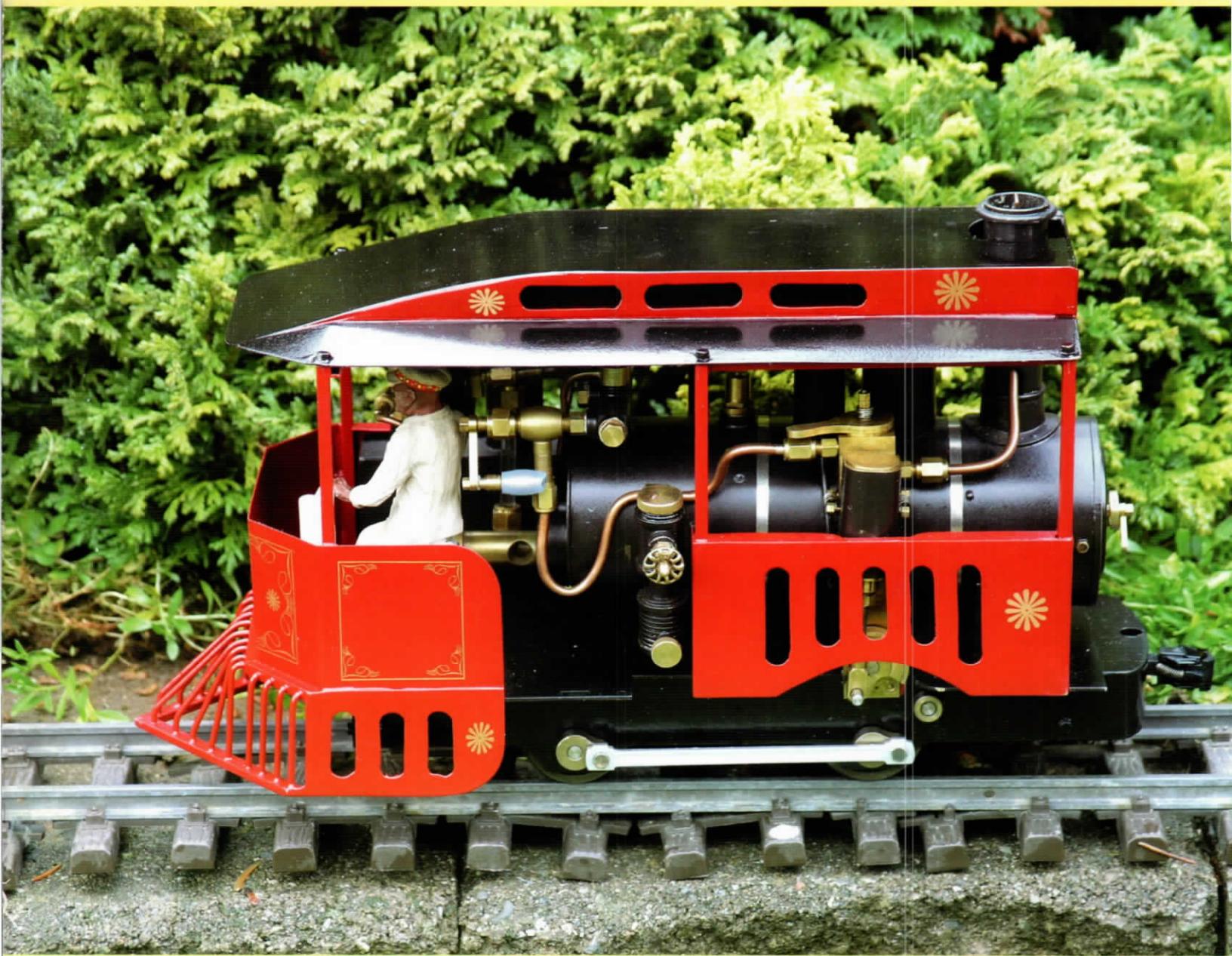


Nº 97 January/February 2008

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Inside.....

Winners of our KONRAD Bash Contest

Lombard Log Hauler

The Tender (&) Trap

REA Water Bottle Car

...and lots more!



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SCALE 1:32

LOCOMOTIVES & CARS

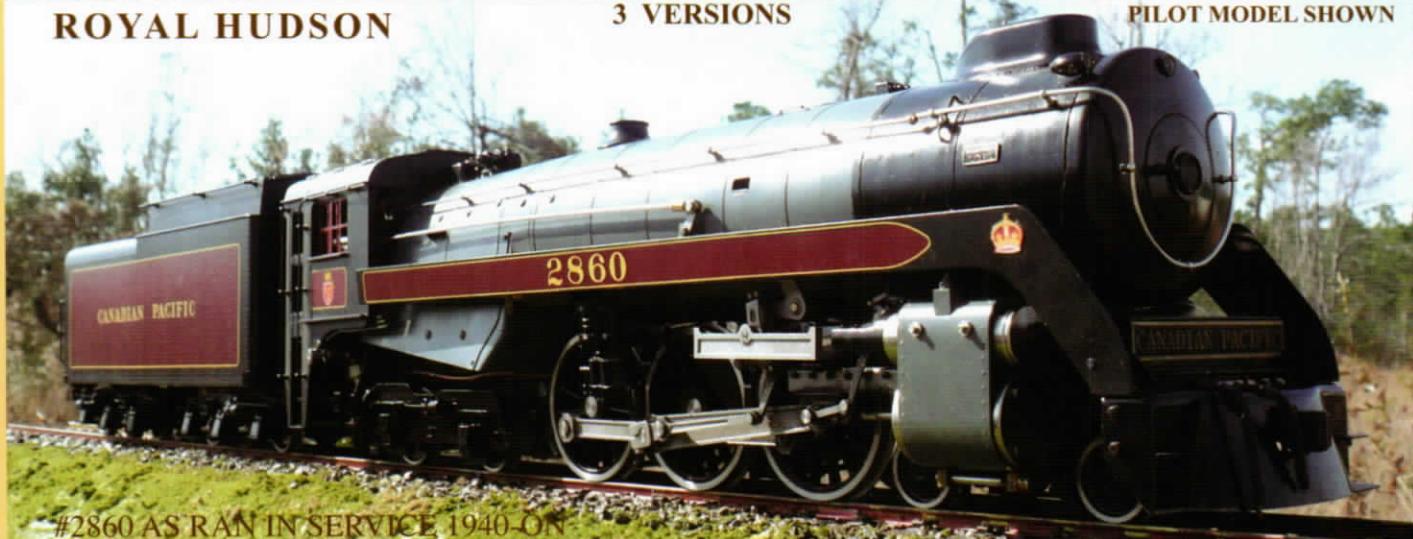
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STEAM IN THE GARDEN

Vol. 18, N° 1
Issue N° 97

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

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FRONT COVER:

The First Place Winner of our 2007 Regner KONRAD Bash Contest.....Tom Bowdler's entry was deemed by our impartial panel of judges to be N° 1.

Photo by Tom Bowdler

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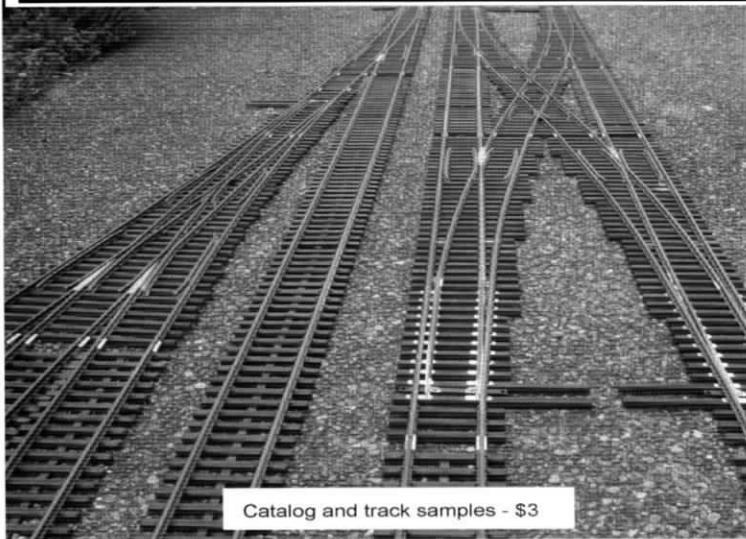


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Mexico City
via e-mail

Hi Ron,

At Diamondhead this year I purchased a Regner Vincent locomotive that I thought was cute as can be. I hope it runs as well as it looks.

When I purchased it I noticed a design flaw that I corrected yesterday. When I first saw the flaw I knew that such an engine would have never worked in real life, so it was evident that this locomotive was just a modern designer's dream come true. But he made a mistake. The chain transmission that runs from the fly wheel's sprocket down to the lower jack shaft has its chain tensioner on the wrong side of that drive. It is on the load side when it should be on the no-load side. The tensioner, a small grooved wheel, should be on the chain's loose side, in front. I corrected that by drilling and tapping the right fly wheel vertical support on the engine's right side with 2 more forward positioned 2 mm tapped holes used to secure the triangular chain idler's little grooved wheel plate support. This triangular plate also had to have a new

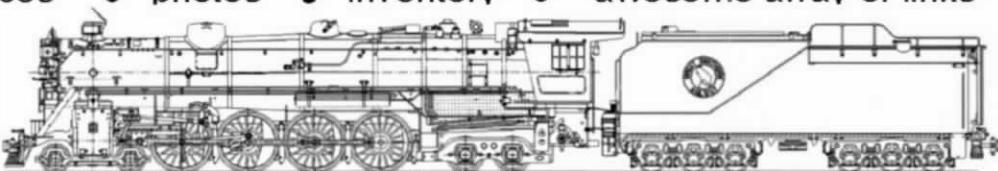
idler support shaft screw hole drilled in it to position the idler support's shaft towards the front of the engine. This new hole has to have a chamfer for the original flat head screw that secures the idler's shaft in its new position. This was done by re-sharpening a 11/64" drill bit with 82° angles and grinding tiny flats on its 2 cutting edges so that the bit works more like a milling cutter and doesn't pull itself through the plate being drilled, leaving a large hole. I used a 2-64 tap with an appropriate drill bit to tap the 2 new threaded holes in the fly wheel's RH vertical support. A 2-64 tap is very close to the 2 mm X .4 original screws used to secure the adjustable triangular idler wheel support plate. I am sending a photo of how my Vincent now looks.

Arthur Cohen



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Check the Calendar of Events on our web site (<http://steamup.info>) for regional and club events.

Southern Highlands, New South Wales, Australia Steam-up 24 & 25 May 2008. Rails in the Garden Inc. invite you to a weekend of steam, camaraderie and more. With 45mm and 32 mm gauge live steam layouts suitable for main line, narrow gauge and vintage steamers to run on. The weekend will feature flea market tables, trade stands and the option of a Saturday Night Dinner. Come and joins us in Bowral, NSW Australia. For comfort and insurance reasons, this gathering will not be open to the public - numbers will be limited and you must register to attend. For more details see: www.shsteamup.com

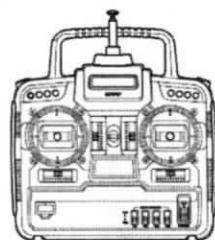
May 24 & 25, 2008 Pennsylvania Live Steamers Spring Meet, Rte. 29, 1 mile north of Rte. 113, Rahns, PA. Permanent Gauge 1 track and Gauge 0/Gauge 1 portable tracks in operation. Night running with lights. Food available on site with lodging nearby. For information and directions contact Harry Quirk, PO Box 215, Springtown PA 18081 - phone 610-346-8073 or Mike Moore at e-mail: trainman722@verizon.net

August 30 & 31, 2008 - Pennsylvania Live Steamers Labor Day Weekend Steamup, Rte. 29, 1 mile north of Rte. 113, Rahns, PA. Permanent Gauge 1 track and Gauge 0/Gauge 1 portable tracks in operation. Night running with lights. Food available on site with lodging nearby. For information and directions contact Harry Quirk, PO Box 215, Springtown PA 18081 - phone 610-346-8073 or Mike Moore e-mail: trainman722@verizon.net

Because of publication lead time, please send info for Calendar of Events well in advance. Include name of host and location of event, with address and/or phone number to contact for complete information. Some basic info about the site is also useful (i.e., ground level or elevated, minimum curve radius, ruling grade, etc.)

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WHAT'S NEW?

BF Industries has announced several new additions to their line. Vertical Probes for the WLDS System eliminates the need to drill any holes in the boiler when installing the Water Level Detection System. The probe replaces the water fill plug in many boilers such as Shays, Moguls, C-21,S-12, K27, K28 and many other locos having water fill plugs. The probe length extends down into the boiler and can be adjusted to detect the "low water point". This is usually located 3/16" – 1/4" above the top of the flue. Probes come in several types such as Sensor only, Combined Goodall/Sensor, and Combined Pump Input/Sensor probes. These are available from B F Industries now. For further info visit the website www.home.earthlink.net/~bfindus or Email bfindus@earthlink.net.

The B F Industries Electric Water Pump now features all brass check valves, which makes for a smaller, stronger pump. Operating on a 6-9 v dc battery, it is easily located in the tender close to the water source. The input and output hose barbs are position adjustable for ease of installation. The pump can be mounted in any position and even under water with simple waterproofing. Often the pump can be mounted on a tray mounted in top of the tender, over the water source which can also serve as a butane or propane tank temperature stabilizer. Sometimes the tender can be partitioned to provide a compartment for the pump and battery. Water output for the pump is 25 to 35 ml per minute or 1500 to 2100 ml per hour and therefore pump operation time is short. This eliminates excessive pump cycling and battery drain. A small 9v battery provides months of operation.

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MBV Schug, Accucraft Distributor Europe, Neustrasse 18, 54340 Detzem - Phone. +49 6507-802326 or Fax +49 6507-802327 - Please visit our websites: www.accucraft.de (only Accucraft) - www.roundhouse-shop.de (only Roundhouse) - www.mbv-schug.de (all other G-scale items) - e-mail: info@accucraft.de announces his new Saxonian IIK 0-6-2 live steam locomotive. After his first Saxonian project, the Saxonian IK, Mr. Schug is proud to present his next project, the Saxonian IIK. Delivery of this loco will be in May / June 2008. The sample is finished by end of December 2007 and it will be shown in January 2008 in Sinsheim (Germany). Pictures show the engineering sample. Please note that this new model has much more construction detail than the IK. At our web site you have the chance to pre-order your IIK, one from the limited production of 100 units, for 2084,03 Euro (without VAT) until 25.02.2008. After this date, the price is 2252,10 Euro. You can get the loco also with radio control for additional 336,13 Euro. Please note that a deposit of 700,- Euro is required as soon as you place your order.



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The Accucraft NG16 Garratt

by David Cairns

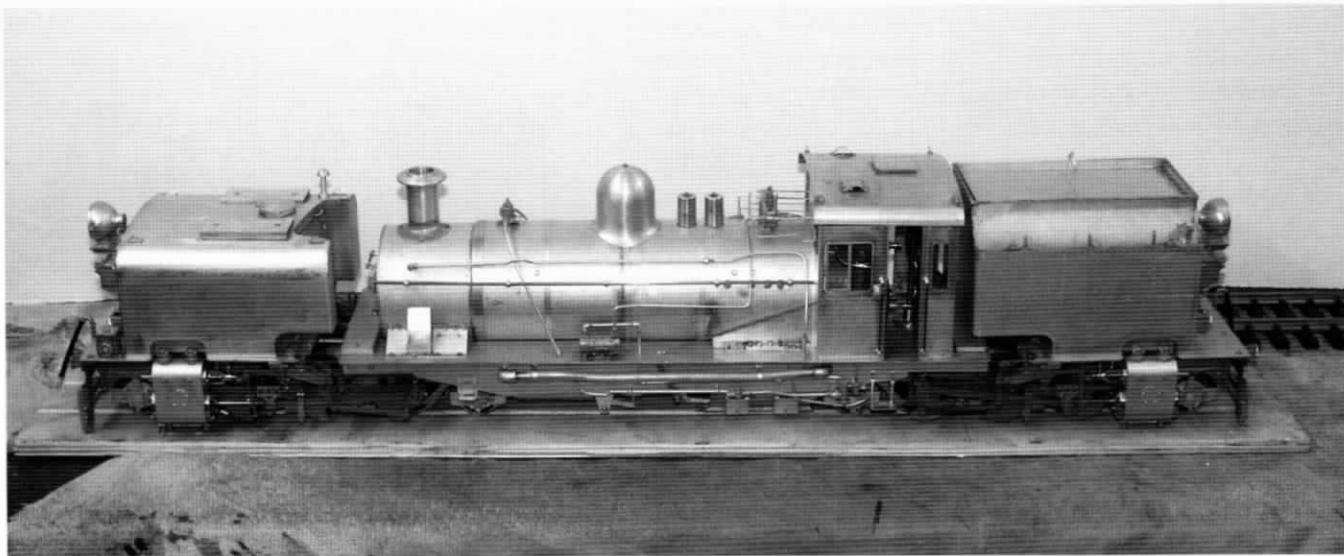
It was all my wife's fault that my bank balance was decimated, honestly! There we were heading south from Scotland and we should have been on the east coast intending to spend a night at Helmsley in Yorkshire (only 12 miles from Pickering and the preserved North Yorkshire Railway and 20 miles from the National Rail Museum at York, one of the finest railway museums in the world and entry is still free) but somehow we ended up on the west side of the country (my wife was driving) and there was a signpost to Church Stretton. Noticing this I said that we could not go past without saying hi to Mike Teece at Pearse Locomotives from whom I had bought a Leek and Manifold E R Calthrop some years previously.

