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STEAM IN THE GARDEN

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STEAM IN THE GARDEN

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

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Cover
Far Twittering: Rowland Emett's whimsical train in 7/8ths Live Steam - **Photo by Gary Francke**

Also inside:

In Memoriam
Dawn Brightwell -

Dawn Brightwell left us far too soon on March 16, 2022. She was a well known member of our male-dominated hobby of small scale live steam for nearly 25 years. Inquisitive and knowledgeable, Dawn was happiest when she was running live steam at a public event and engaging with the spectators. Thanks to her cheerful outgoing personality, women and young children found her very approachable with their questions about live steam. Her patience and teaching skills certainly encouraged others (particularly women) to enter our hobby. As well as running live steam (coal firing being a particular passion) she was a skilled modeller, known for her incredibly detailed scratch built 7/8ths scale models of Welsh narrow rolling stock.

In life, Dawn's greatest source of joy was her daughter Kat. Being a single mother was no easy task, and Dawn took every opportunity to expose Kat to as many things as possible as a small child. It was at one of those "teachable moments" at a model railway show that she spotted live steam locomotives being run by members of the Puget Sound Garden Railway Society. Captivated by the unique nature of the live steam hobby, she joined PSGRS soon after. Dawn became a very active member, running live steamers belonging to other members every chance she could, until circumstances allowed her to acquire her own locomotives including, appropriately, a Roundhouse "Katie."

Living in the Seattle area most of her life, Dawn was a regular attendee at Diamondhead, Staver and other steamups. She ensured that even the grumpiest old live steamer had a smile on his face thanks to her sharp wit and outgoing personality. During her brief years of living in Toronto, Dawn was also member of our local informal Wednesday Night Water Boilers group. She also worked at the Toronto Railway Museum, operating their miniature railway hauling visitors around the Roundhouse grounds. Never one to be afraid to get her hands dirty, she volunteered to clean locomotives at Boston Lodge on the Ffestiniog Railway during one memorable trip to the UK. Beyond live steam, her interests were both fascinating and far-ranging. Everything from riding and restoring motor scooters, collecting hotel bells, architecture, jazz, cooking fabulous meals for family and friends, to the pursuit of the tastiest hard ciders and single malt whiskies.

Dawn will be greatly missed by everyone in the live steam community whose lives she enriched. We will be forever grateful for having had the privilege of running trains and spending time with her. Thankfully, her daughter Kat carries Dawn's passion for live steam forward, running her own models and helping to operate full size locomotives.

Submitted by Jeff Young

In Memoriam
Paul Quirk -

Paul F. Quirk Sr., age 92, of Harleysville, PA, passed away at his home on Thursday, April 7, 2022. He was the widower of Lillian M. Quirk who passed away April 18, 2019.

Paul was born in Heckscherville, Schuylkill County, PA to the late Harry E. and Margaret (Egan) Quirk. Paul was a 72 year member of the Carpenters Union in Philadelphia. He loved collecting cars and was proud of his 1935 Ford Pick-Up. He was also an avid train collector and builder of model trains. He was a 35 year member of the Pennsylvania Live Steamers and a member of the Aikenback Live Steamers. Paul will be remembered as a master tinkerer.

Steam in the Garden Magazine Transition to All Digital

Our September/October 2022 Issue No.181 will be our last regular subscription printed issue. All subscriptions following No.181 will be digital only and available for download to Digital Subscribers at our website:

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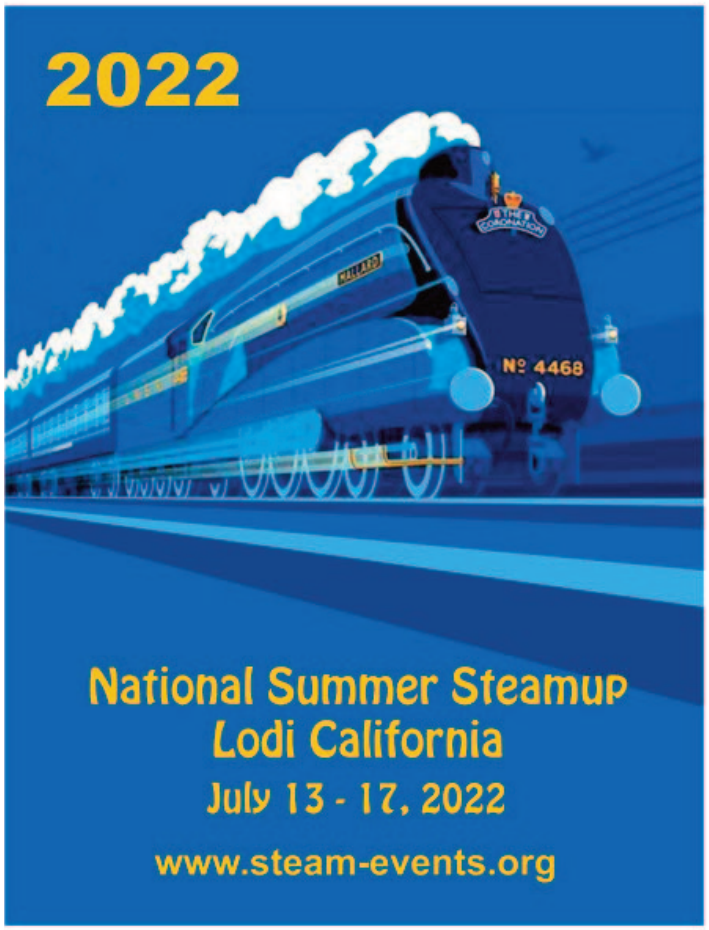
Steam Scene: Family Day Steamup, Ontario CANADA

We are very fortunate as members of the Golden Horseshoe Live Steamers (GHLS) to have use of nice dual gauge, twin track indoor layout in a heated heritage building at the Museum of Steam and Technology in Hamilton, Ontario. This sizeable track has provided many hours of live steaming when the outside weather turns particularly winter-ish. Sadly, access to the track has been severely limited over the last 20 months as the museum has been closed for most of that time due to the pandemic.



Traditionally, the President's Day holiday weekend (Family Day holiday weekend in Ontario) would have seen our crew of Toronto area live steamers heading down to Scranton, PA for that wonderful annual event. Unfortunately, as with so many events over the last few years, it was cancelled this year due to the ongoing COVID concerns.

As consolation, beginning in February we were able to once again resume our weekly water boiling sessions at our indoor layout. Soon afterwards, the museum staff asked the GHLS if there was any interest in participating in a one day train show at the museum. The museum would provide tours of the huge steam pumping engine, a craft area and other activities for children. The GHLS would put some ride on locomotives on display, electric G scale trains that the young folk could operate and of course, plenty of small scale live steam running on both the big layout and Chuck Lawrence's (ex-Tom Bowdler) smaller layout (**Photo 1**). We were more than happy to be a part of this fun event.

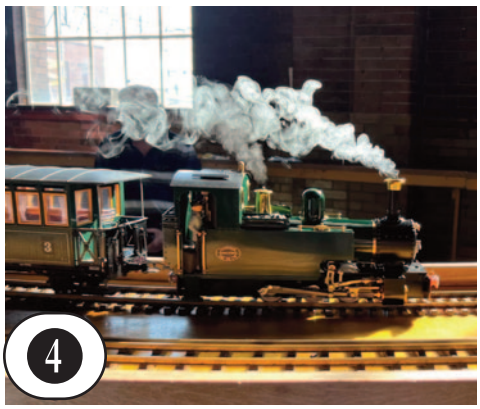
Ongoing COVID requirements meant that attendance was limited through timed-entry tickets and that the usual masking protocols be followed. The

event quickly sold out as it provided a great family activity on a winter holiday afternoon. After such a long time hiatus from public steam events here, it was delightful to run our steam locomotives and interact with an appreciative crowd.

Photo 2: It's a popular event when the sign says "Sold Out".

Photo 3: Gary Rutledge explains the workings of his Accucraft mogul to the audience.

Photo 4: Bill Lee's Roundhouse Lady Anne provides an impressive exhaust plume as the sun streams in the window.



Submitted by Jeff Young (photos by the author)

RAILWAY LIBRARIAN

REVIEW - 2022 Garden Trains Annual; White River Productions - White River Productions has recently released their 2022 edition of the Garden Trains Annual. Like the first Annual, this one clocks in at 116 glossy pages with lots of pictures; and like the first, Chris Lane is editor, with George Riley riding shotgun. This time there are 25 articles; 26 if you count the "Product Showcase."

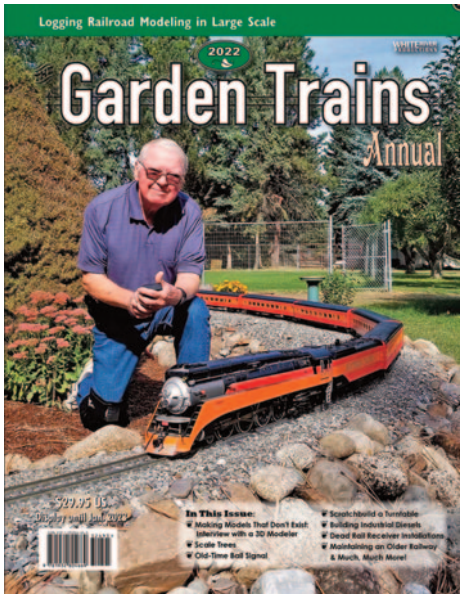
The first edition carried many 'introductory' articles, covering the basics of garden railroading. This one seems to have more detailed "how-to's" on scratchbuilding, kitbashing and weathering various pieces of rolling stock, especially logging equipment such as log cars and cabooses. In fact, this issue claims a running theme of "Large Scale Logging."

There are several articles of special interest to live steamers. "Building a Generic 2-8-0 Consolidation" by Mike Nataluk actually starts with, and references, the six-part construction series by Les Knoll that appeared here in the pages of Steam in the Garden. Shawn Viggiano profiles his own "Kittatinny Mountain" live steam logging line in New Jersey, and uses it as a jumping-off point to discuss logging modelling in general. And David Fletcher continues the historical perspective of Accucraft Trains that he started with his discussion of the Mason Bogie in Annual #1. This time, in "The Legacy of Charlie Cheng," he dives deep into the early years of Accucraft, when Charlie Cheng, who founded Accucraft with his brother Bing, was hand-painting the wheel lining on the production Glenbrook models. Fletcher discusses Accucraft's transition into 1:20.3 scale under Charlie and Cliff Luscher, and how he collaborated with Cliff and Ada Ho to push those narrow gauge models towards their correct Baldwin livery. As a proud owner of an Accucraft "Grass Valley" 4-4-0, I was fascinated.

There's lots more in the issue, from building an old-style "highball" signal to a brass turntable large and strong enough to handle a K-27. Worth the money.

Garden Trains Annual 2022, $29.95, available directly from White River Productions, *https://shop.whiteriverproductions.com/products/gt22*

-Gary Woolard-



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- WD Hunslet 4-6-0

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- Leek & Manifold 2-6-4
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Aster

- British Railways BR9F "Evening Star"
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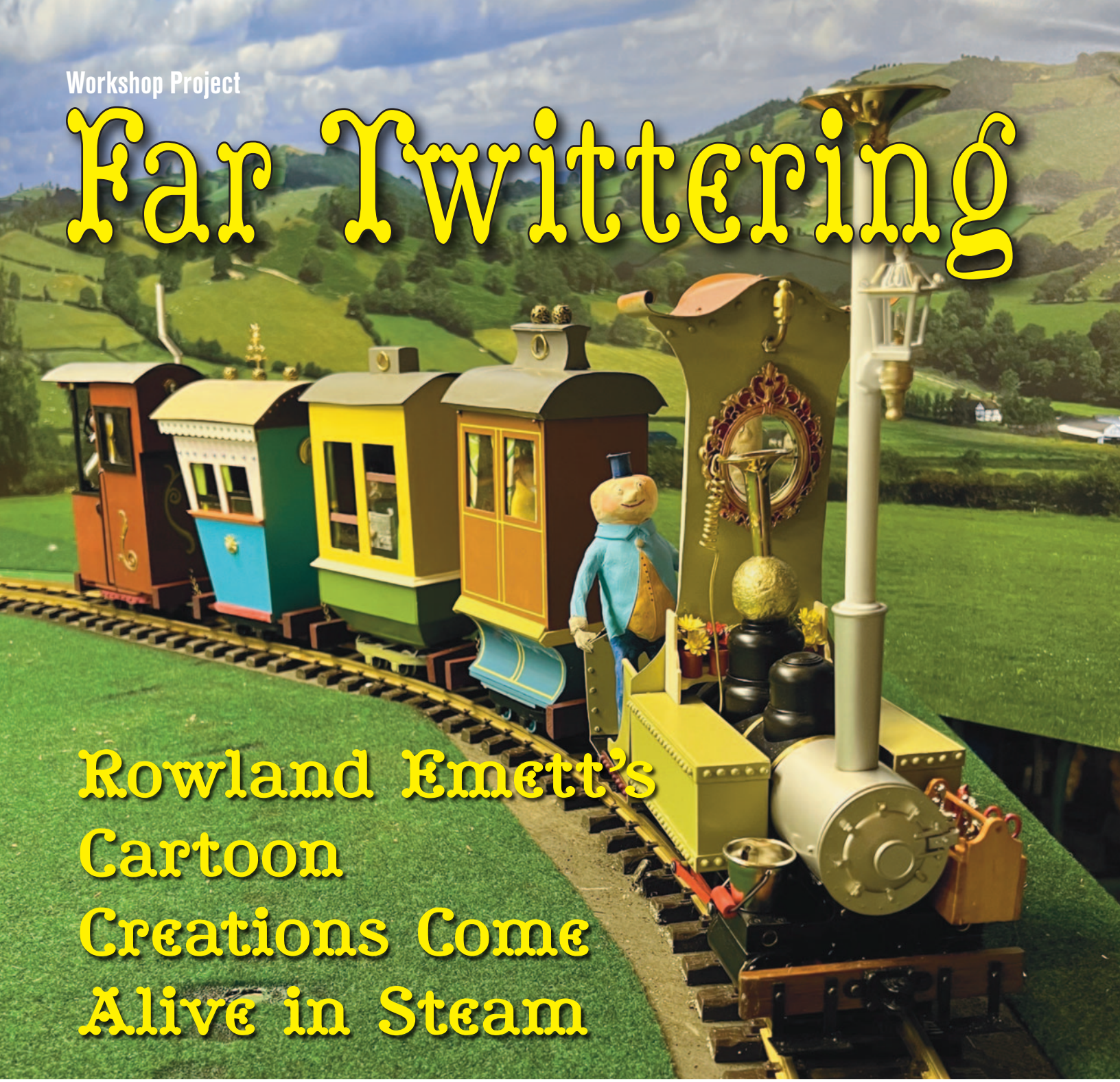
Workshop Project

Far Twittering

Rowland Emett's Cartoon Creations Come Alive in Steam



Text and Photos by Gary Francke

After seeing a cartoon scale rendition of an Emett style train at the annual Diamondhead Steamup in 2019, I knew I had to make one. That model was on an Accucraft Dora chassis and I thought I'd try one based on Accucraft's Ruby.

