

**Nº 100**

**July/August 2008**

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# **STEAM**

## **IN THE GARDEN**



*Inside.....*

**Accucraft C-19 Review**

**18 Years of Live Steam**

**The Mapleton Tramway Shays....beginning a series**

**...and lots more!**

**Issue #100**



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SCALE 1:32



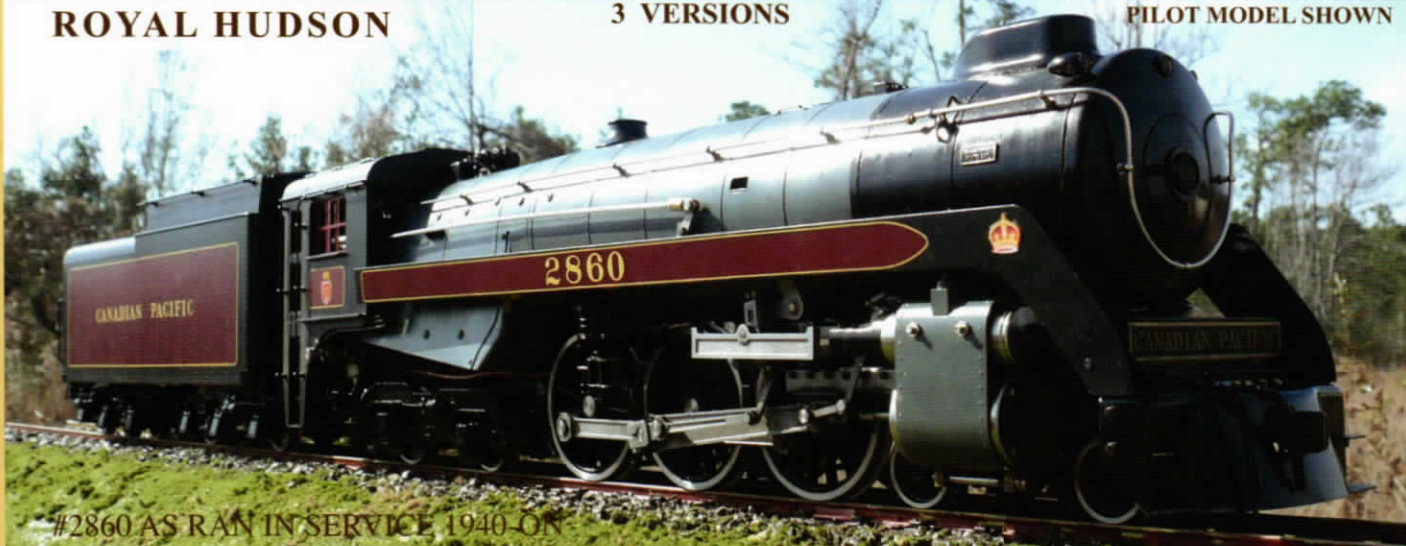
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# STEAM IN THE GARDEN

Vol. 18, Nº 4  
Issue Nº 100

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

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**Regner 'Vincent' pulling a scratch-built carriage on the Takasaki Light Railway in Japan.**

*Photo by Matthew Foster*

Editor

**Ron Brown**

Pearl of Great Price

*Marie Brown*

## CAD & Other Drawings in This Issue

Dan Rowe, Keith Bucklitch, Jim Fainges

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# CALENDAR OF EVENTS

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 ● sonnyw04@ca.rr.com

Check the Calendar of Events on our web site (<http://steamup.info>) for regional and club events.

**August 30 & 31, 2008 - Pennsylvania Live Steamers Labor Day Weekend Steamup**, Rte. 29, 1 mile north of Rte. 113, Rahns, PA. Permanent Gauge 1 track and Gauge 0/Gauge 1 portable tracks in operation. Night running with lights. Food available on site with lodging nearby. For information and directions contact Harry Quirk, PO Box 215, Springtown PA 18081 - phone 610-346-8073 or Mike Moore e-mail: [trainman722@verizon.net](mailto:trainman722@verizon.net)

THE DOWNEAST STEAM RAILWAY GUILD and The New England G1MRA Group announce the SUMMER OF 2008 STEAM UP SCHEDULE -

**October 11, rain date October 12 9-30-5pm DOWNEAST LIGHT RAILWAY East Boothbay, Maine** - Don Jackson R.S.V.P. by October 4 - 207-633-7703, [scotia77@verizon.net](mailto:scotia77@verizon.net) - Gauge 1 elevated 124' level loop 10' min. diameter with stations and operating signals that nobody bothers with. Newbies, you may test run a locomotive if you wish. For non railroading family members this is the date that the Annual Fall festival is held at the Railway Village, featuring crafts, music, native Maine food concessions, antique auto museum and steam train rides.

*Because of publication lead time, please send info for Calendar of Events well in advance. Include name of host and location of event, with address and/or phone number to contact for complete information. Some basic info about the site is also useful (i.e., ground level or elevated, minimum curve radius, ruling grade, etc.)*



Mom & Dad,

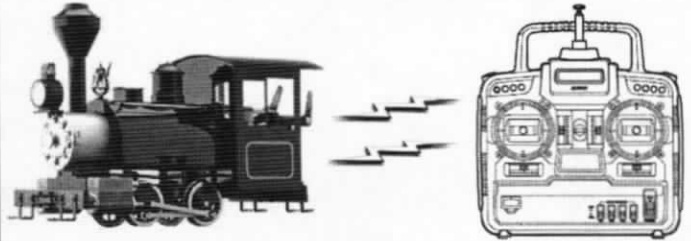
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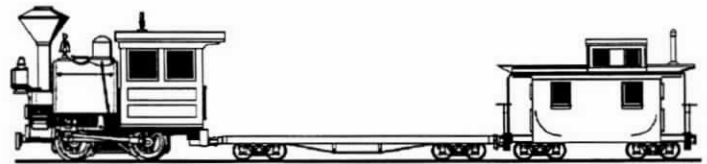
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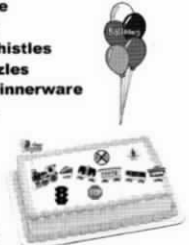
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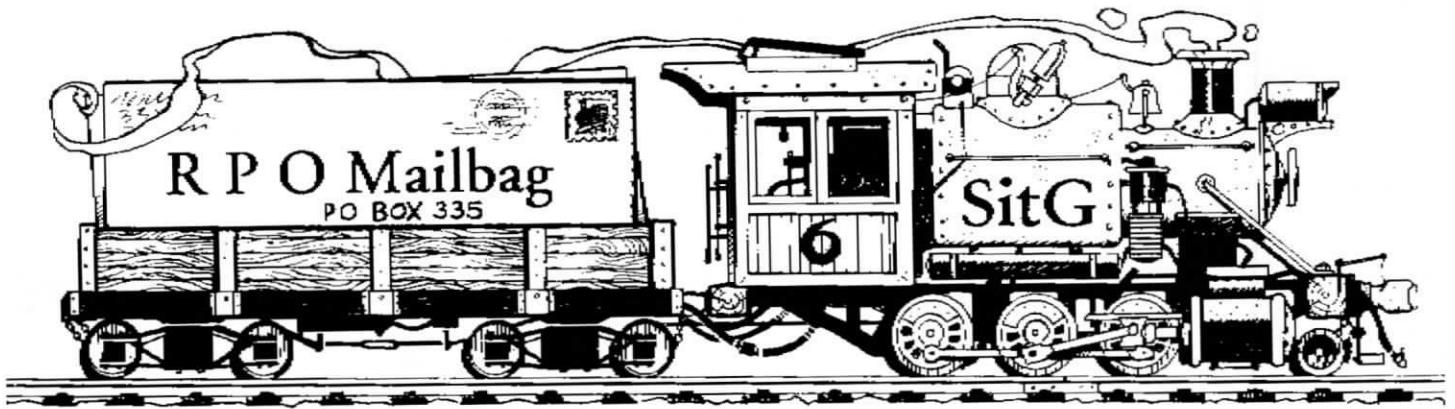
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*Letters from readers are welcomed and encouraged. Offer advice, encouragement, suggestions or constructive criticism. Tell us about your current project (and don't forget the photos!) or just share live steam experiences. But please keep your letters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

\*\*\*\*\*

California, USA  
via e-mail

Dear Ron:

Thanks for publishing my article on the Pacific Coast Live Steamers in the last issue. Unfortunately, I made a number of mistakes that need to be corrected:

\*\*\*\*\*

Arkansas, USA  
via e-mail

Hi Ron,

I just got my May/ June issue and saw the article by Don Beach. I want you to know that everything I say here is tongue in cheek, but still a little on the serious side.

Just wondered if you're considering changing the name of the magazine to *Steam and Diesel in the Garden?* We saw these things at Diamondhead and it was a little disturbing to see them taking up track time in what has always been billed as an all steam event.

I was making jokes around to people that a similar thing happened in full scale railroading several years ago, and now Steam is hard to find, and the wonderful locomotives that talk to you instead of deep humming have been placed in parks to collect graffiti and pigeon poo. I said that we too could find our live steamers in the park if we're not careful.

I had no idea that I would soon thereafter open our steam magazine and see that the disease has spread there too! In Don's article he said if you're not pleased, turn the page. Well..... I did!

If you're starved for articles maybe we can get the word around that you need help to keep the diesels from invading good paper space.

The Arkansas Live steamers have a prayer:

*God give us our daily steam  
and  
Deliver us from diesels*

Let us know if we can help you to avoid this epidemic. It may not be too late to do something about it?

James (Mitch) Mitchell

\* Bill Baxley of Foster City was one of the many contributors to the construction of Dr. Dan Liebowitz' layout; unfortunately, I didn't list him.

\* Sonny Wizelman -- a man I've worked with on an almost-daily basis since 2002 -- has but one "n" in his last name, not the way I had it in the story.

\* Charlie Knoth, Peter Lenicheck and Paul Dibben didn't get identified in the photos of people "tending to their locomotives." Bob Trabucco is the guy kneeling to gas a Climax.

\* Rob Lenicheck's modified Accucraft C-16 is the "old timer" and it wasn't clanking; it was at rest.

\* The engine that was "in a cloud of steam" was Paul Dibben's Roundhouse Taw.

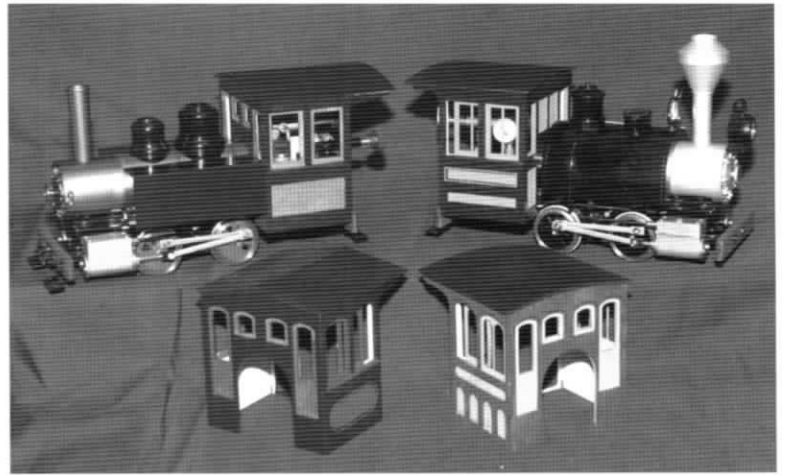
Just FYI, there have been two more Liebowitz steamups since that article was submitted, and a dozen PCLS "members" boiled water at the Millbrae, Calif. layout of Richard and Melinda Murray, Saturday, June 28. I'll need to write about the Murrays layout sometime soon: it is in a former Japanese garden where koi swim under a hand-crafted, redwood trestle.

David Cole



# WHAT'S NEW?

**Bronson Tate Architectural Models** is proud to announce that we are now offering a line of wooden replacement cab kits for AccuCraft's Ruby, Ida & Mimi, live steam locomotives. These cab kits are laser cut from aircraft grade plywood and are designed to be a direct replacement for the original cab. There is very little if no modification needed to the engine, to install them. All of the cabs feature: Multilayer wall construction for strength - Operating, sliding rear windows - Removable roof for easy access to the engine controls - A building fixture for contouring the roof - There are four different styles of cabs available - Clock wise in picture:



Baldwin 1910 style, sitting on Ruby, Porter style sitting on Ida, Roger's style sitting below Ida and a Baldwin 1890 style sitting below Ruby. The kits are very easy to build and will take less than a weekend to complete. These kits will be offered at \$35.00 + S&H, per kit. For more information visit our website at : [www.bronson-tate.com](http://www.bronson-tate.com).

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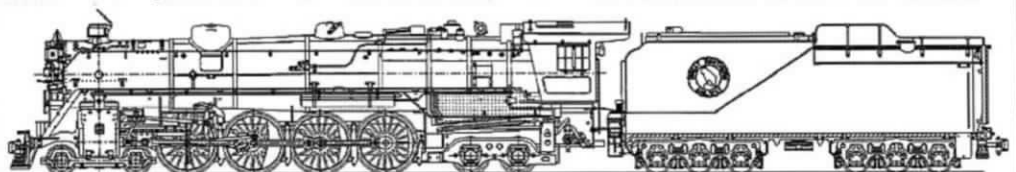
sample is as close to perfect as any we've seen. Paint and lettering are excellent, as is the detailing. Trucks are free rolling and have wipers for electrical pickup to light up those lights where track power is available. Most live steam railways do not have track power, but it would be a simple thing to add a battery and switch to the lighting circuit. The caboose is available in 6 configurations and liveries to suit any UP modeler. Check with your Accucraft dealer for pricing and availability.

