

STEAM IN THE GARDEN



In this issue.....

Accucraft War Dept. Baldwin Review

National Summer Steamup Coverage

and lots more.....



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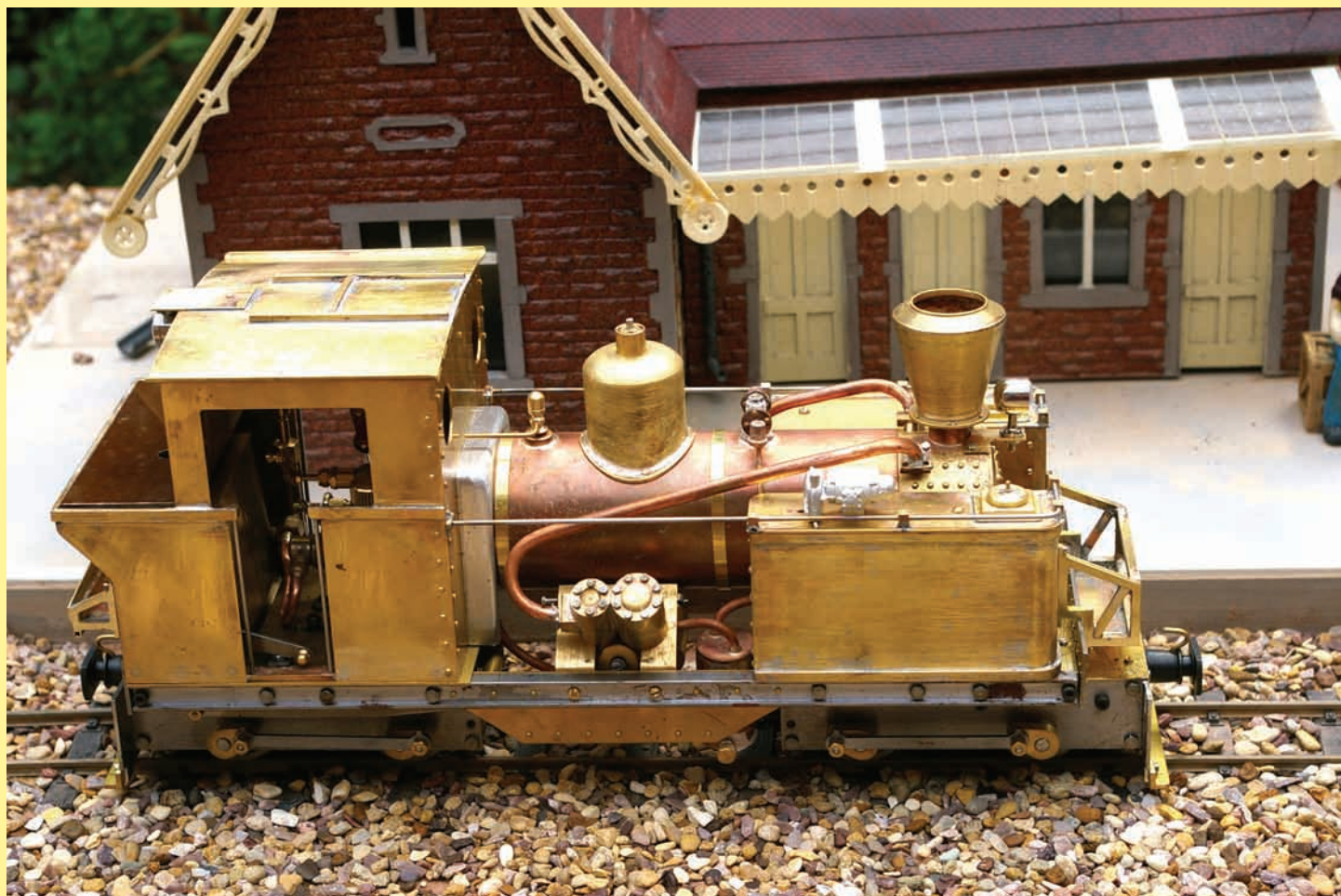
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Below: Avonside Heisler, built by Peter Angus for David Cairns.

photo by David Cairns



STEAM IN THE GARDEN

Vol. 20, Nº 5
Issue Nº 113

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

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FRONT COVER:

Monika Boldrin's little War Department Baldwin in charge of a short excursion train on a private garden line in Western Austria. Engineer, Edward E. Bear is waiting impatiently for a highball to continue.

Photo by Bert Horner

Editor
Ron Brown

Five Horses

Marie Brown

CAD & Other Drawings in This Issue

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CALENDAR OF EVENTS

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

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

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

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

Greater Baton Rouge Model Railroad Club Open House and Gauge One Steamup. For more information contact Ted Powell phone: 225 236 2718 (cell), or 225 654 3615 (home). email powell876@hotmail.com

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Jan. 16-22 -- Diamondhead, MS Check the web site for full info and registration <http://www.diamondhead.org/>

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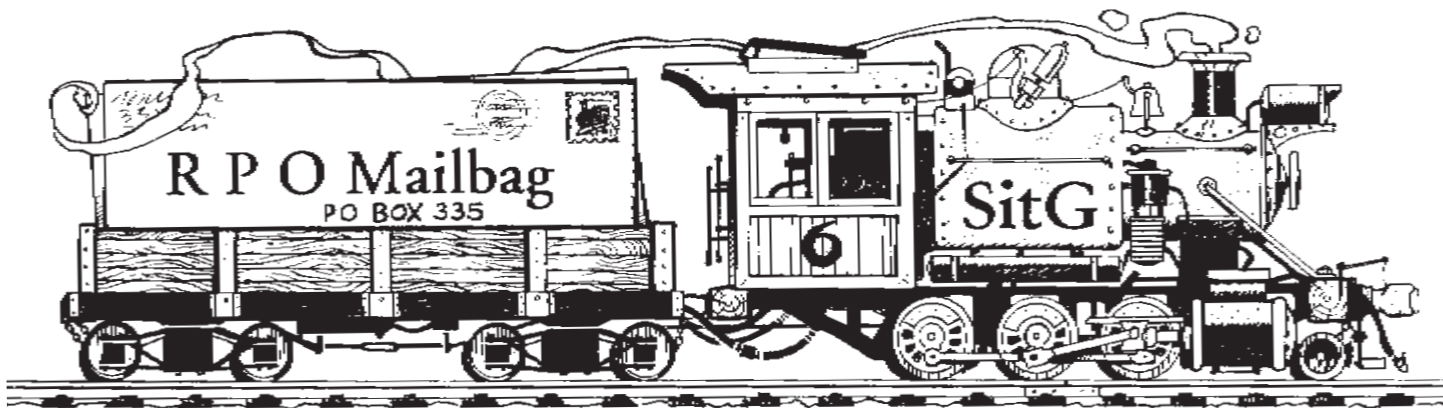
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TEASER!

New Mamod Mark II, subject of a review in our next issue!

photo by Rob Kuhlman



via e-mail
from California

Hi Ron,

I have been subscribing to your magazine for many years and I absolutely love it and I look forward to every issue. Actually I model in 3-3/4" scale and run on 7-1/2" gauge track but your magazine is far more technical and interesting than any 7-1/2" gauge Live Steam publication currently available. I have gotten many ideas from your magazine for my engines, see photos attached. The cylinders are all made out of bar stock and I got the idea from a set of plans that I bought from one of your advertisers years ago. It was very helpful.

Your new website is nice but I sure hope this is not the beginning of your magazine going all digital. I love the paper copy. I hate digital magazines. Even if you need to raise the subscription rate, it will not bother me none. Please keep the paper magazine.

Thanks
Mitch Cary



* * * * *

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WHAT'S NEW?

Ken Johnson, President of The Train Department, has announced that Dave Orwig of Virginia Beach is formally joining the staff of that firm. Dave will be working in both a Management and Technical capacity. Dave has demonstrated a high degree of technical ability and is well versed in REGNER products and engineering approach. Ken has relied on Dave's expertise in the background for some time. Ken states he "Really welcomes the formal addition of such a knowledgeable and supportive individual". Train Department can be contacted at www.traindept.com and 757-855-6364.



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Accucraft WD Baldwin

by Bert Horner

TECHNICAL SPECIFICATIONS

Scale: 1:19 Scale, 45mm or 32mm Gauge

Minimum Radius: 1.0 M (39 in.)

Power: Butane

Valve: Simplified Walschaerts

Cylinder: Piston valve

Length: 355mm

Width: 106mm

Height: 152mm

Accucraft offers the War Department Baldwin 4-6-0 in 1:19 scale in live steam, with choice of 45mm gauge or 32mm gauge. It features pressure gauge, sight glass, lubricator blow down, Johnson bar reverse lever, and full rivet detailing to cab, tanks, and bunker. The model is brass and stainless steel constructed with copper boiler.

After my letter to the RPO Mailbag re: the Forney in issue N° 111, I received a number of enquiries about the WD Baldwin I had mentioned in the letter. It seems that the model is not well known outside of the UK.

My partner accompanied me to the annual live steam meeting (Sinsheim) now held in Karlsruhe!! Germany and after a short while she took one of my engines, asked my pal how to feed and water it, then ran it on all three days of the meeting. I did not notice at the time, but she had started searching for an engine for herself, which would please her. Soon it became apparent that she likes the red engines, LMS red, or as it is known on the east side of England “--L” of a mess red. The engines she had seen were no

longer available, so she started thumbing through my rail mags. Soon she said, “I like this WD Baldwin engine...it looks nice.” So we set about finding one. They had been built by Accucraft UK in 32mm and 45mm gauges and it seemed that these were also all sold out. Then we found one on the Isle of Man and luckily it was 45mm gauge. So we ordered it and a few days later it arrived in Austria.

We unpacked it, which always takes a little longer with Accucraft's packing, but after we got the engine into the daylight I was astonished. I then took a critical look at it. This engine can compete with any engine I've ever seen for detail. This is a 2'-0" 10 wheeler side tank engine, painted matte black, no bright work (war department engine for running

on the front line WWI) the Walshaerts looking valve gear, coupling rods, etc, are all gun barrel blue, even down to the standard Accucraft reverser. The piston valve running in a dummy "D" valve casting has also been carried out very convincingly to scale and is operated by the valve gear, as per prototype, not as is standard by Accucraft, a reversing valve under the boiler. The engine has a dummy screw reverser on the left hand side. This emerges from behind the left water tank and if you follow the screw into the cab it seems to continue but the part in the cab is the Gas valve, and not with a knob, but with a crank! What a super idea!

The regulator is a regulator, not a knob. The gas tank is not visible above the side window opening. Unfortunately, the pressure gauge looked out of the right round window in the spectacle plate. We soon moved that to where it was less noticeable and well readable.

The cab fittings also include a water sight glass and oiler, all easy to reach or read without swinging the roof off to the right, due to the loco not having a back wall to the cab. The engine has full rivet detail. All the water taps are on the tanks, the boiler bands are fitted with minute scale screw castings on the top of the boiler. The stack has a rain cap. Under the buffer beams there are very substantial derailing beams, sanding lines etc. The springs on the frame, equalizing bars, brakes. It's all there.

Looking under the engine, the frame was designed for "O"-32mm gauge but there are spacers between the frame and the wheels and frame and cylinders to give us the 45mm we needed. The engine was delivered with Chopper couplers, so we had to change these to match our link and pin couplers on our industrial rolling stock.

A little info on the prototypes: about 500 of these were built in 1916 by Baldwin for the army for use on the front, carrying shells and supplies to the front line of battle. After the war very few found their way back to the USA but several were bought and used in Europe and some got to India.

After all this, it was time to give her a run. So Monika filled the gas tank, oiled all moving parts, filled the boiler with 150ml water then took out 25ml to give room for the steam. She set her on our test track, an oval 20 feet long with LGB RIII ends, lit the fire, which resounded with a satisfying Plop and then waited a few minutes. The Gauge registered about 15 PSI and she opened the regulator. To our surprise the engine pushed a little water out of the stack, then took off to run at a very sedate speed around our oval. After about half a lap the condensate was gone and it then settled down to a

very pleasing chuff. The engine was left to run for about 20 minutes then she shut the fire down with the water in the bottom quarter of the glass. During the run there had been very little spitting from the stack in spite of the fact that the engine has no superheater. The reason being, I suspect, is that there is no space for one.

The engine was delivered with a boiler top-up Good-all type valve, a topping up pump bottle and a warning that the water could be used before the gas ran out. On subsequent runs after the engine had run in a little, we added more and more load behind it by adding more log cars carrying Ash tree logs, which are quite heavy. At 8 loaded cars the engine was working hard and the chuff was very impressive, and this on slippery oily rails. The idea was to see what the engine would pull, just out of interest, not to wear it out prematurely, so we left it at 8. In every day running we run much lighter trains. The excellent tractive effort is, I think, due to the fact that the engine has well proportioned cylinders, the main drivers are only 31mm (in Christian terms 1.25 inches) diameter and a substantial weight over them. I had expected the pilot truck to be a problem on switches, etc. Up to date there has been no problems.

The only thing that could have improved the engine, would have been a coal load in the bunker, which incidentally offers space for radio servos, batteries, etc. I got the job of making a coal load, - about 20 minutes work. All I can say is I'm very sorry I didn't get this engine for myself. I do however get to run it now and again. The engine is now well run in and runs as good as she looks. This is one of the nicest engines I have ever run. It is very controllable and looks just great. If Accucraft UK do a second run of this model I will certainly be a customer. Have a look at the pictures and look at the detail and full equipment on this little engine.