Shortly thereafter we were at the workshop and I asked Mike if he had anything new in the pipeline. "Well..." says Mike, "Don (Donald Pearse) is working on the pre-production model of a NG16. Would you like to see it?" Upon viewing the loco (see photo) it must have taken me all of 30 seconds to say "I want one". And so it came to pass some 20 months later while en route to Scotland to spend New Year with my family, we collected the finished article from Pearse.

Travelling back to South Africa with over 20kg of loco is a story in itself, but we made it with the only damage being to my pocket in the form of VAT which had to be paid at Customs.

At this stage I should perhaps explain that I do not have a permanent track to run my locos, having to rely on a dual gauge, portable layout which takes about 3 hours and a considerable amount of physical exertion to erect. Some time passed before the motivation to do this had reached critical levels and of course the Garratt had to be unpacked before it could be run. All credit to Accucraft: the loco is extremely securely packed. No exaggeration, it took well over an hour to reduce it to its naked form.

I had bought the manual version and after carefully reading the instructions (proving that you can teach old dogs new tricks), I fed (butane only), oiled (filled the lubricator with steam oil), watered (there is a sight glass so that you can see what you are doing), turned on the gas, lit that via the chimney and after lubricating the motion, filled the rear tank where the gas reservoir is located with water to the designated level (a must when the temperature is cool) and then sat back



Pre-production Garratt, as seen by the author in the Pearse Shops in England.



View of the Garratt going away.

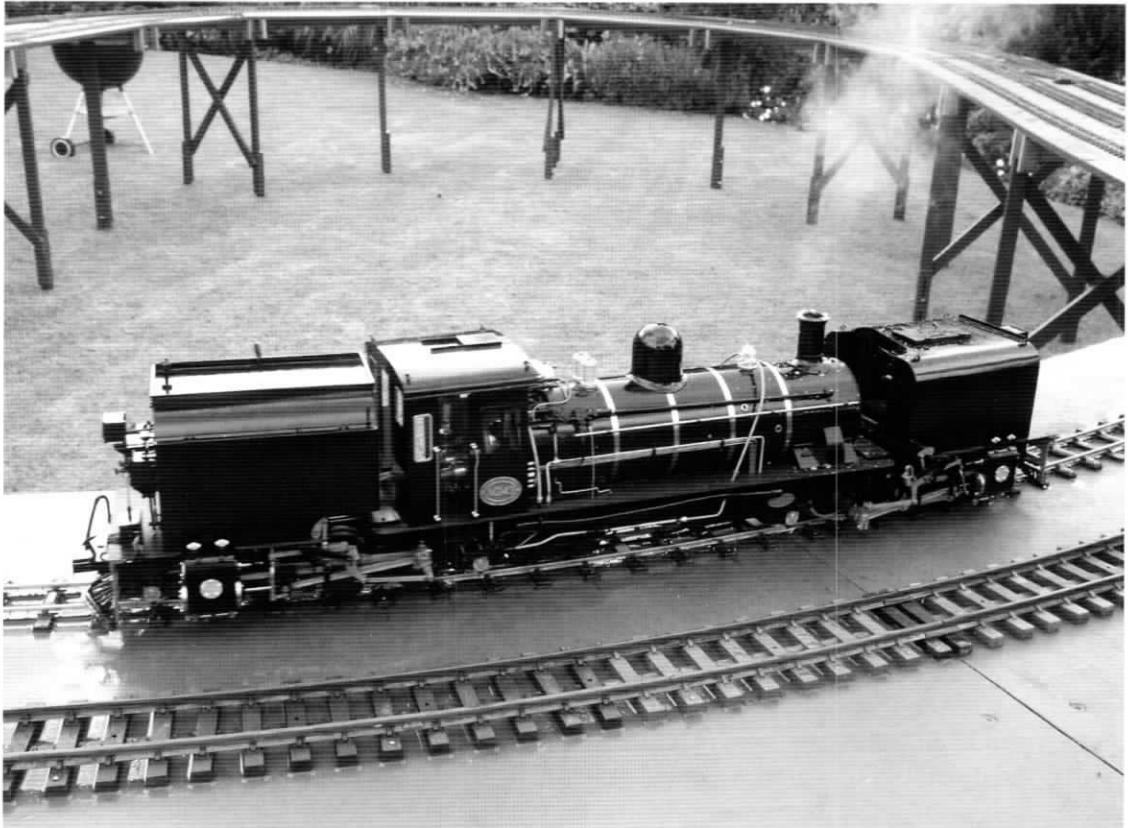
to wait for the pressure to rise. Two burners ensured that I did not have long to wait. Pressure was over 50 psi in just over 10 minutes. After turning down the gas and opening the steam regulator and the cylinder draincocks, the condensed steam was drained, the draincocks closed and the loco moved forward at a refined, sedate pace. A lap of the track followed and I felt that surge of pride and contentment that our steam dragons bring to their owners.

Unfortunately, those emotions quickly evaporated as the front engine on the loco seized. The same thing happened the next day. The

motion was fine when cold but shortly after introducing steam to the cylinders and irrespective of the direction of the loco (changed ingeniously by rotating a wheel located in the cab which activates the reverser) the front engine locked up.

The problem was brought to Ian Pearse's attention (Ian being the son of Don and the representative of Accucraft UK who commissioned the manufacture of the loco in China) and at first the suspected cause of the problem was the motion setting. This, when checked, proved to be spot on so further investigations were instigated involving the removal of the front cylinder cover. It appeared initially that the piston "lock up" was occurring when

the piston in the right front engine was in the rear position. However, to cut a long story short, further investigation revealed it was sticking in any position



The mighty Garratt steams around the author's portable track in South Africa.



A real beauty, and the author's pride and joy.

when the loco was in steam.

After further consultation with Ian Pearse the decision was made to remove the problem piston to check the 'O' ring. If the problem could not be identified and solved it was agreed that the front engine would be returned to the UK for repair.

In the event this was not necessary. The individual who was tasked with dealing with the problem in South Africa discovered that the 'O' rings on all the pistons had nowhere to go when steam caused them to expand, so the solution was to reduce the diameter of the ring grooves to 12.6mm. After the 'O' rings and pistons had been refitted and the loco steamed, it ran freely.

Further tests revealed that the gas tank permits about 35 minutes of burn when the gas regulator is turned down. Allowing for the 10 minutes or so required to build up steam from cold (a 'Goodall Valve' can be fitted permitting water to be added while in steam - can be supplied by PPS Models in the UK - thus permitting virtually continuous running) one

should obtain between 25 and 30 minutes running time from a full tank of gas.

The NG16 is a stunning beastie and despite the problems I experienced (the only person to have done so according to Ian Pearse) I have no reservations in recommending it. (No, I don't have any business connections with either Pearse Locomotives or Accucraft UK!).

The photos of the finished locomotive show it running on 32mm track, which of course is correct as the scale is 16mm to the foot and the track gauge of the prototype was 2 feet. In order to avoid the time and effort of setting up my portable layout I have taken to putting down some LGB track on the grass and adjusting the Garratt gauge to 45mm. This is a simple operation accomplished by loosening grub screws on the wheels and sliding them outwards along their axles. The loco copes easily with the undulations in the track arising from the uneven "lawn".

Now that the initial teething problems have been solved it is a docile loco with superb slow running

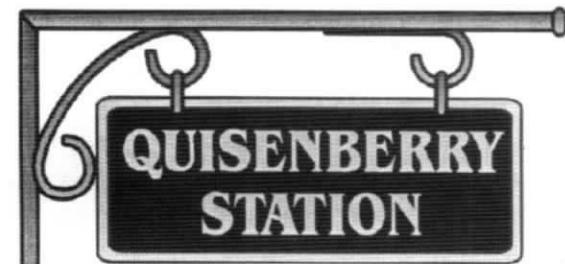
abilities. Probably because of the closer proximity to steam supply, the front engine does more work than the rear. Thus in my experience the loco runs better with the front engine pulling when travelling forwards than it does when in reverse with the front engine pushing, but that is a minor quibble.

Triassic Model Works in the UK are producing a range of bogie coaches based on SAR prototypes which are appropriate for the NG16. I know what I would like Santa to bring me this year.....

I live about 100kms away from the area where the NG16s spent their working lives (the South Coast of Natal). Sadly, the lines have all closed now but at least NG16 № 143, on which the Accucraft models is based, has been preserved and is operating on the Welsh Highland Railway. Although № 143 has been converted to oil firing it would not be too difficult to convert the model back to the original coal fired form of the prototype.

There is a saying that women cannot read maps and men will not ask for directions. Perhaps my acquisition of the NG16 proves that the former was advantageous on this occasion!

You can contact the author by e-mail at:
bandb@iafrica.com



The last of the Aster Berkshire kits are now in stock. Once these are sold, no more will be available.

We have a few of the Aristocraft Live Steam Mikados left...Priced to sell.

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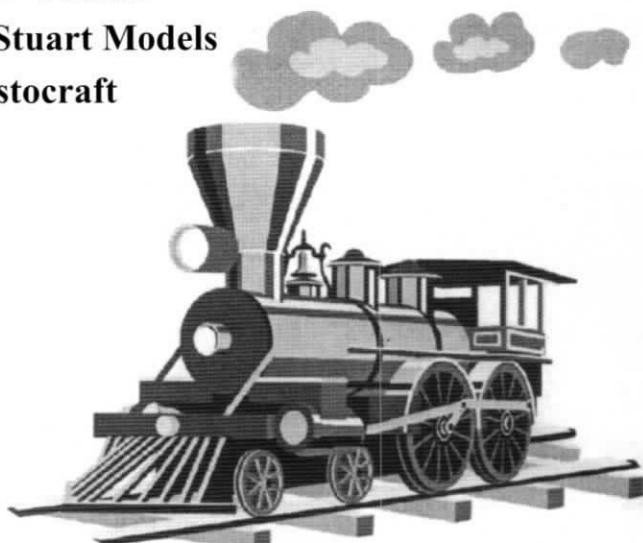
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REA Water Bottle Car

by Sal Martocci

There are many "tasks" that must be tended to while running a live steam locomotive. Arguably the most important is not letting the boiler run low or out of water. To that end we have many tools available to us to keep this from happening. One of the more popular is the Goodall valve and the pump bottle. Some engines have mechanical pumps in the tender and some engines have an axle pump on one of the drive wheels. And a few engines have both tender pumps and axle pumps. With the possible exception of a properly working and adjusted axle pump, the other options of adding water to the boiler require stopping the engine in order to satisfy your thirsty loco.

To make that process a little easier I looked for another method of adding water while under pressure and with the engine running. My solution was with an REA car converted to a pump car. I have included some pictures to help explain what I did. There are other manufacturers products that you can use to do the same thing, but I will tell you what I used. I started with a MTH 1:32 scale REA car. I use it for several reasons....it's available....an REA car can

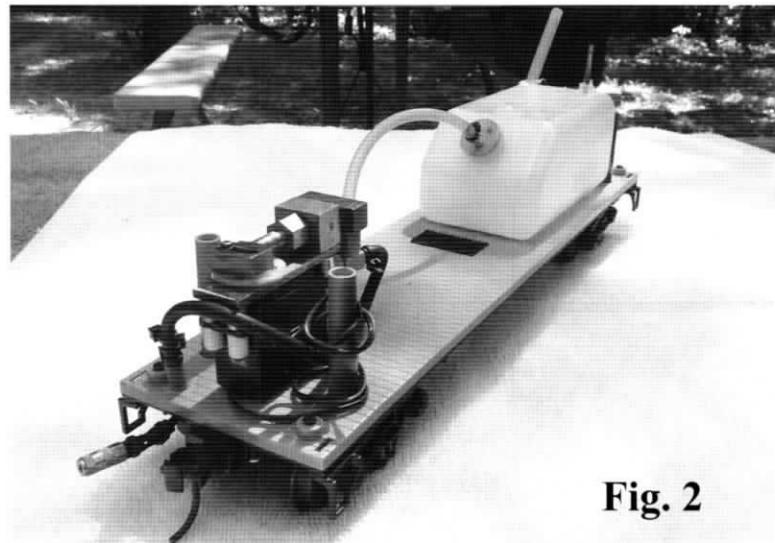


Fig. 2

go with either passenger or freight service.....it has ice hatches that open on each corner of the roof.....and the car itself is very sturdy.

I removed the body of the car so that I had only the open platform. I went to the local hobby shop with the platform and found a fuel tank for model planes that fit within the border of the car (Fig 1). I purchased a length of 1/8 brass tubing, 2 feet of silicone tubing and a bundle of 4 inch tie wraps.

A servo driven water pump was acquired from Bill Ford (BF Industries) and mounted the tank on one end of the car and the pump on the other end (Fig. 2).

Both the tank and the pump were secured to the floor of the car using clear RTV silicone adhesive sealant. The original filler valve for the fuel tank was sealed after installing the hardware necessary to draw water from the tank. At one corner of the tank and in line with one of the hatches on the top of the car I installed a piece of tubing so I could add water to the tank. To vent the tank I put a piece of brass tubing extending through the top of the car body. I ran a piece of silicone tubing from the tank feed to the suction side of the pump (Fig. 1).

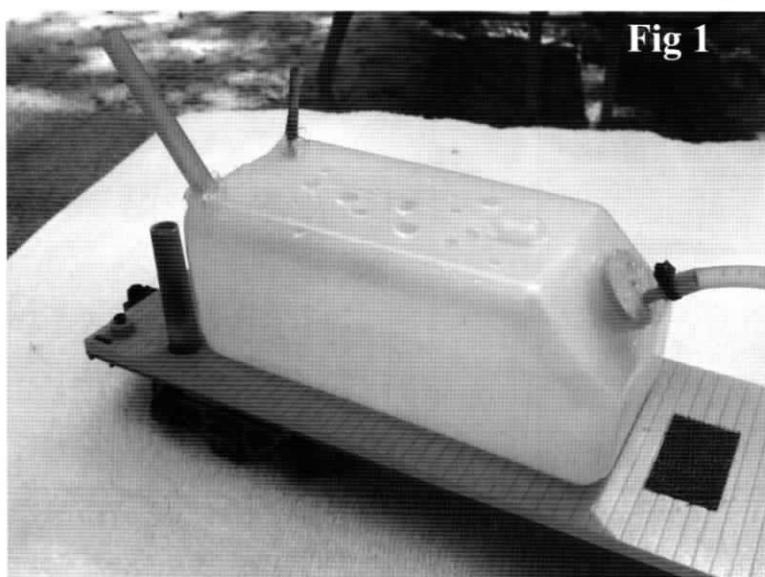


Fig 1

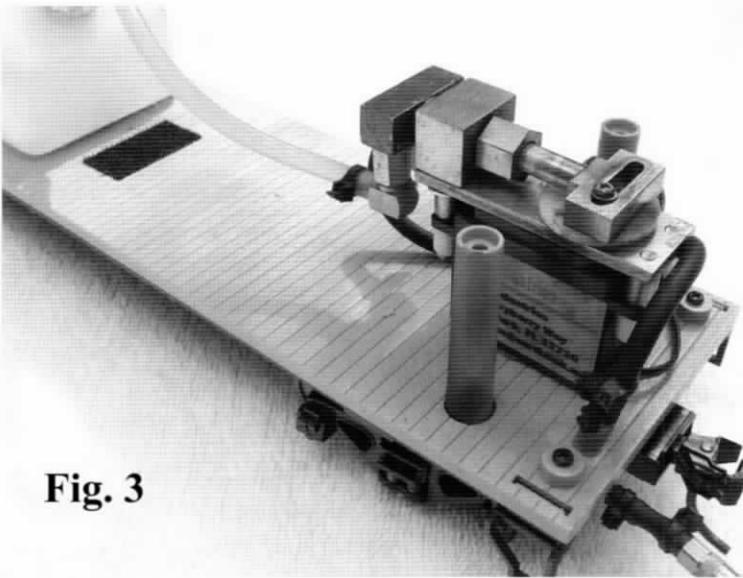


Fig. 3

The pressure side of the pump and all the way to the engine must be plumbed with vacuum line hose. Mine came from Advanced Auto. The silicone tubing will not hold the pump pressure and will burst the line. I learned this the hard way. In the near corner of Fig.3 you can see how I ran a piece of copper tubing through the floor and bent it towards where the tender would be. 3mm quick disconnects were purchased from Royce at Quisenberry Station and installed. The end that is shown in the pictures cannot be soldered to the pipe.....it has O-rings in it and should not be heated.