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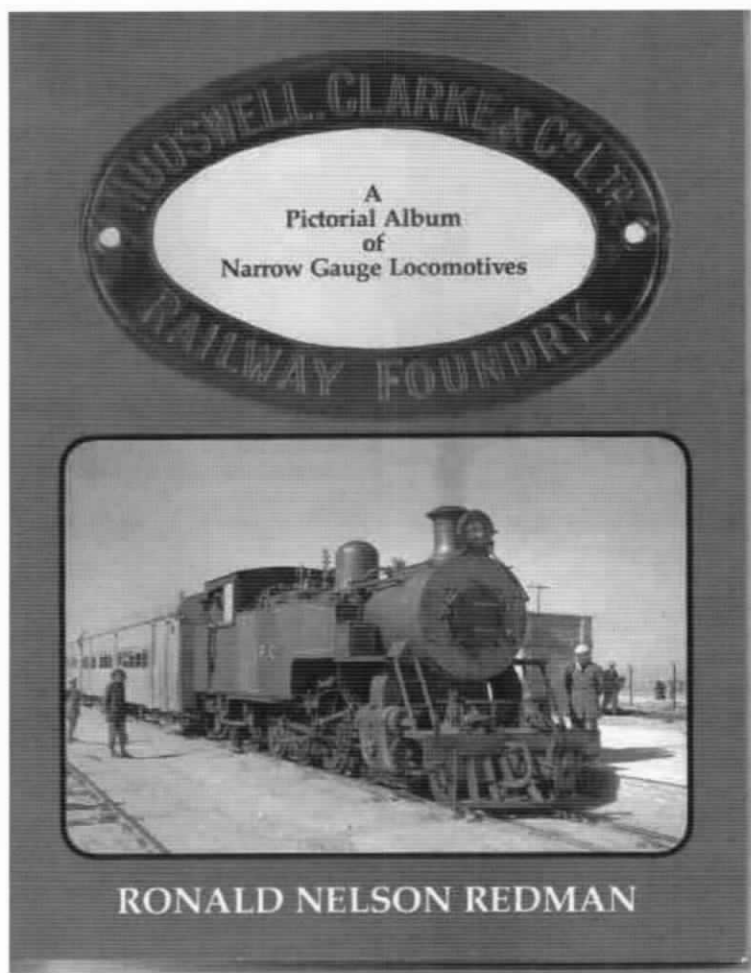


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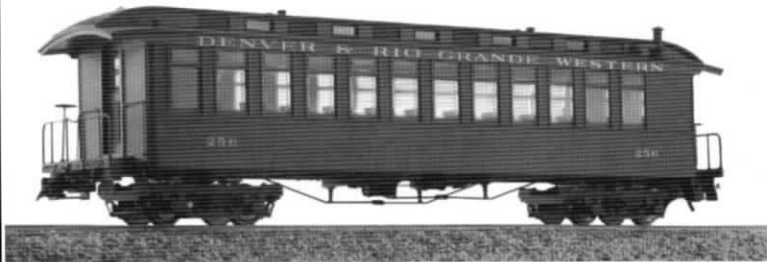
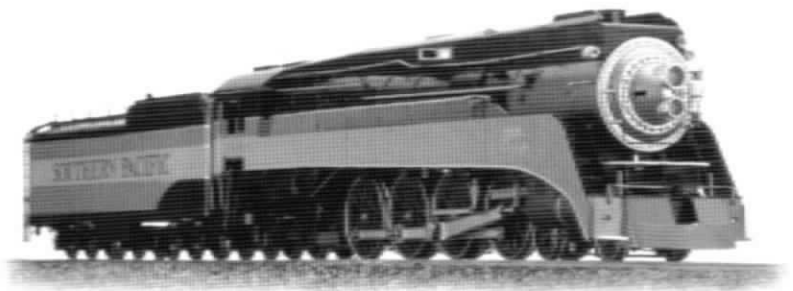


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# *A Tale of Three Shays.....and a Climax*

By Tom Bowdler

photos by Marie Brown & Mike Martin

## *Planning, building, detailing and weathering a fleet of logging locos*

After attending my first Diamondhead Steamup in January 1999 I was asked by Ron Brown to write of my experience there as a new live steamer. The gist of my article in *Steam In The Garden* was that the live steam hobby was populated by a great number of wonderful personalities who were knowledgeable, helpful to new adherents and extremely friendly and sociable. Almost ten years on I still hold that opinion and hope in this article to show how my continuing involvement in live steam, modification of locomotives and interaction with fellow live steamers has enriched my involvement in this hobby.

Norm and Ruth Saley were two whom I met that first year and whose friendship and workmanship thoroughly impressed me. I had recently acquired the last of the first batch of Catatunk Loco Works 24 ton Shays and drooled on Norm's modifications made to a locomotive of that ilk. I found the stock loco to be a bit plain and was eager to engage Norm to make some mods to my locomotive similar to those he accomplished with his own. My locomotive returned from Orlando with truss rods, boiler injector piping, boiler bands, handrails, drive shaft cladding and a sand dome operating rod installed.

As time passed and my skills grew I was eager to add even more details to this Shay. I re-located the backup light from the cab roof to the rear of the wood bunker, filling the roof hole in the process. I made a wood load, painted and installed an engineer figure and added a tool box, rerail frogs and other details to the running boards. Kadee couplers added coupling options and an ex C-16 air tank with an air pump and proper plumbing gleaned from a *Gazette* article series titled "Straight Talk About Bent Pipes" graced the running boards along with a steam water pump and its piping. Some repainting and mild weathering complimented the details. After many years and many runs some cosmetic refurbishing is needed.

The Climax resulted from a collaboration with Keith Manison, another gentleman of the live steam

hobby. A *SitG* series detailing his "Instant Climax" piqued my curiosity and I ordered a running chassis from Keith. He used a Roundhouse boiler, Graham twin engine and a two speed gearbox of his own design to result in agonizingly slow running speeds even in top gear. OSO Publishing's book "The Climax Locomotive" was released at about that time and proved inspirational as I planned the "build" of my Class A Climax on Keith's chassis.

The loco was overly long appearing so I built a wagon top boiler cover and insulated boiler jacket with brass bands to give the more stubby appearance of Class A's I saw in the book. I assembled the long roof type cab board by board, simulated the tar paper roof with masking tape and soldered a brass whistle to a piece of brass tubing which fits over the safety valve so when it blows it looks as if the whistle is the source. An intriguing picture in the book showed boxes on the front pilot beam which some internet correspondents decided were sand boxes usable by crew members on front pilot steps to hand sand the track. I had to include those along with hand rails fore and aft. The brass-based wood clad floor, chassis and body sections, all easily removable for servicing, were photographed and made into slides for presentation in a clinic I was asked to give at Diamondhead 2004 entitled "Modifying Your Locomotive".

Sonny Wizelman has long been acknowledged as the first and foremost guru for weathering and detailing live steam locomotives. He uses so many Ozark Miniatures and Trackside Details parts on the locos he modifies and names for his grandchildren that Larry Herget once sent him a package of parts in gratitude for the "advertising" clout Sonny possesses. I have been friends with Sonny since my early days in live steam so I decided to modify an Accucraft Open Cab Shay in his honor.

The mods to the Shay began with a Trackside Details package I purchased from the late Pete Thorp. He and Sonny gave a clinic at the West Coast Steamup

in 2003 and provided templates for boiler jackets which proved immensely helpful for attaching the injector plumbing, cleanouts and other parts. I decided to disguise the Shay as much as possible with a closed cab made from Mahogany and Basswood, the former distressed and stained as old cab sides with a Dremel wire brush and the latter as newer boards added by the loco crew as repairs. The standard wood burning bunker was converted to coal using distressed boards and real coal formed over a foam base.

The concept I worked toward was that the Shay left the engine house area at the start of the day needing to carry with it all the supplies and repair capabilities that might be required. Basically if I saw a picture of a Shay with something on it I reproduced it on my model. The front pilot has a brass snow plow, cable, pulleys and log tongs. The running boards have roosters, rerail frogs, boards, jacks, a lantern, grease bucket, water hose and the stock tool box clad with wood with tools inside. The coal bunker has a barrel of drinking water with a cup and a side rack with shovels, brooms, log tools and such and a hand lettered sign for the Wizelman Pulp and Paper Company in Sonny's honor since he works for a printing company. The rear pilot has welding tanks with hoses and a vise, anvil and tongs.

Bob Weltyk installed one of his steam whistles which is a big hit at train shows and I have recently added a WLDS water level detection/goodall valve setup from Bill Ford to keep the boiler water level where it needs to be.

The third Shay used to be one of a kind until Norm Saley built one for himself. It is coal fired in collaboration with John Thomson. At a previous Diamondhead I met John one evening while he was circling the track with a battery powered critter with a string of small four-wheeled stock. He explained and I stole his method for utilizing U shaped brass rod with locking collars to simulate link and pin coupling with no parts to lose. Later he built his coal fired "Donkey" based on the BAGRS concept and I had to have one to learn coal firing.

Following a couple of successful seasons with the Donkey I was working on building a vertical boiler Shay with parts purchased from Mike Zemek from a still born commercial project. On a lark I contacted John, explained what I was doing and asked if he thought his coal boiler would do the job to power my chassis with a Shay motor purchased from Gordon Watson. He told me to send it to him and he installed the coal fired boiler from his Donkey and ran it, then sent me a video and photos taken by Rob Cooley.

The project progressed with cooperative design placing the outsized components: throttle, pressure gauge, blow down and blower valve on the "boring" side and keeping the motor side as much to scale as possible. John installed an Aster hand pump in the tank I had built from brass and a Regner servo powered pump to feed the thirsty boiler. I received the chassis from John on Christmas Eve day and had the body work built and ready to take to Diamondhead less than two weeks later.

Over the years I've fired this wonderful locomotive I discovered almost constant coal shoveling and water pumping was necessary. Norm Saley's similar loco was able to be run with much less attention, in fact I spied him eating a donut while running it, a goal I hoped to achieve. I sent the chassis to Norm and he installed an axle pump along with a shaker grate similar to those on his coal fired Shay. Those two mods totally transformed the loco, allowing a sufficient supply of water to be provided to the boiler and better draft if the fire grate became choked with clinkers. I was so pleased that at Don Sauer's steamup in September 2006 I was able to run the Shay and eat a donut simultaneously, a feat recorded for posterity by Marie Brown's camera.

You probably have deduced from these rantings that the bottom line of my involvement in and enjoyment of my live steam hobby remains, as it was in 1999, the people I have met, friendships I have formed and influences that inspired me. If you have followed some of my other bylines in *Steam In The Garden* you have seen other projects I have completed, but none have given me more enjoyment than Three Shays and a Climax and the people involved in partnership with me in their construction.

Congratulations, Ron and Marie for 100 great issues of *Steam In The Garden!* You have remained the best forum for communication, education and enjoyment of this phase of model trains all these years, and true friends to me. I wish you many more!

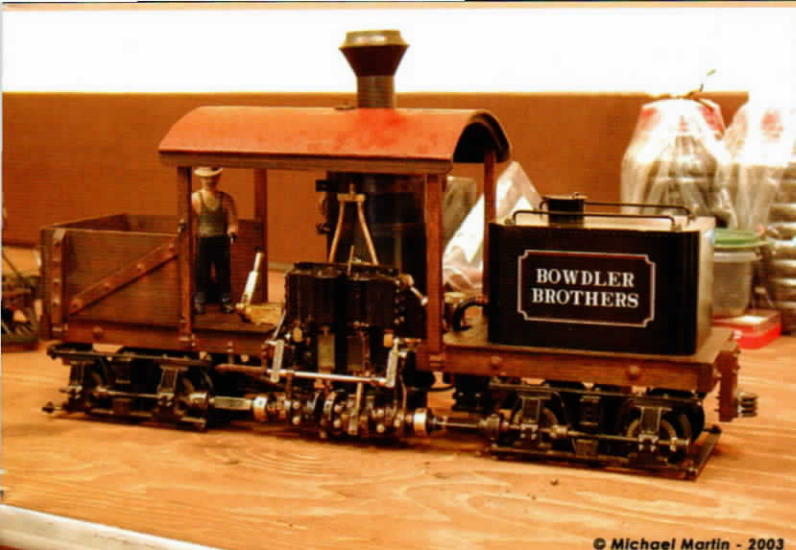


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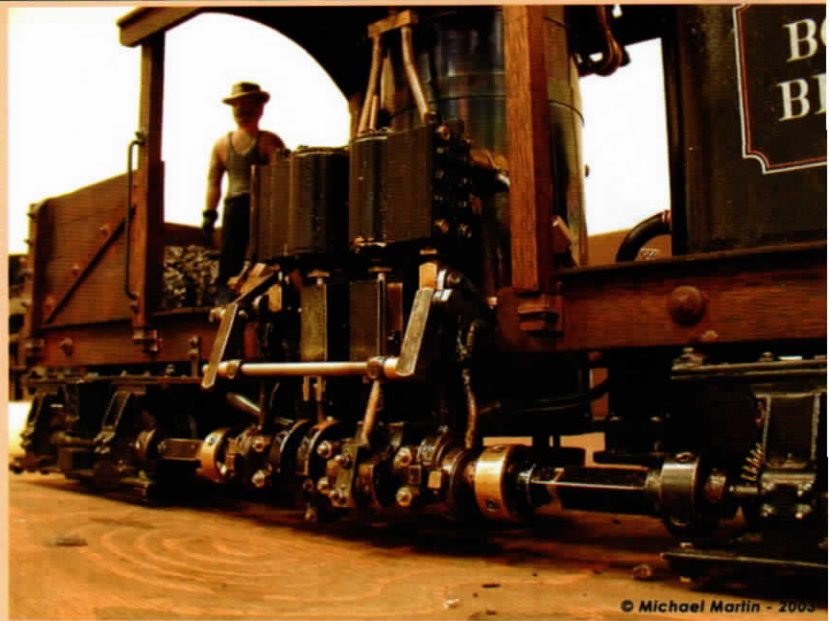


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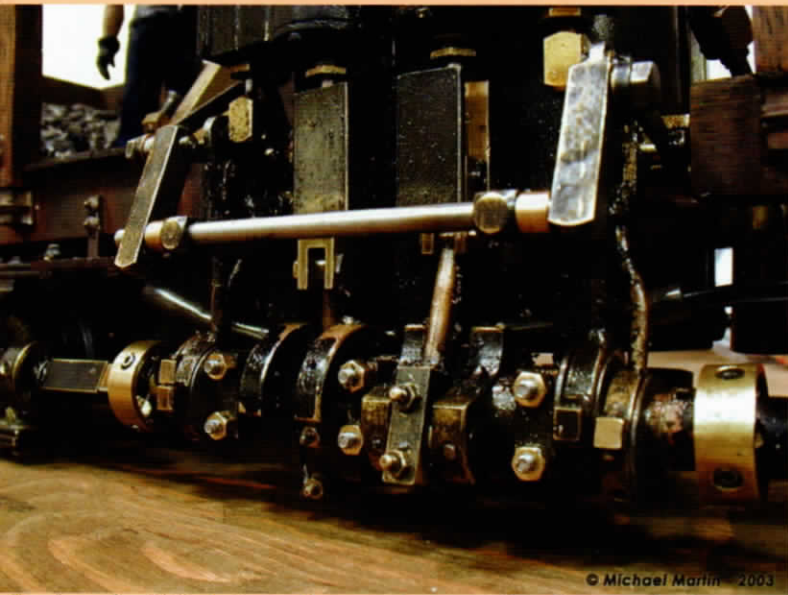
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*Lefty at the controls of the coal fired Shay at Sacramento, CA in '03.*



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*Mike Zemek's trucks and Gordon Watson's motor receive steam power from John Thomson's boiler.*