For ideas on Emett cartoon trains I ordered "*A New World For Nellie*""and "*The Early Morning Milk Train*", the cream of Emett Railway drawings. Videos on YouTube were also helpful.

I purchased a Ruby kit. It went together well, but I found a few parts that should have been labeled top and bottom as well as right and left. Also the four paper gaskets for the valve chest are not symmetrical, which led to real problems trying to set valves and run on air until that was corrected. Once I got it running smoothly on air in forward and reverse, the steam test and running in on my indoor track went very well. I also installed a chuffer.

Rowland Emett and his Creations

Rowland Emett was born in London in 1906. His father was an amateur inventor and his grandfather was a prominent engraver. He showed aptitude in both engineering and art at a young age. He studied at the Birmingham School of Arts and Crafts, and was drafted into the military during World War II. Beginning in 1939, Emett joined the staff of Punch magazine, where he was free to create cartoons on whatever subject he wanted. Usually, that subject was trains.

In 1951 he created the Far Tottering and Oyster Creek Branch Railway at Battersea Park for the Festival of Britain. The railway was a 15 inch (381 mm) gauge miniature. The railway was designed as a whimsical view of British rural life and embodying his typical fanciful mechanics, it echoed the similar works of Heath Robinson and Rube Goldberg. The railway's design was based on a series of Emett's cartoons in Punch magazine from 1939, the "Far Twittering and Oysterperch Railway."

Built of mahogany and copper over the top of a 15 inch gauge diesel electric engine that Emett obtained from a war surplus supplier. The cartoony railway was a huge hit with the public and repaid the cost of designing and building it in just three weeks.

In 1968 Emett was hired as a production designer for the film, "*Chitty Chitty Bang Bang*". His creations were used as the elaborate inventions of the character Caractacus Potts played by Dick Van Dyke.

His last great kinetic work was the "Aqua Horological Tintinnabulator", a water powered musical clock which still operates at the Victoria Center in Nottingham. Rowland Emett was awarded the Order of the British Empire in 1978 and passed away in 1990 at the age of 84.

I removed the cab and made some drawings of the new cab. These were transferred to cardboard templates and cut to fit behind the boiler **(Photo 1)**. The overall height and curves were obtained by comparing to Emetts cartoons and using the time honored "that looks about right " method.

For the window I drew various ellipses and tried one and then two windows. But then I found a framed dollhouse mirror. I removed the mirror and used the frame, fastened on with permanent foam mounting tape **(Photo 2)**.

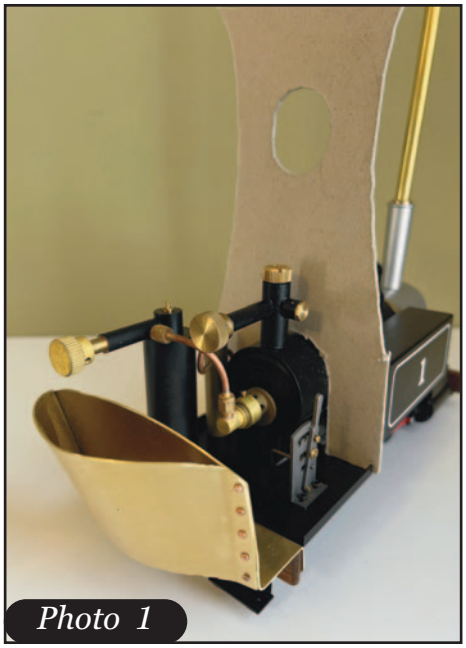


Photo 1


Photo 2

I wanted to have a real operating swivel window. I drew the outline on glass from a small photo frame with a diamond scriber, broke away the larger edges and finished up on my bench grinder (only broke one). The edge was colored by carefully rolling the glass in a thin puddle of gold paint. Tiny tubes were cut from carbon tubing and cemented to the edges, and the pivot is a very thin carbon rod inserted through the foam mounting of the frame which captures the window and allows it to turn **(Photo 3)**.

A dummy whistle was made from scrap brass and soldered to a bolt for mounting **(Photo 4)**.

The cab outline was transferred to 0.020-inch brass sheet and cut out with a bandsaw. Trial parts for the roof were drawn on heavy paper and checked in place till satisfactory. The roof brass had to be annealed to curve the sides and trailing edge. The front was stiffened by soldering two strips of brass angle. Cardboard patterns for the sides were tried and trimmed to fit, then cut from 0.020-inch brass. The parts were connected with copper rivets. The new cab just slides over the boiler and rests on the chassis deck without needing further fasteners **(Photo 5)**.

The Ruby side tanks were removed and lightly sanded. Quarter-inch wide brass strips were glued on to the top and bottom with five minute epoxy. (I did find that gel cyanoacrylate (CA) followed by a quick spray of accelerator works better.)

I had briefly considered marking out and installing real rivets. I tried ordering some decal-type rivets but they weren't prominent enough. I found a description of gluing on half-round plastic pearls. Carefully mark out then apply a small dot of CA gel with a toothpick. Carefully touch the pearl with the toothpick which will adhere just enough to position that pearl on the brass strip **(Photo 6)**.

The tall chimney was made from 3/8-inch brass tubing. It was fitted to the Ruby's chimney with a tapered bottom turned from scrap brass. The flared top is cut from a brass tuba (a former Christmas ornament). The fancy parts on top of the boiler are made from a large brass bead and another Christmas ornament trumpet **(Photo 7)**. The fancy lantern is from the dollhouse store. The chimney is easily removable for warmup or for packing..

Painting of the brass parts was done by etching with muriatic acid, then rinsing and drying. Rattle can primer and colors were then used.

For rolling stock I ordered 45mm tipper wagons from Peterbinnie.com **(Photo 8)**. I discovered I would prefer metal wheels for the added weight and the lovely clacking sound (although the moulded wheels work well). If you are going to make or order metal wheels be very sparing with the CA when mounting the journals so they can be more easily removed at a later date. After making the lightweight carriages I discovered they are tippy. Sheet roofing lead was cut and folded and fitted inside the rolling frame to make running more stable.

The carriages are made from 1/4, 1/8, and 1/16-inch plywood assembled with CA or carpenter's glue. Windows are from plastic glaz-


Photo 3


Photo 4

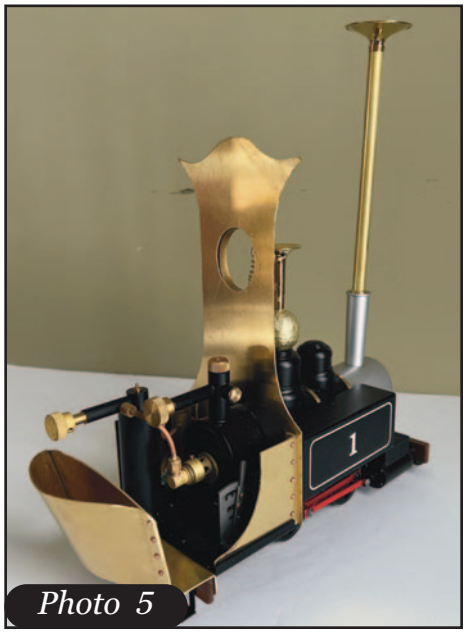


Photo 5

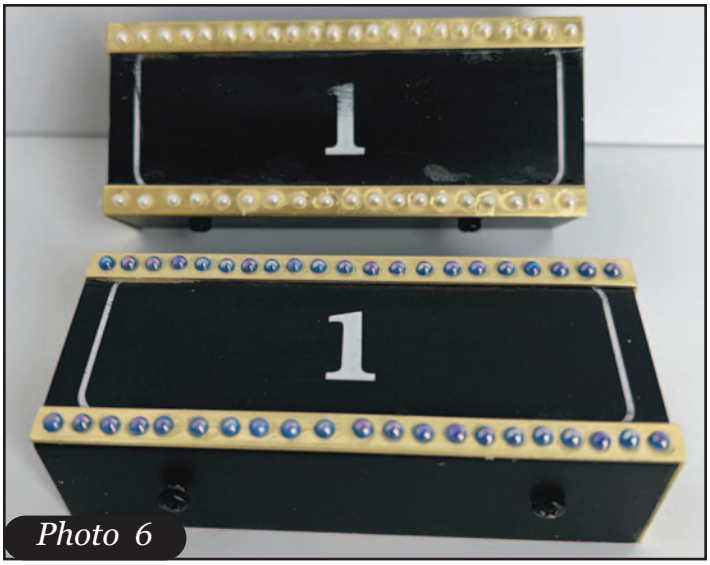


Photo 6

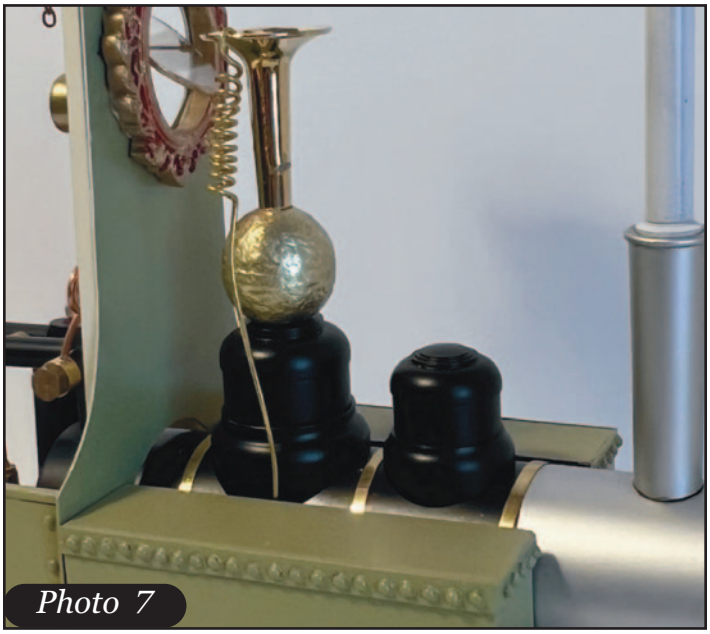


Photo 7

Photo 8


Photo 9

ing. Curtains were made from sample packs of cloth. The mini hot glue gun was very handy in places. Painting was done with craft store acrylic paint which was then sprayed over with clear gloss acrylic.

The figures were made of Sculpey on wire and foil armatures and painted with acrylic. Strong magnets were glued to their feet and Velcro to their hands for positioning **(Photo 9)**.

Other decorations such as flowers, tool boxes, buckets and lanterns came from the craft stores. I am looking forward to getting this little train running on steam on my home track, I hope without getting everything wet and oily.

O-Gauge Hudson Part II

Text and Photos by Joe Rothwell
Drawings by Dan Pantages

Let me preface the mounting and plumbing of the boiler with this first. Fitting the boiler to the chassis was top priority in the early planning stages. My first plan was to separate the smokebox and boiler. The diameter was just too small to do any plumbing in that confined space. The idea was that plumbing would be simpler if the smokebox was separate, on its own. I *planned* to cut the smokebox off the body shell. A section of 1/16-inch copper tube was cut to length and the firebox was cut and formed. After some fitting sessions it was soon apparent that the boiler needed the smokebox to be included to facilitate mounting. I discarded this tube (only the firebox was cut/formed and no other work had been done), but that put me back at square one. A compromise was reached by cutting a new boiler tube from the remaining section of pipe. The solution was to leave the bottom half of the smokebox on and cut the top half of the smokebox away, **Photo 2-1**. This is the boiler I built in Part 1 of this article. Now, the boiler is screwed down to the front saddle through the smokebox bottom and the rear firebox throat plate sits on the frame rails with a 'key' cut in that sits between the frame rails. The brass body's smokebox is left on, but the bottom half is cut away, with the remaining top half completing the chamber, and the catwalk hides the seam from sight. This arrangement works fine, allowing all plumbing to be done with the body shell (and top half of the smokebox) out of the way. And the discarded first boiler tube will come in handy later...

