

THROWBACK MODELLER

March-June 2025

Issue 44

Home of 16mm Festive Heritage Modelling



A Pearse Crown Jewel

Gorgeous Gaskins

Monday Meths Magic

Throwback Modeller

ISSUE 44 MARCH - JUNE 2025

Welcome to Issue Forty Four



Cover shot; Five Englands we printed a photo from Dave Mees' line in the last issue, but it was a side view of three varying models. Dave has followed up with this shot of five posing together, but taken from the rear. Apart from reminding us that he has the facility to stage a shot like this, from l to r the models are: Boot Lane, Peter Angus, Roundhouse, Roundhouse and Don Pearse.

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There is a saying that into every life a little rain must fall. In my case it is currently of monsoon proportions, and for that reason 16mm in every shape or form has had to go on the back burner. My every intention of being at Stoneleigh came to nothing, and I missed three steam ups that I would have loved to be at. I am told that the National Show was good, with the bonus that the lighting, one of the main complaints from the first Show back at the venue, was up to standard for the photographers among you.

This issue has very definitely suffered by my not being able to devote any time. It's not a new phenomenon either, if we look back at editions of Merlin's Messenger from Tom Cooper that was invariably late. The thought of doing a much reduced issue just to keep in step did not appeal to me - after being a party to a lot of the criticism from the keyboard warriors after the February edition of SMT under the editorship of Greg Moir, I decided that this would have to be up to our usual standard, which I am hopeful that it is. In saying our, I am obviously including Nigel who has been incredibly understanding and a true friend.

I will leave you, dear Throwbacker, in no doubt that I have not lost my passion for heritage 16mm, and my quest to try to get as much history of our hobby in one accessible place as I can. I started my quest in 2007, and soon attracted some very unpleasant resistance to my efforts, which sadly continues to this day. That has only strengthened my resolve. I will do my level best, together with Nigel's utterly invaluable input, to get back to our rhythm of six issues a year, bi-monthly. Okay, Throwback Modeller is a totally voluntary medium, costing you nothing and with no obligation for us to produce it or you to receive it, but both Nigel and I thoroughly enjoy preparing it, and we both get a lot of readers who appreciate the magazine, enjoy it, and are happy to contribute - for that alone our grateful thanks.

So fingers crossed that things even out - as I approach 78 I have to say that my stamina is not what it was, as many of you will also be experiencing. Hopefully this dry spell of weather is allowing many of you to have some meaningful running, and as it is local to me I would hope to see some of you at Llangollen, and heritage is confirmed for Exeter again.

Take very good care, all of you.



Maybe Derek's deluxe Archangel TAW will turn a wheel later this summer?



Mike Gaskin sample

I will do a full piece on this loco that Mike built many years ago in a future issue, but for the moment, this is just to tempt you. Dave Pinniger has owned 'Wissie' for years, but she is currently on loan to Keith Skillicorn's Vale of Evermore railway as it is somewhere to stretch her legs.



A Railway runs by.....

This is another scene from Dave Mees, taken on the Wigfa & Llanrwst Light Railway. The yard crane was supplied originally by the late Steve Warrington, who was a well known trader using the name Back2Bay6. He at one time had a shop unit on the Telford Steam Railway, before relocating to a garden centre alongside the A41 at Newport, Shropshire. Amongst other items he used to stock Cain Howley concrete structures, and I bought a few from Steve including my viaduct which Cain made to a bespoke height. Steve organised the Llanfair Show, as well as a Christmas steam up at a Telford hotel, and also used to put on a Show at Lincoln. Genuinely well respected and a very sad loss. The slate wagon is an original Binnie one, bought by Dave from Colin himself in the mid '80s. The whole scene is so evocative of the real thing.



Now you see it - now you don't!

I am grateful as ever to Pat Brewer for yet another article very much in the spirit of the early days of modelling. He writes:

Let me start off this article by saying that I cannot take credit for any of the examples shown, as they are all ones I have come across. Two of these owe their origins to the fertile mind of Julian Palmer, who works with the Lynton and Barnstable railway. The subject of this article is the making of narrow gauge trucks on a shoe string, well almost. I have shown three examples of what can be done with basic items. The first example to be shown is a gravel carrying wagon. This is mounted on Binnie boogies, but the basic body with suitable embellishments i.e. wood strapping etc., started out life as a date box.

The next example to be shown is a small wagon, in this case with a load of wood and mounted on a small subframe. This wagon started life as a sardine can, and after suitable washing and embellishment came in to being as a simple load carrying wood wagon or whatever you can think of.

The last example is for a large hopper type wagon and the basic body in this case is that of a small loaf baking tin. This is a little bit more difficult to build due to the fact that finding a suitable small loaf tin is hampered in that most are non slip coated these days, making it difficult to paint. The sub frame in this case can be easily found from a company called Houston Gate, who make a small flat wagon kit for just over £12 (I have no connection with the company other than being a satisfied customer)

So there you have it - three wagons easily built with a bit of imagination, or as they say thinking out of the box (sorry - could not resist that one!)



Wrong train

I will begin with an apology - I wrongly captioned the photo on p18 of the last issue. To correct this, Dave Mees has sent both of the attached photos with a correct reference to the stock. He says: Pic1

L-R: Brake Van(IPEng), B'ham(Don Pearse), Ashbury (Slaters), Ashbury(Geoff Lumsdon), Open B'ham(Don Pearse), 3 x B'hams(Geoff Lumsdon), Taliesin Mk1(Roundhouse)



Pic 2

L-R: Little Wonder(Archangel), 2 x B'hams(Geoff Lumsdon), Ashbury(Slaters), Ashbury(Geoff Lumsdon), 2 x B'hams(Don Pearse), Brake Van(IP Eng), 2 x Mk2 Quarrymans(Wood Valley/ NVWW), 2 x 1B Quarrymans(The Lineside Hut), 6 x assorted Type 2 and 2b Quarrymans(Wood Valley), Brake Van(IPEng).



Sales, Wants & Solds

Everything we list is in good faith, and we continue to point out that there are no charges of any kind for our help in placing models. The intention of listing these models is to keep heritage models within the appreciative community.

Whilst all of the contact is done via Derek, we recently listed an extensive collection from Peter Foley, far too numerous for us to be middlemen so we asked for direct contact to him with Derek copied in. Quite a few of you enquired of Peter, from the copies he received, though nothing came back from him. I requested a recent update, and have been told to remove the list, so there is nothing more that I can do or say. The owner of the Perfect World coach kit has decided to build it himself. Happily the John Bell collection brought better results, and the models that have now found new homes are the Peter Angus Sentinel, as well as the Angus Cleve which has stayed in Australia via our magazine. I have a photo of the Sentinel already running on the new owner's line. The Accucraft Ragleth has been sold, and is now very much in my own locality. The DJB Prince has a very appreciative new owner, who has promised to run it on the heritage layout at the Exeter Show.

Sale items

Pearse E R Callthorp, radio controlled, the jewel in the crown. Lovely model with the full Lightline treatment. Complete with all the original fittings. This model was the top of the Pearse range. The



observant may notice these photos were taken at Nigels house, it is not his engine, it was simply convenient to take the photos on his line.

Since there is a solid customer base for anything Peter Angus out there, we can now offer two more, both regretful sales for a genuine reason. The first is an Avonside, commissioned by the seller in 2011 so he is the only owner. It has only had light use, and comes with Peter's written and comprehensive operating instructions, as well as boiler and gas tank certificates. This loco does not appear in Peter's book, but there are numerous photos of what appears to be a similar model on pages 20 - 28.



The second, whilst regarded as an Angus loco, was in fact built by Mike Lax. It is a Robey loco, similar to one on page 146 of Peter's book, and is his works number 308, purchased Jan 2015. Again lightly used. Certificates for boiler and gas tank.



As featured in a recent Throwback issue, Perkio has come onto the market again. It is a Roundhouse/Brandbright Coffee Pot, no: 21 in their build, and comes with an overall roof and water gauge. Offers please.

I was thrilled to be visited very recently by Norman Drake, over from Australia again. Before he emigrated he used to live in Reigate and I was about seven miles away at Tattenham Corner, but we never met. Norman was a very involved member of the East Surrey Group. Over the years I have facilitated the sale of quite a number of his locos, and he left me with two boxes. I have explained my current circumstances, and with needing to get this issue out I have yet to take the locos out and photograph them. For the moment, I can tell you that there are an early Roundhouse Dylan and ditto Lady Anne, so if you have an immediate interest then please get in touch and I will update you asap. Otherwise, they will appear in the next issue in detail.