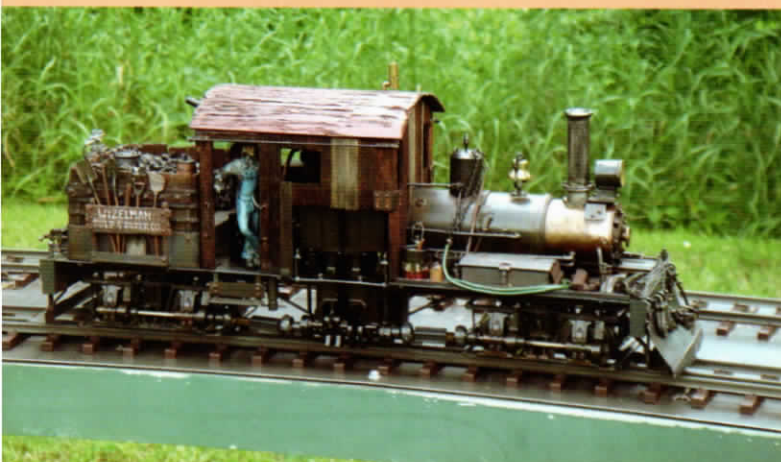


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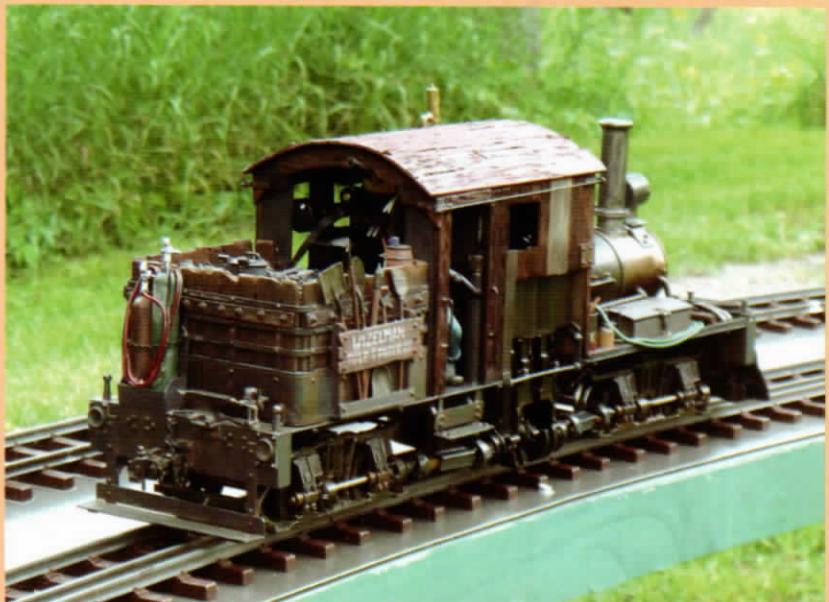
*Rod ends, U-joints and reversing mechanism make her go.*



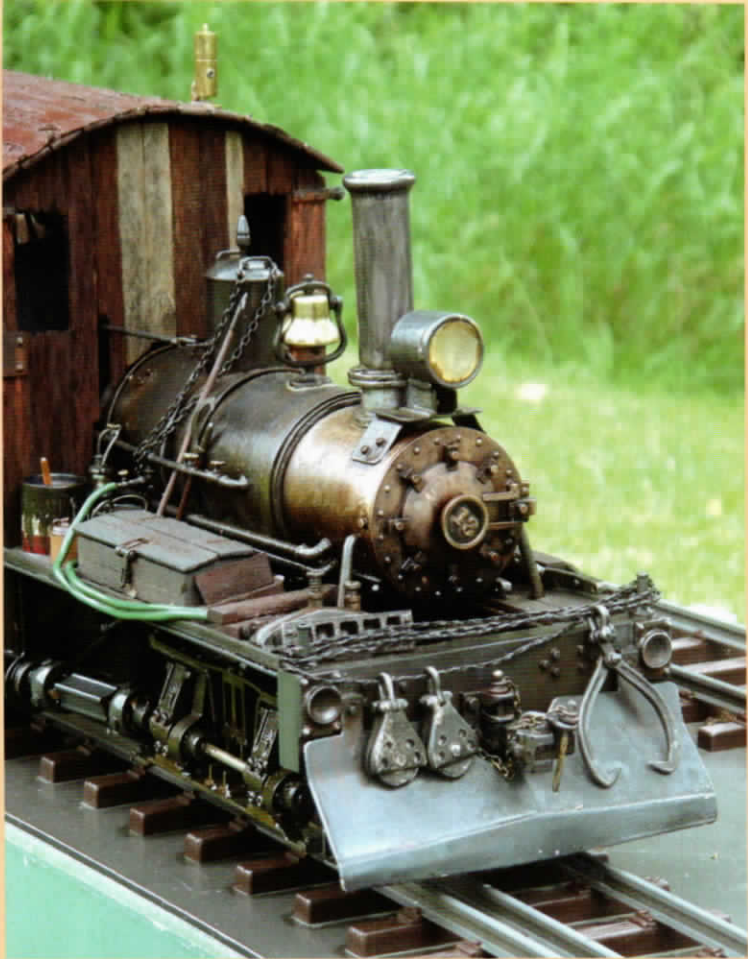
*The Bowdler Brothers' pride and joy, fresh from the erecting shop.*



*Wizelman Pulp & Paper's Loco #3.*



*Tanks and tools keep the locomotive and rolling stock going.*



*Tools, chains, cable, frogs, boards, pulleys and tongs  
- all required for a busy day in the woods.*



*The impecunious crew painted their own company sign.  
Check out the cab roof and repairs.*



*Lots of air in that big tank! A fresh wood load will  
fire #3 for many hours of hard work.*

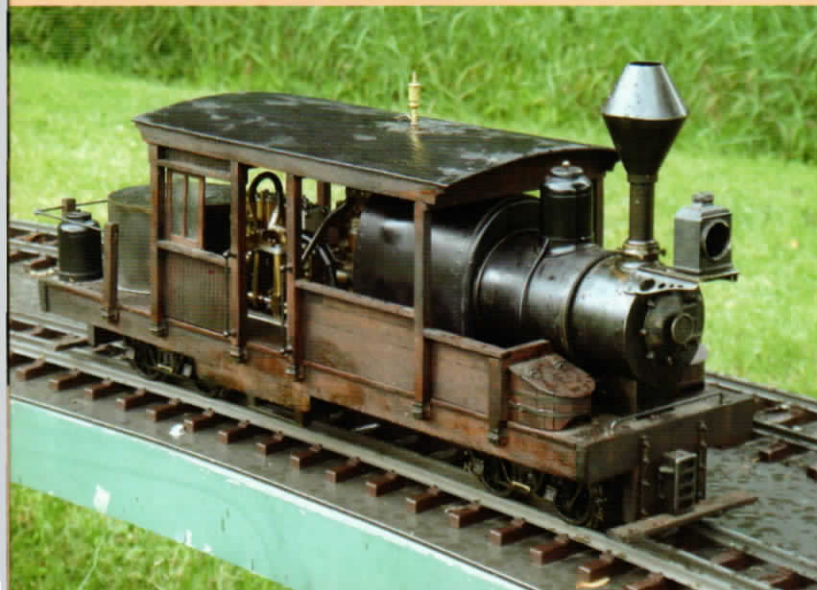




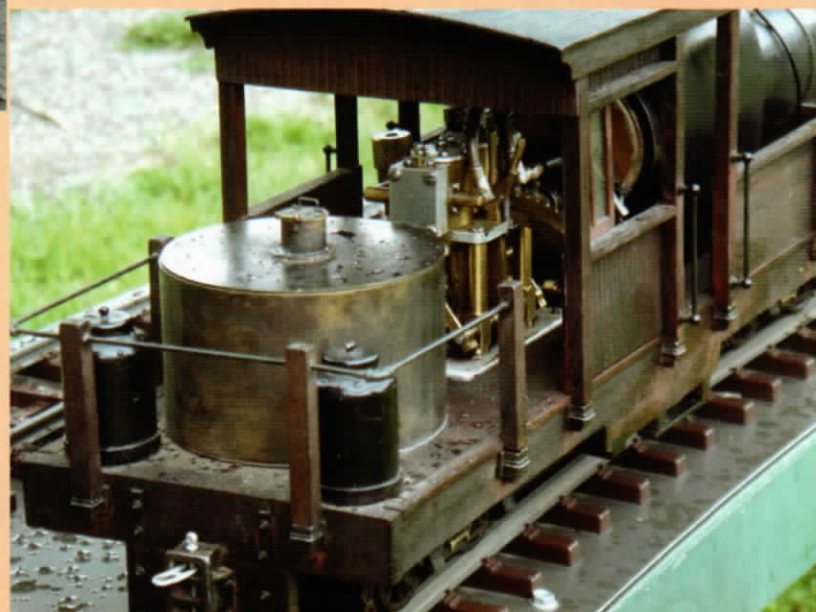
*The engineer keeps his steed clean and polished.*



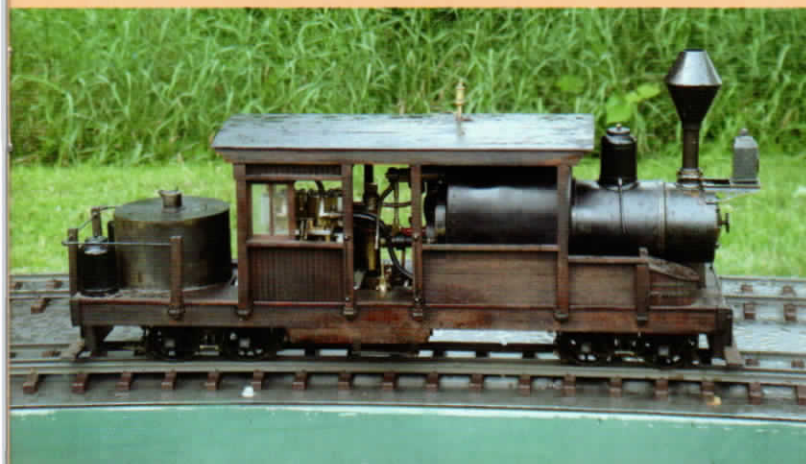
*The water tank hides the butane tank. Lots of Trakside Details and Ozark Miniatures parts were used.*



*Sand boxes, pressure fed and manual, keep the loco going on slippery track.*



*The Graham twin motor supplies power to the trucks through a two-speed gearbox. Wood sides and floors disguise the brass frame beneath.*



*The wagon top boiler cover and insulated jacket help truncate the look of the Climax.*

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# *Accucraft C-19 2-8-0*

by Joe Hall



**SPECIFICATIONS:**

<b>Scale/Gauge:</b>	<b>1:20.3 Scale/ 45mm Gauge</b>
<b>Driver Wheels Dia.:</b>	<b>35 mm, 1.4 in.</b>
<b>Engine:</b>	<b>Two cylinders</b>
<b>Fuel:</b>	<b>Butane</b>
<b>Valves:</b>	<b>D-valve</b>
<b>Valve Gear:</b>	<b>Simulated Stevenson valve gear</b>
<b>Boiler Type:</b>	<b>Center flue type</b>
<b>Lubricator:</b>	<b>Displacement type</b>
<b>Working Pressure:</b>	<b>60 PSI</b>
<b>Fittings:</b>	<b>Safety valve, pressure gauge, water gauge, throttle valve, check valve</b>
<b>Available from:</b>	<b>Your Accucraft Dealer</b>

Accucraft offers three versions of the famous C-19 engine which could pull much more weight than the moguls, and still navigate the light trackage of the narrow gauge lines. More than 60,000 of these fine engines were built, mostly by the Baldwin Locomotive Co. and the American Locomotive Co. Of the hundreds bought by the Denver & Rio Grande Western only three are still running, two at Knott's Berry

by oiling all around the engine and taking warm (not hot!) water out in Styrofoam containers to control the temperature of the gas tank. At first I ran the C-19 without coupling up any cars. In addition to the usual distilled water, gas and steam oil routine I added warm water to the tender, where resides the gas tank, with the butane/propane mix. When the safety lifted I cleared the cylinders and slowly set the engine off.



*At home on the author's home track in Iowa.*

**photo by Joe Hall**

Farm in California, D&RGW # 340 and RGS #41, and one at the Colorado Railroad Museum in Golden, D&RGW # 346.

The Accucraft company will tell you in detail, if you ask, horror stories concerning how national parcel companies handle packages. So it is that their engines come buried in material designed to thwart the worst that the journeys can dish out. I spent more than an hour removing all of this and found a pristine and unharmed engine inside.

At various times in the past month, I have had two of the three numbered locos to test. At first I had a D&RGW #346 in its beautiful green boiler. Later I had a black RGS #41. All of the firing and running characteristics that I will describe next were the same in both locos. There was a one minor difference between the two, which I will discuss later.

Out to the track! The engine arrived in March and cold days were still the norm. I prepared for the run

In spite of the cold weather, the run was extremely smooth. The engine exhibited strength and power and ran for about 41 minutes. During that time I stopped it about every 6 or 7 minutes, checking the gas tank water bath temperature and, after drawing out a syringe of cold water, adding more warm water to the bath. If I waited too long, steam pressure would retreat to about 20-25 lbs pressure and the speed would decline. After the addition of warm water the pressure would rise, speed would increase and the run would be much more satisfactory.

While running, a satisfying chuff beat could be clearly heard, much to my delight. In addition, I could hear a slight thump. That sound was not reflected in the motion of the engine in any way. Regardless of that thumping sound, I was impressed with the strength that the engine was showing. I run everything on a garden railway that is one foot above the yard. As such, it does not have a perfectly level track.

My aim is to have a very level track but the journey towards that ideal requires constant effort. In spite of the imperfections, the C-19 was very much at home.

At this point, the National Garden Railway Convention intervened and I left for that with the C-19 in my car. I had called Cliff Lusher about the thump-

track and fired it. I absolutely could not tell any difference between the two engines. I ran the engine several times more but I could hardly wait to get the #41 back home.

Once home it was time to let the engine pull a long consist. I got over 20 cars out and began to cou-



*The C-19 rumbles out of a tunnel on its way to Gunnison.*

**photo by Charles McCullough**

ing sound and he agreed to have a look. We met at the Steam deck after I had steamed the #346 about four times, all to fine effect. Cliff checked the loco over and discovered that all of the wheels were showing proper suspension but for one. After disassembly, he filed the walls of the frame where the suspension fits until the action worked properly. I immediately fired the engine. I was delighted to find that, while the running of the engine was still as fine as before, the thumping sound was gone! Cliff asked me to swap engines so that he could take the green one back with him, loaning me his #41 in return.

I was eager to see if I could detect any difference between the two engines so I placed #41 on the steam

ple them together. I had never done anything like this before since none of the sparkies can pull that many cars without making hash out of the gears, but this steamer has an attitude. When I got 17 cars together I lit the fire. When she blew the safety I turned her loose. The engine had no problem marching away, all to the amazement of a friend of mine who has had a long experience with very finescale work in HO and N scales. He said, before the run, that he didn't think that the engine could pull that many cars and was really amazed.

The engine ran and ran, turning a very fine 42-minute performance, but this wasn't enough.

A few days later, (I had to wait on the weather,

again), I began to pull cars out of my shed. This was really fun. The chance to put so many cars together in one train was unique! I had more coupler issues than I would have wished but kept up the job until I had 27 cars ready!

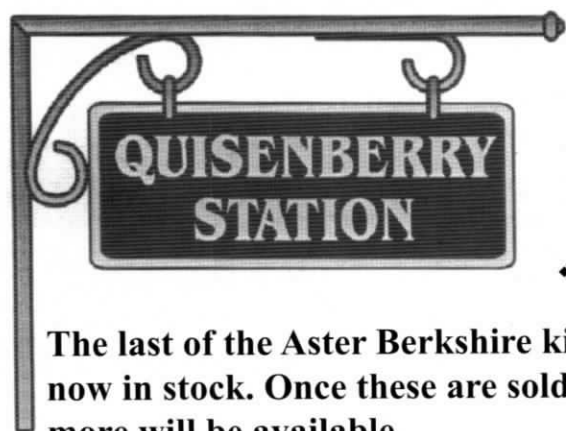
Once again I lit the fire, waited for the safety to lift and used the technique of gradually increasing the engine's speed and finally let her go. And away she went. What a sight that was. There was so much train that, often, one part of the train would disappear while another was in sight. Fun! During this run the C-19 never flagged or showed evidence of hesitation. I did have a few coupler issues and the pilot picked a switch once but the performance was fabulous. I really was on air. In spite of running at 40-50 lbs of pressure all of the time and with the gas turned up I still got a 35 minute run out of the train.