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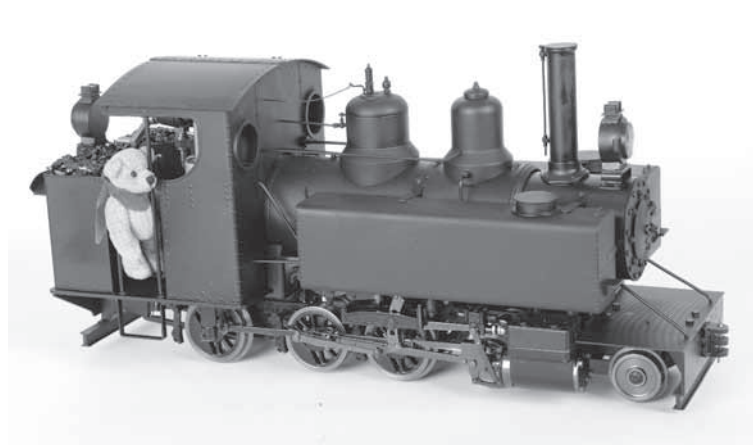
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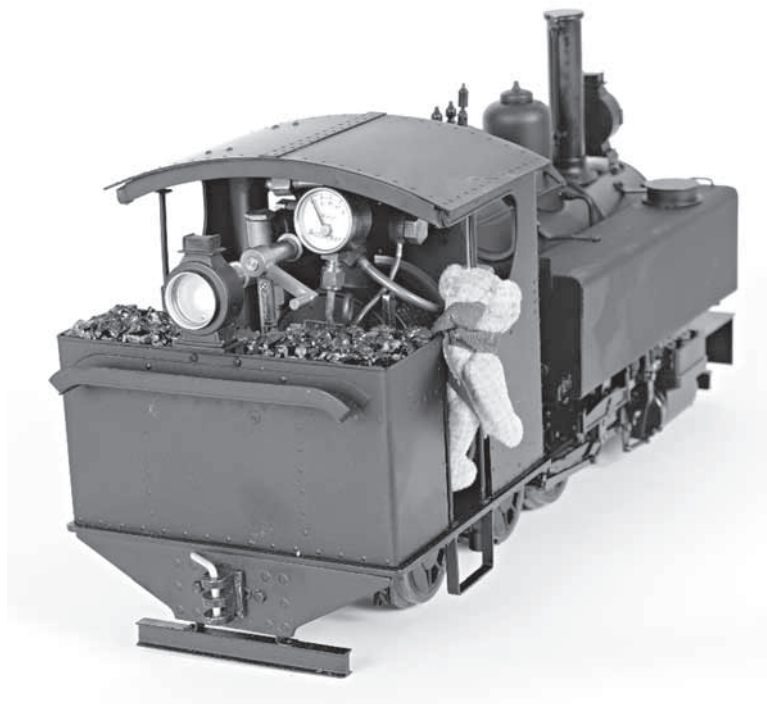


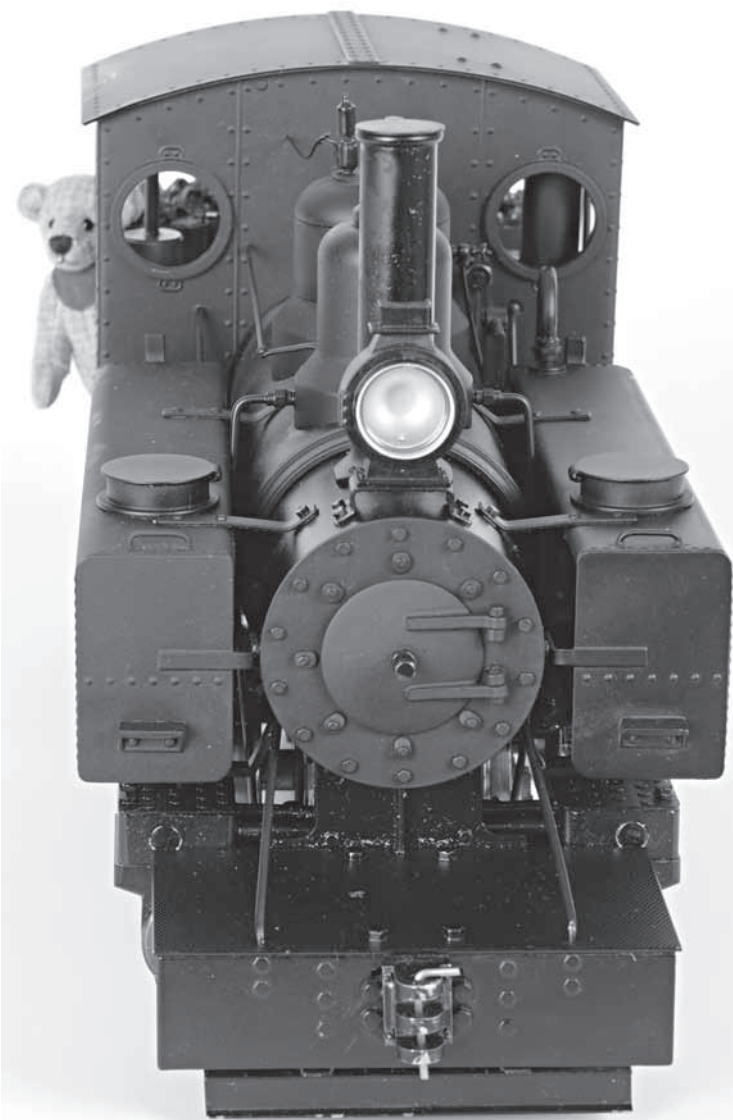
Monika doing some Running-in, in comfort. A glass of good white wine, the rolling proof stand on a BAKING TRAY!!! And this on the kitchen table!! That's the way to do it.....



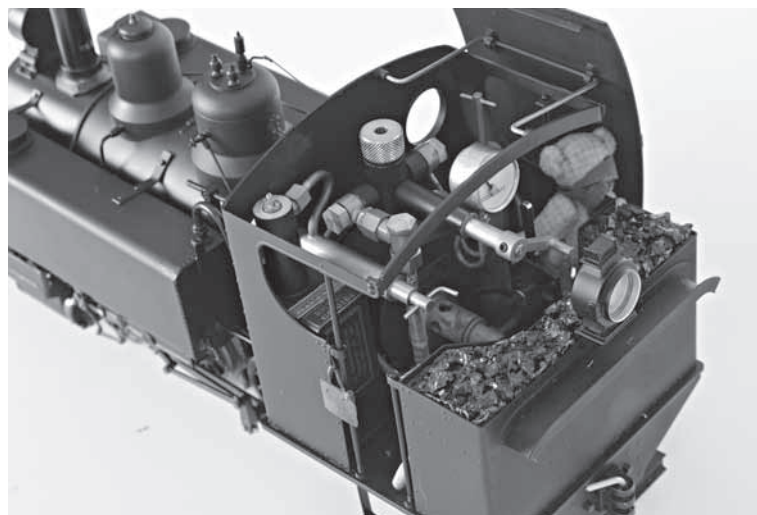
General overview from top right. Just look at those heavy derailing bars.

Right: The channel on the tender rear is for carrying the water hose.

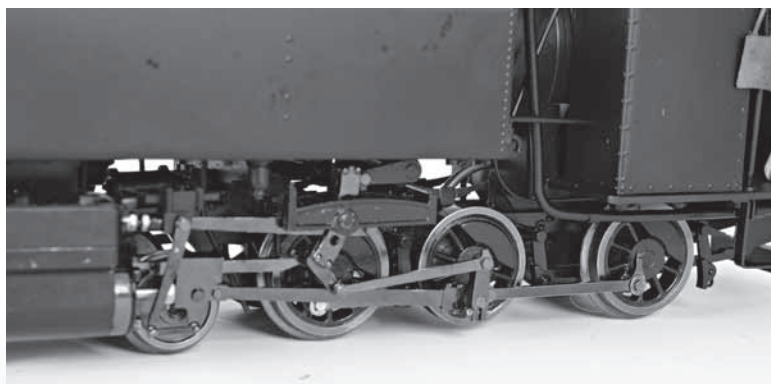




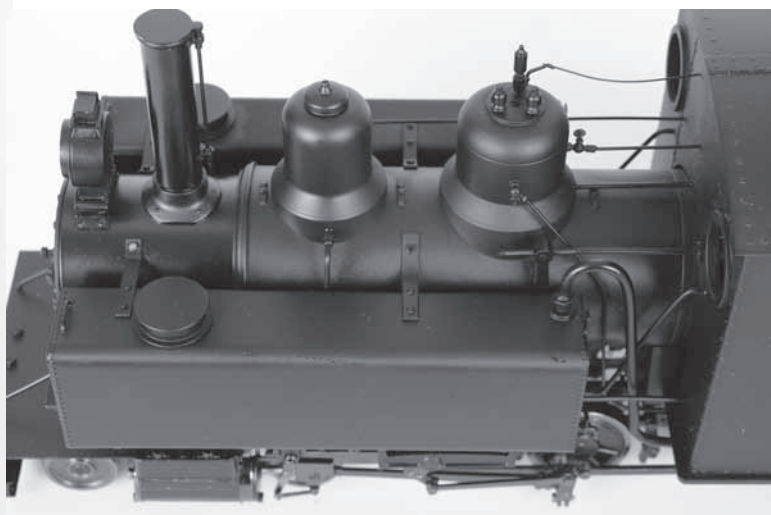
Even the top of the valve chests carry fine detail, hardly visible from any other angle!



The cab is complete with all fittings. Note the screw reverser gas valve! The pressure gauge has been moved from the front right spectacle.



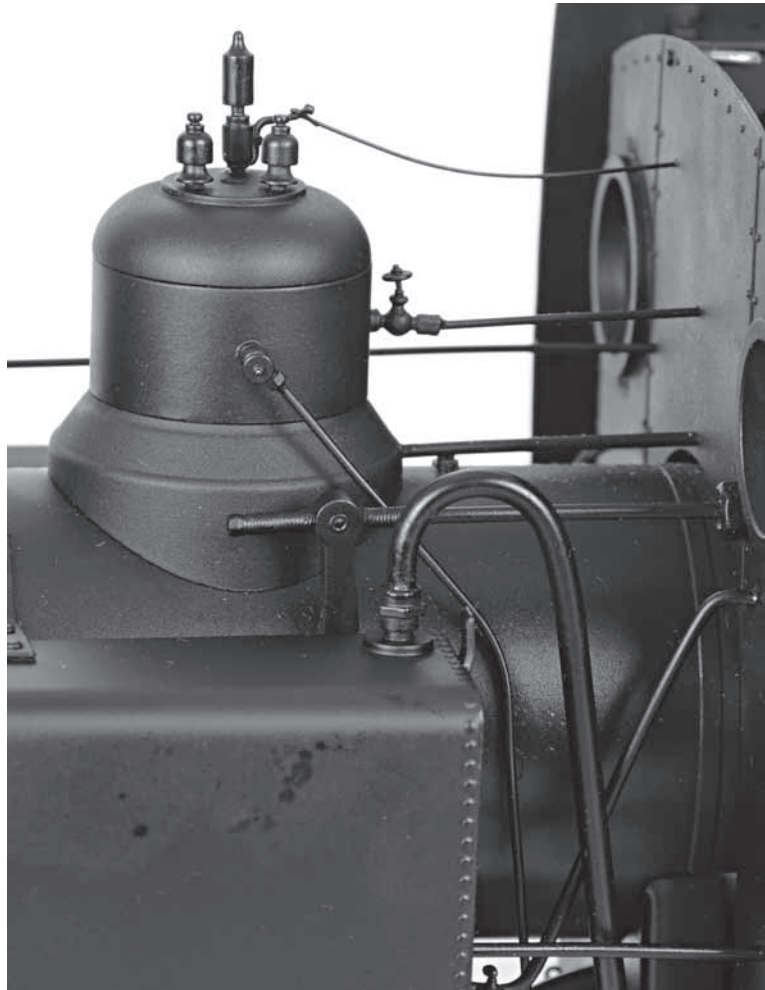
Chemically blackened valve gear – Nothing bright on a war dept. engine. I feel that the middle driving wheel could have had a flange without any radius problems.



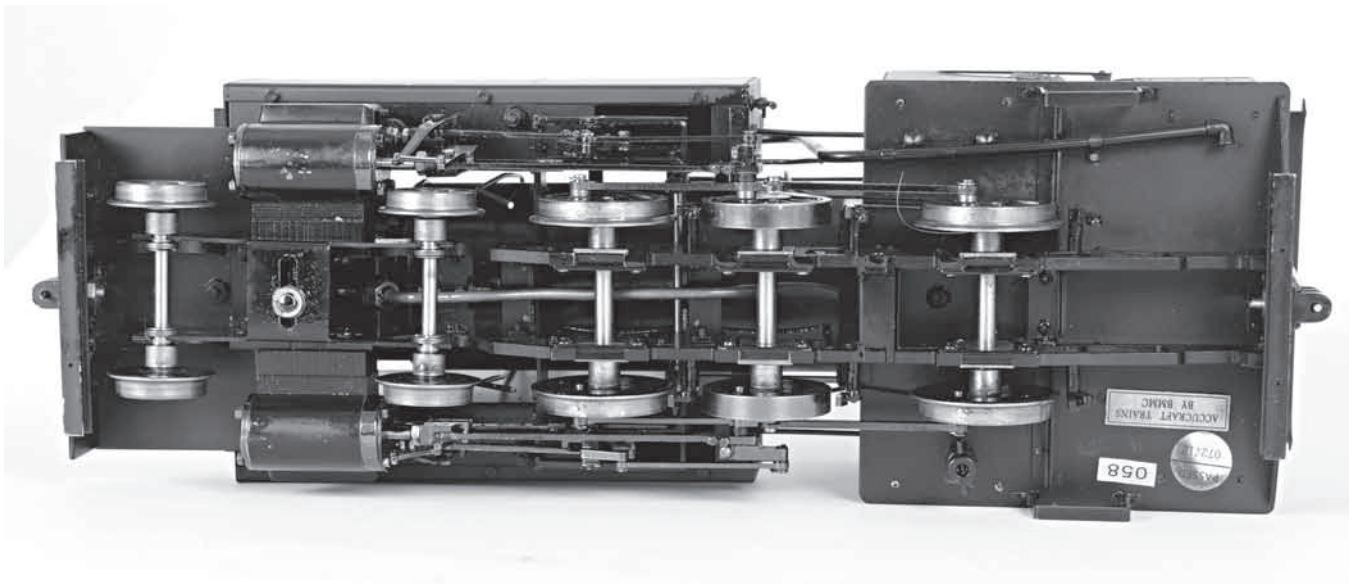
The screw reverser is clear to see between the steam dome and the bottom (left) water tank. This continues in the cab as gas regulator valve. A super solution.



The coal load is self made. There is space enough for batteries and a servo if needed beneath it. (We prefer to run by hand)



We will just have to find a neater way to fix that whistle cord!! It looks ragged against the rest of the detail.



