

THROWBACK MODELLER

September/October 2024

Issue 41

The home of 16mm Heritage Modelling



Rocking the Railcars

Sophie changes scale

It's a right circus



Cover shot; "Dave Mees Archangel Snowdon Ranger awaiting the off from Abbey Junction on his own line. An evocative scene. just looking right
Photo Dave Mees

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Throwback Modeller

ISSUE 41 SEPTEMBER/OCTOBER 2024

Welcome to Issue Forty One



It's a conspiracy! That's a popular phrase these days, but I can personally vouch for the following. Having painted a picture of some of the Mike Beeson models in the last edition of SMT I was resolute about completing the restoration of my Manning Wardle, Yeo. The first steaming slot was a carefully selected Saturday morning, it was short lived as she was gassed, oiled and watered. Then the leaks, five major leaks, sight glass (top and bottom), axle pump, feed clack, and superheater. Despite these I managed to get 20 psi on the gauge and a short 5 yard burst up and down the steaming bay. The redemption was the whistle, what a beautiful tone. The implication of the leaks was quite significant, the axle pump one in particular necessitated removing the boiler. Mike had an amazing ability to see space for shoe-horning in the mechanics, the consequence is that some gland nuts are impossible to access with a fully assembled model. The conspiracy? Well, I had resolved to get the model fully running and on the cover of this edition of Throwback with an update. The second run the following week still had two leaks present, and that's when my time ran out - time conspired against me.

The upside is that Derek sent through several great photos for this issue, and we have Dave Mees's Snowdon Ranger gracing the cover, lovely model @Dave Mees. I had been tempted to repaint my own Moel Tryfan in a fully lined Welsh Highland livery, maybe one day if I have the time.....

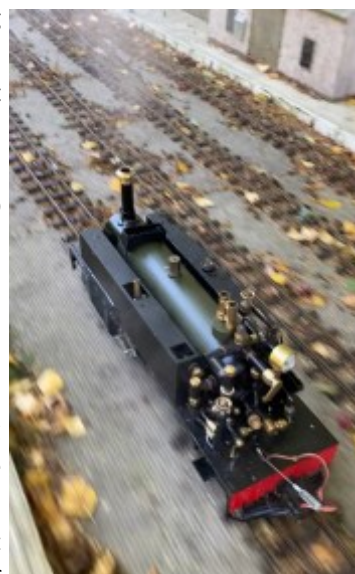
On other things Heritage the Archangel Taw that Dave Pinniger nicknamed Phoenix in our last issue is now getting some running in miles under her belt, looking perfect with her train. This photo from Dave shows Taw on the AVR. Opening the pages of this issue you'll immediately see a railcar theme emerging, and there's a piece in works (....for issue 42?) describing the return of the Locomotion steam railcar to the AVR..... If you own a Locomotion railcar we'd love to compile a gallery page of these elegant models.

The photo of test running Yeo clearly shows leaves in the steam-up bay, and the remainder of the railway is buried. I'm facing that sinking feeling, recognising that yet another year has passed where I've totally failed to achieve anything like the level of running I aspire to. But is that missing the point? The point has to be the friendships we create, the shared passion for our prized models. So 2024 wasn't a failure, as I can rest comfortably knowing those conversations we had learning from one another and sharing stories - making and sharing those memories.

Please continue to send through photos and stories, sharing those memories and we'll tell 1,500 other like minded souls! Take care, Nigel

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Wardle, Yeo. The first steaming slot was a carefully selected Saturday morning, it was short lived as she was gassed, oiled and watered. Then the leaks, five major leaks, sight glass (top and bottom), axle pump, feed





It's all there in Black and White

This lovely study of Little Giant came from Dave Mees. The loco was built by Peter Angus, and looking in his book, I note four, all made between 2004 and 2008. Looks really well

Graham Stowell kindly emailed with more information on two items from our last issue of Throwback Modeller. The first refers to his model that we featured in Electric Avenue, and the second asking for information on the Emmett layout. Graham adds:

I can provide some more information on a couple of items: The Saltford Models 2-2-0 loco and coach appeared in the 1991 catalogue under the heading Class 3. "Creepy Critters". It is described as the 'Mouseville and Voletail Railway 2-2-0 tender loco with carriage - the 'Pugnaceous Tiddler', catalogue number S40, price £12.50. The illustration carries the name "Earl of Catnip" on a curved nameplate above the driving wheel. It is driven by a small slotcar chassis powered by a single AAA cell. I built my model exactly to the original design. The driving wheels are clearly direct copies of those on the Triang/Novo Big Big Ruston diesel.

Regarding Chris Brown's Emmett style layout, a number of items of rolling stock from the line appeared recently on eBay in four lots. I was fortunate enough to win two of these and now possess the 0-2-0 and coach shown in the rear platform along with the thatched 'Olde Tea Shoppe' and Early Morning Milk Train milking wagon. The engine needs some restoration



Your Goose is cooked

Having recommended a You Tube clip featuring one of the original Galloping Goose railcars, it set my mind going (!)

You can see Peter Dobson's model version in the photo. I am happy to say that it is still in existence, and still powered by a Triang Hymec motor bogie. No, not the original as this model had a habit of devouring these units, to the point where Dave's Rowland and Pinniger and other notables used to source replacements at every opportunity. The bogie is modified with a lengthy threaded rod that is located up near the roof in the body, and this led to the model swaying wildly as it circulated (this led Dave Pinniger to



christen it Dobson's Duck as it waddled!) - watch the clip and you will find that the prototypes were also prone to such sway.

Peter built a number of different Irish railcars, and I have included a photo of his County Donegal No: 7. A stunning piece of scratch modelling.

As an aside, watching the You Tube clip, in these days of health and safety, I just love the fearsome stove burning away in the passenger compartment (cooking the goose....?).



Have any others of you built a model Goose? - I have never been aware of one, but do know of the Accucraft version of the largest of the breed. However, following on from this, I started thinking of the number of railcars, p/w vehicles and such like that used to be modelled - am I wrong in thinking that there were far more of such things in the early days?

So, I would like to feature any of these battery powered vehicles in Electric Avenue. Come on, if you have anything suitable, such as the Brandbright Model T like Goods and Passenger railcars, send us a couple of photos and some words please.



A case closed for Detective Derek

I am still hoping that the Phil Flint L&B railbus we shared in the last edition of Throwback turns up somewhere, and we get to see photos of her running again. However Tim Steven came back to myself and Derek confirming the other model that was featured was his. Tim went on to describe the model.

Good Evening Nigel/Derek,

Thanks for the latest edition of Throwback, excellent as usual. I was surprised to see a photo of my "L&B" railcar on page 33. Here's another photo of it on David's line. It was based on a 'modernised' Tenmille coach body parts with an Essel bogie and various other accoutrements added. Livery based on 1920's SR multiple unit livery and head/tail lights fitted.

Battery powered of course, it has a sound unit fitted with engine noise and horn sounds. It looked a bit odd with only a centre buffer so I added side buffers to give it more 'presence'.

It is based on a 'might have been' railcar with 24 seats discussed in the Conclusions section of the Brown, Prideaux, Radcliffe book.

"...Another solution to the lines problems would have been the

introduction of a diesel railcar to handle most of the winter traffic, keeping the steam stock for the busy holiday season traffic..... if a one-man railcar had been available with, say, 24 seats, and ample provision for mail, parcels and smalls....."



Segway into Sentinel?

While corresponding with Tim about might-have-been railcars and other things L&B, Tim confirmed that he had a second railcar that was a bit unique, but he was looking to sell on as it no longer fitted his collection.

Hi Nigel, here are a few details about the model.

Bought at auction, sight unseen, about 10 years ago, it is a model of Sentinel's very first steam railcar, the Jersey Railway's 'Pioneer No.1'. The Jersey Railway was a 3'6" gauge line which closed in 1936 and ran between St Helier and Corbiere. The prototype's paint scheme was bright yellow with black beading and a small fleet of these vehicles transformed the finances of this intensively used railway.