If this is your first large engine, having cut your teeth on smaller ones, here is some information on firing that I think will help. Some smaller engines may be easy to get rolling; just clear the cylinders, perhaps

adjust the throttle, move the directional lever (Johnson bar) and you're off. Often with a larger engine you would be better advised to use a more careful approach. Using a quick employment of the directional lever can induce so much water from the cylinders that you can flood the burner. The best and most reliable technique is to just edge that bar forward very slowly. Doing so gets the engine off smoothly and reliably.

There are a couple of issues. The cab doors swing very freely, so much so that it becomes rather entertaining to watch them during a run. Also, I think that the lubricator should have been placed on the left, rather than the right side of the cab. Rest assured that there is room for R/C, but the lubricator is a distraction that you will have to finesse.

To sum up, this engine looks wonderful and runs with such strength and reliability that I am sure that you will be very pleased to add it to your roster.



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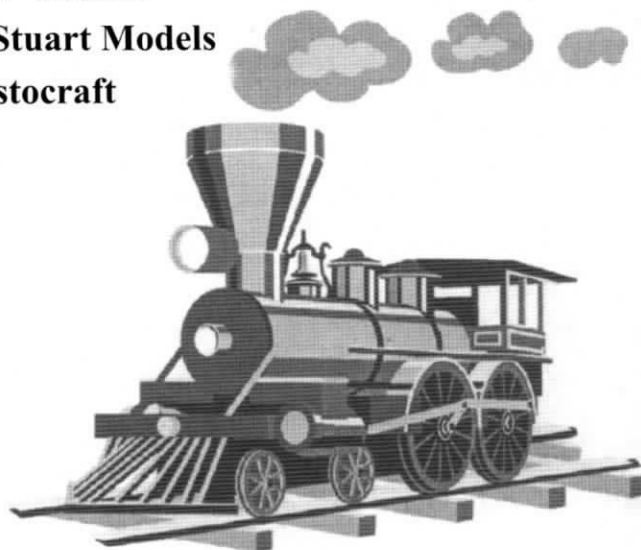
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# *The Commodore Vanderherget Belchfire Limited*

By Carl Berg

## **The Mad Scientist Strikes Again!**

(A version of the following narrative was originally printed in Rob Kuhlmann's "32mm /"O" Gauge Newsletter", as charming a reminder as you could want that print media will never go into eclipse.)

Larry Herget proposed a chassis arrangement for a steam powered Marx Commodore Vanderbilt in Rob Kuhlman's "O" gauge newsletter. I had been thinking about something similar and decided to construct a chassis along the lines of his suggestion. To review,

with an entirely new vehicle (*Sitg 46, p30-31*). Since Charlie is way smarter than at least half of us, anyone approaching the Marx Commodore body shell with an idea of putting a steam powered chassis under it is properly cautioned.

I started with the shell: removing the cab floor and drilling ports where the steam dome stampings had been placed, then made short stacks for the holes. I also made a headlight, which wasn't easy. The hand-



*The author's Commodore Vanderbilt & train.*

Larry suggested an engine in the cab, extra top ports in the body for a pot type boiler, and the fuel tank in the smokebox area.

I think most are aware that Charlie Mynhier visited the Commodore a few years ago and came away

rails are 1/16 stainless welding rod. The standoffs are 1/8 aluminum rod.

The wheels are Lionel replacements, essentially solid discs with spoke detail on the outside. The axle holes are hexagon shaped, measuring about .196 across

the points. I opened the holes to 3/16 and used Loctite® to stick the wheels to the 3/16 axles. I needed a 3/16 axle to accommodate the hole in the driven bevel gear I got from Sulphur Springs. I used the 2 1/2 to 1 gear set.

Frame plates are 1/16" thick. Frame thickness is a consideration in "0" gauge as space is at a premium. I could use thinner frame pieces if I needed

the space. I used CYA to glue the frame blanks and siderod blanks together when I drilled the axle holes. This is one way of making sure the holes are true and the siderods don't bind.

The engine, ah, the engine. I actually made 3 engines. The first one is based on LBSC's "Myrtle", an "0" gauge cab engine 0-6-0 described in his magazine column in the 1950s (*ME* 7/5/56 pg 32-34). It's a single acting oscillator with the reversing valve rotating on the cylinder pivot rod. You end up with a lot of holes very close together in the engine frame. Biggest problem with the engine is leakage around the reversing valve as the seal is dependant on the same spring pressure that holds the cylinder against the frame. As a consequence I added that engine to the ones I run on air and made two more.

Engines 2 & 3 have a bit of nostalgia associated with them. The cast cylinders were originally used in my first steam engine, a Reeves design. The engine didn't run very well so I used the cylinders in a V-twin which ended up in the Heisler with different cylinders. Eventually I rebuilt the cylinders and used one of them here. Bore is 3/8" and the stroke is a little under 7/16". Biggest change was the use of "0" rings



*Front end view of the veteran Commodore body.*

*Note the headlight crafted by the author.*

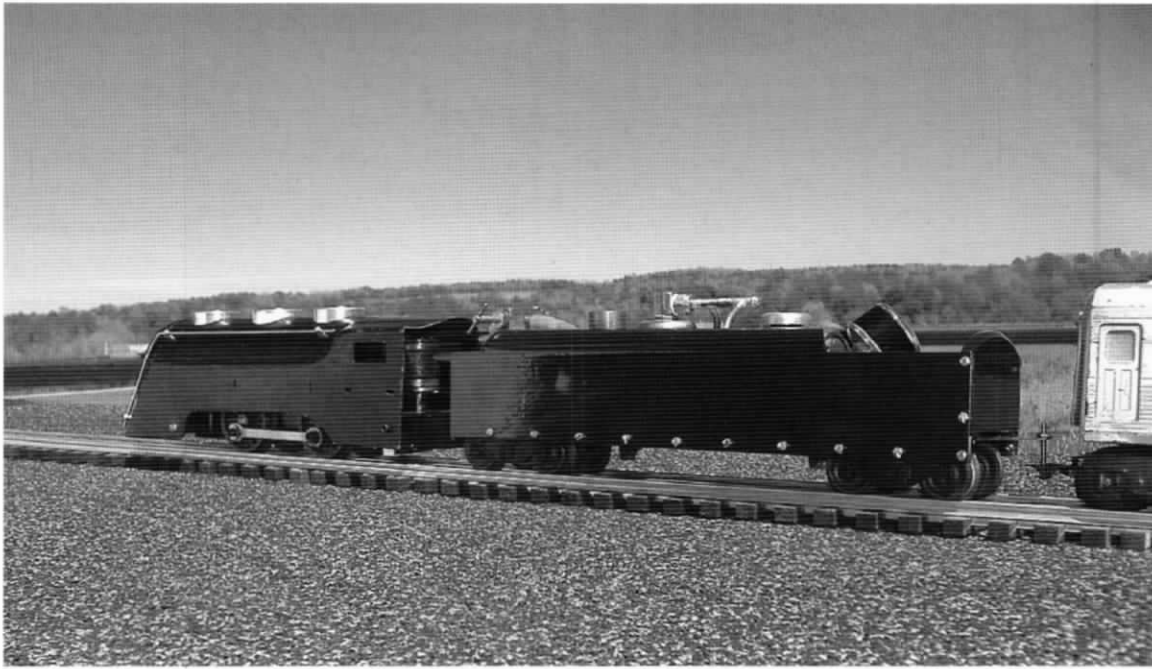
on the pistons. I had to recalculate the engine dimensions from the piston stroke and the distance between the axle centerline and the top of the cab. (Actually, it wasn't all that hard as a lot of the dimensions are inter-related) I also added a reversing valve to the side of the engine which makes for a nice engine but also makes it difficult to stuff it inside the cab. Besides, what

possessed me to think I'd want to run the Commodore backward?

Anyway, it all went together without too many problems. I ran the chassis around on air. It was tail heavy so I mounted the Commodore body just to stabilize it. I also set it at the same height as the original. Now we were getting somewhere.

I may have noted in the past that I like to run engines around my basement track on air. It's an intermediate step in the construction process for me as well as an early return in the enjoyment column and a motivator to complete the project. It also breaks in the chassis and reveals areas that need work.

Two revelations were that the chassis was really fast, even with 2 1/2-1 gear reduction, and that the siderod pins needed work. The siderod pins went through some development. The siderod pin holes on the Lionel wheels were tapped 4-40 so I had decided to use 4-40 allen head screws for the pins. These screws are threaded all the way up the shaft until you get to ones that are 1" in length. This length has an unthreaded portion of the shaft for the siderod bushing to ride on just under the head. I shortened the screws to fit and used Loctite on the threads as the right side pins



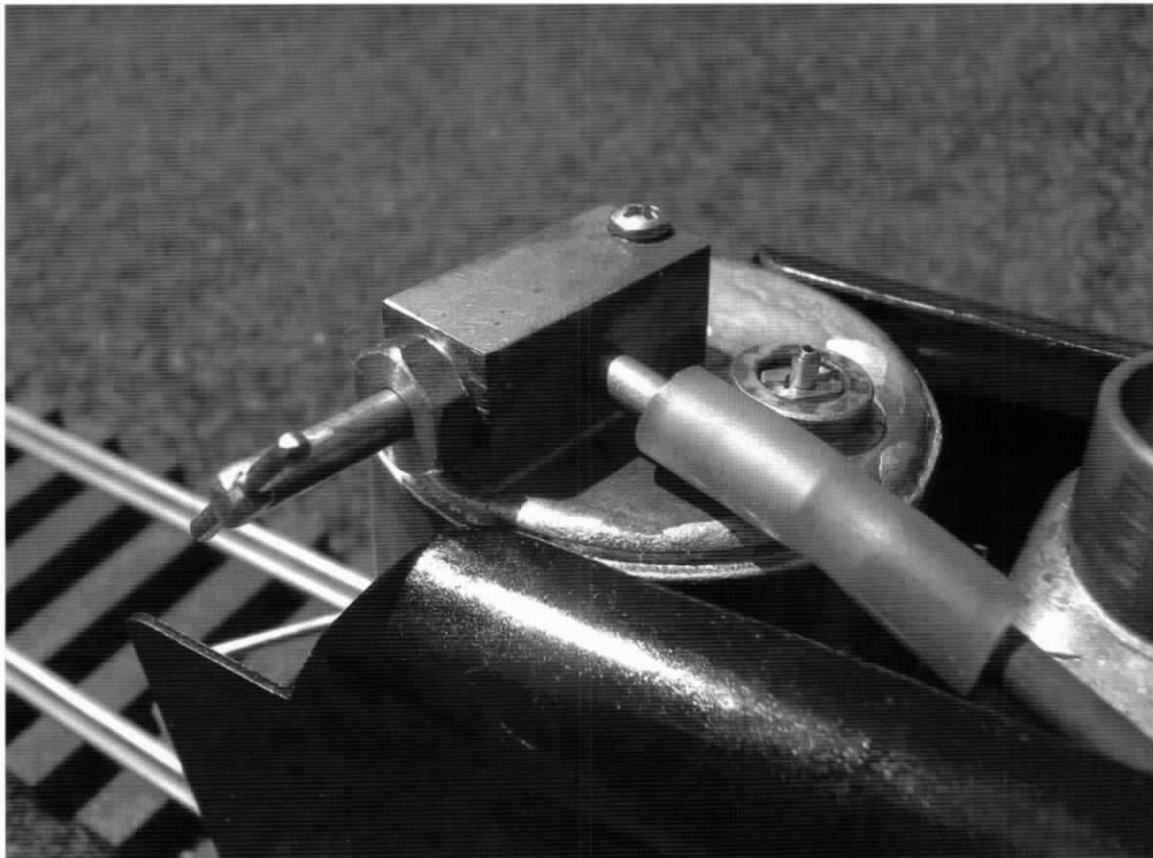
*This rear view shows the size of the scratchbuilt tender.*

would unscrew while underway.

The Commodore isn't all that commanding running around by itself so I began adding cars.

The regular tender is a little cheesy so I hooked up a

square Lionel tender with the legend "Lionel Scout" on it. This tender is maybe 1/8" higher than the Commodore cab roof, which got me to thinking that I could probably raise the engine shell a little bit to expose the



*Fuel tank and distribution block in the tender.*



*Inside the cab.....lots of stuff squeezed in there! Where will we put the engineer?*

wheels a bit more and to have it appear a bit more stately at the head of some decent looking cars.

As regards decent looking cars, I'm sure my standards are different than yours. At that moment I had an old "0" gauge Lionel tinplate passenger car. It's maybe a little tall but I thought I could adjust that one way or another. At the minimum I figured I needed a tender and 2 passenger cars for things to look good running around the track.



*The powered chassis awaits the installation of the Marx Commodore body.*

Boiler? Did you ask about the boiler? Well, I'm getting to it. The amount of space left for the boiler, burner and tank is modest so I thought I would conduct some experiments. Alternatively, I could have the boiler in another car and pipe the steam forwards. Hmm.

Time has passed and I built a boiler car. It's a little long but it can negotiate my circle of track. The boiler is a little small and the burner is a little big. (It's the one I got the Garratt to run on.) I did a test run without a pressure gauge and things got a little zippy. I mounted a pressure

gauge and made some runs. It was still way too fast. I attached all my cars to the train and it would just barely stay on the track. I added weight and it finally slowed to fast freight speed. It was pulling five cars, including the boiler car and the tender.

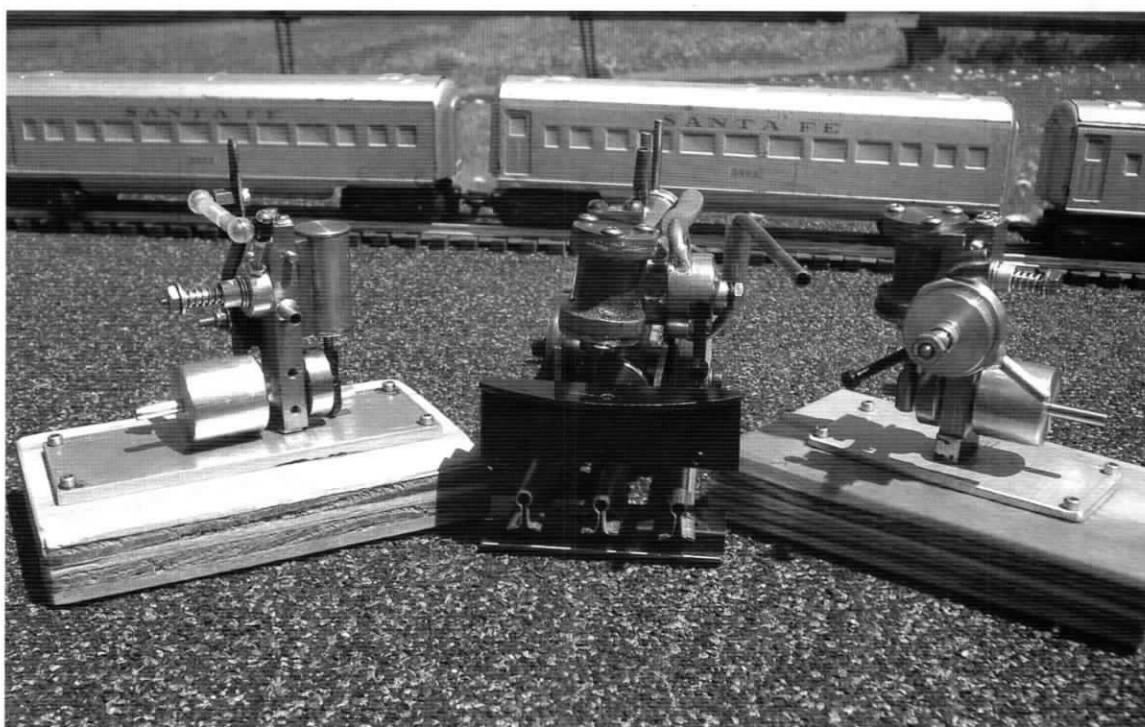
Now that it was more or less under control I had time to make some observations. Boiler pressure was coming up in about 2 minutes. You had to push it a few feet to clear the condensate. Latest run in this series was 30 laps - 900 feet.

