

# THROWBACK MODELLER

July/August 2024

Issue 40

The home of 16mm Heritage Modelling



*“We didn’t realise we were making memories, we just thought we were having fun”*

# Throwback Modeller

ISSUE 40 JULY/AUGUST 2024

## Welcome to Issue Forty

Well, here we are at issue 40, and still with the same editorial team. We have come a long way from the original six page 'toe in the water' but it would not have happened without your support.

I need to thank the number of you who so kindly wished me all the best with my recent medical woes, both with illness and the more recent knee replacement, which I am happy to report has gone well. Okay, it still hurts, but I was driving a car after two weeks, and have more recently been up a ladder a couple of times, and can kneel on the new joint.

My problems now revolve around the weather, and the impact that has had on the garden. With being out of any constructive action for a couple of months, the predominantly wet weather has seen a massive growth in weeds, hedge and lawn, as well as a moss invasion far worse than I can previously remember. For these reasons, I have yet to run anything on my own line, and will not for a while yet. I also managed to miss every Show and garden meet this year, so am something of a recluse in the hobby now. There was a better than expected response to the last and somewhat delayed issue of Throwback, and again many thanks for this. I hope you enjoy this one, but I plead still not being up to my old self, and am therefore still running behind - Nigel and I are determined to get back to the original timetable. For those of you who are not members of the 16mm Association, I would just note that the Stoneleigh Show, which is definitely the largest of its kind, suffered a lower than hoped for attendance at around 1500, as opposed to an average 2000, and I continue personally to wonder if this is not a reflection of the aging demographic of the enthusiasts for our hobby, which could well impinge on ability to travel distances, as well as the current economic situation. I will always say that the main reason for my passion for heritage was about the people (characters) who were there in the early days of the movement, and this is illustrated partly by the piece about the late Jim Wild in this issue, and the permanent memento to his memory. I have been to Woody Bay three times, once in the monsoon season (!) but will look forward to using the bench on my next visit. I am hopeful of making Llanfair, determined to be at Exeter (we are exhibiting again), but in all honesty do fancy the Yorkshire Show at Barrow Hill, as you can look at all the exhibits there, and whilst I have no real interest in main line, I do have a love of Deltics, especially their engines. Many of you will remember Mike Gaskin, who built many locos, some mechanically different to the norm. Mike wrote in regarding the Archangel VoR loco on the front cover of the last issue, and which is for sale. He says: *The Archangel Prince of Wales on the cover of 39 looks very much as if it was my North Surrey Downs Railway one. I had a pair of these excellent locos. The photo isn't quite sharp enough to read the works side plate but the other one was No.1, and this being No.2 along with the rather rarely seen crosshead pump makes me think it is. The works plate looks identical to a photo I have of No.1 which Marc Horovitz bought off me a long while ago. The Builder date of 1982 would be about right.*

Another fascinating snippet with Throwback connecting the dots. Happy steaming, Derek



Cover shot; "Here's a picture of my Merlin Little Wonder ...on the Laundry train duties... I'm having better radio control fitted as the 27MHz picks up on wire fence etc... otherwise a lovely engine, thanks Rob"  
Photo Rob Bennet

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## It's all there in Black and White

This is going to take some beating - a great cameo from full of ambience again taken on Dave Mees line. It could so easily be the real thing..... All apart from the sun parasol, or maybe it's an umbrella, this is Wales after all? And below For those of you in the Association, May's SMT contained a piece by Colin Hancox on his favourite loco - an Argyle Loco Works Philadelphia'. This Peter Dobson b&w study at first glance to me seemed to be the same loco, but a closer study showed up a number of differences. This begs the question as to what this loco is, so can anyone shed any light please? The late Eric LLOYD had one of the Argyle locos, and I really liked the look of it. My only adverse memory is that, with the very small cylinders, it had a tendency to run a little quick. As usual, Peter's superb photography really shows up the detail on the model.





## The short and long of it

Mike Morris runs regularly at Dave Mees' Wigfa and Llanrwst line, where both of these photos were taken. Despite Mike's nickname and reputation, both of these locos are in lovely overall condition. The Archangel Marmaduke just looks right with the train in those surroundings, and reinforces my personal opinion that infrastructure matters. It all looks so right. As for the Locobox Afrikaans, 'Drosgl', well I will admit to being no lover of Garratts and yet the relative simplicity of this model has a certain appeal.



# Jim Wild and Bloodnok's bench

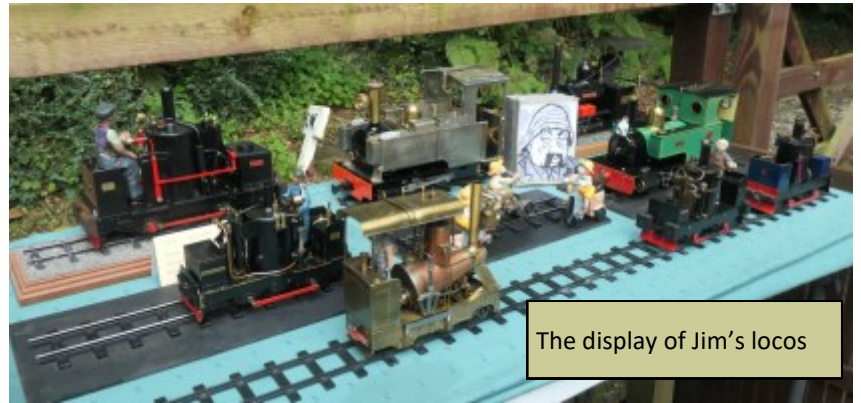


Pat Wild and the bench

Bexhill on Sea]".

Locos in the display that Jim had built including the 16mm gas fired De Winton, the eccentric Hohenzollern, a 7/8th Bantam, and Jim's last loco, a 7/8ths Accucraft conversion which was finished but unpainted. Pat tells me it would have been named "Moriarty". There was also Jim's "go to" engine, an immaculate modified Merlin Mayflower. There were two other 16mm De Wintons, "Tehran" an original built by Jim and "Cyclops" another built to Jim's design but later somewhat modified. Both of these meths fired De Winton's had an outing on the Woody Gate track. Also running was "Vron", a 7/8ths gas fired De Winton built by Richard Ough with dummy cylinders added by Jim Wild.

Dave Pinniger emailed in this reflection and some photos from a special day for the Woody Gate Garden Railway at Woody Bay on the Lynton and Barnstaple Railway on August 4th. Pat Wild had generously donated a wooden bench in memory of her late husband Jim so that more senior members can sit and watch the trains. The day was organised by Pete Chandler together with Paul James who had arranged the display of Jim's locos with Pat. Pride of place was Major Bloodnok on his rail mounted bicycle. Jim converted this from a MacDonalds toy, and it always raised a smile when he put it on the track when there was a lull in running. Jim, like many of us of his era, was brought up on a Goons diet of Seagoon, Bloodnok, Eccles and Bluebottle and could still remember many of the lines from such classics as "The Great String Robberies" and "The Dreaded Batter Pudding Hurler [of



The display of Jim's locos



Bloodnok's bicycle

It was a memorable day with Pat and her daughters raising a toast to Jim and Paul James paying a tribute to a superb modeller who was also a very good friend with a great sense of humour.



Two 16mm meths fired De Wintons



"Vron" with Chris Tilley's Pastie special



"Cyclops" and "Tehran" on the Woody Gate track



The amazing Hohenzollern 2-2-2WT

Another Bloodnok was running at the Jim Wild Day - this one is an early Regner which has been weathered and detailed and looks well.



Pat Wild sent the following email to Pete Chandler before the actual event, and I think that it is a lovely window into another facet of the man. She wrote:

*I'm pleased you liked the quote on the plaque, its from A A Milne 'Winnie the Pooh'. I thought it very appropriate as I always told Jim and Paul when they went to a garden meeting to be good boys and play nicely. It made them laugh and shake their heads.*

*Jim loved the stories, his dad used to read them to him so he enjoyed reading them to the girls when they were little. He was often still reading out loud when they were fast asleep He said the stories were for grown ups too.*

*He was a great dad always having time to be silly and encouraging them to be a bit naughty, so I had to tell them all off, which caused great deal of laughter all round. He was the same with his grandchildren too.*

*I will see you on 4th. Sounds like a really silly daft day, just the sort Jim enjoyed. I will bring along some of his engines and a photo. Also will bring some anchovy palmiers and cheese scones as he always brought them to meetings.*

Despite this posthumous tribute to Jim being now five years 'down the line' since his sad parting from us, and following Pat Wild's respectful and thoughtful placement at our place of fun, of a memorial bench to his memory, we felt it only proper to hold our official second 'two groups' steam up occasion of the year in his honour, and include having the bench officially declared by Pat as being a

resting place for his surviving friends.

The brass plaque on the seat mentions a certain character from the radio 'Goon Show', a comedy series of madness which those of a certain age will no doubt recall, and half an hour of complete nonsense which Jim was most certainly a fan of. Two characters from the show crop up as names for models of Jim's creation, being that of Major Dennis Bloodnok, but also the steam engine 'Moriarty'...or Count Jim Moriarty to give him his full title. Both models will be present on Jim's Day, thanks to Pat, and the melody of a steaming love dance with Minnie

Bannister will fill the air as Bloodnok tackles the illustrious curves of Woody Gate's slimlined anatomy.

'Bloodnok', converted from a McDonald's toy, and seen peddling around various visited garden railways, has become a

signature party piece of Jim's love for silliness, echoing the Goons' many strange stories of exploding boots, firing itching powder over the fence of the local nudist colony, and other unmentionable mentionables. The cunning and treachery of Neddie Seagoon's arch enemy Hercules Grytpype-Thynne was a routine story line among nine years of Spike Milligan's madly imagined humour. But finally, with "You dirty rotten swine..." uttered by Bluebottle upon the show being clouted on the bonce with a warmed through tapioca-filled sock, sixty-four years ago, the long lost looning of Spike Milligan, Peter Sellers and Harry Secombe are difficult to forget.

So as a tribute to Jim's past choice of radio entertainment, and his own keen sense of humour, Pat has been promised at least some goonery on 'Jim's Day', and it'll be down to us to bow to the challenge...should you choose to accept it. Don't, therefore, be too shocked to see some of us entering into the spirit of the day (and we hope you will too) by openly exhibiting a typically Eccles associated choice of favouring non matching socks. It's an easy solution to the challenge and, more importantly, needn't cost anything. Ballet tights will be optional, but we wouldn't want you to be put off your lunch...

Pete has posted a You Tube clip of the day, which you can find if you put in: 'Jim's Day' ... A tribute to Jim Wild at 'Woody Gate'

Derek adds his final thoughts on Jim. Even if you never met Jim, you now have a strong flavour of the man. He had been in the hobby from the very beginning, organising the first AGM's near his home at Tilehurst, Reading, with a steam up in his garden beforehand. The group photo was taken at one of these early meets, and there are some very famous faces (and backs) if you can recognise them. He was a meticulous and superb engineer, and for me his crowning pinnacle was the little Hohenzollern you can see in the group photos. Not just for the conical boiler (Peter Angus has also built one of these type), but the two tiny oscillating cylinders working away visibly within the frames put this loco in the Swiss watch category in my book. I watched it steam on an expansive garden line - it ran and ran at a lovely slow pace. From the archives I have added two photos of the Hohenzollern taken, I am fairly certain, on Chris Tilley's Barle Valley Railway. I am grateful to Dave Pinniger who also supplied the photo of Jim filming a train - he never lost his enthusiasm for the hobby and enjoyed every facet.