Hugh Saunders Tattoo Class loco. £1400. Comes complete with wooden carry box. See photo. Postage £10 or collect from Devon.



Accucraft GVT tram loco. Black. Set to 32mm. Early model, but runs well. Located in Somerset, and collection preferred, but will travel some distance to meet up. £950.



The easiest thing is to look back to the last issue if you are interested in the remaining locos from the Bell collection, which are the Archangel Sammy, the Finescale Peckett (by the way we have learned that the whistle and top-up valve were likely additions by Mac Muckley), the Geoff Jones loco and the Mayumbe Garratt. I have quite a few photos of these locos, especially the Peckett, so please ask if it will help. I am advised by the new owner of the Sentinel that it cost no more for shipping and duty etc. than the normal commission charges of mainstream UK auction houses, for something of this same value.

An original Mamod live steam set of loco, wagons and track, boxed.

I have a friend who models 45mm Continental outline. He has for instance a Crocodile, which I have watched running - it is superb. If you model 45mm Continental please get in touch, as there will be a list of locos, rolling stock and track - all I can assure you in excellent condition, and a lot r/c. I will then keep you advised. His reason for dispersal is that his mobility is becoming painful, so he is now reverting to 009 indoors.

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.

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.

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&L 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 Pearse Locomotives and a one-off by Mac Muckley. There was a very small variation in millimetres between any of the four. I also established that the model is track powered. I have six photos of the model, and apart from very minor scuffing of the bottom of the cylinders it is in excellent condition.

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 only got one new request in the list this issue;

Complete body for Accucraft Edrig (or John Sutton Jedrig), preferably green but not conditional.

Then the rolling list

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.

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.
(**See sale listings!)

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

Harvested from sm32, 16mm scale and Live Steam Locomotive headings.

I am sorry to say that I have not been able to look at eBay that much for this issue, though there has not been a lot of heritage interest when I have.

That being said, I did have a strong interest in one model for myself. Okay, quirky (favourite word), and with many downsides, it appealed and I decided to watch its progress. The inevitable happened, in that the next time I looked it had finished and sold.

It is the little railcar with the church style windows in the photo. Quite a bit of thought and love had gone into the model, and it attracted 11 bids yet went for a lowly £35.96. I know what to do if there is a next time.... Otherwise, what I did note were:

A red 0-4-0 freelance design open cab built around Roundhouse mechanics. Fun looking, and currently listed with a buy it now of £750.

A Brandbright Peldon diesel in green had 23 bids and sold for £306. They are a substantial model, and Nigel is delighted to find that they still sell well, even though he has no desire to move his!

A Pearse mogul 2-6-0 with tender, in all appearances a Colorado, in black and listed as needing attention, had 33 bids to £894.

A green saddle tank with what appeared to be Roundhouse mechanics, but a freelance body with removable cab roof, was listed at £975, which was altered to best offer, and is listed as sold.

A railcar, which seemed to be a converted coach with a bonnet, and 45mm but not motorised, and in need of some TLC, was listed as sold for £78.



Penrhyn Quarry Railway Vintage Steam Footage | North Wales | Narrow Gauge. This clip is less than three minutes long, but just has so much rich viewing. Don't think about it - have a watch.

Introducing Mr Gordon Bennet - a Live Steam Garden Railway Locomotive. In one of the early Throwback issues, we featured this loco. It was a much modified Archangel Sammy, with the conversion carried out by the late Barry Sumsion, who was the original SMT editor and chauffeur to Graham Lamb amongst many contributions to the hobby. The loco has resurfaced, and this clip shows it running in after a lengthy rest (!). For many of you this will be a piece of nostalgia, and is well worth a look.

0 Gauge Live Steam - Graham talks about Crewchester: Okay, this is 0 gauge, but reprises a very famous garden line, and the new (ish) incarnation is heritage in its own right. Nearly an hour, so get yourself a coffee, and enjoy.



How to build 16mm scale Garden Railway Terraced Houses. Please, please watch this. I have nothing but respect for the builder in this clip - as one instance how would you fancy punching in all the verticals on the scale brickwork with a screwdriver and hammer? The houses are excellent, and the whole subject very clever. Would I go to these lengths as opposed to buying from such as Modeltown? If you know me you will know the answer!

meths fired monday on an Sm32 16mm scale live steam garden railway. This is Greg Moir's open day, as detailed elsewhere in this issue and gives you a good chance to have a look at his garden line. Some good running from Sgt. Murphy(s), Keith Skillicorn's newbie but meths fired Vale of Rheidol as well as his Midget, Greg's ex Wheldon Jocelyn as featured in an earlier issue, Mike Morris's Taliesin and more. The interloper at the end is from the estate of the late Geoff Lumsdon, and was built by Peter Angus and no, it is not meths fired, but...

LR&H Railway Grand Opening - October 2023 - 16mm G-Scale Live Steam Garden Railway. This is in New South Wales, but what drew me to it is the standard of the construction, and the lineside infrastructure. They are having a lot of fun, and there are other clips to watch if you start with this.

A Chaloner is for life not just Christmas

This is a slight departure from the normal subjects of Throwback, for which I make no apology. I am sure that quite a few of you read Steam Railway magazine, and it always has narrow gauge content. However, in issues 568 and 569 (March and April) there is a really extensive piece written by Alf Fisher on the joys, pitfalls and everything else involved in he and his family owning Chaloner over a period of 64 years.

Now I am going to come clean and say that I am no great fan of DeWintons (nor Garratts!), but this is such a well written piece that I could not stop reading it. What has been involved in obtaining, restoring, and continuing to run this loco is incredible. Anyone who goes to watch heritage narrow gauge locos in steam anywhere probably never realise how much goes into putting on the show for us. Oh yes, I have a much greater respect for these locos now, though in model terms I am much more comfortable with the Jim Wild/Maurice Cross (MLE) versions with basically a scale boiler size.

So, if you are not a regular reader of the magazine, try to borrow both issues and enjoy the read.

DEREK

Meths Fired Monday: Part One

These shots are from the originator of this subject, namely Greg Moir when he kicked things off. The pristine Vale of Rheidol 2-6-2 is Keith Skillicorn's new build, though it is closely following Archangel practises and is meths fired. You should recognise the others. You will note that Greg has some amusing names for parts of his line, and thanks to him for the photos.





Meths Fired Monday: Part Two

This was Keith Skillicorn's response to Greg's meths fired day, which he was at, and true to form I didn't make either of them! The locos in the photos are: Archangel Sammy, Keith's new build but meths fired James Spooner, Greg's Archangel Prince of Wales, Finescale GVT, Archangels Marmaduke, Sgt. Murphy and Brick, Vaenol (this is a Gosling chassis/





boiler fitted with a Ken Best drop on body), the Jack Wheldon built Jocelyn as recently featured, and Steve Bradley's venerable tram loco, built to 7/8ths. scale around a Mamod stationary engine and which has covered some phenomenal mileage.



Meths Fired Monday: Part Three? No but...

Steve Herring added to the meths running with the following: Having sent you a picture of my TAW yesterday I got around to reading TBM fully and saw that she has sneaked into another picture! The pic on Page 19 shows her on the Misbourne Valley under the guiding hands of her first owner, Paul Stoolman.

But that brings me to a question about wick material and settings. After yesterdays run I decided it has time to replace the old asbestos wicks with some modern stuff (Superwick I believe). After several trials I have TAW steaming as well as I could hope. The Archangel Raspberry sounds when she's stationary and the pressure then drops just below than when running with a train.

TAW is of course a pot-boiler and I then decided to also re-wick my RHEIDOL which is internally fired. This is not going well! I've made several attempts without much success. The material, however I adjust it seems to burn at the same rate, with or without the blower.

I'm aware that Mr Archangel used to set the asbestos with long straggly ends and the blower would draw the flames up and along under the boiler. I don't seem to be able to achieve this and generate enough steam when running. I don't want to go back to asbestos so can anyone help please?





Skylark in Kyntire not Skye

Dave Pinniger joined in the meths running theme, with these two versions of the Kerr Stuart Skylark class. It is a good opportunity to compare a commercial version with a single model from a different builder. To begin with, the prototype which in the case of the Archangel model is 'Princess', was built by Kerr Stuart in 1900 as one of their standard class of industrial locos, was originally ordered by a 2' 3" gauge colliery line on the Kyntire peninsula that, in 1906, became the Campbeltown and Macrihanish Light Railway. Passenger haulage was handled by two 0-6-2 Andrew Barclay tank locos, with Princess as reserve. She was withdrawn in 1926 and broken up





with parts used to modernise an earlier Andrew Barclay 0-4-OST.

