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## IN THE GARDEN



*In this issue.....*

*Diamondhead Report  
Leatherstocking Line  
Accucraft's Royal Hudson  
and lots more.....*





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# STEAM IN THE GARDEN

Vol. 19, Nº 2  
Issue Nº 104

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

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### FRONT COVER:

Luke McGook pilots the Little Falls Sewage Works locomotive back to the line following its annual service and cleaning. In due course it will receive "weathering" as it goes about its duties carting sludge from the treatment tanks to the drying fields and thence to waiting farmers' wagons for distribution. (Watch for an article on this loco in our June issue).

Photo by Tom Bowdler

Editor

Ron Brown

Office Leprechaun

Marie Brown

### CAD & Other Drawings in This Issue

Dan Rowe, Les Knoll

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# CALENDAR OF EVENTS

**Southern California Steamers** - contact Sonny Wizelman for dates, places and any other pertinent information. 310-558-4872 - sonnyw04@ca.rr.com

**Michigan Small Scale Live Steamers (MSSLS)** hosts a large number of steamups. For details on What, When and Where, go to their web site at <http://www.mssls.info/>

**Upstate Steamers, upstate New York steamup calendar.** If you are in the area, come out and join us!  
<http://gold.mylargescale.com/Scottychaos/upstatesteamers/>

**Puget Sound Garden Railway Society steamup schedule:** We have 2 steamups per month, one at the Georgetown Powerplant in Seattle on the second Saturday of every month, and a steamup at a member's track on the fourth Saturday of the month. Here is a link to our steamup timetable.  
<http://psgrs.org/livesteamtimetable.html>

**July 31 - August 2, 2009...Finger Lakes Live Steamers 40th Anniversary Celebration.** Located midway between Syracuse and Rochester at Marengo NY. Run on our gauge 1 layout with over 800' of track, and then ride the 7 1/4" and 4 3/4" gauge trains. For full information and registration, see our web site at <http://fingerlakeslivesteamers.org/>

*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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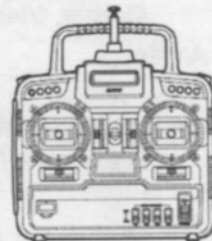
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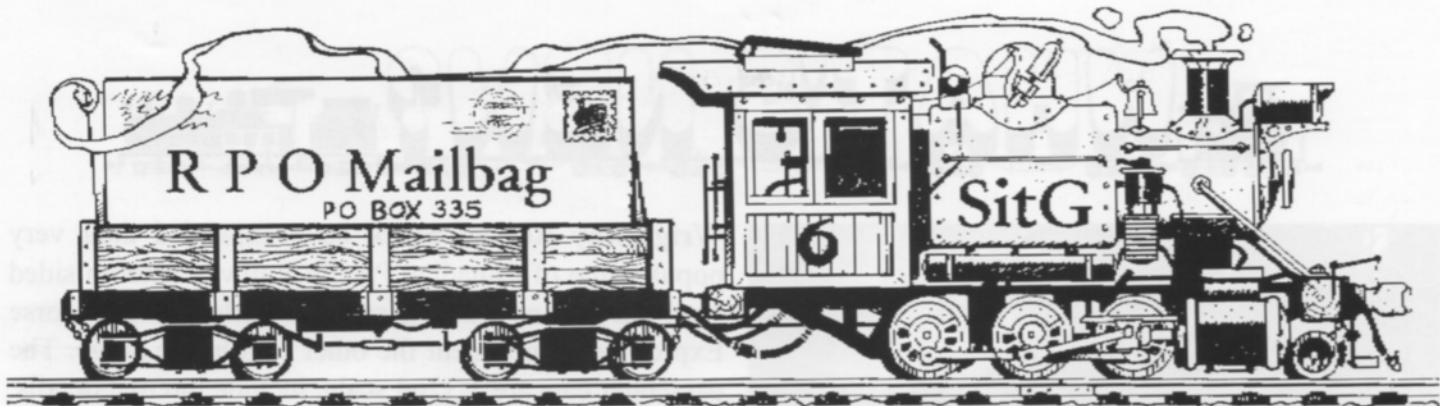
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Michigan, USA  
via e-mail

Hello Ron and Marie,

I spent all of last evening reading, rereading and reading again all of the back issues I received this week and am pleasantly pleased to see so many articles about people, steam engines, steam boats and events that are close to my heart. I find the Roundhouse Engineering Forney formerly owned by Chuck Walters is on the cover of one of the issues and his review of it to be of special interest. I bought that engine from him in the fall of 2005 and it became the second of the seven Forneys I now have. His track was the inspiration for Bob Weltyk's backyard track which I ran on a dozen Wednesday afternoons this last year. The product announcements for the Forneys and my Cheddar Claire

steamboat are also contained in these issues and fill in the missing history I was not aware of prior to obtaining mine. The articles on your own track and the Dibond replacement deck along with the numerous photos of Mike Moore's track gave me the background required to help design the MSSLS's new club track last year.

Thank you again for all your past efforts with the magazine which has given me the background on so many areas of the hobby, and best wishes for the future.

Jim Bowers  
Michigan Small Scale Live Steamers



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### ROLLERMAG

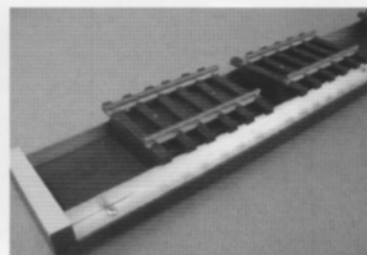
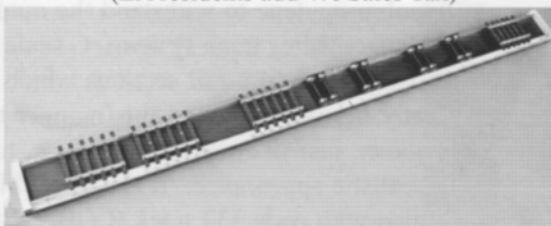
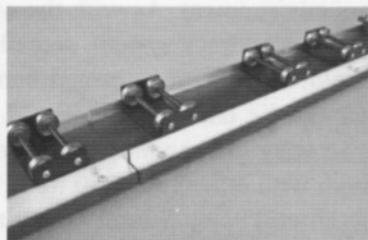
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# WHAT'S NEW?

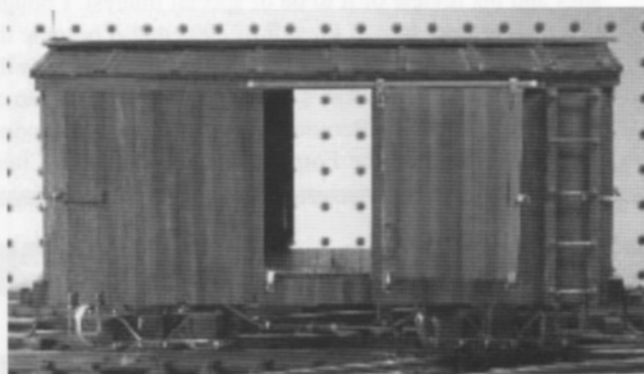


**Wrightway Rolling Stock** have expanded their very popular line of Canadian Pacific Railway smooth sided cars. They are now able to supply a Parlor Car and Horse Express to compliment the other cars in the range. The passenger cars are 1/32nd scale, include internal details, and all cars run on Wrightway's fully compensated, maintenance free double insulated trucks which give their rolling stock such a good track record. For details of these and their excellent range of British and European coaches please contact:

**Alan or Phyl at Wrightway Rolling Stock, 393127 County Road 12, Orangeville, Ontario. 519 938 5172**

or visit their web site at [www.wrightwayrollingstock.com](http://www.wrightwayrollingstock.com)

**Railway artist Bruce K. Bates** offers the discerning #1 gauge live steam railroader some unique rolling stock. These cars are 1:20.3). They are made from exotic and domestic hardwoods, with the frames typically made from Brazilian redwood—a very dense and hard wood that is virtually fire proof. This is a major advantage for live steam. The arch bar trucks are made from Brazilian redwood and brass with all metal wheels riding in self lubricating, German made bearings. Cars available are: Flat Car, Box Car and Work Caboose. Contact Birdwater & Raspberry Railway, Email: [bruce@birdwater.com](mailto:bruce@birdwater.com) - 7217 Lady Luck Ct., Colorado Springs, CO 80923-5821 -- Phone: (719) 238-7734 Web site: <http://birdwater.com>



*Boxcar*

**Sunset Valley Railroad, phone/fax 253-862-6748, e-mail [sales@svrronline.com](mailto:sales@svrronline.com) is pleased to introduce its new 'G scale' narrow gauge track.** Properly designated Fn3, it is scaled to 1:20.3 for 6 foot long by 8 inch wide ties, widely used



by most of the narrow gauge railroads in the USA. The ties have a wood grain effect and the correct spike detail and true to the prototype, ties are not all laid in a perfect row but some are slightly offset to give a more natural effect. Tiestrips come in 12 inch lengths with a center strip for easy track alignment and fixing to a base, and are made from U-V resistant polypropylene to withstand the outdoors environment. As with the other Sunset Valley track systems, G scale track is a flextrack system, assembled using the 6 foot rail sections which are slid into the tiestrips and bent to any desired curve. In this manner track can be laid with staggered rail joints, just like the real railroads, to give smoother running and a more realistic appearance. It is compatible both with other code 250 track and also with code 332 track (LGB, Aristocraft etc) using Sunset Valley rail-jointer adaptors.



**Sunset Valley Railroad has also announced an improvement to their acclaimed all brass switchstand.** The switchstand now incorporates an adjustable throw crank to enable it to work with any make of G scale and mainline switch (Sunset Valley, LGB, Aristocraft, Accucraft, USA trains etc.). The crank is adjusted so that the throw is slightly greater than the throw of the switch. This ensures that the point rails are held firmly against the stock rail at either side, which makes for improved reliability of the switch. The switchstand has a cast brass body, machined brass throw and handle, and is 100% made in the USA.



**Crescent Models, LLC** is now producing reasonably priced, high quality test units, utilizing magnetic rollers and track sections for gauge 1 (G) steam and electric locomotives. Production of a hand-crafted 1:32 scale water tower and other display units for a layout or a shelf are being planned. Tom Flair, the owner of Crescent Models, is a Charter Participant of the annual Diamondhead Steam-Up™ and also an Accucraft dealer. See the Crescent Models ad on page 5 for details.

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## *The History of the Rivendell & Midland*

by Les Knoll

Bill Baggins was a short fellow, almost as wide as he was tall. What Bill lacked in stature, he made up for in skill as a lumberjack. There wasn't another 'jack' in the lumbering town of Hobbiton, California that could match him. Around 1910, Bill, or "Bo" as friends called him, had gotten out of the lumberjack business, and now was superintendent of the Hobbiton Lumber Company. His foreman's shack had a sign that proclaimed "Hobbiton Lumber Company,

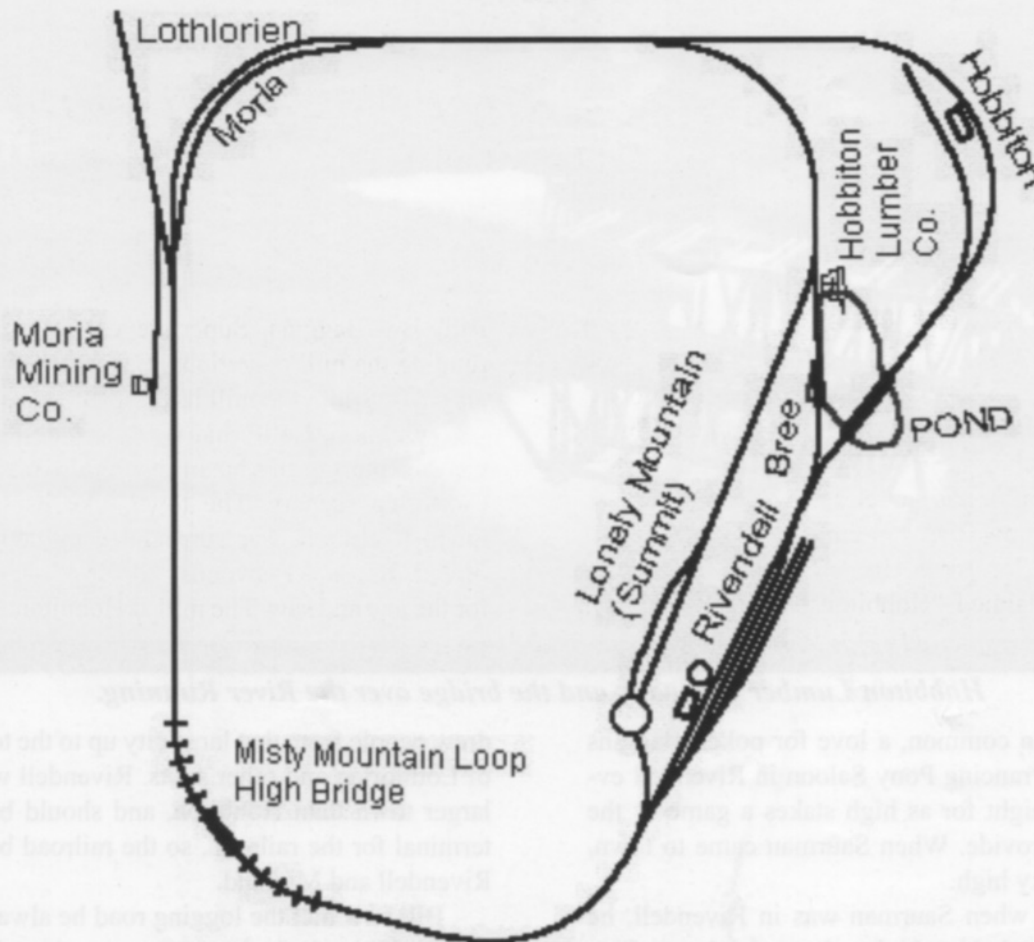
Bill 'Bo' Baggins, Superintendent". In addition to running the mill operations, Baggins had invested all his savings into the mill itself, and was part owner.

