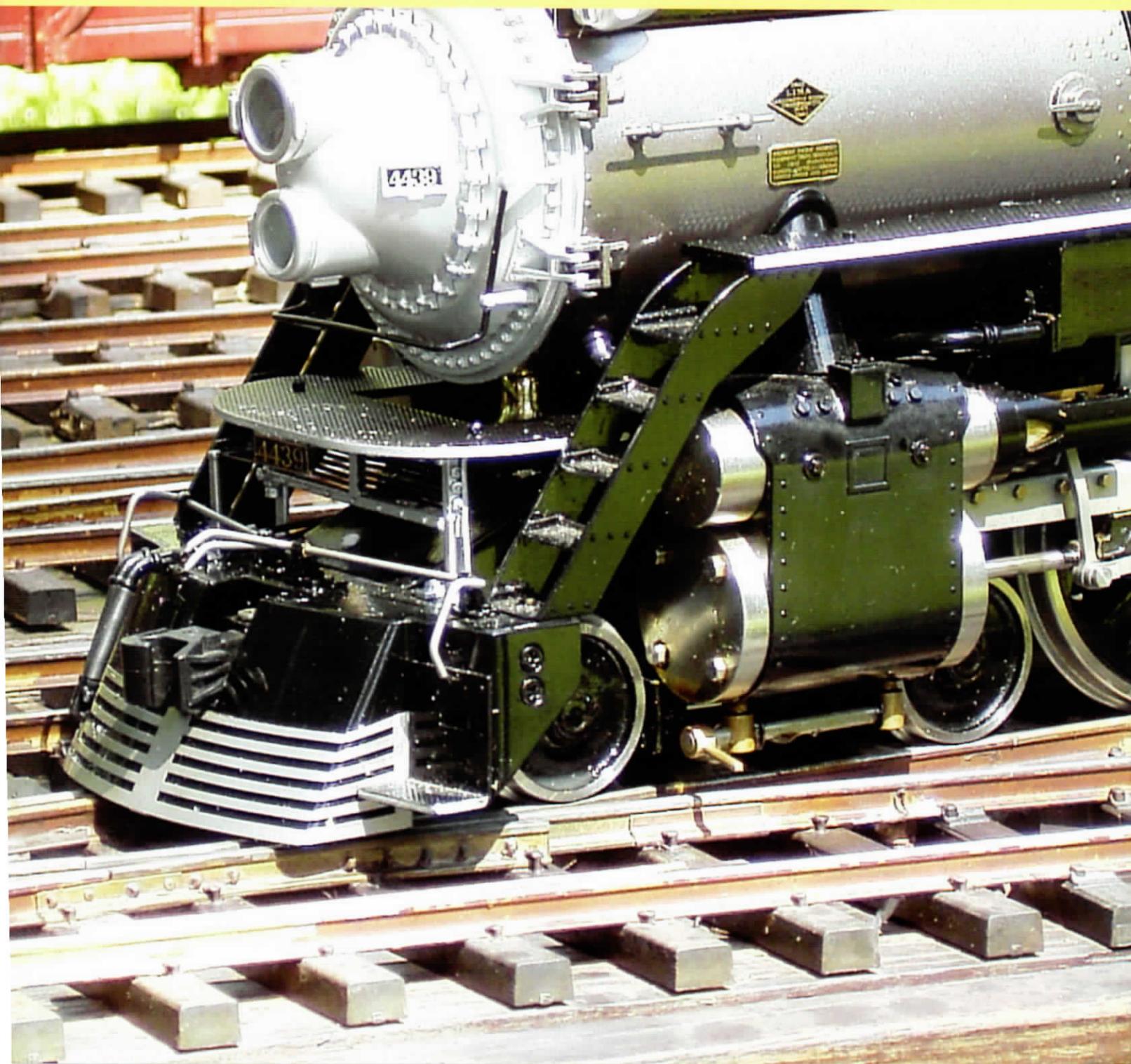


Nº 83 September/October 2005

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STEAM IN THE GARDEN

Vol. 15, № 5
Issue № 83

Gather, friends, while we inquire, into trains propelled by fire...

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FRONT COVER:

Tight view of an Accucraft GS-4 as it rolls out onto the main line. Note the working cylinder drain cocks.

photo by Marie Brown

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Ron Brown

Faithful Assistant
Marie Brown

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Keith Bucklitch • Larry Bangham

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CALENDAR OF EVENTS

October 15, 2005 – Southern Steam Up hosted by **Southern Steam Trains, Travelers Rest, SC**, with special guests: Ron Brown, Editor, Steam in the Garden Magazine, presenting an “Introduction to Gauge 1 Live Steam”; and Hans Huwyler, Aster Hobby USA, reviewing the development and assembly of Aster’s NKP Berkshire. For more information contact, Jim Pitts, 864.834.3954

October 22-23, 2005 - Men, Metal and Machines, Visalia Convention Center, Visalia, California. Bob Starr has offered to bring his live steam track to this super event so we can have a Small Scale Live Steam presence at the show. We need Locos and drivers! I brought my steamboats last year and showed them off. You pay your admission (\$7.00), which is for both days, and if you want to exhibit there are tables available to do so. Exhibitors are eligible for a special prize drawing. I am planning to have several tables outside the layout so the locos can be displayed and viewed easily. Setup will take place Friday night and teardown Sunday afternoon. If you can help it will be appreciated. The show venue is a modern hotel and convention center complex in downtown Visalia. Contact me for hotel information or any questions. Call 818-681-5473 (cell) or email me at steveciambrone@yahoo.com or steve.ciambrone@L-3com.com

November 5-6, 2005 - New Hope Valley Railway Steam Weekend, Bon-sal, North Carolina. G Scale Steam Extravaganza: Saturday, 5 November 2005 - 10:00AM to 10:00PM. The NHV Garden Railroad Division is a 6,685 square foot, outdoor G Scale railroad with multiple loops of track on many levels, operating water features, and a host of other elements. We will be operating it the entire day with as many LIVE STEAM locomotives as we can gather, and we know of at least five planning to be there already. Driving directions and other information is available on our website (www.nhvry.org) or telephone the Yard Office at 1-919-362-5416 to speak with the Yardmaster on duty.

January 21 & 22, 2006 - Cabin Fever Expo, York Pennsylvania. Mike Moore will have his gauge 1 track there, and there may be room for additional trackage if there's enough interest. Contact Mike Moore for more information. E-mail: mikemoore@comcast.net Phone: 410-465-3518.

September 28-October 1, 2006 - International Small-Scale Steamup, Diamondhead, Mississippi, USA. This event will be rescheduled because of the hurricane damage to the Diamondhead Ramada Inn and Gulf Coast infrastructure. For more information or to verify the dates, contact Jerry Reshew, 5411 Diamondhead Drive East, Diamondhead, MS 39525. Phone (228) 255-1747, e-mail: <jreshew@mindspring.com>

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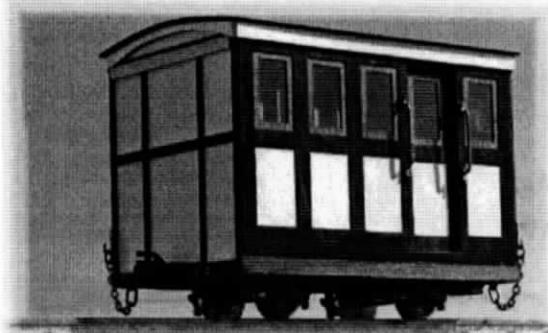


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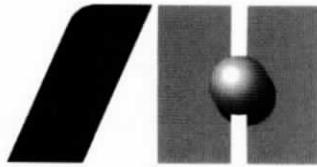
Saloon Car

This easy-build kit, laser cut from aircraft plywood with alignment tabs and laser scribed markings, will assemble quickly for the novice or seasoned modeler.

*For more information send \$2.00 to:
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Or visit our website at:
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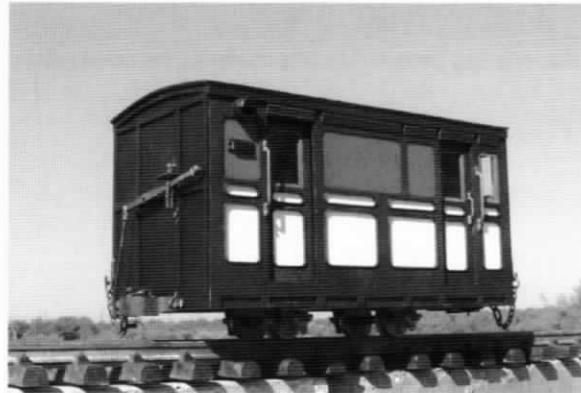
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WHAT'S NEW?

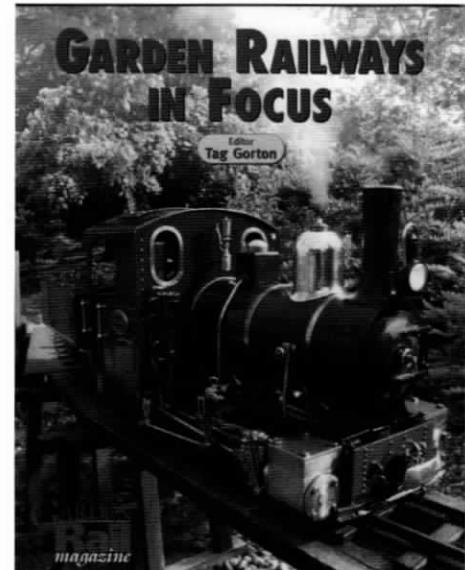
Following on the heels of the sad news concerning the closure of Cheddar Models, Stuart Models (yes, THE Stuart Models!) are proud to announce that they have been able to acquire the range of marine steam engines and locomotives formerly offered by Cheddar Models. In addition to adding the Cheddar Models line to their own, Stuart Models will be able to supply spare parts formerly provided by Cheddar....very good news for owners of Cheddar products! Check Stuart Models' web site for the latest news..... www.stuartmodels.com



Quisenberry Station, 3903 Quisenberry Drive, Alexandria VA 22309 - 703-799-9643 - royce@quisenberrystation.com - www.quisenberrystation.com now has Goodall valves for all Accucraft live steam engines @ just \$13 each. Also new to their growing product line are silver soldering kits, including true 56% solder along with flux, flux brush, and detailed instructions. Price dependent upon how much solder is ordered with the kit. Call Royce at Quisenberry Station for more info, and please tell him that SitG sent you.



Twin Mountain Model Works, P.O. Box 60251, San Angelo, Texas 76906 is pleased to announce the release of a Darjeeling Himalayan Railway T.P.O. (or Traveling Post Office) modeled in 16mm scale. This high quality, easy build kit, features simple construction using interlocking laser cut plywood parts, lost wax brass castings with fully sprung journals and metal wheels. The kit can be built in either 32mm or 45mm gauge. For more information contact Twin Mountain Model Works, 325-944-1517 evenings CST • Website: www.TwinMountainModelWorks.com • E-mail: cmalone@airmail.net



Atlantic Publishers announces GARDEN RAILWAYS IN FOCUS, edited by Tag Gorton. Garden Railways in Focus is not a 'how-to-do' book (although we are sure many people will gain ideas and inspiration from the various empires depicted) but is designed as a visual celebration of the work of some of our most imaginative garden railway builders. Primarily photographic in approach, Garden Railways in Focus travels from the mountain regions of an un-named country in South America, to the remnants of a narrow gauge line serving MOD ranges somewhere in the Welsh Marches, the standard gauge Southern Railway in Gauge One, to the 16mm scale narrow gauge in Majorca and Wales. The well-photographed garden railways are of all types and most gauges, chosen for that indefinable imaginative spark that transforms an outdoor model railway into the real thing in small handwriting. Tag Gorton is editor of the monthly Garden Rail magazine, also published by Atlantic Publishers. He has been active in the outdoor model railway scene for many years and is a highly respected writer on the subject.

TRACKWAYS, a division of Bildisco Mfg., 21 Central Ave., West Orange NJ 07052 • phone 973-673-2400 • www.bildisco.com is producing elevated roadbed & bridges for garden railways. These sections are made of welded steel and are available in a variety of widths, curve radii, straight sections, thru girder and deck girder bridges, bridge piers and more. These show some promise for use on elevated steaming tracks, but I would like to see some means of fastening the sections together. Check 'em out on their web site, or write or call for a brochure. Please tell them that *Steam n the Garden* sent you.

Robinson and Associates, PO Box 8953, phone 530-527-0141 has just released a new railroad video, Steam on the Mountain. There aren't many places left where you can see a steam engine working on the very rails it did when it was brand new. In *Steam on the Mountain*, you'll see a 1914 Baldwin Mikado working the same grades in the shadow of the same mountain it saw over ninety years ago. Ride in the cab with the engineer and fireman as they reign in the power of a loud, bucking iron horse. See close-up shots of the powerful drive rods and steel wheels. Enjoy the dramatic scenery and hear the engineer describe what it's like to run a steam engine over a railroad he has worked on for decades. Available on DVD for \$19.95 plus \$4.50 s/h. Contact Robinson & Associates at the above address or phone number, or check out their web site at www.steamschool.net

As of September 15, FH&PB Railroad Supply will close its doors. After six years of making conversion kits for Accucraft and Bachmann locomotives and rolling stock kits, I have made the difficult decision to end the business. This is due to the confluence of several personal issues that have made it increasingly difficult to give my customers the service and products they deserve. I expect to do some small-batch projects in the future, as time and circumstances allow. Please check the FH&PB web site (www.nmia.com/~vrbass/fhpb) or the discussion boards at steamup.com or mylargescale.com occasionally. I want to thank all the wonderful customers who have bought kits from me. I have had nothing but good experiences with them and count them among the finest people in the world. Best regards, -Vance-

* * * * *

Allan Richard Starry

Allan, a well known steamer, died peacefully on July 12, 2005 at his home in Edmonds, WA after a 16-year battle with leukemia/lymphoma. He was born September 13, 1934 in Webster, Iowa.

Allan was an active member of the gauge 1 live steam group in the Seattle area for many years. He attended many events all over the country until his illness prohibited travel. He was a man of letters with a creative and an inquiring mind. He received his BS from the U of Iowa and an MS and PHD from Purdue University.

From 1963 to 1980 Allan was a tenured professor of statistics at Purdue where he served as director of the Measurement and Research Center. He moved to Washington to become Executive Director of the Washington Pre-College Testing Program through the U of Washington in 1981. Illness forced his retirement in 1992.

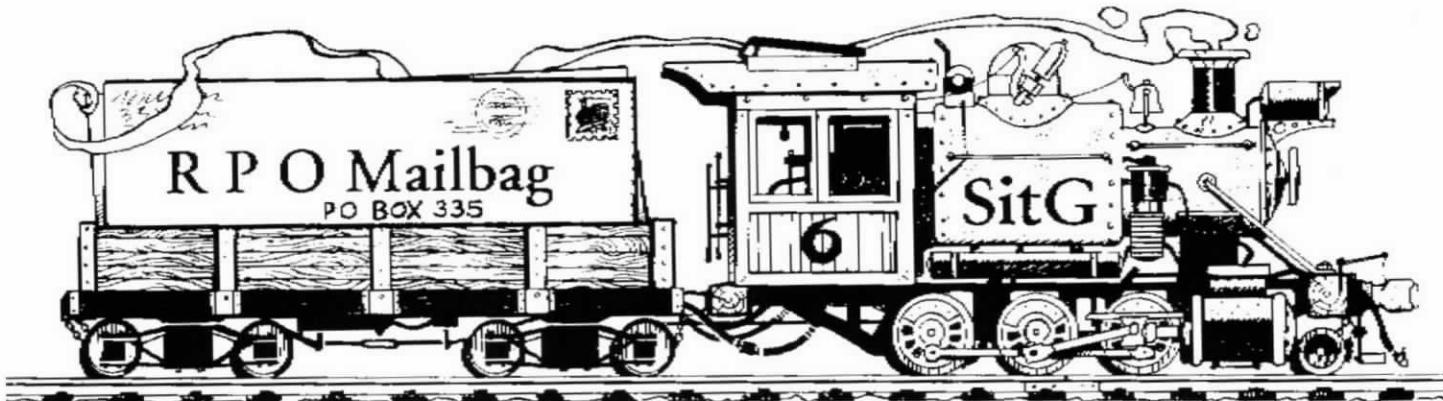
Allan's many interests included writing and poetry. He was an accomplished musician and played trumpet, French horn, and guitar and wrote and scored musical compositions. In addition to railroading he loved auto racing, vintage autos, steam tractors, power boats, hydro racing as well as discussing the latest theories in astronomy and physics.