I sat with a small group including Jim at a garden meet only about two weeks before we lost him, and nothing was further from our minds, that time was becoming so precious. On a separate note, during correspondence about the 16mm line at Parracombe, we mentioned a couple of bogie wagons which had been donated to Woody Gate. We now know that they kindly came from Julian Palmer.



Spot the Rowlands.....



Jim Wild as we remember him, with his Merlin Mayflower

# Sales, Wants & Solds

Reporting from the previous sales items, the DJB coal fired Linda has gone to someone who the previous owner is satisfied will complete the project. I have asked the buyer if he would keep a summary of the build up, and let us have it for Throwback as and when it is ready.

The Roger Marsh Ogwen has found a new home with a very happy owner.

Andy Hobden sold three items - Puffing Billy, Polly, and the coaches. The Wren kit is on eBay, but at the time of writing is standing at £836.

Almost all of the Paul Trickett collection sold - all that was left were two Mamods (he could have sold the Boulton diesel ten times!), Russell and the Fowler. Likelihood is that they will go to auction.

The RH Billy and 7/8ths. kit sold.

## Sale items

The beautiful Archangel VoR 2-6-2 that featured on the cover of issue #39 is still available. Built 1982 and looking in really good condition. Owner says that it would benefit from a service, as he rarely



steams it and would like to see it go to an appreciative home. Internally meths fired, which for anyone unaware means that you need an external blower to raise steam, but after that you can keep the loco running as long as you care to. I have more photos, and the vendor is happy to supply any information as well as a video of it running. These models come from what is widely regarded as the honeymoon period for Archangel, and of course its outline is as the prototype was originally built before the rebuilds. Offers invited.

Finescale Leek & Manifold. I was advised after the advert that this loco may well be to a scale of half inch to a foot. I got the three principal dimensions from the vendor, and then compared them with those of the Roundhouse variation, as well as those



produced by Pearse Locomotives and a one-off by Mac Muckley. There was a very small variation in millimetres between any of the four. I also established that the model is track powered. I have six photos of the model, and apart from very minor scuffing of the bottom of the cylinders it is in excellent condition. Also it is now priced at £1,250.

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

There are some items left from the Andy Hobden collection.

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



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

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 14 locos now. See the full listings by following this link; <http://sidestreet.info/Usedpages/usedintro.html>

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

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

We have thinned the list down a little, If you want to keep your request in this section, please email Derek and confirm you want your request to stay in.

Then the rolling list.....

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

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

A Corris loco, Wrightscale or similar.

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

A gentleman with a penchant for small industrial models would like to know if anyone has any of the Brian Clarke/ Saltford Models Jubilee track that they might be prepared to move on? Anything from a two foot length that he can stand models on, to a circle or more that he can lay out on the patio.

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

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

A Peter Angus overtype loco.

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

A Pearse Locomotives Leeds No: 1

An Archangel Sgt. Murphy chassis only, with preferably cylinder. We have one person with the loco, but with a broken crank axle, and another who wants a larger bore cylinder. Ideal if the two come as one?

A Triassic Models Hudson tool van (or Jurassic if they did one?), preferably still in kit form but would consider a finished one.

Finescale Engineering parts for Dolgoch and Quarry Hunslets. Particularly burners, smokebox doors and gas regulator valves, but anything considered.

Perfect World VoR Breakvan (non-GWR version) - either

unmade kit or unpainted version OR the instructions/diagram that came with these kits to enable a home build.

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

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

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

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

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

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

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

Brandbright kit for the L&B open Howards trucks.

Any Peter Angus geared locomotive.

A David Hick L&B - in any condition.

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

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

Wrightscale WD Baldwin.

Wrightscale Excelsior

The Merlin Monarch brass dome for the safety valve.

A Roundhouse Bertie or Katie, preferably red.

A Roundhouse/Brandbright Fiji Fowler

A Brandbright GS2 Goods Van kits, unmade.



Any

discarded Beck loco components or non runners

A John Turner Quarry Hunslet.

An Outline 7/8ths. scale Simplex

Any Hugh Saunders loco.

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

Exotic/old school/quirky locos and rolling stock

Brandbright/Roundhouse Coffee Pot, with or without roof.

A Harvey Watkins Darjeeling B class loco

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

Any small and interesting steam loco

Tom Cooper Mini Mule.

Tom Cooper Steamlines Rheidol.

Archangel Brick - any cab profile.

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

## AUCTION RESULTS

Hansons recently sold two Roundhouse Fowler locos, both in black. One was without a tender and went for £420, whilst the other complete version went for £600. Both plus commissions which still made them cheap to my mind.

Taylor & Fletcher recently sold a 45mm Steamcraft double Fairlie, in black and missing the domes and burners at least, for £280 plus commissions. Well worth the punt.

A number of the SAS Auctions last sale items have turned up with buyer items, piece in from

I will think realised auction on the



readers. One bought five and there is a this issue another purchaser.

continue to that prices at these houses are low side in

EBAY WATCH ( Gathered from sm32, 16mm scale and live steam locomotive headings ).

In general, there are not that many heritage items in 16mm for sale on this site. There are an awful lot of figures, and cottage industry manufacturers and builders. What I have found are as follows:

There is a Locomotion Cackler currently listed at £1400 buy it now.

An early Accucraft Excelsior was reduced from buy it now £900 to £750, but is listed as ended.

A Merlin Mayflower and two coaches is on for £1350 ono but doesn't seem to have any bidders.

A Regner single cylinder, with an admitted fault, and three skip wagons is on for £900

The green Lady Anne is still advertised at £1450.

A black Accucraft Lyn sold for £780 with five bids.

A green Lyn with a buy it now of £1350 is still listed.

A Merlin bodied Beck Anna based loco in black had 34 bids up to £310.

A red Roundhouse Lady Anne with a buy it now of £900 has ended.

A Hybrid Roundhouse mechanics and Accucraft bodied L&B Manning Wardle at £850 has ended.

A Pearse Europa with a buy it now of £1000 has ended.

A nice looking Pearse Ashover coach for £87.69 has ended.



**Cherry Orchard Brickworks Railway.** Kindly recommended by Steve Drew, this is the last of its kind in the UK, and for anyone who enjoys industrial modelling and prototypes, then the clip is well worth a watch.

**A private tour of the Roundhouse Engineering factory.** It is exactly that, and interesting for anyone who has never been there.

**One of the RAREST Steam Locomotives! - Walkersville No. 8.** Not a lot to say about this, as it is extremely weird but it is fun and well worth a look.

**Joys of Life Railway - Bethesda.** I visited this in its very early days, when there was a 16mm line with a Roger Hine (Friog Models) diesel which just ran and ran. The ride on line was very short, but now I find from this clip that it is extensive and heavily engineered in places. It would make a good visit if open, to go alongside the more usual ng lines in the area.

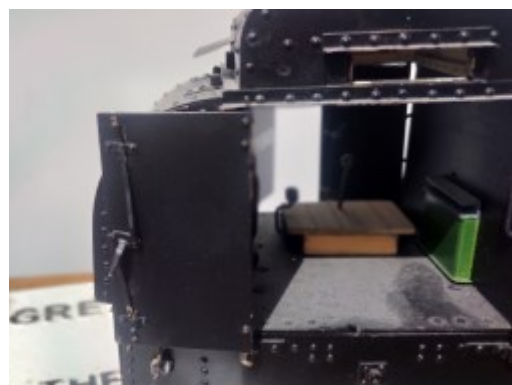
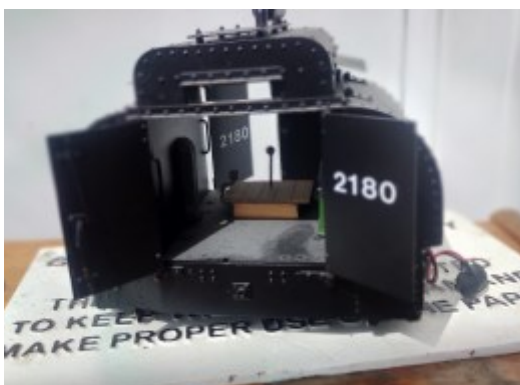
**Bredgar and Wormshill Light Railway 4/8/2024.** It used to be that this line featured heavily in magazines, but it seems to have slipped off the radar a little with the interest in Statfold Barn. It is worth a look, and this clip opens with their plantation loco Zambesi, which is so good looking and a reminder of the Brandbright (RH) Fiji Fowler. You will also find the full sized version of the 16mm Association Victory. Some lovely locos (and coaches) and worth a watch.

**Ffestiniog Railway 1968.** This was shot by Ken Ellwood whilst on a holiday, and is a lovely record of the line and some of its stock. You see Earl of Meirioneth in its original condition, a lovely looking Linda and a very fussy and noisy Prince. The line terminated at Dduallt back then, but you get glimpses of the construction of the spiral on the Deviation, together with shots of the old trackbed leading to the original tunnel and beyond. Recommended.



## Beeson Battlefield Simplex

I wrote in August's SMT about the various models built by Mike Beeson. Andy Coward got in touch with these photos of his "Tin Turtle". In true Beeson style all the door open with a lovely latch mechanism Andy has shown on the third photo here. A magnificent model. If you've got a Mike Beeson model and would like to add it to our growing list of his work then please let me know, thanks Nigel.



## Dirty Lilla

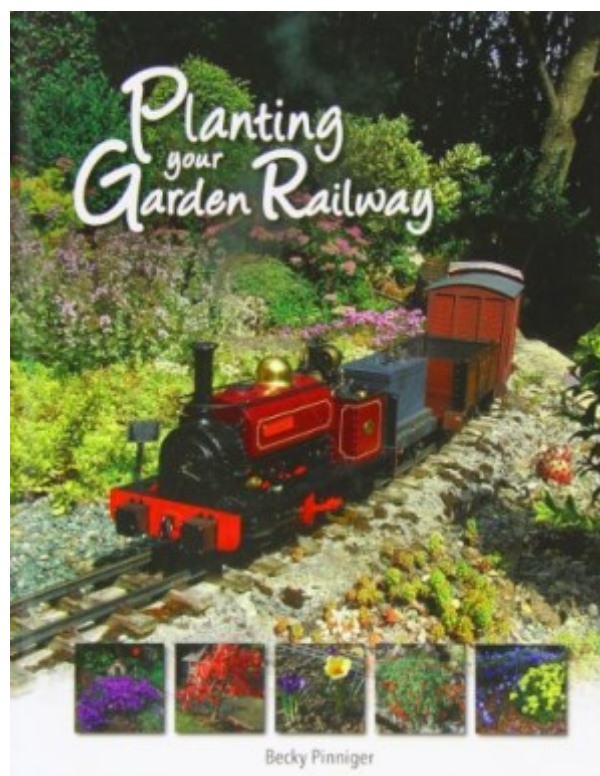
Some modellers go all in for having their models weathered, which more closely resembles them in their working days, there are now even commercial artists offering the service. This Peter Dobson photo was taken back when Lilla was looking a lot more weary that she does these days.



## One for the gardeners

Dave Pinniger has found out that Book Law are selling copies of Becky's 'Planting your Garden Railway' for £9.99 plus postage.

This is regarded as the definitive work on the subject, as both Becky and Dave travelled to a number of well known lines, picking out the best use of complementary planting to enhance the modelling, as well as having a close look at their own AVR



Becky Pinniger

## Electric Avenue - A Faller fiction

Whilst John Armstrong was still at school he bought a Faller 2 rail loco, and when he was working in Abu Dhabi way back he modified it into a battery 3 ton Decauville. He did a good job of it to my eye, and then seriously weathered it as you can see. There were none of the rust effect paints available then, so I hope to reprise his methods (which I know included talcum powder!) in a future issue.



