes it was a standard Locomotion railcar and I rebuilt it as a novelty loco for Indian Hills. There are two old colonels on the end balcony bagging tigers and putting them in the middle storage wagon...the memsahibs are in the end coach having tea...

There was a large whistle on it and this was blown a lot....the driver was instructed to blow the whistle by the memsahibs to frighten the tigers away so the husbands didn't shoot them....the one tiger in the wagon...[you can see the tail] wasn't dead and I made the tail wag it was a good loco with lots of steam emitting when the whistle was blown.



Rob traded at this time, as one of his lines, under the banner of Home and Colonial. If you do not know, the reference to Indian Hills is the layout, still on the circuit with Julian Smith, that Rob initially built with Harvey Watkins. Harvey's late wife Maureen made the figures that are in the coach.

I have asked Marc Horovitz if he knows either Barry Lawrence or the model, but sadly he does not. So, the question is, can you help with any other information or photos please?

DEREK

Notes from Colorado - A quartet of Mike Gaskin's locos

by Marc Horovitz

I think that I met Mike Gaskin only once, a long time ago, so have little recollection of the event, other than that it was a pleasant meeting. However, I've had the pleasure of owning four of his unique locomotives, all of which I'll describe briefly here, in no particular order. Apologies in advance for the size and quality of the photos. I seem to have lost the originals of many, so had to resort to robbing my own website.

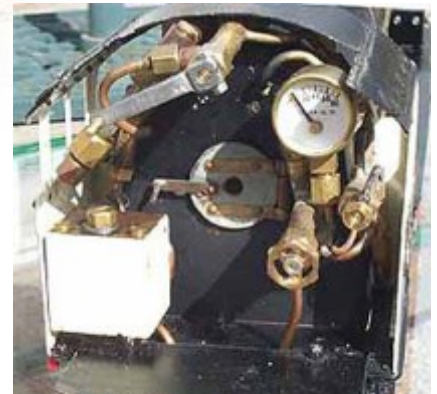


Mike Gaskin's 4-8-2 is an impressive beast, running on gauge-0 track.



Left-side view of the engine.

The first loco, a 2-8-4 tender loco, was evidently influenced by the 15"-gauge Romney, Hythe, & Dymchurch engines. The engine was built



Backhead of the 4-8-2. The white box on the left is the lubricator. The fire is lit through the firebox door.

to 1" scale, running on 32mm track. It has an internally fired seven-flue boiler and burns meths, and features a hand pump, an axle pump, and slip-eccentric reversing. I think I ran this engine only once while I was its steward. The run was great, as the locomotive proved to have been beautifully designed and constructed. A complete writeup can be found on my website at www.sidestreet.info.

Next is Matheran, a 16mm scale, 0-gauge model of an 0-6-0T from India's Matheran Hill Railway. This is a great engine that has a most unusual feature — Klien-Lindner axles,



Sir Arthur, the Matheran locomotive with Klien-Lindner axles.

making it technically an articulated locomotive. If you're not familiar with the Klien-Lindner system, it works like this. The three axles are conventionally connected to one by side rods on the outside. The fun part, though, is concealed between the frames. The center drum-axle can slide from side to side about 3/8" on the inner driven axle. A spline transmits the power to the center wheels, which are mounted on the drum. The end wheels are mounted on drums supported by spherical center bearings that are, again, splined to inner axles, allowing them to pivot about their center points. All axles are linked and work in conjunction



The articulated workings of the Klien-Lindner system can be seen here. It works as well in model form as it did on the full-size engine.

