

# THROWBACK MODELLER

November/December 2024

Issue 42

Home of 16mm Festive Heritage Modelling



Angus overload - full festive choice

Buffalo Wheldon go around the outside

A Bounty of Billiards

# Throwback Modeller

ISSUE 42 NOVEMBER / DECEMBER 2024



Cover shot; Jersey  
Railcar with steam to  
spare

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## Welcome to Issue Forty Two

It's Christmas! I will obviously begin by wishing all of our readers, and those that matter to them, on behalf of myself and Nigel, all the very best for the upcoming Festive Season and the New Year, and above everything else the best possible health.

With the weather having taken a definite turn for the worst, meaning a few hardy souls were able to get out their snowploughs, the majority of us have retreated into the warmth of indoors, and are either catching up on loco maintenance, the building of anything 16mm, hobby related reading or watching You Tube clips for inspiration for next year. Nature will have wreaked havoc on most outdoor lines and this will mostly be allowed to stay dormant until warmer times.

So for the next two or three months, why not sit down and write something for Throwback? We have more and more content, but the subject is almost limitless. Our format is shorter pieces, or maybe even just a photograph - whatever it is will surely be of interest to readers? Nigel and I remain very grateful for all that has been sent in thus far for Throwback - and that is why we have managed 42 issues and still going strong. The articles covered in Throwback continue to be a resource for example the history of the Mike Chaney models was covered in TBM issue #21.

The Midlands Show known universally as the Fosse will restart the season for outdoor running. Neither of us get to that many Shows, but if we are there do please make yourselves known. I should just mention that the Snowdon Ranger on the cover of the last issue, and Little Giant on page 3, are both owned by Tim Wilkinson.



of Brandbright, was asked by a customer if he knew who made the diesel as per the photo. He wants to restore it. I was happy to tell him that it is in fact a Friog Budget diesel, as made by Roger Hine. Keith Skillicorn has one that has probably clocked up enough miles to have circumnavigated the globe, and they come highly recommended as a go to loco when you want to run something quickly. See our sales section if you fancy joining the owner's club. We're always happy to help. Nigel and myself wish you a restful Christmas.



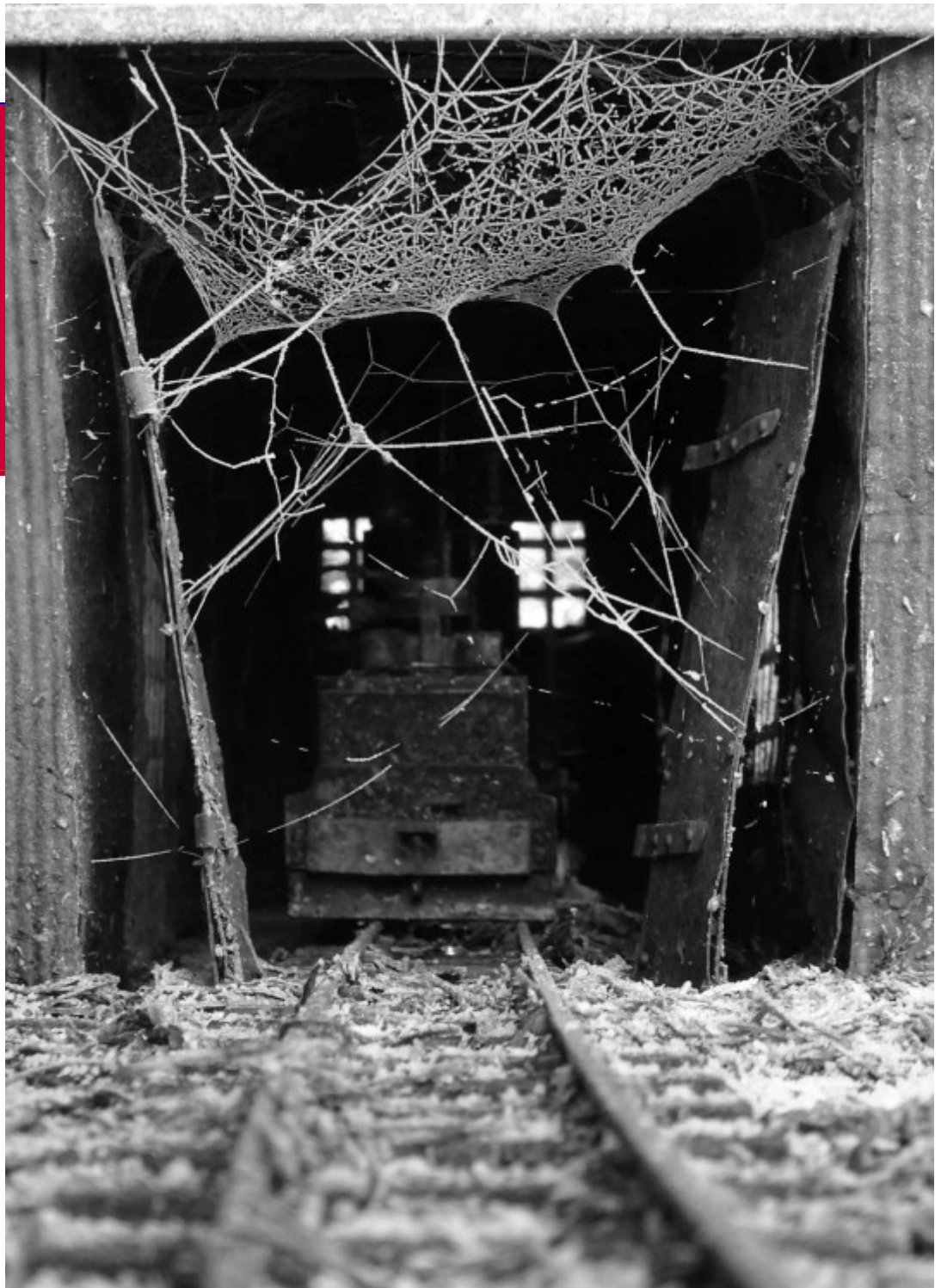
There are a goodly number of high quality one-of-a-kind items for sale further on, covering a wide range of interest, unless you have started there first(!). There are three obituaries featured in this issue, and a pair of locomotives that are featured for sale are from the estate of the late SMT editor, Mick Blowfield. In a similar vein, Ken Vine, the new owner





# It's all there in Black and White

Well, this photo is anyway! Whilst I was feeling very poorly earlier in the year, the postman brought a parcel that was most definitely a book. It came from Martin Haywood, who is a regular contributor to these pages, especially over things Saltford.



Martin has self published a collection of photos, mostly taken on his own line which is the Woodseaves Lake Light Railway. This is contained within a garden nursery business, and is quite expansive, and yes there is a lake. There is also a 7 1/4" line as well. However, Martin has also added in some photos taken at Dave Mees' Wigfa and Llanrwst line.

Martin's introduction to the book says ( I quote ) that it is intended as a showcase of models on the garden railway with an emphasis on variety in an ever-changing real world backdrop. The models shown are a deliberate mixture mostly consisting of live steam and battery power of all narrow gauge proportions whether they be prototypical or freelance pieces. Realism is not the aim here, but is 'mostly about trying to capture a mood, an atmosphere' to quote the cogent philosophy of Compton Down's Peter Jones.

Far from being a 'how to' this book is purely intended as a celebration of what has been created and enjoyed by myself and visitors. The captions are deliberately sparse.

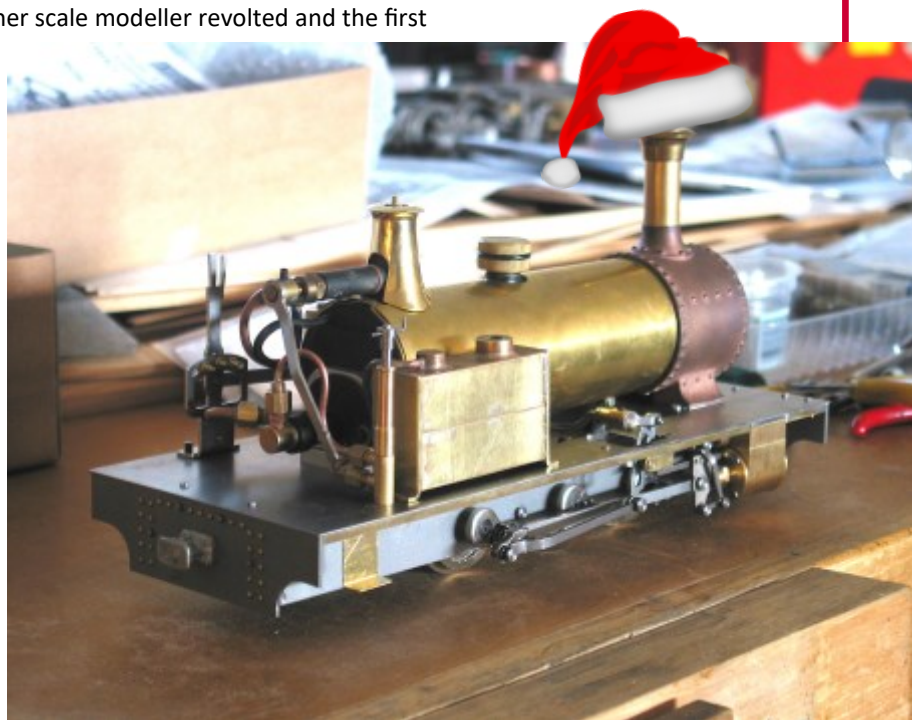
Derek concludes: The book runs to over 100 pages, with up to three photos on many pages. I can only say that, feeling as I did at the time, it really was a tonic and I have revisited it a few times since. I really did like the photo you see here, and will from time to time include others in the magazine, but if you are interested in Martin's book, then email him on:

[woodseavesllr@gmail.com](mailto:woodseavesllr@gmail.com)

# Dylanesque

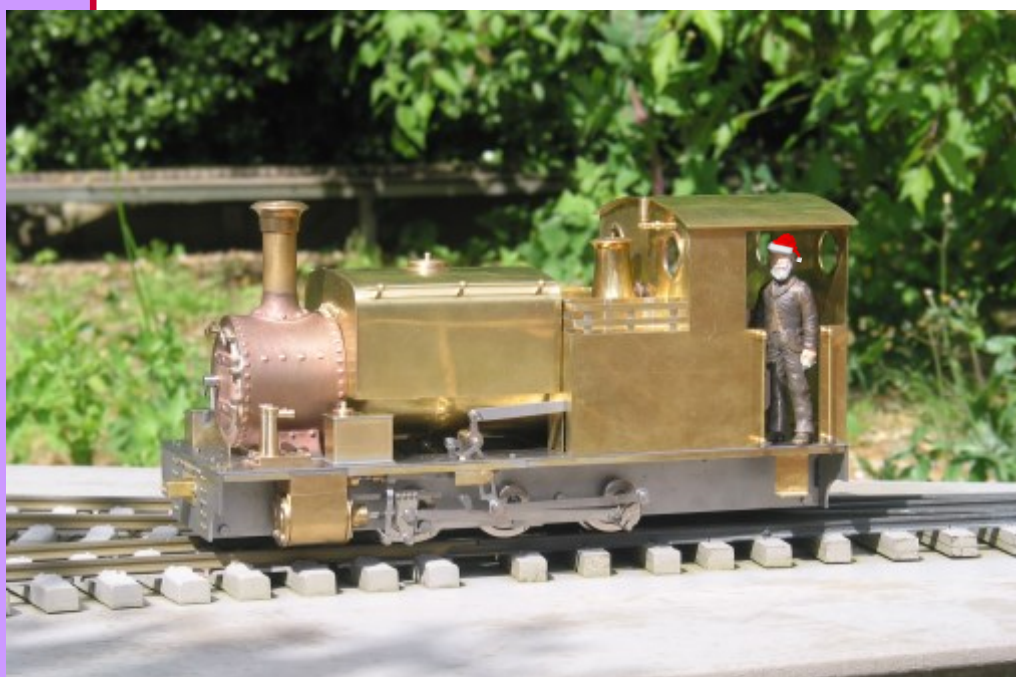
The philosophical question is whether this model can be regarded as heritage? The design is definitely of the period and most of the parts were sourced from Roundhouse, but it's a new build and there are enough small changes that mean it isn't an exact replica. This project was the third attempt at building a Roundhouse Dylan.

In both previous attempts my inner scale modeller revolted and the first attempt evolved into a Sharp Stewart 0-4-2T. The subsequent attempt somehow morphed into an O&K 50HP 0-4-0WT. Around the time Roundhouse announced a limited edition of an updated Dylan Mk 1, the inner scale modeller was forced into retirement and while his attention was elsewhere I started this model based on a late example of a Mk 2 Dylan. There was a selection of unused Roundhouse parts from previous projects in a box under the bench, and after ordering the missing bits needed to complete a working chassis, work started in early 2022.



The first photo shows the assembled chassis and boiler ready for fitting the bodywork. The chassis is a

standard current Roundhouse Lady Anne. The boiler was actually from a Katie kit, but the Type 1 boiler is used by Roundhouse in both Katie and Lady Anne models. The only additions/changes to the chassis were a full set of footplates and a scratchbuilt Mk 2 Dylan/Lady Anne type gas tank.





The second photo shows the model sitting in the spring sunshine unpainted, but otherwise complete. I don't know anyone with a Mk 2 Dylan, so the bodywork was designed and built using available online photos and a card mockup was made first to check that it looked right.

