

No. 177, January/February 2022 US \$5.95

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STEAM IN THE GARDEN



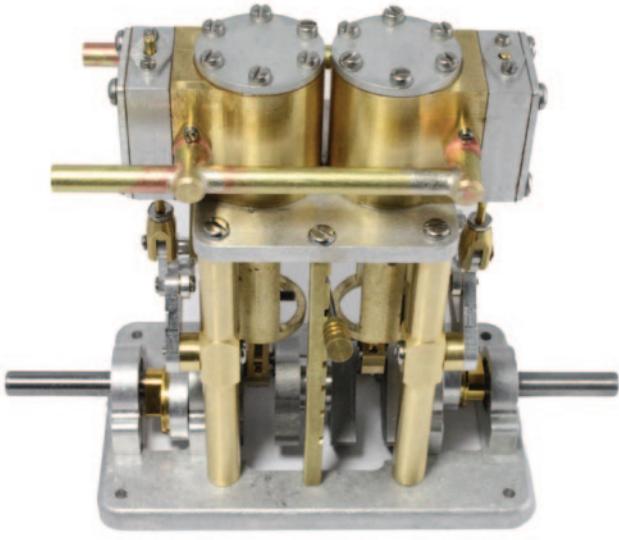
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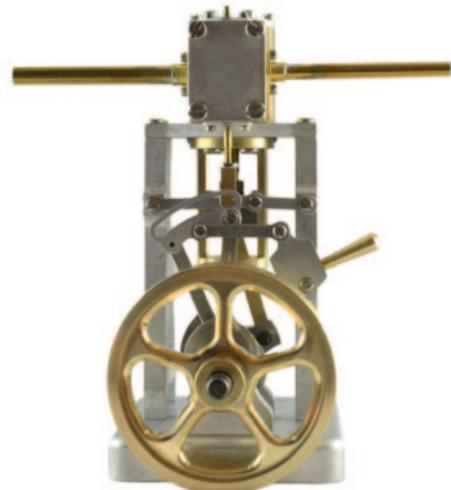
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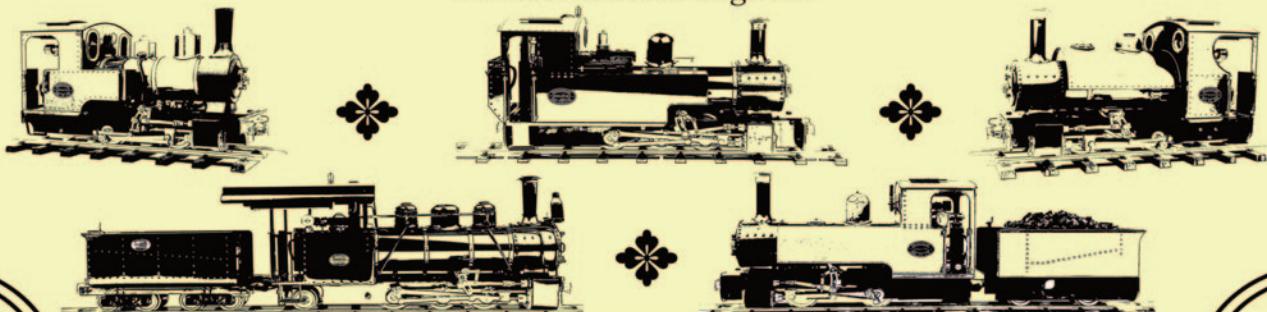
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Cover: Stephanie Huntingdale having a great time at the N.S.S. 2021 - Photo by Carla Brand Breitner

Vol. 31 No. 5 Issue No. 177; January/February 2022



STEAM IN THE GARDEN

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

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In Memoriam

Art Bussalacchi -

Good friend and fellow live steamer, Art Bussalacchi passed away on September 23, 2021 at the age of 92. He served in the Navy and the Coast Guard for more than thirty years and retired from the Coast Guard, reaching the rank of a Commander.

I first met Art about twenty-five years ago at another friend's house. I had been running my live steam Shay almost every Sunday at Larry Miller's track, when one Sunday, Larry told me he invited another steamer over; it was Art. Well, Art and I hit it off that first day and started steaming together almost every week.

Art and I were the original odd couple, he barking out orders and me not listening to him.

We started attending the Summer Steamups for fifteen years and we always had our different ways



Art Bussalacchi

Rick Parker Photo

of steaming. He was the perfect steamer, doing everything by the book, me not so much and I always heard about it. At one steamup at the Sacramento Rail Museum, we were going at it almost all day. He was trying to teach me the right way to do things; the Art way, and as always it went in one ear and out the other. Art was always the teacher and I was always the "grasshopper." That same day we were packing up to head home, and then it happened – a fellow steamer came up to me and asked me what time we left from home and I said, 6:00am. He asked, "What time will you get home?" and I said, about 6:00pm. He looked at me and said "Twelve hours together! If I hear on the radio that one of you made it home and not the other, I will testify that it was justifiable homicide." Art and I laughed all the way home. It was a fun day.

Art taught me so much about live steaming, eventually, I abandoned my way of steaming. Over the years we would get together once or twice a week. After a while, it was easier for me to go to his house to run trains and talk about all the fun we've had. As time went on we would just sit around and talk trains and solve the world's problems.

Art always had a cold one for me.....root beer that is! RIP my friend.

Submitted by Dave Frediani



Railway Librarian

Review by Joe Rothwell

I bought my copy of Marc Horovitz's book 'A Passion for Steam' at the 2021 National Summer Steam up and my only regret is I waited too long to get a copy! The book, binding and pages are of high quality and will stand up to many reading sessions. The pages are heavy-coated paper with very fine photographs. The text is divided into two main sections. The first section is about 90 pages or so that are devoted to steam operations, and consists of 10 distinct chapters. They include subjects like valve setups, boiler arrangements, burners and so on. Each chapter's subject is described in detail and illustrated with excellent pictures and drawings. For instance, the ratio of the exhaust blast nozzle in the

smokebox and the smokestack skirt is given, which is very helpful on my current project as I'm fitting a boiler to the chassis.

Having all the different aspects of building, running and maintaining model steam engines

A Passion for Steam
Small scale steam locomotives
and how they work



MARC HOROVITZ

in one book is worth the admission price alone. Usually when reading technical data, a person's eyes start to glaze over, but Marc's obvious ease with the subject matter captures the reader's atten-

tion and instills confidence.

Now comes the Magic! The second section starts with Chapter 12 and contains 137 pages of pure, unadulterated fun. As each page is turned, the reader is greeted with a different steam engine, exquisite in its own right, accompanied by a thoroughly written description and history. Some engines are from unknown builders and constructed from a set of plans drawn by the Grand Master "LBSC."

One notable engine is an 18½ pound behemoth from another Grand Master, Charles Mynhier. There's another photo of an engine from Mynhier in the first section, an incredible compound cylinder machine — in 'O' scale! The majority of the collection is from the UK, and includes a 'Thunderer', circa 1885, and my favorite, the 'Victor Harrison 4-4-2', circa 1913, which also graces the cover of the book. This wondrous collection was time and resources well spent, if you ask me, including the effort to write this book.

Two things make a great rail book; well researched subject matter that's backed up with photographs, and the author's ability to convey their interest and passion on the subject. When opening Marc's book and coming to the Preface on page 4, Technical Editor Vance Bass begins his introduction with 'Why model steam locomotives?'; this he deftly explains and ends his discussion with "what a gift Marc has shared with us through this book." I couldn't agree more. Not since Pierce Carlson's 'Collecting Toy Trains' have I enjoyed a book on model trains this much. A rainy day, an overstuffed chair and this book —life is good!

11" x 8¾" vertical format, hardcover with dust jacket, 240 pages; too many color photos and drawings to count; table of contents, index for both sections and a bibliography. Copyright by the Author; published by Cal-Pac Trading Co., second edition 2014, ISBN 978-0-692-23286-4; Printed in China; Price \$45

Steam in the Garden Magazine Transition to All Digital

Our September/October 2022 Issue #181 will be our last printed issue. All issues following #181 will be digital and available for download to Digital Subscribers at our website:

www.steamup.com.

The following is our pro-rated schedule for those whose print subscriptions expire before issue #181. Please order online. The issue number that your subscription expires on is located on the mailing label of your most recent magazine.

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A Whimsical Climax Part Three

Text, Photos, and Drawings
by Bill Allen

Chassis

Pilot deck and Truck

Although this model is not particularly scale to anything, the general look is that of an 18 ton Class B Climax which has the main frame extending beyond the boiler, creating a rather large deck. In reviewing numerous photos of working Climax locos, I found that various adaptions of the deck area were done, but the ones I liked the best were those with a wood box holding chains and some spare parts and the ones with a logging cable wrapped around the buffer beam.

The Aster trucks were really nice but the glossy black finish didn't cut it. It wasn't that I was wanting for a weathered finish but I decided that a little weathering would break things up. I used rust colored weathering powder sparingly around the bolts and springs and fogged on a light coat of clear to set it (Photo 3-1).

The buffer beam and step backer are cut from a piece of mahogany. The cable which is

wrapped around the buffer is picture hanging wire which is painted with flat black and rust primer and then sanded to reveal the wire in some places. The same technique was used on the chain and parts in the box. The box is made from poplar wood strips glued in a box joint fashion (Photo 3-2).

Photos 3-3 and 3-4 show the smokebox and front cover & door. As described in Part 1 (*Steam in the Garden September/October 2021, No. 175*), the smokebox is actually part of the boiler and is separated from the steam portion by the front tube sheet. The boiler portion is wrapped with a brass sheet over a wrapping of Fiberfrax ceramic fiber cloth insulation. The smokebox portion gets only the brass wrap which is rivet embossed prior to bending to shape. This stepdown gives it the prototypical look.

Boiler accessories

The stack is formed from several pieces (Photo 3-5). First a piece of 7/16-inch x 2-1/4-inch K&S brass tubing is cut to length. The diamond shaped top is turned from aluminum bar stock and attached with JB Weld. The lower section is a lit-

Whimsical Climax Series

- Part 1 - Frame & Cylinders
- Part 2 - Boiler
- Part 3 - Chassis
- Part 4 - Cab & Bunker



Photo 3-1

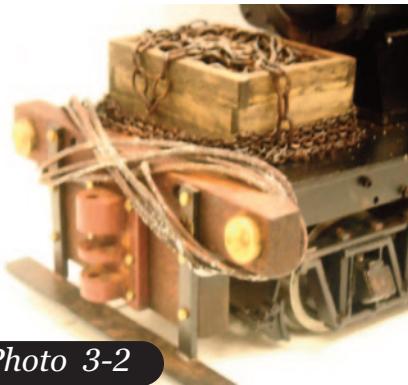


Photo 3-2



Photo 3-3



Photo 3-4



Photo 3-5



Photo 3-5A

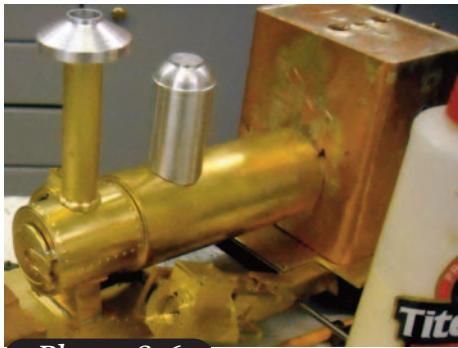


Photo 3-6



Photo 3-7

tle more complicated. I am making this stack removable so I will attach it with a knurled nut similar to the Accucraft engines.

A short piece of 1/2-inch brass bar is turned to fit into the tubing and then threaded on the other end to 7/16-inch x 32, with a shoulder to receive the washers. The upper washer gets a concave shape to match the smokebox radius. This is done by clamping a brass bar in the mill vise and with a boring bar or fly cutter making the cut. This can also be done with a spindle sander. Once this is done, the bar is placed in the lathe, the through hole is drilled out and the washer is cut to length. The cut end is rounded off prior to the final cutting. The lower washer is formed from a bar and shaped on the one inch bench belt sander. The nut is cut from the same bar on the lathe after it is drilled and

tapped and then knurled (**Photo 3-5a**).

The dome is non functional and is turned from aluminum bar stock. It is attached with JB Weld (**Photo 3-6**). The dome base is cut from bar stock and the bottom curvature is cut with a fly cutter in similar fashion to the stack washers. It is fitted to the boiler curve (**Photo 3-6**), then a base is cut from a larger piece of aluminum and the assembly is attached with JB Weld. The Trackside Detail bell is fitted and attached with two 0-80 socket head screws. The dome, base and bell assemblies may be seen in **Photo 3-7**.