Hobbiton, California was the place to be if you were in the lumber business, or just liked beautiful California scenery. The town, like its larger sister town, Rivendell, was surrounded by large stands of timber, firs and redwoods, all virgin stands waiting for the axe and saw. The mill at Hobbiton was close to



*Hobbiton Lumber Co. Shay at Moria Station on the Rivendell & Midland.*





*Map of the Rivendell & Midland.*

these stands, and getting the trees to the mill by railroad was not that difficult. The trees went on as far as the eye could see, and it was easy to see why the city dwellers from Midland City came to Hobbiton and Rivendell to relax and take in the sights.

The forests towered along the River Running, the large river which had made Rivendell a port town. The river's unusual name translates directly from the name the natives gave it, and it just sort of stuck. The scenery around Rivendell was all the more breathtaking because of the river, and this, too was a tourist escape for the city folks in Midland City.

The Hobbiton Lumber Company had much of the local timber holdings, but Bill Baggins wanted to invest in some stands of timber far beyond this, near the town of Lothlorian, near Moria with its silver rich Moria Mining Company. Bill figured he could sell finished mining timber to Moria Mining from the mill at Hobbiton. All that involved a railroad, a substantial

railroad.

The only railroad that ran the route to Lothlorian and Moria was the Midland Western, owned by robber baron Clint Saurman. Folks called him "Sorrowman" because of the way he treated his business associates. You couldn't get a straight deal out of Clint, no how. It was rumored that Saurman was in league with some powerful but evil businessmen in the east who would stop at nothing to get what they wanted. When Saurman came to town, fear reigned in Hobbiton.

And Clint Saurman made it a point to do exactly that. Hobbiton and Rivendell were the last principal passenger stops on the Midland Western before the railroad ran along the River Running to the town of Rivendell, wound through the Misty Mountains, climbed the treacherous Mordor Loop, and arrived at the mining town of Moria and later the heavily forested Lothlorian. Saurman made it a point to keep an eye on his railroad, starting at Hobbiton and Rivendell.

There was but one thing that "Bo" Baggins and





*Hobbiton Lumber Company and the bridge over the River Running.*

Saurman had in common, a love for poker. Baggins played at the Prancing Pony Saloon in Rivendell every Saturday night for as high stakes a game as the locals could provide. When Saurman came to town, the ante was sky high.

One night when Saurman was in Rivendell, he and Baggins tangled in a high stakes poker game. Five card draw, and both men stood on what was dealt. The ante started out small enough and built up to several thousand in cash, which was all that Baggins had. Saurman pulled out his final five thousand, and Baggins could not match it, so he put up his holdings in the sawmill, which was essentially raising Saurman. Out of cash, but not willing to lose what was on the table, Saurman matched with a partial deed to the Midland Western, the very portion that ran from Hobbiton to Lothlorian. It was time to call and Baggins did just that. Saurman was bluffing with two pair, but Baggins wasn't, he was holding four queens. No wonder he didn't take any other cards. For those of you that don't play poker, the end result was that Bill Baggins just won himself a railroad, the eastern branch of the Midland Western. The branch from Midland City to Hobbiton was still controlled by Saurman, but from Hobbiton to Lothlorian, it was Bill "Bo" Baggins' railroad.

Bill now had to come up with a name for his prize, since 'Midland Western' was already taken. He wanted to keep the 'Midland' portion in the name to

draw people from that large city up to the tourist areas of Lothlorian and other spots. Rivendell was a much larger town than Hobbiton, and should be the main terminal for the railroad, so the railroad became The Rivendell and Midland.

Bill now had the logging road he always wanted, but in addition he had a common carrier railroad. This was more railroad than any one Hobbiton resident to handle, Bill needed help, and in a hurry.

Bill sent for his long time friend Ray Gandalf. Gandalf had gotten Bill out of many a scrape, and even built a logging locomotive for him. This was a crude affair, based on something he heard a fellow named Shay back east do. It was built on a flatcar, with a boat engine salvaged from a wreck on the River Running. It had been working on Bill's old logging road for years. Now Bill needed more than just a locomotive, he needed help with an entire railroad. Bill always thought of Gandalf as somewhat of a wizard; if anyone could pull this off, Gandalf could.

Gandalf's plan was deceptively simple: a railroad that was both a logging road and a common carrier. It would not be unusual to see converted Midland Western passenger cars and Hobbiton log buggies on the same train. There would be separate log trains, too, coming from Lothlorian down to the mill at Hobbiton. If a deal was struck with the Moria Mining Company, ore could be shipped from Moria to the ore docks at Rivendell on the River Running where it would be

loaded onto barges for the river trip to the smelters further down the River Running. Finished cut logging timbers could also be delivered to the Mines at Moria from the mills at Hobbiton.

Saurman included only one locomotive in the deal, but it was just right for Bill's and Ray's plans. The Rivendell and Midland 'inherited' a small C-16 Consolidation which was a road engine on the Midland Western. This, combined with the logging road's articulated, a Baldwin 2-4-4-2 similar to what Baldwin built for southern logging companies, a small Shay and a Climax, the locomotive roster was just right.

It would not be an unusual sight to see logging locomotives pulling freights or even on passenger runs. Many of the passenger runs were tourist trains anyway, and for the type of scenery this area had to offer, slow trains were good. The Consolidation and Mallet handled the larger freight trains. The Shay hauled logs out of the Lothlorian woods and handled occasional tourist trains from Hobbiton and Rivendell as well. The slower but powerful Climax handled short local freights and the heavy ore trains from Moria to ore docks on the River Running which would transfer the ore to barges that floated down the river to the smelters.

Traffic increased through the Misty Mountains and over the Mordor loop. Most of this increase was from logging and mining, but the tourist trade also increased from Midland City. Because the Moria Mining Company wanted an alternate smelter location for its ore, a branch line was built to a large smelter far beyond Lothlorian in



*2-8-0 at the Rivendell Station.*

the mining town of Mordor. Built into the side of a mountain, the plant was so large and the fires in the plant so raging that the area was nicknamed 'Mount Doom'.

The Rivendell and Midland was about to get its biggest increase in traffic when the Great War broke out in Europe, and the United States joined the fight.

Rivendell was a large enough town to support a training base, and all its forest cover kept it hidden from prying enemy eyes. The Rivendell and Midland ran troop trains from Hobbiton, where the troops were dropped off from the Midland Western, up to Rivendell. Occasionally troop maneuvers took place in far off Lothlorian,

with the Rivendell and Midland hauling the troops.

It was not unusual for the army to train foreign troops, especially non-combatants such as military correspondents. The European allies were too involved in the fighting to provide such training, and California was so removed from the conflict in those times that it was an ideal training spot.

It is said that a British war correspondent named J.R.R. Tolkien was sent to the Rivendell area to train. The story has it that he liked the area and its people, so much so that later in life when he wrote a series of fantasy novels, he included the people he had met and places he had seen in Hobbiton and Rivendell.





## Workshop Project

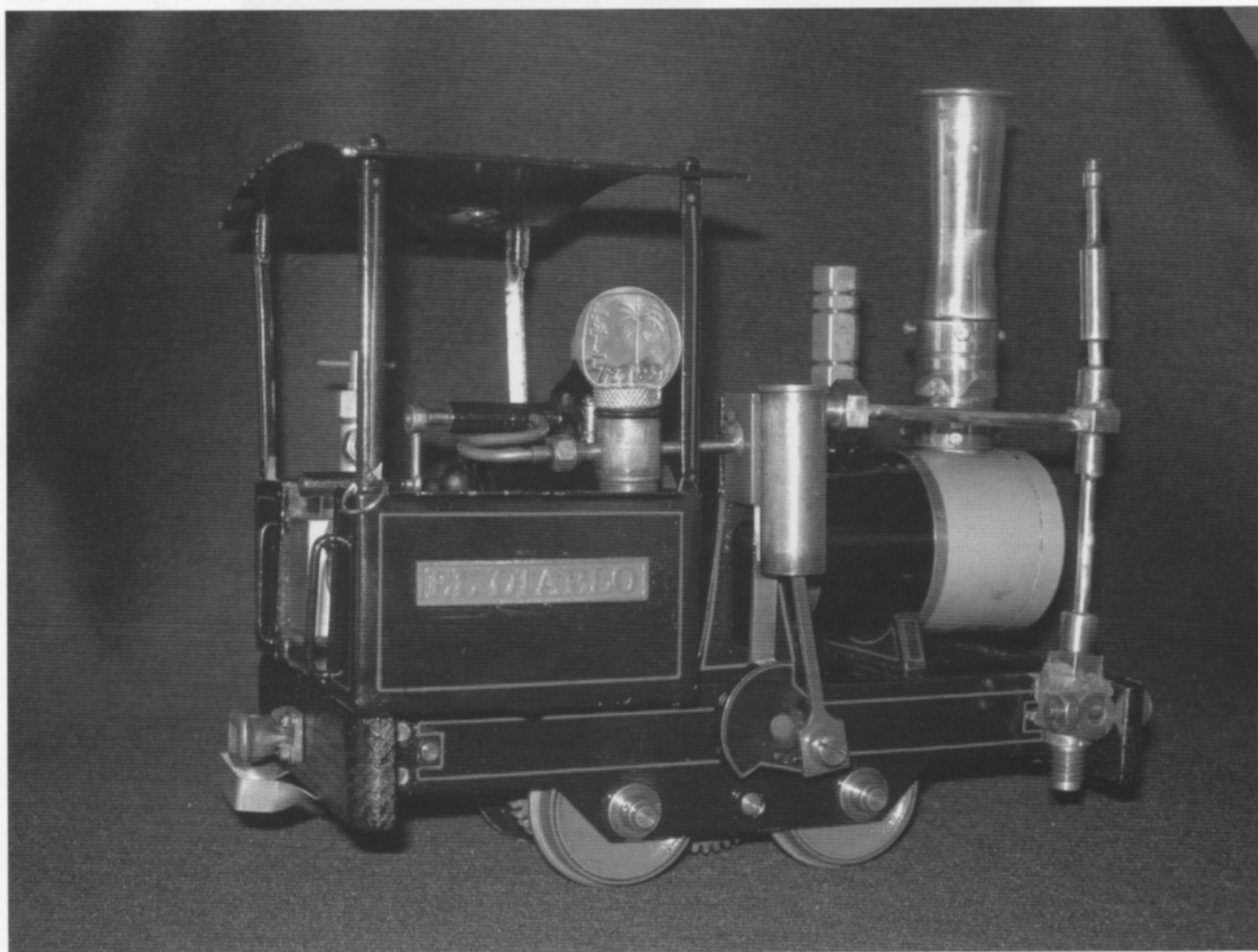
# Lubricator Cap Modification

by Chip Rosenblum

### *A penny for your thoughts...*

I was tired of fumbling, dropping, and incorrectly starting the threads on lubricator caps. It was frustrating to find that I needed thinner fingers, better screwdrivers, or some more definitive method of screwing on and unscrewing those slippery but necessary items.

I figured out that any about 1" tall item attached to the top of the lubricator cap would suffice to make it easier to manipulate. Then, in a cartoonish "aha" moment, thought of your basic, neighborhood coin jar. This also included a plastic tub of odd coins and tokens from both our



*Cricket with modified lubricator cap.*

At first I figured all kinds of fancy attachments to make, but finally got back to the KISS principle [keep it simple, stupid] of design, if you can call this by so fancy a term.

daughters' trip overseas in High School and general accumulation.

So I figured that I'd silver solder a brass or nickel coin onto the cap. I first ground a flat on



*A variety of coins were used for the author's modifications.*

those that needed it and then a slight taper to provide a wedge into the screw slot. If there is no slot just the flat should suffice.

The first engines I wanted to apply this to were my Crickets [both El Diablo and an unpainted one] and Janes [a Red one and a Green one] that were retrofitted for butane firing.

Based on available materials and oh so careful study of the engines' heritage, my choices were a 1982 20 Pence piece picturing Queen Elizabeth for the red Jane, a good old Jefferson nickel for the Green Jane, a Putt-Putt token for the unpainted Cricket [think about it], and for El Diablo, since UPS had already circumcised

him during shipping to Diamondhead, an Israeli Shekel with the Hebrew inscription.

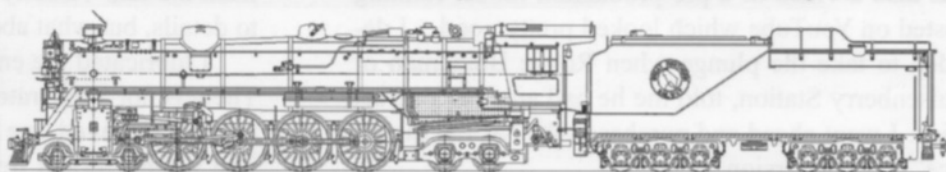
Do keep in mind that US zinc-based sandwich coins will simply melt and disappear if you use one in silver soldering, but that any silver, nickel, stainless or brass/copper/bronze item will work just fine.

At any rate, whether you use coins, washers, or whatever, it is an inexpensive and functional method of getting a little better control of lubricator caps.



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## *Accucraft's Royal Hudson*

by Daniel Stroka

### *A Canadian beauty*

When Accucraft first announced the Canadian Pacific Royal Hudson, approximately 2 years ago, I was on the fence on whether or not to purchase one. Normally Canadian Pacific is not a road that captures my attention. Also, the manufacturer had only one previous offering in alcohol fired 1:32 live steam and has enjoyed a better reputation for their butane fired narrow gauge offerings.

down to my work area. Everything looked to be in pretty good order on both engines (except mine had a fitting on the axle pump cross threaded which was quickly taken care of by the manufacturer).

The next thing I noticed was the matte finish on the paint job, an improvement over a glossy finish in my opinion. The controls for the blower, throttle and steam whistle are all on the outside behind the cab for



The Royal Hudson was advertised as a "Live Steam Limited" offering and managed by Jerry Hyde. It comes as both alcohol and butane version in the following three paint schemes; "as seen in 1939", "as it is today" and "as ran in service". Slowly more information came out via the live steam community that there were some seasoned veterans of live steam, including Dick Abbott, working on the design. There was also a video of a pre production model running posted on YouTube which looked pretty good. I decided to take the plunge when Royce Brademan of Quisenberry Station, told me he had an extra one set aside. I went ahead and purchased the "as ran in service" alcohol version.