Specifications of the Archangel model include it having an external-meths fired boiler, which is filled via a vacuum tap. A typical run was 35-40 minutes, and the two cylinders were actuated by slip eccentrics. Boiler pressure was 75 psi, and dimensions were 10 1/2" long, 4" wide and height 5 7/8", with a weight of 4 1/4 lbs. I have said previously that this is one of the very few locos on my Wanted list.



Harvey Watkins' version, named in his inimitable fashion as 'Mudlark' follows very much the same specifications as Princess, though with a boiler pressure of

only 40 psi, and dimensions of 8 3/4" long, 4 1/16" wide, and the same height of 5 7/8". I did ask Harvey why he close to use visible bolts for much of the bodywork, and he told me it was because, being a pot boiler and getting very hot, it was possible for solder to degrade.

I put the different dimensions as you can see in the side by side view that the two locos are slightly different.

The green finish of Mudlark was as originally built. Dave Pinner added the following comments to the photos that he took: Had a good steaming at the weekend. It is the first time I have run Harvey's Mudlark and the Archangel Princess in the same session. Both ran beautifully on the 1976 ex-Alderbrook Valley train. Who needs gas?



Victoria

This piece began after Dave Pinniger had been to the all-day steaming at Caterham, and posted some photos. One of these was the view of Victoria on an indoor track, on its own. I knew

the loco and its current owner, Carol East, so contacted her for more information and some other photos, which are included here.

Carol sent in the following:

I had been looking for one of these trams for a long time and Graham, my husband, was well aware of that. I was prepared to take on the restoration of a basket case if necessary, but happily this one is in good condition. We were at the National Show, I think it was 2019, when Graham found it and bought it for me. He bought it from Kes Jones. I've been told by a couple of people that it could've been Graham Lamb's. Apparently this strange livery is what he used.

When checking it over, I was a little dubious about the burner wicks at first, but no problem. From the first run there's plenty of steam. Any better wicks would be too much steam, so I've left them alone for the time being. It runs very well, very smoothly and can pull a reasonable train. For a single cylinder loco and direct drive, it can even run fairly slow, although it likes a bit of speed.

The name is a bit of a challenge for a non welsh-speaking person but I like it. I've tried to research the meaning but the nearest that I can find is spring waters (?) and a suggestion that it was the name of a level in the Penrhyn quarry. Maybe it was a level notorious for being wet. Maybe some knowledgeable Welsh person can tell me please?

Under that body, there are some unusual quirks. The valve chest cover is held on by studs & nuts and is stamped "R.E." I guess that's for Roundhouse Engineering. There's a very nice crosshead for the piston rod/connecting rod. It actually looks like it works rather than just being dummy. There's a crank axle drive. That necessitates a split bearing for the big end. I think





that's unique for Roundhouse. The steam exhaust appears to have two branches. One of those is just there to brace the actual exhaust pipe.

The take-off for the pressure gauge is from the regulator body.

It all looks like it's pretty much original...apart from the livery. It came originally as black with red lining. All told, it's a very nice loco and a pleasure to run. My thanks to Kes and Graham. Derek continues: It may surprise some of you to know that this was the first commercial model produced by the then fledgling Roundhouse Engineering. Production began in February 1982, and continued until 1984, meaning that every one of these locos is more than 40 years old. I personally think that it was a brave choice for a prototype, and it was superseded by Lady Anne and Dylan which were more conventional.

The prototype Victoria was built in 1897 by John Slee & Company's Earlestown Engineering Works at Warrington, for the shortlived 2' 3" gauge Plynlimon & Hafan Tramway. John Slee was a Director of the tramway company, and had never made a locomotive before. With her vertical cylinders and boiler, which had a central flue, as well as the all over bodywork, Victoria was unique but very unsuccessful meaning that within three months the P&H were forced to buy a more conventional loco (which we know as Rheidol). It is believed that she was scrapped at Talybont in 1899 when the line closed.

As far as the model goes, she is regaugable, meths fired, with the boiler needing to be replenished by removing the safety valve. Duration is around 50 minutes on one fill, with a 40 psi pressure.

If you have one of these, and can add anything or have a photo or two of yours, then please let Derek know.





Dingle spotlight

I am grateful to Dave, who sent this in as well as supplying all the photos. It fits very well into my continuing focus on some of the locos built by Mike Gaskin.

Dave continues:

This is my meths fired pot boilered Tralee and Dingle Hunslet 1T which Mike Gaskin built in 1989 to 15mm/ft for Dave Rowlands, but for his AVR which is 32mm gauge. There were a few problems, so Dave sold it to me in 1991. New slide valves cured the problem, but I was never happy with it on 32mm, so Mike kindly rebuilt it for me to the correct 45mm gauge in 1998. It is seen here very recently running beautifully on Gary Hawes' Wooburn Green Light Railway. The photo of the loco on the turntable was not taken on this line, as it is an old one shot on the AVR at Bishop's Amble, when the loco was in its original 32mm form. The country running shot was taken on Neil Ramsay's Irish themed line. As for the prototypical photo of 1T and 2T at Dingle, this is one of the legendary Ivo Peters' photos. Dingle station still stands, as Derek found out on his own visit - now owned by funeral directors, well kempt, and serving a useful job as the hearses drive down the old trackbed for the coffins to slide straight in from the platforms.

Dave P continues: I think it was Mike Gaskin's best engine as it really captures the feel and heft of the original loco. In rounding off, Dave and I were both out in Ireland within a week of each





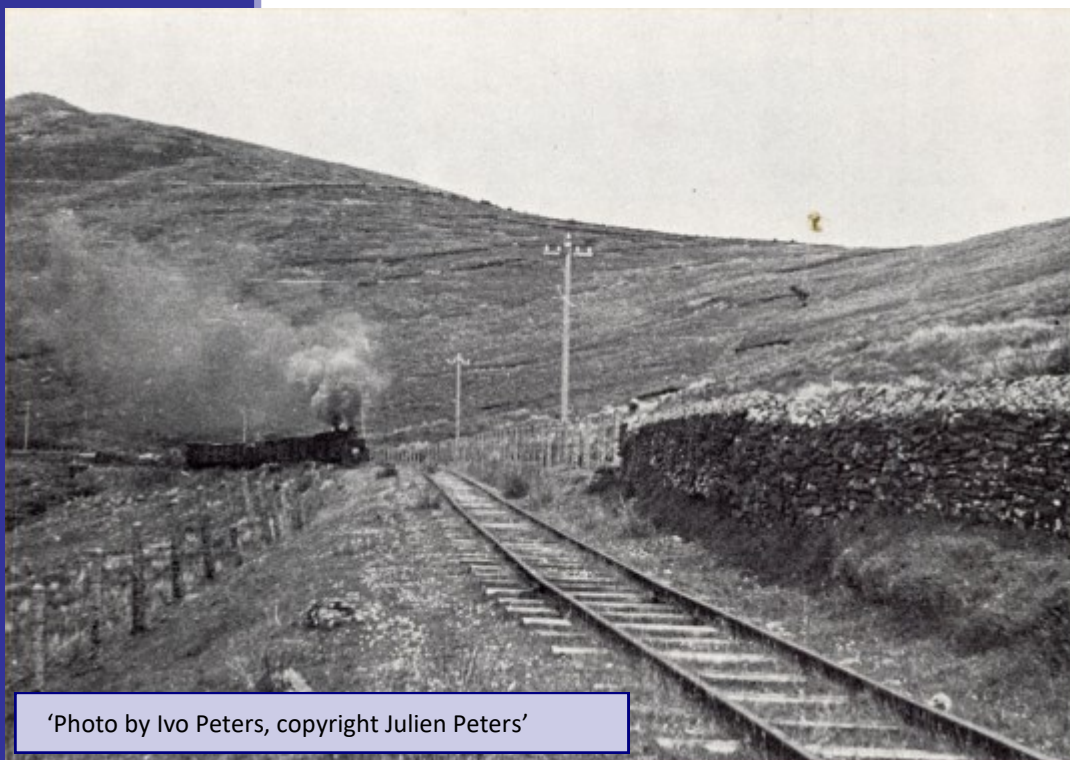
other years ago, and we both followed the route of the T & D. We both feel the same, that it is one of life's tragedies that the railway is not still in existence. To stand at the top of the Glenagalt Pass and look back down the unrelenting gradient and imagine the trains slogging their way up only reinforces this feeling.

