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# Steam in the Garden

Magazine

*Gather, friends, while we enquire,  
into trains propelled by fire.....*

Volume Two Number Two

August/September 1991



*More Steamup Coverage Inside*

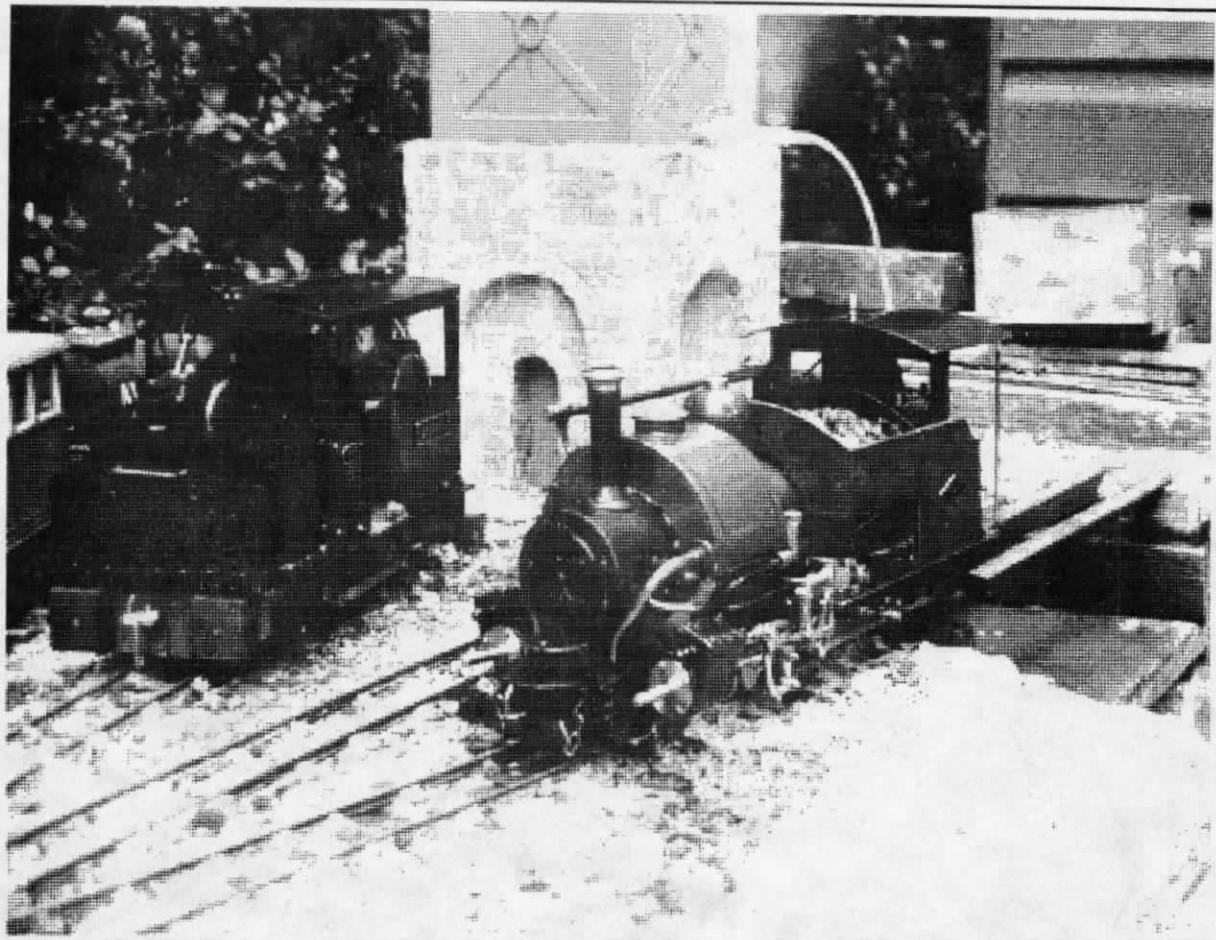
*Plus.....*

*Building a Live Steam Mogul*

*Detailing the Hyde-Out Mountain Shay*

*Review of Cuckoo's Nest Works KATIE*

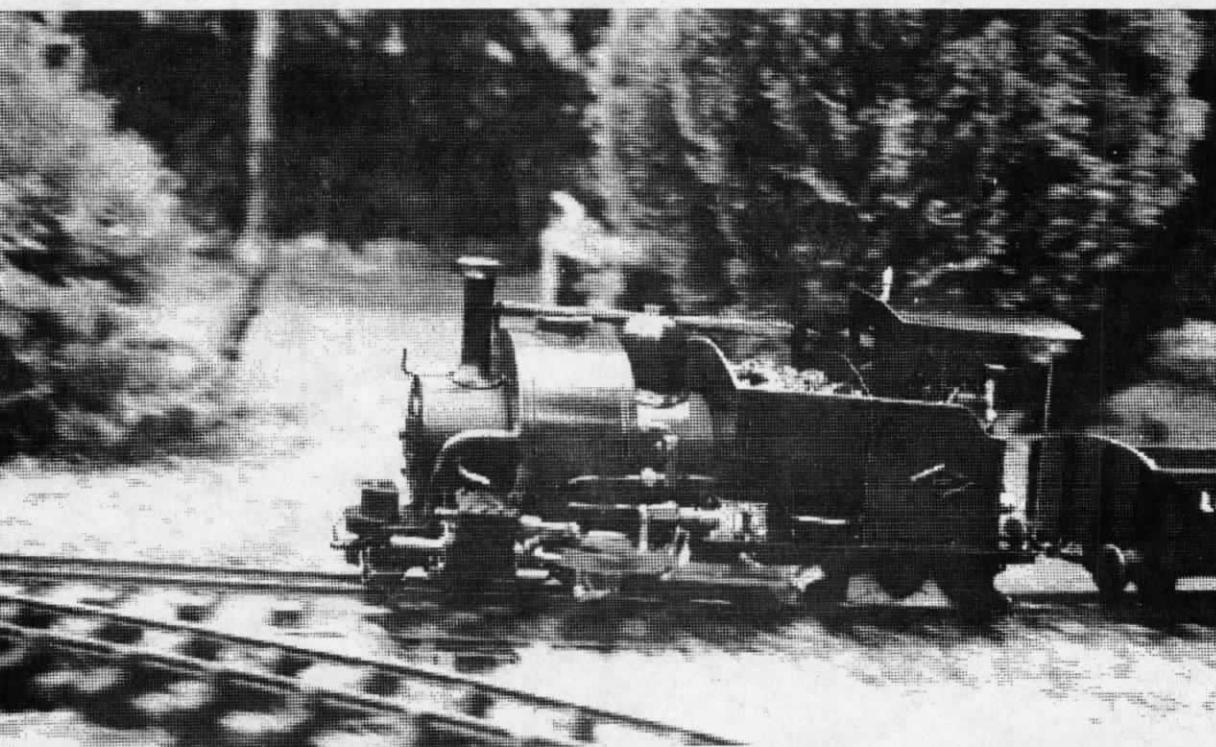
*News, Opinion and Commentary on the Live Steam Scene*



**Above:** A coal fired Darjeeling B Class 0-4-0ST built by Hugh Saunders and currently owned by Chris Shenks, in the steaming bay at Bishop's Amble on Dave Pinniger's Ambledown Valley Railway.

**Below:** The "Darj" roars through Amble Junction, probably exceeding the 20 mph speed restriction by a wide margin!

*Photos by Dave Pinniger*



## ON THE COVER:

"Tommy", another geared loco built by the master of geared locomotives, Peter Angus, and now owned by Brian Hicks. This 0-6-0T is based on a Henschel & Sohn design and uses a single cylinder Caton engine mounted in the smokebox and driving the front axle via a 2:1 spur gear. This photo was taken on John & Pauline Wenlock's Clwyd & Dee garden railway in Wales during their 1987 Open Day.

*Photo by Dave Allan*

## GET YOUR STEAMUP!

No matter what you call it, from the friendly British term "Open Day" to the more familiar "steamup", "train meet", "open house", "garden meet" or whatever - there is no better way to enjoy this great hobby than to share it with others.

This has been a memorable year for steamups here in the east. Just a couple of years ago you would have been hard pressed to find a live steam locomotive in operation at any of the garden railway meets hereabouts - but this year we've actually seen live steam locos outnumber the track and battery powered engines on more than one occasion!

This is good news for all of us, as it means that the hobby is growing here in the USA and will ultimately result in a wider range of choices in steam engines and accessories, lower prices and higher quality.

Let me encourage you to attend or play host to a steamup in your area. Even if you seem to be the only live steamer around, invite some of the people involved in electric garden railways over to see what live steam is about. Or call the host of an announced garden railway meet and ask if you could bring over a live steam loco to display and run at his meet.

Be prepared to answer a lot of questions from those unfamiliar with live steam, though! You'd be surprised at some of the myths that exist, such as....."Live steam won't work in these smaller scales, they have to be large enough to ride on."....."These

little live steam engines are completely uncontrollable - only good for display."....."You can't pull anything with these little steam engines, they just don't develop any power."....."Too bad that your steam engine won't be able to run here, I understand they can't run where there's any grade at all."....."Gee, I'd like to have a real steam engine, but they are much too complicated to operate and maintain."

If you have a steam locomotive and have ever run it before the public, you've probably heard some or all of the above statements.....and very likely some others that I've forgotten. Of course we know that they are only myths, based mostly on the performance of the toy steamers of long ago, but that doesn't alter the fact that they are accepted as gospel by many garden railroaders that have never had the opportunity to see a small-scale live steam engine in operation.

So why not get out and show the folks in your area what live steam is all about? You'll be surprised to see how much interest there is once you get an engine fired up and running. The plume of real steam from the stack and lifting safety valve will attract admiring crowds, and when they see what our little engines are capable of, many of them will be hooked, just like us.

Another side to hosting or attending a steamup is the fellowship and camaraderie to be enjoyed by way of association with those sharing like interests. The delight you feel at seeing your pride and joy hauling a 20+ car train through the landscape is multiplied many times when you share it with a friend.

A steamup doesn't have to be large to deliver a lot of fun. Although we've played host to some pretty large crowds here on the Silo Falls Scenic, some of the best times have come when two or three or four of us have gotten together on the spur of the moment to make videotapes, check out a new engine, or just celebrate a warm summer day.

For those of you that are new to small-scale live steam, a big benefit of attending a steamup will come from seeing that engine you've been coveting in action - or getting answers to your many questions. Don't be afraid to ask questions - most live steamers

are happy to help the newcomers. We were newcomers ourselves once.

We'll gladly publish a calendar of events in SitG to help you spread the word about your event or find a steamup close to you - just send us a note or a card with the pertinent info. Don't forget to include minimum radius and maximum grade - that's important info to loco drivers!

See you in October, and until then...

Happy Steaming!

*Ron*

## Steam in the Garden Magazine

Volume Two Number 2  
Issue #8

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# R P O MAILBAG

*Letters from readers are welcomed and encouraged. Offer advice and encouragement, suggestions, constructive criticism - tell us about your current project (and don't forget the photos). But please keep it to a reasonable length or I'll be forced convert it to a full-length article! Send any contributions to this department to the SitG, Dept. RPO, P.O. Box 335, Newark Valley, NY 13811.*

Dear Ron,

Many live steam model locomotives have been designed to run on alcohol, and the fuel is generally known in Britain as "meths". This is short for Methylated Spirit, as most steam enthusiasts know, but Methylated Spirit is NOT Methanol. It is Ethanol cut with a small percentage of Methanol to make it non-potable. In North America it is called Denatured Alcohol and costs about \$9.00 a gallon at most hardware stores.

Methanol is less than \$3.00 a gallon, so why shouldn't you use it? Two very good reasons:

- (1) It's a very effective paint stripper.
- (2) It has a low boiling point.

The disadvantage of the stripping quality is obvious. The low boiling point means that in a locomotive designed for "meths" there may be enough radiated and conducted heat at the fuel tank to boil Methanol. This can result in a spectacular fire, as I know only too well.

Sincerely,  
Murray Wilson  
Lansdowne, PA

Dear Ron,

SitG #7 arrived the day after I mailed the last letter to you - isn't that always the way it happens? The issue looks really good. Perhaps you should have any pages that contain photos of the Roundhouse SR&RL engine plastic coated.....all that drooling, you know!

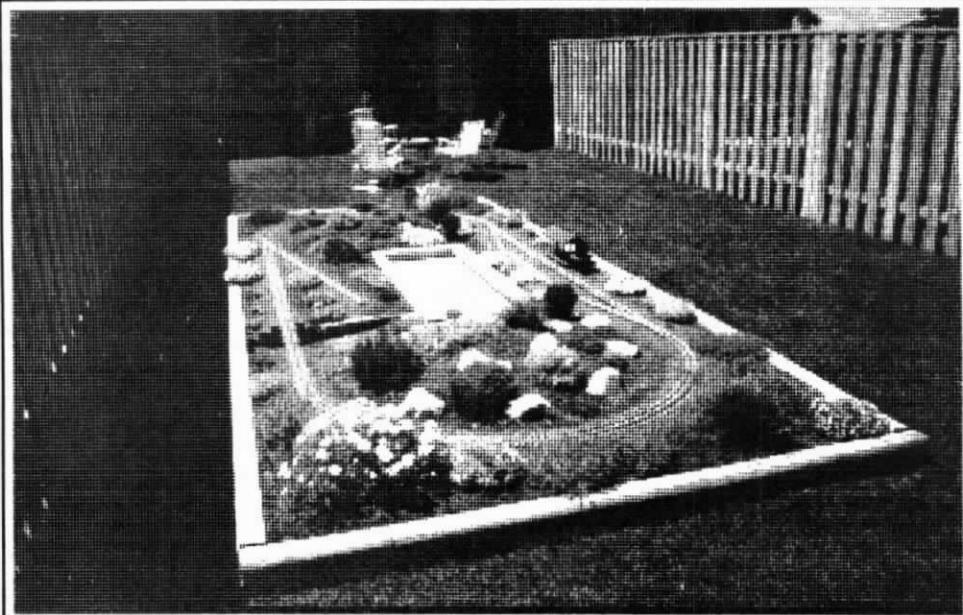
The enclosed photo is of our current garden railway line. The method of roadbed construction is the same as our previous railway - superspikes and 2" X 6" timbers. On this line, though, the roadbed structure is hidden by topsoil and ballast. Our current railway is a fair bit larger than

the last, but is still a small sized one, occupying an area 9' X 23'. It's a mindless oval with a few sidings and the necessary steamup bay. The track is dual gauge, using Railcraft code 250 aluminum rail on redwood ties. The line is dead flat (Mamod acceptable) and has 42" minimum radius curves. Turnouts are #5. The

Hello Ron,

First off I must say that it was nice talking with you briefly at the Convention in Cincinnati.

A comment about your editorial in the latest issue (#7). Your comments on the Convention were right on target. It was



railway is surrounded by landscaping timbers to bring it about 8 inches higher than the surrounding lawn. It required 5 cubic yards of topsoil to landscape. Since we are the centre unit of a 3 unit townhouse complex, the only access to our back yard is through the house. We had to carry the 5 yards of topsoil bucket by bucket from the front driveway to the railway in back. Definitely not the most mind-expanding task of the year!

