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STEAM IN THE GARDEN

Vol. 17, N^o 3
Issue N^o 93

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

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FRONT COVER:

Could anything be more beautiful than this setting at Yves Guillaume's home in Trinidad, West Indies? An Aster Union Pacific Big Boy pulls a long freight, with the beautiful Caribbean Sea in the background. Yves has built a new track under cover for protection from the tropical sunshine, and you can read about inside!

Photo by Carol Simpson

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Faithful Assistant & Staff Photographer
Marie Brown

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Letters from readers are welcomed and encouraged. Offer advice, encouragement, suggestions or constructive criticism. Tell us about your current project (and don't forget the photos!) or just share live steam experiences. But please keep your letters to a reasonable length so everyone has a chance to use this forum. Letters may be edited for length or clarity. Send your letters & photos to: SitG, Dept. RPO, P.O. Box 335, Newark Valley, NY 13811, USA...or e-mail to <rbrown54@stny.rr.com>.

Australia
via e-mail

Hi Ron...

Just finished re-reading the last issue of SitG (#91). I think that that issue is one of the best. I can't put my finger on why, I just couldn't put it down. I was wondering how in the hell do you judge the Willi-Bash contest. I couldn't pick any first placer from the ones that were in the top three. B-)
John Simon

John, I agree with you. It would be very hard to pick between those top three finishers. Fortunately for me, I didn't have to make any decisions. We had a judging panel and used a blind system so that none of the judges knew who the entries were sent in by. That eliminated any question of favoritism. By the way...I saw all three of the top entries in person at Diamondhead, and it would still be a tough call! - ed.

About the cover painting on issue #92....

*My face is red! I completely forgot to give credit to Larry Mosher for bringing **Voice of the Berkshires** to our attention. Larry commissioned this painting and it hangs in his living room at this very moment. Larry had this to say about the painting.....ed.*

"The reason I had Dave do that particular painting is because I live in Massachusetts and have driven through the Berkshires more times than I can count. And since Aster came out with their Berkshire (sorry to say I don't have one) I thought it would be cool to have a painting of a Berkshire in the Berkshires. Also, the hills/mountains are drop dead gorgeous in the fall...ergo the fall color scheme."

Larry Mosher

Austin, Texas
via e-mail

Ron, nice issue. Love the cover art. The D'head spread was a ton of fun too... great to see all the faces. I can't believe the Cricket is back, what a cool loco. Fun to read about it.

Too much fun, thanks!

Richard Finlayson

England
via e-mail

Dear Ron...

In Mike Simpson's in-depth review of the MK II Cricket from Westminster Locomotive Works, he quotes from the manufacturer's specification that the fittings include a "Mike Chaney safety valve". This is not true.

Many years ago, I made a batch of safety valves for Mike O'Rourke for his MK I Cricket based on those I was currently marketing to upgrade the popular Mamod loco. The blow-off pressure was set at the factory and was deliberately made non-adjustable to thwart the ambitions of Darwin Award aspirants.

It is clear, from Mike Simpson's statement that his went out of adjustment, that the safety valve fitted by Westminster Locomotive Works is of a different type and that my name should not, therefore, be associated with it.

Mike Chaney

The author of the review, Mike Simpson, sent the following response-ed

My apologies to all for passing on incorrect information. I would not guess where in the hand-me-down chain of information this went awry, but the safety valve on my Mark II Cricket is adjustable and does permit the user to make a pitch for the Darwin Award. Hopefully, at 25 psi, I will not be a finalist.

Sorry for the error and any attendant heartburn.

Mike Simpson



WHAT'S NEW?

Accucraft Company, 33268 Central Ave., Union City CA 94587, phone: (510) 324-3399 , FAX: (510) 324-3366, WWW.ACCUCRAFT.COM. Accucraft's American Main-line Division (1:29 scale railroading) is now offering a USRA 0-6-0 Switcher in 1:29 scale and 45mm gauge in live steam. Handcrafted from brass and stainless steel, this butane fired scale model features piston valves, water level glass, pressure gauge, check valve on boiler backhead, optional water hand pump, steel driving rods, steel driver wheels, and more. Available in no less than 7 different versions! Estimated Delivery: Winter 2007, MSRP: \$1,399.00 Presale ends 12/1/2007 -- contact your Accucraft dealer for more information or to reserve one for you.



Photo of Prototype



Photo of Engineering Sample

Accucraft is proud to offer the War Department Baldwin 4-6-0 in 1:19 scale in live steam, with a choice of 45mm gauge or 32mm gauge. The butane fired model features pressure gauge, sight glass, lubricator blow down, Johnson bar reverse lever, and full rivet detailing on cab, tanks, and bunker. The model is constructed of brass and stainless steel with a copper boiler. Available in 2 versions. Estimated Delivery: Winter 2007, MSRP : \$1,895.00 -- Presale ends 12/1/2007 -- contact your Accucraft dealer for more information or to reserve one for you.

AMS (American Model Supply) division of Accucraft, is proud to announce the production of the Jackson & Sharp Coach in 1:20.3 scale and 45mm gauge. These fine scale cars are plastic constructed with brass castings, features die-cast trucks and metal wheels. Available in 4-car sets and 5 different liveries. Minimum Radius: 1.2 M (48 in.). Estimated Delivery: Summer 2007 -- Pre-Sale Ends: 7/1/2007. Contact your Accucraft dealer for more information or to reserve yours.



D&RGW Coach #284 Mike Danneman Photo



Three Bay Hopper Photo by H. Vollrath

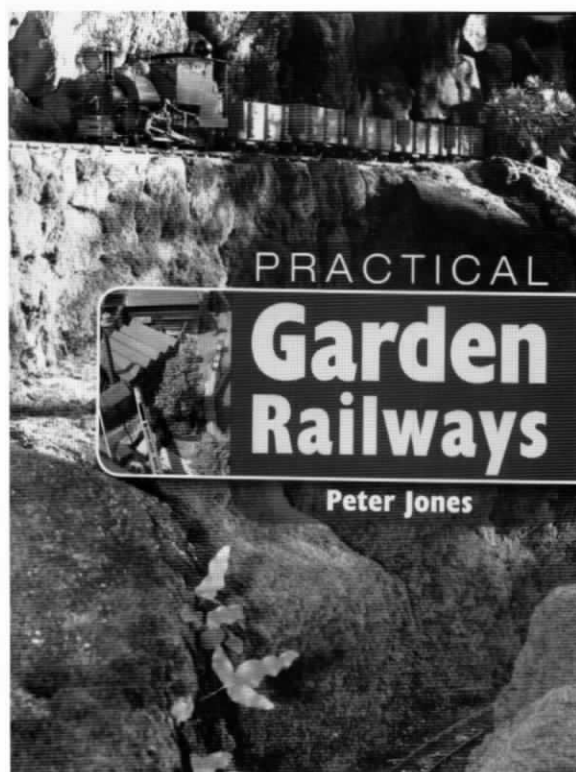
AMS (American Model Supply) is proud to announce the production of the Three Bay Hopper in 1:20.3 scale and 45mm gauge. These fine scale cars are plastic constructed with brass castings and feature die-cast trucks and metal wheels. Minimum Radius: 1.2 M (4 Ft.). Available singly or in sets of 4 cars and in 7 different road names. Estimated Delivery : Fall 2007 -- Contact your Accucraft or AMS dealer for more information or to reserve yours.

American Mainline (a division of Accucraft Trains), 33268 Central Ave., Union City CA 94587, phone: (510) 324-3399 , FAX: (510) 324-3366, web site: www.accucraft.com, now has their PS-1 Box Car available in 1:29 scale. The model features operating sliding doors, full underbody detail, die-cast trucks with metal wheels, working knuckle couplers and quality lettering and graphics. There are currently 5 different road names available with an assortment of car numbers. The quality of our sample boxcar is excellent in every regard, as we have come to expect from all Accucraft products. The detail is clean and crisp, with no flash visible at all. The paint and lettering are also excellent and leave nothing for the modeler to do....other than weathering to taste. Accucraft tells me that they will continue to add cars and locomotives to their 1:29 line, which is certainly good news. For more information, contact your Accucraft dealer.

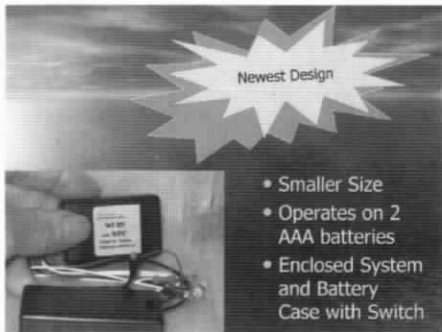


Trackside Details, 7070 N. Harrison Ave., Pinedale CA 93650, phone: 559-439-0419, web site: <http://www.tracksidedetails.com/> has just released another in their long list of detail parts for the large scale model railroader. TD-245 is a coal shovel in 1:20.3 scale. The brass casting is clean and sharp, with no flash or casting lines. Our sample is nicely polished and ready to weather or go straight to work. Dress up that tender or coal bin! Contact your favorite dealer or Trackside Details for a catalog and to place your order.

Practical Garden Railways, a splendid new book by Peter Jones. Have you always wanted to run your own railway? Does your indoor model railway leave you with a desire to fill your nostrils with the smell of steam and hot oil on a winter's morning? If the answer to any of these questions is 'yes' then you probably need to build yourself a garden railway, and you certainly need to read this book! Peter Jones is one of the best-known names in the world of garden railways. In this highly illustrated book he guides you through the exciting world of model trains in your garden, from small-scale electric-powered locomotives to live-steam engines capable of carrying passengers, helping the reader to decide on what type of railway would be right, and passing on countless tips for the successful execution of the grand project. Peter's work has appeared in these pages many times. He is entertaining and informative, and he pulls out all the stops in this new work. The whole book is of excellent quality, from the paper to the printing to the many color illustrations. Highly recommended for the novice, the expert, or the armchair dreamer! ISBN: 978 1 86126 833 4, 224 pages, Hardback, 246x189 mm, 365 color photos and illustrations. For availability, check with your model railroad shop, book dealer, or from the publisher's web site at: <http://www.crowoodpress.co.uk/>



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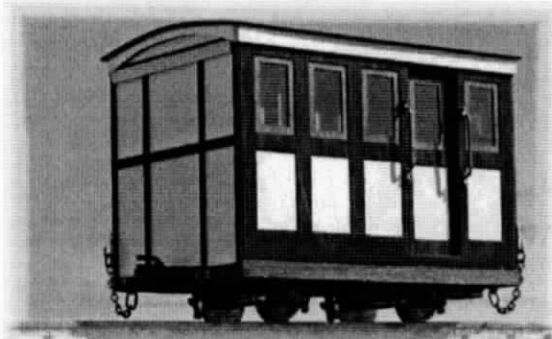
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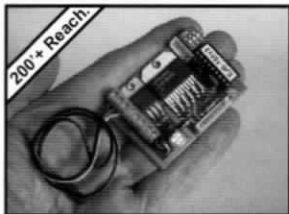
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(see page 22)

Adapting a Water Level Detection System to the Accucraft Mogul

by John Riley

Both of my Ruby "bashes" are fitted with the Water Level Detection System (WLDS) developed by my clever friend and fellow Florida Live Steamer, Bill Ford. These engines can be fueled from a 400 gram propane cannister carried in a box car and constant monitoring of boiler water level is imperative. The installation of a Goodall valve allowed run times limited only by the capacity of the lubricator and the attention span of the engineer. This system has performed very well for me and I decided to use the system on my Accucraft Mogul.

My Accucraft Mogul is a smart engine in frequent use to haul crack varnish and express freight, and I never got around to drilling the backhead to accept the standard WLDS probe. The new WLDS languished on the shelf until Bill showed me his drawing for an extended length probe. This probe is for applications requiring vertical mounting. The use of such a probe would permit an easy installation of the WLDS on the Mogul using the fitting for the fill plug above the steam takeoff. Most of the materials used to make the probe could be found in my stock of bits and pieces. As an owner of three

Accucraft engines and a boiler from a fourth, I had already invested in a 10x1mm die and tap to fit the threads in the safety valve and boiler fill bushings.