Allan was always upbeat and enthusiastic, even close to the end when he lived every day facing death. All his friends were pulling for him in the hope that he could hold on long enough for a cure to be found.

He is survived by his beloved wife Cherie, one son, and two grandchildren. Allan enriched the lives of those around him and will be greatly missed.



submitted by Larry Bangham



Letters from readers are welcomed and encouraged. Offer advice, encouragement, suggestions or constructive criticism. Tell us about your current project (and don't forget the photos!) or just share live steam experiences. But please keep your letters to a reasonable length so everyone has a chance to use this forum. Letters may be edited for length or clarity. Send your letters & photos to: SitG, Dept. RPO, P.O. Box 335, Newark Valley, NY 13811, USA...or e-mail to <rbrown54@stny.rr.com>.

Ontario, Canada
via e-mail

Ron...

I just finished reading issue #80. I always enjoy the magazine and I appreciate the variety of articles. I enjoy the product and event reviews as well as the letters, bio's, obituaries and technical items. I was impressed with Dan Rowe's offering on the Shay. The drawing with identified parts, plus the accompanying text are all clear, easy to see, read and understand. Well done. Keep up the fantastic work.

David Hamilton

Wilmington, California

Dear Editor...

I have an idea for two articles that I think would be useful and well received by many readers of SitG. Unfortunately I can't write either of them myself because I'm one of those who need to learn from these articles.

The first would be for a very detailed - "enough for dummies detailed" - article on how to get to and set the valves, adjust or replace any part of the running gear on a typical live steamer, like say on a Roundhouse six-coupled engine.

I've never seen anything in my fifteen years in live steam on this subject. Sending an engine back to England,

or perhaps to one of the few in this country who can and will do repairs, is a slow, somewhat expensive process, and it's not easy (I speak from experience on this!).

With electric trains and in most other scales there are a wealth of articles on "How to Keep 'em Running". Why not for us as well?

The second article I feel would be of great value would have to do with selecting, installing or replacing various R/C products currently available that could be used on our steam locomotives. Perhaps a "Level of Ability" rating to help the potential user decide if they would want to try it themselves, or get someone more skilled to do it for them.

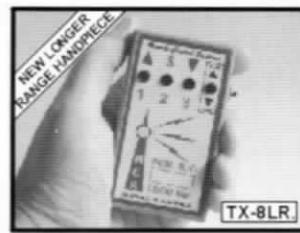
I'm sure there are lots of SitG readers who, like myself, would benefit from articles on these subjects and more.

Sincerely,
Jim Petropoulos

Okay, you skilled and ingenious craftsmen....how about sharing with those of us who are not blessed with a native ability to deal with some of the technical issues facing owners of live steam locos? Give us a call or drop us an e-mail and volunteer to write up something for a "How to Keep 'em Running" series. You'll be glad you did!

Jim, you will be pleased to hear that we have an article coming soon on fitting R/C to a Roundhouse Millie. Of course these techniques would apply to other steam locos as well. - ed.

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Accucraft's Magnificent Southern Pacific GS-4

by Chuck Bednarik
with an assist from Ryan Bednarik
photos by Marie Brown

Accucraft really got this one right!

TECHNICAL SPECIFICATIONS

<i>Scale/Gauge:</i>	<i>1:32 scale/45mm gauge</i>
<i>Minimum radius:</i>	<i>3.0 M, 10 ft. (for flanged drivers)</i>
<i>Fuel :</i>	<i>Butane (as tested)</i>
<i>Drivers:</i>	<i>Flanged Driver or Blind Driver (optional)</i>
<i>Dimensions:</i>	
<i>Length (engine):</i>	<i>24.25 inches (24 1/4")</i>
<i>Height:</i>	<i>6.5 inches (6 1/2")</i>
<i>Width:</i>	<i>4.5 inches (4 1/2")</i>
<i>Weight:</i>	<i>21 pounds</i>
<i>Length (tender):</i>	<i>18.25 inches (18 1/4")</i>
<i>Height:</i>	<i>5.75 inches (5 3/4")</i>
<i>Width:</i>	<i>4.5 inches (4 1/2")</i>
<i>Weight:</i>	<i>8 pounds</i>
<i>Cab Controls:</i>	<i>Blower – Throttle – Johnson Bar reverse gear</i>
<i>Boiler Type:</i>	<i>Twin Flue Gas Boiler</i>
<i>Boiler Fittings:</i>	<i>Water Glass – Check Valve – Blow Down – Dead leg lubricator</i>
<i>Boiler Capacity:</i>	<i>650 ml</i>
<i>Tender:</i>	<i>Capacity: 1 Liter</i>
<i>Burner Type:</i>	<i>Poker Burner</i>
<i>Materials used in wheels:</i>	<i>Brass centers, stainless steel tires, Brass Ball Bearings</i>
<i>Type of Couplers:</i>	<i>Knuckles, plastic 1:32 scale</i>
<i>Paint Type:</i>	<i>2 part epoxy</i>
<i>Optional Features:</i>	<i>Axle Pump</i>

On a perfect early fall day with bright blue sky, slight cool breeze and ample sunshine we opened the box containing a new Accucraft GS-4 San Joaquin #4439 (the only version with a different engine number). Thanks to Accucraft and the efforts of Ron and Marie to get the engine to Pennsylvania Live Steamers for test running.

Like the famous cleanup hitter for the Yankees, this engine wears the #3 (for the production serial number). The "Babe" was best noted for the most homeruns, walks and/or strikeouts. The question before us; will this be a walk, homerun or a strikeout.

Overall the engine is striking, to the point that it would be a great piece for the mantle. Yet, that is not its true calling. To really appreciate it is to see it in motion.

The setup for the butane fired gas is straight forward with a gas valve located on the front of the tender and the gas filler hidden under the water hatch (unscrew to access).

The cab is accessed by flipping the roof top to the right, as the roof is hinged. In the cab the controls are similar to most with the reverser (could have had notches to cut back), the throttle valve in the center and a "whistle" valve that allows hot water to be returned to the butane pan area (an interesting application during cooler weather, though I would set up a whistle off it as a matter of personal preference).

A new addition when compared to the setup of the K-27 are the collars on the gas jet air orifices, which allow for adjustment of the air flow, thus eliminating the whistling sound of the burners as per the K-27 and Ruby. The adjustment of the collars was simple; slide forward/backward and lock in with set screw (see firing for further comments).

Fit and Finish

Overall this engine in all three versions (full daylight colors, San Joaquin, War Baby) have the correct detailing, paint and basic mechanical parts (we have all three here to compare). The one major aspect that sticklers will notice is the reversal of the radius rod when compared to the prototype in forward or reverse.

From pilot to the tender coupling, the paint is eye popping. The colors are correct; with the exception of the oil reservoir nut and pipe, all parts are painted. As per the full sized GS-4, the designation for spring load journal lubrication is denoted by stars on the drivers.

The only thing missing were the actual lights in the various locations including headlight, mars lights, classification, marker lights and those on the tender. This is an easy retrofit with the skyline casing and other access areas (along with high temperature wire).

Firing

Following the good operating procedures of: water, water, water (boiler, on sight glass and in tender) we filled the steam oil (in "dead leg" lubricator- finally no oil in the super heater tube), lube the moving parts (as well as check

nuts and bolts) and gas in the fuel tank. The gas and water lines, along with the draw bar for the tender, connect with the engine relatively easy.

In the past there were problems with the dual burners of the K-27. Some were (myself included) concerned that this would continue with the GS-4 production. Not so, both burners were easily lit and stayed lit throughout the run. A simple turn until you hear the gas along with a long fire stick through the front make for a quick firing with both burners quickly "popping" back to the jet for a bright flow of fiery gas. Once the gas fire was lit, we cut back the gas flow with an adjustment to the lowest sound for the burners, along with positioning the collars until the whistle is eliminated.

Do not be surprised, but by the time you get these simple adjustments done you are up to steam and ready to go. Our first test firing on rollers we were up to 100 PSI within 7 minutes. The second firing on the tracks was a quick 5 minutes (of course the boiler was warm from the test firing). It's amazing that such a large boiler capacity could steam before you could get that traditional cup of coffee finished (many of us fire an engine and relax for a short time as it comes up to full steam).

We then proceeded to clear the cylinders (working drain cocks) along with excess water in the pipes (always like the fountain effect). Sometimes with certain engines this could drop pressure by 10-20%, but not with this engine.

Running

The first run was on test rollers to evaluate and get acquainted with the operating as well running characteristics. We ran for about 20 minutes with the engine keeping 75 PSI whether at a slow speed or high rpms. The axle pump worked very well and the hand pump was easy to handle, allowing for the water to be put into the boiler while the engine was stationary.

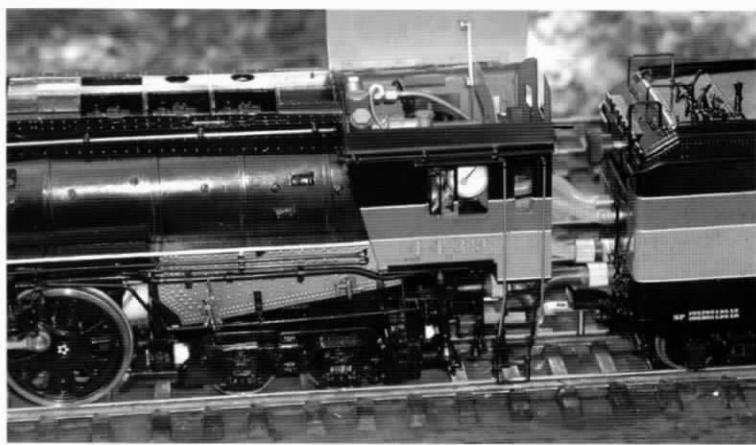
The time had come to get the engine onto the rails. A few minutes later with the topping off of the fuel tank (turned off gas, refilled and lit away from the original bench area), along with water in the tender, the match was applied to the front end (with a convenient "flapper" inner door) and the burner lit even better than before (prior the engineer side took two attempts). The safeties worked well with no weeping as a test of running began, with the engine required to navigate the switches onto the main line.

First, be sure to note that the front pilot of the GS-4 is lower, with very little clearance for track deviations. Secondly, the front pilot has very little swing along with tight clearance of the lead driver. Finally, there is restricted lateral movement (not equalized) of the drivers. So, this engine cannot negotiate curves less than 10 foot radius (if the all-flanged driver option is chosen).

To make it onto the mainline there was a #6 turnout in the yard. No problem. The engine glided through the Llagas Creek switches smoothly and effortlessly. The engine was out on the main line with a full head of steam at 75 PSI.



Chuck Bednarik (foreground) and son Ryan test the Accucraft GS-4 on rollers.



Fireman's side of cab and tender to loco connections for fuel and water.



Ryan Bednarik watches the GS-4 running on rollers.



The GS-4 "San Joaquin" #4439 with a rake of Peter Comley Daylight coaches exits a tunnel at speed.



Closer view of the loco running on rollers. Note the nice detailing by Accucraft.



Ryan Bednarik makes an adjustment as the GS-4 crosses a trestle bridge on the Pennsylvania Live Steamers club track.

Having made several solo runs around the track maintaining pressure, water level and tracking were checked and we stopped to make a “real” train out of it.

Now behind the GS-4 was a full set of Daylight coaches (David Leech production). Topping off gas, water in tender and checking the right of way the throttle was then cracked for the San Joaquin Daylight: “The Noon Daylight” approaching the Tehachapi Creek Bridge. Or in the more commonly used terms on the Pennsylvania Live Steamers gauge one track, the GS-4 was making it’s way from the east west main over the bridge.

The success of a run relates directly to the lack of unnecessary attention given to an engine. During the hour and fifteen minute run the engine was serviced once for fuel and water. The pressure was steady, dropping only to 60 psi while the axle pump did its job of refilling the boiler on the run. The engine quickly recovered to 75 psi and the moderate speed was enough for all to enjoy the beauty of the train as it made the rounds. This means that you, the operator, will spend 80% of your time enjoying the beauty of the train, only having to attend to checks of water level, pressure and fuel. There are other engines on which we spend nearly half our time in the siding making adjustments along with fixing, so it’s a pleasure to have an engine that runs correctly straight out of the box!

The final point to be made is that most butane engines have a noise level that marks the engine relative to the fuel system. Mostly, the gas burner sound, (or on this engine, the lack of sound) is an audible trademark telling all it’s gas fired. Well, with this engine if one is standing at the “10 foot” mark, unable to see the control knobs and listening to determine if it is a gas or alcohol burner you will not be able to bet the house on it. The engine runs silent with a very loud bark!

High standards and suggested improvements:

- (+) Great details along with excellent paint with correct color
- (-) Unlike the other Daylight, Accucraft is lacking details in certain areas e.g. eccentric is not open in structure, smoke stack needs to be redesigned in prototypical fashion along with function (add petticoat) and trucks are not labeled “Buckeye”
- (+) Butane fired for ease of operations and running
- (-) Cylinders not cross ported, resulting in reversal of radius rod from prototype
- (+) Front smoke box door is a great improvement against heat damage
- (-) Controls - No front end throttle and needs controls extended outside cab wall
- (-) Fit and finish: cab roof does not close (need

to shave off near skyline casing and back of cab wall).

- (-) Without a doubt the instruction manual needs much more “operational” overview with good guidance in the actual running of the engine, and what to expect instead of a vague, general introduction. Compare to Brand “A”, where there are six pages that concentrate on specifics of operation. The pages include specifics about boiler, safeties, throttle, check valve, cylinders, valve gear, burner, lubricator, tender (fuel/water), etc. Then there are pages on preparations following with step by step directions on how to operate. Finally a segment on maintenance.
- (++) Outstanding price with overall fit, finish and performance that rivals any GS-4 on the market.

This review was based on a brief running session. We did not have the opportunity to take measurements, determine bore/stroke or any technical considerations. We ran the engine very conservatively regarding speed. The engine was pulling 10 coaches on a track with 20 foot radii. There were two “S” curves (14 foot radii) and a slight grade on a curve section. Having run the standard of live steam for a GS-4 many times, I can confidently state that the gas fired Accucraft GS-4 will be in great demand.

With limited exposure to the engine, it ran perfectly out of the box with an extensive session. It would be fitting that we be given the opportunity to revisit the engine for an endurance session over numerous running sessions on various layouts. There are several reasons for doing so; top of the list is personal pleasure and satisfaction of running a well manufactured steam locomotive that is bound to become Accucraft’s legendary entry for collectors.



Ryan Bednarik (l.) makes an adjustment on the GS-4 as Harry Quirk looks on.