A number of us in our association are considering building a batch of live steamers over the next 2 winters. It would be done as a club project, with each member building a few parts. Mike Collyer of our group has done a rough design of a gauge 1 0-4-0 saddle tank engine. It looks a little like the Creekside Baldwin, only a bit larger. It will use a fire tube boiler and an alcohol burner. We may use either Roundhouse or homemade cylinders. We are currently working on the valve gear design (Hackworth). Keep in touch!

Jeff Young  
Ontario, Canada

great to have the running track set up all four days. We (the wife and I) spent several hours each day at the track. I assume your comment about the Track Marshal was to help prevent commercial enterprises from using the track for hours on end. The have the same problem in England and this is their solution to it.

One point I think you missed in your suggestion for future conventions.....the steam track should be dual gauge (gauge 1 and gauge 0). There were several comments I heard that went like this, "I would have brought my steam engine, but it's the wrong gauge." Yes Ron, there are some 16mm scale people in this country.

Now to the real reason for this letter. Larry Herget of Ozark Miniatures and I have been discussing the possibility of hosting a one day mini-meet in the St. Louis area, and/or at Lake of the Ozarks, where Larry lives. But to be honest, we only know of one other live steamer in gauge 1 in the whole area.

To paraphrase the movie line, "Build a track and they will come." Does this apply in our case? How many SitG subscribers in our area? Are we the only two?

Would you be so kind as to send me names and addresses of any others in this area so that we could send them a letter, asking if they'd be interested in a get-together this Fall or next Spring?

If we do pull this off and can arrange a meet, I'll be sure to send you an article with pictures. Maybe it will help get some of the other guys off their duffs and arrange a local meet.

Thanks for a GREAT magazine.

Good steaming,  
Bob Paule  
331 Belleza  
Manchester, Missouri 63021-6401

*How about it, guys and gals? People drove in from as far away as 6 or 7 hours to our recent steamup - and to the one held earlier this year at Bob & Judy Nowell's - and I know that none of them regretted the drive. Go back and read the editorial on page 3 of this issue, then drop Bob and Larry a note telling them you'll be happy to support their meet! -- ed.*

Dear Ron,

Enjoying SitG - enclosed is check for subscription renewal. I would like to see an annual Standards/Competition/Trials to help improve our little iron horses.

Under standard conditions: A locomotive out of the box - how many cars could it handle? Grades? Fuel/water endurance? Most important - a test of locomotives that have been altered (improved) by their owners for greater power, endurance and controllability.

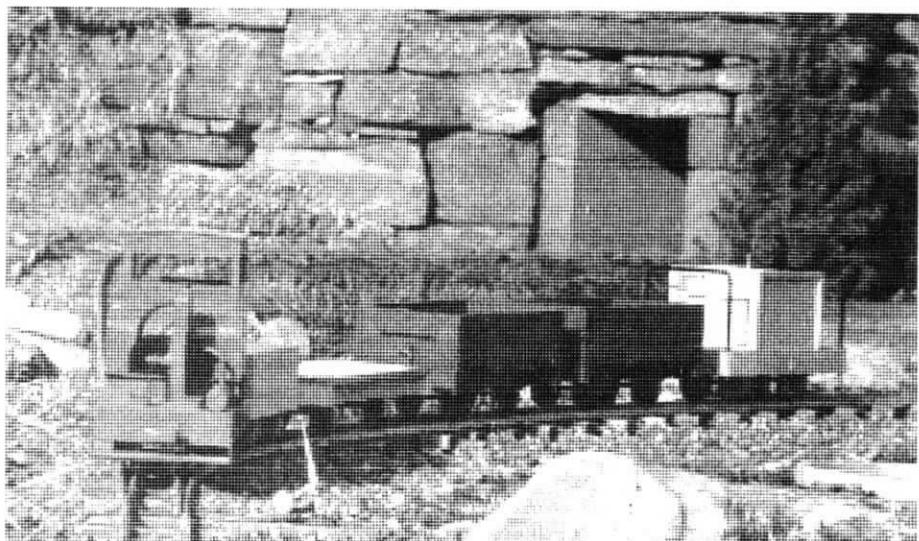
These trials could be part of the Annual Garden Railway Convention. They would help evaluate, stimulate and encourage research.

Sincerely,  
Arnold Hoffman  
Atascadero, California  
*Sounds interesting to me.....what do you think, readers? Anyone out there that would be willing to take on such a formidable task? - ed.*



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# Gazing Into the Fire

by Peter Jones

## Trouble Brewing.....?

Much as we would like them to be, all our geese ain't swans. Various commercial makes of steam engines, over the years, have had their foibles, their little ways. Some have been worse than others, but many of the minor problems are fixable. To guide you through the jungle, but in no particular order, I offer the following pointers which may be of help.

**ARCHANGEL:** Every night, before retiring, the entire world should go down on its knees, facing High Wycombe in England. Without Stewart Browne's persistence and determination, the narrow gauge garden railway scene would be much the poorer today. He pioneered the reliable, all-weather steam loco in small scales. His 'Rheidol' and 'Brick' were landmarks indeed.

The engines would run and run. So much so that one danger of buying a secondhand Archangel loco is that it may be worn out! The slip eccentric gear may be so sloppy that it wants to shift of its own accord. A gland that needs repacking is one thing, but you may not want to tackle re-boring a cylinder or two and making pistons. If you test one in steam, listen for exhaust coming from the chimney when the regulator is opened, but without the loco moving.

Most Archangels could do with a Pooter-type firebox, but better shielding of their flames will cure their flaring tendencies in high winds (spectacular at night). Bodywork may be flimsy, but can be easily beefed up by bolting on bits of angle, etc. Most body panels are easily removable.

**ASTER:** Very variable. When they are good they are very, very good, but when they are bad, they're expensive. There have been specific models, like the kits of the Baldwin 0-4-2T, which needed major work to get them to run properly (the valve events and the cylinders may not add up). A common fault with Aster is that the front wick won't stay alight. Vary the packing and try to run a bridging piece of wick material from one tube to the next.

Be gentle with these locos. They are not as robust as some makes - indeed, they don't profess to be. This is because they try to be finescale models, rather than rugged workhorses.

**MERLIN:** The trouble with Merlin is their extraordinarily complex history. The name covers a variety of manufacturers and the quality has been variable. In the early days they were imported Beck locos. They were hardly sophisticated - a bit like the railway versions of the Wilesco traction engine - but the price was competitive and they represented good value for the money.

The company slowly moved into making its own, under a variety of set-ups. My own experience suggests that you usually have a good machine on your hands. If you buy second-hand, chances are that you will get a good runner. As with all gas-fired engines, check that the fuel tank is as far away from the heat as possible. Some early models had tanks that got so hot that you couldn't refill them without spraying with cold water first!

The present company, under Wendy Davies, (and here I express a commercial interest) suffered from heavy demand and under-capacity. In an endeavor to keep up with orders, after-sales care and quality control suffered. At the time of this writing a large new production facility is coming on stream and we are looking forward with enthusiasm.

**ROUNDHOUSE:** Excellent products, with very few complaints. Spirit tanks may be fixed with only one screw, which wants to come loose. This allows the tank to tilt and be even more prone to catching small stones near the track. Early locos had steel crossheads, which were fine. Then the company changed to white-metal castings. There were cases of these melting. Cab backs and roofs could work loose. Easily fixed with nuts and bolts. But there are no major snags. Apart from checking to see if there is undue wear in a well-used engine, you should be able to buy second-hand with confidence.

**STEAMCRAFT:** I have to be careful what I say here. Those 16mm models which have been through my hands have been dreadful. In the UK, their second-hand value is low. Even if you can live with badly made platework, the crude mechanics need considerable work to make the thing reliable over a long period of time. I won't detail all the faults - there

are too many for this limited space. Should you have one which you want to upgrade, write to me for details.

**FINESCALE MODELS:** Tony Sant and Mac Muckley show how it should be done. Superb engineering in a small space. Excellent performance. No problems here!

**BASSET-LOWKE:** The Mogul was made in large numbers and is a cult model. As built, it suffered from building to a price and being early in the field. The result was, and is, a loco that likes to be run in calm conditions out of doors, or, if you treasure it, hardly run at all. The same holds true with many early tinplate model steamers. Enjoy them as collectors pieces if you want to maintain the value. Use something else for hard work out of doors.

**GOSLING:** Another pioneer of modern steam practice. Expensive when new but beautifully made. Very little to go wrong other than trimming wicks to suit your particular preferences.

**MAMOD:** Also very variable indeed! Performance varies from adequate to non-existent. Some of the kits, as built, couldn't run at all. Fortunately, performance improvement bolt-ons and information is widely available. For those who like the engineering route, I have recently finished a serial in Model Engineer. Look for examples which have been through Deryck Goodall's hands (glands on the cylinders are a clue). These are so improved as to be totally different, performance-wise.

**LINDALE/EINCO:** These engines use the same mechanics for an 0-6-0 Isle of Man 'Caledonia' and a freelance 0-4-0T 'Sam' respectively. These should not be confused with John Turner's original design or his later models (These are distinguished by being beautifully made and dripping with rivets). No, the Lindale and Einco versions suffered badly by being unsympathetically mass-produced. In particular, look out for wheels which fall off when they get hot! They were made from an unsuitable material which, when heated, expanded at a different rate than

the axles. The remedy is to mechanically pin them in place. For some reason, paintwork did not seem to be durable in my own experience. On the other hand, I liked the crude, overscale valve used as a regulator. The fibre knob was particularly cool to hold. They also sported exhaust regulators disguised as a smokebox handle. This gives good speed control at the expense of strangling the exhaust note.

**HORNBY:** You may encounter the 3-1/2" gauge 'Rocket'. This was a bold attempt at mass production. The end result was a beautiful model to look at. Sadly, the mechanical engineering was based on a position of considerable ignorance. The earliest examples had boiler lagging which got wet when you filled it - thus making it impossible for the gas jet to actually boil water. Early cylinder covers were superglued on. When steam was admitted, they flew off. Knuckles of valve gear were made of pressed plastic. They flew apart under pressure. All examples are undergauge to cope with oversharp curves. They need extensive rebuilding to get a reasonable outdoor performance. If offered one second-hand, think in terms of a price that is reasonable for a beautiful static model, rather than as a runner. Sadly, the chances are that you will be outbid by a collector of toy trains. Like many Aster models, there are examples which spend all their lives under lock and key in anticipation of profit in years to come.

**OVERALL:** There have been quite a few small manufacturers over the years. Usually you get a superb product. A typical name from the past might be David Hicks. His production was limited and he struggled to satisfy orders, but the workmanship was good and the price reflected this. Alas, there have been a couple of dogs. The Collins 'Pixie' was cheap, but was so poorly designed as to be virtually a non-runner.

This leads me to a significant point in regard to your encounters with locos from the past. Usually, you get what you pay for. A Mamod isn't an Aster. My own personal opinion is that you probably get about the same value for money from both of them. The only reservation I have is this thing about the 'Collectability Factor'. With Aster you pay something for the aura of the name. But this cost would be recouped when you come to sell it. The new model of King George V has quite a few mistakes in it. So, for what it costs, it isn't as perfect a model as it might be. But as a desirable object to own, it gets my vote any day!

Now how do you relate this to a typical Roundhouse workhorse? The Fowler or the Lynton and Barnstaple engines are

reasonably close to scale and are rugged. Like the Merlin Hunslet 2-6-2T, you pay extra for the effort which goes into capturing that scale appearance.

If you are thinking of acquiring a piece of second-hand hardware, you have to juggle your particular needs in your head. For what it's worth, I now offer my particular outlook.

If I want a loco to run on my railway, then it wants to be a runner first and foremost. A crude tank engine running round the track is better than an exquisite model on the bench needing endless work on it. I have the odd static loco or two to give me pleasure to look at, but they are not to be confused with working engines. I have no interest whatsoever in collecting collectables. I like fine models, but run a mile at the word "investment".

But this is my own view, it won't necessarily be yours. The trick is to know what it is that you really want from a model. I know guys whose chief love in life is to get hold of some wreck, some lost cause, and rebuild it into engineering excellence. I also know people who buy engines and then have them delivered direct to a bank, to be locked away. Heaven forfend that we should all be alike.

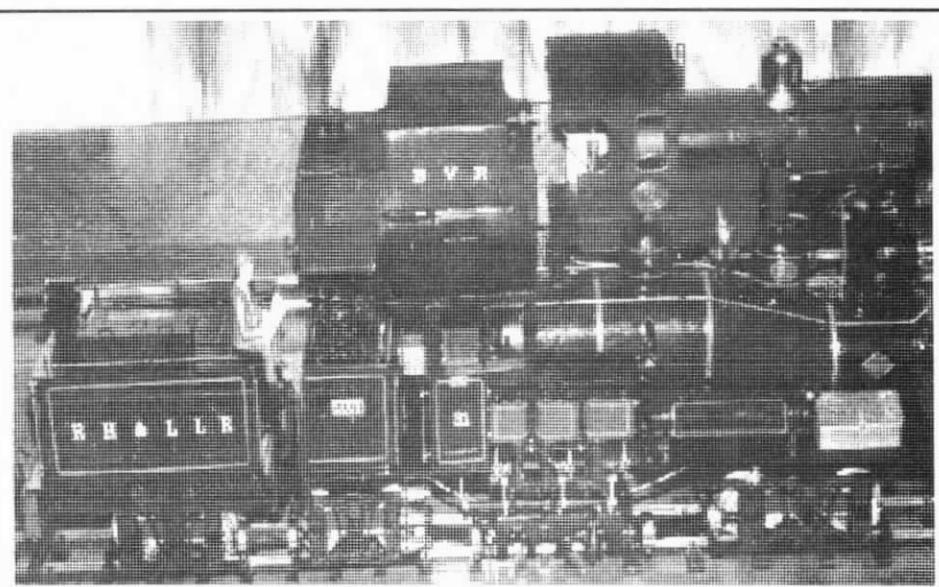
Incidentally, although not a collector myself, perhaps now would be a good time to pass on a few points about collecting - points that I have gleaned from successful friends over the years. The first is not to pay big bucks for something that has already become desirable; the real profit has already been made. This involves looking into the future and guessing from some base of experience. Go for the humble.

The china mug that commemorates the Bi-Centennial is never going to be worth much. One that was sold for War Bonds in the forties may be drab as hell, but you work on the principle that not many people liked them. So it is with locomotives.

Many collectors talk about collecting only what you like. I'm not too sure about this. Yes, by all means do it if your chief aim is to surround yourself with lovely models, but this mustn't get confused with doing it for a profit.

Be you a loaded collector, a practical nuts and bolts man, whatever - when you encounter a second-hand model you still ask yourself the same question: what is it really worth to me? Don't be swayed by the attraction that exudes from a model that comes from it being new to your sight. It may look good as a thing, but does it work? If you need a loco to work reliably, a lemon isn't worth much to you. If you are a collector, a Hornby Rocket converted to run on spirit will be worth much less than an immaculate dreadful runner in original condition and box.