The late Peter Jones modified one of the Faller range in his early days, and you can see the results in the final couple of photos. For a long time it was owned by Don Sanders, an Oswestry modeller, and he fitted it with an IP chassis, which was still in situ when I bought the loco from him.



## Electric Avenue toot too



This eclectic model was built and photographed by Graham Stowell. It came as a kit from Saltford Models, but as yet I have never seen it appear in any of Brian Clarke's literature. Martin Haywood, who has supplied most of the Saltford information that has appeared in this magazine thus far confirms that it has Saltford wheels, and wonders if Brian produced the kit, only to find that it had no real customer appeal, leaving Graham to have one of the very few examples. Let us know if you have anything like this.

## And a bit more electric for Emett



This photo came during one of Derek's many exchanges with Dave Rowlands. It depicts Chris Brown's Emett layout.

If I got it right, Chris also did an outdoor line, which featured in Model Railway Enthusiast magazine in 1998.

Beyond these few thoughts, I have no idea, so if anyone out there knows more, or even more hopefully has some photos or a scan of the article, then please let us know.

# Parting of the ways

Michael Leckenby sent in the following: I had a Merlin Mayflower which I acquired knowing it had issues. Aesthetically it was in good condition for its age so I felt it was worth the challenge to see if I could recommission

it. Basically it has all the problems of a very well worn loco, and all the typical issues of a Merlin piston valved engine. Connecting rods, valve gear, and valve bobbins were all worn. I replaced the teflon pistons with O ringed brass pistons and bushed the connecting rods. Sadly, fitting new valve bobbins proved a step too far for me. Rather than admit defeat, I decided that, as a heritage loco, it deserved a the chance of a second life. I called on the services of a very well known and long established retailer. Despite their best efforts, having produced new valve bobbins, they found their wasn't sufficient material in the valve chest to open the old, scored piston bores to fit the valves. Apparently this is the first of these locos that has beaten them. Options at this point ranged from selling as spares or repair, to modifying a Roundhouse Bertie chassis, or replace the Merlin running gear. The loco was duly returned to me very much as it had left.

As the various options are still beyond my capabilities, I thought that the best chance to save this Mayflower would be to advertise it on the Garden Rail Group website, hoping that someone would take up the challenge, which they did. You can see the overall condition of the loco from the photos, and it even had a wooden carrying case.

Derek rounds off: Michael sold it for what is really a nominal sum. He did suggest to me that his cannot be the only loco with this predicament, and wondered if there was any mileage in carrying details of repairers/modifications for any heritage locos in Throwback. Nigel and I have a policy of not carrying any advertising in the magazine, but that does not preclude an index of helpful information for such instances as this Mayflower.

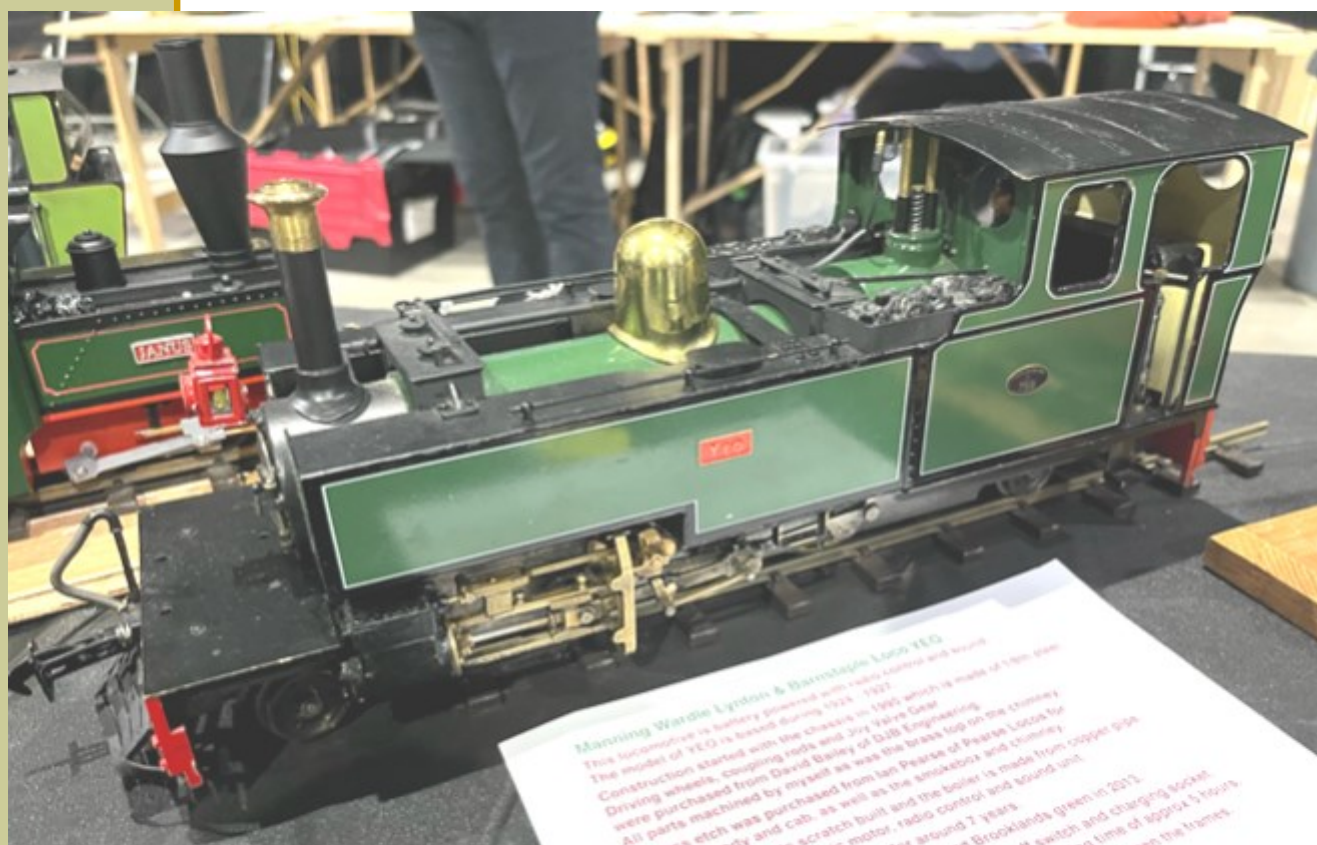


## Return to Stoneleigh

Keith Skillicorn took this collection of photos from Stoneleigh. These are a small selection of the heritage locos that Keith photographed at the Show, just for your interest. I would love more information on the electric 0-4-0, the Couillet is a Harvey Watkins build, Louisa is unknown and Mountaineer is a David Taylor Steamcraft.



Dave Lemar's thoughts on the show included these comments, I thought that it was great to see Gallstone Creek again; also interesting was a battery-powered L&B built from an unholy alliance of a DJB chassis and an Accucraft body.



Dave Pinniger shared his "heritage" orientated photographs from the show too;



The black Darjeeling B class is a Harvey Watkins build

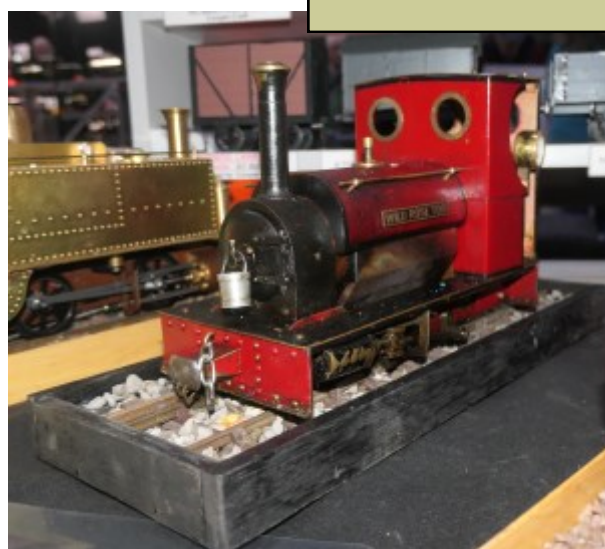
The builder of Wild Rose Too is unknown to Dave - can anyone shed any light

Wild Rose Too (1988)



This is the first steam loco that I ever built. Essentially, it is a copy of Dave Watkin's model 'Wild Rose'. We took WR apart and measured everything we could think of, making pencil sketches on scrap paper. From those, I built my model, which was subsequently written up as a construction series in 16mm Today (SMT) in 1989-90 (Issue 48 and subsequent).

There are several examples of 'quarry Hunslets' in preservation around the world where they may be seen.



Nigel's Archangel Taw a recent rebuild, maybe Phoenix would be a more suitable name?





## Forest Grove debut

Many of you will know of James Riston as my fellow L&B comrade in arms, James writes from Portland Oregon of the opening of the new branch; James writes; The first passenger train of the Forest Grove Railway (FGR) made its journey up to the top station and back this morning. "Yeo" is the only locomotive in running order at the moment. The train consisted of the seven panelled coaches. Four are Brandbright kits, the other three, and a full brake which wasn't included, are scratchbuilt to match. I would have preferred to run L&B coaches but they all need new bogies after their whitemetal Tenmille versions suffered a rough journey from Georgia to Oregon.



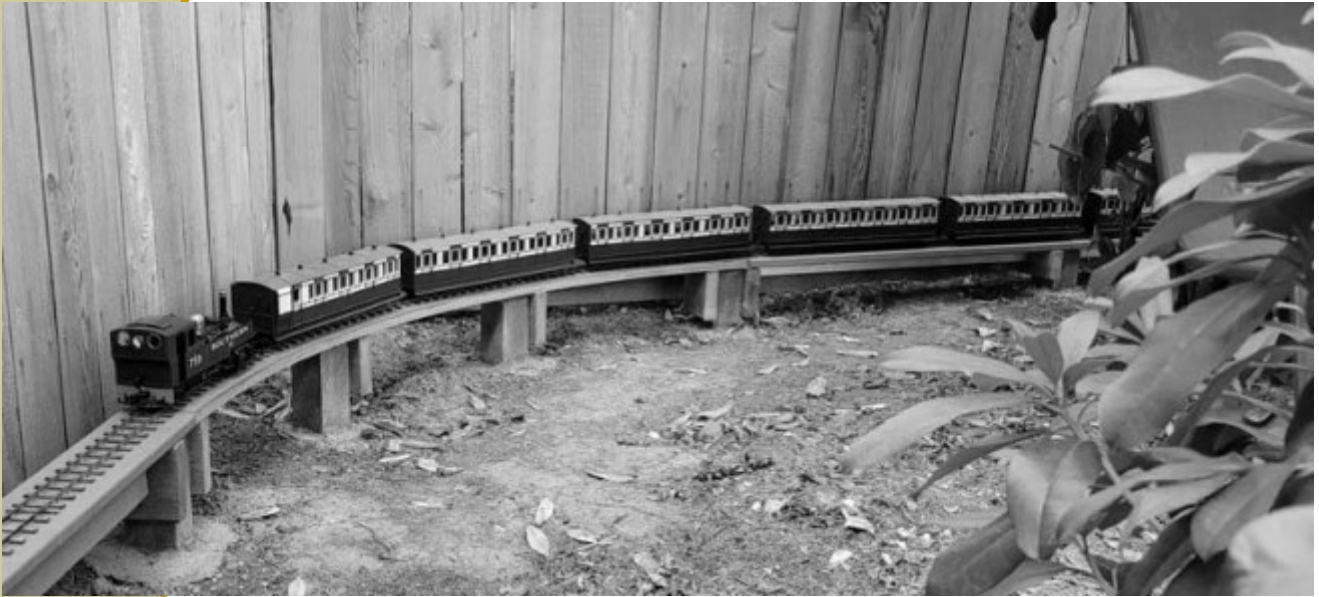
Just beyond the station the line starts to climb at 1in50 and then rounds a 6ft radius curve. This is a formidable start for a cold engine and Yeo was given full throttle immediately. At the end of the first curve the gradient steepens to 1in33. The speed dropped to a crawl by the top of the bank.