The locomotive arrived shortly after the start of the New Year. My neighbor, George, who ordered the "as seen in 1939" paint scheme received his on the same day. I picked both engines up and took them

easier control, especially for people with large hands. There are two safeties which are nicely hidden, drain cocks, sight glass, Johnson bar with two notches in both forward and reverse and the alcohol and water lines between the tender and engine are pretty inconspicuous. The inside of the smokestack has a brass finish versus painted which I also thought was a nice touch – no more scratched paint inside the smokestack from the fan. Visually it appeared they paid attention to details, but what about running characteristics?

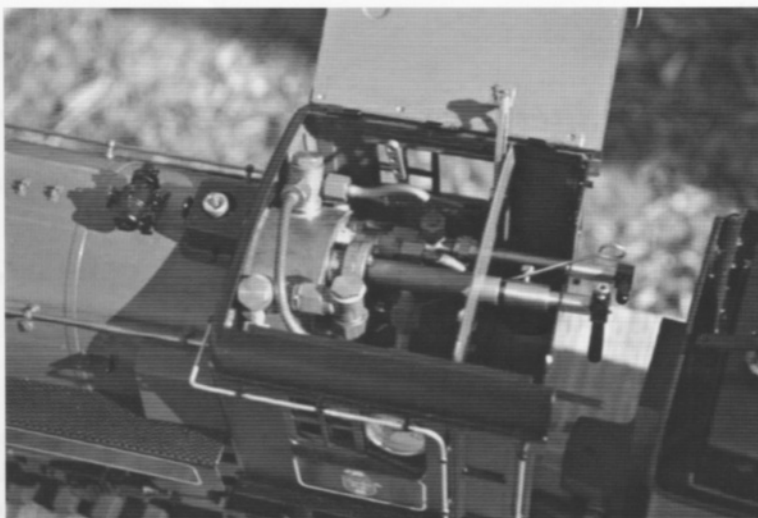
I lubricated the engine and bench tested it on air. There is not a separate plug to fill the boiler with water so I removed one of the safeties for the air test. The wheels turned freely on twenty pounds of pressure. The first chance I had to run outside on my track it was 29 degrees with a chance of snow. Never one to shy away from running trains in any type of weather, I invited my friend George over for the inaugural run of his CP Hudson too. Before firing up, one more

thing that needed to be done on my engine was the installation of the wicks. George's engine had them installed from the factory, but wick installation on the engine is easy enough. I had a feeling that the four oval pots would produce more than enough heat so I cut the wicks slightly shorter than the recommended 3/8".

Hooking up the water feed line between the tender and engine could be easier. Accucraft used a small fitting which is difficult to get large fingers on. Also, there is no barb on the inside of the fitting; both mine and George's leaked. This was later remedied with some RTV sealant between the fitting and hose.

The easiest way to get water in the boiler is via the hand pump. Here Accucraft has made significant improvements including a smaller ram (approx 3/8" diameter vs the old 5/8" diameter) and changing the pivot points on it. The result is that it takes a few more strokes but one can easily pump water into the boiler with their fingers. Once lit up my suspicions were correct about the engine's ability to generate steam; it came up to seventy pounds of pressure in under five minutes. The safeties on both engines were set a little high and both of mine were popping constantly. I had to test the whistle first before even clearing the cylinders and was pleasantly surprised that it sounded decent, not a tooter whistle. The cylinders were cleared quickly with the drain cocks, along with forward and reverse motion, then off she went. I hooked up five Aristocraft heavyweights, which the engine pulled with no problems at all. I had to use the hand pump a bit to keep enough water in my boiler on the first run. I attributed this to the vast amount of steam that was going to waste via the safeties and me trying out the whistle a bit too much. George's axle pump had no problem keeping up while running his engine along side mine. After forty-five minutes we shut down our Canadian steam power.

The Cabin Fever meet in York, Pennsylvania was right around the corner and I was looking forward to getting in some more time on the engine. I made some minor adjustments, including trimming the wicks even lower and setting the safeties to 60 psi. I had three more runs on my Royal Hudson at Cabin Fever, all flawless. The engine was a real crowd pleaser and generated a lot of buzz. It pulled anything we put behind it,



*Cab roof open and controls visible.*

including twenty five Accucraft reefers and a brass caboose. If one is looking for a more prototypical consist; Wrightway Rolling Stock is offering the following custom built 1/32 scale cars: Mail Express, Baggage Express, Horse Express, Grove Sleeper, Parlor Car (Dining), and 2200 Passenger Car. I saw four other Royal Hudson's (3 alcohol fired and 1 butane) at the event and they all

performed exceptionally well right out of the box.

What makes this engine so good? Dick Abbot and David Morgan Kirby, who were both involved with development of the engine, were at the event so I had the opportunity to get some "inside" information. Dick stated that the alcohol version of the boiler has seven tubes and approximately seventy square inches of heating surface versus the butane version, which has approximately forty square inches. Note that less heating area did not hinder the running characteristics of the butane version. It also put in a great performance at Cabin Fever. Once the boiler design was complete, attention was focused on the cylinders and valve gear. Steam passages, cylinder ports and steam lines, were enlarged so it could breathe easier, along with working combination levers. One area of improvement could be in the suspension. The springs are very stiff. Also, the pilot truck should have side springs to help guide the engine into curves. This being said, I did not have any derailments running over some less than optimal track conditions.

Accucraft seems to have listened to the feedback from their customers. When listening is combined with the hard work shared by knowledgeable people in the live steam community a winning team effort emerges. Accucraft has found the right formula with this team effort for producing gauge one alcohol fired standard gauge locomotives. This engine is in a category by itself, both in terms of performance and value and it should be a quick seller.





## ***Diamondhead's "Sweet Sixteen" Party***

### ***A report on the 2009 International Small Scale Steamup***

**by Jim Pitts**

**photos by Carol Jobusch, Jim Pitts, Steve Baker,  
Gordon Herring, Kevin Schindler & Dan Rowe**

In mid-January 2009, a hundred and seventy small scale live steamers gathered in Diamondhead, Mississippi. While many regions of the nation were contending with snow and ice, the Gulf Coast offered an inviting oasis filled with friends, good food and 24 hour permission to play with trains. The atrium at the Diamondhead Resort featured three rings of track, tables and chairs, a hospitality suite (filled with King Cake, coffee and hot tea), dealer displays, steam flea market, and a pool for steam boats.

The cares and concerns of the larger world; Presidential inauguration preparations, financial gyrations and a commercial airliner's emergency landing in the New York City's Hudson River were largely out of view. The TV cable system in the host motel is reminiscent of the 1950s during the twilight of steam. Therefore the continuous show to watch was live and in person inside the atrium. Also, it was shared worldwide on the internet with digital images and a live webcam.

While the Steamup officially begins on Friday morning at 8, some began arriving the weekend before. Many devote themselves to helping set up the three track systems and doing the other necessary chores to host the event. The International Small Scale Steamup is a collegial affair. Track gang guys come from Canada, Michigan, Louisiana and Arkansas. Front Desk Ladies chair the registration process, distribute aprons and shirts, greet and guide. Track Marshals with bowler hats keep the trains running in order and on schedule.

The Clack Valves and Cornets Steam Band under the direction of Bandmaster Joe Hall presented two concerts on Saturday. Rob Lenicheck describes their repertoire of 18th and 19th century scores as 'a medley of peanuts and popcorn music.' To the discerning ear, composers include Joplin, Mozart, Leroy Anderson, Tom Turpin, Sousa and the ever popular - "anonymous."

In a time when the constant is change, inquiring

minds have asked about the future of the Diamondhead Steamup. When asked, Jerry Reshew, founder and continuing coordinator of this unique experience, said "I plan to do it until I die!" So Lord willing, the show will go on next year, same time and same place. When asked about her husband's ongoing enterprise, Charlotte Reshew tells friends, "my husband works for a non-profit!"

In reflecting on the success of the Diamondhead International Steamup, Jerry says "it is truly beyond me! While it is a year around task, there is an ambience, a family feeling. The volunteers are crucial. Over 50 people arrive nearly a week ahead to help with the set up and hosting. The Steam Flea market is a perennial favorite. Also, the Weight-Lifting Contest measuring the draw pull of locomotives has become a tradition bestowing bragging rights on strong steamers with traction."

As is obvious, since Hurricane Katrina, the Diamondhead Resort has faced trying times. Our hats are off to staff in providing hospitality to our live steam crews. Saturday's brunch at the Diamond Country Club has proven to be a genuine diamond in a sea of glass. It illustrates the genteel ambience and culinary charm of the Mississippi Gulf Coast, beyond the Waffle House and Dairy Queen. Also, the seafood cuisine of Trapani's and Jordan River Steamer are truly without peer.

But there was more! Steam Seminars were presented by Peter Jobusch - "A Tale of Two Tracks", Jerry Reshew - "A Steam Scam", Jeff Young - "Clockwork", and Marc Horovitz - "A Visit to the U.K.". Dealers representing Accucraft, Aster, Regner locomotives, Sunset Valley Track and Piedmont Steam Supply were present.

In many ways, the International Steamup is both a collegial reunion and a continuing educational experience. A highlight is the opportunity to renew 'face to face' friendships sustained through email and phone conversation. Veterans and newcomers are able to

put names with faces, and meet and greet 'Lord' Geoff Spenceley, John Coughran, Bob Pennock, Bob Moser, Norm Saley and Walt Swartz. A highlight for admirers of Argyle Locomotives was the privilege of being with Australia's Gordon Watson.

Pete Comely was present and responding to questions regarding Sunset Valley track systems. Ken Johnson, always "Mr. Congeniality," graciously presented the Regner line of locomotives and rolling stock. He was all smiles in reviewing Howard Freed's assembly of a Smock Steam Passenger Car known as the 'Kittle.'

Hans Huwyler demonstrated the superb performance of a Great Western Railway "Castle" class locomotive, Aster Hobby's most recent release. Paul Lator has his SP Cab Forward AC 12 tuned and powerfully steaming away. What was a rarity is this particular locomotive was manually controlled. "Southern Digital" Paul later exhibited his radio control expertise with a NKP Berkshire, USRA Mikado, etc.

Fun to watch were the father and son "steam teams" of Oklahoma's Mike and Tanner Moore, and Georgia's Mark and Daniel Tilden. They gave evidence that the legacy of steaming continues from generation to generation. Speaking of smiles, Kevin Schindler was a happy lad in taking delivery of a 7/8th inch scale steamer custom crafted by John Shawe. As we know, our hobby teaches patience! Currently, delivery of a Shawe coal fired steamer is a two to three year wait!

In addition to custom embroidered shirts and aprons, souvenir coffee cup, the take away highlight for many was securing an autographed copy of Marc Horovitz's *A Passion for Steam*. This 208 page hard cover book is destined to be the definitive reference on small scale live steam. Profusely illustrated with photos and drawings, it will be useful to both newcomers and experienced steamers. Doubleheader Productions' Ken and Jerra Matticks completely sold out the three cases they brought to the Steamup and went home with orders for more.

The 2009 gathering represented 170 steamers from 30 states and 5 other countries. Florida had 22 in attendance, followed by Texas with 15, Louisiana had 11, both Georgia and California posted 9 each, Virginia 8, Colorado and South Carolina had 7 each, Mississippi and Michigan had 6 each, and Illinois and Washington State had 4 each. Alabama, Arkansas, Kansas, Maryland, Missouri and Ohio each had 3. North Carolina and Utah each had 2. Attendees also came from Arizona, Indiana, Iowa, Kentucky, New Jersey, New York, Oklahoma, and Pennsylvania. International guests included 10 from Canada, 4 from the United Kingdom with 1 each from

Australia, Mexico and Trinidad.

Both introductory orientation and "graduate" clinical experiences are offered. One of my accomplished goals for the 2009 Steamup was sit in the inner track circle with Yves Gulliaume, the Dean of the Caribbean School of Coal Firing. This expert in 'retro-engineering' modestly refers to himself as an acolyte in comparison to John Shawe. "John," he says, "is the Bishop in his mastery of the sacred skills of coal firing." To John Shawe's Welch coal, Yves adds his own 'cocktail mixture' of Guinean wood roasted into charcoal in Trinidad. Soaked in liturgical lamp oil, lighted and then when glowing red, "Smokey" coal is added. Then it is evident to everyone by the smoke plumes that coal firing is in underway.

Not content to leave well enough alone, after a successful initial run with alcohol firing of my Aster SNCF U1, masterfully assembled from a kit by Ross Schlachbach; under the guidance of Yves it was converted to coal. Hours later, coal was burning, steam raised, the locomotive majestically moved into motion at midnight. For the next two hours, stops for fuel and water brought approving smiles to Yves Gullaume, John Shawe and sigh of satisfaction to Ross Schlachbach and to this appreciative owner / operator. Patrons of the bar wandered over to trackside and wondered what we were smoking! Fortunately, hotel security was present and approving smiled.

What a permissive place - the Diamondhead Resort! They allow adults of all ages - 24 hours a day - to burn alcohol, pass gas, inhale coal smoke in their annual winter ritual of boiling water and blowing off steam! And the show goes on come January 2010.

The general consensus at the 2009 wrap up meeting was to have the 2010 event last longer. Jerry Reshew reports that 80 steamers arrived by Tuesday. Therefore, the 2010 Steamup will be extended to cover Sunday to Sunday (January 10 - 17, 2010) with fuel, water, and good weather available. The track will be up by noon on January 10 and taken down on Sunday morning, January 17.

Other changes for 2010: The Country Club brunch will be held on Friday; with the band concert on the Country Club stage before the meal; 'Saturday Night at the Movies' will be enhanced with a good set of speakers; and seminars will be scheduled throughout the week.

Already some 50 small scale steamers are registered to return. As they say down south, "y'all come" and let the good times roll!