Finally, please read these words in the spirit in which they are intended. I try to be objective but, in the end, it all comes down to my opinion. Don't write me, telling me that you have a something-or-other which works perfectly when it shouldn't. I'm sure you are right. The real purpose of these words is not to produce a league table of locos, but to get you to think about what you really want from a model and how much you may be prepared to do to improve it.



*Above:* Loco in front won locobuilding section at 16mm Association Modeler of the Year competition. All scratchbuilt except for pressure gauge. Unfortunately, we don't have the name of the builder. In writing about this exceptional loco, Peter Jones said, "I think I'll take up knitting....."

*Photo by Peter Jones*

# The Steamchest

by Marc Horovitz

## KATIE

Archangel engines, of Britain, have been out of general production for some years now, and even the smallest and simplest are much sought after. So I was delighted when, not long ago, I was offered a brand new (indeed, at the time it hadn't even been built yet) Archangel engine of a type that was never marketed. Strange tale? Yep. Here's what happened.

Several years ago Stewart Browne, the owner of Archangel, developed a simple four-wheeled oscillating engine called *Katie* in an attempt to compete with the then-new Mamod engines. Browne's locomotive had two oscillating cylinders mounted in the cab. These engines were sold as kits and were never too popular, though they did appear in the Archangel catalog at one time.

Later, Browne developed a variation of the engine with conventionally mounted cylinders, and commenced to build a batch of 20 of them. For unknown reasons that batch was never completed.

Years passed and Archangel moved. The company ceased manufacture of

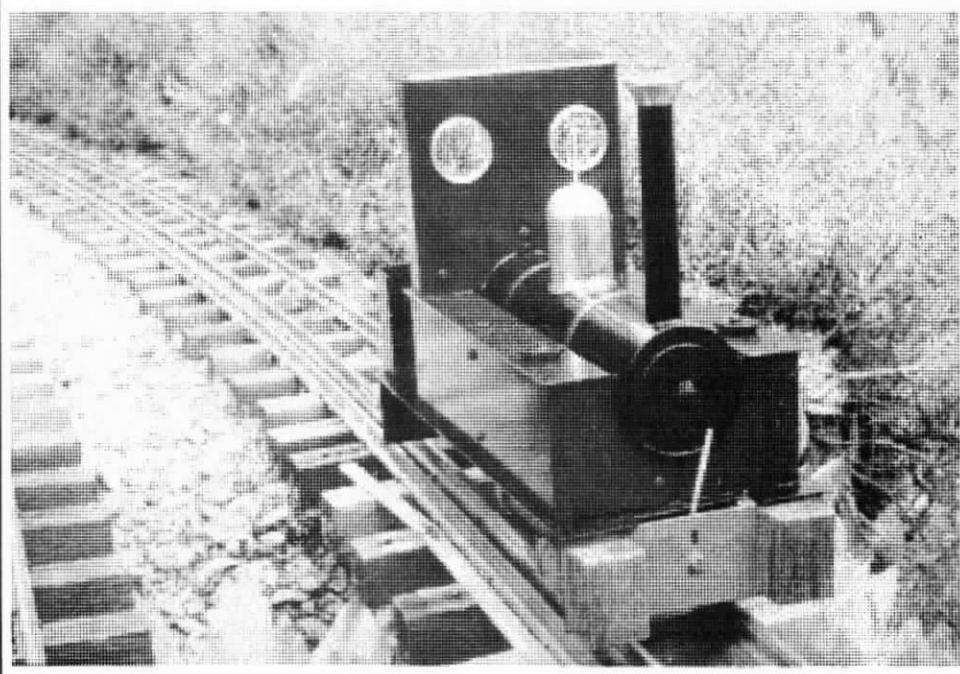
16mm scale locomotives on a production basis, and for a long time no one really heard anything of Archangel.

Meanwhile, Archangel's models were becoming scarce and collectible, since they were very well engineered and, as a rule, quite reliable.

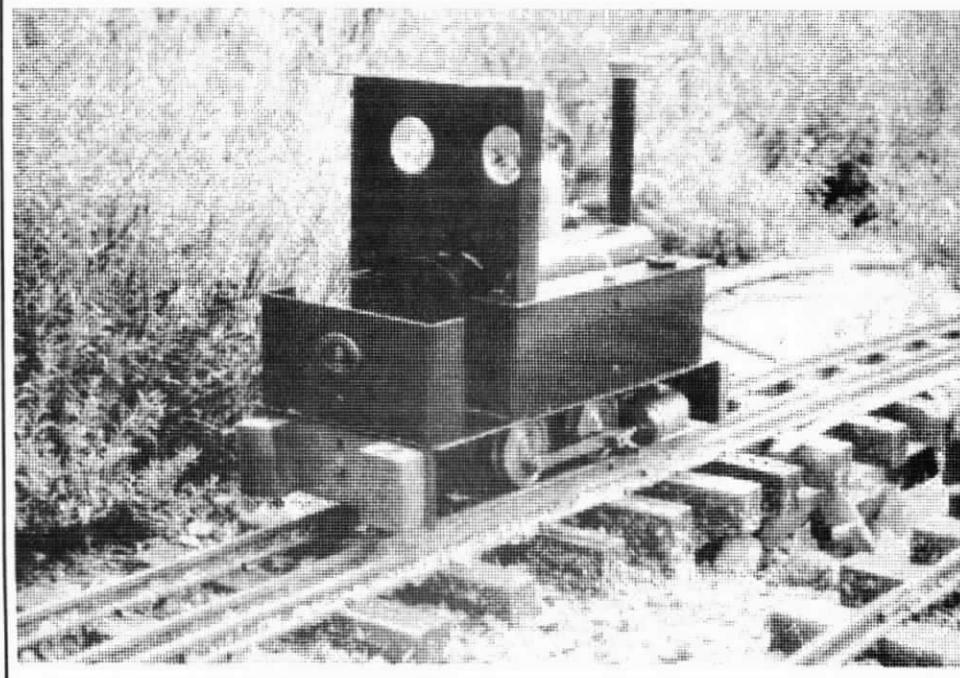
Then early this year Stewart Browne surfaced briefly and arranged for the sale of much of his personal stock of locomotives, rolling stock and left-over bits from his production days.

Enter Graham Stowell and John and Barbara Ponting, operating as Cuckoo's Nest Works. They acquired the parts for all 20 of the unfinished *Katie* kits and commenced to complete them and offer them for sale. Not all of the parts for the locomotive had been made by Browne, so Cuckoo's Nest Works had to fabricate some of the lesser pieces. Fabrication of the cylinders were contracted out to Mac Muckley, a well-known builder of 16mm scale engines.

In due course my engine arrived, and it's a cutie. It is a very small engine -- smaller even than the Mamod -- and it was



*Both of these photos of KATIE were taken by Marc Horovitz*



available only in gauge 0. Construction is typically Archangel, with simple shapes folded up from brass to form the footplate, cab and tanks. The alcohol-fired boiler is a brass tube, 1-3/8" in diameter, tested to 80 psi. Working pressure is 30 psi -- three times that of a Mamod -- and the safety valve is covered by a Mamod dome. Cylinders are double-acting and have a very short stroke. The leading axle is quite close to the cylinders. The engine's short wheelbase makes it look almost like a caricature. Wheels are disc-type, and are made of steel, as are the frames. Speed and direction are, like the Mamod, controlled by a rotary valve actuated by a lever in front of the smokebox.

The first time I ran mine was on a cool, damp afternoon. Steam was raised promptly and the throttle was opened. After some initial priming, the engine settled down to a long and steady run. Control is a little touchy, but I was able to get the locomotive to run at a comfortably slow speed, even without the benefit of dragging a train behind it. Clouds of steam poured from the stack and hung in the air. Afternoons like this were made for running steam engines.

So that is the story of how, after several years hiatus, Archangel locomotives are once again available for a brief time.

\* \* \*

After writing the above, I decided to have another run with *Katie* one evening after work. I had a little mishap with her, though. There is a threaded stud soldered into the front of the boiler to which the dummy smokebox front is bolted. As I was firing up, I noticed a little leakage at this point. It didn't seem to be too bad, so I decided to run her anyway and fix it later. About halfway through the run there was a POP, followed by a loud and prolonged HISSSSSSSS. The entire stud had blown out, but the locomotive was still running, propelling an impressive plume of steam straight out in front of itself! It was a great spectacle. The engine kept on for a surprisingly long time while its lifeblood drained away!

Once cool, I took *Katie* inside, drilled out the hole and tapped it to 2-56 (horrors - an American thread on a British loco). A new stud was soldered in (the paint being ruined in the process) and the smokebox front replaced. *Katie* was up and running again in half an hour's time.

(Ed. note -- I was also fortunate enough to get one of these little locomotives and have found mine to

be a very good running engine. Cuckoo's Nest Works recently wrote to tell me that they have just 5 *KATIE*'s left, so if you are interested in owning a piece of garden railway history, you'd better write or call them soon.)



Cuckoo's Nest Works  
6 Cinnamon Close,  
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# Americanizing the Roundhouse Fowler

Part III of a Series  
by Stumpy Stone

## Running Boards

This time we'll add running boards to our Fowler. These will mount to the cab with the two small bolts you'll find on the front of the cab on each side, and they'll attach to the pilot in the front.

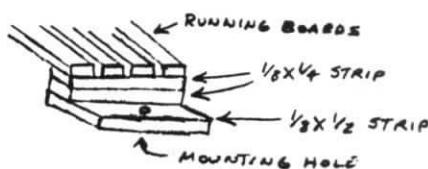
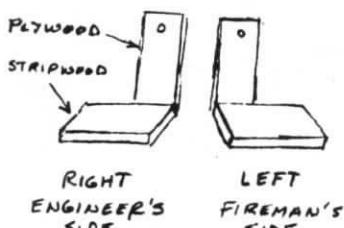
Start by cutting two

pieces of 1/16" model aviation plywood 1/2" wide by 1-5/8" long. Drill a 1/8" hole

boards. Lay the boards out on your work surface as follows. Put two full-length boards side by side, then add one of the 2-7/8" boards, then another full-length board. Space these out a bit until the whole assembly is 1-1/8" wide.

Place the 3-1/8" board in position so that there is a gap of 1" between it and the 2-7/8" board. The end of the short boards should be even with the ends of the full-length boards. Do this same layout with the rest of the running board pieces. Be sure the two sets are a mirror image of each other - there must be a right and a left because they will be mounted on opposite sides of the boiler.

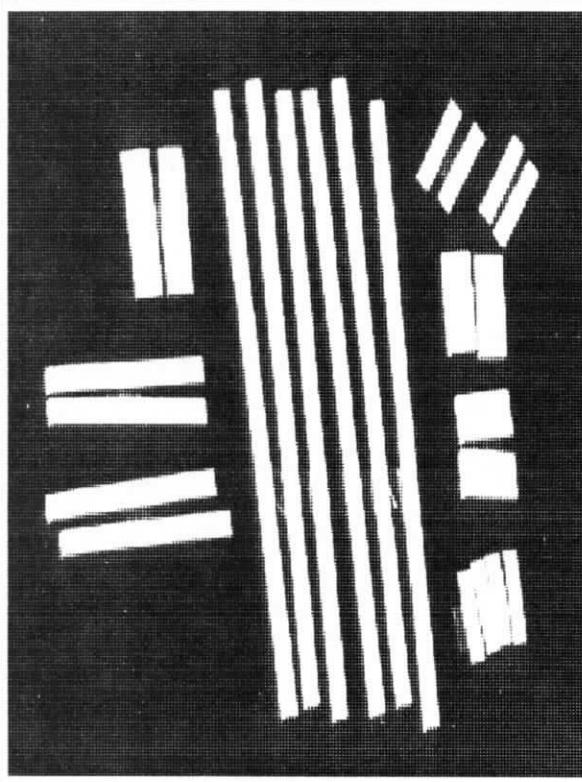
### RUNNING BOARDS



1/4" from one end and centered side to side. This will be the place where the cab mount attaches.

Now cut two pieces of 1/8" X 1/2" stripwood 1" long. Glue these to the plywood with one end even with the edge of the plywood. Because these will mount on opposite sides of the loco, one should extend left of the plywood and one right. Next cut six 7" long pieces from your 1/8" X 1/4" stripwood for running boards. Then cut two 1/8" X 1/2" strips 3-1/8" long and two more pieces 2-7/8" long. The reason for all the odd lengths is that the third board out from the boiler must have a 1" gap to clear the valve gear.

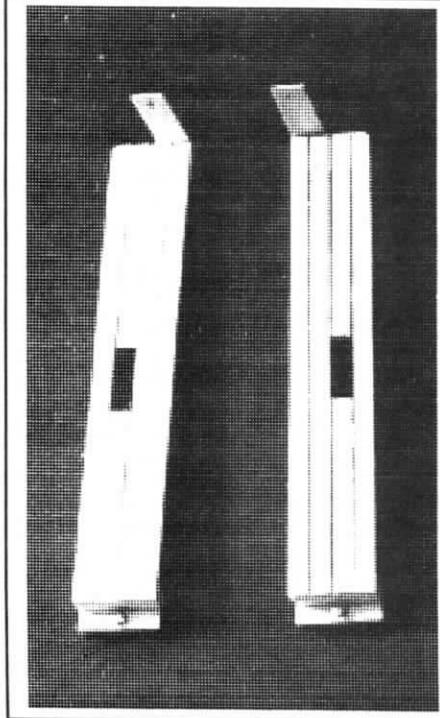
Cut four pieces of 1/16" model aviation plywood 1/4" wide and 1" long to use for cross braces under the running



**Above:** All the bits and pieces for the running boards are cut out and ready to assemble.

**Right:** Completed running boards, ready to apply the finish and install on the loco.

*Both photos by Stumpy Stone*



The shortest 2-7/8" boards go toward the FRONT of the loco.

You are looking at the bottom of the running boards. Again, make sure you have the boards correctly laid out before gluing the plywood running board braces in place. These go across the bottom of the running boards 2-1/2" in from each end. They will extend from edge to edge, as the running boards are 1-1/8" across. The slight gaps between the boards allow access for oiling the running gear without removing the running boards.