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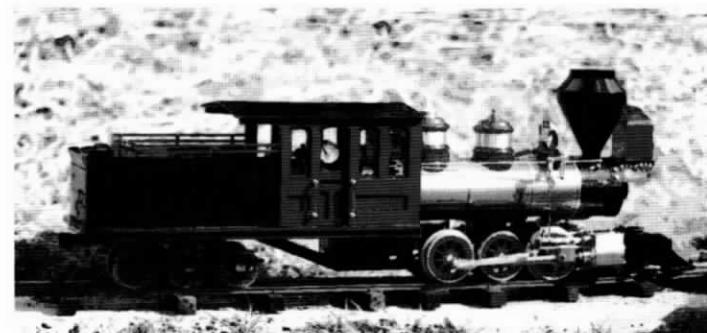
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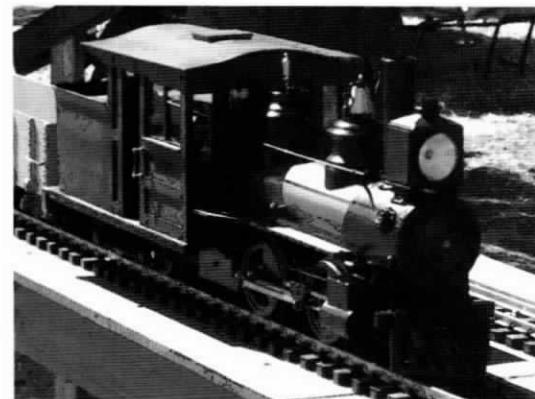
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Quick-Change Toolpost for the Taig/Peatol Microlathe

by Keith Bucklitch

Making it easier to make chips...

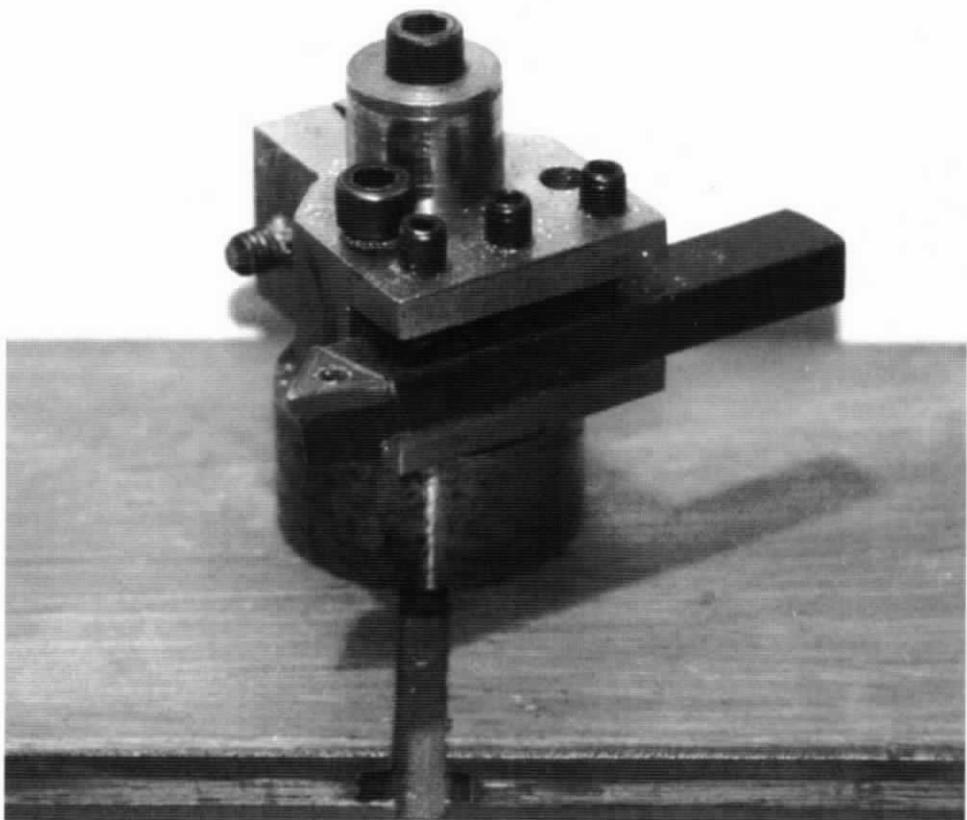
In my last article (SitG № 59) I described the production of a 4-way toolpost for the microlathe. That allowed us to use up to 4 tools correctly set for height, with a quick switch between tools when required. However, there are some limitations to using the 4-way toolpost, mainly due to space. For example, when you wish to use a long boring tool or a knurling tool. A quick change toolpost and a number of tool holders can be as versatile as the 4-way toolpost, but allow a wider range of tools to be used with minimum time disruption.

Essentially, the tool consists of a central toolpost with a number of replaceable tool holders. The toolholders have a screw adjuster, which once set allows the tool to be removed and replaced at will without losing any pre-set height adjustment.

The tool holder has a pinch bolt whereby it can be tightened on the toolpost at any angle relative to the axis of the lathe. The height is adjusted by a sock-

et head screw. It is a simple matter to unclamp the tool holder and replace it in a matter of seconds with losing the pre-set height.

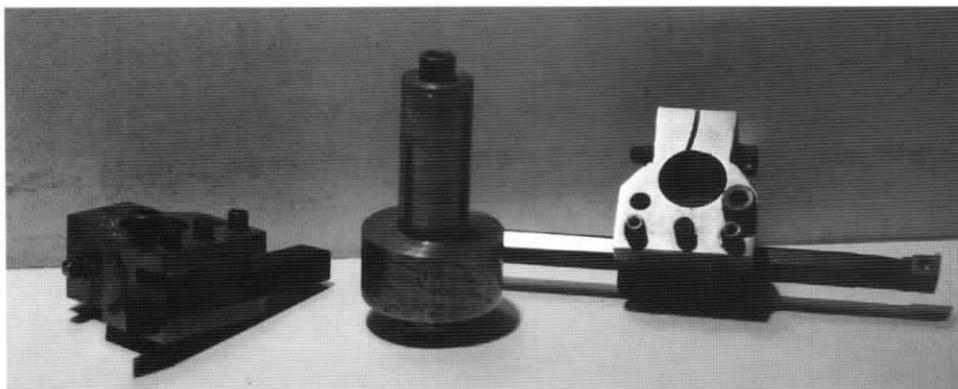
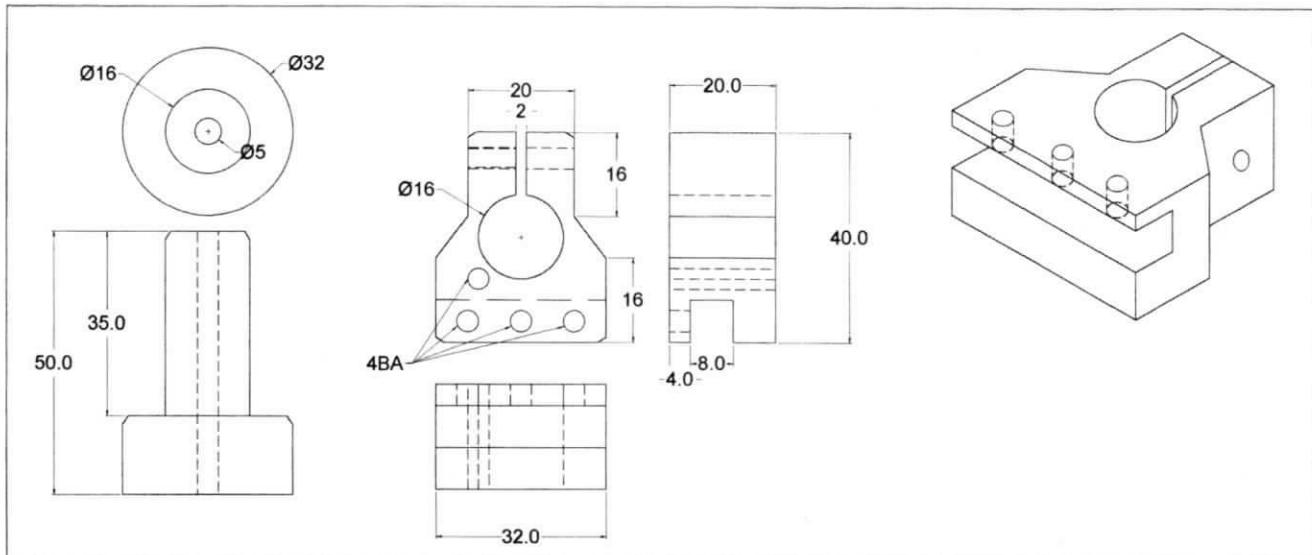
The drawing shows the component parts. Note that the dimensions given are those that I worked to and reflect the available material. It is not necessary to follow these strictly if you have some material that is slightly different in size. As long as the holder is a close sliding fit over the post and the slot will hold your tools, all other dimensions are variable. You could rescale all the dimensions



The author's Quick-Change Toolpost described here.

to make a toolpost for a larger lathe where heavier material would be required for rigidity.

Construction is fairly simple. I started with the tool holders and used them as a jig to turn the toolpost to fit. I suggest that you cut blocks of material (32 x 40 x 20mm) for as many tool holders as you require. Mark out the centres and drill/bore/ream the 16mm (5/8") diameter holes. Cut away the unwanted



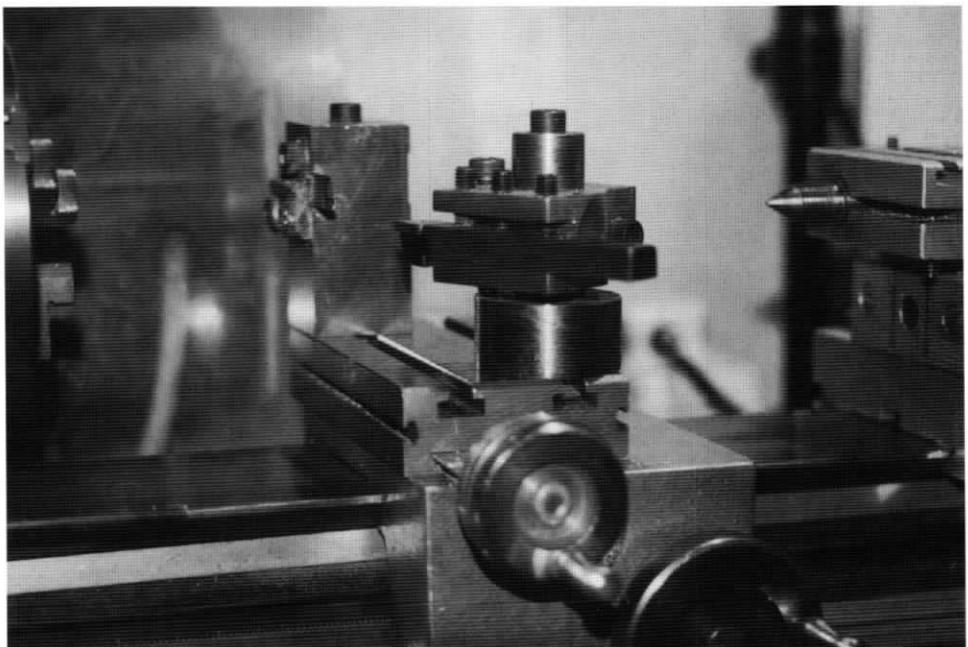
Completed Quick-Change Toolpost parts.

metal to produce the tapered shape shown on the drawing. Drill the hole for the clamp bolt, then cut the 2mm wide slot through to the centre. (If you clamp two hacksaw blades together in the frame, you will be able to cut a wider slot at one time).

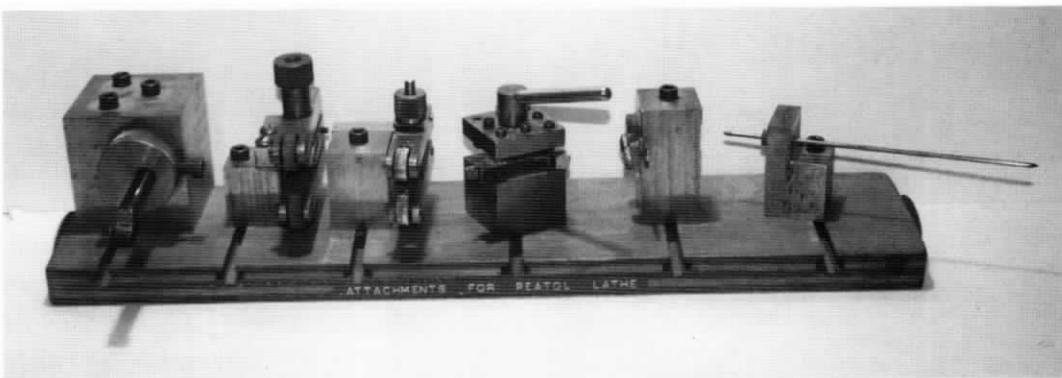
Mark out the position for the slot to hold the tool. Now you can either mill/saw/file this out on either a milling machine if available, cut it by hand, or lastly use the lathe to mill it out. If you wish to do the latter then you need to make the toolpost before going any further. Drill and tap the hole for the height adjustment screw.

The toolpost is turned

from a piece of 32mm (1 1/4") diameter steel bar. Cut a piece just over 50mm (2") long. Place in the lathe chuck and face the end. Reverse in the chuck and face the other end down to length. Turn the shaft for a length of 35mm (1 3/8") until it will just slide into the hole in the tool holder with minimal slop. ?Drill a 5mm hole down the centre for the toolpost clamping screw. The toolpost can be secured to the



Toolpost mounted on lathe saddle.



*An assortment of tools for the Taig/Peatol Microlathe,
all designed and built by the author.*

cross-slide with a long socket head screw and T-piece as with the read parting tool holder described earlier.

To use the lathe to cut the slot for the tool in the holder, clamp the toolpost on the cross-slide at the required height, then set the holder perpendicular to the axis of the lathe. Place a faceplate on the mandrel, advance the cross-slide up to it and press the holder block against the face. Tighten up on the clamp screw to fix in position. Remove the face plate and apply the 3-jaw chuck. Insert a milling cutter (8mm diameter if you have one) in the chuck with the cutting edges toward the tailstock. Advance the workpiece up to the cutter and wind in the cross-slide to cut a slot about 0.010" across the workpiece. Continue cutting until 8mm depth is achieved. If you only have a smaller cutter, then reset the height of the workpiece and cut the extra width of the slot until the required depth is attained.

Drill and tap the holes for the tool clamping screws and your toolholder is finished.

Special holders can be made for a variety of tasks. For example, a knurling tool or parting off tool using the basic shape outlined above, with variations to suit the task.

Have fun!



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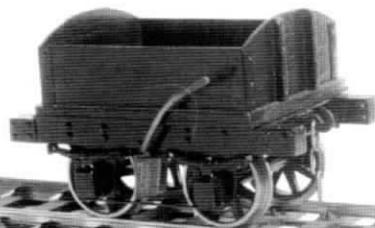
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The Silo Falls Lives Again!

Thanks to Dibond®, Ken Brown and The Track Geeks
by Ron Brown

Seven years later.....

Way back in issue N° 46, when we reported on our newly constructed elevated steaming track, problems with the plywood decking were the furthest thing from our mind. Oh, we had looked around for a suitable synthetic or weatherproof decking material, but found nothing satisfactory...or affordable.

We painted the plywood with the best weather protecting stain we could find, and the surface held up very well over the years.

What we *didn't* consider was that moisture would get inside the plywood at the edges, and rot would work from the inside out. It was only when the plywood started to warp, pulling the fasteners right through the rotted wood, that it became apparent that it was time to get serious about replacing the decking.

Walt Swartz, creator of the aluminum PETs framework on our track, had experimented with various synthetic decking materials, and he tipped me off to some products made by Alcan Composites. I had a look at their web site and requested some samples.

The samples were very impressive...strong, light, and most important completely weatherproof. I was concerned about cutting the material to size and shape, but this turned out to be as easy as cutting ply-

wood...and a whole lot easier to handle the sheets.

Dibond, the material selected for this project, comes in various thicknesses and sheet sizes. Dibond is an aluminum composite material (ACM) made of two pre-painted sheets of .012" aluminum with a solid polyethylene core. It's very light (half the weight of a solid sheet of aluminum), which makes it especially suitable for portable tracks. Sheet sizes available are 4x8, 4x10 and 5x10.