I was indecisive as to how to approach constructing a boiler that would fit under the shell. Larry Herget had suggested a pot boiler, but with the body mounted at the prototypical height there didn't seem to be enough vertical space to accommodate an external

effect of the 3 steam plumes rising from the racing locomotive is an event worth preserving so I looked at the boiler car. Maybe I could disguise it as a tender.

To do this, the biggest thing to overcome was successfully constructing a low profile fuel tank. I had the same problem with the Garratt. I am not an engineer. My solutions are simplistic and based on construction techniques I have experience with. Elegance comes with revisions or desperation.

As I see it there are 3 parts to a butane tank: the vessel, the fill valve and the burner valve. I've made vessels out of square tubing and round tubing. If space is a problem you can use more than one vessel and connect them so they can be placed in the available spaces.



*Some of the author's experimental steam motors.*

burner. If I made a fire tube boiler with a poker burner I wouldn't have enough volume inside the boiler for a decent run, though Larry had alluded to this by suggesting a smaller bore engine for greater steam economy. Then there's the steam pickup: the choices are a perforated tube at the top of the boiler or a shallow steam dome. Prudence dictated a super heater in case boiler water surged into the steam pickup. I had to use this trick with the Heisler, and it works.

I kept making runs with the boiler car and I was getting a lot of condensate out the exhaust so I put a condensate trap where the boiler would be on the loco. Since I had 3 exhaust ports in the top of the body shell I made 3 exhaust tubes. Therein lies serendipity. The

The fill valve has to be purchased, but you need to take care making the bushing. That leaves the burner valve, of which much has been written. I was looking for a simple solution with some metering ability and a good seal around the valve stem. I schemed out the one shown. The valve spindle is .093" uncoated bronze brazing rod. Thread is 2-56, which is .086" O.D. Root diameter of the thread is .070" so the tapered end will close an .062" (1/16) hole. Spindle seal is a 7/32" O.D. "O" ring which fits in a # 1 drill hole which is the root diameter for 1/4-40 thread. Spindle seal cap is 5/16 hex rod cut and threaded 1/4-40 and the valve body is 3/8 square rod. All this sits on the top of the butane tank and doesn't look too bad.

I got a plastic tender body as a model and rebuilt the boiler car using it as a reference while keeping the height below the roof of the Commodore body. The boiler lies between the tender trucks. The burner and the pressure gauge occupy the space above the back truck and the tank is above the front truck. The boiler keeps the tank warm and the copper fuel line is kept warm as it passes by the boiler to the burner. The oiler is made from a cartridge shell which actually makes a pretty good oiler. I made the tender sides modeled on, but elongated from, the plastic tender.

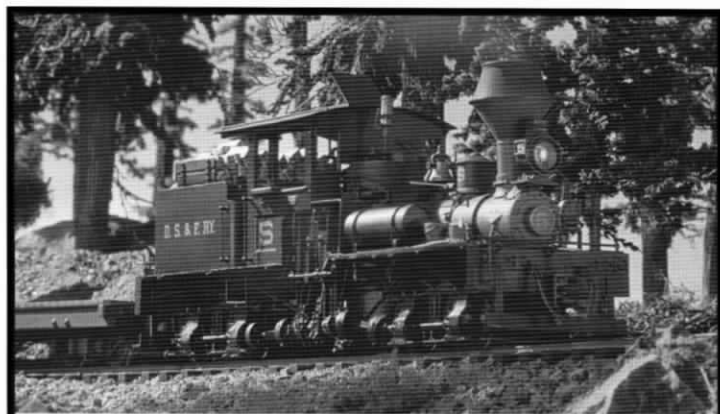
I've taken it to a number of events, primarily to run on Tom Bowdler's or Mike Moore's tracks. The speed is thrilling and while underway it'll stop a lot of people in their tracks. I suspect they're transfixed by the thought they're about to witness a disaster. The amazing thing is it stays on the rails, probably because of the low center of gravity.

It's hard to get a picture of it at speed with an electronic camera. At Cabin Fever my wife did manage to get a picture of a meet with Jim Curry's Paul Huntington built Boston & Albany 4-6-6 tank locomotive, though.

I still didn't have the right cars behind it. The tinplate Lionel clerestory passenger car was too tall. I wanted a rake of passenger cars that would complement the otherworldly quality of the engine/tender combination. Something not too collectable but somehow interesting.

My, my, we do put on airs don't we? Anyway, the scavenger hunt continues. There's more stuff out there than you would think. At the moment I'm using a set of American Flyer streamlined tinplate cars that have even tamed the engine to a reasonable speed.

I'm not done with this concept yet. I may have one or two more Commodore bodies around the workbench. Now that I have a clearer understanding of what can go where I may take another crack at this idea. Maybe I'll get a different engine/boiler/burner configuration, actually under the shell. Stay tuned.



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# *The Nuts and Bolts of Shays*

## *The Mapleton Tramway Shays*

*By Dan Rowe*

This series so far has covered the major parts of a Shay locomotive. The drawings are all from Lima locomotive Works original drawings, but a complete locomotive has not been presented. It is time to put all that Shay knowledge to use. Starting with this issue the whole locomotive will be shown, including all the detail drawings used to build shop number 2800.

The Mapleton Tramway was a very interesting operation with several unique cars. It was built to provide service in a rugged section of Queensland Australia. There is a very good book on the subject which has drawings of most of the cars. I recommend "The Mapleton Tramway" by John Knowles. There were two Shays that ran on that 2' line, the first one was S/N 2091 and its name was Dulong. It was very similar to S/N 2800 which was named Mapleton. The differences will be noted and the extra part

drawings will be provided so either of the Mapleton Tramway Shays can be constructed as built.

A close look at the builders photo of the Mapleton will reveal one of the unique features of this Shay. Look for the gear teeth. There is a full gear and pinion cover in the photo. I have not been able to locate the drawing of the cover but the right truck boxes and tie bar have notes to drill for gear covers if special ordered. I have checked the LLW records and I believe that S/N 2800 was the only Shay ever equipped with this style of full gear covers. They do not show in any of the in service photos, so they must not have been well liked by the maintenance shop. The location for the gear cover bolts are shown on the drawing so if I can locate the cover it can just be bolted on.



S/N 2800 "Mapleton" Photo courtesy Allen County Historical Society Lima OH.

I will be building this Shay in 7/8ths scale so all the drawings will be printed in that scale. The dimensions will be full size dimensions so they can be used for any scale of the builder's choice. A few things do not scale well such as the boiler and the steam engine. The steam engine will have the Lima drawings and my scale solution and I will have both of them running in Dockstader's valve gear program.

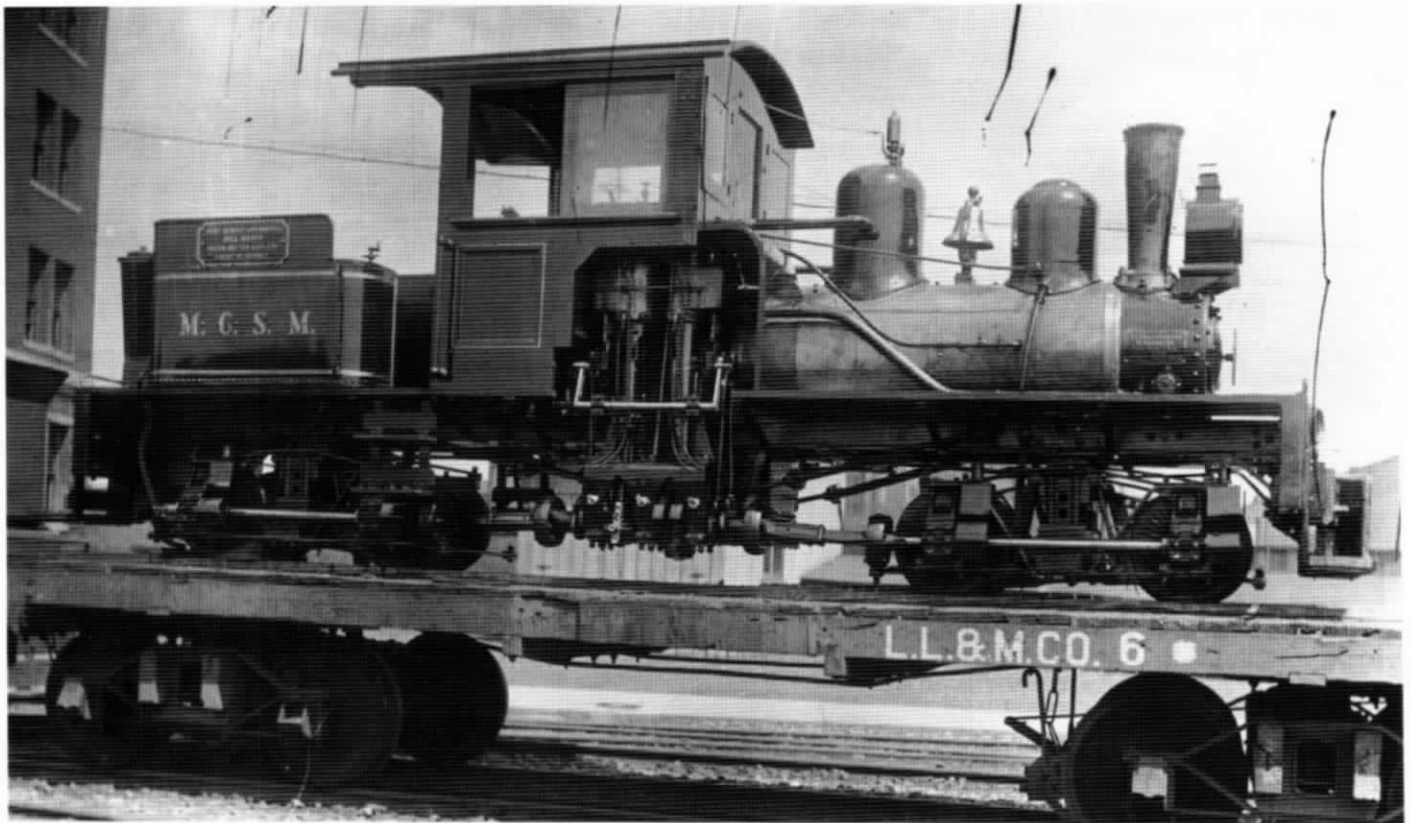
We are lucky to have builders photos of both Shays and there is an extra bonus that there is a builders photo of the left side of one of the Shays built to this plan. These photos will be in the series but an 8x10 print is much sharper. To obtain photos of S/N 2091, S/N 2295, and S/N 2800 contact Mr. Charles Bates at the Allen County Historical Society 620 West Market St. Lima, OH 45801. They offer fast and friendly service and have supported this series from the beginning

There are two other advance builders of this project so hopefully we can work all the bugs out

before print time. Online support of this project already started at [www.7-8ths.info](http://www.7-8ths.info). Look for the Shay Project in the forum section. I will be making castings in silicon bronze for a lot of the parts, and I will announce when they are available.

This will not really be a beginners construction series, but for novice builders I highly recommend "Building the New Shay" by Kozo Hiraoka. The scale boiler design will use his article "Safety of Copper Boilers" which is in the book. I use a lot of techniques that I learned from Kozo, and I even used some of his advice as a professional Marine Engineer. I will include any special tooling and techniques I or others have designed for the project. Not everyone has the same shop equipment, so advice on how to run a lathe or milling machine is out of the scope of the series.

The next article will be the frame construction. As almost all the parts are bolted to the frame it is the logical choice to build first.



S/N 2091 "Dulong" Photo courtesy Allen County Historical Society Lima OH.

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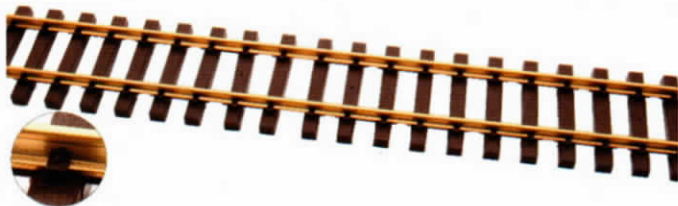


