



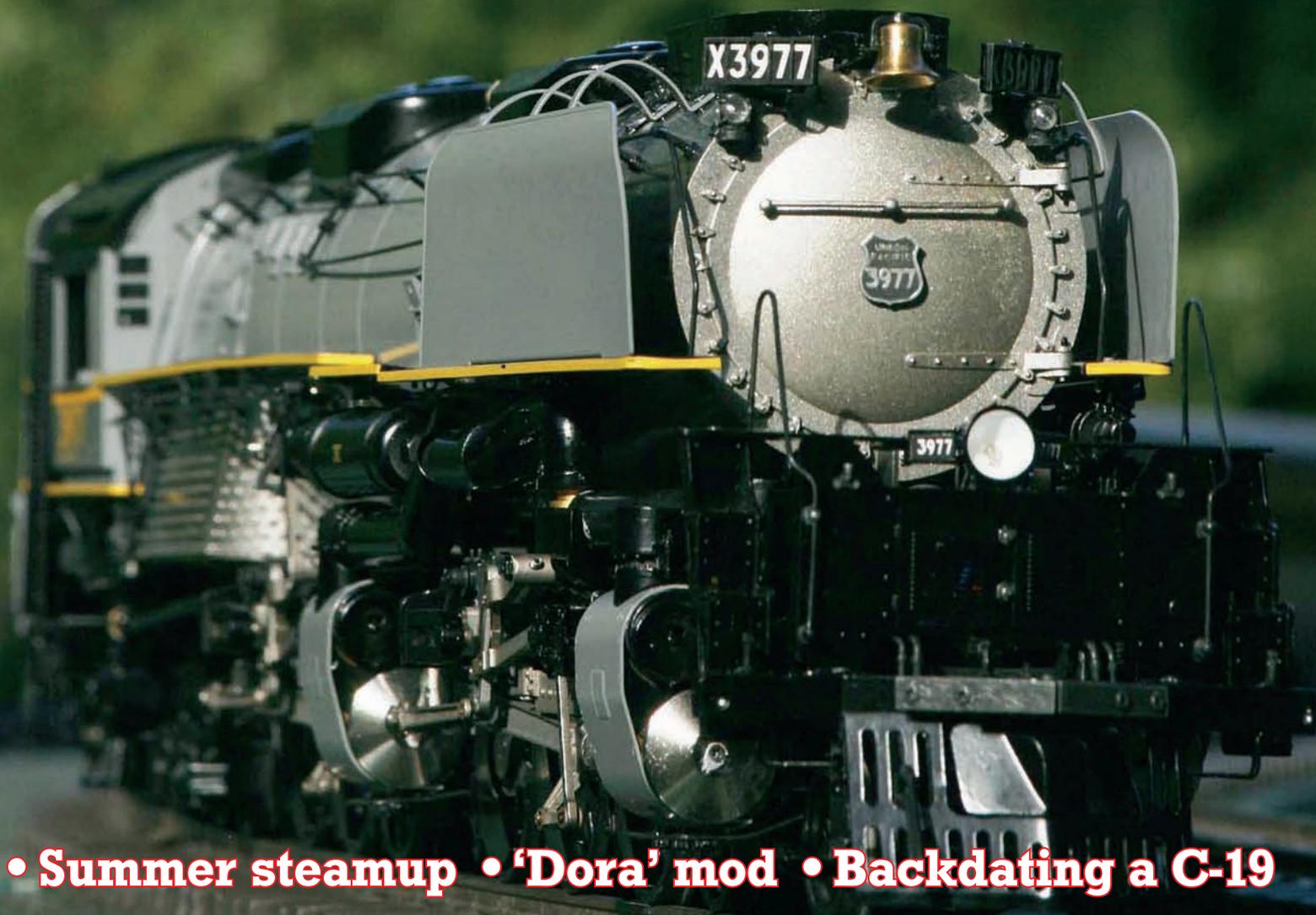
No. 130, November/December 2013

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# Challenger



• Summer steamup • 'Dora' mod • Backdating a C-19

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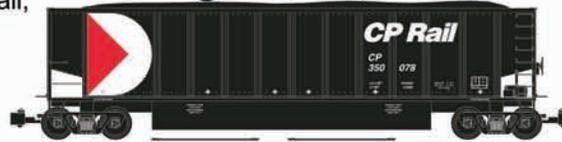
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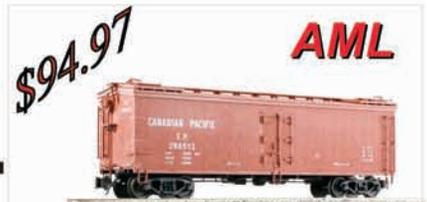
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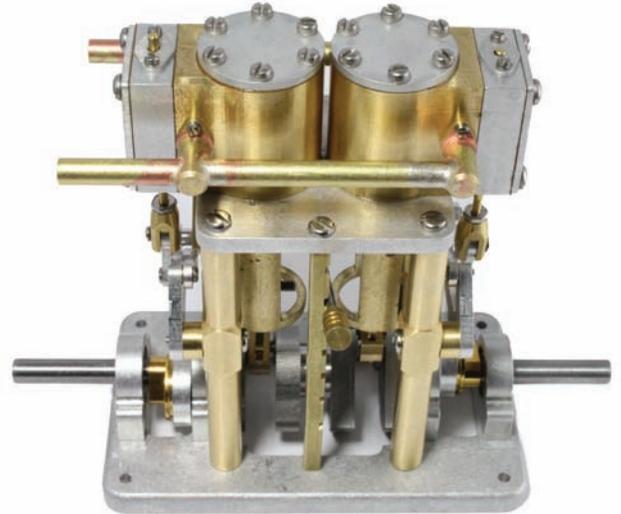
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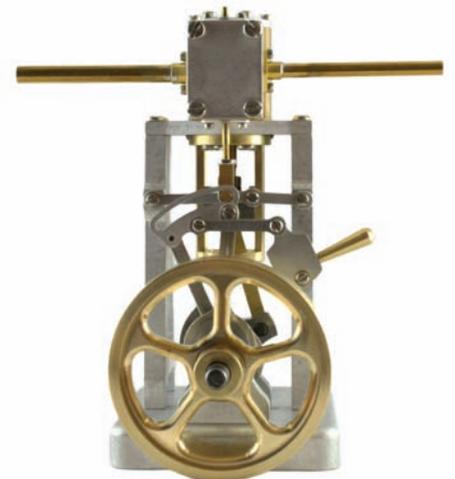
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The No. 1 "Falk" is a 1:20.3-scale, 0-4-0 brass, Gauge 1 (45mm) live-steam model of a locomotive built in San Francisco and used as a Pacific Northwest logging engine. With axial pump, it runs more than 10 minutes. 21½-inch radius. 8¾-inches long, 4¼-inches wide, 6-inches tall (222mm by 109mm by 151mm).



### BRITISH BLACK 5 in 1:32 scale

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### BR41 in 1:32 scale

Our first German live-steam model train, the BR41 is a 2-8-2 brass and stainless steel G-gauge locomotive, 29½-inches long, 3¾-inches wide and 5⅝-inches tall. It's butane fired by a ceramic burner.



### BRITISH 8F in 1:32 scale

Real Stephenson valve gear highlight this butane-fired model of the LM&S 2-8-0. 24-inches long, 3¼-inches wide, 4¾-inches tall, 11 pounds. Run-time of 50-plus minutes with auto water feed on four-foot radius curves.



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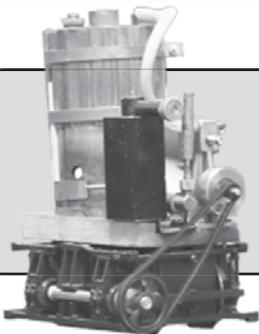


# STEAM IN THE GARDEN

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

# 16

**Challenger.** Building Aster's latest 1:32-scale locomotive kit was a bit of a challenge. **By Jim McDavid.**

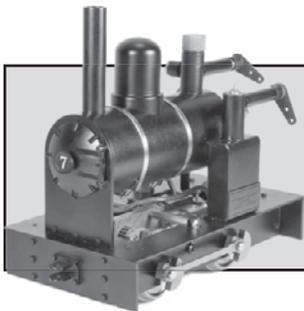


**Hot trains, cool venue.** The National Summer Steamup sets up in a new hall. **By Gary Woolard.**

# 20

# 28

**Steamup etiquette.** A potential for injury combined with expensive locomotives demand rules of conduct be followed. **By Rob Lenicheck.**

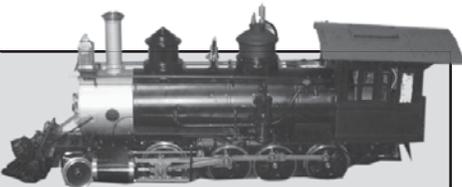


**Boiler bands.** Adding them to dress up your engine. 'Dora' project No. 2. **By Marc Horovitz.**

# 30

# 33

**Backdating.** Turning a D&RGW C-19 into East Broad Top's No. 7 – changing domes meant removing the boiler (gulp). **By Peter Thornton.**



**Cover:** A newly constructed two-tone gray Union Pacific Challenger (from a kit by Aster Hobby USA LLC) in New Jersey's September sunshine. Photo by Charles Bednarik.

Editor ..... **Dave Cole**  
dmcole@steamup.com  
(650) 898-7878, Fax: (650) 475-8479

Advertising Manager ..... **Sonny Wizelman**  
ads@steamup.com  
(310) 558-4872

Circulation Manager ..... **Marie Brown**  
circ@steamup.com  
(607) 642-8119, Fax: (253) 323-2125

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Dan Pantages ..... **Howard Freed**  
**President** ..... **Secretary/Treasurer**

Marie Brown ..... **Scott McDonald**  
Dave Cole ..... **Paul Scheasley**  
Sonny Wizelman

**Editorial:** P.O. Box 719  
Pacifica, Calif. 94044-0719 USA

**Advertising:** 10321 Northvale Road  
Los Angeles, Calif. 90064-4330 USA

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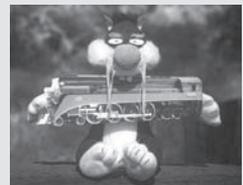
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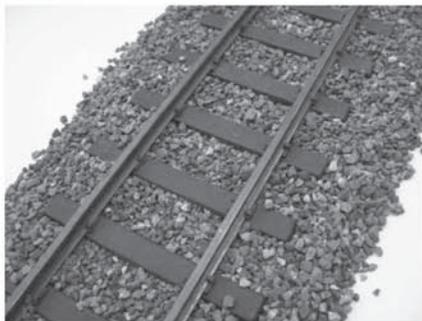


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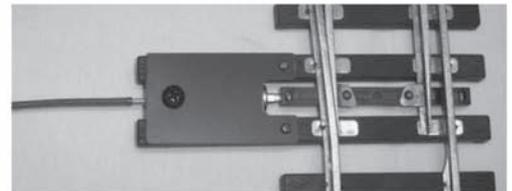


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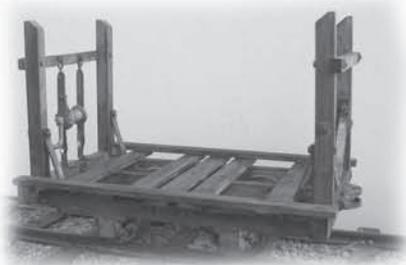
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## LATEST WAYBILL

### German narrow-gauge from Regner

A narrow-gauge German locomotive on static display in Germany's Rhine Valley will be the latest offering from Regner Steam & Railway Engineering, the company's U.S. representative said recently.