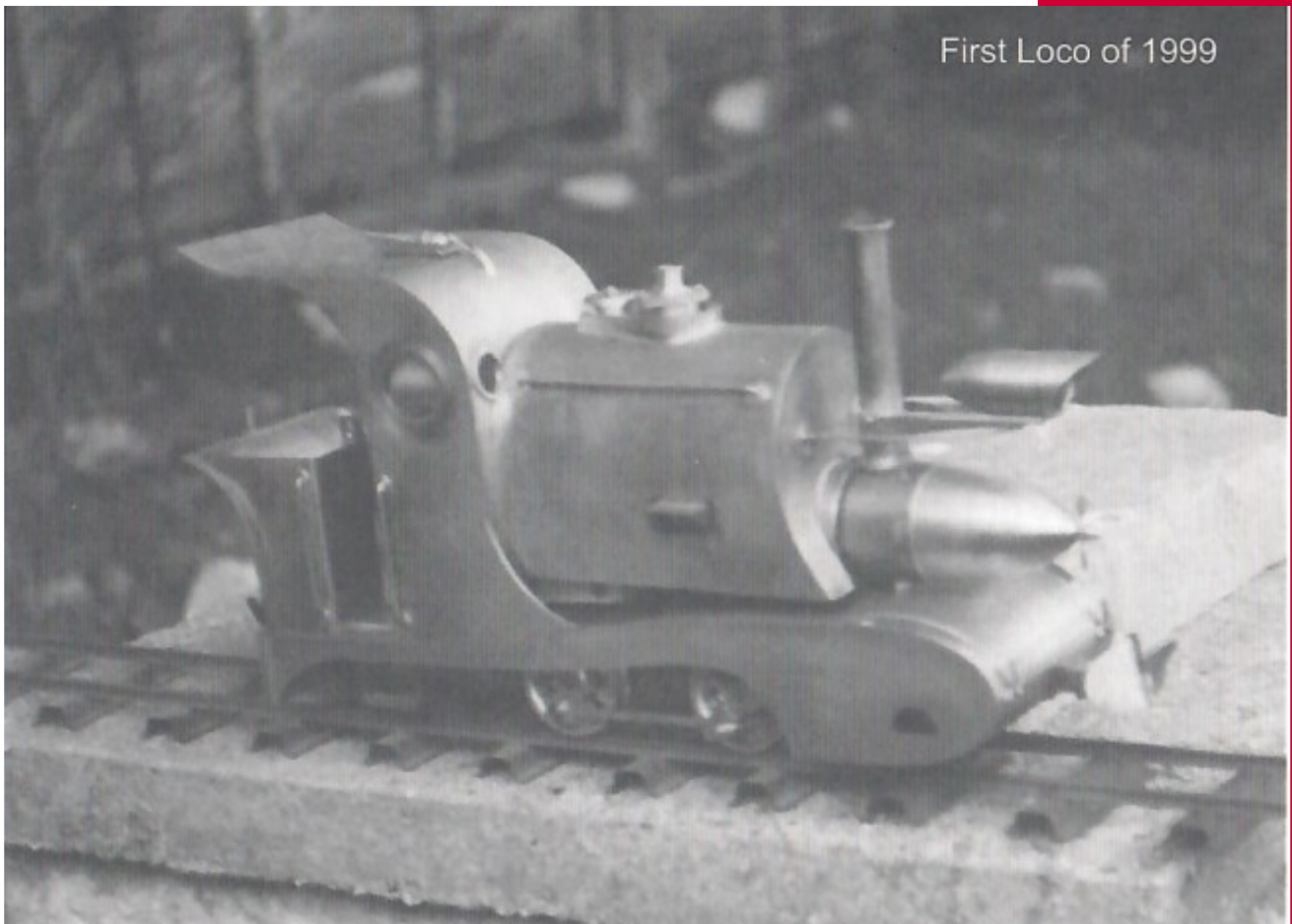


The third photo shows it about a year later after I finally got around to painting and lining the model. About that time I obtained a set of good quality drawing instruments made in the USA during WW2 and these have improved the standard of my lining considerably.

The fourth photo shows the model running a passenger train on my backyard track (basically a glorified test track) on a sunny spring afternoon.

I still don't know why I decided to build a Dylan, but it was an interesting project. The inner scale modeller woke up at one point and made a couple of changes to the bodywork, which is why I describe this as a Dylanesque locomotive.





First Loco of 1999

## A good year for steam

Graham Stowell originally wrote this piece in 2000 for the A.W.N.U.T.S. (Always Whimsical, Not Usually To Scale) magazine, and he has kindly granted permission to reproduce it here;

1999 was a good year for Phoenix Engineering, (i.e. me). Although I spent a lot of my modelling time working in smaller scales, I did manage to complete no less than five large scale steam locos. I did not however, start all five in 1999 - in fact some had been sitting around part built for many years.

The first engine achieved my long held ambition of building a streamlined narrow gauge steam loco. It is based on a Mamod type chassis fitted with a specially built internally gas-fired boiler. The bodywork combines the footplate and valences style of a London and North Eastern Railway (England) A4 class engine, better known as 'Mallard', the world's fastest steam engine, with a sweptback industrial saddle tank, complete with aerofoil cab roof. The smokebox has a bullet nose, tipped with a tiny propeller instead of the door handle (this is connected by a shaft through the door to an exhaust steam turbine in the smokebox). This loco is especially pleasing as it upsets serious scale modellers. Once painted blue with white go-faster stripes I am sure that it will look very impressive. I have not run it yet, but I suspect that the excessive weight (the bodywork is 1/16" thick brass sheet), and the high centre of gravity will outweigh the ad-



vantages of the streamlining!

The second loco is a complete contrast, whilst still using a Mamod type chassis. This is a Gauge 1, standard gauge (10mm scale) side tank. It did not take long to build and virtually all of it came out of the bits box. It started out when I dumped a boiler, left over from the previous conversion, on top of a chassis I had put



2nd loco of 1999



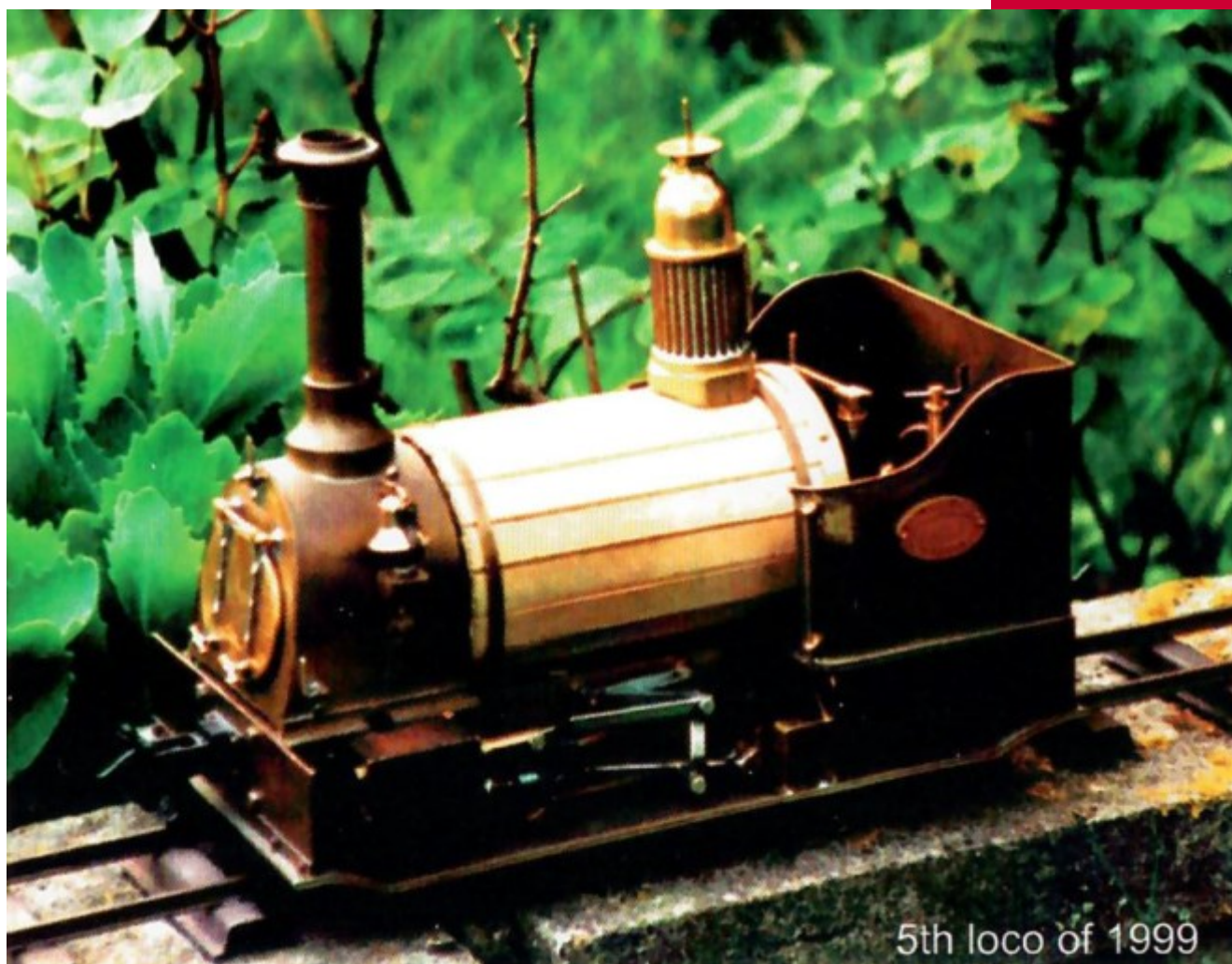
4th loco of 1999



together from bits bought from IP Engineering's 'workshop floor sweepings' box at a Show. Somehow they just seemed to match and, after cutting out a few bits of platework to hold it all together, it developed a satisfying industrial look. It doesn't really fit in with my other steam locos, but it was fun to build. Maybe one day I will paint it and see if it runs!

The third engine had been started a couple of years earlier as a conversion of a Salem 0-4-0T, which is essentially a large outside framed, and more solidly built Mamod (again!). After modifying the chassis to a 2-6-2, I noticed a vague resemblance to a WW1 Alco 2-6-2T, and from there on there was no stopping me. When I build a model even loosely based on a prototype I get rather carried away, often searching through my library and photo collection to get every detail right. Although the proportions of the loco are only approximate, I studied many small details, right down to the shape of the tank filler hinges. It took a lot of work, but it was good fun.

Before the Alco was complete I had already started on (or rather returned to) a fourth engine. Once again this had been started a few years ago and was based on ... yes, you've guessed it .... a Mamod. It was inspired by the engine unit of a model of the Lagos steam tram, which I had built several years earlier. I repeated the tank and firebox shape and copied the cab from another of my caricature locos, but to make a change I cut out new frames to make it a 2-2-2T. After I had brushed the dust off, I repaired the degeneration brought on by sitting under other part built locos. Once restored to its former, part-built glory I started adding more



5th loco of 1999



detail. The old Mamod dome gave way to a taller flared top version. A brass bell, by now standard on all my new locos, sprouted from the top of the boiler

filler valve. Before long the engine was taking on a character of its own. Because of its long wheelbase the driving wheels are unflanged, with wide tyres. The biggest problem was getting most of the weight on the driving wheels while keeping all four carrying wheels on the rails, even on uneven track. I will report on my success or otherwise once I have run the loco. With all the superstructure and plumbing complete, all that remained was to fit a meths burner. Due to limited space under the footplate I had to make three small tanks connected by cross pipes and supporting brackets. Even if the engine doesn't work I could sell the burner as a model space craft for a Star Wars movie.

By now, with the long Christmas holiday approaching, I realised that I could probably complete a fifth engine by the end of the year. With this in mind I looked through my stock of part built projects for a suitable candidate. Eventually my gaze fell on the oldest - an 0-4-0WT which I had started in 1984! When I started to assemble it I had used a gas fired boiler, which I had bought at a bargain price at an exhibition. Unfortunately at that time my skills with gas firing were virtually non-existent, so after building the chassis and basic superstructure, the model was put aside while I developed the necessary capability.

Once the situation was rectified, I was then in the position to complete the engine. However, the work was again delayed by an unusual display of my own self-discipline. Although the Alco had been steam tested and ran well, I decided that it needed its oscillating motion hidden by dummy valve gear. I set myself the task of finishing this job before starting the 0-4-0WT. After a couple of days of drilling, soldering and bolting (and a few expletives!) the job was complete. Unfortunately since fitting the valve gear the loco has not run properly.

With the Alco (apparently) complete, I returned to my plans for the 0-4-0WT. Most of the work on this was straightforward. Even the gas firing had become a simple task. The challenge on this engine was the valve gear (for this was not an oscillator) and was not even vaguely related to a Mamod! I had decided years ago that I would fit fully working outside valve gear, and at times over the years had considered various options. However, the available space was limited and awkwardly located. I wanted a simple valve gear using swinging link rather than slides. On one of my earliest conversions I had used a version of Marshal gear that worked well. So, after some measuring and scribbling on paper, I decided that I could squeeze something similar into place.

Most model engineers carefully mill rods to shape and fit - I simply cut, drill and bend until everything goes together. In this case it took some careful juggling of rods to get all of the bits to fly around without colliding. When I finally got everything in place I connected the chassis to an air tank and, to my amazement, it rumbled merrily across the kitchen floor.

