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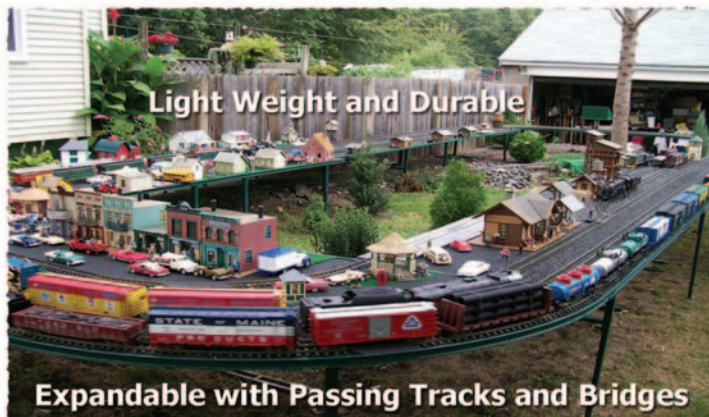
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STEAM^{IN}THE GARDEN

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

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LATEST WAYBILL

Steam in the Garden Magazine Transition to All Digital

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options for open track create a great opportunity to gather, swap stories, trade the latest tips and tricks, enjoy a meal together -- and run trains! The venue could easily handle 100 more attendees.

Where ARE those attendees? It's a common conversation usually accompanied by sighs and comments observing that our ranks are thin. Of many factors, including different interests and pursuits of younger generations, increasing temporal distance from the halcyon days of steam, the cost of the hobby -- is there any hope of turning a corner and growing active participation in live steam railroading in our gauges and scales?

Model railroading participation is declining in general, but the smaller scales like HO are still thriving, and it's interesting that ride-on rail-roader numbers are holding strong if not increasing. If we look at our sparky brothers and sisters in garden railroading the number of active participants is... much thinned from a decades past but holding strong? It is this garden railway group that I would think represents the opportunity to increase our ranks. That, and friends and family in our circles.

Turning away from the conversation about participation for a moment, another light hearted but very real conversation is that of pondering the disposition (disposal?) of our magnificent live steam models in the decades to come as participation dwindles and live steam models become surplus. Our models are decreasing in value by the minute, even with inflation. The value you or your estate will see from your collection will be greatly reduced in the next decade and the decades after that.

Therefore! Bringing these two conversations together -- participation and devaluing collections -- why not take that valuation hit RIGHT NOW by GIVING AWAY A LOCOMOTIVE! I have in mind two people this very minute who, when I give them a locomotive, will be active several times per year in steaming on my track and the other track in the neighborhood. They both would very likely engage in planning a trip to NSS or Staver's together. If I think of the last place I lived in Southern California, I can think of two more people, one of them still in their twenties, who would be of this same inclination to become a foaming live steamer! Three are currently in



RAILWAY POST OFFICE

THE GREAT LIVE STEAM GIVEAWAY

Over 100 live steamers attended the recent National Summer Steamup. The many many great

model railroading, one is an admirer.

Let me be clear, this is not about increasing the value of live steam collections. Rather, recognizing we are all inevitably going to take that financial hit in the future, I AM GOING TO TAKE IT NOW, by giving away one locomotive. And then maybe another. Not everyone is in the position to do this and I fully understand. However, very many might be.

If I think about it, the locomotive must be fully and freely given. So much of the joy of this hobby is the tinkering! Take it apart, put it back together, mess things up a bit, call some friends to put it back together. The people I have in mind are of this mindset. A vetting process is of course implied, and as I think of the four people I have filtered in, they are active in model railroading, have an affinity for tinkering, and are fun people to be with. The kind of people you'd love to hang out with at your local track or national steamup!

I'm going to try it. I'm committed to giving away one locomotive, a Roundhouse Billy. I'm going to see how that goes. Maybe one next year?

I'm not sure how far I will take this, I'm not crazy after all. But if I run out of candidates I think I'll approach my local garden railway club and let the leadership know of my offer, let them nominate a candidate. If you can't think of somebody new in your circles who could join our ranks, reach out to Carla Brand, editor of the electronic magazine GRNews and she will direct you to clubs in your area.

I hope you'll join me in converting certain future losses into investing in new friends to join us in this most amazing community of wonderful people having fun with live steam models! Report your successes to each other here in SitG and elsewhere. Call me and tell me what you learned! Maybe at a steamup in the future we can take photos with "The Class of 2022", and "The Class of 2023", those new friends and live steamers that joined us in those years as part of the GREAT LIVE STEAM GIVEAWAY!

Richard Finlayson

Errata

While we strive to ensure that we get everything correct before publishing, sometimes a few typos

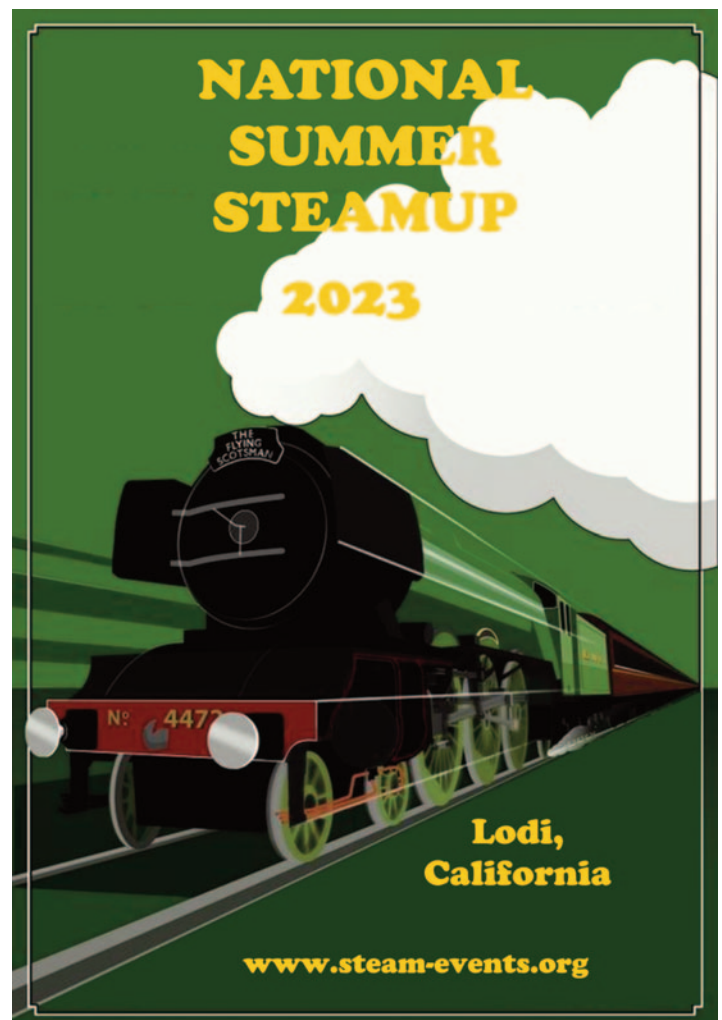
slip through even though we have six people giving each issue a close eye. So with that in mind, we have some corrections and apologies for previous issues.

SitG January/February 2022, No. 177 - Our apologies to Colton Snell for misspelling his name on page 24. Keep up the good work Colton!

SitG July/August 2022, No. 180 - Our apologies to our lead author for that issue with his wonderful look at his Far Twittering build, we misspelled Gary Francke's name a couple of times.

These mistakes are never intentional, sometimes when trying to make a self imposed deadline we get a bit rushed and things do slip through. It happens to the best of publications.

Sincerely — *Your Editor*



Steam Scene - Tuckahoe Steam & Gas Association



Left - Jerry Bohlander, who provided us with these photos from the Annual Tuckahoe Steam and Gas Association Summer Steamup, is seen here with his Accucraft C-16 in the famous "Bumble Bee" yellow livery. Thankfully the one main shade tree that provides comfort from the summer heat is still standing after strong winds received this past year on the Eastern Shore of Maryland.

Mark Layton of Annapolis, Maryland readies his Aster K-4 for a run.



What's more fitting for a consist than a train pulling flatcars of models of steam tractors. From where this photo was taken, if you look to your left, the next photo in this report is what you will see in operation on the grounds of Tuckahoe. This is Jerry's train being pulled by his Bumblebee C-16.



These magnificent beasts trundle past the steamup track all day providing coal flavored air for the ambiance of the steamup.

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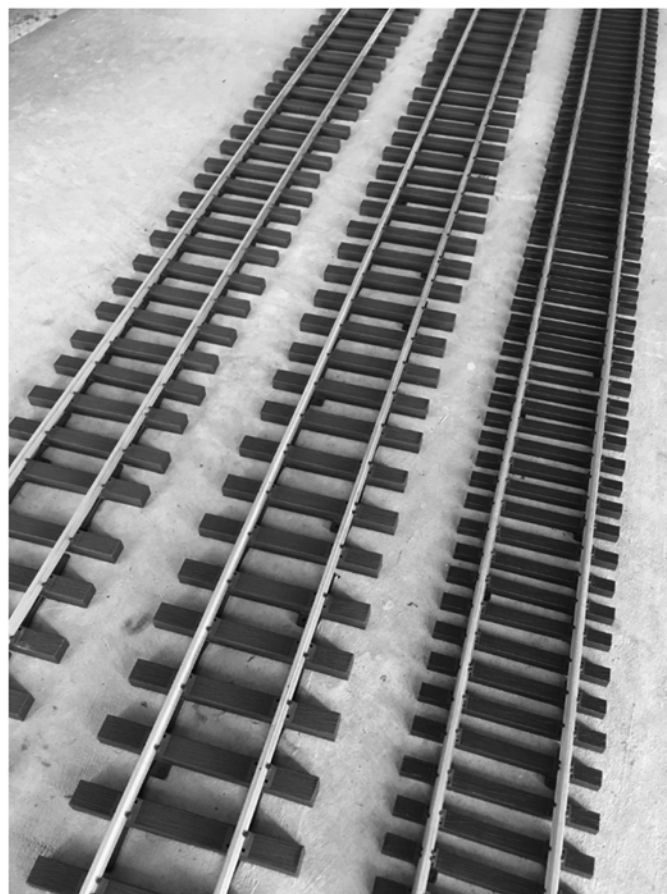
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Roundhouse

Double Fairlie

Text and Photos by Charles Lawrence

I have been a live steamer for more than 40 years, starting with a Mamod SL1. I am big fan of narrow gauge, Roundhouse Engineering, and unusual steam locomotives. My definition of unusual is anything other than ordinary side-rod locomotives with one set of driving wheels, and includes geared locomotives (Shays, Climaxes and Heislars) and articulated locomotives; Garrets, Mallets and Fairlies. One of the attractions of garden scale live steaming is that you can operate a model of an unusual engine and it operates in the same unique way as the prototype. I find it interesting to see how different designers applied various types of drive mechanisms to improve the ability of expansive steam to move people and products over metal rails.