Walschaert Gearing

As discussed in **Part 1** of this series, the Climax trucks are driven by two drive shafts which are driven by bevel gears in the transmission. The

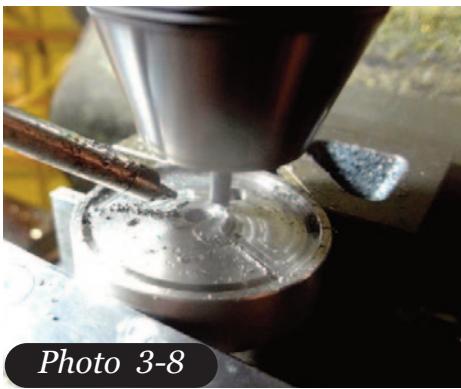


Photo 3-8



Photo 3-9



Photo 3-10



Photo 3-11

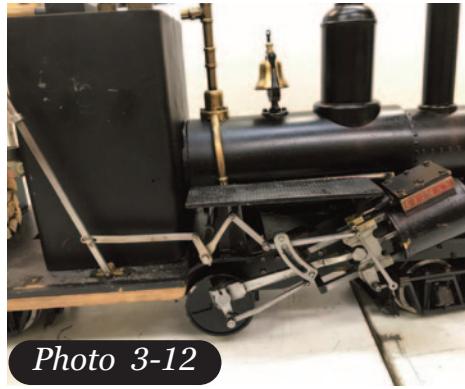


Photo 3-12

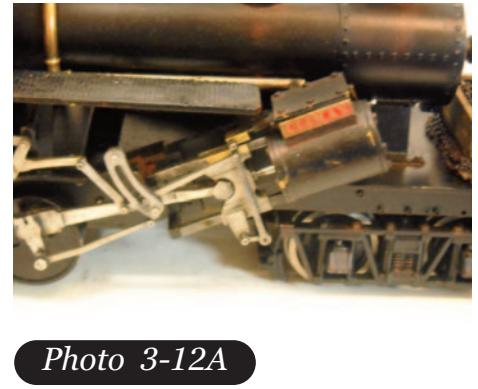


Photo 3-12A

transmission is in turn driven by a cross shaft. At each end of the cross shaft is a counter weighted drive wheel. This wheel is machined from low carbon steel on the CNC mill (**Photos 3-8 and 3-9**)

Photo 3-10 shows the valve gear parts which were also cut on the CNC mill. On the top is the radius rod which gets its name from the fact that the length from the hole on the left to the pin on the right is the same as the radius of the curved slot in the expansion link bellow it. The vertical lever on the left is the combination lever which connects to the crosshead through the union link, the small link at the bottom of the photo.

Photo 3-11 shows the piston drive rod connected to the drive wheel and the eccentric crank at 90 degrees to it.

Photos 3-12 and 3-12a show the completed valve gear with the reversing reach rod coming out of the cab, and the bell-crank setup which raises and lowers the radius rod.

Steam Piping

The piping from the throttle to the cylinders was made up of brass pipe and pipe joint fittings. It came off the top of the Tee Box and through the front of the cab to a T, and from there up to the whistle and down to the cylinders (**Figure 1**). I duplicated the piping on the other side with the exception of going straight from the boiler to the piping as I needed to have a lubricator in the cab. To do this I ran the pipe through the lubricator in Ruby fashion and then down to the corner of the cab (**Photo 3-13**)

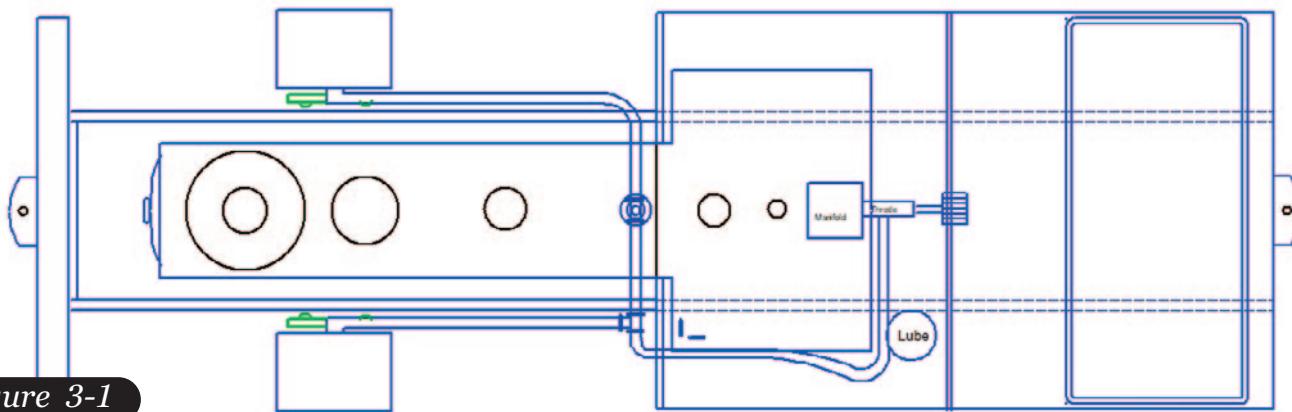


Figure 3-1

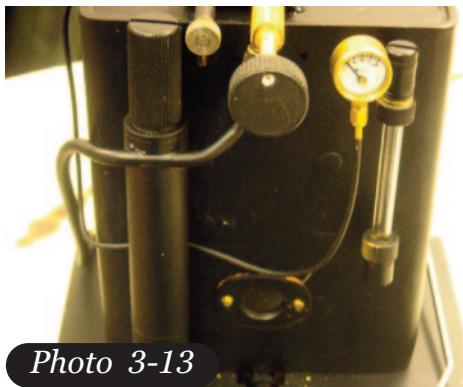


Photo 3-13

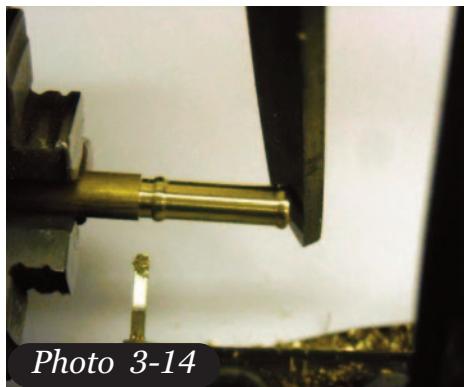


Photo 3-14



Photo 3-15



Photo 3-16



Photo 3-17



Photo 3-18

Photo 3-14 shows a fitting being turned on the lathe from a piece of 1/4-inch rod. A parting tool is used to relieve the lower area and a file is used to round off the raised rings. You can see in the photo where the file is rounding off the end of the fitting.

The tubing shown in **Photo 3-13** connects to the exterior piping with a M5x.5 compression fitting. The male fitting and the T separating the left and right side are shown in **Photos 3-15** and **3-16**. The steam exits through the lubricator in the cab and then to the T fitting. The left cylinder is fed through the horizontal pipe and the steam is directed through the horseshoe-shaped pipe to the right side, where an elbow directs the steam to the right cylinder. The vertical pipe and whistle do not receive steam.

Traction

If you noticed in the lead photo, this engine is capable of pulling many heavy log cars. The 9/16-inch cylinders, three-to-one gear ratio and full working Walschaert gearing along with a productive boiler provide all of the power necessary, but without traction, it would just sit there spinning its wheels. To improve the traction, I increased the weight over the drivers by adding blocks of lead between the frame rails (**Photo 3-18**).

In the next issue, I will go over the cab and bunker.



Pandemic Project:

Track Rebuild

Text and Drawings by Jim Gabelich
Photos by Rick Parker

About a dozen years ago I decided I wanted a steamup track with large radii (at least 10 feet). After I got bids from different sources, I ordered an all steel powder coated track. The radius turned out to be 9-feet 6-inches (**Photo 1**). The fit and alignment of the pieces was far from exact, but with fiddling and shimming, I got the layout assembled.

The larger problem, however was corrosion - after only two months the new track started showing rust (**Photos 2 and 3**). The builder would not replace it, but instead sent me track side shelves at no cost. BFD!

For 10 years, this track played host to “the Wednesday Water Boil,” an informal group of Southern California steamers who would gather fairly regularly each Wednesday.

A year ago I decided to replace the old, rusted track, so I designed a new layout to fit my 21-foot 6-inch width by 61-feet length area (**Figure 1**).

At that time I did not include the actual design for the supports or track base. One of the regular

Wednesday Water Boilers is a professional cabinet maker and carpenter, Tom Woolson, and he offered to do the physical design work. Tom provided complete drawings of elevation of north to south, 11-inch differential and east to west 20 inches differential (**Figures 2 & 3**). It's a masterpiece of design.

Tom also made a 1:1 prototype mockup of a platform support and track base to demonstrate his plan (**Photos 4 and 5**).

After tearing down and hauling away the old layout (**Photo 6**) our plans were to build the new layout right away, but COVID intervened, and all work was put on hold (**Photo 7**). The only materials saved from the old layout tear-down were the rail and switches.

We finally started construction of the new track base and supports at the end of March 2021, after all of our team members got vaccinated. After two months of work we finally finished laying the track and the project was completed by the end of May. The basic platform design called for two-by-four-inch 16-gauge steel stringers with kiln dried two-by-four-inch wood cross and center braces on four-by-four-inch pressure treated timber vertical posts (**Photo 8**).