The model is thought to have been built to order by Priory Models and currently runs on 32mm gage track. Conversion to 45mm would be possible with some modifications. Though 16mm scale it is exceptionally large, the original being over 56ft long. R/C with the motive power a modified 'Jane' fitted with a rotary valve reverser. Equipped with an electronic whistle, internal lighting, an illuminated pressure gauge and with head and tail lights, it looks a fine sight after dark. An Enots valve enables the small boiler to be topped up mid run.

The sale of this beautiful model is in the sales listings



Sales, Wants & Solds

Our cover star from issue #39, the Archangel VoR, has a new home. The RWM Janet directly as we had someone who wanted one. Due to a house move the vendor of the almost new Billy sold it into the trade after we had advertised it for a few issues, only for two people to enquire about it! Andy Hobden sold both his Hunslet Jenny and the GVT.

Sale items

The first sale item is the Jersey Railcar featured on the previous page.



The two locos featured in this issue's Electric Avenue are both for sale. Each comes with a Fosworks controller. You need to contact Andy Hobden directly: athl@hotmail.co.uk, and make him an offer of around £730 for the K1 and £690 for the Meyer.



A really good looking early Roundhouse Lady Anne. Finished in a satin black, and in extremely good condition, as you can see from the photos. This is one of the early 0-4-0 versions, with meths firing and slip eccentric valve gear, which I personally prefer to the later versions. Open to sensible offers.



A RWM DeWinton. I have a number of close up photos of this model, but have used an archive one to show the complete loco, so this is not the one you are buying. Originally a PPS product, there are some very useful clips on You Tube of various models running. The vendor has silver soldered the steam pipe connection to the cylinder, and fitted a blow down valve to the top of the boiler for vacuum filling. Offers invited.



A cab kit, believed complete, for the Accucraft quarry Hunslet. It has only just been started, but there are no instructions. Having recently ridden on the Bala Lake Railway with my friend Tim driving Alice in the pouring rain, I can see a good case for having a cab! Reasonable offers please.

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

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

Finally the electric Finescale Leek & Manifold is still available at £1250. 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 13 locos now. Including this rather good Eric Lloyd Mamod conversion that's bursting with detail.



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

In closing out the sale items I really need to ask 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.

I am still fairly sure that the Accucraft Cranmore Peckett is available, as also the early Roundhouse Dylan, a photo of which is in an earlier issue.

Other than that, I have a rake of five four wheelers (coaches

and box) for £110, and a sweet little rake of IP four wheel goods, WD Livery, for £80.

WANTED There has been some good success with these, Cheddar Hercules, 32mm gauge. Can you help please?

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 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.

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

An awful lot of cottage industry adverts, but not too many heritage items to report on.

The Regner loco and three skips at £900 have been relisted.

A very nice looking Merlin Major 0-6-0 has just appeared as I write. Green, and having had some recent maintenance, it comes with upgraded r/c and a start price of £900.

An IP Janet, blue and 45mm only, seems to have sold for around £500.

An Archangel VoR 2-6-2 needing work and unused for many years, has sold to someone I know well for £820 after

24 bids! I have asked for a report on the restoration.

A green RH Lady Anne was listed for a while at £1450, and now seems sold.

An Accucraft Excelsior also seems to have moved after being on for £900

The Sparrow Engineering 0-6-0 mentioned in this issue has a buy it now of £199.99.

A Regner Vincent, an overseas sale, looks well for the equivalent of £670.



0 Gauge Live Steam: Crewchester May 2024. An iconic original line. Okay, standard gauge but with some lovely early locos and rolling stock, including clockwork. It was there when I was young, and having read about it in most magazines, I was more than happy to take this trip down memory lane.

On the Festiniog Railway - Scenic and heritage colour footage: This is nearly an hour long, and the images are a little blurred, but it is still a good watch of the line in its earlier days.

Historical tinsplate steam and electric powered toy trains in 0 gauge: These really are very early models, but whilst running quickly and being very basic, they nevertheless have a certain charm.

Why This US Weird Rail Car from 1930s is Still Running: A visit to the Colorado Railroad Museum, where they have a collection of almost all of the 'Galloping Geese' railcars. You get a good look at the mechanics and build. Fascinating. Peter Dobson built a model in the early days of 16mm, and more latterly Accucraft were offering one of the larger versions.

ZE 607 "Vrijland" returns to steam! - SKL 22/09/24. This is well worth sticking with the full eighteen minutes. A very different line to what we are used to here in the UK, and some interesting stock. Okay - I accept that there is a steam tram in there.....

Blowing steam up the Devils Nose: Ecuador 2007. This is one of the last times that the Baldwin attacked the line before it was rebuilt and new trains now work the service. Enjoy the crews/passengers sitting on the roofs, and the amazing amount of work that had to go into building the zigzags - oh and the views.



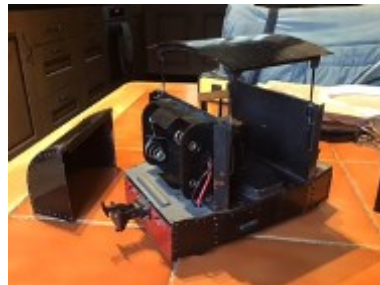
Beeson Battlefield Simplex

In this space in the last issue we featured a Beeson Simplex, and we've unearthed another. John Randall sent in these photos of his Beeson Simplex.

Hi Nigel

Following on from your recent article's in both throwback modeller and and 16mm today here is my "Tin Turtle". I bought her from someone who dabbles in 3 1/2 & 5 inch gauges. She is a 45 mm loco that appears to have been tar brush painted but runs a nice scale speed. She has been thoughtfully designed in that the end covers just clip on and she takes heavy batteries (not sure that's standard) the 2 cab control levers work switches to do on/ off and Fwd/Rev. She is keeping her chopper couplings to work my IOM stock. Looking at the drive arrangements do you know if these were ever 4WD similar to the Brandbright Peldon? It has 3 no plates as per picture not sure if one's missing or it has one too many? I am wrestling with the idea of a repaint and out of sight R/C conversion or is

that going too far! Regards,
John



Cyclops - A Jim Wild De Winton saga

Dave Pinniger

I think most people are fascinated by the vertical boilered De Wintons and they are so small that they present a real challenge to produce a scale sized steam loco in 16mm scale. Jim Wild was one of those characters who like a challenge, and he came up with a very simple design based around a single Mamod oscillating cylinder. He built a prototype with a Mamod belt and geared drive which was meths fired with a single central flue and after sorting out a few teething troubles it ran well and consistently. Jim wrote about it in an early SMT and also in Dave Rowlands' "Pot Boiler". Of course, then quite a few people asked Jim if he would build them one. He did build a few [how many I do not know] but got fed up with repetitive work and so



"Cyclops" illustrated in Peter Dobsons 1985 book.

On the AVR with a train of tippers.



asked his friend Maurice Cross if he would take over the building project. Maurice was a very skilled model engineer who did a lot of repair and restoration work for the London Science Museum trading as MLE Services. I had read about these little locos and decided I would order one but when I asked Jim, he said that he was not sure Maurice would build any more. To my surprise Jim rang me up to tell me that one was available after all, and he would deliver it to my line as he then lived nearby in Tilehurst.

On a sunny September afternoon in 1981 Jim duly arrived with the De Winton together with the invoice for £125 [including 15% VAT]. After a quick run over the mechanics, we 2/3 filled the boiler, dropped some oil on the oscillating cylinder [there is no lubricator] and injected the meths. As soon as there were wisps of steam from

the tiny safety valve Jim flicked the drive wheel which ejected water through the exhaust. A few minutes later the cylinders had cleared enough to put the engine in forward gear, and it pattered off down the track. I was captivated by this little loco and after being allocated to the Sedimentary Sand and Gravel Company it was named "Cyclops". However, it was quite tricky to start and when I ran it on a train of Big Train tipper wagons it was a bit shy of steam and soon ran out of puff. At one of our steam ups Jack Wheldon suggested I try making an annular burner to replace the single central wick. This gave more wick area and better draughting and certainly improved "Cyclops" performance and enabled the engine to pull a heavier train. A regular and popular performer

Original meths tank with the replacement annular burner.