Photo 2-1

Luckily, the boiler is just small enough in diameter to fit inside the body shell smokebox half with some overlap and there is a nice gap between the shell and the boiler all the way to the backhead. This is important because the solder used to hold the brass body shell panels together is of a very low-temperature type. It wasn't meant to cover a live boiler, so lots of re-soldering was done with better solder, heavy fluxing and a small butane torch, applied at as many panel joints as I could reach to stiffen it up.

At the 2021 Summer Steamup, Bob Sorenson recommended insulating the boiler with cork and this suggestion was followed. A great side benefit of the cork is its ability to resist water and this helps when filling the boiler and spilling some over the sides. Ceramic blanket material was used to cover the firebox area, well out of the way of the filler port and safety-water spillage **Photo 2-2**. Thanks, Bob...and also for the soldering tips...

Getting steam to the cylinders was accomplished by piping it to the front of the slide chests instead of going through the top, **Photo 2-3**. Getting oil to the cylinders played a big part in how the steam lines ended up where they are. It was easier to oil it through the top of the slide chests, using the compressed air tanks for oil reservoirs, as on Aster's Hudson. There were holes already drilled in the front of the slide chests that were used to insert the slide valve rods, so these were drilled out bigger and tapped for some 'banjo' fitting. Commercial 90-degree fittings, a tee and couplers were soft soldered together for the rest of the main steam line. Most of these fittings were supplied by 'The Train Dept.', as well as the safety valve, internal throttle and Goodall valve. Thanks, Jason...

The compressed air tanks are solid brass turnings on the Williams shell and they were un-soldered, releasing them from the shell. The center sections were cut out and replaced with a brass tube, **Photo 2-4**. The solid tank ends were chucked up in my mini lathe and machined with a lip to accept the brass tube. I drilled holes in the tank end pieces for oil flow and mounting purposes. A flat spot was milled on one end to accept a filler port. All mounting bolts and filler plugs were turned and threaded from brass hex or round stock, **Photo 2-5**. This all took months as each idea was attempted/evaluated, then discarded for one reason or another, until I was left with the obvious. It had


Photo 2-2

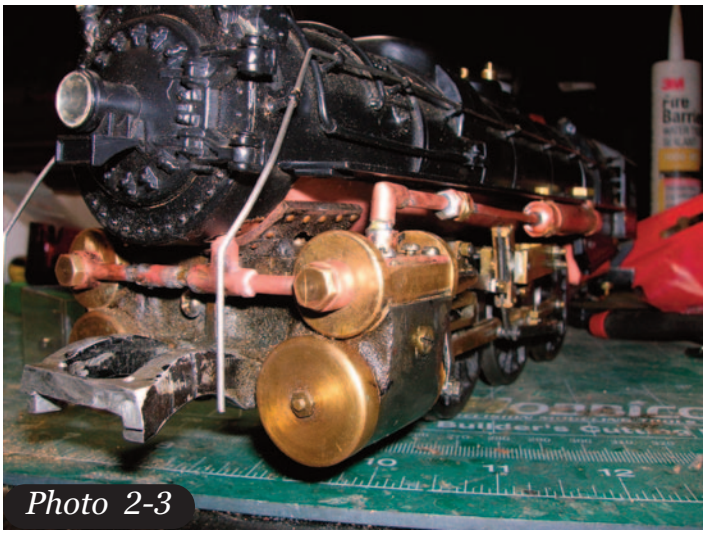


Photo 2-3


Photo 2-4


Photo 2-5

to be serviceable and this was the biggest hurdle to overcome. The engine can be broken down into its major components within 15 minutes or so.

With the boiler mounted, oil tanks plumbed and the body shell in place, water, fuel and oil were in-

troduced and the test began. The boiler struggled with heating up, so I put a 'stack blower' on it and you could tell that helped. Once the pressure was up, the throttle valve was opened and the internal-style throttle showed off one of its characteristics — water gushed at the front of the engine. This settles down pretty quick and then the steam follows. Good steaming, wheels flying and then I removed the stack blower, only to see the steam run out quickly. Rats. Many tricks were tried, but none could keep the steam up and I'm not fond of tricks anyway. Tempering my disappointment with this boiler's failure was the fact that it did steam well with the blower, meaning that I was so close to a firebox/fire tube O-scale Hudson working on the line again.

Right about then, the March/April 2022 (No. 178) issue of *Steam in the Garden* gets here and Rob Lenicheck's article on coal fired boilers has most of the answers. His article also has a handy link to an online boiler calculator. You just plug in the specs of your engine and out pops numbers on how well your set-up might run. After inserting my design parameters, the resulting numbers were dismal and explained what was happening during tests. The main issue, among a few, was the fire tubes... the diameters are too narrow and the draft is choked off.

So, after eating a humble slice of crow-filled pie, and armed with the boiler calculator, I drew up a new design that had much better percentages. My new boiler design has 'wet legs" around three sides of the firebox. The boiler calculator does not take wet legs into account and deals mostly with draft and fire-grate size. There's another interesting article by Bill Allen in the Nov/Dec. 2020 (No.170) issue of SitG where he discusses ceramic burners. Bill's comment that ceramic burners apply little heat to the firebox sides gave me the idea to slant the firebox sides inward. This was done by eliminating the mud ring on the sides and only the throat plate/front tube plate gap gets a mud ring, **Photo 2-6**. Now more wet surface area is getting heated, and there is better drafting than in my old design, which had no wet legs and only the crown sheet got the heat. Thanks, Rob and Bill...

On the failed boiler, the throat plate and rear tube plate were one and the same. On the wet leg boiler, the throat plate is separate from the rear tube plate. All three plates, the front, rear and

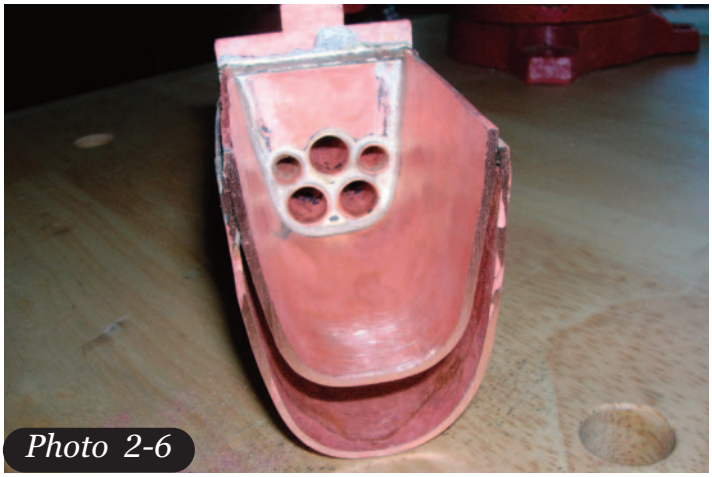
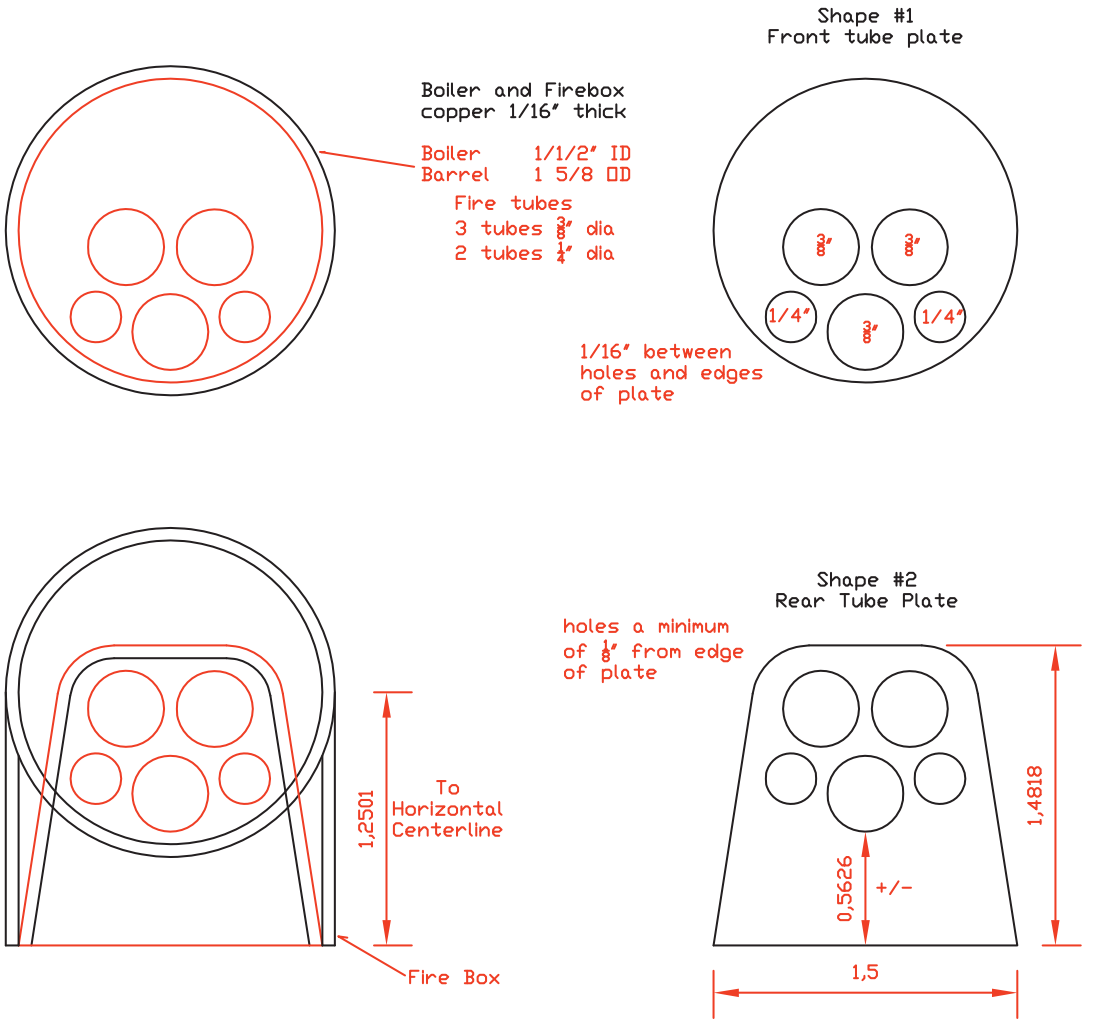


Photo 2-6

Photo 2-7

Photo 2-8

throat plate were cut by Denver Water Jet (**Photo 2-7**), using drawings which I furnished, **Figure 2-1**. The parts are exquisite and worth the expense, less than $50 total. Drafting time charged by Denver Water Jet was only 15 minutes...funny, because it took me the better part of my evening to hand draft the drawing, which I then scanned and sent to them. The space between the fire tubes all around was held at 1/16-inch and silver solder loves to flow with this gap. And trying to cut this by hand would have been tiresome, though that's what I did on the failed boiler... it was no fun. A side benefit to the cut parts is how easy it was to keep things square with the exacting water cuts. The five fire tubes were comprised of two ¼-inch tubes and



Dan Pantages
March 29, 2022
Scale - 1/1

Figure 2-1

three 3/8-inch tubes. Thanks, Peyton @ D.W.J....

The firebox arch was bent over a wooden form and soldered with Safety-Silv 56 onto the rear tube plate first. Next, I wanted to solder the fire tubes to the rear tube plate from the 'water' side and not the firebox side of the plate. I didn't want to risk un-soldering the arch was one reason for this action. I did this by making a jig using the discarded first boiler I cut for this project, the one without the smokebox extension. The jig was made by cutting away a large section of boiler tube in front of the firebox (**Photo 2-8**), creating an open area which allows easier soldering from the 'water' side. After soldering was done, it was carefully slipped out of the jig and inserted into the new boiler. The firebox sides were soldered to the arch first and then the front mud ring went in. The backhead got the silver solder treatment, then the internal throttle and then the front tube plate with the main-steam line stub last. This new boiler went together pretty fast, with a lot less sessions, especially since a new torch handle with different tips had been added to the tool box, **Photo 2-9**.

I made a new new ceramic burner because the inside dimensions of the firebox were slightly smaller than the failed boiler. The new burner's baffle is like the British style with a solid round bar soldered right in front of the jet tube, **Photo 2-10**. Externally, the new boiler is identical to the failed boiler, but differs greatly in draft and heated surface area. The initial steam-up of this new boiler was done without a stack blower and she came to steam within minutes and ran like the thoroughbred she is! For a while there, I was thinking O scale live steam was hard...

The details go on last and this is the reward for the effort of live steaming. The aluminum frame had to be trimmed on both ends to bring it into scale with the Williams shell. The tiny cow-catcher, large air compressors with shields, front/rear trucks and ladders get attached to the front and elsewhere. These items came from various engines, included with the original chassis, but not fitted. They are mostly South Korean brass castings which required some fitting to be presentable, **Photo 2-11**. The body shell hooks onto the front smokebox 'shelf' and the back of the shell uses two bolts through the cab floor and frame, creating a tight grip.