An explanation of the WLDS is given in Bill Ford's article in *Steam in the Garden* N° 90, so there's no need to go into detail here. It will suffice to say that the WLDS probe which functions as an antenna in an

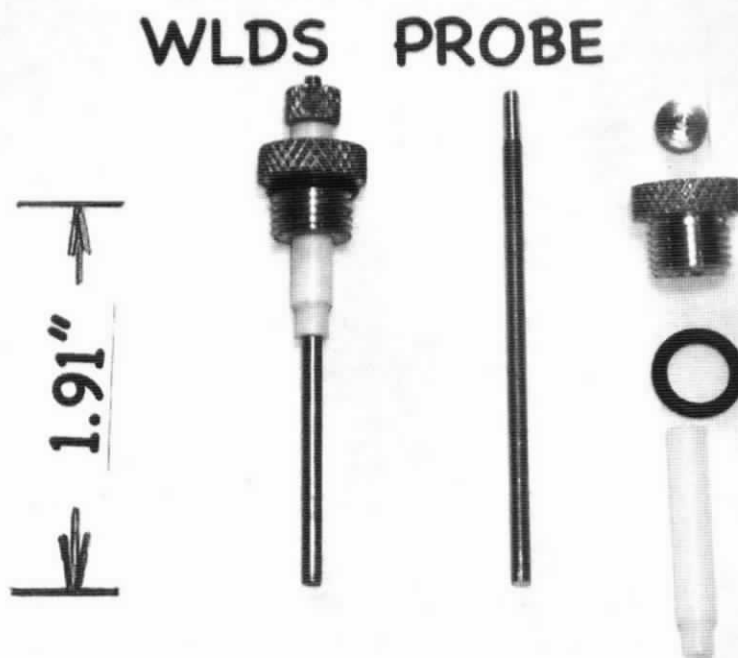
RF circuit is coaxial with a center element isolated electrically from the outer element by a Teflon insulator.

The fill plug provided with the Mogul could be modified to make the probe by drilling through to a diameter 0.010 inch less than the OD of the Teflon insulator, pressing the insulator into the fill

plug and then pressing the center conductor through a smaller hole drilled through the insulator.

I chose to make my own. For the center element I used K&S 3/32 inch OD brass rod. The outer portion is turned from 1/2 inch OD brass rod. For the insulator I found three sizes of Teflon rod at a local electronics surplus store. These had OD's of 0.160 inch, 0.188 inch and 0.250 inch, respectively, and ranged from 0.650 to 1 inch in length. All came with a 1/16 inch bore. Suitable Teflon rod can also be obtained from sup-

Photo #1



pliers such as McMaster-Carr or Small Parts, Inc.

To establish the desired length for the portion of the probe that extends into the boiler it is necessary to measure the distance from the top of the flue to the top of the fill tube. For

the Mogul this distance was 2.16 inches. I was aiming for a minimum water level at 1/4 inch above the top of the flue. For my probe that dimension is 1.91 inches (2.16" minus 0.25"). The inner conductor must be made sufficiently long to permit a small threaded portion above the insulator. I allowed 2.5 inches for this and made the final adjustment in length after assembly by cutting the excess from the probe tip with a jeweller's saw and cleaning up with a pass on the belt sander and the buffing wheel. The parts and an assembled probe are shown in Photo 1.

Now it was time for the operational test. The boiler was filled with water in the usual fashion and the WLDS probe was installed in place of the fill plug, connected to the LWDS electronics unit and steam was raised. All was well until the LED turned from green through flashing red/green to red. I then attempted to add water through the water feed valve on the Mogul backhead. The pump bottle I had at hand and normally used to top up the boiler through a Goodall valve installed in place of the original fill plug was not up to the task. The fire was shut down while I figured out what to do next. I am sure that a little time spent dealing with the fill valve on the backhead would have resolved the problem, but I did not have tubing of the correct size and material to make a good connection to the backhead fitting. So another solution was needed.

That is when it occurred to me that with a little

WLDS PROBE/GOODALL VALVE

Photo #2



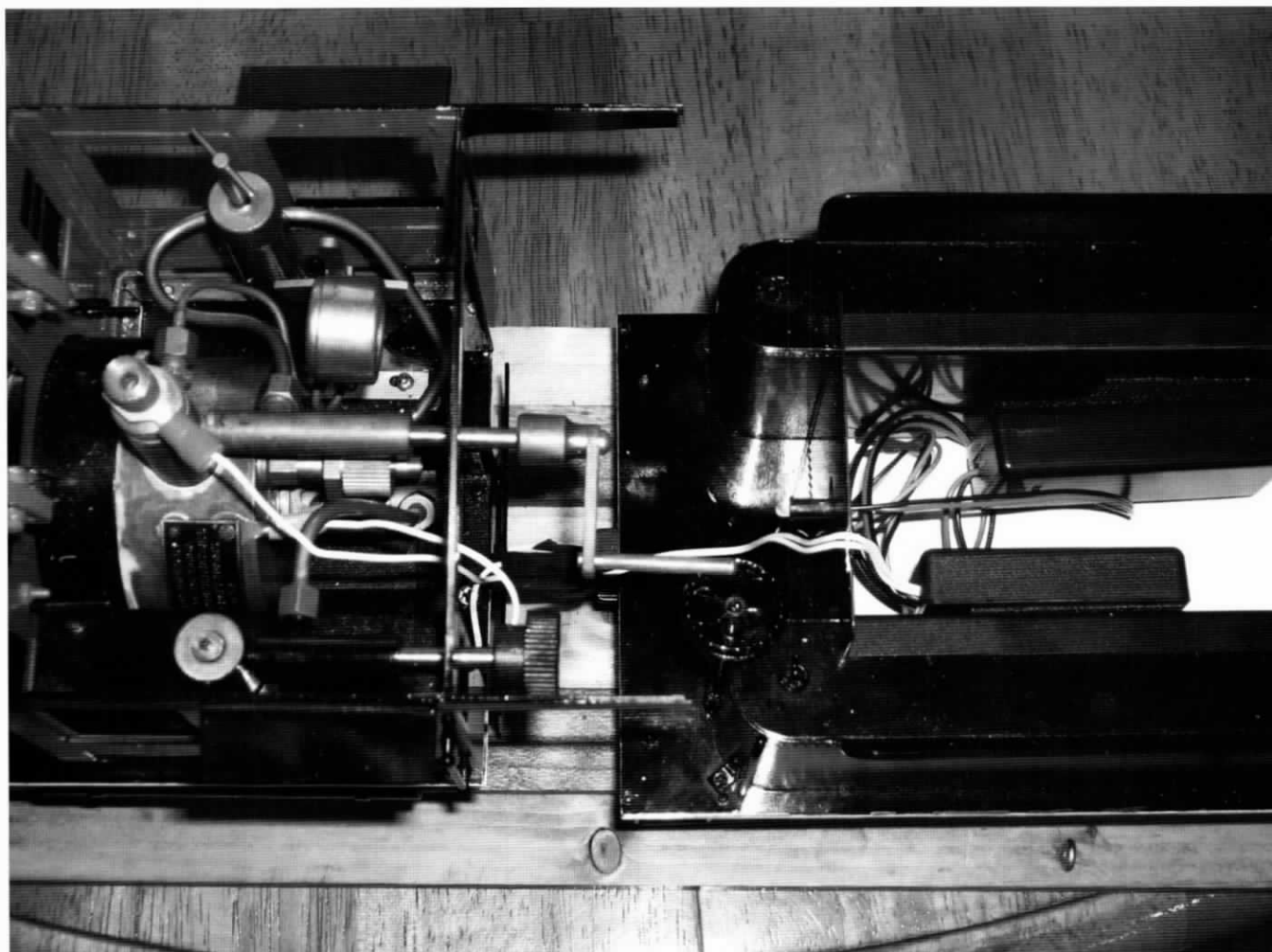
machining a WLDS sensor could be made in the form of a Goodall valve. This solved my immediate problem with the reluctant backhead fill valve fitting and provided an alternative method of adding water to the boiler while in steam.

Basically the ap-

proach requires that the center conductor be hollow to admit water and have a tip in the form of a Goodall valve. A little rummaging in the scrap box yielded some 1/8th inch OD brass tube with an 0.097 inch ID that was up to the task. The input end of the Goodall valve was fabricated and soldered to the tube, which was pressed into the a piece of the 0.250 inch OD insulator as before. The output end of the Goodall valve was then soldered in place. The electrical connection was moved to the side to clear the fill port in the top of the Goodall valve. Another version of the WLDS probe/Goodall valve has the electrical connection on top. The two versions of the WLDS probe/Goodall Valve are shown in Photo 2.

The installation of the WLDS probe/Goodall Valve on my Accucraft Mogul and the location of the WLDS electronics and battery in the tender well is shown in Photo 3. My installation does not take advantage of the WLDS capability to drive a water pump or solenoid to automatically add make up water to the boiler. To use this feature an alternative to my chosen location for the WLDS electronics and battery box would be needed.

This type of LWDS probe and the LWDS probe/Goodall valve could also be used on other Accucraft engines having a vertical steam take off pipe topped by a fill opening threaded 10x1 mm. The probe length would change depending on the boiler diameter, fill



The probe can be seen at center left in this photo, and the WLDS electronics are in the tender at the right.

pipe height, and the desired minimum level of water above the top of the flue. This version of the probe will not work for those engines on which the steam takeoff on the backhead extends into the boiler below

the fill pipe, blocking the location of the probe.



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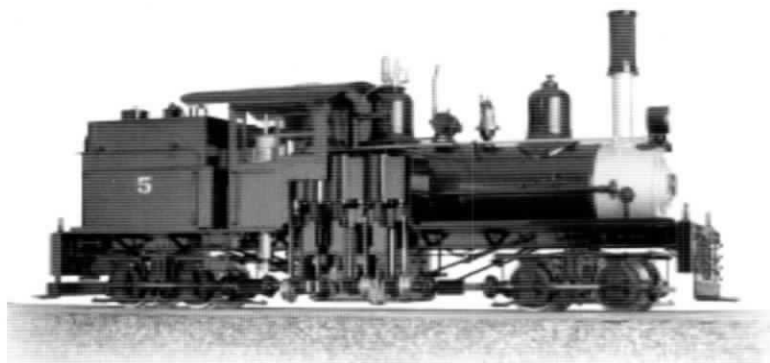
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Steaming in the Caribbean: ***Gauge 1 layout construction - old and new***

by Yves Guillaume as told to Jim Pitts

**Photos of the original layout by Bob and Carol Simpson
and the new layout by Charles Guillaume**

Drawings by K.S. Holder, registered architect and interior design consultant.

"The old order changeth, yielding place to the new." King Arthur in Alfred Lord Tennyson's poem Morte D'Arthur

The idea of Gauge 1 outdoor railway in the Caribbean has ethereal appeal. Yves Guillaume, works in Port of Spain and weekends in Blanchisseuse, Trinidad. He reports that in his region of the world, live steam is a lonely hobby. Yves is the only Gauge 1 live steamer in Trinidad!

His initial layout was built in 1993; a kidney shaped, single circuit, waist high elevated track, 119 feet in length with a 12 foot radius. Track was Aster with Tenmille and Marcway switches and cross-overs.

The construction of the track's base were 8" x 8" concrete columns approximately waist height and 3 feet apart. To connect the columns on either side were dressed 2" x 4" Douglas fir lumber, fixed to the side with Hilti anchors. On the top side of the 2 x 4's and following the shape of the track, dressed 1' x 3" battens were fixed in place, spaced 3/4" apart.

On top of this base construction, 5/16" compressed fiber board sheeting was cut to shape, silicone treated, then fixed in place with stainless steel screws to the battens. Attached to the ends of the battens, following the shape, 5/16" thick x 2" wide protective railing joined at intervals at the top by a thin 1/4" aluminum channel to keep the railing rigid.

The materials used in the 1993 construction were selected on availability at the time for extreme climate conditions. Today, Yves would recommend Greenheart lumber for future outdoor projects.

The original layout was constructed to accommodate dual track and the feeder line system was all installed, including crossover, to serve the two circuits. Running on the inside circuit was intended to be anti-clockwise and a clockwise direction for trains

running on the outer circuit. Yves states, "The inner circuit was never completed as there was no one really to keep me company. Hopefully that will now change!"

Upon the advice of his physician to stay out of the tropical sun, Yves decided it was time for a new layout. Thus, planning on a sheltered track system began several years ago for Gare du Nord in Blanchisseuse. Situated on the North Coast of Trinidad, twenty five miles from the capital Port of Spain, Blanchisseuse is a fishing village with a population of 800.

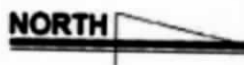
Yves' all Aster locomotive roster includes: JNR C62-2, SNCF U1 Baltic, Union Pacific Big Boy and Chesapeake and Ohio H8 Allegheny.

Perched on a cliff with an elevated coast line, the line offers a windy vista. Therefore, his choice of fuel is a combination of anthracite, bituminous coal and charcoal proportions depending on which locomotive he's firing up. Not just any charcoal, but good, hard charcoal from the Tonka bean tree. It gives a longer, hotter burn. His roster is exclusively coal fired.

Rolling stock consists of a dozen Aster JNR passenger coaches (6 brown and 6 blue), eight J&M Train Bleu coaches and added to this mix is an assortment of goods, freight carriages and a caboose.

Here are the vital statistics for the new track work and steam pavilion of the Gare du Nord in Blanchisseuse anticipated to be completed and fully operational by end April 2007.