*The gauge adjusting spacers can clearly seen here behind the wheels and the cylinders.
The engine was obviously designed for 32mm.*

National Summer Steamup 2010

or

How I Spent My Summer Vacation

by Scott E. McDonald

When I sent in my registration for the Summer Steamup held in McClellan Park of the Sacramento, California suburb of North Highlands, little did I know that I would be requested by Sonny Wizelman, one of many key persons responsible for ensuring the success of this event, to write a report for publication

tally concentrated on trains of all sizes. It actually started the weekend prior on the east coast with two days at the Tuckahoe Steam and Gas Association Annual summer meet where we ran trains for the general public near Easton, Maryland and ended eight days later in California. In addition to steamup fun, I want-



GIMRA members at the 2010 National Summer Steamup.

in *Steam in the Garden*. After all, it had been twelve years since I last attended an event on the west coast. There would be new faces, a new location for me, new everything. How could I write an article and do it justice? Well, that was exactly what Sonny wanted; my perspective of how it has changed over the years.

For me, this was a summer vacation that was to-

ed to take advantage of my available time in this vacation to accomplish a trek that would prepare me for a much awaited locomotive, the Accucraft Southern Pacific narrow gauge 4-6-0 expected to be out later this year. But that's an entirely different story that will have to wait a few months.

I arrived at McClellan Park near Sacramento on

Wednesday evening, only a few hours after registration and check-in officially opened. McClellan Park is the new name of the former McClellan Air Base that was turned over to the city when the base realignment and closing commission declared its redundancy and consolidated Air Force operations elsewhere. The venue is held at the Lions Gate Hotel which renovated the Officers Club and Officer Bachelors quarters into an upscale hotel. As a former military member (Navy) I often wondered if that was possible.

to gain access, they do require judicious care and attention to ensure you don't upset an operating locomotive. They can be a boon for the visiting steamers, but a nightmare to the hosts.

At my arrival, the track committee had just completed the set up and "testing" was in progress to ensure smooth operation. The registration table was open for business. I was greeted at the check in table by Sonny and received my pre-ordered s.w.a.g. (stuff we all get). Each year the organizers create a logo



The 2010 National Summer Steamup Shay-Up included 18 Shays.

But then I remembered that when I traveled I always enjoyed staying at Air Force facilities as they were much nicer than anything I ever stayed in on Navy Bases. And the Lions Gate did a remarkable job as you would never know the true heritage of the buildings. The rooms were very comfortable and spacious and at a good rate in the current economy.

The steamup is held in the Garden Pavilion of the Lions Gate, which is a short four block drive from where the rooms and hotel restaurant are located. For some of us, who are possibly spoiled by having the steamup in the same building as our rooms, this may seem a bit unique. But I found the qualities of the Lions Gate Garden Pavilion a wonderful location for this steamup. The main ballroom was transformed into steam heaven with three large layouts, the largest having a smaller layout contained inside. Two of these large layouts had lift gates for entry into the center to get to the preparation tables. While these added features greatly ease the ability for the older steamers

that is a parody of a fallen flag railroad. This year was based on the Santa Fe logo. Next on my list was to recover my little loco that I had shipped out in advance. I have given up on trying to travel by air and carrying a steamer with me. The residue of oil, butane or alcohol is just too tempting for the TSA to confiscate as a dangerous item. So I just add the expense of shipping to my overall vacation budget. Fellow steamer Paul Brink was in charge of receiving the packages, and I had just missed him! My little loco was still safe and sound in good care, so no steaming for me Wednesday evening. I took advantage of the time to re-acquaint with steamers I hadn't seen in years and to meet some of the new crop that had arrived during my 12 year hiatus from the west coast.

It was now getting towards evening, so I ambled back to the main Hotel complex to have dinner. As I walked in there at a table was the rest of the East Coast contingent that made the trek out west. These are the familiar faces of Cabin Fever in York, PA,

Scranton Presidents Day Steamup, Tuckahoe, Pennsylvania Live Steamers and Dr. Rivets IE&W biannual steamup. I joined my local friends and we all raised a glass to celebrate arrival and the beginning of the summer festivities.

Thursday morning kicked off like gangbusters. One of the greatest ideas that I found at this steamup was the identification badges we were all required to wear. Not so much that it reminded me of what my name was, but printed on the back was an abbreviated schedule that showed the times of the seminars that were held throughout the event. What a great idea. While I had also received a program, this handy little reminder was ever present and ready for referral. We can thank Clark Lord, Las Vegas Nevada Steamer extraordinaire for that idea. Good job Clark!

As the steamup progressed through the next four days, the ability to have a separate location, away from the public really became a noticeable boon. The Garden Pavilion has, in addition to the ballroom, a separate area for seminars and the dealer room, its own bathrooms, and an area to just sit and relax and have conversation without having to talk above the din of voracious activity. And the pavilion was open from the early hours of around 7:00 am (ish) to the very early hours of about 1:00 am; plenty of time to get in your running. And when you were tired, and wanted a peaceful, quiet repose, the rooms, while four blocks away, were just that; peaceful and quiet. For me personally, this I was actually used to. The majority of the steamups I attend where we are on public display are venues that have even shorter hours in a location away from the hotel. So having the ability to run trains into the wee early morning hours, where there is no possible way of disturbing general public not interested in our hobby, was available.

On Friday a small group of us from out east made the pilgrimage down into the heart of Sacramento to visit the Golden State Railway Museum. Having grown up in California, my local history lessons on the development of California always teased me at school with drawings of steam locomotives illustrated in the history books. Here I could see these come alive in the collection of locomotives on display. It was a great side trip, and one that everyone should do at least once who is interested in the history that goes along with our passion for our models.

By Saturday the steamup was in full attendance and the steamup tracks filled up fast. I had the pleasure of all day Thursday and Friday to run, and since I had to ship my wee beastie back home before the shipping store closed, I was content to spend the rest of my time socializing, playing unofficial track marshal for friends old and new, and capturing video and pics. The latter was especially important since I was on the hook by

Sonny for this article!

Saturday evening is the catered barbeque on the patio immediately outside of the main steamup hall. As I had friends in the Silicon Valley region of the south bay area that I hadn't seen in 30+ years, I missed the barbeque, but reports from those I talked to said that as usual, it was quite a feast.

Of course one of the highlights of any steamup is to see the kit bash and scratchbuilds brought in. And what a collection that was on hand. From Dwight Ennis's old time cab forward to the more modern flat face conversion of an Accucraft Cab Forward by Alan Redeker and his Triple R Services associates. Whimsy made its appearance through Gary Whaly's live steam Wienermobile and V-Twin with an old copper toilet tank float blooming on top of the boiler. A very beautiful Garratt built with parts from Rubys by Bill Allen made a very impressive display on the large track.

We had the whole gambit of Welsh Narrow Gauge, American Narrow Gauge, and coal fired conversions. There was something new every day that made its appearance on any one of the four tracks that sported a total of 9 lines as one module had three lines on it.

The steamup ended officially at noon on Sunday so that track tear down could begin. I said my goodbyes Saturday evening after I returned from down south, as Sunday was scheduled to be my railfan trip before having to head home on Monday. That was to visit the Sierra Railway at Jamestown 1897 State Historic Park, California. Also known as the "Movie" railroad, it is out in this high valley in the sierras that so many movies were made that required the use of authentic steam locomotives. From the T.V. series "Wild, Wild, West", "Petticoat Junction", "Back to the Future", the list goes on and on. My hope was to see and capture recently restored 4-6-0 #3; an 1891 Rogers locomotive that was used in the previously mentioned movies and shows. But I had missed its normal operation by a week so was content to ride behind a 1922 Lima Shay #2, formerly from the Pacific-Georgia Corporation.

Looking back, a lot has changed for the Summer Steamup since I last visited in 1998 when it had moved from Sunnyvale, CA to Pleasanton, CA. I found it every bit enjoyable as any other steamup because as I see it; it's the people that make a steamup great. And these steam friends did a fantastic job! Will I wait another 12 years? Not in your life! There are many more railfan opportunities now in the area than when I lived there in the late 70's; and many more new good friends to meet in the years to come. My thanks to Steam Events LLC for great time and wonderful vacation that was all about trains!





Earl Martin and his K-27.



*Geoff Spenceley with his kit-built Aster Stirling Single.
Teak coaches by Peter Comley.*



Larry Buerer and his Jane.



Curtis McCarthy and his SP GS-4 #4449.



*(l. to r.) Alan Redeker, Eric Strauss & Joe Gage
checking out a pair of SP Cab Forwards.*



Steve Shyvers with his Billy kit loco.



*Travis Kelly, one of the younger steamers,
with his Accucraft Ruby.*



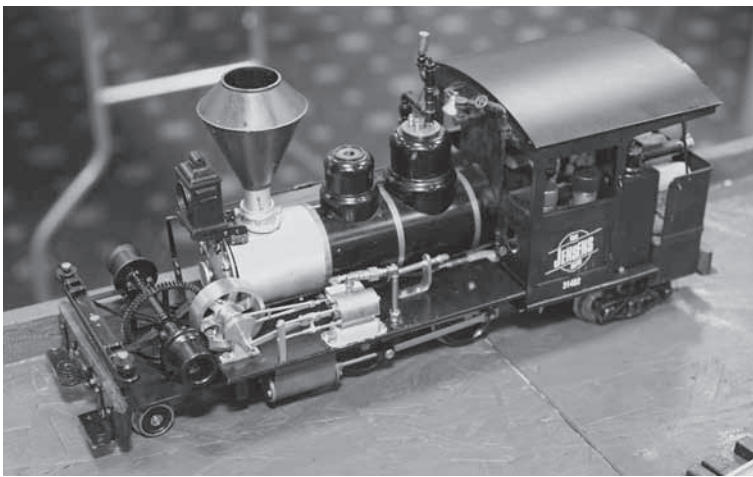
Jerry Reshew steaming his Marklin DB 89.



Eric Bowles with his Great Northern Mikado.



*Dwight Ennis scratch built this
North Pacific Coast #21. Beautiful job!*



*Sonny Wizelman's Gypsy loco, based on an Accucraft Ruby.
See SitG #109 cover & article for more details.*



David Leech and Marc Horovitz admire a passing train.



*Pete Comley readies his Duchess of Montrose and a string of
Pete's scratch built coaches. Eric Bowles looks on.*



*Dennis Bowie (l.) explains the construction of his
G1MRA Project loco to Jim Gabelich.*



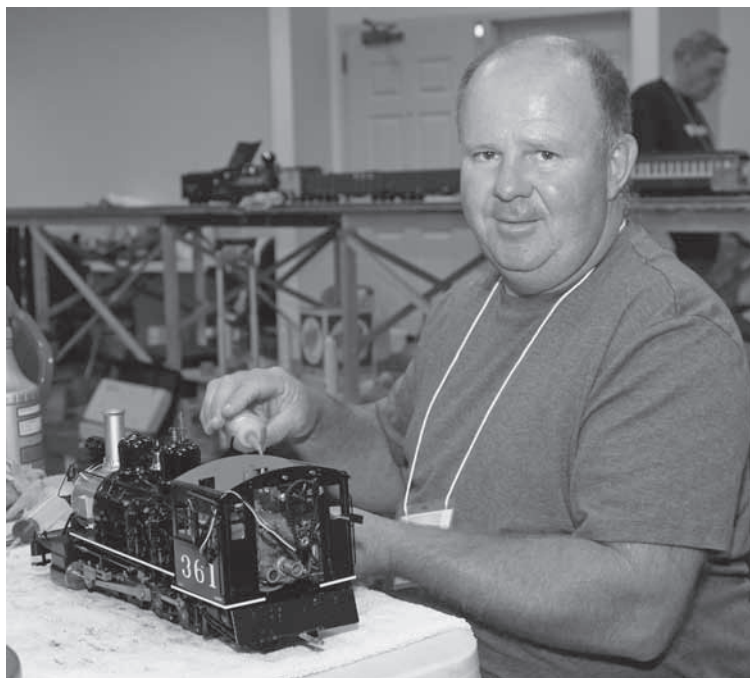
*Joel Taylor and Michael Williams with
Joel's K-28 Mikado by Accucraft.*



Bill Turkel looks well pleased with his Accucraft SP 2-10-2.



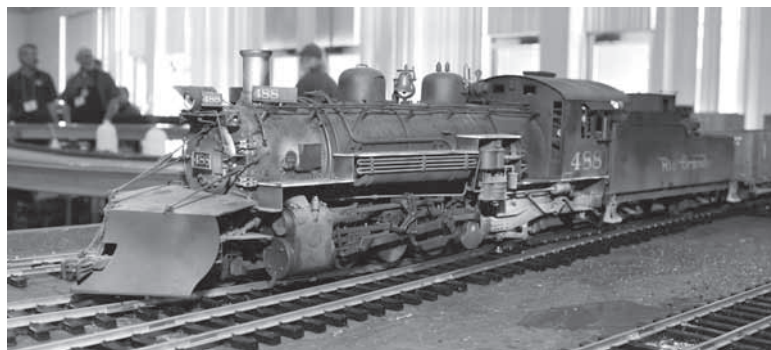
Bob Trabucco fills his Catatonk Climax.



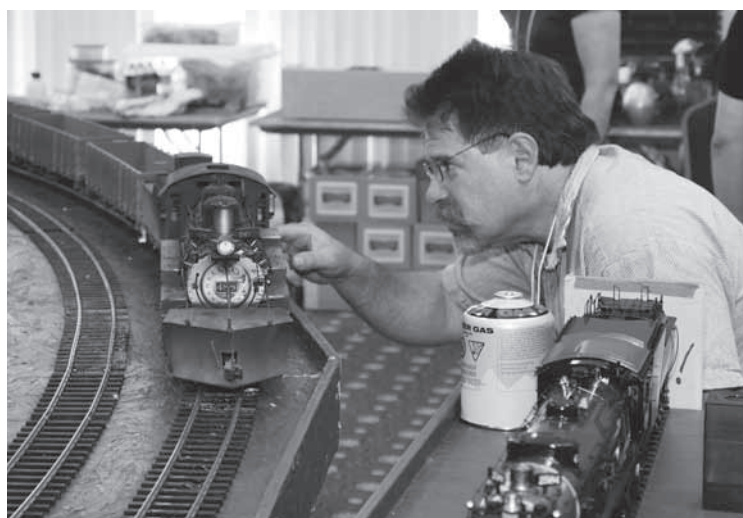
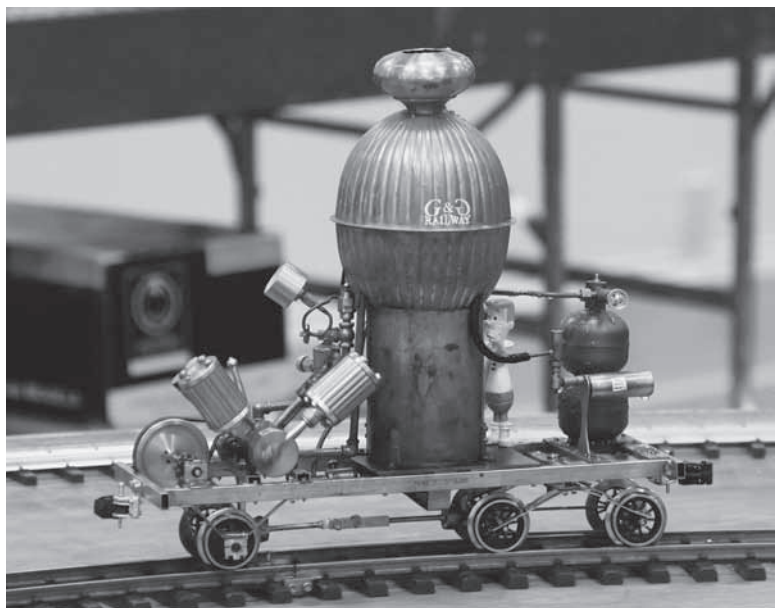
Craig Griffin works on his Accucraft C-21



*Steamups give us a chance to show off our modeling skills.
This ditcher is a fine example.*



*Bruce Sherman's beautifully weathered
and detailed K-28 Mikado.*



Bruce Sherman preparing to run his K-28 Mikado.