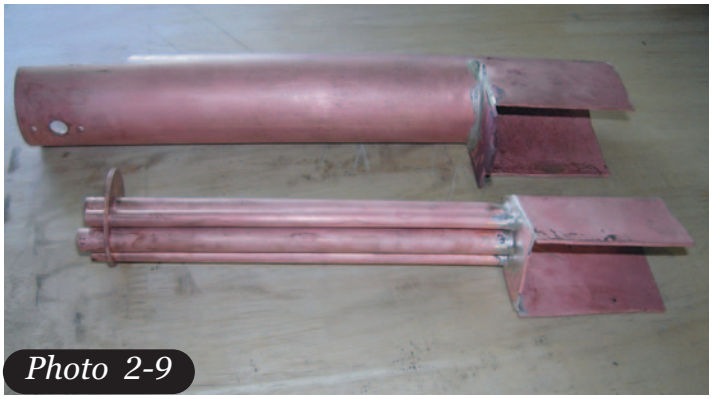


Photo 2-9

Photo 2-10

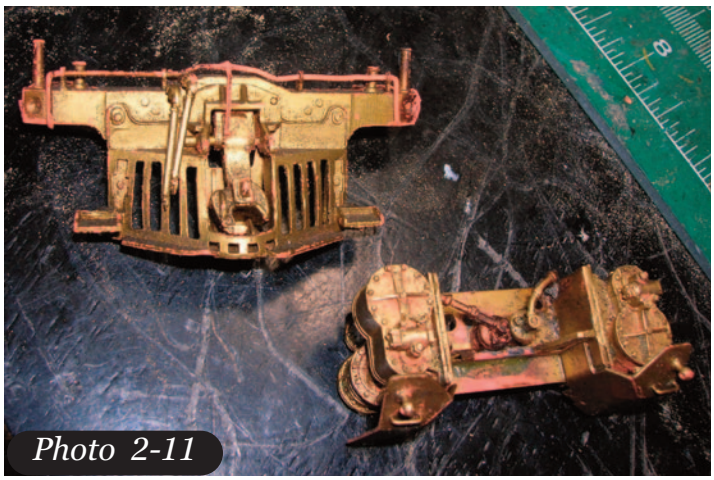


Photo 2-11

The front trucks that came with the chassis were used as were the rear trucks. I found a shoulder screw in my spares box that fit the front trucks like it was made for it. The rear truck, however, was a little more disagreeable and fussed somewhat, but a solution was found. The rear trucks are huge and underpin the reason the Hudson was such a successful engine... it's the massive firebox! A modest detailed cab is something that will be done later and it's on the back burner for now. Some exterior piping around the cab is now being added, and so on...

Photo 2-12

Completing Tony's chassis was a great adventure, time and effort well spent and a rare honor. I sent Tony a video of the engine running on its test stand and he was pleased with the results. Well, that's good enough for me.

Some closing thoughts; the two ¼-inch fire tubes could probably be eliminated and the three 3/8-inch tubes rotated with two on the bottom and one on top. This would make a better arch and increase water volume considerably. Although this reduction in fire tubes violates the boiler calculator, Rob states in his article that it's not all written in stone and there's some black art involved here. I couldn't agree more. I cut the failed boiler in half, mostly to check out the solder joint on the backhead, something you would not normally ever see. I use the Bob Sorenson method of attaching the backhead plate with a butt joint instead of an inset joint. I wanted to see if it did indeed fillet up. The joints were superb as were the fire tube joints. Really great lesson, but cutting up a boiler is not one I would recommend very often. The addition of the Sievert torch system was probably the best decision of all and takes away all issues of high-temp soldering. All the great articles in this magazine contributed in different ways, all very much appreciated.

As the Hudson passes by, the tender comes into view and it's is the perfect match for this engine… well, maybe not this one. Though it's the right shape, it's a brute and very heavy. The tender came from Tony and is an unknown, commercially made, one-piece aluminum casting. It had the proper six-wheeled trucks as per the prototype. There were no issues with putting a butane tank in the cavernous compartment. Making a water tank is another project that could be visited down the line. The tender will be replaced with a better detailed one when I find it, so this one will do for now. This kind of project is endless in tinkering and improving…it's half the fun!

Steam Scene

Marshall Steam Museum Train Day

Text and Photos by Scott E. McDonald

The Auburn Heights mansion towers over the grounds of the Marshall Steam Museum's. The Aikenback Live Steamers returned to Auburn Heights for a weekend of live steam during the Steam museum's Annual "Train Days" celebration.

Left - Jerry Bohlander of Annapolis, MD readies his Accucraft Southern Pacific Narrow Gauge "Slim Princess" #9 for a turn around the track.

Right - Stan Kopiczak of Virginia Beach, VA (l) and Rob Kuhlman of Pottstown, PA getting their locomotives ready.

Left - Charlie Zimmerman of Mechanicsburg, PA eases his South Pacific Coast Accucraft Mogul into motion for a perfect run.

Right- Your Editor's Accucraft Southern Pacific S-12 gets to stretch its legs after a recent modification to move the butane fuel tank from the cab into the tender along with a repositioning of the tender pump. Mod and tuneup performed by Triple R Services of Mount Holly, NJ.

Kids of all ages enjoy seeing the little marvels of engineering in operation around the track. On the far right Joseph LaRue's Accucraft East Broadtop Mikado is getting ready to join the circuit as the kids cheer for the trains on each lap.

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LIVE STEAM STATION

Southern Pacific P8
1:32, Alcohol or Butane
Kit $3995, RTR $4495

LNER B1
1:32, Alcohol Fired
Kit $3100, RTR $3600

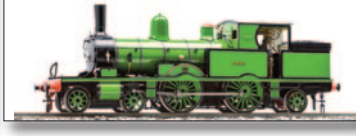
BR 4-6-0 5MT
1:32, Alcohol Fired (Black Only)
Kit $3100, RTR $3600

USRA Mikado Heavy
1:32, Alcohol Fired w/ 6 Free Cars
Kit $4400, RTR $5500

N&W 4-8-4 J-Class
1:32, Alcohol Fired or Electric
Alcohol $5950, Electric $5250

DB Class 45
1:32, Butane Fired
RTR $4995

Adams Radial Tank
1:32, Butane Fired
Kit $1995, RTR $2160

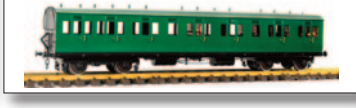


Tiger 0-6-0 with Tender
1:32, Alcohol Fired
Kit $3250, RTR $380

Smooth Sided Pax Cars
1:32, Alum Body
$340/Car, $2040/Set of 6 Cars

BR Mk1 Passenger Cars
1:32, Plastic body, Metral Trcks
$295/Car

L&SWR Coaches
1:32, Brass
$800/Car, $3040/Set of 4 Cars



3 Bay Hopper Car
1:32, Plastic Body, Metral Trucks
$119/Car

D&RGW C-25
1:20.3, Coal or Butane
RTR $5250

D&RGW C-18
1:20.3, Butane Ceramic
$3095-$3395

Baldwin “Mabel” 0-6-0T
1:20.3, Butane Fired
Kit $1249, RTR $1499

Ruby #1 0-4-0T
1:20.3, Butane Fired
Kit $649, RTR $699
Black, Red
Blue, Green
New version 2022

Jackson & Sharp Coach
1:20.3, Ball Bearing Trucks, Lighting
$295/Car

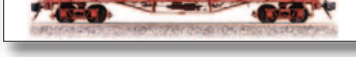
Drop Bottom Gondola
1:20.3, Plastic Body, Metral Trucks
$220/Car

3-Bay Hopper
1:20.3, Plastic Body, Metral Trucks
$150/Car

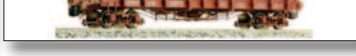
Box Car
1:20.3, Plastic Body, Metral Trucks
$170/Car

Wheel & Tie Car
1:20.3, Plastic Body, Metral Trucks
$150/Car

Gondola
1:20.3, Plastic Body, Metral Trucks
$160/Car



Open Ended Gondola
1:20.3, Plastic Body, Metral Trucks
$160/Car



Long Logging Car
1:20.3, Plastic Body, Metral Trucks
$110/Car

“Talyllyn” Railway 0-4-2ST
1:19, Butane Fired
RTR $1700

Quarry Hunslet 0-4-0T
1:19, Butane Fired
RTR $1600

‘Cranmore’ Peckett
1:19, Butane Fired
KIT $1695
RTR $1795

War Dept Hunslet 4-6-0
1:19, Butane Fired
RTR $1900

RGS #6 Goose
2.5” Scale, 7.5” Gauge
$4950

Forney SR&RL & WW&F
1:13.7, Butane or Coal
Butane $3200, Coal $4200

2-4-0 7.5” Gauge Ride-on
2.5” Scale, Coal Fired
Kit $15000 RTR $18000

Austerity 0-6-0T
5” & 4 3/4” Gauge
Kit $5800 RTR $6050

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USRA Mikado Light
1:32, Alcohol Fired w/ 6 Free Cars
Kit $3900, RTR $5000

GWR 43xx 2-6-0
1:32, Butane, Green and Black
Kit $2695, RTR $2895

Chinese QJ-Class 2-10-2
1:32, Butane Fired
RTR $4500, Electric $4150

DeutscheReichsbahn BR38
1:32, Alcohol Fired
DB/DR RTR $5400

Kerr Stuart 'Victory'
1:32, Butane Fired
RTR $1100

Mk1 RMB Restaurant
1:32, Plastic body, Metral Trucks
$295/Car

"Train Bleu" CIWL Sleeper
1:32, Brass
$950/Car, $3800/Set of 4

Japan National Railway
1:32, Coach and Observation
Coach Kit $680, Obs RTR $1545

40' Reefer Car
1:32, Plastic Body, Metral Trucks
$119/Car

AAR Box Car
1:32, Plastic Body, Metral Trucks
$119/Car

C&O Steel Caboose
1:32, Brass
$450/Car

Pennsylvania Caboose
1:32, Brass
$499/Car

Dora 0-4-0T
1:20.3, Butane Fired
Black, Maroon, Blue & Green
RTR $499

Saxonian IIIK
1:20.3, Butane Fired
RTR $2975

Jackson & Sharp Combine
1:20.3, Ball Bearing Trucks, Lighting
$295/Car

Jackson & Sharp Coach
1:20.3, Plastic Body, Metral Trucks
$220/Car

40' Reefer Car
1:20.3, Plastic Body, Metral Trucks
$119/Car

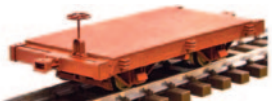
Tank Car
1:20.3, Plastic Body, Metral Trucks
$160/Car

Flat Car
1:20.3, Plastic Body, Metral Trucks
$140/Car

Logging Disconnects
1:20.3, Plastic Body, Metral Trucks
$120/Car

Short Logging Car
1:20.3, Plastic Body, Metral Trucks
$120/Car

Short Flat Car
1:20.3, Plastic Body, Metral Trucks
$70/Car



Iron Mountain Car
1:20.3, Plastic Body, Metral Trucks
$60/Car

Short Caboose
1:20.3, Plastic Body, Metral Trucks
$170/Car

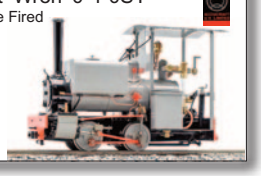
Lawley 4-4-0
1:19, Butane Fired
TBA

Sentinel DG6 Lorry
1" Scale, Butane Fired
RTR $1580

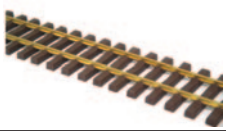
Allchin
1.5" Scale, Butane Fired
RTR $3800

Fowler Ploughing Engine
1" Scale, Butane Fired
RTR $5295

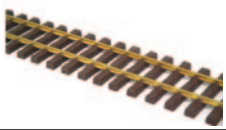
Kerr Stuart 'Wren' 0-4-0ST
1:13.7, Butane Fired
RTR $1775



Code 250 Rail
Brass Rail System



Code 332 Rail
Brass and Alum Rail System



West Coast 1" Rail
Steel, Rail System

Southern California Steamers
Text by Gary Woolard
Photos by Carla Brand Breitner

Before even getting to Jim Gabelich's back yard, I was struck by Jeff Campbell's "$4.00 Sand House," perched on the back of his pickup. Jeff says total cost was $4.00 - for the glue. Everything else came out of the parts & junk bin. Jeff mimicked the lapstrake siding by routing out the recessed parts of the planking.

Sometime during the day Sonny Wizelman commented something like -- "One thing about this hobby -- If you're running at a steamup on a Wednesday, you know you'll have a project Wednesday night, adjusting or repairing something." (left) And as Pete Comley & Jim Gabelich illustrate, sometimes you don't even have to wait!