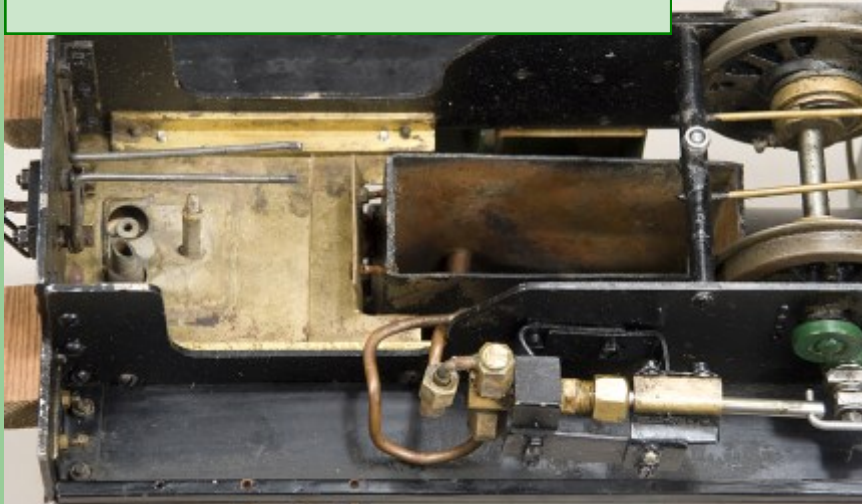
with one another. The photos may illustrate this better. Appropriately named Sir Arthur, after Sir Arthur Heywood, who's six-wheeled, 15"-gauge locomotives used a system similar to Klien-Lindner's, Matheran



Evening Star in 7/8" scale. This was perhaps the last engine that Mike built.

is meths fired and is reversed via slip return cranks (a variation of the slip eccentric). It has working side tanks for water, one of which contains a hand pump. I ran this engine many times and it never failed to perform well. This is the only live-steam model with working Klien-Lindner axles that I've ever run across. It's a treat.

A look into the firebox. The external crosshead-driven feed pump can be seen at the bottom of the picture.



Evening Star is my most recent acquisition. I've had it around 15 years and have never run it, for the simple reason that one of the fittings broke off in the boiler and I've never taken the time to tear the engine down, remove the boiler, and fix the problem. Also, one wheel is loose on the axle. It's on my to-do list.

I was told that this was the last locomotive that Mike built, though I don't know this for a fact — perhaps someone can clarify it. The engine appears to be freelance, built to 7/8" to the foot scale. It's an outside-frame 0-4-2T with an open cab, giving easy access to the controls. Like the above engines, it is meths fired. It employs a chicken-feed fuel

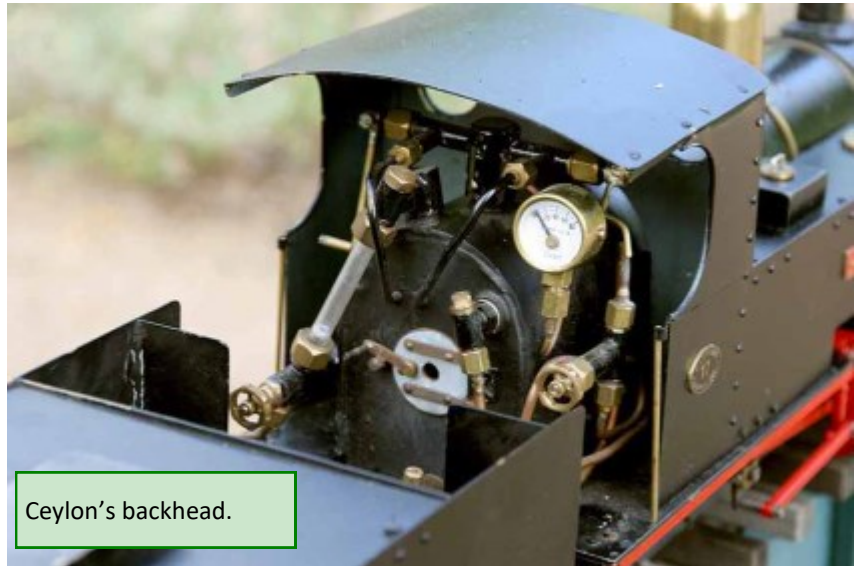
system. It's internally fired and has a five-flue boiler. Evening Star is a good-looking engine and I hope to get it running one of these days.

The last engine I'll mention is Ceylon, modeled after a Bagnall engine built in 1906 for the Ceylon Irrigation Department.

Ceylon is a wonderful coal-fired engine.