With this great hurdle out of the way I set to work to give the engine a personality. The original, fairly mundane dome gave way to a flared top construction with a fluted column surmounting a hexagonal base. The now mandatory bell required a special bracket on the side of the smokebox, and brass bands held planked wooden cladding around the boiler.

After fitting all the fiddly details I declared the engine complete, and hence entitled to a works number even though less than two hours remained before midnight on the night of 31st. December 1999. With that I had achieved my target and completed five engines in the year. But that was no reason to stop, and even as the world was celebrating the new Millennium, Phoenix Engineering was planning the first engine of the new year.

# Peter Angus Mountaineer

As we are fond of printing photos of the Steamcraft Mountaineer, Dave Mees recently posted this lovely shot of his Peter Angus/Mike Lax version, which reference to Peter's book shows as built late in 2011. Dave has fitted radio control, and the loco performs faultlessly and is owned by his wife Christine.



## Peter Angus Penmaen, and this one is for sale!

A true one-off, built by Peter Angus in 2003 for a member in the London area and featured on page 138 of his book "Peter Angus – Locomotive Builder". Also part of the late Mick Blowfield's collection and is being sold for the benefit of his widow. The loco is in very good condition and runs beautifully. There is slight



damage to one edge of the roof, where paint has been lost, and this is visible in one of the pictures. The overall paint finish and standard of lining is high, as the pictures show. It is regaugeable 32/45mm. The cost of owning the unique model is £2,500. Please contact Alan Regan on 07808 391152 or [alan-regan@talktalk.net](mailto:alan-regan@talktalk.net) if you are interested. Alan has further photos available, I have just selected two here to show off the elegance of the model engineering.

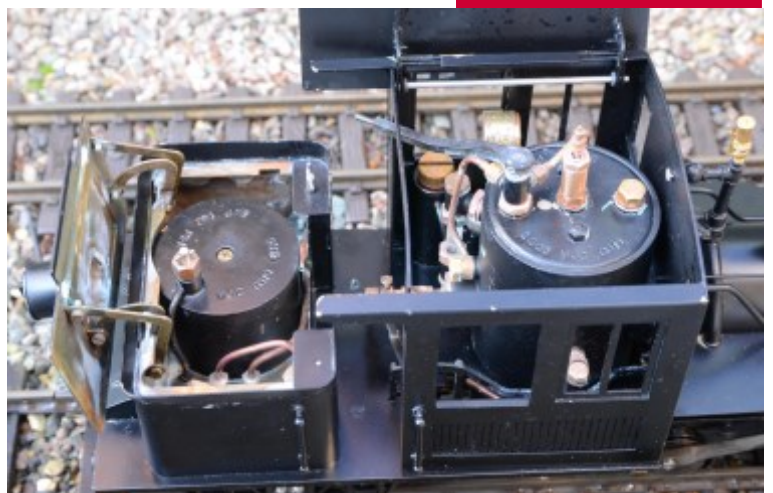






## And a Chaney Climax

The second feature loco that is up for sale in this issue is a wonderful Climax, I saw this model running with the original owner back in 2005. This locomotive is also part of the Mick Blowfield estate, Alan Regan again picks up the backstory. It was made by Mike Chaney for the US market in 2005. It's not been used much, is in good condition and runs nicely. I had it running on a rolling road last evening and if it gets warm enough, I'll run it outside. The gas tank sits in the same water bath that feeds the axle pump, so I can warm up some distilled water to keep the gas flowing. It also has a hand pump and a boiler drain valve (how often do we see them?). It is set to 45mm gauge but is re-gaugeable. It's boxed and has the original instructions. Again please contact Alan Regan on 07808 391152 or [alan-regan@talktalk.net](mailto:alan-regan@talktalk.net) if you are interested. Alan has further photos available. The price is £2,850. With all the funds from the sale going back to Mick's widow.





# Old Forney For You?

Andy Cooper writes, Hi Nigel, this is a model of a Sandy River and Rangeley Lakes Forney built by Peter Angus in 1989, No 29. Evelyn A is described on Page 37 in Peter's first book as follows ....

" ...with an 0-4-4 wheel arrangement built on the much simpler Single Fairlie principle. ....the front driving wheels are located in a bogie arrangement that is pivoted to give the necessary flexibility horizontally and longitudinally. The cylinders are dummy with the power provided by a Caton marine engine located between bogies in the area of the dummy firebox. The rear unpowered bogie has a horizontal bearing mounted in a rubber bush to give all round limited movement. "

The engine belongs to Brian Hicks. It is for sale with collection in Leeds from Andy Cooper. The engine has run on air but the loco has not been test steamed. Sold with wooden carry case. No boiler or gas tank certificates.

Please contact Derek as usual if you wish to submit a bid for this one off model built by Peter.





# Beautiful Pair - Maybe Mayumbe



Andy continues with the second pairing - with Brian's permission I set about dismantling Marguerite Angus No9 a Mayumbe Garratt with Hackworth Roundhouse Pooter cylinders on one end and dummy cylinders on the other. I have had the boiler tested and certificated and replaced the gas tank with a Roundhouse Type D gas tank. The loco has been changed to radio control in the past [ no idea who by ] and I have refurbished all the O cylinder O rings and glands and put in new gauge glass fittings and top up clack valve. I have steamed it on the bench. It is 40 years old now and has age related marks. It is an early design from Peter Angus.



The second loco is No17 Hicks Bay Timber Company A&G Price of New Zealand Garratt I have this dismantled at the moment. I am going to have the boiler tested and

the gas tank after converting it to a Ronson filler valve. This loco is in better condition. It has a Caton engine which has run on air and a very substantial chassis and gear train

Please contact Derek as usual if you wish to submit a bid for either off these two models built by Peter Angus.



# Sales, Wants & Solds

Quite a few people were interested in the Jersey railcar unit, which did find a new home, only to discover that the clearances were too great for the line, and the sale fell through. The vendor has kindly provided a table of measurements. The model itself was covered in a full article in the last issue and is on the cover of this issue, so if you are interested then refer back, and then take note of what appears here. Dimension data is at the end of the Sales

We also connected a buyer and seller for the cab kit for the Accucraft 7/8ths. Hunslet.

Sale items - now don't start here, turn back to page 10 if you've not read that first.....

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



Roundhouse Charles. This is one of the later versions, and is fitted with 2.4Ghz radio control. The loco is black, and has been lined out by Tony Willmore of Rhos Helyg Loco Works. Fixed price of £1,500, first come first served with this one.



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



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



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



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



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

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





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



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



Friog Budget diesel. I have commented elsewhere in this issue about these locos. They are so well engineered and will just run and run. Dual gauge, radio controlled and comes with transmitter. The loco will however need new batteries. Open to offers.



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

Very much one for the engineer among you with a quirky side! Pretania Foundry made a loco conversion for the Mamod traction engine.

Currently I cannot find a photo, or a catalogue with a drawing, so if anyone can help with this? The loco will not run, and the whitmetal wheels have a distortion, so reasonable offers considered.

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

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.

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

A John Shawe/Roundhouse coal fired Jack.

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

models would be considered.

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

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.

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

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

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

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

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

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



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

Brandbright kit for the L&B open Howards trucks.

Any Peter Angus geared locomotive.

A David Hick L&B - in any condition.

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

An Accucraft open sheep wagon, either W&L 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.



## AUCTION REPORT

Throwback Modeller

Auction watcher Chris Stockdale came up with the following:

David Duggleby Auctioneers had six locos, all I would have thought from the same home. They were mostly listed with

Roundhouse and relevant numbers, but to my eye and mind there was very little of RH in them. A couple at least seemed to have oscillating cylinders. A brief description saw:

0-6-0 tank in maroon £320

0-6-4 tank. Red. £380

0-6-2. Plantation style. Black. £420

0-6-2. Leaning towards a Lady Anne in looks. Blue. £360

0-6-0 tank. r/c. Black. £220

0-4-0 tank. Compact. £240

They all seemed to have a continental outline, and were all gauge 1. They seemed to be in good overall condition. If you can shed any light, or bought one, then please get in touch.

Vectis were auctioning a Roundhouse/Brandbright Fiji Fowler, in black and looking in good condition, which sold I believe for £1250, with 32% commission to be added. These are a desirable heritage loco.

They also had a Roundhouse 0-4-0 Katie saddle tank in green, r/c., as well as an Accucraft Edrig, green, r/c. and a nice looking Roundhouse Leek & Manifold in red, 32mm. which had a hammer price of £1000.

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.



**Jersey Railway: Sentinel Railcar 'Pioneer No. 1'**  
**Priority Models: 16mm Scale (32mm Gauge)**  
**Main Dimensions**

|            | Height above RL<br>(mm)                              | Width<br>(mm)      | Prototype<br>(Sources vary)             |
|------------|------------------------------------------------------|--------------------|-----------------------------------------|
| Power Unit | 190 (Funnel)                                         | 146 (Duckets)      |                                         |
|            | 180 (Roof)                                           | 130 (Body)         |                                         |
| Carriage   | 180 (Roof)                                           | 130 (Body)         | Width over body 8ft 4in<br>(= 133mm)    |
|            |                                                      | 136 (Door handles) |                                         |
| Assembled  | 935 (O/A Length)                                     |                    | O/A Length approx.<br>58ft 6in (=936mm) |
|            | 125 (End of coach to<br>bogie pivot)                 |                    |                                         |
|            | 540 (Bogie pivot to<br>pivot point on power<br>unit) |                    |                                         |

**Notes:**

1. Sources vary slightly on key dimensions of the prototype. However, this 16mm scale model does seem to be dimensionally accurate.
2. The 540mm dimension permits calculation of the additional overhang (on the inside of curves) due to curvature.
3. The 125mm dimension permits calculation of the additional end throw (on the outside of curves) due to curvature of the driving end furthest away from the power unit.
4. Overhang and end throw can be simply checked by drawing an extended chord on a curve of the relevant radius.
5. Designed to run on 3ft 6in Gauge, the prototype was a very large vehicle, the body design being virtually the same as for early Sentinel standard gauge cars.



EBAY WATCH ( Gathered from sm32, 16mm scale and live steam locomotive headings ). Not really surprising for the time of year, the eBay headings I use (SM32, 16mm scale and live steam model loco) have been fairly quiet as far as heritage items are concerned. The following were noted:

A Brandbright Model T style Motor Van, with the goods body, ended at £132

A Perfect World Woodpecker tram (similar style to IP Jessie) was current but had not really attracted any substantial bids as I write. A Grouldle Glen Polar Bear battery loco, looking well finished was also current.

Two of the locos mentioned in the Auction report have turned upon eBay. Whilst described by the auctioneers as Round-house, they have some RH components. The one loco, an 0-6-0 is listed at £1,350, whilst the other which is blue and has bodywork which is mainly Lady Anne, but with oscillating cylinders, is on for £1,250. A black Merlin 0-6-0, anglicised Beck Anna but with different valve gear, is listed for £1,295.

Another ex auction house loco, brown, and having a vague resemblance to a Russell but with oscillating cylinders, had 23 bids to £316. A PS Models diesel caravan with a Padarn brake van had 2 bids to £52. Three Archangel Vale of Rheidol four wheel coaches in chocolate and cream had 19 bids and finished at £425. Quality sells. A vintage carriage, passenger and goods combo, had 9 bids to £44. A Pair of really sweet looking 4 wheel balcony coaches, in the style of early Corris, had 7 bids up to £73.

A Pearse 2-6-0 tender (Colorado?) 45mm gauge was bid heavily by 32 people up to £960.

A Saltford Models Simplex has ended (sold?) at £75.

A Steamcraft double fairlie, incomplete as being minus burners, dome and cab and looking in need of much refurbishment, had four bids up to £465.

A green Merlin Major 0-6-0, tidy looking, was on at £900 and has ended but I am unaware if it sold.

A blue PPS Janet loco 45mm was listed for £500 and ended with no bids. Did it sell?





**SNOWDONIAN 2024** - Steam train footplate ride on the Festiniog Railway: 28 minutes. This is taken on the footplate of Linda, and whilst I have earlier recommended another similar clip, this is utterly worth watching to understand what is involved in double heading (with Blanche) a very heavy train up the line. The fireman has a passing resemblance to Adam Henson from Countryfile (to my eyes).

**Isle of Man Railway, From Douglas to Port Erin with No 4 "Loch"**. A very worthwhile watch of some 30 minutes. Loch would appear to be pulling a photographers' charter, and all the film is shot from the lineside/stations. You also get to see quite a bit of Caledonia (looking resplendent) as well as Maitland, as they regularly pass the Loch train which is shunted to the side to allow passage. The sounds of the locos working, and the superb scenery of the Isle of Man, make this a really enjoyable clip even if you have never visited the line.

**Velay - Vivarais: Renaissance d'un train de montagne**: This starts early on with some various clips of my beloved Billard railcars, but then settles into the return and steaming of a Mallet 0-6-6-0. Some of the sounds captured out filming along the line from this loco are superb.

**Riding Oldest Steam Train in Indian Narrow Mountains**: Yes, the title is as I have put here. It is a fairly brief visit to the Darjeeling Himalayan Railway, and based around the upper terminus. I went out to the line some eight years ago with seven friends, and this clip brought back so many memories. Even if you do not model the Darj., there is much to enjoy with this.