"Cyclops" as rebuilt by Graham Stowell on the AVR.

run the engine at the Jim Wild Memorial Bench Day at Woody Bay in August

2024 in company with Dave Lemar's original Wild De Winton "Tehran". This event is well covered in TBM 40.

To continue the story, when Jim saw my rebuilt "Cyclops" he said that he always meant to make an improved version and set about building another De Winton with a Binnie twin motor. His challenge this time was to

for many years, by 1996 it was worn out and needed a new drive belt which was tricky to fit and so was retired from service.

Then came a day when Graham Stowell brought his Wild De Winton to one of our steam ups. He had rebuilt his worn out loco with Colin Binnie twin oscillating cylinders with a geared drive and also added a regulator and a lubricator. This engine ran very smoothly and unlike the original, it self-started. I asked Graham if he would perform the magic on "Cyclops" and although he initially declined, he very kindly agreed to carry out the rebuild for me. Over 25 years later "Cyclops" is still running well although does less mileage now as it is a piece of "Venerated Heritage". I was very pleased to be able to



"Cyclops" in Dave Mees slate heaven.



Jim Wild's amazing coal-burning De Winton visiting the AVR.

Jim behind his De Winton, now named "George Henry" and gas fired.

make it coal fired! He did succeed but with the small boiler and tiny grate area it was very difficult to fire and run. On one memorable occasion Jim was delighted when his loco did two or

three complete circuits of the AVR. However, when he stopped to top up the water and coal, he must have overfilled the boiler because when he opened the regulator, water shot up in the air and came straight back down the chimney and put out the fire! The next time I saw Jim and his De Winton he had converted it to gas firing and painted it black. "George Henry" was then his favourite engine which he took to many shows where it amazed watchers with its steady performance and seemingly inexhaustible gas tank.

Thanks Jim, you surely have a place in the 16mm Hall of Fame.

"George Henry" visiting Peter Spindlow's GWR in 2003.



It's show time - the Exeter highlight

I make to secret of it I love the Exeter show and it is coming up again fast at the end of October, and we will be there with heritage. There will be a slight difference, in that Simon Whenmouth has very kindly loaned us his portable layout that appears at Sourton meetings. It is slightly larger than Phurcombe Hall. This means that I do not need to get a van to come down with, as it is a journey of some six hours, and I can bring the display etc. in my car. It is becoming a long day for me as I am now 77.

You can see from the photo that there is no real room for the buildings, but the upside is that with all the sidings we can have much more rolling stock out for show and running. If you are coming to the Show, even if you are not intending to run with us, why not put something in the car for the display. It can be a loco, rolling stock, buildings or whatever you want but it all adds to the interest. Bearing in mind a separate piece in this issue, I would particularly appeal for any railcars (railbuses) as well as any battery models. Many thanks in advance to anyone who does this.

Come and have a chat, and tell me what you would like in Throwback.

On the subject of Shows, I managed to get to the Gala at the Welshpool & Llanfair at the start of September, and even managed to walk both ways between the Institute and the station despite the recent knee replacement!

Regarding the Show itself, I have no information as to whether it was the last one or not. It made me reflect over the years past, from having it in effectively a cow shed one year, to being at the Institute in the High Street in Llanfair, then via the Splash Leisure Centre in Welshpool to its most recent home. I also remember the late and much missed Steve Warrington, who traded as Back2Bay6. I bought most of my Cain Howley concrete buildings and viaduct from him as he was far nearer my home.

There was only one 16mm layout in the Main Hall, but that was Indian Hills. An early but very iconic layout, there were two Harvey Watkins Darjeeling B class locos running. I will hopefully provide readers with a history of this layout at some point in the near future. The Show used to offer more in terms of layouts and traders, but it still provided a chance to catch up with old friends.

For those of you who are Association members, and hence receive SMT, you will have read about William Bickers-Jones' Sierra Leone 4-8-2 + 2-8-4 Garratt. Now I have no love of these monsters, whilst Nigel very definitely has, and this is not in any shape or form heritage, but it was on display at Llanfair station and I was mightily impressed by the engineering and complexity of the model. Just superb.



A weighty bidding decision....



John Armstrong spotted this loco on eBay. It seems to be a Stephen Lewin based model. John did start bidding, but ducked out when it started to get near £200. Likely to need more than just a polish (!) it has a certain charm, and as John said, you could always just use it on your desk for a paperweight. It definitely has a Heywood ish rear footplate stanchion too.

Electric Avenue - A foundry job?

This charming little piece of utility was made by Pretania Foundry. I am fairly sure that I know of two, so will try to get some more photos for a later issue. Pretania had a most absorbing catalogue of items, and I do have a copy. For the moment, can anyone tell me whether the proprietor is still alive? Depending on this, I will try to do a piece on the company, as they were very definitely appealing to the quirky modellers amongst us.



Now for something completely different?

Famous words - if you are of an age. In this case, Dave Mees had posted this photo on Facebook, and the description was very interesting. Of the two locomotives, the rear one is a Roger Marsh Marchlyn. It started life as an Ogwen, and came to Dave as a box of bits. You cannot see the tender which it now sports. Dave has altered it so that all the r/c items are carried in the loco. In front, with the slate wagons, is a Jubilee 1897. However, I have only ever really known Hugh Saunders versions. This one is built by Alex Alder, and owned by Tim Wilkinson. Dave tells me that it was one of a pair built, somewhere between 20 to 30 years ago. It is odd as you fill the saddle tank, light up, allow it to warm and then shut it off and allow it to cool to prime up the boiler. Just a little nerve-wracking! Dave fitted a very discreet Goodall valve in the r/h bunker via a spare drilling on the turret to take away some of the hit and miss. It was bought from Simon Whenmouth. Dave describes it as a lovely model (which it looks) which is slow and very powerful, and it boxes under load from side to side. He says that, if he ever got the time, he would love to copy it. So, can anyone out there tell me any history of Alex Alder, and if they have anything that he has built, please send details and a photo or two. As for Jubilee, surely this is a candidate for a manufacturer to produce at some point?



Alumwell AGMs

In our last issue we featured several personal reflections from the 16mm National Garden Railway show returning to Stoneleigh. Going back even further the annual AGM was held at Alumwell, and the Crest Hotel. We are very grateful to Jon Bryant for responding about the early Association AGMs, including those at Alumwell. It is worth printing these, as it may stir some memories that are worth repeating for us to publish, such as you will find elsewhere in this issue. He also touched on a couple of other subjects I had broached in a conversation with him at Llanfair. I have searched back issues of 16mm Today and 16mm Exchange together with my old diaries and produced a table of dates and locations of early AGMs (Year Date Venue).

1978 Saturday 18 March St Michael's Hall, The Meadway, Tilehurst, Nr Reading.

1979 Saturday 17 March Jubilee Hall, Withington, Nr Cheltenham.

1980 Saturday 15 March Jubilee Hall,

1981 Saturday 21 March Jubilee Hall,

1982 Saturday 13 March Alumwell Centre, Primley Avenue, Walsall

1983 Saturday 19 March Alumwell Centre,

1984 Saturday 17 March Alumwell Centre,

1985 Saturday 16 March Alumwell Centre,

1986 Saturday 15 March Alumwell Centre,

1987 Saturday 21 March Crest Hotel, Hinckley Road, Walsgrave, Coventry

1988 Saturday 19 March Crest Hotel,

1989 Saturday 18 March Crest Hotel,

1990 Saturday 17 March Crest Hotel,

1991 Saturday 6 April National Agricultural Centre, Stoneleigh

1992 Saturday 4 April National Agricultural Centre.

Jon goes on - Abermarsham: I remember my father telling me about Abermarsham which he saw at the Model Railway Club exhibition in London. He was most impressed by it. At that time I was too young to go to the exhibition, but later I helped operate a simpler layout displayed by Tony Jenkins and others from the Merioneth Railway Society. I am pretty certain that it included the model of Minffordd station shown.