- Height above sea level – 40'
- Hall area 60' x 40'
- Deck/Terrace area (facing north) - 12' x 40'
- Track height off ground - 3 1/4'



- Track support spacing - 4 1/4'
- Siding space (double siding) - 90' total

This new double circuit layout offers 145 running feet on the outer circuit with a radius of 16.34', and on the inner circuit 140 running feet with a radius of 15.91', permitting a Daylight or Big Boy to negotiate corners with absolutely no problem. Sunset Valley track with brass (code 250) rail is being used throughout. Sunset Valley switches or turnouts: 4 x SW10 (2 RH and 2 LH), and 6 SW x 8 (2 RH and 4 LH).

Concrete Roadbeds were supplied by Louis Vidal Engineering in France. The total order for roadbeds consisted of 22 circular, 8 straight, 4 transitional (curves are super elevated) with an additional 11 straight sections for sidings. At its base each concrete roadbed is attached to 1" marine ply (fiberglassed) having exactly the same dimension as the roadbed. The roadbeds are in turn supported every four feet with 8 x 8 concrete blocks covered with ceramic tile. Angled fiberglass brackets hold each roadbed securely (from the underside) to the tiled 8 x 8 supports. The cream colored tile work matches the floor with dark brown borders. This surface can be easily cleaned with a water hose.

Due to favorable scenic and climate conditions of the location, maximum ventilation and lighting has been artistically maintained. The pavilion's "Saw Tooth" roof was used because of its conduciveness in

the presentation of these natural elements for which Blanchisseuse is noted.

Providing shelter from the sun, this spacious pavilion offers an inviting place of hospitality. An extension of the pavilion facing the water presents a 180 degree panoramic view and refreshing ocean breeze. Architect Ken Holder's drawings illustrate the drama and scope of this spectacular structure.

With ample lighting and little or no wind after sunset, visiting alcohol fired locomotives should be able to run without problems. It is truly a tropical sanctuary for live steam both day and night.

Gare du Nord in Blanchisseuse is built to withstand tropical winds and rains and recently withstood an earthquake of 5.80 on the Richter scale. Beneath the Saw Tooth roof line is a socializing and viewing area allowing adequate room for those wanting to see live steaming activity in the main hall. The view facing south is enhanced by pleasantries of the lush Northern Mountain Range.

Thanks to a good physician's suggestion, Gare du Nord in Blanchisseuse was created. Following doctor's orders to stay out of the mid-day sun, as you can see, has produced amazing results. So to quote King Arthur in Tennyson's poem, Morte D'Arthur, *"The old order changeth, yielding place to the new."*







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Photos are of Engineering Sample. Appearance of production model may differ. Cylinders, under frame & many other metal components will be blackened.

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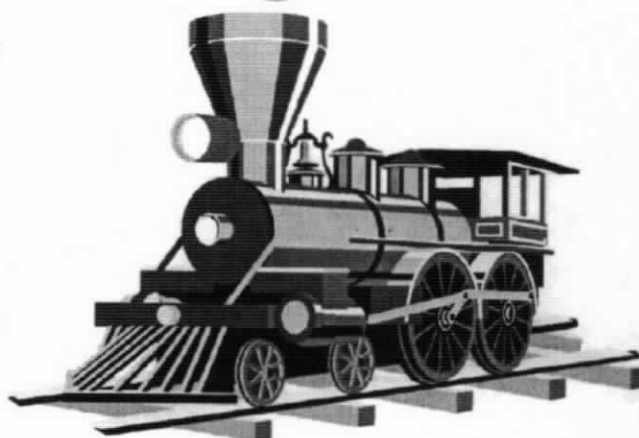
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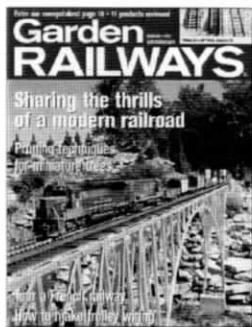
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A Clack-less Check Valve

by Bill Ford

A Clack Valve is simply a one-way valve, usually related to controlling the flow of a liquid or gas. In prototype steam application, it was a one-way valve connected to the boiler to permit adding water to the boiler while preventing steam from escaping when water is not being added. It consisted of a tube with proper connection fittings in which a steel ball sliding inside would seat itself at the bottom, creating a tight seal. When water was pumped in, the ball would rise, opening the seal, and water would flow into the boiler. The valve assembly was normally mounted vertically so that gravity, and sometimes an added spring, would assist in making the seal. I am told the name "Clack" came from the noise the ball made as it dropped and made its seal.

In our hobby, the Clack Valve is used in much the same way except miniaturized, using a 1/8" dia. steel ball. I have been using this type of valve in installing the WLDS system and Electric Water Pump in some of my locomotives. In some cases it has worked well, in others, it would seal intermittently or not at all. It is important that steam pressure from the boiler not be allowed to flow back to the Electric Pump for proper operation. It can affect the operation of the check valves used in the pump.

One way I use to make sure the seal of the check valve is good is to steam up the locomotive with the water line to the pump open, using a quick disconnect. While raising steam, I disconnect the probe wires and switch on the system so that the pump is activated and pumping water can be observed.

When the boiler has reached steaming pressure and it can be determined that no steam is escaping, the water line from the pump to the boiler and the probe plug can be re-connected and you are assured the entire system is operating properly. With the time delay on the system set to provide as much water from the pump as possible without lowering the steam pressure, a long successful run can be appreciated.

When I experienced problems with the ball type check valve, I decided to try a different approach in designing and creating a modified Goodall, one-way

check valve. The machining described below is not difficult and is presented in a step by step format with pictures to provide clarity. Obviously the size and threaded fittings can be changed to meet your particular application.

Machining the Clack-less Valve

(See Fig. 1)

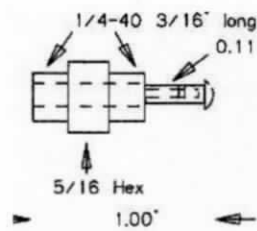


Figure 1

Step 1: Starting with a 1.00 inch length of 5/16" hex brass stock, chuck it in a lathe with #1 side exposed and drill a .058" dia. hole longitudinally for 0.900 inch long. Then enlarge the hole by drilling a .088" dia. hole, 0.562" in length.

Step 2: In a lathe, turn a 0.250" dia. for 3/16 inches and tap it 1/4-40 thread.

Step 3: Reverse the 5/16" hex rod in the lathe with the new side facing out. Turn this end to 0.250" dia. for 5/8" length.

Step 4: Then reduce this end (0.250" dia.) to 3/16" dia. for 7/16" length from the end of the rod backward, leaving a 3/16" length of 0.250" dia.

(See Photo #1)

Step 5: Thread the 3/16" length of the 0.250" portion of the rod to 1/4-40 thread. (See Photo #2)

Step 6: Reduce the 3/16" dia. length portion of the

Photo #1

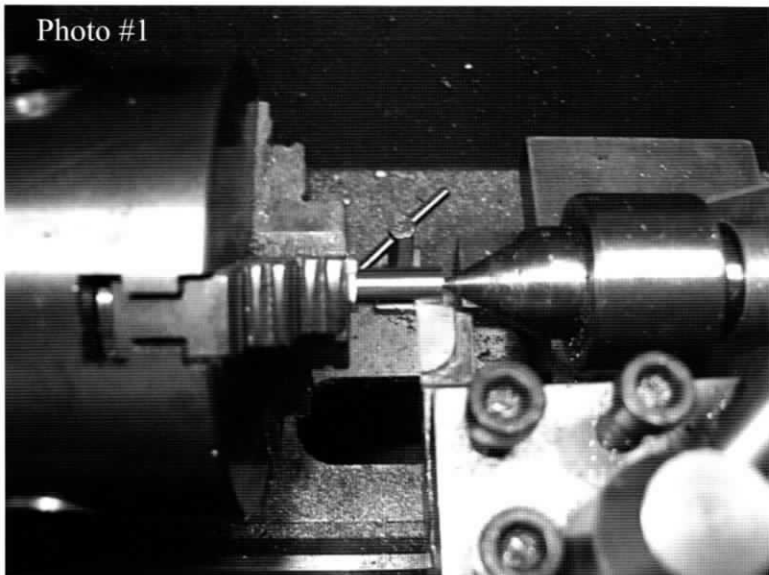


Photo #2

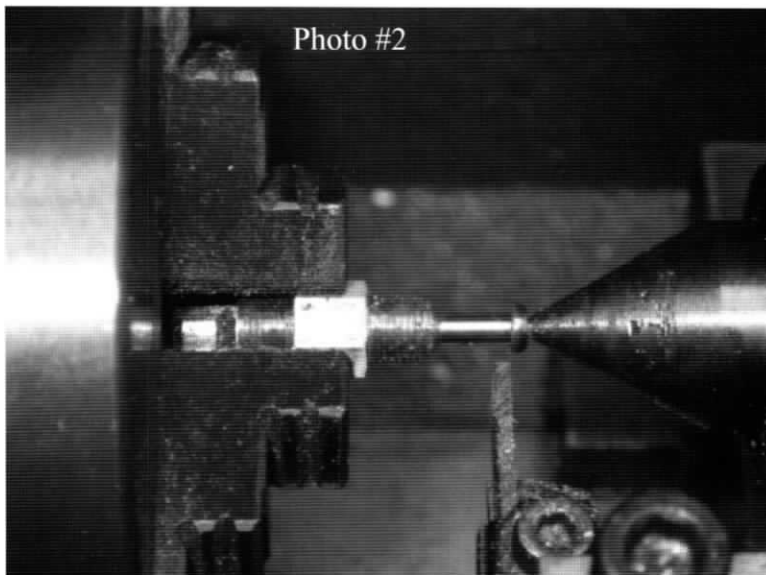


Photo #3

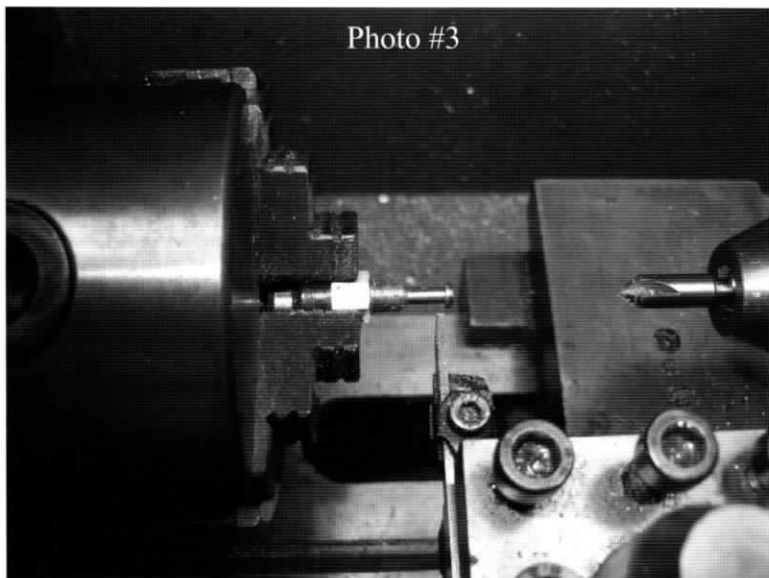


Photo #4



Photo #5

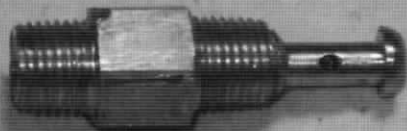


Photo #6

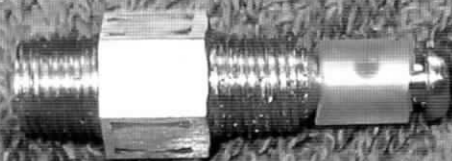




Photo #7



Photo #8

rod to 0.115" dia. for 5/16" length from the threaded portion toward the end leaving a 3/16" dia., 3/16" length of stud on the end. Round off this end with a file so that the silicon tubing can be slipped over it and retain it. (See Photo #3)

Step 7: Using a Mill or Drill machine and starting with a center drill, carefully drill a 3/64" hole cross-wise thru the tube, midway along the length of the 0.115" dia., 5/16" length tube.

(See Photo #4)

The finished valve is shown in **Photo #5**.

Step 8: Cut a 1/4" length of 0.190" OD, thin wall, silicon tubing. Clean the whole fitting and make sure no machining chips remain in the tube before slipping the silicon tubing over the stud end and onto the 0.115" dia. tube. (See Photo #6) .

Check to assure that air easily flows from the input and out the cross hole. Then using a hand pump or an electric pump, make sure water is expelled when forced into the input side of the valve to observe proper operation.