*Jim Pitts admires an Aster Beyer Garrett AD 60.*



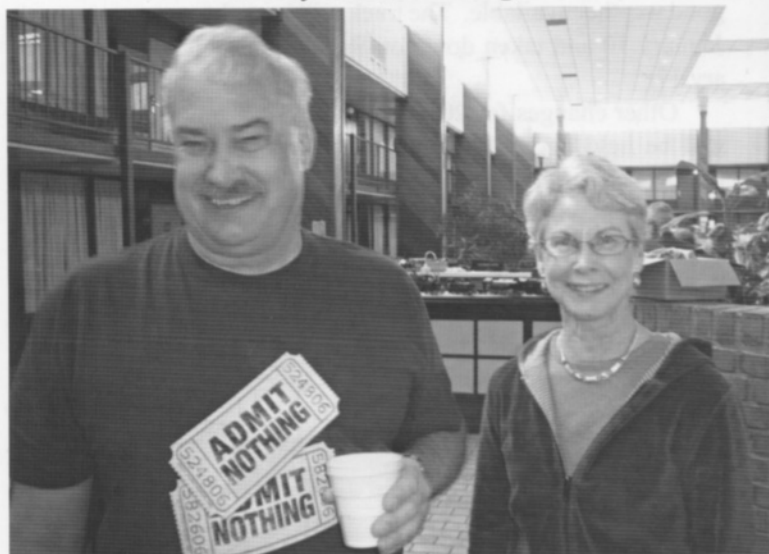
*Paul Lator orients Mike Morgan to an Aster Duchess of Sutherland.*



*Wendy & Dan Pantages*



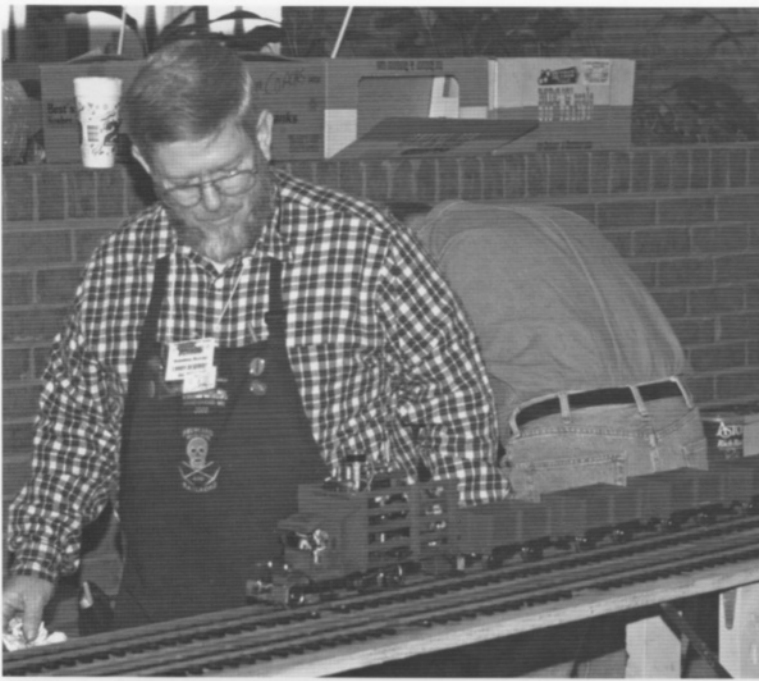
*Dawn Brightwell is a veteran steamer from the Pacific Northwest.*



*Pete Olsen & Carol Paule*



*John Garrett (r.) discusses his Aster Jumbo with Geoff Spenceley.*



*Above & Right: Larry Newman with his very very nifty rail truck.*



*Ken Johnson admires a Regner 'Kittle', also known as a 'Smock Steaming Car', built by Howard Freed.*



*Nick Fisher with his Aster Grasshopper.*



*Jeff Young, Peter Foley & Alan Walker.*

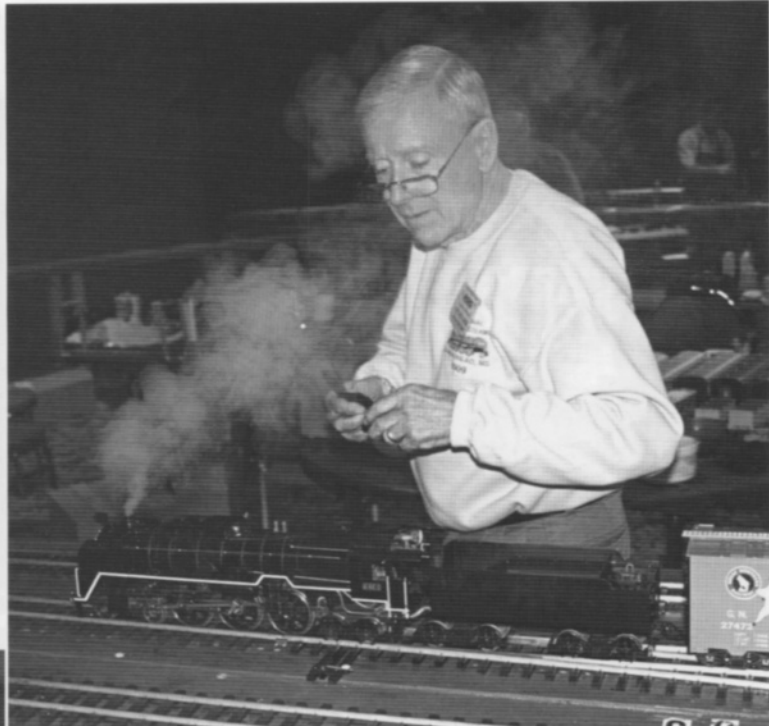


*(l. to r.) Gordon Watson, Phil Carter, Rod Blakeman and Pat Darby*





*Tom Toth & Doug Joslyn.*



*Yves Guillaume with one of his coal fired Asters.*



*Will Lindley from Michigan.*



*Bob Maas & Emily Kaldestad chat as their trains pass.*



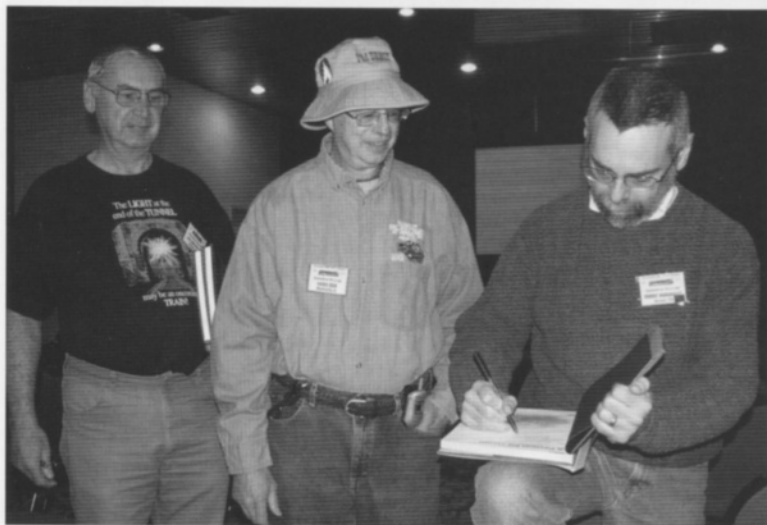
*Hans Huwyler, Paul Lator, Caleb Roberts and Ross Schlabach at trackside.*



*Wayne Sorenson checks the water level on his Aster BR 86.*



*Fred Gandolfi with his Aster Grasshopper.*



*Dee Dostaler & Ernie Noa watch as Marc Horovitz signs a copy of his new book.*



*Caleb Roberts (l.) opens the throttle on his beautiful Aster SP Daylight while Diamondhead attendees look on.*



*Mike Morgan (l.), John Tribe and Tanner Morgan (r.)*



*Tanner Morgan, one of the younger members, running an Aster NKP Berkshire*

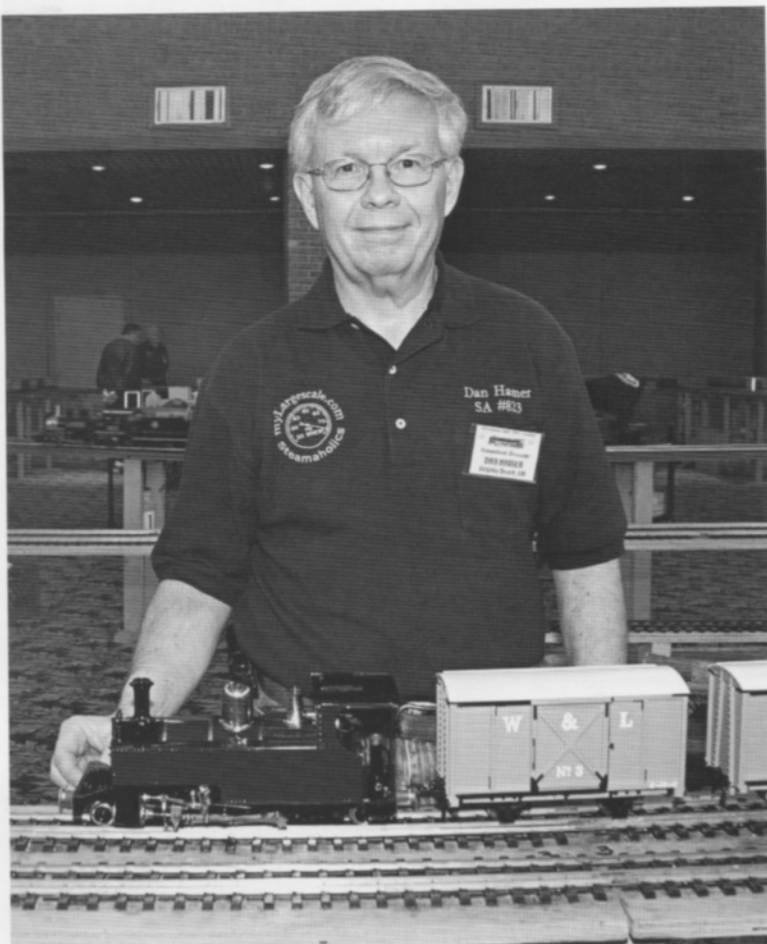


*Norm & Ruth Saley with a table full of Norm's creations.*





*Wayne Sorenson (l.) watches Pete Comley finesse his British steamer.*



*Dan Hamer making a run.*



*Jeff Runge (l.) and Paul Lator making a team effort to prepare a loco.*



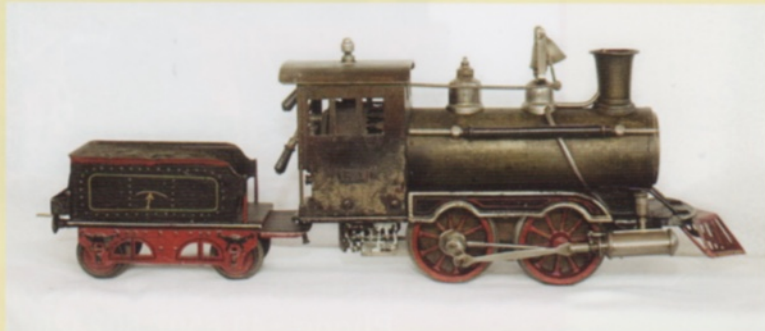
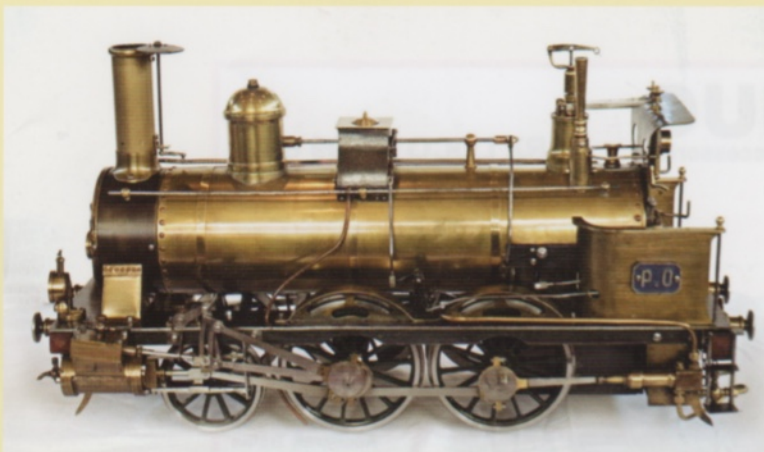
*Kevin Schindler & John Shawe with one of John's coal fired masterpieces*







*Photos this page: A display of Heritage Steam Locomotives.....the roots of our hobby.*





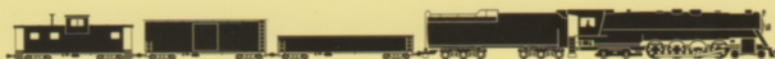


*Al Bowyer carries his  
Catatank Climax to the track.*

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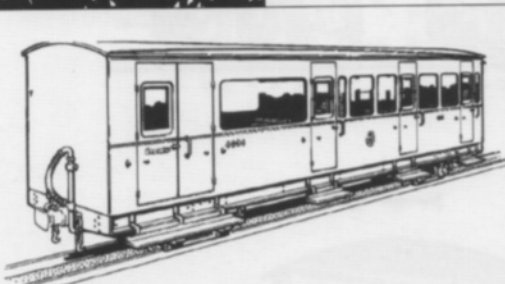
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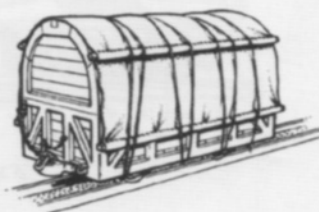


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# The Nuts and Bolts of Sykes