Billard Railbus. I am guilty of talking with Jon about these, as I am intrigued by them. Billard were not the only builders of such small railcars, but they found much more favour in France than in the UK. To my mind they were ideal for small rural lines, in much the same way that the County Donegal made use of their railbuses. I would recommend you putting Vivarais into YouTube, and there are a number of clips showing their versions running. If you find one with an in cab piece, then I am sure that you, like me, will be surprised at just how little room there is for the driver, as he sits squashed against a very small dash with a wheel on the top, and two long gearlevers sprouting from the floor against his legs. There is also of course a very noisy

diesel engine thrumming away very close to him.

So, I would love a model of one of these in anything approaching 16mm. Jon offered the following information:



The Railway of the Month in Continental Modeller for July 2002 is G scale and includes a weathered Billard A80D railcar and its R210 trailer, both of which are improved Apocopa kits with interior fittings. A search for Apocopa kits leads to the following link which was the basis of my comments at Llanfair. Billard A80D-4 - RTM Stern - (Apocopa kit) | G Scale Central A search for "apocopa modelisme" leads to <http://apocopa.free.fr/cadredepagedegarde.htm> which doesn't seem to include larger scales. It does, however, include a phone number, but the firm seems to be wound up, dissolved and deregistered. I hope this is of some help. As I mentioned, I have a ready to run HO model by REE supplied by A&H Models of Brackley. I attach a picture of it running on the South Dorset Light Railway; a portable layout built by my late father in the early 1950s. I mentioned this layout in Throwback in my article about my father's Fowler Resilient diesel loco.

So if you have a model of a Billard, or know of one, or have any further information to follow on from Jon's, then please let me know, thanks, Derek

A tale of two engines

Are you sitting comfortably, then I'll begin.....This all started at the now long forgotten annual show at Kew Pumping Station, West London (2003 possibly). I think the "trade" side of our hobby was very well represented with just about everybody there including Ron Grant of Gratech fame. On his stand I spied a bright blue K1 Garratt. On closer inspection it became obvious that the engine was battery powered – a rather curious 'coal' wagon housing the batteries being dragged along behind.

Now the year previous I had purchased a Peter Angus Garratt "Firedrake" from Ron Grant and so I was feeling pretty confident that another deal would be done. Alas and alack. Chris Moody had got there before me, and the battery powered Garratt was an obvious back up loco for his every expanding Ttarrag Shed layout of that era.

Well I imagine Ron Grant could see my disappointment but there was nothing to be done. Scroll forward to 2004 and the Kew show. I can't say I was first in but I was in the habit of arriving "on time" so that any bargains could head home with me. Imagine my surprise when approaching Ron's Gratech stand he said "I've got something for you". And out came the "Meyer". Same maker as the K1, battery powered by dragging a wagon and was mine if I wanted it. He explained he had seen my disappointment the previous year and knowing the maker had seen if there was anything in the pipeline he wanted to sell. Thus, I became the proud possessor of Jean Jacques Meyer. Not exhibition class by any means but strong and full of character.

And in that form it ran for many years. Now I've never really liked trailing battery wagons – they really do impede enjoyment especially when shunting and using radio control. Also around that time, the heavy usage had caused the two motors and gearboxes to start misbehaving. Nothing for it but a bit of a rebuild.

The Meyer now sports a pair of ABC (no less!) motors and gearboxes, plus Fosworks radio control and sound card. No longer does it drag a battery wagon and I must say it maintains its traditions as a heavy worker though much more to my liking. It did occur to me that my modifications were simple enough for a modeller of my modest abilities, so why didn't the original maker do the same?



I think the answer is that my modifications probably cost the same as the original engine and, looking at the style of manufacture, was way beyond the original maker's ethos. The Meyer has few, if any, soldered joints; it's mostly riveted. I can't tell but I think the boiler is a bit of drain pipe, and so on. Very reminiscent of my father's work. So, scroll forward a few more years, and I was idly watching the Meyer clock up laps on my latest garden line when it struck me. Does Chris Moody still cherish his battery K1? A phone call later and the deal was done.



Sadly, the men from ParcelForce tried to re-site the chimney, but in fixing that I found the boiler was indeed a length of drain pipe. I duly undertook the Fosworks mods to get rid of the trailing battery wagon and I'm happy to say the K1 has motored many a mile.

So, two engines, both labelled Roly Bambrough, the K1 year 2003 and the Meyer 2002. Despite asking about, I've found very little information on Mr Bambrough. He marks his work "Tyne & Wear" and



I'm told he rarely attends (or did attend?) gatherings. My two engines are very confidently crafted – I would love to see other examples of his work and for him to gain the recognition he deserves. Both the K1 and the Meyer acquitted themselves well on the huge Brambleton layout at the recent open day with the only mishap being, you guessed it, the K1's chimney falling foul of a tunnel on one of the very early loops on this magnificent line. Hey ho! We all know of the real-life precedents in North Wales regarding chimneys and tunnels so it's now down to someone to do a better repair than I did.

I've decided to sell both engines (the battery coal wagons are long gone). Please look in the "For Sale" section if interested – and I'm still interested to see other examples of Mr Bambrough's work, Andrew.

Derek continues from this point.

In February of this year, and following on from Andy Hobden telling me about his engines as described here, I contacted Ron Grant, who very kindly emailed me with the following information about Roly:

Roly started building static models some years ago, and visited a number of garden railway open days in the area, including my line. He never had a car, and relied on a fellow member bringing him. He has never had room for a railway, and his workshop is a small shed in his back yard. His first models were 16mm Quarry Hunslets. I think we talked him into having a go at building a battery operated loco. As a result he built a

few steam outline locos and a number of diesels which I sold for him. The only ones I can remember now are the Garratt, Meyer and Linda, as well as a variety of Diesels. Roly later went on to build a number of 3 1/2" and 5" gauge models, some of which had radio control.

I have spoken to Roly recently and he still has his shed, but has effectively given up building models. He very rarely ran anything that he built, as his interest was in their construction. For that reason he has now sold virtually everything, as well as most of his workshop equipment apart from his small lathe.

Derek concludes: If you have any further information on Roly, or photos of his models, please copy Andy and I together so that I can print whatever in a future issue.



My dearest Sophie, hedging my bets

Chris Bird asked this question - Have you ever looked at one of your locos and pondered how to modify it? Almost certainly you have – it goes with the garden railway territory. But what about if it is Heritage and rare and has been a “film star”? Perish the thought! But that was the dilemma I faced with my Locobox Sophie, as I wanted to upscale it to 7/8ths!

This Sophie is one of maybe half a dozen made around 2003 and was previously owned by Peter and Nick Harling, running on their Pimlico Tramway and named Hodder after a local river, I believe. It starred in an episode of Steam Trains in Your Garden and that was where I first saw it and fell in love with the quirky looks and steady pace.



The loco as delivered

In 2010 it appeared on Ebay and I just had to have it. The “hammer” went down at £650, if I remember right, and it was mine. Close up it was not quite so attractive, as the stubby chimney was at a rakish angle and the charging socket and switch were a bit too prominent. There was no dilemma back in 2010 as it was only seven years old, so I made a new chimney, complete with Summerlands Chuffer, re-sited the socket and switch and blanked off the holes with “patches. Fitting new radio control was a fiddle, but the existing set up was shot so it had to be done. I added some rivets to the buffer beam and it was ready to feature in my



The charging socket and switch had to be moved



The first round of modifications



Fred and the vicar discussing the merits of fitting a Summerlandsteam chuffer for some advertising

Summerlandsteam channel videos on You Tube (highly recommended - Derek).

Now fast forward to 2024 and I was seriously into converting 16mm locos to 7/8" scale estate locos. Chris Stockdale put serious temptation in my way by photoshopping a photo of Hodder to raise the cab and have a taller chimney, so it was not long before I succumbed. However, I decided to 'hedge my bets' by making the modifications "reversible". It had to be able to be returned to its original 16mm format with relative ease.

This turned out to be surprisingly easy. My previous chimney was held in by a collet in the smokebox as the thread was at an angle, so it was just a matter of making a new, taller chimney and lengthening the Chuffer to get the best effect. This can easily be swapped back to the previous chimney, or even the original angled one.