The first train arriving at the loop in the top station. This section is level so swift control changes are needed to stop a too rapid acceleration.



Ready to head back downhill, the Guard and fireman have swapped the lamps around, and the gas has been turned down to a murmur from the roar that was necessary for the climb.



From the top station there is a gentle level section to Summit Curve, another of 6ft radius, just before reaching the top of the precipice. On the 1in33 down the train threatens to run away and the only way to control the speed is to move the valve gear towards mid-gear. Hence Yeo's choice as the initial loco back in service as it is radio controlled. Manual locos are going to need handling with great care.

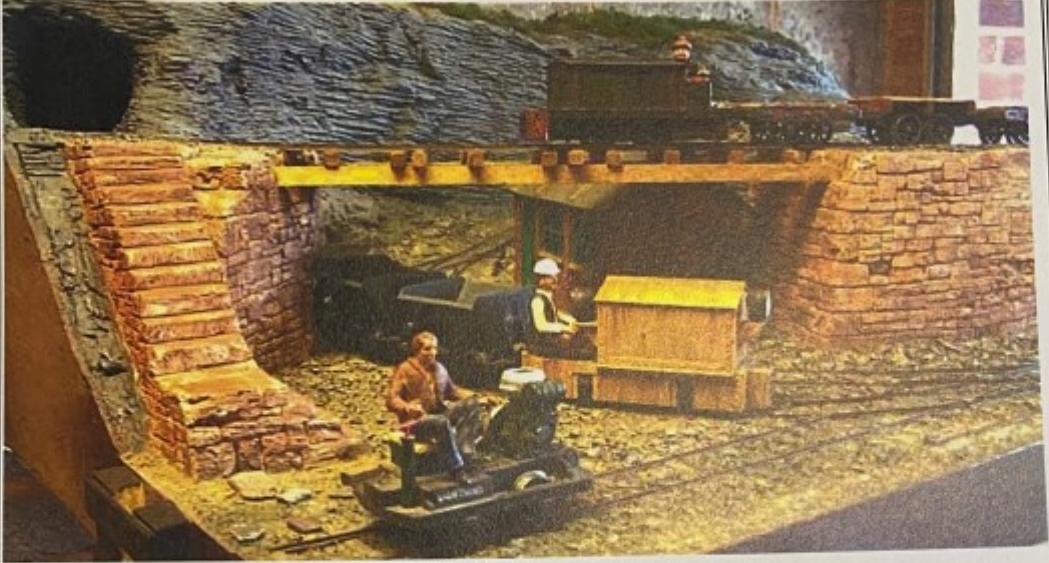


Safely back at the passing station. No Platforms for the passengers here yet. Yeo blows off triumphantly. The stub that it will shortly use to run round its train will eventually lead to the front garden, with more steep gradients. That should happen next year. This is definitely going to be a driver's railway. I am pleased that all went well. There is much packing and jacking to be done to get the track into really first class order, but I am pleased that my narrow gauge trains can run again for the first time since being packed away in Georgia in 2017.

## More Micro answers

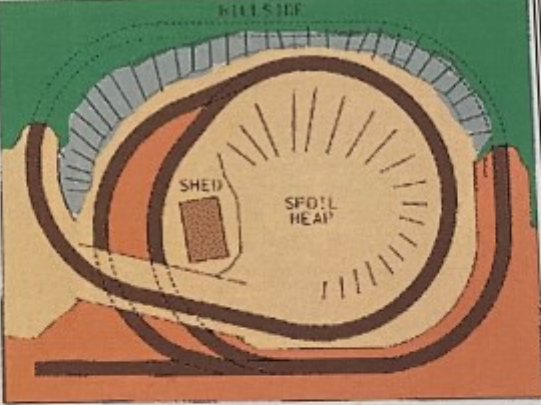
In the last issue of Throwback Modeller I asked about another micro layout that appeared after Gallstone Creek. We're grateful to several of you who each responded with a bit of the history. Murray Lewis dug out this snippet. Steve Bell confirmed the reference too; Hi Nigel, I found the copy of the Industrial and Narrow gauge Modelling Review featuring the Aprafeelie layout. It is issue 61, dated Jan 2005, page 190. Steve.

**LARGE SCALE MINING TRAM**



Questing for ever-larger trains on continuous-circuit layouts, we have unearthed the *South Arpafeelie Mining Co.*, a tramway built by Steve Holland, from Birmingham, England in 4x3ft (120x90cm). The layout uses battery locos to serve a mine producing stewpidium trioxide, a dietary supplement often used by politicians. Scale is 16mm to the foot (1:19 proportion) running on more-or-less 32mm gauge (1.25in). Curves are 12in (30cm) and grades are 1:8 (12.5%). Turnouts are stub switches, except the single-bladed point (*left, below*) which is operated with a forefinger! Steve comments, "Stock can be swapped out of sight through an opening at the back of the layout, although putting stock on the track then coupling it up in a confined space on a 1 in 8 gradient can be interesting."

Fascinating simple single blade point mechanism

**SOUTH ARPAFEELIE MINING CO.**  
by Steve Holland • SM32 • 4x3ft (120x90cm)

# A bit more on Micro Layouts

Peter Butler has kindly graced these pages before, with his interest in Emmett modelling. However, in this instance he has written in about something different:

On page 30 of TBM39 you show two images of a micro layout and request information regarding it. I do have some details you might find interesting....

A while ago I asked for dates when the 16mm Association AGM was held at Alumwell School, Walsall, West Mids. I know you printed my request but it seems no-one responded. That would have helped to roughly date the images mentioned as they show two of my colleagues and members of the 'Narrow Gauge Modellers Group' which was formed about 1973, and meetings held, at the aforementioned school during that period. My nearest guess for the picture date would be 1980. Unfortunately I can't identify the location as I wasn't present.

Neither can I recall a name for the layout, or even if it had one?

We began to model in 0-16.5 and exhibited widely. We then progressed on to SM32 and produced a large portable layout, 'Umbridge', which has now evolved into the 'Brockhampton and Umbridge Railway Preservation Society' (BURPS) and is permanently sited in my garden shed with extended outdoor running in the garden....

<https://www.youtube.com/watch?v=hHGDJmKpnlQ&t=116s>



The Brockhampton and Umbridge Railway - August 2019

An overview of the Brockhampton & Umbridge Railway - a 32mm gauge, 16mm scale garden railway situated in the South of Wales. All structures and the majority ...

[www.youtube.com](http://www.youtube.com)

At the same time the young man pictured on the left constructed the micro layout shown. He did this in secret and only showed it to us on completion. The stone blocks and rockface were made of plaster of Paris, set in situ on timber structure and allowed to dry. Each stone was individually scribed and textured before being painted. It was a real work of art and led the way for us to follow on the Umbridge structures.

All trackwork and locomotives were handmade.

The other young man on the right of the picture was a highly skilled artisan able to make small metal parts for detailing locomotives, buildings and trackwork.

Umbridge went on to win 'Best in Show' at Warley exhibition in 1990 and had quite a long exhibition life before being retired and stored for several years before moving to Wales in 2003.

As a postscript, Steve Bell very kindly wrote in to say that the gentleman on the left in the picture is actually Steve Holland



# Meirioneth Memories -



In a much earlier issue, we carried a piece by Stuart Baker, one of the surviving four original founding members of the Meirioneth Society. It carried details of the Abermarsham layout and station. I have now received a piece from David Parmar-Phillips, who is the current custodian of the station building, and it is well worth reading as a follow on:

I first became aware of the

Merioneth Society in the early nineties which was about thirty years after their formation. I was living in West London at the time and had recently joined the Uxbridge Model Railway Club. I had been a 16mm modeller since about 1980 whilst living in East Sussex but, due to my rather peripatetic lifestyle at the time, I had not really been able to build a worthwhile or permanent layout. I don't quite remember how the Merioneth connection came about as I didn't know anyone in the group. Maybe it was someone in the Uxbridge club who, knowing of my interest in the larger scales, pointed me in their direction. My first meeting with the 'gang' was at Ray Wyborn's house, which had previously been owned by Don Boreham and so was steeped in 16mm history. The members present that evening were; Ray, Stuart Baker, Alan Walker and David Newham.

The group were very friendly and welcoming and Ray's lovely wife, Chrissie, kept us well supplied with tea and biscuits. It was some meetings later that the subject of housing the numerous models (which had been built for the layout's first public appearance at the 1962 model railway exhibition at Central Hall) was discussed. One of the group, I can't recall who, was the designated keeper of these beautifully crafted "gems" of model making, but needed to free up the space where they were stored. Everyone volunteered to take one item each and, somehow, the largest of the models, Abermarsham Station, ended up in the trunk of my car that evening. That was over thirty years ago and Abermarsham (now over sixty years old) is still in my possession! It has survived many house moves as I have continued to roam the countryside in search of, one day, finding a place to rest my weary bones. I have now found that 'Nirvana' and have been settled, for sometime now, in the beautiful county of Carmarthenshire, South West Wales. In 1995 I joined the Gauge3 Society, although I knew of them from their inception in 1990 through my friend the late Peter Stroud. At that time he was a Gauge1 enthusiast and during the 1980s I would run my gauge convertible 16mm stock on his 45mm track when we both lived in East Sussex. Peter and his friend Alan Headech, along with a few others, were founder members of the G3 Society and, although still a 16miller, I very much admired the scratch built models being constructed by Peter. Why, you may ask, is G3 being mentioned in an article about the 16mm model of Abermarsham Station?

Let me explain. From time to time the name Roger Marsh would crop up in the G3 society's newsletter and website, and it was in one of Rogers articles that he happened to mention his, once upon a time, membership of the Merioneth Society. This was back in the sixties and, of course, long before I had joined them. I contacted Roger to tell him I had the model in my



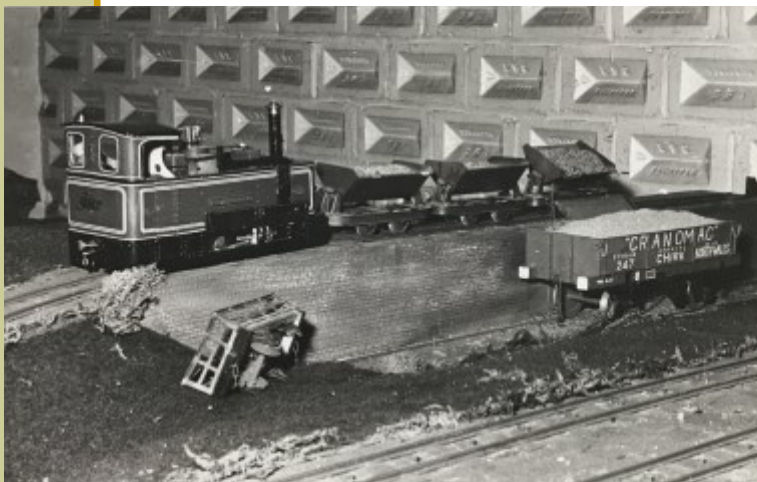
possession and did he know anything about its history? He replied to say he was pleased to hear that it was still in existence and in fact he and David Newham were the modellers who had built it! Imagine my surprise and delight! He then went on to explain that the name was derived from both their last names, Marsh and NewHAM, prefixed with Aber to give it its Welsh identify. Anyone familiar with the Ffestiniog Railway will recognise it as being a scale model of Minffordd Station. The photos were taken by my very good friend Peter Chandler. We posed it with two of my "heritage" locos, the Tom Cooper Mayflower (which still performs "as sure as sunrise" after over 40 years of service) and the Tolhurst Owain Glyndwr. Both these locos have stories to tell after following me on my perambulations around my various locations over the years. Maybe they might share them with you one day?