Photo 1



Photo 2



Photo 3

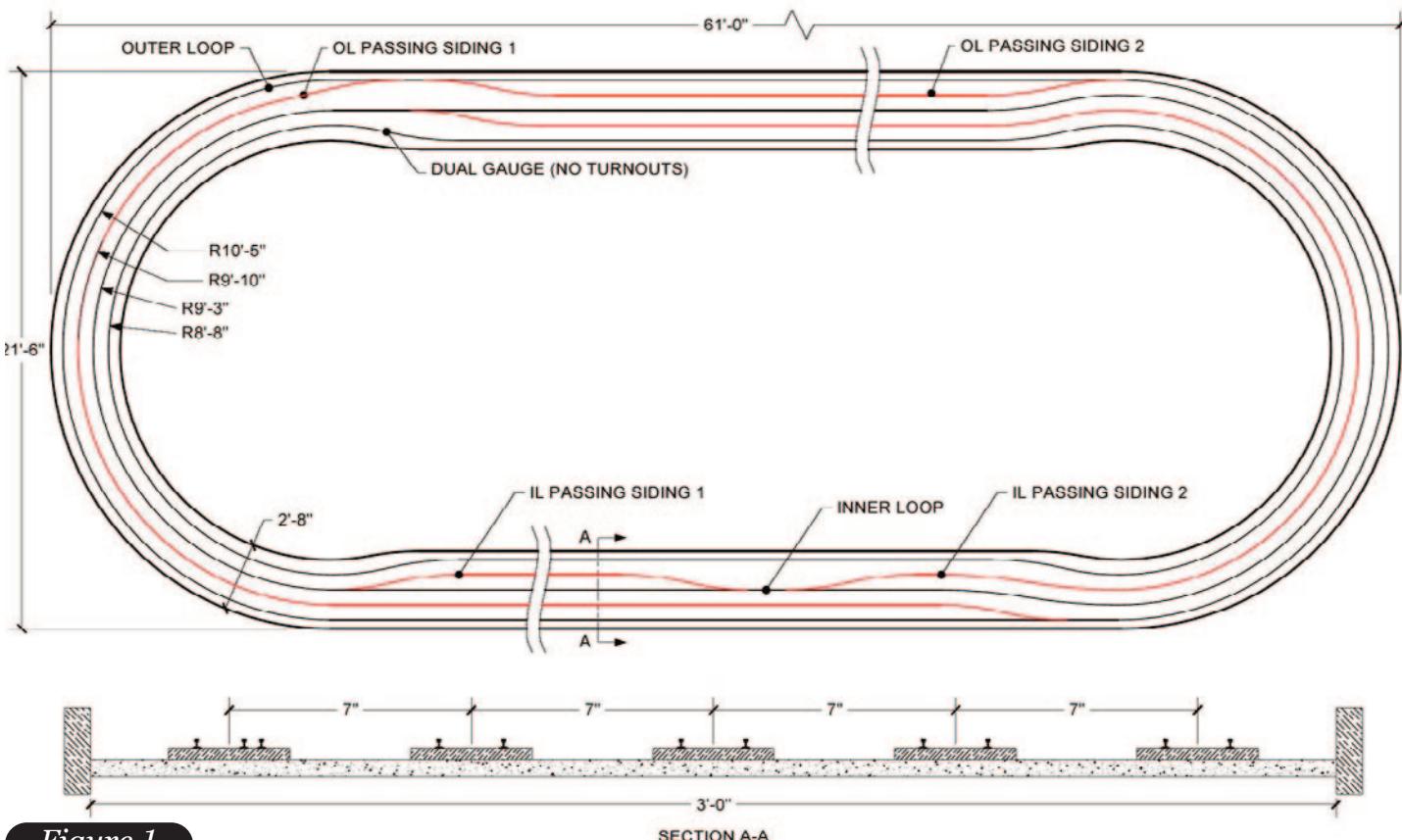


Figure 1

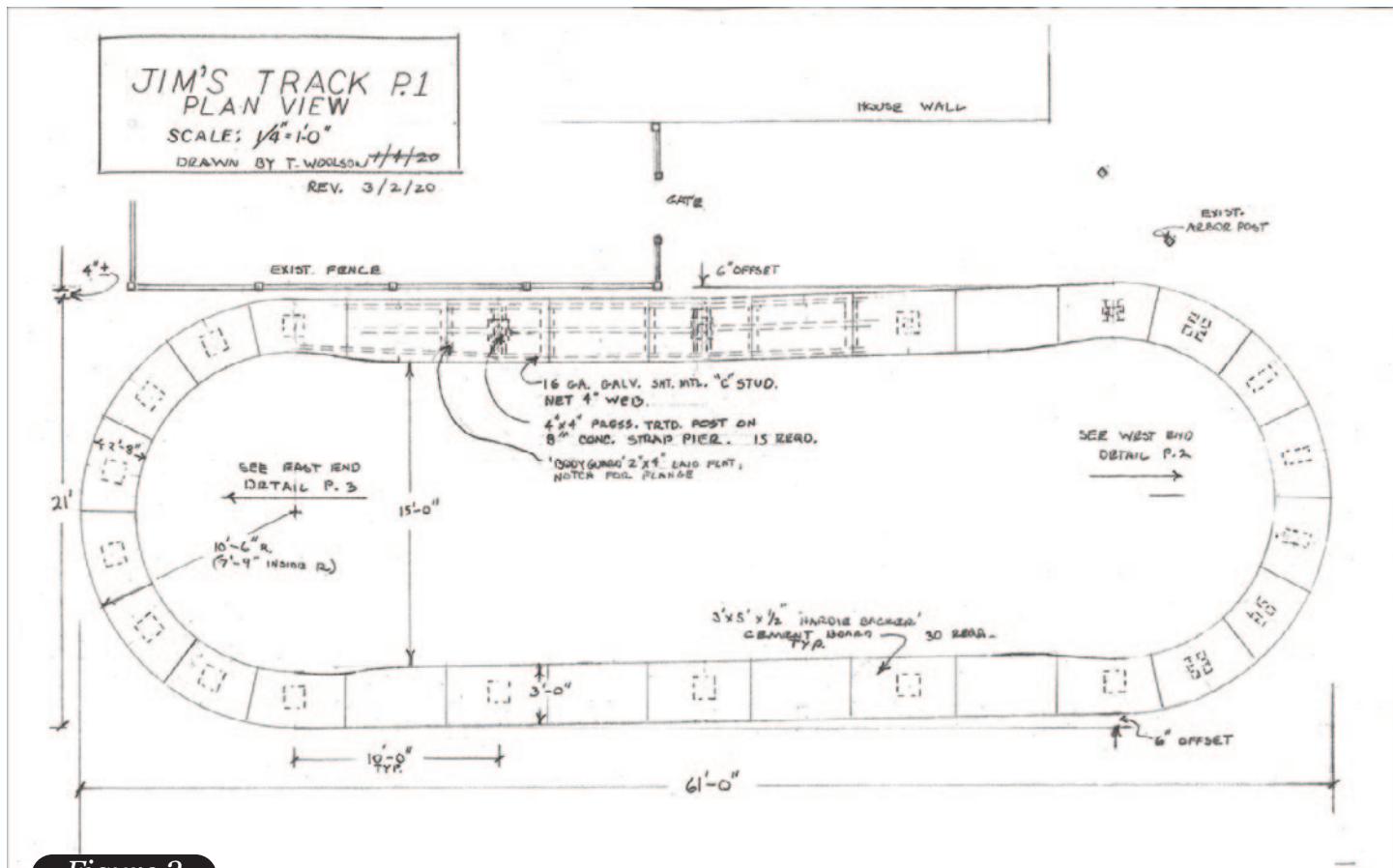


Figure 2

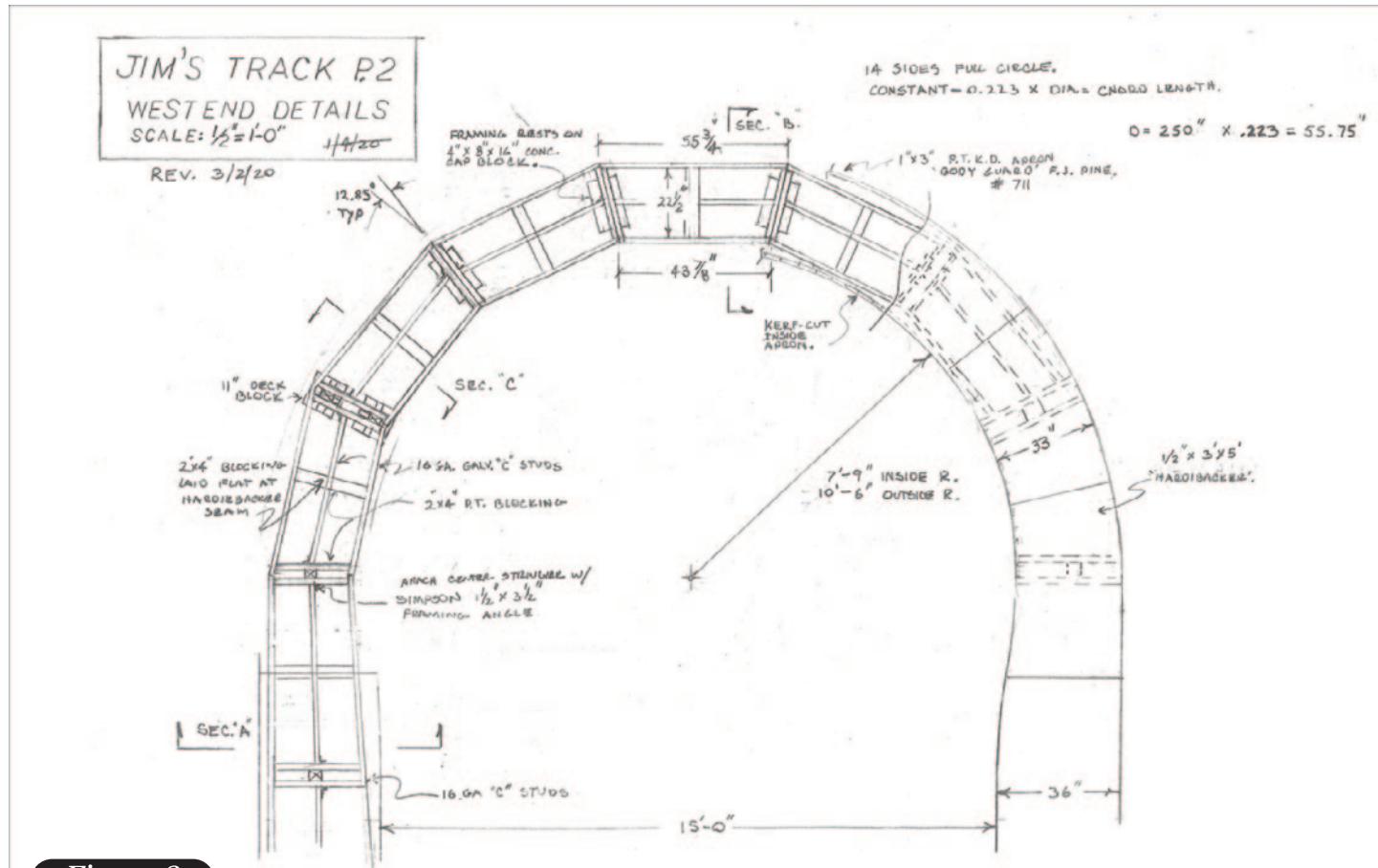


Figure 3

Tom's design made it possible to raise and lower the new track bed one to two inches above center line and on the curves. The track bed is also adjustable from zero to six degrees positive camber (**Photos 9-12**).

Dan Pantages suggested transition pieces where straight track meets curved, and this was done and supervised by Pete Comley. I wanted long sidings but was somewhat limited by overall track length. John Polen suggested running one long siding on the north side going east around the curve to the south side, and joining it to the same loop (**Photos 13 and 14**). A short 24-foot siding on the north side of the track was also possible. There was also room for a similar long siding that goes around the other end of the layout from the south side to the north side (**Photo 15**), as well as an additional short siding. Brilliant — thank you John.

Because of the total width of the track bed it was decided that a handrail-supported walkover was necessary at the west and lowest end of the track (**Photo 16**). Finally, a third and inside dual gauge loop was added that does not include sidings but did give me three complete loops with four total sidings.

Trim molding was used on both the inside and outside of the track base to protect the HardieBacker cement board and finish it off with an attractive molding (**Photo 17**). Kerf was cut on one side to make bending easier on curved ends (**Photo 18**)

Total cost of materials was about \$2,800, and the labor cost was none. But I did supply lunch for the team members; El Polo Loco chicken dinners, fish and chips, or deli-made sandwiches from a delicatessen down the road.

All of this was accomplished by the Wednesday Water Boil team's free labor which included, Tom Woolson (project supervisor), Rick Parker, Pete Comley, Greg Dahlem, John Polen, John (Buzz) Barry, whip cracker Sonny Wizelman and myself as official manager.



Photo 4



Photo 5

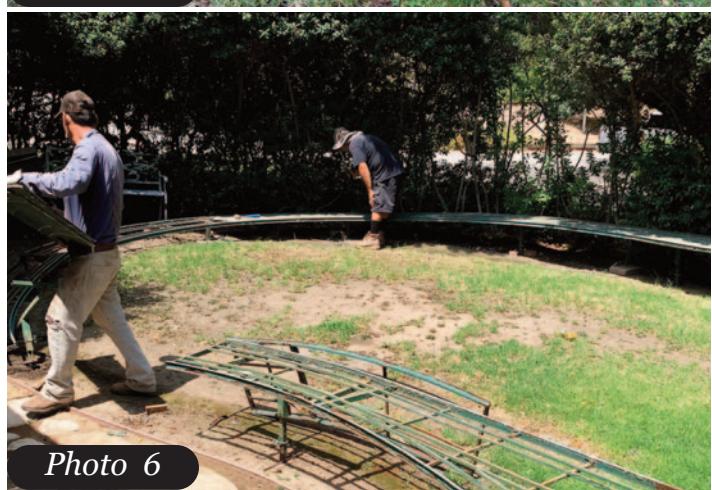


Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11

Construction Materials

- Concrete deck piers.
- Pressure treated 4x4x96-inch timbers.
- Base board, 3x5 feet by half-inch water resistant HardieBacker panels
- 2x4-inch 16-gauge galvanized steel studs for the stringers.
- 2x4-inch kiln dried studs for cross and center braces.
- 1x4-inch kiln dried wood
- Deck screws of various sizes
- 1x4-inch screws for the braces and kiln dried studs.



Photo 12



Photo 13

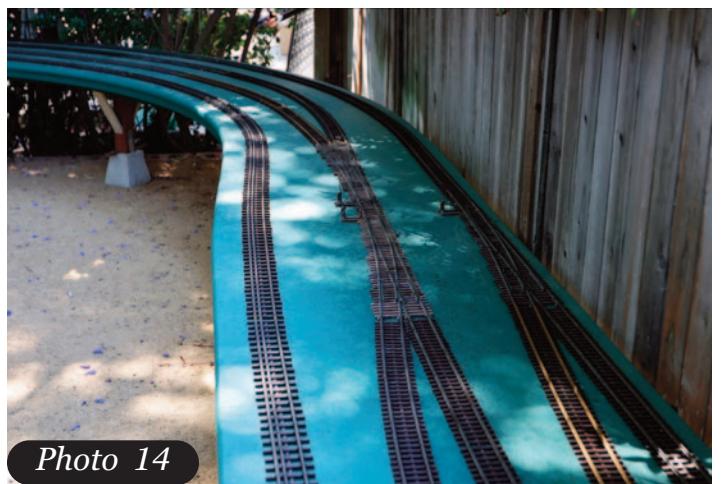


Photo 14



Photo 15



Photo 16



Photo 17



Photo 18

The Wednesday Water Boil team that worked on the project (l to r): Pete Comely, John Polen, Rick Parker, Jim Gabelich and Tom Woolson. Team members that worked on the project but were not present for the photo were John "Buzz" Barry and Sonny Wizelman.





Text by Gary Woolard

Photos By Rick Parker* and
Carla Brand Breitner**

What should we call it this year? The National Summer Steamup, even though it started in September and ended in October? The National Steamup Spectacular? That's what's embroidered on the "event shirt" for this year. Let's just call it the "N.S.S." with the assurance that everything will be back to normal when the event happens again next year from July 13th to 17th.

The 2021 "Steamup Spectacular" was a study in differences and similarities. This was the first N.S.S. in over two years, and turnout was only about half that of previous meets, but many of the traditional elements of the Summer Steamups continued as usual.

Steaming at the New Venue

The label was probably the least important change to the event -- the most impactful was the change of venue. Rather than the former computer center at McClellan, the N.S.S. met in a large "Quonset Hut" style community building with gymnasium style flooring that was part of the



Our Venue — Lodi Grape Festival Grounds



*Plenty of room inside the "hut"**



*Steam on the floor! Participants make good use of the venue's floor for road vehicles.**



*Centralized tables for prep improved workflow.**

'Grape Festival' grounds at Lodi, California.