## Old Barney the Sykes Patent locomotive

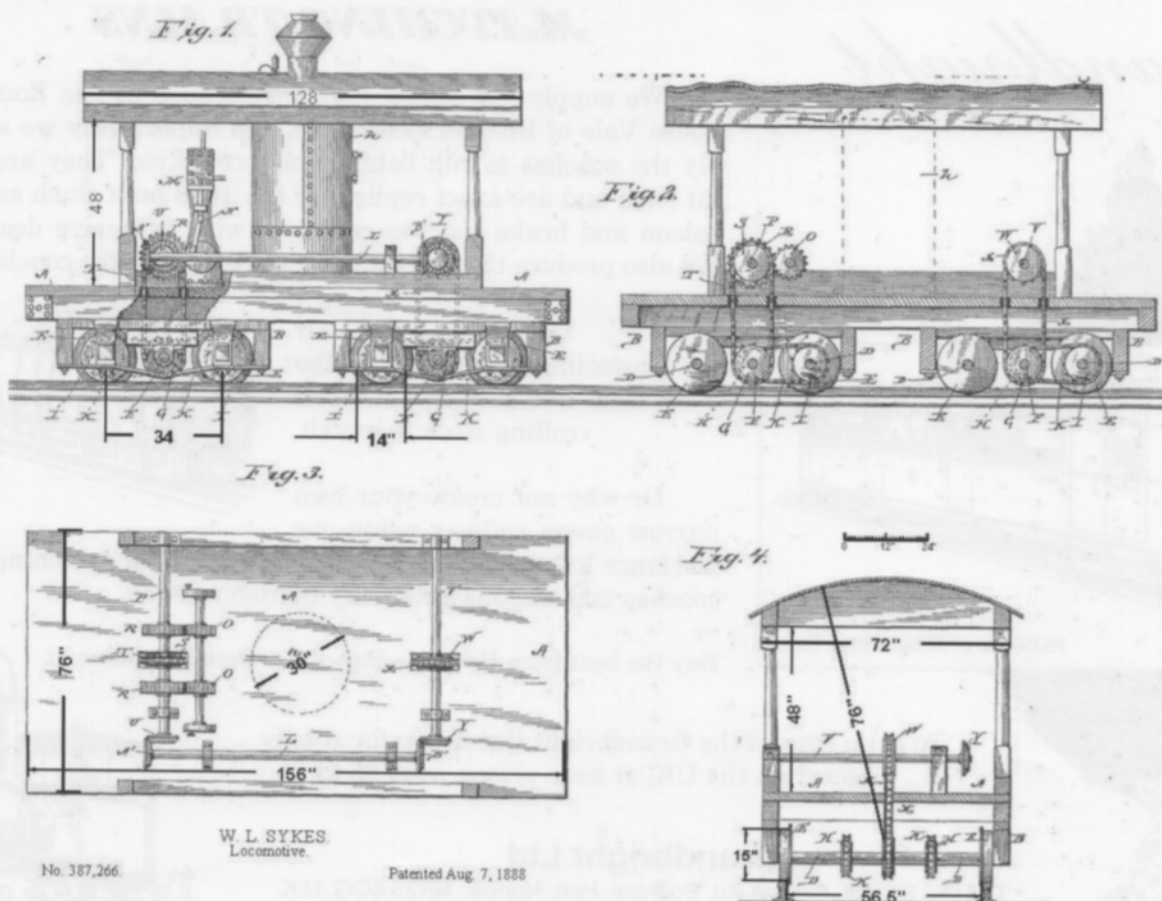
By Dan Rowe

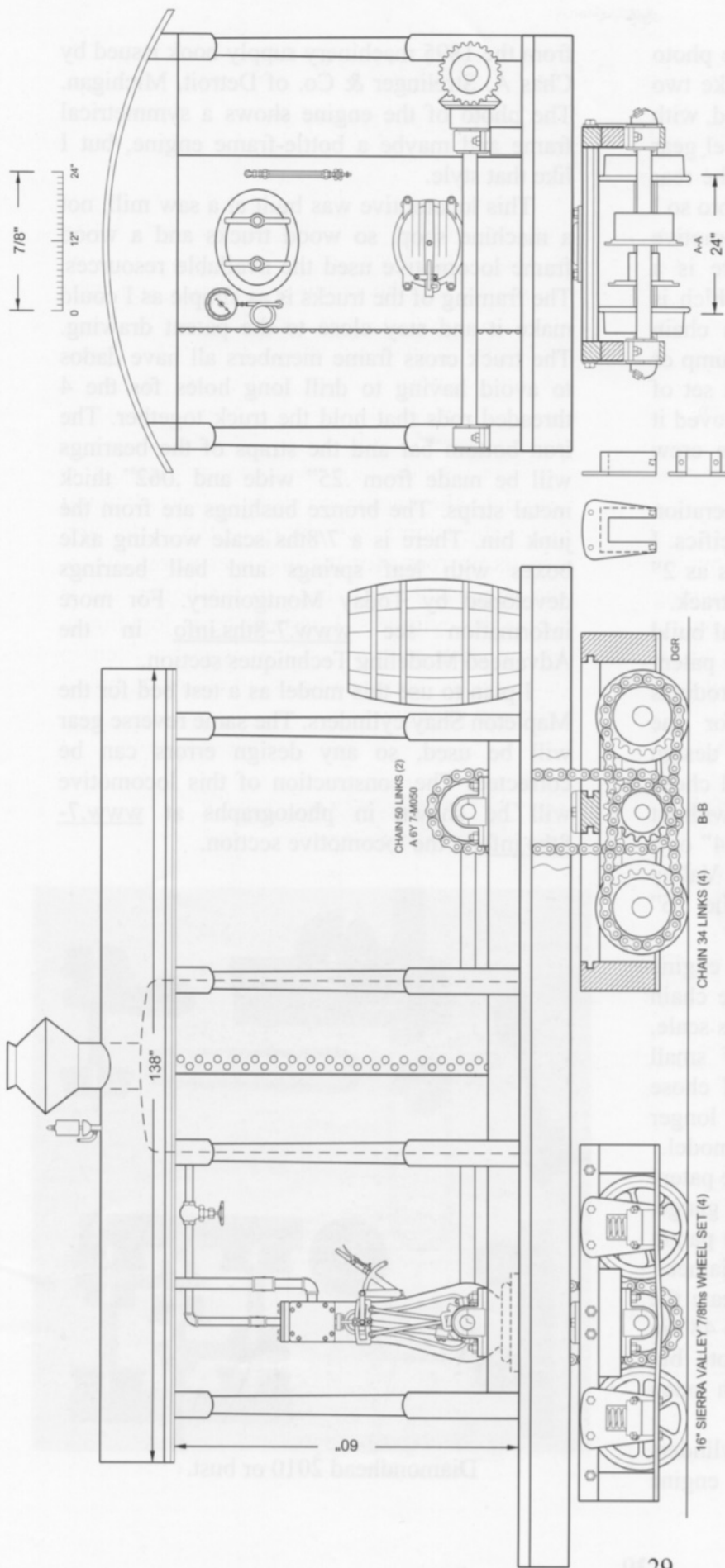
The Shay locomotive was not the only locomotive invented by a lumberman. William Sykes was unsatisfied with horse trams and a small Porter locomotive's four wheels would be too heavy for the light track. His solution was to take wooden freight car trucks and put them under a flat car. The rest of the components were available in the nearby oil fields. A vertical boiler and, I believe, a couple of single cylinder engines were assembled to make a real interesting loco to model.

There are a couple of old grainy photos showing the loco in steam in the PA logging series #6 "Whining Saws and Squealing Flanges" by Thomas T. Taber, III. Not a lot of detail can be seen, but some observations of both photos can help to understand the patent

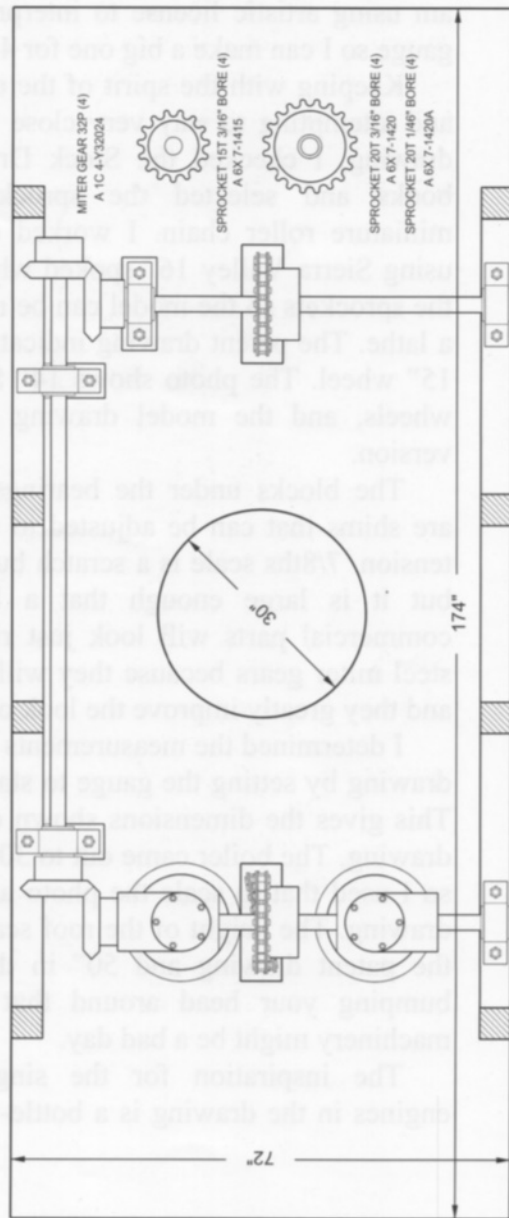
drawing. For example, the wheels are clearly spoked. The type of valve gear can be determined by the radius link which indicates Stephenson valve gear. The reverse lever and the tumbling shaft are on the same shaft. There are 8 porch posts holding up the roof, not the 4 shown in the patent drawing. The water tank is a wooden water barrel.

The patent drawing shows a jack shaft that is geared to the engine crankshaft. This drawing shows the engine very close to the boiler and there is no room for the engineer in the photo. The engineer has his back to the boiler and is facing the cylinders. I assume he is looking in the direction of travel. There is not a fireman visible in the photo so he is either not on board or behind the boiler.





## Sykes Patent Locomotive "Old Barney"





My drawing is arranged to match the photo not the patent drawing. It looks to me like two matched single cylinder engines were used, with a chain sprocket in the middle and a bevel gear on one side to power the line shaft for the rear jackshaft. It is hard to make out in the photo so I can not be positive, but the original locomotive might have been all chain drive. There is a horizontal chain on the rear jackshaft which is connected in front of the boiler. This chain might have been used for a boiler feed pump or it could have been the rear section of a set of drive chains. I like the drive shaft so I moved it as far outboard as possible to give the crew more room to work.

Thomas Taber only states that the operation is narrow gauge, without giving any specifics. I am using artistic license to interpret this as 2" gauge so I can make a big one for 45mm track.

Keeping with the spirit of the original build and attempting to stay very close to the patent drawing, I checked the Stock Drive Products books and selected the sprockets for the miniature roller chain. I worked out a design using Sierra Valley 16" spoked wheels. I chose the sprockets so the model can be made without a lathe. The patent drawing indicates a 14" or a 15" wheel. The photo shows 14" Sierra Valley wheels, and the model drawing has the 16" version.

The blocks under the bearings and engine are shims that can be adjusted to set the chain tension. 7/8ths scale is a scratch builder's scale, but it is large enough that a lot of small commercial parts will look just right. I chose steel miter gears because they will wear longer and they greatly improve the look of the model.

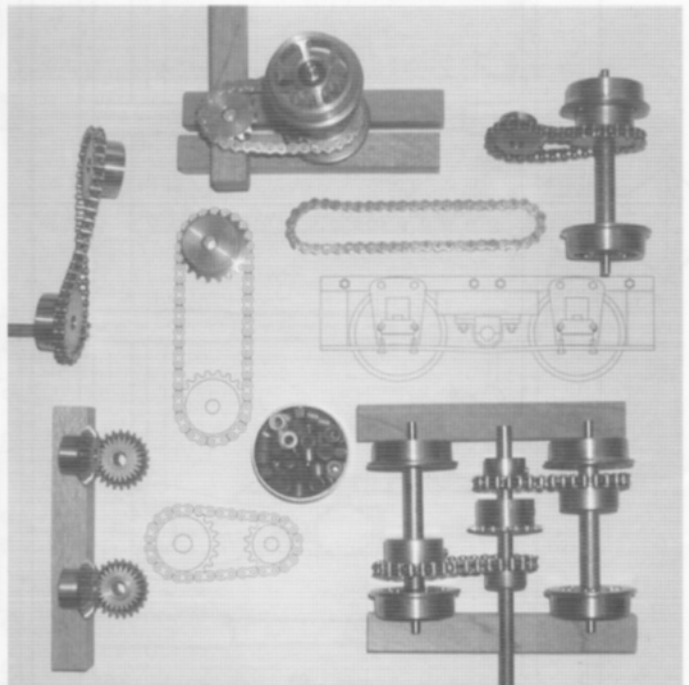
I determined the measurements on the patent drawing by setting the gauge to standard gauge. This gives the dimensions shown on the patent drawing. The boiler came out to 30" in diameter so I used that to scale the photo and create the drawing. The height of the roof scales to 48" in the patent drawing and 50" in the photo but bumping your head around that much open machinery might be a bad day.

The inspiration for the single cylinder engines in the drawing is a bottle-frame engine

from the 1895 machinery supply book issued by Chas A. Strelinger & Co. of Detroit, Michigan. The photo of the engine shows a symmetrical frame and maybe a bottle-frame engine, but I like that style.

This locomotive was built at a saw mill, not a machine shop, so wood trucks and a wood frame locomotive used the available resources. The framing of the trucks is as simple as I could make it and stay close to the patent drawing. The truck cross frame members all have dados to avoid having to drill long holes for the 4 threaded rods that hold the truck together. The iron bottom bar and the straps of the bearings will be made from .25" wide and .062" thick metal strips. The bronze bushings are from the junk bin. There is a 7/8ths scale working axle boxes with leaf springs and ball bearings developed by Today Montgomery. For more information see [www.7-8ths.info](http://www.7-8ths.info) in the Advanced Modeling Techniques section.

I plan to use this model as a test bed for the Mapleton Shay cylinders. The same reverse gear will be used, so any design errors can be corrected. The construction of this locomotive will be shown in photographs at [www.7-8ths.info](http://www.7-8ths.info) in the locomotive section.



Diamondhead 2010 or bust.

# *The Leatherstocking Line*

by Roger Caiazza

## *One man's miniature railroad empire in Upstate New York....*

The Leatherstocking Line is a Gauge 1, multi-scale generic garden railway. The intent is to model the look of early 1900's Upstate New York branch lines. Specific prototype structures and industries are used where possible, but there has been no attempt to replicate a specific railroad. No specific scale was chosen so that most rolling stock can be photographed with an appropriate background.

The Leatherstocking Line loop was completed in 1993 but there is a section of track that was installed two years earlier. The line has 10' minimum radius curves. In

order to get the wide radius curves, it was necessary to build along the perimeter of the yard. Originally the ruling grade was 2.5% but settling in some sections has increased that over the years. The road bed has been built over drainage pipe to remedy problems with wet areas in the yard.