After looking at the samples, it was determined that the 3mm thickness would do the job. We chose a dark, earthy brown color and 4x10 size sheets.

Those of you who remember the original article on the construction of this track will recall

that we took advantage of the skills and good nature of our son, Ken. He was called in once again for this project, quickly removing the old rotted plywood and using those pieces for templates to lay out the patterns on the 4X10 sheets of Dibond.

The pieces were cut using an ordinary circular saw for the straight lines and a jigsaw for the curves. Everything was cut slightly oversize, and once the Dibond was attached to the frame, Ken used a router to go around the whole track and trim the decking flush with the frame. This left a slightly burred edge,



The DiBond is in place and tracklaying begins. Jim Stapleton getting started on the inside, dual-gauge loop.



Peter winds a piece of rail through the railbender. Don't try to bend your rail by hand! You will not get a smooth curve that way. The railbender assures smooth, consistent curves.

which was quickly and easily cleaned up with a few strokes of a file. The good folks who market DiBond tell me that the burred edge was caused by using the wrong router bit. They have a pamphlet available with recommendations for the proper blades & bits to use for cutting and routing Dibond.

We had decided early on that this version of the Silo Falls Railway would consist of two mainline loops, at least one passing siding, crossovers between the loops, and as many storage/steaming tracks as space would permit. It was also decided that the inner loop would be dual gauge (45mm & 32mm).

I asked Jim Stapleton of IE&W Railway to help with track planning. Jim has the largest gauge one track I've ever seen, and it has been through a number of iterations. This means that Jim probably has more trackplanning and track-laying experience than anyone else I know. Jim and his friend Peter Jobusch have laid many

thousands of feet of track, and they have found what works..... and what doesn't.

Because Sunset Valley Railroad is the only company we are aware of making dual-gauge track, and since Jim is a dealer for SVRR he offered to build the custom dual-gauge switches we would need for our crossovers. The track order was placed and the track delivered. Now all we had to do was get it down on the newly applied Dibond surface.

Jim and Peter (calling themselves The Track Geeks) came to our rescue, volunteering to drive all the way up from Virginia & Maryland to put their tracklaying expertise to work for us. The only requirements were that we furnish all the ice water they could drink, meals and a place to sleep at the

end of the day. Possibly the most important requirement was that no one would try to help. They have a system, developed over several years and many thousands of feet of tracklaying, that works for them, and anyone trying to help would just be in the way.



Jim & Peter hard at work on the outer loop.



Peter lays the final piece of track in the yard area while Sam Williamson (r.) looks on. Sam is a newcomer to steam and large scale, and he wanted to learn about tracklaying from the experts.

The Track Geeks arrived at noon on a Thursday and were finished less than 48 hours later, having built and laid more than 350 feet of track and 8 switches! They did an amazing job, giving us straight straights and smooth curves, and doing it light years faster than I could have done it myself. Now the Silo Falls was ready for our annual Summer Steamup!

Let me add just a little bit about how we attached the Dibond to the frame. I was concerned about the possibility of buckling due to expansion and contraction, so the sections were attached with 2 screws in the center of each piece, and L-brackets at the ends to allow the material to move as necessary. I cut the L-brackets out of aluminum angle, drilled a hole in each one, and screwed them to the PETS frame.

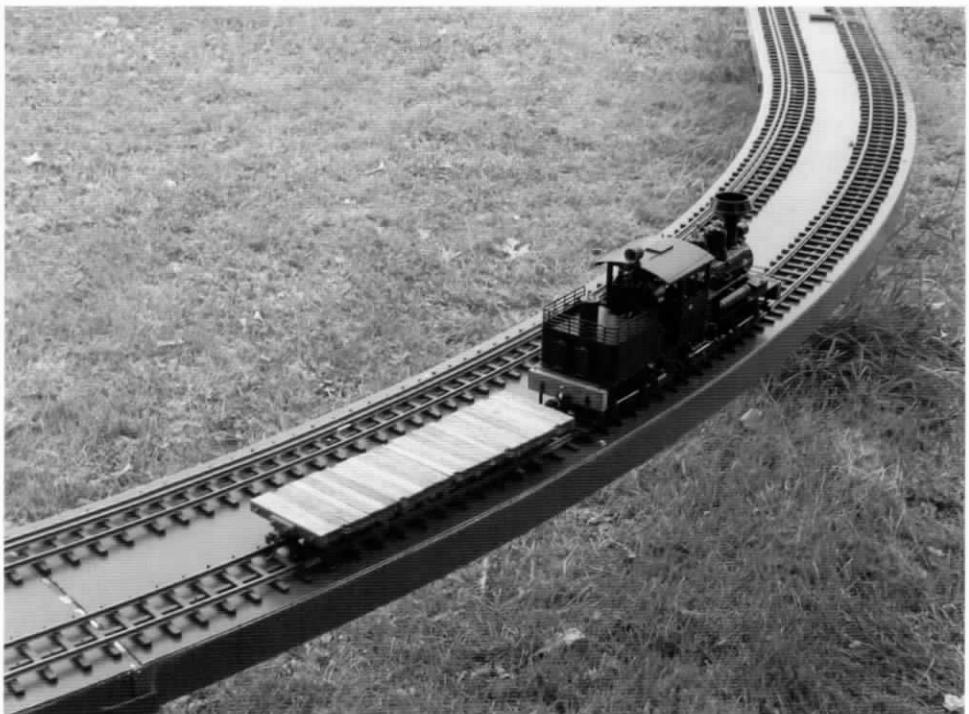
The bottom line here is that Alcan Composites Dibond

makes an excellent track decking material, providing a totally weatherproof surface for our track and being easily cut and applied to a framework. It costs more than plywood in the short term, but since it only needs to be applied once, it saves money and a huge amount of time over the long term.

Check out the various materials offered by Alcan Composites, including Dibond, at their web site address shown below....

Once you've decided to give Dibond a try, Alcan Composites will help you find a stocking dealer in your state. When you contact Alcan, please tell them that you read about it in *Steam in the Garden*.

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A Catatonk 24-ton Shay with a MOW flatcar in tow tests the new trackwork. No problems were detected and no derailments occurred.

photo by Hal Fuestenberg

Annual Silo Falls Steamup

by Ron Brown

photos by Marie Brown unless otherwise indicated

After a Summer from Hell, the first day of our 2005 steamup was a big relief. Cooler and a bit drier, but enough humidity to generate some spectacular steam plumes.

This was the first big test of our newly renovated track (*see the separate article on that in this issue*), and of course we were somewhat concerned. Our engines are all slow runners, but many of our guests would be bringing big, fast mainline engines and trains. Would there be any problems?

As it turned out, there were no derailments that I saw during the 3-day event. Unless you count those caused when a switch was thrown the wrong way, and those of us with switch dyslexia know how easy it is to do that!

The only criticism I heard about the new track was that it was TOO SMOOTH! Trains could run at warp 9 speeds without derailments, and that took all the fun out of watching trains run. I'm sure those comments were made with tongue firmly in cheek!

There were a few rear-enders, caused by lack of attention or distraction. I'm happy to report, though, that John "Crash" Spencer was not involved in any of these unfortunate incidents.

It was great to watch the fast trains running, like John Garrett's Aster King George V; Chuck and Ryan Bednarik's Accucraft GS4 Daylight, and lots more. Even some of the Ruby's ran at warp speeds without derailing.

The list of engines in attendance is long and eclectic. One steamer commented that he had never seen such a variety of engines and trains anywhere.

Attendees came from Florida, Missouri, Illinois, Virginia, Pennsylvania, New York, Connecticut, New Jersey, Ohio, Massachusetts, New Hampshire and Canada. Forgive me if I left

any out.

Some of those who signed up for Friday stayed home because it was raining both north and south of us, but those who came were rewarded with a great day....and lots of track time.

Attendance was roughly 30 on Friday, 60+ on Saturday and 30 on Sunday.

For the first time, the Silo Falls has dual gauge (45mm & 32mm) trackage, and our 32mm friends took advantage of the new track to put in many hours of steaming. Rob Kuhlman, editor of the *32mm Newsletter*, was the first one to steam on the narrow rails. He was followed by Jeff Young, Peter Foley and several others.

Tom Bowdler brought his new portable track, and it was kept busy all weekend. His newly updated design (*see Tom's original design in SITG № 77*) worked very well, and can now be assembled by just one person.

Firing methods covered the whole gamut, from alcohol to butane to coal. Jeff Young even brought his neat little scratchbuilt clockwork loco, which ran smoothly and well and managed approximately 160' on a single winding.

The photos on the next few pages will give our readers a quick glance at the activity, and more photos and video (by Chuck Bednarik) can be found online at...

http://www.mylargescale.com/forum/topic.asp?TOPIC_ID=32809

We enjoy hosting these steamups every August, but we couldn't do it without the help of our friends, family and fellow steamers. Thanks to all who contributed to the success of this event, and we hope to see you all again next year!





View from the road. The tents, large and small, have proved themselves invaluable for shelter from sun and rain.



Tom Bowdler's portable track. That's Ken Roach (l.), Mike Simpson (c.) and Doug Smith (r.) running and/or watching.

photo by Steven Brandt



Bob Koenig's "House Car", powered by a Midwest boiler and Graham single cylinder steam motor. The interior of the cabin is fully detailed, and yes, that's a rail bicycle on the rear.



Harvey Campbell had the only Mamod at the steamup.



There were 10 tables set up under the big (20x30) tent. Lots of technical information and tall tales were exchanged here.



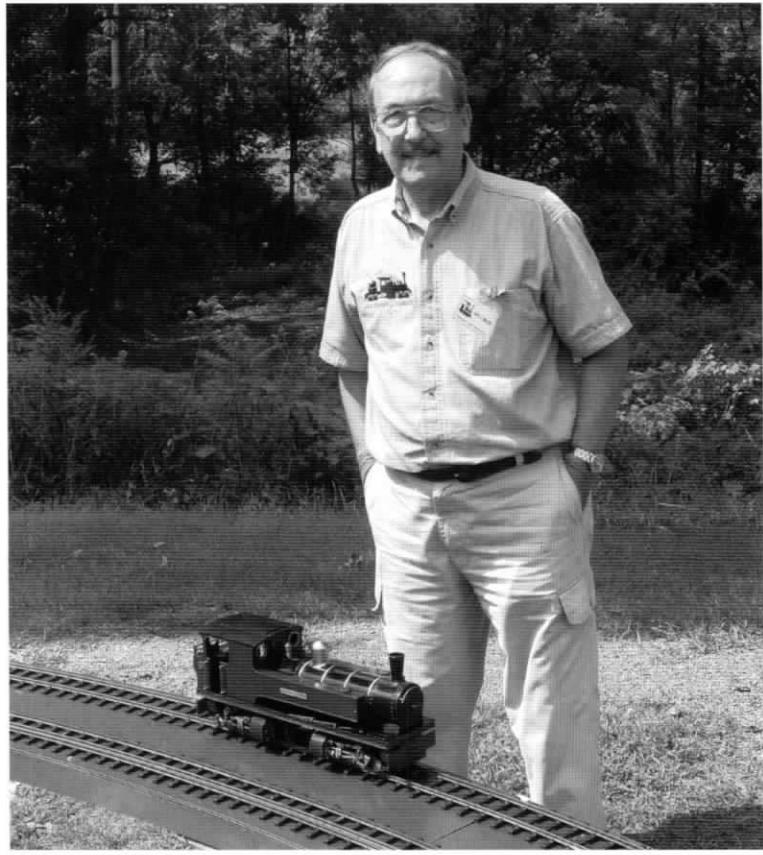
Tom Bowdler and John Spencer watch as Wayne Sorenson pumps some water into his Catatonk Climax.



A blast from the past! This Steamlines Aileen looked like new and performed very well.



Don Sauer (l.) and John Garrett were among the many steamers enjoying the new track...and the shade provided by the big tent.



Bill Burgess had one of the most unusual and interesting locos at the steamup. A scratchbuilt model of RENISHAW, a South African sugar cane locomotive. This loco is unusual because it is articulated, using a single boiler to power two steam bogies. It ran very well.

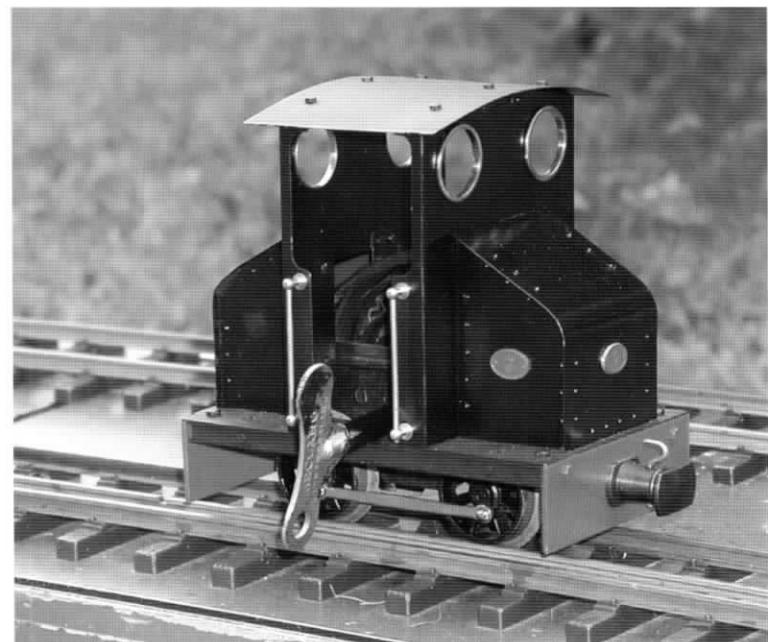


Photo above: Jeff Young's scratchbuilt clockwork loco, built using a Hornby mechanism.

Photo left: Ginny Morse (l.) and Laurel Synnestvedt formed a bucket brigade to pass jugs of distilled water to the parched locos under the tent.