Ceylon is a coal-fired locomotive, the first that I had any experience with. It naturally has a proper locomotive-type boiler, this one with seven smaller flues and a larger superheater flue. It is a lovely engine to run and I've had several days out with it. It has a large firebox, making it a free steamer. Keeping the fire going is no problem at all, and its new owner reports similar experiences with Ceylon. Like

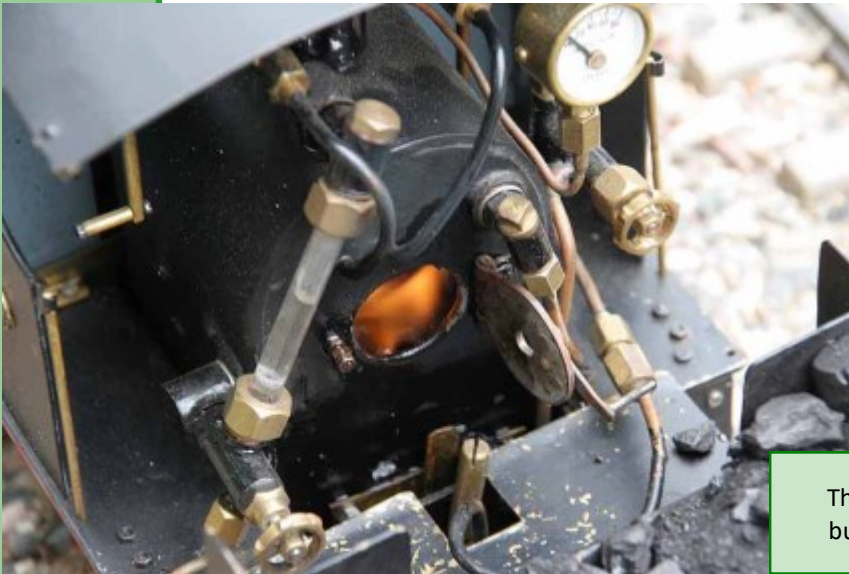


Ceylon's backhead.

Matheran, Ceylon has slip return cranks.

So there you have it — just a few of Mike Gaskin's prolific production. His engines are diverse and every one has something distinct and interesting about it. I have always admired builders who walked their own path, building (or designing) the engines that most appealed to them. Mike Gaskin's locomotives are well built and straightforward in their construction. All of the ones that I have seen in action are excellent performers. I feel privileged to have

had four of them under my wing.



The coal fire is happily burning in the firebox.



Ceylon under steam.



Meths on Monday

This is a new one. Greg Moir, the new SMT editor, happens to live fairly close to me. I recently received an invitation to run on his line, together with a few usual suspects, but the stipulation is that only meths fired locos are allowed. This is of course diametrically opposed to the times when meths firing is not allowed. It is on a Monday, as Greg works shifts. As an aside, he is a signaller at Shrewsbury station, in what is now the largest mechanical signal box in the world. You can find all about it if you Google it in - it must keep him very fit going back and forth along that length!

Anyway, it was a great idea, and shortly afterwards I had another invitation from Keith Skillicorn to his Meths Fired Monday. Keith attached a photo with his, which you can see here. It made me think what the collective noun for a group such as this might be, and I have decided that it is a 'Murmuration of Marmadukes'. By the way, the photo does also illustrate the fact that Stewart Browne handbuilt all his locos, using what was to hand at the time, so every model is not exactly the same as another!

So here is the challenge - why don't you have a meths fired garden meet? Let us know, and also send some photos afterwards for the magazine. We'll include some from these two meets in the next issue.

Derek

Passage of Time

There are some forty years between two of the three Prince models in this photo, taken at Dave Mees' line. The lowest loco is a Roundhouse product by Bear, the middle is resident on the line and is a Don Pearse version, and top is a Slaters Plastikard version. Visually all three look great, but again I find myself thinking that there are times when we seem to have made no great progress in the hobby despite major manufacturing innovations.





Detective Derek

Nimalan Satkuranathan sent in this intriguing request: An avid reader of Throwback, I've recently bought this engine, not sure if you have seen it before or have any further details? (no to both - Derek) The mechanics are very Roundhouse. It's an 0-6-0 fitted with slip eccentrics. It's gas fired - however, the gas tank is located below the footplate and underneath the cab, which makes me wonder if it was originally meths fired? It does seem to be internally fired unless I'm mistaken which suggests maybe a reboiling?