Photo left: Gary Whaley's Live Steam Whimsey.



*Lion's Gate Hotel Grand Ballroom, home of the 2010 National Summer Steamup.
In this photo you can see 3 large tracks and a smaller track in the upper right corner.*



Some of the many work tables available at the National Summer Steamup.



*Brian Beckham, Jim Gabelich and Rob Meadows
with Rob's Aster Pannier Tank loco.*



Cliff Luscher with Accucraft's Royal Hudson.



All 18 locos in the Shay-up coupled up and under way.



*Brian Beckham (r.) with his 2-6-4 4MT loco, manufactured by
Accucraft for the Gauge 1 Model Railway Co. in England.
Jim McDavid (l.) keeps an eye on the action.*

O-Ring Replacement

Made Fast & Easy

by Steve Baker

Does your steamer need a tuneup?

Have you ever torn an o-ring when installing or removing it? Do you have a worn o-ring, which no longer seals, as evidenced by a weeping leak? Whatever the reason, eventually you will need to replace o-rings on your locomotive.

There are three options for getting a replacement. First, you pull the assembly instructions on your locomotive, find the o-ring part number, and call or write to the manufacturer or distributor and wait for a replacement. Second, you can contact one of the small scale supply houses, and see if they have the item in stock, assuming, of course, they know the size of the actual o-ring. Third, you can make some simple measurements, and get the proper sized o-ring locally, without the waiting.

O-rings are sized by inner diameter (ID) and cross section (XS). Cross section is the width of the ring material, measured from the ID to the outer diameter (OD). One problem with measuring a used o-ring is it may have compressed, or have mold parting lines which will make the measurements inaccurate.

The best way to determine the o-ring size is direct measurement of the parts which are sealed by the o-ring. A caliper should provide accurate enough measurements to determine the proper sized o-ring, for each

one on your locomotive.

First, measure the OD of the part the ID of the o-ring surrounds (such as a valve stem or shaft). Second, measure the ID of the mating part (valve body or steam chest gland), which will determine the net OD of the o-ring. Subtract the ID from the OD, and divide by two. This gives you the cross section. Note, if your locomotive's fasteners are English sizes, the ID and cross section should be evenly divisible by a common fraction denominator, such as 4, 16 or 32. If not, round your measurement results to obtain a slightly tight fit. The OD measurement should be reduced to an even size, to again, obtain a slightly tight fit. Metric o-rings are sized in whole millimeters or half millimeters, so adjust your measurement results accordingly to obtain slightly tight fits.

Not sure how to tweak your measurement results to ensure you get the right standard size o-ring? A web search

to find "o-ring standard size" will yield plenty of sites with reference tables. Using your measurements and the reference table, you'll be able to determine what you need to buy.

Here's an example to illustrate this method, using the throttle valve for an Aster Thunderbolt.

Measurement of the valve stem shows an OD

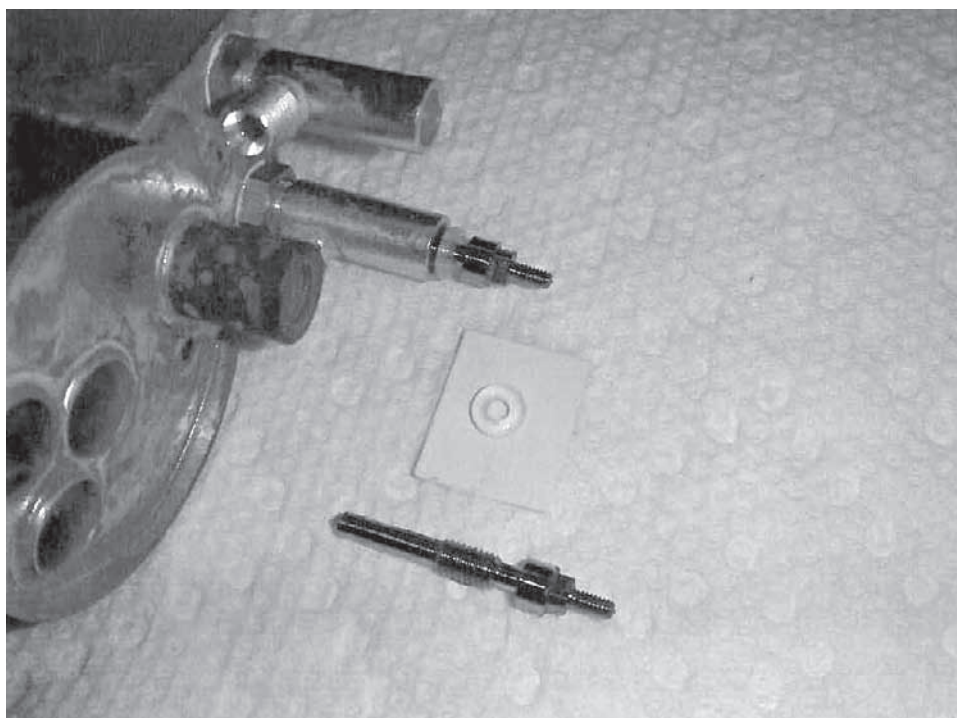


Photo 1 – The steam valve body, stem and o-ring.

of 2.0 mm. The valve body ID measures 4.4 mm. So, the cross section must be no less than 1.2 mm. Here's the math;

Total o-ring material
 $4.4 - 2.0 = 2.4 \text{ mm}$

O-ring minimum cross section
 $2.4 / 2 = 1.2 \text{ mm}$

Going to an o-ring sizing chart finds the following sizes - 2.0 ID x 1.5 cross section, or 2.0 ID x 2.0 cross section.

The 1.5 mm cross section gives a tight fit of .6 mm, which should be a good seal. Just to be sure, you could get both sizes and see which seals without binding.

What material is the o-ring made of? A review of a couple of material selection guides found the following information. It may conflict with the material listed in your assembly manual bill of materials. For small scale live steam, this may not be crucial for longevity, but you should be cautious when selecting a material, for safety purposes. Also, make sure you use the full name of the material. Silicone is not recommended for oils, but flourosilicone can handle a wide

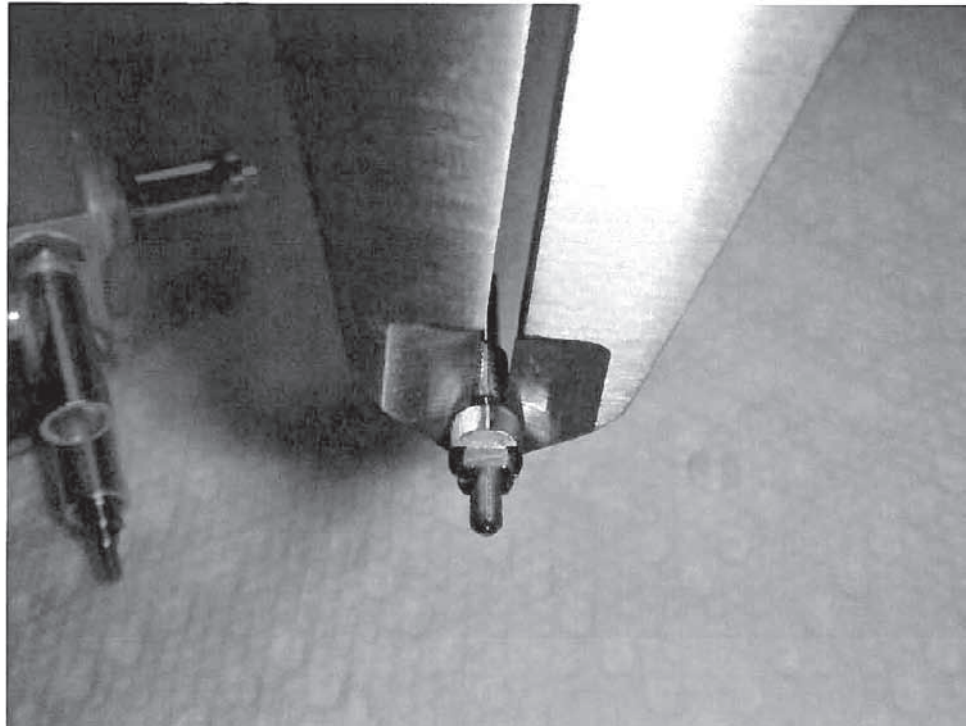


Photo 2 – Measuring the stem OD.

range of oils.

Service	O-ring Material Recommended
Steam (<400F)	Flourosilicone
Oil	Nitrile or fluorocarbon (Viton)

So, now that you know the o-ring size, and know where it is used, where do you go to get the replacement? Look in your business phone directory for either Gasket or Rubber. (a bearing supply house is another possible source - ed.) Call, and find out if they have counter service, and what the minimum purchase is. In my area, there are two industrial gasket and rubber suppliers which have counter service, with no minimum purchase. They also will provide material recommendations, when you tell them where the o-ring is to be used (steam, oil, alcohol, butane, etc.).

By measuring the shaft and body that the o-ring fits in, and them applying some easy math, you now can get your leaking o-ring replaced quickly.



Photo 3 - Measuring the valve body ID.





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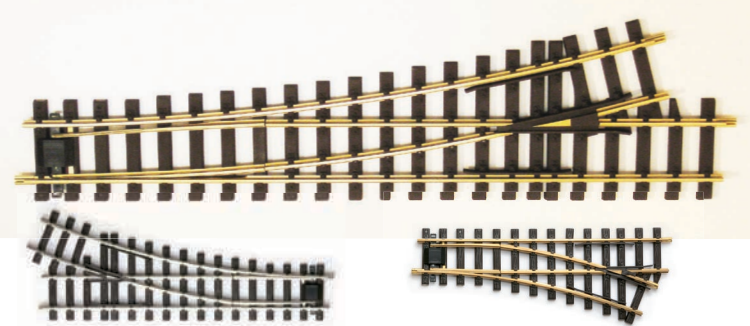


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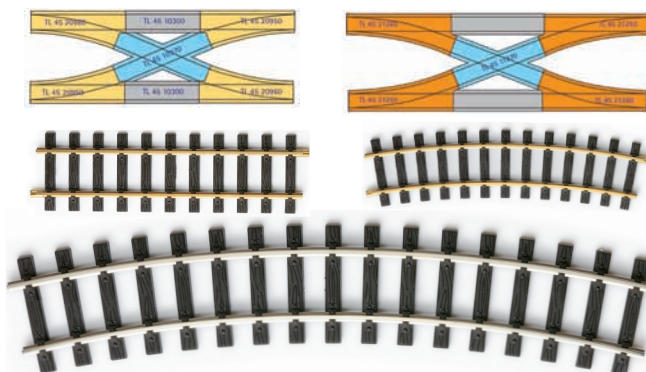
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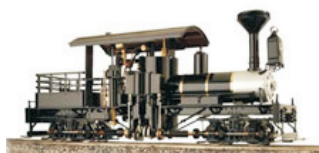


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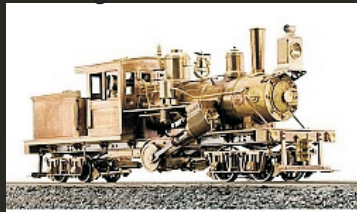
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Bredgar and Wormshill Coaches

by Bert Horner

I am aware that our magazine is called *Steam in the Garden* and should deal with steam matters, but what good is my steam engine without a train? and the right train is oft difficult to find. This may just help.

All of my railway models are of American Narrow gauge prototypes except for an Accucraft 0-6-2 Superior, which I bought several years ago. At the time I just wanted to have at least one British model. I set about looking for a train to put behind it. Freight cars were easy to find because the scale of NG cars is not so critical and most models looked right. With

passenger cars this was a different matter; most of the cars on the market were about 130-mm high and looked somehow out of scale behind an engine which is 160-mm high. Scouring the Web I came across The Bredgar coaches by I P Engineering in England. These were advertised as being 160-mm high and the kit came complete. All the builder had to supply were glue, paint and time. These looked to me to be the usual “home made” cars found on so many narrow gauge lines around the world, so I decided that these could be the answer to my requirements. IP’s web site offered at that time, a short open balcony



Coaches and WD Baldwin stopped at a station on the author's railway in Austria.

bogie coach, a long coach with central access and a short coach with a guards compartment, the access being between the guards and the passenger area. I ordered one each of the short coaches and 2 of the long ones. I was soon informed that the long coaches were no longer in production, but if I ordered a larger number they could be delivered. Eventually IP Engineering sent me the drawing for the long coach and supplied the short ones. The long coaches consisted of the same wood parts as the short ones except for the roof and floor which are obviously longer. I bought trucks from IP and plywood and strip wood to cut out the parts to build two long coaches. The kits come as advertised with all you need except glue and paint. The instructions tell us exactly how to build them, so I'm not going to do it all again. Suffice it to say they are simple and if you take pains to keep things square, you will be pleased with your cars when finished. I made a few deviations from the instructions. First, I do not like using sanding sealer for seemingly endless coats to get a perfect grain free finish. I visited my offset printer who has the extreme thin aluminum sheets, which are wrapped around the printing drum for printing and then discarded. Your printer will probably give you a lifetime supply for free if you ask him. They are perfectly flat, thin and rivets can be pushed in from the printed side if needed then glued to the car side with contact glue or your favorite glue. There you have a perfect surface to paint and probably a lot of excellent modeling material for further models. The next deviation was to cut all my windows and place them between the window frames when gluing the window frame uprights to the body. This way I know my windows will fit. It may be that the coach sides need to be sanded to fit at the end but if the doorway is a mm too large it does not matter.. on the other hand a sloppy window looks bad, even if it is only a quarter mm. I painted my coach sides and ends before assembly, but be careful with the glue. I also used the thin aluminum to cover the roofs of the cars and painted them gloss white, a-la Gresley.