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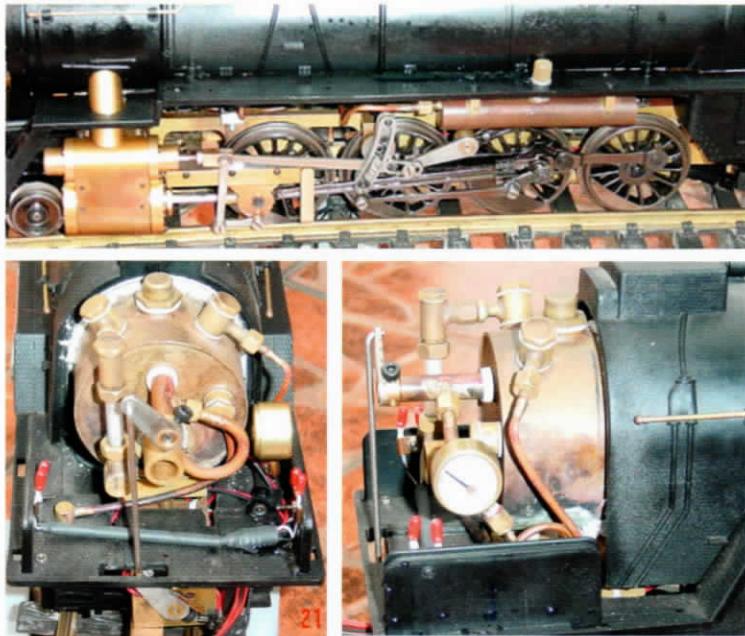


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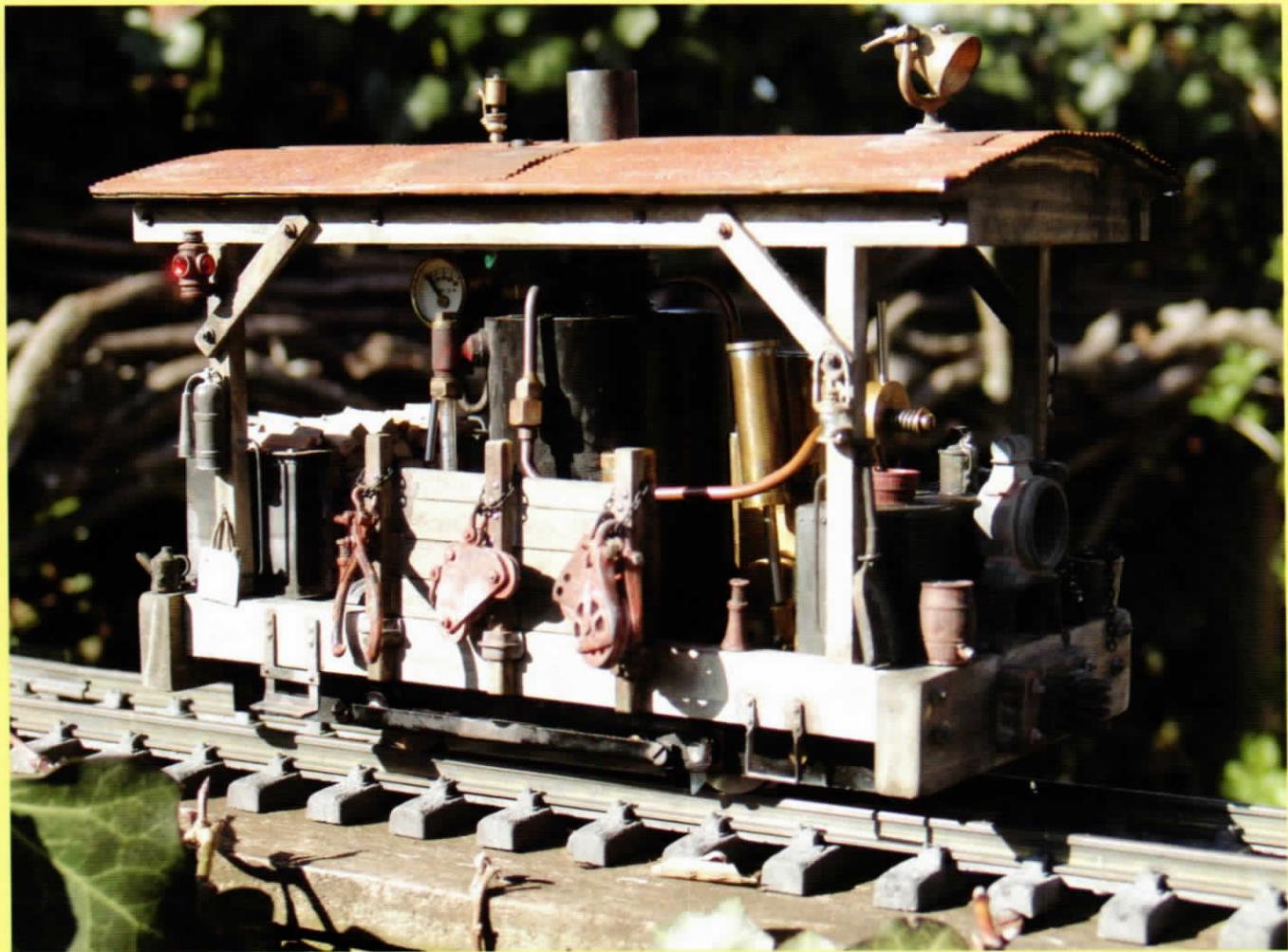
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Above left: The author's Coffee Pot after being fitted with a proper backwoods look by Norm Saley.

Above right: After being detailed and weathered by Sonny Wizelman.

Below: The other side of the detailed, weathered Coffee Pot.





Rob Kuhlman, editor of the 32mm Newsletter, was the first one out on the 32mm rails. The engine is an Archangel Marmaduke. Meths fired and with just a single cylinder, it has a very lengthy run duration. The wagon was kitbashed by Joel Siegel from two LGB 4-wheel wagons.



A fetching little rail car, using the BAGRS Project Loco as a starting point. This one was built by Bob Koenig.



Charles Bednarik wipes down the rails while his son, Ryan watches. Mike Simpson can be seen lustng after the new Accucraft GS4 Daylight.



Tom Bowdler's seriously weathered Accucraft Shay. I heard more than one comment about how realistic the detailing is on this loco. Article on this coming soon!



Norm Saley is well known in the hobby as a master builder, basher and fixer of all things steam. His new scratchbuilt, coal fired Shay is a masterpiece, and it runs as good as it looks.

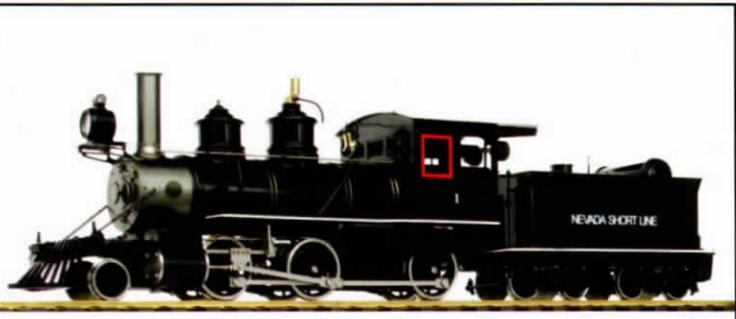
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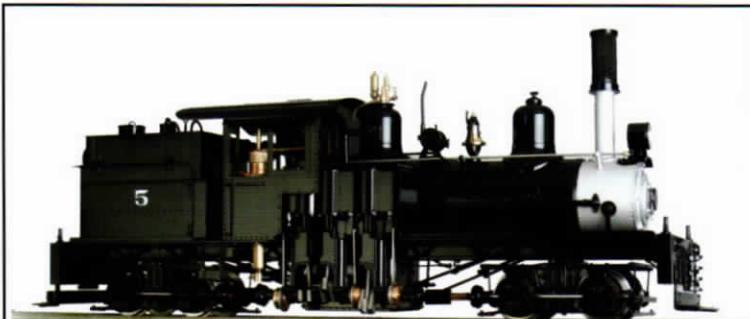
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A Gauge 1 Live Steam "Backwoods" Locomotive

by Jim Pitts

Various locomotives in our respective collections tell a story. Often their story relates to the prototype that the model represents. Some of our Gauge 1 treasures have their own story to tell. Previous owners, tracks they have traversed, etc., connect them and us to particular people and special places. One of my storied standouts is a small vertical boiler locomotive.

Weighing less than 5 lbs, it crossed the Atlantic Ocean and initially settled in the shadows of the Rockies. After a decade, the little engine came east to the Blue Ridge Mountains.

Soon she was shipped to the Mid-West for a mechanical upgrade. Needing shelter for her imaginary crew, a wooden frame with a corrugated metal roof was added during a stay in the Florida Swamp. The finishing touch of weathering and detailed castings required a coast to coast journey from the Carolinas to the California. Then it was back east and home again to the Blue Ridge Mountains.

This unique 0-4-0 vertical boiler began its journey some twenty years ago in the United Kingdom as a Brandbright Ltd. "Coffee Pot" from the shops of Richard Longley, The Old School, Cromer Road,



Coffee Pot as originally purchased by the author, with the exception of the water sight glass added by Bob Paule.

Bodham, Norfolk. Butane gas fired and powered by oscillating cylinders, the "Coffee Pot" was built in 1983-4. In the style of a DeWinton quarry engine, it provided a suitable framework for a locomotive with character.

The prototype for this model captured the essence of the "Chaloner" 0-4-0 VBT (vertical-boiler tank), built by DeWinton, Caernarfon, Wales in 1877. Representing one of the oldest working narrow-gauge engines in the United Kingdom, in 1968 it was the first steam engine on the Leighton Buzzard Railway. Used

for many years in the North Wales slate quarries, it is believed it was supplied new to the Pen-y-Bryn quarry, Nantlle, later moving to nearby Pen-yr-Orsedd.

The journey west to the US for the little Coffee Pot was in a shipment to Sidestreet Bannerworks in Denver, Colorado. Along with publishing a small newsletter that matured into Garden Railway magazine, Marc Horovitz was selling select Gauge 1 live steam locomotives. This particular locomotive became a part of his personal collection. I saw it on his shelf in the background of his video, "Introduction to the Live Steam."

Having missed the initial distribution, my “small scale live steam seeking behavior” took me on holiday to Richard Longley’s Brandbright Shop in the UK. While reveling in the shop’s extensive inventory, an order was placed in the summer of 1990 for a Brandbright “Coffee Pot.”

However, I was forewarned that it may take some time to fulfill the order. As veteran Gauge 1 live steamers have learned, our hobby teaches many lessons. In addition to problem solving, it requires patience! So I waited, and waited, and waited. Richard encouraged me to be patient. Then, after nearly a decade of waiting, he said that he thought that the Coffee Pot needed some mechanical refinements, etc. My heart sank!

With hopes running thin for having a Coffee Pot of my own, I shared my plight with Marc Horovitz at Diamondhead in 2000. He said that he would sell me his Coffee Pot, if Richard agreed! I was learning that some engines come with pedigrees and the prospects of parental visitation. Fortunately Richard agreed and Marc shipped the Coffee Pot east.

While some of the early models had sight gauges, tram bodies and fancy paint work, this was the basic black Coffee Pot. Believing that it would be both wise and helpful to have a water glass on a gas fired locomotive, I sought the services of Bob Paule at Sulphur Springs. A sight glass was installed, a self venting gas intake valve was added and at last the little engine so long desired was steaming on my tracks.

Still not satisfied, I knew that something was needed to transform this former quarry queen into a rustic “backwoods” logging locomotive. The services of Norm Saley in Orlando were secured. This career carpenter foreman at Disney knows how to work with wood. Various logging locomotives were studied and provided a plan for roof structure and cab. Among the consideration was an understanding that the original metal structure of the locomotive was to

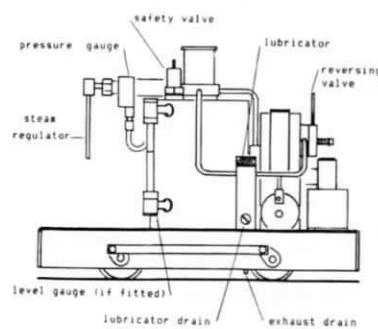
remain as built. Also, the wood frame needed to be easily removed for servicing the locomotive and then replaced for running.

The wooden superstructure, installation of a working headlight along with a wood rack created an authentic “backwoods” locomotive model. But it was too pristine; it looked new and unused. The counsel of Sonny Wizelman, an artist in weathering, agreed to provide the finishing touch. So the Coffee Pot went west again! After a stay in Sonny’s Southern California studio, the little engine returned to the east and home.

At Diamondhead 2005, the Coffee Pot was displayed. With the exception of Sulphur Springs Steam Models founder Bob Paule, who died in 2001, all who had a hand in the development and refinement of this little locomotive could see the results of their contribution.

The small scale “backwoods” locomotive has a story to tell. It represents the friendship and supportive connections shared in our hobby. Together this little engine celebrates a network of friendship, shared enthusiasm for live steam, the importance of patience and the gift of talented and generous people.

This little loco, after traveling across the Atlantic Ocean and from east and west coast and back, now steams in the shadows of the Blue Ridge Mountains. Photographs for this feature story were made on Gerald Waldrep’s Bridge and Trestle Railroad.



- *Initially distributed in the USA by Sidestreet Bannerworks, this particular model was originally part of the personal collection of Marc Horovitz, Denver, Colorado.*
- *A sight glass was added by Bob Paule, Sulphur Springs Steam Models, Manchester, Missouri.*
- *The finely crafted wood superstructure was crafted by Norm Saley, Orlando, Florida.*
- *The superb weathering represents the artistry of Sonny Wizelman, Los Angeles, California.*

Weathering and Detailing the Coffee Pot

by Sonny Wizelman

The first step was to disassemble as much of the wooden superstructure and locomotive as was possible. It is easier and neater to do the weathering on unassembled parts.

I used Blacken It™ (Micro Mark) for the light support, the brass enclosure behind the light, the smoke stack, the wood pile box, the couplers and the steps. These parts are brass.

Brownells Soft Solder Black™ (Sulphur Springs) was used for the light and the bolt/washers as these parts are white metal castings from Ozark Miniatures and Blacken It will not work on these.

Simpson corrugated steel was used for the roof. Use Blacken It to rust the steel. The longer that you leave it on, the more rusted it will become. Be careful not to leave it on too long as the steel will crumble. Cut the corrugated steel into strips and glue to the sub roof with ACC. Use irregular sizes and over the pieces for a more realistic look. Overhang the edges and bend the roof down. Cut and apply darker, more rusted patches randomly for a really "old" effect.

There are several products you can use to age the wood. Weathered wood has a light gray color. I used Age It Easy™ from Micro Mark. You can add rubbing alcohol to dilute it and make it lighter or add a few drops of India ink to make it darker.

To detail the loco, I used parts from Brandbright and Ozark Miniatures. The bell and the whistle are painted with Floquil Brass. The drinking water barrel, half bushel basket, conductors lamps, logging blocks, logging tongs, journal oil can, market lights, small jack are rusted, painting first with Floquil Primer and then using the 4 part Rust All system from Micro Mark (rust color, black wash, dead flat and dust powder). The fire extinguisher is weathered using Brownells Soft Solder Black and the canvas water bag is painted Floquil white. The chain is black brass chain. These are Ozark Miniature parts.

The shovel, coffee pot, lamp, mallet, oval oil can, wrench, small oil can were weathered using

Blacken It. These are Brandbright parts and are brass.

The last step is to highlight using Sierra Scale Models Rust, Grime and Soot. Brush on where parts may have rusted or become water stained or soot stained.

This describes the various techniques use to weather and detail this locomotive. These methods can be used on any of your locos, rolling stock or structures. PLEASE try this out on scraps before you do it to your prized model!

Source List:

Brandbright Ltd.
The Old School, Cromer Road
Bodham, Holt, Norfolk, NR25 6QG
United Kingdom
01263-588-755
www.brandbright.co.uk

Micro Mark
340 Snyder Ave.
Berkley Heights, NJ 07922
800-225-1066
www.micromark.com

Ozark Miniatures Inc.
3461 S 5225 W
Cedar City UT 84720
Fax 435-586-0580
www.ozarkminiatures.com

Simpson
1968 Smithflat Cemetery Road
Placerville, CA 95667

Sierra Scale Models
7628 Jill Court
North Richland Hills, TX 76180-2446
www.sierrascalemodels.com

Sulphur Springs Steam Models, LLC
PO Box 225
Elsberry, MO 63343-0225
573-898-3040
www.sssmodels.com

The Resonator Whistle - Part 8

(conclusion of Part 8)

by Larry Bangham

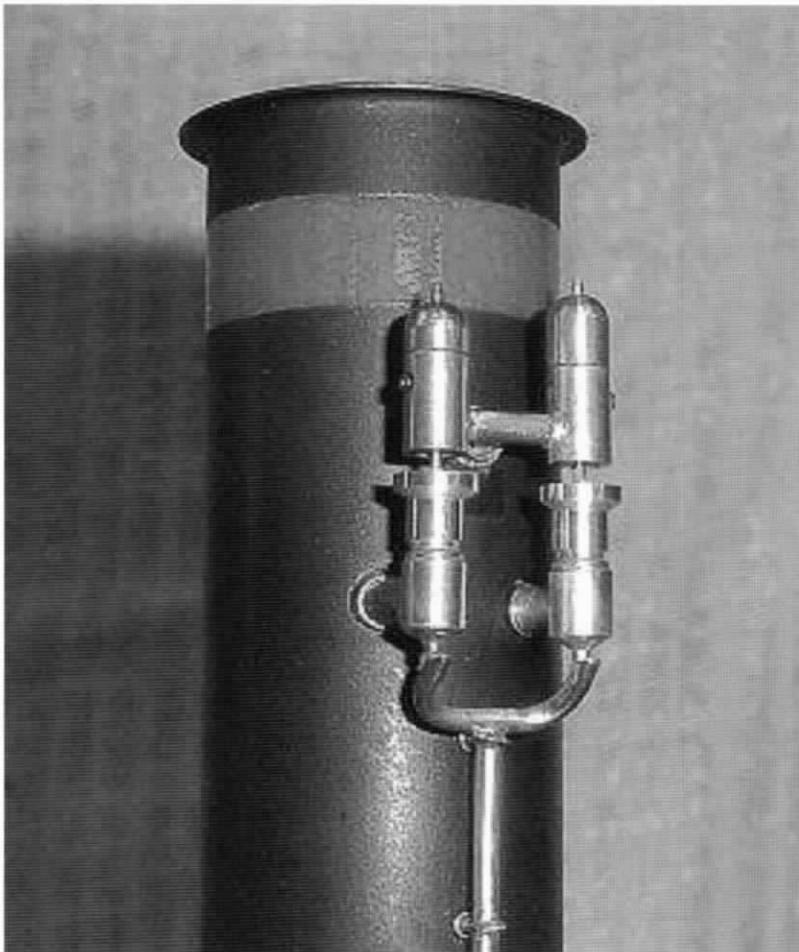
Steam tube and nut Figure 3

The steam tube incorporates a whistle receptacle and retaining nut to secure the whistle. The bottom end of the steam tube is not detailed but can be flared to accept a 3/32 ID silicone flex tube to the valve.