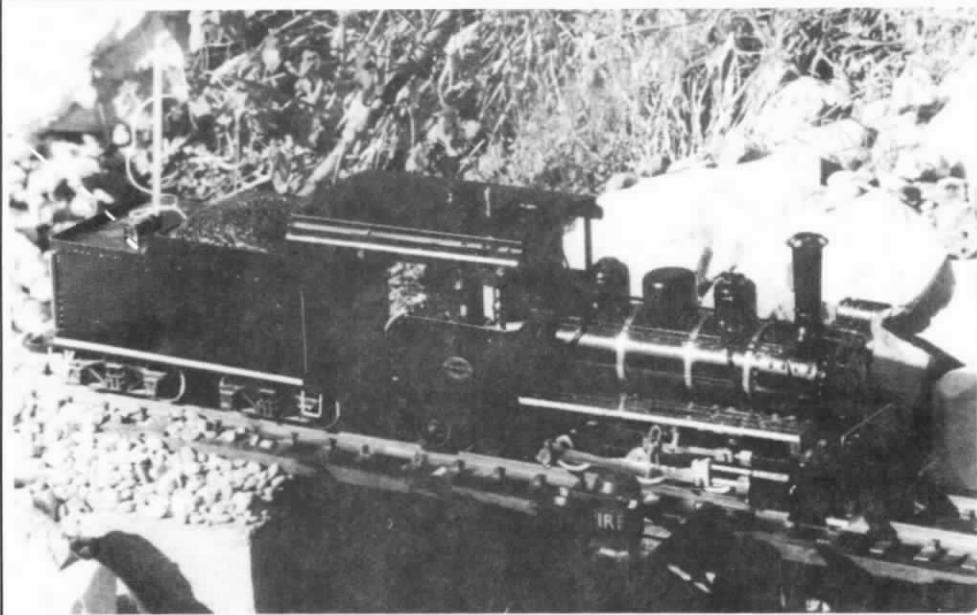
Now cut four pieces of 1/8" X 1/4" stripwood 1-1/8" long. Glue these, two each, across the front end of the bottom of the running boards. Next cut two pieces of 1/8" X 1/2" stripwood 1-1/8" long and drill a 1/16" hole 9/16" from one end and 1/8" from the front edge. Now glue these to the bottom of the two 1/8" X 1/4" stripwood pieces mounted at the front end of the running boards.

Using the bolts in the front of the cab, slip the running boards into position. On the side where the valve gear reach rod is

located, you will have to unfasten the rod and slip the board under it. Put the bolt through the plywood mount to hold the board in place at the cab end and line up the other end with the outer edge of the pilot deck. Mark and drill the hole for the front mounting screws. I used #4 X 3/8" screws on my loco. Be careful not to split the wood when drilling and running in the screws.

As usual, I painted a few coats of black followed by water seal on my running boards. I also painted the outside edge light grey for a little extra decoration.

Next time, a new tender deck!

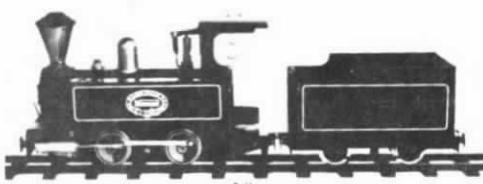


**Above:** Stumpy's Americanized Fowler at work on the Rock Ridge Route. The running boards really enhance the appearance of the loco.

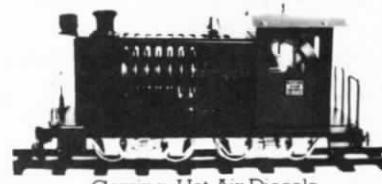
*Photo by Stumpy Stone*



Before



After



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# Detailing the Hyde-Out Mountain Shay

by Ed Andres

*(In the last issue Ed talked about his experiences with the Hyde-Out Mountain Shay and shared his impressions of it with us. He continues in this issue by telling us how he added the details and refinements that make it look as good as it runs - ed.)*

After a few runs, it was time to detail my Hyde-Out Shay. No kit-basher can resist making a few changes for prototype's sake. From the start, I knew I'd have to leave the major and more difficult detailing to Gene Smith, co-owner of Smitty's Hobby Shop in Dayton. I started some of the changes myself prior to turning the job over to the expert.

First of all, I made new Shay-type, two section domes and glued these over the small Hyde-Out domes. Yes, I said "glued them". Without exception, my modifications were attached by "Zap A Gap" cyanoacrylate adhesive. So far, boiler heat hasn't caused any problems. The Shay dome tops were formed as follows:

The cap, or top of the dome, was made from copper pipe end caps and the bottom from the pipe proper - 3/4" for the sand dome and 1" for the steam dome.

Running boards were made from thin plastic sheet and glued over the side structures. A compressor air tank was made from brass tubing and wood and a tool box was cut from pine, scribed, and both were glued to the right side running board.

Thin, clear plastic was cut and fitted to simulate glass lenses for the front and rear lights. Next, the buffer beams were extended and wooden steps added by cutting and weathering 1/4" pine stock.

To hide the front light wire, I drilled a hole through the smoke box directly behind the light, then peened in a piece of brass tubing and ran the wire through the tubing and under the left running board. (Fig. 5)

Bunker sand boxes were made from pine and glued on the rear bunker. Using brass square stock, angle and sheet, cab rain rails, a hatch and additional steps were fabricated and glued in place on the cab roof. It was at this point that I discovered

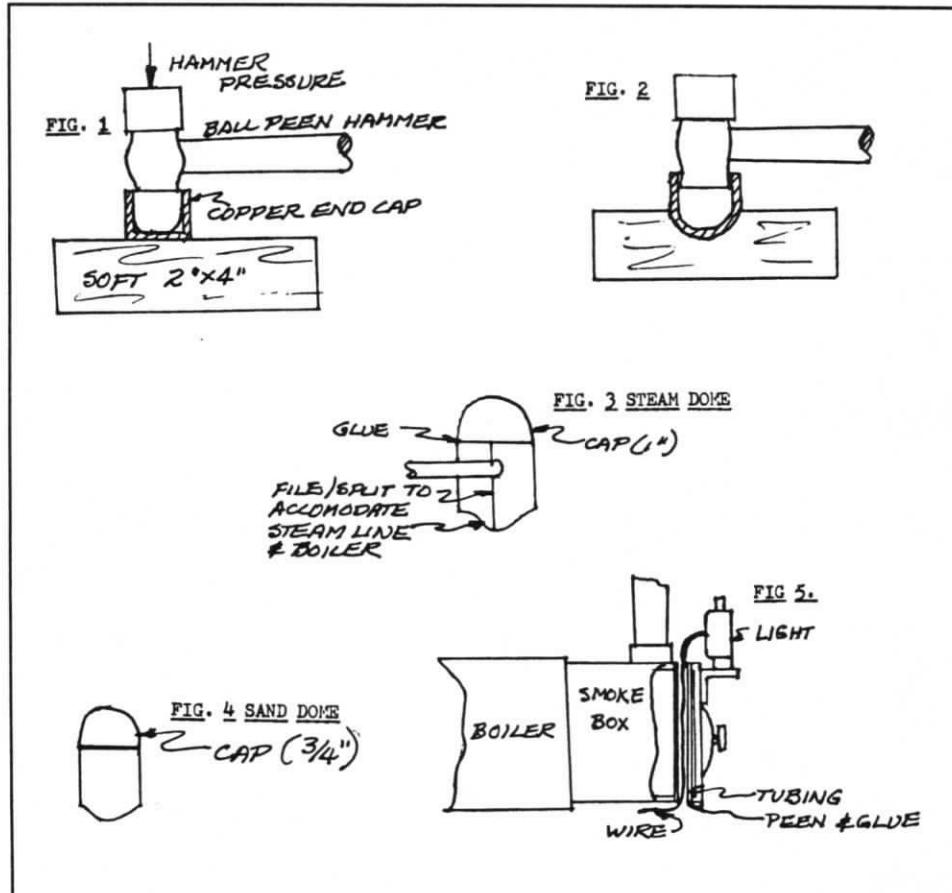
Pete Thorp and his beautifully detailed, high quality and reasonably priced Track-side Details (TD) castings. Between Gene Smith and myself, we added TD feedwater and compressor details on the left side and a bell, whistle, pop valves, steam generator and a stack on top.

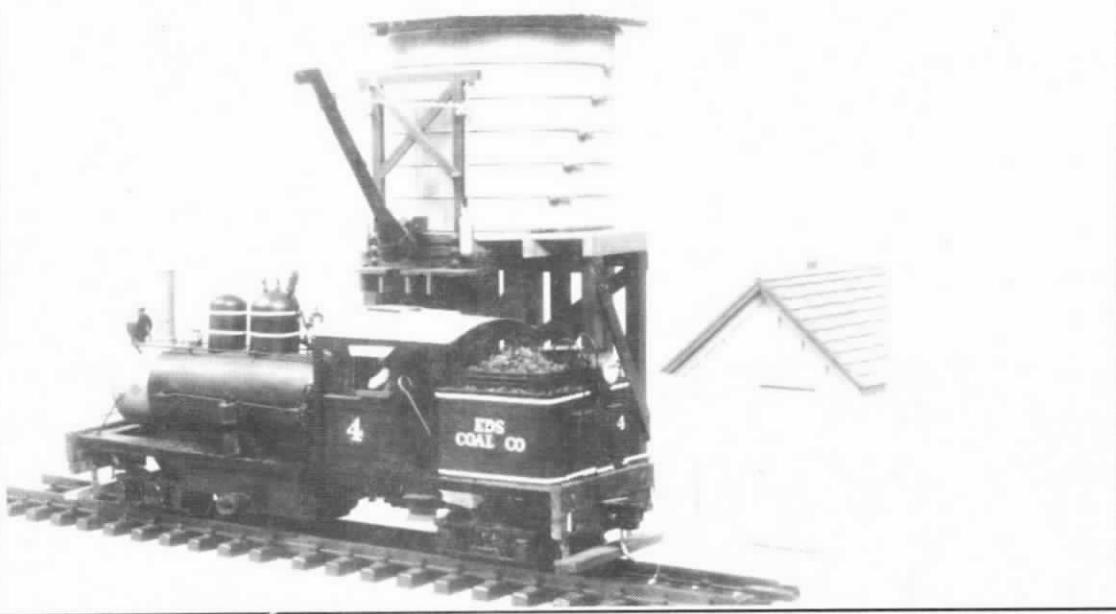
At this point, I turned the blossoming Shay over to Gene and he did the rest. The steam line was re-routed so the lubricator could be mounted in the cab. To accomodate this and the reshaped Preiser figures, the cab roof was made removable. The gap between the two cylinders where the lubricator "hung out" was filled by a non-operating, removable dummy cylinder - thus a three-cylinder Shay.

Gene then turned his attention to the coal bunker. A rail, ladder and coal load were added to finish the bunker detailing. Besides the custom shaped and painted Preiser figures added to the cab area, clear

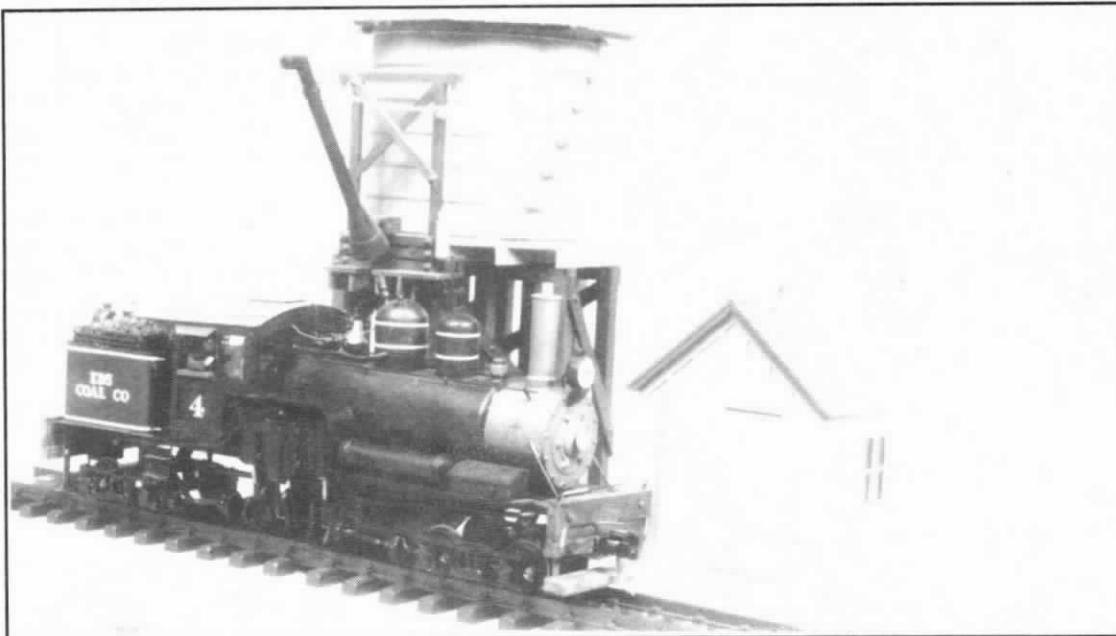
plastic windows, arm rests and rain sheds were installed. The throttle/direction control rod was improved with a quick-disconnect function. Gene finished it off with a beautiful custom paint job. I added some old Kemtrom builder's plates and a Deans antenna that snaps in and out of the water hatch, and PRESTO! My pride and joy - a detailed live steam Shay!

Like Bob Nowell and I have both discovered, there are a lot of nice people around to help, if you only ask. This project was no exception. Besides Gene Smith's beautiful craftsmanship, Jerry Hyde and Ron Brown provided invaluable advice to me during the construction. Thanks folks!

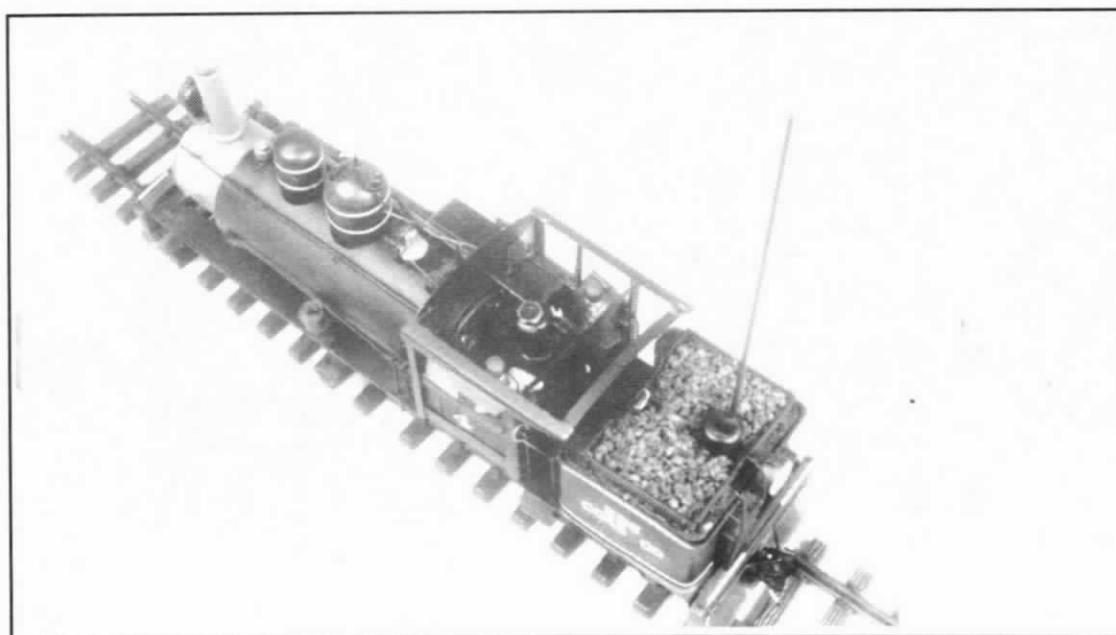




**Top:** Ed's beautiful Hyde-Out Shay stops for water - and there's probably a coffee pot on the boil inside that flagstop station (from Little Railways), so the train crew will get some refreshment, too.