**Heritage Springs Railway - Steam Day**: Four tank locos, beautifully lined, topping and tailing, and some really great coaches. Only six minutes but good watching (and listening).

**The Boat**: There are a few clips available showing Spooner's Boat, but in this one you see them rigging the mast and sail at Boston Lodge before setting sail across the Cob. My basic French tells me that the slogan on the rear of the boat reads 'neither one thing nor the other'.



## DJB and Swanswood - direct from David,



David Bailey kindly updated some of the recent correspondence about Swanswood kits. He wrote:

Another interesting TBM - keep it up!

I was interested in the detective work re Swanswood Models. I sold my WD "D, E" and "F" type kits to Felton Vowler as discussed, but they were the first kits I produced when I started 16mm scale in 1978. I was very friendly with Malcolm Wright, who at that time was living in Oxford and he took me to my first AGM that year. I got to know Malcolm when I used to attend 7mm scale running days of the O gauge Oxford group meetings which were organised by the late Roy Slaymaker. He had a garden railway and after one meeting I was invited to view some engines on his line, which turned out to be about 10 of Malcolm's Wren class locos and that's how I got to know him. As he had the bogies already produced and was using the late Adrian Swain for the castings, whom I had known since the 70's, and had produced all of my whitmetal castings for my 7mm

range, it was easy for me to get them from him and pay Malcolm.

I agree that Felton did not do much with them and I think he only advertised them once in SMT.

After that I do not know what became of them or the patterns, so I presume since Adrian's death that they are possibly lost?

I still have my original models of the 3 types but they are only painted on one side. In my haste to get them ready for the first exhibition I never lettered the other sides, and as I cannot now produce any of my transfers I would have to repaint them and buy new transfers sets.



DJB and Swanswood War Department kits - Photo Daniel Town

# Geoff Lumsdon - our thoughts



Geoff passed peacefully away on the morning of 25th November. He joined the 16mm Association in the 1980's after previous aeromodelling exploits, and eventually was elected to the Board and served as Chairman. His interest in railways always focused on narrow gauge, particularly the Ffestiniog and Talylyn Railways, both of which he modelled extensively.

After 25 years in local government service, he became a magistrate. Following his marriage to Chris, buying their first house together was quickly followed by building his Eastfield Light Railway, enabling the hosting of a series of

open days for the Association Northumbria area group. He also filled the role of group coordinator for seventeen years.

Geoff was a person who gave freely of his time, knowledge and effort. Away from modelling, he was an active member of the Ffestiniog Railway Heritage Group, helping in many projects, a particular favourite being the Curly- roof van.

A prolific builder of rolling-stock, in addition to those for himself, he built a number of vehicles commercially, in conjunction with Ron Grant of Gratech fame. Unsurprisingly, his main focus was the two railways mentioned above, together with the Glyn Valley Tramway, specialising in coaches. His personal favourite was probably his model of the Curly- roof van, which was 18 months in build.

A staunch supporter of Roundhouse Engineering, New Year's Eve always meant that Geoff was on the computer, eagerly awaiting the new loco announcement from Doncaster, closely followed by an order, should the prototype meet his criteria.

A modest man, and not one to throw his weight about, it was only as one got to know him that the realisation set in just how well-connected he was. After stepping down from all formal positions, he was still willing and able to provide a guiding hand. Deteriorating health did not reduce his enthusiasm. Just three days before his passing, he and I were discussing plans for the coming year's open days. One phrase from his funeral service resonates: "We didn't realise we were making memories, we were just having fun"

Derek adds - I am very sad that we have lost Geoff. I only got to know him once I started writing about heritage, and more especially after Nigel and I began Throwback. Geoff would ring fairly often, and whilst I was always initially cautious for thinking that I had said something incorrect, more often than not it was praise or a pointer in a helpful direction that I gratefully received. He had a lovely conversation voice, and a great sense of humour. At the last Peterborough Show, over the Tannoy came a request for me to go to the Association desk. When I got there, Geoff was waiting. He wanted to meet me face to face, but wasn't going to wander all round the Show looking for me, so I was summoned instead. I spent lunch chatting with him, and more specifically Ron Grant, and it was a wonderful experience, Derek

Nigel adds - I first met Geoff when I was considering standing for election to the Board of Directors. He was Chairperson immediately before me, when I took over he gave me modest handover, but his encouragement was to try ideas out and not be constrained by what had stood before. During my time as Chair he would call me, to see how I was getting on, and equally I could call him to bounce ideas around. He served on the Board for six years, and we overlapped for a year before I succeeded him. In the Board room he demonstrated a sense of balance, that I tried to emulate. To me he was a good teacher and role model, rest in peace Geoff. Nigel.



## Paul Miles Obituary

In October we learned the sad news of the death of Paul Miles. Paul was a long standing member of the Somerset Group, and an accomplished model engineer. I knew him personally, having met him at a few garden meets in Somerset, as well as regularly chatting at the Exeter Show. Paul really was one of life's good guys, and very easy going and friendly. If you had a problem with a loco, he was always more than ready to see if he had a solution. For a time he was an Accucraft service agent.

Sadly he was stricken with Parkinsons Disease, and finally was admitted to a Nursing Home. His daughter let the local group know, and we offer her our condolences.

## Bob Young Obituary

Andrew Mawer kindly let us know of the passing of Bob Young on Friday 11th. October, as well as supplying the photo that shows him with two of his locos.

From a career in heavy haulage, moving boats around the country, he moved to Argyll and worked for the Forestry Commission as a lumberjack. He then settled into building his railway in Otter Ferry, as well as making his own locos. His legacy to our hobby is in starting the Steammodelloco 16mm and Modellstock eGroups, connecting the garden railway community across the world.

A trip to see Bob, apart from sampling Christine's chocolate cake, always involved chatting about his various ongoing projects, as well as a workshop visit.

Bob will be greatly missed, not least for his blunt humour, and our condolences to Christine



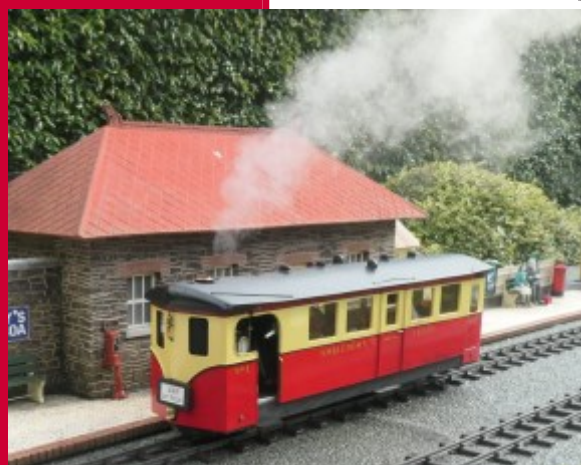
# Pinnigers Patch, the return of the AVR #1

Dave Pinniger writes,

I bought steam railcar AVR No 1 from David Hardy way back in 1997 and I believe it was the first double ended unit that he made. It ran

many miles on the AVR and visited quite a few

The railcar stopping at Bratton-Fleming on Steve Edwards' line



AVR No 1 pausing at Hinton Magnolia

other garden lines, but by 2009 it was not running as well and David Hardy agreed to replace the O rings and give it an overhaul. The excellent running quality was restored but I was having a lot of trouble keeping the burner lit. Gas burner guru Harvey Watkins agreed to have a look at it and although I am not sure what he did, he told me that he had fixed the problem, and he was enjoying running it. As many of you know, I have quite a collection of steam locos so suggested that he kept the railcar so that he could run it on other tracks without the need to take a train. When I went to visit Harvey in the Summer of 2024, he asked me to take the railcar back as poor health was not allowing him to run steam any longer. So, after a gap of 15 years No 1 has come back to the AVR with the

addition of a few of Maureen Watkins characters as passengers. I was delighted to find that the railcar was still running well, and I had forgotten how much fun it was. It is the perfect steam travelling companion as it will run in both directions, is forgiving of sharp curves and bumpy track and is very responsive to the radio. I have since taken it on successful outings to other garden railways with the "AVR on tour" headboard attached by Harvey.

AVR on tour visiting Rob Golding Bay-fields Light Railway [Photo by Rob Golding]





## BUILDING MY CHEDDAR COACHES.

I had a long held fancy for some Cheddar Coaches to go behind one of my Cheddar Locos. About two years ago, I saw an add in the TBM for a pair of them. Wow! Just what I was looking for. Pat Brewer had bought them new but had not built them up, and he wanted to move them on. So, I bought them from him and moved them to my home.

Now, I possibly know why they had not been built! I must admit I am a bit biased, because I think that Cheddar Model kits are terrific (though maybe not so much Iver). They are really well engineered.

### The kits

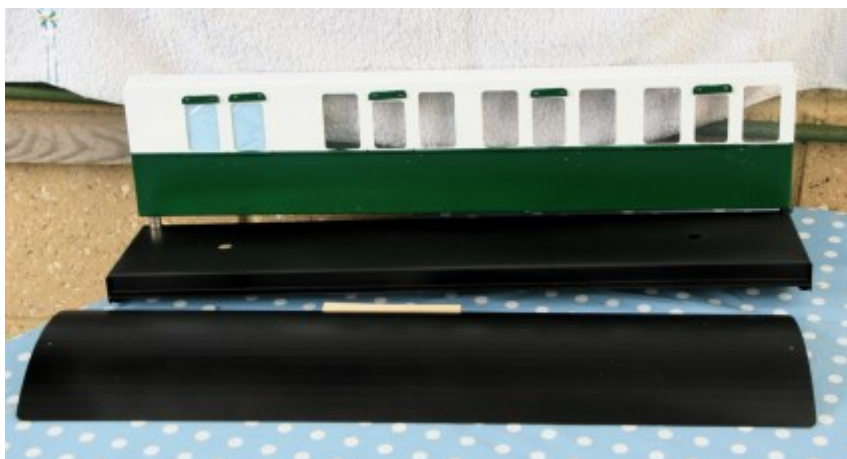
The coaches, basically are the same, apart from the luggage compartment. I checked the kits for any missing parts, ----- Pat, thank you for packing them so well. Each kit comprises of two sprung, fully compensated bogie kits, two end walls, two coach sides, a rolled roof, a floor, a packet of door handles, a packet of grab handles, lamp holders and ventilators, plus all nuts, screws etc.

### The build - bogies

The Bogies are made from a folded piece of mild steel with brass bearings and stainless springs. The Bogie is attached to the floor with 2 set screws and a single pivot with a strong compensation spring between the Bogie and the mounting plate. I had given each Bogie a coat of etch primer, with satin black over the top from a rattle can before assembly, and then I fettled it afterwards. This was relatively easy and finished in a weekend.

### The build - body

The coach body, as supplied, could be completed in a weekend, including waiting for the paint to dry. It is held together by M2 stainless screws, Mmmm... not



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



for me though. I did it my way! All 12 body panels (six per coach) were etch primed and left to dry. The ends, roof and floors were sprayed with rattle can Satin Black. The sides were done with White Gloss, also from a rattle can. Then the bottom half was painted with an airbrush in MID BRUNSWICK GREEN, and left for a week to dry. I am no professional

at spray painting as the photo's will no doubt show.

It took another five months for me to achieve the look that I wanted for them. The interiors were trimmed with green leatherette, with Oak strips glued to achieve the appearance of opening doors. Glazing sheet from Jacksons miniatures was used for the windows. Basic softwood was used to make the seats which were then covered in the green leatherette, fixed in place with a combination of glue and staples (glue was not strong enough on its own).

In the luggage compartment, lolly sticks were used to create the look, and then I made up a full compartment wall to enclose the luggage area, separate from the rest of the carriage seating area. On the exterior of the coach I used a fine tip pen to draw the outline of the doors.

Time now then to fix it all together properly, where before it had only been temporary. I did not use the cheese head screws that were supplied. I used some M2 cap head screws because I find them easier to handle. I did say easier and not easy. The five sides of the coach were put together for the sixth and final time and all tightened up.

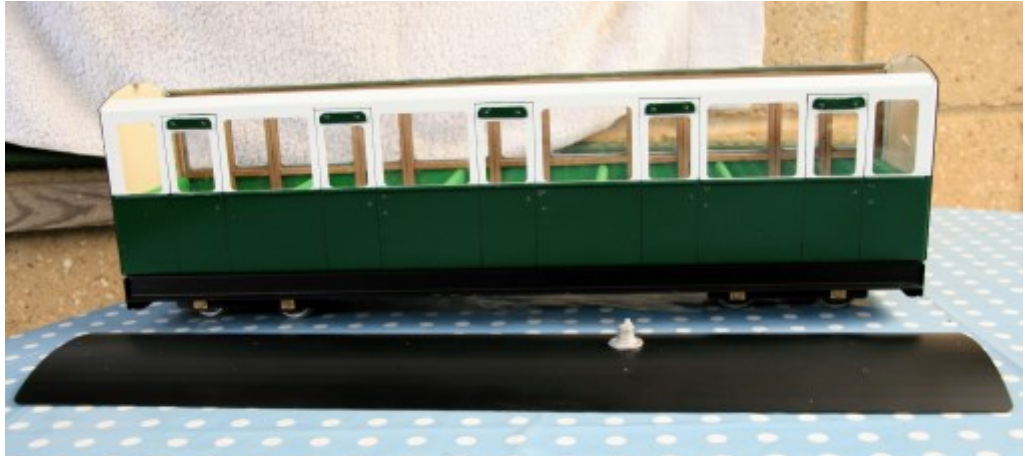


#### Fitting out

The polished brass door and grab handles were fitted with a spot of thin super glue into the pre drilled holes. I have to say that these castings are really superb. The lamp castings were drilled and tapped. I made up and used an M2 cap head screw, to hold them to the roof. I also added a dummy gas pipe to each lamp, then also made up a dummy acetylene generator, the only weathered part on the coach. From my bits box I found a brass ladder that I cut in half and fixed to the coach ends. Not prototypical steps, but safer for climbing onto the roof.....perhaps? LED light modules were made up and added to the inside of the coaches.