I use a 9 volt battery to drive the pump servo and it was mounted it with Velcro. I also connected it to a push button switch mounted on the roof of the car. I chose a push button switch because it was the easiest to operate while the train was in motion and the least likely to cause a derailment (Fig. 4).

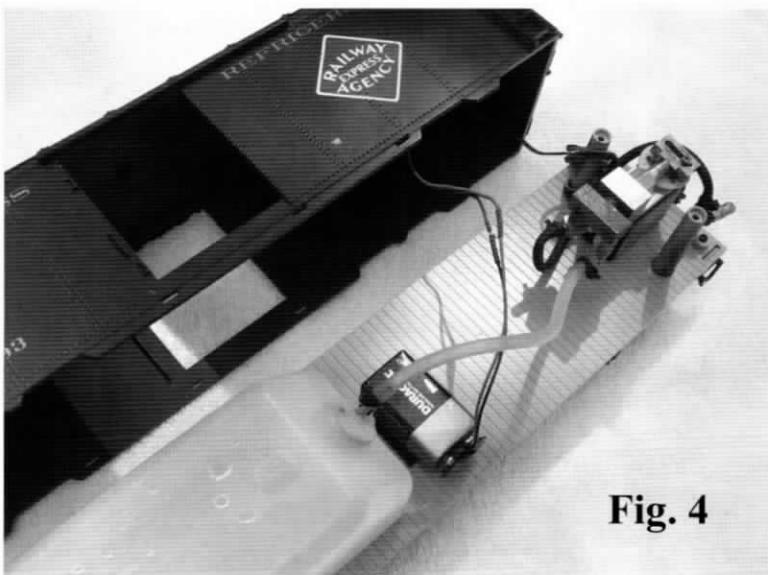


Fig. 4

You can peek into the side of the car with the top on and check the water level of the supply tank. The door on the side also allows easy access to replace the battery.

In Summary

I have used this car to supply water to an Aster Mikado and an Accucraft S12. It easily replenishes the water in each of the engines while they are running. I check the sight glass as the engine passes and if it needs water I press the switch. When the engine passes around again if the water level is now at a safe level I press the switch again to shut it off. When the switch is on it is low in the housing and when you release it, it pops up.

The switch is from All Electronics Cat. # PB-165.

What made this project so rewarding is how well it works. I made up an extra supply hose so that I can use it to feed water to any engine that is clack valve equipped.



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Know Your Water Level

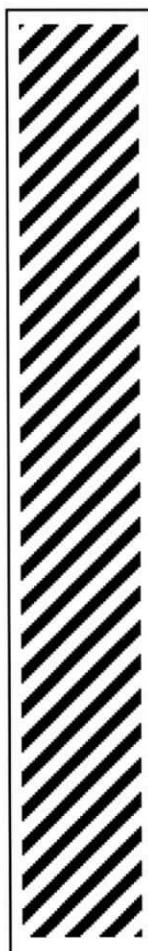
by Charles T. McCullough

Ever had that sinking feeling that the boiler might be empty because you can't tell if the sight glass is full or empty? Well, here is a technique that will help you see it clearly.

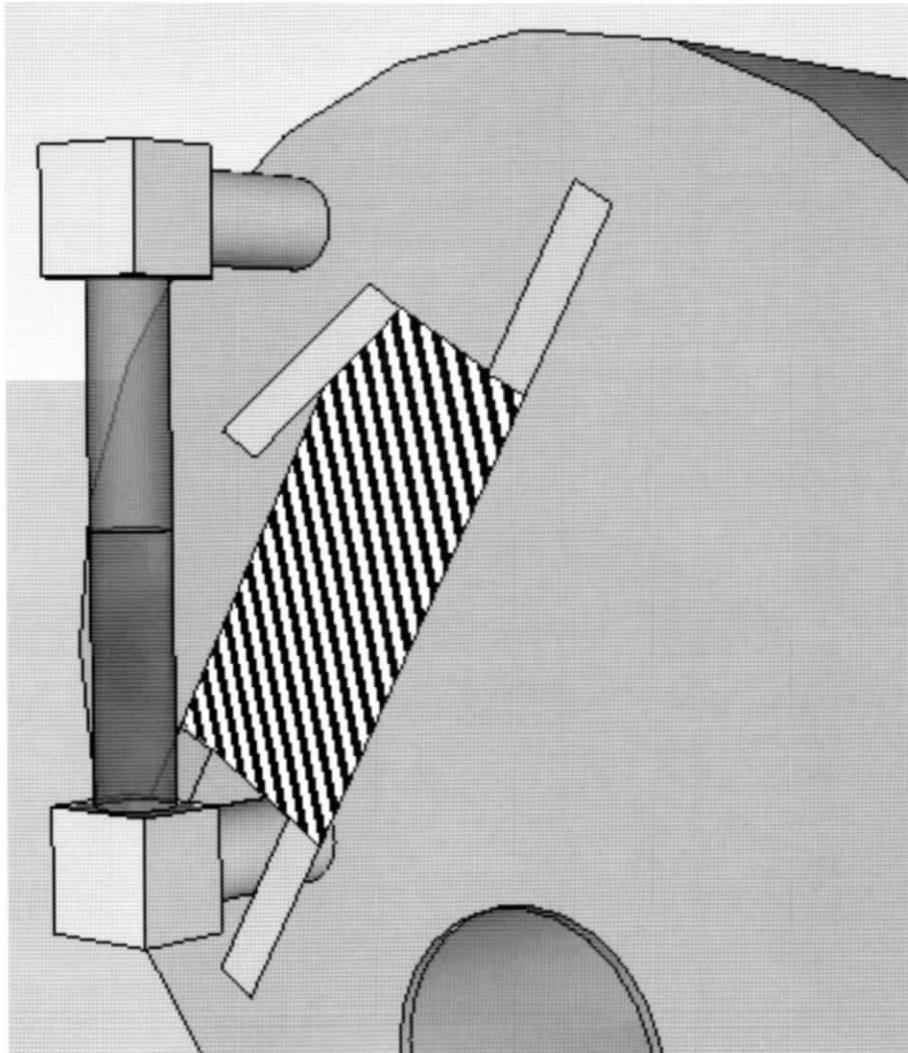
When Joe Hall and I were evaluating the Accucraft K-28 engine for the review we wrote in a previous issue of *SitG* (No. 95, September-October 2007), we were having trouble deciding if the boiler had water in it. The sight glass is quite narrow and we were concerned that maybe it was not registering properly. Sometimes we

could not tell if the glass was completely full or completely empty. We were not too happy with not knowing what was going on!

I then remembered an article in the July/August 2007 (Volume 41 No 4) issue of *Live Steam & Outdoor Railroading* magazine, (a publication for our BIG Brother trains that run on the 7-1/4" and 7-1/2" gauges) by Jan-Eric Nystrom entitled, "A Small Vertical Boiler - an exercise in TIG



Sight Glass Stripes



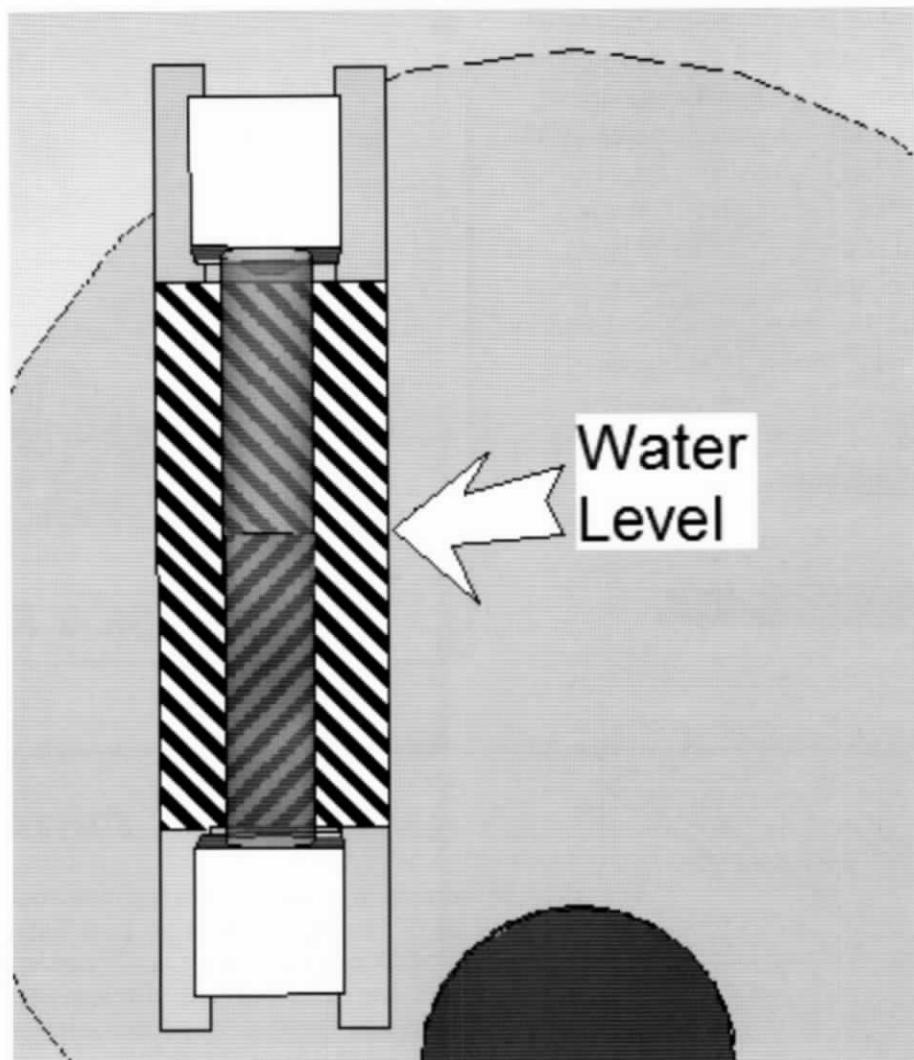
Drawing 1: Inserting the "H" behind the sight glass.

welding". It included a short segment on how to place a set of diagonal lines behind the sight glass to reveal the water level. Mr. Nystrom says this technique has been common on full sized boilers for a long time.

I decided to try the technique on the K-28 and it worked marvelously. Joe took the K-28 to Marty Cozad's meet and there, Jerry Barnes saw it and asked about it. I supplied a drawing and he says he has now tried it and he likes it, too.

The basic premise is to put a placard of uniform diagonal lines behind the sight glass. Where there is no water in the glass, the image of the lines viewable through the glass shows the diagonal lines relatively unchanged. However, where there is water in the glass, it acts like a lens to invert the image and the diagonal lines appear in the opposite direction. When the glass is just partially filled, the division point where the diagonal lines meet in opposite directions reveals the water level very clearly.

The drawing reproduced here was made with the Paint program of Windows and it can be copied from here, or you can make your own with



Drawing 2: Placard in place showing water level where the stripes are reversed.

any drawing program and print it, or just draw it with a pen and straight edge. Cut it out to a size that will fit behind your sight glass (the size will depend on your particular model locomotive and how the sight glass is installed). You may want to water proof your paper by putting clear tape over it or use a lacquer coating.

I recommend that the diagonal stripes be mounted on (or drawn directly upon) a piece of very thin

brass sheet that is cut to a tall "H" shape (where the crossbar is very thick). The cross bar of the "H" fits behind the sight glass and the "arms and legs" hold the placard in place by straddling the pipes to the sight glass.

Drawing 1 shows the placard with one "arm" folded down so that the "legs" can be slipped over the lower pipe to the sight glass and the placard then rotated to fit behind the glass. The "arm" can then be folded back upright to grip the upper pipe to the sight glass. A little crimping of the arm/legs should hold the placard in place. See **Drawing 2**.

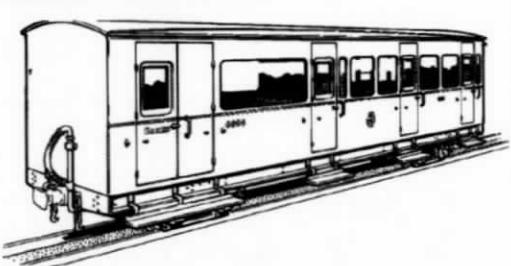
The pattern cannot be painted directly on the glass; it must be a short distance away (1 or 2

diameters of the sight glass). Some experimentation may be necessary to find the optimum distance on your boiler. Also, I make it somewhat wider than the glass so I can see which way the stripes are printed (seeing past the edges of the glass). If the pattern is completely behind the glass, I cannot tell if the glass is completely full (thus inverting the lines), or completely empty (thus not inverting the lines), because I cannot remember which way I printed the lines.

Semper Vaporo,
Charles T. McCullough
CMBY RY



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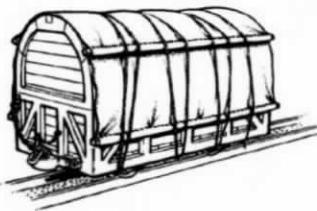
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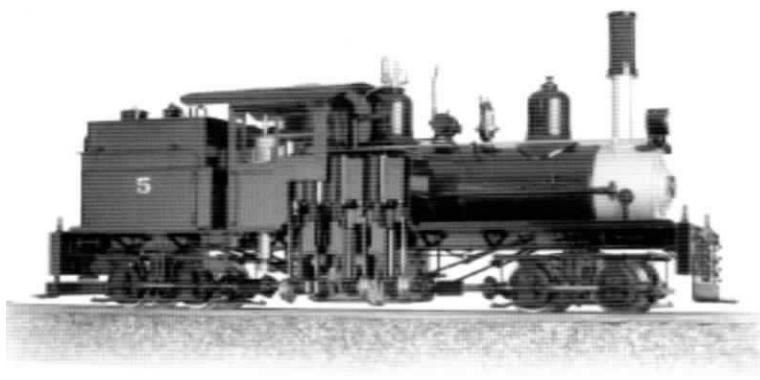
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Winners of the Regner Konrad Bashing Contest Sponsored by The Train Department and Steam in the Garden

The results are in, and Tom Bowdler took the 1st prize of \$100. 2nd prize (\$50) was won by Eric Maschwitz, and 3rd prize (\$25) was won by Gail Whigham. In addition to the cash prizes donated by The Train Department, Steam in the Garden will award a 1-year subscription (or extension) and some additional merchandise awards to each winning entry.

We appreciate all those who entered, and also

our impartial panel of judges who took the time to evaluate all the entries and render a difficult decision.

Commentary from the winning craftsmen (and craftswoman) can be seen below, and we will post as many photos of the winners as space permits.



1st Place Entry by Tom Bowdler

THE BACKGROUND:

It was an amazing year for G.B.Andrews. His entrepreneurial efforts paid off when he sold his regional telecommunications company to a large international conglomerate for an outlandish sum of money. A few months later he received a very large settlement from the estate of his late grandfather, industrialist and politician T.W. Edwards.