**Center:** This must be the return trip! Actually, this photo shows the "boring side" of the Shay. Everyone always wants to look at the "busy side", but there's some detail here that deserves a look.



**Bottom:** A peek into the cab shows where Ed hid the displacement lubricator, as well as a myriad of other details. The Deans base-loaded vertical whip antenna eliminated the glitching problems with the radio control, and now Ol' #4 runs as smooth as silk.

*All photos this page  
by Ed Andres*

# Building a Narrow Gauge Mogul

by Joseph-Jean Paques

From several articles or questions raised in Steam in the Garden magazine, it is clear that very few typical North

American live steam locomotives are available for the G (#1) gauge steam enthusiast.

This is why last year I decided to build one myself. As I had already built a CP Pacific G3, I felt I could do it again. But this time it would be a SIMPLE and QUICK engine, not a seven year project.

As a basic design, I chose the one called CHARLINE, published by the French Chapter of the Livesteamers International Brotherhood.

CHARLINE is a typical European 0-6-0 model, butane fired. I remade all the drawings to turn her into a North American narrow gauge 2-6-0, representing the Rio Grande RR style at the turn of the century. She is now propane fired, in accordance with the principles I have developed and published previously in Garden Railways magazine (November-December 1989).

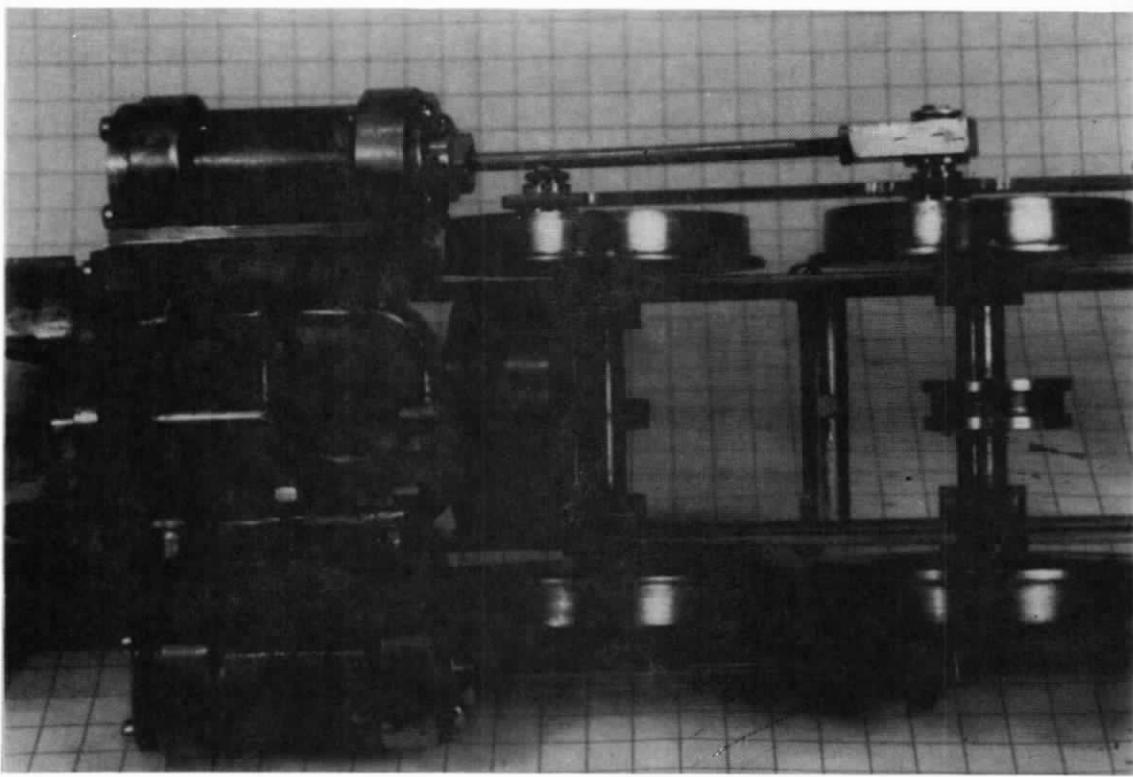
This model can be built in about 160 hours with a small lathe and small milling column, such as the Unimat 3. There are about 230 parts, excluding nuts and bolts. The drawings are completed and are available for anyone



**Above:** The Mogul (external piston version) hauling a train through Jean-Joseph's garden. Note the propane cylinder fuel supply in the gondola behind the tender.

*Both photos by Joseph-Jean Paques*

**Right:** Closeup detail shot of the external piston version of the Mogul.



interested in building one. There are 30 sheets (8 1/2" by 11" format).

I tested my model last summer during an open garden I hosted at my home. It worked quite well and can pull 8 cars very reliably on my very uneven track with 1.5% grade.

in Photo #1. It is connected to the burner through flexible connections and a small pipe across the tender.

The water to the boiler is fed by a tender mounted manual pump or a mechanical pump with bypass valve.

The tender is a Bachmann Big Hauler

motor. Some frame dimensions had to be modified to install the OSMOTOR.

Cast brass details such as whistle, electrical generator, builder plates and number plates are from TRACKSIDE DETAILS, and hexagonal 2-56 screws give an attractive final detailed touch.

Lettering comes from C.D.S. Lettering Ltd.

## PERFORMANCE AND OPERATION

As mentioned previously, the tractive effort is impressive with 8 plastic cars from Bachmann and Delton on my rather poor and uneven garden track. Stack talk was also a surprise, as the exhaust beat is quite distinguishable at low speeds and with a heavy load.

The 14 oz. propane bottle lasts for three to four hours, using a good flame. The only care necessary for operation is to refill the tender water tank and the displacement lubricator every half hour or so. Generous oiling of the moving parts is also necessary.

The Mogul could be easily radio controlled, as the reversing valve is in front of the boiler at approximately the same position as the one on a Mamod. There is ample room in the cab for servo placement, and the receiver and batteries would go in the tender. Only one servo would be required, as the rotary valve controls both speed and direction.

*Photo by Joseph-Jean Paques*

## BASIC SPECIFICATIONS

The design of the engine is simple. Except for the pressure gauge, safety valve, cast wheels and detail parts, all parts were machined by me.

The motor consists of two double acting oscillating cylinders (12mm x 22mm), with a rotary reversing valve at the front end of the boiler. The steam supply to the valve comes through a displacement lubricator.

The silver soldered copper boiler (53mm x 185mm) is an internal combustion monotube type, with six small water tubes inside the hot gas tube. Working pressure is 35 psi. Accessories on the boiler are a glass water gauge, a pressure gauge and a single safety valve.

The boiler is heated by a homemade propane burner which gives a fair amount of power. This burner uses a spare orifice usually sold for propane soldering outfits. The 14 ounce propane bottle is carried in the first car after the tender, as can be seen

tender, carefully cut down in length (31mm) and in width (13mm) to reduce it to a more realistic size. I then glued all the cut parts together with some plastic strip bracing. A frame with the water tank, hand pump and water pipes was then attached.

## FABRICATION

The dimensions are basically metric (you guys will have to get there one day as we have already done in Canada). Threads are a happy mixture of metric (M2.5, M3, M4,...) and English (2-56, 10-32, 1/4 x 20). I also used some American sized reamers and had to adapt metric dimensions to the pipe standards. This can be adapted to suit your own tools, raw material supplies and screw dimensions.

For testing purposes, I built a second locomotive using the Steamlines OSMOTOR. I have it in mind to compare both, using all the same parts except the

## CONCLUSION

The drawing set is available for \$5.00 US, which includes mailing. Legends are in French or English (please specify your preference) and I would be glad to offer assistance on specific construction points if you contact me directly.

I would also be pleased to receive your comments about the drawings (omissions, mistakes, etc.).

Joseph-Jean Paques, 5230 Hingston, Montreal, Quebec, H3X 3R4, Canada.



# Slip Eccentricities

by Dave Rowlands

Autumn holds no pleasure to compare with the blissful laziness of sitting in the warm sun at Low Fennel station in the Alderbrook Valley. It is mid-afternoon, that magic time between 2:30 and 5:00 pm when time seems to stand still, and the whole world dozes with you, forgetting that the lawn has to be mown.

Refreshed with a draught of cider, the eye roves the garden for signs of activity. There, on the opposite side, the Archangel Brick-type "Lucy" is emerging from the recently completed tunnel; her plume of exhaust steam clearly visible against the firs and dark fence palings. Now she is on the elevated section, the clatter of her train resonating through the brickwork as she brushes through the marigolds (a last brave showing) and through the alyssum jungle. She turns down the long straight toward us, her "tick-tick-tick" carried by the breeze. Passing two dwarf conifers, she skirts the apple tree roots, disturbing two Red Admiral butterflies gorging in temperate appetites on a pulpy windfall (I suppose that's cider too, hypocrite!). We reach out and flick the regulator shut as "Lucy" coasts down the slope to a halt beside the platform and watering tower. Water sizzles fussily from her blow-down cock which needs tightening, as meths are syringed into the fuel tank. The oily water drips to the footplate and rolls off onto a luckless ant passing below. The sounds of sizzling and boiling and that most fragrant of perfumes, Essence d'Archangel (blending hot metal, burning alcohol and steam-vapourised oil) assail our senses langorously, but we are recalled to reality by the "WHOOOSH" of a column of steam shot high from the lifting safety valve. Tapping it closed, we push "Lucy" gently forward, cracking open the regulator; she takes off gently, but with a nice bronchial note, into the antills and heading for the 1 in 35 upgrade.

Thoughts of this stretch of the line and the slip-eccentric remind me of Dave Pinniger's attempt to photograph his "Princess" on this bank, just last Spring.

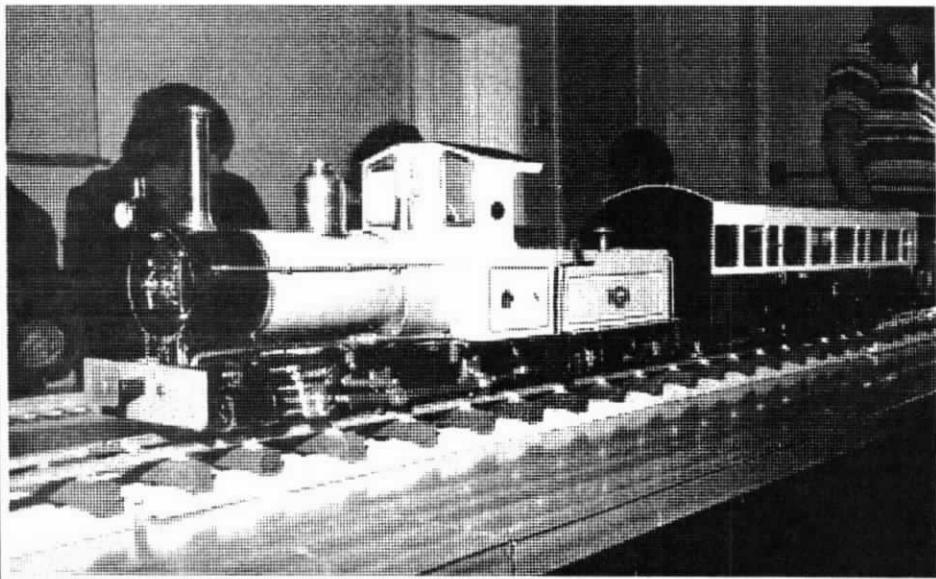
Like the ardent wildfowler who spurns all comfort to lie camouflaged in an icy

stream as he awaits the evening flight, Dave was sparing himself no contortions in the long wet grass to get the angle he wanted on "Princess" storming beneath the over bridge atop the bank. Her regulator was almost closed in the hope of inducing a safety-valve blow at the right moment. Like the ornithologist who spots the tawny pipit and scarcely dares move to adjust his camera, he radiated anticipation as "Princess" panted into view up the steep curve. Finger on the shutter release, he was squeezing, squeezing, squeezing as she entered the viewfinder. She had slowed right down, that restricting regulator choking her progress, and was barely making headway; but, after all, a slight pause would make doubly sure of a sharp photo.

Dave's ringing curse floated away on the wind, along with a sarcastic "raspberry" of steam blown rudely from her safety

valve, as the slip-eccentric reversed, and "Princess" chugged derisively off down the bank, backwards, and out of camera range.....foiled!

*(As we mentioned in the last issue, Dave Rowlands has given us permission to reprint interesting bits from "The Pot Boiler", his newsletter for owners and operators of Archangel 16mm live steam locos, published in the mid to late 70's. This particular column was found in the very first issue, published in 1976. Dave says that it's gratifying to know that someone still takes pleasure and inspiration from something that he wrote 15 years ago.....ed.)*



*Above:* "The Early Days" -- A 2-4-0 based on the Bagnall "Rheidol" is displayed at a 16mm Association meeting in 1977. Smithies boiler, 1 cylinder between the frames, mechanical lubricator and safety valve. All state of the art. Sorry to say that the photographer is not identified on the photo and I have no other information available.

# The Steam Scene.....along the rails

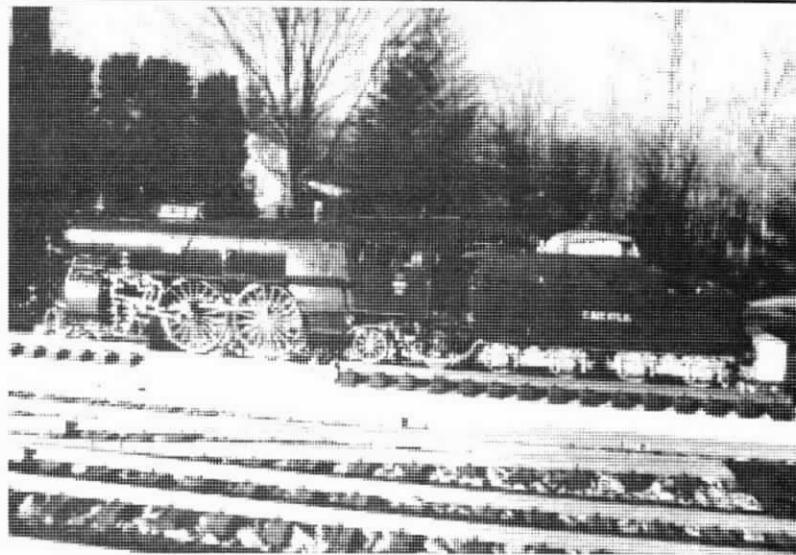
We're pleased to present another collection of fine and interesting photos in this issue, all of them sent in by your fellow SitG subscribers.

Now, in order to keep this photo feature going on issue after issue, and so that you won't have to keep looking at photos of your editor's small stable of locomotives in one issue after another, those of you that haven't sent in a photo or two - or more - should dust off your photo collection or your camera and send something in to share with the rest of us!

Black and white or color, any size, any subject relating to live steam locomotives or steam-powered trains in the garden.

Please label your photos with subject, photographer (and a simple release if the photographer is someone other than yourself), and any additional info that you think might be of interest.

Thanks for your support - and we hope you enjoy the photos even more with our new, higher resolution reproduction process in this issue. Let us hear from you so we'll know if we're on the right track!