At the time of building I never got round to doing lighting for my coaches. I became bogged down with severe problems which took some time to resolve. Recently I was thumbing through some old model railway magazines to see which I'll keep and which must go and came across a Garden Rail of Nov. 2007 and found that Tony Reynolds had built these coaches and fitted lighting. So I based my efforts on his method of lighting them. He tells us that the original Bredgar coaches had 12v lighting from batteries carried under the cars. So I fed 1/32" (0.8mm) brass

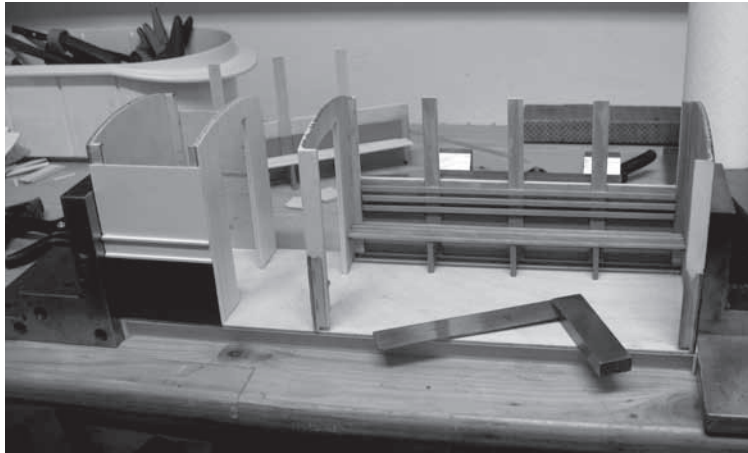
wires through the middle of the roof ribs and soldered warm white LED with reflectors to these two wires. I then bent 1/32 (0.8mm) wires to follow the profile of the car ends, soldered them to the wires carrying the LEDs and through a 1/32" hole in the floor. This holds the wiring in the carriage really well in place and is almost invisible in the corners. Insulation is not needed. The LEDs need 3.6v, so that is 3 AA type 1.2v rechargeable batteries. I then needed a battery box, a switch, and a jack to recharge the batteries when needed. I made the battery box to fit my 3 batteries into with space for the socket for my jack and a DPDT slide switch, which I just happened to have. The batteries were soldered together (+ to - and - to +) The minus goes direct to the 1/32 bass wire on the minus side of the LEDs and the plus to the middle terminal on the switch then the left hand terminal of the switch was wired to the "+" 1/32 wire going to the LEDs in the car and the right hand terminal to the centre terminal on the jack socket, the outside terminal of the jack then being soldered to the "-" minus pole of the battery pack. Move the switch left the lights are on, switch right and the lights are off and the battery can be charged. Tony had built his long coach as a 1st/3rd and provided some luxury for the 1st class compartment. This appealed to me but I called mine a "members" car on a private preserved railway, being only for members or supporters of the line. I liked his idea of tables and lights so instead of trying to re-invent the wheel I followed his suggestions. A warm white LED with one terminal soldered to a piece of 3mm OD brass tube and the other (+) terminal being soldered to a thin wire insulated with shrink insulating tube then passed through the middle of the tube. A wood table (varnished of course) has a 3mm hole in the appropriate place. A brass washer is passed over our brass tube at the right height and soldered in place as a base for the table lamp and then passed through the 3mm hole in the table. A 3mm hole is drilled in the floor under the table and the bottom half of the brass tube pushed through the floor and glued in place, and glue the table to the car side at the same time. Paint the underside to suit your car interior painting. Mine is medium grey. Fit a lamp shade onto the LED. Mine was turned on the lathe from a discarded household plastic hand brush with a white plastic handle, but paper can be used as LEDs keep cool.

That's it, a set of the nicest coaches I've seen in a long time, and at around GBP70.00 each not at all heavy on the pocket. That means I have more money for a new engine!!

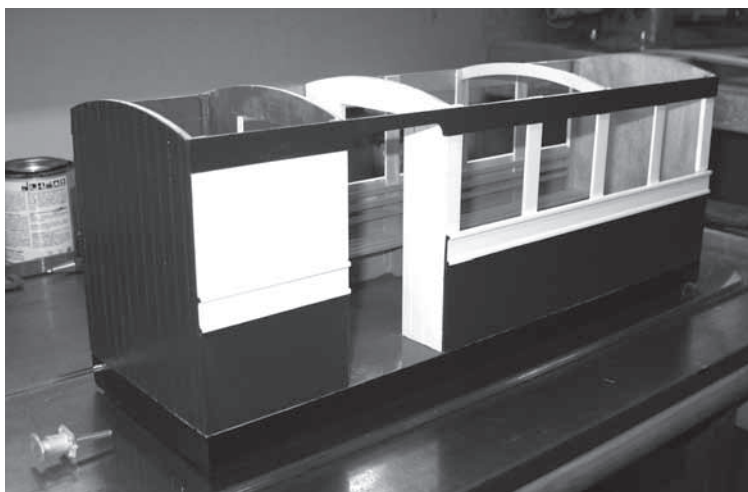




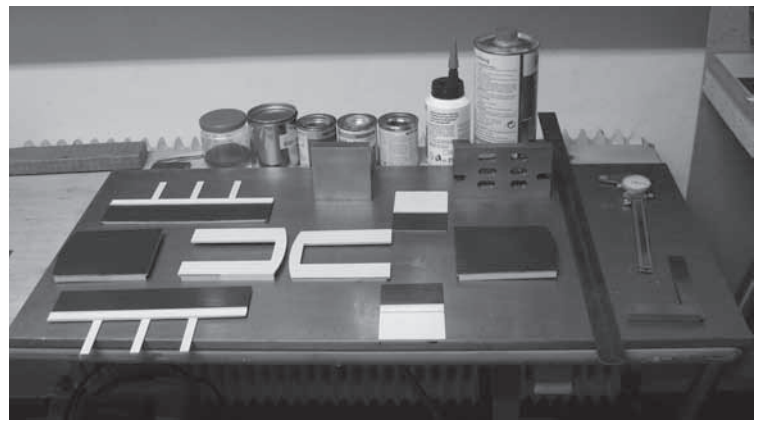
The kit comes complete with drgs., instructions, trucks and wheels - remember to order the gauge you require 32mm/45mm. You supply glue, paint, a few simple hand tools. If some material is left over when finished don't worry. There was more than I needed in each bag I received.



With all but the last wall finished the interior was varnished. If you have angle blocks do use them. Use just enough glue so as not to damage the paintwork.



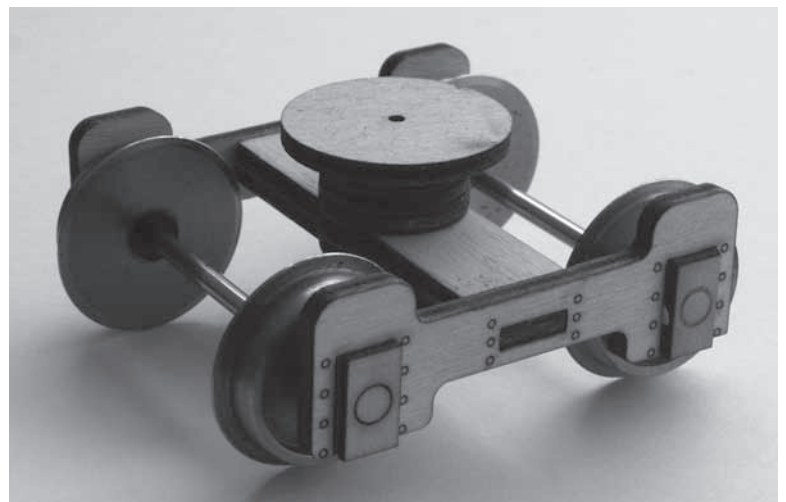
The completed car body without fittings. You can almost feel those varnished wooden lat seats biting into your pants.



Completed painted sides prior to assembly.



All the sides are glued in place, the interior is varnished and the floor painted. Now we need some passengers and some lights before we fit the roof.



The wooden truck fits perfectly and runs well. It also looks good when painted. Again assembly as easy as LEGO. Note the full metal insulated axles and wheels. A tip: drop them in vinegar and they rust quickly. Then a quick coat of clear matte varnish over the rust.....perfect.



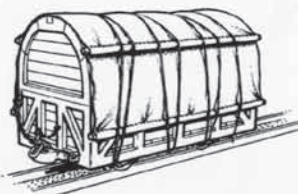
Here on my test track on the patio you can see how well they look behind an Accucraft Superior. Many other passenger cars look in my opinion just too small behind the average NG loco

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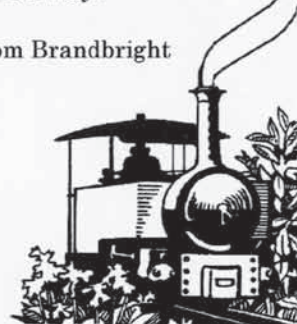
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The Nuts and Bolts of Shays

Plan 1553 End Supplements

By Dan Rowe

The last several articles have been about the trucks, but trucks were not the only parts that were affected by gauge. Long time readers of this series will remember Issue #95 on regauging which featured three end supplements for Plan 1895. The drawings in this article are Plan 1553 end supplements for 2', 3' and standard gauge. The last two were randomly selected from the list of known Plan 1552 supplements.

The early Lima Machine Works Shay plan drawings had the end supplement on the same sheet, which limited the plan drawing to a single gauge so another plan drawing was made for a different gauge. Later plan drawings have a separate end supplement to modify a Shay plan for different gauges.

Plan 1553 End Supplement Cards

Card	From Loco	Title	Gage	Boiler
13233	1566	End Supplement	36"Gage	27 1/2" St.
13239	1565	End Supplement	56 1/2" Gage	28" St.
13240	1553	End Supplement	46" Gage	27 1/2" St.
13242	1582	End Supplement	36" Gage	27 1/2" St.
13245	1581	End Supplement	47" Outside Gage	27 1/2" St.
13246	1611	End Supplement	36" Gage	27 1/2" St.
13249	1623	End Supplement	23 5/8" Gage	27 1/2" St.
13250	1629	End Supplement	56 1/2" Gage	27 1/2" St.
13255		End Supplement	42" Gage	27 1/2" St.
13265	1730	End Supplement	36" Gage	27 1/2" St.
13285	1867	End Supplement	42" Gage	28 1/2" St.
A13209	2001	End Supplement	30" Gage	27 1/2" St.
A15844		End Supplement		

The end supplement drawing is an end cross section that shows the inside front of the cab and the boiler backhead. The other key information on the drawing is the offset between the frame and boiler and the truck. The angle of the steam bracket and the engine cylinders is shown, as well as the changes to the reverse lever shaft.

Some of the end supplements have a table of cards to use and some, like the one we need for this project, do not have a table. The end supplement for this project is card 13249. It has a few C.D. notes preceded by reference #. This is the card and the section of the drawing needed. The rest of the numbers are pattern numbers. At one point there must have been an index of pattern numbers but it has been lost to time. This sometimes makes it difficult or impossible to find the correct part. I left out some of the pattern numbers on the early drawings of this series, but for the most part what is in the drawings is what is needed to build the Mapleton Tramway Shays.

The line of dimensions below the boiler ending at the center of the crank are not labeled on most of the end supplemental cards but the labels are on the old plan drawings. The center line of the cab is obvious, but maybe not so obvious--this is also the center line of the truck. The first dimension is the distance from the center of the truck to the flange or half of the locomotive gauge. The next distance is the distance from the flange to the wheel hub, which is also the inside edge of the right truck box. The final dimension is the distance to the center of the crank or lineshaft. The early plans with the end supplement attached do not show truck parts on the end view because they are at the same height as the firebox. The horizontal centerline through the crank on the old plans extends to the side view and is the wheel and lineshaft centerline. It seems to me that the existence of the end supplement drawings with a center line for the axle as a reference to the boiler height indicates that Shays were designed to have the crankshaft and the lineshaft line up when the loco was topped off with fuel and water and ready to go to work.

The position of the tumbling shaft is located by the cylinder position. The standard Shay set up is that when the reverse lever is at mid gear the input arm of the tumbling shaft is horizontal. The length of the reverse shaft is adjusted so

that the linkage to the tumbling shaft is nearly vertical. This is the setup on the 20 or 30 end supplemental cards I have examined, so I think that it is standard practice.

I included all nine top bracket supplement drawings so the engine angle for several more track gauges is shown. This is so that the drawings of Plan 1553 can be used for the most popular gauge and scale combinations. A little extrapolation can be used for gauges not in the drawings. S/N 2530 was built to 50cm gauge and had trucks very similar to S/N 2800 the Mapleton. The same axle was used and the reduction in gauge was done by making special wheel centers with a longer distance between the hub and flange.

The other thing that is shown on the end supplemental card is the expansion plate. This is the lower steam engine mount that is bolted to the boiler mud ring. The steam engine is bolted to the boiler, not to the frame. The top bracket is a rigid casting so the expansion plate is a thin plate steel that will flex when the boiler and the engine expand at different rates. The expansion plate we need is indicated on the end supplement drawing as #4 on card 12315. That drawing will be in a future article.

The cab and end supplement cards are all drawn 1/2 inch to the foot to save space. The detail parts are all drawn at the build size--7/8 inch to the foot. I had not really noticed until I drew it that the boiler was shifted in the frame on the standard gauge version of Plan 1553. This shift changed the boiler mounts which were on the same card so I included them. The smoke box saddle will have to be changed also and the table of changes is on the drawing in Issue #102.