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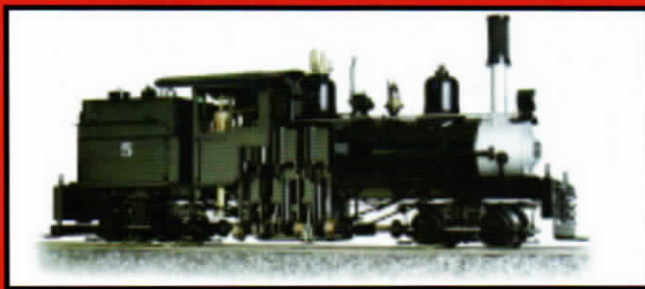
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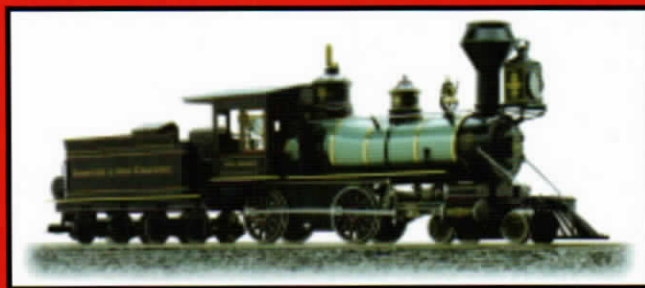
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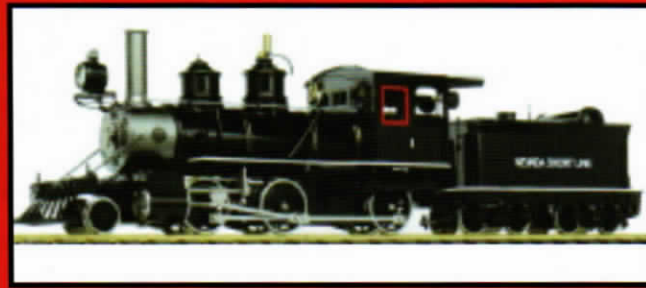
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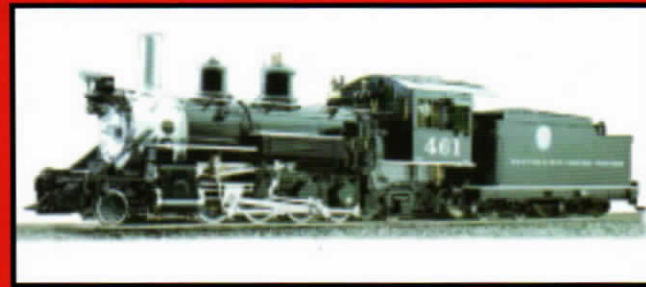
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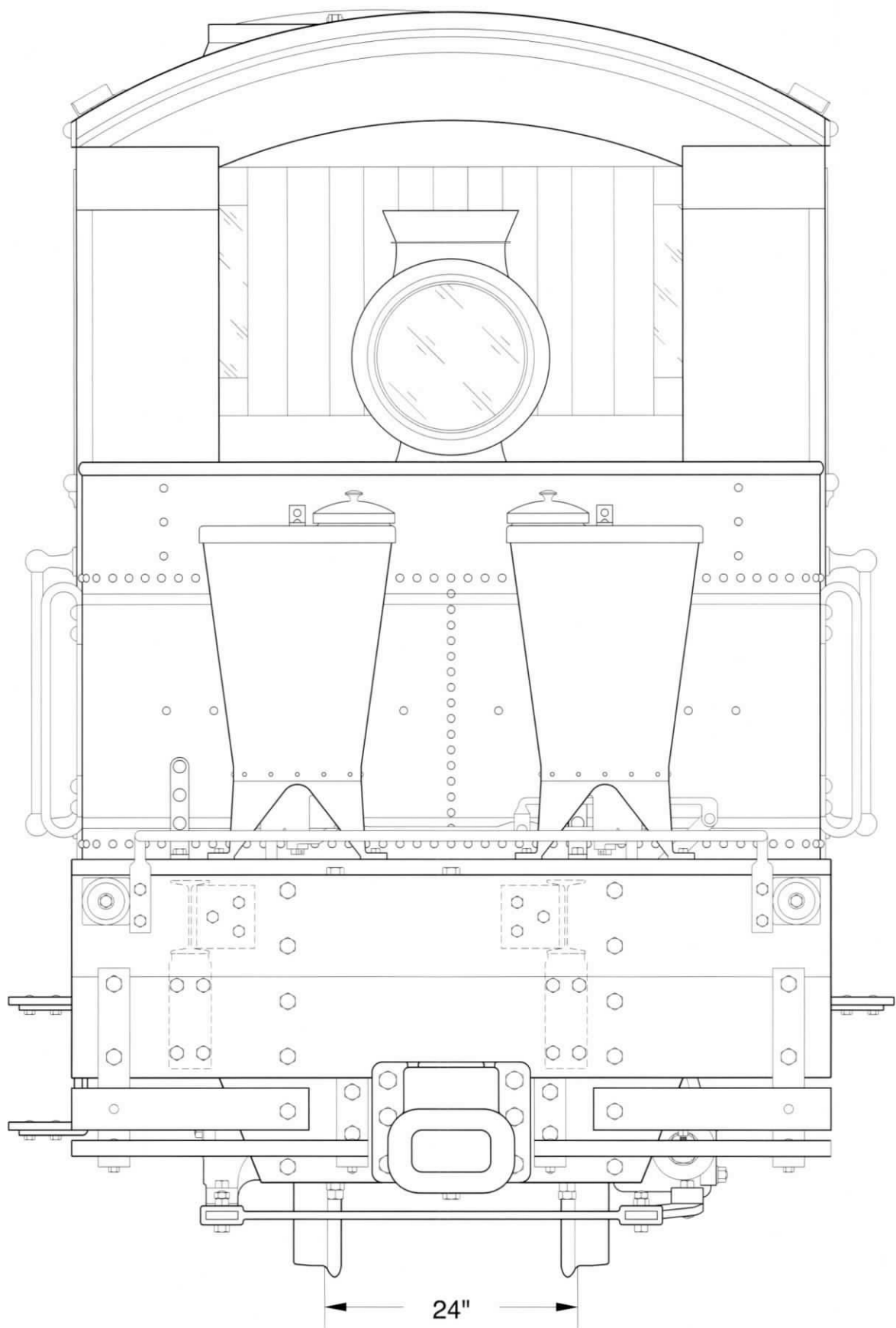


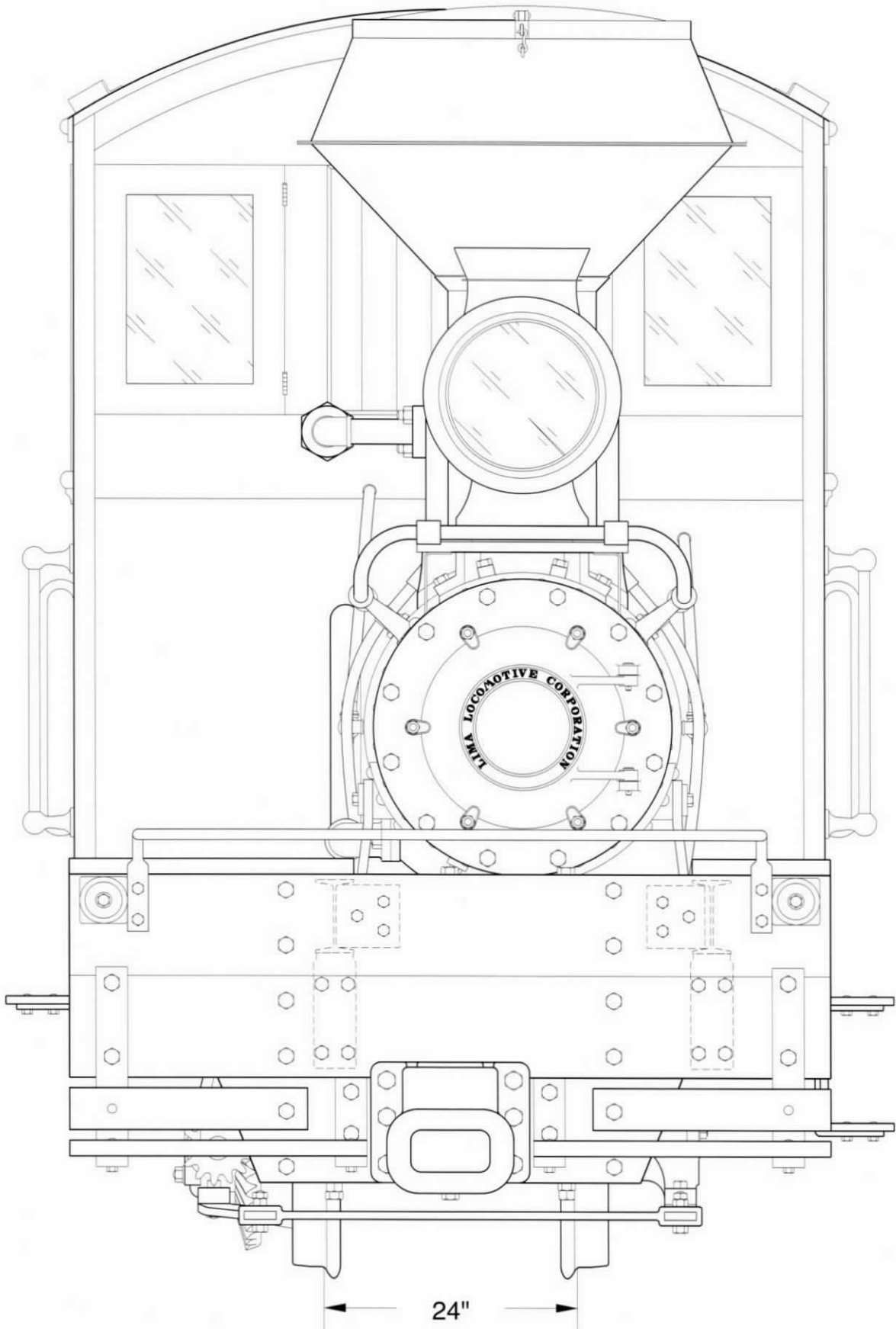
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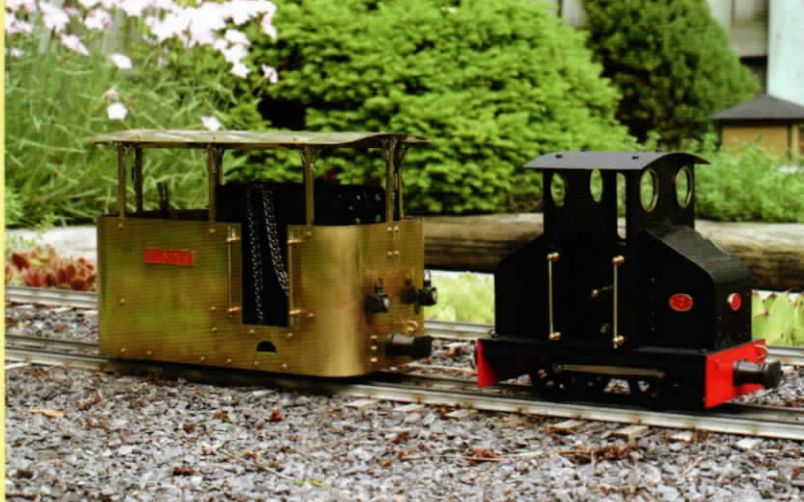


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*"SWMBO" passes the signal box.*



*The ALR's other motive power: clockwork. One the left is "Windus", a tram locomotive and #7, a steeplecab switcher on a Hornby mechanism.*



*1950s vintage Bassett-Lowke "Enterprise" with ACE Trains tinplate coaching stock.*



*Archangel "Sgt. Murphy" on snowplow service.*

*Shawe Steam Services coal fired Fowler "SWMBO" (She Who Must Be Obeyed) on a goods train.*



# *18 Years with a Garden Railway Built for Live Steam*

by Jeff Young  
Mississauga, Ontario, Canada

## **Introduction**

Issue N<sup>o</sup> 1 of *Steam in the Garden*, which arrived in my mailbox in July of 1990, coincided with the first days of operation on my brand new garden line, the Algonquin Light Railway. Therefore, I thought it might be fitting in Issue N<sup>o</sup> 100 to tell the story of how a humble little garden railway built for live steam has given me so many years (or SitG issues?) worth of enjoyment.

## **Design Objectives**

Back then, the objective in planning my garden railway was to be able to sit back and watch manually

controlled live steam powered trains run through the garden unattended. Manually controlled live steamers favor a level railway design, so grades were out of the question. From the point of view of live steam operation, a simple elevated track structure might be preferable. However, I longed to create for myself the scene repeated in so many of those landmark articles in the British model railway magazines of the late 1970s about the joys of 16 mm scale live steam in the garden. Quite simply, I wanted to have a small scale live steam locomotive trundling through a lush bit of greenery on a ground level line. I landed on a very simple track plan for two reasons. Firstly, I planned on hand laying my track as the appearance really appealed to me, despite being quite time consuming



*"Sgt. Murphy on a goods train on a bright late fall afternoon."*

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## *Two Decades of Tracks—Tokyo to Texas* by Richard Finlayson

### *One Man's Journey*

My first live steamer was a Mamod kit I bought at Harrod's in London on a business trip. I suspect I am not alone in having caught part of the house on fire during first attempts at steaming. There was some modicum of success with that little Mamod because it became clear that an engine needs a train, and a train needs a track. I've literally and figuratively wandered all over the map with the railroads I've built over the past two decades, from Tokyo to Texas.

The first railroad on a patio in Tokyo started out with electrical contacts every 10 feet, track cleaning cars, and wicked grades. Somewhere along the way it dawned on me that guys were running engines on real steam. I saw an ad and sent in my check for a subscription to *Steam in the Garden*. That was 1989, and I had no idea that Aster World Domination Headquarters was just an hour down the tracks from where we lived in Tokyo. I was trying to get as much info as I could (pre-Internet!) and sent a letter to the editor of *Steam in the Garden*. I was thrilled to receive a many-page reply with recommendations and encouragement including the advice to check out the Aster/LGB Frank S. and a copy of the then-current Roundhouse catalog. In summary, it's all Ron's fault!

The live steam railroad in Tokyo was named the Goldfysh & Whymsey. There were goldfysh in the pond, but I spent the next three years building, rebuilding, disassembling, and tuning a couple of Franks, a couple of Roundhouse engines, and a couple of Asters. I ran R/C live steam on the grades, and spent many wonderful weekends down in Yokohama running the wheels off Aster engines, and attempting to find the speeds at which Doppler shift principles started to apply in the visible light spectrum! We ran those babies fast! Lesson learned? Live steam is a way of life!

My next railroad was on the back patio of an apartment in downtown Philadelphia. I was in business school, nearly 30 years old, married to my awesome wife Kristin, two kids in tow, and very focused on a

tech career. My fellow students were 20-ish, single, and careerless. They chased girls and and a career... I built a railroad. It was a wonderfully simple loop and a Hemmens Porter and Merlin Monarch worked the line efficiently. I had a grand total of three turnouts. This was the only layout where I could enjoy winter operations in the snow. Lesson learned? Small railroads pack as much fun as large ones. (And never screw your track supports into your landlord's fence posts without asking first. It all worked out.)

My next railroad in San Jose was the most fun I've had building and running a railroad. I mounted the waist high decking on the existing fence line and built the yard and turntable in an existing, rather artsy, redwood garden awning. The track ran through a hole in the fence to a raised loop hidden in the trees. Neighbors asked if I was building an antenna, or possibly framing for a hot tub. They liked the railroad when the trains started running, though. I had a nifty bridge, a couple of fun trackside buildings, and a useful yard and turntable. The kids were young, they ran the trains and set the turnouts... these were good days. Lessons learned? Kids love trains. They grow out of it, so have fun now! Also, this railroad had a story and a "reason" for the trains to run. A story line makes for a fun railroad. (<http://www.steamup.com/sitgonline/forum/articles/sierraflumeco/sierrahistory.html>)

I unwittingly made a significant change from building a live steam railroad to a live steam track when we moved to Saratoga. I was without a track for several years. The kids grew. We were remodeling. At one point it looked like it was going to take a couple of months for Kristin to pick paint colors so I built a railroad in the meantime. Charley Lix built the most wonderful live steam railroad that has ever existed and we had many opportunities to steam on this railroad at his home in Sparks, Nevada. The Excelsior Ditch Company was a real railroad. The Ditch Co. ran through a waist high raised garden bed made of stacked field stone and wonderfully scaled gardens

With that in mind, I started paying more attention to the odd and unusual. I began passing over engines that were too much like something I already had. I started looking for those that incorporated at least one unique feature or concept. As time passed, these became increasingly difficult to find, which is probably just as well, as my finances are not what they once were and I'm also running out of what limited space was available. While the collection is not complete (what collection ever is?), I suppose it is nearly finished. While I do still acquire the occasional engine, that engine must be pretty special in one way or another. I've also begun selling the engines that mean less to me than others, to create a little more space for new ones.