Background

The Fairlie is an articulated locomotive, which means that the drive mechanism pivots independently of the frame and boiler to allow it to negotiate tighter curves with a relatively long wheelbase. The Double Fairlie looks like two side tank locomotives rigidly joined at the cab with two pivoting power

bogies. The design allowed a driver and fireman to operate both drive mechanisms from a center cab, and because both ends were front ends, there was no need to turn the locomotive at the end of the run. Imagine a steam version of the famous Pennsylvania Railroad GG1.

The double Fairlie is a unique locomotive and years ago I considered building one from two Mamod SL 1's when *Garden Railways* published a how-to article. This was beyond my modeling capabilities, so the project was abandoned. In 2019 Roundhouse introduced their Double Fairlie locomotive based on the Ffestiniog 23.5-inch gauge David Lloyd George (DLG), and my interest was piqued.

A British company with strong 16mm roots, Roundhouse has not made many North American locomotives. I can only recall the Davenport, Sandy River and War Department Alco, but the DLG with a few adjustments and some imagination could be one more!

I had wondered if 0-4-4-0 Fairlie locomotives had ever run in North America. The surprising answer was yes, at a coal mine railway in Cape Breton, the northern portion of the Canadian Province of Nova Scotia. In 1872, the 36 inch gauge Glasgow



Cape Breton Railways, an Illustrated History

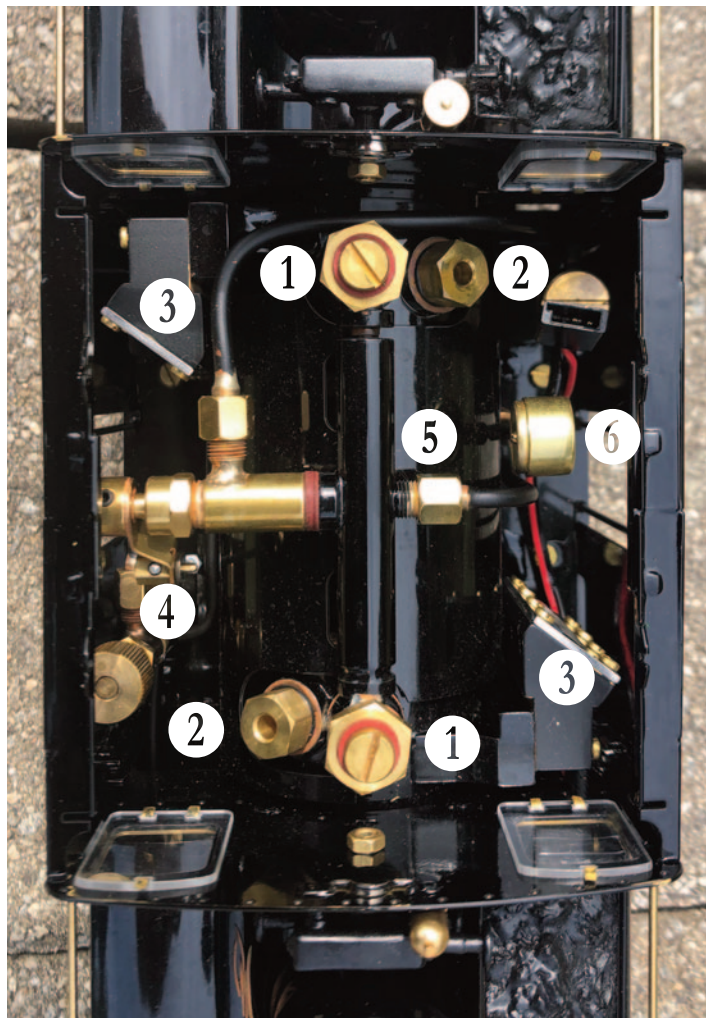
and Cape Breton (G&CB) Railway purchased three Double Fairlie locomotives from the Avonside Company in England to haul coal from mines in Reserve, N.S. to the harbour in Sydney, and they operated successfully until 1902.

The Prototype: Glasgow and Cape Breton Railway, Avonside Fairlie Patent locomotives. Herb MacDonald's excellent book, *Cape Breton Railways, an Illustrated History* (Cape Breton University Press, Sydney Nova Scotia, 2012) has detailed information on the G&CB railway and the Fairlie locomotives. It is available in eBook format from Kindle.

MacDonald provides a useful history of coal mining and rail transport in Cape Breton, including the history, location and purpose of the G&CB and its successors. Even better he includes photographs, a line drawing and detailed engineering specifications for the locomotives. While my DLG will require some minor modifications to the cab and appliances, it is quite like the prototype. Both the prototype and the model are coal burners, and the major boiler appliances, wheels etc. are similar. Based on the photographs and specifications, the G&CB cab appears to be made of wood with a metal roof, and is larger than the one on DLG. Some of the handrails and other boiler appliances are different and the four cylindrical sanding boxes on the DLG are missing on the Cape Breton prototype. The "Fairlie's Patent" brass plates are present but mounted on the left side tank. There are not very many high-quality photos of the G&CB or its rolling stock and it likely evolved during years of operation, so I probably have a fair bit of scope for artistic license. I intend to conduct more research on the prototype before I make any changes to the model, and for now it is close enough for me.

The Model: Roundhouse Double Fairlie

Last year Roundhouse advertised a cancelled DLG on their website; 45 mm gauge and black. The gauge was right, the colour was right and the appearance of this model was close to the G&CB prototypes. I ordered the locomotive and received it the following week.



This is a large and complex model, essentially two 0-4-0 locomotives joined at the cabs. There are two boilers with separate water fillers ❶, burners, and gas tanks. Each boiler has its own water top up valve ❷ and sight glass ❸. There is one lubricator and gas valve ❹ and a steam connection ❺ between the boilers which feeds the throttle, and a single pressure gauge ❻. While the model is available in 32 mm or 45 mm gauge, the gauge is not adjustable. Direction and speed control are by the supplied radio control, and manual control is not possible. The model is supplied with water top up bottle and other tools. The radio receiver is powered by a supplied rechargeable battery pack in the

cab roof, but the supplied charger is not compatible with North American electrical outlets. I was able to purchase a replacement 110 volt charger from my local hobby store. The transmitter uses standard AA batteries.

Operating the Model

I filled the boilers by removing the two heavy brass domes covering the safety valves and removing the safeties. The cab roof is held on by magnets and gives easy access to all the controls. The boilers can also be filled using the pump bottle and water top up valves in the cab. The sight glasses are of the new flat design and are a big improvement on the glass tubes in other locomotives. The gas fillers are in the side tanks and easy to fill when the locomotive is not hot. The displacement lubricator located in the cab has a drain valve underneath. The gas valve is also in the cab.

The supplied instructions are simple and concise. Lighting the boiler is a two-part process. You turn on the gas and then apply a flame to each of the two chimneys separately. Both burners lit with a satisfying pop and soon the safety valves were venting.

Radio Control Issues?

At this point, things went sideways. One of the drive bogies worked fine but the other appeared to be hydro-locked. I was convinced that I had over-filled one of the boilers and moved the directional control back and forth to try to clear the cylinders. This had no effect and when we cooled the locomotive down and inspected the drive train there was a noticeable difference in the movement of the reverse mechanisms from one bogie to the other. I was afraid that I had put the cylinder valves out of adjustment or possibly damaged the model. Several days later, I drained both boilers and tried the engine on compressed air. It worked beautifully, and the cause turned out to be *operator error* based on my lack of familiarity with radio control.

I am not all that keen on radio control (one more thing to go wrong) and have reverted many of my locomotives to manual control. The supplied transmitter is an Exmitter EX6 of the type that I associate with model aircraft. The left control stick operates the throttle; down is stopped, and up increases speed. The right control stick is two chan-

Specifications

Scale: 1/19

Gauge: Available in either 32mm or 45mm gauge. The gauge is not adjustable, must state preference when ordering.

Dimensions: (loading gauge):

Length - 19.7-inches (500mm) over buffers

Width - 4.25-inches (108mm)

Height - 5.3-inches (135mm)

Weight - 12.5 lbs (5.7kg)

Minimum radius: three-foot curves required.

Fuel: Butane - Internal gas firing using Roundhouse 'FA' type burners.

Valve Gear: Inside framed 0-4-4-0T chassis with four double acting slide valve cylinders operated by Roundhouse inside valve gear.

Fittings: Exhaust enhancers fitted as standard. Insulated wheels available at additional cost.

Controls: (fitted as standard) - steam regulator, safety valves, 1/2-inch pressure gauge, displacement lubricator, gas regulator and reversing gear.

Finishing: Glazed cab spectacles. Supplied with etched brass works plates. Choice of any standard Roundhouse color. Highly detailed lost wax castings.

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Extras: Water top up system and water gauge fitted as standard.