The multi height couplers were not used, I had some sprung buffers to use up.





Finally, some coach decals were found. Smoking, non smoking and ladies only from FOX TRANSFERS, and the compartment class from I.P. Please note I have no involvement with any of these traders.

#### Conclusions

The kits go together very well and are certainly heavy. They make all the right sounds as they trundle along. They do however take some thinking about, i.e: in what order to put it all together, and what to add to put your own stamp on them. The kits make up into a mild steel box! which leaves you to do whatever and however you like with it. Which brings me to my final question; Is there anyone out there that has another unbuilt 45 gauge kit for sale? If you do please let me know by contacting Derek. Thank you Duncan and Jane Lawrie.







## Past their prime, no this is prime time

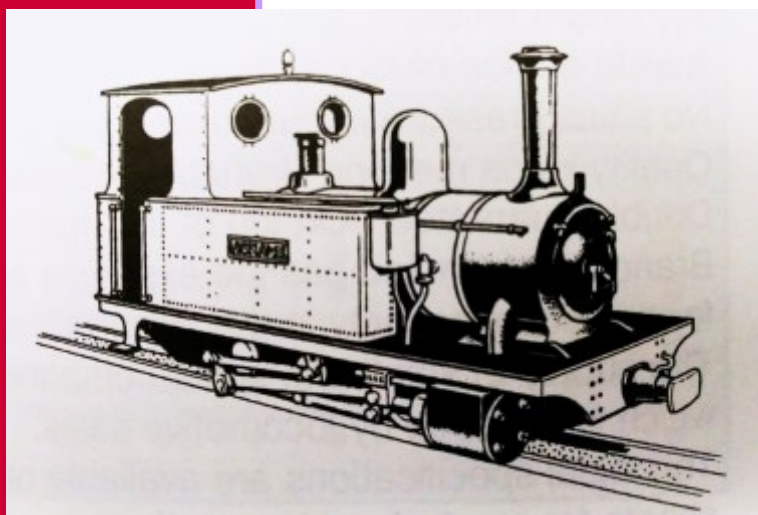
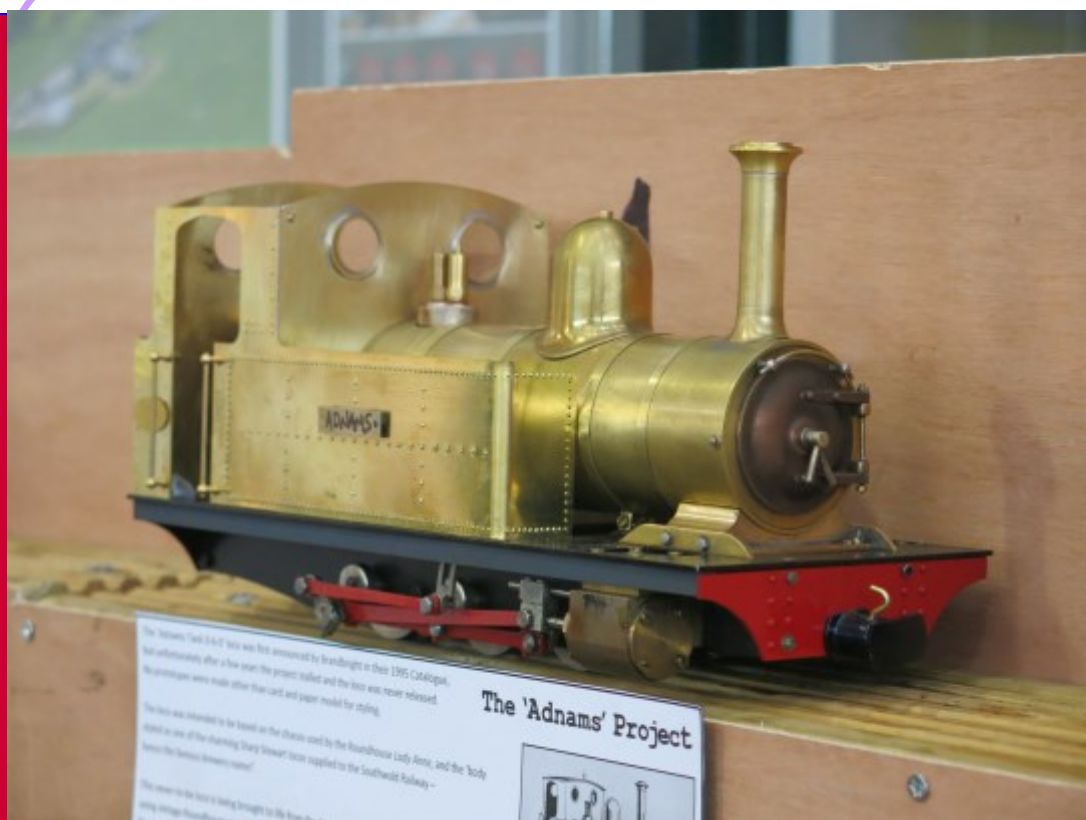


It is the middle of November, and Dave Pinniger is hosting a steam up for possibly the last time this year. During the day, they ran two early Archangels. Hazel will be known to many of you. A Rheidol, it was originally owned by Dave Rowlands before he passed it on to the owner of the 'other' AVR, and here you see it still looking very well and happily coupled to some Archangel VoR four wheelers.

Also running was Prince, one of Stewart's takes on the Festiniog George Englands, and in the one photo you can see them posing together.







## A pint sized engine

Rob Golding wrote to us; Thank you for your kind comments regarding Bayfields and the YouTube channel in the latest TBM - it's very much appreciated. TBM is honestly brilliant and I love receiving it.

My current loco project is an 'Adnams' class loco, (yes, spelt the same as the famous Brewers) and I was wondering if it would be of interest to display it on the heritage stand at Exeter? Derek says - he did and it was.

You may remember that the Adnams loco was announced in the Brandbright catalogue in the mid 1990s - including a drawing of it - however due to various reasons it was never put into production.

I remember seeing it in the catalogue when I was young and always wanting one. The loco was intended to be made by Roundhouse, or make use of parts from them (much like the Fiji Fowler). So where possible, I am using heritage parts and trying to build it just like it would have been made in the 1990's.

If you can add anything about this project then please let us know.





## Heritage owner and loco

Dave Mees took the photo of Taliesin, captioning it as a pyromaniac's delight of some age, but worth every penny. It is of course Archangel, and meths fired, and owned by Mike Morris.

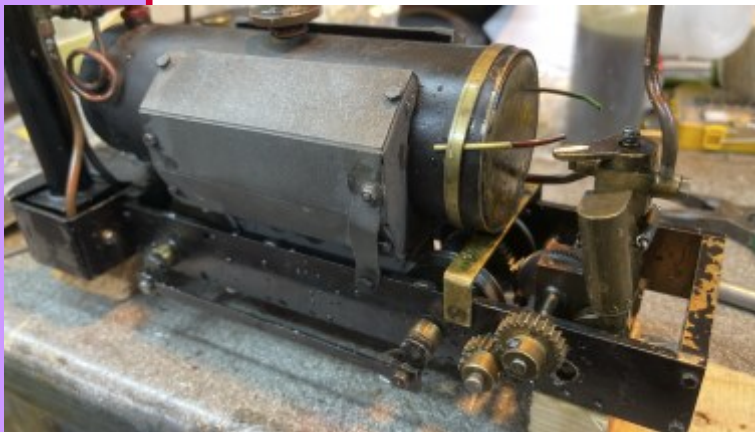


The first year that we took heritage to Stoneleigh (2008), Mike was running this loco on Phurcombe Hall. Simon Whenmouth had just taken delivery of a David Hick Association Peckett from Dave Pinniger, and had asked if he could run it. Happily! So there was Simon, having some difficulty in gassing up this new loco when Mike Morris's Taliesin ambled past, some way away but still causing an extremely large and audible whumph as the overspill gas ignited. Keith Skillicorn took the photo of Mike himself at Exeter this October, looking extremely fit and well for his 80 years, and despite his nickname of 'bonfire' still being very hirsute. Though coming on the train, he still brought a loco to display and run, which was very much appreciated.



## A GVT tram with a difference

Graham White also sent in this interesting piece. It is easier to quote him verbatim: A few of us from Guildford Model Engineering Society visited the All Day Steaming hosted by the East Surrey Group on Saturday. I'm afraid to say that I got tempted by something on Simon Whenmouth's stand which I thought readers might appreciate. It's a Finescale Glyn Valley Tram that has



been modified by Steve Acton. He has replaced the original single oscillator engine with a twin SVS one. It should help boost the tram count.

I was chatting to Dave Pinniger at the meeting and mentioned my Mike Gaskin A class Shay. He was totally unaware it existed. (See separate piece in this issue) He was also bemused by the fact that you had to remove the body of this tram to reverse the loco, and suggested that the divining rods attached to the boiler were to help the loco find water (?). In fact

they are to point out the positions for forward and reverse of the motor. Graham concluded by saying that the other Mike Gaskin loco that comes to mind is Tyhurst, which is a freelance 0-4-0 tender loco. Roger Hayward owned it when I first joined GMES. It had a porcupine horizontal boiler. Peter McCabe did some work on the gas burner for it. I am happy to report that Graham did a deal with Carol East at the Exeter Show, with the result that he is now the new owner, and will in time do a piece on its recommissioning for the magazine. Derek



# Foils, Fencing, and a puzzle

Derek writes, Nick Ashley is a very close neighbour of mine, very keen on railways though more standard gauge, but did come with me when a small group of us went out to India to ride the Darj. and Kalka/Shimla. Recently in Neyland, and walking along the quay he came across some railway track embedded. He wrote as follows:

One thing that puzzles me about the Brunel Quay at Neyland is the sunken track on the quayside, with its arrays of double slip points which is laid to standard gauge. So I've been Googling to satisfy my curiosity. The South Wales Railway, with some sort of support from the GWR progressively headed west targeting Fishguard for Irish and beyond shipping,

commencing with Gloucester to Chepstow in 1850. It was laid to broad gauge using Barlow rail, probably on longitudinal beams with occasional cross ties.

When Brunel got involved I know not, but he was definitely the engineer on the line to Neyland - possibly Carmarthen to Neyland, definitely Haverfordwest to Neyland. This line was laid to broad gauge using Brunel designed Bridge rail, again on longitudinal beams - the term sleeper doesn't appear to have been used.

Was the Quay side siding relaid to standard gauge using Bridge rail I wonder or am I being dragged into a romantic notion? The line to Fishguard was not favoured by Brunel with his eye to sheltered waters in the Cleddau estuary for his shipping aspirations. The Fishguard line was not completed until the start of the 20th century.

Why he didn't go to Milford and the massive expanse of the Haven is a bit of a mystery. The SWR entered a lease agreement for the GWR to run it in 1863 and progressive conversion to standard gauge took place from 1873 - 6. Which brings me back to the quayside track. It appears very flat topped, very much like the Brunel Bridge rail, but is sunk in to the quay, so you can't tell for sure.

From memory, one of the uprights in the fence looked like Barlow rail, which contradicts a few aspects of the story.





Derek concludes that I have printed this, partly for interest, but also because I am aware that a few modellers have constructed lineside fencing from rail, despite it being fiddly drilling the holes. I did have a chat with Jon Bryant at the Llanfair Show, and this subject cropped up. He tells me that in fact this rail is more commonly used as you see here than you would think.



## Go figure...

Chris Bird (Summerlands) brought these three figures along to add to the heritage display. He is fairly certain that they were originally sold by Tom Cooper. I am not sure of the scale of Margaret Thatcher alongside Harold MacMillan, but whatever, they are a product of the slightly mischievous but also very market conscious mind of Tom. If you know of any others that he sold, please let Derek know.





Good to see it's not just me using Playmobil track....

## Sweet smells....

John Armstrong writes, I know I should be writing an article about the sweet smell of rust or using talc to simulate industrial grime and corrosion and I will get it done but at a recent Vectis auction this battery powered Kerr Stuart narrow gauge loco was offered. The winning bid was £140. To my eye this has a striking similarity to the Kerr Stuart model in the 'History of the 16mm Association' publication. Said to be constructed by 16mm Pioneer Allan Pratt in 1959. Initially clockwork powered and converted to battery power.

I have had a re-read of the Model Railway News articles 16mm to the Foot and Narrow Gauge in the Rockies but there is no mention of a Kerr Stuart loco. Other than the statements in the 16mm history I have no other provenance of builder. The photos in the history of 16mil were credited with John Howells Browne and the loco was in the custodianship of Alan Cliff.

Other than a leaky battery in a modern 6 x AA battery case there are no issues and should run. Good for a 65 year old.

I would be interested in any history confirming the builder; maybe one for Detective Derek, Electric Avenue and Auction results!