The posts holding the cab roof are 1/8" brass, drilled at the top for the roof pegs to slot into. I made extensions, and as this was a bit flimsy. I made a valance to fit round the tops to make it more sturdy. I needed to make a safety valve cover to go through the raised roof, but my first attempt looked a bit chunky, so I made

Raising the roof





Completing the front end modifications

another with twin tubes. The valance tempted me to add a dummy whistle, but then I worried about the

lack of obvious pipework for it in the open cab. I found a small valve and made up dummy pipework which was soldered to the safety valve cover so it could easily be removed. I also made new handles for the blow down and gas valves which are held with grub screws.

I made up a larger front footplate and turned two sandboxes from brass bar. The Roscoe lubricators that I had fitted were just too small (and looked odd on the tank front) so I fabricated a new one to fit on the chimney. The buffer beam was repainted and a thin sheet of ply added behind to try to keep it cooler (it gets very hot!). Finally I added a suitably painted Mamod car lamp to the chimney bracket and Hodder was ready for action. The inevitable video followed and this can be seen on my Summerlandsteam You Tube Channel.



The cab with original paint

So is it really reversible? Could it really return to 16mm form for the collector of the future? Yes – and I reckon it would take me less than 30mins – once I had found the box with the bits in! Will I do it? Not a chance! Although I hedged my bets, I absolutely love it as a 7/8ths scale loco.

All I need now is a

7/8ths version of the wonderful Pimlico Tramway.....

Maybe of interest

Narrow Gauge in Your Garden videos from The Railway Channel can be seen on You Tube.

My article on the original conversion can be found on www.gardenrailwayclub.co.uk – the index is on the left and you will find it under “Locos”

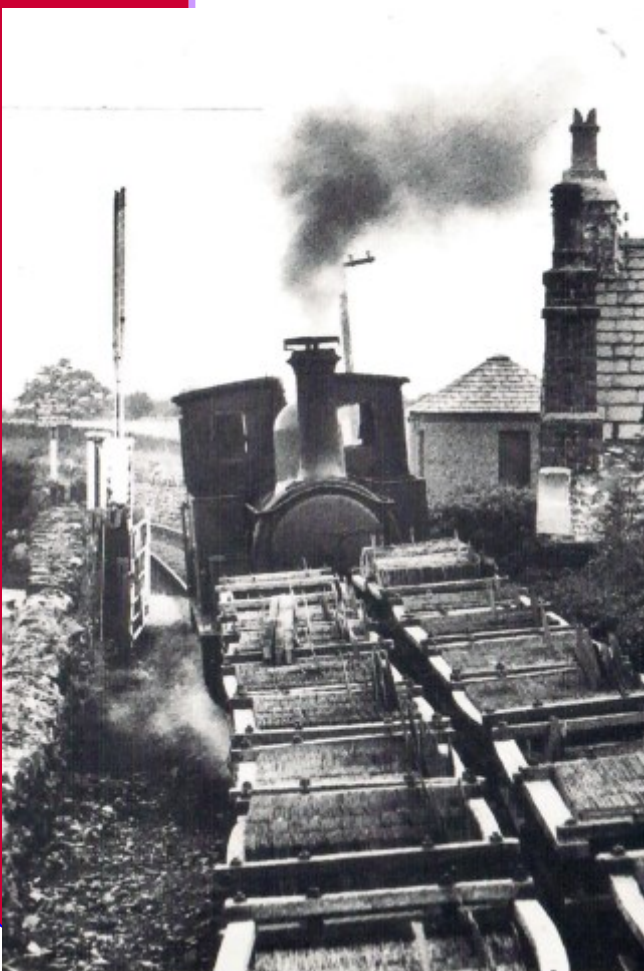


Under the Radar?

When thinking about the earliest narrow gauge steam locos, then the Festiniog and the Talylyn will immediately come to mind. However, the second oldest narrow gauge steam locomotive in the world is almost totally ignored. Fire Queen was built as one of a pair (the other was Jenny Lind) by A. Horlock & Co., marine and general engineers of Northfleet Iron Works, Kent, and delivered to the Padarn Railway in 1848.



The design of the loco is directly attributable to T.R. Crampton. It was an 0-4-0 tender loco with the remarkably long wheelbase of 12ft 01/2 inches. There was no framing, the front axle being connected directly onto the boiler, with the rear similarly attached to the front plate of the firebox. Wheels were 4ft. 6in. diameter. The motion was transmitted from the two outside cylinders inclined up on massive boiler mountings, to the rear axle. The simple four wheel tender had hand operated brake shoes (there were none on the loco).



Fire Queen worked the line until somewhere around 1882, when she was withdrawn as her boiler was in poor condition. She was luckily placed in a small museum shed at the quarry until it closed in 1969. Then she was moved to the National Trust Museum at Penrhyn Castle, until very recently when she moved again to the new Museum which is part of the Vale of Rheidol line at Aberystwyth. Ultimately she will move back to a purpose built facility close to her original home at Dinorwic.

Am I being pedantic about narrow gauge, when she ran on the four foot gauge line from Dinorwic Quarry to Port Dinorwic? No, technically this is correct. However, one reason I have printed this is because I wonder if anyone has built, or knows of, a model of Fire Queen in 16mm?? Gauge 3 track would be near enough correct to build a feeder line alongside a 16mm quarry line?

Many years ago Dave Rowlands sent me a note on an old postcard. It is as you can see a view along a train on the Padarn Railway, and clearly shows the small slate wagons crossloaded onto the larger transporters on the line. For a time Andel Models made both the transporter and tubs together as a freelance model, and I thought at the time that they were an interesting addition though I never succumbed.

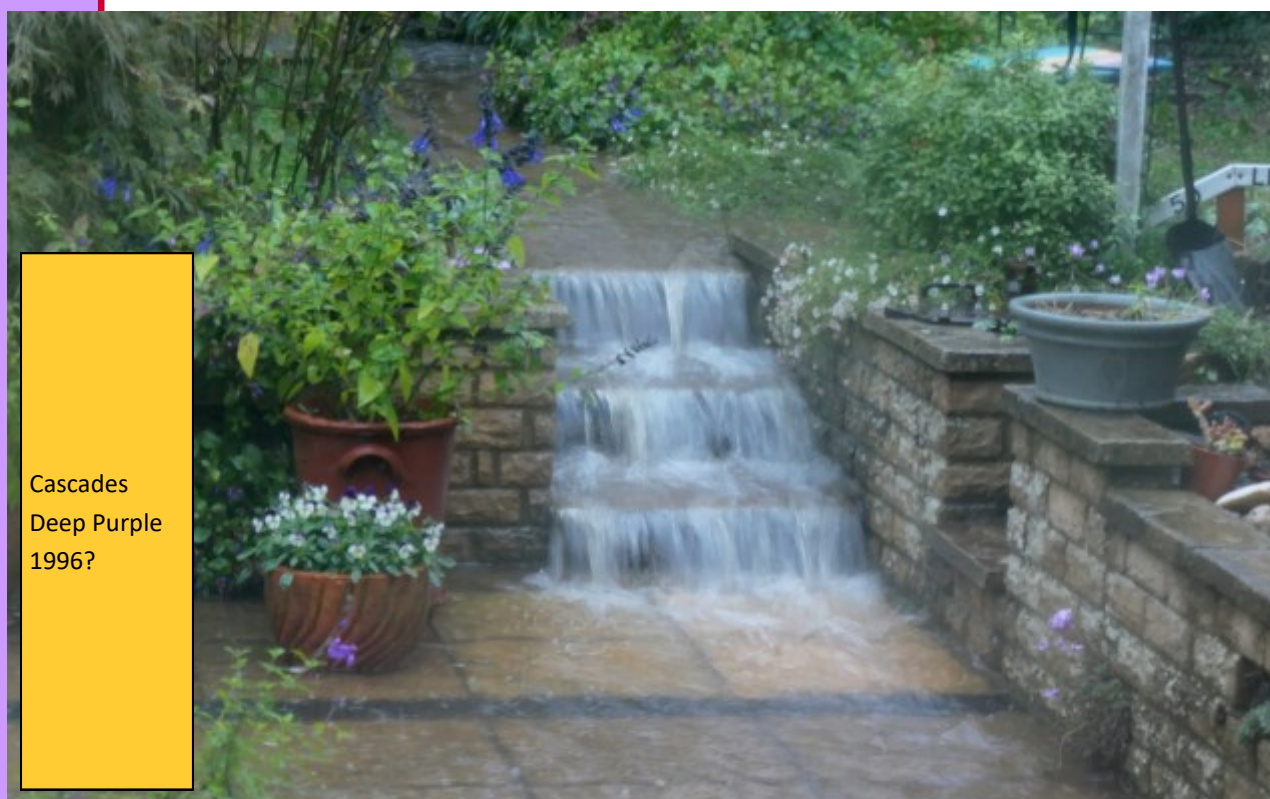
Whatever your views, it is well worth watching a clip on You Tube. Just put in Fire Queen, and watch the second one that appears, that is just over 11 minutes long. Highly recommended, Derek