The only indication of its identity is a workplate on the cab that says "Fareham Loco Works 1989". I've asked about it on the 16mm group on Facebook, a few comments suggest it might've been made by Dick Martino but not certain beyond that.

So there you are. It is a smart looking loco and it would be good to find out more. As an aside, I quite liked the rake of coaches that the loco was pulling - sadly not heritage they are in fact Resurgem.

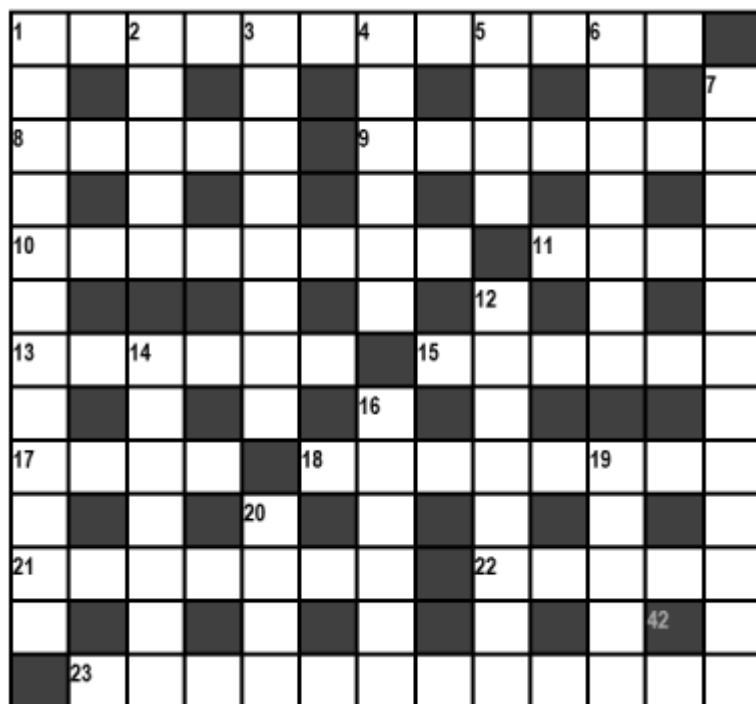


Kerr Stuart revisit

Following on from his piece in the last issue, John Armstrong had an email exchange with Ron Grant and passed on this:

The chassis is pretty rudimentary. I ran it yesterday on 7.2V battery pack but it could only manage to haul itself round as it is 2 wheel drive. The sandboxes are magnetic as are the drive shaft covers. The sidescreens are plywood. The radiator looks like plywood with a steel mesh. The exhaust pipes are not magnetic. I have some of your castings in my bits box I will make an assessment. I have some doubt about its 1959 vintage - the spring drive openings on the side possibly lend themselves to that power source. But I have no provenance. It would be great to have a comparison with a Peter Johnson model (can any reader help?); did he make the bodywork from tinplate?



OILY RAG CROSSWORD NO 42**by Chris & Jenny Dowlen****ACROSS**

1. Victorian railway recalls pioneer loco. (7, 5)
8. A Dior creation used in loco control. (5)
9. Track obstacle made by Greek character with stick. (7)
10. Set daily, then reset for running locos regularly and evenly. (8)
11. Partially burn fuel for cleaner. (4)
13. Remove carbon from engine in Art Deco kettle. (6)
15. I leave Australian waterside worker to find Yorkshire dale with some railway. (6)
17. O for changes to coach cover! (4)
18. Station of tree value in Yorkshire. (8)
21. Throwing a model manufacturing method. (7)
22. Tea for the state of the Ledo coal mine railways. (5)
23. My bard drowns in accident on the Gwili railway. (8,4)