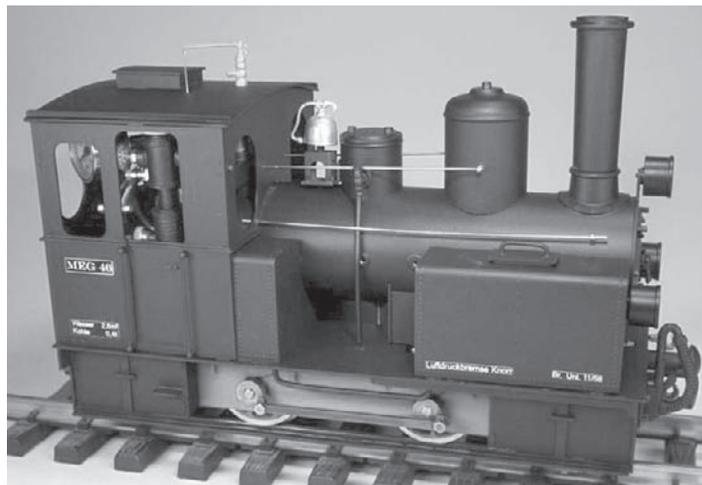
The Train Department of Hazlet, N.J., said the 1:22-scale, live-steam model of the Mittelbadische Railways No. 46 will be powered by two oscillating steam cylinders inside the frame that drive the wheels through gears. The locomotive is to be butane-fired and can be gauged at either 32mm or 45mm. No. 46 will be 10½-inches long (260mm), 4⅛-inches wide (140mm) and 5⅞-inches tall (150mm).

The ready-to-run locomotive will be "prepared for radio-control operation," the Train Department said, and will also have an option for a water-feed pump.

No. 46 was originally built in the 1880s as a locomotive for the Strasbourg Tramway Co., which was absorbed by Mittelbadische Railways in 1923 (which subsequently became the South German Railway Co., and later, the West German Transport Co. — SWEG). Today No. 46 is on display in Lahr, a city across the Rhine River from Strasbourg.

U.S. retail price for the Regner locomotive will \$1850, plus shipping and handling.

The Train Department also said recently it has expanded its line of butane filler-adapters. The company is now offering a universal adapter for what it calls "Korean Butane" — typically butane cartridges that are used in butane-powered stoves or portable woks. The adapter has a threaded male fitting that



**New steamer:** Regner's latest is an 0-4-0 based on a German locomotive that ran in the Rhine Valley.

can be used with The Train Department's long gas-filler adapters, both with the standard tip and the Regner tip. The "Korean Butane Adapter" is \$8; the gas-filler adapters are \$25.

The Train Department is on the Web at <http://www.thetraindepartment.com> and by phone at (732) 770-9625.

### New provider of rail, ties

Focusing on 1:20.3-scale railroading — both in standard and narrow gauge — Cumberland Model Engineering of Knoxville, Tenn., is now offering standard-gauge (70.6mm or 2¾-inches) and dual-gauge (both 70.6mm and 45mm, or 1¾-inches) tie strips and both aluminum and nickel-silver rail.

Cumberland is owned by Dave Queener, a long-time modeler who is interested not only in 1:20.3-scale but also Gauge 3 railroading.

The track system is manufactured for Cumberland



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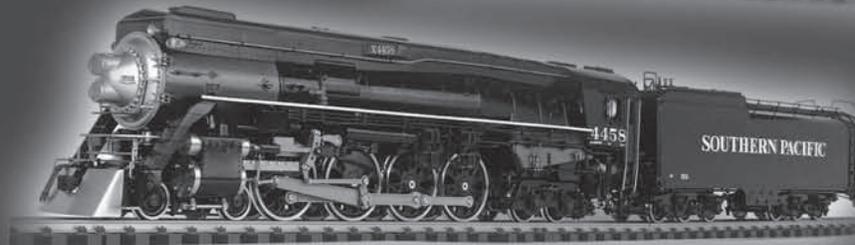
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**From down under:** *Argyle Locomotive Works of Australia commissioned this 1:19-scale Victorian Railways 'NA' class 0-6-0 tank locomotive.*

by NRR/Llagas Creek of Baltimore, Md. Cumberland sells strips and rail in both Code 250 (which it says represents 85-pound rail at scale) and Code 215 (which would be scale 65-pound rail). For example, a six-foot section of Code 215 aluminum rail is \$22, Cumberland said, while a six-foot section of dual-gauge nickel silver would be \$65.

In addition to track products, Cumberland has 1:20.3-scale rolling stock kits, freight car trucks and steam-locomotive tenders trucks.

Cumberland Model Engineering is on the Web at <http://www.cumberlandmodelengineering.com> and by phone at (865) 280-2882.

## Australian 2-6-2T coming

**A**rgyle Locomotive Works of suburban Melbourne, Australia, said recently it has commissioned a 1:19-scale model based on a locomotive that ran in Australia's state of Victoria, the "NA" class 2-6-2 tank locomotive.

The "NA" class will be built for Argyle by Accucraft Trains Co. of Union City, Calif., and will be sold not only by Argyle but by all of Accucraft's dealers worldwide, as well as itself in the United States.

The prototypes for the model were originally built by Baldwin Locomotive Works in the United States for two-foot, six-inch gauge branch lines in Victoria in 1898. Baldwin initially built two locomotives and provided Victorian Railways with parts for it to build two more, which it did. The Australians then built an additional 13 locomotives over the next 15 years.

Five of the original 17 locomotives have been restored and operate on the "Puffing Billy" Steam Railway, which is a one-hour drive east of Melbourne.

The model can be optionally factory-gauged at either 45mm or 32mm. The locomotive will be 17<sup>3</sup>/<sub>4</sub>-inches long (450mm), 5<sup>1</sup>/<sub>4</sub>-inches wide (135mm) and 7<sup>1</sup>/<sub>8</sub>-inches tall (180mm), weighing in at 14<sup>3</sup>/<sub>4</sub> pounds (6.2kg).

The locomotive is fueled with butane and has a

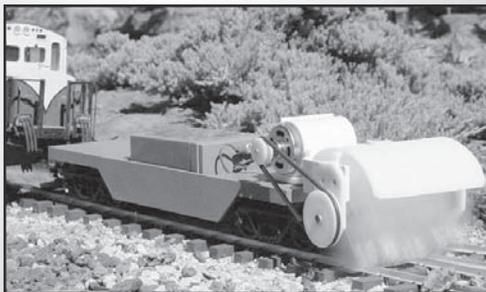
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center-flue boiler, which will have a working pressure of 60 psi. The slide-valve gear will be simplified Stephenson with a reverser lever in the cab. The fittings will include a safety valve, pressure gauge, water-level glass and a displacement lubricator.

The "NA" class will come with a full set of numbered plates from all the preserved locomotives — 3A, 6A, 7A, 8A, 12A and 14A.

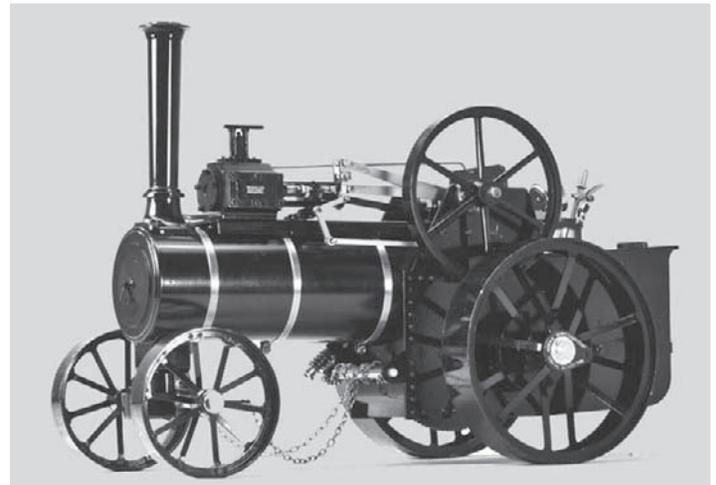
Argyle is taking pre-orders for early 2014 delivery with a price of \$A3400, while Accucraft is pricing the locomotive in the States at \$US2750 with \$30 shipping and handling. The companies are also making an electric version of the Victorian "NA" class, priced about 10 percent less than the live-steam version.

Argyle Locomotive Works is on the Web at <http://www.argyleloco.com.au> or by phone at +61 3 9751 1964.

### Accucraft: A tractor and a re-run

**A** one-foot to three-quarter-inch scale live-steam tractor and the re-run of a popular small-scale live-steam locomotive highlight recent announcements by Accucraft Trains Co.

The Union City, Calif.-based maker of museum-quality brass models said in late August it would be building a tractor model based on a William Allchin

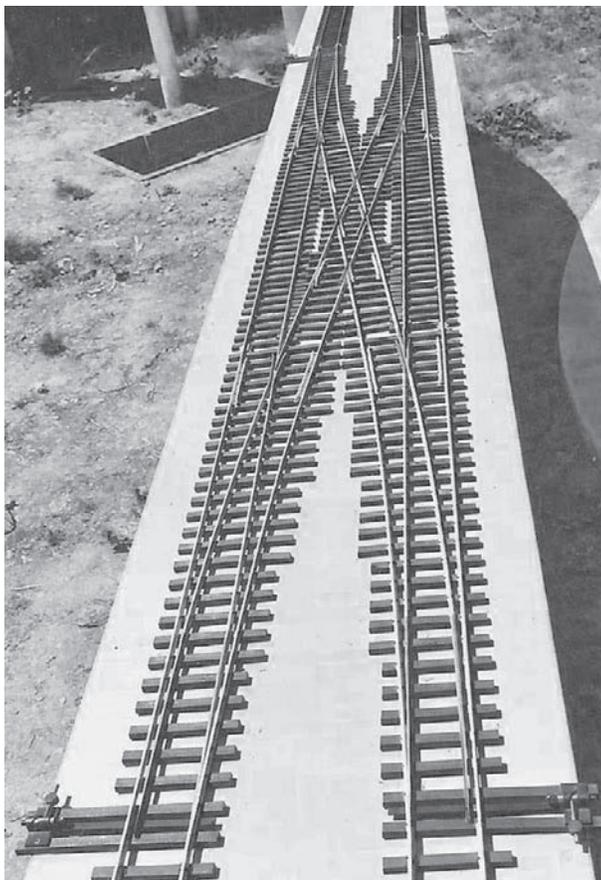


**Steam tractor:** Accucraft Trains plans a three-quarter-inch scale live-steam tractor.

Ltd. seven-horse-power tractor built in 1893. The model will be fired with butane, have a pressure gauge, water-level gauge and lubricator.

Accucraft did not provide any details about size or weight of the tractor, nor did it provide an anticipated delivery date. The suggested retail price for the Allchin tractor is \$1395.

The company also recently said it would re-run a 1:20-scale, circa-1870s 2-6-0 Mogul in six paint schemes, including the Denver & Rio Grande's