The engine that Jim and Pete are working on is a King Arthur that Jim acquired recently. Jim says that the wicks have never been lit, and ***couldn't*** *have been, because the engine was quartered totally wrong in the first place. I figured then that this had to be a kit. Jim said "no, this was factory built, and ten percent of the first King Arthurs came out this way." Folklore?*

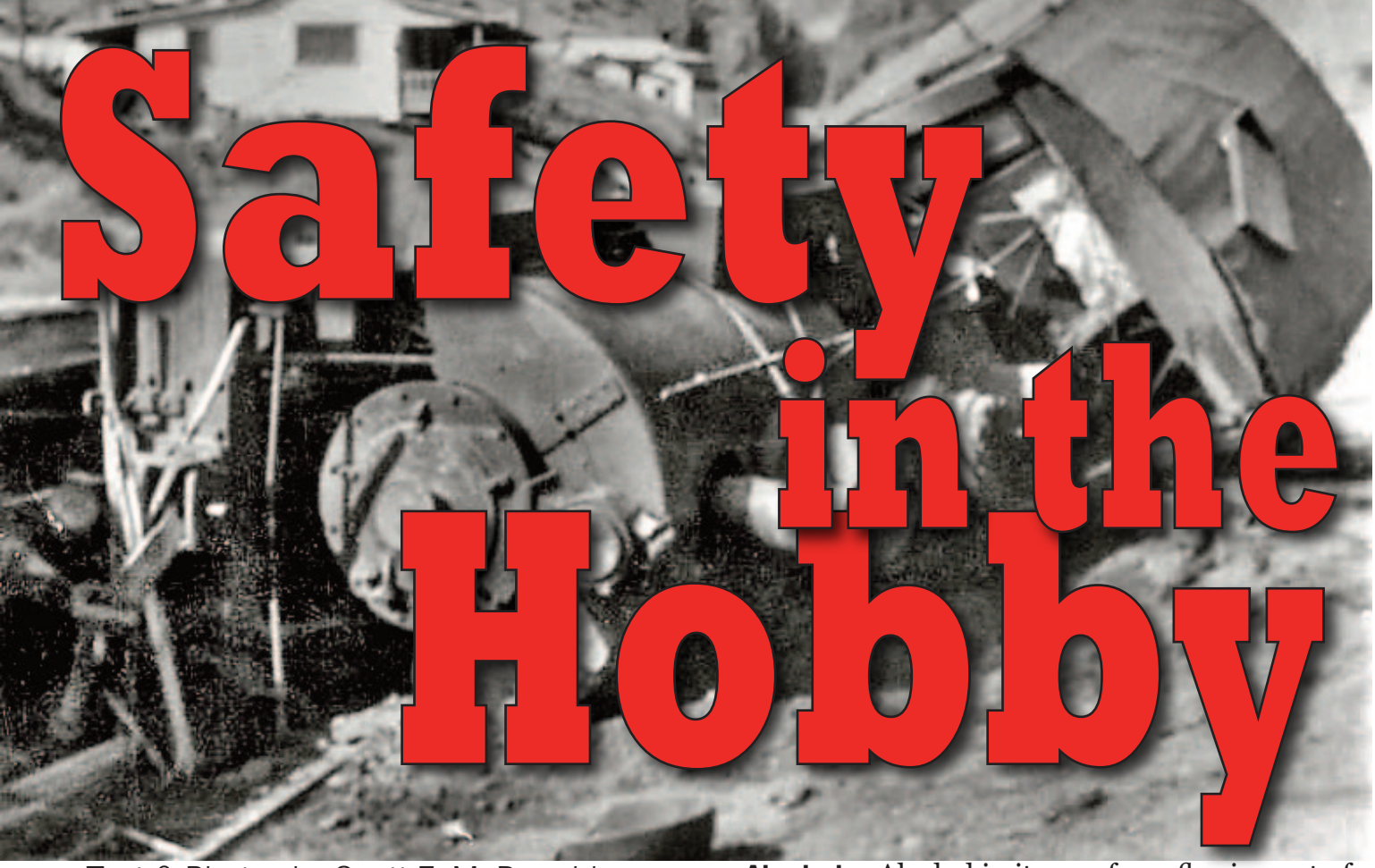
(right) This is pretty much the first thing I saw as I came through the archway, and I had to laugh. In his quest for realism, Pete Comley had populated the coaches of his streamlined Darjeeling Express with overflowing crowds of pas-

sengers, including 'roof riders.' He rolled the figures out from colored lumps of sculpey.

(left) Tom Woolson ran a couple of smaller engines - including this 32mm antique pot boiler with an LMS consist. It runs great as long as the wind doesn't blow out the flame! The O gauge loco is a Bowman 300 from around 1930. It's the smallest of the three similar style locomotives the British company made.

Jim's dual gauge track is perfect for vintage O gauge tinplate because the rail is taller than modern O scale track and can take the deeper flanges typical of vintage tin.

Notice the different paint jobs & the detail on those beautiful old-fashioned carriages. They even had different curtains; some loose and some rolled up. Is the next step to paint up the engine? We'll see!



Safety in the Hobby

Text & Photos by Scott E. McDonald

We have had a few mentions about safety in a lot of articles in the magazine. Stories abound about minor mishaps, and unfortunately some not so minor. When demonstrating for the public and possible future live steamers at public events, the question of "Is this hobby safe?" does come up. We always answer "yes" to help promote the hobby, but sometimes in those settings mishaps do happen. No one does it intentionally, but a momentary lapse in judgement and the excitement to save an expensive locomotive can cause an unsafe moment.

So, let's go over some of the more predominate safety violations that will leave a bad impression on a visitor, fellow steamer, or maybe a deeper impression on your person.

Fuel Safety

Plain and simple, we use fire to enjoy our hobby. Got to have it or the train is not going to move by itself. The main cause of accidents with fuels is Improper storage and handling. You will find a mixture of fuels at any given steamup since not all models are fired with the same single source of fuel.

Alcohol – Alcohol in its raw form flowing out of a can or bottle is clear. Same as water. You should never get these two confused around a steamup, which is why time and again you will hear seasoned live steamers say that food coloring needs to be added to the alcohol. But I can tell you from experience not all "seasoned" live steamers stick to their own advice. Most carry their alcohol in plastic bottles where you can see that it has been colored. Color in the alcohol goes a long way to prevent inadvertent improper use.

Some live steamers use fuel flasks that ensure that the alcohol is safe from the atmosphere so that it doesn't collect water and degrade the combustibility. These flasks are usually bright red and are marked as carrying fuel. But guess what, they are usually the same color as a fire extinguisher! Hopefully the lack of a nozzle and squeeze handle is enough to deter someone from pouring the contents over a fire since you can't tell what color the liquid is in an opaque flask. The simple answer is to always *look*. Don't let the excitement of a flame keep you from picking up the wrong flask. The best way to prevent this is to keep the fuel away from where you light up. Put it back in your steamup box, bag, or table, away from the track where you fire.

Butane – The biggest issue with butane is that when it spills back out the filler valve, or if it leaks around the filler valve you will end up with a pool of invisible gas sitting around the base of your locomotive. Butane is heavier than air and will sink down under your locomotive and track. This must dissipate fully or when you go to light off you will get a flame flash. You should never add fuel where you light off. Move the locomotive to a safer place away from the spillage, since you can't see the spillage.

This also means that if you are fueling trackside, near the mainlines where alcohol or coal fired locomotives are running, if either of these types pass over the invisible pool of gas you will get a flame flash as the fuel will be ignited by the alcohol or coal fire. This will probably also blow out the alcohol fired locomotive, and its engineer will to have to re-light. This interrupts their session and is therefore also discourteous to your fellow live steamer.

Coal – Coal firing has its own unique safety concerns. Burning coal spilled out onto the track will continue to burn. This can cause tie damage and burn the track platform if running on a portable track. Always make certain that the ash pan is cleaned out prior to steaming so that large clinkers that fall through the grates can be caught, lessening the chance to spill onto the roadbed.

Coal burners use fans to get a draft over the firebed. These fans can shoot out lit clinkers, and opening the steam blower can shoot the clinkers high up into the air -- some may continue to burn once they come down. Keeping the area cleared of flammables is paramount. Again, fuels should not be kept around the track, but a safe distance away at preparation tables.

Gelled Fuels – Gelled fuels, like those used in chaffing dishes, usually need to be scooped into a fuel cup when used. Spillage onto your clothing, trackbed, etcetera can be a nightmare if it should ignite once it is sticking to anything. If you use towels, paper or otherwise to clean up, make sure they are disposed of properly because the gel is easily ignited long after it has attached itself.

Track Safety

I will venture to say that probably the most popular form of a track for a steamup is a dual mainline. Even my own little six-by-nine foot track which I use for demonstrating steam at events is dual mainline. Doesn't matter the size of the track, these bits of safe operation will go a long way in ensuring everyone has a fun and safe time without injury to themselves or the models. So, in no particular order, here goes:

❶ **The Reach** - Reaching across a mainline in operation. So many of our steamup tracks require that you operate inside a loop and at some point in time, depending on which track you are using, you will probably need to reach across an adjacent track to attend to your locomotive. Be mindful of your steaming partner's train that may be coming around and heading towards your outstretched arm.

The Reach - We all have to do it sometimes. Just make sure you have a steaming partner or Track Marshall who can look out for oncoming trains while you tend to your locomotive.

If the track is designed where the sidings and steaming bays are on the outside and the mainlines are on the inside, you should be in the correct position to tend to your locomotive and train depending on whether they are negotiating sidings or in full operation on the mainline. Reaching across two mainlines to move your locomotive from a siding while you are standing on the inside is a calling card for potential disaster as more of your body, not just an arm, is blocking the mainlines. If you are positioning rolling stock and locomotives on sidings, you should be on the side of the sidings, not the mainlines. At some point in time you and the train will have to move to the operations side of the track. This leads us to our next talking point on safety...

❷ **Steaming Buddy or Track Marshall** - Having assistance doesn't make you less of a steamer, it makes you a courteous and safe partner out on the mainlines. You may need a "hostler" to stay with your train as you move to your best position for operations, and to mind the switches as you pass into or out of the mains. Too many times accidents happen when a switch is left in the wrong position after a new train has either left or entered the mainline. Have someone who can look out for you while you have your hands full on getting your train into motion is the right thing to do.

❸**Communication -** This is essential. Work with your steaming partner to ensure that you both know what each other's intentions are with respect to your running. If there are two mainlines, I always discuss my plans with the other engineer before hitting the mainline. You or they may have to cross a mainline to get on while the other is already in full steam. A smooth transition not only protects our investments, but it makes a positive showing to the general public that may be watching our train operations.

Multiple locomotives - Whether its a double header or sharing a mainline — Communication is key. Make sure you have everyone's attention when running nultiple locomotives if allowed.

❹ **Multiple Locomotives** - Some steamups only allow this if you are running slow moving geared locomotives. Double headers do happen from time to time and are exciting to watch. Communication is key. There is also the possibility that you may be at a track where there is a single mainline, but the track is large enough to handle two or more trains at the same time with ample safe distance between them. Again, communication is the key. It also helps that this is kept safer through the use of radio control, which may be a requirement of the track owner. But let's face it, nothing is fool-proof. If your r/c is not up to the task or has a momentary loss of connection, you need to be close at hand. Stay with your train!

❺ **Speed** - You need to maintain control of speed. Yes, sometimes they do all of a sudden get happy and will take off, here is where it helps to have a second steaming buddy positioned and ready to catch if you can't keep up with your locomotive. It happens, but try to keep your locomotive at a speed where you can keep up with it, especially if it is manually controlled.

Fire Control - Water bottles and red buckets around the track will help in a pinch for an errant fire.

❻ **Fire Control** - Buckets of water, water spray bottles, fire extinguishers need to be available and prominently displayed near the steamup areas and around the track. Take the time to locate them.

❼ **Local Rules** - Not all steamups are alike when it comes to how you operate. Direction of travel is the one I come across the most. Some prefer clockwise, others the other way. Some steamups do not allow for opposing traffic on adjacent lines. Some do not allow for side-by-side running and require that trains be as close to 180 degrees out of position from each other even though they have their own mainline. If its your first time at a particular steamup or with a group ask if they have specific rules for operation.

Safety equipment

•. First Aid Kit. A good first aid kit to take care of minor burns or cuts is a handy thing to have.

•. Aluminum "Space Blanket". Some groups keep an aluminum, compact "Space Blanket" available as well. Not so much as a First Aid but to cover and blanket and smother fire. Let's hope it doesn't come to that as a fire extinguisher should stop a major fuel spill fire.

Safety in the hobby comes down to good judgement and good etiquette. It all becomes second nature as long as you don't let potential bad habits take over your *modus operandi*.

Happy Safe Steaming!

Probably one of the most famous (or infamous) photos of a real life train accident is this one from Paris, France. This extraordinary accident occurred on October 22, 1895 at Montparnasse, then known as Gare de l'Ouest. The driver of the express train from Granville to Paris, hoping to make up time for its 131 passengers, increased the train's speed and the air brake failed. Without sufficient braking, the momentum of the train carried it slowly into the buffers, and the locomotive crossed the almost 30-meter (98 ft) wide station concourse, crashing through a 60-centimeter (24 inches) thick wall, before falling onto the Place de Rennes 10 meters (33 ft) below, where it stood on its nose.

While this article concentrated on those things that might cause injuries to fellow steamers or ourselves, unfortunately these accidents do happen when an errant switch is not returned to its proper position. Play Safe!

Tarting Up a Tram

Text & Photos by Steve Ciambrone

I was able to purchase a Roundhouse Clarence tram engine from their last production batch. I loved its classic looks, which apply equally to either British or American railcars, without many particular distinguishing characteristics. In England they were referred to as trams, and in the USA they were called steam dummies; I'm not sure why the difference, but it's the usual "two countries separated by a common language" I suppose.

I bought my Clarence Tram engine with the Roundhouse Victorian Maroon color. This is a very dark maroon, and the lower skirts were mostly black with Victorian Maroon panel doors, so the overall appearance of the engine was very dark, with the exception that the roof with simulated condenser and sign boards were gray. So it definitely needed some color added to it to increase its appeal.

In a previous article on the Swift Sixteen Tram Body (*Steam in the Garden September/October 2021, No. 175*) I mentioned using vinyl pin striping for the tram body for lining, and I had more of the same material left to do the same on this model. But when I applied the striping apparently it had aged and lost its adhesive strength, because it started to lift off this tram model shortly after being applied, **Photo 1**. I thought about getting more fresh vinyl material but didn't want to wait for it.