The 10-40 receptacle end is slotted to provide a compression fit with the whistle manifold when the nut and receptacle are properly threaded. Slot the end prior to threading the receptacle. This will allow the die to compress the end, giving a shallow thread at that point.

When threading the nut, start the tap on the front side and do not run it completely through. A little trial and error may be in order here. If the thread is too loose add a little solder to the back end of the nut and try again.

Also included on this drawing are the optional dummy steam tube and clip to retain it. The clip is intended to push into the mounting hole. If a more stable method is desired, a threaded type of support could be used.



Drilling the funnel Figure 4

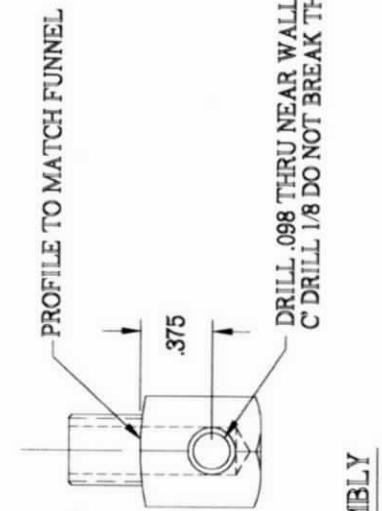
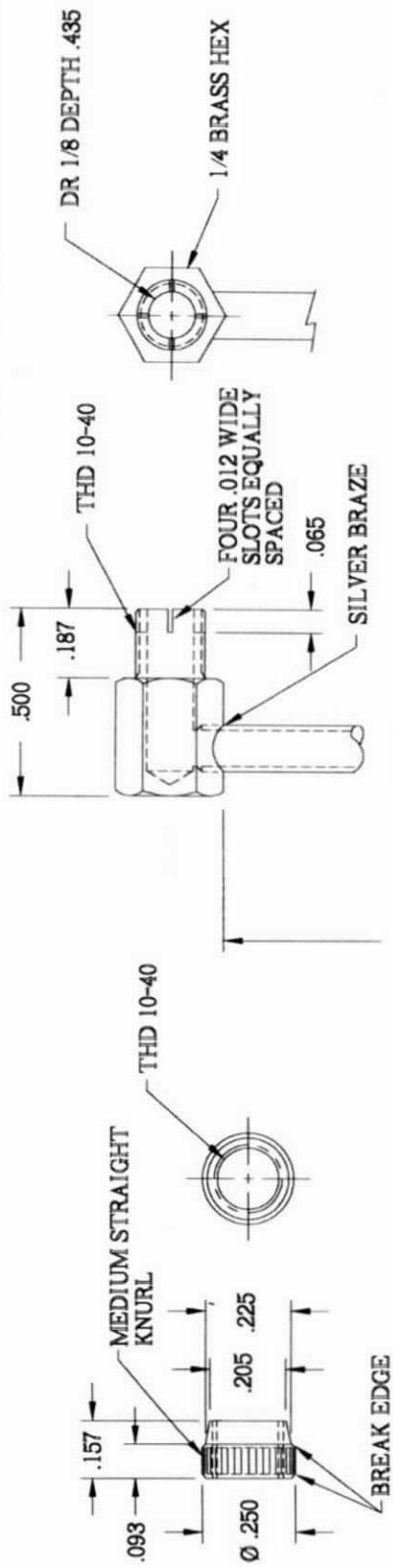
If you have a choice, the best option for this operation is a drill/mill machine, as the two resonator nipple holes are off axis and the quill on a drill press will tend to follow the surface contour. The holes could be drilled normal to the surface and then cleared out with a rat tail file.

The dimensions on figure 4 should be tailored to match the dimensions of your whistle. Check the whistle inlet height relative to the resonator tubes and the distance between resonator tubes. These dimensions should be transferred to the funnel tube.

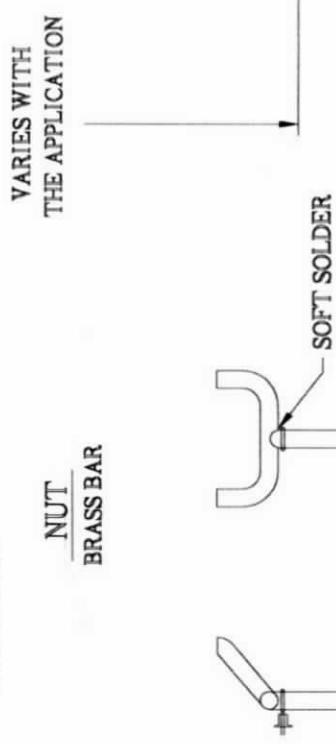
In thin material, center drills make nice round holes. For the nipple holes, start with a #0, drilling through. Then a #3, drilling through with .250 dia holes.

The steam supply hole can be started and drilled through with a #0 center drill and then a #2 drilled through for a .187 dia hole. This can then be reamed, drilled or hand filed out to the .203 dimension.

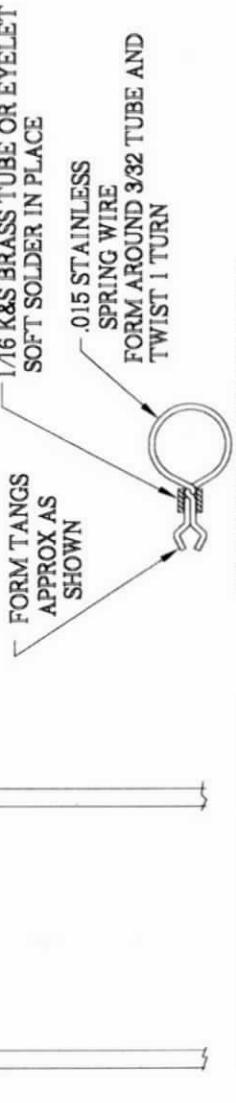
De burr all the holes in the funnel bore so the resonator assembly can slide in (and out).



STEAM TUBE ASSEMBLY



31



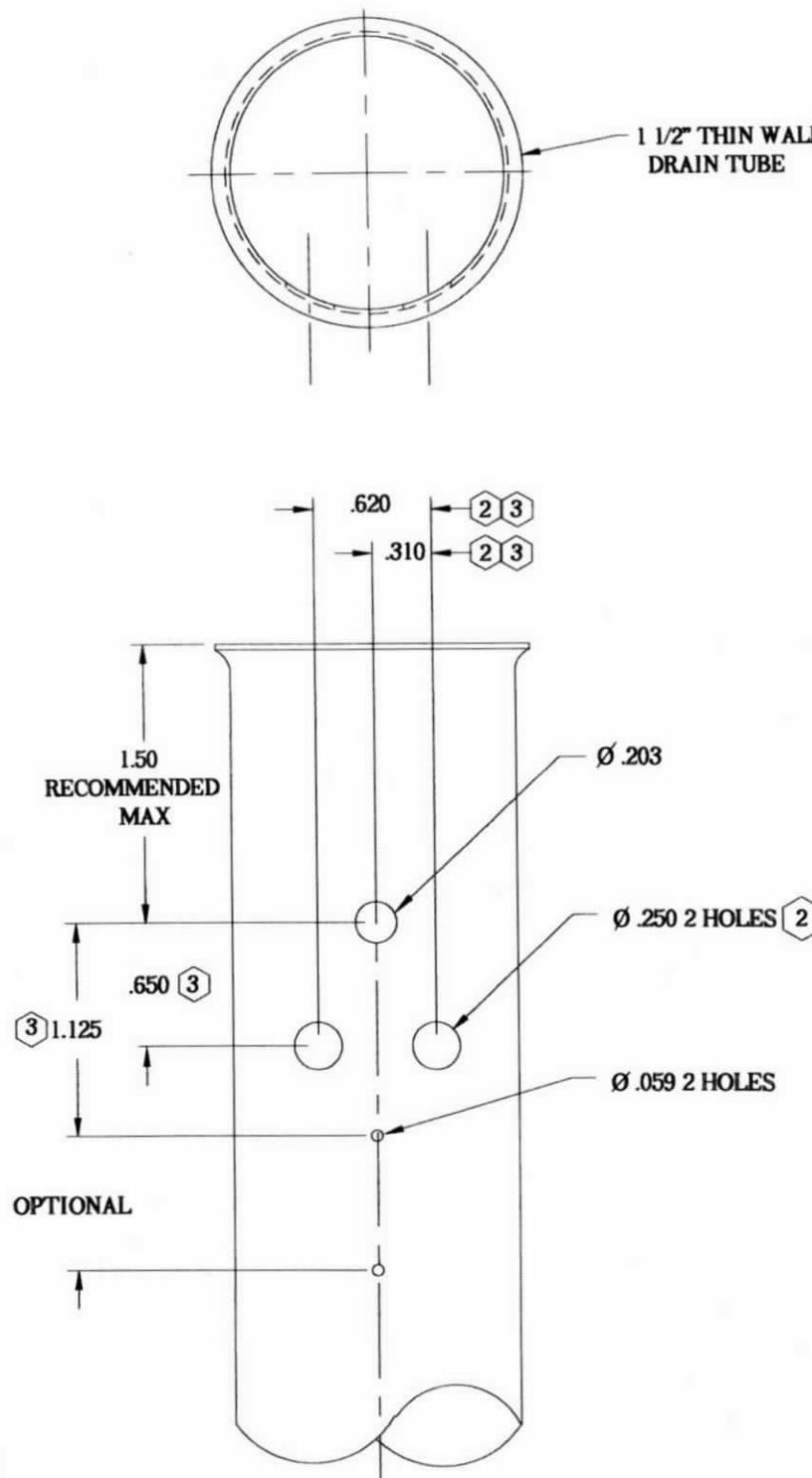
DUMMY STEAM TUBE SCALE 1/1
MAKE FROM 3/32 BRASS TUBE OR ROD APPROXIMATELY AS SHOWN

OPTIONAL DETAILS
SCALE DRAWING FOR DIMENSIONS NOT SHOWN

2 CHIMNEY FUNNEL
WHISTLE
SCALE: 2/1 AND NOTED
L. BANGHAM 3-10-05

FIG. 3

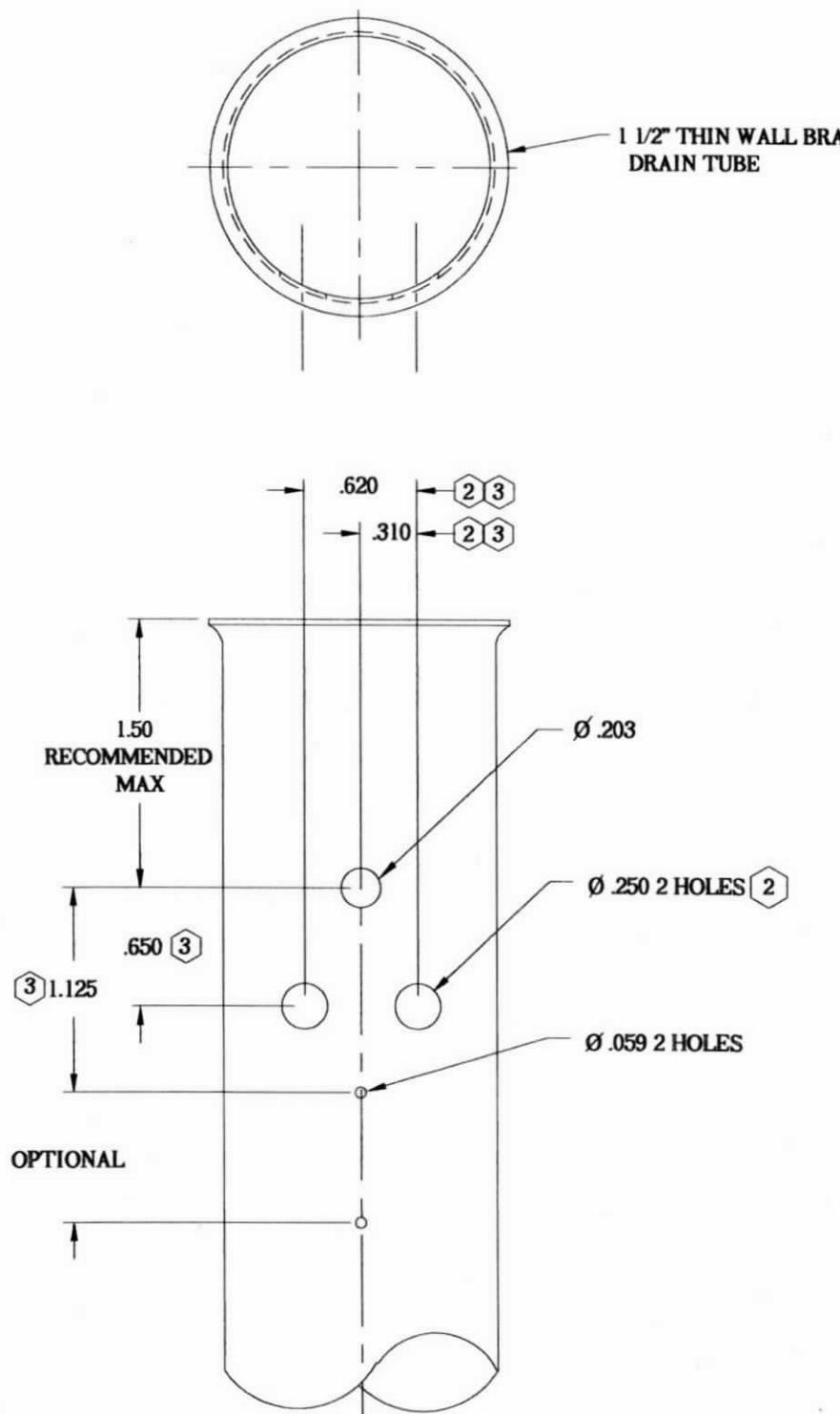
DETAILS



1. DEBURR INSIDE SURFACE
2. HOLE AND MEASUREMENT ARE NORMAL TO THE PLANE OF PROJECTION NOT THE TUBE SURFACE
3. HOLE LOCATION IS TO MATCH WHISTLE

FIG 4
FUNNEL MODIFICATION
2 CHIME WHISTLE

L. BANGHAM 2-28-05



1. DEBURR INSIDE SURFACE
2. HOLE AND MEASUREMENT ARE NORMAL TO THE PLANE OF PROJECTION NOT THE TUBE SURFACE
3. HOLE LOCATION IS TO MATCH WHISTLE