After years of 60+ hour weeks, and now possessing sufficient funds to never have to toil in the daily grind again, Mr. Andrews decided to retire to Hawaii and purchased a large tract of land in a remote area of the big island. For many months Andrews enjoyed the beautiful weather and scenic vistas of his new home, but soon grew restless and longed for opportunities to use his creative and managerial skills...but in what direction?

Remembering the enjoyable times when as a youngster he visited zoos and animal preserves with his family, he decided to create an animal park. Rather than a zoo with cages, his animals would roam freely so visitors could observe them in their natural habitats. Given the remote location another draw was needed to attract patrons to his park off the beaten track. Again, from childhood memories he knew just what it would be. Visitors would ride through his

wild animal park in tram cars pulled by a real steam engine!

DESIGN INSPIRATION:

My interests tend toward the eclectic and whimsical and so it was with this project. Regner's Konrad is an easy to fire, great running little loco that will pull a good load, so enhancing it cosmetically became the challenge. My son, Greg, whose nom de plume is G.B.Andrews, agreed to help with the conception of the project and to produce the figures for the passenger cars.

While I was deciding on the direction this project would take, a friend was making drawings of and constructing a model of NPC #21, a quirky narrow gauge cab forward loco with separate fuel and water tanks mounted on its tender. Since animals are involved I remembered the steam dummy concept where locomotives were encased in passenger coach-type body work so their mechanical bits wouldn't disturb the horses. Konrad's oscillating cylinder and flywheel are to me part of the visual pleasure of watching him run, so styling cues from Britain's Great Northern Rwy. Stirling Single of 1870 were employed.

All of these influences blended to form what I call (borrowing some 1960's Kustom Kar lingo) our Krazy Kustom Kab-forward Konrad.

LOCOMOTIVE CONSTRUCTION:

Work began by dismantling Konrad's stock bodywork. I first tried mocking up my friend's cab-forward drawings in cereal box cardboard, but the proportions didn't seem correct and the "fenders" to emulate the Stirling Single looked like the sides of a paddle wheel steam boat. I kept thinking and sketching and decided on a simpler, more modern appearance which, rendered in cardboard, provided the look I was after.

The cardboard templates made laying out and cutting the .016 brass sheets easier and more economical. Most of the cutting was accomplished with my trusty Stanley snips and the angles were bent in my vise. The slots in the side panels were made by using a hole punch for the ends of the slot, nibbling out the center and hand filing to neaten things up. Mounting tabs were fashioned and soldered in place along with 1/4" brass angle stiffeners where required.

The roof pieces were also .016 brass but the clerestory sides are .032 since I mangled the original pieces trying to punch the holes for the windows. I cut triangular pieces to make the transition between the roof and clerestory fronts and soldered, leaded and filed to blend them like the kustom kar builders of yore did.

Roof supports are 1/8" square brass tube and the roof has 2-56 bolts that slide into these tubes to allow roof removal when water and gas are added to the loco. The lubricator was left exposed since it looks like an air pump.

A rear buffer extension shaped like the tram car ends was constructed to hold a Kadee coupler. The cowcatcher has a 1/8" square tube on the loco body and a 1/8" x 3/16" tube on the bottom, in which holes were drilled so that 1/16" brass rod could be formed and soldered into place. My eye didn't like the abrupt transition from cowcatcher to floor so I added a piece of brass with the thematic slots to blend the front better. I could have made side skirts but elected to keep the drive rods visible and painted them metallic silver to make them more so. A custom made polished brass flywheel dresses up the off-cylinder side of the locomotive.

ROLLING STOCK:

The three tram cars are constructed on Bachmann tipper car chassis. I liked the look of the I-beam frames with curved ends and the small inside mounted wheels that match the locomotive. The chassis ends also have slots milled in them to easily mount Kadee couplers. I cut brass floors for each of the three cars and cut, annealed, bent and soldered in place the

curved end pieces.

The two passenger cars have brass side seat supports to which I soldered brass angles to hold the varnished seats made from 1/8" thick mahogany scribed to look like individual planks. The tender has oil and water tanks fashioned from cut down black pepper cans with filler hatches from Ozark Miniatures. Two Ozark steam driven pumps, Trackside Details valves and 1/16" brass rod emulate the plumbing needed to supply the locomotive. The tender has one mahogany seat for the narrator who explains the sights to the patrons riding in the next two cars.

Red and black enamel and gold custom decals for the animal park logo and striping decorate the locomotive and tram cars.

THE FIGURES:

Greg and I briefly discussed our figure ideas early on, then finalized the plans about a month later, amazed that we independently decided almost the same things. Greg uses **Sculpey™** clay baked on an armature of aluminum foil decorated with acrylic paint. His figures tend toward whimsical rather than sculpture and he especially enjoys creating facial expressions for his characters and giving them the appearance that they are active rather than static.

The "narrator", Rogelio Garcia, is dressed in the park's official uniform of tan vest, cargo pants and "Aussie" hat with colorful shirt and hat band. He is regaling the passengers with tales of wild animal lore through his microphone connected to the tram's wireless PA system. Sam and Ella Geezer, retired restauranteurs, have celebrated 57 years of marriage and are joined at the hip, literally so, since they're sculpted in one piece. They are happy to be out and about and love the tram since they suffer from arthritis and couldn't see the sights otherwise. Popcorn connoisseur Orville has been granted special permission to take some of the concession stand's finest with him on the tram but has been reminded that it is absolutely forbidden to feed the animals.

Mom (Helen) has taken her daughters to see the wild animal park. Jule E. is taking it all in, J. Lucy has spotted something to the left of the Tram and Susie Q. is astonished by what she sees in the rear seat! Gus the gorilla has purloined an ice cream cone from an unknown tourist and jumped aboard the tram to enjoy it while he rides.

The engineer is one of Richard Kapuaala's Poe O Hawaii figures, Marcus Schutte, an actual engineer on the Oahu Railway. He is wearing the engineer version of the park uniform against his will. He would

much rather be attired in traditional denim and, as for the colorful hat band....

As a southpaw he is perched on the engineer's seat with control console and throttle falling readily to his left hand.

This has been an enjoyable project to conceptualize and construct. I really like the individuality and uniqueness of this type of exercise along with developing new skills to bring them to reality. I hope to have the opportunity to run this train at many future steam ups and that it will be well received by participants and spectators alike, especially the young folks.

I am grateful to Dwight Ennis for the cab forward ideas. Carl Berg fabricated the beautiful polished brass flywheel. Dave Rouse manufactured and applied the decals and Bob Hardesty made the photos and burned them to a CD for my contest entry. A great thank you to all of you and to my son Greg for his ideas, creativity and hard work.

2nd Place

by Eric Maschwitz

Two Kitbashes, One Locomotive. The potential of this locomotive was immediately apparent to me when I first saw it. I ordered the locomotive before there was a U.S. distributor, in September of 2005. I knew that this engine was going to need some immediate modifications for use on my railroad. I imagined the engine as an American logging machine of the early 1900's. This rugged little engine saw service on my Gunn Lake Lumber Co. R.R.. It could easily accommodate the tightest radii and the most demanding grades on my line. What I didn't realize when I purchased the locomotive was that in two years it would undergo two full rebuilds.

The first kitbash was relatively basic. I remade the front end-beam and footboard in walnut. I made it wider than the original so it would match the width of the cab. A matching beam and footboard for the rear were also constructed at this time. These beams were fitted with brass coupler pockets from Trackside Details. The next step was to fully dismantle the locomotive, so I could paint the frame. The frame was stripped to bare metal and painted semi-gloss black. While it was disassembled, I made the most difficult modification. I annealed all the pipe work between the lubricator and cylinder, as well as the exhaust pipe. I then straightened these pipes and cut them

into pieces. Cast 90-degree pipe elbows from Cole's Power Models were then silver soldered in. American locomotives seldom used bent pipes, so the addition of the elbows is an authentic and functional detail. An Accucraft Ida/Mimi smokebox door and headlight was then fitted to the boiler, and the boiler was painted semi-gloss black. I also built a cab out of walnut that fit inside the walls of the stock cab. These modifications were satisfactory for the first year, but after that I started having new ideas.

In 2006 I tore down the locomotive once more to settle a few grievances that I had with my original kitbash. While I was at it, I thought I could spruce up a few other details, too. I stayed with the theme of an early 1900's logging engine but it would be rebuilt to reflect a locomotive that remained in active service until the 1950's and was converted to oil firing.

A plan emerged to convert the engine to a tender locomotive. The cab would be fully reworked because the original brass cab walls that came with the locomotive were really too tall to be the lower part of an enclosed cab. The proportions didn't look right. I cut the stock cab walls down to a shorter height with a special blade on my table saw. I also cut the rear opening on the fireman's side to make it symmetrical. After measuring the overall proportions of an Accucraft Ruby cab, I broke the original walnut cab apart and rebuilt it, board by board, to the new and improved dimensions. The exterior of the cab was coated with three coats of clear, satin lacquer, and the interior was painted light green. I decided on a new color for the lower cab of the locomotive. I used non-metallic, dark red automotive enamel that I found at the auto parts store.

The backhead received some considerable work. I added a tiny 1/2" diameter pressure gauge and a globe valve from PM Research that acts as a pressure relief valve. It vents through a trackside details turbo generator casting. This is a fun feature. When the locomotive is steamed up I can crack this valve open, and it looks like the turbo generator is running. The stock safety valve was removed, and a Goodall style water top-up valve was installed in its place. Obviously a new safety valve was necessary. I used an Accucraft adjustable pop valve and adapted it with a custom-made elbow to the steam turret in the cab. This pop valve vents through a brass grommet in the cab roof. To make the cab a more inviting place, I planked the floor with redwood and triple lacquered it to match the cab exterior. I also added a linkage that connects to the reverser and an in-cab reversing handle. The fuel tank was removed because the new one would

reside in the tender. The flywheel was removed and a five-spoke bronze flywheel casting was machined and installed. The new flywheel and the headlight were painted to match the new cab color. The round holes in the boiler support "saddle," indicative of a Regner locomotive, were milled into square openings for a more custom look. The tiny bench vise that is mounted on the front-end beam is from Regner, and it really works.

The tender is scratch built. It was based on a tender that West Side Lumber Company used with a small Porter locomotive that they called "Fido". I built the frame of the tender from wood. The sides are mahogany. They are painted dark red to match the cab of the engine. Lacquered walnut trim was installed on the top of the tender sides. The tanks are built from styrene and brass. What looks like two separate tanks is actually a single tank that houses the new butane tank and a water bath. The fuel tank is from an Accucraft C-16. With the new fuel tank and the Goodall valve, I can achieve run times of over an hour.

The hand wheel at the back of the tender controls the fuel. The tender is coupled to the locomotive by handmade brass coupler pockets and a draw bar. The fuel is delivered to the locomotive through a hard pipe that runs along the engineer's side of the tender and a flexible hose fitted with Rectus quick disconnect fittings. The wheels of the tender are from Sierra Valley Enterprises. They are actually 7/8ths scale spoke wheels. The 7/8ths wheels were too wide for my desired scale of 1:20.3, so they were turned down on a lathe to have the correct profile. These are mounted in Ozark Miniatures disconnect journals that are fitted with brass bushings for smooth and reliable running.

The locomotive runs very well with all its new modifications. I really need to give thanks to my good friend Henner Meinhold for all his support. Without his help on many of the finer points of machining, I could not have accomplished this project. As a means of celebrating the completion of the project, I assembled a special piece of clutter to adorn the tender. I modified a brass shovel from Brandbright castings and fitted it with a polished walnut handle that matches the new custom cab. The overall effect is a really well-proportioned, American locomotive that maintains all the amazing performance characteristics of the Regner Konrad. Despite its cute appearance, this little locomotive can easily hold its own against larger geared locomotives.

3rd Place by Gail Whigham

"Never let a woman around machinery." Most men, if fortunate enough, commonly adhere to this old adage. This includes pickup trucks, lawn mowers and steam engines. Bob was not as fortunate as most, I wanted in this secret society too. Now I'm hooked, I'm a steamer.

My husband Bob and I started our garden railway about eleven years ago when we bought a G scale train for our Christmas tree. After a short while the little electric found its way outside and around a pond and...wallah, we had a garden railway. This of course soon escalated into steam, a couple of Ruby kits and then into 7/8's down through the years as time allowed. In the publishing business, it was 7/24's. Now retired, we do 7/8's.

At Diamondhead 2007, our first, we were in awe of you guys and gals and your steam. Having run into Ken Johnson with Regner, we purchased a Willie for Bob and a Konrad for me.

The thought of using my imagination to create a 7/8's engine out of the Konrad led me to the coach kit I had purchased/built from Carl Malone and issue #65 of SitG and the article written by Carl, "Steam Motor No. 1 The :Coffee Pot" by Rishon Locomotive Works.

I thought I could somehow incorporate the two and make my own railbus for the Konrad Bash. Now mind you, my Konrad is not in any way prototypical, just a lot of fun and imagination.

I started by adding a brass plate enlarging the cab floor of the Konrad to 7/8's for the new cab to sit on. None of the Konrad gearing or boiler was changed. I added a beam and cow catcher to the front. The cab was scratch built with scribed siding and plywood from Micro Mart and spare parts purchased from Carl Malone.(He's a good kid!)

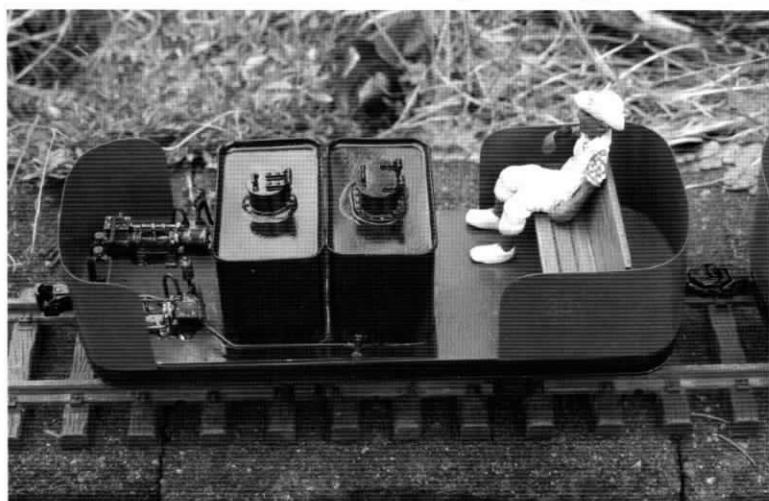
The coach of the bus was scratch built similar to the Coffee Pot's 1st and 2nd class look with a few less windows and a back porch. I also added a sand dome and bell to the engine and a copper reducer on the stack. I used stained glass leading to trim the cab and spectacles. Bob fixed me a brass hitch which allows the bus to run on 10' radius curves and the trucks on the bus swivel.

The figures are in 7/8's from Carlo Spirito that I hand painted.

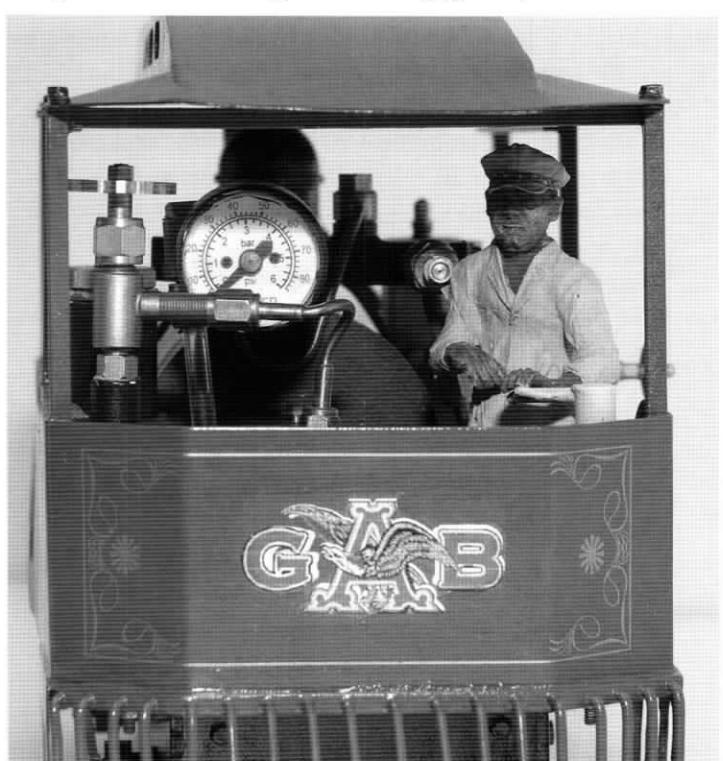
Who knows, we may run into a 7/8's Forney at Diamondhead 2008. God help my bank account if we do.