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nel and spring loaded to center. Normally this stick would move up, down, left and right and any direction between, but it has been limited by mounting a disc with a 45-degree diagonal slot. This allows you to control both power bogies by moving the stick up and to the left to go one way and down and to the right to go the other way. The center position is neutral, *provided that this control was centered when you powered it up*. Like many radio controllers, this has an "auto-center" of the joystick feature. Essentially, the stick is presumed to be in the center position when you power up.

My locomotive was not hydro-locked. I had inadvertently put the right joystick off-center and that is why the valve linkages did not operate symmetrically. Since I discovered this, the locomotive

has operated flawlessly.

The prototype could handle 40 loaded (10 ton) cars, and I think the model could meet or exceed this. The exhaust enhancers give the locomotive a pleasant and unusual chuff (there are four cylinders) and it is easy to run at realistic speeds with or without a train. It is important to remember that there are two boilers to manage with separate sight glasses. There are individual safety valves, and they blow off independently of each other.

I did, however, make one modification to the controller, by removing the centering springs from

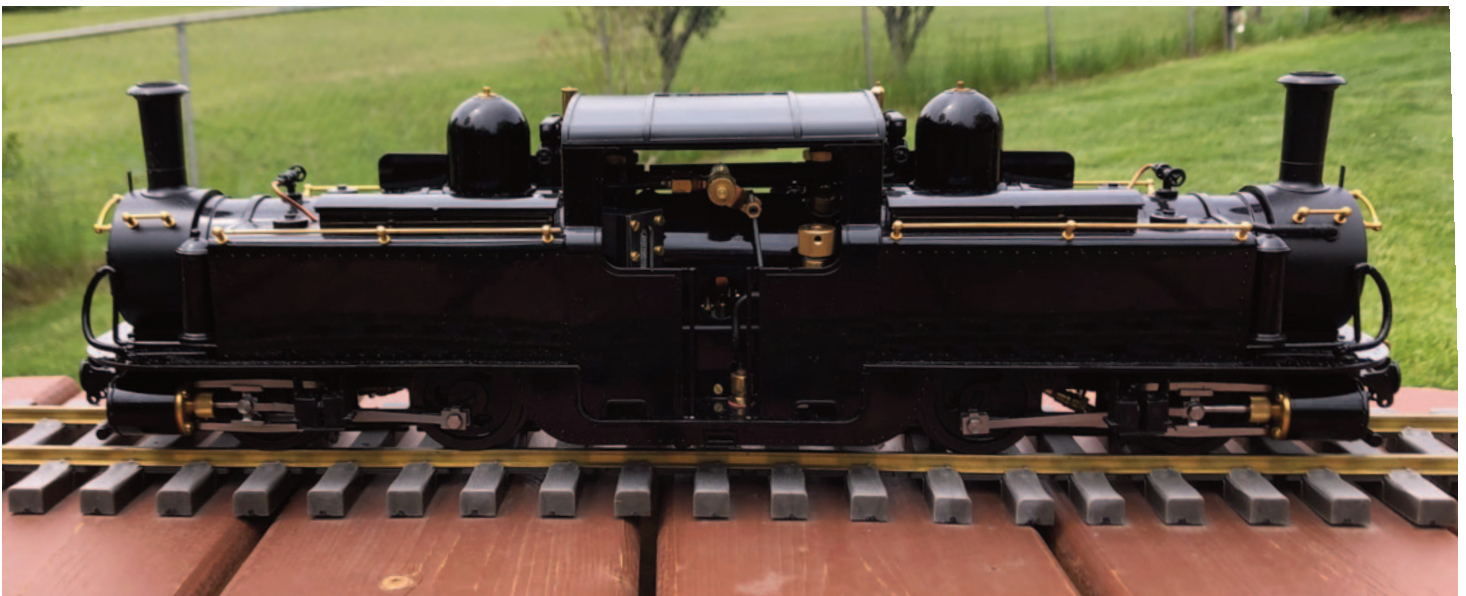
the right stick. Before I removed them, these springs made the reverser a “dead-man” control. If you did not hold it one way or the other, the locomotive would stop. Now I can set it in forward, reverse or neutral and take my thumb off it. If you make this modification, you must ensure that the right stick is centered every time you power up the transmitter.

The Roundhouse Double Fairlie is a powerful and beautiful locomotive, even in Canadian coal mine railway basic black. I am very happy with its appearance and performance.



Above: As supplied R/C radio next to locomotive

Below: At 12 pounds and just under 20 inches, the Double Fairlee is a commanding presence on the railway!





National Summer

Text by Gary Woolard

Photos By Rick Parker* and

Carla Brand Breitner**

This year's National Summer Steamup took place, as scheduled, July 13th thru 17th, at the Grape Festival grounds in Lodi. About 90 fully registered steamers attended, along with another 40-plus registered observers and guests.

Two of those observers were *Steam in the Garden's* crack photography team, Carla Brand Breitner and Rick Parker. This year, Carla became the first non-steamer to win the event's Ron Brown Memorial Steamup Enthusiasm Award.

In these photos we'll follow along with Rick and Carla as they record the scenes of people and trains that ran on the 17 tracks and dozens of workbenches which filled the large gymnasium style building. Enjoy! And if it's just not the same without the smell of steam oil in your nostrils, we'll see you in person in 2023!



*Our intrepid photographers hard at work chronicalling the activities of the steamup. Carla in her usual pose as seen the majority of the time in the steamup hall. **



*A sister engine to Pete Comley's A4 "Merlin", 4468 "Mallard," holds the world record for fastest steam locomotive, and inspired the poster for this year's Summer Steamup. **



Steamup 2022

Rick Parker Photo



*Rick busy as well capturing both big and the smaller game rambling around the tracks. ***



*Steve Heselton and Joel Taylor run their coal fired double-header on the Paso Robles track -- a feat of engineering coordination. ***



*Richard Heisler and Craig Griffin admire Craig's Garratt and consist. ***



*Eric Bowles prepares his "Flying Scotsman" for a very long drag. ***



*Mike Williams checks the water level on his K-36 as it passes. ***



*Bob Sorenson held a clinic on bridge design and construction. Other clinics included valve timing and design, 3D scanning & printing, and thermodynamics of different fuels. **



*Steve Ciambrone and Jeff Campbell are impressed with Rob Lenicheck's scratchbuilt coal fired Uintah No.50. Rob says it's 'almost done,' and we hope to see it in these pages soon. **



*Bill Allen fuels up his four-cylinder Heisler as Bill Baxley looks on. **



*Tom Woolson shows Gary Woolard a minor modification he's made on his Mason Bogie to allow easier adjustment of the axle pump. **



*Stacy Reese runs her recently acquired "Col. Boone." ***



Phil Oldenhage prepares his 7/8th scale Emma & train for a run...



*While Ronald Koehler ran this very pretty 7/8th consist behind a Fairymead. ***



*Phil Huntingdale ran this Southern Pacific Narrow Gauge "Slim Princess." **



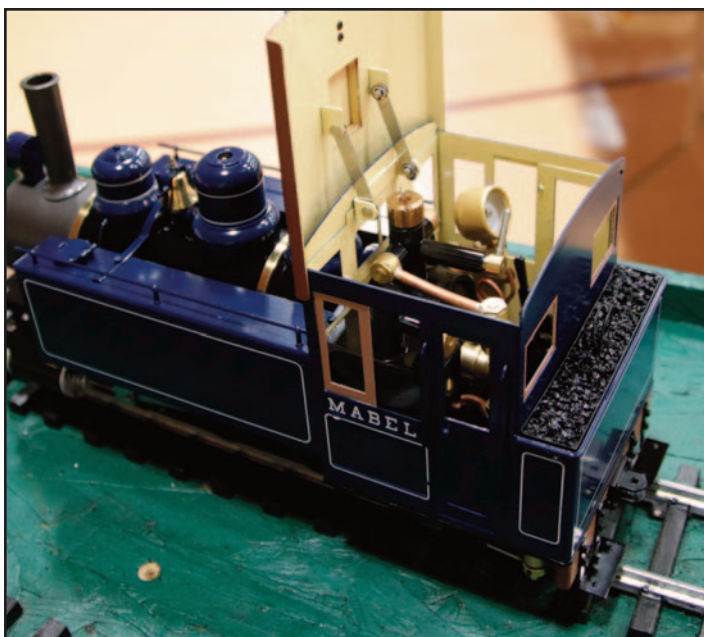
*Bill Turkel carefully tilts a "Big Boy" over to allow John Polen and Jim McDavid to debug a problem. A small crowd looks on with bated breath. ***



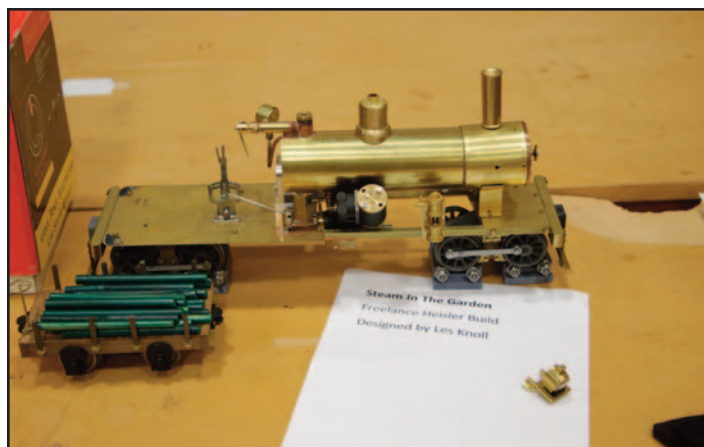
*Buzz Barry was happy with this run of his "Olomana" sugar train. **



*Channing enjoyed running Accucraft's other new locomotive, an 'entry level' engine named "Mabel." ***



*A look into Mabel's cab. ***



*David Dull displayed his "work in progress" project which should be familiar to readers of SitG -- a "Les Knoll" Heisler. ***