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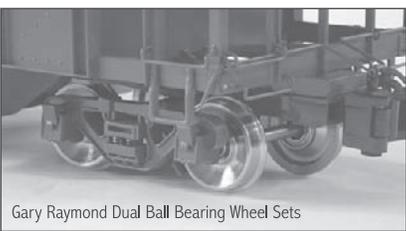
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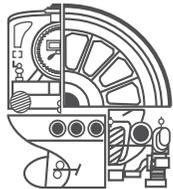
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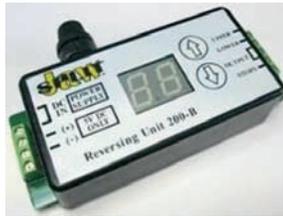
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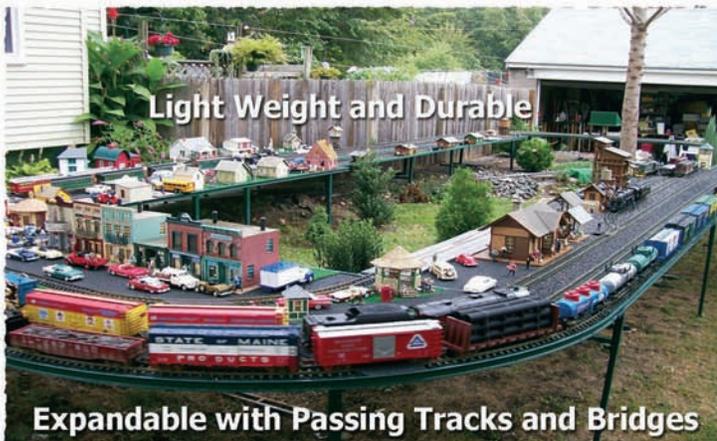
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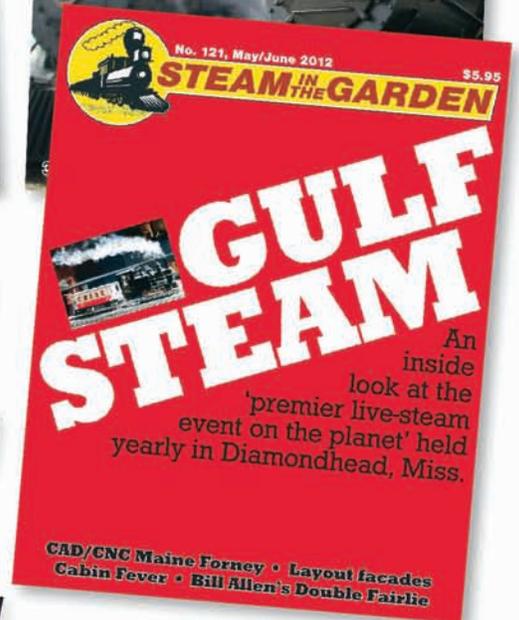
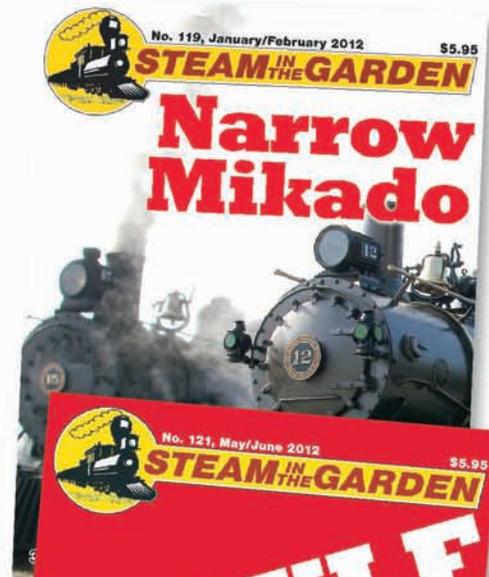
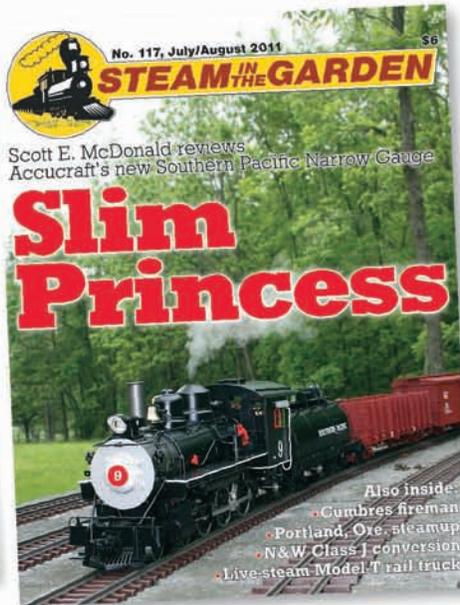
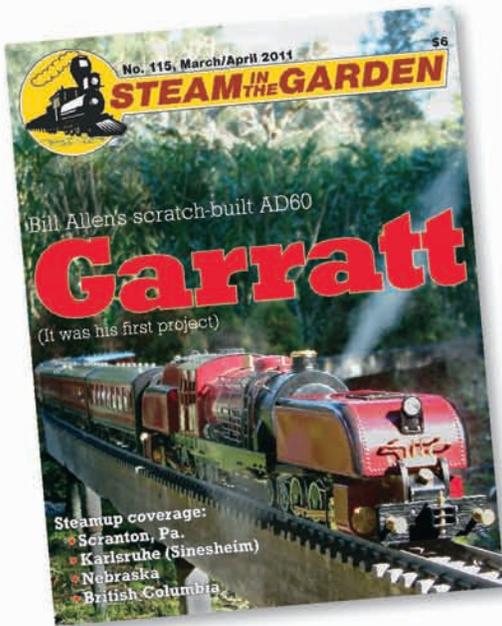
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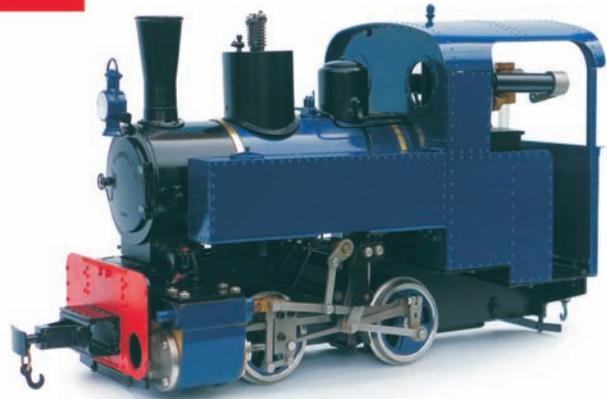
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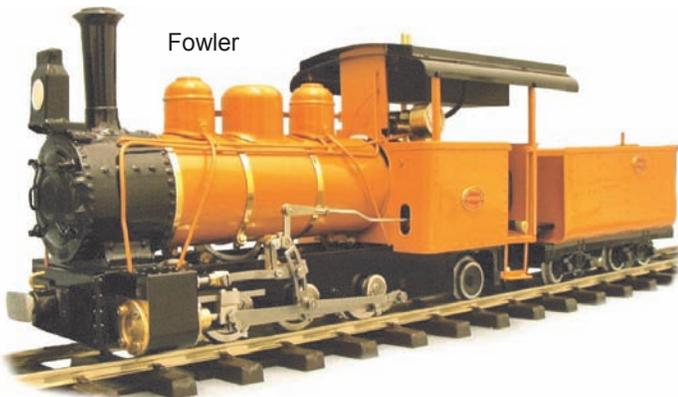
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Building Aster's latest 1:32-scale locomotive kit was a bit of a challenge

# Challenger

Text by Jim McDavid. Photos by Jim McDavid & Jerry Abreu

**S**omething that by its nature or character serves as a serious test to one's skills" — this definition of "challenge" resounds in my head as I think back to my actual build of the newest Aster kit, the Union Pacific Challenger.

I have built a number of Aster kits over the last 30 years, beginning with an Americanized Mogul No. 8550 in the early 1980s and lately both the Nickel Plate Road Berkshire and the Great Northern S2. So I had no trepidation about building the Challenger. I knew that I was essentially going to build two engines mounted under a large boiler.

Aster Hobby USA LLC of Campobello, S.C., has chosen to model the U.P. Challenger in black, No. 3985, and in two-tone gray, No. 3977. The models were produced in both kit and ready-to-run versions. In addition, you could pre-order a black undecorated version if you were so inclined, to convert the model into a Challenger belonging to another railroad. The production run was limited

to a total of 120 pre-ordered units.

My experience is with the black No. 3985 kit, which I built for a friend. I will start by saying that the build time for me on this engine was 120 hours, not including testing, so I don't intend to bore the readers with an in-detail build account.

The Aster engine kits come in a series of small boxes and plastic wrapped pieces relating to build sections in the instructions and drawings. These are to be assembled and completed a section at a time. I found the instructions to be clear and easy to follow. The written instructions have vastly improved over

the years along with the complexity of the kits. I did have some trouble following the lines that showed the path of assembly on a few of the parts. I have to attribute this to a deterioration of my close-in eyesight.

The assembly of the two chassis proceeded at a slow, if deliberate, pace. It required some precise filing, fitting, checking and then refiling of cross head



**Two engines:** Aster's instructions have you build the two motor assemblies at the same time.



**Challenge no more:** *Finished Aster Challenger on Matt and Jerry Abreu's railroad in Granite Bay, Calif.*



**Water heater:** *Left, the components for the boiler come partially assembled, with the fittings soldered onto the copper boiler. Right, a steel shell is banded around the copper boiler to provide adhesion weight.*

guides and cross head slides for parallel alignment and smooth operation of pistons and cross heads. Tweaking and alignment of the valve gear support structure and removal of any burrs on the valve gear are essential for clean operation of the valve gear and an easy flow of the radius in the expansion link.

Extra time spent here timing the four cylinders will reward the builder in the end with a well-running engine. The piston valve design as used on the Challenger is something new for an American-outline Aster engine. The valves are well designed and manufactured with Rulon piston rings and should last as long as a D-valve.

This is a very complex model, with both the steam supply lines and exhaust lines in the prototypical positions. Those required lots of steam-tight flexible joints with carefully installed O-rings to avoid any difficulty getting to leaks later on. Although the boiler is pressure tested at the factory, an additional pressure test should be done after all the fittings have been installed

in order to find any leaks on the new joints.

The smoke box is split horizontally into bottom and top sections. The bottom piece is assembled first to the chassis and then the steam and exhaust line connections are made. Upon installing the top smoke box section, I could not get the bottom and top sections to close up at the front end and the line of small screw holes along the horizontal seam to line up. I ended up putting wooden stickers around the front of the smoke box sections and using tie wire to slowly close the gap and align the screw holes for installation of the small screws.

The tender assembly was basically uneventful except for quite a bit of filing on the truck side frames. Again, being careful not to take too much off at a time, you can't put it back on!

On testing I found the performance of the engine to be exemplary. The balance between the front and rear engine is perfect with hardly any slipping. This has a lot to do with the Aster engineers adding a



**Plumbing:** *The steam piping is highlighted by the superheater, which runs in the center flue.*

weight around the boiler during the testing phase which added and evened out the adhesion weight on the front- and rear-engine drivers. The multiple-wick burner roars when the engine is working hard or with the blower on. The engine easily pulled all the rolling stock I have (30-something) and am sure it could easily have pulled double that.

I found the kit to be fascinating and enjoyable to



**More water:** *Tender's hand pump feeds the boiler.*

### Aster Challenger

- **Loco type:** American Locomotive Co., 4-6-6-4, 1936-1944. Cylinders: 21-inch diameter, 32-inch stroke. Drive wheels: 69-inches. Boiler pressure: 280 psi. Tractive effort: 97,350 pounds. Weight: 627,000 pounds.
- **Scale:** 1:32, 45mm gauge.
- **Length:** 45 inches (1143mm) with tender.
- **Width:** 4 7/8 inches (105mm).
- **Height:** Six inches (154mm).
- **Weight:** 35 1/2 pounds (16.1kg).
- **Boiler:** C-type; 11 flues; vertical ceramic wicks; holds 25.4 oz. (750ml) of water.
- **Fuel:** Alcohol.

- **Water pumps:** Axle pump with bypass valve; tender water pump.
- **Cylinders:** Four one-half-inch by 15/16-inch (13mm by 24mm) piston valves and drain cocks controlled from cab.
- **Valve gear:** Walschaert.
- **Fittings:** Regulator and blower valves, superheater, water-glass gauge with blow-down valve, pressure gauge, whistle valve. Equalized drive-wheel suspension, equalized trailing-truck suspension. Roscoe displacement lubricator.
- **MSRP:** Black kit, \$12,900. Black ready-to-run, \$14,900. Gray kit, \$13,500. Gray ready-to-run, \$15,500.

## A short Challenger history

In the mid-1930s, the Union Pacific Railroad of Omaha, Neb., was looking for a locomotive with a tractive effort equal to its existing 4-12-2s but able to operate over the majority of its main lines. It was also looking for a locomotive suitable for both fast freight and passenger service.

Working in conjunction with American Locomotive Co. (Alco) the company developed the 4-6-6-4 articulated wheel arrangement. The Union Pacific named it the “Challenger type.” With a tractive effort of more than 97,000 pounds, 69-inch drivers and a maximum cruising speed of 80 miles per hour, this design certainly met the parameters set up by U.P. to replace the aging 4-12-2s.

The first batch of 15 Challengers were delivered in 1936. They had a combined engine and tender weight of 889,550 pounds. Four more batches were delivered into 1944, from No. 3800 to No. 3839, No. 3950 to No. 3969, No. 3975 to No. 3999, No. 3930 to No. 3949 and totaling 105 engines. The later batches of Challengers had a combined engine and tender weight of 1,069,000 pounds, a substantial increase over the 1936 engine order.

The U.P. Challenger locomotives were normally painted black with a silver smoke box, but a group of 10 received a two-tone gray passenger paint



**Still steaming:** Union Pacific’s No. 3985 high-balling through Alton, Iowa, in 2008. Wikimedia Commons photo by Mark Evans.

scheme, the first being No. 3976 in December 1946. By the end of 1946, most of the rest of this group were also painted in the two-tone gray paint, including Challenger No. 3977.

All except two Union Pacific Challengers were scrapped by the early 1960s, with Nos. 3985 and 3977 the survivors. No. 3985 was retired in 1962, stored in the roundhouse until 1975 and put on static display close to the Cheyenne, Wyo., depot. It was brought back to running condition in 1981 by a group of U.P. employees. It is preserved in running condition and is on U.P.’s active steam roster.