The track plan is a loop with several long passing sidings and a few spur sidings for some operational options. Eventually some sidings that will represent interchange tracks will be included. One will be an interchange with the Oneonta, Cooperstown and

Richfield Springs interurban railroad that ran between Oneonta and Mohawk and was the original Leatherstocking Line.

I hope that it will be possible to have an enjoyable operating session running a milk train between interchanges and working against a local freight or the daily passenger train. It turns out that even running in the

circle on a perimeter loop layout is satisfying because the train disappears from sight a couple of times.

The track is Code 250 with a mixture of manufacturer products and hand laid track. Similarly

the turnouts are a mixed bag. The sophisticated track work in the yard was not an operating success, more because of compromises made to provide electric power to the track than other reason. Similarly the pneumatic switches worked but required more upkeep than their use warranted so they have been removed. The entire layout was out of service for a couple of years after a summer of house construction including a new roof. When the layout was brought back to service the track power was removed.

Primary motive power is two live steam locomo-



*Interchange at train time - The yard includes an interchange with an interurban line.*





*Blue Bird café is a favorite hangout for trainmen and was a model available from Railroad Avenue models.*



*Chichester Station. – Chichester Station is a scratch-built styrene 1:20.3 model of a station on the Ulster and Delaware narrow gauge in the Catskills.*



*Cambridge Station – The Cambridge Station is a scratch-built 1:24 model of a station on the Delaware and Hudson.*



*The Interchange with the OC & RS interurban is a primary source of traffic for the Leatherstocking Line.*



*Cato Switch. – There is a long passing siding at the Cato Station, a 1:24 scratch-built model of a South Central station.*



*Passengers wait for the next train at Kelso Station, a 1:24 Jigstone building.*



*The afternoon milk train heads up the grade on the trestle.*

tives: a Pearse Nevada and a Roundhouse Forney. Because of the grades and access issues with the scenery, radio controlled live steam is preferable. Several other battery operated locomotives are also used now that the track-powered locomotives are unusable. The Leatherstocking Line has many cars that have been painted to represent Upstate NY railroads. Decals from the Old and Weary Car shop (O&W), Lonesome Whistle (D&H), Dave Rouse (OC&RS), Shawmut Car Shops (RW&O) and Robert Dustin (just about everything else) were used. The coal-filled hopper gondola cars have been altered with drop bottom hoppers and there are some Delton "kits" (parts from the close out of the old Delton bankruptcy), but most of the other cars have only been repainted.

I am trying to include structures that fit the era and locale. For example, one siding has a shack to represent the office for a stone quarry and a platform with slate and bluestone waiting for shipment. All the railroads in this area of the country developed a thriving milk business and my ancestors all provided milk to the railroads. Although I have plans for a milk station and a creamery all that has been completed for the milk business is an icehouse that has no particular prototype and a milk shelter station built out of wood



*The signal tower is a 1:29 scratch-built model that combines features of a number of prototype structures.*

based on an Ontario & Western prototype structure from an old Model Railroader article.

I enjoy building structures. There are three scratch-built wooden stations. I built a model of the Worcester, NY (Delaware and Hudson) station in 1:24 scale from my mother's home town based on my design, and a standard South Central railroad station using plans from Model Railroader. I also have a model of the Cambridge, NY station on the Delaware and Hudson built by Ron Vaughn of Liverpool, NY. The last wooden structure is also the newest: an interlocking switch tower that incorporates features of several NY towers. In addition to the wooden buildings there are several Jigstone buildings and a few Railroad Avenue resin kits. Finally, there is a scratch-built styrene model of a flagstop shelter of the Ulster and Delaware Chichester station. This station was on the narrow gauge (3') section of the railroad so the proper scale relative to the track is 1:20.3.

Live steam visitors are always welcome with a bit of advance notice. I have decided that one of my favorite parts of the hobby is photographing live steam locomotives in a natural setting, so if you are in the area let's set up a photo session.



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and 14-ton Shay*



# *The Long Road to Diamondhead* *or*

*How a Six Year Old Lives His Dream,*

*Almost Four Decades Later*

by Kent Killam, CapeCodSteam

I was six years old in 1971 when my father got re-stationed from Newport RI to Monterey CA. We loaded the '67 Ford County Squire wagon, hitched up the twenty-two foot camper and off we went. Two adults, three young boys ranging in age from two to six, and a pair of cats adventuring off to see the country at a leisurely pace.

I recollect the trip took over two months, with plenty of stops along the way. A few of the most

memorable include the St Louis Arch, the Budweiser Brewery, really cool caverns (we stopped at lots of caves) and the Grand Canyon. What a great way to spend time as a family, locked together in a speeding vehicle with no escape. What the valve gear were my parents thinking? We made the journey none-the-less.

My favorite moments along the way would have been the trains. Everywhere I looked, from a grade



*Photo 1 - Larry Newman (r.) looks on as the author gets ready for his first steaming attempt.*

Photo by Carol Jobusch

crossing, a trestle or a siding, railroads were visible. The best views of trains came towards the end of the trip. I can remember long freights running across the deserts. When we finally arrived in Pacific Grove, I got a front row seat to trains.

We were living in our camp trailer while waiting for an opening in military housing. I hesitate to call it a trailer park, because of the negative connotation. It was a very quaint, quiet residential camp ground area, designed for campers who'd stay a week, especially during the Monarch Butterfly migration, and not live there forever.

The park office also doubled as a well stocked general store. I can remember climbing the four or five steps, to arrive on a grand covered porch with two well worn benches, one on each side of the door. The benches overlooked this funky five-way intersection of Sinex Ave, Crocker Ave (which jogged at Sinex, not an actual intersection), Dennett St and the Southern Pacific.

A couple of times a week, a beat up SP GP-9 would come along with empty covered hoppers to the few remaining sand factories along Pacific Grove and Pebble Beach, trading the empties and heading away with loads and loads of sand. It's funny, looking back, even at the age of six, I was able to pick up on the different sound of the inbound train being empty and the more "excited" outbound train under load. And it was on one of those train days, overlooking Sinex Ave, watching with two older men when a memory was deeply implanted. I turned to the men and said, "That's what I want to do when I grow up, I'm gonna drive a train."

I was then hit with a brutally honest reply, "Son, by the time you get old enough to drive a train, there will be no trains left to drive."

My last recollection of that conversation was vaulting down the stairs and running back to our camper and coming through the door sobbing. I fell into my mom's lap in a puddle of tears and asked her; not really wanting to know the answer; "Will I be able to drive trains when I get older? Or will they be all gone?" She never really answered me, her goal was to comfort and support me. She stroked my hair with her fingers as I cried.

Current day, 2009, a month later and I'm still high from my first experience at the famous/infamous Diamondhead Steam Up. I've been trying to get there for the last three years. A wheelchair accessible room makes all the difference. Needless to say, we made it this year. Special thanks go out to Norm Saley and Tom Myers for helping out with some last minute

transportation issues and fine tuning my S-12.

Once I finally arrived in Mississippi, after over thirty six hours of travel by train it was time to unload, relax, and find a beverage. I remember entering the main hall for the first time, seeing the three tracks, looking along the wall of boxes to confirm the locos arrived safely. There were the tables and tables of trains. Accucraft, Aster and Shays of all types, and plenty of individual one of a kind creations. The variety was incredible.

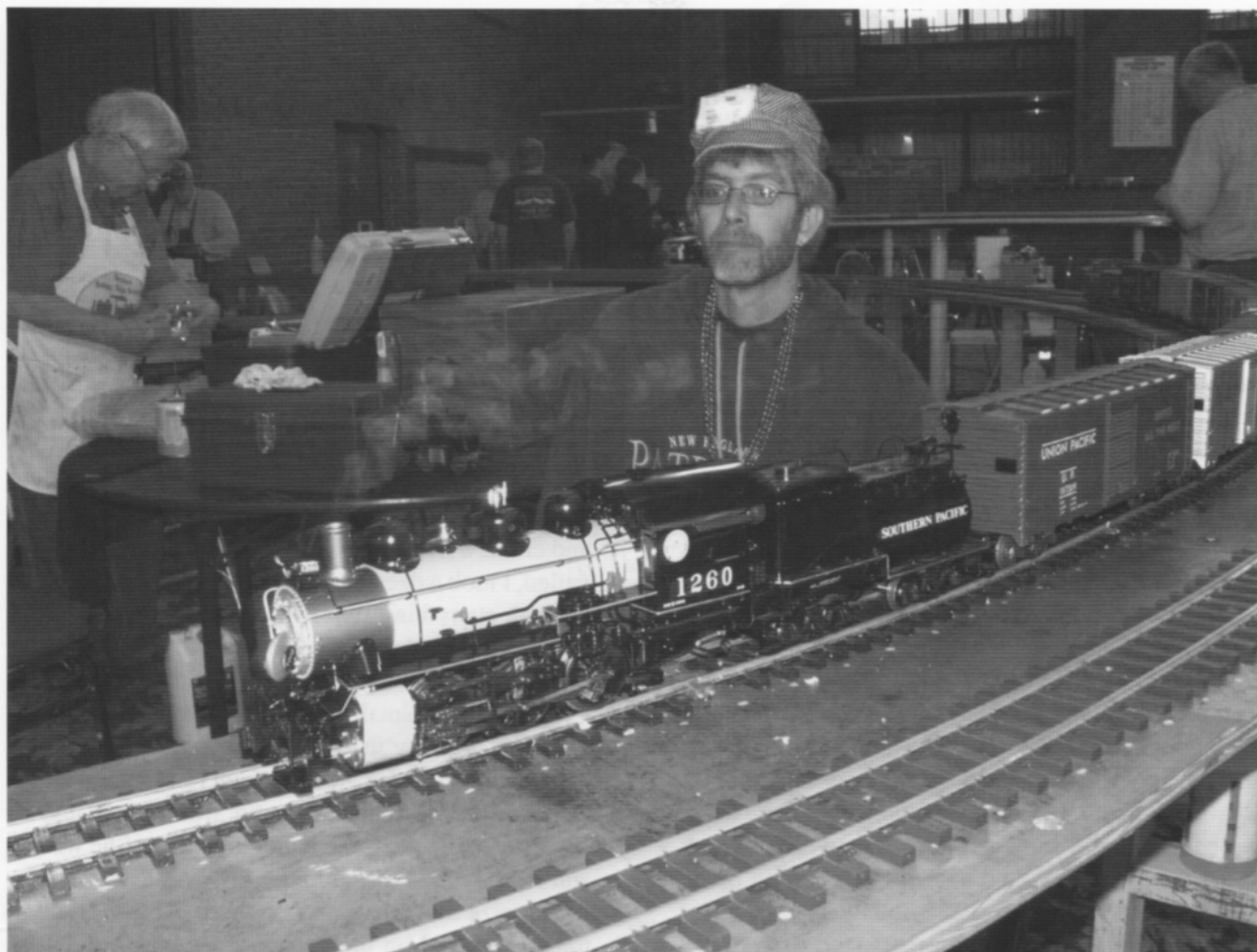
The first night was mostly spent hanging out, watching trains, seeing friends, catching up, and meeting a bunch of great people for the first time. The next day was the reassemble of my S-12, followed by an ugly first attempt at steam. I scratched my head in frustration, toying with the option of going to the pool and create a live steam submarine. Cooler heads prevailed, I took a deep breath and we sat down and went through everything step by step, and there it was. A mistake so simple, anyone could have made it, so we fixed it.

Finally my small 0-6-0 was tuned and ready to go. This was my first time for live steam, (unless I can include the many hours I spent running my Hornby LS Mallard on the back patio, frost heaves and all made for some impressive uphill chuffs.) She was up and ready to go, on the long grey oval in the corner. I recognize now this wasn't a good choice for a first track. I stayed on the outside track and could only control my locomotive about fifty percent of the time since the corner and back wall were a little too tight to fit into while using a wheelchair. I started off with thirteen cars and a caboose, the first three cars being hoppers from my childhood. (See Picture 1)

The first run was nothing less than ugly, with a valuable lesson thrown in, do not activate emergency brakes on tight corners. At one point a truck became derailed, so I reached out with my hand to bring the engine to a stop for repairs. I was too abrupt, causing four cars in the turn to sail towards the floor and break apart on impact. Needless to say, I felt horrible. I shut the engine down and went to pick up the pieces. A couple of people helped out and reassured me, that it was okay. That is what club cars are for, people use them, some break, and then they get fixed, only to go through the cycle all over again.

Over the period of Friday the 24th of February and Saturday the 25th, I moved up to the, "Big Fat Green Line". Once I folded over double and squeezed my wheelchair under the track, I was there. (Side note, how feasible would a swing lift bridge be?) My first task was to stroll around the track, making sure I had





*Picture 2 - The author making one of his final runs at DH'09.*

**Photo by John Fuller**

enough room to stay within reach on the engine. The first run included the helpful suggestion of backing off on the burner once steam pressure was raised. I can't even begin to express how much easier it was to control her once the burner was adjusted.

The next few runs got better and better. I used Dave Hottmann's steel slab flat car, and pulled the 45 pound plus car around the track. It was nice getting so much work from the loco using that single car. Another time, I had twenty five cars behind my loco curious to see what she was capable of. She was good on the flats, although the hill was a little difficult, so I removed one car at a time. With twenty-one I only had to give her the tiniest of nudges over the crest, so I removed a few more. (Picture 2, taken during the finals days on the big oval.) I have to say one of the highlights of the week was running my S-12 side by side with Tom Myers and his Duchess in the wee hours. Tom's Duchess with her passenger cars has to be one of the sexiest trains I have ever seen, I was

honored to run along side.

Come Saturday night/ Sunday morning I was ready for the final run of the trip. I'd had a few days to play, learn, make mistakes, learn, meet new friends and most importantly, I tasted success! My final run was going to be the best, slow and steady, I wanted to hear her crawl. What do you expect? It isn't a Pacific. Sixteen cars followed by the caboose, seems to be the perfect load for me on this track.

We waited patiently as pressure built, taking moments to check each car - trucks on? Check the gauge, we're gettin' close. Looks like the line is open, I confirm with my conductor all points are clear, receiving the thumbs up. Sliding the Johnson Bar in reverse, I inch backward, clearing the cylinders of moisture, then forward.