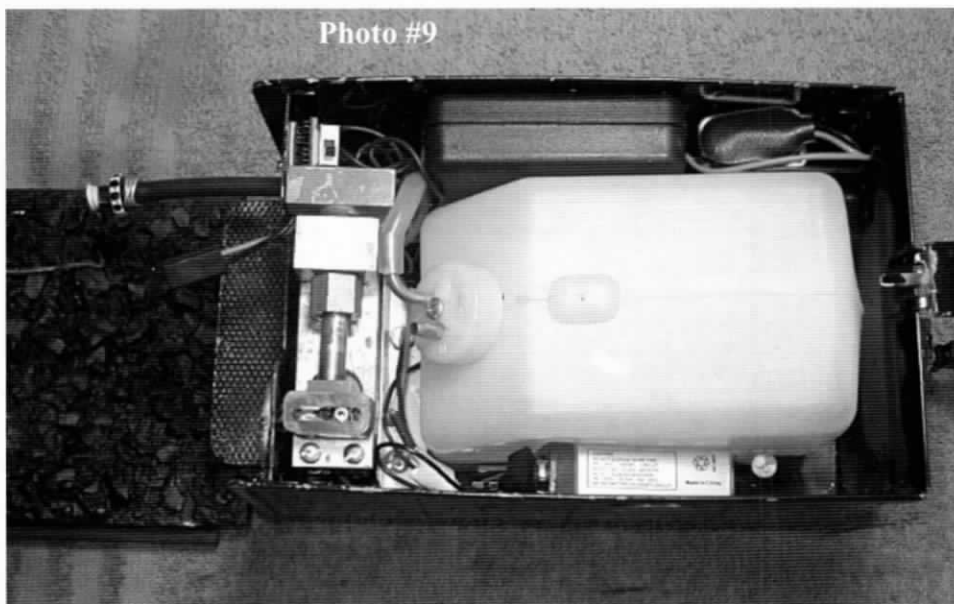


Photo #9

A typical connecting tube is shown in **Photo 7**.

Use with the WLDS System

For those who might be using this valve in conjunction with the Water Level Detection System (WLDS), thread output end of this fitting into any suitable bush in the boiler. It's not important where the bush is located in the boiler. Connect a length of 1/8" dia. copper tubing to the input using a compression fitting. The copper tube should be long enough to assure that the copper tubing is cool enough to al-

low silicon tubing from the pump to be attached. A quick disconnect fitting is recommended so that the silicon tubing from the pump, normally installed in the tender, can easily be disconnected. All tube connections on the output side of the pump must be tightly fastened and use thick walled silicon tubing due to the possible pump pressures of 40-90 psi.

Photo 8 shows the valve installed in a Roundhouse Fowler. The electric water pump, WLDS system, and the water tank are contained in the tender (**See Photo 9**). This system provides the safety and security for long, enjoyable runs.

This completes the *Clack-less Check Valve*. I have found it to be a reliable and ideal one way valve for our model steam applications. Please write me of your experiences and comments in making and using this valve via e-mail: bfindus@earthlink.net For more information about the WLDS system, visit my website, www.home.earthlink.net/~bfindus

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(see page 31)



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The Nuts and Bolts of Shays

Shop Number 1928

By Dan Rowe

This Shay was built for the Comanche Mining & Smelting Co. of Silver City, New Mexico. It was only a medium-size class B Shay, but it was the largest Shay ever built for 2 gauge. It did not spend much of its operating career as 2 gauge; it was re-gauged to 42 by W.M. Ritter and then worked the hills of West Virginia in relative obscurity. The gauge is really the only thing that makes this locomotive unique. Eleven Shays were built to plan 1895 -- both 3 gauge and standard gauge: S/N 1895 and 1947 were 3 gauge; S/N 1930, 1950, 1957, 2012, 2053, 2088, 2116, and 2142 were standard gauge.

Plan drawing 1895 shows a steam brake cylinder mounted on the left I beam in the forward location and an air brake cylinder in the rear. This dual air/steam brake design was slightly more complex than a double-ended steam brake, but it gave the engineer more options in an emergency.

S/N 1928 did not have an air compressor when built; it was shipped with two steam brake cylinders. The two brakes were connected so that if one brake cylinder failed, the other would operate the whole brake system by itself. The end of each brake cylinder nearest the firebox serves as a fixed pivot point. The cross frame brake beams are connected to that pivot point and the opposite ends are joined to a long, common brake rod that connects the front and back cylinders. The common brake rod is located on the

right side between the engine and right-frame I beam.

In 1917, they made the change to add an air cylinder, just like in plan 1895. The change was a simple operation because the steam cylinder mounts were designed to match the standard Westinghouse 10 x12 air brake cylinder. The frame plan with all the frame brake rigging is shown on plan drawing 1895, which is LLW drawing card 16414. This drawing is available from the Allen County Historical Society, 620 West Market St., Lima OH, 45801; attention Mr. Charles Bates.

In the drawing, the left side of the firebox is cut away to show the rocker grates used for burning coal. The dump plate is shown in the dump position and the operating shaft can be seen best in the end views. One of the grate side rails and the bearing for the dump plate shaft are shown as separate drawings below the left firebox. The grate shaker lever was removable, with a socket to match the stub lever which is shown with a dotted line.

The end views have the foot board cut away at the bottom of the end beams so the truck front and back views are not obscured. This is the same truck that was shown in the standard truck article in SitG issue #90.

It is not surprising that they did not build more of these because it looks like a stiff wind would blow it over.



Shop Number 1928 loaded on a flat car leaving Silver City New Mexico.

Photo courtesy Ed Bond

Built by the

Lima Locomotive &
Machine Co. Lima Ohio

Built for the

Comanche Mining &
Smelting Co. Silver City NM

Operators of the

Silver City, Pinos Altos &
Mogollon Railroad

Shop Number 1928

Date Shipped 6/29/1907

Weight empty 62,790 #

Bore & stroke 10" x 10"

Driver diameter 28"

Coal capacity 1-3/4 ton

Water capacity 1200 gallons

Boiler 44" straight

Boiler pressure 180 PSI

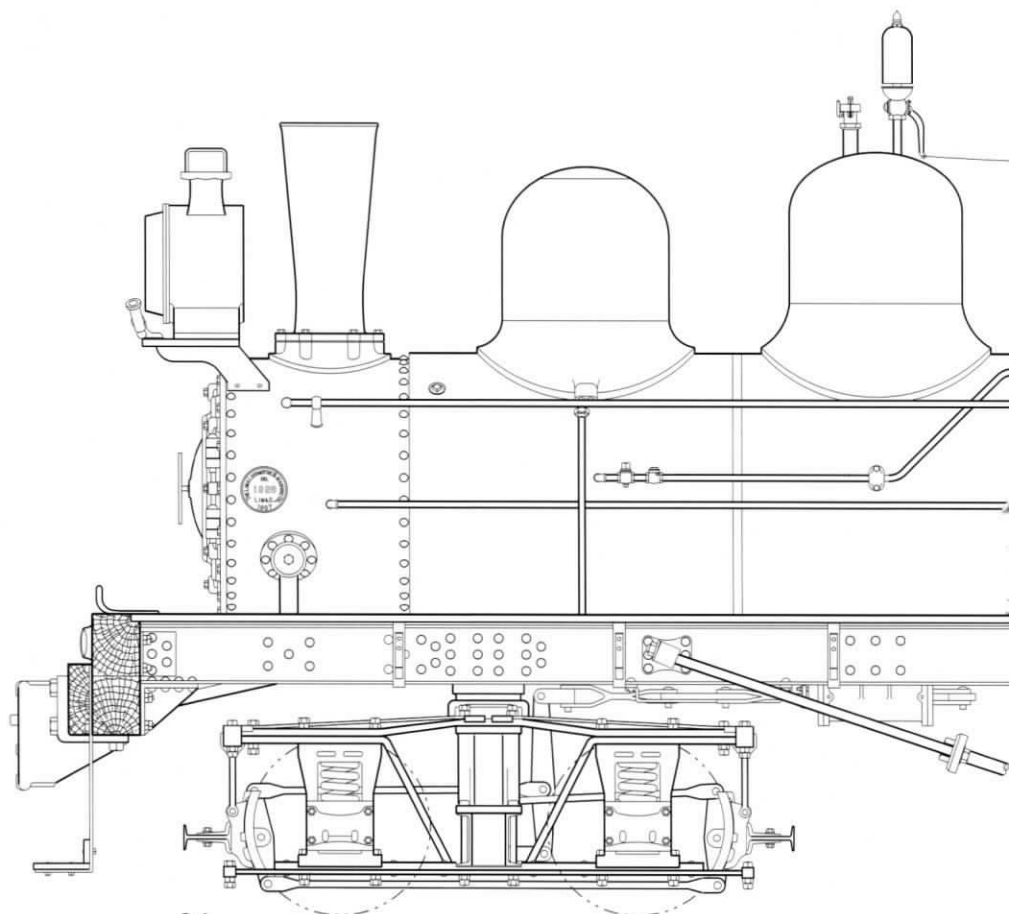
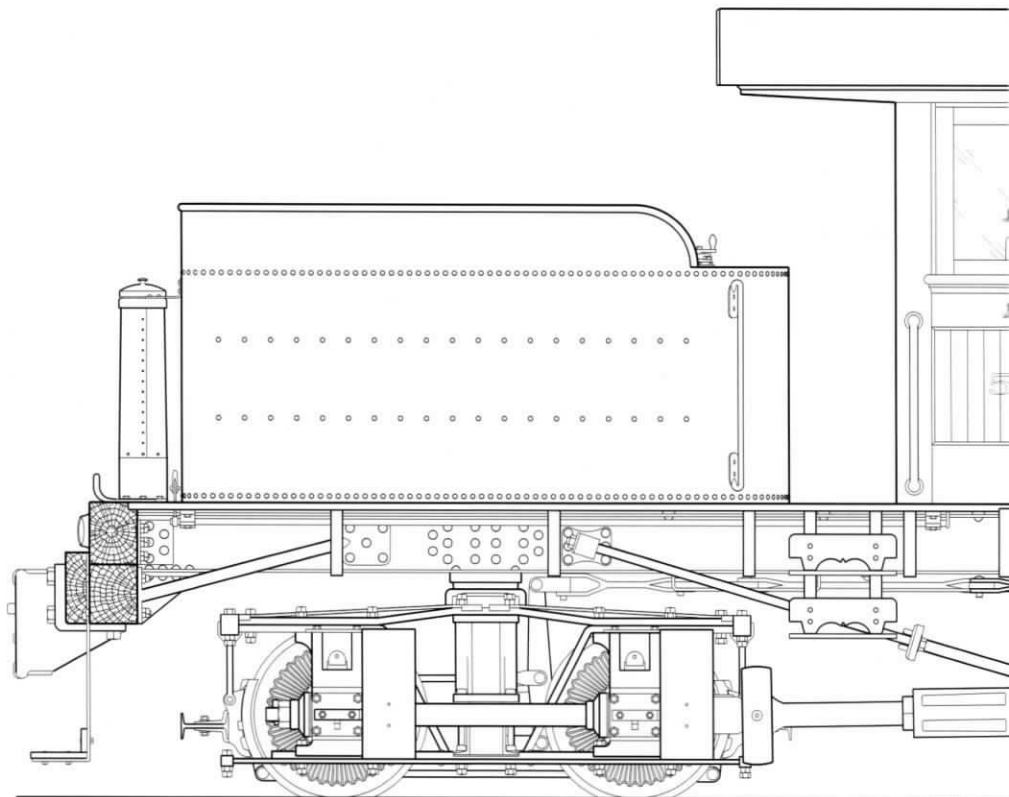
Tubes 104, 2" OD, 108" L