No. 3977 was saved from scrapping by being used to melt snow for the maintenance department at U.P.’s North Platte, Neb., yards and is now

on static display at Cody Park in North Platte.

Several other railroads purchased 4-6-6-4 wheel arrangement locomotives, including the Rio Grande, Clinchfield, Spokane Portland and Seattle, Great Northern, Western Pacific, Delaware and Hudson, Northern Pacific and Western Maryland. Total production of the Challenger type is said to have been 252, making this wheel arrangement one of the most popular simple expansion articulates built.

References for this history include “Alco Locomotives,” by Brian Solomon (Voyageur Press, 2009), “Articulated Steam Locomotives of North America,” by Robert A. LeMassena (Sundance Publications Ltd., 1979), Utah-Rails.net and UP.com.

- J. McD.

build. It was fun if at times quite challenging. It was not easy and required many hours of fine tuning and fitting and I think some knowledge of previous Aster kit building would be helpful, so not a kit for a beginner.

It was a step up in difficulty from the Berkshire and S2 kits mainly because of the complexity of the articulated engine. In comparison with a Barrett Engineering GNR Atlantic kit — which comes flat and you do all the bending, rolling, soldering, drill-

ing and tapping along with the fitting and filing — the Challenger kit was a snap.

Building these kits is an excellent way of keeping the old synapses firing in the right order, at least for a couple of weeks.

I am sure that the few lucky owners of this latest Aster locomotive will have many years of fun firing them up and putting them in front of a long train and that is what this hobby is all about.

National Summer Steamup sets up in a new hall

# Hot trains, cool venue

Text by Gary Woolard

Photos by Carla Brand Breitner, Mike Martin & Rick Parker

**I** don't know that I'd go so far as to claim that steaming up is a meditative exercise. But for me, at least, it is an exercise in enforced patience. Unlike sparkies, where you turn a dial or push a button to send your train running down the track, bringing a steamer up to readiness is a sort of negotiation with the laws of physics and the principles of mechanics. Steaming up, you attend to your engine; you watch it and listen to it as it slowly comes to life.

A steamup, however, particularly a large one like the National Summer Steamup, is all of that, but with the added dimension of community. You become one of a large group of like-minded steamers who have come together to watch, learn, and help each other play with trains. In short, you come for the steam, but you stay for the people.

And last July 17-21, at the old McClellan Air Force Base just outside Sacramento, the small-scale live steam community came out in strength for the 2013 National Summer Steamup. One hundred and thirty steamers came to play with their trains; watched, aided and assisted by 84 registered "observers." All together, they boiled 81 gallons of water, used 143 cans of butane and eight gallons of alcohol. (The amount of coal burned is a mystery — but aren't coal burners always a mystery?) The great majority of those attending came from California or nearby states, but at least one came from as far away as Australia.

The new venue this year was the McClellan Con-

ference Center, air conditioned and with plenty of room. There were seven steam layouts (with room for at least a couple more), and many more work stations than were needed. The Pacific Coast Live Steamers (PCLS) and Paso Robles layouts, the two largest, maintained sign-up boards for half-hour running slots, but all other tracks were open call. If you were ready to run, you could be pretty sure there was a track waiting for you somewhere. I think the steamup has found its new home.

Show 'n' tell has always been a strong aspect of the Summer Steamup — what's new from the manufacturers and dealers, what old antique has been rescued from a garage sale, what novel kit-bashed or scratch-built engine or rolling stock is grabbing eyeballs — and that was certainly true this year. You could often tell when a new or particularly noteworthy engine came out to run by the huddle of onlookers that gathered.

Accucraft brought many of its new toys to show, including the Dreyfuss Hudson, the huge new Allegheny 2-6-6-6 and the new 28-ton two-truck Shay. There was a Pennsy T1 running, which is already in production, but this was the first time I'd seen one in steam. Alan Redeker's flat-faced AC-6 continues to draw a crowd and Pete Comley kit bashed an Aster Union Pacific Challenger into a Great Northern Z6 for Eric Bowles. It ran wonderfully first time on the track and dragged a long consist around the Paso Robles loop without even seeming to breathe hard.



**Bird's eye view:** A second-floor overview of the McClellan Conference Center's main room. Glen Simpson's layout is upper left, the PCLS layout

upper right, the Paso Robles layout is in the center, while the 'Little Brown Track' is mid-upper left. Not shown: layouts from Paul Brink and Phil Oldenhave.



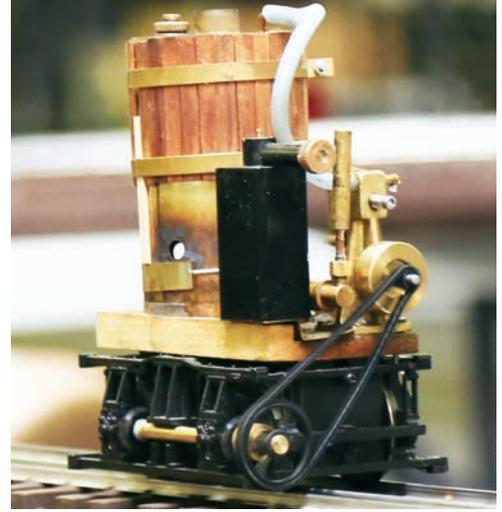
**Little, big:** Left, Richard Heisler adjusts his steam tram. Right, Eric Bowles works his Great Northern Z6.

The British contingent was well represented: Brian and Ian Beckham ran British Rail 80151, pulling a freight consist of advert gondolas and tank cars on Glen Simpson's track. Mike McKenna, Tony Dixon, Rob Meadows and Bill Turkel all ran long passenger trains on the Paso Robles track.

Larry Staver ran a live-diesel engine which made as much smoke as any coal-fired steamer. Rob Lenicheck and Steve Shyvers each brought scratch-built coal burners that made successful runs. Rob's C-25 engine only took him three years to build — but did he have a grin on his face. Bill Allen brought his scratch-built engine for this year, the Uintah 2-6-6-2 Mallet, which was just stunning.

Joe Rothwell, a maven of wind-up, brought a working steam engine concealed under the shell of an old Marx wind-up "Commodore Vanderbilt." Bob Sorenson and Ron Sickler each brought their versions of a "Nina," and each ran well. Dennis Bowie ran his G1MRA Project Engine, which is displaying the beginnings of a patina on its shiny brass superstructure.

Mike Martin, Richard Murray and Rik Beeson were among those who demonstrated steam tractors and stationary engines at work tables around the hall. Oddity of the year, however, has to go to Dan Pantages and his single-cylinder gasoline engine, built by Jim Hadden and Gail Graham. The four-cy-



**Big, little:** Left, Larry Staver explains his Cab Forward to Rod Williamson. Right, David Wegmuller's Shay.



**Studying steam:** Left, Richard Murray and a tractor. Right, Pete Comely eyeballs his consist.

cle gasoline engine was scratch built by Gail, including the spark plug. It seemed able to run around the track forever, with a little irregular “pop” that led me to believe that it was a “hit-and-miss” engine. Dan told me, however, that this four-stroke engine ran at 3200 rpm, but “sparked” every six cycles, hence the irregular beat. Go figger.

Occasionally at earlier Summer Steamups I’ve noticed what I’d call (with tongue firmly in cheek) the “engine of the year,” a particularly popular engine that many steamers would be running. This year, the engine of fashion was clearly Accucraft’s “Emma,” a 1:13.7-scale model of a Brooks industrial engine which ran on two-foot track. There may have been a dozen different “Emmas” in operation throughout the steamup.

“Emma” is a largish model of a small engine, and you can actually get your hand into the cab and twiddle the controls with ease. This steamer really doesn’t need radio control.

Besides “Emma,” Accucraft is doing a limited run of the “Fairymead,” another 7/8ths-to-the-inch, two-foot gauge engine, at the behest of Jason Kovac at The Train Department. Although the “Fairymead” is a much fancier engine than “Emma,” it shares a similar footprint. The company was also showing another new 1:13.7-scale engine, a Welsh quarry Hunslet.

This possibility of another, even wider, scale running on Gauge One raises the question of clearance — I saw at least one track mom hand pushing an “Emma” through the curves, checking against possible problems with rolling stock on adjoining track. There were no problems to report ... yet.

Besides show ‘n’ tell, the National Summer Steamup is a great place to shop ‘n’ swap. Though the dealer room was only open for 1½ hours on Thursday, Friday and Saturday, it seemed to get a lot of traffic — it sure felt crowded. There were 11 dealers present this year; one new one, the already-mentioned The Train Department, and a return of the hat-and-garment company Daylight Sales, which is headquartered down the street on the McClellan property. I especially enjoyed talking with Chuck and Ryan Bednarik of Triple R Services about the possibility of converting an Accucraft Mogul to coal-fired. They said it was one of their most popular conversions. Maybe someday.

I don’t want to seem crass, but if you consider yourself either a penny-pincher or a wise shopper, the Summer Steamup swap table is reason enough, all by itself, to come to Sacramento. (“Swap” is probably a misnomer, since most of the deals are cash and carry.) The swap table this year had everything from “Rubys” to an Aster GS-4 “Daylight,” with a WuHu “Falk” in



**Customized trains:** Left, Yolanda Borges has an entire pink train. Right, Ron Sickler adds butane to his scratch-built 'Nina,' which has American flags if not a paint job yet.



between. If you're a little anxious about buying a used engine or rolling stock, keep in mind that you and the seller can (and should) pull the equipment right off the table and take it for a test run.

I can't leave the world of Summer Steamup commerce without offering the following anecdote:

Dave Frediani, who occupied the work table next to mine during the steamup, is one of those who've become enamored of their new "Emmas." ("I got a 48-minute run ... a 52-minute run," etcetera, was a refrain I constantly heard.) To give his "Emma" something to pull, Dave designed and built several small styrene cars in 7/8ths-to-the-inch scale; scratch building the superstructure on top of AMS "shorty" flat cars (see *Steam in the Garden*, March/April 2013, No. 126). Besides a few tank cars and caboose, Dave built some box cars and what he told me was a "quarryman's car," from a prototype designed to carry Welsh quarry workers back and forth.

Dave's cars wound up looking pretty good, down to an authentic-looking "wood grain" which he scratched into the styrene. So good that he decided to build a few more, and then a few more, to offer at the steamup.

The first batch that Dave put out on the swap table were gone by Thursday night. Then Mark Johnson put some on his Silver State Trains table in the deal-

ers' room. By Saturday, it became simply de rigueur to have a string of "Fredianis" behind your "Emma," and Dave estimated that he'd sold or taken orders for more than 40 cars.

But as he told me more about how he built his cars, and the time and materials he put into each one, one thing became pretty clear to me. I tried to break it to him gently.

"Dave," I said, "I don't think you're making as much as a fast-food counter man with these cars. In fact ..."

"Oh, I know," he said. "But it's fun."

There was a lot of rolling stock to be seen on the Paso Robles track this year, but that's not uncommon. All kinds of standard-gauge reefers and box-cars get swapped back and forth and reassembled to create incredibly long consists, because it's here that the Challengers, Big Boys, Berkshires and GS-4s test their mettle by dragging them around the loop. It takes quite a bit of coordination — sometimes several assistants just to assemble the train on the ready track, while double- and even triple-headers are being synchronized.