1T was built originally by Hunslet in 1889, then rebuilt completely in 1894. Reboilered twice, she was





'Photo by Ivo Peters, copyright Julien Peters'



'Photo by Ivo Peters, copyright Julien Peters'

finally cut up at Inchicore Works in 1955. I have previously mentioned, but make no apology for doing so again, that if you do not want to buy the excellent recent book by Michael Whitehouse on the line, then there are two highly recommended earlier ones by Dave Rowlands. One is 'The Tralee and Dingle Railway' published by Bradford Barton, where he was the sole author and the

other is 'The Dingle Train' which he co-wrote with Walter McGrath and Tom Francis, and this is a Plateway Press publication. Either or both are really such a worthwhile read, even if you profess not to have an interest in Irish Narrow Gauge. You could well end up being converted!





In need of gas and air....?

Here David Taylor (the other) has provided a narrative on his Archangel Cavan and Leitrim 4-4-0T, Please find attached details and pictures relating to fitting a modern Roundhouse gas burner. Also attached are pictures of the one day spent load testing and herein lies a tale.

The script describing fitting the burner ends "Watch this space" and so it proved to be. The second loaded test run was abandoned before it really began, as steam was being raised water was seen dripping copiously onto the track under the loco below the rear of the smokebox. Gas off and investigate. Partial dismantling revealed hairline cracks in the silver solder at the intersection of the front tube plate and boiler barrel.

Looking back the loco has always run with a wisp of steam at the safety valve, but I cannot readily recall the valve blowing off furiously and the pressure gauge reflected this by never showing a high reading. What also tended to happen was that the original burner would often snuff out just at the point of being ready to set off with a reasonable head of steam, perhaps the two are related and the leak has been there for some time.

The loco belongs at the head of a lengthy goods train rather than resting on the mantelpiece, so the saga continues, loco dismantled and a thread on the steam model loco io group.

https://steammodelloco16mm.groups.io/g/livesteam/topic/archangel_cavan_leitrim/112472207

David also recommends two You Tube clips of a similar loco by Neil Ramsay. Look at: Live Steam Cavan and Leitrim Loco, and Irish Narrow Gauge Garden Live Steam.

Less steam more control

As a model the Archangel Cavan and Leitrim 4-4-0 tank locomotive is very close to scale at 15mm/ft in both dimensions and appearance when compared to published drawings and photographs of the

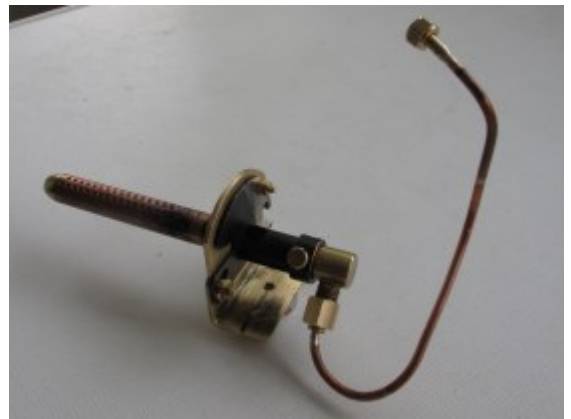


prototypes. 15 mm/ft gives a scale 3 foot gauge with model track of 45 mm gauge. Like many full size Irish 3 foot narrow gauge locomotives the model is not small at just over 380 mm long and weighing about 3.9 kg with no water in the boiler. The driving wheels are also to scale at 52 mm diameter.

As can be imagined with driving wheels of this size and a full head of steam the manually controlled model has a fair turn of speed on a wisp of regulator. Light engine runs and tighter than ideal curves all too often resulted in unplanned trips into the trackside vegetation. A good load of ten open wagons filled with real

stone on the loco's rear coupling made progress far more sedate but did highlight what seemed to be happening in practice.

Still, days with no wind are a rarity in the general area and our garden is no exception. Even the mildest teasing gust of wind seemed to be able to snuff out the loco's original gas burner. Increasing the gas flow did improve reliability somewhat at the expense of excess steam production and less control when the burner was lit. The Archangel loco certainly looks the part hauling a string of decrepit Irish cattle wagons but because of its reliability it was not being used as much as it should have been, even though it might have been local conditions influencing this.



Clearly something had to be done!

Two other live steam locos, each with a different design of gas burner compared to the Archangel one, manage to keep going despite the gusts of wind. So perhaps, here was a solution?

Without losing too much of the loco's originality could a better gas burner be fitted?

With modern Roundhouse gas burners having a good reputation this seemed like a good place to start. A conversation with the company explaining what was intended resulted in the suggestion of their standard GBI gas burner assembly. The burner itself has an integral mounting flange with the gas jet held in a removable holder. The gas jet holder has a right-angled gas connection and rotates in the burner tube allowing choice in the position of the gas pipe. A Roundhouse burner assembly was bought whilst accepting the unproven aspects of the project.

Partial dismantling of the loco was straightforward.

The gas pipe was disconnected from the roof mounted gas tank. Removing four small screws released the cab and gas tank as a single assembly.

By undoing a single screw and nut removal of the large lead ballast weight from under the cab floor was next. The gas burner assembly with gas pipe still attached was removed by undoing another single screw and nut. Leaving the gas pipe in place on the burner assembly was to prove useful later on.

The Archangel boiler holds about 310 ml of water plus steam space and has a single flue of 26 mm diameter bore offset towards the bottom of the boiler.

The original gas burner assembly is a "U" shaped fabrication of 1/32" thick brass with a circular pad soldered to its base, the jet holder is on the outer leg of the bracket and the gas poker is on the inner leg.

Retained by a single 8 BA screw through the cab footplate the burner assembly sits snugly against the end of the flue and the pad presses down on and clamps the rear boiler mount.

Although the gas outlet designs are very different the external dimensions of the boiler end of both Archangel and Roundhouse gas pokers are very similar. With this comparison made a decision was made to fabricate a new "L" shaped bracket to hold the Roundhouse burner in the same position in the flue and retain the single clamping screw position.



Fashioned from 1/16" thick annealed brass sheet the new bracket is wider than the original in order to better match the flange on the Roundhouse burner. The profile of the vertical leg is more elaborate with a step to clear the gauge glass block and a rounded top to follow the shape of the burner flange. Looking forwards there is a slot on the right hand side for the steam pipe to pass through. Because the burner and its bracket could not be installed as one unit there are two captive 8 BA screws silver soldered into holes which are counterbored on the boiler side of the vertical flange. With the screws secured in place the protruding part of the screw heads were filed flush with the flange face.

A new brass circular pad identical in size to the Archangel original was turned and soldered in place in line with the mounting hole in the horizontal flange of the bracket.

The new Roundhouse burner did not require much modification to match the loco and the new bracket. Looking forwards onto the outer face of the burner flange a slot was created on the right hand side to clear the steam pipe. A clamping hole was drilled at about one o'clock. Also on the top right hand edge of the flange some small flats were filed to ease fitting past the gauge glass pipe. A relatively thick brass spreader washer was turned for the clamping screw at the bottom left of the flange.

A trial fit of the bracket and burner revealed the mounting hole through the horizontal flange and pad needing a small amount of elongation for a better fit against the back of the boiler was the only tweak needed. As part of the trial fit a left hand exit for the gas pipe from the jet holder was decided upon, this would add some flexibility to the new gas pipe to aid fitting.

The Archangel gas pipe is 3/32" diameter with matching cones and union nuts whilst the Roundhouse burner assembly comes with a cone and nut to suit 1/8" diameter pipe. A new pipe was fabricated with



3/32" diameter copper tubing purchased from A.J. Reeves along with a matching cone and nut from the same source for the gas tank end. A new cone to suit the Roundhouse jet holder, its union nut and the 3/32" pipe was turned from brass.

The gas tank is mounted under the cab roof and its outlet is angled downwards in two planes. With the cab and tank fitted to the loco bending the pipe to the right place was going to be awkward at best with full sized and somewhat chunky fingers. Something easier was needed.