Flash flooding

Dave Pinniger sent in this email - self explanatory really. We have our MacMillan steam day tomorrow, good job we were not trying to run trains today. We are getting all the run off from the car park at the top of the garden. Pinnigers Patch to be replaced by Pinnigers Pond in future editions?



Bridge over
Troubled Wa-
ter Simon &
Garfunkel,
1970?



Cascades
Deep Purple
1996?



The one that started it all (now in its new home near the East Coast):

The aroma of suggestion

Last issue we carried a short piece on the power of suggestion Jon Carter has an alternative... his John Shawe L&B Manning Wardle. Originally Jon had asked us to carry a request for a John Shawe coal fired L&B Manning Wardle, but then the following arrived:

I've always liked the original L&B Manning Wardles, and was fortunate enough to find a Roundhouse L&B back in 2016. Although the loco was in poor cosmetic condition, it was a relatively easy job to restore it and along the way reduce the brightness of those distinctive red frames. While the chassis was stripped for painting I took the opportunity to create simulated Joy linkage - retaining the original slip eccentric valve gear but adding the rocker link and correct lifting action.

Although a lovely loco, over time my interests sought out proper Joy valve gear, and ideally a coal-fired boiler... so 'Exe' had to go and thanks to Derek an ad in Throwback Modeller was placed.

Fast forward a few months and a chance browsing of a well-known commercial enterprise dedicated to all things Garden railways found a commission sale of a Shawe "Exe". Coal-fired and a model of one of the original locos, albeit with the later cab profile, the only real issue was that the SOUTHERN lettering and numbering had lifted. As I prefer the





“intermediate” livery in any case, this seemed very much worth a purchase.

On arrival the loco has been regauged to 32mm and the robustly-engineered Buckeye couplers replaced with cast bronze prototypical chopper couplings. A few passes of polish soon removed the offending decals and a correct set of works plates ordered. In the meantime, the original nameplates have been reaffixed.

How does it run? In a word, superbly. Fill the firebox up with paraffin-soaked charcoal, get the fan going and light up. It takes a few minutes to transition to anthracite but once pressure is reached it's relatively easy to top off the boiler using the hand pump in the left-hand side tank, and build the fire for a run. A full firebox of anthracite will last about 15-20 minutes before needing replenishment, and the axle pump does a good job of keeping up with water usage. I'm still getting the hang of it, but an evening in the garden with a lingering smell of burnt anthracite is incredibly addictive.



MERIONETH MEMORIES

Mike Shaw emailed with the following;

Forgive me but... Wow.... what can I say? You have just taken me back 60 years!

I remember David Newham's model of Minffordd, aka Abermarsham, in the front room of his house in Alpertton, Wembley. I'd not seen or heard of it since. What an amazing survival story and a reminder of the influence of that front room on the development of large scale and narrow gauge modelling in general.

I should perhaps offer a few words of explanation....

I have been railway focussed since I was small. At school, I am sure that was clear to the teachers. Our RE master knew Olive and David Newham through their Baptist Church and introduced me to David. So there I was as a teenager on Friday evenings sitting at the feet of all those greats at David's weekly get-togethers and learning so much. That was the group that went on to become the Merioneth Railway Society. This was in the period 1965 to 1969 and possibly a year or so later.

I learnt so much and hopefully contributed a little myself, like shocking Don Boreham by explaining how it was possible to borrow Vignes treatise on microfilm from the local library! I think Don went on to do just this and published an English translation. Your Abermarsham picture brought back many good memories not just of the building and Sir Theodore but especially of Dave's GVT 1st Class coach model. I lost touch with the Newhams when I went away to college and they moved away from Wembley.

This was all before the creation of the MRS proper but the group did use the Merioneth name.

I remember not just David and Olive (who always went out on Friday evenings to Church Choir practice!), but also Don Boreham, John Kimber, Tony Jenkins and others but I gather most are no longer with us. I know Roger Marsh is still around and also from a recent article in NGRM, so is Adrian Garner.

David's work was inspirational for me and I have finally now retired, and been able to try to develop my own skills in large scale narrow gauge. Still falling far short though!

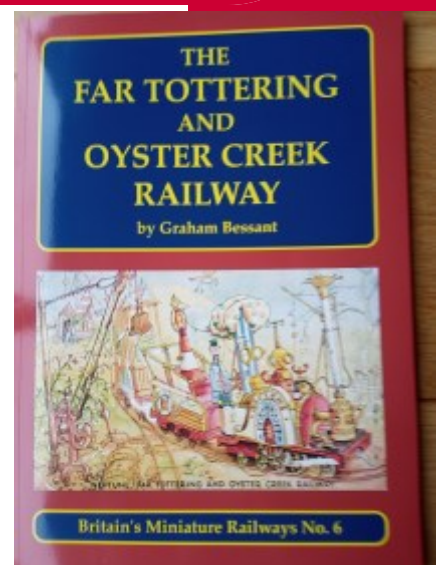
Truly a throwback moment. Thank you.

I'm not a member of the 16mm Association but would be pleased to hear from any others with memories of those times. I have in the past exchanged emails with Stuart Baker. The late Roy Link had told me that pretty much all from that time are no longer with us

So, if you can add to these memories, or would like to contact Mike, please let Derek know

One for your Christmas list?

Thanks to both John Perkin and Dave Pinniger for letting us know about this recent book. Should appeal to all Ematt fans.





Spot the difference - old vs. new

Steve Herring's early Archangel Rheidol 'Windrush' has featured in these pages before. However, he has taken the plunge and bought one of the new Accucraft versions which he is pleased with. He photographed the two together, and they make an interesting comparison. Question to Steve, in a full circle of irony, is that a contemporary Accucraft chopper coupling on the front of your Archangel..... ?

Steve continues; A useful observation that proves the pudding as they say about boiler water. Well, you remember I said I was going to give my Dylan a washout?

Now I bought Dylan brand new in 1983 and have only used filtered rainwater. After a 24 hour soak in pickling vinegar I emptied the boiler this morning. Result: absolutely no trace of limescale!

I was in communication last month with Paul Bailey and he was telling me about the number of boilers and whistles returned to him not working properly and you could see the limescale, the result of using tap water!