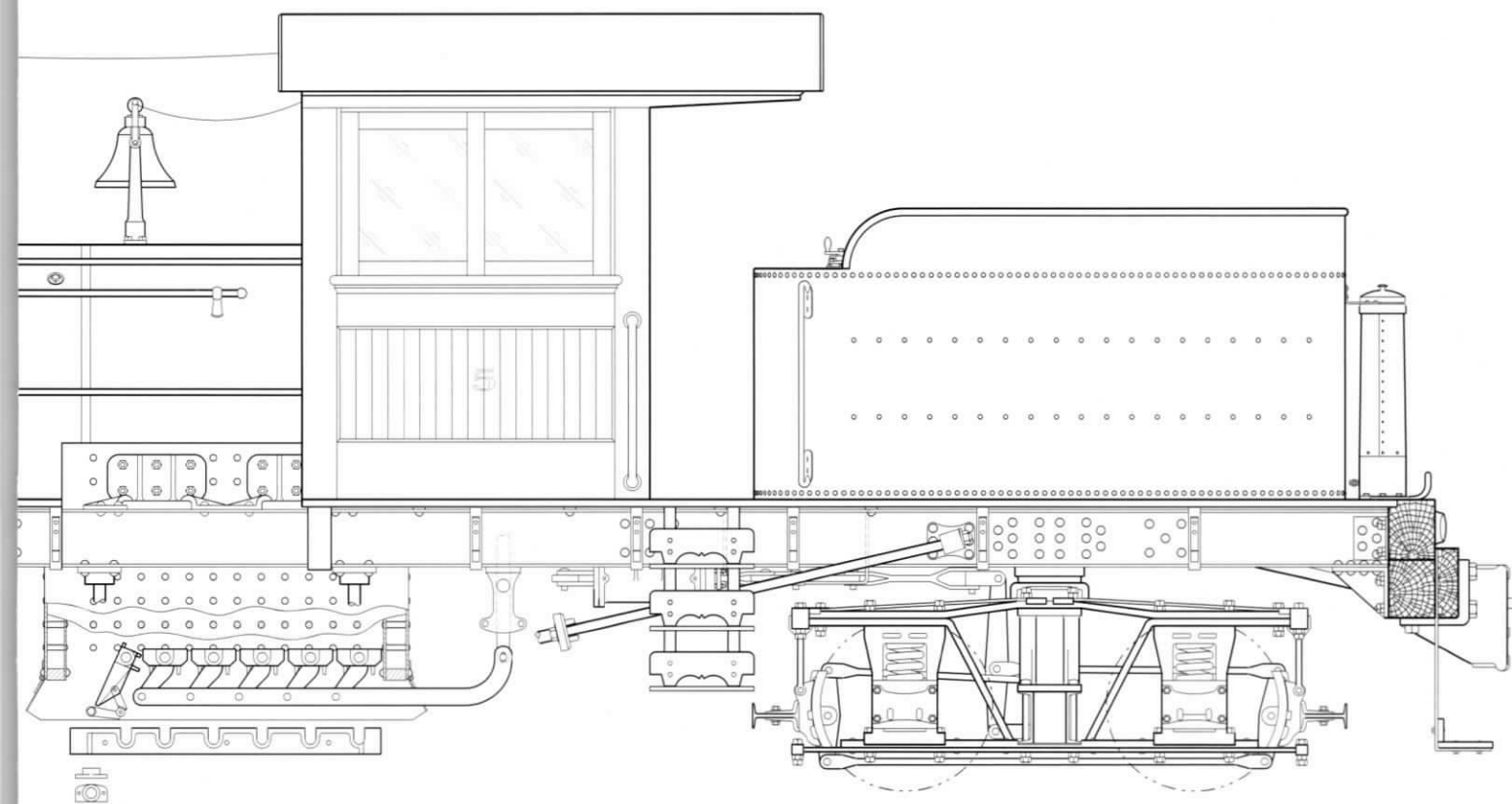
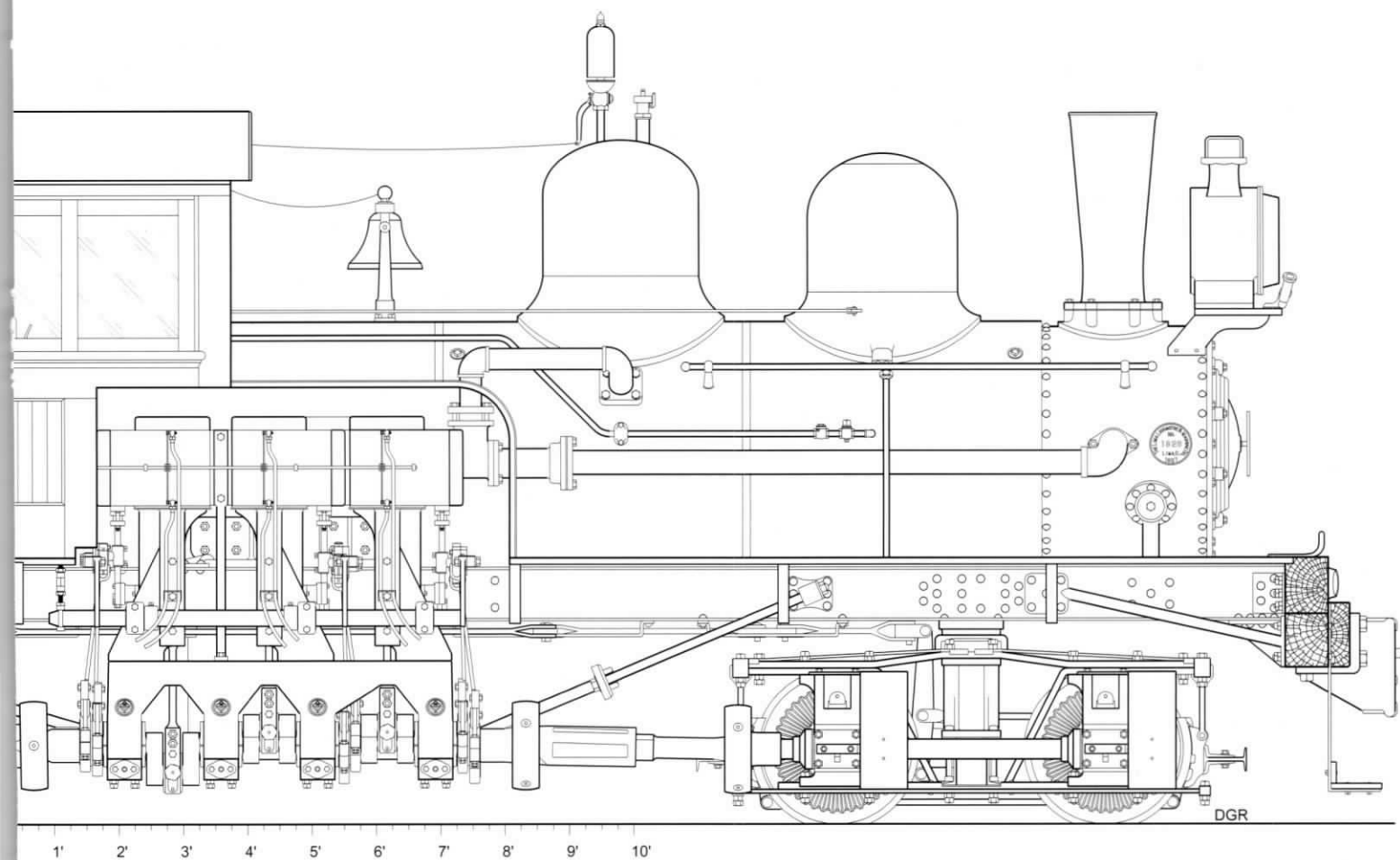
Firebox length 54-3/4"

Firebox width 37-1/4"

Firebox height 60-1/2"

Gear ratio 20:41





The Comanche Mining & Smelting Company Railroad *...the tail wagging the dog*

by Garrie L. Tufford
map & photos from the author's collection
except where otherwise noted

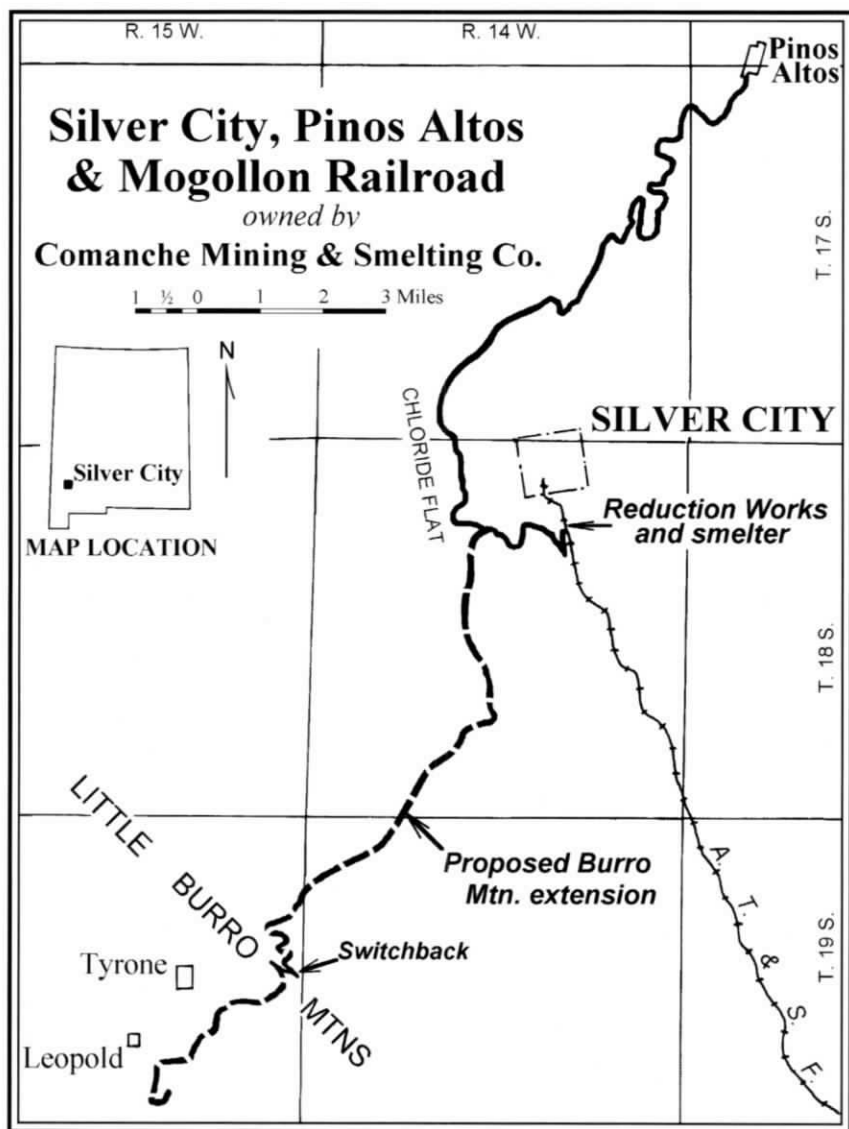
Mining ventures usually do not attract the modeler's attention unless there is a railroad attached to it. The Comanche Mining & Smelting Company is no exception, and if it were not for the two-foot narrow-gauge Silver City, Pinos Altos & Mogollon Railroad it built for its "conveyor" of ore from mine to mill and smelter it would have gone largely unnoticed.

The Comanche Mining and Smelting Company, with offices in Milwaukee, Wisconsin, was incorporated in 1902, by Michigan and Wisconsin investors who bought a large group of mining properties in the Burro Mountains southwest of Silver City. The organizers had been very successful

mining men who were seeking opportunities in other places. The Comanche company bought an old smelter at Silver City and

mines at Pinos Altos in 1903 from the George F. Hearst estate that was to be used to treat the ores from their several properties. This smelter accidentally burned at the time of the sale, and a much larger ore reduction and smelter plant was then built on the site.

The end came to the Comanche company's operations and plans because of mismanagement and was over-extended when the 'Panic of 1907' hit. The price of copper was also in a free fall and dropped more than 50% in a few weeks' time. A bankruptcy was sought in late 1907, and all work was stopped and the operation closed.



In 1908, the destitute company was merged with another company, the Copper Gulf Company, which had been organized in 1906 by Minnesota mining men who also wanted to purchase mining properties in the Burro Mountains. The Comanche and Copper Gulf companies were then incorporated as the Savanna Copper Company on September 9, 1908, with its principal office in Duluth, Minnesota. The Comanche stockholders became

83% of the new company after they paid in their share of the old Comanche debts. Very few of the Comanche shareholders failed to pay their assessment, so the Savanna Co. was basically the original company, but under new management. When all of the financial details were worked out a "Sheriff's" sale was held October 6, 1909, and the Savanna Copper Company held all of the property, save for a very small debt of a few thousand dollars.

There was much talk of reopening the mines and smelter, but little came of it. Significant changes in the copper industry had also occurred that would make smaller operations such as the Savanna's non-competitive. In January 1916, the Savanna Copper Company sold its Burro Mountain holdings to Phelps Dodge for \$700,000. The much reduced Savanna company then leased its remaining properties at Pinos Altos and Chloride Flat to various small operators into the 1940s.