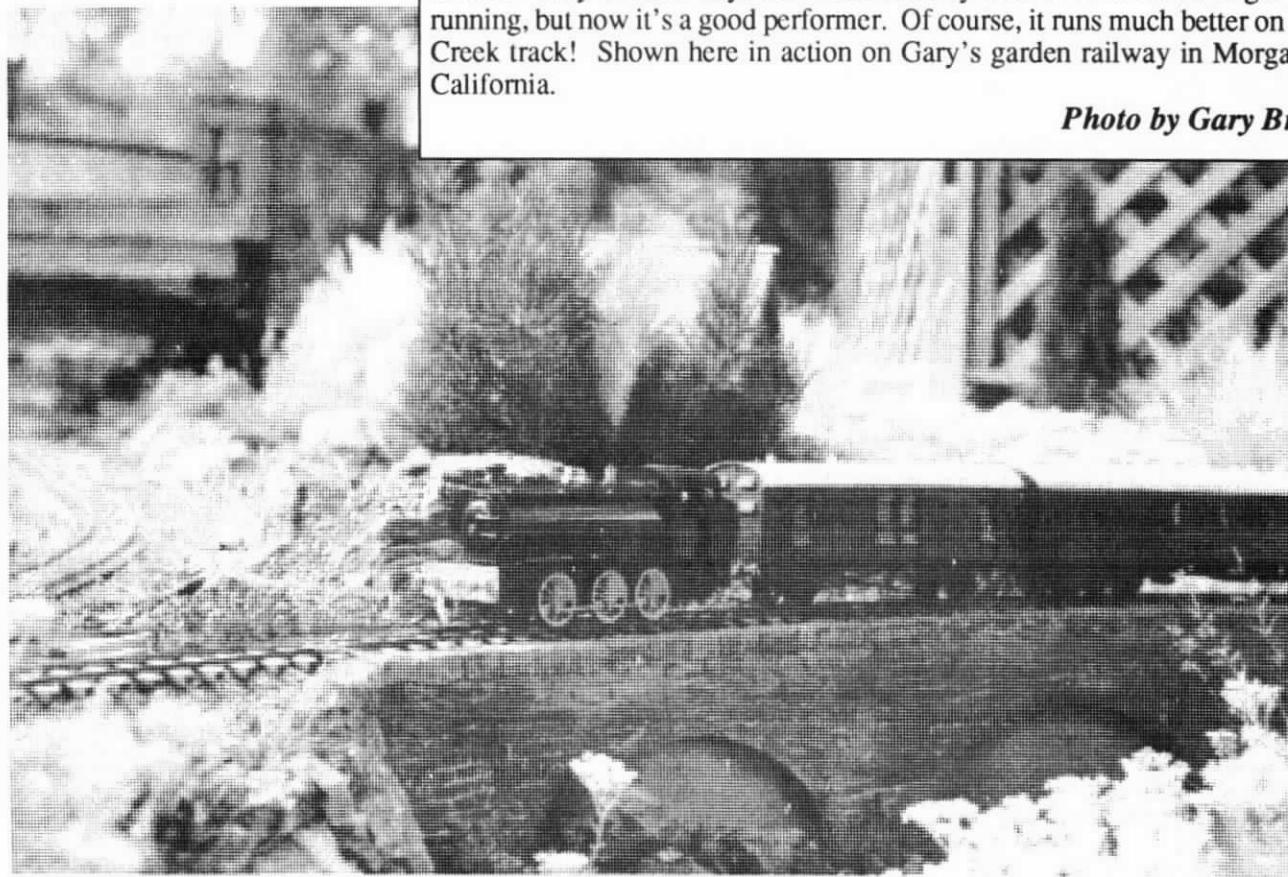


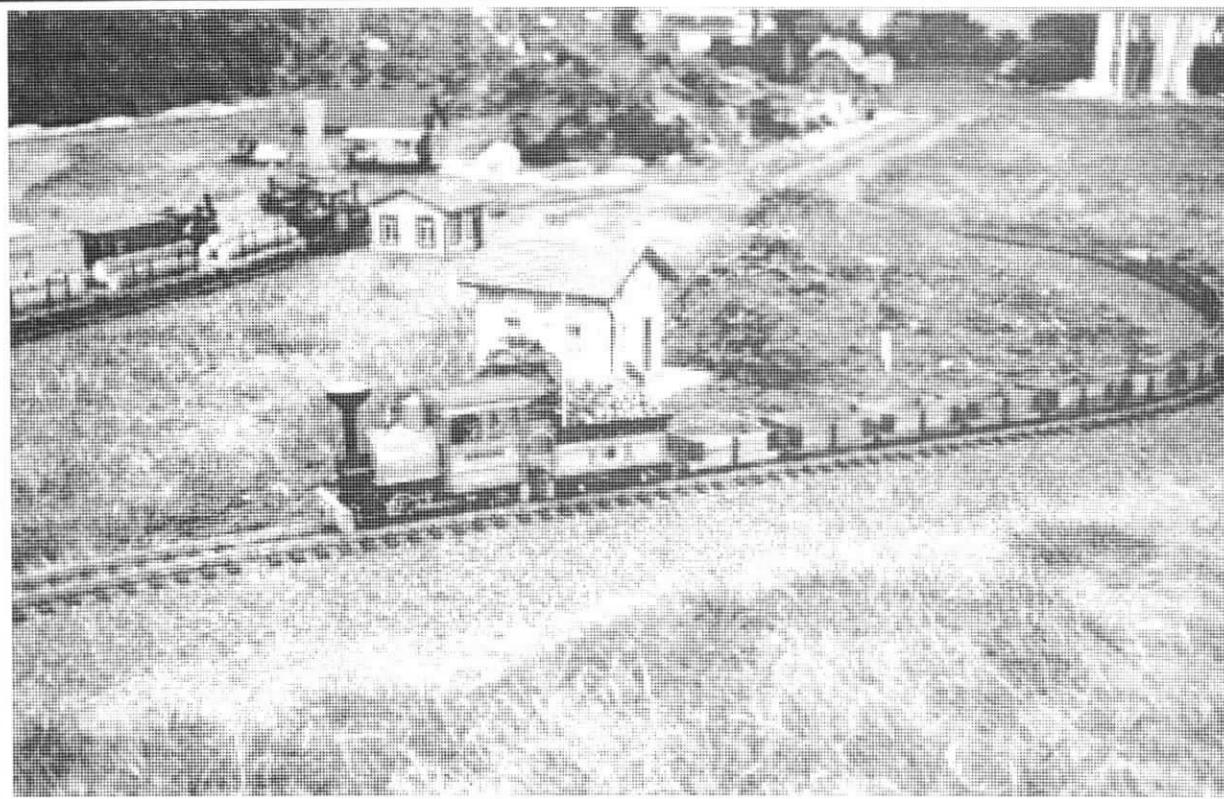
**Above:** Barry Harper's Aster 4-4-4 Bavarian Railways BAY S2/6, shown here on his roller-equipped test stand. This loco is gas-fired and has a feedwater pump driven off of a tender axle. Barry tells us that it's a good runner, though it isn't fully broken in yet.

*Photo by Barry Harper*

**Below:** Gary Broeder says that this Austerity took a bit of effort to get up and running, but now it's a good performer. Of course, it runs much better on Llagas Creek track! Shown here in action on Gary's garden railway in Morgan Hill, California.

*Photo by Gary Broeder*

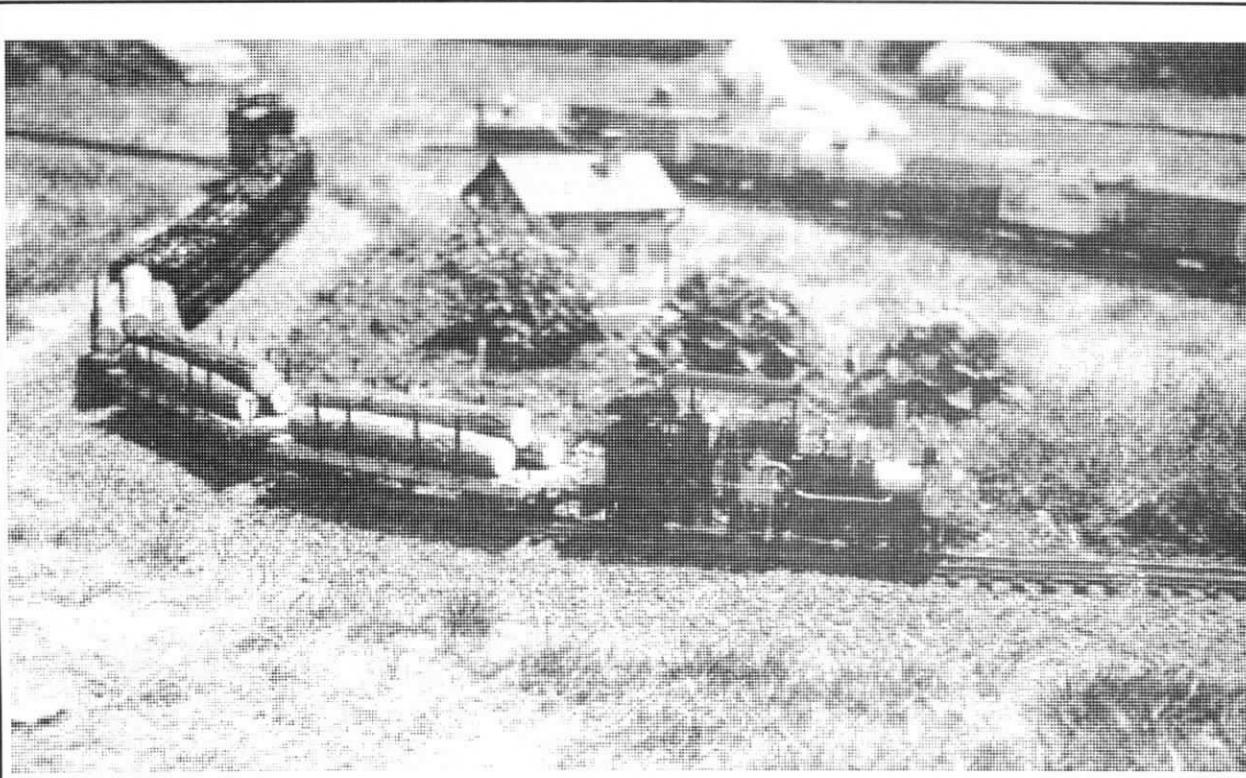




**Above:** Frank & Phyllis Ulman's Loyalsock Grampian Beltline railway was host to several live steamers recently, including this Maxwell Hemmens Porter busily hauling a string of empty mine cars back for another load. Bob Nowell's scratchbuilt steamer, Miss Randi, can be seen in the background, just leaving the yard with a train of loaded log cars.

*Photos by Frank Ulman*

**Below:** A Lindsay Shay shows off its muscle by hauling a heavy load of logs and coal on the Loyalsock Grampian beltline in Williamsport, Pennsylvania.

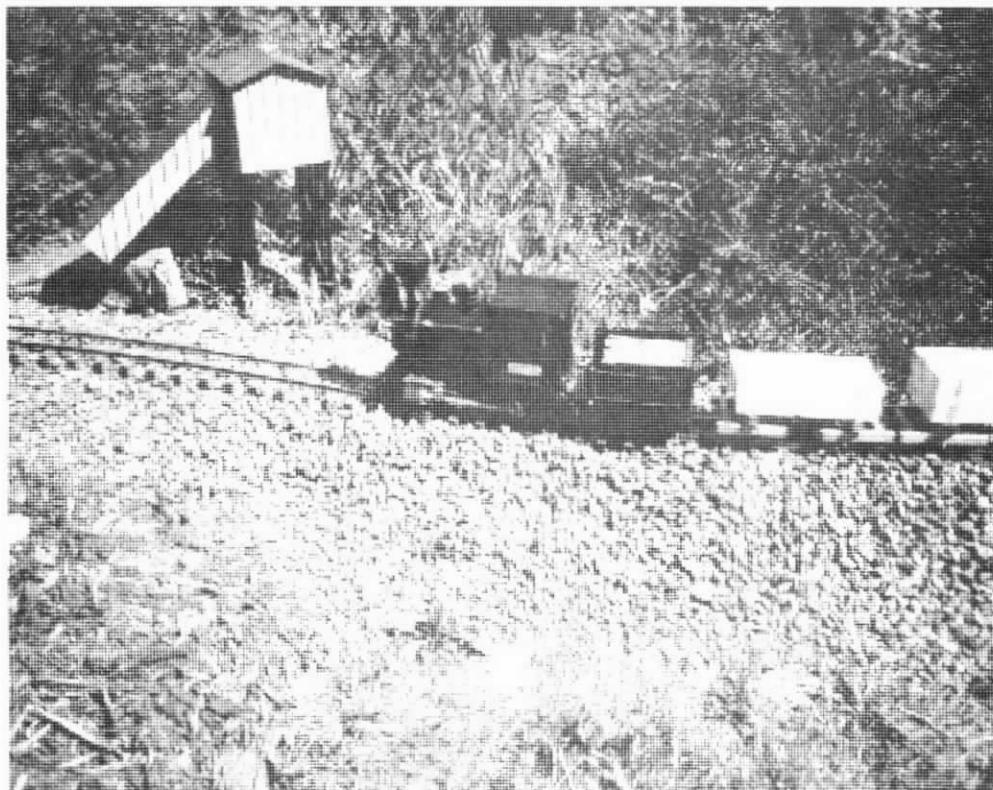


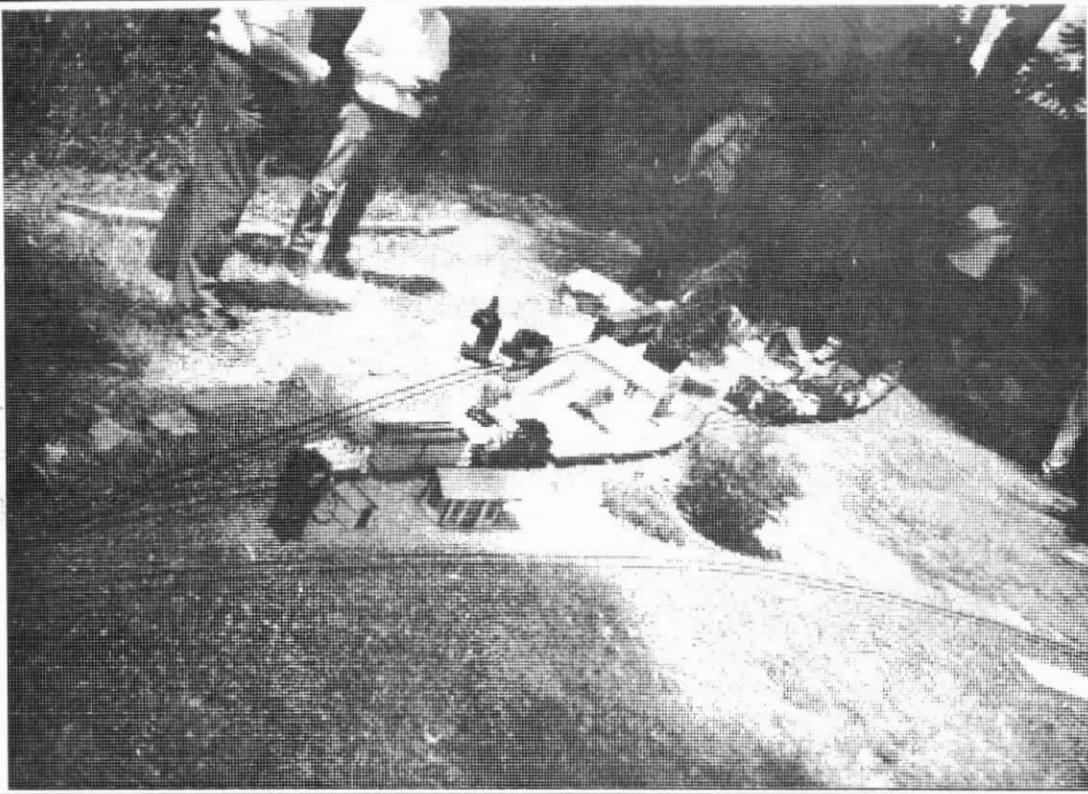


**Above:** Charles Roth delighted everyone at the steamup recently held at Ron & Marie Brown's home by bringing his beautiful steam powered model of the African Queen - complete with a miniature Bogie at the helm - and running it in the swimming pool! Note the out-of-scale leaf that snuck into the picture.