# It's behind you

Continuing on with our periodical look at heritage rolling stock, the three wagons in the photo came from Dave Pinniger, who kindly donated them to the heritage fleet. Both the open wagons were scratchbuilt by him, and reflecting the period they are much larger and more substantial than the 3d printed or laser models currently available.

The brick load in the one wagon is interesting, in that it is made up from a toy of the day called 'Brickplayer'. I used to have a set, and essentially you got a box full of miniature bricks, including mitre ones, as well as door and window frames and roof parts - all that you needed to build a small house. The bricks went together with a mixed up 'cement' (I suspect that it was wallpaper paste) which stuck everything together. When you had finished, and wanted to continue with something else, you then immersed your model in water, at which point the 'cement' dissolved and you went back to square one.

For interest, I weighed the open wagon. It is 8 ounces, and the load a further 12 making 20 ounces in all. No metric measurements back then, but okay around 600 grammes if you insist. Locos of the day used to pull substantial trains of such wagons. The length over the dumb buffers is 11 inches, and the width a shade under 4. I suspect that the wheels and axleboxes were Brandbright, and even the couplings are sprung.

The box wagon was a Tenmille kit that Dave built and adapted. He gave it to Dave Rowlands who ran it on his line until finally returning it to DP. The beauty of both having lines with the same initials!





## What's in a name?

Jack Wheldon is credited as writing the seminal article "Raising the Press" that appeared in *Railway Modeller*, and really signalled the growth of interest in our branch of the hobby. Issue 25 of *Throwback Modeller* was a Jack Wheldon special, and included a series of photographs taken by Dave Rowlands of the whole of the Border Counties Railway. Back issues available from me on request.

The original Jocelyn of Jack's was an Archangel Rheidol, as you can see in the photos, and Jocelyn was his wife's name, even though she answered to Jo. Dave Pinniger is still in touch with her, and she now lives in France. Keith Skillicorn took the early photos, and we posed Jocelyn in one shot with Keith's own Rheidol for comparison. Dave Rowlands now looks after Jocelyn in her retirement, and in 2012 kindly let us have the loco and the rolling stock you can see behind her for the heritage display at Stoneleigh. Afterwards he very kindly passed on the blue coach, no: 3, which is now in our heritage rolling stock. As Jack for a time taught art, this explains the ornate lining of the loco.

In time Jack built another Jocelyn. The travelling history of that loco is detailed by Marc Horovitz in the piece that follows. From this, you will know that Jocelyn (2) is now in the hands of Greg Moir. He joined us on heritage for the Exeter Show, and had a great time. He is on a steep learning curve with taking over the editorship of SMT







(16mm Association magazine), and it gave him the opportunity to meet such as Dave Pinniger, who until then had only been an email contact. You can see Greg in one of the photos running Jocelyn, which really did perform well. In the photo of the loco running on a line, it is double heading with the Clay Cellars coal fired loco as per an earlier Throwback, which Greg also owns, and they were on Keith Skillicorn's Vale of Evermore Railway. My thanks to Dave Pinniger, Keith and Greg himself for the photos in this piece, Derek.











Buffalo Furnaces, re-splendent in its new cab.

## Notes from Colorado

### Buffalo Furnaces

by Marc Horovitz

Jack Wheldon is a well-known name to readers of TBM and to those who are old enough (and fortunate enough!) to have known him. Before Jack suddenly passed away in 1988 he made great contributions to

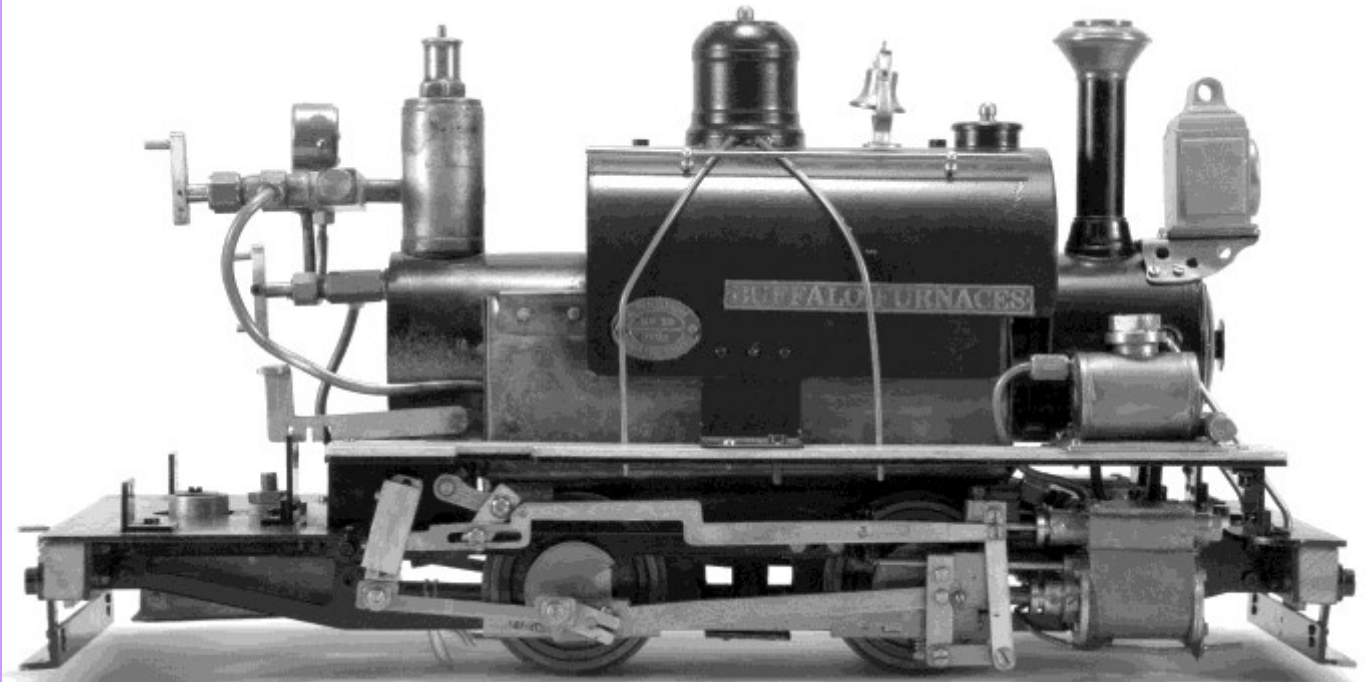
the small-scale live steam hobby. He designed and built several innovative locomotives, many of which had his novel divided Walschaerts valve gear.

While virtually all of his engines were unusual in one way or another, perhaps the oddest examples were a pair of American-outline locos based on a standard-gauge engine built by Brooks in 1895. Jack built two examples of this engine, one in gauge 0, called Jocelyn (after his wife), and the other, in gauge 1, called Buffalo Furnaces, evidently the company for whom the prototype was built (photo 1).

A rare photograph by Dave Pinniger (photo 2) shows the two locomotives together shortly after their completion in 1985. As can be seen in the picture, the engines' cabs



Buffalo Furnaces (left) and Jocelyn together. —Photo: D.B. Pinniger



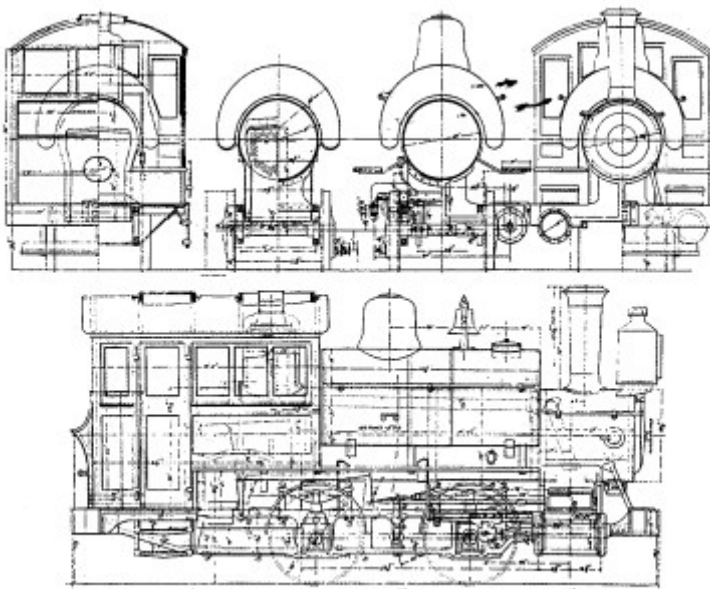
The standard-gauge prototype, built by Brooks.

were slightly different and neither resembled that of the prototype. Both of the model cabs were made of wood. While Jocelyn has a nearly flat roof, Buffalo Furnaces has a non-prototypical peaked roof.

The engine as received, the original cab having been destroyed in the post.



Jack kept Jocelyn for himself and sold Buffalo Furnaces to a man in Kansas who had commissioned the loco. After the engine was shipped, the wooden cab was reduced to kindling by the time it arrived in the US. The fellow who'd ordered it (and who had to wait a very long time for it) was upset and demoralized by the damage, even though the engine itself was pretty much unharmed. He called and asked me if I'd like to buy it. Naturally, I jumped at the chance. The engine as received is shown in photo 3.



Works drawing.

After I received Buffalo Furnaces, I really didn't know what to do with it. I didn't want to replace the original one with a new cab made of wood, but didn't know what the prototype's cab looked like. I was reluctant to freelance something, too, so the engine sat cabless on a shelf for many years. I did run it a few times, as it was a great runner.

After Jack passed away, much of his locomotive archive went to Dave Pinniger, who found Jack's file on Buffalo Furnaces among the papers. Dave sent me the file and inside I found gold, a prototype photo (photo 4) and a works drawing (photo 5). That was a good day. I decided to make a cab based on the prototype photo and drawings. It was a simple matter to enlarge the drawing to 16mm scale (or thereabout). Surprisingly, much of the original cab was wood, but nothing like the





The card mockup in place on the engine

one that Jack had made. I felt that a steel cab would be more durable, but could replicate the original cab otherwise.

I started out with a cardboard mockup to check my drawings and the fit of the cab on the existing engine (photo 6). Once that was approved, I proceeded to metal. One of my favorite modeling tools is an automotive spot welder that I found at a rummage sale. It was this that I used to assemble the steel parts once they were cut out (photo 7). The finished, unpainted cab can be seen in photo 8. I made the roof removable for access to the controls (photo 9).

I was uncertain about the color the cab should be. I didn't want to match the



Steel cab parts. Black spots are from the spot welder.



The finished, unpainted cab in place.

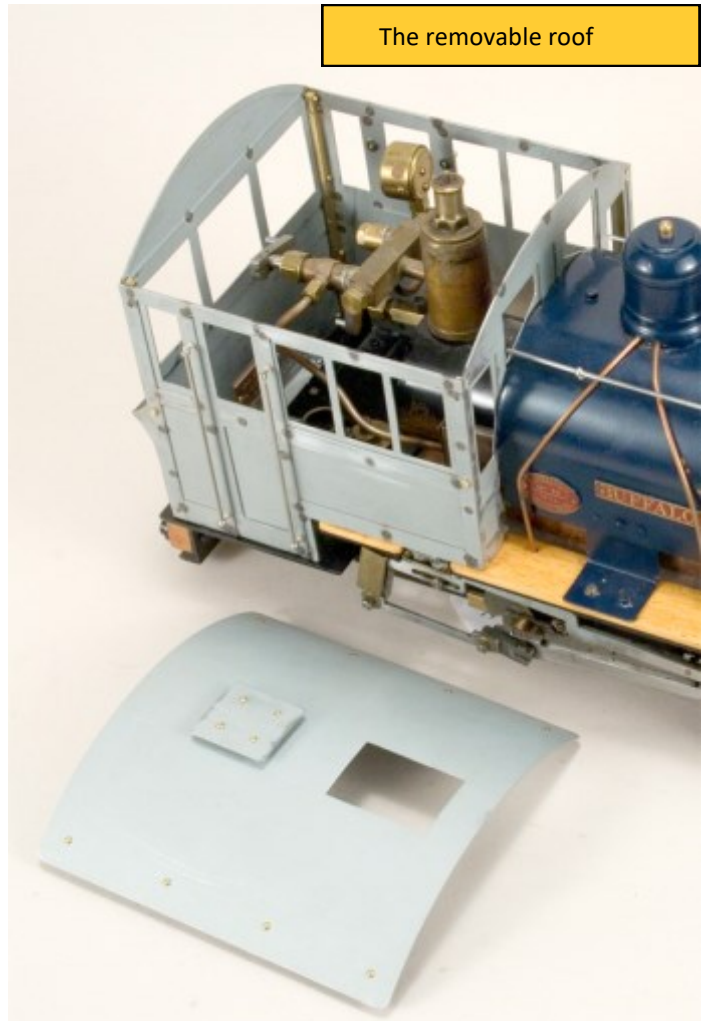
blue of the saddle tank nor did I want to repaint the tank, although the engine would probably have looked more prototypical if I had. Ultimately, I decided to just paint the cab black. The end result can be seen in photos 1 and 10.

Jocelyn was kept by Jack's wife after he passed away. Mike Dockery eventually acquired it and I understand that Greg Moir is now the current owner. Aren't the paths that our locomotives take in their lives interesting?