Aster - Argyle conundrum

Live steams on 45mm gauge



Graeme Brown was one of quite a few who emailed in to solve my query about the Peter Dobson photo in the last issue. He wrote: The model loco in the b/w photo. at the bottom of page 3 looks different to an Argyle Philadelphia because it is an Aster Kiso Baldwin, dating back to 1981. Gordon (Argyle Loco Works) didn't start making Philadelphia models until some years later. Aster made a second run of the Kiso Baldwins in 2012, with different details. The Kiso Forest Railway Baldwins were 2'6" gauge and a larger chunkier version

of the Baldwin 0-4-2T back tanks, than the little Philadelphia and her sisters on the Fairymead Mill 2' gauge cane tram. I've attached some links for reference. 1. My rebuilt Philadelphia which started life as what Gordon called a machinist kit. They came as a set of drawings and a box of castings and raw materials. <https://gardenrails.org/forum/viewtopic.php?t=4612> 2. A link to a 1981 Aster Kiso Baldwin on Mark Horovitz' website <http://sidestreet.info/locos/loco111.html> 3. A link to the later version of the Aster Kiso Baldwin model from 2012 on the Aster website. http://www.asterhobby.com/CL04_01/detail.php?id=44

I am also grateful to Dave Pinniger and Marc Horovitz, David Halfpenny supplied the photo and the information that Aster produced a batch of 1,125 of these in 1981. They were 45mm only, a meths fired pot boiler with slip eccentric valve gear, came in all black or olive green with Russia-Iron boiler, and you could have lamp and spark arrester variants. Derek



Spotted at Bayfields

I will begin by directing you to Rob's You Tube channel, (Bayfields Light Railway), where there are a number of clips of various running sessions on his line. Highly recommended that you have a wander through them.

Dave Pinniger recently paid it a visit, and sent me some photos, two of which caught my eye and are included with his permission. One was of a Steamlines Rheidol running with a short train, whilst the other was of a John Prescott loco. Rob kindly supplied the photos of the before and after shots of the Rheidol. Rheidol was produced by Tom Cooper after his split from Merlin, when he located to a factory unit on the Industrial Estate in Oswestry. I am fairly sure that he stopped using the 'as sure as sunrise' slogan which is probably a good thing as there were problems with quite a few of the models, especially where the Osmotor was used. Steve Bradley, an almost ever present at Shows where we take Phurcombe Hall and the display, and someone I count as a good friend, worked for Tom in Oswestry for well over a year, and many of the tales he tells could not be included here. Rob has produced a clip on You Tube about this rebuild, which I really compliment him on, so have a look. Equally, if you have one of these Steamlines Rheidols, then a photo or two and some words would be welcome. We mostly tend to think of the Archangel version.

The other loco pictured is a John Prescott model. I used to see John every year at Llanfair, and was always struck by the quality of his models. A small and



integrated range, I have woken up to the fact that I think I have only ever included one photo of his locos in TBM, and for sure I have only seen one running - it went like a Swiss watch. They were not cheap, as from the 2003 catalogue I note that all four variations were verging on £1000 with manual control, and over £1300 for Wagtail with r/c. Very much a personal opinion, I struggled a little with perceived value.

Graham White is the new owner of Imogen, a Rob-in, and he supplied the final photo of it when it first ran on his line. He bought it from



Ken Haddingham, who scratchbuilt the tender, and Graham has fitted Fosworks r/c. The duration of the loco is not great due to the boiler size, but he has the top up bottle to extend this.

I will detail some of the general specifications for John's models: designed to a very high mechanical specification, with special consideration given to ensuring a long and trouble free life. The quality of the mechanical specification can be seen in the substantial

bearings, hardened pivot screws, laser cut components, etched nickel silver bodywork and acrylic paint finish.

The boiler was 2" diameter, with the safety valve set to 45 psi. The gas burner was fed from a tank in the cab roof. Frames were laser cut mild steel with substantial sintered phosphor bronze axle bushes. Wheels were mild steel, axles stainless steel. Cylinders were slide valve with 3/8" bore and 1/2" stroke. Valve gear was of the Hackworth pattern. Manual versions had a reversing lever on the r/h side of the cab. Bodywork was mainly nickel silver, being stronger than brass and it took paint more readily. All main bodywork components were screwed together and thus were quickly removable from the chassis for maintenance.

All locos were 32mm gauge only. John's catalogue also listed the Boiler Hydraulic Test Units - the Association bought a consignment of these and passed them out to the local groups. At the time of his passing he was assembling a further consignment for the Association. He also made rolling roads, and supplied a range of accessories and components.



Detective Derek, Case One

It was Peter Butler, who has the marvellous Brockhampton & Umbridge Railway that I have referred to in Throwback before, who had asked about the early AGM's at Alumwell - the answers to this are in this issue. At some point, I hope that more of Peter's line will be revealed, as he has an extensive collection of motive power and rolling stock which can only be described in many cases as eclectic, quirky, different and more... However, his email read as follows:

I hadn't realised the AGM was held at Alumwell for five consecutive years, I am annoyed with myself for not going, especially as I lived within walking distance at that time! It helps me to think more precisely about our group activities during that period, so I am most grateful.

Stock building is my main inspiration to stay alive these days and my wife of 54 years has learned to accept it.... at last! I don't buy RTR stock, but kit or scratch-build everything I own. Recently I made the mistake of counting my loco stable and was surprised to see 34 16mm locomotives, each battery powered and RC fitted..... and have another two or three planned as winter projects. I also hope to scratch-build Emmett's 'Wild Goose' from the FT&O to add to my other collection.

More than 30 years ago I built a circus train, but it is no longer in my collection. Does any reader have any or all of it, or know what happened to the items?

Derek received a second email from Peter, relevant to this issue, and the late Steve Warrington. He said:

I first met Steve in about 2012 when he organised a narrow gauge exhibition, with an Emmett theme and competition, in a hotel in Telford. I went with my wife and her aunt, and entered my models in the competition. Steve was a great guy and a gentleman. He, along with the founder of Smallbrook Studios (Google them for smaller gauge Emmett models - DW), and the guy from the USA who sold lost wax brass castings and accessories, and gave demonstrations of his exceptional skills in airbrush techniques, were the judges. Somewhere there is a magazine article which covers the results of the four categories - Buildings (for which there were no entries), Locomotive, Stock and Best in Show. I took all the awards, which prompted them to give a 'runner-up' award to another entrant for a loco entry. I met Steve again at the subsequent Llanfair Show, and he remembered me!



The wobbly wheel question revisited

In an early Throwback, we published a piece from Chris Dowlen on solving a problem with his Ogwen with the wheels coming loose. I have attached a couple of photos of my own version - a change not to see one in black! This has also suffered with the wheels.



With corresponding with Roger Marsh, I asked him about this, and print his reply just for your interest.

Hi Derek, your loco looks in good fettle. The loose wheels problem is a mystery - all I can think is that at some point some lead or solder got into the melting pot which was quite large and open on my Kipcaster. Even the vapour from overheated solder possibly from the soldering of the cylinder barrels to the valve blocks may have got in. As I have said the one I have is still good. I bought the machine because there had been a fire at the factory in Birmingham and some lead glazing bars in the roof had melted, perhaps it was contaminated but it was cleaned while hot.

Not a cure, but interesting says Derek





The ambience

Derek writes; I just love this, and to my eye and mind it has everything that I would look for in a model railway, as well as having a certain ambience. So, The Princess is a Boot Lane product, and together with the stock behind was assembled, and painted, by Glenn Williams. Photo by Dave Mees

Stoneleigh follow up;

Matt Towell has let us know that Louisa, which was in the montage of Keith Skillicorn's photos from Stoneleigh in the last issue, is his. It is scratch built, gas fired and slip eccentric.

In the last issue, the Hunslet was pictured in Dave Pinniger's shots from Stoneleigh, where he said that he did not know the builder. Keith Bucklitch sent in the following:

Wild Rose Too was the very first live steam loco I ever built (and it shows). Compares to modern standards, the loco is very bare of detail. Meths fired, pot boiler, essentially it is a copy of Dave Watkins 'Wild Rose', named 'Wild Rose Too' after my later wife who was born in Giggleswick on the border of Lancashire and Yorkshire in Ribblesdale. (As was I, albeit 30 miles downstream.) She tolerated my playing trains but was always welcoming to visitors and enjoyed organising our open days.

The construction notes were in SMT in 1989 and can be found in the archives.

Derek concludes: If you built a loco following Keith's plans, or own one, please send in a photo and any observations.

An Answer for Detective Derek...



Phil Copleston sent in this email regarding the enquiry from Chris Tilley in the last issue about Swanswood kits. Another fascinating bumper issue (No.40) of TBM! Thanks.