### *Getting started in collecting*

If you are interested in collecting, there's no time like the present to begin. There is a lot out there, with new manufacturers coming along all the time. Accucraft is currently putting out an astonishing number of different locomotives each year—models of American, British, and now European engines. There are still a lot of British builders, many with small or limited output, as well as many others in Continental Europe, particularly Germany. Scratchbuilt models still show up from time to time, although they seem to be scarcer on the ground than in prior years. Keep an eye on eBay.

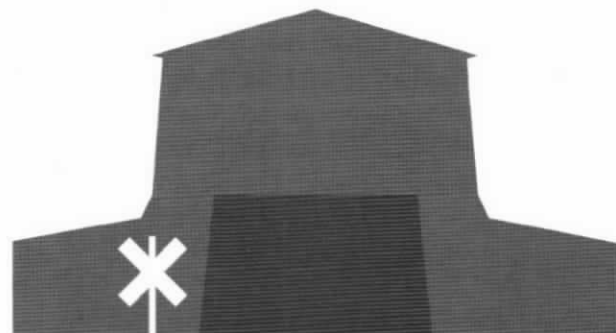
It's important, though, to do your homework and know what you are getting. Don't buy a pig in a poke. If it's a commercially produced model you're looking at, you should know the engine by reputation. If you are buying one sight unseen, try to have it checked out by someone who knows engines. If you can't do that, get an agreement from the seller allowing you to return it if it isn't as represented. If you can't get that agreement, pass up the deal unless you're willing to risk getting a lemon. If at all possible, try to see the engine in steam before agreeing to buy it.

On the other hand, if you know engines and are comfortable with your own skills, you can sometimes do well by purchasing an unknown quantity. I once purchased an Aster engine off eBay from a seller who had acquired it in an estate sale. He was quite willing to answer questions but knew nothing about steam engines. However, the engine looked good in the pictures and I figured that if I could get it for a reasonable price, if anything was wrong with it, I'd probably be able to fix it.

When the engine arrived, it appeared to be in pristine condition. But when I put air to the boiler and

opened the throttle, nothing whatever happened. After a series of diagnostics I finally narrowed the problem down to the throttle itself. I removed it from the engine and had a good look at it. Yup, that was the problem. The steam passage had never been drilled all the way through at the factory. The throttle was, in fact, a plug. I carefully drilled it out to the right diameter and all was well. However, I felt sorry for the poor fellow who had spent all those hours building the engine from the kit, only to have it be a non-starter. He evidently carried that disappointment to the grave.

Finding locomotives from bygone makers, especially the smaller ones, is more difficult today, as most of those old engines are already in private hands and do not come onto the market in the quantities they used to. And certain makers, such as Gosling and Archangel, have a unique appeal about them that make them especially desirable. Archangel locos, in particular, are in high demand amongst a small group of connoisseurs. These locomotives reach summits of quirkiness unattained by other makers. They have their own aesthetic, ambience, and operating characteristics—Archangel's flatulent safety valve is legendary. It's things like these that make the pursuit of collecting so delectable.



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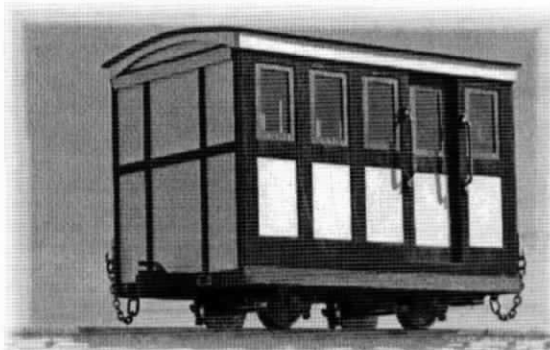
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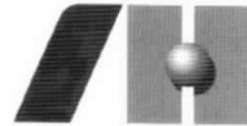
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## END OF THE LINE

### 100?

It doesn't seem possible, but this is the 100th issue of *Steam in the Garden*. I remember when we first started, many years ago, one fellow said that he didn't see how we could last more than a year at most, because we'd run out of things to write about. Thank goodness he was mistaken! Thanks to the generosity and enthusiasm of our fellow steamers, our hobby just keeps changing and growing, and there is always something new. God willing, we'll still be going strong when we get to the 200th issue. So keep those articles, reports and photos coming, guys! This is your magazine, and we depend on your contributions to keep it alive and well.

Another little item that's essential to keep any publication strong and healthy is support from advertisers. Some of our advertisers have been with us for many years, and some are brand new. We hope that when you call to inquire or place an order, you will let them know that you saw their ad in *SitG*...and how

much you appreciate their support of your hobby and your magazine.

### New Features

In this issue, Dan Rowe (our resident Shay expert) begins a construction series on a 7/8ths scale Shay. The centerfold in this issue contains full size drawings. Dan's drawings are so exquisite and detailed that I intend to have them framed for our office wall.

Also in this issue, we'd like to welcome Jim Fainges to our list of regular contributors. Jim, who lives in Australia, is a talented artist who happens to enjoy drawing trains... especially steam locomotives. His work appears in this issue, and will continue for many issues to come.

Until #101.....

Happy steaming!

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# *18 Years with a Garden Railway Built for Live Steam*

by Jeff Young  
Mississauga, Ontario, Canada

## **Introduction**

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*“Sgt. Murphy on a goods train on a bright late fall afternoon.”*

(and mind numbing) to construct. Secondly, I wanted a very reliable and simple railway which did not require a lot of maintenance (I would rather be running my steam locomotives!).

I am interested in 16 mm scale models of two foot gauge (primarily Welsh) trains, running on O gauge track. As well, I also a fan of the 42" gauge Huntsville and Lake of Bays Railway in 1/24th scale on gauge 1 track. Which brings me to the significance of the railway's name. Algonquin Park was one of the first natural parks in Ontario, a vast wilderness area not far from where the real Huntsville and Lake of Bays Railway once ran. Hence, Algonquin Light Railway was chosen as the railway's name.

### Construction

In keeping with my two interests, I opted for a dual (gauge 0 and 1) railway. The layout took the minimalist approach-- a mere loop of track with one passing siding and a siding for a steaming bay. The minimum radius is 42 inches and the track is dead-level (in theory, anyway). A rather large planter box (9 feet wide and 22 feet long, with an average height of about 8 inches above the lawn) surrounds the railway. Eighteen years later (keeping in mind that my back and legs are now eighteen years older), I wish I had built it a tad higher. For scenery, "view breaks" of plants and rocks (to make the train disappear for at least few seconds) were used to create visual interest. Because of the size, just a few buildings and a couple of signals are used to round out the railway atmosphere.

In terms of railway maintenance over the last eighteen years, I find that I have to replace a dozen or so ties each year, pound in the spikes that have lifted and add more ballast (just where does that stuff go each winter, I wonder?). The plants have changed over the eighteen years, too. Either replaced because they have gotten too big (despite constant pruning) or succumbed to the gnawing of the resident rabbit each winter.

### Locomotives and Rolling Stock

When the railway was built, the motive power

fleet was quite modest and consisted of a couple of gauge O Mamods, a Creekside Forge and Foundry Baldwin 0-4-0 and a shiny new Roundhouse Lady Anne. I am happy to report that all four remain on the roster today and see regular service. Like most model railway enthusiasts, I have more locomotives and rolling stock than are required for my railway. Over the eighteen years, the fleet has been expanded a fair bit on the 16 mm 0 gauge front. Ironically, even though it is a dual gauge railway, I have only one gauge 1 locomotive, namely an Accucraft "Ruby" kitbashed to resemble to one of the Huntsville and Lake of Bays Railway locomotives (see *SitG* #77: "Ruby Gets Tanked"). The 16 mm live steam fleet includes every-

thing from a vintage Archangel "Sgt. Murphy" pot boiler (with that delightfully rude sounding safety valve) to a Shawe Steam Services Fowler fittingly named "SWMBO" (She Who Must Be Obeyed). As well as items from the usual mongrel 16 mm scale collection, including my favorite Welsh railway, the Talyllyn, is represented by a Finescale "Dolgoch" and an appropriate matching train.

Although the railway is built for live steam, other forms of motive power do roam the rails, specifically clockwork (they don't require "electrickery" either). I have a particular weakness for these delightful mechanical contraptions, either vintage tinsplate ones or my own home-built creations.

As well as 16 mm scale running on the gauge O track, in the last few years I have accumulated a modest collection of British tinsplate from 1950s. These get run on a regular basis, hauled by a live steam Bassett Lowke Enterprise of the same vintage-- adding yet another dimension to the diminutive garden line. And things haven't stopped there. This year, I've started work on some Heywood 15" gauge wagons, built to 1/12th scale to run on the O gauge track. They will be hauled by a 1/12th scale coal-fired live steam model of the Heywood-built Eaton Hall Railway locomotive "Katie" being built in the UK by DJB Engineering.

### Operation

I try and keep the length of my trains to under six



feet, in order to minimize the “dog chasing it’s tail” effect with small railways. The Welsh narrow gauge prototype trains are well suited to this requirement. Typical passenger trains include a couple of coaches and perhaps one or two luggage vans. Goods trains total no more than five or six wagons and a guard’s van. Since the start, I have kept a log book of runs on the railway and in any given year, I will have typically 150 or so live steam runs on the line. Living in the northern climate, operations do not shut down once the snow flies, Christmas and New Year’s Day runs are an annual ritual, and the snow plow trains are a special treat.

The garden railway has been a great center piece for the social part of the hobby as well. Over the years, the railway has hosted a number of the weekly steamups for the local Wednesday Night Water Boil-

ing crowd, as well as visitors from the US and the UK. It is always refreshing to see visiting locomotives on my line, particularly scratch built or vintage ones.

### Concluding Thoughts

Every morning, I either look at the railway out the back window or go out to check things out and pull a few weeds. It puts me a good frame of mind for the rest of the day. I still am impressed after 18 years how such a simple little garden railway continues to bring so much pleasure.

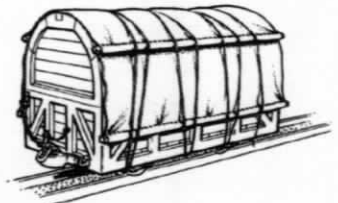


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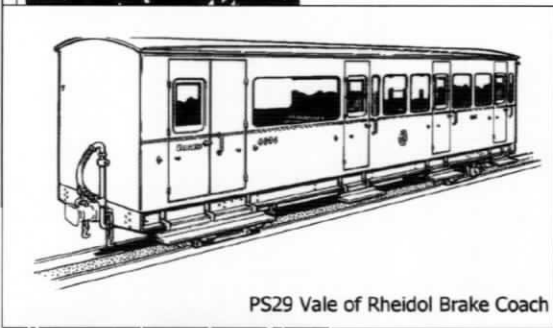
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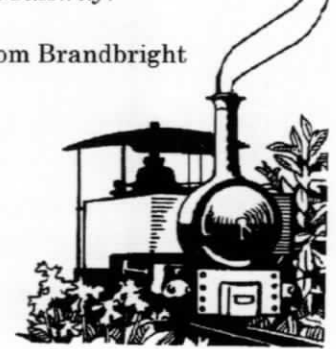
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# Turning a Chimney Cap

by Keith Bucklitch

*Dress up your stack*

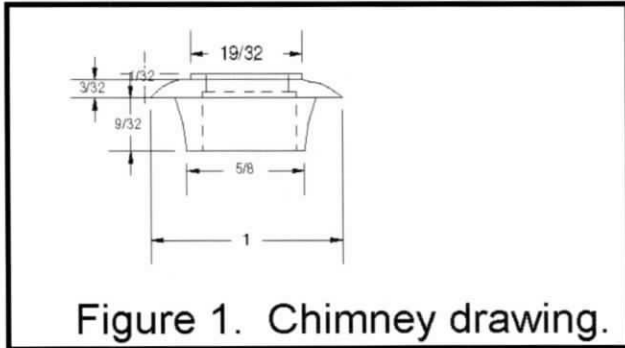


Figure 1. Chimney drawing.

Recently I had to make a chimney for a model of a Hunslet locomotive - Charles. The chimney for these engines is a parallel tube, with a flare where it merges into the smokebox, and with an

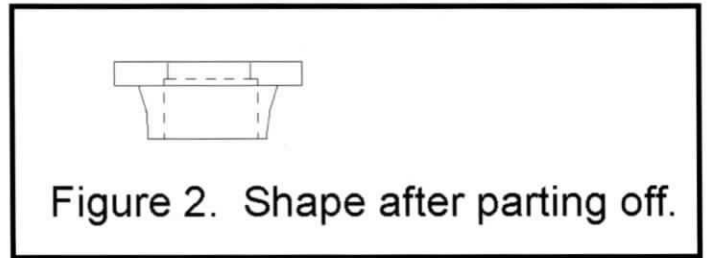
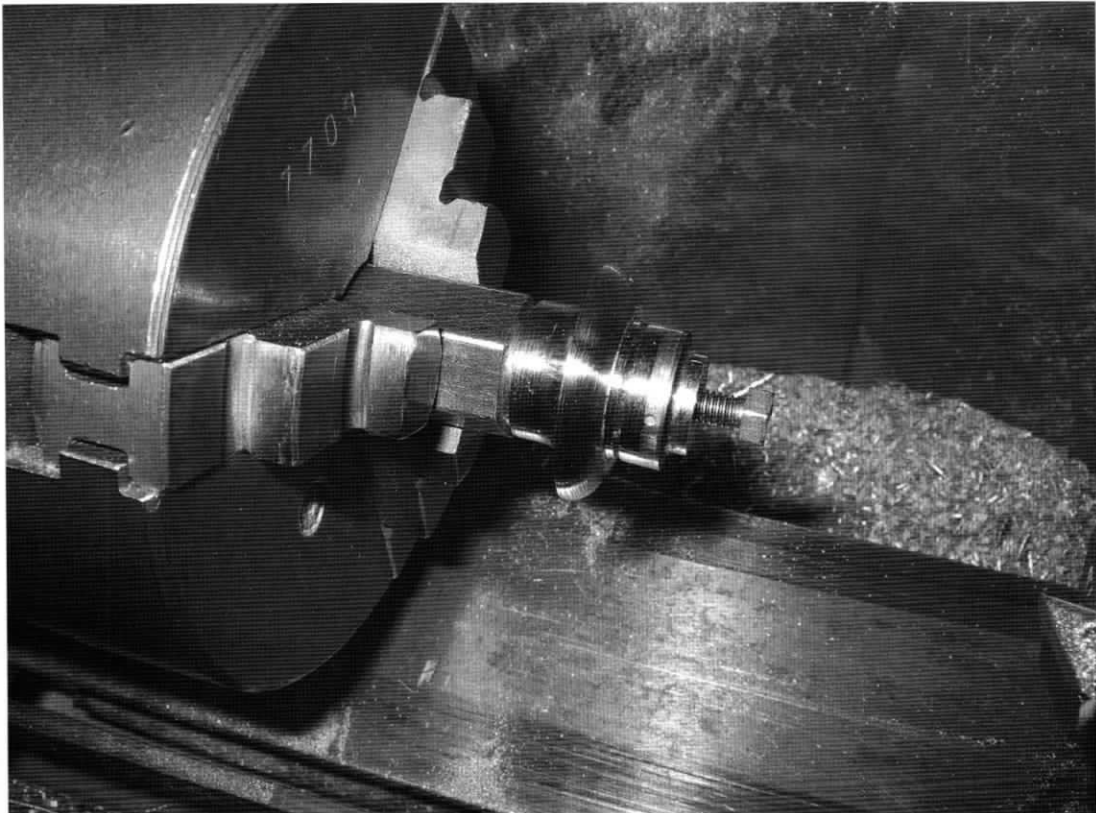


Figure 2. Shape after parting off.

elegant cap at the top end. (*See Figure 1*)

This cap has a double curve, so making it requires a little thought as to the sequence of construction.