*Channing Chen of Accucraft prepares the company's new C-18 for what may have been its first public run. The C-18's ceramic burner glows in the firebox. Like an alcohol burner, this engine has a blower, and will need a fan at startup. ***



*Zach Johnson listens to music while oiling his USRA switcher. Zach's grandfather, the late Chuck Stubbs, was a regular at the Summer Steamups. ***



*The PCLS (Pacific cost Live Steamers) track seemed to attract geared engines this year. Here Bob Chapman poses with his Heisler. **



*While Deb Smith-Holston checks the pressure on hers. ***



*And Jerry Hellinga ran this 'mystery' geared engine. **



*Kevin Schindler ran several locos, including this exquisite Roundhouse Sandy River. **



*Craig Griffin gets a lesson in running coal under the tutelage of Rob Lenicheck. ***



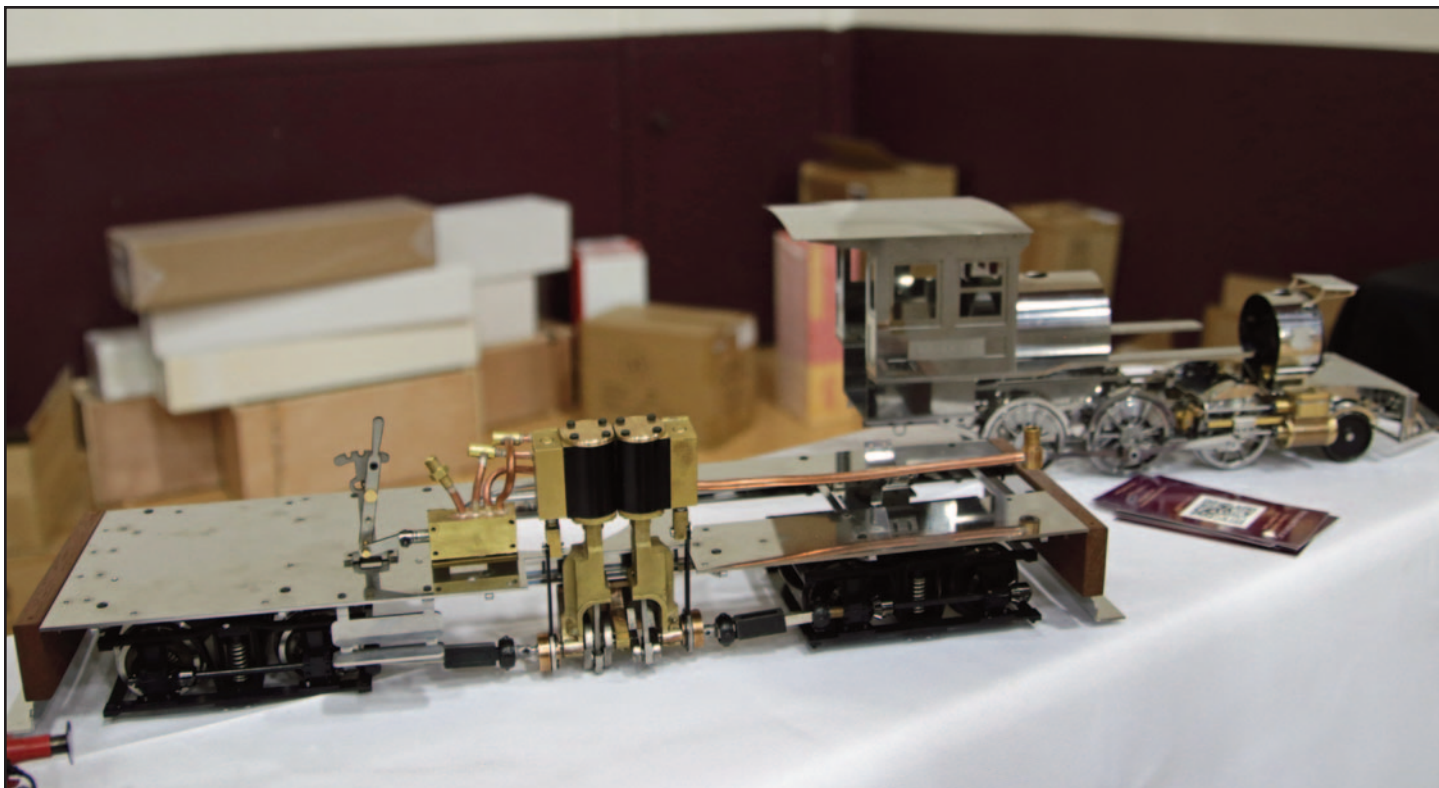
*Dai and Chris Coley watch an Adams Radial pull a matching consist past them. ***



*Bob Armstrong adjusts his GS-4 on the track. ***



*Steve Ciambrone built up his 7/8ths cars from kits. ***



*Two ‘Works-in-Progress’ at the Accucraft table -- the chassis and drive train of the new 13-ton Shay, and behind it the Accucraft/Aster BenKei. Both in stainless steel. ***



As the steamup starts to wind down, steamers sit down to schmooze, kibbitz, and critique the last four days. Seated, L-R - Gary Woolard, Rick Parker, Jeff Campbell, Sonny Wizelman, Steve Ciabrone. Standing Pete Comley, Dave Frediani, Bill Wilbanks

***“And a grand
time was had by
all!”***



*Congratulations to SitG Staff Photographer Carla Brand Breitner, 2022 recipient of the Ron Brown Enthusiasm Award. **



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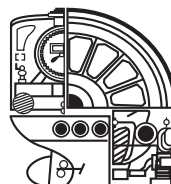
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Dora 0-4-0T
1:20.3, Butane Fired
Black, Maroon, Blue & Green
RTR \$499



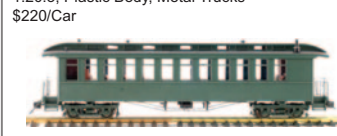
Saxonian IIIK
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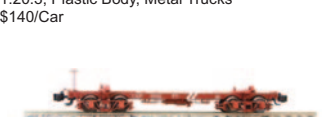
Flat Car
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Logging Disconnects
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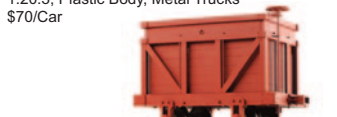
Short Logging Car
1:20.3, Plastic Body, Metal Trucks
\$140/Car



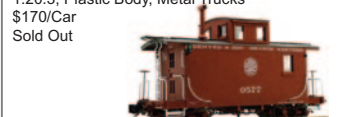
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RTR \$3800
Water Tank \$300



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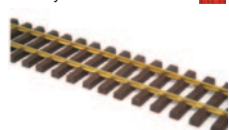
Kerr Stuart 'Wren' 0-4-0ST
1:13.7, Butane Fired
RTR \$1775



Code 250 Rail
Brass Rail System



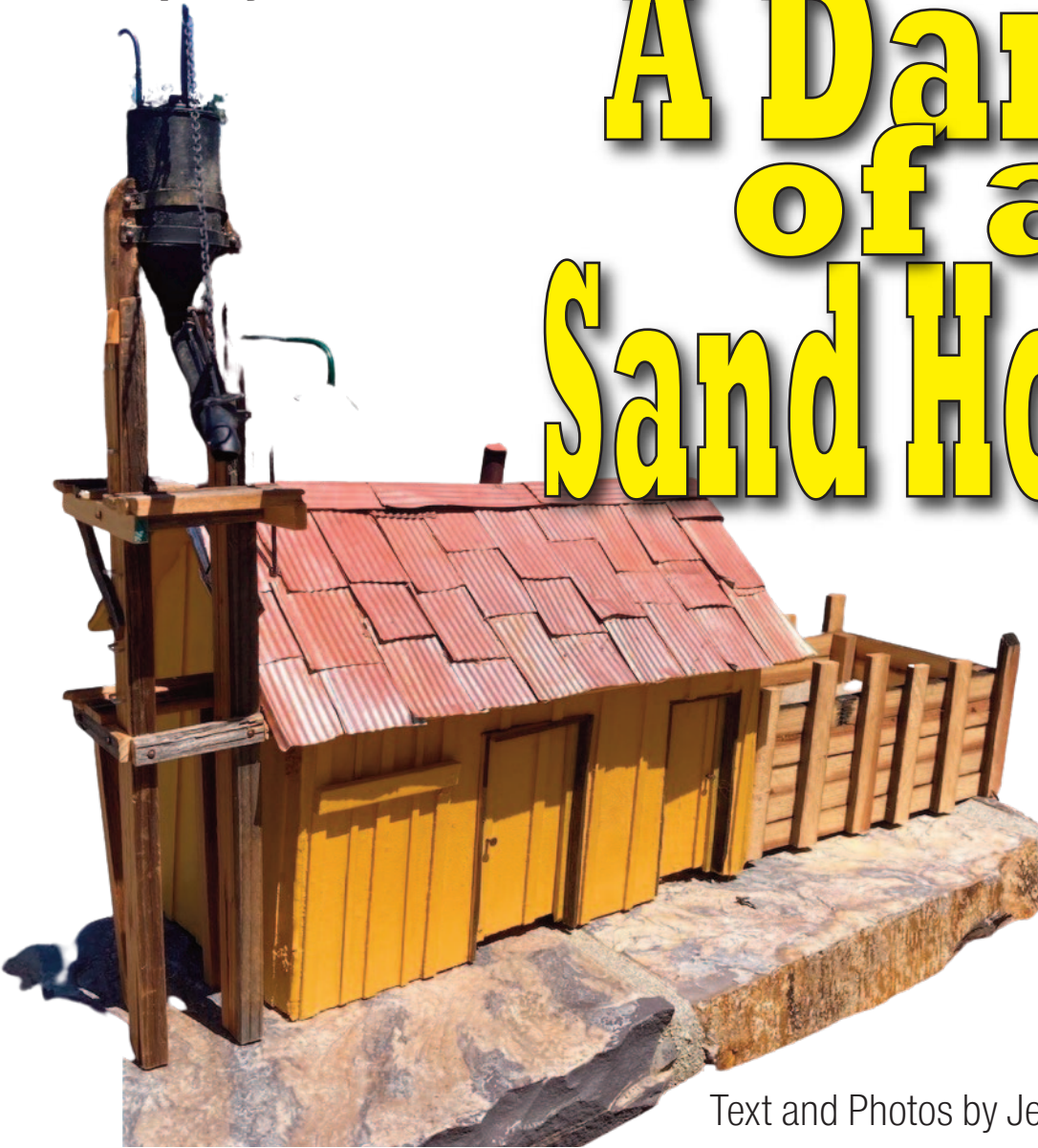
Code 332 Rail
Brass and Alum Rail System



West Coast 1" Rail
Steel, Rail System



A Dandy of a Sand House



Text and Photos by Jeff Campbell

I can't believe that people have trouble figuring out what they're going to do when they retire. Most of us train folks have enough projects in our collective heads to last two lifetimes. We just need the time to do them, but what project to do? That is the question. I enjoy being technical when working on a small block Chevy or retiming a Stevenson valve gear, but it all has to be fun and sometimes technical work is more work than fun. Sometimes a project just has to be fun and look "good nuf". That was my mindset when I decided to build what my wife calls "The Dandy Sandy" – a Denver Rio Grand "based" sanding station.