The first lap was to let her blow water, warm up and be ready to go, followed by two laps of track cleaning, especially on the up hill section. An additional slow speed lap allowed time to double rub

the uphill grade. Yes baby... this is what I have been waiting for. Hush the boiler, focus on the throttle, set her to run easy down the gentle hill, find her pace on the level, that whole half lap is her time to get into the zone. We know what comes next, you got it, the 1/2 corner uphill. This is where I tripled scrubbed. Come on my Little Blue (Grey) Engine, I know you can, I know you can.

I'm counting on three or four laps of good steam and I wanna get my money's worth. First lap in the finals was a healthy chug, faster than I wanted so I backed her throttle a little. Around she came again, still a bit too fast for my liking, where is the struggle? This time, I come along side her on the level to back the throttle off, just a hair more, and it was perfect.

To my childhood amazement, I got close to a dozen perfect laps. A special mention goes to Richard (a.k.a. trainmax@yahoo.com) for the Bark Box. It is a copper tube in the firebox that deepens the sound of the exhaust beat, very impressive. (The pool game is a great story, best saved for another time.)

My loco had found her groove, starting gentle on the level, working hard on the grade, "I think I can, I think I can." Nearing the crest with determination, "I know I can, I know I can" followed by a gentle

downhill slope. Across the flat, up the hill and down, a pattern was set. It reminded me of childhood, and playing on the slide. Climb the ladder, slide down the other side running back to climb the ladder again, up-down-back, again and again and again.

I'm not sure exactly what it is that draws people from all over the world to meet and boil water. I can say, having experienced DH '09 I so want to see '10 and beyond. For me, learning to work on and maintain a steam locomotive was incredible, I have a new appreciation for the intricacies and the upkeep required to keep a steam locomotive working properly. Additionally, thank you very much to everyone who helped and hung out with me through the week.

Finally, to the two men on the porch in Pacific Grove, who told me there would be no trains by the time I became of age, you were wrong. I drove an awesome train last month, and it wasn't a GP9, it was steam! So HA! Trains aren't gone and this means I can be a child forever, or at least until I die an old man.



## Cliff Goding

Clifford H. Goding, 82, of Duxbury Court, died Tuesday at Rhode Island Hospital. He was the beloved husband of Rita M. (Fitzpatrick) Goding. They were married for fifty-four years.

He served his country proudly as part of the WW II occupation of Germany.

Donations made to the Make a Wish Foundation, 757 Park Avenue, Cranston, RI 02910 in his memory will be appreciated.

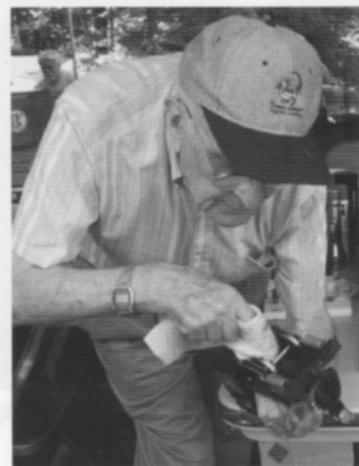
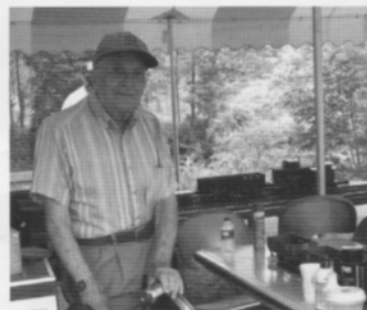
Cliff's son sent us the following note.....

*Dear Ron & Marie,*

*I'm writing to let you know that my dad, Cliff Goding, passed away on Dec 16th. He loved everything about trains, enjoyed your magazine, and was very happy to have had a chance to publish his two Ruby articles. He often talked about the steam-up at your place, and had a ball. I had fun being there and watching my dad being a kid at heart. At his wake, we had a digital frame that included photos from the steam-up, a video of our travel on a steam train in Japan, and the two magazines with his articles. One line in his obituary read: "He was an avid railroad enthusiast, collecting model railroad equipment as a hobby, and visiting as many old scenic railroads as possible."*

*We'll really miss him.*

*John Goding*





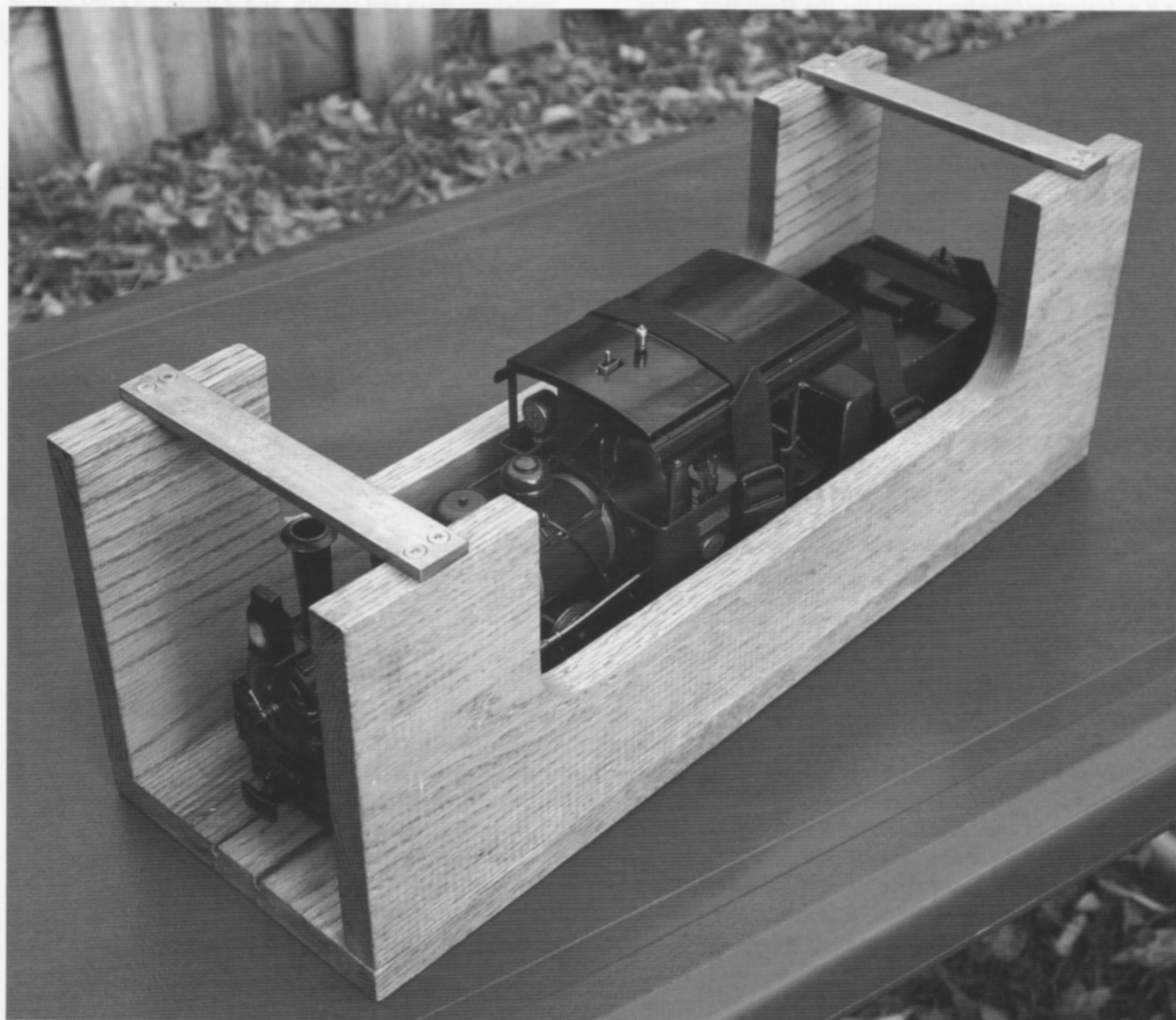
## *A Quick and Easy Carrier for Tender Locomotives*

by Jeff Young

One of the problems with live steam locomotives with tenders is carrying them. This even gets to be more of a pain when they are quite warm at the end of a run.

I sat down one day and doodled up a simple carrier for my 16mm scale John Shawe Fowler tender

locomotive. The criteria was straight forward - big enough to hold the locomotive, small enough to fit in some sort of carrying case and easy to carry. I figured I could simply make it out of three pieces of wood nailed together to create a "trough" and add a couple of handles for carrying. A trip to Home Depot yielded three

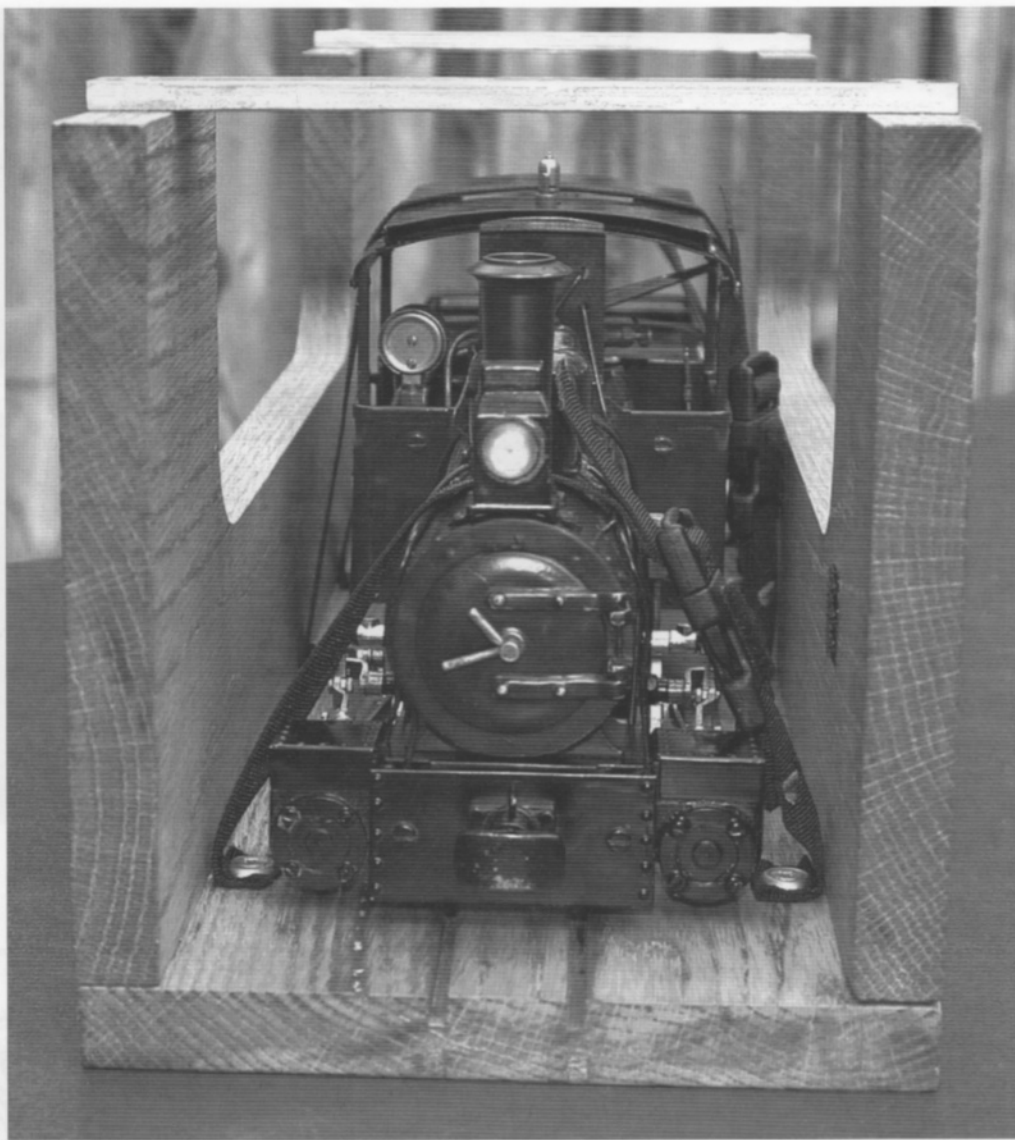


*The completed carrier, with the Fowler locomotive in place.*

pieces of 3/4" thick oak plank 22" by 7 1/4". (I could have probably stettled for some cheaper wood like pine or cedar, but I figured my pride and joy should have a carrier made with suitable materials!) Besides, a hardwood like oak is less susceptible to nicks and splinters. I lucked out in that the pieces I selected were the perfect length for the carrier.

First, one piece of the oak was run through the table saw to create two 5/32" wide grooves 9/32" deep spaced for O gauge to act as "track" for the locomotive. This piece became the base for the carrier. The two other pieces had two "U" sections cut out of them (to allow access the to secure the locomotive with whatever fastening arrangement I would devise.) The three pieces were assembled with wood glue and countersunk wood screws (from the underside, so they would not show). Finally, the carrier was given a coat of light oak stain.

I could have simply made handles at the ends from 1" diameter oak dowel, but I decided on another path, given the "elegance" of the carrier so far. I cut two pieces of 1" by 1/4" brass bus bar to length. The brass was polished and lacquered to preserve the shine. The handles were fastened to each end of the carrier top



*Strap arrangement for holding the locomotive in place.*

with countersunk brass screws.

For holding the locomotive in place, I used nylon web strapping and plastic buckles, sold at the local camping supply store. The webbing and buckles were arranged to provide "seat belts" to hold the locomotive in place. The webbing was secured to the bottom of the carrier with

brass screws and eyelets. The buckles were set up on the strap such that they did not interfere with the details on the locomotive, which meant that they were off to one side. The buckles are adjustable to allow the appropriate amount of tension to be put on the straps. A bit of velcro was added to the short strap with female portion of the buckle to keep it out of the way when the locomotive is being rolled on and off the carrier.

I found a heavy steel toolbox at Home Depot that would hold the carrier, with just over half an inch clearance in all dimensions.

A trip to the same camping supply store also yielded some dense foam, intended for a bedroll. The foam was cut to shape and the entire toolbox was lined with the material. The locomotive carrier sits perfectly inside the foam-lined toolbox.