I do not really like the style of rear boiler mount as I cannot see how to remove the boiler with ease. The mounts have to be bolted to the firebox side which seems wrong and even then it will be difficult to slip the boiler through the mounts. The Shays I have seen in person have the rear boiler mounts sitting on the top of the frame so the clamps have to be removed and then the boiler can be lifted clear of the frame. This is the same as the boiler pad shown on card 10719 and

used for the right side in end supplement 13249. I plan to use two of that style and use the boiler pad clamps that have removable sections on card 10724 which was included in Issue #102.

The next article will have both boiler prints for the Dulong and the Mapleton. They both had copper fireboxes and this made them unusual boilers for a Shay as very few had copper fireboxes.



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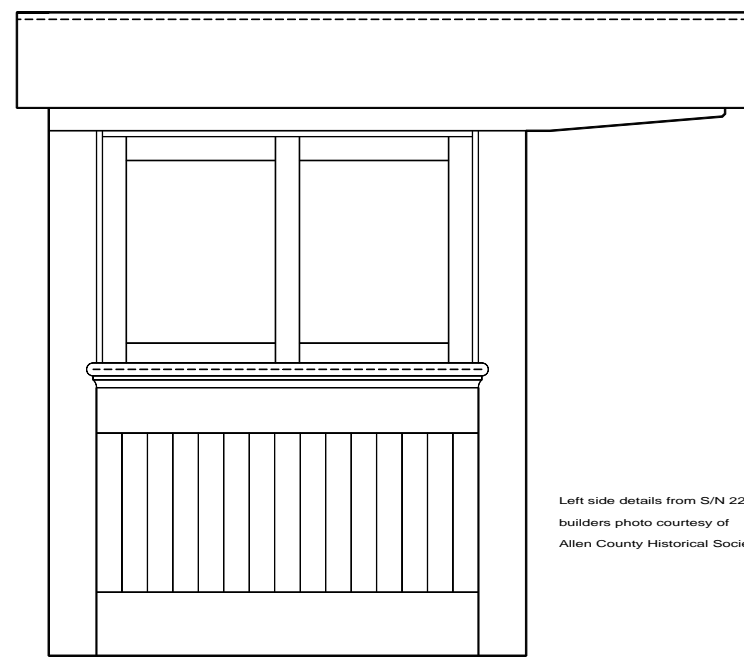
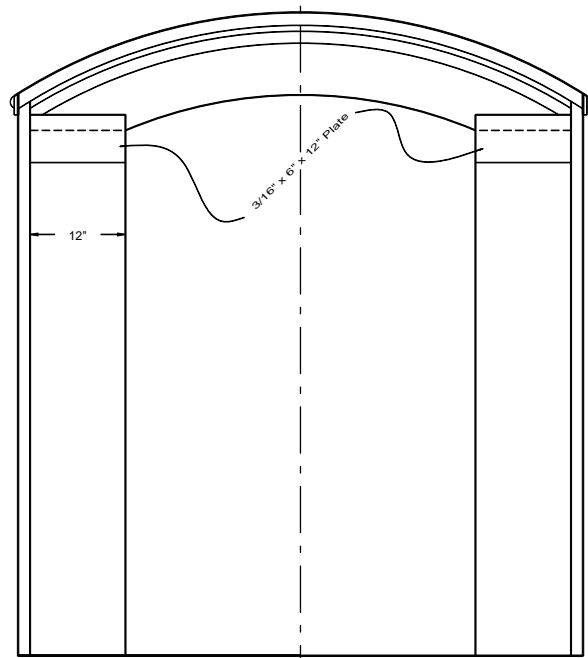
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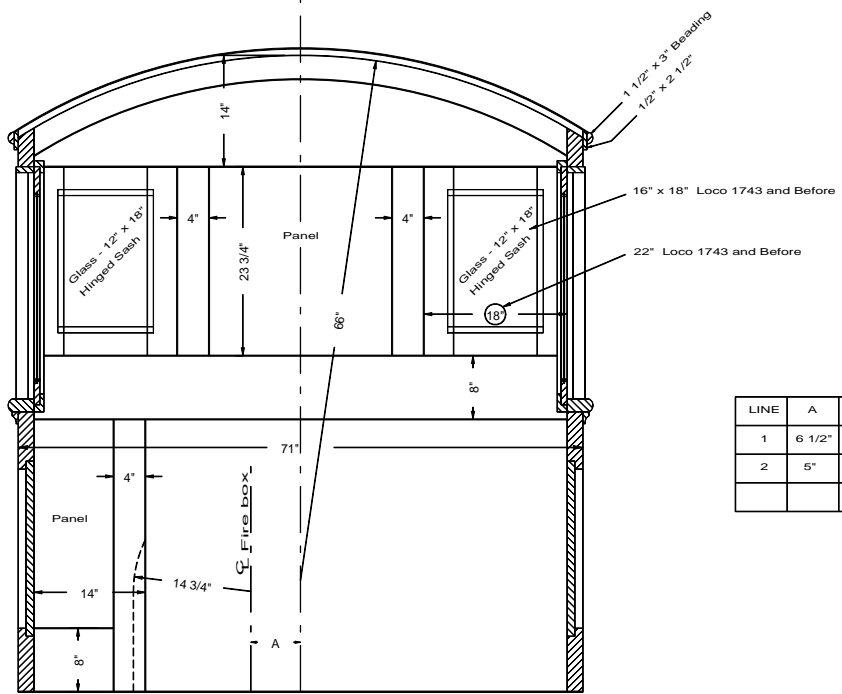
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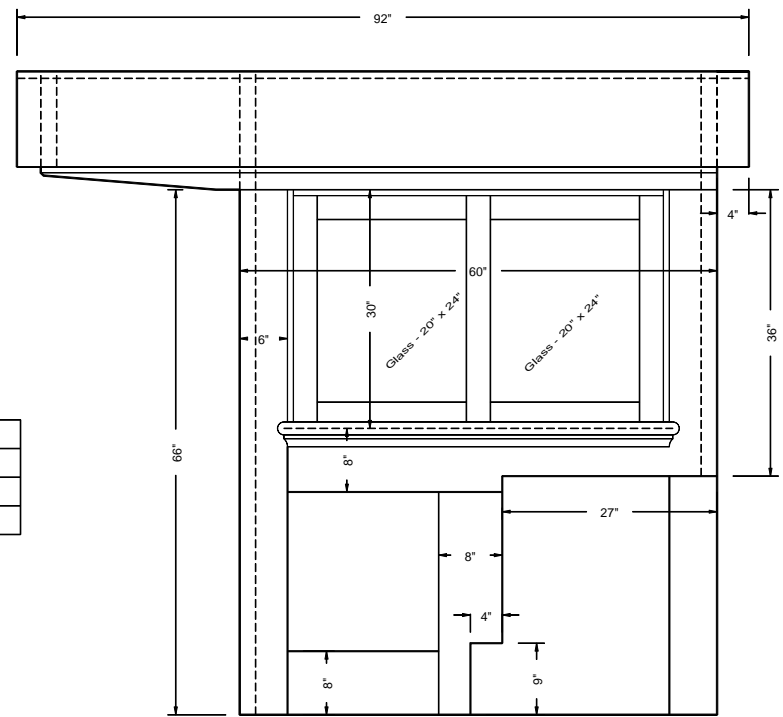
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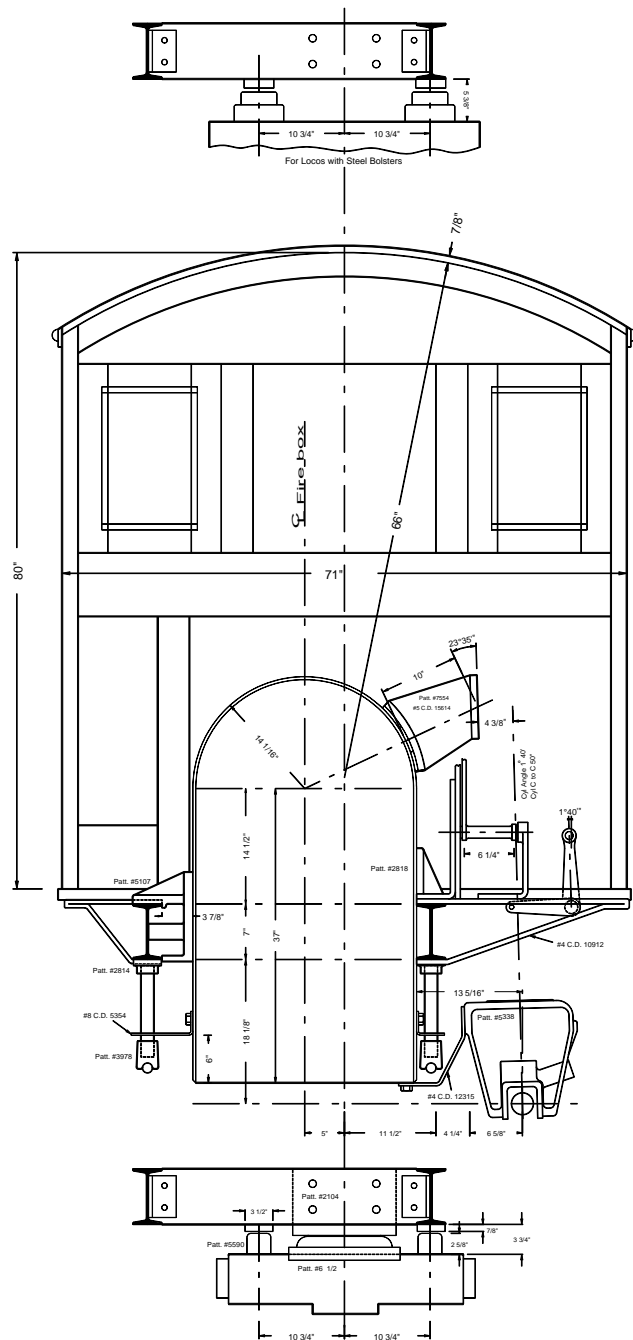
Left side details from S/N 2295
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LINE	A	
1	6 1/2"	
2	5"	



Cut Out of Right Side Only

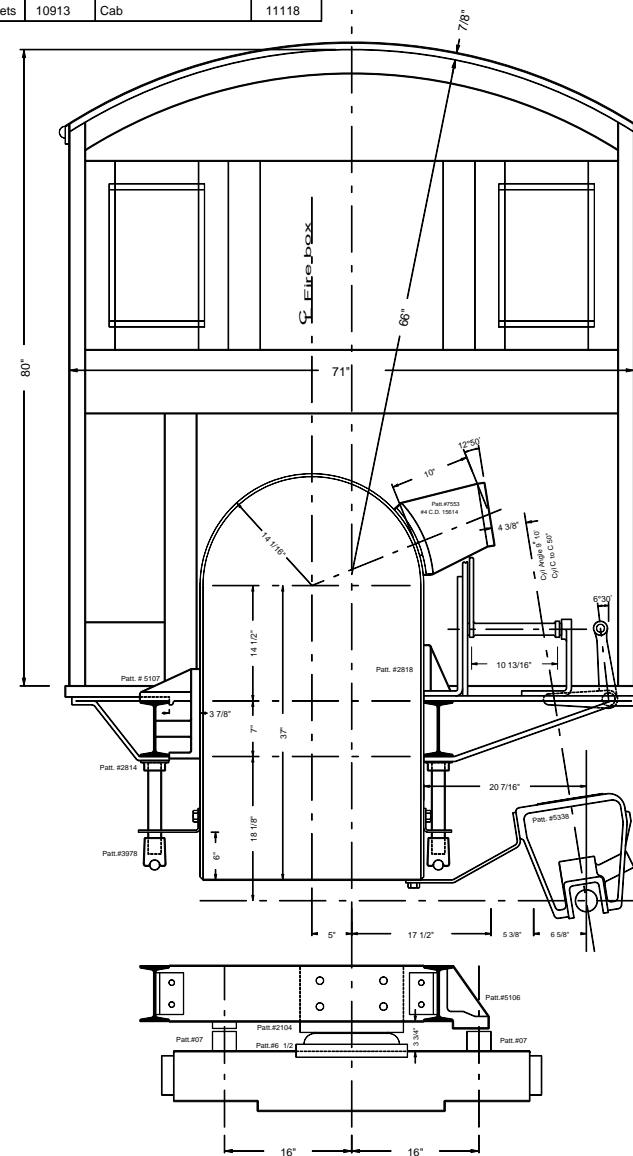


Plan 1553 2-6"x10" CYLS

LOCO
1623
1654

23 5/8" Gage Steel Rail

Details	Card No.	Details	Card No.
Boiler	4508	Truss Posts	4392
Bottom Bracket	15502	Truss Post Guides	5354
Steam Bracket	15610	Boiler Side Pad Left	5558
Expansion Plate	12315	Boiler Side Pad Right	C 407
Quadrant Bracket	10905	Truss Post Socket	C 407
Reverse Lever Quadrant	4773	Truss Post Head	4516
Reverse Lever Stand	5471	Truck Bolster	9512
Reverse Lever Shaft	8308	Frame Layout	16725
Reverse Lever	8303	Frame Angles	11015
Cylinder	15907	Male Center Plate	9607
Tumbling Shaft	8203	Right Frame Side Bearing	9606
Running Board Brackets	10913	Cab	11118