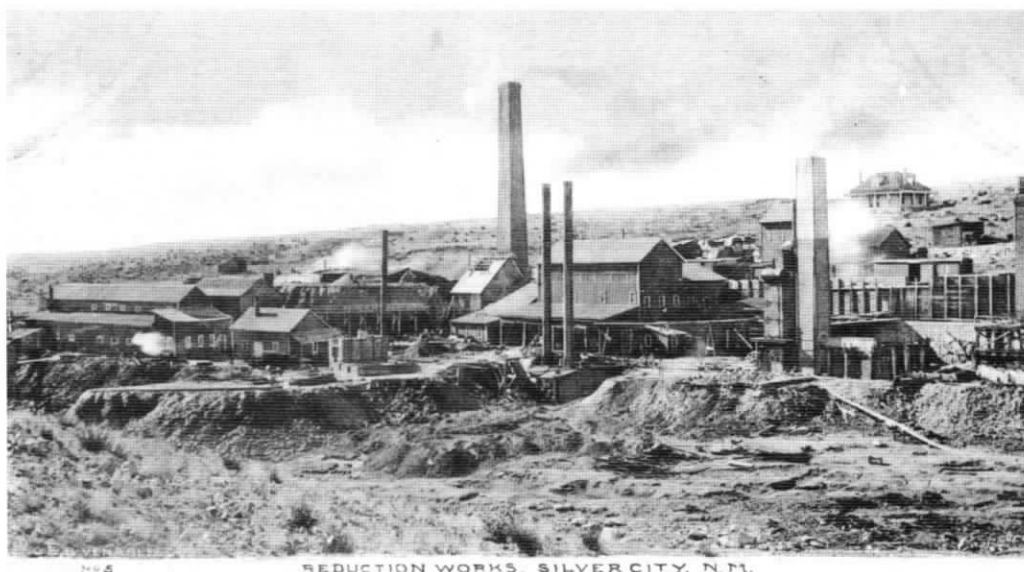
The Silver City Pinos Altos & Mogollon Railroad

The Silver City, Pinos Altos & Mogollon Railroad was incorporated August 24th, 1889, to build a railroad from a mill at Silver City, New Mexico to mines near Pinos Altos, about seven miles. The August 30th Silver City Enterprise stated the gauge was "to be the same as that of Clifton," Arizona, which was 20 inches, although the newspaper mistakenly

gave this as 22 inches. Another company, the Silver City and Pinos Altos Railroad, had been organized the previous year, but quickly faded away.

Although the company's early promoters may have hoped to build to Mogollon (actually Cooney

was to be the terminus), a very active silver and gold-camp some 70 miles north of Silver City, and even a branch eastward to the Hanover and Santa Rita copper mining



REDUCTION WORKS, SILVER CITY, N.M.

camp, they were most interested in better transportation of ores from Pinos Altos. The route to Pinos Altos was surveyed and nearly five miles graded before the work was stopped.

The Comanche company bought the franchise and partially graded route of the Silver City, Pinos Altos & Mogollon Railroad in 1905. A modified route, about 14 miles long, was located and completed in mid-1906. The road now had a circuitous path around Silver City through Chloride Flat. This was not to make a better grade for the railroad but because the company owned mines in Chloride Flat that would provide flux for the smelters. It was also decided that the gauge would be 24 inches. In addition, all of the Railroad's cars were built in the Comanche Mining Company's large machine shops, purchasing only trucks and miscellaneous hardware.

Another branch was projected and surveyed to the Company's Burro Mountain mines, however the Santa Fe also projected a standard gauge road to the Burro Mountains and the Comanche Company eventually decided they would ship their ores to Silver City over the Santa Fe's tracks, thus effectively ending plans for the extension. The SC, PA & M would have been quite a railroad if everything had been built!

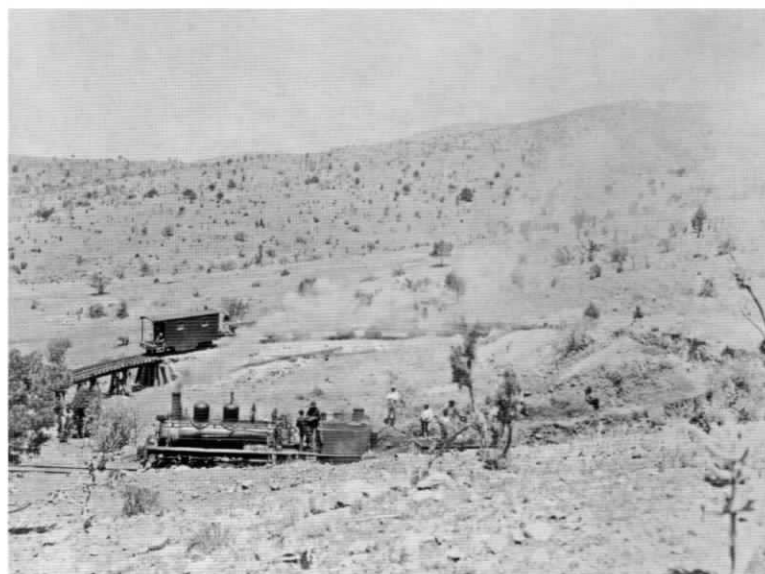
All of the railroad's locomotives were Shays. Two very small engines were bought from Colorado's Gilpin Tramway. These were Gilpin #1 and #2 and they kept their numbers on the SC, PA & M. They



were used for switching around the Reduction Works and to haul slag trains to the dump. Two 20-ton Shays were purchased from Lima (S/N 1672 and 1673) to haul ore from Pinos Altos to Silver City. They hauled 10-car trains daily, each carrying 100 tons of ore to supply the needs of the works. In 1907, the Company bought their last locomotive, Shay #5 (S/N 1928), a 36-ton engine, the largest ever built for two-foot gauge.

To accommodate all of these engines the Comanche Company built a seven-stall stone engine house at Silver City. Shay #5 and any other new engines were to be used on the ill-fated Burro Mountain extension. A very ambitious operation, but the "Panic of '07" and closure of the entire operation ended any of these plans. The railroad was finished as the new Savanna company sold the Burro Mountain properties to the Phelps Dodge company and closed the Silver City plant. The railroad was finally sold for scrap to the Hyman-Michaels and Harry Benjamin companies in 1913, and taken up.

The Silver City, Pinos Altos & Mogollon Railroad operated for only a brief period but has acquired a rather large following overshadowing its mining company owners. It really is the tail wagging the dog.



Train on the hairpin loop, ca 1907.
photo courtesy Ed Bond



Stainless Steel Wicks for your Aster Locomotive

by Jeff Runge

This approach offers an alternative to other traditional wick materials. In the early days of Gauge 1 Steam, screen wire wicks were used. This traditional variation on alcohol firing is not intended to correct other problems such as drafting, poor fuel quality or mechanical issues.

I have used this method for ten years and now stainless screen wicks are my only approach. The advantages are many:

- Stainless wire wicks do not drop out when transporting the locomotive.
- To quickly correct water accidentally spilling on a wick, you simply flush out the wick with alcohol.
- Stainless wire wicks do not absorb liquid; they simply carry or transport alcohol by capillary action.

The challenge with stainless steel wire wicks in the installation.

First you must find a supplier for stainless screen wire from which to fabricate the wick. Some have suggested using the wire in a frying pan grease spatter shield. The critical issue here is the size of the mesh, is it free cooking grease, and does the cook allow the appropriation of kitchen utensils for Gauge 1 hobby purposes?

Wick material should be about 80 per inch mesh. You need a good magnifying glass to count them! Coarse wire does not work for wicks.

(Small Parts Inc. - web site <http://www.small-parts.com/> carries a nice selection of stainless steel screen in quantities appropriate to our needs. ed.)

Once the screen wire is obtained, cut one square foot of material. I have found this more than enough to do a locomotive, such as an Aster USRA Mikado

or Berkshire. Naturally, the size of the burner cup determines the amount of material needed.

Cut the material into 12 inch long strips and with a width for the wick height matching the same as the original wick height on your alcohol fired locomotive (12 or 14 mm above the cup).

Roll the screen wire strip lengthwise as tightly as possible. The total diameter should be the amount as if you were going to fit it directly into the burner cup. You may wish to temporarily secure the roll with wire or tape.

Place the roll in a sturdy bench vise and crush as flat as possible. Remove from the vise and unroll.

Starting from the other end, roll backwards with the previous inside of the roll now being on the outside. Roll back up tightly. The pleats in the wire prevent the layers of wire from laying flat against each other. The pleated space between the layers provides capillary space for the alcohol to move from the bottom of the burner cup to the top of the wick.

Slide the roll of stainless steel wick into the burner cup. Temporarily wrap the exposed portion with tape, so it maintains its diameter on the outside or top of the burner cup.

With a Dremel® cut-off tool and wearing eye protection, cut a "U" shaped notch (similar to a "cartoon" shaped mouse hole).

With the "U" notch straddling the transfer tube in the burner assembly, push the stainless steel wire wick all of the way down.

Once the stainless steel wick is seated in the burner cup and you are satisfied with the wick height, remove the tape.

However, should you need to trim the wick, keep the tape in place and use your Dremel® cut-off tool to adjust the height.

Now install the burner into your locomotive. For Aster Berkshire operation, I have found a silicon tube extension (attached inside the original alcohol fueling tank) can be lengthened by an eighth of an inch (1/8"). This reduces the amount of fuel supply to the



Step #1 is to acquire the stainless steel mesh.



Step #2 - roll the mesh and then flatten it in a vise.

wicks, thus reducing burner heat. Therefore, a longer run is produced on a tank of fuel.

The stainless steel screen wire wick is applicable to other locomotives, including the Aster Mikado. The photo illustrations with this article used an Aster Mikado burner.

Should you have feedback or questions about this old but now new again method for burner wicks, you may contact me at jeffrunge@carolina.rr.com

Southern Steam Trains LLC (www.southern-steamtrains.com) expresses appreciation to Jeff Runge for sharing his insight and expertise on stainless steel wire wicks and for allowing us to post this article on our website, and also for sharing it with SitG readers around the world.

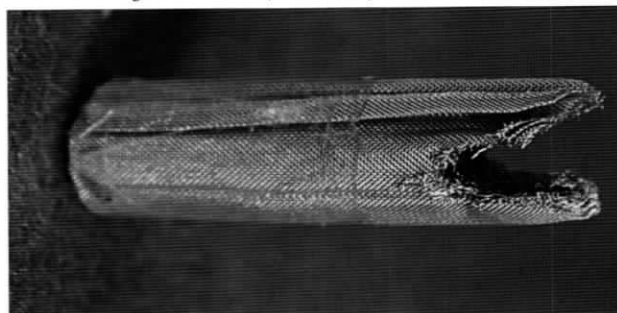


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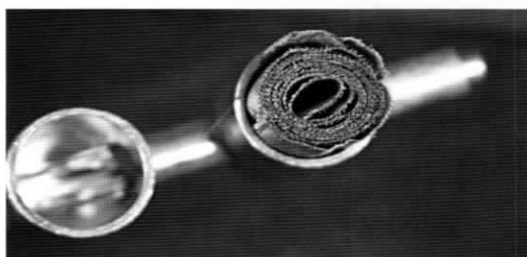
(see page 38)



View of extension on the bottom of the fuel tank (see text).



After rolling the mesh to the proper size, a notch must be cut to straddle the alcohol feed tube at the bottom of the burner cup.



Mesh wick, rolled and inserted in burner cup. It should fit tightly enough so that it doesn't fall out when the loco is turned upside down.



The wicks should be trimmed to the proper height above the top of the burner cup. This height will vary for each application.



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Above: Bert Horner's highly modified Accucraft Shay pulls a log train through the beautiful scenery of the Austrian Alps *photo by Bert Horner*

Below: John Simon's nicely detailed Catatunk Shay moves through the woods on his Elk River & Cheat Mountain Railway in Australia *photo by John Simon*



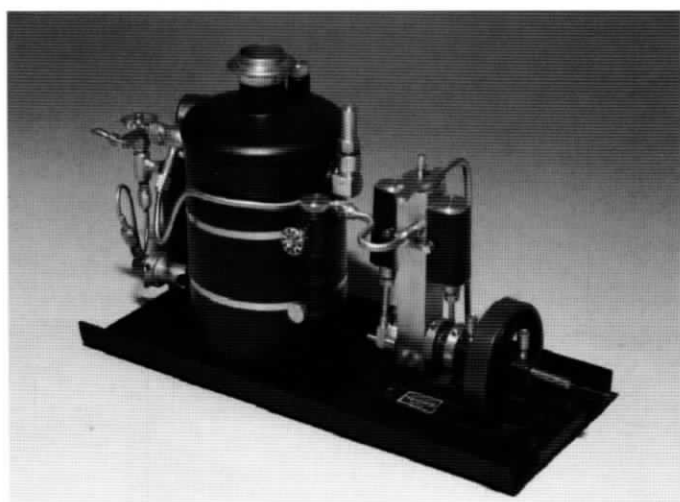
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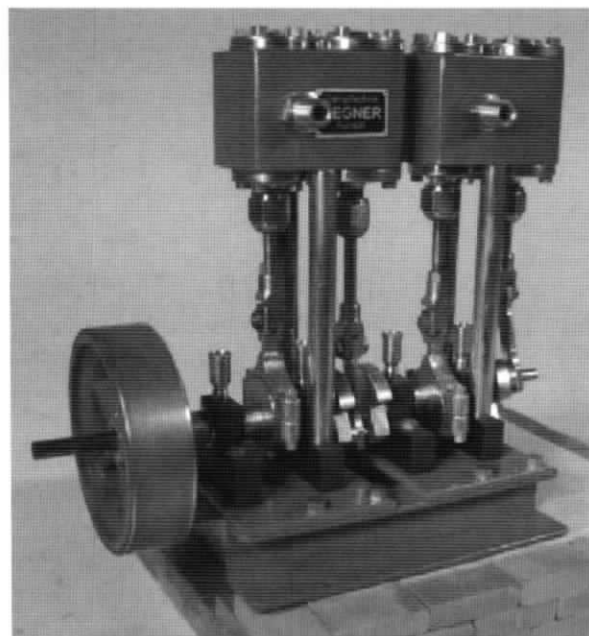
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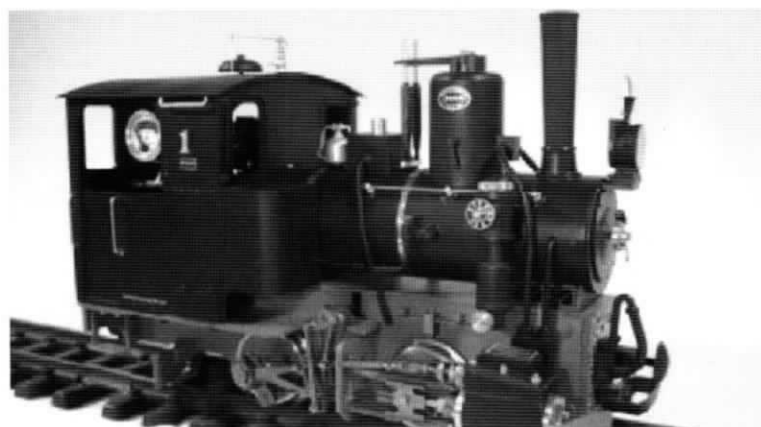