Several years ago I had bought a Loew Cornell, Fine Line Painting Pen (**Photo 2**), and did some test lines on some scrap plastic. I figured out that to line a typical engine I would need to make templates and at the time I did not want to go that route; so I used vinyl pin stripes instead. I had put the paint pen in the drawer of things I had bought and was not that thrilled with. But the Round-

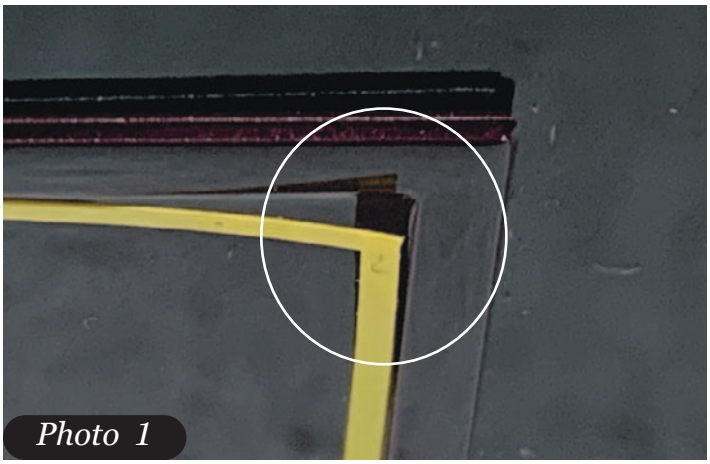


Photo 1

Photo 2

Photo 3

house tram engine had raised panels, and I saw that I did not need to make templates – I only had to use the raised panels as a guide for the pen.

I selected Testors Flat Yellow for the paint to use for the pin stripes for several reasons; it was a strong contrast to the Victorian Maroon body color, it is what I had, and it was relatively fresh paint that I had purchased recently for another train project. To ensure I had a way to clean up any mistakes I tested using 91 percent alcohol with a Q-tip on the inner side of the side skirts of the tram model, and it had no ill effect on the base paint. Nevertheless I worked quickly to remove the test paint, because I had on previous projects used the same alcohol to strip the paint off entire locomotive body shells by an overnight soak.

I loaded the paint pen and did some practice lines on some scrap plastic panel. I learned that the pen needed to be held at a leading angle to the work surface to get a fine line and bead of paint. The speed of the pen also needed to be kept relatively constant for a uniform line. While this sounds difficult, it is not really and it becomes easy with a little practice. I cleaned the pen and with the dry pen I practiced my movements on the tram body. It all seemed like it could work.

I disassembled the Clarence Tram to remove the main body and the skirts from the chassis (**Photo 3**), all really straightforward. Then I thoroughly cleaned the body parts to ensure there was no grease or oil on the entire assemblies.

At this point I prepared my working area with the freshly stirred paint, cleaner, Q-Tips, paper towels and anything else I needed. Taking paint to a brand new model is always a bit nerve-wracking, but it makes it all fun. I started with the skirts assembly since if I really screwed it up there would be less to fix than on the main body. I loaded up the paint pen and did the first panel line – it got a little messed up in one corner, but I had the needed clean up materials ready to remove the messed paint. I was able to go over only the area that was just cleaned up and the result looked very good. The second attempted line had the same issue, but a quick cleanup and reapplying the paint fixed it. The other panel lining went very well and surprisingly quickly, only having to wait for one side to dry thoroughly before doing the other side.

I let the paint dry for a couple of days before applying a clear coat to the model. I used Krylon Clear Gloss UV-Resistant Acrylic Coating to protect the paint and provide a uniform gloss finish. After the clear coat dried for a couple of days I reassembled the tram and did a few additional improvements. I painted the hand rails and door handle with Testors gold paint to simulate bare brass. Testors has a brass paint available but I like the look of the gold better. I added lettering to the sign boards using a Brothers P-Touch label maker; I used the label that provides a clear with black lettering and it shows up well on the gray painted sign boards. The Lehigh Valley Transit Company operated in the Lehigh Valley of Pennsylvania between Allentown, Philadelphia, and other small communities – I did not find that they actually had any steam trams so some artistic license was taken. The final modification I did was to make a brass chimney cap, which I think always adds a nice touch to any model.

This hobby allows one to choose what level of modeling they want to take a project, from little or no modification up to an even unrecognizable modification of a manufacturer's model. I like learning new techniques to increase my level of workmanship on my models and it increases my level of satisfaction.

Bob's Bit's

Weekend Projects for Steamers
by Bob Sorenson
Photos by Bob Sorenson

Building a Portable Layout Part 2, Building the Track Sections

To fit the radius of the track, each table section has two bends. Bolted together, the ten sections form a twenty-sided polygon (an "icosagon"). **Figure 2-1** is the overall plan for the table sections. The table sections can vary in size and number as needed. For a smaller layout use eight sections instead of ten. For a larger layout use twelve. The plan shows a width of 50 inches, do not exceed that. You will see why later. CAD software is helpful to layout the dimensions precisely. As an alternative, draw a full-size pattern on paper.

Figure 2-2 shows the framing plan for the table sections. The side frames are 2 x 3 framing lumber. The end spreaders are 2 x 4. Framing lumber has rough edges, so run the material over the table saw to clean it up. The 2 x 3 side frames have a finished width of 2-1/4 inches. The 2 x 4 end spreaders clean up to 3 inches. One 2 x 3 of eight-foot length yields all the side frame pieces for one table section.

Use the sliding table jig on the table saw to cut the side pieces as shown in **Photo 2-1**. If everything is planned out closely, **Photo 2-2** shows all the waste leftover from one eight-foot board.

Assembly of the side frames requires a glue-up jig with some clamping wedges. **Photo 2-3** shows the setup. The center frame piece is wedged in kind of hard. The outer pieces are just