To bring the pipe bending into the open air the Archangel burner with gas pipe still attached was screwed down onto a flat piece of wood aligning the boiler face of its bracket. A simple thick cardboard template was cut to match the angle of the original pipe and its end point at the gas tank. The orientation of the cardboard template was marked onto the wooden base.

The new burner assembly was then substituted onto the wooden base. The jet holder complete with pipe union nut and cone was set to the desired position and nipped tight. Working with the full length of copper tubing the initial "U" shaped bend at the burner end was formed to shape. The following bends were performed gently until they matched the cardboard template. Allowing for the length of the cone the gas tank end of the pipe was cut to length and deburred. The ends of the pipe were cleaned for soldering and both union nuts threaded onto the pipe and held in place midway along, double checking the nuts were the right way round. The outer sealing surfaces of both cone ends were painted with Tipp-Ex to mask them from the solder and allowed to dry before they and the pipe ends were fluxed. The cones were silver soldered into position. Cleaned of Tipp-Ex and flux residue the pipe assembly was connected to the gas tank which was partially filled with gas. Opening the gas valve for a good time ensured the pipe was flushed clean.

Final assembly order was new burner bracket, lead ballast weight, burner assembly with gas jet holder and gas pipe attached (but not fully tightened) followed by the cab and gas tank assembly. At this point there was thankfully only minor adjustment to the bend of the gas pipe to ensure a good connection to the gas tank. The gas jet holder clamping screw and union nut could now be fully tightened.

With the loco filled with water, gas and oil (plus fingers crossed) it was outside for a test. The weather was fairly benign with a gentle breeze.





The gas valve was opened and the burner lit from the chimney with a satisfying “pop”, which was not always the case previously. Although not fully silent in operation there seems to be better control of the burner by the gas valve. Steam was raised readily and as the whole loco warmed up the gas supply could be turned down further. With sufficient pressure on the gauge tentative moves forward were in order. Once the cylinders had cleared, the loco ambled round light engine at a far more sedate pace than experienced before. The burner was barely audible. As the loco passed certain points a momentary howl from the burner could be heard each time, the locations where this occurred may well have been funnelling the breeze. Nightfall curtailed testing before a train could be assembled. Inspired by the initial results I brought both loco and rolling stock out the next day for more testing, even though there was more of a breeze. The load on the rear coupling was twelve wooden four wheeled wagons, a mixture of vans and cattle wagons. Although quite weighty all the wagons roll freely. With steam raised and warm cylinders an initial setting of regulator and gas valve allowed several steady laps without stopping or excessive speeding. To give some perspective the track is not dead level and speed did pick up slightly on the downhill stretches. Overall steam consumption eventually began to outstrip production causing the train to pause at the same points until restarting on its own accord.

All told the initial tests indicate a noticeable improvement, driver skills will probably have to improve as well with a better balance of regulator and gas valve settings. As part of these tentative first tests there seems to be far less gas being used which in turn will require greater use of the water top up bottle.

As the saying goes, “Watch this space”.



MIKE GASKIN'S RESPONSE TO TBM43

Derek, Nigel, nice issue, the last and I was surprised to see a feature on the old models I built, along with Marc's input. The Ceylon class, my idea for a "standard" narrow gauge loco (BR Class 1) due to circumstances out of my control didn't develop beyond two models, or as I always thought "miniature" as against model, simply a very small steam locomotive in its own right.

I can't remember who had the second Ceylon, but I do know it went to somebody in the States who may have been known to Marc. It was my preferred version, being a tender only loco which I was going to offer also as a large bogie tender option, keeping along with the miniature theme. After the collapse of affairs at Caterham (1993) and my hasty retreat to the West Country, I didn't have any further interest from anyone in the Ceylons, having had to refund eight order deposits from clients who all pulled out at short notice, which reflected the economic turndown at the time.

Derek adds - I have found this photo of the tender version of Ceylon, taken by Mike himself in March 1994. The note on the reverse of the shot says: Black Light Works "standard" narrow gauge steam locomotive, based on the 90 hp Bagnall. Coal fired. 16mm.

Mike continues: Still, there it was. They were good engines that I had put a lot of work into and its nice to see photos of the original again. The flood we had here in 2004 at Boscastle wrecked my workshop along with all the drawings and jigs so I couldn't get Ceylon up and running again as a production engine.



Visitors on the line

At one of Dave Mees regular weekend running days, amongst the locos present were the Alex Alder Jubilee 1897, owned by Tim Wilkinson and which has graced these pages before (too good a photo by Dave to overlook). I remain personally surprised that no manufacturer has seen it worthwhile to produce a model of this prototype, other than of course Hugh Saunders back in the early days.

The other loco is Greg Moir's lovely Merlin Major, essentially an 0-6-0 version of Mayflower, with its single Archangel 4 wheel coach taken by Tim Furber.



Mathewsons

Sausage

I know that I am not the only person who watches the "Bangers and cash" series on Yesteryear, but if you don't you really should. It follows auctions classic cars by the Mathewsons, now with three generations of the family involved, and no two episodes are the same. So would you expect one particular episode to solve a 16mm conundrum?

The programme in particular is series 11 episode 13. Even if you saw it, you maybe didn't grasp the significance? Quite a while ago I put in a photo of a Scammel Scarab look-a-like built on a Reliant three wheeler chassis. It had been advertised for sale by the builder - Sandy Fraser. I wanted to know where it had gone, but no-one came back to me.

The Scarab by the way, if you are old like me, would have been seen at almost every goods yard on the rail network. It was a three wheeler tractor cab, which would hitch up to a variety of single wheel trailers to move around and deliver goods that had been consigned to that particular station.

It was suddenly there, in front of me, being auctioned. The really good news is that it had been bought by Sandy's daughter to keep it in the family. However, what really got my attention were the photos of some of the half and two third scale single and double decker buses that Sandy had also built. I am going to try to find out more about these for my own interest. If you Google in Lion Omnibus Company you can pick up details and photos of some of these (I can't be the only person into this sort of thing!).

Sandy was also into 16mm, and I remember reading a piece in SMT about him building his line - if I recall it was on a steep hillside. Sandy amongst other things owned Rajim for a time, another Mike Gaskin loco that will feature in a future issue. So please, anyone out there who can tell me anything about Sandy, has any photos or can point me in the direction of any information, let me know. I absolutely know that I would have really liked this man, but sadly he passed away a few years ago.



re-of

Replica Scammel mechanical horse on Reliant Robin chassis. Comfortable (Volvo seats), economical, practical, eye-catching vehicle ideal for railway minded people. Off the road since a serious accident (to me, not involving the Scammel) a year ago but I will get a year's MOT. Professionally built on an overhauled chassis (stripped, sprayed internally for rust and epoxy resin coated). £1,250 o.n.o. or exchange/part exchange for gas-fired 16mm 'O' gauge loco(s). Sandy Fraser, 1999-2000

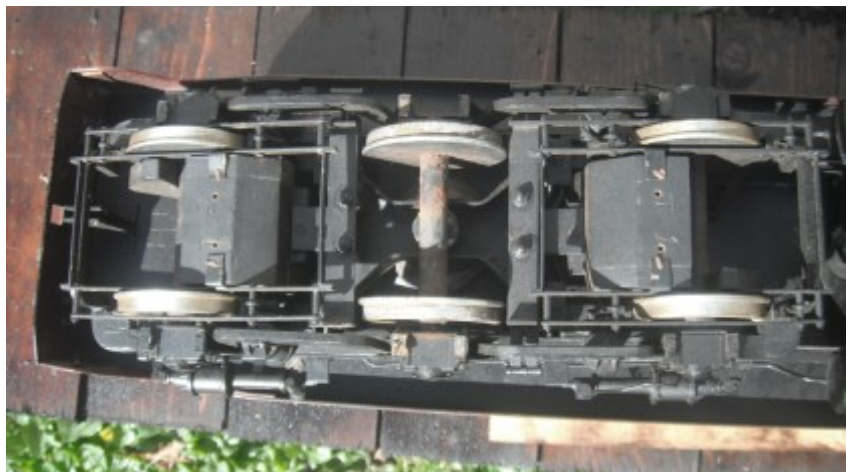




And now something you were not expecting.....

Alastair Campbell wrote this on the DG750: Not the usual heritage 16mill but quite definitely heritage and something that Kiwi 16millers should recognise. This folks, is the English Electric company works model of one of the forty DG class locos supplied to New Zealand Government Railways in 1956. A single ended A1A-A1A diesel-electric which (to me) appears to be a family link between the 10000/10001 locos built for the LMS and the BR 37s, 40s and the DP1 Deltics of the back end of the 1950s.