## Marsh on AberMARSHam

From Roger Marsh - Mention has been made of the Merioneth Society and Abermarsham. David Newham was the driving force behind this but I did go up to the Houses of Parliament with him to look at the original documents concerning the Merioneth railway proposal. The highlight of the visit was when David knocked over a cup of tea on the official's desk. I don't know whether it was David or the Model Railway club who proposed the building of a 16 mm layout. We had both been regular runners on the club's test track and in 1961 we were asked to provide a layout approximately 20'x10', David doing all the buildings and me the baseboards and track. We had visited the Ffestiniog to measure Minffordd station, the rather poor picture showing what an excellent job he did. The layout consisted of a fiddle yard against the back wall and the station at the front. There was not space to fit an engine release in, so I built a sector plate operated from a hand wheel on the baseboard edge. We had a loco shed at one end and a siding along the front edge. A few weeks before the Easter exhibition we were designated a larger site and needed to extend by about six feet. I had a short train of Hudson side tippers so we settled on building a mineral extension. (See the photo with David's Glyn valley loco at work). The wagon had a hopper arrangement that passed through the front of the dock so that as the grit was tipped into the wagon it could be taken back to the fiddle yard for refilling the tippers. The grit was the fine green stuff used on tennis courts and the skips were worked by a wire operated from behind the dock. One day I noticed a young lad had been watching the operation for some time and when I asked

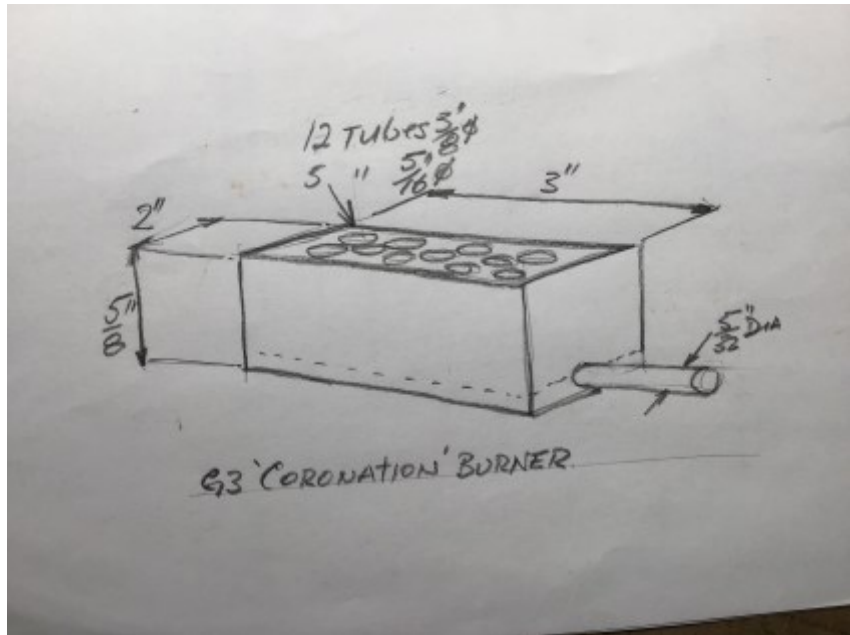


why he said he was waiting to see it overflow. Being a mean swine I did not explain it never would! Because the points were manually worked the controller and section switches were on a long lead. Occasionally one of us would sit under the layout with the controller while another would shout instructions to the loco in Welsh. I'm sure some visitors went home thinking they had witnessed a burgeoning new technology.

## Roger continues

Throwback Modeller always revives memories from long ago and 38 is no exception. Perhaps you should put a trigger warning at the beginning, it seems to be all the rage. I have prepared some musings that you may wish to share with your readers.

Wiki Help: many moons ago I read of a man in the US who had been experimenting with wicks made of porous fire brick. I made one for a G1 loco but found there had to be about 20 mm of brick visible which made the thing too tall to fit in the firebox. I did try one of about 8mm but every puff up the chimney blew the flame out, which immediately



reignited with a loud crack so it sounded like a two stroke motorbike! Fast forward a few years and the advent of ceramic gas burners created an opportunity to try again. I had made several ejector type burners using asbestos wick as used by Eddie Cook in O G and Hugh Saunders in 16mm. The ceramic block I used was about 12mm thick and with 3mm space below to allow the fuel to circulate the burner was only 15mm tall. The body was to be a good fit in the firebox so that all the air went through the



tubes to create a number of intense flames. The total cross sectional area of the tubes was about 50% of that of the body. My first effort was for a G3 Coronation as shown in the sketch. I also found some pictures of the burners too

## Roger continues.....



Some more thoughts which will be the last for a while as I am draughting an article concerning the introduction of my Ogwen loco. Peter Butler wrote about his Emmet style loco recently which brought back memories of the Far Tottering and Oyster Creek Railway that toured the country in the late fifties. I saw it at Owen Owen's store in Coventry. The layout was about 20'X10' and the track was G1 or 2. The thing that I particularly remember was the man by the loco shed sweeping a loco chimney in the manner of a chimney sweep. He had two or three goes and then one final heave and the brush popped out of the chimney. Does anyone have any info' on this railway? So much of Emmett's work seems to have gone unrecorded like the wonderful contraptions he made for the Milk Marketing Board that were a feature of their stand at The Royal Agricultural Show at Stoneleigh Park. The photos and drawing of Ray Wyborne's Beyer Peacock tramway locos inspired by Dot now residing in Tywyn museum made me sit up and pay attention. This loco ran at BP's own works and should not be confused with the saddle tank version they made for the L&Y. The photo shows my own effort in this direction built in 1968 and somewhat larger at just under half a ton. It started off as a half size model but Howard Clayton published his book on the Duffield Bank and Eaton Hall Railways about the same time so I decided to make a sit in job, it took over three months to build in which time my weight had gone up from 9 1/2 stone to 14.

I ran it on my garden Railway for ten years and then sold it to Jim Heylock who runs it on the Moors Valley Railway.

# The power of suggestion

Bryan Parker sent this in:

I have to say that issue 39 is up to its usual very high standards ( much better than paid for publications!)

The shot of Prince on David Mees layout is absolutely stunning! Due to being on 12 hour nights again I have just dashed up to Aldi and relieved them of 4 of their "Slate" planters and when I get chance will hopefully adapt them to Garden Railway requirements!

Derek adds: This got me thinking about my own line, and I am now the proud owner of one as well.



# Raising the pressure..?

This is the photo that has me fawning the most in this issue, a coal fired L&B Manning Wardle in Southern Livery, oh my!

I'd never seen a coal fired swept rear cab sheet model before this and was intrigued as to how John Shawe has achieved this. Lew is far more popular choice with the flat vertical cab sheet with no livery and lining complications.





## F H Wood - the Four year Beeson mystery

In Throwback #17, October 2020 Ben Shaw asked if anyone knew the history behind "F H Wood". F H Wood is the Mike Beeson build Baldwin, finished in Crimson Lake, that was star of the recent Mike Beeson article in the August 2024 SMT. In the SMT article Ben again appealed for help in identifying the locos origins. Martin Smith stepped forward and wrote the following;

Hi Nigel, I can fill the gaps in about the loco. Mike Beeson built the loco for his Brother in Law Frederick Hesketh Wood who lived just round the corner from me when I lived in Evington Leicester. Sadly Fred passed away suddenly in the early 1990's. In my early 16mm days I went to some open days at his house.

Another local member the late Mike Abbott obtained the loco from Fred's estate as he wanted it to remain in Leicester. He named it in Fred's memory. Mike never had a railway but was a keen member of the East Mids group, running on my layout when I had an open day.

I think I may have some old photos featuring the loco which I will try to dig out for you.

I hope this fills in a few gaps for you.

Regards & Best Wishes, Martin



# Mamod three, now four ages?

Many but maybe not all of you will be aware that the decision was taken recently by the owners to wind down this iconic manufacturer. You may care to look at a video on You Tube titled 'The Mamod factory's last ever open day before closing'. The Company has had a rollercoaster history, and it seems the ideal time to look at the following article from the aged (even then) typewriter of Dave Rowlands:

Three Ages of Steam;

A personal view of Potboiling through Four Decades, as written by Dave Rowlands and which appeared in Garden Railways magazine in 1979. This is part 3 - The Mamod Era. The other parts were printed in sequence in the magazine if you care to go searching. My thanks to Dave for permission to reprise this piece.

I have repeatedly maintained that Dave Rowlands is one of the finest wordsmiths in our hobby, and I for one became enthralled with 16mm as a direct result of his various articles. This particular piece is more factual and less frivolous than some of his offerings, so:

Between the two World Wars the enthusiastic and impecunious garden railwayman wanting to build his own locos required a source of cheap low-pressure steam fittings - boilers, cylinders, safety valves etc. One useful source of such items was Bassett-Lowke Limited, who sold separately the boiler, cylinder assemblies etc. of their Gauge 0 and Gauge 1 Moguls. For high pressure work there were suppliers such as Bonds o' Euston Road (London) and Stuart Turner.

After WW2 these supplies gradually dried up, as did the ready-to-run model steamers, and so it came about by the 1960's that there was nothing in the UK for the small scale live steam man who could not make his own boilers and cylinders - not until Stewart Browne's Archangel Models burst on the scene. The live steam powered scenic garden railway, once almost a way of life in England, all but died!

However, the Experimenter soon discovered that Mamod Limited would obligingly sell individual components of their steam toys at absurdly cheap prices. In 1960 a pot-type boiler tested at 40 psi pressure, with a level plug and safety valve could be had for less than £2.00.

Geoffrey Malin had founded the Mamod firm in the 1930's by supplying stationary steam engines for the popular Meccano and Trix construction sets. These were meths fired pot boilers, safe and sensibly designed for a toy plant requiring 10 - 20 psi pressure - saturated steam of course. After WW2 Mamod reintroduced the stationary engines and also began a range of very attractive steam toys, such as a steamroller, a traction engine, a Foden lorry and ultimately a steam car.

Many railway enthusiasts wrote to the Company suggesting a locomotive, but Malins were cautious, responding that there was no market for this. Not until Archangel had demonstrated once and for all, to anyone who cared to notice, that there was a big market for controlled live steam railways, did Malins rethink, and begin production of their now famous toy locomotive.