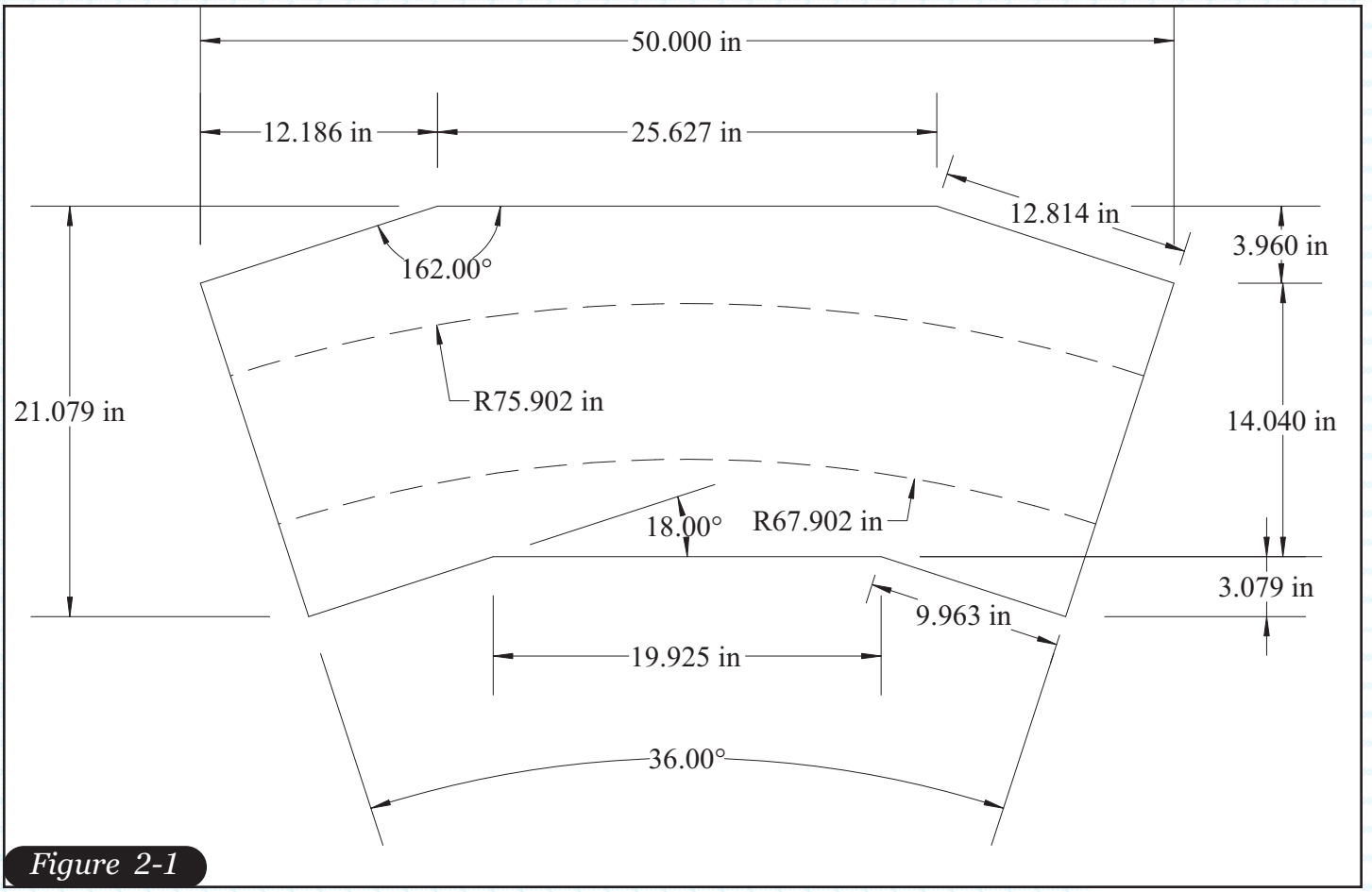


Figure 2-1

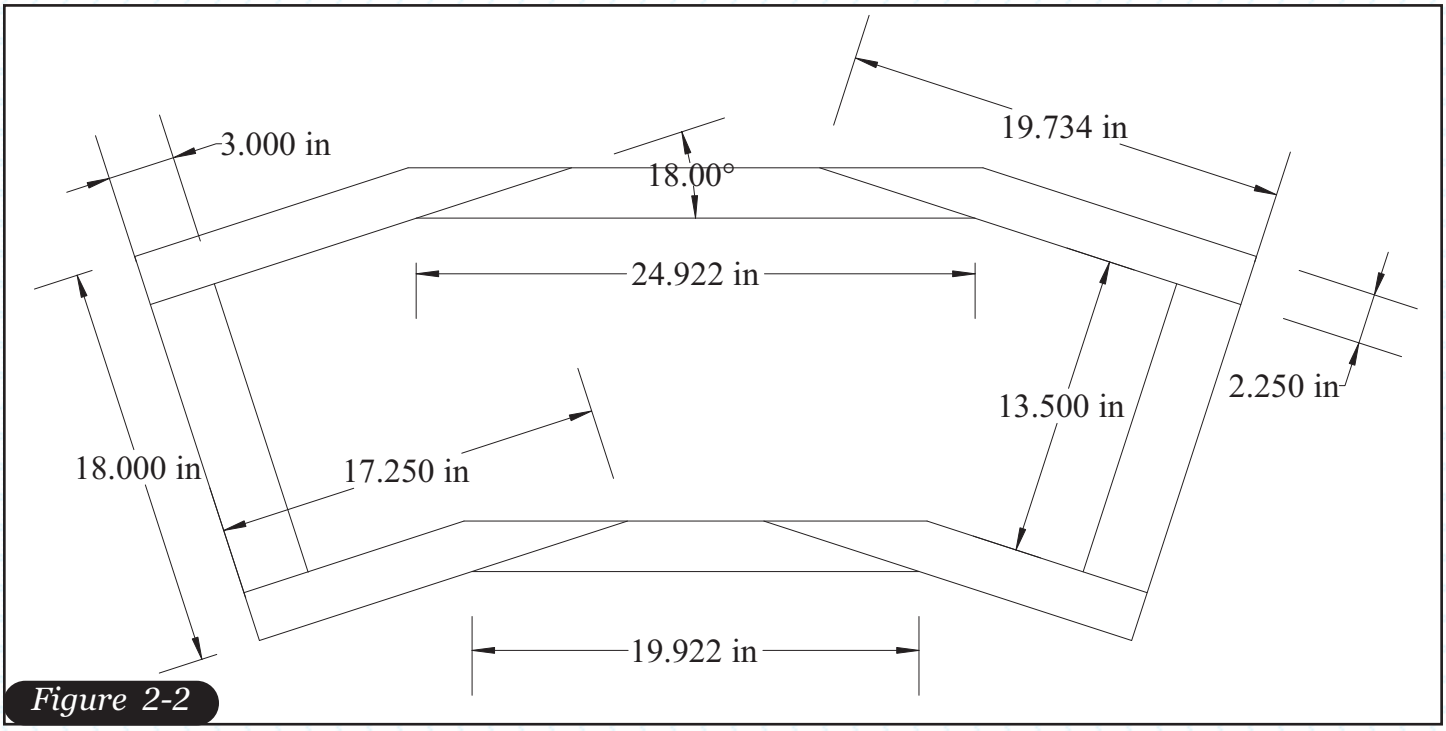


Figure 2-2

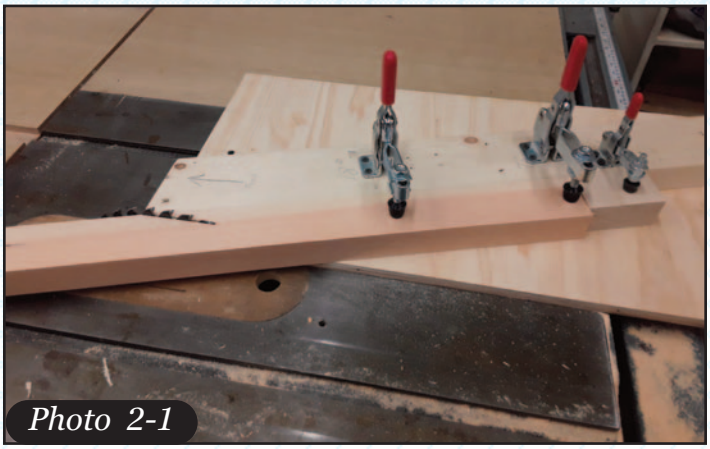


Photo 2-1

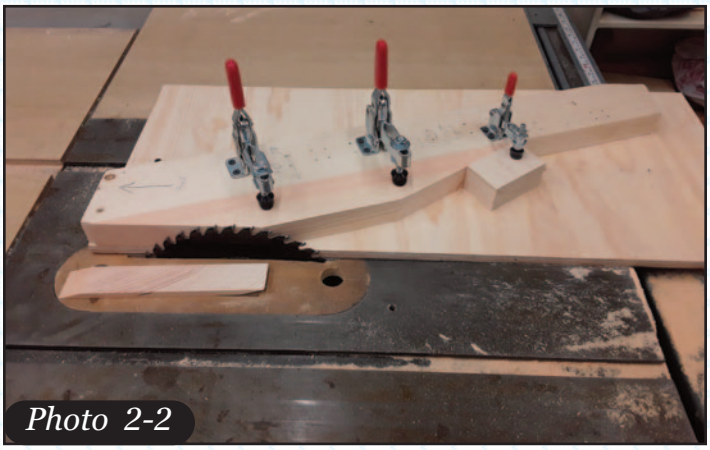


Photo 2-2

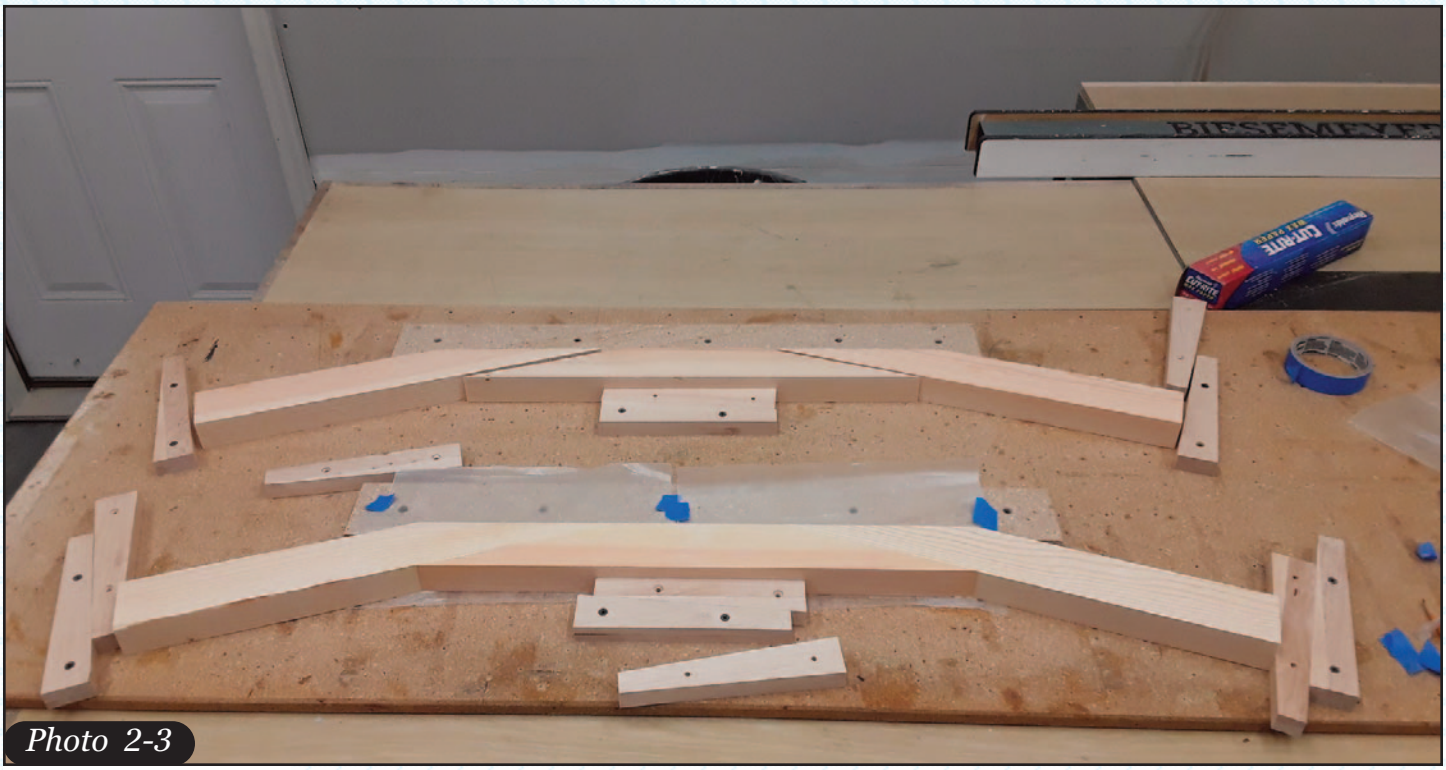


Photo 2-3

barely wedged. Put a piece of waxed paper under the glue joints to prevent everything sticking to the jig. **Photo 2-4** shows the table frames ready to assemble. Use #20 "biscuit" joiners to attach the sides frames to the end spreaders. The biscuits may not be needed, but they clearly add more strength to the joint. It's better to be safe then have a joint crack down the road.

Assemble the table frames by clamping the sides and end spreaders together on a flat surface as in **Photo 2-5**. Let these dry a good long time before taking the clamps off. These table section frames came out dead flat.

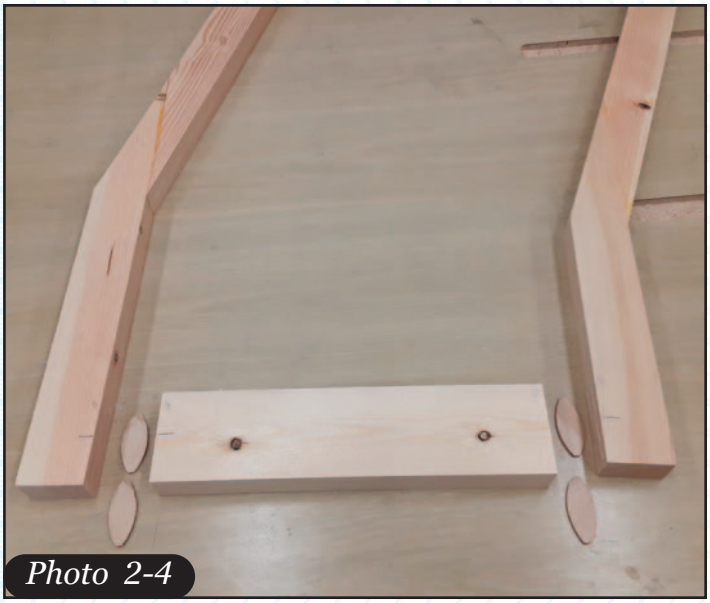


Photo 2-4

It's been a long day. Clean up the shop and we'll get back on it next time.

Editor's Note: Bob discovered that his frames did not clamp as well together on the floor of his garage as he would have hoped. He has provided a fix in Part 3. So if you decide to layout your frames and discover that you have a slight gap — don't despair, it gets corrected in our next installment.

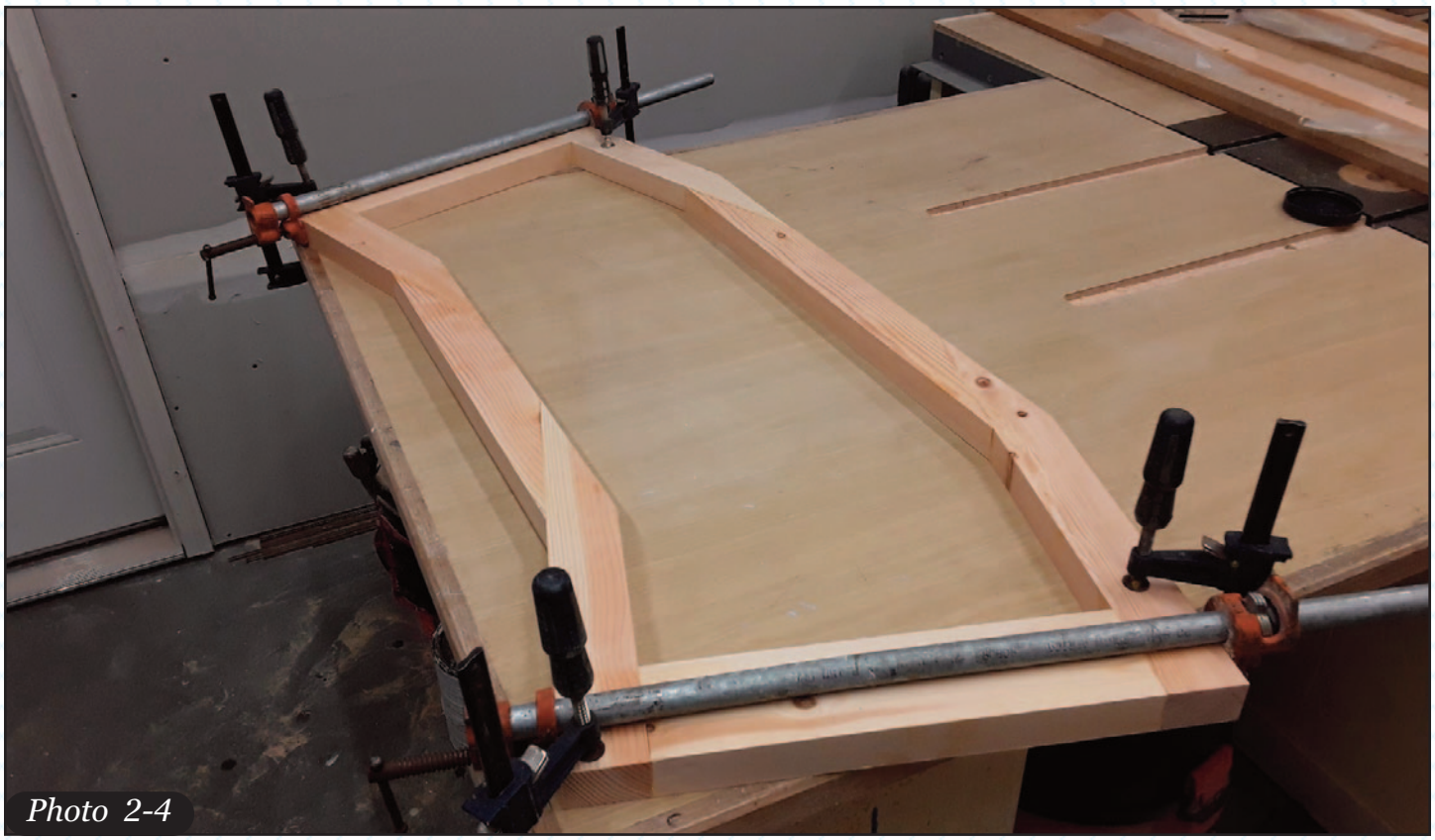


Photo 2-4

Combine and Conquer

Text and Photos by John Vriend

In their 2019 catalogue, MTH announced production of Gauge One (1:32) baggage coaches in several different road names. I contacted my G scale MTH supplier in the Eastern USA and put two on order, one each in the SP Daylight smooth side and the American Freedom Train (AFT) livery. I already had several coaches of each road name along with matching observation cars. The AFT locomotive and coaches I personalized by installing vinyl decals to name them for my "JUNCTION VALLEY". Next, I contacted MTH directly to find out if they had any plans to produce any other Gauge One coaches; specifically, I was looking for a combine. Nothing was in the plans for the near future.

I decided to take one of my AFT Junction Valley coaches and a new baggage car and make a combine coach out of them. I removed the trucks, roof, interior, & the window glazing. The passenger coaches have a raised small frame around each window and, in my opinion, these needed to be removed. I did this with a sharp wood chisel, sometimes taking off more than necessary **(Photo 1)**. I then filled in the window opening with pieces of styrene made to fit the opening as close as possible.

Next, I had to figure out where the combine section door would be and cut out the rectangular window. I filled in the small gaps between the styrene pieces & the opening with putty, sanded as much as possible, masked the area & painted with model primer paint. Light sanding and a second coat of primer was followed by applying the vinyl decals. A metal handrail was added at the appropriate spot. I made the handrail of 0.030-inch brass rod and bent it to shape.

Reassembly of the coach was the final step, including adding a small piece of window glazing behind the new window in the combine door **(Photo 2)**.

This whole process was repeated to make a SP Daylight combine coach, but I wasn't totally satisfied with the results. Both sections of the combine coaches were not as smooth as I was hoping for, es-

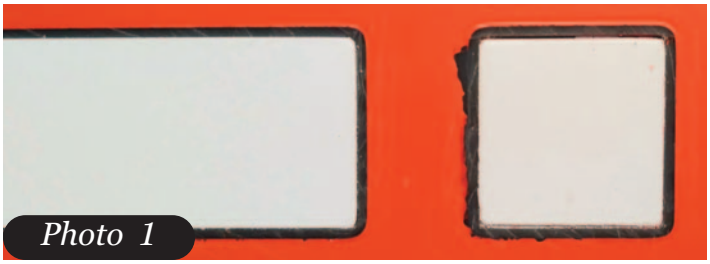


Photo 1

Photo 2

Photo 3

pecially in certain lighting conditions where the smoothness (or lack of it), was apparent **(Photo 3)**.