We live steamers don't often 'scenick' our layouts as much as our 'sparky' brothers, but it's not uncommon to see the elements of a live steam facility,

such as a water tank or a coaling tower, even along the tracks of a raised layout. So why not try a sanding station?

I have been accused of being a rivet counter when it comes to engines and rolling stock, but I could relieve myself of that burden for a building that will just sit outside. It felt extremely liberating. There would be no gathering of plans or finding wood harvested from the same forest as the prototype. Nope, a photograph of the original and materials lying around the house would do.

. In a typical sanding station there are three components: the sanding tower, the drying house, and the sand bunker. The tower looked like the most fun so I started there (**Photo 1**). A couple of years ago I "harvested" a redwood gate that my neighbor



Photo 1



Photo 2



Photo 3

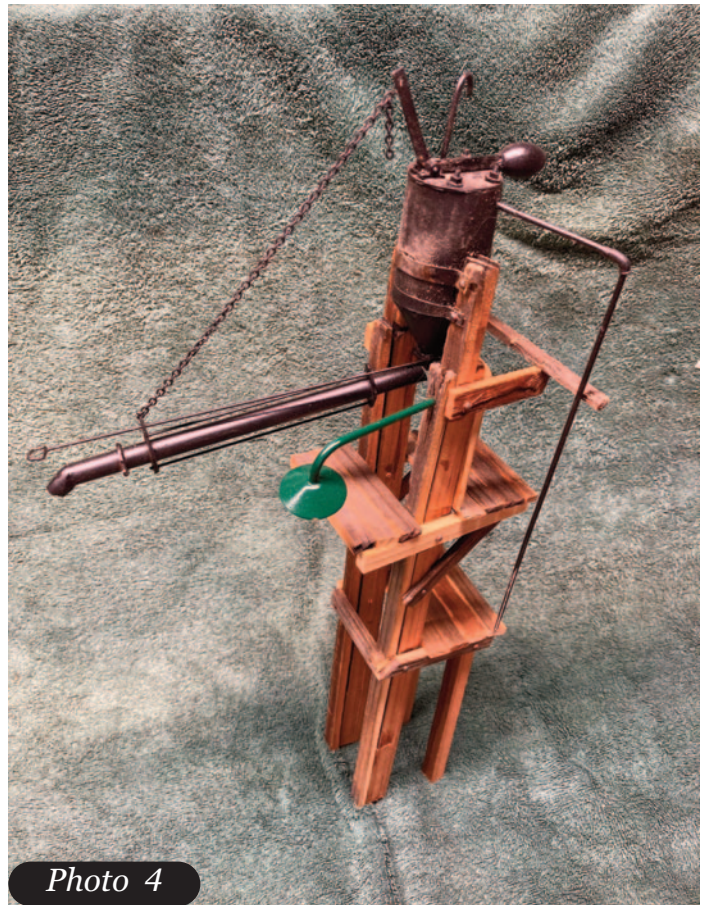


Photo 4

was throwing away, and have made several structures from it. The lumber's rustic edges looked perfect for the tower. I ripped some scale eight-by-eights on the table saw and went to work. The height was determined by standing the upright parts next to a 1.20.3 scale K-27 – 15 inches would do. The depth and width were determined by how much room I had to work with. The drying building had to fit between two tracks on my railroad (seven inches) and the sanding tower looked to be half the width of the drying house, so boom, the tower was to be three inches square.

It was rewarding gluing the post and beams together and then pinning them with round-headed nails (**Photo 2**). The sand hopper is just a film canister and the funnel is made from, well, a funnel (**Photo 3**). It was put on a belt sander until its diameter matched the film can. The spout is quarter-inch brass tube that was sectioned, bent down, and resoldered to form the end. The spout bracing is made out of brass wire and the bracing mounts are styrene.

The lifting counterweight works and was a bit of a trick to do. I got some brass tube, flattened it, and mounted it on top of the hopper with two left over parts from a Hartford truck kit. Then I slid a fishing weight up and down the leveraged end of the lever until it stayed up when up, and down when down (**Photo 4**). When the weighted lever is in horizontal position gravity holds the counterweight down and pulls the chain and spout up. When the weight is vertical there is less gravitational leverage so the spout pulls the chain and lowers to the sand dome position. Physics at work on your own railroad!

The hinge is a loop of wire run through holes in the spout and funnel. I added nut and bolt castings that were found in a drawer, and added an overhead light from Bridge Masters. These parts made up half of the budget for this project. The other half consisted of construction cement that lasts a bit longer outside. The finished product is a "fun" approximation of a sanding tower.

Next is the drying house. Wet sand doesn't want to move through pipes, so the sand was dried in an oven before it was blown up the exterior pipe into the hopper, and from there into the locomotive's sand dome. Again using materials at hand, I found some high density particle board left over from a work bench rebuild. Now I know that particle board isn't a great choice for an outdoor structure,





Photo 7

but given its availability and the fact that it almost NEVER rains in Southern California, I decided to give it a shot. You may choose something more durable for your own railroad. I found from past experience that battens were the first thing to peel off an outdoor structure, so I decided to avoid them by using a router to cut reliefs in the particle board between the battens instead of adding “real” battens later (**Photo 5**). It took a little calculating to get the spacing right, but with some patience and a straight edge to guide the router I soon had enough wood to make two sides and two ends (**Photo 6**). They were 11 1/2-inches long and eight and 1/2-inches high at the peak. The doors were cut out with a table saw and then holes drilled at the top corners so that a jig saw could be inserted to cut along the top. More routed panels were recessed behind the openings to give the doors some depth. After painting, some redwood trim was applied and flat head nails made up the door knobs.

The four sides of the building were assembled into a ‘box’ by gluing with construction adhesive and drywall screws run into 1/2 by 1/2-inch gus-

sets behind each corner. The screw heads were countersunk and covered with Bondo body filler (**Photo7**).

The roof was made out of 1/8th-inch ply that was also glued and screwed and then covered with corrugated beer cans. I bought a “corrugator” from Masterpiece models some time ago but found that foil was too flimsy and beer cans were too tough to corrugate.... until they were annealed. After cutting the can material into 1 1/2 by 2 1/2-inch sheets that fit into the corrugator I heated them with a torch until they turned red. Then they were plopped into a bucket of water (**Photo 8**). After this process they were pliable enough to be corrugated but strong enough to handle a cat walking on them. (This of course is the ultimate test of integral strength.) It took roughly 60 of these panels, cut at different sizes, to cover the roof. They were also attached with construction adhesive.

I covered the whole box with a full can of yellow spray paint to seal it and then dusted the roof with red primer to simulate rust. The vent pipe is a piece of half-inch brass tube with a round cap.