The longest train I saw this year was on the Paso track — 78 cars and one caboose, dragged initially by Larry Staver's Challenger, with an assist from

— *Continued on Page 26*



# ACCUCRAFT TRAINS

## MUSEUM QUALITY BRASS MODELS



- D&RGW K-37 2-8-2**
- 1:20.3 Scale, 45mm Gauge
  - Brass & Stainless Steel
  - Limited Production
  - Butane Fired
  - D-Valve
  - Boiler Feed
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- Brass & Stainless Steel
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- 1:20.3 Scale, 45mm Gauge
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- Butane Fired
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- Brass & Stainless Steel
- Butane Fired

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- 1:20.3 Scale, 45mm Gauge
- Brass & Stainless Steel
- Butane Fired

**\$835.00**

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- 1:20.3 Scale, 45mm Gauge
- Brass & Stainless Steel
- Butane Fired

**\$999.00**

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- 1:20.3 Scale, 45mm Gauge
- Brass & Stainless Steel
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**Starting at \$2,199.00**

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- 1:20.3 Scale, 45mm Gauge
- Brass & Stainless Steel ~~\$2,500.00~~
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- Free Goodall Valve & Water Bottle*

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- Brass & Stainless Steel
- Butane Fired

**\$2,499.00**

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- 1:20.3 Scale, 45mm Gauge
- Brass & Stainless Steel
- Butane Fired
- D-Valve

**\$3,499.00**

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- 1:19 Scale, 45/32 mm Gauge
- Brass & Stainless Steel

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### NYC 4-6-4 DREYFUSS HUDSON #5454

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- 1:29 Scale, 45mm Gauge
- Brass, Steel, Stainless Steel
- Butane Fired
- Limited Production

**\$3,895.00**

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**Sale: \$1,199.25**



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- Production Limited to 75 Units
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- D-Valve

**\$6,050.00**



**UP 4-8-8-4 BIG BOY**



- 1:32 Scale, 45mm Gauge
- Brass & Stainless Steel
- Production Limited to 75 Units
- Butane Fired
- D-Valve

**\$8,995.00**



**H8 ALLEGHENY 2-6-6-6**



- 1:32 Scale, 45mm Gauge
- Brass & Stainless Steel
- Limited Production
- Butane Fired
- D-Valve

ACCEPTING RESERVATIONS

**\$7,000.00**

**SP F4/F5 2-10-2**



- 1:32 Scale
- 45mm Gauge
- Brass & Stainless Steel
- Butane Fired
- D-Valve

**\$3,975.00**

**GS-5 SP #4458**



- 1:32 Scale
- 45mm Gauge
- Brass & Stainless Steel
- Butane Fired
- D-Valve

**\$5,000.00**

**ROYAL HUDSON**



- 1:32 Scale
- 45mm Gauge
- Brass & Stainless Steel
- Butane/Alcohol Fired
- D-Valve

**\$3,995.00**

**'FLYING SCOTSMAN' LNER**



ACCEPTING RESERVATIONS



- 1:32 Scale
- 45mm Gauge
- Brass & Stainless Steel
- Butane Fired
- D-Valve

**\$3,400.00**

**SP M-6 2-6-0**



ACCEPTING RESERVATIONS

- 1:19 Scale
- 45/32 mm Gauge
- Brass & Stainless Steel
- Butane Fired
- D-Valve

**\$2,750.00**

**DB CLASS 45 010 2-10-2**



ACCEPTING RESERVATIONS



- 1:32 Scale
- 45mm Gauge
- Brass & Stainless Steel
- Butane Fired
- D-Valve

**\$6,250.00**

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**Pilot pilots:** Craig Griffin and Tom King watch Bill Baxley steam up Accucraft's pilot 1:29-scale Dreyfuss.

— Continued from Page 23

Mark Kelley's Challenger doing tail-end pusher duty. Eventually a third Challenger driven by Matt Abreu joined at the head end. Ryan Bednarik and Jim McDavid also shared the engine-driving duties. The entire train took up two-thirds of the outside loop.

But what was just as interesting this year was the increasing number of smaller consists, pulled by smaller engines, on the smaller tables. There were quite a few kit-bashed or scratch-built trains to be seen, many with a compelling narrative implied.

Young Patrick McConnell had a consist you might call "family Winnebago on a train." Chuck Stubbs and his grandson Tyler Johnson had a field cannon on a flat car, along with a short box car, that might have been out of a scene from Buster Keaton's "The General." Other trains from Bob Starr, Yolanda and Steve Borges, Craig Griffin and Jim Goss all made you ask, "Where is that train from, and where is it going?" Whether built with popsicle sticks or scale-milled lumber, these were just some of the creative expressions you could find running on the steamup tracks.

And not just in wood. Marc Horovitz brought along a couple of his tinsplate creations; two silvery, exquisitely finished excursion cars for his little "Indefatigable" to pull. Rather than repainting them, Marc has followed a sort of "show your source" aesthetic — even a quick glance at the roofs will reveal that they were made from empty coffee cans. So before you throw out that next beer can, think about what you could make from it.

Clinics — I only got to one this year: Bill Allen's on scratch building the Uintah 2-6-6-2. During the

clinic, Bill actually said that he "wasn't really a great machinist." Some of us chuckled and the rest just fell out of our chairs.

There were four other workshops this year. Dave Hottmann did one on air testing locomotives, Sonny Wizelman walked folks through his build of an inspection car fit for any of the great railroad barons, the Bednariks showed how to tune up the performance of the GS-4 "Daylight," and Dave Cole did a presentation answering the questions we all have when we get started in this live-steam hobby.

By Saturday evening, people were starting to wrap up and head home, especially those who lived within a reasonable driving distance. The traditional barbecue was held in a nearby room at the convention center. The room was full — they had to put the buffet tables out in the hall — but the food this year was tasty. Barbecue chicken, pulled barbecue beef, and all sorts of salads. Sonny Wizelman made a point of stopping by each and every table to thank us all for coming. Our pleasure, Sonny!

Afterwards, we all gathered back in the convention center for the presentation of the Ron Brown Memorial Steamup Enthusiasm Award, and the all-important door prizes. This year's award went to Glen Simpson. When the Bay Area Garden Railway Society decided recently to build a new portable track, it sold its old one to Glen, who completely refurbished it, rebuilt the legs, re-tracked it, and last but not most certainly not least, brought it to the Summer Steamup. A well-deserved award, Glen.

Dave Cole also made special note of the many contributions made to the hobby by Clark Lord, who is a



**Unique in every way:** Left to right, Jim Gabelich, Grover Cleveland, Dan Pantages, Bill Allen and Charles Bednarik — with Geoff Spenceley seated — admire Bill's scratch-built 1:20.3-scale Uintah 2-6-6-2, which is coupled to Dan's steam-powered ditch-digger modeled on an Uintah machine.



**Big loco:** An Accucraft German Class 45 2-10-2 moves at speed along the Paso Robles layout.



**Prize winner:** Bill Turkel admiring the pluck of door-prize winner Ryan Bowie.

founding member of Steam Events LLC (and as such can't ever win a Ron Brown award). But Clark's sure won the gratitude and respect of all of us steamers.

About those door prizes — I'll let you in on a little secret. If you want to win something, you have to be there. Quite a few names that were pulled out of the hat were of folks who'd left already. It's not their fault, I guess — but it sure makes for better odds for those of us who stick around. I think I was the third name called to win a Summerlands Chuffer donated by Silver State — but I was the first one there to accept it.

Besides my chuffer, Silver State donated a large wall clock, Accucraft donated an open-ended gondola, and Sunset Valley Railroad provided a butane filler. All of the rest of the door prizes — eight pieces of nice AMS rolling stock — came from the coffers of Steam Events LLC. Thanks, guys.

Sunday morning was pretty much “break it down and clean it up” time. Although the schedule showed, as it does every year, a few hours of early morning running, I've never managed to get there in time to see anything but stacks of tops and table legs being rolled out of an echoing hall. Cars and trucks were packed, good-byes were made, and it's “See ya' next year.”

One more observation:

**More photos:** The *Steam in the Garden* photo team submitted more than 400 images for consideration (way more than we can publish here). A selection of the best is on our web site at:  
<http://www.steamup.com/nss13/>

It's becoming apparent that the Summer Steamup is becoming more of a “family friendly” event than in years past, as more steamers are sharing their hobby with their spouses and children. Not only are wives assisting husbands, but husbands are wearing observer badges and assisting their wives. Non-steaming parents are coming to watch their children and grandchildren. “Observer” status at the Summer Steamup only started a few years ago, but with all these permutations and combinations of family, it's no wonder that we've hit a record number of people in that category.

Keep your eyes on those observers. I'll bet a lot of them will be turning into steamers.

Thanks to the crew at Steam Events — Sonny Wizelman, Bill Turkel, Bob Trabucco, Jim McDavid, Clark Lord, Tony Dixon and Dave Cole — for getting it all together this year and every year. Thanks also to all the volunteers who lug their steam tracks in, put them together, then tear them down again. Thanks also to all the dealers who supported the

steamup, and a special thanks to Pat Dixon, who handled the garments table, and Barbara Coley, who stood by to personalize shirts and aprons.

See ya' next year — be there or be square.

A potential for injury combined with expensive locomotives demand a certain steamup

# Etiquette

Text by Rob Lenicheck

**I**'m sure there are none among us who feel that the engines we own and bring to steamups are expendable. Most of our engines are expensive in comparison to some other hobbies but, of course, their value cannot necessarily be quantified. We are the proud owners of our machines, from “Ruby” to Big Boy, maintaining them lovingly, hoping that they will outlive us. (Which brings up an entirely different topic of discussion worthy of some fireside chats with heirs.)

When we place our prized possessions on a steamup bay at any gathering of fellow steamers, we hope that the engine is capable of maintaining itself proudly as it goes around the rails. We do, however, place it there with some risk, whether coming from itself or from the engines sharing those rails. Over the course of the last year or so — and culminating with the National Summer Steamup this year in Sacramento — I have become increasingly aware of the need to refresh myself and others about the behaviors we expect each other to have while steaming.

Safety is of great concern — safety for ourselves, primarily, and secondarily, safety for our engines. Once the first concern is addressed, then the second takes over. To that end, I would like to offer up two principles to live by when running on any track, but especially at major gatherings where we don't necessarily have total control over the situation.

First, make sure that the track is clear when leaving the steamup bay. Study the track plan enough to

know how it lies and whether or not another steamer is already out there. We should stick to our prescribed time on the sign-up board, if there is one. If, for some reason, we intend to go on the track early, we should show the courtesy to ask if it's OK with the folks already running. On the other hand, paying attention to the clock is necessary and one should get off the track on time unless one has been given the OK to stay. No one should need to ask us.

Obviously, our initial observation of the track prior to going out must include a determination of the direction of the running locomotive. Unless there's a compelling argument (and there can be some), it's a good idea — in my opinion — to make it a habit to run the same direction, even on adjacent tracks. Sometimes things happen, like engine overhang or kids fooling with track controls, and now we're stuck with a dramatic repair bill, either in terms of time or money, and an emotionally-draining disaster.

The second principle is the responsibility of the folks in the steamup bay to keep the engines on the main line safe. Specifically, placing anything on the steamup tracks which impinges on the space required by engines to pass by should be avoided. This may require extra planning by those who have cases that must be placed on the track: they'll need to remove their case in ample time for the train to safely complete its travels.

Consider the alternative: a large 1:32-scale loco-



**A little inattention:** *Train wreck at Montparnasse, France, 1895. Wikimedia Commons photo.*

motive or a narrow-gauge train both carry a lot of mass. It's almost impossible to get that train stopped quickly, even if the impediment is seen in time. But that's the point — the person running is usually giving his or her full attention to his or her machine and is making the assumption (correctly, I might add) that the track will be clear. It's up to all of us to support that assumption.

I'm sure there are many of us who could come up with other concerns and principles to which we should adhere. Spending time reading the safety lists for major steamups such as Diamondhead or the National Summer Steamup provides us with many of them. Let's take the time to think about how these benefit us all. Our safety and that of our prized possessions are at stake.

'Dora' project No. 2: Dressing up your engine with

# Boiler bands

Text and photos by Marc Horovitz

**H**ere's a quick and easy project that will dress up your new Accucraft "Dora" (or any other engine in need) — brass boiler bands. On full-size ("prototype") engines, boiler bands are used to hold a layer of sheet metal in place over the boiler's lagging, or insulation. Model locomotives without boiler bands can look plain and uninteresting (**Photo 1**).



Photo 1

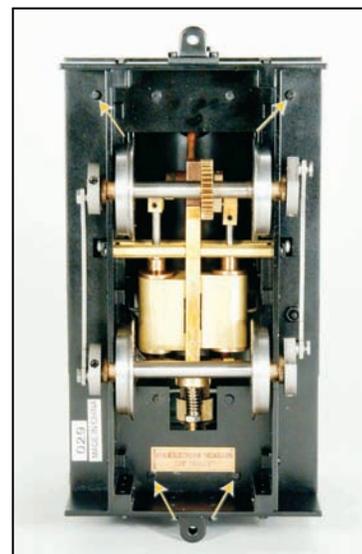


Photo 2

For "Dora," the boiler bands can be made of various materials. If you're planning to paint them to match the boiler, tinplate in the form of an old tin can may be used. I suppose aluminum from a pop or beer can could even be used, though this doesn't appeal to me — I prefer a sturdier metal. In the case of my locomotive, I wanted polished brass bands, so decided to use thin brass sheet. I found some in the shop that was about .016-inch thick.