FIG 4
FUNNEL MODIFICATION
2 CHIME WHISTLE

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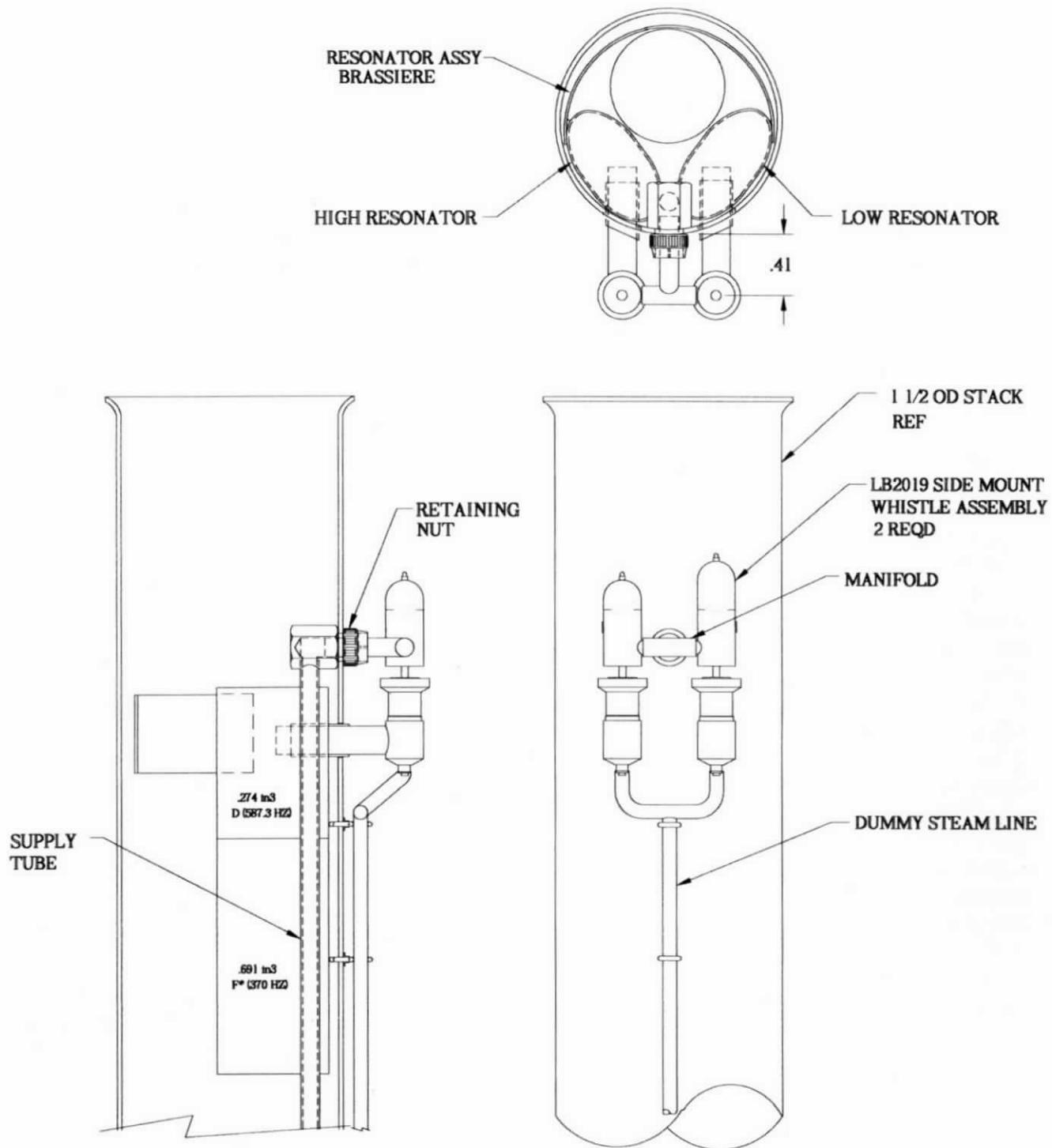


FIG 5
ASSEMBLY
2 CHIME FUNNEL
WHISTLE

REVISED 2-1-05
 L. BANGHAM 2-5-05

Assembly Figure 5

At this point it will be necessary to file or grind the resonator nipples to provide an easy fit into the funnel. Too tight a fit will present problems upon removal.

Squeezing the resonators together, insert the resonator assembly into the funnel and slide it into place. Align nipples with the holes and pop them through. A wooden dowel to move the nipples can be of help here. To remove, press the nipples out of the holes toward the funnel center and pull from the top or push from the bottom. The resonator "brassiere" provides support for the assembly without drilling additional holes in the funnel, and prevents the accidental dropping of a resonator down the hole.

Install the steam line and assemble the retainer nut loosely. The steam line is intended to be mated to a flexible silicone or neoprene tube in the boiler room and connected to a nipple from the valve. The steam supply must come from the highest tap on the boiler to prevent excessive condensation.

Care must be taken when installing or removing the whistle so the alignment of the bells to the slots is not altered. Carefully work the whistle into the three tubes. A little liquid graphite will aid in assembly. While pressing in, hold the resonators against the inside wall with the other hand. Alternately press lightly into each nipple and supply fitting until the proper depth, as indicated on the assembly, is reached.

Check the vertical alignment. The vertical attitude can be varied slightly by tilting the whistle during the nut tightening. Carefully tighten the retaining nut using long nose pliers. This fitting is intended to keep the whistle in place under pressure and is not a steam tight connection. A little leakage here will not affect performance and will not be noticeable since the steam plume from the whistles will be overpowering.

The retainer clips on the dummy supply line press into the two holes, holding the tube in place.

Performance

The whistle will perform well between 30 and 50 PSI. The tuned musical interval will change somewhat depending on the pressure.

A sudden degradation in the sound can be caused by condensation. If it does not clear itself after use then it is probably debris in the aperture slot. It will then be necessary to remove the aperture body and clean the slot.

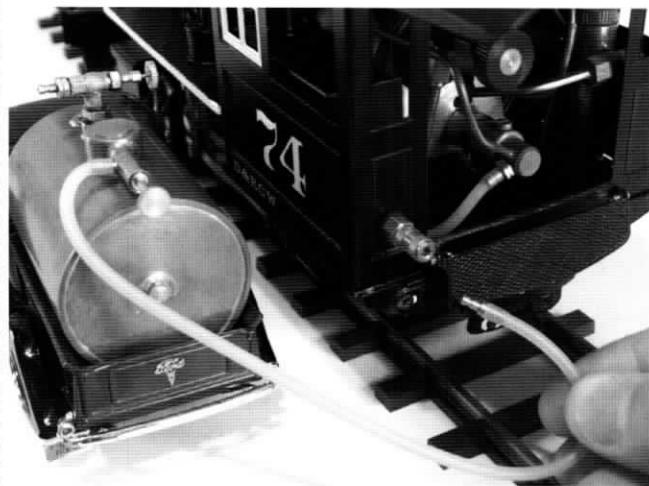
Determine which aperture is affected. The high pitch side is the short resonator. Remove the set screw. To remove the aperture body (the top of the whistle), gently pull up with a twisting motion (smooth jaw pliers may help). Wipe the lower portion with finger tips. This is a critical surface, so care should be taken to protect it. Visually check the housing for debris and reassemble.

The aperture gap can greatly affect the whistle pitch and performance. For moderate pressures, up to 45 lbs, a gap of .080 to .090 will give good performance. I use a gauge pin laid on top of the bell tube and hold the aperture body against it while tightening the set screw.

The sound and sight on a quiet pond should be something to behold!



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Quick Connect Couplings can be used for many different connections. In this photo an auxiliary fuel truck is easily connected to an engine for raising steam, then quickly disconnected when it is time to leave the station.

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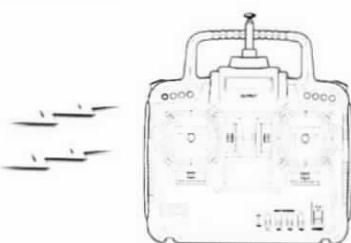
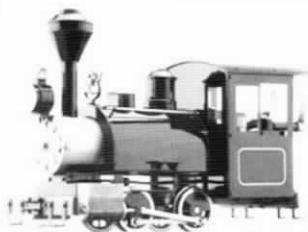
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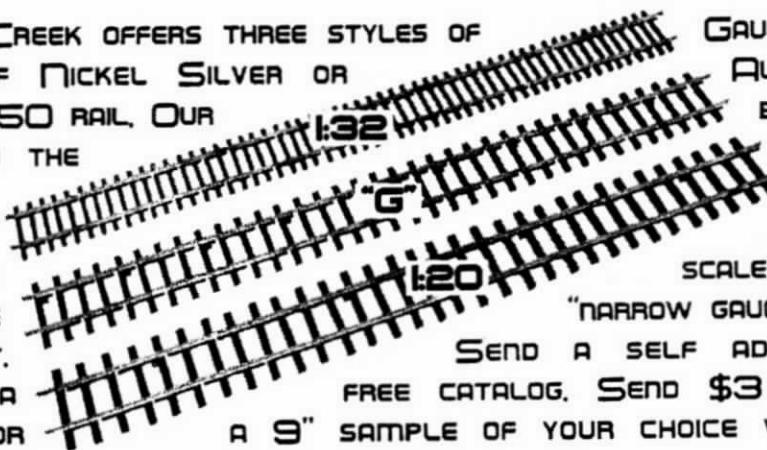
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Clark Lord

by Larry Bangham

Clark Lord is a man of many interests, a shaker and maker of steam events on the west coast. He is well known for his generosity and for lending a helping hand to fellow steamers, and his tool box is famous for always having just the right part to get a locomotive back into service. A dynamic and persuasive personality, he is also a most gracious and considerate host, and a good friend.

I have edited the following, but the words are Clark's, and if you know the gentleman, I think you will agree that you can hear Clark's voice as he tells his story.

I grew up in St Petersburg, Florida for my first 12 years. While in St. Petersburg, Santa brought me a Marx electric train set when I was 5. The boys next door got a Lionel. I was crushed, but at least I had a train set. I was also lucky to have a converted attic where I could leave my track set up all the time. The boys next door had a train board and could only play trains during the Christmas season.

In 1946 Santa rectified the problem and I got a Lionel freight train with smoke and whistle, an operating milk car, tank car, operating log car and lighted caboose. Now I had two trains to run on my upstairs track.

1952-1958 .. worked for and toured Florida's railroads with Chester Holley, owner of Chester Holley trains in Tampa. Chester Holley was my train mentor. He took me on as an unpaid clerk.

Later I became his Lionel train repairman. He had an extensive collection of electric trains...you know, Lionel, Bing, Ives, American Flier, etc. We would play with his collection on the wooden floor in the building that housed the collection.

We went all over Florida to see operating steam engines. We visited many beautiful train layouts. During this time I fell in love with his 1 1/2 inch scale Pacific. I knew

that I would build a ride-on engine someday. Maybe when I was retired and age 65, as that was when men retired.

In 1977 I moved to Las Vegas, Nevada and became interested in State of Nevada railroads.

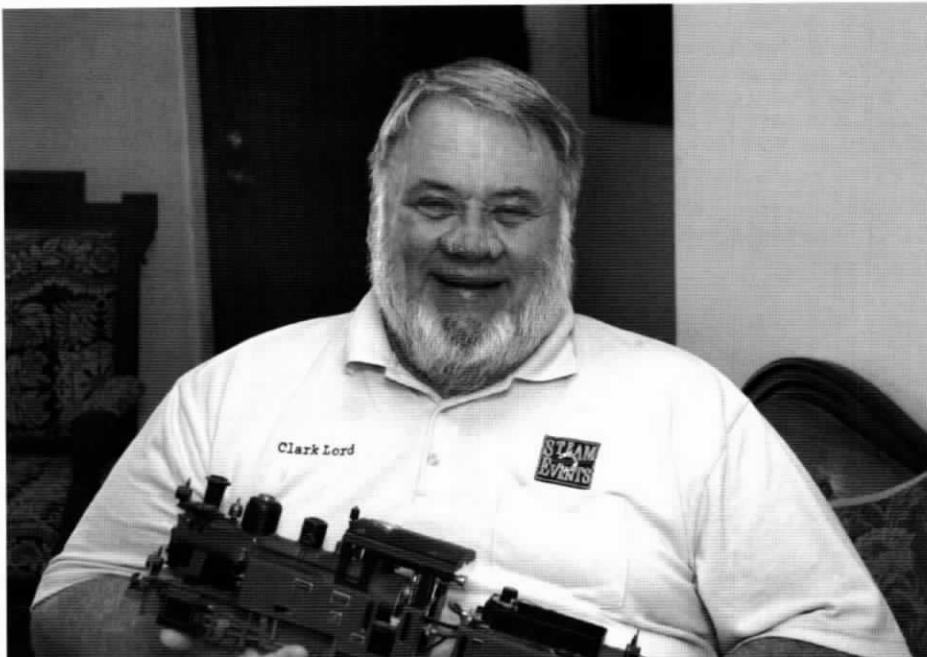
Each summer our family would travel to Glenbrook NV on the shores of Lake Tahoe. The Episcopal Church owns a summer camp there. We would spend a week each summer attending family camp. By now I was into the history of Nevada railroads.

I had all the books with all the maps. I have visited and photographed most all the RR sites up and down the state. I have walked the Carson Tahoe Lumber & Fluming Company right of way from Glenbrook to Spooner Summit where the flume was used to send timbers down to Carson City and ultimately to Virginia City and the silver mines.

I have driven my car over most of the Virginia and Truckee right of way. I have crawled over and photographed most of the restored RR equipment in Nevada. The steam bug was growing.

In 1983 I retired after 20 years service in the USAF and started a computer software company that created custom software for the gaming industry.

By now I was taking *Live Steam*, and in 1983 *Garden Railways* back when it was the *Sidestreet Bannerworks*. I had a Mamod and used Marc Horvitz' plans to build an alcohol tank for my Mamod. I discovered *Steam in the Garden* and *Narrow Gauge Gazette*. I was still visiting RR museums all over the West. After reading about the first four steamups in Denver, I saw that the first National Garden Railway convention was going to be in San Diego in 1990. I took the LGB America factory tour, met Ron Gibson and wound up buying an LGB Frank S live steamer for \$880.



Live steamer Clark Lord.

photo by C McManis

I also saw that on Sunday they were going to demonstrate live steam. Since I had just bought an LGB Frank S, I wanted to learn more. It was there I met John Wieland running his Aster Western Maryland Shay. I had never seen a model live steam Shay before. I was impressed and bitten with the gear driven engine bug.

Back in Las Vegas, fliers were handed out and we held the very first meeting of modelers who were interested in garden railroading. We formed the Las Vegas Garden Railroad Society at that first meeting in October, 1990. Around 20 people attended that first meeting. We have grown from those few to over 200 members these days, but back then I was the only gauge one live steamer in Las Vegas for many years.

By 1992 I had built a 20 foot circle of track up on wooden posts. I was hungry for live steam action and through John Wieland I came to know Lee Barrett, Pete Comley, Warren Weiss, John Coughran, Sonny Wizelman and Larry Bangham among others. I would drive to the Los Angeles area for a one day steamup just so I could rub elbows with other steamers.

During this time period I went to the very first Queen Mary Big Train Show. It was there I got to know Gary White. Gary had a vendor table inside and ran 5 new Aster engines that weekend. John Wieland and I were becoming friends. He introduced me to Al Cramer (San Val) who sold me a Steam Lines Shay kit. It was my first kit. Boy, did I learn a lot with that one. Lots of soldering, fiddling and such, but I did make a good runner out of it.

By now the live steam bug had bitten hard. John Wieland and I hung out a lot and in 1992 I went with him to live steam events like the Antique Engine show in Vista, California. They had three steam tractors running that weekend.