\* + \* + \* + \* + \* + \*

A video of Buffalo Furnaces running can be seen here: <https://tinyurl.com/BufaloFurnaces>

The removable roof



The finished, painted cab, installed





# Anyone for a game of Billards?

I mentioned in the last issue that I have a love of the Billard railcars. Andrew Mountfield very kindly got in touch with me to say that he has a collection of French railcars built using the Apocopa kits, though sadly the firm recently ceased production. He sent in these three photos, and the railcar that really does grab my interest is the one on the right of the two outside the shed.



Association members will have seen a collection of superb photos of Andrew's line in the last SMT, and equally you can go on You Tube and just put in 'Kent and North Wales Light Railway' to see what he has created.



If you have one of the kits or models that I hanker after, well you know how to get in touch.

DEREK





## A railway runs by

Continuing on this theme of infrastructure, Dave Mees took this shot of part of his line in its very early days. There is a line in there, and it runs behind the grassy area and low slate walling in the foreground. With the background of scenery that surrounds his house, it makes for a very atmospheric setting.



## WILD ROSE SOME PROGRESS

Mention of Wild Rose in the last Throwback caused Bruce Basson to send in the photos with just a few words.

Here are a couple of shots of the beginnings of my Wild Rose. I started it with gusto but then went onto other projects, and it has been a shelf queen for the last 30 odd years, but following on from the latest TBM I think it's about time to get back onto it. Kind regards Bruce.





## It's Shay time folks

Over a period of time I have been gathering information about Mike Gaskin, and the locos that he built. I am intending to do a series in the magazine, as well as looking at Mike himself and his original line, but all of a sudden Graham White sent in this piece, which has kickstarted the project.

The second photo with this piece was supplied by Mike Gaskin to Dave Rowlands way back. The caption on the back says that it was built for Roy Plummer, probably around 1985.

If you own, or have in the past had, a Mike Gaskin loco, or you have any memories about Mike to share, then please get in touch with me to help the series along.

Mike continues, this model is a Class A Shay #10 and was built by Mike Gaskin and to my knowledge I am the third owner.

I bought the model some years ago from the late Arthur Walkers estate. Arthur was a founding member of the Guildford Model Engineering Society 16mm scale group along with Roger Hayward, Chris Webster and Jim Wilson. This group has now evolved into the Garden Railway section which now encompasses Gauge 1 as well. For a number of years, Arthur was also the Secretary of the Gauge 1 Model Railway Association. He had a broad taste in railways, primarily overseas. He was a very good tinsmith and had the ability to make some wonderful loco bodies out of old oil cans. I also have a model he made of a small Java trams (steam tram bonus point +1) where the body was made of tin. You can read about this in TBM Issue 15.

I have very fond memories of Arthur buying the Shay from a trade stand at the 16mm Association AGM when it was held in the original hall at Stoneleigh. A group of us had travelled from Guildford and were in the foyer drinking coffee, waiting for the show to open. Then suddenly Arthur realized the doors had been opened and he shot off like a scalded cat! Within 10 minutes he had bought two loco's and was eying up a third. Well, one of these locos was the Shay. We had to smuggle it home for him so that the wife was unaware of his purchase.

This all happened some 25 years ago in the days when I could get down to the ground easily, had more hair and a slimmer waistline! Chris Webster had his own garden railway when he was living at home with his parents. This line was built to 32mm gauge and Arthur brought the Shay along to one of Chris's open days. Being a Shay, one would expect the engine to be docile but Arthur mis-judged how much regulator was needed to get it going. It shot down the bank as though it was being propelled by a Saturn 5 booster rocket, leaned into the curve at the bottom of the hill and derailed. It later continued to run round the curve on its outer wheels without falling over. Chris adjusted the cant which helped. The problem was accentuated by the mass of the engine on one side of the engine and being an A class, the model did not have the mass of an offset horizontal boiler to balance the loco.

Following this, Arthur decided to re-gauge it to 45mm and it has stayed in this state ever since. Unfortunately, the modifications did not allow for dual gauging. I would like to run it on my own line which is 32mm gauge. A winter project in the workshop to fix this is beckoning but having watched the video again, I might change my mind. I usually run the loco at Guildford where we have a dual gauge circuit on the 16mm garden layout or at exhibitions on the club portable layout, 'Mwch Grumblyn'.

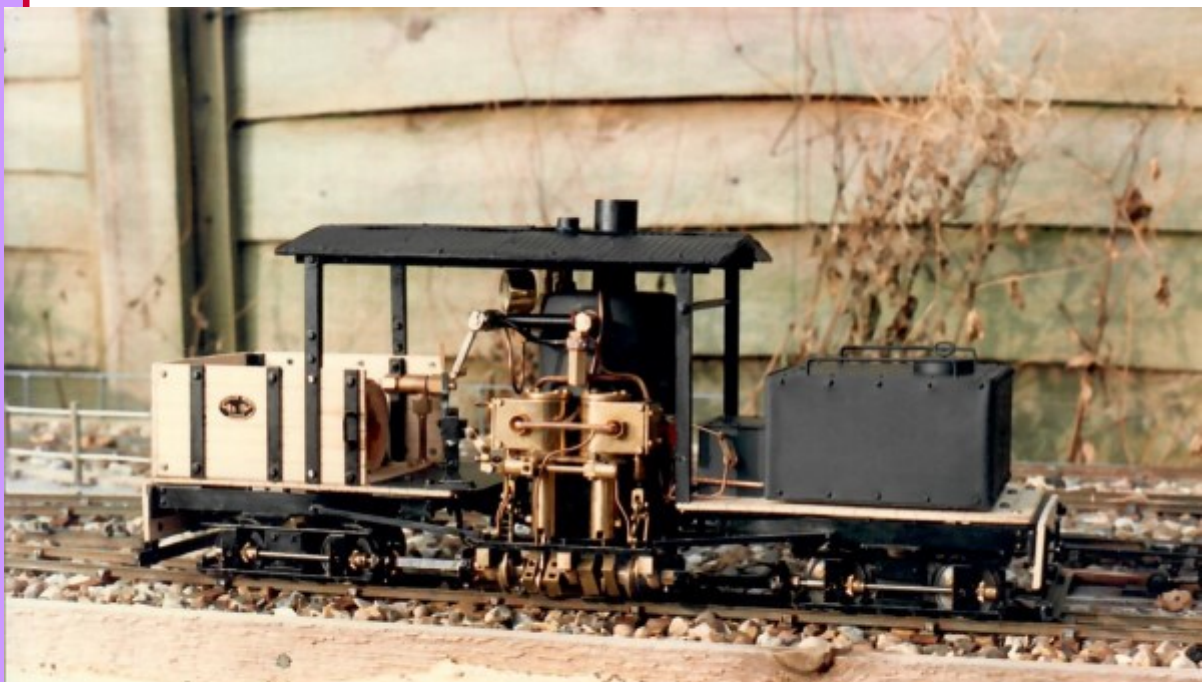
Back to the model, as mentioned Arthur re-gauged it to 45mm. I believe the engine unit is one of the Saito marine power plants. The boiler was made by Mike Gaskin and has a single flue. The engine is fuelled by gas. The gas tank is in the fuel bunker and feeds the gas burner. I believe Arthur replaced the original with the current ceramic burner. Lighting the loco is interesting or should I say, done with care. Too much gas and you have a Bunsen burner at the chimney top and singed eyebrows to go with it but by careful control of the gas valve the flame will pop back to the burner.

A dead leg oil lubricator is hidden under the toolbox and water is pumped into the boiler using a hand pump. This means the loco can be run continuously if required but I usually run it for an hour maximum, especially at exhibitions where we like to change the running roster as frequently as possible.

You can see the Shay in action on my YouTube channel, here is a link: -

<https://youtu.be/KpRXITdsgwA>

Regards, Graham White





# Mr Merlin's Pooter-

Tony Willmore

For many years Tony Willmore has traded as Rhos Helyg Locomotive Works, providing a much appreciated service servicing, restoring and refinishing 16mm locos. He has now decided to take a step back, and will only do a few special commissions.

I met him at the Llangollen Show, and asked him whether he would be prepared to do a series for the magazine, looking at either heritage locos he owns, or ones that have passed through his workshop. Although he has an

excellent gallery on his website, it was the background that I also wanted. Happily he has agreed, and so with our thanks you can read the first of what I am sure will be interesting reading. Mr Merlin's Pooter – certainly one of the rarest Roundhouse Engineering loco types, and I am lucky enough to own one.



It was back in 1986 that this model first appeared, but only a very limited number were made. I can find very little information about these, with the prime source being Roundhouse's own History & Museum page and which includes a picture of one.

The Roundhouse History & Museum page tells the tale of how Tom Cooper, formerly of Merlin Locomotives, commissioned Roundhouse to produce locomotives for him after he parted company with Merlin. Tom advertised them under his Steamlines Models and Publications banner as Mr Merlin's Pooter, although it was known as Thomas's Tank Engine at the factory. Not many were produced and the model was withdrawn early 1987. When I acquired mine I had a conversation with Roger Loxley about their production and he told me he doubted if they had made more than twenty locos of the type.



After a few modifications, including to the boiler steam turrets and chimney, it reappeared a year or so later as a very European-looking model called Erica. Painted black with red frames, it was very much aimed at the European market.

The model uses the standard Charles Pooter chassis with a new body and a one-piece cast smoke box. The meths-fired pot boiler, in common with other Roundhouse locos of this time, is made of brass. It is fitted with radio control on both regulator and reverser. A nice touch is the engraving on the bracket that holds the radio equipment in place.

I acquired mine from a potential customer in The Netherlands. He had inherited the loco from a friend and

would have liked to have seen it running again. We discussed the options at length and it soon became clear that it was in a sorry state. It was certainly all repairable but at a significant cost just in new components. The owner told me that he did not have the skills or facilities to do the work himself and so asked me to do it, only adding again to the anticipated cost.

He went away to think and a few weeks later contacted me again. His decision was that he was not prepared to spend the sum involved on something in which he did not have a huge interest, but was happy to pass it on to somebody who would and could restore it. Fortunately, that person was me! I asked him what I needed to pay him for it. We agreed on 20 Euros to cover



the postage to North Wales, but nothing for the loco itself. A payment was swiftly made and the loco arrived here a few days later.

On arrival, it was obvious that it had a tough life and gave every indication that something heavy had been dropped on it at some time. Mechanically, it was completely worn out

Both cylinders received full overhauls, all the rods were replaced and new wheels, cranks, axles and bearings were fitted. It was then a case of going through the whole thing

and correcting the many issues that it had.

I took the view that this was a restoration rather than a rebuild and hence the 6BA cheese-head bolts remain on the buffer beams. The new paintwork is based on that shown in the Roundhouse museum picture but with the addition of black tank tops and a little bit of extra lining. It was a nice and unusual addition to my collection. (Pre-restoration photos by Paul Sonnemans)







## Electric Avenue

Any regular reader will be getting used to Derek's love of things whimsical, and this collection from Peter Butler more than lives up to his likes. Peter has been mentioned before in Throwback, as he is a fan and modeller of things Emett, and his line is the Brockhampton & Umbridge which you can readily find on You Tube.

I am bound to like the steam tram (Nigel please note), but in fact there is something about all the models that I really like. The triple railcar, and the Formula one conveyance are certainly different, and there is a charm about the more conventional (?) railcar and the possibly Model T based conveyance that brought me memories of the late Adrian Shooter. Finally Henry. Oooh I like this for so many reasons. I also admire the mind that dreamed it up in the first place. Creativity.

I am very grateful to Peter for sharing these models, and I am sure that more will come from him for future editions.



# Exeter show - best for Heritage?

By pretty well everyone's consensus, heritage had one of the best Shows for quite a while. I am told that attendance was over 800, which I think shows the strength of the hobby in what is one of the furthestmost places in the country. The heritage display was brimming to the point where about half a dozen of my locos that I had brought in case, stayed in their boxes. We were running for the first time on Simon Whenmouth's layout, which he very kindly transported to the Hall for us - a good job as on the Friday the M5 was closed completely for over two hours, and then only one lane opened after a lorry fire, with the result that the whole journey took us some eight hours not including stops! Quite a few traders suffered the same fate.

You will see from the photos of the display that we had a number of very interesting locos on show (and running), a couple of which are included in other articles in this issue. Keith Skillicorn you can see running Richard 111, built originally by Harvey Watkins and now in the hands of Dave Lemar. What was notable about this session is that Keith had also brought an Archangel version, as well as the one he built in more recent times but to as near Stewart's original as possible - hence meths fired pot boiler. If you do not know that model, it is on the display finished in what Stewart Browne would have termed as Stroudley improved engine green. Was Keith trying to get into the Guinness Book of Records for running the most variety of a single prototype on one day?

Dave Pinniger had a couple of sessions. In the one he ran ELF, one of the little Sweet Sixteen







Beyer Peacocks as featured in a recent issue of Throwback when looking at the layout 'Gallstone Creek'. At some point this model, based on the Horwich Works shunter DOT, was modified into having side tanks, either before or when Mick Mobley of Imp Models took over the project. It finally stopped production when the Portescap motor/gearbox unit it was based around was discontinued. Dave also ran Erebus, the original Jack Wheldon tram loco that you can see hauling a train including one of the wagons featured in our 'it's behind you' section.