In the steam desert of the 1950's, many imaginations were fired by articles in the model press describing conversions or rebuildings of Bassett-Lowke steamers. One such was Alan Pratt's notable conversion of an 'Enterprise' into a handsome 16mm/ft. scale narrow gauge loco. This was about 1959. There is, however, no question that the most inspiring and thought provoking article came in 1967 when Nicholas Back described his live steam 14mm scale Darjeeling-Himalaya B class tank loco for 0 gauge, named 'Sherpa'. It was a simple pot boiler, meths fired with a single cylinder, a flywheel, reduction gearing and a belt drive. He could not have picked a better time for the prospects in commercial 0 gauge were absolutely at rock bottom. In fact, 'Sherpa' was built

around a Bowman boiler and cylinders (from a launch not a locomotive) but Nick was astute enough to point out that Mamod components would do just as well. A big help to the tyro was the fact that the comprehensive construction drawings Nick provided were done to a very high standard, and that he was able to describe the pitfalls (and how to overcome them) from his own experience. Between them, Nick Back and Mamod probably saved 0 gauge live steam from extinction in the 1960's, until Archangel came along.

Finally, of course - and rather belatedly - in 1979, to consummate the rumours of a Mamod loco that had started in 1974, came what you will all recognise: the attractive Mamod Steam Railway set, with a delightful freelance (nominal 16mm scale) 0-4-0 tank loco featuring double-acting oscillating cylinders fed by a pot boiler fired with metaldehyde pellets.

It quickly became evident that for outdoor use, meths or butane firing was needed to yield acceptable results, since the pellets needed a properly designed firebox to burn adequately. Such burners were immediately forthcoming, one of the best being marketed by Marc Horovitz.

This cheap and elementary locomotive has brought safe and reliable steam within everyone's reach and has proved a tremendous fillip to the hobby. It is amusing to reflect now that its first appearance at a meeting of the 16mm Association in England was rather fraught with mixed emotions.

The redoubtable Mr. Merlin had obtained a supply of the first boxed sets off the production line, and descended uninvited on Stan Jones' garden meet, where he set up shop on the front path so that he could waylay all comers!

Suddenly all you could see was Mamod locos. Most of them were fuming and spitting in the hands of novices before dashing off at breakneck speed for a few yards, only to crash headlong into another Mamod travelling in the opposite direction, whereupon a third and even fourth ran into the wreckage, whilst others hurtled to destruction from the viaduct. It was a scene of utter lunacy and anarchy for about an hour, by which time most of the new locos had been damaged into early retirement. The sad discovery that metaldehyde pellets which had fallen into the pond beneath the viaduct had killed all the goldfish was the last straw. The scratchbuilding fraternity, accustomed to lording it over the onlookers at such meetings, had to content themselves with sulking in the workshop or stomping off to the bar!

It was hilarious, but sobering. No question that the impact of this attractive loco was going to be tremendous, though it also demonstrated that the happy-go-lucky world of the garden railway buff was going to need a bit more organizing in the future.

Sadly, and most unfairly, it all went wrong for Malins just when success was in their grasp. Bankers who had underwritten the Mamod tooling up were panicked by the reported slump in 00 gauge model railway sales in the UK, and the upsurge of moronic electronic games. Instead of waiting to see how things panned out, they foreclosed. A Receiver took over and Mamod was sold. Happily the locomotive set went into rapid production again and supplied the world's demand. Since then the firm has suffered the fate of so many in these wheeler-dealer days: Take-over upon take-over.

At the time of writing (1979) the loco is not in production, though the present manufacturer affirms that it will soon be so.

We can but hope so, for the need for such a cheap, reliable live steam loco has been amply demonstrated.

Derek concludes that we all know, of course, that things did continue into the next chapter...



Phil Flints original L&amp;B Railbus

## Detective Derek, Hoping for a barn find

I have been unable to attend Dave Stockwell's Open Day at his excellent L&B themed line, and this railcar has been there for the past couple of years at least. I have asked a few who were there, but no-one seems to know the owner. Can anyone supply me with any contact details please?



When Phil Flint was modelling 16mm, and building his Manning Wardle models, he also built a railcar with the same thinking - that the L&B in an attempt to save costs followed the Irish principle of this mode of transport as opposed to steam traction. It had Mamod propulsion. Does anyone know what became of Phil's original version, which you can see in the photo? Are there any other models in the same theme that you know of?

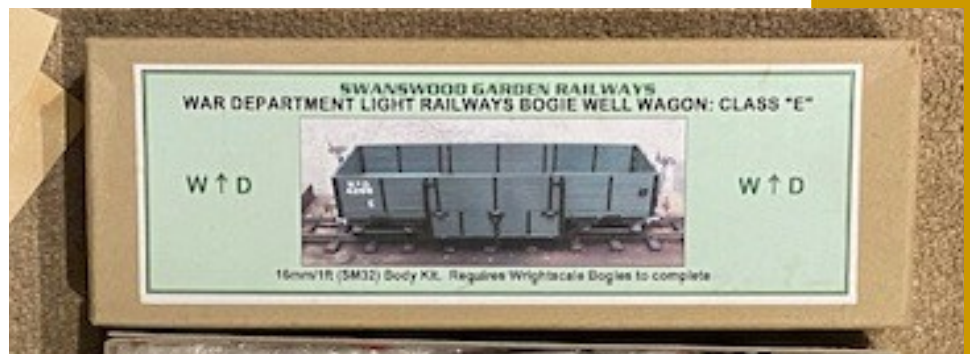
Nigel adds - I have a cunning plan and an unbuilt Tenmille coach kit.....

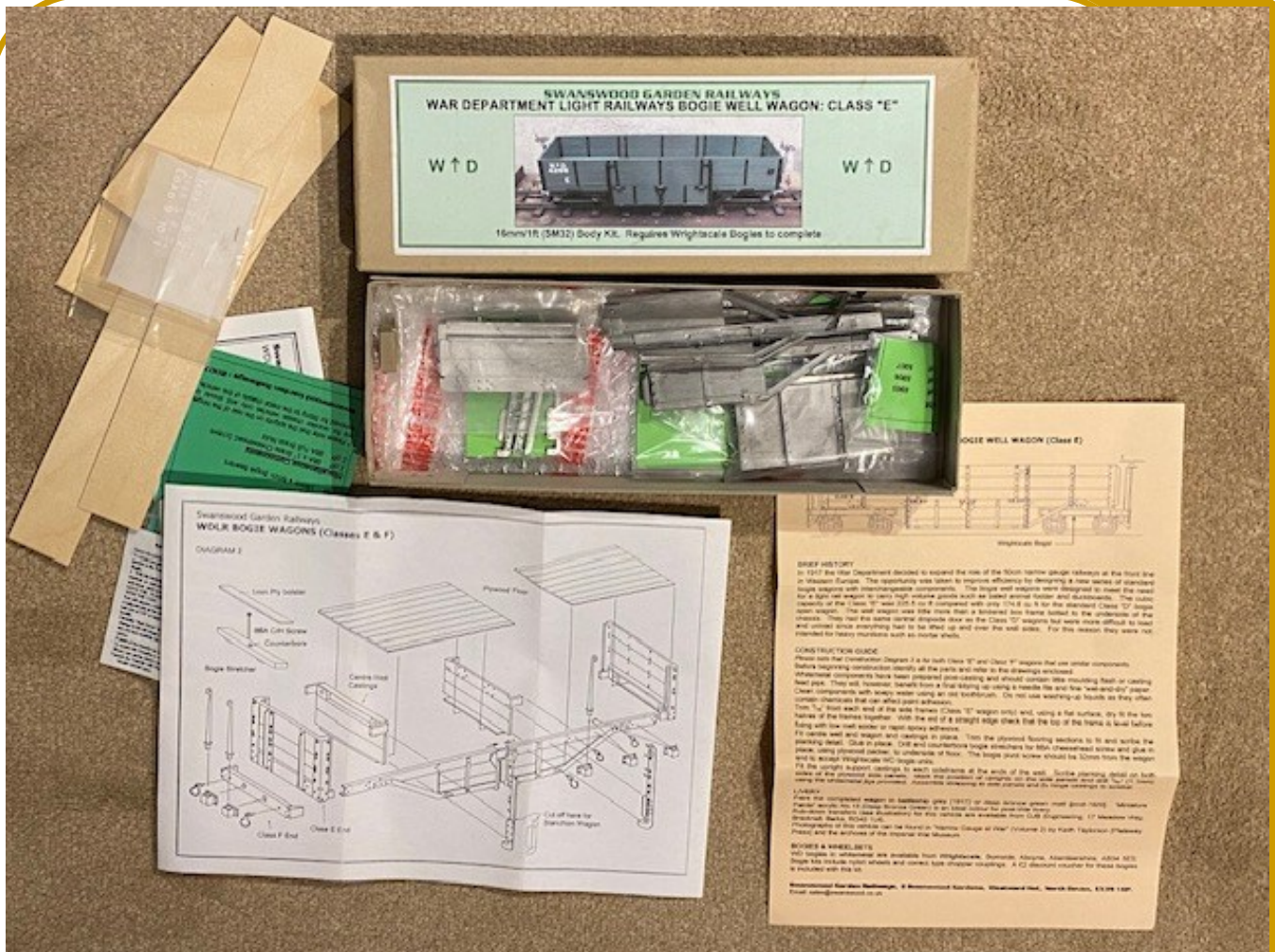
## Case Two

Chris Tilley and some local members were having a conversation, when the name Fenton Vowler (they think) cropped up. He made rolling stock, mainly with a WD influence. Long since gone, Chris

wonders if anyone can supply any information. I have to say that my reaction was to think Swanswood, so even if this is wrong, perhaps anyone with information about them would care to let me know?

Nigel adds - I'm going two for two here.... Yes you are correct Chris it was Swanswood/Fenton Vowler we bought two of his WD kits, the castings were very similar to the ones David Bailey supplied in his original WD kits.





## The detective work is piling up, Case #3

Chris Webster sent in this, as did another reader also query the first loco. He wrote: Thanks again for an excellent publication. In the same SAS auction as the vertical boiler loco you have pictured in issue 39 was a small inside framed 0-4-0 tank with an Andrew Barclay look to it. It had a meths fired pot boiler with a single oscillating cylinder driving the rear axle via gears, and appeared as if it may have been commercially built, although I and nobody else at Guildford recognised it. Anyway it looked interesting and so it has now joined my fleet. Closer examination once a lot of oily dust had been removed reveals a very nicely built loco but there are no identification marks that I can find.

It does however have several components which are identical or very similar in appearance to those offered by Mike Chaney as Mamod upgrades. The cab roof hinge mechanism also bears more than a passing resemblance to that fitted to my Mike Chaney Climax loco. So was it possibly a prototype he produced that never made it into production or a one-off produced by him or somebody else using his components? Or maybe there is a sister loco out there somewhere?