DOWN

1. I drop rockets exploding on Isle of Man station. (4, 8)
2. Sweet improvisation of boiler repair. (5)
3. Press peer into broad gauge loco. (4,4)
4. LGB system with one sharp. (1, 5)
5. Sir, I ascend to find flag in garden. (4)
6. The real manufactured material for making carriage window pulls. (7)
7. Two saints! One speaker re-opened Blaenau Ffestiniog station in 1983. (6,6)
12. Crows had mangled exhibit. Membership document to enter AGM. (4,4)
14. Adjust score or Welsh Highland junction. (7)
16. Magyar wild cat has nothing to do with railways. (6)
19. Staircase vertical or pipe up to clack valve. (5)
20. Baldwin 4-6-0 cat found in Leighton Buzzard. (4)

Solution to OILY RAG CROSSWORD #41 (republished in November/December Throwback Modeller #42)**ACROSS**

1. Jenbach; 4. Powys; 7. Mower; 9. Bottled; 10. Sir Theodore; 11. Scheme; 12. Lenses; 15. Association; 18. Aileron; 19. Pekoe; 20. Haydn; 21. Cheques.

DOWN

1. James; 2. Abraham; 3. Hebron; 4. Patio; 5. Walberswick; 6. Saddles; 8. Worth Valley; 11. Saltash; 13. Example; 14. Scenic; 16. Siren; 17. Needs.

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Hello again. My first closing piece of the New Year. Have I made any New Year

Resolutions about 16mm? Yes! Will I keep them? Aaah, now there's the rub. A lot of my life is taken up outside the hobby, but I am determined to have a go at/complete my Snowdon Ranger rebuild. I do also have some other locos needing attention, and some kits to build. Probably no different to you? I have been buoyed by the number of sales that have been completed from listings in this magazine. It seems that if you have something out of the ordinary, or heritage, then there are still enthusiasts out there. We have had a few Peter Angus locos move through, and there are a couple of really interesting ones in the John Bell collection advertised this issue. I am not so sure about the run-of-the-mill models, but we will know



more once the Show scene is in full swing. I will not be at the Fosse, but hope to be at Stoneleigh. Say hello, and do have a chat about the magazine and what you would like to see in it. My own line has suffered seriously from moss invasion, and will need a lot of track work before I can run properly. Finally, although I have mentioned it in the last issue, I would stress the importance of keeping in touch with the older enthusiasts you may know. Winter and the weather may have kept them out of circulation, but make sure that they are okay please. Tram photos are always welcome. Thanks for the support Derek



Tail
Lamp

Diary Dates

1st. & 2nd. March. Midlands Garden Railway Show. Two day event, always known as The Fosse, it is at the Warwickshire Event Centre, CV31 1XN. 10am till 4 pm both days. It is multi gauge and with around 30 trade suppliers. This event really kicks off the hobby's winter hibernation.

12th April. National Garden Railway Show - The Stoneleigh sequel. The headline show and AGM are back at Stoneleigh for a second year running. No dedicated heritage layout, but lots to see and peruse.

Saturday 7th. June Llangollen Garden Railway Show. 10.00 till 4.30pm in the Pavilion, LL20 8JW. This has become a must go to Show. Great surroundings, and atmosphere. You have a full sized steam railway to ride outside the door if you get bored (you won't!). Whilst heritage is not there this year, you should find me wandering round with a lot of the usual suspects.

Sunday 22nd. June Treetop Light Railway. This is a 5" gauge ground level passenger carrying line in Oswestry. Once a year it is opened as a fundraising event for MacMillan Nurses. We take our Phurcombe Hall heritage layout along, and would love for any of you who are so minded to come and join us. They have a great cake stall. Contact Derek for more information.

Saturday 4th October. All Day Steaming: East Surrey 16mm group. De-Stafford School, Caterham CR3 5YX. 10.00 till 4.00pm. Always a popular day.

Saturday 25th. October Exeter Garden Railway Show, 10.30 till 4.30pm at the Matford Centre, EX2 8FD. We will be there as usual with the heritage display and Simon Whenmouth's layout. Readers of SMT will know how much the new editor, Greg Moir, enjoyed himself with his first visit. The Show is very well attended (some 900 last year), and parking and catering are excellent.

TBM #43 score card

Team tram (Derek) - 6

Team L&B (Nigel) - 3 or 4 (one "inspired")