This was actually a fortuitous accident. The managers of the festival grounds had originally offered Steam Events two smaller connecting buildings, and rumors flew that the separation between two groups of layouts would limit the social interactions between all the steamers, as well as track availability. However, a scheduling conflict led them to offer the larger quonset building instead. This building, as you'll see in the pictures, is quite suitable for steamups, so the Steam Events crew made an agreement in principle for the next five years.

The building interior is roughly equivalent in size to the old McClellan venue, although to my eye it seems larger. That may be due to an interesting change of layout. Put very generally, at Lodi most of the work tables are gathered toward the center of the hall, and the tracks are spread around the periphery. There are still work tables inside the tracks, and some against the walls. It was easy to spot the blue shirts of the Steam Events crew.

This 'centering' of work stations was quite advantageous when your engine was prepped and ready to steam. You could look to your left and see that one layout was busy, with engines on the ready track, then look to your right and see that another

layout had a track open. With a short walk and your lighter in hand, you were ready to run.

As usual, there was a wide range of engines running -- alcohol, gas and coal burning. Prototypes ran from tiny Welsh slate carriers to Big Boys. If I had to identify a trend, I'd point to an increase of 7/8th's locos. I saw two of the new 7/8th's Forneys running; one gas and one coal -- they were **HUGE**.

Consists ran from the prototypically accurate ("Should I run cars with "Moffat Tunnel" logos or "Flying Rio Grande's?") to wildly whimsical. I don't count my steamup experience as complete until I've seen Samantha Coley's train of rubber ducks! But the trend towards full trains of all kinds is continuing. When I got into the live steam hobby a dozen years ago, it wasn't unusual to see an engine 'running light.' Nowadays, unless an engine is being checked or tested, it's almost always dragging a consist.

Of course, actually running your trains is only half the fun of attending a National Summer Steamup; the other half is schmoozing with the friends you haven't seen in a year and seeing what they brought to play with. (A veteran attendee I know says the proportion is actually more like 40/60!) And this aspect also was facilitated by the close assembly of work stations at Lodi.

Steamup Traditions

There were only two vendors present this year, but they both seemed to get a lot of traffic. I suspect there was a lot of pent up 'buyer potential.' Bing and Channing Cheng were there to represent Accucraft, along with a few assistants. There seemed to be a lot of interest at the Accucraft table, and I counted at least three friends who walked away with an engine tucked under their arm. The new P8 was on display, and ran extensively on both the Brinks and Paso Robles layouts with Cliff Luscher engineering. It ran smoothly at both high and low speeds. A lot of Southern Pacific aficionados would have been happy to walk away with that demo unit, but they won't have to wait long; a few deliveries have already been made, and by the time you read this, they should be chugging down the pipeline.

The retail side of things was represented by Mark and Brenda Johnson of Silver State Trains. Silver State carried some of the smaller things that



*Jeff Campbell (l) and Channing Cheng (r) prepare an Accucraft 7/8ths Forney for a run around the track. 7/8ths made a **LARGE** showing at the steamup.**



*From prototypical consists to whimsical -- Samantha Coley sends her rubber duckies on their way to the pond.***



*The buzz around the hall was the model prototype for the Accucraft Southern Pacific P-8 set to arrive in country in the near future. Cliff Luscher (center) gives Rich Threlkel (l) and Bob Trabucco (r) a tour of the P-8.***



Always a popular place at the steamup — the Swap Tables saw a lot of items come and go.*



Chris Coley gives a seminar on modelling and 3D printing of figures for the railway.*



Bill Allen, 2021 recipient of the Ron Brown enthusiasm Award.*

Accucraft didn't bring, as well as a few stacks of AMS rolling stock. I've recently become a "D&RGW Convert," so Mark made me a great deal on some Moffatt-logo'ed box cars.

Private deals were also available off of the 'Swap Table.' Not as much traffic here as in previous years, but there was certainly enough to tempt the cash out of your pocket. Engines ran from a Project Loco to a Shay to a K-36 and a coal-fired Royal Hudson, and even (gasp!) a diesel. There was some rolling stock and boxes of track on the table, and the typical giveaway magazines and DVDs.

Clinics were held in a room off of the main floor. Chris Coley gave an update on CAD state of the art as well as a clinic on 3D printing of figures, then he and Dai Coley followed up with a talk about 3D printed rolling stock. Bill Allen discussed his techniques for building the beautiful "Hiawatha" engine, then another session on Hiawatha rolling stock. The Ron Brown award was presented to Bill a bit early on Saturday because he had to leave early. Bill's contributions to the hobby are prolific and ingenious; the reward was never better deserved. However, some of us are convinced that Bill must have several clones locked up in his workshop laboring 24/7; we hope he'll share the award with them.

And even though the economics were tight this year, the Blue Shirts managed to pull together a remarkable session of door prizes. There were free registrations, some contributions from Accucraft, and a whole slew of MDC/Roundhouse cars! I think a majority of steamers walked away with prizes.

A moment of silence was observed in memory of the steamers we've lost in the last several years. Too many!

There was no barbecue or banquet this year, but this may be a case where the 'silver lining' outshines the cloud. At McClellan the N.S.S. was obligated to have the banquet catered by the Lion's Gate Hotel; the results were, to put it kindly, less than exciting. And there wasn't much more than fast food available in the immediate vicinity.

Lodi, by contrast, has a very charming and tourist-friendly downtown, with lots of excellent restaurants. Often groups of steamers would head off for lunch or dinner with an optimistic "where should we try today" attitude, and come back trading recommendations. So it's very possible that a



*What do live steamers enjoy as much as steaming? — Eating! Small gatherings at local restaurants nearby popped up all through the weekend.**

catered food event will be in the Steamup's future after the Steam Events crew investigates all the competitive options.

The "Stationary Steam" exhibit may have to be renamed. Yes, there were several stationary steam plants, ranging from little copper jewels that spun wheels from the power of a candle to larger boilers with motors that ran model tools, dynamos and Ferris wheels. But there were also several Wilesco and MaxiTrak lorries, and at least one Mamod steamroller; all of which ran across the floor at one time or another. Occasionally circles of steamers sat on the floor playing with their trucks, and I was told to 'watch my feet' at least once as a lorry scooted by.

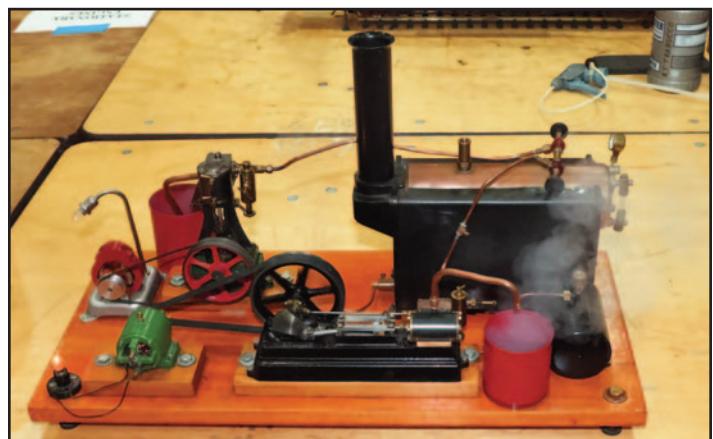
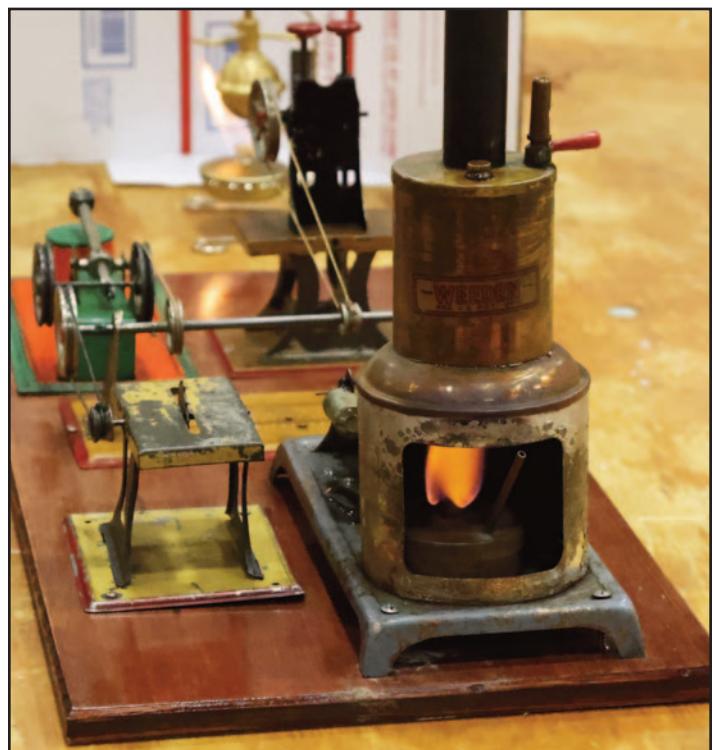
But on 'Stationary Saturday' Bob Trabucco's pile driver stole the show. This was a remarkable model; both in terms of its modelling of prototypical detail, and the effectiveness of its mechanical design. The rig's working donkey engine could power both a simple slide hammer driver or a steam hammer. Bob's demonstration of the pile driver drew large crowds.

Two Personal Stories

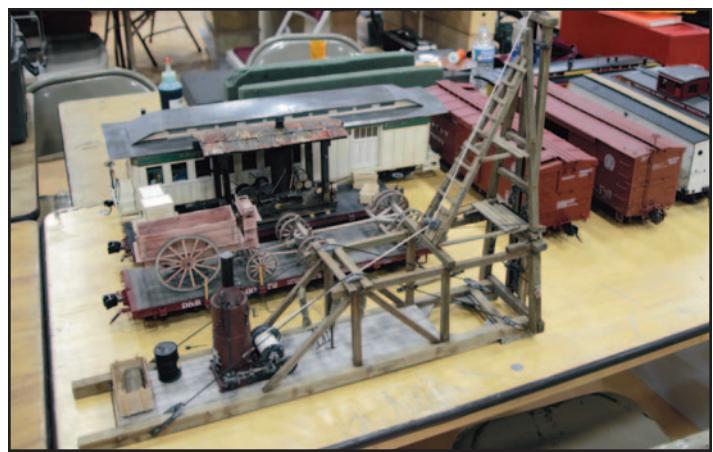
Trabucco's pile driver wasn't the only one in the hall. (*Personal Brag Alert!*) Back in May of 2020 I ordered a pile driver kit from Ozark Miniatures, and it only took 14 months to arrive. This was a box of scale lumber and white metal parts with confusing instructions and photos; and it was missing a few parts -- notably it was about 80 nut/bolt/washer castings short of what was



*Bob Trabucco (center) demonstrates his steam powered pile driver as part of the Saturday Stationary Steam day.**



*Putting stationary steam to work. A couple of antique workshop models start to come to life as steam brings the power.**



*Larry Staver inspects the detail on the author's pile driver (shown right) as the Shay pushes it through the curve. ***



*Assessing the damage. ***

needed. But I wasn't worried; I simply commissioned friend and master modeler Sonny Wizelman, whose work you've seen in these pages, to build the pile driver for me!

Sonny cast a skeptical eye on the large box of parts. "When do you want this?" he asked. It would be great, I replied, if we could show this off at the Steamup in September. "Uhmmm.. I'll see what I can do.." he said.

Sonny had it done, with typical Wizelman style detailing, weathering and rust, by September 17th. While Bob Trabucco's larger and heavier pile driver is mounted on a long, stable flatcar, ours simply



*Lesson learned — don't leave a locomotive on a not so stable surface at the edge of the work table as gravity will attempt to bring it closer to the floor!***

rides on a pair of disconnects linked by a 14-inch rooster pole. We were both anxious about the model's stability, but I insisted on trying, at least, to push this puppy around the Simpson track in front of a slow-running Shay with an appropriate work train drag. By the time the train was ready to run, we'd collected a small audience, including the local fire inspector.

Sonny and I held our collective breath as the train approached its first curve. The pile driver made it through without any apparent shift of balance. Ditto on the second curve. And on the third. By the time the train had completed a loop, I was breathing again. In fact, I felt like shouting "It's alive!" One of those small joys, of men and their toys...

But where there are ups, there are downs. I was actually away from my table when I had my first (and I hope last!) train wreck. I'm hesitant to write about this -- I wince just thinking about it.

I had my "Grass Valley" 4-4-0 sitting at my table on top of a two-inch thick foam pad. I had finished lubricating it, and walked up an aisle to talk to Garry Paine about a Goodall valve for the engine. We were chatting for just a moment when shouts came from my work area. I looked over and saw Bill Wilbanks carefully picking up my American from the floor.

There was some cosmetic damage -- the back ends of the cab's roof support had bent like ribbons of butter. But the biggest and most obvious problem was the throttle -- it had bent about 20 degrees off of center, right where it joined the boiler. A quick inspection also revealed that the throttle spindle had snapped in half inside the valve, right behind the O-ring, leaving the threaded point stuck inside the shaft.