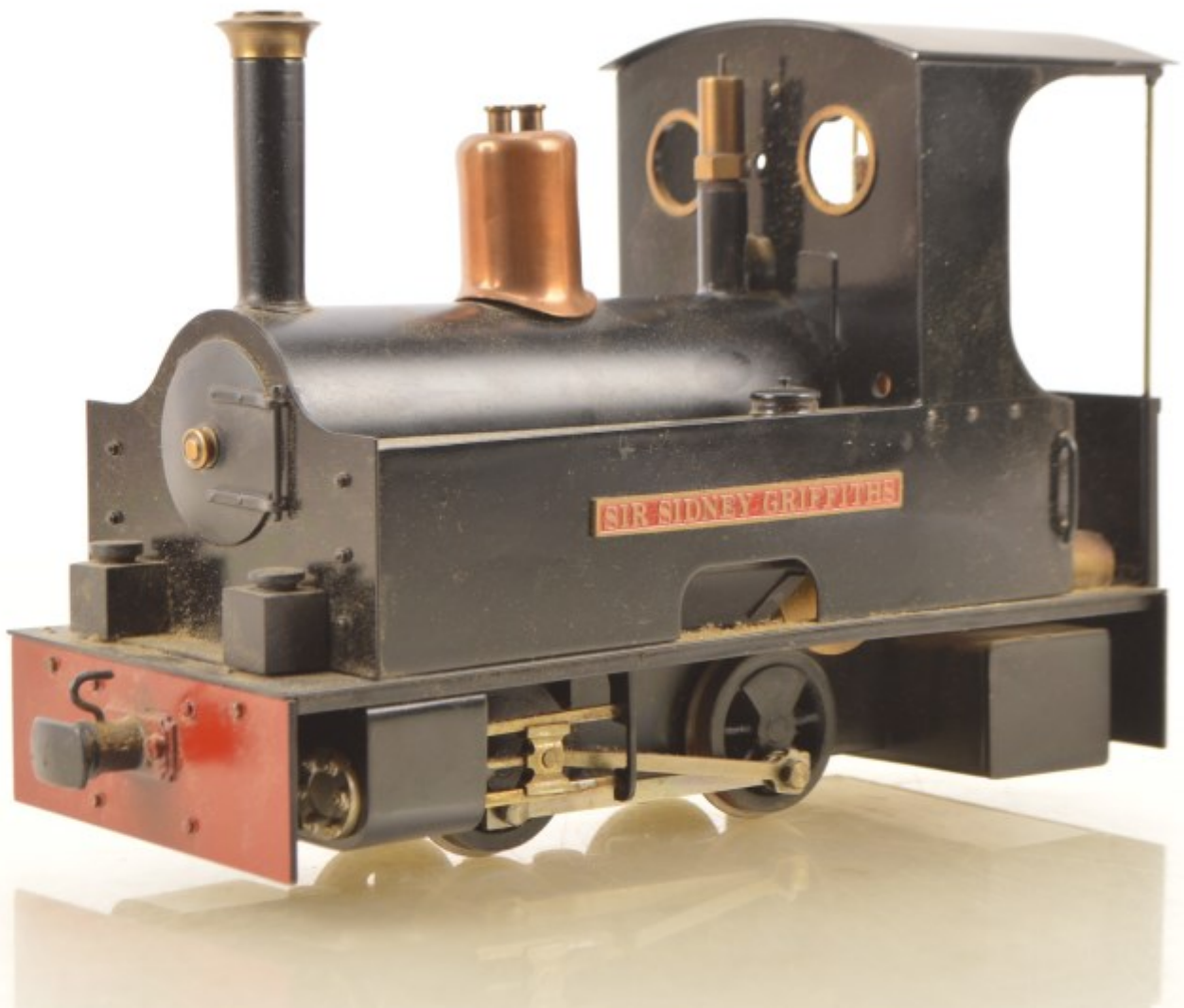
An initial steaming revealed that the wicks need replacing (and one tube appears blocked) and the cylinder gland was leaking quite badly, but it did turn over on blocks. It has no pressure gauge fitted which seems an odd omission considering it has a very good water gauge, so it was difficult to see what pressure was actually being raised.

The auction photo is attached and it would be nice to see if anybody can either confirm my theory/guess or throw some other light on it.

I also acquired a nice Merlin black 0-4-0T at the same auction. I believe it is a Midas (although I also have an 0-6-0 with a totally different body style which also purports to be a Midas. Somewhat typical of Tom Cooper, as is the fact that although it carries works plates, the patch where the number should be stamped on them is blank!) Its condition looked quite respectable under its "barn find" appearance but clearly nobody else felt the same as it was attracting no bids on the day. I felt rather sorry for it and secured it as the only bidder. A good clean and boiler test later and it was pottering around the Guildford track quite happily and what I suspect is the original battery pack even took sufficient charge to prove the 27 meg RC was still fully functional once I'd found a transmitter and switched crystals. I had in mind a potential conversion to a Java sugar cane 0-4-2 loco but as it has survived so well in its original condition I suspect it may now stay that way.

Another of the lots in that auction (although identified as a homebuild) was clearly an A H Collins "Pixie", which did at least prove that mine isn't the only one in captivity.

It subsequently appeared on Ebay but I didn't see what price it eventually went for. It did appear to have different/modified cylinders so unlike mine it may actually have worked!





## The weighty Case #4

Andrew Barnard bought the Archangel Russell from Marc Horovitz's list, and steamed it recently at Kew. He emailed me to say:

I am delighted with Russell which runs beautifully. Very nice indeed. And he runs for absolutely ages! I nearly got kicked off the track!

Yes please to a bit of sleuthing. I am wondering if anyone knows the maker/builder of the coaches behind the loco?

I have 4 in all, 2 passenger, a brake and some sort of combined brake/compartiment/luggage version. All steel construction. They came to me with trashed white metal bogies which had to be replaced (I used IP ones, as Ivan was round the corner from John Sutton who the coaches came from at The Fosse. And I like steel wheels). Ventilators/Lamp covers are tyre valve caps! The coaches could do with re-glazing and a repaint but otherwise are very good. And useful, when a decent weight of train is required. Any ideas please?



# An Answer for Detective Dave...



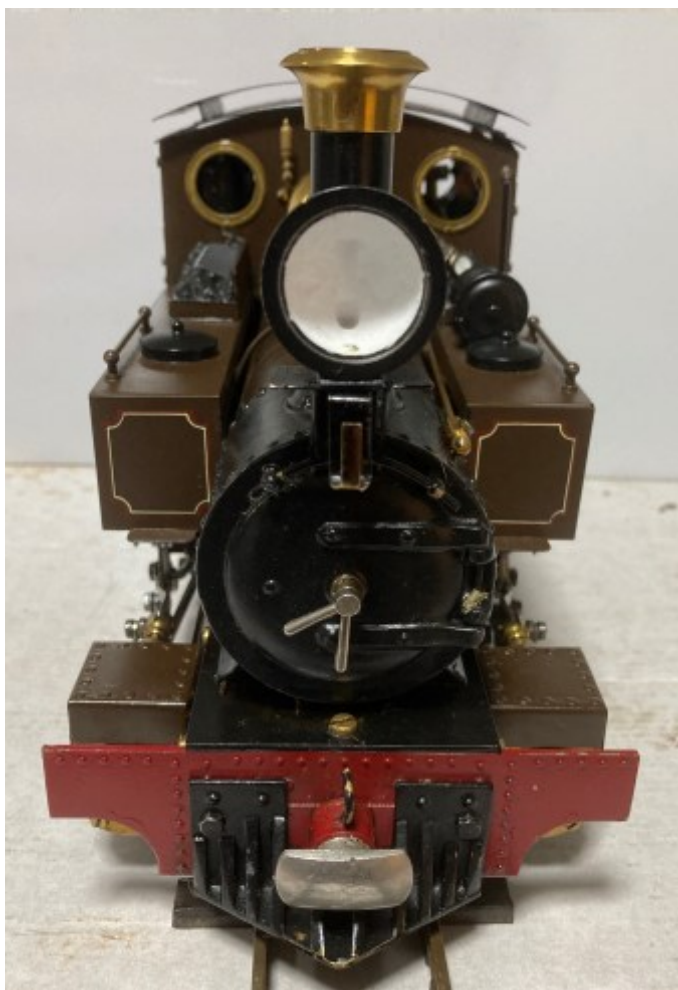
David Lewis writes; Hi Nigel. I hope you are keeping well. and our best wishes to Derek for a continued recovery. Thank you both for another excellent 'Throwback Modeller' this month.

In answer to Detective Dave's question. As you know we are now the proud keepers of EVA, and did do a bit of research into her background and history, which I have attached a copy of below. Would you mind passing this on to Dave and Becky, there does not seem to be an email for them in the association address list. If you want to use any of the write up for the Throwback Modeller, you are welcome to use my part of the history/photos. I can send you larger copies of my photos if you need them, I have other photos of her running with a train, maybe some on Steve's line as well, which I could fish out if you did want to put something in TBM. I don't know if EVA qualifies as an early loco as I don't really know how old she is. Marc featured Eva on his website gallery page as the November 2012 entry (Link here; <https://www.sidestreet.info/Gallery/Gallery30/Ga30.html>)



Credit to the earlier history text and photos by Bert Horner, who starts; Some time ago I was talking via video with Simon Whenmouth of Anything Narrow Gauge in the UK, and saw what looked like a Roundhouse "Lady Anne" sitting on a shelf in the background. During our conversation I asked him why a common Lady Anne should be on display in his office. Perhaps I should mention that Simon collects, buys, and sells, used live-steam engines and supplies new ones. I live in Austria, in the heart of Europe, and my link to the English model market is to 85% via Simon. His description of his goods is perfect and he is a gentleman of honour. Sorry -- back to the "Lady Anne." He brought the engine closer to the camera and -- surprise, surprise -- the body was "Lady Anne" but the chassis and boiler seemed to be from her sister "Katie." The engine was fitted with typically large colonial-style headlights, a cow-catcher, a boiler-top sand pot, and a safety-valve cover from perhaps a "Lady Anne" or an Ar-gyle engine. Unusually, a steam dynamo sat on the left water tank and the cab had been fitted with a tropical double roof. For those of you who know the Roundhouse "Billy" and "Katie" chassis, the slot under the cab had been opened towards the bottom to allow the





addition of a trailing truck, which had been fitted to swing out in curves without fouling the frames. This is attached radially to the centre bottom chassis cross member. All of the cab fittings are standard Roundhouse, as one would expect, and I think most of us know this layout. Background Now what made Harvey Watkins build this engine? It is not known for sure. However, I am told that he had been doing some research on an Indian engine (Indian and 7/8"-scale engines were his special area) and he had seen, in passing, a little brown 0-4-2 tank engine. This little engine reminded him of a "Lady Anne." Later, he came across some parts he had stored away in his workshop. These included a chassis and boiler and a "Lady Anne" body, and so, I am told, it came that this little one-off engine rolled out of his workshop, painted like the photo from which it was built, with a red chassis, brown cab, tanks, and boiler, and black smokebox, cowcatcher, and cab roof. I have also been informed it is a good representation of the prototype he had seen. It then found its way into the hands of a collector who, I am sure, judging from the condition of the en-

gine, did not run it. It then came into the hands of the above mentioned dealer. Needless to say the little engine was soon on its way to Austria, where it now lives. It is a typical Roundhouse engine, it runs very well and is very controllable. I have a pet dislike for Roundhouse valve gear, which looks, to my eye, primitive--looking somehow like wrought ironwork--and looks very much out of scale. As I said, though, it runs typically very well and probably will do so for years to come. I do not know the age of the engine. I do know it has seen very little running, if any, other than testing, because there is hardly a mark on the wheel treads and no sign of oil under the smoke-box and cylinders. That is about all I can say about the model so now out onto the track and boil some water. A test run The test day was a grey day in early September. The temperature was about 23°C (74°F). After moving down into the valley from my larger home in the mountains (a smaller accommodation), my railway space is cramped but allows continuous running in a space only 8 x 6 meters. I set a short train of four 2'-gauge War Department open bogie wagons (gondolas) and a brake van onto the track and filled the first gondola with solid wood packing cases to give the train a little weight. The engine was brought out of its case, onto my service table, and given a quick check that all valve-gear screws etc. were up tight. Having satisfied myself all was okay, I then oiled all moving parts sparingly with lathe-bed oil. I use this oil because it does not get thrown out of bearings when the valve gear is moving fast. The next step was to fill the gas tank, followed by the steam oiler, and finally, the boiler. I set the engine on my rolling-road test bed, made sure it was sitting good, cracked the gas valve, and offered my lighter to the top of the chimney. The fire caught at once but burned intermittently for a while until the gas had stabilised. I adjusted the flame to burn as I wanted it to--that is, with the flame audible but not loud. After between four and five minutes, the gauge was showing around 40 psi, so the reversing lever was eased forward and the regulator opened. Hot water and oil shot out of the chimney and from under the smokebox into the catch tray I had under the rolling road. I allowed the to run a minute or so until it was running smoothly with the regulator