*The carrier inside the metal toolbox.*

Finally, I used some K&S square brass tubing and flat strip to build a ramp to allow the locomotive to be easily rolled on and off the carrier. The square tubing was filed to allow it to rest on both the carrier and the track.

I was quite pleased with how the carrier turned out, and how quickly and easily I was able to put it together. I am sure that the dimensions could easily be adjusted to accomodate any locomotive.

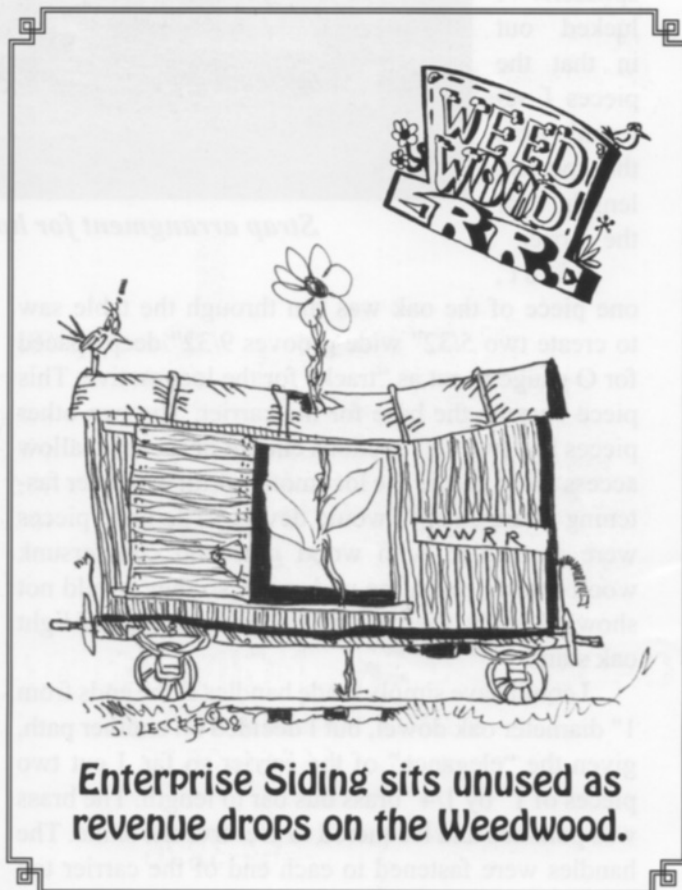


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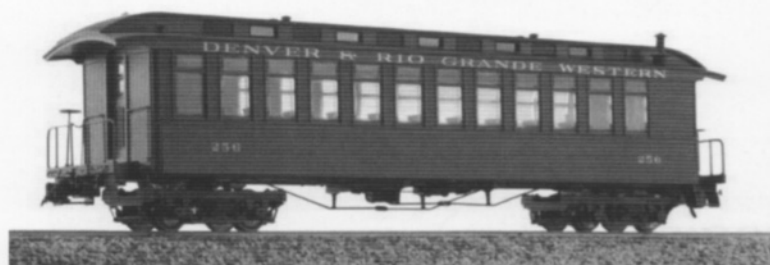
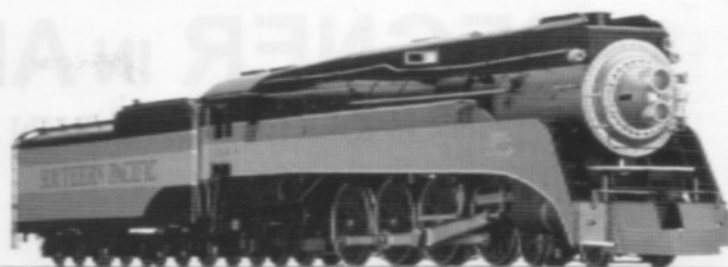
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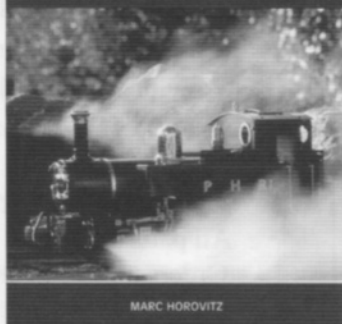


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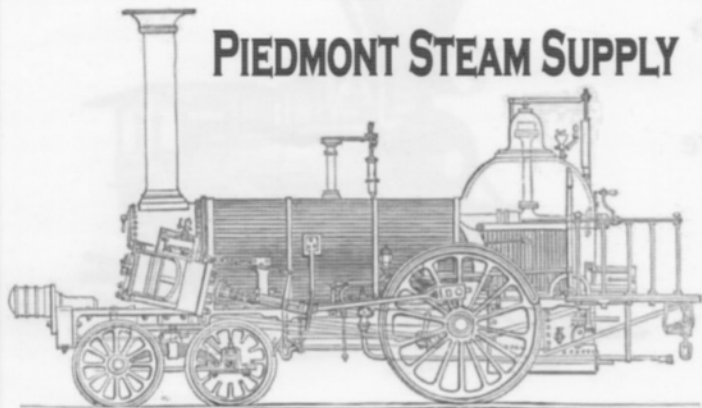
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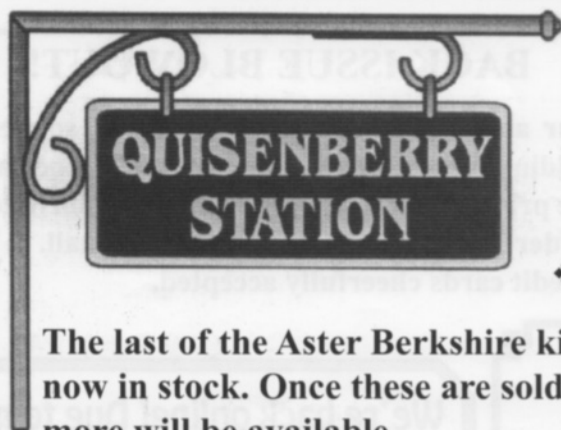
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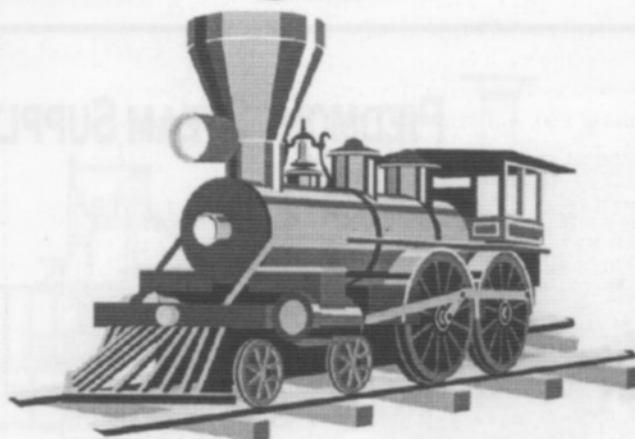


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## SWAP SHOP

**FOR SALE:** Roundhouse Lady Anne American with light + RCS remote, modified Bachmann tender. Runs excellent, low hrs. Loco body made from brass, cow catcher solid brass square stock, old style headlight (battery powered). Asking \$1700. e-mail: g1smoke@sisna.com (103)

**FOR SALE:** Canadian Pacific Royal Hudson #2860 by "Accucraft". Live Steam- Gas Fired, Burgundy and Grey Livery, never run. US\$4,000. If interested and would like more information please contact me, Bill Burgess, at willbur@cogeco.ca or 905 849 8623. (104)

**FOR SALE:** Aster Mikado, kit built, with axle pump and partial detail package installed. The rest of detail is at hand but remains to be installed. Please contact me with any questions at sparks@pvco.net. It also comes with custom oak carrying case, spare parts and tools. I have the 18 cars that can be seen in the video that I am willing to part with. \$3900.00 for the engine. We can talk about the cars if you want. Check out the video at: <http://www.youtube.com/watch?v=rGPCwCz66KI> (104)

**FOR SALE:** Mamod roadster, live steam, fuel tablets, like new condition, picture available. \$250.00 plus shipping and insurance. ALSO... Wileco traction engine (tractor) live steam, like new condition, esbit fuel tablets, picture available. \$250.00 plus shipping and insurance. John Sherman (413)323 6391 (104)

**FOR SALE:** Argyle Locomotive Works 2-6-0 Mogul "Old Star" built by renowned model engineer Gordon Watson: 1:22.5, 45mm. It is outside framed with sprung drivers and full Stephenson valve gear reversible from cab, butane fired single flue boiler with s/s super heater, pressure gauge, sight glass with blow down valve, whistle valve with whistle, Roscoe displacement lubricator, hand pump and butane tank in tender and Kadec couplers. It is in very good used condition and is an excellent and sedate runner. This engine was featured on the cover of SITG #34. For sale at \$2250. Contact me for pictures and specifics at 209-293-4326 or JimMcDavid@msn.com (104)

**FOR SALE:** 1:32 Aster German Class 44 2-10-0 Loco that has been steamed up twice. I have photos on request. I would like \$5500.00 for it. Alan F. King, phone: 801 554 3738 or e-mail: alanfking45@hotmail.com (104)

**FOR SALE:** Accucraft Rolling Stock, Set of 4 W&L Goods Vans - \$65 each; 2 W&L Guards Vans - \$95 each. All in new condition, never run. Following wagons are used, but in very good condition. Set of 4 L&B Open Wagons in SR Brown - \$150 for all 4 or \$40 each; 2 W&L Flat Wagons, dark grey - \$30 each; 2 W&L 1 Plank Wagons, dark grey - \$30 each. All with original boxes, extra set of 32mm wheels, etc. Take six or more, shipping is free, otherwise shipping is extra. Jeff Tomecek, 443-567-5777 or TomecekJ@comcast.net (104)

*Swap Shop listings are offered at no charge as space permits. No dealers and no phone-in ads, please! Send your listings to SitG, PO Box 335, Newark Valley NY 13811 • fax to 253-323-2125 • e-mail to <rbrown54@stny.rr.com>. Ads must contain sellers name, plus address and/or phone number. Ads will be run one time only unless previous arrangements are made.*

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## END OF THE LINE

### President's Day Weekend

After a long, cold winter and many months without a steamup, Faithful Assistant and I were able to attend the President's Day Weekend Steamup at the Trolley Museum located at Steamtown USA in Scranton, PA. Clem O'Jevich has organized this event for 12 years now, and it just keeps getting better. Tracks for both steam and sparkers plus dealer tables plus lots of happy model railroaders equals a good time had by all.

### Diamondhead 2009

As you can read and see elsewhere in this issue, the 16th Annual Diamondhead Steamup was held in January, and it was better than ever. The Diamondhead Ramada has finally recovered from the ravages of Hurricane Katrina, which made things much more enjoyable.

The year is off to a good start and we look forward to many more good times in the months to come.

Happy steaming!

*Bm*

Below: Mike Moore's large steam track inside the Trolley Museum at the President's Day Weekend Steamup in Scranton, PA.



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A total of twelve GN S2's were built by Baldwin Locomotive Works in 1932 to service the Empire Builder for the Great Northern Railway. These engines with their 80-inch tall drivers were capable of speeds of 100 miles/hour across the Great Plains, which set new travel time records for the Minneapolis MN to Seattle WA run. The pictures above show the faithfully modeled Aster version of engine 2584 next to a rare photo of the life size 2584, which rests now on static display in Havre, MT. Additional information and technical specifications may be viewed on our web site: [www.asterhobbyusa.com](http://www.asterhobbyusa.com)

The production version may vary slightly from the pilot model shown above.



### Great Northern Railway "Castle Class"

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### New South Wales Railways AD 60 Garratt

Production release projected for end of April 2009.



We also stock the following locomotive models : USRA Mikado, C&S Mogul, SNCF 140C, Thunderbolt, BR 52, BR 38, KPEV P8, Spam Can (Southern & BR versions), JNR 9600 and all popular Aster live steam accessories. Pictures and technical information may be viewed on our web site or contact us, or an authorized dealer listed below.

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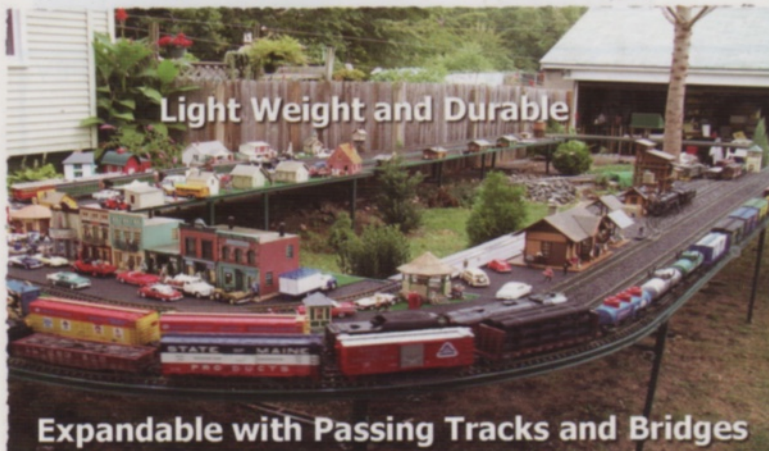
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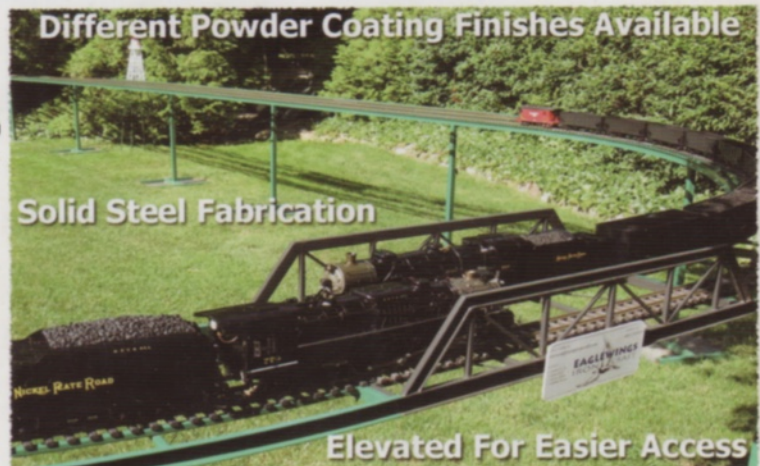
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