The model is a product of commercial model makers Coopers of York, who later went into miniature steam locomotives. In the NRM/Science Museum collection there is the EE/Coopers works model of the NZGR DF class. A longer, double-ended 2-CO-CO-2 loco, but the DG is in my care. The model appeared in a local auction not far from a village in the South Lakes where executives in the north of England are fond of retiring after a life time of labours and I suspect the model followed someone there. Better than ending up in a





skip. I was astonished to see it. I grew up in NZ in the 1970s and knew what it was immediately and I decided to give it good home. Sam Sparkes, CME of the Pine Tree Light Railway kindly collected it and posted it on to me.

It is 45mm gauge representing 3' 6" and is 24 inches in length. EE would have given

Coopers the factory plans and specified the required scale. The model is very heavy, around 10kg, built in brass and steel with specially cast whitmetal details. The axles do not rotate in the axleboxes but the bogies have fully exquisitely articulated working suspension and the four traction motors are represented by beautifully constructed steel boxes held together by tabs in the traditional model making manner.

The cab end bogie was fitted 180 degrees out, the L/H cab steps which should align with the L/H cab door are on the R/H and don't align with anything. The body would need to be removed to turn the bogie round the correct way but it would be a big job without damaging the loco. I removed the six counter sunk screws which secure the body to the running plate but it is stuck fast. Something else is preventing removal. I didn't want to damage anything else, so I left it. English Electric must have spotted the error too and didn't want to risk damage either.

The National Railway Museum of New Zealand have expressed an interest so it may soon be heading in their direction.



Dave Mees took this shot of his Cackler when it was running recently. This is a loco that is under many people's radar, yet give or take the odd whim, they are a decent runner (Dave Pinniger always used his model if he wanted to show a visitor something running quickly), and as you can see from this shot it is a really good looking representative of the breed. Whilst Dave Hardy's railcars are best remembered with the name Locomotion, he was quite capable of also supplying such as Cackler.

Lovely Cackler



QUENCH THE FIRE

Dave Mees kindly sent the photos. Bearing in mind Mike Morris's nickname of Bonfire, the drink he is holding seemed remarkably apt! Perhaps we should ensure that a can is available at every running session that Mike appears at, in addition to an extinguisher!

DEREK



Electric Avenue

Alastair Campbell for this second contribution to the magazine:

In response to Derek's call for railcars a few months ago I present mine, although I cannot claim authorship.

This appeared on Ebay nearly twenty years ago described as needing wiring work. At first I thought it was a Clogher Vally or Donegal railcar (there is a small railcar, CDR Railcar No.1 in the Cultra Museum near Belfast) but something in my memory was nagging at me. Looking through old SMTs, in a 1993 issue I found the drawings the builder had based it on. Ok I thought, freelance but well proportioned. I was wrong but it took nearly twenty years to discover it's true identity.

It uses the Brandbright railcar motor and is constructed from balsa and stripwood with some 3mm ply and nice mahogany veneer. It has a working head light, tail light and interior lights (and a yellow LED in the cab which illuminates the driver who looks about twelve!)

The body is a separate box construction with nice tumblehome sides, which sits upon a separate chassis built up from soldered together lengths of brass angle and square sections. There is a superbly modelled Model T style radiator grille and the front axle is mounted on a central pivot to accommodate track of uncertain wobblyness. Also came with a trailer car which seems similar in style to a smaller CDR trailer.

Anyway, fast forward to 2024 and I bought the works model of a 3' 6" gauge English Electric diesel loco supplied to New Zealand Railways in the 50s. Looking through other photos of heritage NZR I found myself face to face with my railcar. A bit wider and clearly not 2' gauge but the similarity was undeniable. It was a replica of the first experimental petrol railcars to run in NZ which were inspired by those being tried out on the County Donegal at the time. Can anyone shed any further light on the model and its origins?





Irulan, posing for the camera

Notes from Colorado - Graham Stowell's Irulan

by Marc Horovitz

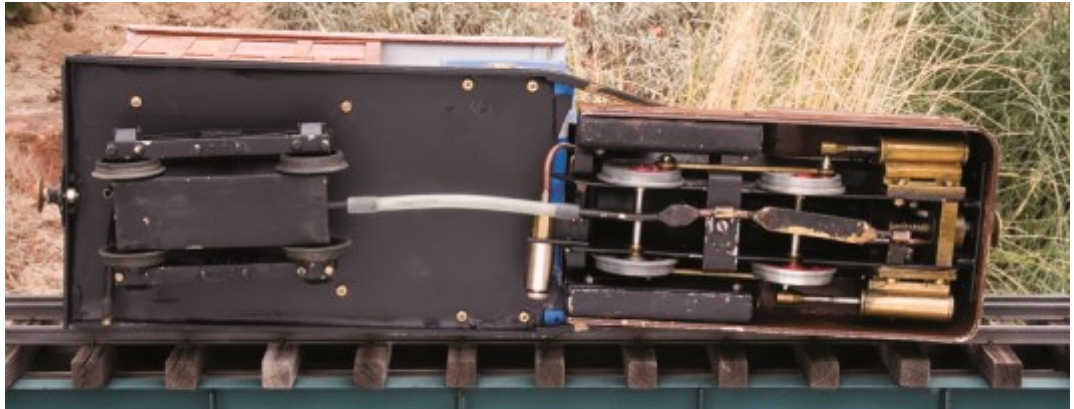
The prototype of Irulan was one of five similar engines built by Hunslet for the Lagos Steam Tramway. The originals pulled four-wheel carriages. The model, though, is without couplers.



The trailer

The model was built by Graham Stowell from a stock Mamod 0-4-0T. It is estimated that somewhere around 30,000 of the original Mamod locomotives were made, and many have been fodder for kitbashers' creativity. Graham is a prolific builder and kitbasher and whimsy is incorporated into much of his work.

Graham built a beautiful little trailer of wood and metal, while modifying the locomotive to suit. The trailer is supported by an interesting harness arrangement that hinges on the locomotive's frame above and between the drivers. A proper alcohol burner replaced the unsatisfactory original pellet burner, and the fuel tank is cleverly built into the



The underside. The fuel line and ENOTS valve are visible.

trailer's truck. An Enots valve was fitted to the engine so that the boiler could be refilled with a squirt bottle while the engine is under steam. There's a Mamod-type water glass in the back of the boiler.

The main body of the locomotive is painted a lurid blue, as were all of Graham's locomotives from this era. Also, as with all his other engines, it is named after some significant person, place, or thing from Frank Herbert's Dune series.

The last time I ran Irulan I discovered that the wheels that had come loose on their axles, a common malady with Mamod locomotives. To make even the most rudimentary repair to this machine required significant disassembly of the engine. Deeply probing the viscera of someone else's creation is often enlightening. It offers a glimpse into another person's mind, and the view is not always comforting.



The front of the loco.



Rear shot

Graham Stowell is ingenious in his work. It took a fair amount of study for me just to understand how the engine went together. The skirt, the initial obstacle, was first removed. When Mamod wheels let go, the first thing to try is restaking them to the axle, which I did. When this didn't work (it rarely does), I went rooting in the scrap box and unearthed a brand-new pair of 0-gauge Mamod drivers. To install them required fairly extensive dismantling of the engine. The frames had to be brought in toward one another so that the old wheelsets could be lifted out and the new ones installed. This was ultimately accomplished and the locomotive was restored to its original condition, ready for a go on the track.

Irulan was prepared for duty in the usual way. Once steam was up, I

opened the throttle and the engine trundled off beautifully. The motion of the pistons imparts a side-to-side action to small locomotives, particularly four-wheelers, called "boxing" or "hunting." This motion was small on the locomotive itself, but was magnified by the time it got to the trailer, which bobbed down the track in an amusing way. The run lasted around 10 minutes or so, which is adequate for a Mamod loco. Water and fuel could have been added at any time, keeping the engine in steam indefinitely. I was quite pleased with the engine's performance and doubly so that the wheels stayed firmly fixed to their axles.



Irulan turning a corner, showing its articulation



A closeup of the harness assembly attaching the trailer to the locomotive.



A view of the top of the boiler, showing the brace between the two side tanks and the new steam dome



Postscript to Marc's piece is this photo from Dave Pinniger of the same loco. Dave bought it from Graham Stowell, and has always regretted selling it to Marc, but supplied this pic. of it out on the AVR.