just cracked. I then placed the reverser in the middle, lifted the engine down onto the track, and coupled it to the waiting train. By now the safety was lifting, so I cut the flame back a little eased the reverser forward and readjusted the regulator. It was stop-and-go for the next three or four meters, then it took off at quite a high speed. However, after a couple of runs around my short line and another slight adjustment, it settled down to some nice, slow scale-speed running. It kept up this pace for 17 minutes, then started to slow a little, and the fire was somewhat quieter due to falling pressure. I opened the gas valve a little more and off it went again, at first a little faster, as before, but soon settled down again. It ran another five laps of my line, then the fire went out with a light "plop." Steam

in the boiler kept it running for another 15 meters or so, then it was the end of an enjoyable run from an almost-new engine. I blew the water out of the in-line oiler, opened the boiler-water filler screw a couple of turns to break the vacuum, then wiped off the little oil that was under the smokebox. I then allowed the engine to cool off before cleaning it up and putting it back into its case. The engine looks so nice I have decided it will get a set of three Darjeeling coaches to give a full colonial train. They may even get populated with a couple of Mr Bennet's fitting figures.



David Lewis picks up the next chapter of the story - continuing the history from 2018 onwards After a while it seems that Bert Homer decided to part with Eva, and seems to have sold it back to Simon Whenworth. Eva had by this time received some red and white lining on the sides. It was at an exhibition shortly afterwards that Steve Hammett and myself saw Eva on his stand. Steve took an instant liking for Eva, he always liked something a little out now the ordinary. After talking with Simon who Steve knew quite well, we took Eva back to the modular layout so that Steve could give her a test run. By this time Eva was nicely run in as Bert had obviously run her a number of times in Austria, but was still in very nice condition. She ran 'like a sewing machine', and after a short discussion with his wife, Steve went back over to Simon to pay for Eva. Eva went back with them to her new home on the Snoring Tramway. Steve was very please with Eva and run her both at home, at many local group steam ups, and exhibitions on the modular layout. Sadly in early 2022 Steve lost his battle with cancer. The local 16mm group, of which Steve was a founder member, speaking with his widow, offered to hold a memorial steam up. This was held in autumn 2022 as Steve had traditionally held a steam up each autumn. There were a good number of friends gathered to celebrate a rich life well lived. His widow having decided to sell some of Steve's railway collection, aided by some of the local 16mm group, who had helped her price surplus items fairly. My wife and I went prepared to purchase a loco and some stock in memory of Steve, should the opportunity arise. After various people including ourselves had perused the items for sale we were pleased to be able to come home with Eva, along with a number of items of rolling stock for the Duffryn Llynfi & Porthcawl Railway. We were especially pleased to be the new owners of Eva, having been with Steve when he purchased her, and is a wonderful way to remember a good friend. We often run her with some of Steve's scratch built stock which seems a fitting tribute to him.



## A second answer for Detective Dave...



Chris Webster also sent in this update for Dave P;

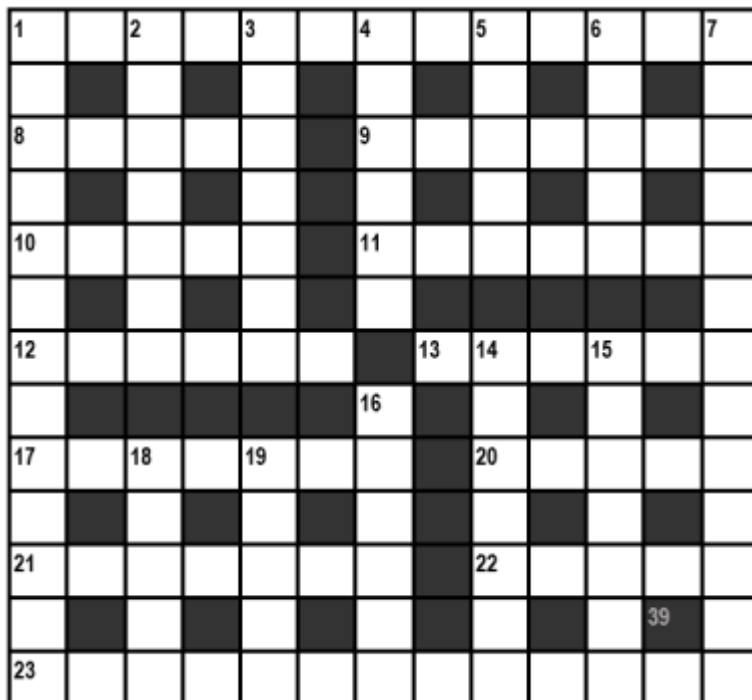
Following up on your request for information on Harvey Watkins built locomotives, I've attached a photo of my Darjeeling A class in action. I bought the loco from Kent Garden Rail at the 2018 Peterborough show.

It was one of those "double take" moments when I walked past their stand, glanced across at what I thought was pair of secondhand green Roundhouse Darjeeling B's and suddenly realised one of them was actually something a lot more special. Needless to say the decision making process didn't take long! The loco appeared in excellent condition generally with no mechanical wear evident. Testing it revealed a blocked pressure gauge siphon and slightly irregular exhaust beat. After a bit of a battle to remove and unblock the former it was cleaned out and some tweaking of the valve timing improved its running significantly.

As well as a couple of crew members a folder of information came with the loco including Harvey's operating instructions, some build photos and his correspondence with the original purchaser. This indicates that it was ordered in June 1999 by a Mr B Arnold and delivered in September 1999, but whether it had any further interim keepers before it ended up with KGR I don't know. Part of me would quite like to remove the "Old Faithful" nameplates and get it repainted/lined in DHR livery but that's a decision for the future.

If you can add anything to the history of this loco, please let us know. Derek

## OILY RAG CROSSWORD NO 39



## ACROSS

1. Pound the Cob or manoeuvre double-ended loco (6,7)
8. Del and Di reversed diesel engine that wasn't in gear. (5)
9. Literate railway preservation pioneer. (1,1,1,4)
10. Royal dog licensed to work on gas boilers! (5)
11. Supervise running rota or part of Dover's Eel Festival. (7)
12. Canoes capsize to expose 4-4-2s and 4-6-2s. (6)
13. Kerr Stuart loco might be found in a flat at Tooting Bec. (6)
17. Observe Eric Treacy initially on West Somerset line. (7)
20. You would be lucky if this fellow provided you with money for a new loco! (1,1,1,1,1)
21. Freedom for half an American Roundhouse loco. (7)
22. This nice, nice clue conceals a group of Britons from the pre-railway age. (5)
23. Aunts dragged a mixer to make normal track. (8,5)

## DOWN

1. William on the Vale of Rheidol Railway. (6,2,5)
2. Unit of energy (for railway enthusiasts!) provided by dispersing race oil. (7)
3. Ancient clay oven near Farnham. (3,4)
4. Lancashire station has added extra engine part. (6)
5. Railway run clearly includes relative. (5)
6. Falls down wagon emptying platforms. (5)
7. Bet free motion is erratic like a late train. (3,6,4)
14. Live nag disrupted overtype loco manufacturer. (7)
15. One aunt changed coachwork style. (7)
16. Try sea storm for firebox tie fitter. (6)
18. I bit a broken leg bone – result of a railway accident? (5)
19. Temporarily employed like steam show marquees. (5)

## Solution to OILY RAG CROSSWORD #38a (republished in May/June Throwback Modeller #39)

## ACROSS

5. Stock; 8. Oxenhope; 9. Allan; 10. Industry; 11. Leaks; 14. Elk; 16. Bertha; 17. Elidir; 18. Taw; 20. Rotas; 24. Yn Rhywle; 25. Waste; 26. Amberley; 27. Lance.

## DOWN

1. Bogie; 2. Wendy; 3. Ghost; 4. Spiral; 6. Taliesin; 7. Chalk pit; 12. Pecorama; 13. Atlantic; 14. Eat; 15. Kew; 19. Adnams; 21. Wheel; 22. Gwilli; 23. Kenya.

# Contact us.

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

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Thank you to all the contributors who've switched over to using our shared email address. This allows us

to speed up the production of Throwback, yes we are still running about 3 weeks late, we are recovering and this issue is a bit of a rush job as I'm heading off overseas again soon. The August SMT contained a bit of history around my Moel Tryfan, I'm pleased to say that since then she's been up to St Andrews, the occasion was a birthday party, bring a bottle and a loco, but it'll be Peco fixed radius track. So Moel Tryfan and Gowrie were duly packed in the car for the trip up north, both single Fairlie locomotives, both can deal with tighter radius coners. Gowrie embarrassed herself and dropped an axle bolt on the



first run leaving Moel Tryfan as my sole support to the birthday celebrations. What a joy to run. Inspired by that smooth running I came home and resolved to complete the refresh of my Archangel Taw, this has been waiting for a cab repaint, and an update to the radio control. The cab has now had one coat of paint and there is just the throttle servo to re-orientate. Then I'm confident she'll soon be back on the front line, although Peco fixed radius curves may be a tad on the tight side... And yes that's a packet of Tunnocks Teacakes hiding behind Moel Tryfan, but that's a private joke between Alan and myself. I hope you enjoy this issue of Throwback. Take care, Nigel.



## Tail Lamp

## Diary Dates

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

Bala Lake Railway Model Railway Show. 21/22nd. September. Berwyn Secondary School, Bala, LL23 7RU. 16mm modular layout in attendance. 10.00 till 4.00 pm both days

The Yorkshire Garden Railway Show. Barrowhill Roundhouse, Chesterfield, S43 2PR. 28th. September. 10.00 till 4.00pm. At least three layouts and over thirty traders. Added attraction of access to museum exhibits and attractions.

Saturday 5th. October. All day Steaming at de-Stafford School, Caterham CR3 5YX. Layouts and traders. 10.00 till 4.00pm.

Midlands Model Engineering Exhibition 17-20 October. Warwickshire Exhibition Centre CV31 1XN. 10.00 to 4.30pm (Sun 4.00).

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

The Warley Show organising team have joined up with Statfold Barn for a model railway show on 12/13th. October.

Steam in Beds: Saturday 23rd. November. 10.00 till 4.00 pm. 14 traders, and 3 running layouts - Ridgmont, Prayle Grove and Chalkwood. Free parking and refreshments. Eaton Bray Village Hall, Church Lane, Eaton Bray, Nr. Dunstable. LU6 2DJ

Warners Group Publishing have taken over the NEC Warley show, and are having their National Festival of Railway Modelling at that venue on 23/24th. November.

Steam at Lapworth. 14th. December 10.00 till 4.00pm. Lapworth Village Hall, B94 6LD. Layouts and some traders.

## TBM #40 score card

Issue # 40

Team tram (Derek) - 4

Team L&B (Nigel) - 10

*"Ooooo closer than I thought, thanks James, you bailed us out this issue!"*