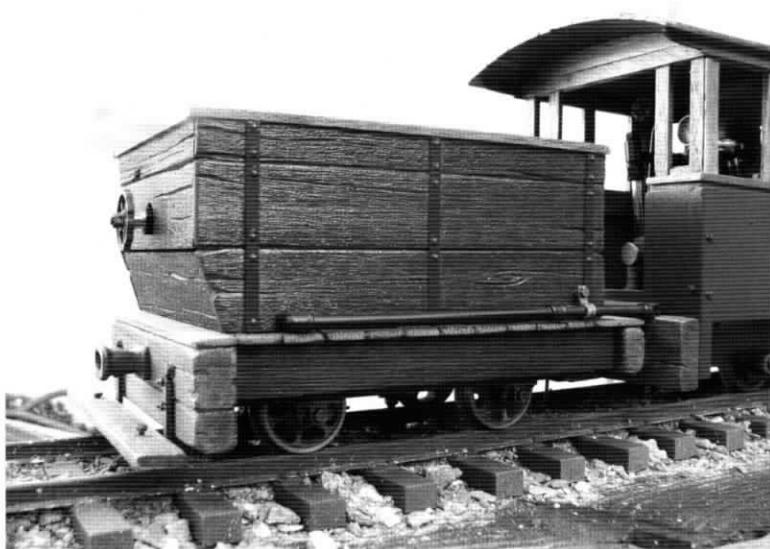
1st Place Winner viewed from the flywheel side. Great job on the rolling stock and figures, too.



1st Place Winner's tender and tour guide.

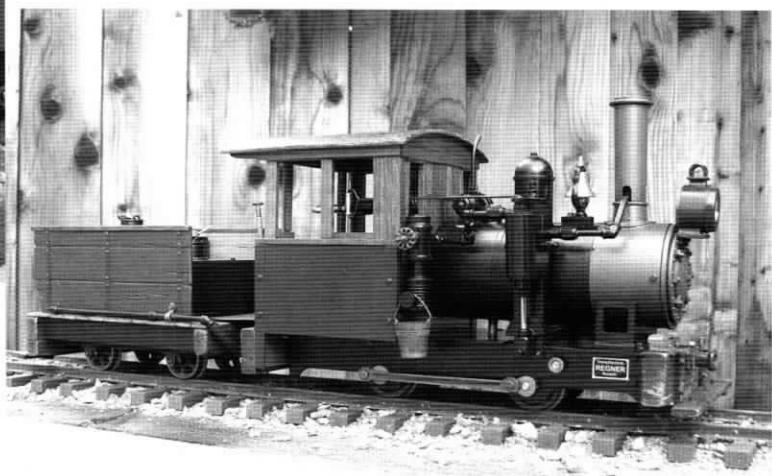


Head on view of 1st Place Konrad. Note the excellent decal and detail work.



Above: Tender detail on 2nd Place Winner.

Right: Side view of 2nd Place Winner.





1st Place Winner by Tom Bowdler.

2008
Winners!



Flywheel side of 1st Place Konrad Bash.



Classic pose by Eric Maschwitz's
2nd Place Konrad Bash



Gail Whigham's 3rd Place Konrad Bash. Gail's design was
inspired by the familiar "Coffee Pot".



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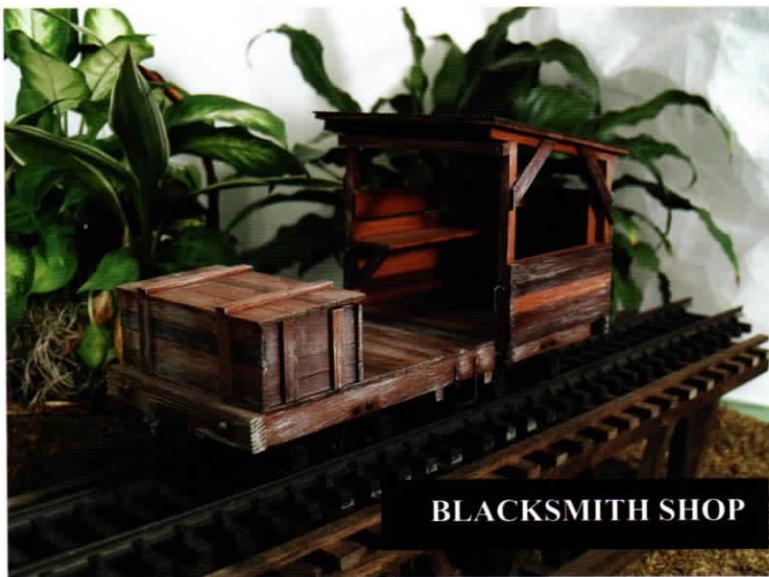
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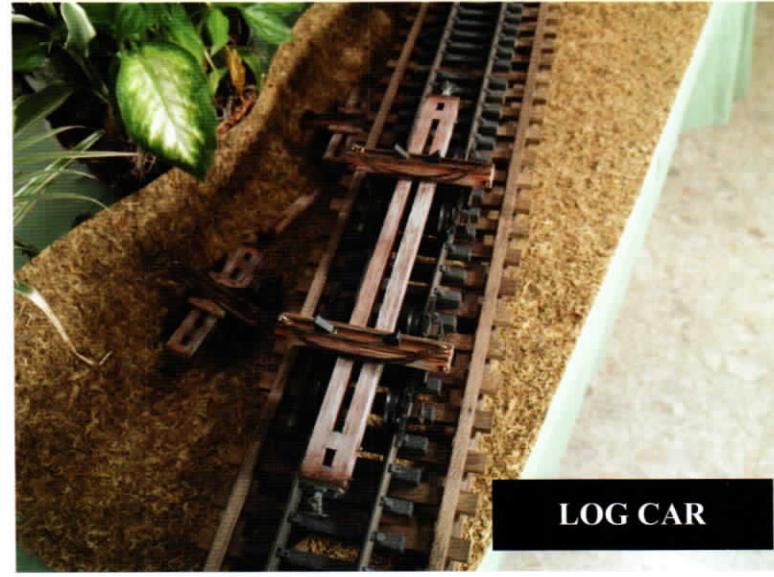
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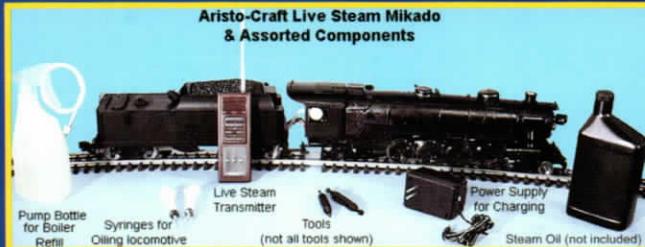


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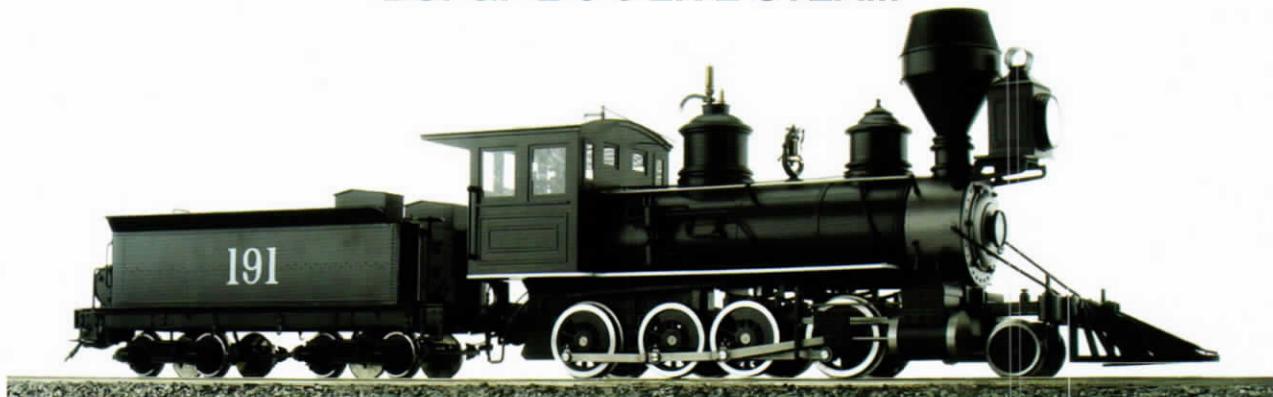


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The Nuts and Bolts of Shays

Shop Number 2570

By Dan Rowe

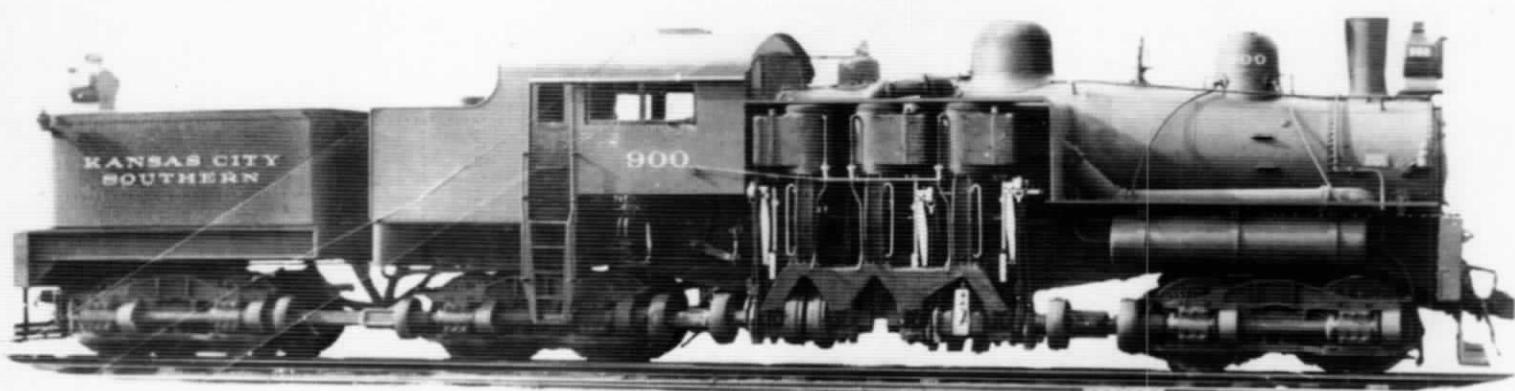
The largest Shay ever built was shop number 2570. It was completed on 2/5/1913. This locomotive was built as a switcher for the Kansas City Southern Railway and had several features that made it unique. It had the largest steam engine, boiler and trucks ever used on a Shay.

S/N 2570 was assigned road number 900 and it was designed to service the industrial area along May Street in Kansas City. This track, known as the "May Street Lead," has 60 degree curves and a 4 percent grade. A powerful engine was needed to push or pull cars up from the Kansas City Southern tracks along the south bank of the Missouri River. The operational history and photos of the Shay and track with a drawing are in an article in "Mainline Modeler" November 2005, by Dr. Nicholas Muff. The article is very interesting but the one word that hit me like a hammer was in the specifications where the valve gear is listed as Gooch. This information made me take another look at the drawing card index for S/N 2570.

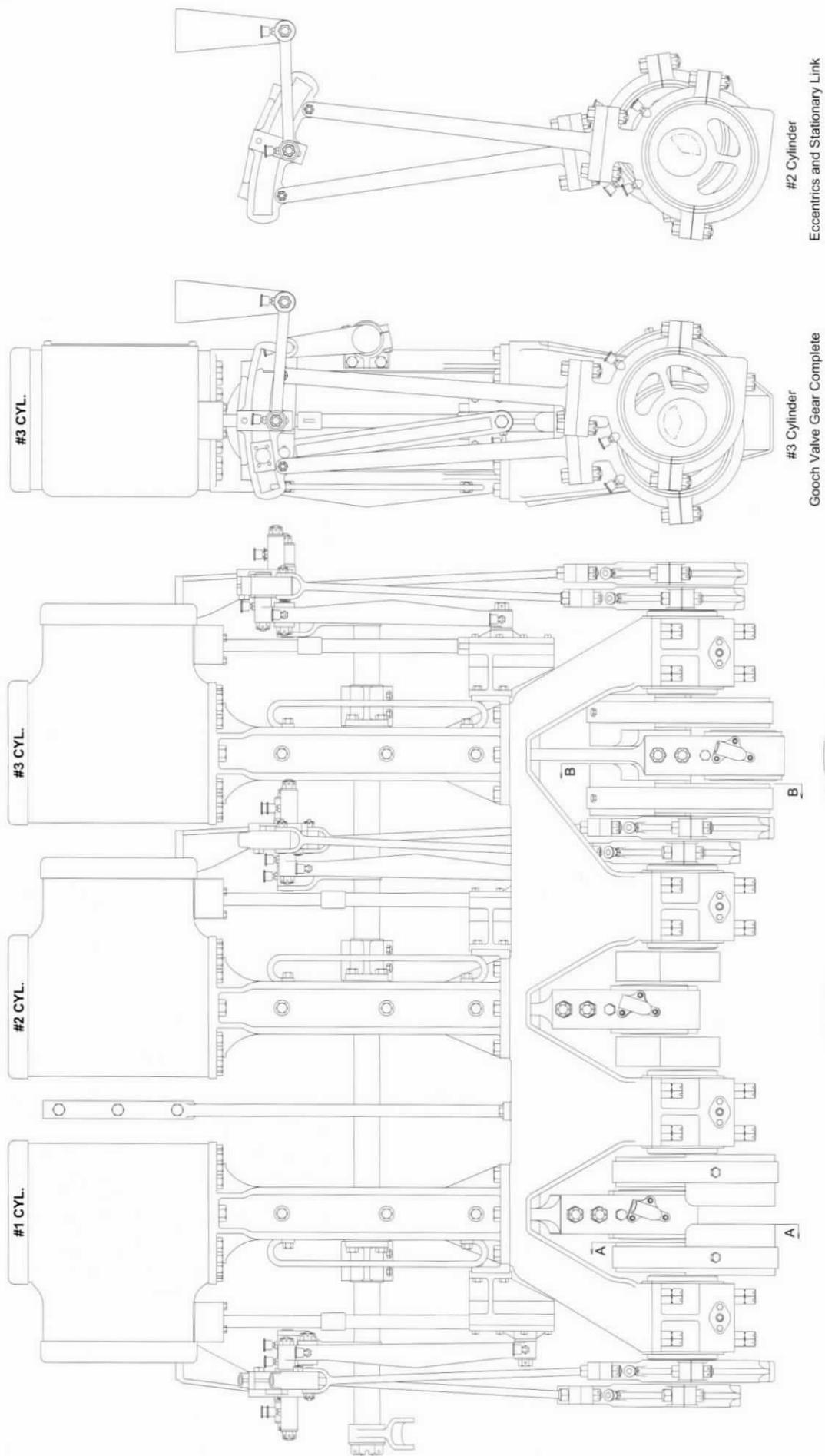
The specifications of S/N 2570 are:

Weight 324,000 lbs.
Bore & stroke 18"x20"
Valve gear Gooch
Driver diameter 48"
Oil capacity 2200 gallons
Water capacity 5000 gallons
Boiler 67-3/8 extended wagon top
Boiler pressure 200 PSI
Tubes 347, 2" OD, 192-3/4" L
Firebox length 120"
Firebox width 68-1/8"
Firebox height 68-3/8"
Gear ratio 20:49
Tractive effort 74,400 lbs.

That is a very impressive figure for tractive effort considering that it is over 1200 pounds greater than any other Shay built. This is in the range of the tractive effort supplied by 4-8-4 rod locomotives. S/N 2570 had cast steel trucks and a girder frame. The trucks had a 72 inch wheel base which was the longest rigid wheel base on a Shay.