Still figuring it out

Thanks to Robert Groom who sent in this piece about Terracotta figures on his Nant Mawr Light Railway

After looking at early model figures in the last couple of TBM's I thought people may be interested in early

figures and miscellaneous items we still use on Nant Mawr. All are terracotta and probably bought in the late 80's/ early 90's and are painted by myself. Some were bought from Mr Merlin whilst others were bought from Welshpool pottery. They may not match today's 3d printed stuff but, they have stood the test of time and are still in use.

Derek concludes. As a matter of interest, about three miles from my house is the Tanat Valley Light Railway, based at the Nant Mawr visitor centre, which has a very eclectic mix of railwayana. If you Google it in, and look at the photos, you will find such things as the Isetta bubble car based conveyance as modelled by Chris Dowlen, and they also have there the only steam powered monorail. Worth a trawl if you like quirky as I do.





Tilly time

Jeremy Mayo has recently become the proud owner of a 'Tilly' tram, built by Brandbright. Having checked with Richard from Brandbright, he has been told that only five were made, and three are still known (two in the UK and one in Holland). It is thought that the chassis were made by Mike Chaney.

Can anyone shed any more light on these locos? I have a number of early Brandbright catalogues, but a trawl through them has not revealed anything. Are you a Tilly owner, or do you know of any Tilly owners, previous or current? Jeremy says that it is running well after steam testing.



It's an old drawing

Chris Dowlen recounts the following story, which just goes to prove that history is still out there to be discovered, and also that it is a small world. He writes:

I had a meeting with a friend this morning. After we'd finished the business of the meeting, he said that he had something to show me. He produced an album with black and white railway photographs. There was one he particularly wanted to show me, which was of Riddles, Cox and someone else (he named him, but my memory isn't good enough!) and they were scrutinising a sketch drawing.

He then unfolded the sketch that they were looking at - a beautiful sketch (I would probably call it a sketch layout drawing) of a Standard Class locomotive drawn in pencil on a piece of squared paper with pencil annotations and dated 1946... yes, the original.

Picture clarification

The photo of the Harvey Watkins B class in the last issue brought an email from Rob Bennett with a little more clarification. The photo was taken around 1998, and in fact was in Coleford where Harvey lives, possibly en route to the Exeter Show. The Figures were all made by Harvey's late wife Maureen, and at that time if you bought a Darj. loco from Harvey it came with a full set of crew as a bonus. Rob says that he still has the trestle bridge, which he made for his 'Home and Colonial' trade stand, and he also made the coach which was for onward sale.

Detective leaves us clamoring for more

A reader sent in the following:

I have just read Throwback 43 and the article 'Detective Derek.' If one searches the internet there is some very limited information about Fareham Engineering locomotives, (most of which are Bowman copies) which includes a photo of an O gauge live steam American Casey Jones type locomotive. I own this loco having bought it from E Bay a while ago. The wooden box it came in has a sticker stating 'Fareham Engineering' I have no more information other than what I gleaned from the internet entry.

This loco is a mixture of fine engineering and some very crude work, and as such I have no intention of ever trying to steam it.

Derek feels that there must be more information out there, so if you can add to this please let us know.



L Lacy Scott & Knight

Lot 93 - Fareham Engineering Company 1 ...

Detective Derek - self solving..

Nick Ward contacted us wondering if we could help recognise this coach, and I actually did. I still checked with Ron Grant, who confirmed that it was indeed one of the last design of chassis that he made, and the body was one by Dennis Beadle who traded as Bedale Coaches. From the number on the body it was also one of the last that he produced. Nick has owned the coach for quite some time, having bought it originally at the old Kew Bridge Museum Show, and at the time it was expensive (he thinks £85), but look how it has weathered the use and it still looks well.



Case Two

Chris Dowlen sent in this little teaser. I love the coaches, and given that Stan Jones Terranden Light Railway was one of the early ones, it will be fun to see who will take up the challenge. Chris wrote: Yesterday I was running my Roger Marsh Ogwen and Terranden Railway coaches at Merstham. The Ogwen is one of those without a regulator at all, so my guess is that it's a rather early one. But approximately what dates might we be talking about for the whole train?



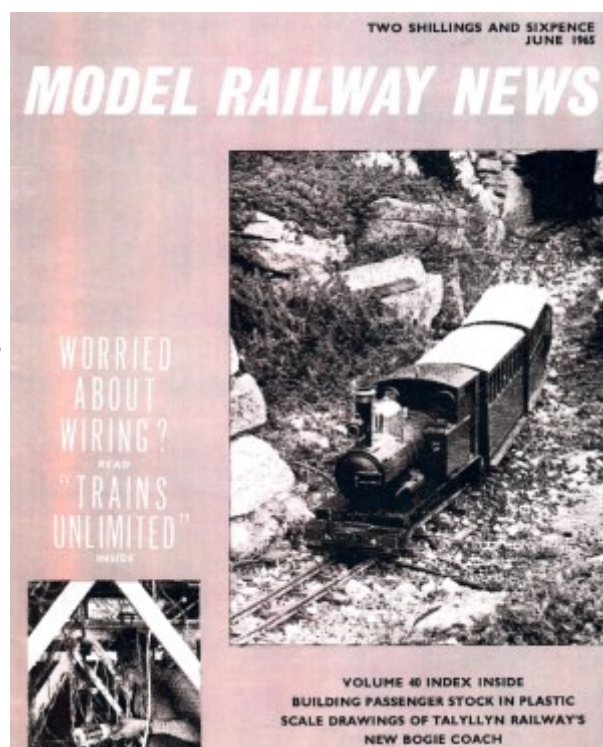
I've mocked up a picture in the garden this morning so you can see what the whole thing looks like. I am responsible for the repaint of the coaches, using an early form of AutoCad to produce the lining.

Case Three

Stuart Jenkins sent in this query, asking: I came across the attached while looking for something else (as you do). The cover of the June 1965 Model Railway News carries a photo of the 9/16" to the foot (14mm scale) live steam garden railway of the reknowned scenic modeller George Iliffe Stokes. Just wondering if anyone has seen anymore on this line published anywhere, or has any information?

Some pictures of a later(?) gauge 1/10mm scale line appear here: <https://swindonworks.weebly.com/page-three.html>.

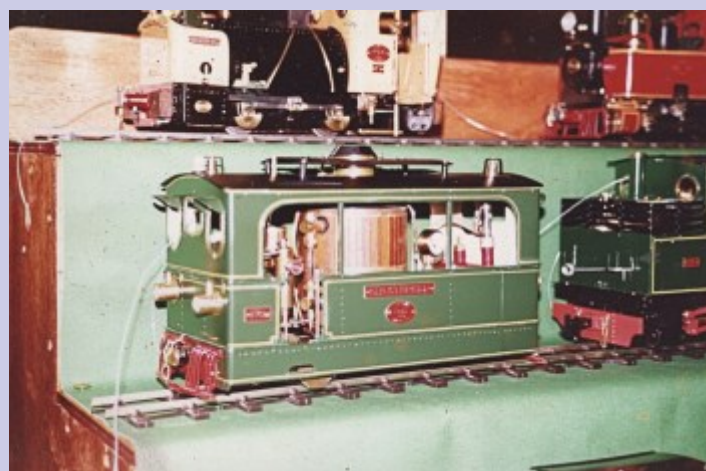
Derek says - use the link, as there are a whole raft of photos of his work. He specialised in buildings, and did in fact write a book entitled 'Buildings in Miniature'.



Case Four

My very good friend Graham White continues to help me with tram photos. He sent the following, and asked: Richard Booth brought an interesting tram to the club on Monday night: -

It has an in line SVS geared steam motor that drives one axle through bevel gears. The frames look to be modified Roundhouse Russell origin. He does not know its origins or who built it, so any interesting information would be welcome. Separately, he also sent this photo which he took at one of the original Stoneleigh AGM's. It is of a Peter Angus tram loco, called Sir Stephen, and



which

I believe is his works number 33 which I take from his book to have been built in 1990. If so, it was built around a complete Maxwell Hemmens marine steam plant, with the Caton engine laying across the frame and geared to the front axle. The steam take off point on this type of vertical boiler is on the top, and hence the regulator lever has been arranged to stick out from under the roof ventilation top cover. A very good looking loco, and Peter did build a couple more in similar vein. If you own this loco, or know anything more about it or have other photos, please get in touch.