*Photos by Dan Long*

**Below:** "*Scorpion*", a new American-style loco built by Geoff Coldrick and now owned by Fred Kuehl (and soon to be reviewed in *SitG*), hauls a load of finished finished lumber from Little Railways.



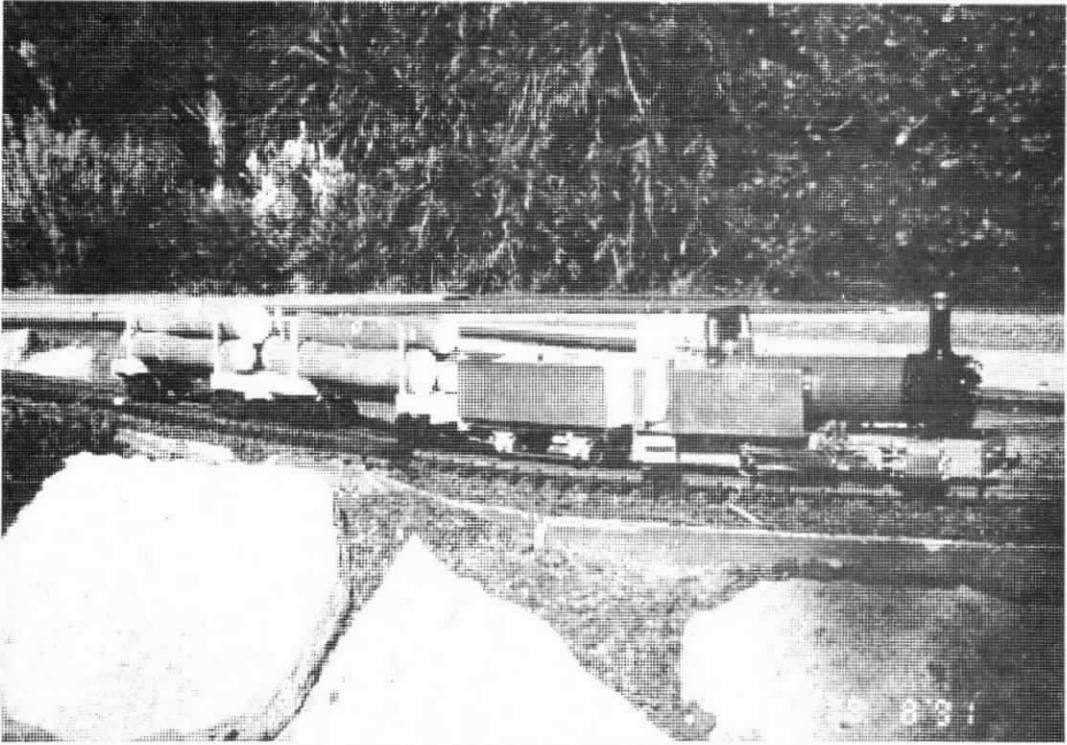


**Above:** Newly completed yard area and steaming bay on Ron & Marie Brown's Silo Falls Scenic Railway, site of their recently held 3rd Annual Open House and Steamup. The yard tracks and steaming bay were kept busy all weekend long.

*Photos by Dan Long*

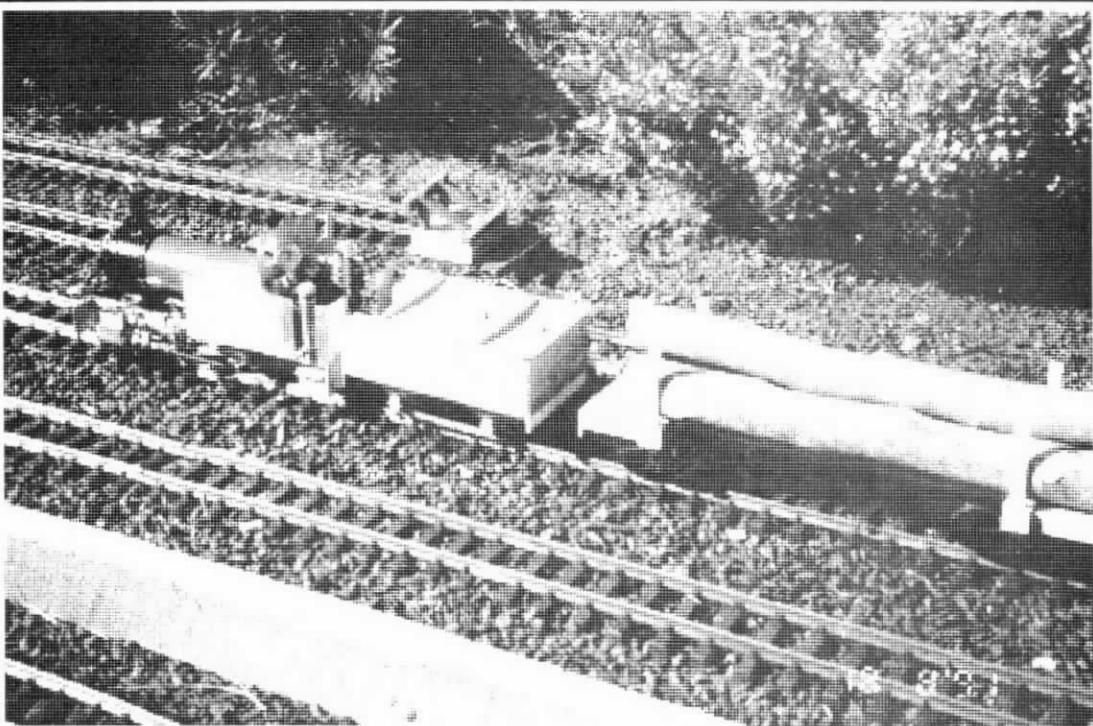
**Below:** Rick Gross's LGB "*Frank S.*" steams past the tourist cabin at the crest of Garter Snake Grade on the Silo Falls Scenic Railway in Newark Valley, New York. There were several of these locos at the steamup, but Rick's is easily identified by the vertical whip antenna.

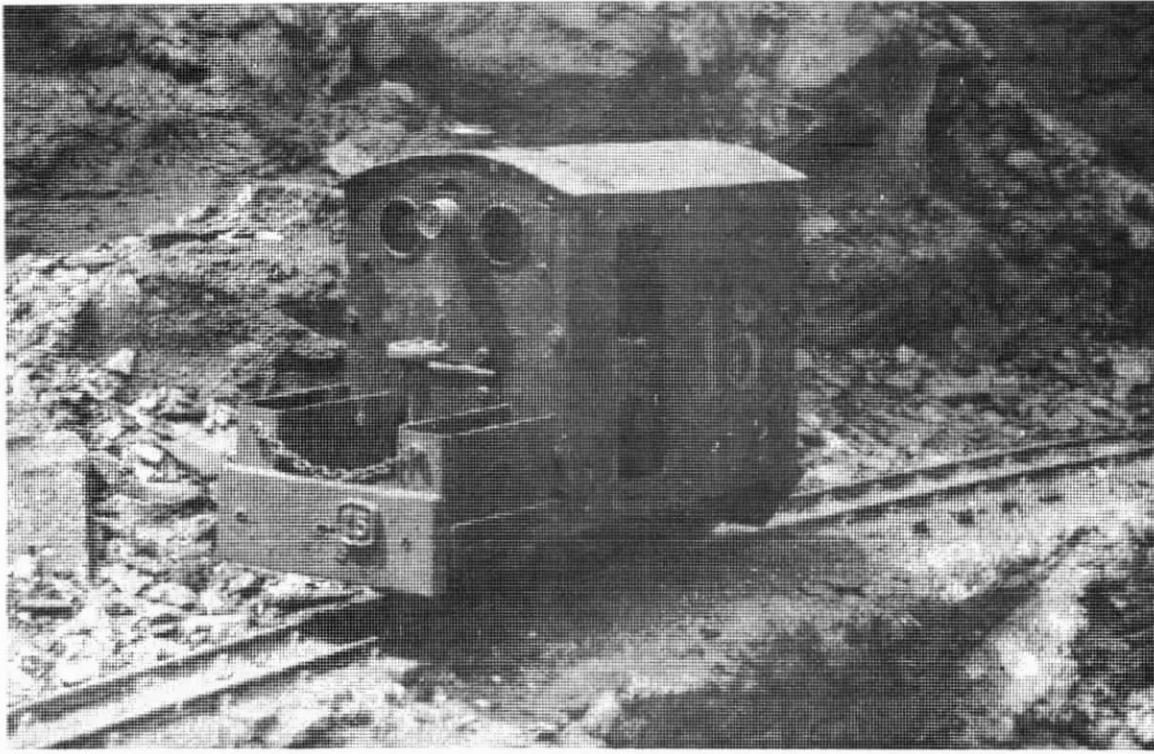




**A recent visitor** to the Silo Falls Scenic was George Boycott of Australia. This vigorous and delightful octogenarian gentleman came brandishing an early issue of SitG, in which I had praised the Lindsay Shay. George wanted me to know that he had ordered a Lindsay Shay on the strength of my glowing endorsement, and now he wanted to see mine run to be sure I had reported accurately! George brought along his stepson, David Brooke, and his grandson. We had a splendid time running and discussing steam engines, and these photos just received show that George is not letting any grass grow under his feet while awaiting his Shay. This scratchbuilt loco, which features Roundhouse components and radio control, is shown hauling a string of scratchbuilt log cars that George says are destined for a log train for his Lindsay Shay. George asked me to give Larry a "nudge" the next time I spoke to him, so if you're reading this, Larry, consider yourself "nudged"!

*Photos by George Boycott*





**Above:** Java steam tram by Peter Jones. Peter says this was an early attempt at using the Mamod stationary engine as a power source for a locomotive. The prototype for this interesting miniature steam locomotive was found rotting in a jungle somewhere - Indonesia, I believe.

*Photo by Peter Jones.*

## AN AFFORDABLE LIVE STEAM SHAY

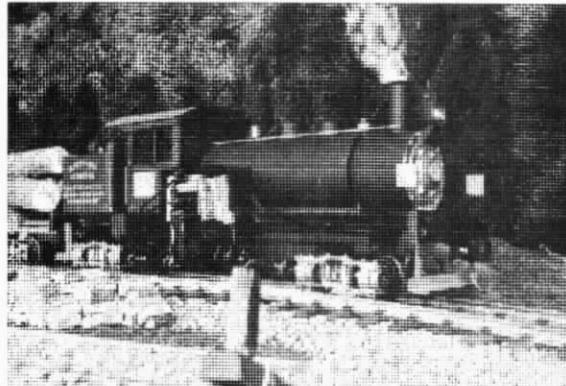
© Jerry Hyde - 1988

- Runs with LGB
- 1:24 Scale, Gauge 1
- Handbuilt of copper, brass & wood
- Each locomotive is test run
- Operating front and rear lights
- Displacement lubricator
- Kadee couplers
- Burns Sturno gel or canned Sterno
- Can be double headed (several radio channels available)

### INCLUDED

- 1 ga. fuel (approx. 64 runs)
- 16 oz. steam cylinder oil
- 1 lubricator water extractor
- 1 Flashlight
- 1 doz. reed switches
- Radio batteries
- Instructions

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- Insulated drivers prevent shorting if track is powered
- Accessory trip device (© Jerry Hyde 1988) can be used to throw track switches, lower motorized water spouts etc. by radio
- Designed to pull several cars similar in number to prototype
- Low pressure boiler with sight glass in cab

### SPECIFICATIONS

- Min. radius 2' (LGB 1100 curves)
- Running time approx. 25 minutes
- Copper porcupine boiler 2" X 6", 8 oz.
- Fuel tray 2 oz.
- Lubricator 1/2 oz.
- Overall size 16-1/2" L x 4-1/2" W x 5-1/2" H

# Marty Maloy's Gauge 1 Steamup

by Doug Glatz

It was a beautiful summer afternoon in New Jersey with temperatures in the 80's. Marty's wonderfully scenic railway is an elevated, double-tracked, one scale mile (185') that is tree shaded and has steaming bays off one end.

First run of the day was Gordy Gunther's Aster Western Maryland Shay, which turned in an absolutely silky run with a train of half a dozen freight cars.

Next up, Bob Moser's Aster BR 4, a German basso-voiced three cylinder brute of a 2-10-0, made light work of a rake of five Great Western coaches.

Marty then balanced the international scene by pulling the aforementioned rake of coaches with his British Saints Class 4-6-0 of proper GW outline. "Saint Martin" was clocked orbiting the mainline at 90+ scale miles per hour!

I had two very satisfying runs with my Aster BR 86 (a German 2-8-2T) first pulling half a dozen Tenmille freight wagons, then with three Marklin express coaches belonging to Marty Maloy.

The steamers alternated mainlines throughout the afternoon, and they were still going strong when I regretfully took my leave, thereby missing the colorful Midland Compound 1000.

Many thanks to Marty for his generous hospitality and a thoroughly enjoyable time.