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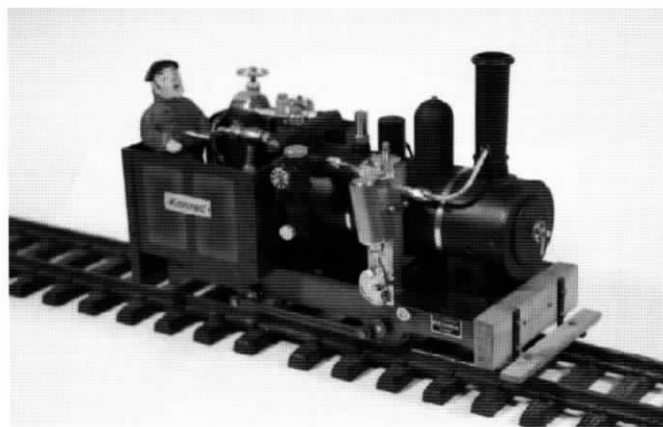


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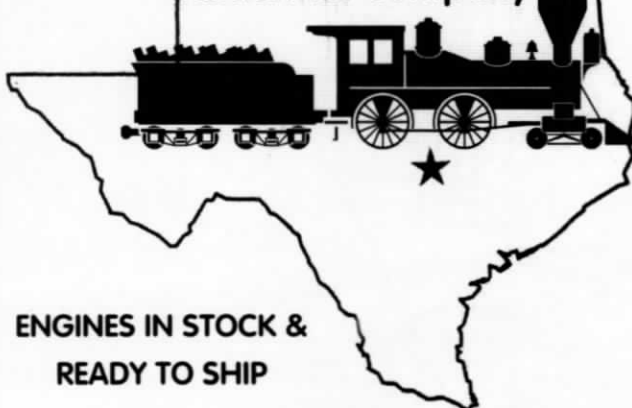
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Trainz Railroad Simulator

by Peter Foley



Opening Screen. The controls are easy to use.

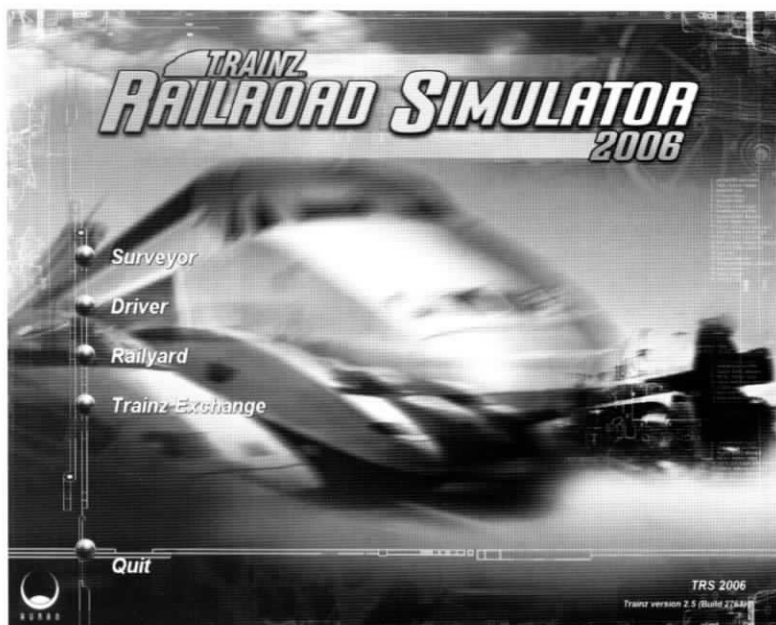
At the outset I should state my qualifications to provide this review: that's easy, I don't have any. I'm moderately computer literate, but after being routinely trounced by my children at a succession of video games, I gave them up as being too damaging to my ego. So, when our esteemed editor asked me to try out Trainz Railroad Simulator 2006 I was somewhat leery, to say the least.

The good news: it is not a video game in the traditional sense of the word. Oh, there's lots of fun to be had, but it's the kind of fun I can relate to. I tried Microsoft Train Simulator when it came out. It was OK, but after a short time my interest waned andit just didn't have IT. Truth to tell, I've ALWAYS wanted to be a train engineer and this simulator is the closest I've come to that dream by a very large margin! Can you tell that I liked it?

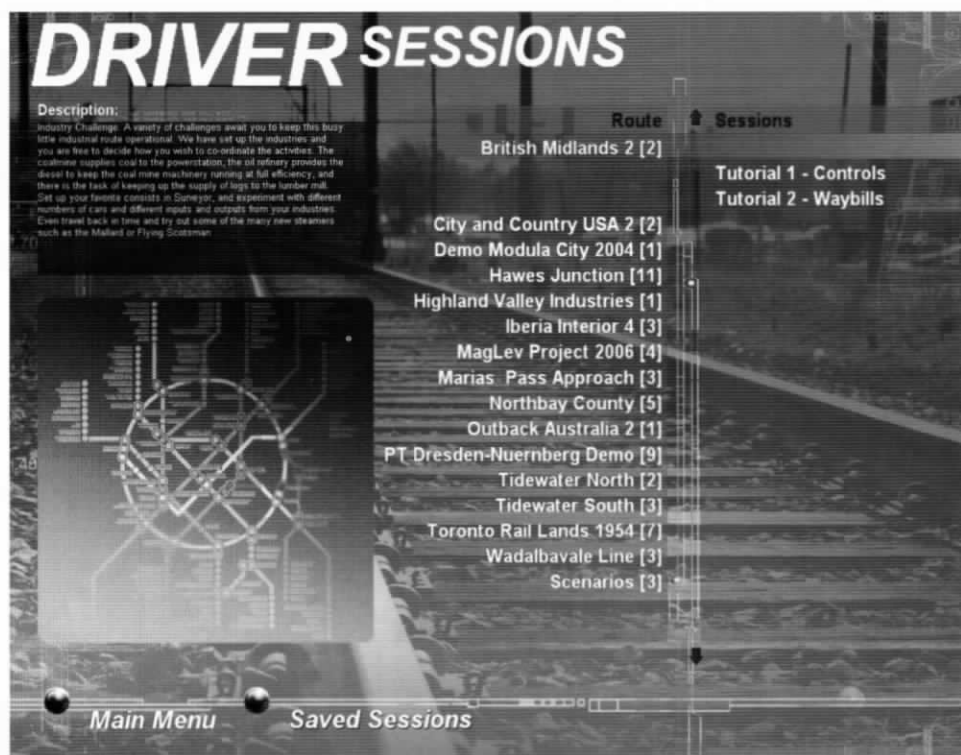
This is the third version of Trainz. From what I understand the first version was very similar to Microsoft's offering, but Trainz has persevered in developing a program to meet the

needs/demands of the model railroad/railfan community, and it now delivers a rich and varied railroad simulation, with more than enough opportunities for even the most jaded user.

This is a fairly large program. It comes on four CDs, and takes up 4 gigabytes, or so, of hard drive space - it takes considerable storage space to hold all the varied scenes, scenarios and trains that are on offer. It ran without any hiccups on my off-the-shelf 3 gigahertz Pentium 4; their minimum requirement is a 2.5 gig P4 with 512 megs of RAM, and as with all things of this kind, your mileage may vary.



The game start screen - 'Surveyor' gets you building, 'Driver' gets you driving, 'Railyard' takes you to your equipment inventory and 'Trainz Exchange' takes you to the on-line inventory.



There is a progression of tutorials to teach you how to get the most from your sessions.

There is a solid set of tutorials to take you through the basics and teach you how to make things do what you want them to. Controls are easy to understand and intuitive, and other than a need for reasonable hand/eye coordination, anyone should be able to enjoy this simulator. You can also save sessions as you progress through them, and go back later to finish it at your convenience.

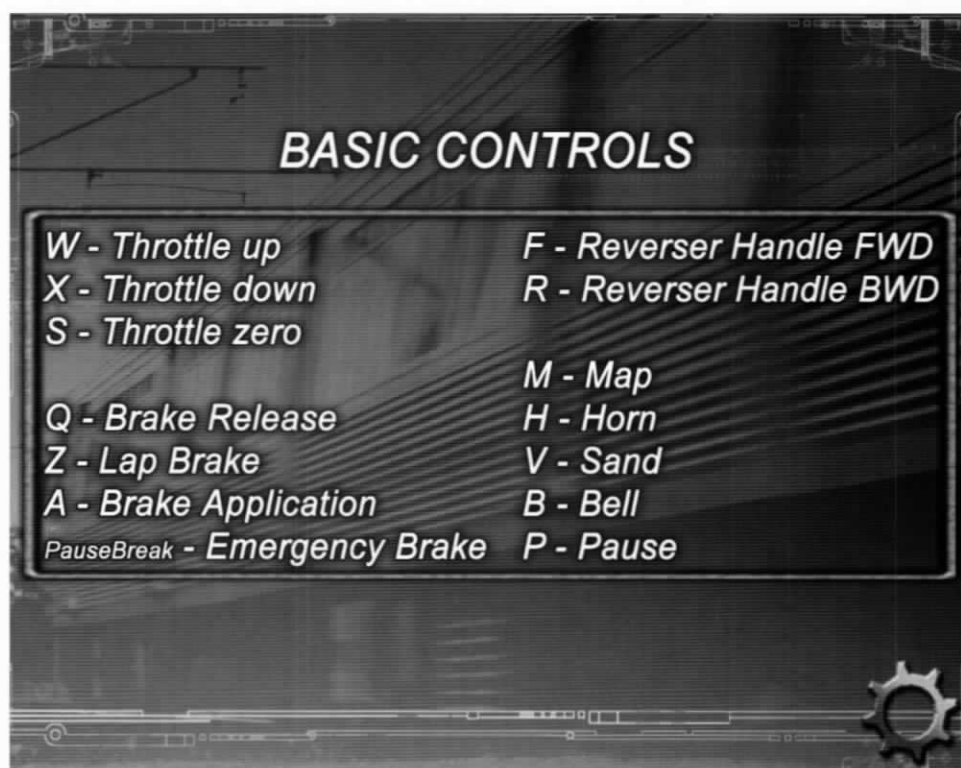
As installed off the CDs there are over 150 'real' steam, diesel and electric locomotives and a multitude of routes and scenarios to work your way through. There is also a substantial web-presence, a huge library of downloadable "assets" to improve/enhance/expand your play (play is in the sense of d*mn, this is fun) and the ability to take part in interactive sessions over the web. There is also a large, world-wide community of developers who are creating new routes,

equipment, et al, and uploading it; all available for you to download.

That's the run-trains side of things. Trainz has a really terrific "Surveyor" side that allows you to 'build' your own railroad through the use of a 3-D modeling program built into the set-up. Controls for this portion are also intuitive and easy to understand, and there's that huge on-line library of "assets" to help you make it look the way you want.

The really enticing side of this thing is the possibility of using it to design the earth-form/landscape of your garden railroad. One of the things I remember best from my former life as a landscape architect, is just how difficult it is for the majority of the population to translate a 2D plan into a 3D view, inside their head. This

program offers an opportunity to lay things out in 2D, then manipulate and view it from all the angles in



Basic driver controls are simple and easy to use.