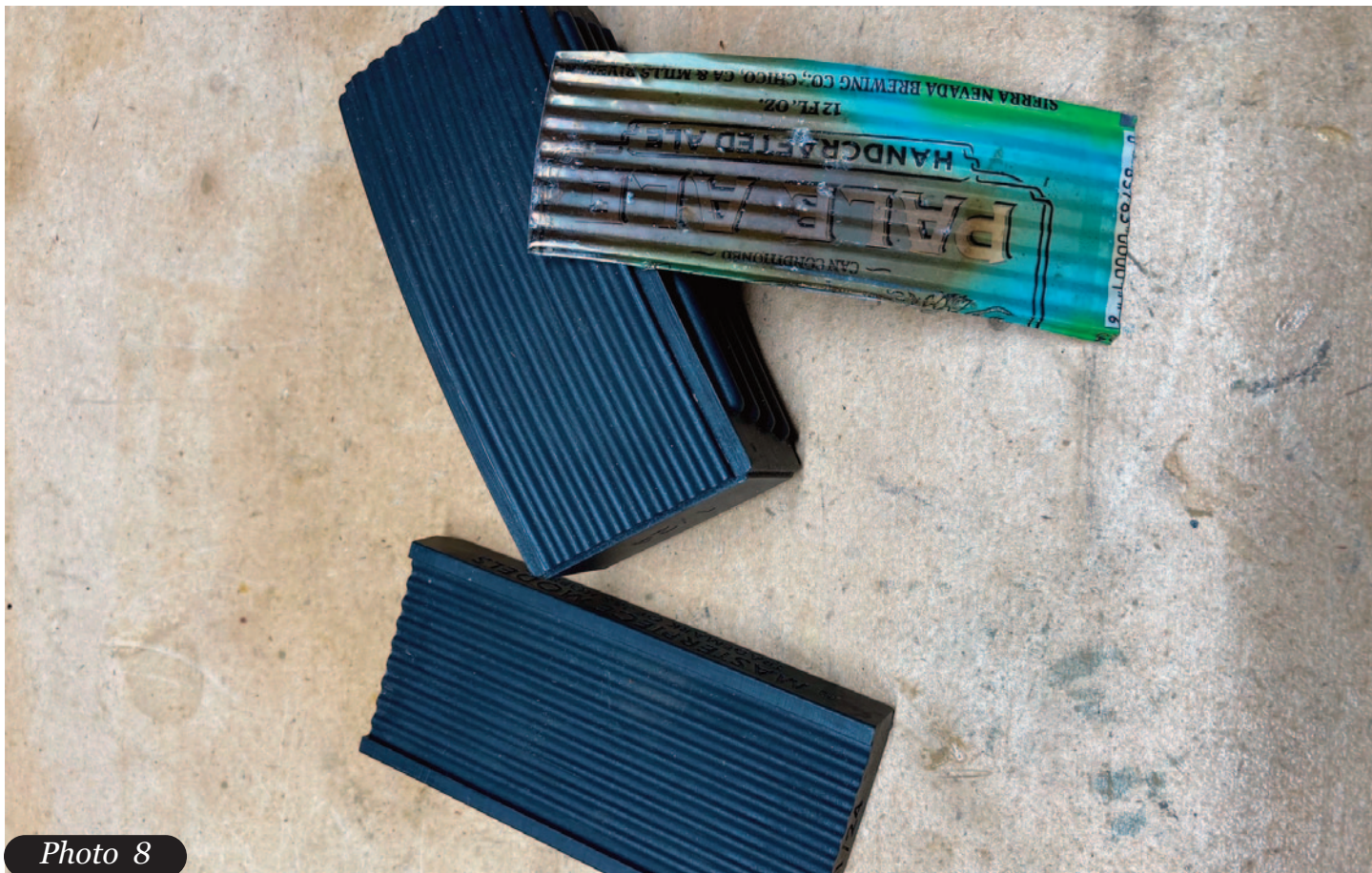


Photo 8



Photo 9



The last part is the sand bunker. Again using stripwood cut from my neighbor's gate, I made some scale two-by-eight planks and glued them together with the well established construction adhesive. Scale eight-by-eights were put in the corners for reinforcement and nailed with a brad gun. A large chunk of foam was cut to fit in the bunker and then randomly trimmed on the top to look like sand. Then, armed with a can of Gorilla Spray Glue, I headed to the beach. Although I got some curious looks from the other beach goers, it took no time to spray the foam with glue, bury it in

the sand, and repeat four times until it was covered (**Photo 9**). While there I was also able to produce some more material for aluminum roof panels (i.e., emptied beer cans).

So there it is (**Photo 10**). Not a contest winning model but perfect from five feet away, and a pleasant addition to my engine facility. It was a fun creative process and only cost me eight bucks and a few days in the garage. Oh, and one day at the beach making more roofing material.



Building a Portable Layout Part 3, Finishing the Table Sections

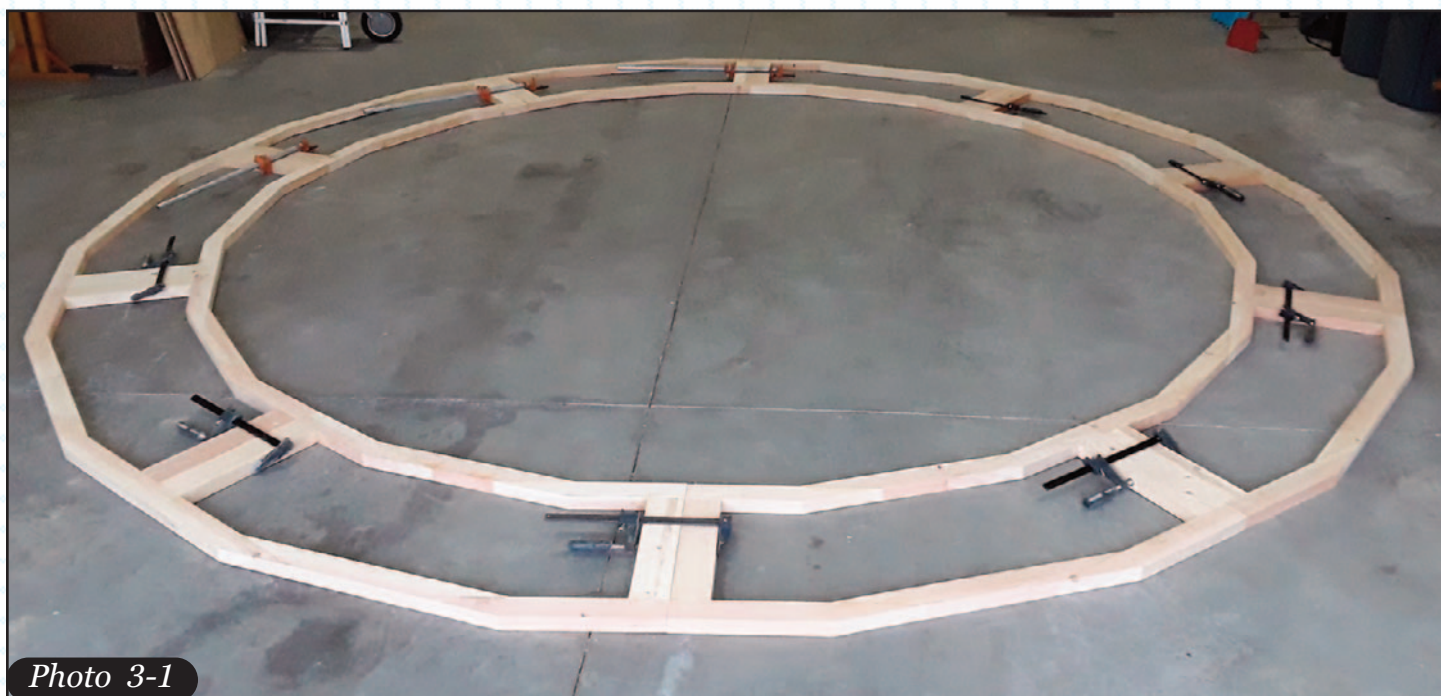


Photo 3-1

Last time we assembled the table section framing. So, how did they turn out? **Photo 3-1** shows the result, right on the money. The fit is perfect. I have to admit, however, the fit was not perfect the first attempt. There was a one-eighth inch gap on the inside of all the table sections. While not bad the fit can be better. **Photo 3-2** shows the fix. Use some masking tape shims (arrow) on the fence of your sliding cross cut table. Just take a real light tapered skim cut to clean up the edge, from zero on the outside edge to about 1/16-inch on the inside. **Photo 3-3** shows the fit after cleaning up the edges and clamping together. No kidding, that's what came out. We'll take that.

My mentor and advisor on this project suggested filling in the center of the table frames with Styrofoam to soften vibration. He's got a lot of experience with portable layouts and this idea helped on their big club layout. **Photo 3-4** shows

some two-inch thick insulation Styrofoam cut to fit the inside of the table frame. The insulation has foil and plastic vapor barrier attached that peels off easily for gluing later. The frames are only one and a half-inch thick, so the Styrofoam has to be thinned down a bit to fit the frames. The Styrofoam cuts easily and quickly with a hand saw. This is a messy job. My wife is still mad after I tracked that crap into the house.

Next step is to sheet the table section frames. This little farm town we live in has an enormous full-service lumber yard. I decided to use 5mm thick MDF for the top sheeting. They had a pile of this material that was not selling well, so it was a great deal. Lowe's and Home Depot have a 5mm thick product they call "underlayment." That will work perfectly fine too. **Photo 3-5** shows two table section frames laid out on a four-by-eight sheet ripped in half lengthwise. You can see why 50 inches is the

maximum width for a table section. The table section frames just fit with a quarter-inch overlap all around.

Rough cut the top sheet with a full quarter-inch overlap all around. Glue and brad nail the top sheet to the frame. Then glue the Styrofoam to the top sheet. With a flush trim router bit run around the edge of the table section to clean things up as shown in **Photo 3-6**. Sheet the bottom of the table section in the same fashion. The local lumber yard had some nice eighth-inch luan plywood which I used to sheet the bottoms. Again, 5mm underlayment will work too.

After clean up trimming, drill the table sections to match the joining plates on the legs. The table sections are way too clumsy to manage on a drill press table, so fabricate a drilling jig instead. **Photo 3-7** shows the jig. The steel bushing guides are available from Ace, TrueValue or other well stocked hardware stores. The bushings are three-eighth inch inside diameter, half-inch outside diameter and one and a half-inches long. Drill a piece of three-quarter inch thick material to precisely match the joining plates on the legs. Insert the drill bushings and fix with CA glue if necessary. Firmly clamp the drilling jig to the edge of the table section as shown in