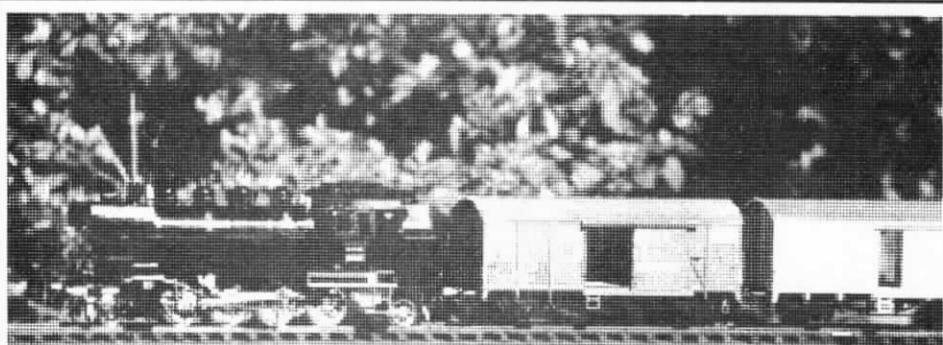
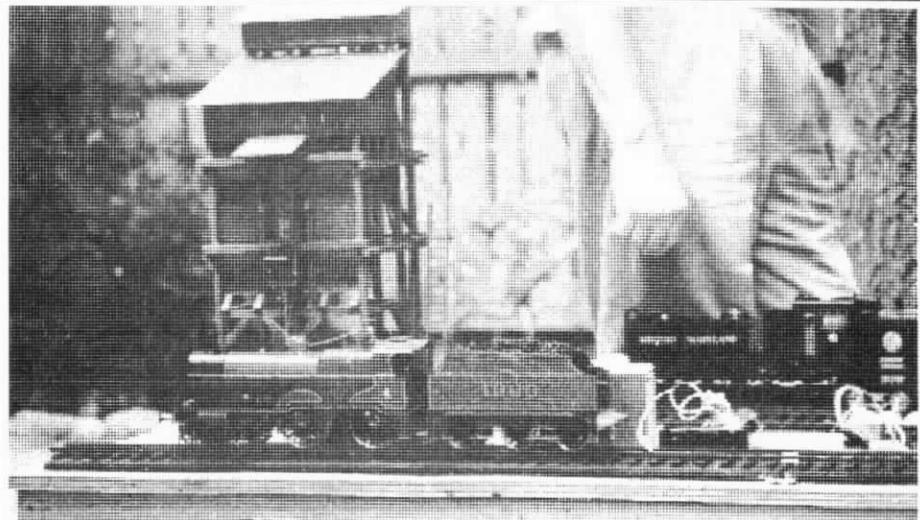


**Photo, top right:** A trio of Asters brighten up Marty Maloy's trackage in New Jersey.

**Center:** Midland Compound 1000, mentioned in the steamup report above, waits patiently on the steaming bay.

**Bottom:** Doug Glatz's Aster BR 86 with a string of Tenmille freight wagons.

*Photos by Doug Glatz*

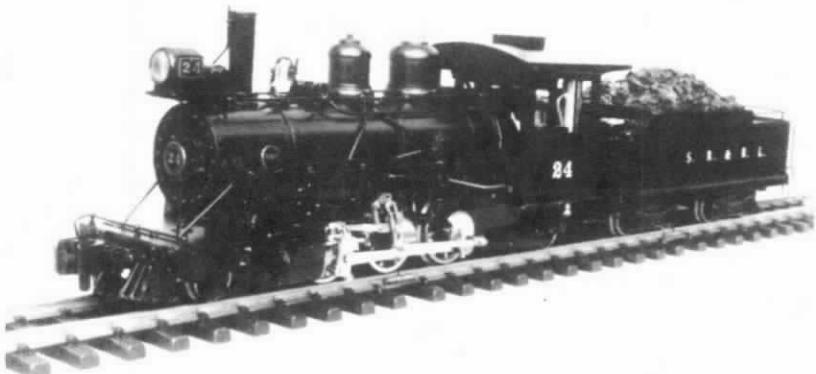


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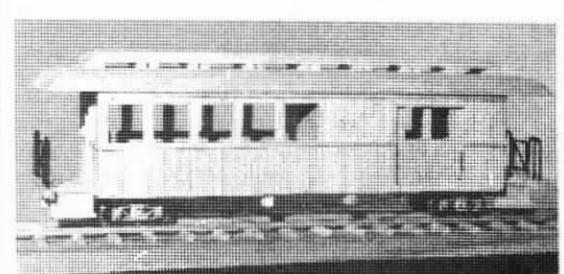
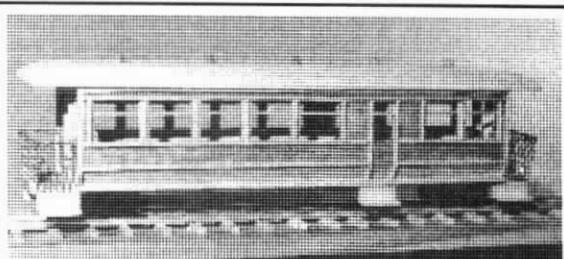
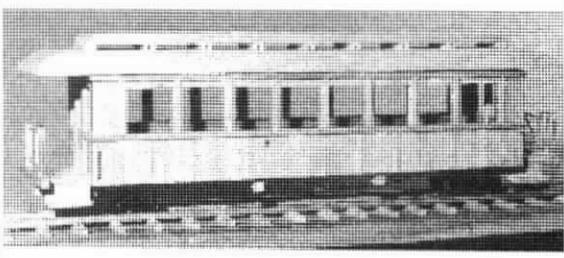
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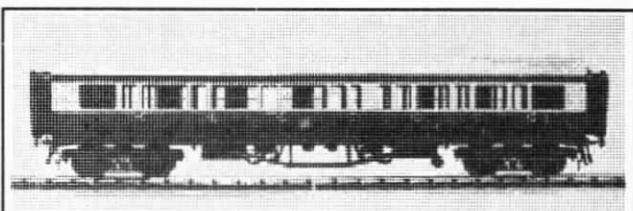
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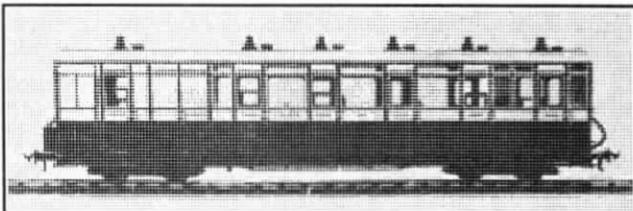
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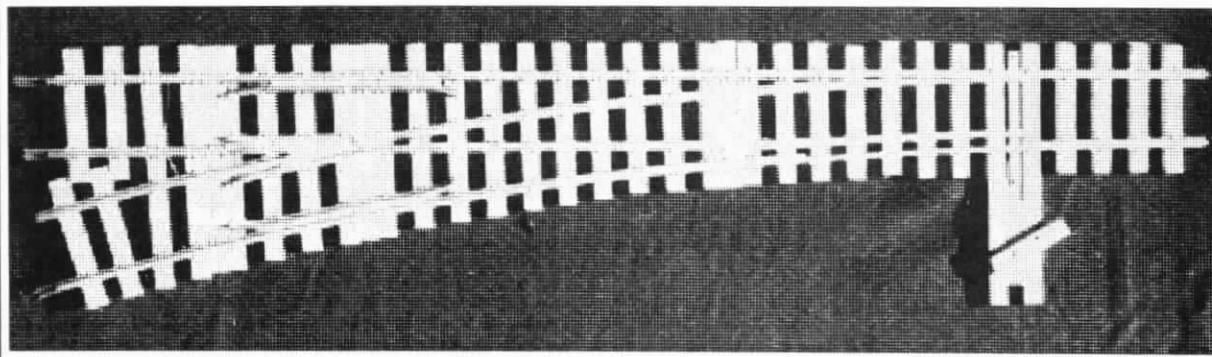
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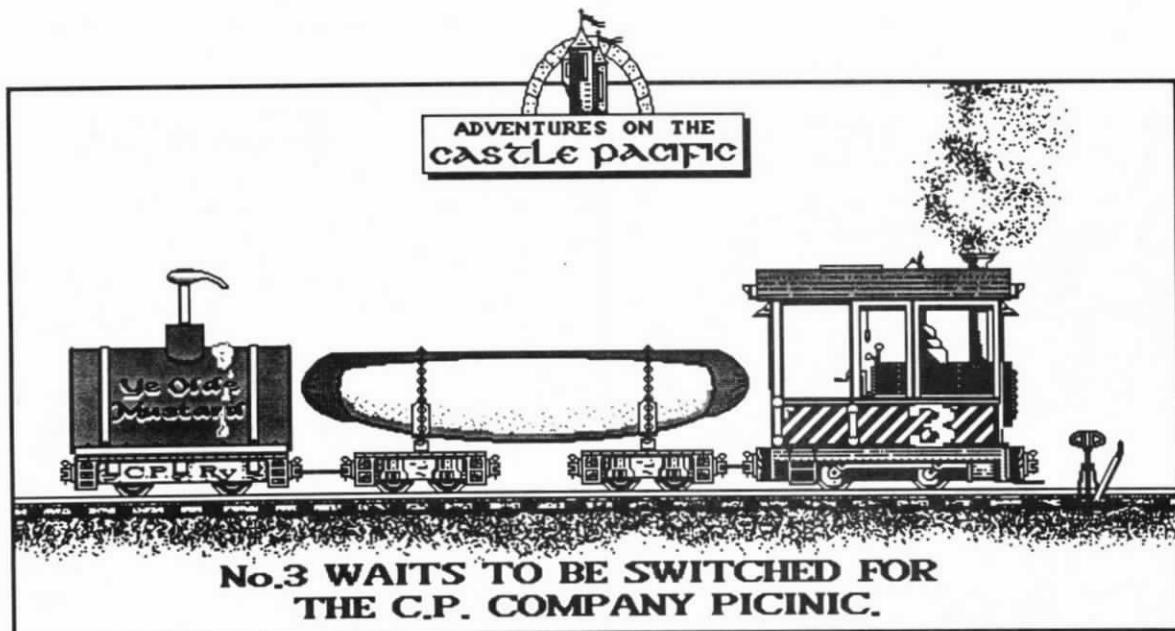
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*Rick Drescher's.....*

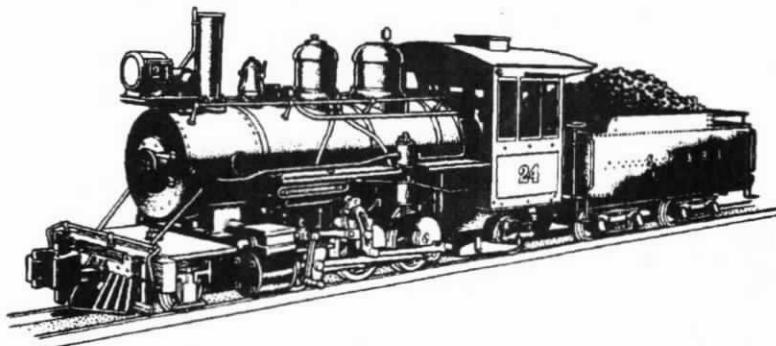


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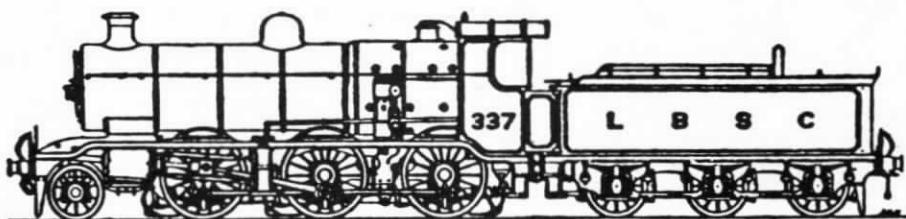
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## END OF THE LINE

Here we are again, out of space and out of time as usual. We hope you've enjoyed this issue as much as we've enjoyed putting it together.

It's always tough to decide which articles and photos to include in a particular issue, and which ones must go back into the file for next time around.

A great big THANKS to all those that contributed articles, photos, letters, questions and suggestions that helped to make this issue complete. Keep 'em coming!

This seems like an appropriate time to thank our regular columnists, too. If you think it isn't tough to grind out a regular column - facing deadlines, space limitations, and keeping it interesting issue after issue - try it sometime for a few years! Thanks for your support, guys!

I must apologize to Joseph-John Piques, author of the fine article in this issue on building a narrow gauge steamer, for

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telling you in the last issue that he's from Ontario, when he's actually from Quebec.

We've had some interesting letters over the past few months that we want to share with you, suggesting that we owe it to our readers to take an editorial position - or philosophical stand - on a number of different topics affecting our sport. Radio control vs. manual control, loco performance standards, and more. Unfortunately, there isn't enough space left in this issue to ponder these subjects at length, but we'd like your input. Let us know what you think.....would you like to see a regular feature dealing with R/C?

We know that everyone loves to see and read about steam locomotives, but what else would you like to see more of? Articles on garden railway design and construction for live steam operation?

What about loco performance standards - would you like to see some system

of testing and rating locos on various aspects of their performance established?

We've had a very positive response on the question of whether to include a regular letters column in each issue, so that will be a regular feature from now on. We had some qualms about this, as we have seen some letters columns deteriorate into name-calling and mud slinging. Our hope is that the SitG letters feature will serve as a forum for information exchange between readers and generally be a source of positive and constructive comments about steam related topics.

What's coming in #9? How about reviews of the Maxwell Hemmens Porter locomotive and Llagas Creek Railways turnouts, an easy-to-build blower for your internally-fired locos by Rich Chiodo.....and lots more? See you in October!



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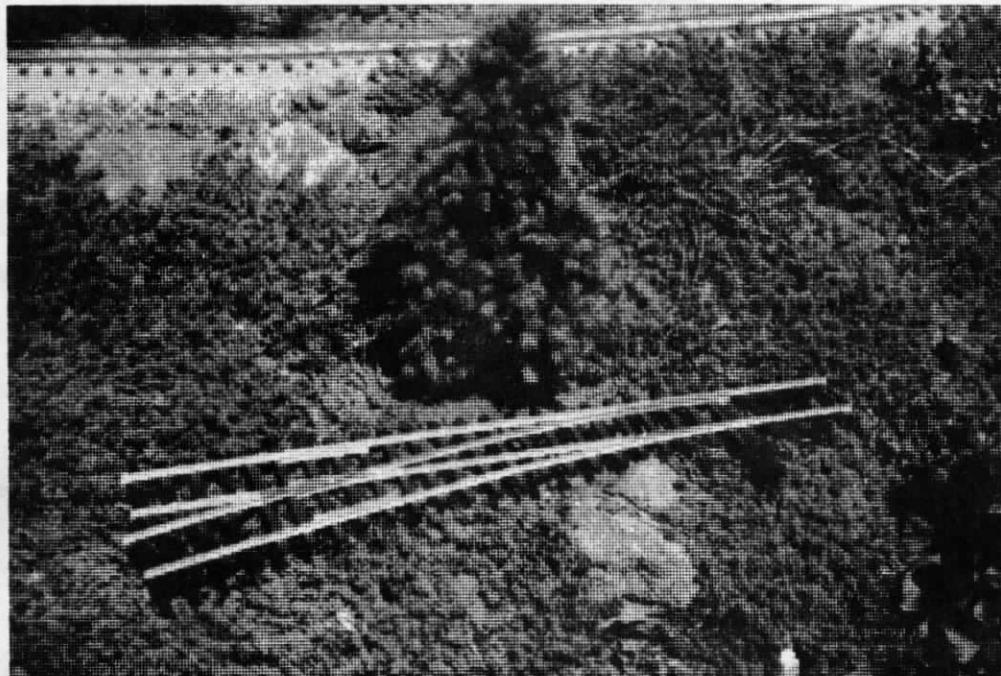
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