NRRR

(see page 44)

The external cab view can be zoomed in, raised or lowered and rotated through 360 degrees.

changing it into a 3D view. Finally, you can add vegetation, and adjust that to get the character you want.

Print it out, take it to your retail nursery and say: "I want something with this character, that won't spread too rapidly, about two feet high maximum, no flowers, no fruit". I haven't had the time to take more than a cursory look at this idea, but it seems feasible to me.

There is a learning curve here, but it's not too steep. There is also the possibility that it will take time from your modelling activities (hmmmm, self-discipline....what a concept!). My only quibble (a minor one) with the simulator: I occasionally had difficulty getting turnouts to throw as I approached, still, I think it's a winner.



The internal cab view can be rotated through 360 degrees. Controls in view can be 'driven' with the mouse or through the keyboard. Viewpoint can be changed with a click of the mouse.

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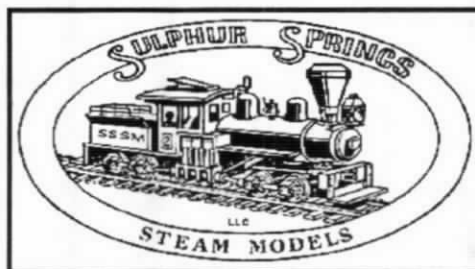
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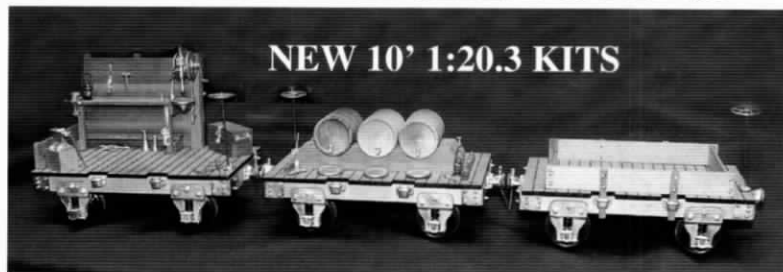
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Lateral Automatic Passage Counter

by Charles McCullough

Keeping track...(no pun intended!)

While running a live steam locomotive, besides watching the track ahead for obstructions and controlling the speed of the train, the engine crew must also maintain a near constant vigil on the boiler pressure and water level. In the real world, these jobs are performed by two people in the cab, the Engineer and the Fireman. The Engineer primarily controls the motion of the locomotive and the Fireman primarily controls the fire. Both must watch the boiler pressure and water level... it IS that important!

It is really not all that hard; you couple onto a train, set the valve gear and throttle and turn the engine loose and (mostly) sit back and watch. Well... those of us with radio control get to (mostly) sit back and watch, others have to chase after the locomotive to adjust the throttle to keep the speed under control as the grades change. I guess some just sit back and sweat it out, hoping the thing doesn't go too fast around a curve someplace. Every minute or two you check the water level and if necessary adjust a bypass



Photo 1

However, in the miniature world all these tasks usually fall to the lone Owner/Operator. On the CMBY RY, that'd be me, all by my lonesome, and I assume the same is true for most of the rest of us that have live steam locomotives in their garden railroad.

valve if you have an axle pump, or hand pump water into the boiler with some other method.

I wanted to know how far the train goes on one tank of fuel. I spent no small amount of time cogitating on how to measure the distance my train has

traveled. I put a bicycle speedometer on a freight car, but found a couple of difficulties with it. The magnet glued to the axle tended to pluck loose spikes from my switches and (besides the problem of loose rails), the spikes would wedge between the magnet and the sensor and either lock up that wheel set or knock the magnet off the axle. A bigger problem is that at higher speeds the magnet spins so fast around the axle that the sensor cannot detect the number of rotations and the speed and distance indications become wacky and useless! Any speed above about 25 (scale) MPH would register as random speeds from 0 to 30 on each update of the display and the distance indication lost any resemblance to accurate.

Counting in my head how many times the train has gone around the track was no better. All those things that need paying attention to, coupled with my fascination with watching the valve gear as the wheels go 'round and 'round and the minute or so it takes to traverse around my RR means that I quickly lose track of the lap count.

In my head, I designed several different methods to perform this task for me... mechanical vanes that the train would push out of the way and via ratchet and pawl drive a set of numbered gear wheels... or electronic sensors using a light and photocell to trigger an electronic counter and display. The completely mechanical ones proved way beyond my construction capabilities and the electronic variety exceeded the size of my wallet when I began to count the cost of the individual components; sensor, counter chip, display driver chip, numerical display, power supply, circuit board and a box.

On my morning constitutional one day I realized that hanging on my belt was a ready-made counter, complete with power supply, sensor and nice 5-digit display, all mounted in a nice little box... and at about \$6.98, a Pedometer wouldn't impact my kid's inheritance too badly if I bought another one with which to experiment!

I knew that the sensor inside is a small reed switch that is triggered by a magnet on a spring-loaded pendulum. I figured that if I could put a strong enough magnet on the train and set the pedometer close enough to the track the two would interact enough to cause the reed switch to register a count.

The strongest magnet I could find was from a computer hard drive that had gone bad. I must warn you that these magnets are a bit dangerous! Don't get thin body parts between them and any loose magnetic material or another magnet! I got a nasty blood blister between the palm and first knuckle of my index finger when handling the magnet and a metal plate... the

plate snapped against the magnet very fast and hard and my finger was just in the wrong place... OUCH! Also, they are quite brittle and will shatter if you attempt to pry them off the metal plate they are glued to in the drive; just cut the plate to size with a hacksaw.

First, I verified that the magnet would trigger the counter from a distance of about an inch or so. Then I taped the magnet to the side of the locomotive tender and placed the pedometer on a rock near the track. As I highballed the mainline on the first pass, the magnet snapped up the pedometer and whisked it away down the track... Hmmm... that didn't work too well!

I weighed down the pedometer by filling the lid with ballast from the track bed and then it worked just fine.

I have since put the magnet in the doorway of a boxcar where it is hidden from view if the door is closed but the magnetic field still extends through the plastic door. The pedometer at present is still just being set on a screwdriver box and a roll of tape to get it at the correct height and a large, brass paperweight in the lid holds it down so it doesn't become an unwanted passenger on the train. See Photo 1...the magnet is the silvery arc in the open boxcar doorway.

To make this a more permanent feature I will need to remove the reed switch from the pedometer and mount it in/on some trackside structure (signpost or signal tower) that will look correct being close to the track. Then see if the magnet is strong enough to close the reed switch without needing the interaction with the magnet on the pendulum. The rest of the pedometer could then be concealed inside a building farther from the track, with wires to the reed switch. I'll just need to be able to reach the "Reset" button and to see the display.

Already I know that in about an hour of running (one tank of fuel), I can make 64 laps around my 150 feet of track, which equates to about 1.62 real Miles using 0.053 Gallons of alcohol... or 34.4 miles per gallon. That seems pretty good, until I scale it by 1:32. Then it becomes 58.18 Miles using 1730.9 Gallons... or 0.033 MPG... ugh!

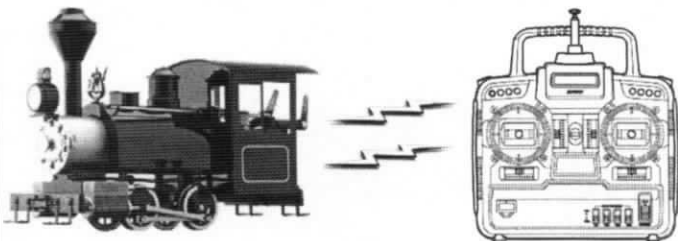
At least now I can devote my time to being the engineer without having to remember how many times the train has gone around the track. A pedometer makes a fine Lateral Automatic Passage (LAP) Counter.

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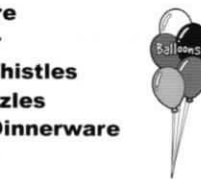


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FOR SALE: Cricket Mk. II. Brand new, perfect condition, never fired, serial #005. This is #5 of the now sold-out run of the BLW Cricket, revamped by Mr. Mike Krionderis of Westminster Locomotive Works. I ordered it with red "British" buffers, the frame and cab are green and the boiler black. Truly a beautiful little engine. Accessories and manual included. Looking only to get back what I have in it, \$590. Not bad considering it's the only live steamer being made in the USA and the practically artisanal quality. If these are ever run again the price will probably go up a couple hundred bucks. Email me at cbone2112@yahoo.com with any questions. (93)

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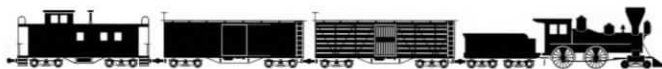
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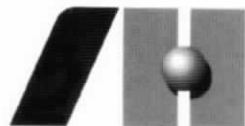
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END OF THE LINE

Good news & bad news...

First, the bad news. The United States Postal Service has thrown a monkey wrench into the gears of all mass mailers, including our humble little publication. Without any warning to allow us to notify our subscribers and modify our rates, they eliminated all Periodicals Class mailings. This means that the cost of doing business, especially out-of-country, is going up.....possibly WAY up.

More bad news is that we have many unanswered questions, but when we ask 6 different people at the USPS we get at least 6 different answers.

As of the time I'm writing this column (May 22, 2007) we have no idea about how much we need to raise our prices to stay in business.

The good news is that because this affects all mass mailers, there are a lot of people scrambling for answers and there may be some alternative mailing methods available.

As soon as we know what changes have to be made, we will notify all of our subscribers by e-

mail, web site, postcard, letter, telephone, smoke signal or whatever means possible. For those who have an existing subscription, we may find that we cannot afford to absorb the additional mailing cost and we will give you the option of paying the higher rate or getting a refund.... your choice.

I'm sorry to use up so much space that could be better filled with hobby related material, but our existence as your publication is on the line, and it's going to affect your pocket as well as ours.

Hopefully we will have some accurate information soon. Keep your eye on our web site for updated information. (www.steamup.info)

Happy steaming!

Ron

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The second Aster version of the famous D 51 freight locomotive is modeled after the very early prototype which had the feed water heater, sand and steam dome enclosed in a streamlined protective cover. The model is alcohol fired. Boiler and appliances are similar as used on the NKP Berkshire. The detailing is exquisite. Please refer to our web site for more pictures and information or call us during business hours.



USRA light Mikado This American classic, proclaimed to be one of the best performing Aster creations, is now almost sold out with less than 15 units left out of 400 total production. Optional axle/tender pump kits and detail kits are still available (with new locomotive purchase only).

NICKEL PLATE ROAD 779

S3 Berkshire Still a few left in kit and RTR



Bulleid Light Pacific in BR and Southern livery



New ! SNCF 140C in stock. Green or black version



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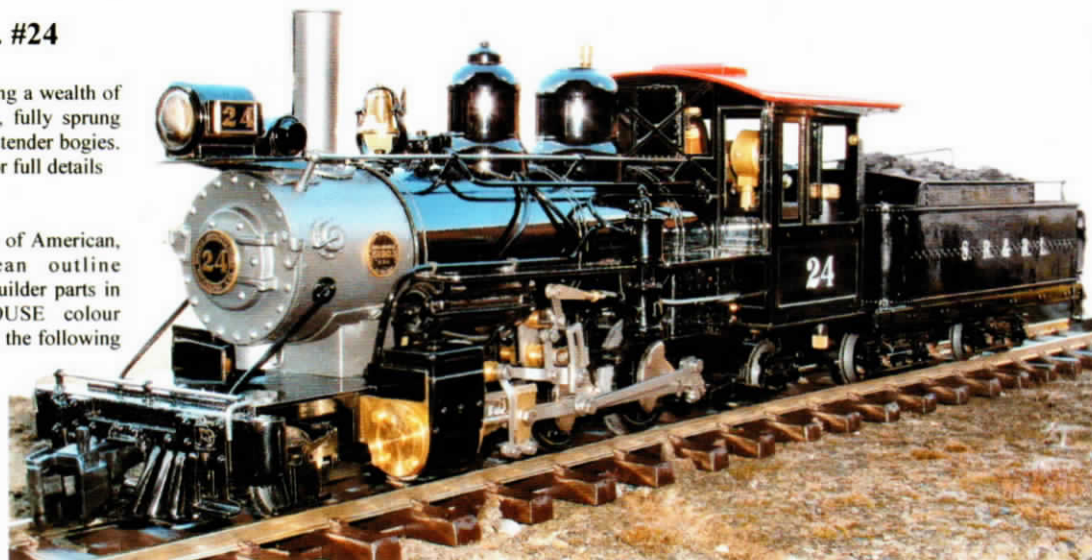
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Robert Murchison is oriented to the operation of his new NKP Berkshire by Ross Schlabach at a Southern Steam Spring 2007 Steamup hosted by Jim Pitts. This "hands on experience" rescues this Aster Gauge 1 classic from being a "shelf queen."

photo by Jim Pitts