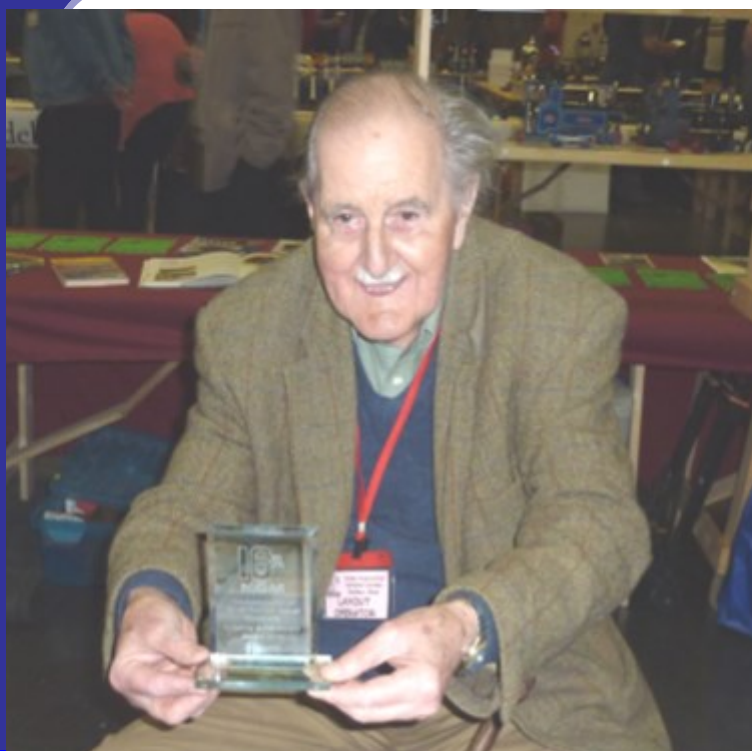
Graham French respond to a Detection enquiry....

There was a question in the last issue about the Donald Porter loco; With reference to the Donald Porter loco, I can't say where it is but it was sold at auction along with a Archangel VOR 'Prince of Wales' loco some time ago [2011]. Does this jog any memories please? Derek

Dan Coupe recently asked the following: A friend of mine suggested that I contact you on the off chance you may have any information regarding a design or origins of a part built locomotive that i have recently purchased. Now it's entirely likely that this is a total scratch build and therefore there may be no information out in the world surrounding it, but I thought this would be worth a shot. It is 32mm 16mm narrow gauge and a 0-4-0 configuration. It



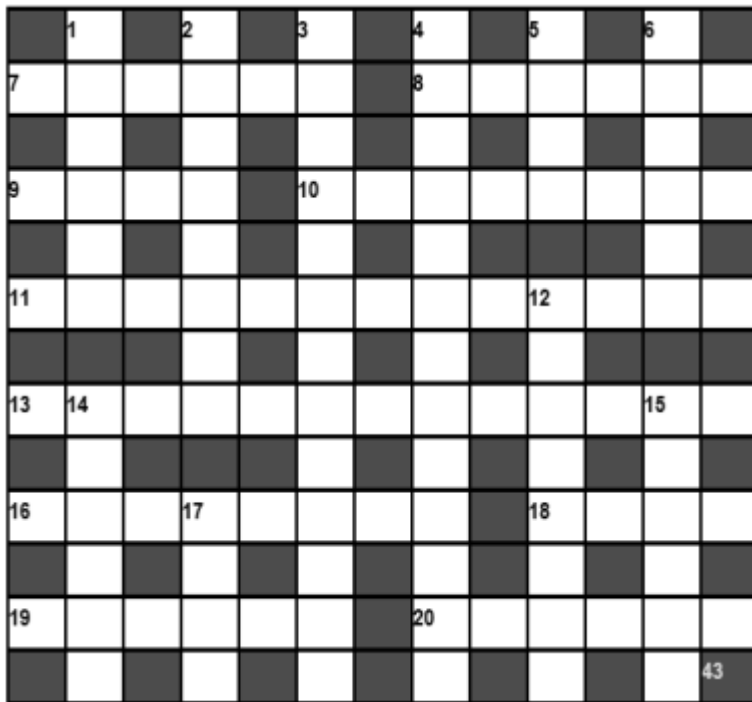
looks like it has a well made copper boiler that could be capable of coal firing but is currently set up for meths. So, in true crime watch fashion, has anyone any ideas on this?



Odds and Ends - David Hick Award

I recently came across this photo of David Hick, with the award that was mentioned in the last issue, sitting behind

his display which included some of the antique pistols he also made. I am fairly sure that Dave Pinniger took the shot (pun.....?).

OILY RAG CROSSWORD NO 43**by Chris & Jenny Dowlen****ACROSS**

7. South African desert requires special locos, which, when disturbed, roar – OK? (6)
8. Sittingbourne loco that is unlike anything else. (6)
9. Breathe heavily to reach station at the top of a Welsh mountain railway. (4)
10. Move to Kew and dismantle layout. (4,4)
11. Lawyers find Dr. substitute on Welshpool line. (3, 10)
13. Titans not only wreaked havoc but reached Devon destination. (6, 7)
16. Thick fruit drink could be likened to a gentle train ride. (8)
18. Climax leaves wheel rod hidden within. (4)
19. Alter position to move to a different train. (6)
20. Is Morgan trying to hide the signal bridge? (6)

DOWN

1. Places afar I see include journey on the Umfolozi railway. (6)
2. Confused, I detract as he packed his loco for transit. (6, 2)
3. The French iron relaid on the Romney Hythe and Dymchurch. (8, 5)
4. Use flight back to redesign Dart Valley station. (13)
5. Jenny, the Swedish soprano, used to be on the Padarn railway. (4)
6. Advance payment method for underground railway. (6)
12. Passenger leaves railway, having strained mixture. (6)
14. Aha, may I rise to see engine manufacturer? (6)
15. Oriels are rebuilt as containers for lubricating fluid. (6)
17. Snow causes disruption to everything the railway possesses. (4)

Solution to OILY RAG CROSSWORD #42 (republished in January/February Throwback Modeller #43)**ACROSS**

1. Puffing Billy; 8. Radio; 9. Chicane; 10. Steadily; 11. Char; 13. Decoke; 15. Wharfe; 17. Roof; 18. Oakworth; 21. Casting; 22. Assam; 23. Bronwydd Arms.

DOWN

1. Port Soderick; 2. Fudge; 3. Iron Duke; 4. G Scale; 5. Iris; 6. Leather; 7. George Thomas; 12. Show Card; 14. Croesor; 16. Margay; 19. Riser; 20. Lion.

Contact us.

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07551 781 583

Diary Dates

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 27th. September. The Yorkshire Garden Railway Show. Barrow Hill Roundhouse. Two gauges for the price of one.

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.



Well I bet it was a surprise to finally receive Throwback issue #44. In reading Dereks opening editorial you'll have understood the underlying medical challenges overcome to get this out. Despite this set back the material in this edition shows that heritage modelling is still alive and well. In fact in another strand of my life I've just taken responsibilities for "modern classics" - this is anything pre- '97. This set me thinking Heritage isn't old and crusty - 1997 bookmarks some very smart locomotives in our 16mm collective history, and for my other interesting strand 1997 is the divide between air and water cooled. For my part the only running I've done this year has been at Stoneleigh, at the National Garden Railway show. Work and home have been very busy.

If you could see over my shoulder as I type this you'd see our summerhouse being extended to house a classic 1971 car.....that happens to be air cooled! This has meant that railways and open days have been removed from the schedule these last six months as we've used weekends to keep building.... and I'm not there yet, still no roof or windows.

As you'll see in the "For Sale" items I was delighted to see the Pearse L&M Kitson. The Leek and Manifold line is local to us and I waived many (30 plus) years ago when I was trying to figure out if I should buy my L&M or L&B from Ian Pearse. As regular readers of Throwback will know I went L&B. But back to the L&M that graced my line a few weeks back, it's a lovely model with a lot of detailing, befitting it's position at the head of Pearse range. While my own progress has

stalled my friend Dave Pinniger continues to taunt me with photos of his Archangel Taw running on meths..... but only on a Monday? I hope to make-up for it in the second half of the year, when I have a roof and windows in my summerhouse. Wishing you have more summer running than I so far, and maybe more than just Mondays. Have a good summer, Nigel.



Tail
Lamp



TBM #44 score card

Team tram (Derek) - 23

Team L&B (Nigel) - 3