What happened next is why I'm telling this story. Almost immediately, Bill, Garry, and Steve Ciambrone were on the case with tools and flashlight. With an assortment of VERY tiny drill bits and the dexterity of a surgeon, Wilbanks was able to pull out the O-ring, tap into the broken end of the spindle, and carefully back it out of the throttle.

It appeared that the throttle still had a straight run to the steam outlet, so a new spindle could be inserted; the question was, was there an unseen crack where it had bent, or where the throttle was soldered to the boiler? If so, I'd be looking at an expensive and difficult boiler repair!

We were a somber group as we marched over to the Accucraft table looking for a new throttle spindle. They hadn't brought many small parts to the steamup, but Channing Cheng listened to our tale of woe, examined the thread and taper of my broken spindle, and without hesitation pulled the throttle spindle from the 7/8th Forney on the Accucraft display table. "Try this."

It fit, and so we were off to the Tom King/BAGRS layout to test the engine and look for leaks. The "Grass Valley" came up to pressure and held it, and just as important, ran back and forth on the track without any crabbing. The frame was still straight.

From the crash onto the floor to our conclusion of testing -- about 45 minutes. My biggest job in the crisis -- occasionally holding the flashlight. Cosmetic repairs to the cab are still needed, but the engine of the beast is in okay shape. I was lucky.



If you ever wonder about the future of live steam, you can see it in the eyes of these young men who show their delight in the hobby. Colton Snell (top) with his 7/8ths Wren and John Kuzma prepares his own creation for a run.



Members of G1MRA pose for a shot that will be sent around the world in a future issue of the G1MRA newsletter.**

I offer several lessons to be learned from this tale.

- 1 Do NOT rest your locomotive on a thick foam sponge. It will compress under the weight of the engine and allow it to tip over -- it's sorta' like sleeping on one of those super-soft mattresses, and feeling the edge beginning to dip underneath you just before you fall out of bed. Instead, use a thick towel -- or Bill suggested getting a non-slip rifle cleaning mat. I got this advice from several veteran steamers when doing 'post mortems' of the incident -- now they tell me!
- 2 If you DO drop an engine on the floor, do it in the middle of a Summer Steamup, where you're surrounded by friends who have the talent, tools and generosity to help you out of a jam. My thanks to Bill Wilbanks, Garry Paine, Steve Ciambrone, and Channing Cheng.

Covid and N.S.S. Turnout

Was Covid the 'elephant in the room?'

Well, not so much in the hall. Some people wore masks most of the time, some wore them some of the time, but frankly by the end of the steamup most of us were maskless. It was a large hall with a

lot of spacing, and there seemed to be a perhaps understood consensus that everybody was vaccinated.

And certainly not out in the real world of Lodi. The first time I entered a restaurant in Lodi the hostess waved me off from wearing a mask, saying "we're supposed to wear masks, but you don't have to." And that seemed to be the general rule of thumb in town.

Covid may have been a big factor in the low turnout at this year's N.S.S.; the late date for this year's event may have been another one. But while the resulting increase of available track time may have been fun for those of us who attended, the number of 'regulars' who did NOT attend this year's event is very concerning to the Steam Events volunteers who make the N.S.S. happen. They just barely 'made their nut' at this year's event with the help of some extra donations. And before the next one in July 2022, they have to pay for the interim storage of layouts and trailers, as they do every year. The volunteers are scrambling to find alternative storage solutions and other ways to cut back overhead costs; but the bottom line is that if the National Summer Steamup doesn't achieve a healthy level of registrations for next year, they may not be able to continue.

So do I need to say it? Be there or be square! See you in July 2022!

Basic Project Loco Upgrade



Text & Photos by Tom Bowdler

The Basic Project Locomotive was developed by Mike Martin years ago as a simple live steam project and many of them have been built and enjoyed. Kits of parts and the boiler and steam motor needed to build the loco are no longer readily available but they are still being built with alternate components. Plans and instructions for the original design may be found at <http://www.panyo.com/mso/BPE.htm>.

This particular example was converted from Sterno to firing with butane gas, (Photo 1) and has some of the mods from the late John Thomson's SitG articles, (see sidebar). It was formerly part of the collection of SitG founder Ron Brown.

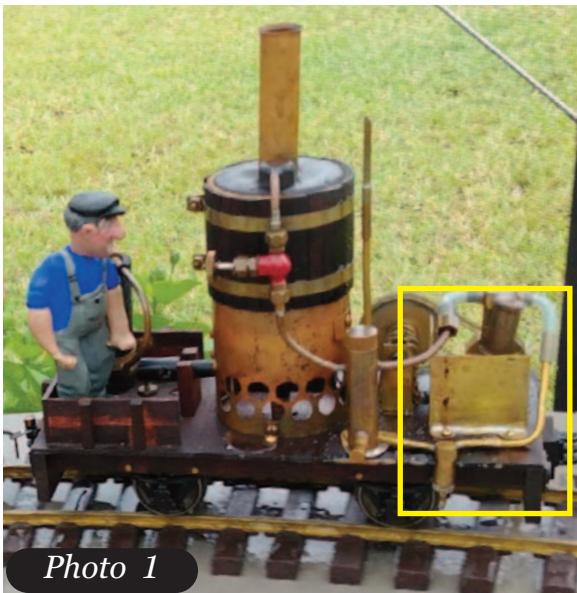
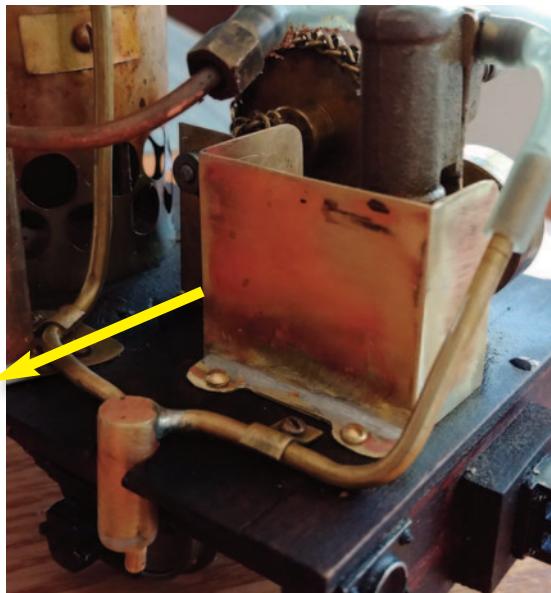


Photo 1



Basic Project Loco Improvement Articles by John Thompson

Vol. 10 No. 4; Issue No. 52; September/October 1999

Vol. 10 No. 5; Issue No. 53; November/December 1999

Vol. 10 No.6; Issue No. 54; January/February 2000

Vol. 11 No.1; Issue No. 55; March/April 2000

I enjoyed running this locomotive for several years after it was gifted to me by Marie Brown, until I just couldn't stand to leave it alone. This

project began with my desire to lessen the mess created by the oscillating motor, which flings oily water all over the front of the locomotive. I made a U shaped deflector from brass to surround the motor and cut a larger hole in the floor for the water to drain (Photo 1-arrow).



Photo 2

The plumbing was rearranged, and a water separator was built into the exhaust line so that only the steam plume exits the extension paralleling the boiler stack.

Most of my projects lean toward the whimsical side but all must be plausible, so the loco needed a source of water and fuel. A section of a Ruby side tank with the open end plugged with a block of wood was topped with an Ozark Miniatures fill hatch, then soldered to the deflector surrounding the motor, (**Photo 2**). The rear mounted butane tank was lowered through the floor, and a coal bunker with lid was fashioned from wood to surround it, such that the butane valve handle appears to be a hand brake lever. Coal was cemented to the top of the bunker and some to the floor with JB Weld.

A Rob Bennet figure who we named "Sad Sack" from the old cartoon had his hands modified to hold a shovel which I made from brass, soldered and blackened. His feet are drilled for magnets which hold him to a piece of tin plate which has been glued to the floor and weathered. Some bling in the form of polished boiler bands and lacquered boiler base was added and then self-blackened from the heat of the butane flame on subsequent runs. An oil can, and a grease bucket with brush handle were fashioned with Sculpy clay, painted and placed on top of the coal bunker.

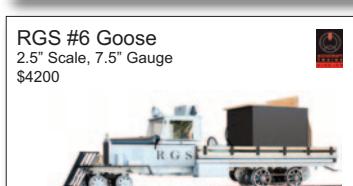
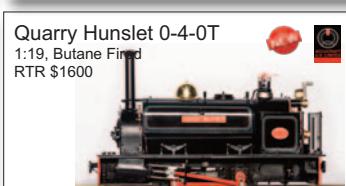
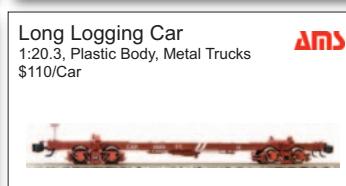
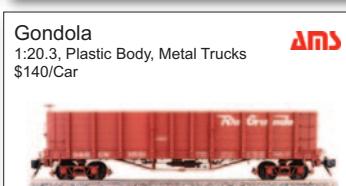
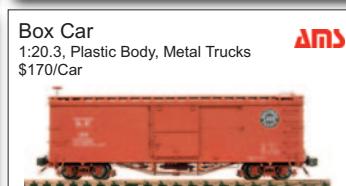
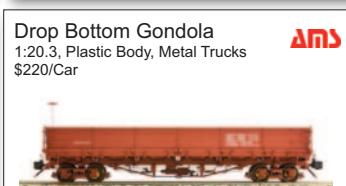
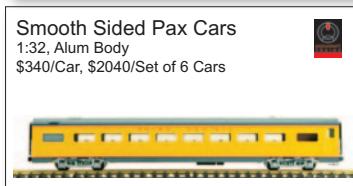


Photo 3

For better performance on oily track and potentially better hauling capacity I obtained some sprockets and chain from Servo City to connect the driven front axle with the rear axle, creating all-wheel drive (**Photo 3**). Larry Green was working on a similar project and offered to ream the sprockets and attach them to the axles for me. I'm not sure how much an improvement this has made but time will tell as I run it more.

You may feel that these changes are mostly like adding "lipstick on a pig," but I think a locomotive with as much personality as the 'Basic Project' deserves a little detailing. I am pleased to honor my many years of friendship with Ron and Marie Brown by creating this piece of motive power for a future train built for the Newark Valley Mineral Company. I have recently learned that a rare mineral named "Ronaldium" has been discovered within a glacial ridge just south of Newark Valley, New York. A narrow gauge railway will be needed to help extract this valuable commodity.

LIVE STEAM STATION





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RTR \$4500, Electric \$4150



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AAR Box Car
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\$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



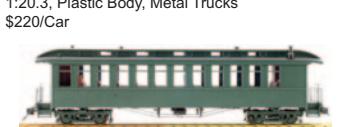
Saxonian IIK
1:20.3, Butane Fired
RTR \$2975



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



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



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



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



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



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



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



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



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



Short Caboose
1:20.3, Plastic Body, Metal 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



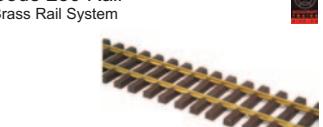
Fowler Ploughing Engine
1" Scale, Butane Fired
RTR \$5295



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



Steamup Report

16mm Association

North American Steamup

Text & Photos by Rob Kuhlman

After a one-year Covid delay, the Fourth Annual Gathering of the North American members of the 16mm Association of Narrow Gauge Modellers took place on the final three day weekend of September, at the marvelous campus of the New Jersey Live Steamers in north-central New Jersey. The NJLS couldn't have been more perfect hosts with lots of friendly faces, a delightful setting, plenty of ride-behind trains in the background, and with stationary steam and R/C

Above: The Americanized Billy featured in SitG in the early 1990s.

tractors and trucks adjacent to our activities. NJLS even ordered in the most delightful weather I've ever experienced at an outdoor steamup. The Gauge One members of NJLS have constructed two multi-track railways which we were welcome to use, and we supplemented these tracks with Mike Moore's smaller dual gauge portable railway to accommodate the numerous 32mm gauge locomotives which came to the event.



John Prescott's original Robin



A scratchbuilt Stomper-powered center cab loco inspired by the many Stomper projects in the early years of our hobby.



With two Stompers buzzing away this loco sounds like a swarm of angry bees

As appears to be the case with other large multi-day steamups during this Covid year, attendance was lower than in previous iterations of the Annual Gathering. With the US border closed to Canadian citizens, and with many folks reluctant to risk break-through infections posed by extended travel, all of the participants were from an easy drive of the NJLS campus. As a consequence, with all these tracks available, there was no need for a track queue board – if you wanted to run, you just fired it up or turned on the switch. A battery loco would often pull a train on an empty track while its owner attended to a steamer on the adjacent track.

A surprising number of what would be regarded as 'heritage locomotives' were in attendance. Outside of an Accucraft Isle of Man train and a recently produced 3D printed 7/8th-inch scale

'critter' and rolling stock, everything else was at least a generation old. What's fun about the heritage equipment is the stories which they tell – who the builder was, what challenges were faced in its construction, who has owned it since – and the stories would progress from the technical to the social.