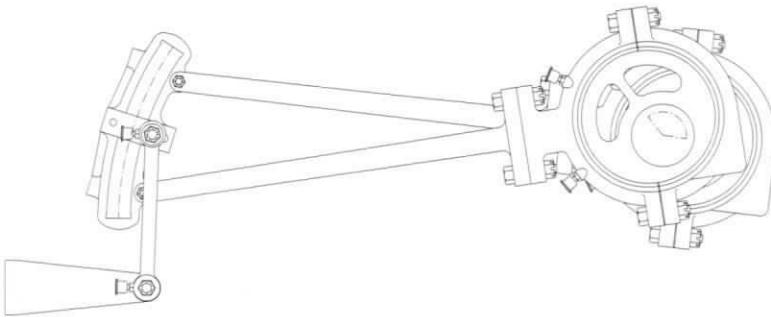


Shop Number 2570 Photo courtesy Allen County (Ohio) Historical Society

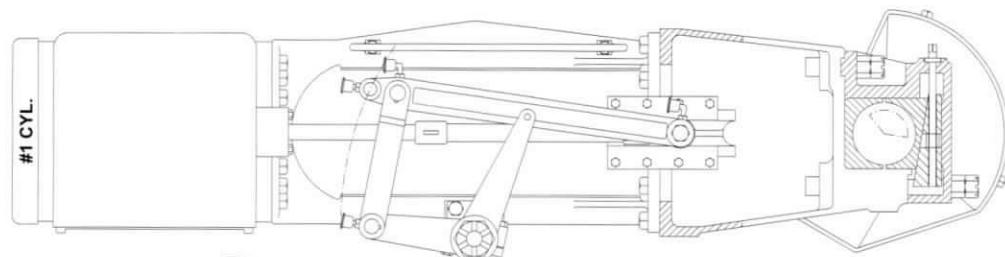


Shop Number 2570 Steam Engine

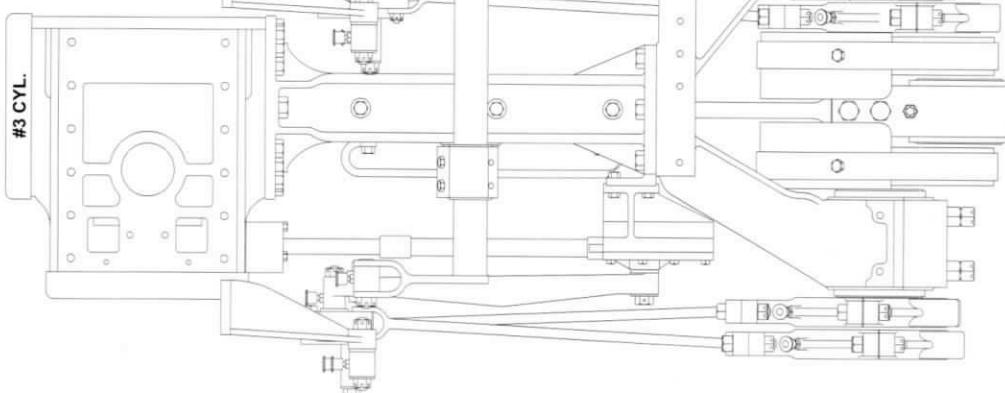
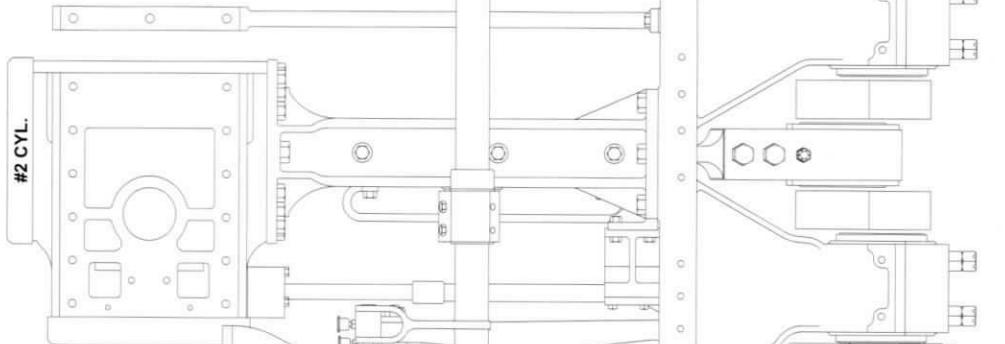
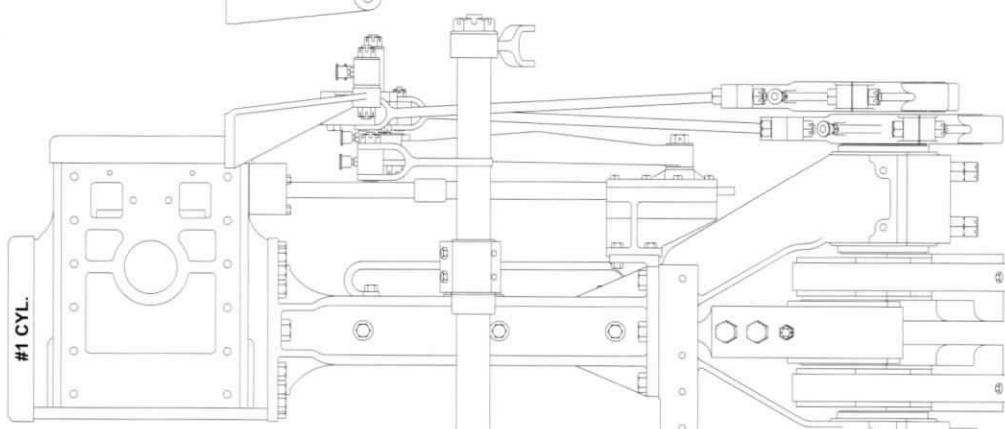
Cylinder Diameter 18 inch
 Cylinder Stroke 20 inch
 Gooch valve Gear
 Valve Travel 6 inch
 Angular Advance 21.5 degrees
 Scale 1/2 inch to the foot



#1 Cylinder
Eccentricity and Stationary Link



#1 Cylinder
Tumbling Shaft and Radius Rod



Use of Gooch valve gear is one of the unique features of the engine. This type of link motion was not widely used in US practice. The usual form of Gooch gear is very long and would not fit Shay cylinders. This is shown by using most of the same parts to show normal Gooch gear in Figure 1. The reverse curve radius link (Gooch link) is the easy way to spot the usual form of Gooch gear.

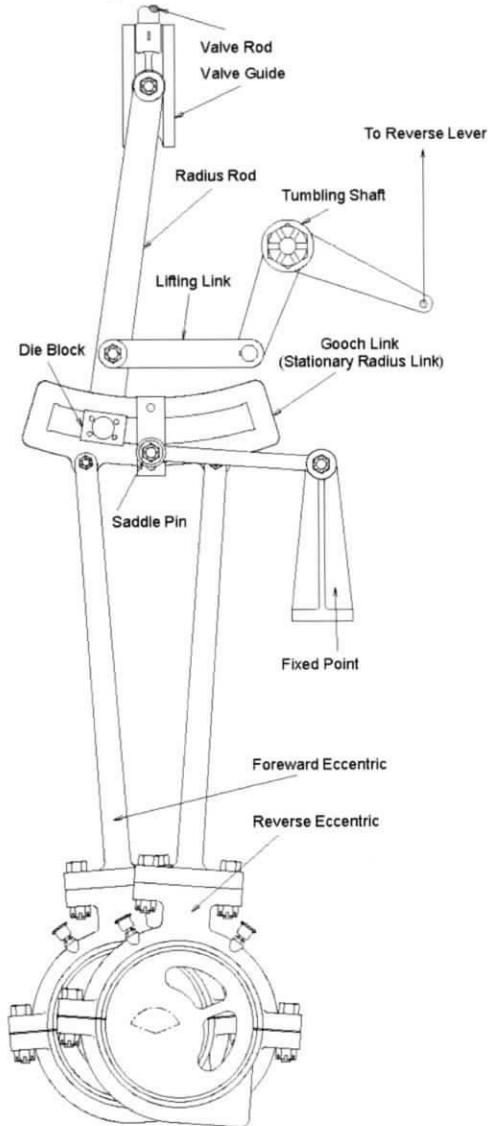


Figure 1

The saddle pin of the stationary Gooch link is connected to a fixed point using a straight link. The radius rod is connected to the tumbling shaft by the lifting link. The end pivots of the radius rod are connected to the die block and the valve guide. Gooch

gear was preferred for some applications because it is a constant lead gear. Stephenson gear is a variable lead gear. The merits of one over the other is a lengthy subject but the extra links and corresponding pivots used with Gooch gear increase the wear points and lost motion is the main issue, in my view.

The form of Gooch gear used on S/N 2570 had a radius link that looks exactly like the radius link used for Stephenson link motion. The main difference between them is that the Gooch link is stationary and the Stephenson link is a shifting link. This application of Gooch gear to a Shay locomotive is covered in US patent 895,995 issued August 11 1908. The key point in the patent is because the radius link is stationary the cylinders can be located closer to the firebox than with a shifting link.

My drawing of the 3-18x20 engine shows the front and back of the engine. This view, with the end and partial views, shows most of the valve gear. It would have been nice to show the internal valve view, but this was not possible because the valve used with this engine is one of the missing drawings.

The end view of cylinder 1 shows that the tumbling shaft is connected to the radius rod. The downward pointing arm of the tumbling shaft connects to the reverse lever which was set in $\frac{1}{2}$ forward gear so all the parts of the gear could be seen.

The cross sections of the crankshaft show the counter weight system used. The semicircular sections of the counter weights shown with a dashed line were filled with lead. Only cylinders 1 and 3 had counter weights that were bolted to the corner of the crank webs. The end view shows that this offset counter weight position also balanced the center cylinder.

The cross section of the main bearing shows the usual design of the wedge adjuster. The use of long and short bolts to secure the bearing box is an early example of the design used on the larger Shay engines.



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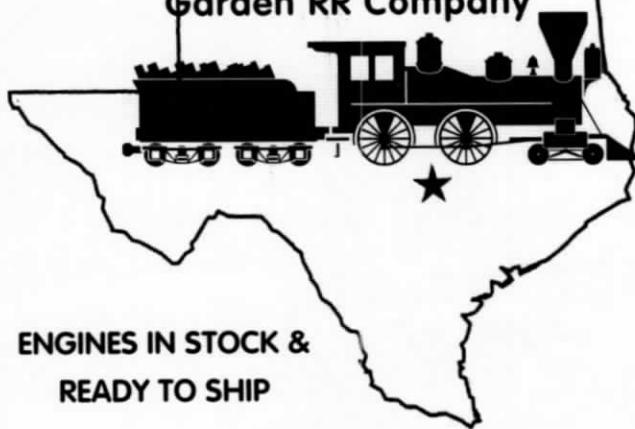
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The Tender (&) Trap

article and photos by Cla Neff
translation to English by Bert Horner

I purchased an Accucraft Mogul late last year. It ran perfectly right out of the box, pulled a scale length train, ran for a half hour on one tank of gas and water and I was very happy with my new acquisition. After some time I got the feeling the engine could look better if it had a

cide which one I liked best. Then one night when dropping the original insert into the tender I saw the light, why not make all three and run the one which passed my mood of the day?. The next day I asked myself why it had taken so long for the penny to drop and realised this was the only way



The 3 tender styles lined up alongside the Accucraft Mogul and tender.

coal, or a wood tender. A couple of weeks later I found myself cutting paper and card to simulate coal rails, or tool boxes for a wood tender, as well as a new oil tank just to see how they would look and then maybe choose one to replace the original oil tank simulation which was so constructed that it could be lifted out of the tender. A new problem cropped up, it was difficult to de-

to go. After spending a couple of days looking at prototype photos in books, three tender designs were chosen and quick sketches were made, then I headed down to my local metal supplier and a quantity of half hard 0.8mm and 0.5 brass sheet was bought. The existing bay in the tender where the dummy oil tank fitted gave the governing dimensions. I set myself to work.

The brass was marked out and rivet holes were drilled, (I don't like punched through rivets), then the parts were cut out, filed to exact size, offered together and soldered in place. I had decided that any tool box lids, etc. would have to be able to be opened, so care was taken during soldering. The next step was to put rivets into the rivet holes and solder them in place. Any excess was then cut off the rivets and the inside cleaned up.

Next, coal rails, etc. were constructed, hooks for holding fire irons and such. Then I was ready for a trial fit in the space provided by removing the old oil tender insert. The change was unbelievable. It was now obvious that a ladder was needed on the rear of tender and a backup lamp would be a good addition, so the ladder was constructed from flat brass with round rungs and fitted in place. A lamp bracket was made and also soldered to the tender rear wall. I noted there were no drain holes in the tender top flair for spilt water to escape when taking on water so these were drilled in the rear corners.

Next air lines were fitted from the tender top air tank with valves and hand wheels. The whole thing was now sanded off, repainted and lettered for my line. I spent the next few days changing the tender inserts and I realised how much the



The beartrap stack lends a real touch of individuality to the author's Mogul.

character of the engine changed with each new tender insert. While comparing my work with original photos I noticed one engine was wearing a Bear Trap spark arrester..... Now I thought, that is exactly what she needs to give her a very definite original character. So a piece of copper tube of the right diameter was bent to shape to run from behind the stack to just in front of the cylinder on the fireman's side of the engine (left in the direction of running).

A piece of fine mesh screening was cut for the front and a piece of 0.5mm brass was cut to size for the rear part of the bear trap. These were soldered together with the top and bottom, then the copper tube downcomer was soldered into the base of the unit and the whole was placed over the stack. I'd had luck...it fitted.

I didn't want to continually run with the bear trap, so three holes were drilled and tapped into the base of the bear trap where it fitted over the stack, screws were screwed into the holes and the bear trap was now clamped in place and was removable by loosening the three screws. Further scrutiny revealed that the downcomer had a small round door over the end of the tube, so a small round was cut out of brass and a small hinge was made. The hinge was soldered to the bottom of the downcomer, a fastener was made to keep

the door closed, then the whole was painted. So again I spent a couple of days changing stack and tender variations. The tender inserts are just tight fitting drop- ins and the bear trap needs the three screws to be screwed down a little to hold it securely in place. In all about 60 seconds are needed. This engine is now anything but boring. In fact the next time I get asked "How many of those Moguls have you got?" will not be the first time.



It's time to issue another plea for HELP! We need more articles and photos from our readers to keep things lively and interesting in these pages. Contact us via e-mail at rbrown54@stny.rr.com or phone 607-642-8119 for more information.



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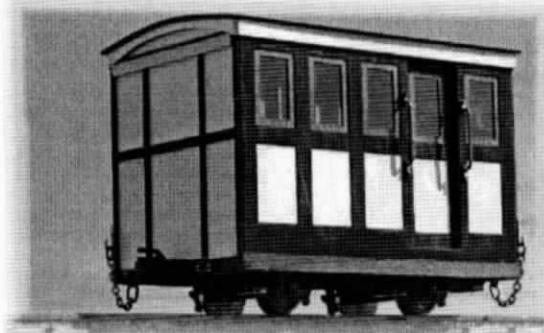
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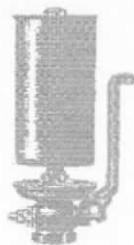


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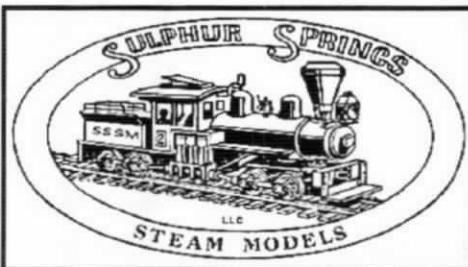
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Lombard Log Hauler

by Ken Parkinson

prototype photos courtesy
Patten Lumberman's Museum
Patten, Maine

In recent issues of *Steam in the Garden* there seems to be keen interest in special duty locomotives, particularly in the logging industry.

The ingenuity in the back woods by loggers has been interesting to me for a considerable time. There were steam powered units that were moved about on skids by winching to a stationary

resembled a locomotive but did not run on a rail system. They had skids in the front for steering and crawler tracks in the rear, providing power and traction.