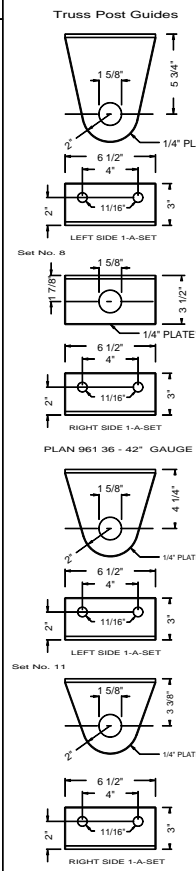
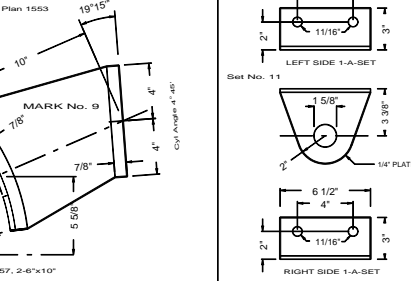
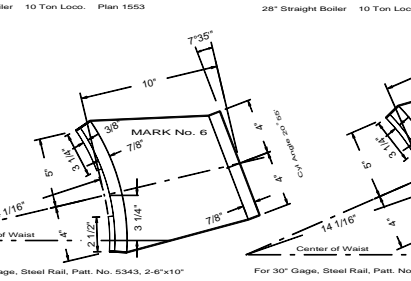
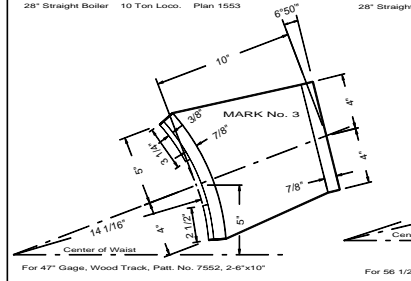
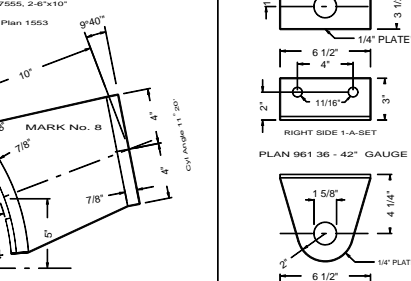
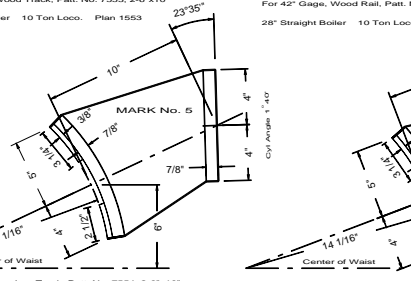
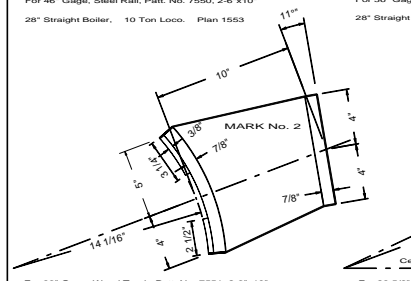
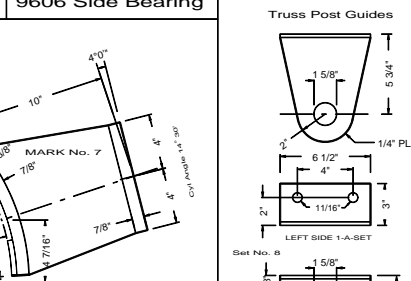
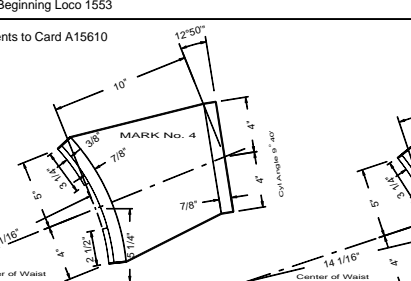
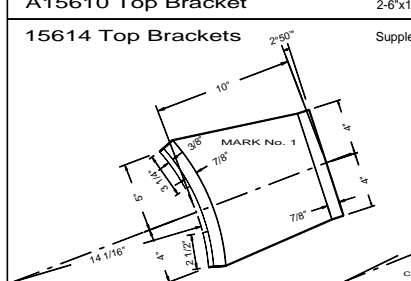
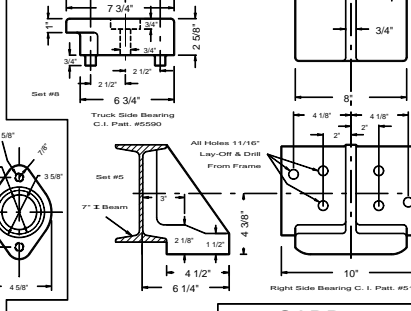
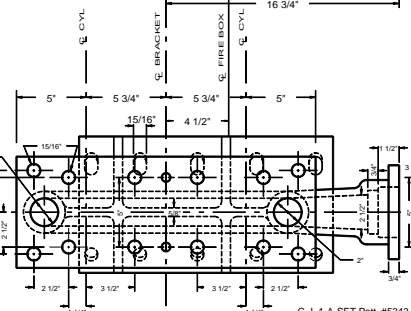
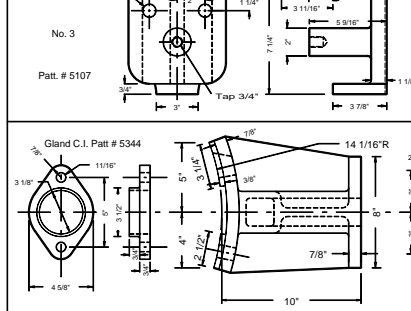
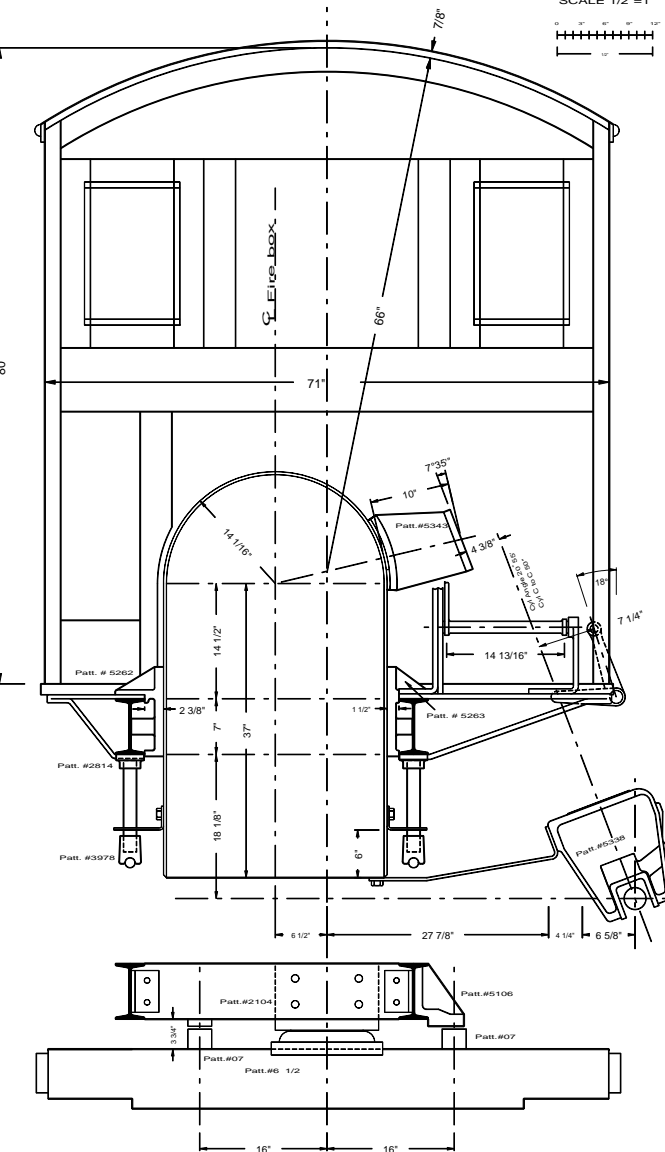
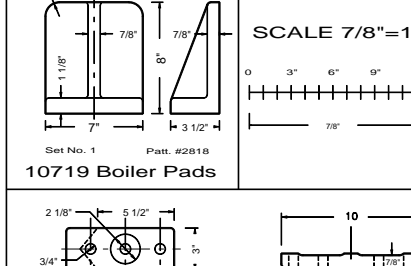
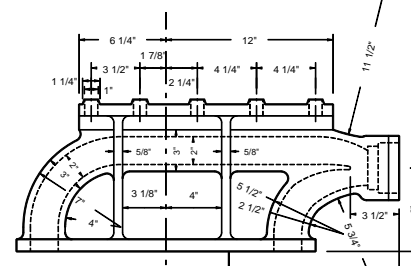
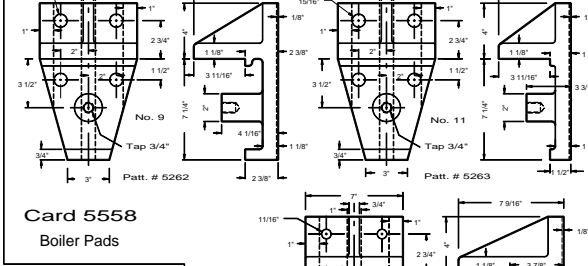


Plan 1553 2-6"x10" CYLS

LOC
1611

36" Gage Wood Rail

Details	Card No.	Details	Card No.	LOCO
Boiler	4508	Truss Posts	4392	1629
Top Bracket	15610	Truss Post Guides	5354	1641
Bottom Bracket	15502	Truss Post Socket	C 407	
Cylinder	15907	Truss Post Head	4516	
Expansion Plate	12315	Cab	11118	
Reverse Lever Shaft	8308	Running Board Brackets	10913	
Reverse Lever Quadrant	4773	Frame Layout	16725	
Reverse Lever	8303	Right Frame Side Bearing	9606	
Reverse Lever Stand	5471	Top Center Plate	9607	
Quadrant Bracket	10912	Frame Angles	11015	
Boiler Side Pad Right	5558	Tumbling Shaft	8203	
Boiler Side Pad Left	5558	Truck Bolster	9521	



Building a Steam Powered Model-T Rail Truck

Part 3

By Howard Maculsay

The Finishing Touches

The Fenders & Running Boards

The fender/running boards pattern acquired with the NE Model Products Tin-Lizzy model were modified to accommodate the increased length and width of the Cab and Hood. The patterns were glued to a light card stock for the fit check, along with the mechanical fittings for attaching the fenders/running boards to the under carriage. **(See Photo 1)**

Once the fitting was done & adjustments made to the pattern, the fenders/running boards were cut from .015" thick brass sheet.

A brass beading (3/64" dia. rod) was formed to the pattern. Once the pattern was removed, the beading was soldered around the edge of the fender/running board and cleaned up with a file and brass wire brush. **(See Photos 2-4)**

The fender shaping was done by hand using various cylindrical shapes found around the house. **(See Photo 5)**

A layer of Mahogany Veneer Edging by Wood-tape was added for the running board after scoring the length of it to simulate boards.

The attachment fittings (2 curved tabs) were formed in a way to place the running boards in line with the axles. The ends of the fittings were slipped between the Insulation layer and the under-carriage. The existing screws were sufficient to hold the fenders/running boards in place. **(See Photos 6-8)**

A note at this point: the quarter panels shown on the pattern, between the fenders and the hood base could not be used. To fit the 45mm track, the axle length is quite a bit narrower than the NENG models axle length. Consequently, any use of quarter panels was not possible.

Forming the Hood Louvers

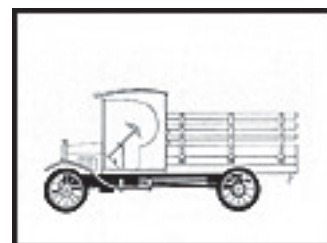
I got a lot of help on making louvers from my fel-

low modelers. But all were short of actually putting louvers in the Hood. More like, "paint them on." I didn't take the easy way out,

Here I'm documenting the design, building & testing of dedicated hard tooling used for making the hood louvers---another first-time-ever activity for me. It's probably not very helpful to anyone else, since it's unique to the Model-T Rail Truck project. I was after repeatability. After all, I was going to have to make 12 identical louvers, one-at-a-time, so that's why I'm making this tooling. And, there's always a possibility that I will need to make another set of hood louvers or for that matter, another rail truck. Anyway, here is a picture of the prototype hood louvers I was going for. **(See Photo 9)**

The louver forming tooling is made up of 6 pieces. The business-end of the tooling is a 3/32" x 1/2" oil hardened flat steel tool used to do the forming. While the base/die & its retainer/stop, the tool holder & its retainer and the side alignment stop pieces are aluminum. Here are the plans I used: **(See Photo 10)**

At this point the aluminum pieces have been rough cut, faced-off to size, marked up with Dykem blue layout marker and ready for laying out the drilling positions. I've also cut 3 copies of the steel tool, so I can experiment with the louver's possible end shapes and whether I'm going to use the tool strictly as a forming tool by precutting slots through the brass louver material or to use the tool as a punch by sharpening & hardening/tempering the tool so that it can be used to punch thru the brass. **(See Photo 11)**



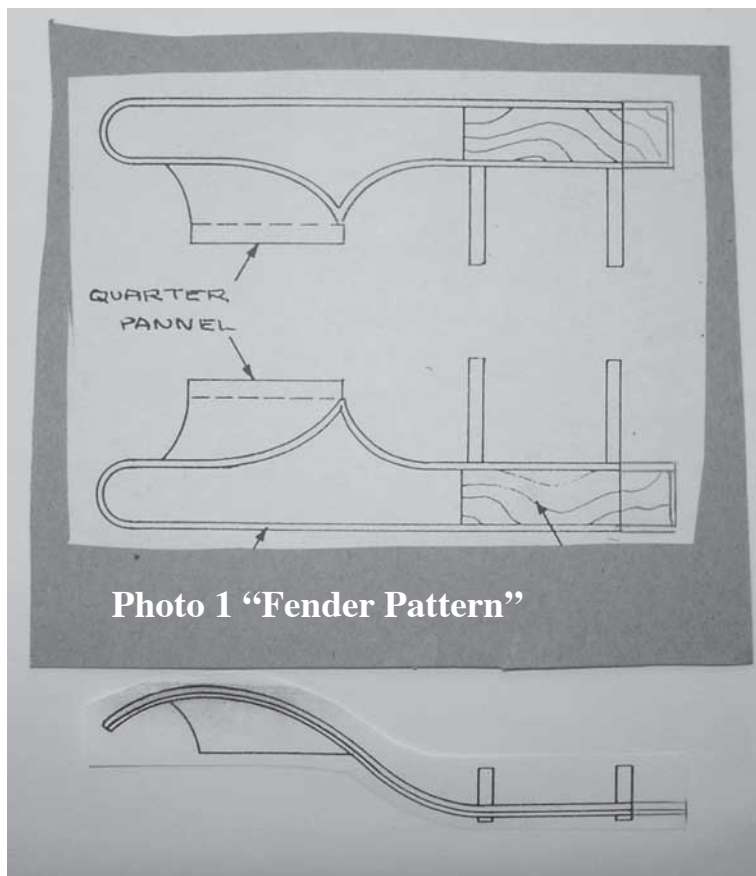


Photo 1 “Fender Pattern”