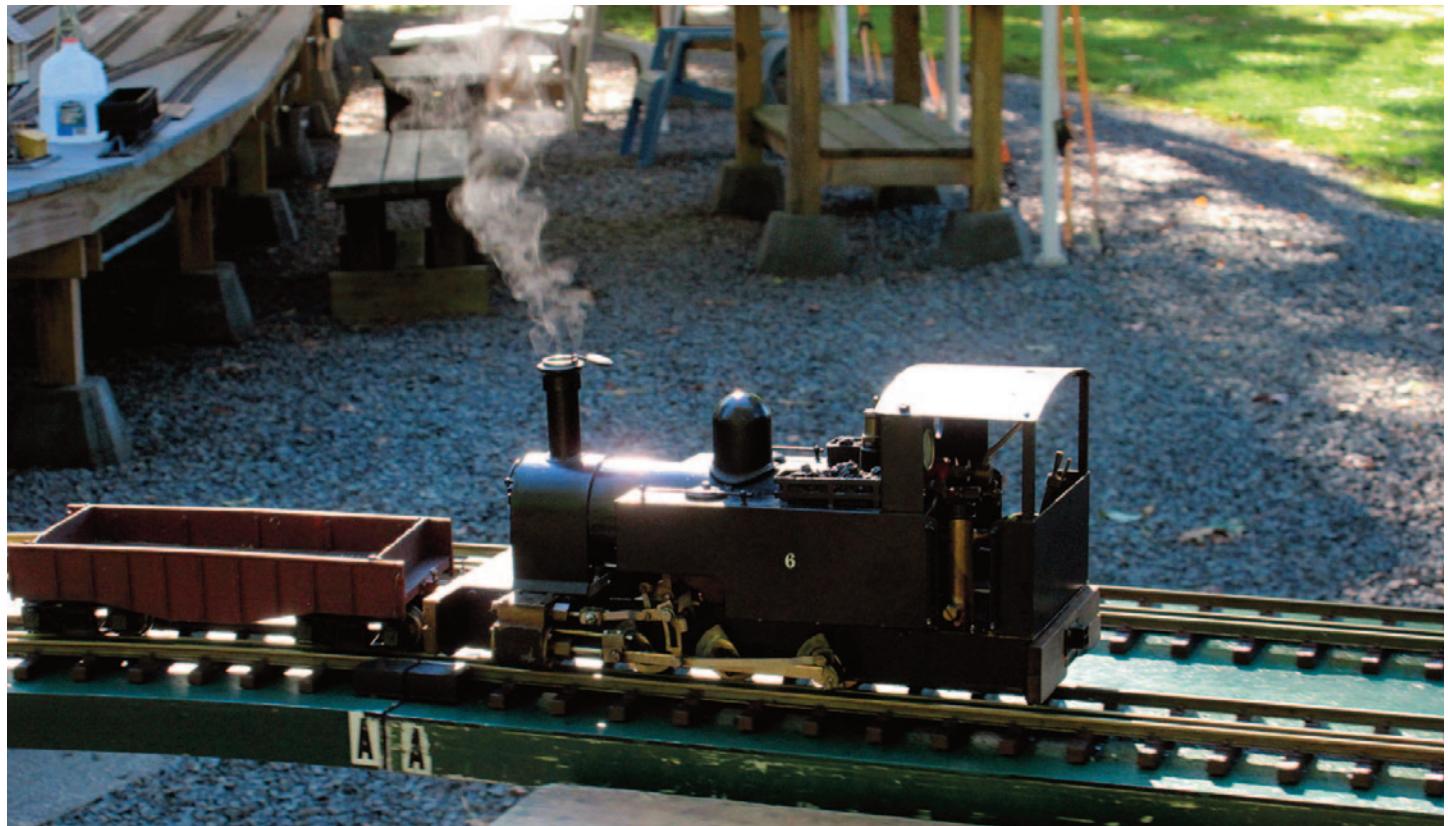
An example might be my HD Models Huddy Hunslet which I purchased thirty years ago from Ken Matticks's Double Header Productions. This battery loco would make the rounds on my first railway, the Linwood Mineral Tram, while I prepared a steamer to take its place on the track. One fateful stormy night in the early 2000s a portion of our home's roof was blown off by a microburst; the rain-soaked plaster ceiling crashed down on the this loco and its roof and hood were smashed. I soon resurrected the loco only to have



Coal-fired John Shawe Roundhouse Jack (left) and very early Accucraft Excelsior (right).



Roundhouse Jack subject of a product review in Steam in the Garden by Matthew Labine.



Early Roundhouse meths-fired pot boiler Lady Anne, purchased as an unbuilt kit from SitG founder Ron Brown, modified with Walschaerts valve gear.



Accucraft Isle of Man train running on NJLS permanent way.



A feature of all Annual Gatherings: a gray coal truck constructed by Jack Wheldon trailed by the commemorative 16mil Annual Gathering brake van, with operating brakes, built by Joel Novis.



Mike Moore of Ellicott City, MD watches an I.P. Models Jane, formerly owned by the late Terry Smelser.

its roof broken again on the Sunday morning of our gathering by a well-placed acorn falling from an overhead oak tree.

Another fascinating loco was a saddle tank version of John Prescott's Robin – it turns out this was John's personal loco of his famous and much

sought-after design.

The Fifth Annual Gathering will be hosted by Jenni and Jeff Paxton in northwestern Ohio in early autumn 2022. Jeff and Jenni are building a new multi-gauge railway just for this event, with an



Coal-fired Jack formerly owned by the late Tom Myers.



Much-modified Hyde Out Mountain Shay now with chicken-feed meths burner.

enclosed barn available for a portable railway in the event of inclement weather, and with plans for some spectacular railfanning activities to supplement the train running. If you're a member of the 16mm Association, please plan to join us.

<http://www.northamerican16mmmodellers.org/>



Maxwell Hemmens Ogwen, formerly owned by Jerry Reshew, lifts a spectacular steam plume.

HOW I DID IT

Text and Photos by Ritchie Jacobs

1. Observation

I made some modifications to my Big Boy while tubing upgrades were being made by Chris Sortina, the Accucraft guru service man. He had to replace all the feed tubes with 4mm piping. With the locomotive all apart I took the opportunity to machine the cylinder ports to help increase steam flow into the cylinders. (I changed the dry pipe set up too, but that's another story.) Of course with the increased steam flow came a different problem — the burners were not adequate at maintaining steam pressure while running. So today we're changing the burners on the Big Boy with new ones by Chris.

2. The Fix

First thing was to take a look at the Big Boy to have a clear understanding of what it was gonna' take to change out the burners. First I thought about fully removing the boiler from the frame, taking everything off the back head and then changing the burners. I quickly realized this was foolish and probably not advisable so I removed the back plate on the cab. I realized that I probably needed a little bit more room so I removed the cab. Voila', lots of room! I began removing the piping from the back head; all the fittings as well as the balancing valve and the throttle line. This opened everything up on the back head.

Then the real fun part, and probably you know what I'm talking about, is the water glass. These things are notorious for



Photo 1 - It's a tight squeeze with the cab in place, so that has to be removed.



Photo 2 - Sight glass plumbing after a careful removal to avoid breakage. Pieces are laid out on the sticky side of tape to avoid losing anything, plus it holds it in its original alignment.

breaking as soon as you touch them, or even before — and it's a long glass too. Anyway it had to come out because it would've no doubt gotten broken trying to get the burners out. Very carefully, using two wrenches, I unscrewed the top nut first, then very gently unscrewed the bottom nut and viola', success! Removing the water glass without breaking it felt like I just won the lottery Yeehaw!

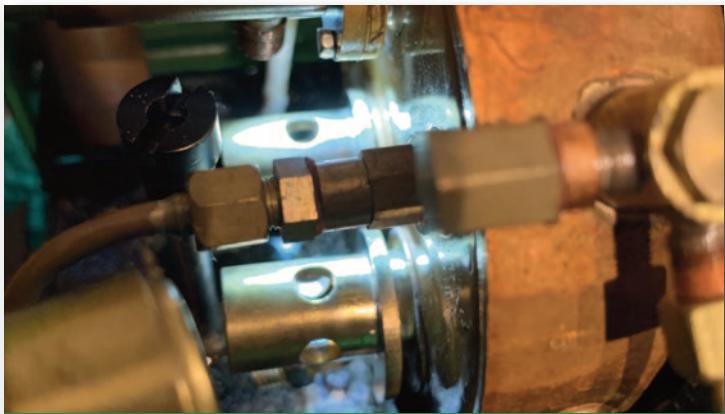
Now that everything was cleared it was time to unbolt the burners. Not a big problem, it was easy to get to the nuts once they were unbolted. But I quickly became aware that they were not just going to come out the back head of the boiler as the bottom of the burners were cut to fit around the super heater pipe; and they were just long enough that they would not make it past the nut on the superheater tube. It was looking like I was going to have to unbolt the superheater tubes in the smoke box. Not something I was looking forward to.

Spending a little bit of time looking very carefully at the problem, I realized that there was another solution. I would file the very points off the burner flanges. This was while in place in the boiler surrounded by every Bballing* thing! At first I grabbed a hand file and begin filing. Then I realized I have an endless supply of all kinds of tools. The Dremel tool seemed to be the most effective. After very carefully grinding the points down on the flange plate I was able to remove the burners. Took a little bit of time but it worked. Was not sure how the new burners were gonna' work out so it was important to save the old burners and not just bball them to death.

While I had the Dremel tool out I went ahead and finished off the points on the new burners so they would slide in easily. I also decided to polished the burners. This step is not required as I'm pretty sure they'll be back to the original color before I put the Big Boy on the track to run again, but hey they looked good while I was working on it.



New burner (top) next to old burner for comparison.



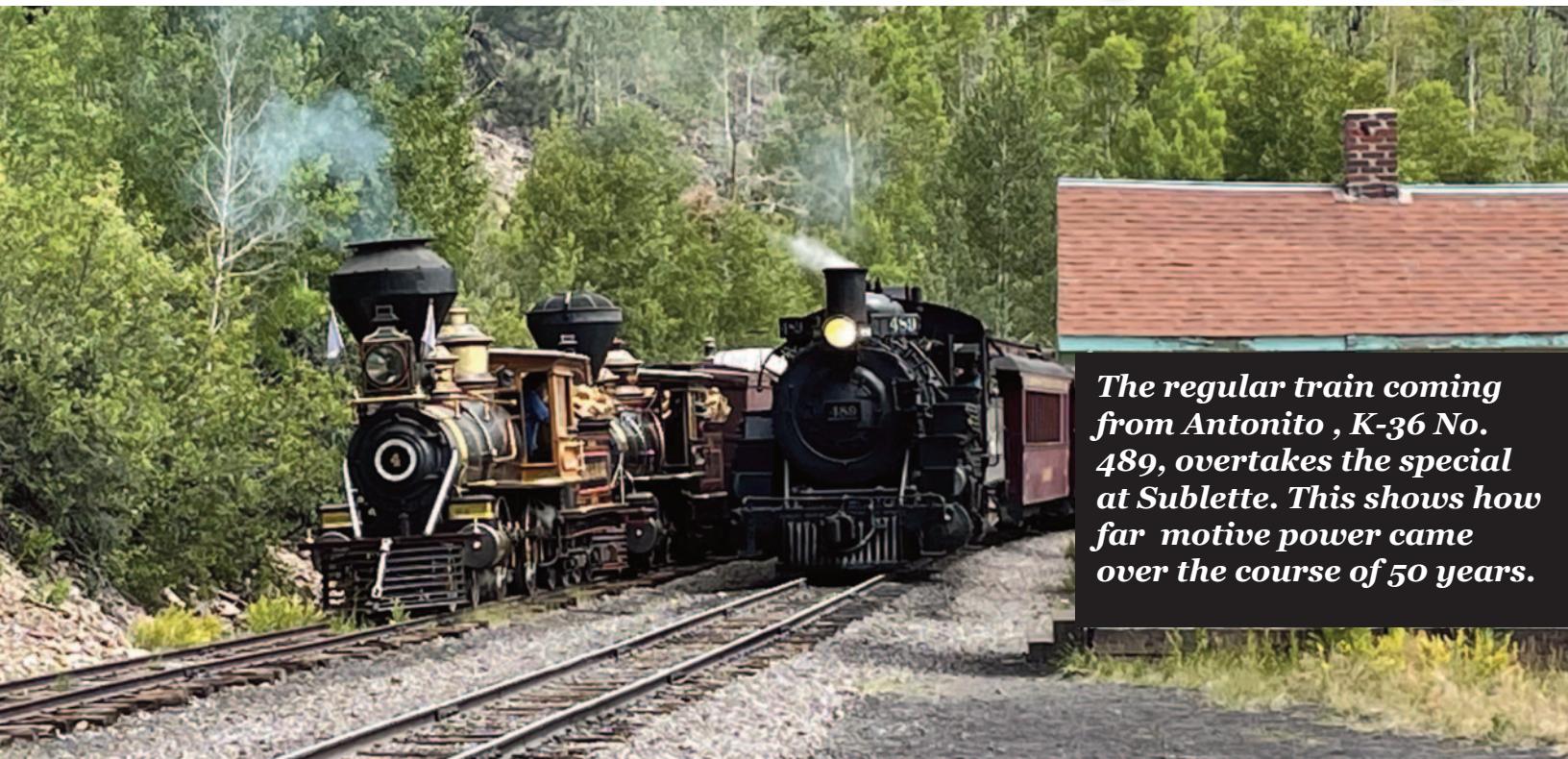
New burners in place, fittings back, ready for a run.