These machines were built between 1900 and about 1917 by the Alvin O. Lombard Traction Co. in Waterville, ME. There were challenging

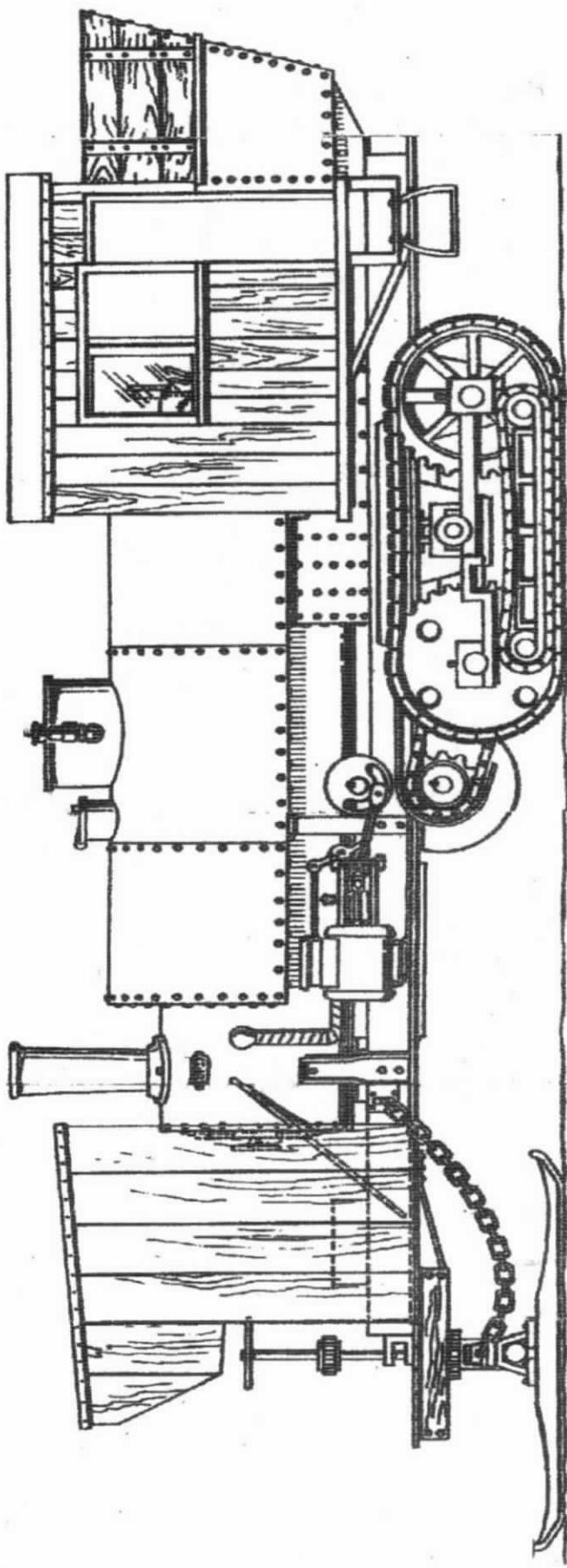


anchor; others had cupped double flanged wheels and would travel on a track laid down of trees with the bark intact. Then of course we are more familiar with the ones built on a deck with an upright boiler and engine. The culmination of it all was the Shay, Heisler and Climax locomotives.

There is one other prime mover that has interested me. This is the Lombard steam hauler. This

patent cases but it appears that Lombard preceded the Holt Tractor Co., later Caterpillar Co., in the design of the crawler track design with which we all are familiar.

Obviously, with the bobsled steering it was operated only on snow covered log roads. Winter was the time to get the felled trees to holding points from which they were floated to the mills. The first models had upright boilers but followed shortly with the hor-

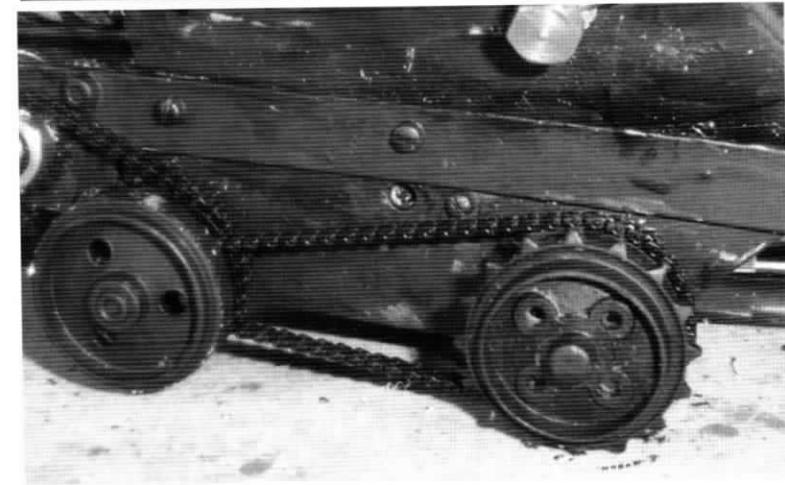
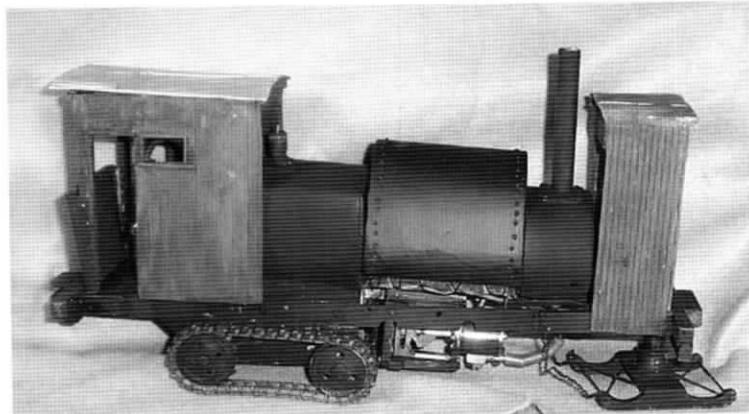
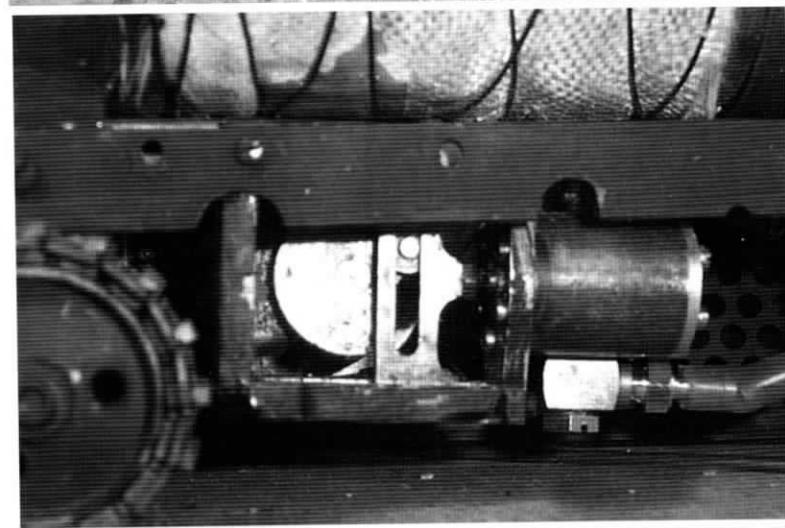
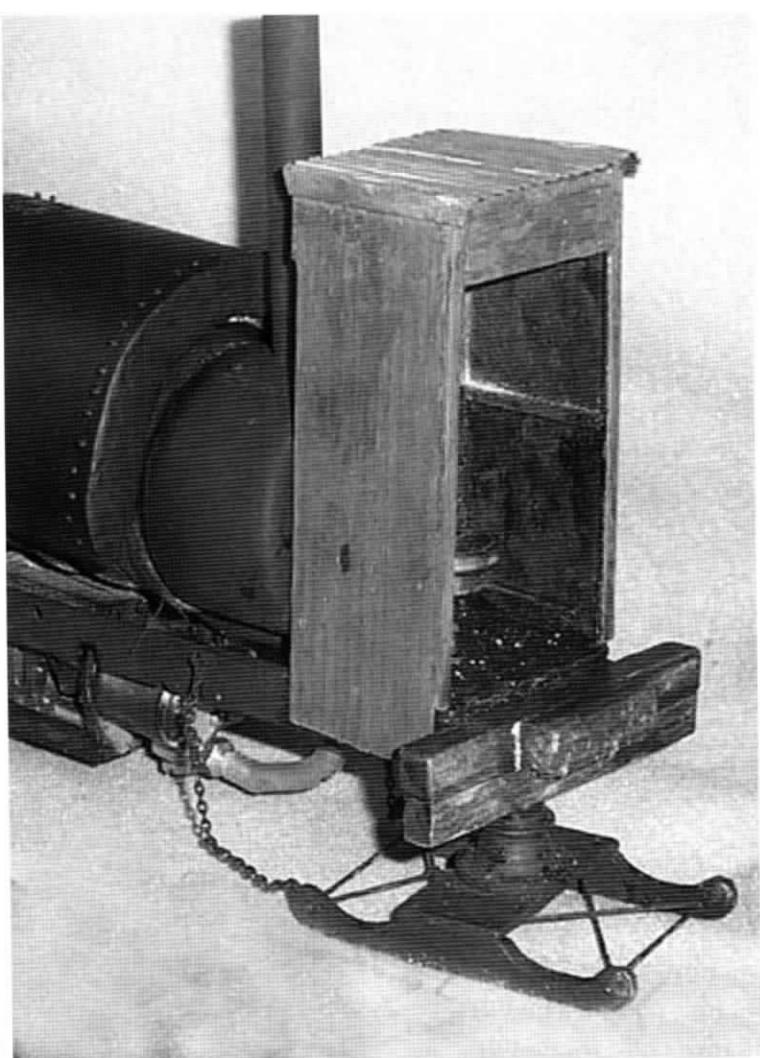
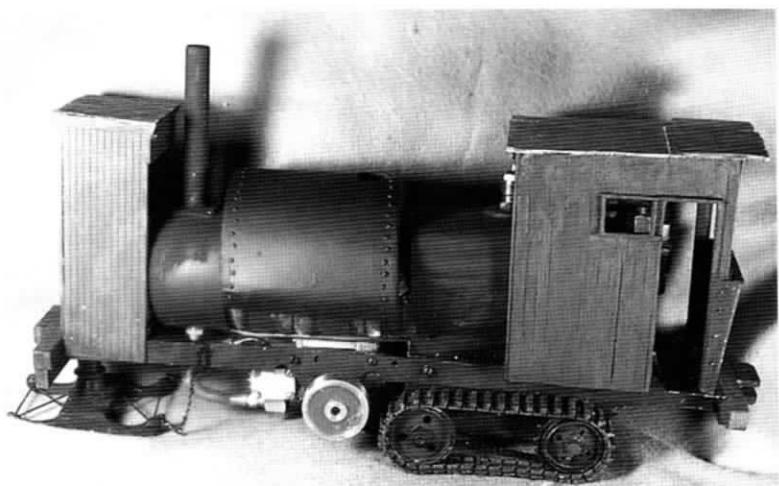


Patten Lumberman's Museum

Log Boarder

Hauler

Working of the Logs Wood



Photos, starting with bottom left and moving clockwise:

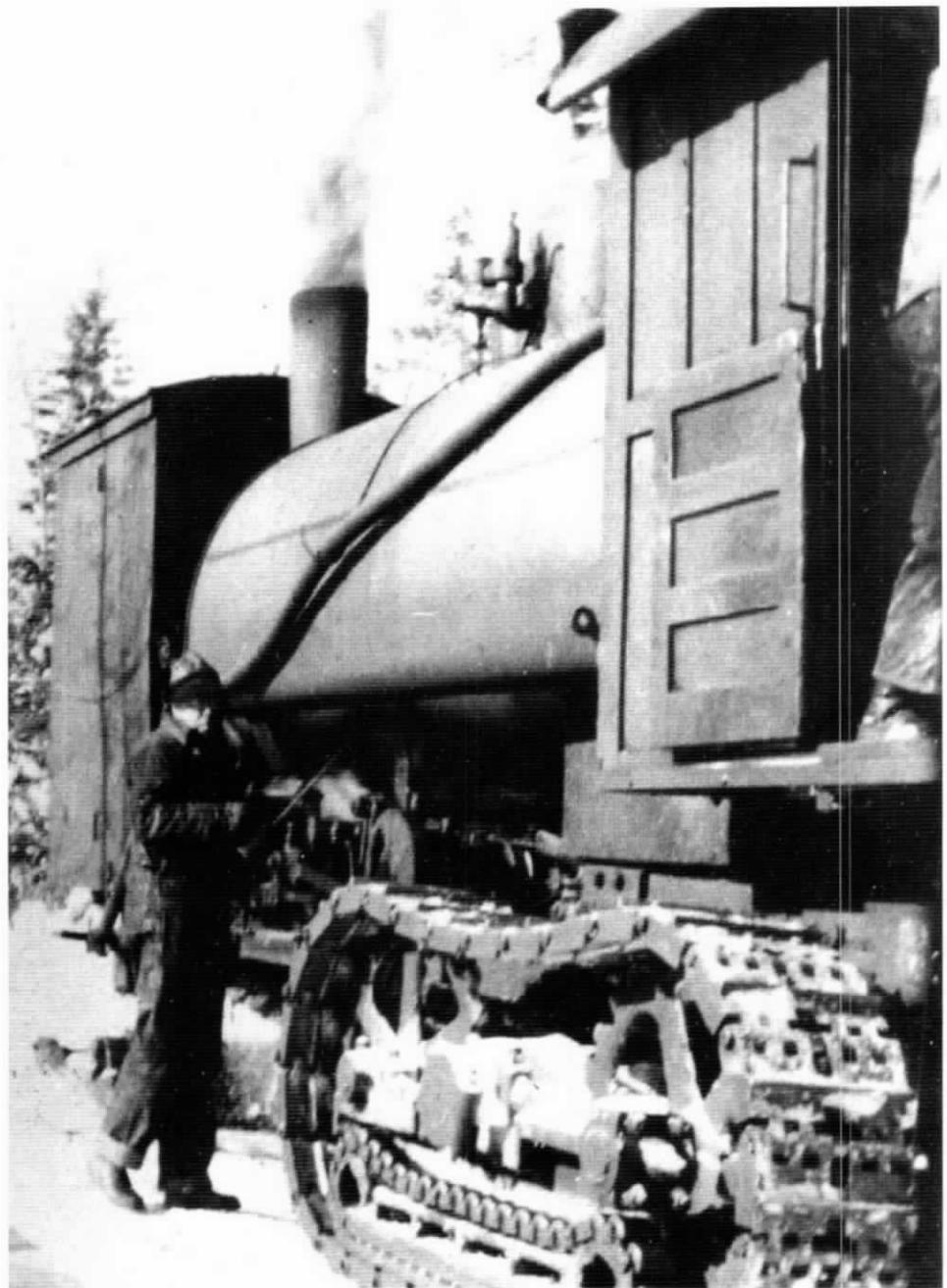
- (1) Chain drive and track sprockets.
- (2) Steam cylinder.
- (3) Boiler shown with lagging.
- (4) Completed model, left side view.
- (5) Steersman's shelter and front ski's.
- (6) Completed model, right side view. Note the saddle tank on the boiler.

izontal locomotive style. Records seem to show that 83 units were built. The later ones were diesel powered. Protective cabs for the crew seemed to be on-the-site construction. The steersman had a shanty resembling a privy without a door. This and the operator's cab usually appear to be of wood construction. Evidently, Lombard built the basic machine and the operators added the shelters and lights as needed.

Recently I decided to utilize some boilers for 3/8 inch locomotives lying around the shop to construct one of these machines.

Initially I thought of using expandable metal watch bands for the tracks. The problem of making sprockets for driving the tracks was faced but not solved.

I then thought about TAMIYA, a manufacturer of numerous mechanical toys. They had a set of tracks complete with sprockets. The scale was correct and this problem was solved. One of the steam engines on hand was a well worn OSMOTOR. It had seen better days, so instead I selected the one cylinder scotch yoke engine made by GAGE, Model SC1A. It would fit well between the frames. I had to sacrifice the abil-



ity of a two cylinder self-starter. I had several drawings for a suitable two cylinder engine but age has forced a compromise between my hands and vision. No more serious lathe work. A lathe can be a dangerous tool.