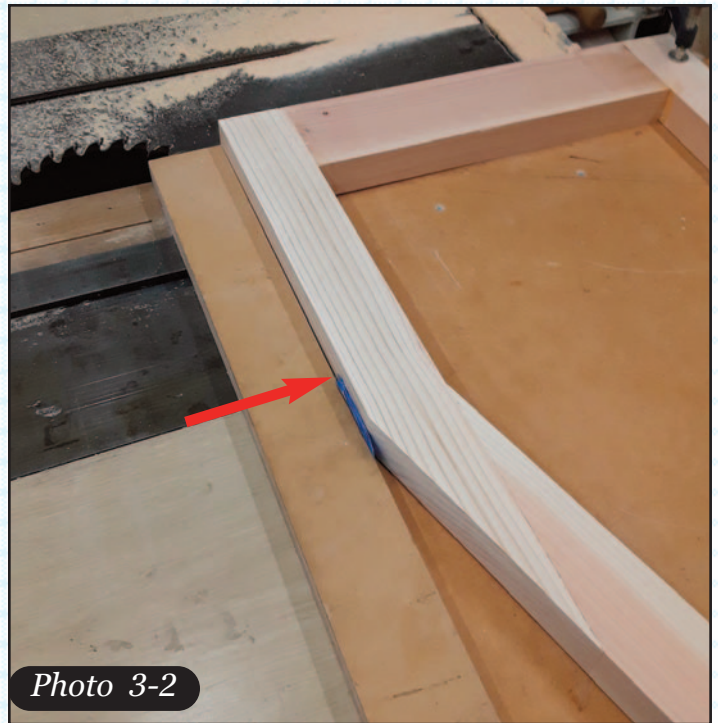


Photo 3-2



Photo 3-3

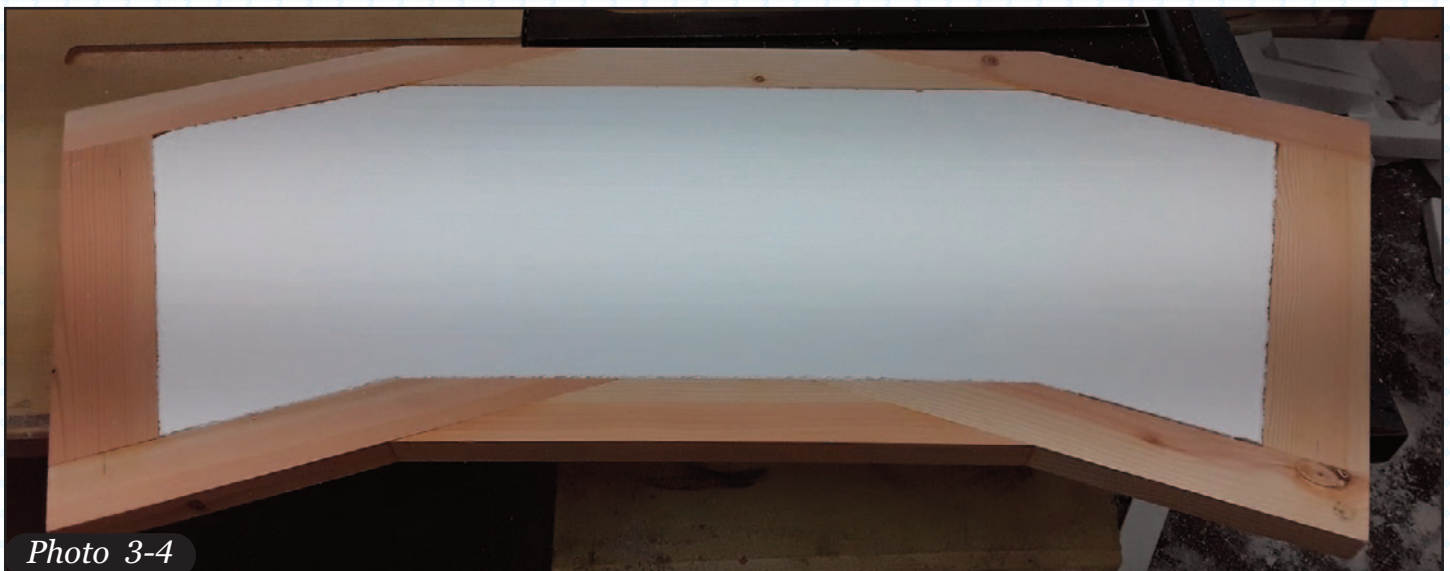


Photo 3-4



Photo 3-5

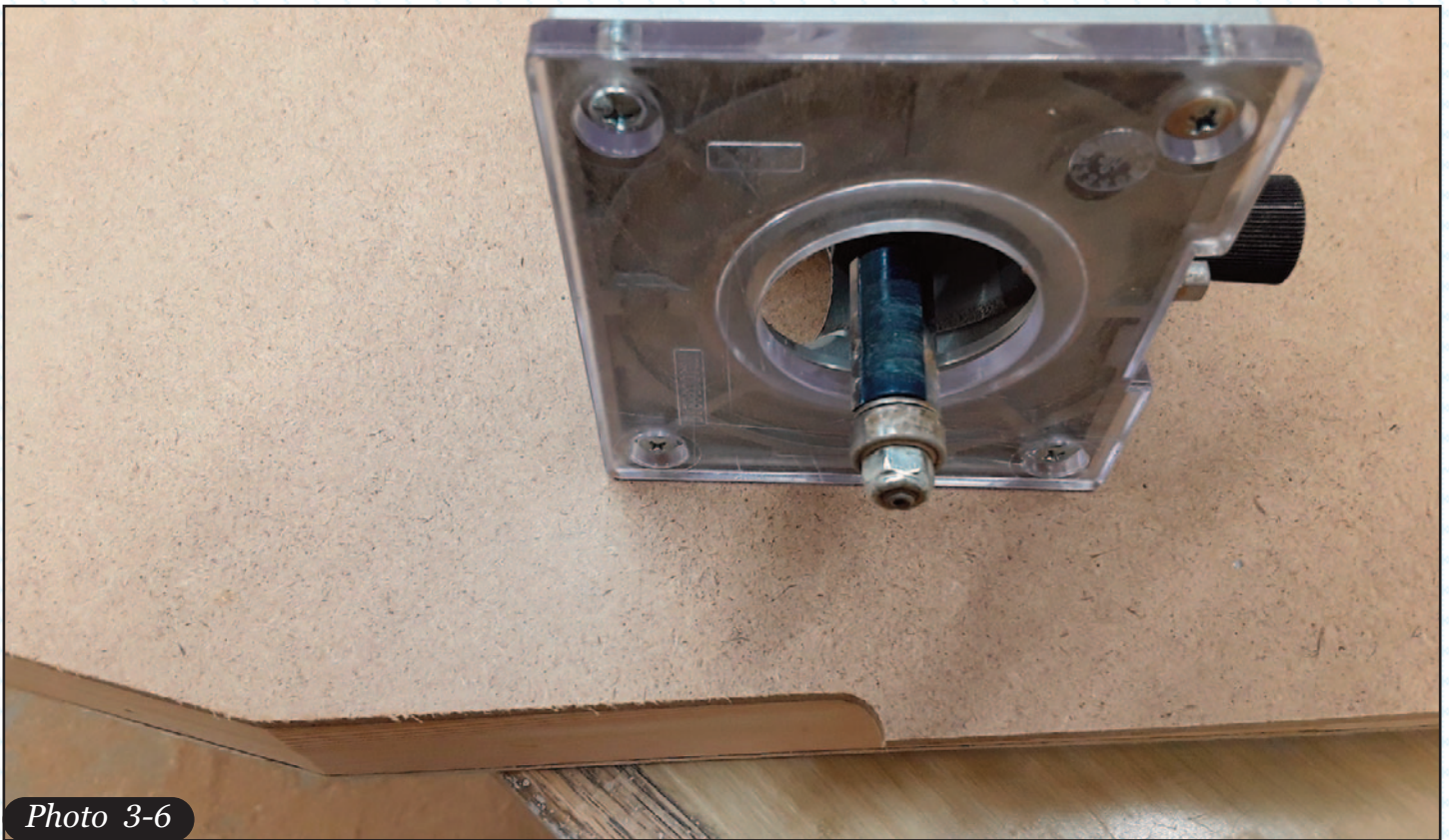


Photo 3-6



Photo 3-7



Photo 3-8

Photo 3-8. Drill all the way through the table section using a three-eighth inch bit as shown in **Photo 3-9**.

The three-eighth inch hole allows a little wiggle room for the 5/16-inch bolts used for assembly. The drilling jig helps poke nice clean holes in the table sections as shown in **Photo 3-10**.

To finish up the table sections run a chamfer router bit around the edges to soften. Use some putty to fill cracks, boo-boos and sins. Putty is your buddy. Paint your favorite color and they are done; **Photo 3-11**.

Next time we'll install a bridge, build a straight section and maybe lay some track.



Photo 3-9



Photo 3-10



Photo 3-11

Steam Scene

The Great Western Steamup



Text by Rob Lenicheck

Photos by Rob Lenicheck & Carla Brand
Breitner

Wow! Where do I start? If you missed this amazing event you should kick yourself hard. It has been a very long time since the one-to-one steam community has seen something

like what we recently witnessed over the July Fourth weekend; perhaps not since Railfair '99 in Sacramento. The number of locomotives under steam, their variety and size, both standard and narrow gauge, was quite astounding.

Many people worked very hard over the past two years to pull everything together to celebrate the 150th anniversary of the completion of the Virginia and Truckee Railroad, and the party was quite a



An early admission allowed a chance to meet and greet the volunteers responsible for making the GWS a great success. Our lady fireman is proud to show off her work on the Nevada County Narrow Gauge No.5 "Tahoe".



success. Even the weather was well programmed with blue skies and moderate temperatures – very atypical for Nevada.

The four-day event rolled out starting on Friday, July First, with much eye candy and pomp to keep the most diehard foamers among us wiping off their chins. By Saturday the museum recorded the largest single-day attendance in its history

For those who have not visited the Nevada State Railroad Museum, it is a rather large setting with a dual-gauge loop of track about half a mile long, including an attached wye. Also included is a multi-stall engine house and an armstrong gallows turntable on which all the engines present could be turned. Each afternoon of the steamup several engines would take their turn steaming slowly from their position in front of the roundhouse onto the turntable, where they would be turned and posed for the crowds of photographers. It was really interesting to see each engine parade onto the turntable and bounce into position. (The turntable has no ring rail so the ends of the table were unsupported and sagged when the locomotive wheels rolled on.)