With everything reassembled it was time to test run the locomotive. The bench testing went well but the true test is running it on the track with some weight behind it. So off I went to Chris's house to run the Big Boy. I put eight of my heavyweight cars plus a 30 pound tow car behind the locomotive. It ran fantastic. Even with the throttle opened enough to make the hair stand up on the back of your head, it was still popping off the safety valve. Success feels so sweet!

* From the New-Cajun Slang Dictionary: **Bballing** - Bballing is when you get frustrated with a project because you can't get it apart. You're really not worried about saving the part and it usually involves a ball peen hammer for removal along with possibly use of a saws all. You can pretty much picture what the part looks like when you're done.

Do you have a simple tip or quick afternoon project that you want to share. Send it in to us via e-mail at sitg@steamup.com. Make sure to mention it's for "How I Did It" - editor

The Cumbres and Toltec 50th Birthday Party



The regular train coming from Antonito, K-36 No. 489, overtakes the special at Sublette. This shows how far motive power came over the course of 50 years.

Text & Photos by Rob Lenichek

The impact of what the Colorado narrow gauge community experienced on August 21-29 cannot be ignored, even for diehard standard gauge lovers. During those days the Cumbres and Toltec Scenic Railway of New Mexico and Colorado celebrated its 50th year of existence. The celebration was the brainstorm of John Bush, long-time CEO of the railroad who has changed the face and direction of that institution over the years.



The locomotives were brought in on low-boy trailers. Here the Eureka is getting off-loaded.

Calling it a “Victorian Roundup” of vintage steam engines, Mr. Bush was able to rally a group of five iron horses from various sources who devoted their time and resources to the effort. In attendance for the festivities were:

1. The “Eureka”, a wood-burning 4-4-0 owned by Dan Markoff
2. The “Glenbrook”, a wood-burning 2-6-0 owned by the Nevada State Railroad Museum in Carson City, Nevada
3. Locomotive 168, a D&RGW T-12 class 4-6-0

on semi-permanent loan to the Cumbres and Toltec from the City of Colorado Springs. (This locomotive was refurbished to working order by the Cumbres and Toltec after sitting in front of the Antlers Hotel in Colorado Springs for many years.)

4. Locomotive 425 (aka No.315), a D&RGW C-18 class 2-8-0 Consolidation, which currently lives on the Cumbres and Toltec and is owned by the Durango Railroad Historical Society
5. Rio Grande Southern No.20, a 4-6-0 owned by the Colorado Railroad Museum which just recently was restored to working order.



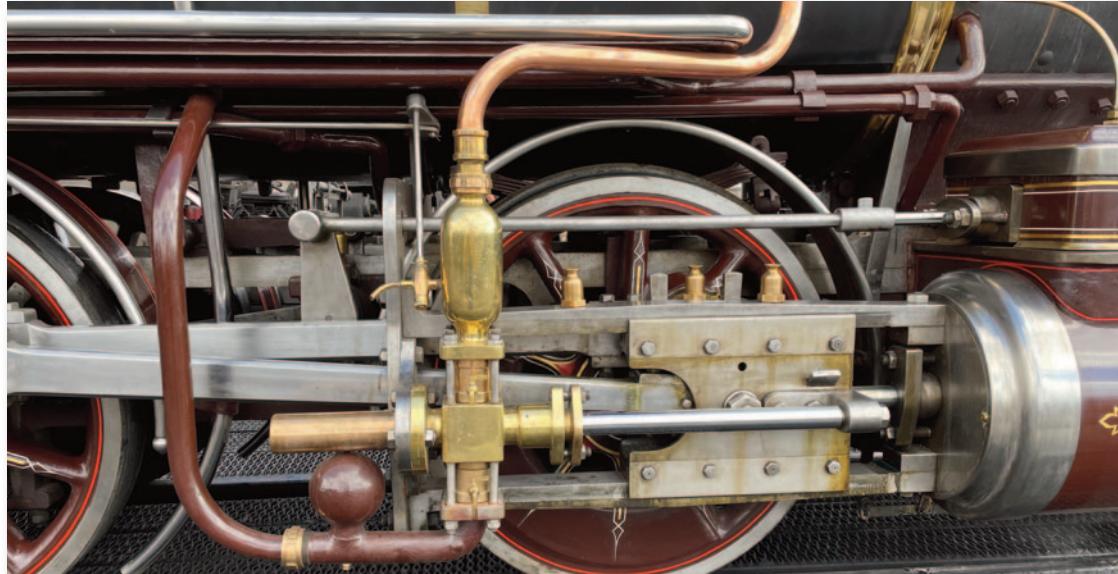
Six locomotives under steam at one time. From left, the 425, the 168, K-36 489 (which was not invited to the party but was there as part of the normal operations), the RGS 20, the Eureka in front, and the Glenbrook (in back)

Every one of these engines were made before the turn of the 20th Century.

Assisting in the celebration was the Friends of the Cumbres and Toltec, a longtime group of volunteers which supports many of the railroad's different needs, such as rebuilding and maintaining freight cars and buildings, and helping to organize

events such as this. This group renovated and demonstrated a D&RGW pile driver and ditcher during the event.

Here are a few of the pictures of the momentous event. This was really a once-in-a-lifetime happening and all who were there certainly recognized and celebrated that fact.



The Glenbrook displayed an accessory not generally found on even older steam engines: a crosshead pump. It serves the same purpose as a water injector.

The Eureka will go through this much wood in 10 miles or so. Frequent wood and water stops were necessary.



The Eureka and Glenbrook ready to pull one of the specials



This is one way the Friends organization helped during the runs. My wife, Lucinda, was nominated to stand in the cab to help load wood because she could easily fit underneath the cab roof.

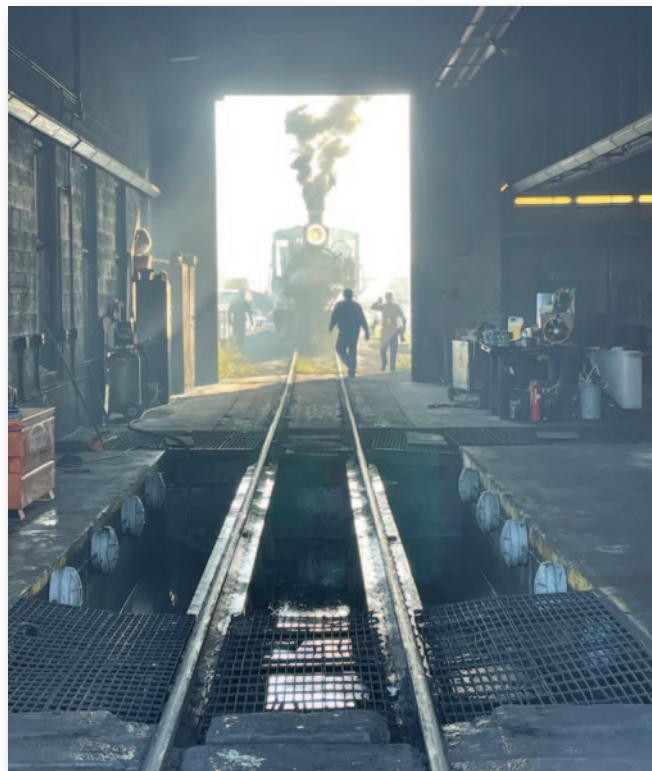
The Friends demonstrated the refurbished D&RGW pile driver which the railroad used in the day to drive posts for trestles. It gets its steam power from the locomotive just behind.

Number 425 gets ready for its duties



Ten-Wheeler No.168, built in 1883, prepares to dump her ashes.

Mind Your Step and the gap! A closeup view of the maintenance pit as locomotive 425 is seen from the other end of the engine house as it gets ready for a full day of steam.



This has not been a story about small scale live steam. Rather, it is about a singular gathering in the realm of one-to-one scale that can be used as inspiration for modeling a part of history. A part that continues to be written for these stalwarts of railroad-ing history!

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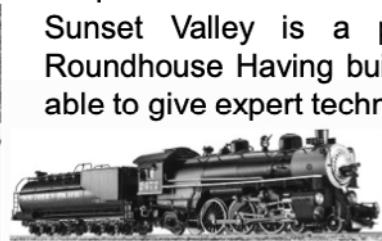


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Bob's Bit's

Weekend Projects for Steamers
by Bob Sorenson
Photos by Bob Sorenson

Basic Boiler - Part 2

I feel kind of bad about that last article. Sort of left you hanging about some of the fabrication steps in getting the boiler parts ready for fabrication. So we will do a partial mulligan on that. **Photo 1** shows the boiler barrel from last time essentially finished. Start off by cutting the barrel material slightly over finished length. Most likely this is done with a hack saw or band-saw. Either way be careful not to crush the barrel in the vice or saw too quickly and hang up a saw tooth on the barrel wall.

Next step is to square the barrel to final length. An easy quick way is to clamp a wood block perpendicular to the face of a disk sander. Gently rotate the barrel against the turning disk sander to clean up saw marks. Another method is to square the barrel on the lathe. Most lathe kits come with a steady rest attachment. The steady rest supports the end of a longer, larger diameter work piece that won't fit inside the chuck or head stock. **Photo 2** shows the steady rest supporting the end of the boiler barrel. This particular steady rest supports up to two inches in diameter, which is plenty for our work. Most steady rests use polished bronze with oil for the bearing surfaces. Run the lathe at a slow speed to clean up the saw marks. While it looks like the barrel is scratched badly, the smooth bronze bearings leave no marks. This one cleaned up very nicely with a little steel wool rub. After squaring the barrel, remove all burs with hand files.

Photo 3 shows the barrel being drilled for the bushings. The variable diameter drill does very well on this operation. Clamp the barrel in



Photo 1

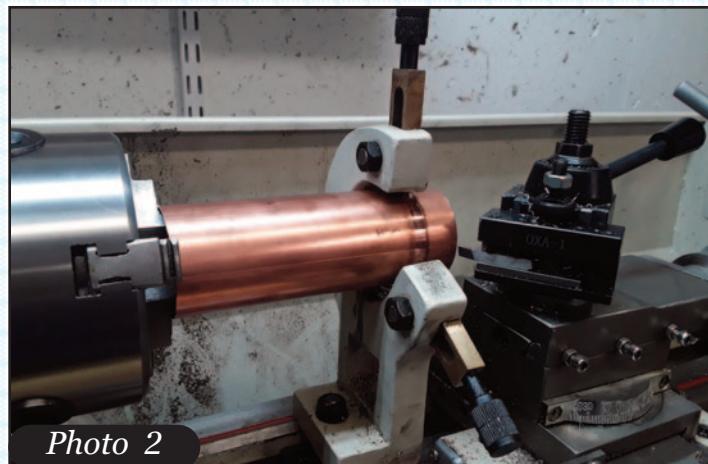


Photo 2

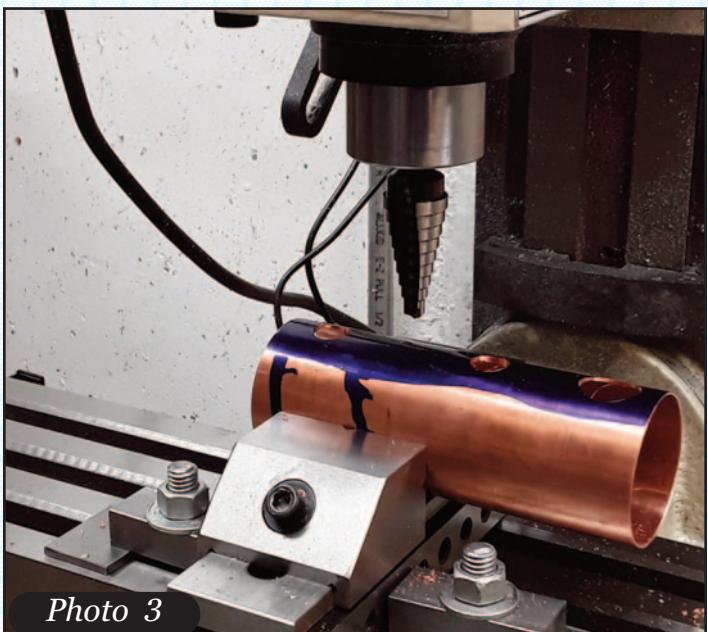


Photo 3

the drill or mill vise and slowly drill the bushing holes. The barrel will get rather hot, so take frequent breaks. Another method is to use round files and work the bushing holes out by hand.