Dave Lemar ran Exmoor Ranger, an Archangel Snowdon Ranger, which circulated as only one would expect - silently, stately and just exquisite. It is always good to see Dave Sheliga running his Mamod tram loco and period stock, as well as an early railbus that you can see on Rob Golding's video clip mentioned below. Dave and the tram loco go back to the very early days of the 16mm Association, when he ran them at Graham Lamb's facility at Blaenau Festiniog. I wonder how many real miles it has run over the years? Dave also edited Exchange, the forerunner of the current 16mm Bulletin for a time.

Among the many delights on display was one of Robin Gosling's superb Prince locos, repatriated recently from Marc Horovitz's collection. To the best of our knowledge there are only ten of these in existence. The lovely heavy haulage lorry and trailer, with Russell, appeared thanks to Arthur Cole, who ran a number of heritage locos and was ever present on the layout - thanks Arthur. He always has a Beck Anna or two in various guises - he used to regauge them to 32mm before Tom Cooper started doing it. There was a Roger



Marsh Jubilee 1897, 'Drewe' looking well and a change from the more usual Hugh Saunders versions, though to represent that builder we had an Edward Thomas, immaculately lined out by Matt Acton. On the top shelf towards the right hand end of the display is a DeWinton, which is a Mac Muckley version. To its left is a GVT, but in this case it is a Ron Grant model, one of seven made and which has appeared in an earlier issue.



I am very grateful to Keith Skillicorn, Dave Pinniger, and Rob Golding for their photographs accompanying this piece. In closing, it is well worth your going onto You Tube. Rob Golding has posted a clip about the Show, with a good look at the heritage display and layout, as well as a commentary (thanks Rob for the mention). Just put in 'The Exeter Garden Railway Show 2024 - A Snapshot by the Bayfields Light Railway'. It is just over ten minutes, and gives a good overall view of the Show. Enjoy!



## Detective Derek, Case One

I was asked by the sender if I knew anything at all about the loco you can see here. The truth is that I don't. It seems very well put together and thought out. Has anyone out there any ideas please?



## Case Two - one for the Pru?

I Mike Leckenby has posed this question for the detectives amongst you:

I have purchased a 32mm gauge Garratt from Pat Brewer, until recently the coordinator of the Two Moors Group in the 16mm Association. He described the loco as scratchbuilt using mainly Roundhouse parts. He originally bought the loco in auction from a deceased member's estate but didn't know the name of the builder. It seems he has another loco by the same builder. Now that I have received the loco, if the various works plates can be relied upon, there seems to be an





interesting story behind the loco. I am hoping you might be able to fill in a few blanks.

I have attached photos of all the plates. No doubt you will agree they raise as many questions as answers!

Basically I now know the loco was built by the late David (Dave) Johnson in Leeds, probably in 2002. There are both Kitson (1904) and Beyer Peacock (1910) makers plates, which I understand could never apply together to a Garratt.

Then we have the 16MM NG

Association 1977-

2002 silver jubilee

plate and a rather

intriguing

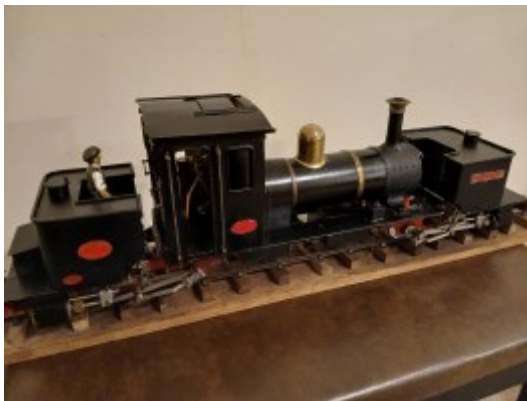
sponsorship plate

Prudential

Assurance!

Something to

ponder over.



by



## CASE 3 Amnesia

A centrepiece on the heritage display came as a complete mystery to everyone who saw it. Simon Whenmouth had literally only just collected it, and so whilst he thought about the loco, he kindly put it on the display. Believe it or not, it is Archangel, and dates from the '70s. It is Stewart's take on a Sandy River, and shouts Archangel in so many ways. It is coal fired, but Simon is not sure that it has ever really run. Steve Bradley knows Stewart well, and goes out to Spain to visit him every so often, so he texted him with this photo and asked him what he could tell us about the loco. Stewart's memory (or lack of) is well known, so it was no real surprise to find that he could not remember building it, and was surprised to find that it was coal fired. Do any readers know anything about the history of this loco? there are a lot of us who would love to know more. My thanks to Rob Golding for







## Honourable retirement Steve

Herring sadly announces the retirement of a faithful servant: For now I have had to withdraw my ancient Dylan "DEHRA DUN" from service. She is now 41 years old and has had a lot of use and is very well worn. Sadly the running has become very indifferent. I did a lot of work such as renewing bushes and bearings, and replaced the main steampipe. I even washed the boiler out and it was interesting to find no limescale at all! That's because she was only ever run on filtered rainwater. Finally I

discovered that it was almost impossible to time the left hand cylinder, which I found was caused by a badly worn slip eccentric. The right was bad too. I spoke to John Brittain who pointed out it was a major job, with stripping the loco right down. Also the soldered joints on the bodywork are starting to fail.

So for now she will be cleaned, polished and plinthed. I think the old girl deserves a bit of a rest as she really has done me proud over the years.

(My wife Eileen suggested the scrap-yard but a horrified JB said that would be like executing someone we loved!) One last photo of her then.

## Real crossword clue

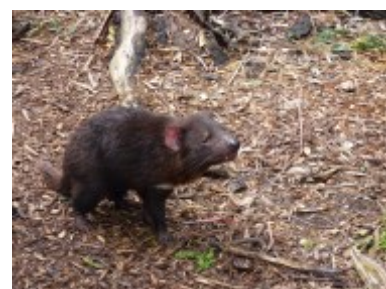
Greg Oehm sent in the following exchange after doing the Oily Rag crossword in Throwback issue 40. He says:

The arrival of the Throwback Modeller in my Inbox always generates excitement, and the challenge of the Oily Rag crossword each issue is much enjoyed. But I must say, clue 4 Down (Tasmanian marsupial's card game on the Vale of Rheidol railway) presented no challenge at all. Am I the only Throwback Modeller reader who can claim to have the said Tasmanian marsupial living on his property?

We live in a location (it's so small that it isn't even a village) called Western Creek. Our property nestles up into the Great Western Tiers, part of the escarpment that leads to Tasmania's Central Highlands. Because much of the property is bushland, it's ideal Devil habitat. Our nearest town is Deloraine, 20 minutes away. Both are west of Launceston, Tasmania's second city in the north of the state.

While his lair is right up in the far corner of the property, he does range over a fair distance. I recently found a Devil scat not very far from the house, which was very exciting!

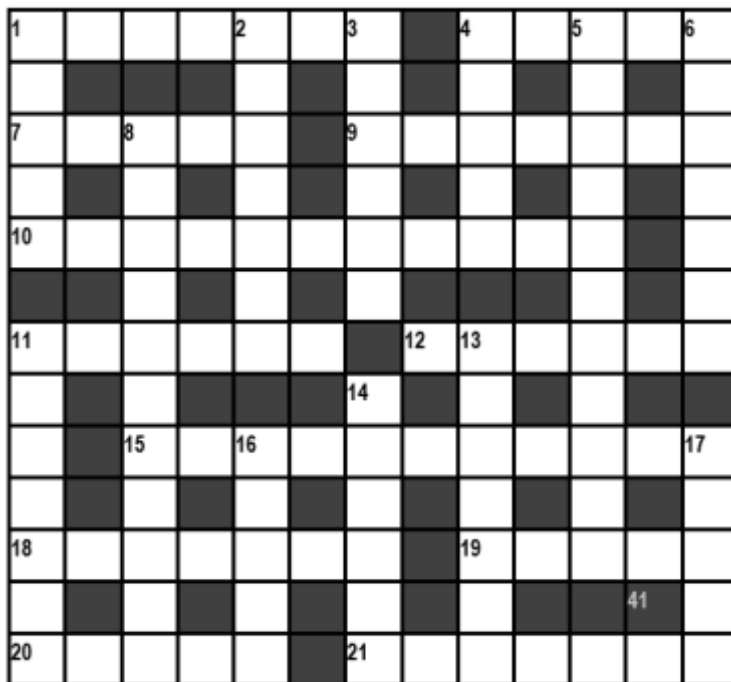
Greg supplied the nighttime evidence, and Chris Dowlen (our crossword compiler) the close up shot.





# OILY RAG CROSSWORD NO 41

by Chris & Jenny Dowlen



## ACROSS

1. Little Jennifer meets Johann Sebastian on the Zillertalbahn. (7)
4. Ow! Spy is tortured at castle near Welshpool. (5)
7. Grass cutter found at station in Palermo, we read. (5)
9. Blotted exploding gas in containers. (7)
10. Three doors I reconstructed on Glyn Valley Tram loco. (3,8)
11. Plan hidden in Rhätische memories. (6)
12. Lessen distortion. These help you focus on small models. (6)
15. National 16mm group is a stable plant community. (11)
18. I lean or disturb banking control. (7)
19. Tea for the model railway company, we hear. (5)
20. Composer knighted to become Talylyn loco. (5)
21. It is reported that the club treasurer examines means of payment. (7)

## DOWN

1. We cry 'Home!' to the red engine. (5)
2. The heights of Mr Darby, the Ironbridge smelter, are reached by cable car, not train. (7)
3. Can horn be put together near the top of Snowdon? (6)
4. A pot I replace on the site of a very small garden railway. (5)
5. Berwick's Law is rewritten for Southwold station. (11)
6. Types of tank thrown over locos to seat horse riders. (7)
8. Value placed on dale for Keighley railway. (5,6)
11. Halt! Ass is going over Brunel's bridge from Cornwall. (7)
13. Model prototype used to be adequate. (7)
14. Bad science without end reveals railway with beautiful views. (6)
16. Engine fire warning gets reins in a tangle. (5)
17. Garden requires dense replanting. (5)

## Solution to OILY RAG CROSSWORD #40 (republished in September/October Throwback Modeller #41)

### ACROSS

1. Kew Bridge; 7. Moi; 8. Decauville; 10. Russell; 11. Purse; 12. Alsace; 14. Weight; 16. Turbo; 17. Primula; 19. Engine Shed; 21. Nay; 22. Surveying.

### DOWN

2. End; 3. Roade; 4. Devil's; 5. Ellipse; 6. Big Bertha; 7. Metre Gauge; 9. East Surrey; 10. Rhaetians; 13. Choughs; 15. Opener; 18. Issue; 20. Don.



# Contact us.

NEW we have a shared email address as our primary contact;  
throwback.modeller@gmail.com  
Our personal details remain the same;  
derekwiggins@btinternet.com  
01691 654 474  
nigel.town@uwclub.net  
07551 781 583

## Diary Dates

26th. Jan. 2025 Sourton Village Hall steamups. EX20 4HN Using Simon Whenmouth's layout, as heritage did at Exeter. Bring and buy stall. Any small layout that can fit alongside welcome. Bring your own lunchbox, but there are bacon baps, tea coffee and cake. 10.00 till 4.00. Further meetings scheduled for 23rd. March and 18th. May. Contact Ted at: veldadixon@mail.com or phone 01837 861633

9th. February. Ashbash at Ash Priors Village Hall, five minutes from Bishops Lydeard. Large portable layout, smaller 16mm as well as 009 layouts. Bring and Buy stall, and a few traders. Light refreshments available. Also on 6th. April. Enquiries to Chris Tilley: tilley002@btinternet.com

15th. February. All Day Steaming at de-Stafford School, Burntwood Lane, Caterham CR3 5YX. Three or four layouts, 32 and 45mm gauge. Some traders. S/H stand and light refreshments.

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

Hola! Saludos desde España, or greetings from Spain. With the usual chaos that seems to surround me I

find myself in Bilbao visiting a suppliers factory on the run up to Christmas, un-planned and at short notice which Sandra was convinced was my way of ducking out of the tree decorating and present wrapping at home! So, sombrero or Santa hat was a close call but I went with Santa. I have some exciting news to share too, I'm close now with getting my Mike Beeson running. I have elected to fit a Roundhouse gas tank now which required a shuffle around and remaking some fitting within the cab. It's done now, just waiting for a mild day (& when I'm in the country) to test it. As always this has triggered a conversation within myself - what's next? The answer is the humble Peldon. I'm sorry



to the die hard historic's in the readership, but the gear noise as it crawled around the garden was too much for me.

So I have dug deep and bought a new silent gearbox from Slaters and some Delrin chain. The worm geared layshaft is destined for the parts bin (along with it's "unique" noise)! Think chalk on a blackboard levels of annoyance and you're in the right ballpark. I found this issue a double edged sword to write and compile. It's lovely to see the excellent and highly collectable Peter



Angus and Mike Chaney models featured for sale, however the circumstance around their sales is sad with the passing of a fellow enthusiast. Even through the winter it's good to be able to enjoy a precious few moments (can turn to hours, so be warned) with some brasso and a wet wipe cleaning down your favourite models. Which brings me to my final editorial question for 2024 - what's top of your railway Santa list? For me it's got to be time, time to finish a few more of the projects that are tucked away in the stash here. Whatever you get up to this festive period both Derek and I wish you well.



Tail  
Lamp

## TBM #42 score card

Issue # 42

Team tram (Derek) - 7

Team L&B (Nigel) - 1

*Trams win the Christmas issue*