The best way to cut sheet metal is with a shear. If you don't have one, tinplate, which is usually in the neighborhood of .010-inch thick, can be cut with a good pair of scissors. The brass I found required snips. Before starting, though, remove the bodywork from the locomotive. This is done by removing the four hex-head screws that hold it in place. The arrows in **Photo 2** show you which ones to take out.

For the bands, you'll ultimately need two strips of metal, each one-eighth-inch wide by around six-

inches long. Start by blacking your sheet metal one-eighth-inch in from the edge with a felt-tip pen (**Photo 3**) or by using layout dye. Then set your caliper to .125-inch and scribe a line across the metal (**Photo 4**). With your snips (or scissors), carefully cut right on the line (**Photo 5**) until you have the two required pieces (**Photo 6**). Don't worry if they've curled up — we'll fix that later. With a paper towel and some rubbing alcohol, remove the marking dye from your pieces (**Photo 7**).

Now we'll straighten the metal (*Note: This method won't work with tinplate — only brass or copper*). Hold one end of one band securely in your vise. With a torch, heat the metal until it glows red, starting at the free end and working toward the captured end. It only needs to glow for a second or two (**Photo 8**). Do this in low light to help you see the glow. Don't linger in one place or you could melt your piece!



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9

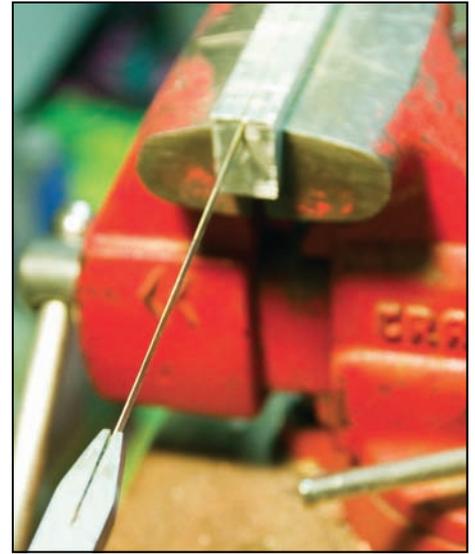


Photo 10



Photo 11



Photo 12

We're annealing the metal — rearranging its molecules to soften it. The metal will discolor with the heat. Once it's cool enough to touch, straighten it as much as possible with your fingers (**Photo 9**).

Now comes the fun part. With a pair of pliers, firmly grip the free end of the band and pull hard (**Photo 10**). Don't jerk, just pull. You should actually feel the metal stretch slightly. When you let go, you should find that the band is perfectly straight.

When you cut the metal, burrs were most likely left on some of the edges. The way I like to remove burrs is by clamping the strip in the vise, then carefully running a smallish flat file along the burred edge at around a 45-degree angle (**Photo 11**). Just do

a short section at a time, then slide the band along to do the next section. Turn it over to do the other side.

The band, at this point, should be straight and smooth. We now have only to make it shiny (skip this step if you're going to paint it). Wrap a piece of fine sandpaper (400- or 600-grit) around a square stick. Holding the band on a flat surface, sand one face until the discoloration is gone (**Photo 12**). Then, for a high polish, give each band a good rub with some extra-fine (No. 0000) steel wool (**Photo 13**). If you want to preserve this high gloss indefinitely, now would be a good time to give the bands a spray of clear lacquer. However, I prefer to let the brass age naturally until it takes on a nice patina.



Photo 13

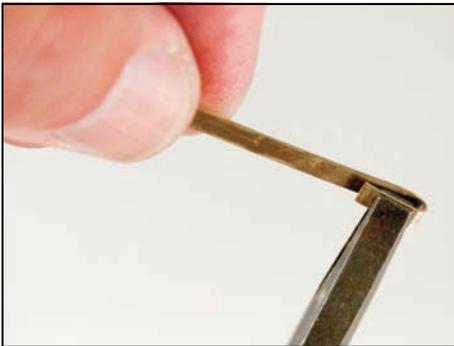


Photo 14

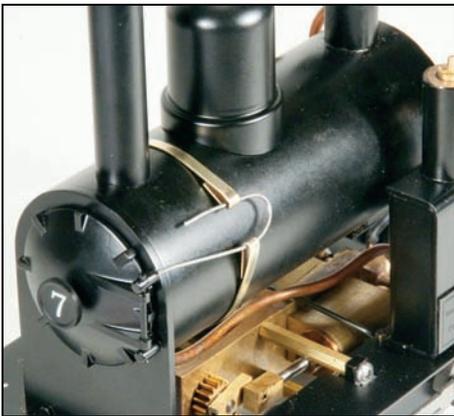


Photo 15

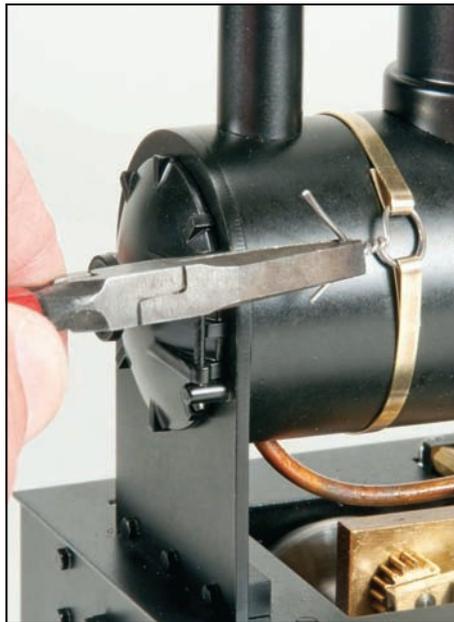


Photo 16



Photo 17

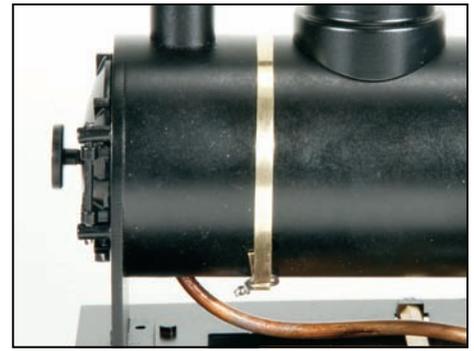


Photo 18



Photo 19



Photo 20

With a pair of pliers, fold a quarter inch or so of each end of the band back on itself, shiny side out (**Photo 14**). You'll now need some soft wire. Copper or brass is fine. I have some soft iron binding wire, 30-gauge (.037-inch). Anything will do. With some wire cutters, snip off two pieces, each about two inches long or so.

With the dome in place, bend one of the bands around the boiler, more or less centered between the dome and the stack. The looped ends should not touch — there should be one-quarter-inch or so between them. Slip one of your wires through the looped ends (**Photo 15**). Then, with a pair of small pliers, start twisting the ends of the wire, drawing the looped ends of the band together (**Photo 16**). Be careful not to scratch the paint.

As the band tightens, it will reach a point where it will stay firmly in position but can still be rotated

around the boiler, with care. When it reaches this point, first trim the ends of the wire with wire cutters (**Photo 17**), then rotate the joint around until it's nearly underneath the boiler. On this engine, concealment isn't a problem, thanks to the side tanks. Once the joint is as low as you'd like it, square up the band by eye (**Photo 18**). When all is good, treat the other band in the same manner, positioning it on the other side of the dome (**Photo 19**).

When both bands have been satisfactorily placed, screw the bodywork back on and admire your handiwork (**Photo 20**). You may find, as I did, that even the thickness of the new boiler bands will cause some interference with the bodywork. However, with care, the body can be successfully replaced. It's surprising how a simple change, like the addition of boiler bands, can really dress up a locomotive.

Turning a D&RGW C-19 into East Broad Top's No. 7:  
Changing domes meant removing the boiler (gulp)

# Backdating

Text and photos by Peter Thornton

**P**ennsylvania's East Broad Railroad Top ("EBT") has always been attractive to me, as it is a complete and unrestored Victorian narrow-gauge railroad. It did get "modernized" in the early part of the 1900s, when the management bought new Baldwin Mikados and sold off the older locomotives. One such sale was a 2-8-0 C-19, similar to the Denver & Rio Grande Western engines. It didn't have a high-sided tender like those on the D&RGW, as the EBT is only 30 miles long and water is readily available. And it didn't have the smooth domes or air brakes added to the D&RGW engines as they were rebuilt over the years.

Accucraft Trains Co. of Union City, Calif., did a run of the D&RGW version of the C-19 a few years ago, so I acquired one intending to make it more like EBT No. 7. The tender was tricky, as the EBT engine had a tender like the one on Accucraft's C-16 No. 42 — the "old-style" version — which I already owned and which was doing a not-very-good impersonation of EBT No. 7.

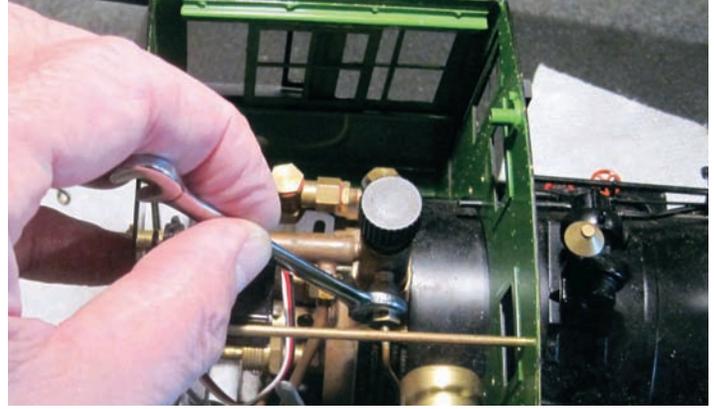
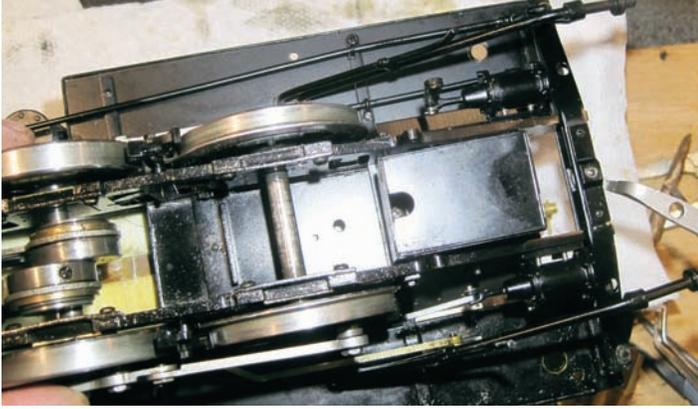
I wanted to keep my C-16 tender (it had custom decals on it, and the radio-control gear inside) and after a bit of emailing and posting around the live steam community, I found a fellow modeler who had old-style fluted domes and an Accucraft Rio Grande Southern No. 9 with the smaller tender that he was happy to swap for my smooth domes and high-side tender. So I kept my C-16 tender and sold the C-16 with his RGS No. 9 tender. His domes arrived with the tender, and Accucraft sold me a dome already shaped to fit the C-19. (I wonder if company designers were thinking of an older style C-19 - like EBT No. 7?)

The other modifications in the early days were to make a new stack, using a tapered brass stack from

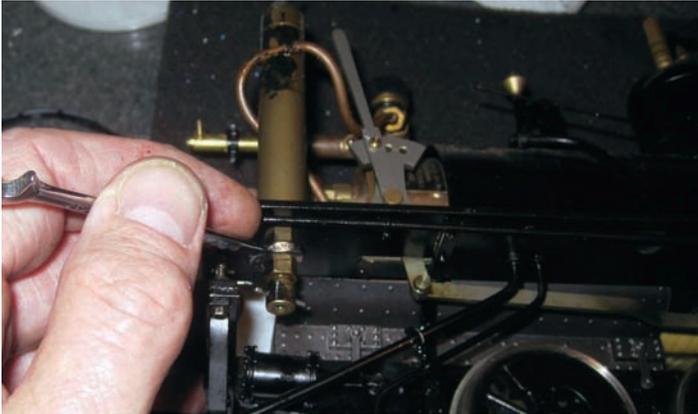


**Two C-19s:** Top, East Broad Top 2-8-0 (Baldwin Class 10-26E) built to the same erection drawings as the D&RGW C-19. Bottom, Accucraft's model of the Rio Grande Southern's No. 41, a C-19.