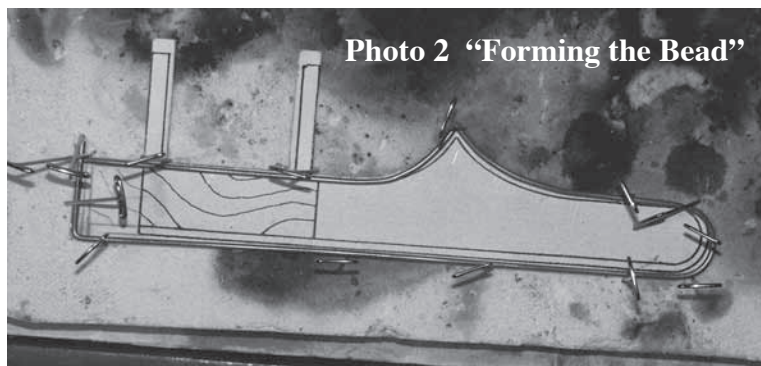


Photo 2 “Forming the Bead”

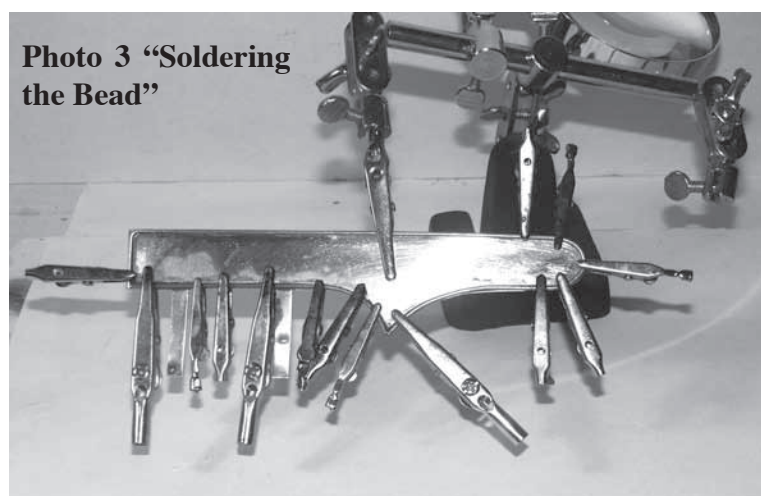
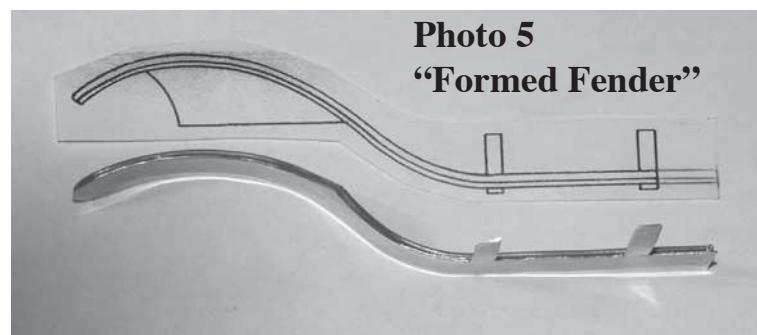


Photo 3 “Soldering the Bead”



**Photo 4
“Cleaned Up Fender”**



**Photo 5
“Formed Fender”**



Photo 6 “Simulated Wood Running Boards”

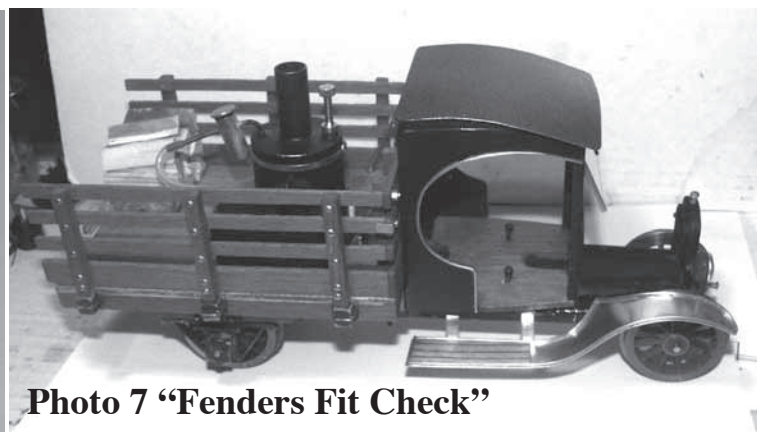


Photo 7 “Fenders Fit Check”

Photo 8 "Fenders Painted"



Photo 9 "Target Louvres"



Photo 10 "Drawing"

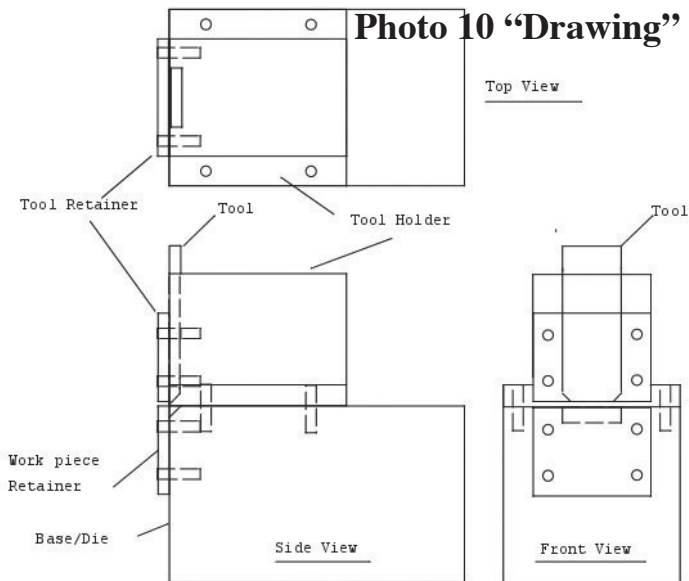
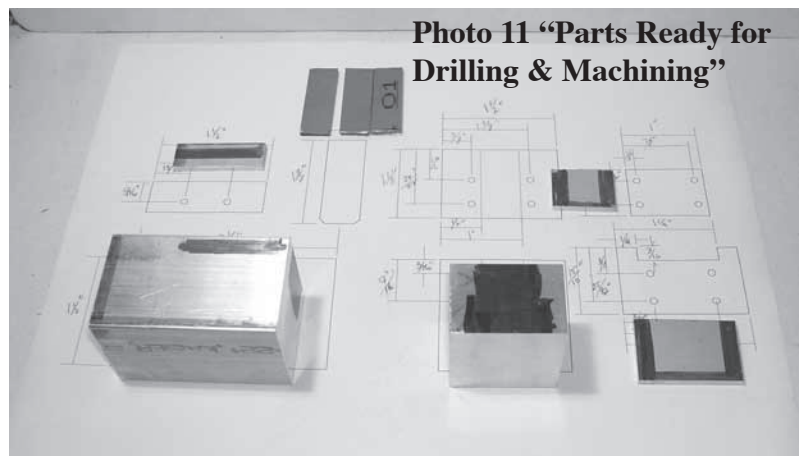


Photo 11 "Parts Ready for Drilling & Machining"



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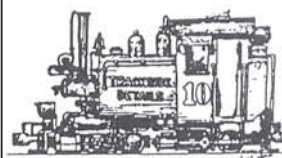


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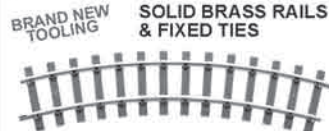
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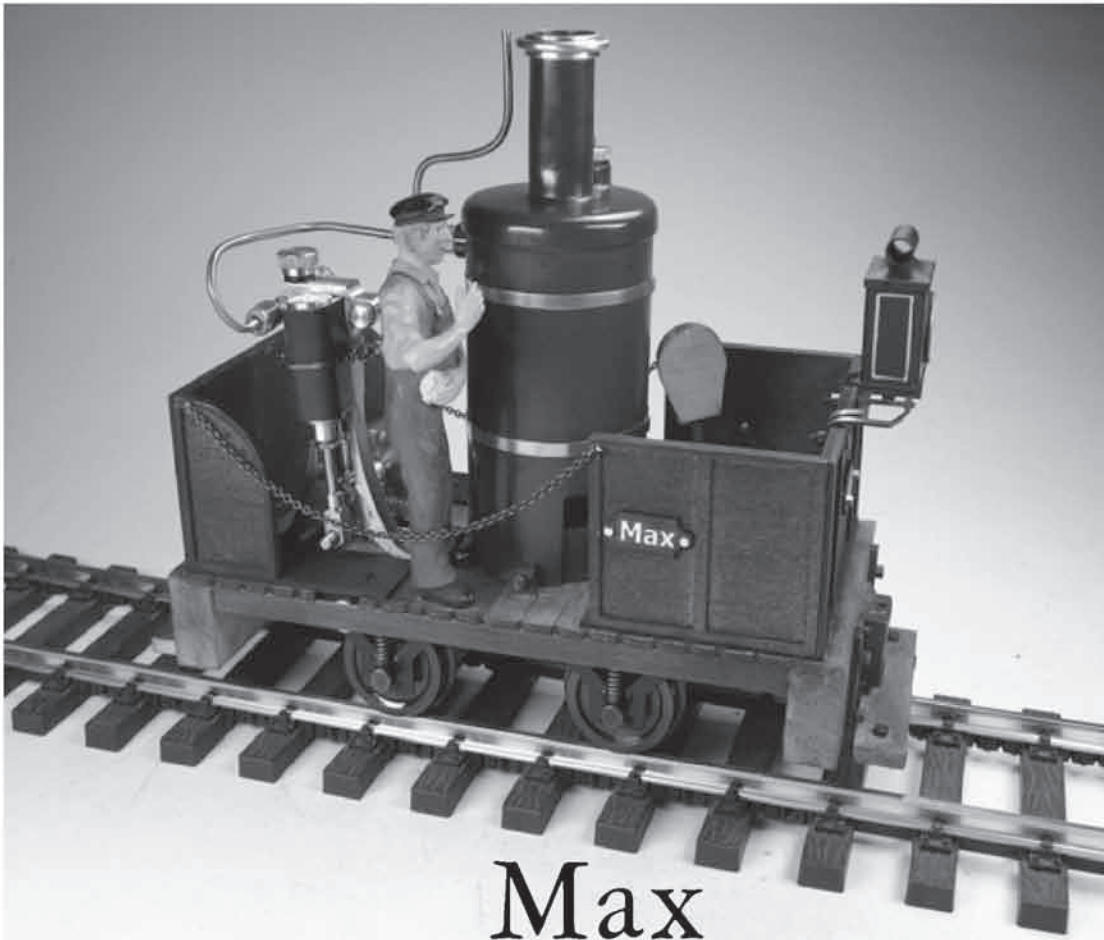


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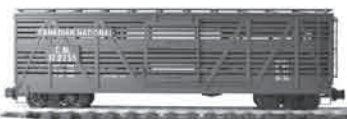
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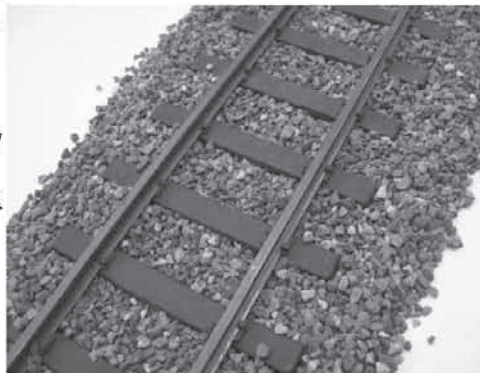
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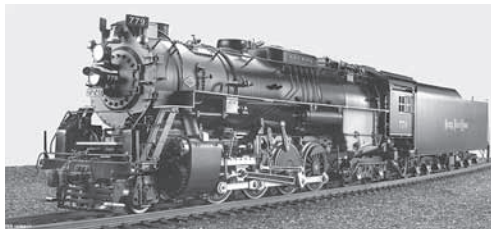
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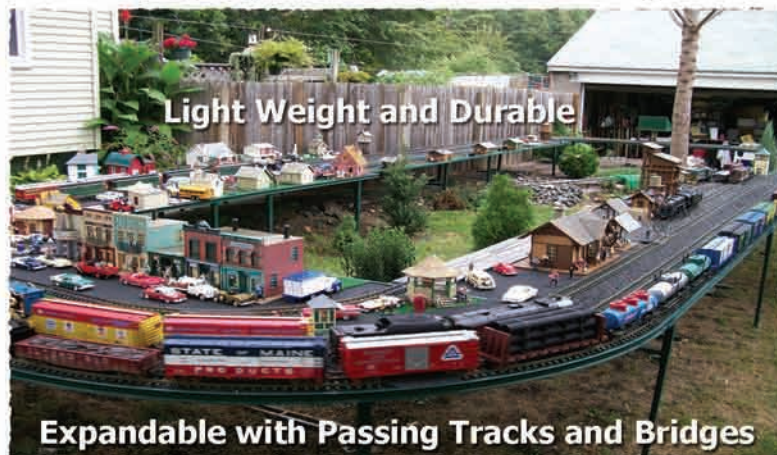
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Ron Brown

1940-2010

Ron Brown, Editor of Steam in the Garden Magazine passed away October 3, 2010.

Ron was the quintessential Live Steam Evangelist! Steam in the Garden was started because he felt at first that he was the only live steamer on this side of "the pond". The success of Steam in the Garden was proof that indeed there were many live steamers. Ron found great satisfaction in the role that Steam in the Garden played in connecting the live steam community, and in the friendships that have ensued.

Anyone who had the opportunity to speak with Ron certainly felt his enthusiasm for "boiling water" in the garden. So many people have honored Ron in the past few days and weeks with kind comments, memories, and memorial steamups. There will be coverage of some of these events in the next issue.

Ron was passionate about many hobbies long before he discovered live steam and the friendships he made there. Ron didn't just dabble in a few things, he was master of many: RC airplanes, hang gliding, dirt bikes, organic gardening, honeybees, guns, raising animals, camping, sailing, boating, fishing,... and trains.

Ron loved his family. He always had his family involved in all of those hobbies and interests. He loved to have the grandkids on his lap and read to them or just snuggle. He would love to visit with the older grandkids every Sunday at our family dinners. He was a great friend, husband, dad, and grandfather.

Steam in the Garden will continue to be published, and Ron would certainly be pleased with that. As always, your feedback and comments on improvements to Steam in the Garden are always welcome.

The Steam in the Garden subscribers and advertisers have shown great friendship to Ron and Marie over the years. The friendships remain, the memories remain, and Steam in the Garden rolls on...