The boiler end plates are made from 1/16-inch copper sheet. These will fit inside the boiler barrel, so the fit must be close, but not too tight or sloppy. Sawing out, filing and sanding will make good end plates, but the lathe does a more precise job. First, saw out two well oversized end plates. Chuck a short piece of round stock in the lathe that is a slightly smaller diameter than the finished end plates. Face off square and trepan cut several grooves in the face of the piece, as shown in **Photo 4**. Use Cyanoacrylate Adhesive (a.k.a. "Super Glue") to affix the blank end plate. Use a length of wood dowel as a pressure plate to assist in holding the blank end plate in place. **Photo 5** shows the set up. Turn the end plate to its final diameter. Use a small torch to heat the CA glue bond just enough until the end plate releases. Clean off the CA glue residue with Acetone.

The last step for the end plates is to bore them for the center flue. Use a flat piece of hardwood as a sacrificial lathe face plate. Attach both end plates at once using #8 sheet metal screws. Bore the end plates to accept the flue as shown in **Photo 6**.

Next time we'll get on soldering it all together. Take care.



Photo 4



Photo 5



Photo 6

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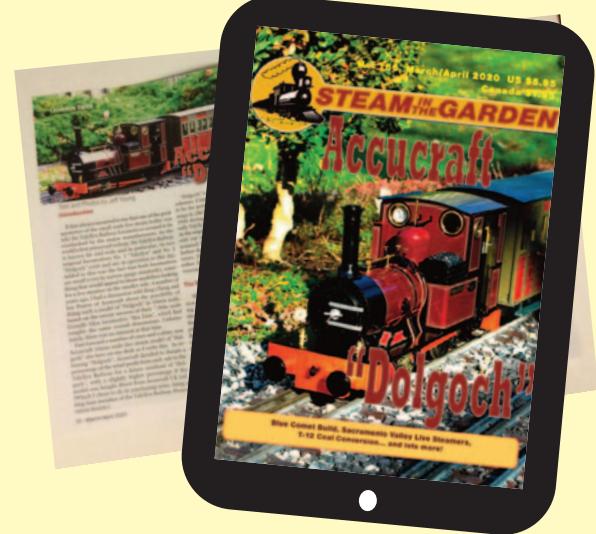
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THE CUPOLA VIEW

National Narrow Gauge Convention

Before we ring in the New Year, let me catch you up on how our Steam in the Garden staff spent their fall. We attended two major Conventions/Steamups. On the Eastern side of the country was the 41st National Narrow Gauge Convention in Hickory, North Carolina. Your Editor and one of our esteemed authors, Les Knoll, joined forces to provide demonstrations of live steam in the convention hall and during the home layout tours.

We had a great time and enjoyed visiting and talking all things steam with visiting model railroaders and live steamers. I brought down my small steam demo track and the ever ready "Cricket" for running. Also included in the mix was my Freelance Heisler just to see if it would make the rounds. It did, and operated like a champ on the tight less than five foot curves of the layout. Les Knoll joined in with the Consolidation which, with its two center blind drivers, also made the circuit. The center drivers didn't help much on the tight curves as they were completely off the rails, but it made a grand showing anyway both at the convention hall and on Les's beautifully landscaped garden railway he calls the "Rivendell & Midland".

On the Western coast, Associate Editor Gary Woolard, Advertising Manager Sonny Wizelman, and our Financial Manager Howard Freed represented at the National Summer Steamup 2021 at its new location in Lodi, CA. I'm guessing you have already read all about it in Gary's pictorial presentation earlier in the magazine and know all the details. If not - stop here and go read. I'll wait.

Ok, the New Year is upon us and all of the staff of SitG are hoping that you are having a safe holiday season. There still lies ahead much uncertainty with this COVID stuff, but I know we're all soldiering on through. We're slowly getting back



to the rhythms of what we saw before the pandemic. Whatever side of the fence you are on about prevention, please continue to be safe and take whatever precautions you can while still enjoying the hobby.

Looking forward to seeing many of you soon at future steamups!

Happy Steaming!

Scott



Les and Scott holding down the 'fort' at the Steam in the Garden table and live steam demo track at the 41st National Narrow Gauge Convention.



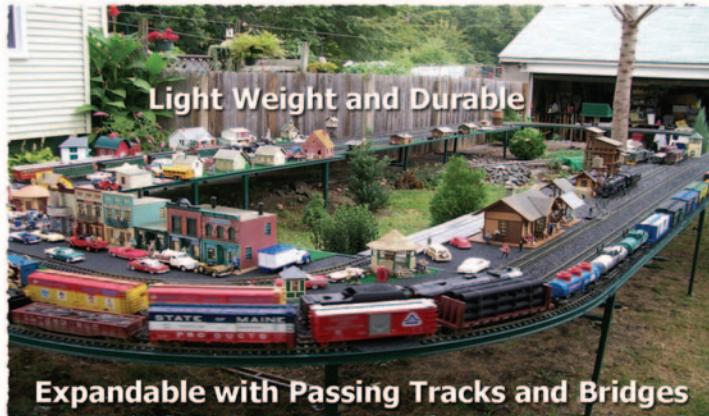
The completed "Freelance Consolidation" running around Les Knoll's garden railway during the convention.

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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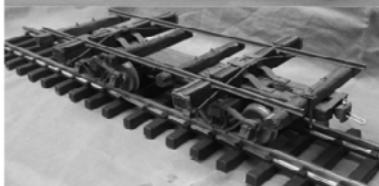
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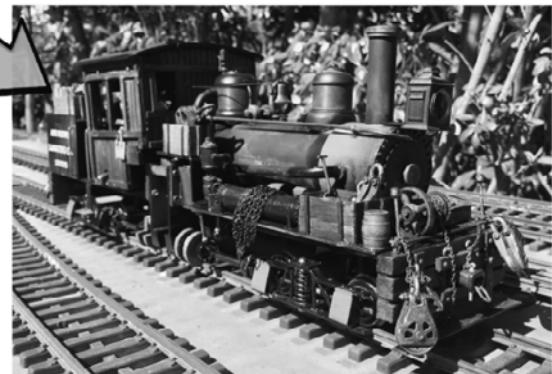
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Staver Locomotive Fall Steamup, April 21-24 September 2022 — Staver Locomotive, Portland, Oregon. Visit www.staverlocomotive.com for latest information.

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

The Fifth Annual Gathering of North American members of the Association of 16mm Narrow Gauge Modellers will be hosted in Ohio. Date yet to be determined. Visit www.northamerican16mmmodellers.org for registration and venue information.

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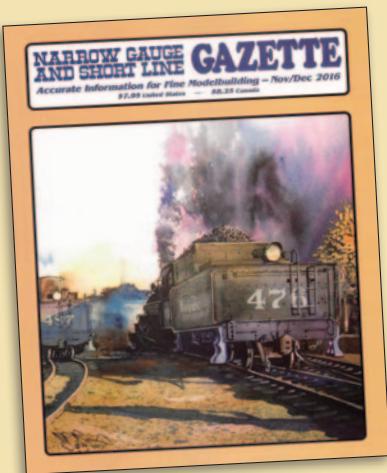
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Puget Sound Garden Railway Society. Two steamups per month, one at the Johnsons' on the second Saturday and a steamup at a member's track on the fourth Saturday.

Info: <http://psgrs.org/> or call Pete Comley at (253) 862-6748.

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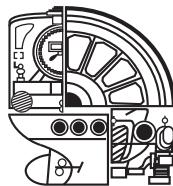
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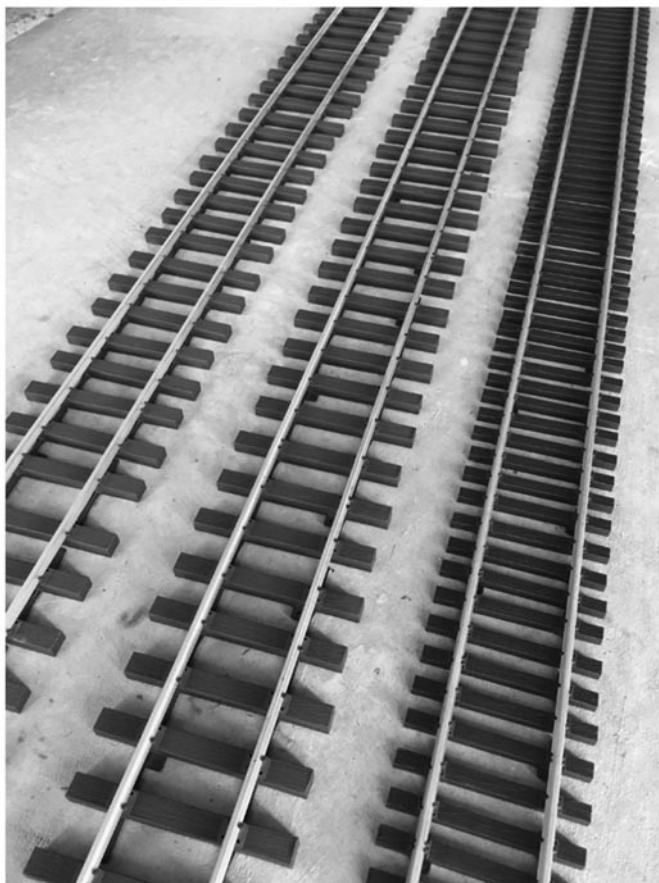
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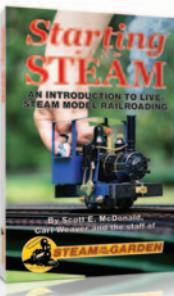
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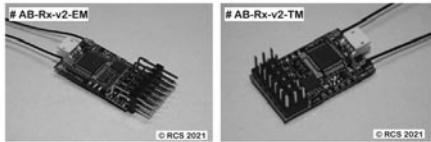
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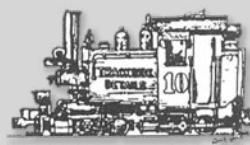
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CONTRIBUTOR BIOS

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.

Bill Allen - Bill lives in Woodside, California and first became interested in live steam in 2008 when he saw Richard Murray's layout at a BAGRS open house. He proceeded to buy a Ruby, C16 and Forney before deciding to start building his own. He bought a mill and lathe and with the help of some BAGRS members learned to use them and was soon making chips. Since then he has completed 20 projects, some of which have been featured in Steam in the Garden, and currently has a multi-part article running in Live Steam. All of his builds are one-of-a-kind as he only builds those which have never been done before and probably will never be done again in G Gauge live steam. Bill's prior hobby was building fine furniture and he uses some of those skills and tools in his engine building.



Tom Bowdler - Tom and his siblings had an American Flyer train as youngsters but building model cars was his main interest. Looking for a project to share with his sons garden railways were discovered, and at a local club meeting Kevin Strong introduced Tom to live steam. Over more than 20 years he has built two garden lines, three live steam layouts and three portable tracks exhibited at train shows throughout New York, Pennsylvania and Ohio to show off live steam. Lacking the ability to scratch build a locomotive he enjoys modifying and detailing his live steamers, often in a whimsical but always plausible manner. His byline has appeared in SitG several times.



Jim Gabelich - Jim was born in San Pedro California five blocks up from the harbor in the early forties. He listened to the SP switchers moving freight that was then pulled to wherever by P8s or other smaller engines, but never saw any big stuff if there was any. The chuff and the whistle signals at night were music to his ears. He attended the USC School of Pharmacy and graduated in 1965 with a Doctor. of Pharmacy Degree. Jim's first steam loco was a Roundhouse Sammie and he was hooked. Over the 22 years he has been in the hobby he has learned much and met some wonderful people.



Richard (Ritchie) Jacobs - A native of New Orleans, he has been obsessed with trains since his first train set as a young boy. As an adult, Richard turned his train hobby into a profession by converting a 16 gauge amusement park train into a portable layout for parties and events. Richard is also a certified welder who began his welding career working for his family's go-kart business, Simplex Manufacturing Company, and today owns his own machine shop. As president of the International Small Scale Steamup, Richard puts on a steamup in Diamondhead, Mississippi every January which attracts steam hobbyists from around the globe. In his obsession of trains, Richard is also the Executive Director of the Louisiana Railway Heritage Trust which owns a full size 2-8-2 steam locomotive, SP745. Richard has also worked as its chief mechanical officer for many years.



Rob Kuhlman - Rob is a retired geologist who lives in southeastern Pennsylvania. He began modeling trains with HO during the adolescent years, moved up to 1/4" scale during the '80s and '90s, and then discovered live steam with the earliest issues of SitG. The years spent in 0 scale pointed him to SM32 and the use of many 0 scale raw materials in those early days when commercial products were scarce. Though SM32 remains his primary interest, he also steams early 0 gauge tinplate and has recently been flirting with British mainline live steam in Gauge One. For the last 20-plus years he has produced the electronic bimonthly 32mm/0 Gauge Newsletter.



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 spell-check."



Parting Shots

A few more from N.S.S. 2021

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*Battery power also plied the tracks at the N.S.S.. Here we see Howard Freed's (r) McKeen railcar putting on a show to the delight of the onlookers.**



*Peter Comley brings his A-4 into steam with a delightful consist for a jaunt around the track.**



*Rob Lenicheck's coal-fired K-28 putting on a show.**



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