Trackside Details/Valley Brass of Pinedale, Calif., with a copper cap from Roundhouse Engineering Co. Ltd. of England (which is still copper colored - I can't bring myself to paint it). I also moved the gas pipe under the floor (see *Steam in the Garden*, September/October 2011, No. 118). I added a Summerlands Chuffer and finally fitted the servos from the C-16 so I had rudimentary radio control — the reversing servo isn't powerful enough for this engine so I have to refit it soon. Cleaning the big "340" numerals off the cab side



**Surgery:** *Left, screw holding boiler is revealed. Right, removing steam pipe with auto ignition spanner.*



**Removing:** *Left, drain valve for the oiler. Right, out comes the safety valve from under the steam dome.*

helped to make it more believably an EBT engine.

In this form, my EBT No. 7 ran for a couple of years. The domes and other parts sat in a box, as it had become evident that to change the domes and back-date the engine was going to need a boiler removal, which was something I had not attempted at that point in time. Accucraft finally delivered my EBT No. 12 in mid-2011, so I had an EBT engine to run if the C-19 was sidelined with boiler removal problems. Jason Kovac of The Train Department of Hazlet, N.J., told me there was only one bolt holding it in place, so I decided to go ahead with the project.

I cleared the bench and got down my box of C-19 parts, and arranged some small boxes to take all the bits I was about to remove (plastic tubs/cups work well too). I ordered some replacement water-sight glass tube, as I had been told I was likely to break it — as it happened I didn't. I didn't actually break anything except a couple of solder joints on parts that were hardly visible, so they were left off during reassembly.

A couple of notes on tools: I have a set of Sears "auto ignition" wrenches that fit many of the larger pipe nuts and bolts. The 1.6mm and 2mm bolts used by Accucraft can be handled by using proper metric nut-drivers, but I also discovered several of my U.S. nut drivers will fit. Taking an Accucraft model apart does need a lot of different screwdrivers, nut-drivers and small wrenches. A small vice grip wrench is also useful. The workbench was covered with a piece of

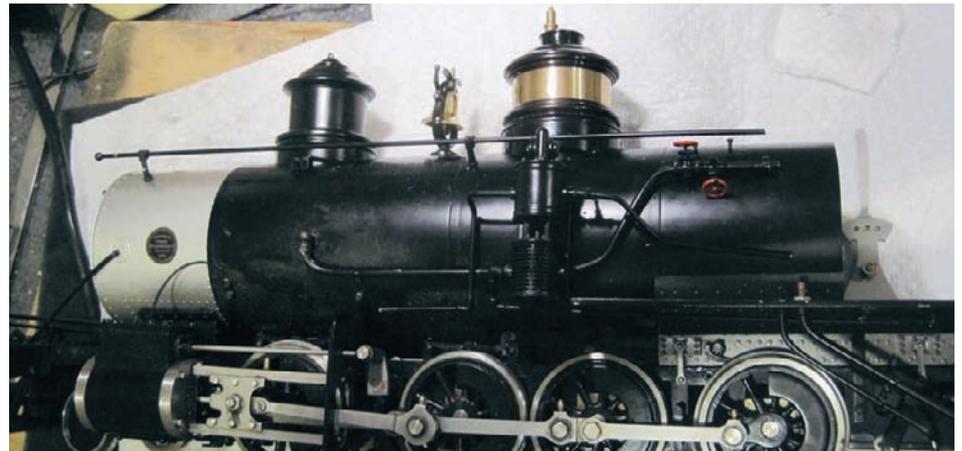
foam, and paper towels were used on top of the foam to soak up any oil drips.

The first stage was to get at that screw holding the boiler in place. There are lots of details under the cab, so I carefully photographed, unscrewed and saved the bits until I had a flat plate with a hole for a screwdriver - the boiler holding screw. (The photos, some of which are published here, were mostly so I would remember where the parts were before disassembly. It wasn't certain that I would be putting it back together any time soon.) I also removed any parts in the floor of the cab that looked as if they might stop the boiler from sliding out.

Once I found the boiler screw, I unscrewed the cab from the floor, removed the handrails and servo mounts, and lifted it off. I unbolted the blow down valve and the lubricator drain from the floor and unfastened the steam pipe from the pressure gauge. I still had to remove the safety valve, which sits inside the steam dome and would prevent the removal. The dome unscrews from its base revealing the safety.

I also had to unscrew the superheater pipe from the cylinders in the smoke box. This was facilitated by taking out the smoke box front, which is held in place by a tiny screw under the headlight. (I removed the smoke box door first, but taking the whole front out turned out to be the best way to reach the pipes at the back of the smoke box.)

Finally I took out the screw under the foot plate holding the boiler in place, and without any prob-



**Making EBT No. 7:** *Left, easing the boiler out of the shell. Top right, holes drilled for the steam dome. Middle right, brake pipe work and footboard removed to simplify it to one air pump. Bottom right, one of the air pumps is remounted.*

lems it slid out, leaving me with an empty locomotive shell. I put the boiler carefully aside and inspected the dome mounts and other boiler fittings. The forward sand dome had just one bolt and the steam dome had two holding the base in place.

Both were problematic — the sand dome bolt was accessed from a hole under the front axle — and you can't get a screwdriver in without removing the axle, which seemed a bit more work than necessary. I drilled a new hole in the underside of the boiler casing in front of the axle so I could reach the screw, enlarging the hole until I could get a screwdriver in, and that solved the sand dome problem.

The steam dome had a different but equally tricky issue. The original dome base had two screws in line along the boiler. My replacement, from a C-16, had bolts aligned across the boiler — 90 degrees from the holes in the boiler. So I had to drill two new ones in the top of the boiler. Fortunately they were easy to reach from under the frame as the steam dome isn't over an axle.

At this point I had to deal with the fact that a C-16 has a smaller boiler than the C-19. The sand dome came from Accucraft and was already reworked to fit my boiler, as previously mentioned. I had to take the steam dome and sand it to fit the new boiler. With nothing on top of my loco boiler, it was easy to take some fine emery paper, lay it on top wrapped around the boiler, and sand down the dome base to fit.

I also removed the air pumps and re-fixed one with new pipes to look like a recent conversion to air brakes. I had to make a walkway extension to hide the gap where the other pump used to be, and re-soldering the pipe work turned out to be a frustrating exercise, as soldering one joint made the adjacent one fall apart. There are a lot of joints in the Accucraft pipe work.

The headlight needed changing, as EBT No. 7 had an old oil lamp, so an oil headlight from Trackside Details, was soldered to an old mount I had in the parts box (maybe it came from the old C-16). I started looking around for hollow tubing that would work



**Paint:** *Left, ready to apply color. Right, a little cylinder oil fouled the first paint job; a second try worked.*

instead of the handrails, and discovered some perfect 14-gauge steel hypodermic needle stock in 36-inch lengths on Amazon, and a five-pack was \$3. I have some insulated wire intended for HO locos, so it will fit inside. (However, I still haven't fitted the hollow tube to make the headlight work. EBT No. 7 had an interesting semi-circular front handrail around the smoke box under the headlight, so I have to fabricate that first.)

Reassembly turned out to be fairly easy as I had learned all the tricky bits taking it apart. The boiler went in without incident, and I reconnected the steam pipe in the flue to the cylinders and started adding back all the cab fittings. Then the cab was bolted back in place, and all the pipe work that I removed was reattached — the blow down and lubricator were refitted in the cab floor, and the old handrails threaded through the cab front.

It was time to get rid of the shiny paint and the silver smoke box, but before painting it seemed prudent to make sure all the bits were working. I steamed No. 7 on my patio on rollers and was pleasantly surprised when it ran just like it did before the tear down! Then I took it to Jim Stapleton's meet in Purcellville, Pa., and ran with no problems.

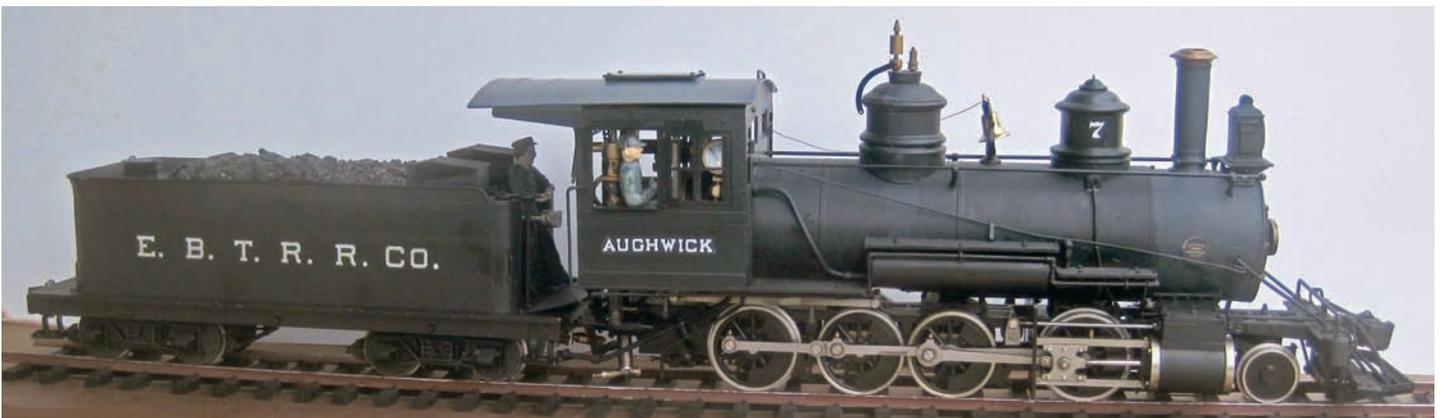
Before painting, I cleaned the boiler thoroughly with Simple Green Degreaser (the blue stuff), which was washed off with a clean paint brush and more water, and finally allowed to dry completely. Next, large areas were buffed with 600-grit wet emery paper to remove the shine and give the new paint

some grip. To get the grimy, dirty look, I use regular acrylic paints from the craft store Michaels. They seem to handle the heat just fine — the back of the boiler on No. 12 has been painted for several years and is showing no signs of heat damage.

The paint is diluted and "washed" over the boiler, being allowed to collect in the raised spots and to run off the bottom (note in the photos that the wheels and motion were covered in masking tape). Initial coats are diluted about 25 percent, and after a couple of them, I dilute about 50 percent and add grey or brown to bring out the details and add streaks. Finally, I add more grey or white and trickle some 50 percent diluted paint under the whistle and other places that steam or water might leak.

The smoke box was done in similar fashion, but with more grey in the paint mix, so it came out like dirty gun metal. You will note from the "after" photos that the wheels are still a bit shiny, so I have another small task ahead — probably Newman Tools Inc.'s Neolube (graphite suspended in alcohol) will do a good job of dulling the shiny tires. I had some custom decals done years ago for my C-16 and when I pulled them out I found a spare "Aughwick" and a "7" for the dome. The tender wasn't touched, apart from a slight grimy wash to dull the paint.

EBT No. 7 is now running in the sunshine of Florida pulling my 1910-ish East Broad Top mixed train. The task of backdating the engine and removing the boiler turned out to be easier than I expected. Another project off the list!



**Done:** *A spare set of custom decals for the cab name, and a number on the dome, and she's ready for duty.*



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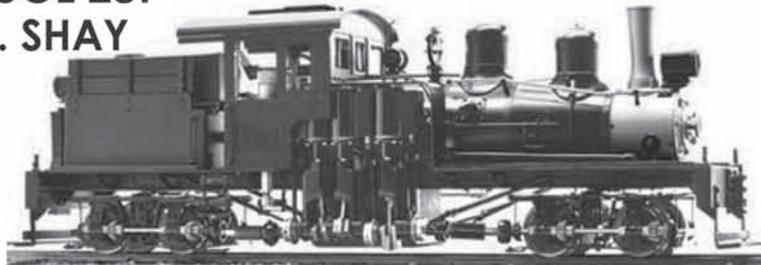
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## THE CUPOLA VIEW

### In memoriam: Dunsford, Regner

**O**ur hobby depends upon zealots: people who are obsessive about small-scale live steam. Without them, we wouldn't have the innovations that have become commonplace nor would the hobby be as popular.