There is a discussion on pages 33-34 about Swanswood 16mm kits. I have one of their WDLR D class bogie wagons. And superb it is too - essentially a 'craftsman' kit of ply and wood parts, castings and drawings. Most satisfying. And highly accurate and realistic too. I'd like a Swanswood WDLR E class bogie wagon kit too, if I can find one unmade.

I did a little digging on the internet about Swanswood/DJB 16mm kits - there is very little info or mention - but I came up with the following compilation:

>>Garden Railway Forum - discussions re. Felton Vowler and Swanswood Models 2 Swanswood Gardens, Westward Ho!, Bideford, Devon, EX39 1HP (Now you know where the name came from - Derek)

Tue Jan 01, 2013 5:36 pm

The best WD wagons by far are Swanswood, which are wood and whitemetal, with whitemetal bogies from Wrightscale and scale wheels from Slaters. Andel is cast resin, while Slaters is well-detailed but delicate polystyrene - more of an indoor thing.

Tue Jan 01, 2013 8:51 pm

Unfortunately Swanswood appear to have left the scene, however the white metal bogies were from Wrightscale who are very much with us. The Swanswood kits were originally supplied by DJB Engineering who have released a couple of wagon kits in recent years so maybe there is more to come?

<https://gardenrails.org/forum/viewtopic.php?t=6628>

Mon Jan 23, 2012 5:38 pm

DJB sold the wagon business to Swanswood but they didn't appear to do that much with it and then seem to pack up.

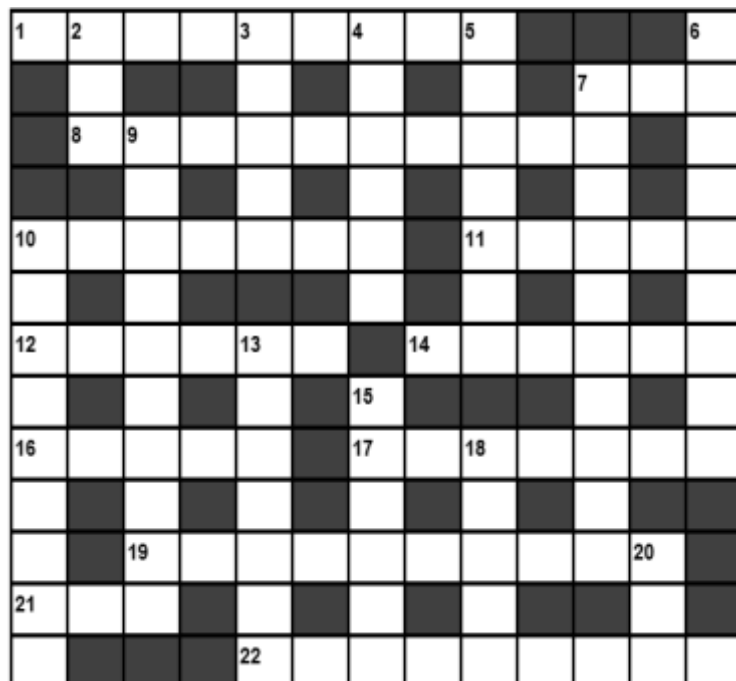
Mon Apr 22, 2024 8:36 pm

I'm afraid it looks like Mr Vowler passed away in 2017. I thought I'd heard that, and an internet search revealed that someone with that very unusual name, and an interest in railways, died at that time, aged 75.

Derek rounds off with thanks to Ian Collins who advised some of what appears above, as well as David Halfpenny who added that Swanswood made a few kits of the two Class E well wagons, from which the Ashover Light Railway removed the wells.

New case work our Detective

Oh dear! I fear my ignorance is going to become evident with this... On eBay as I write there is an early loco. It bears the makers' plate of Sparrow Engineering Penn and the date 1978. It is a meths fired 0-6-0, and there are a whole raft of photos alongside the advert. Trouble is, that it is nagging me that I ought to know something more about it, but I am going to hand it over to you readers and hope that someone can enlighten me. Thanks Derek

OILY RAG CROSSWORD NO 40**by Chris & Jenny Dowlen****ACROSS**

1. I'd brew keg mash for Thomas Wicksteed's home. (3,6)
7. The Isle of Man goes backwards for me! (3)
8. Vile Claude upset French loco manufacturer. (10)
10. Philosophically, Bertrand brings to mind this Hunslet. (7)
11. Super metamorphosis of club treasurer's bag. (5)
12. Remodel a scale French region – railway museum location. (6)
14. Sounds like a delay for the heavy loco. (6)
16. To rub assembled exhaust blower. (5)
17. Aim purl knitting at spring garden flower. (7)
19. He's needing alterations to the loco store. (6,4)
21. The sound of a one hp truck-puller? Negative! (3)
22. Using very odd techniques for investigating a future railway line. (9)

DOWN

2. Ned redesigned the railway terminus. (3)
3. Pre-Beeching station in Northamptonshire was demolished. O dear! (5)
4. Tasmanian marsupial's card game on the Vale of Rheidol railway. (6)
5. Sell pie around basic layout shape. (7)
6. I grab Beth in anger to find a large lady on the Lick-ey Incline. (3,6)
7. Poetry rhythm estimate for minor French railways. (5,5)
9. Russet year was a catastrophe in Merstham area. (4,6)
10. Locals in South East Switzerland with 7 down railway. (9)
13. Good steam exhaust noises sound like Cornish birds. (7)
15. Carriage door handle found in Biro pen eraser. (6)
18. Supply this edition of the Throwback Modeller. (5)
20. Academic hiding in South Snowdon station. (3)

Solution to OILY RAG CROSSWORD #39 (republished in July/August Throwback Modeller #40)**ACROSS**

1. Pechot-Bourdon; 8. Idled; 9. L T C Rolt; 10. Corgi; 11. Oversee; 12. Oceans; 13. Tattoo;
17. Watchet; 20. ERNIE; 21. Liberty; 22. Iceni; 23. Standard Gauge.

DOWN

1. Prince of Wales; 2. Calorie; 3. Old Kiln; 4. Bolton; 5. Uncle; 6. Drops; 7. Not before time; 14. Aveling; 15. Tonneau; 16. Stayer; 18. Tibia; 19. Hired.

Big thank you!

Our ongoing thanks to Chris and Jenny for revisiting and refreshing these crosswords for your enjoyment in Throwback Modeller

Contact us.

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

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Diary Dates

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.

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.

Christmas ASHBASH. Sunday 8th. December at Ash Priors Village Hall, TA4 3NF. Large 16mm layout and sundry smaller scales. Bring and buy and trade support. Basic refreshments - bring your own sandwiches.

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



Ah! You made it to the end then. My turn to be at the back with this issue, and I hope that you have enjoyed the trip? In order to get back onto our more

usual timetable (even if

it is still flexible) I have had a lot less time to get everything together, but I hope that you have enjoyed what is between the pages? In the last issue I reprised an article that Dave Rowlands wrote about Mamod. Marc Horovitz has pointed out that, contrary to what I put, the piece actually was titled "Three Ages of Garden Steam", and appeared in the November-December 1985 issue of Garden Railways, which did not exist as suggested in 1973. My apologies to Marc.



Dave Mees, sent this elderly Merlin Maestro, doing what it was intended for, and owned by Paul C Phillips



I did not make Barrow Hill, and at the time of writing I have no feedback to pass on. The next issue to this will have an Exeter report, a Show that we have attended with heritage since 2008, and which we have never lost our love for. It is not getting any easier (or cheaper) for most of us to get around to Shows. Local meets will I think become ever more popular for this reason. I have a personal reason for saying that we should all try to keep in touch with older members of the hobby, especially if they are on their own. A chat about the good old days will probably lift them considerably. My knee replacement has been a great success, helped very much by my exercise machine (see photo).

Take very good care, all of you, and if the weather allows - Happy Steaming.



Tail
Lamp

TBM #41 score card

Issue # 41

Team tram (Derek) - 0

Team L&B (Nigel) - 5

Derek needs a little help - anyone with a Tram photo/feature.....for issue #42....