Fast forward to the summer/fall of 2021. MTH cancelled production of the Gauge One baggage coaches in all road names. So I was determined to take one each of my SP & Junction Valley passenger coaches, and find a way to make baggage cars out of them. Since I was not pleased with the final results in the making of the combine coaches, I had to find a different method to move the raised window frames.

I started with a Junction Valley passenger coach and removed the trucks, roof, interior, and the window glazing. I made a jig for use in a milling machine at work, to hold half of one side of the coach **(Photo 4)**. With a new ½-inch diameter milling bit, I proceeded to remove 0.060-inch from each half side of the coach, just wide enough to remove the raised window frames. I repeated this process with the other three half sections of the coach. There were some "OOPS's" in the process where more

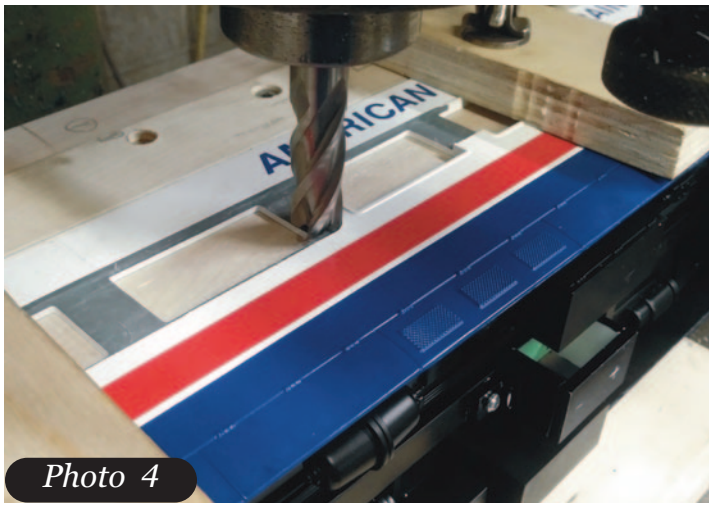


Photo 4

material was taken out than was planned **(Photo 5)**.

The next part of the process was to cut strips of 0.060-inch thick sheet styrene to a size slightly larger than the milled openings, including allowing for the "OOPS"s. Filing and sanding each piece of styrene to fit into the appropriate opening came next. I numbered each piece with the correspon-

Photo 5

Photo 6

Photo 7

ding opening, to avoid mixing up the finished pieces.

DON'T glue in the pieces yet!! Next was trying to determine where the two doors on each side would be. After that, I measured out where the window in each door would be as well. Using a fret saw, I carefully cut out these window openings. I cut them in a single rectangular shape for ease of application. NOW, using styrene glue, I glued each styrene piece into its appropriate opening, clamping each piece between strips of wood and let the whole thing set overnight before removing the clamps.

Next came the sanding process. I used 320 grit sandpaper attached to a ¾-inch wide wooden block, about three inches long, to smooth out any irregularities between the coach body and the styrene strip insert. I filled in any cracks with modeling putty followed by more sanding. I repeated the putty and sanding till I was satisfied with the results. Final sanding was done with a very fine foam sanding pad just to remove some fine marks left from the 320 grit sandpaper.

The next part of the process was masking, primer paint and top coat painting. Top coat painting was to hide the color differences between the white styrene, filler putty and the original coach color scheme. After the vinyl decals were applied, the handrails were installed, along with four pieces of window glazing, and then the coach was reassembled **(Photo 6)**.

The final result was much better than the combine coach process, so I proceeded to use the same process with making an SP Daylight baggage coach **(Photo 7)**.

The vinyl decals, made to my specifications as to size, colors and font, were produced by Adlion Printing in Richmond, B.C.

Projects complete — ready to roll!

Special or Annual Meets

National Summer Steamup, July 13-17, 2022 - Lodi Grape Festival and Events Center, Lodi, California. Visit *www.steam-events.org* for more information.

The Sixth Annual Gathering of North American members of the Association of 16mm Narrow Gauge Modellers, September 22-25, 2022. - Ohio. Visit *www.northamerican16mmmodellers.org* for registration and venue information.

Staver Locomotive Fall Steamup, September 22-25, 2022 - Staver Locomotive, Portland, Oregon. Visit *www.staverlocomotive.com* for latest information.

Cabin Fever Model Engineering Show January 13-14 2023 - Lebanon Valley Expo Center & Fairgrounds, Lebanon, PA. Gauge One Tracks available for steaming. Visit *www.cabinfeverexpo.com* for more information about 2023.

International Small Scale Steam Steamup. January 14-21, 2023 - 103 Live Oak Drive, Diamondhead, Mississippi. Visit *www.diamondhead.org* for more information.

Regular steamups

Crescent City High Iron. Steamups as necessary on an elevated backyard layout on Northern California's upper coast. Info: Don Cure, diamondd1947@msn.com.

Greater Baton Rouge Model Railroad Club Open House and Gauge One Steamup. Info: Ted Powell, (225) 236-2718 (cell), (225) 654-3615 (home), *powell876@hotmail.com*.

Puget Sound Garden Railway Society. Two steamups per month, one at the Johnsons' on the second Saturday and a steamup at a member's track on the fourth Saturday.
Info: *http://psgrs.org/* or call Pete Comley at (253) 862-6748.

Southern California Steamers. Contact Jim Gabelich for dates, places and other pertinent information.
(310) 373-3096. *jfgabelich@msn.com*

THE CUPOLA VIEW

The future is now!

It's great to know that our loyal subscriber base is interested in the future of the magazine, and many have expressed their thanks that our new Print-on-Demand service will be able to provide them with the paper version that they can hold in their hand. As we get closer to our last regular printing with issue #181 I am monitoring the output quality of the new product to ensure that our customers will be getting their money's worth. Issues #175 through this issue are online at Blurb and available for purchase if your curiosity has the best of you and you want to purchase a P.O.D. version. Meanwhile, we still have back issues of those issues in stock, along with many other older issues at our usual price, which is a bit less than the P.O.D. After #181, the Blurb P.O.D. will be the only paper version available for new issues.

One of the questions we have received about the P.O.D. is whether or not you can subscribe to that via Blurb. Unfortunately, they are not set up for that service. If you have a user login for at least the free stuff at www.steamup.com (Search, Forums, Web News), you are automatically placed on our e-mail announcements for each new edition. You will receive a notification from us letting you know that the digital version is available for download (if you have a digital subscription) and that the P.O.D. version is available for order. If you are not getting notifications about issue availability, then you will need to sign up at www.steamup.com to receive notifications. We do not spam, sell our mailing list, or give away our subscribers' information to any other company. Signing up for notifications will get you six e-mails from us per year, one for each issue. The only other e-mails you will receive from us are answers to your emails if you contact us.

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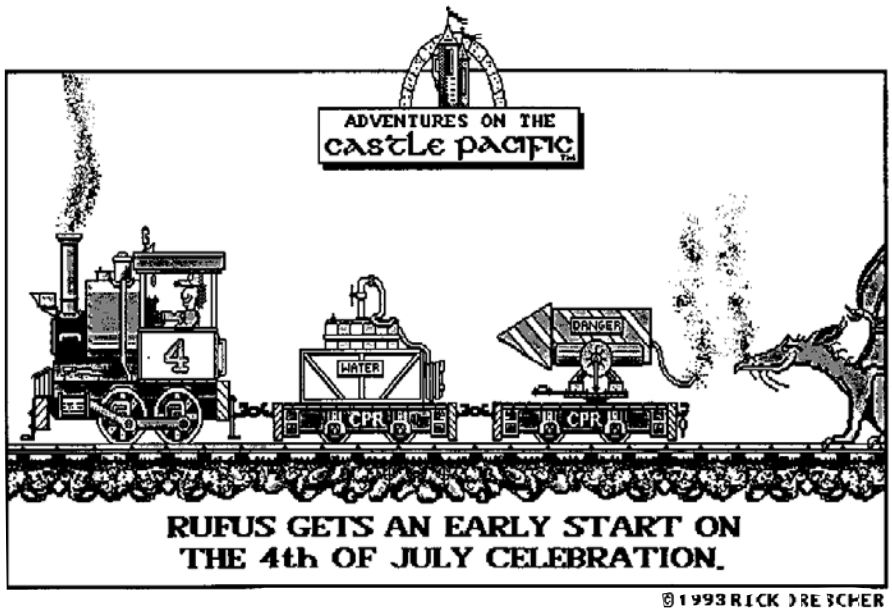
so you can place an order. We upload the digital version to our website and at Blurb on the first of each even numbered month, providing we can keep our production schedule intact, and that depends on the small scale live steam community sending in articles so we can continue to publish about the hobby.

Welcome to the future that the Hanna-Barbara cartoon show "The Jetsons" promised us way back in the 1960's!

Happy Steaming!

Scott

Cupola view' is written by Editor Scott E. McDonald: you can contact him at sitgeditor@gmail.com or P.O. Box 1539, Lorton, VA 22199.



DIAMONDHEAD

♦ International Small Scale Steamup ♦

January
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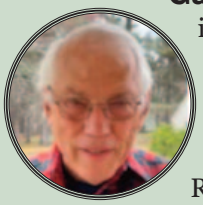
Fax 228-255-9848

For more information and registration forms, visit: www.diamondhead.org

CONTRIBUTOR BIOS

The magazine couldn't exist if it were not for the dedicated individuals who take time from the hobby to chronicle their endeavors, interests, and joy of live steam. If you get a chance to meet any of our contributors at a steamup, please thank them for their contribution.

Steve Ciambrone - Steve has always had a fascination with technology and especially steam driven machines; his first steamer was a Jenson Model 60 stationary live steam engine, at the age of about 13 or so. Steve volunteered for the Submarine Service, feeling that nuclear submarines are just a more complex version of a steam ship. In about 1986 he built a early Roundhouse Engineering kit. With his second house, he finally had enough room for a garden layout, and his stable of engines has grown considerably. Steve also includes live steam boats and road vehicles in his interests.



Gary Francke- Gary lives in Gilford New Hampshire. Gary first became interested in model engineering through his mechanic grandfather and his draftsman father. His interest in live steam models began when his wife gifted him a Mamod loco kit. The Mamod did not run till he was invited to run it at a Cabin Fever meet, and soon he was really hooked. His workshop equipment has been upgraded through the years and retiring after 40 years of active orthopedic practice has given him a lot more time to use it. Gary has built four "Coffee Pot" style 0-4-0 s from scratch, several kits including an Aster Reno, and fixed or upgraded a few auction acquisitions. He is currently dreaming of a outdoor elevated track.

Joe Rothwell - Joe started building models as far back as he can remember, mostly due to having an older brother. He would simply follow his brother's lead. Plastic kits gave way to balsa/tissue planes. U-control planes gave way to R/C planes. The family always had a train set, O scale at first (both wind-up and electric), then HO and ending with N scale. Joe now has a 4-foot x 6-foor table top N scale layout, running mostly NYC equipment. Steam interest was rather late; he purchased his first engine in 2006. Joe finds the hobby very satisfying still looks forward to working on the various projects he has lined up. In real life Joe is a land surveyor in order to foot the bills.

Gary Woolard - Gary's involvement with Live Steam began with a "Fort Wilderness" loco which he brought to his first National Summer Steamup in 2010. There Marc Horovitz taught him the 'reverse timing' trick which allowed the engine to run properly. From that point on, he was hooked. In 2013, Dave Cole, then editor of Steam in the Garden, asked Gary to write that year's article on the Summer Steamup, and Gary came on board SitG as proof reader, copy editor, and eventually associate editor; a position he has continued under the leadership of Scott McDonald. Gary feels that he learns something new from every issue of the magazine, but would like to remind contributors to "beware of spell-check."

John Vriend - John is an automotive mechanic and loves to tinker & modify things. He started in model railroading in Z Scale (1:220) in the mid '70s, including scratch building 10 log buggies. In the early '80s he moved to HO Scale where he fell in love with big electric powered models of steam locomotives. John converted many of them to a tender drive unit, allowing the locomotive to free wheel. This added more pulling power & better slow speed running. In the late '90s, he was introduced to G Scale. John acquired a number of large electric steamers which he converted to radio control with battery packs on board. Live steam has him intrigued, but he has yet to jump into that aspect of G Scale.

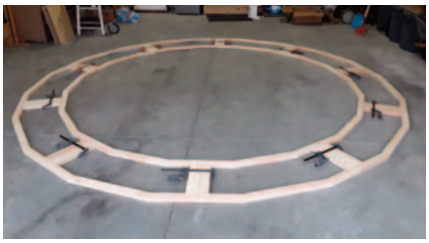
***Your Name Can be on this Page!* -** The whole world is waiting to hear from you! We are always looking for Live Steamers to share their thoughts, experiences, projects, latest acquisition... The list goes on!

We need Locomotive Reviews, Tips & Hints, Steamup Reports, etc. All contributors are compensated for their submissions. Submitting is easy. Just e-mail your idea to sitgeditor@gmail.com and we'll work with you to bring your article to our pages. Visit www.steamup.com to view our Contributor Guidelines to see how easy it is to show the world your small scale live steam interests!

Advertiser Index

Coming Soon!
Issue #181
September/October 2022

Portable Layout Part III



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