In recent weeks we've lost two live-steam fanatics, men who were just crazy about propelling machines with fire: Harold Dunsford and Manfred Regner.

Dunsford, of Winter Haven, Fla., died July 30 at age 71. Harold didn't just dabble in live steam, he reveled in all of its aspects, from tiny stationary engines to steam boats to ride-on trains.

After a long and successful career as a medical doctor specializing in pathology, Harold and his wife Helen relocated to Florida in 2002 and he threw himself into the 7½-inch-gauge live steam hobby with his local group, the Ridge Live Steamers

---

*'Cupola View' is written by Editor Dave Cole; you can contact him at [dmcole@steamup.com](mailto:dmcole@steamup.com) or P.O. Box 719, Pacifica, Calif. 94044-0719.*

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**Steamers par excellence:** Harold Dunsford, left; Manfred Regner, right. Photo left: Rick Parker. Photo right: Regner Steam & Railway Engineering.

Inc. of Dundee, Fla. Harold served the club both as a director and as president; he was also an officer and president of the Florida Live Steamers.

And whether he was at a ride-on steam event or a small-scale steam event, Harold always brought along a steam boat and his collection of live-steam stationary engines.

Harold persuaded his compatriots at the Ridge live-steam group to build a 20-foot by 36-foot, six-inch-deep pond, which he christened the "Ridge Yacht Club." Harold's Sequin steam tug and his



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scratch-built open launch frequently plied the pond's waves at steam-boat regattas he organized.

Of course, Harold ran his boats and stationary engines at the International Small Scale Steamup in Diamondhead, Miss., for many years.

Regner, of Aurach, Bavaria, Germany, died July 21 at age 64. Manfred founded Regner Steam & Railway Engineering of Bavaria in 1978 and ran it

through his death. Manfred's products, including not only small-scale locomotives but also stationary and steam-boat engines, have a wide following in Europe and have been gaining acceptance in the United States over the last decade. The company will continue, it said, managed by his family.

Manfred and Harold — two zealots who will be missed.

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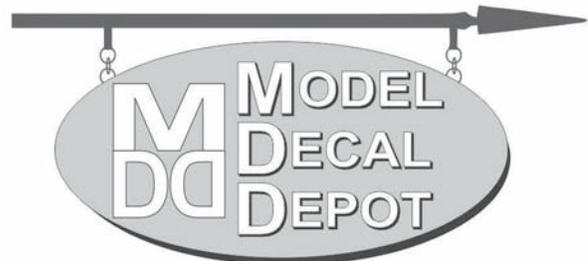
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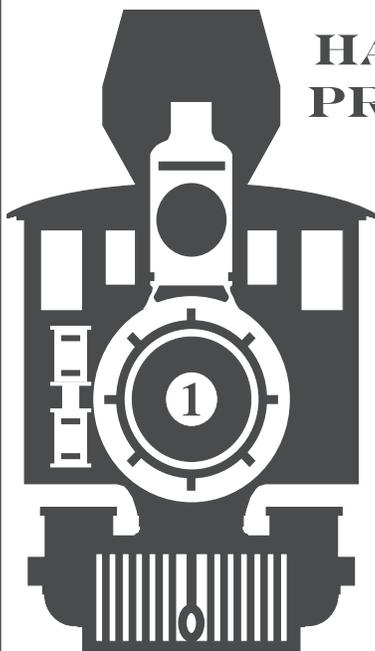
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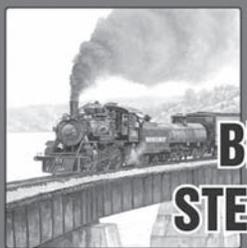


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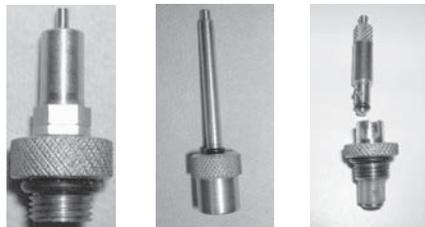


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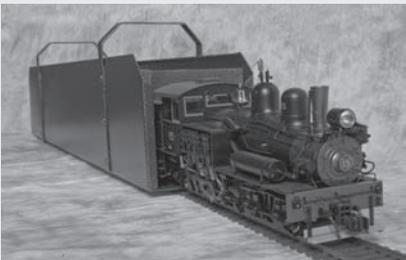
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**Jan. 12-19, 2014** — International Small Scale Steamup and Arts Festival, Diamondhead Inn and Suites, Diamondhead, Miss. Includes 24-hour steaming, a "flea market," seminars, a dealer room, a festive meal and extracurricular activities. Info: Patrick Darby, [k5pat@bellsouth.net](mailto:k5pat@bellsouth.net), (985) 867-8695; <http://www.diamondhead.org>; Diamondhead Inn & Suites: (228) 255-1300.

**Feb. 15-17, 2014** — 17th Annual Presidents' Day Steamup, Electric City Trolley Station & Museum, Scranton, Pa. Two tracks in G-gauge and o-gauge. Info: [wrunloco@aol.com](mailto:wrunloco@aol.com) or call Clem O'Jevich (570) 735-5570.

**March 21-22, 2014** — East Coast Large Scale Train Show, York Fairgrounds, York, Pa. <http://www.eclsts.com>.

**April 11-13, 2014** — Cabin Fever Model Engineering Expo, Toyota Arena, York Fairgrounds, York, Pa. Info: <http://www.cabinfeverexpo.com>.

**April 24-27, 2014** — Spring Steamup, Staver Locomotive, Portland, Ore. Info: <http://www.staverlocomotive.com>.

**May 5-10, 2014** — National Garden Railway Convention, Embassy Suites USF, Tampa, Fla. <http://on.fb.me/1dInmUg>

**July 16-20, 2014** — National Summer Steamup, Lions Gate Hotel, McClellan, Calif. Info: <http://www.summersteamup.com>. Lions Gate: (866) 866-7100.

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## Regular steamups

**Upstate N.Y. Steamers.** Several steamups per year in various locations around Western New York. Info: <http://www.tinyurl.com/upstatesteamers>.

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

**On the Brink Live Steamers.** Weekly Wednesday, and occasional weekend, greater Sacramento, Calif., steamups on elevated live-steam only tracks at two locations. Info: Paul Brink (916) 635-1559, [paulbr@aol.com](mailto:paulbr@aol.com).

**Puget Sound Garden Railway Society.** Two steamups per month: second Saturday, the Georgetown Powerplant in Seattle; fourth Saturday, a member's track. Info: <http://psgrs.org/livesteamtimetable.html>.

**Michigan Small Scale Live Steamers (MSSLS).** Info: <http://www.mssls.info>.

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

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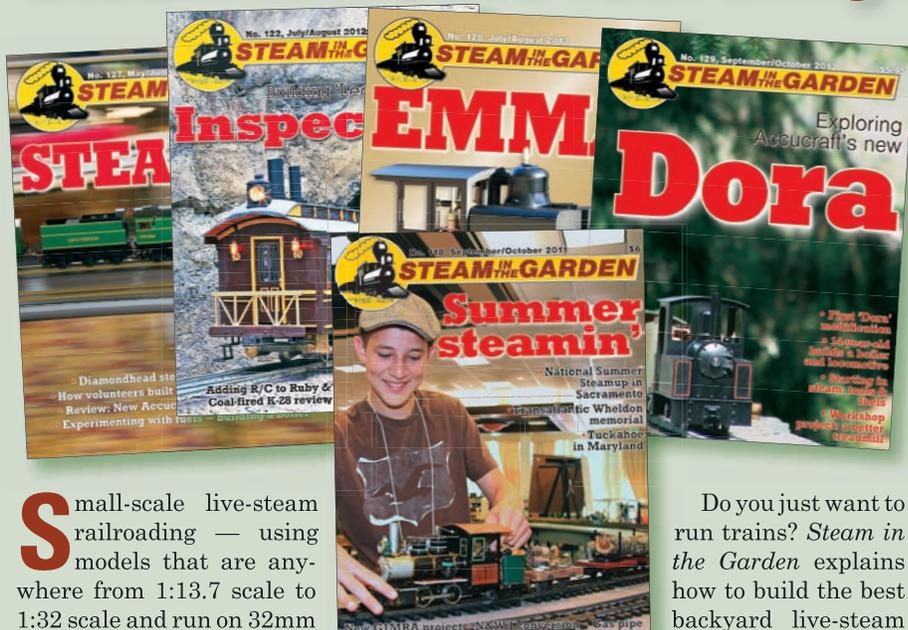


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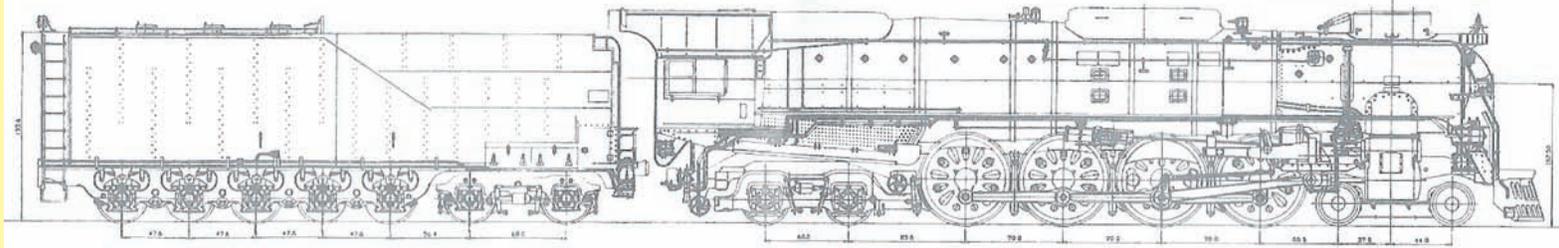
## SNCF 241P now in production for late 2013 release



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## Union Pacific FEF 3 #844, the next U.S. prototype locomotive, now in development

Projected for late 2014 release, this famous locomotive will be made available in black and gray livery.

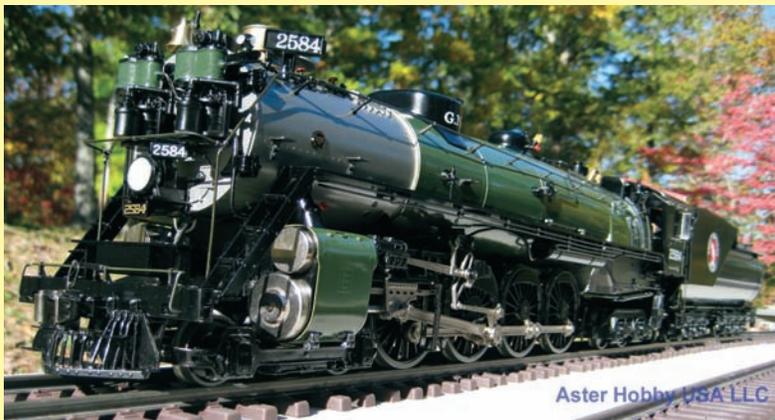


## Rebuilt Merchant Navy Class

The British Railways' Merchant Navy Class "Clan Line 35028" is now going into production. This engine will be equipped with an alcohol-fired, C-type boiler and functional Walschaert valve gear on all three cylinders. Projected date of release is late 2013. Limited production available by advance reservations.

**Reservation deposits of \$1000 are required.**

**Pilot model shown; production models subject to change.**



## Great Northern S2 #2584

This superb-performing 4-8-4 is still available in glacier green livery as shown; RTR and black has sold out.

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The K-37s were originally built as standard gauge 2-8-0s by Baldwin in 1902. Ten of these engines were converted to narrow gauge between 1928 to 1930 by the D&RGW. New chassis were created, and the boilers and tenders were used over again on the narrow gauge versions. D&RGW numbered these engines 490 to 499, and most survive today on display. These engines were not as popular as the K-36s. The reason for this was the K-36 was easier on the crews and the track as well. However in model form the K-37 is the largest locomotive that can be built in 1:20.3 scale. The huge boiler allows runs of well over an hour without ever injecting water. This new Live Steam version is also cross ported so that valve gear is in prototypical position for forward and reverse. This large model is extremely powerful, but unlike the prototype is very easy and rewarding to run.