John and I set up a 20 foot circle of track and ran several of John's Aster engines. One of the hot air engine exhibitors had a Western Maryland Shay kit for sale. I bought it. Now I had a Frank S and two geared engines. The Mamod was left on the shelf as it was O gauge.

At the 1992 Queen Mary Show I was running my Frank S with radio control on throttle and reverse. A tall, suntanned fellow by the name of Jim Hadden was watching very carefully. I offered my transmitter to him and the smile was from ear to ear. Jim must have run that engine for two hours. You probably know the rest of the Jim Hadden story. That's where he bought his first engine, a Frank S which became the first **Frank the Tank**.

A thing called Diamondhead came along and I went to 11 years of those.

By now the Queen Mary Show was becoming popular and a proper live steam track was needed. We were still running on table tops with LGB snap track on them.

John Wieland and I continued to collaborate and we built a stainless steel topped track which was used at the 1994 Queen Mary Show when it was held in Pasadena California that year. That same track was the live steam track at the 1995 Denver GRS convention.

By now I had a Western Maryland Shay, Steamlines Shay, Aster K4s Pacific, Frank S, Aster Grasshopper, and....

I do remember that John W lost his K4 boiler while double heading with me at the Denver show. I had my first K4 boiler failure while double heading with him when we had the old green track set up at Los Angeles Live Steamers for a weekend. I replaced that boiler in 4 hours while at Jim Hadden's steamup that year. It amazed many people that you could remove and replace a boiler in a short time. But...I was still the only gauge one live steamer in Las Vegas, and I knew of only one other in Nevada, Charlie Lix up in Sparks.

I was beginning to write articles for *Steam in the Garden* and *Garden Railways*. I was giving talks on running live steam. Our club was growing and had adopted modules as a way to show off trains to the public. We built a large 40'x60' dual tracked modular RR. That railroad is still going strong and now lives in two cargo trailers.

Back then I insisted that we have broad radius curves. So the LVGRS modular RR has 10 foot radius curves so I can run my big Asters. Over the years we have run Big Boys, NYC Hudsons, SP Daylights, SNCF 232 U1s, and of course my bigger Aster engines like the Western Maryland Shay, Pennsy K4 and now the Aster Mikado without problems.

Then editor Ron Brown asked me if I would author the Accucraft Ruby review. It was 1999 so I bought two Rubys, serial number 35 and 62. I reviewed #35 and gave #62 to Louis Banning. The review appeared in *SitG* for Jan/Feb 2000. Well, now I had another local live steamer, Lou Banning. Lou and I have become best friends and do many RR things together.

You know the Accucraft effect. Many folks migrated over to live steam because of the Ruby's price. As 1:20.3 narrow gauge engines came out along with narrow gauge rolling stock it has been a live steam bonanza.

How to grow the live steam hobby in Las Vegas? I took two ideas, one from Jim Crabb and one from Jim Hadden, on how to get a live steam crowd going. Jim Crabb's Houston group met monthly at someone's home. Jim Hadden hosted a three day meet. So now the Las Vegas Live Steamers (yes, I started that too) meets the first Saturday of the month and twice a year I host a three day meet. Sadly, the three day meet held this spring 2005 will be the last of my three day meets. I'll continue to host the monthly Saturday meets. We regularly have 5-10 steamers attending.

The track at my house has gone from the simple 20 foot circle to a well built 305 foot dual mainline track with over 350 feet of siding space.

There is right at 1000 feet of track and 19 turnouts on my layout. If the 20 foot circle was phase one, we are now running on phase four.

Phase 4 was completed October 18, 2002, just in time for the Fall 3 day meet. A guy named Larry Bangham showed up with a coal fired K-27 for that event.

One of my pet peeves is having to put all my cars on the track, run my train and then take all my cars off the track. This is what happens at many meets. That's why I have so much yard space. My other peeve has to do with my size. I hate to crawl under the tracks. I hope that people bridges are included in every portable and permanent layout.

On the engine building front I decided to build a Mel Ridley designed 1:20.3 Vest Pocket Climax. This engine was being serialized in *Steam in the Garden* and Harry Wade was doing the drawings. So in 1997 I made the commitment and bought a Sherline lathe with mill attachment, a large drill press and the entire kit of parts from Gary Broeder. I also got the metal and fastener bits from Bob Paule. As each installment came out I built that section and sent photos of my progress off to Keith Manison in Jamaica, who turned that into a web page. I was learning how to run a lathe and mill.

I wanted to have an example of each of the geared logging engines in 1:20.3. So I bought a Catatonk Heisler and two truck, two cylinder Shay. My Climax finishes the trio. When John Wieland closed up his gauge one live steam business I bought some of his engines and most of his freight cars.

Lou Banning and I removed that stainless steel track from John's home and it is now installed out at Lou's place in Pahrump, Nevada. You will see that track once again at the 2007 National Garden Railway Convention in Las Vegas NV.

My gauge one engine inventory is holding at 12 right now. My newest is the Aster Mikado. It is a really good

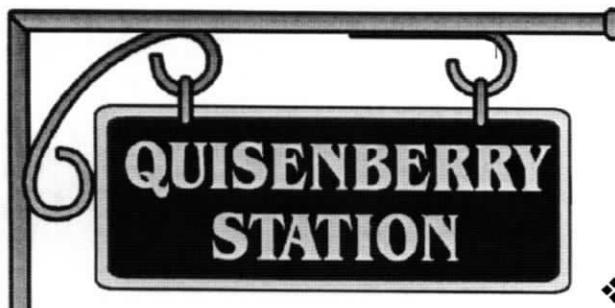
boose to bring up the rear.

Fellow steamer Richard Finlayson organized a thing he called the National Spring Steamup in 1995. He contracted with the Sunnyvale Hilton, located three portable steamup tracks and off we went with a West Coast live steam event. A loose organization grew out of this known as the Pacific Coast Live Steamers (PCLS). Out of this group, seven men formed Steam Events LLC, a Nevada company, that now organizes and hosts the National Summer Steamup each year in Sacramento California. I am pleased to be one of those seven men.

Richard has retired from running this event, but Steam Events LLC continues to put on a first class event in a 6,500 sq. ft. ballroom of the Lions Gate hotel, located in McClellan Park, California...just North of Sacramento.

I am currently building a 1.6 scale 3 truck Willamette geared logging locomotive for 7 1/2" gauge track.

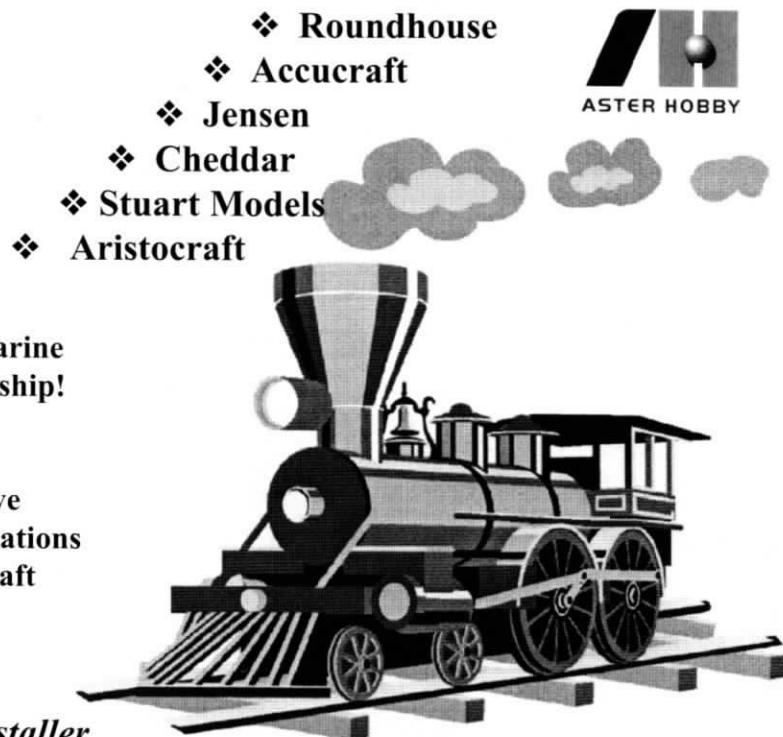
I am a member of several live steam and railroad groups. And the 1946 Lionel train set? I still have it and it gets run each Christmas. Love that ozone smell that comes out of the engine!



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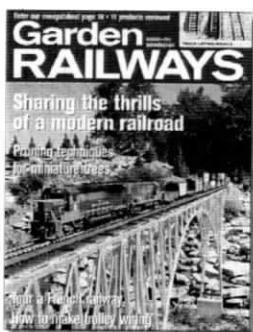
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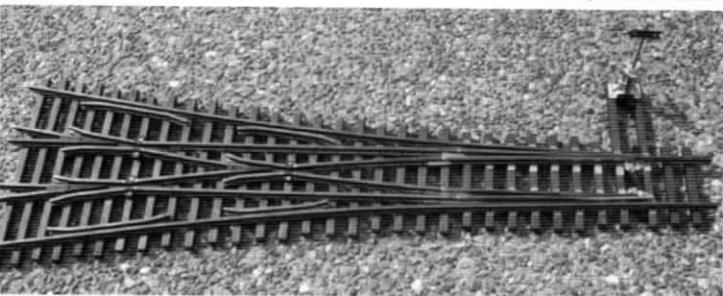
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Dunwerken

by Geoff Horne

Dunwerken.....strange word isn't it? I will get back to this a bit later.

Dunwerken is a Gauge One layout that resides in the back yard of Stuart Thompson in Newcastle on the east coast of Australia.

My connection with Stuart and this type of railway modelling began about three years ago when I was almost forced by a friend to go and have a look at some decent sized trains.

I have been involved in model railways since receiving my first train set at the age of ten, some forty five years ago, and the passion is still alive and well.

As I descended the steps to the rear of the house I was greeted by a single line of track disappearing between a few trees, and I must say that I think that if I was a fisherman I would have to say that the lure that was being dangled in front of me was getting very interesting, and the hook was just about to be set very hard.

Stuart turned out to be a very likeable fellow and it was soon evident that here was someone that I could become very good friends with. Laurie was instantly forgiven for asking me to come and have a look.

The layout had been in place for a few years and was a simple oval about 24' by 40'. Laurie and another friend from the local HO club had befriended

Stuart some time before and helped him to level up the track and also to install a three way turnout that he had been given. Luckily I missed out on the drama of the leveling, but better was to come.

I was told that because of the two new sidings, Stuart was planning on building a cover over the steaming bay. I thought that he was joking when I asked what type of a shed he was planning and he informed me that it was to be like a New South Wales Government Railways standard sta-

tion building. He excused himself and appeared a little later with some photocopies of some original drawings and it was now that I realised that he was very serious.

Not being one to say NO to a challenge I offered my help, as my father was a builder and I have picked up many of his little tricks and skills over the years. Stuart said "sure, glad for the help". Work started that afternoon!

Over the next six months the four of us met almost every Wednesday and continued with the building as well as finding time in the afternoon to play trains and finish off with a nice cool beer. At this stage I was not just hooked but was taking line off the reel at a great pace and I often think that I wish I had met these fellows earlier in life, because we have all become great mates and my eldest son has since



My first visit to Dunwerken, and the garden railway bug bit me hard.



Mark and Laurie finish the flashing on the roof of the nearly completed station.



The station is up and the refreshments are about to appear.



An Aster Flying Scotsman in front of an Aster Mogul and a new Roundhouse Vale of Rheidol.



An Aster Schools class loco hauls a rake of coaches built by Peter Comley around the soon-to-be relaid North Curve.



The Aster AD-60 rounds the north curve with a full head of steam.



The DOGS, obviously very proud and pleased with their handiwork.

tagged along as well.

Dunwerken is a play on words and means that we thought that we were "done working" but how wrong that statement turned out to be. One of Stuart's quick witted friends said that because of the name and the fact that we were unofficially called the Dunwerken Operating Group that we should be called "The Dogs". Of course he said that to him, Dogs meant "Doddering Old Gents Society". We don't agree at all. I am too young to be called doddering.

The building slowly grew and it wasn't long before the roof was ready to be installed and in the summer any shade is very welcome.

As Mark, Laurie and myself continued with the building, Stuart came along behind painting everything various shades of green and it was inevitable that we would often pick up timber and get green fingers.

We were on a bit of a time limit for finishing though. as Stuart's wife each year holds a morning tea for the Australian Cancer Council to raise some money for that great cause.

WE FINISHED!

The morning tea was a great success and all in attendance were very impressed with the building.

I have added a few turnouts here and there and we also built a sector plate for moving the locomotives around. It has given us all a great deal of satisfaction to see the finished product – did I say finished?? Stuart now wants to add a spur line, so the old adage "railway layouts are never finished" is very true.

Garden Railway people are a very special breed and I don't know if it is all of that sunshine and getting dirty hands out in the garden that is the cause, but I wish I had been doing it twenty years ago.

Our little group is not a club and a very select few people get invited to have a look every now and then. Mostly we just keep to ourselves and enjoy our company.

The grand opening was a great night - there wasn't a lot of train running but there was plenty of drinking and laughing.

Stuart has said that the layout belongs to us all and that he is only the custodian. I must admit that I feel the same way about mine that is under construction, because the odd Wednesday happens at my home and the friendship continues. When the time comes

for Laurie and Mark to build theirs, we will just turn up with our work clothes and tools and get to work. No one expects anything of each other - everything just happens without asking.

Dunwerken has a lot to answer for, but my wife has changed her way of thinking and loves the new gardens now. I might even do a short story on Kato Creek when we get to drive in the golden spike.



Setting out the position of the track for the sector plate.

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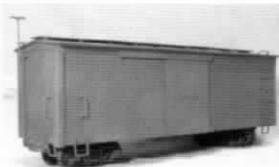


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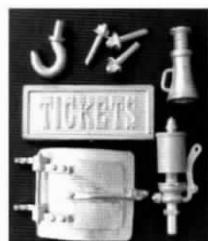
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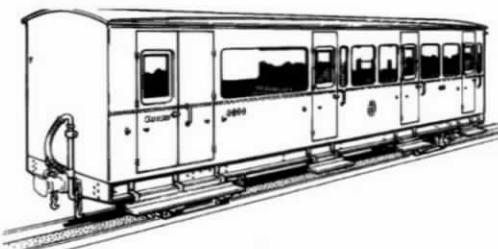
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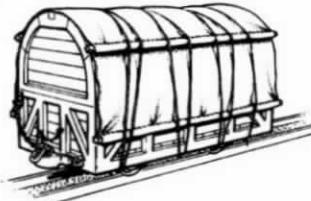
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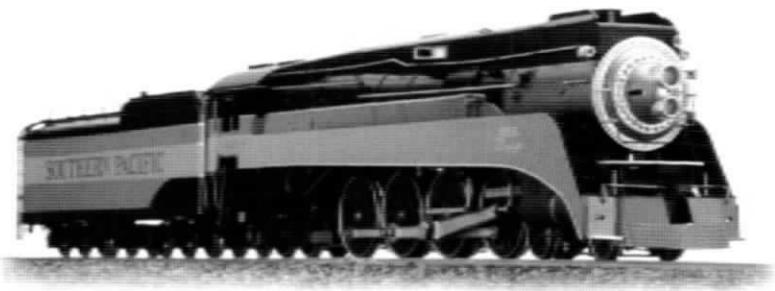
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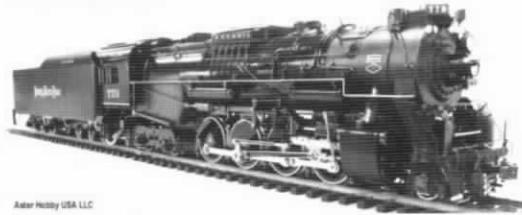
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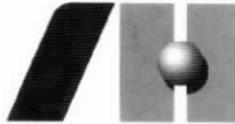
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photo by Marie Brown