It was necessary to do some gearing down of the engine to the crawler tracks. Fortunately, there is a source of such items from a company supplying robot builders with gears and roller chains. They are plastic, but in using the heat pellets I avoid unseen alcohol fires.

The photos show the engine under construction and in final form. There are also photos of the full size Lombards, courtesy of the Patten Lumberman's Museum in Patten, Maine.

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Author's note: This is not a construction article but is intended to open a discussion of little known uses of steam power.

Steamup in Nebraska

by Jerry Barnes

photos by Jerry Barnes & Stan Cedarleaf

Joe Hall & Jim Carter

I attended the 5th annual open house Sept 21-23, 2007 at Marty and Carrie Cozad's in Nebraska City, Nebraska. I've made it to most of them over the years and always have a good time. It gets bigger every year...well over 100 this time, but alas, no Canadians this year.

It was originally billed as a 'steam-up', but was mostly battery powered 'sparkies' that showed up, so the steam part of the title has sort of been dropped. Actually, there is no official name, but there are quite a few suggestions on MyLargeScale.com about it.

Marty has a HUGE layout...about 19,000 square feet. The mainline is now double tracked, including the huge bridge you see in the pictures. The outer loop is 465 feet, the inner loop that parallels it some is 425 feet. The upper loop is 292 feet. The layout has some of the best photo opportunities in the nation. He has about 2300 feet

of track overall. He welds up most of his bridges and lays all his track on top of a concrete ribbon he puts down with a piece of rebar in it. That method keeps the track nice and level and is as stable as a sidewalk. He uses Aristocraft track and makes all his own switches. He is noted world wide as a

battery power advocate. He has had articles in *Garden Railways* about making his concrete roadbed.

Two years ago I wrote up a little article about this event for *SitG*, but did not last year, as few live steamers showed up. I was there last year with my new live steam Aristocraft Mikado

and impressed a Mogul owner, who later bought a Mike.

This years steamers in attendance were me with the Mike again, Doug Branson from Kansas City with an Accucraft 3 cyl Shay and a Mogul pulling one of the cars he offers as a kit through Branson Tate Architectural Models (<http://www.bronson-tate.com/ml.shtml>). He also has build-



The author's Aristocraft Mike is working hard headed up the hill, as can be seen by the beautiful plume.

ing kits. James Mitchell (Mitch) from Arkansas came with an Accucraft Mogul pulling a Hartford Combine. Joe Hall (Iowa) was able to hang onto the Accucraft K-28 that he had for review in SitG, so he brought it to run. Joe also brought his Accucraft 3 cylinder Shay and a Ruby. Some other steam owners were in attendance but did not bring their live steamers with them.

I arrived on Thursday night with my friend Ron Teten. His in-laws live in Nebraska City and we always bunk there. We went out early Friday morning and got the Mike set up before anyone else got there. It was fun to run without the crowd. I had great runs with it all weekend, nice plumes and no prob-

lems, except for operator induced ones. It negotiated all the track and switches with no problems. Ron ran it quite a bit as I took pictures. He liked that!

Mitch then showed up and a bit later Doug came in. I had never met them, but we quickly introduced ourselves and got to work. Mitch got his Mogul going real well, but Doug kept having problems with his all weekend. He had real good luck with his Shay though...it ran very well.

Joe fired up the K-28. It was quite a jewel! He had the usual problem getting the second burner to light, but once it was going also, it was quickly up to steam. Sad to say, it could not negotiate Marty's switches or quite a bit of the track. Joe did admit that it had showed up the problem areas in his home track that he had to fix. Seems a

shame that such a great model would have troubles with track that everything else went over with no problems. Joe did fine with his Shay, but I did not get to see the Ruby run, as we left early on Sunday.

On Saturday the place was swamped with about 160 attendees, lookers, train runners and 'civilian's'. The steamers took over Marty's new track that he called the highline, it went around



Doug Branson's Shay on one of Marty's bridges.

the Gazebo and over a couple of neat bridges. It had a steep grade by the Gazebo that really made the Mike 'talk' as it chugged along. Later, it got pretty slick there and slipped pretty badly. Marty is going to redo that

area to lessen the grade some and have something to clean the track with. He also is building a steamup bay in that area so us old folk don't have to carry their stuff clear up to the top. He had old switches up there that some of the steamers had trouble with and he has promised to redo them. He is one great guy!

A free lunch was available on Saturday, and many snacks that the railroad ladies had made up. Carrie, Marty's wife deftly organizes this well appreciated lunch every year, with fine help from the wives.

Saturday night there was a banquet with 84 attending. There were a LOT of door prizes donated by Aristocraft, Ozark, Garden Metal Models, Heart of America Show, AML, and Kidmans. I won one of the Aristo Box cars...the first new car



A shot of Marty's high line (currently being rebuilt) . It was taken over by the steamers on Saturday. Long hike uphill with all the equipment though. Marty is building a new steamup bay.



The author's Mikado on one of Marty's many welded bridges.



Mitch Mitchell readies his Shay (or Mogul, can't tell) for a run on the high line.



Ron Senek (left), Ron Teten and Jerry Barnes watch the Mike handling the grade. Good stack talk here.



Ron Teten (left) and the author at the steamup bay.



Doug Branson readies his Mogul for a run at the steamup bay.

I've ever gotten. I've always bought used before, or made my own, so I was excited.

Every year, after the open house, Marty tears out something and improves the layout even more. He made the double line last year. He works hard every day at his building

business, then comes home and works for hours on his layout. Plus he and Carrie are 46 year old grandparents! He just started tearing up the high line to make it better for steamers next year.

Several vendors came to Marty's and did very well. Kidman Tree Farms from Des Moines brought down a trailer full of items, as usual. They are Accucraft, Aristo, USA, Ozark, LG-BoA, Massoth, Kadee, Split Jaw dealers. I, and many others, had placed orders with them to pick up there. Mike and Renee are very fine people to deal with. <http://www.kidmanfarms.com/>

John Schneider of Just Plain Folk figures was there also, selling out his old line and showing the new folk. He's having the masters carved by someone he found overseas (he's keeping him a secret!) and they were quite well done, I ordered a hobo for a boxcar from that line.

Michael's Custom Woodworking was there with the beautiful cedar buildings he makes. He mills his wood into walls with plank textures, roofs with shingle textures or corrugated. Really well made to hold up outside.

One tip I picked up at the steamup was about some Lucas oil additive the Arkansas and Kansas



An Aristocraft Mike thunders across one of the host's famous and spectacular bridges.

live steamers were using. Mitch told me about it and Doug was using it also. It is Lucas Heavy Duty Oil Stabilizer. They get it at Wal-Mart for about \$8 a quart. It is mixed with 'Green Velvet' steam oil, Sapon-A-Max, Formula 3 - for cylinders less than 160 PSI. The mix is 50/50. They claim it has worked real well and seems to lubricated everything very well and hold on to moving parts well, it is quite viscous.

I highly recommend making it to Marty's some year. In 2008 it will be the last weekend in September. Make your room reservations early, they fill up fast! Friday and Sunday are the best run days. Saturdays are good for looking at different trains, chatting and meeting people you've met online. Great photo ops all over his layout. Bring lots of gas, I ran out Sunday morning and had to borrow some from Mitch.

I made two movies of the event, you can see links to the movies on my website: <http://thesccr.com/>

They give you a good idea of Marty's layout, and mine if you look at those I made of my trains running.

You can also go direct to YouTube - my handle there is gunjeep444.

You may write me at: juiking@atcjet.net if you would like.



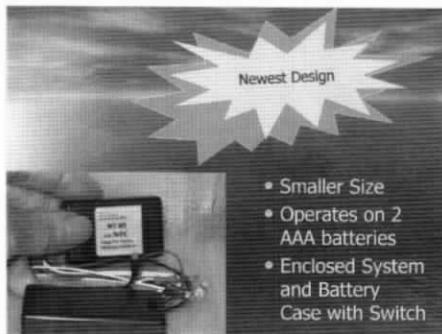
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Below: Bob Whigham (l.) and Mike Simpson look on as Carl Weaver waits for steam to build in his super detailed, scratchbuilt backwoods model. Look for extensive coverage of the Diamondhead 2008 Steamup in our next issue! Carol Jobusch photo

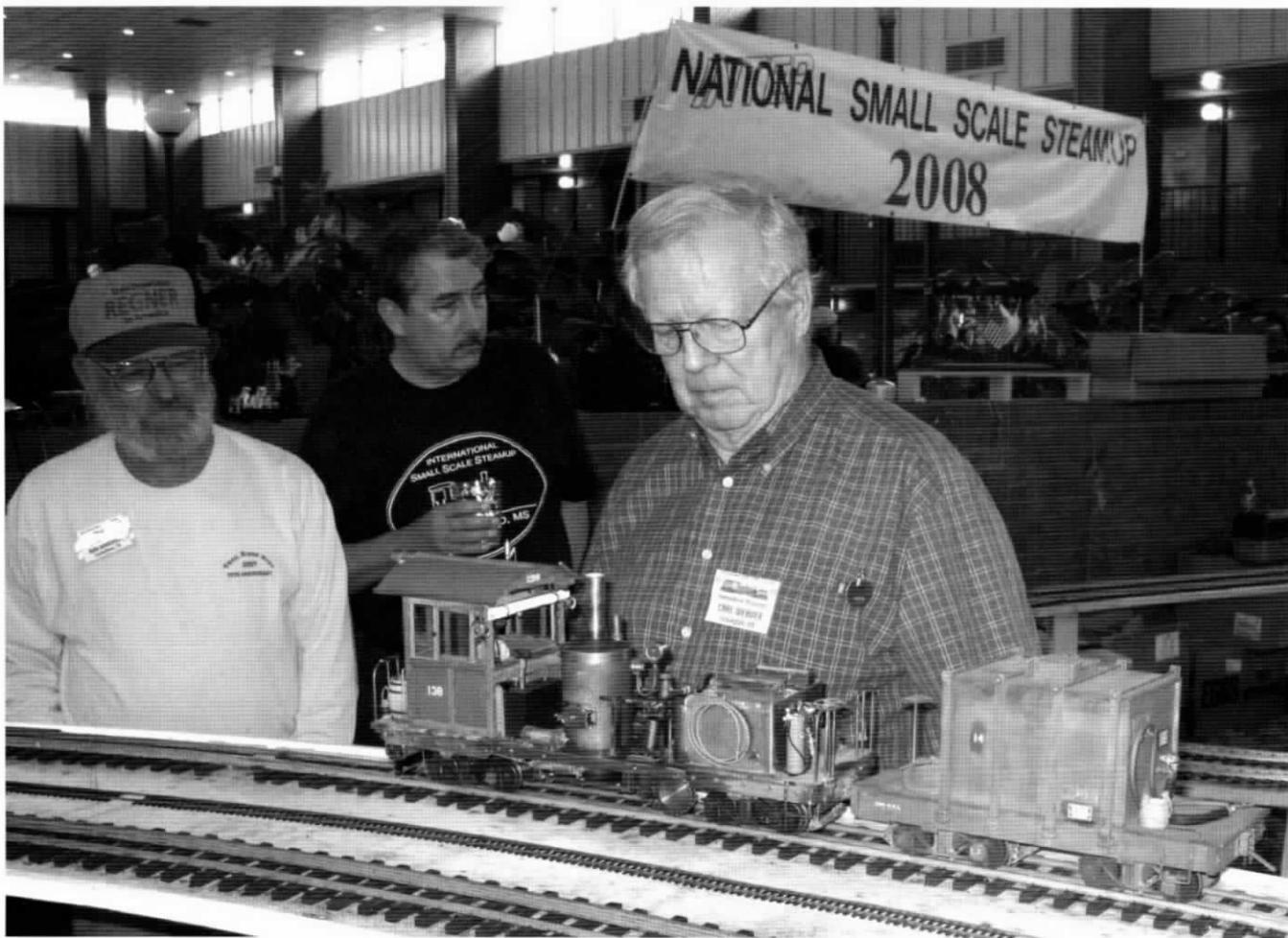
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SWAP SHOP

FOR SALE: An unopened ACCUCRAFT GARRETT. I bought this at Diamondhead and decided that I have no shelf space to display it if I opened the carton. Price is \$4525, and I suggest that you pick it up if you are anywhere on the Gulf Coast. Jerry Reshew, reshew_j@bellsouth.net (95)

FOR SALE: Unused Cheddar vertical boiler and Pintail engine with all fittings including burner, gas tank condenser and pipes. All mint condition. Please email for photo. \$1,700 Australian Dollars plus postage. Email: murrayjonlewis@hotmail.com (95)

WANTED: Grizzly Flats Open Passenger Cars, LGB, with or without people. Would be nice if in the box but will accept if in good condition. Bill Ford, Email bfindus@earthlink.net Phone 407 834-4630 (97)

WANTED: Special Stephenson valve gear equipped Keith Mansion built Class A Climax locomotive. I was forced to sell this specialy commisioned locomotive back in 2001 due to a lay off from work. I would like the oportunity to repurchase this locomotive if the current owner is willing to sell it back to the original owner. This Climax differed by having proper Stephenson valve motion, instead of the normal Hackworth valve motion. Please help me find my special locomotive. Thanks, Mike and Michele T. cadetpwr@hotmail.com (97)

FOR SALE: Unopened ASTER NKP Berkshire Kit \$6300, plus shipping from Seattle. ASTER has just announced that the Berkshire is sold out, but I have one for sale! Jim Overland 206 526 6795 (work), 206 524 5875 (home) email: james.e.overland@noaa.gov References: R Brown, J Reshew, P. Comley, J. Pitts (97)

FOR SALE: Argyll Baldwin 042t live steam. Butane fired, single flue boot boiler holds plenty of water for a longer run. Stephenson valve gear reverses from cab. \$1200. Richard Heisler, e-mail: tengu2@suddenlink.net (97)

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END OF THE LINE

Diamondhead 2008

Diamondhead 2008 is in the history books now, and from all accounts it was another great event. We will feature our annual Diamondhead report in the next issue, with lots of photos and an overview of the event from one or more points of view.

Regner Konrad Bash Contest

Results of our 2007 Konrad Bash Contest will be found in these pages. Once again our fellow live steamers have come through with some ingenious designs and awesome craftsmanship. Congratulations to the winners!

Plea for more words & photos

Our in-box is getting low on contents, so it's time to ask our readers to send us articles, reviews, reports and photos. You always come through for us when we need it, and we do appreciate your support.

Approaching a Mile Marker

The July-August 2008 issue will be № 100 for us (no, I can't believe it either!)....a significant marker for the small scale live steam hobby and for *Steam in the Garden*. If you have anything you'd like to contribute for that issue, please contact us and let us know. We would like to make it a very special issue, with more pages, more color and more content.

For those of you who have been asking for more technical content in the magazine, you will be happy to hear that Dan Rowe, author of the excellent *Nuts & Bolts of Shays* series that has been running in these pages for some time now, will begin a construction series in that issue for a 7/8 scale Shay.

We hope to see you at a steamup somewhere this year!

Happy Steaming.....

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Latest news. We have commissioned the Great Northern S2 type locomotive as the next U.S. prototype. This Baldwin built machine became synonymous with famous trains such as the "Empire Builder", "Canadian" and "Oriental Limited". Featured in "Glacier Park green" or black livery, it will be a jewel in the collection of any U.S. locomotive aficionado.

The pilot model (pictured on right) will be shown at the Diamondhead MS 2008 steamup. For more pictures and info, check our web site, www.asterhobbyusa.com



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shown



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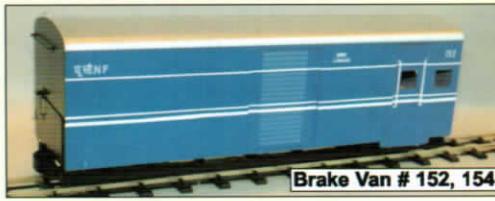
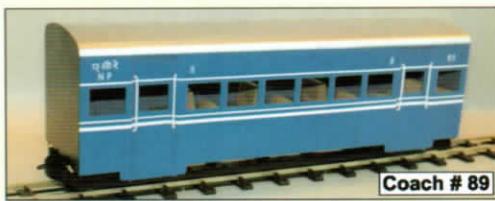
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