Of the fifteen locomotives on view, five were on static display, the rest were all under steam. These engines were kept hot and under minimum pressure so they could be called upon at a moment's notice in case of breakdowns. Thankfully, this was not the case – every engine expected to run did just that,

The narrow gauge line up of steamed engines included: Eureka and Palisade No. 4 “Eureka,” Carson and Tahoe Lumber “Glenbrook,” Southern Pacific No.18, the “Slim Princess,” Nevada County Narrow Gauge No.5 “Tahoe,” and Antelope & Western No.1, a little Porter.

The standard gauge engines under steam were: Santa Cruz and Portland Cement No.2, “The Chiggen,” Bluestone Mining & Smelting Heisler No.1, Virginia & Truckee No. 25, and Virginia & Truckee No.22 “Inyo”

Each of these engines (except the little Antelope Valley Porter) took turns pulling passengers around the museum's loop of track. You needed a special ticket, however, to ride behind the Inyo in a fully restored 1875 Kimball coach.

Engines on static display included the Virginia & Truckee “Genoa” and “J.W. Bowker,” on loan from the California State Railroad Museum, the V&T “Dayton,” scheduled to be sent to CSRM in trade, and the venerable V&T “Reno,” recently rescued from the junkyard and undergoing extensive repair and restoration. Another small Porter, the “Joe Douglass,” has been tested on air, but wasn't able to get its F.R.A certificate in time for the steamup. All of the 'static' engines got their own turns to shine on the turntable, pulled either by the Museum's little Fairmont engine or the Antelope & Western Porter.

The V&T “Lyon” No.1 was the only replica on the grounds. This 2-6-0 is a reproduction of the very first locomotive to be delivered to the V&T in 1869. This project engine was started a quarter century ago by a private enthusiast, and was donated to the museum two years ago. The restoration team is experimenting with 3-D printing to complete the project.

This was a four-day event. So, how easy was it to spend four days you might ask? The organizers did their best to provide other things to see and do. There was the steam-operated printing press, powered from a large donkey engine, a finely-restored fire engine pumper which would shoot jets of water several times a day, a couple of V&T railcars, a

Narrow Gauge Roster



Eureka and Palisade No. 4 "Eureka" - In Steam



Nevada County Narrow Gauge No.5 "Tahoe" - In Steam



Carson and Tahoe Lumber "Glenbrook" - In Steam



Antelope & Western No.1 - In Steam



Southern Pacific No.18, the "Slim Princess" - In Steam



Santa Cruz and Portland Cement No.2, the "Chiggen" - In Steam



Bluestone Mining & Smelting Heisler No.1 - In Steam



Virginia & Truckee "Genoa"



Virginia & Truckee No. 25 - In Steam



Virginia & Truckee "J.W. Bowker"



Virginia & Truckee No.22 "Inyo"- In Steam



Virginia & Truckee "Dayton"



Porter - "Joe. Douglass"



The McKeen Motorcar



Virginia & Truckee "Lyon"



Steamup attendees try their hand at operating a handcar.

handcar which visitors were invited to pump along a short section of track, and a beautiful steam launch, virtually a fish out of water. There was even a demonstration by a "Nevada Gunfighters" group of the power of black powder.

And if you got bored watching things move around you could walk into the museum building and see the regular collection of magnificent equipment, including one of my favorites, the 1910 McKeen Motor Car, which feels like being in a submarine when inside.

An 'early admission' ticket allowed you access early in the morning while the engines were steaming up for the day. It was a great opportunity to interact with the engine crews and maintenance work force and watch preparations unfold.

And if you were lucky, as I was, you might wrangle a cab ride. Mine was in the Santa Cruz and Portland Cement #2, the Chiggen. It is little known that the Porter Company, the builder of this engine mostly known for their small, narrow gauge designs, also built beautiful, standard gauge brutes.

In this engine there's not much room in the cab footplate area between the boiler firebox and the oil bunker so, needless to say, it was rather hot -- so hot that a Chapstick which I had in my pocket turned to liquid and my cell phone would not let me use it until it cooled down.

But that's a steam locomotive for you -- a uniquely living, breathing yet wonderfully complicated contraption devised to do work, but now existing for our enjoyment. What an experience!



Special or Annual Meets

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.

National Summer Steamup, 2023- Lodi Grape Festival and Events Center, Lodi, California. Visit www.steam-events.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



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THE CUPOLA VIEW

Streamlining the Business Model



When we announced last year that we would be shifting to an all digital format with print-on-demand availability, there were some minor rumblings, and a few of you asked why. So in all fairness and transparency the answer is simple, we're streamlining our business model.

The cost of printing and warehousing extras for possible later purchase is an antiquated business model for a small publisher. Were we a major fortune 500 publisher with millions of dollars of advertising income, things would be different. But we cater to a niche hobby, with more garage based business partners than mainline manufacturers, and a subscriber base that is literally dying off with too few new subscribers coming into the fold.

Our new subscriber base, as I alluded to in my previous issue editorial, is modern. Born and raised in the computer age where it was their desktop in the public school. My desktop was a piece of wood that previous students had gouged so my pencil cut through the paper when I wrote over the inscription B.H. + J.J. surrounded by a engraved heart. I didn't touch a small computer until after I was a few years in the Navy. My first ships had mainframes with terminals, but small PC's wouldn't be a thing onboard ships until midway (or more) through my career. In order to survive and advance, I had to change with the times and pour myself into the technology as that was the path we were following. My shipmates who fought off the computer age ended up with a career that stopped short of critical advancement and many never made it to retirement as they were left behind.

In short, Steam in the Garden doesn't want to be left behind. We want to be there for the hobby well into the future and going digital allows us to do that. Printing for a small publisher and subscriber base is too expensive. If we had gradually

increased our print subscriptions to keep up with production cost and advertising revenue loss, a six issue subscription for the U.S. would now be around \$72.00. I don't know about you, but to me, a \$28.95 digital subscription with access to every issue allows me to put that remaining \$43.05 back into my train allowance.

The other aspect of streamlining is to ease up the workload on all of us who have the most demanding tasks to accomplish. Receiving, bagging, labeling, and mailing ten boxes that hold 75 issues at a weight of 45 lbs. per box and lugging those to the Post office, because they don't pick up in a rural community, is a major labor of love for the hobby, but it's a toll on those who do it. Streamlining to digital and print on demand brings a better quality of life to those who have had this job.

So if you are a reader that prefers print, we thought of you and we are providing a way for you to get it. If you need help in getting print on demand issues, your library or even a fellow live steamer can help you out. If a group bands together and orders multiples of an issue from Blurb and has them shipped to one member of your live steam club, you can each save a few \$'s for your hobby!

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.



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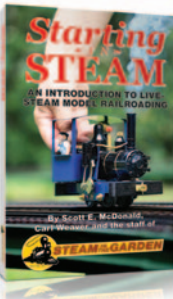
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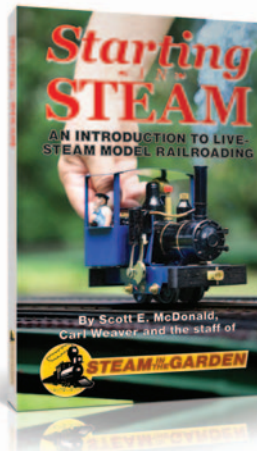


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CONTRIBUTOR BIOS

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.



Jeff Campbell - Jeff Campbell was infected with the train bug at an extremely early age. Thanks to his father, Jeff's first bedroom held a crib, dresser, and a 4'X8" HO layout. Years later, at the local fair with his family, Jeff noticed a G scale layout in the garden exhibits and a fuse was lit. Under the guise of getting his young son a "Toy Train" for Christmas, Jeff's empire was launched. Jeff's interest in live steam began while riding on the tender of a 2-4-0 at Disneyland. All the valves, pipes, and gauges were so intriguing and within weeks a kit form Accucraft Ruby was running in the back yard which turned him into an avid live steamer.



Chuck Lawrence - Chuck lives just outside Toronto, Ontario Canada. His first train set was the classic three-rail Marx steam outline locomotive with three tin plate cars. He discovered live steam in grade 1 when a classmate brought an alcohol fired Mamod Minor 1 stationary engine for show and tell. Since then, he has accumulated a large variety of model stationary, marine, and road engines along with garden scale locomotives. He is fascinated with the many ways in which design engineers have used the expansive power of steam to power machines and move people and goods. He is an enthusiastic railfan and live steamer.



Rob Lenicheck - Being a Colorado native, Rob Lenicheck was born with narrow gauge steam in his blood. He started modeling in HO in junior high, thanks to a suggestion from a "friend", moving on to HOn3 in high school, and finally to On3 in his early twenties. Unknown to Rob at the time, the Gauge One live steam hook was set deeply about 20 years ago when that same "friend" revealed his collection. Rob now spends much of his time scratch building engines. He has degrees in Music Education and Mechanical Engineering.



Gary Woolard - Gary's involvement with Live Steam began with a "Fort Wilderness" loco which, like many Rubys, ran better in reverse than in forward. At Sonny Wizelman's urging, he brought the engine to his first National Summer Steamup in 2010, where 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 conversations from that assignment led Dave to bring Gary on board 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 auto-correct."

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!

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November/December 2022

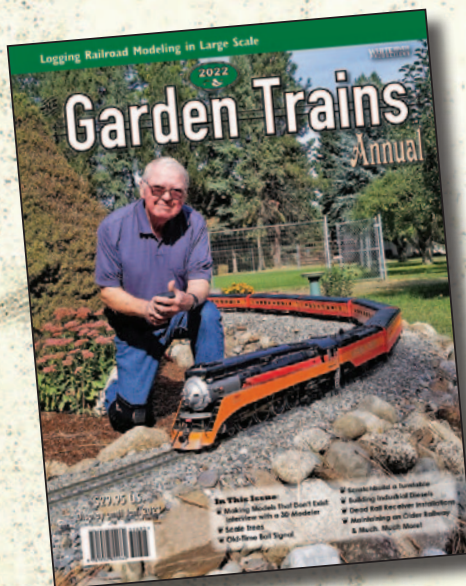
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