*Mandrel & chimney cap chucked up in the author's lathe.*

The first action was to place a length of 1" diameter brass in the chuck of the lathe, face the end and drill it 7/16" diameter for a depth of 1/2". Replacing the drill with a 1/2" diameter drill, the hole was opened out to a depth of 5/16".

A shoulder was then turned on the outside to 3/4" diameter for a distance of 9/32". The curve on this shoulder was then turned using a round ended tool to finish with a diameter of 5/8" at the lower end.

Next task was to part off the work piece at a distance of 13/32" from the bottom end. This produced a lump of brass with the shape shown in **Figure 2**.

We now need to shape the top of the chimney cap. Because of the curved and tapered lower half, we cannot grip this in the normal chuck. We therefore require to mount the cap on a mandrel for turning.

The mandrel is made from a piece of scrap material - steel, brass or whatever will do. Grip this in the chuck, face the end and turn it down for 1/2" to a diameter where it will just slip into the recess in the cap. For absolute accuracy, we should now mount the workpiece on the mandrel without removing it from the chuck until the work is completed. However, in this case, it is perfectly possible to remove and replace the mandrel and store it for future use. We need to be able to clamp the workpiece on the mandrel

for turning. Drill a suitable size hole in the mandrel and thread it - say 3/16" diameter for a machine screw. Drill an axial hole in another piece of scrap material around 1/8" - 3/16" long so that it will slide over the screw. Place the workpiece on the mandrel, then fit the screw and clamping washer to hold everything secure.

Once the cap is mounted on the mandrel, turn the diameter of washer and workpiece down to that required by the drawing. (In this case 19/32"), Take care not to remove too much metal from the workpiece, as you only want a slight lip 1/32" high. The curve at the top of the cap can be shaped firstly by shallow turning to the approximate curve required, then finished by filing. (**See photo**) Alternatively, you can make a form tool by grinding a piece of tool steel to the curve required. Once you have a shapely curve with which you are satisfied, remove the work piece from the mandrel.

Mark the position of Number 1 jaw on the mandrel and store the mandrel for future use when you want to make another chimney cap.

Pleasant turning!



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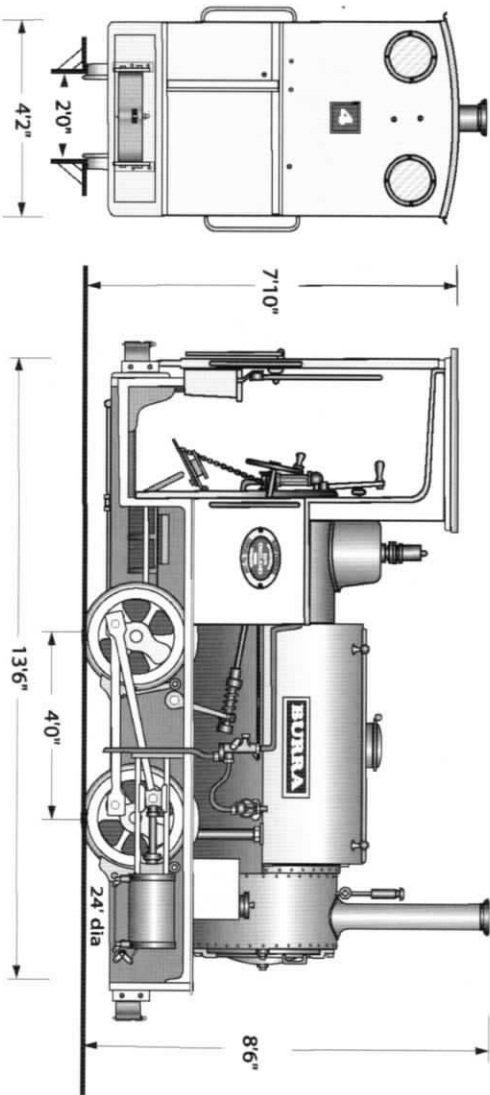
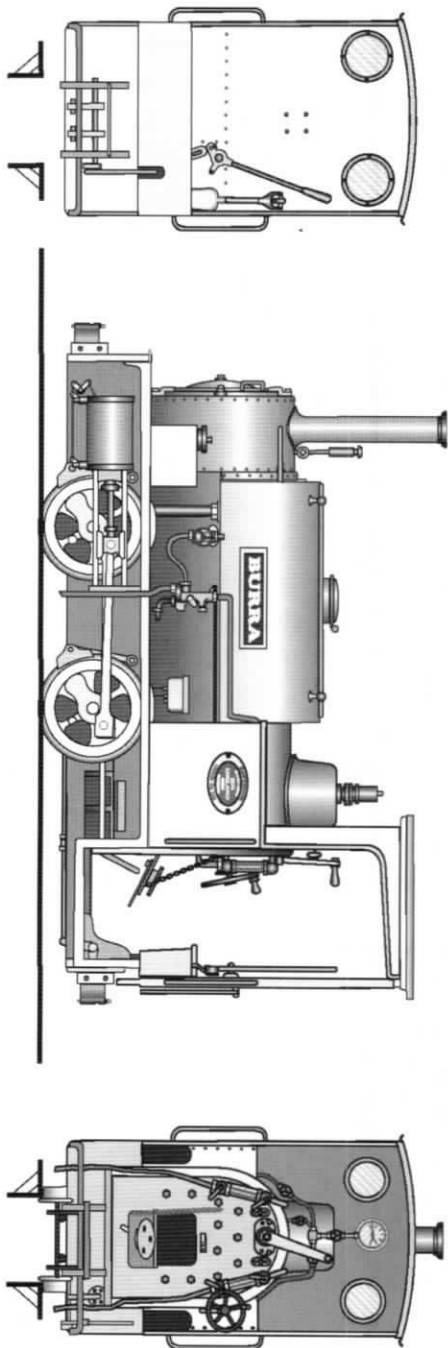
Congratulations, Ron and Marie!

Thanks for 100 Great Issues of *SitG*

Here's to the next 100!

Ken and Jerra at  
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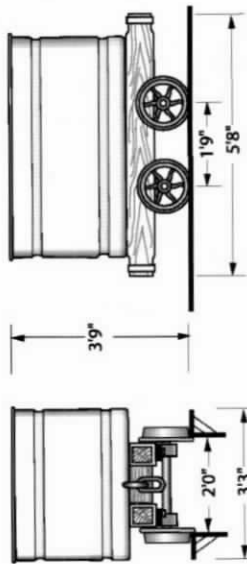
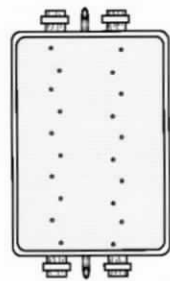
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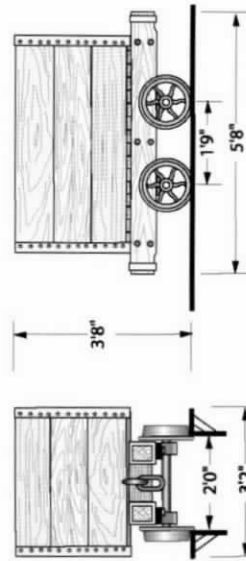
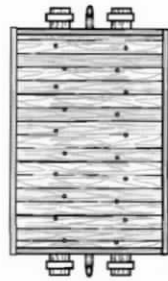
scale 1/4 inches = 1 foot 1 : 48

**CORIMAL MINE Illawarra**  
**Hawthorne Lesley 0 - 4 - 0 Locomotive**  
 Preserved at the Illawarra Railway Museum

drawn by Jim Fainges 1997  
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STEEL SKIP



WOODEN SKIP

scale 1/4 inches = 1 foot 1 : 48

CORIMAL MINE Illawarra

drawn by Jim Fainges 1997  
digitized by Jim Fainges 2006

## *A Unique Little Whistle for Most Locomotives*

by Brian & Marie Couldwell

The B&M Railway

### *Give 'em a voice!*

After trying a few other whistles on our locomotives, I found that an inexpensive Wilesco lever-type whistle was as good as most and very easy to adapt to most boilers.

The first thing you need to do after obtaining the whistle is to move the spring from its original rest to a spot on the back of the whistle barrel. Solder it there as well as soldering the stabilizer bar to the barrel. This increases the spring tension and keeps the stabilizer bar from coming out.

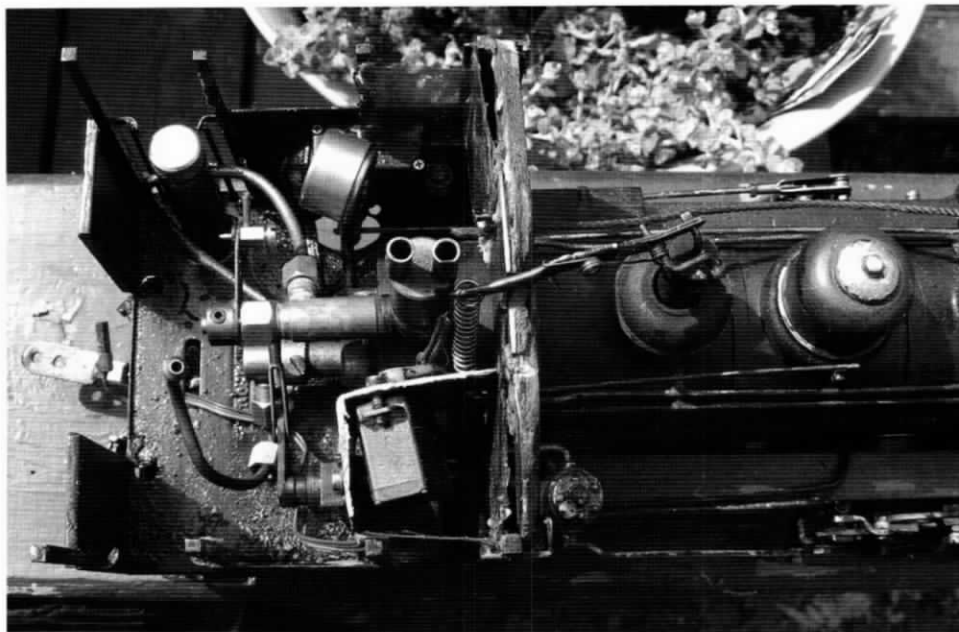
In the case of our Roundhouse Fowler, I've customized and adapted the whistle to it. All I had to do was unscrew the steam dome cap, drill the plug out to the right size and tap it. Then, using gasket washers, screw the whistle in so the lever is in the right position. It was that easy!

I wanted mine radio controlled, so I added an extension piece to the lever...a little chain extending to the servo I had installed in the cab. Then I cut out a little bit of the cab roof in front and another bit of the cab front wall to allow for lever travel. Just for looks and sound effects I cut out a bit from the front of the steam dome and added another spring to the whistle lever. You may or may not need to do this,

depending on your application.

The result was, at least in my opinion, great. A little prototypically placed working steam whistle that has worked so well that I adapted one with a

thread adapter plug to my wife's locomotive. Hers is a customized Cheddar Iver, also fully radio controlled. My other locomotive is a Pearse Colorado, and awhile back I adapted a Regner steam whistle to it which also works just great.

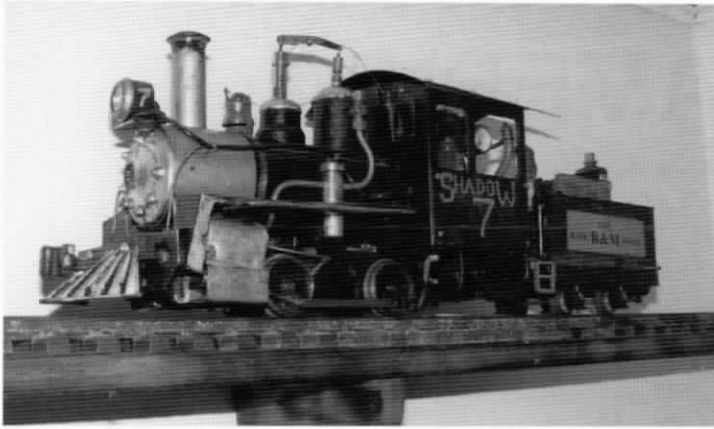


*Top view of the author's loco, showing the whistle installation.*

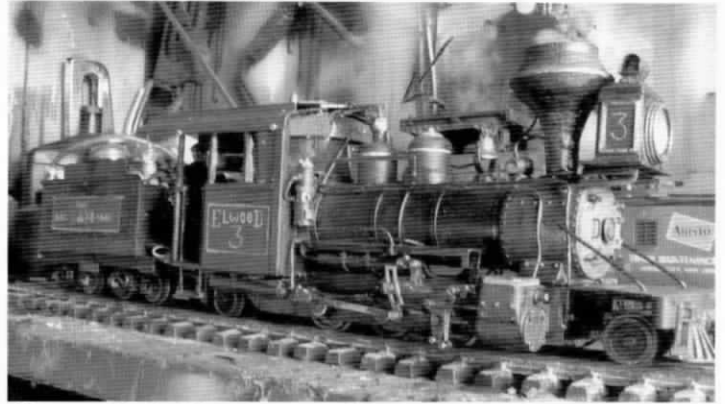
At a model railroad show not long ago in our home town, we set up a temporary layout with buildings and other details from our live steam garden railroad so that we could run our locomotives and promote this wonderful hobby. All weekend long we ran our locomotives, blew the whistles and got enthusiastic smiles and curiosity from the young and old alike.

Special thanks to Jerry Hyde, Norm Saley, Royce Brademan and Ron & Marie Brown at *Steam in the Garden Magazine*.





*Marie's loco....a Cheddar Iver customized a little.*



*#3....whistle blowing on the test bench.Loco modified to look like the old Yukon & White Pass engine with lots of weathering.*



*The author just getting things set up for the public exhibition.*



*On with the show! Just a portion of the outside layout.*



*Marie's loco chuffing past the town. People are just starting to show up for the exhibition at this point. Note the Wilesco stationary engine, which runs a dynamo that lights up 7 buildings on the railroad and attracts the interest of many specators, including this young boy.*

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## *Two Decades of Tracks—Tokyo to Texas*

by Richard Finlayson

### *One Man's Journey*

My first live steamer was a Mamod kit I bought at Harrod's in London on a business trip. I suspect I am not alone in having caught part of the house on fire during first attempts at steaming. There was some modicum of success with that little Mamod because it became clear that an engine needs a train, and a train needs a track. I've literally and figuratively wandered all over the map with the railroads I've built over the past two decades, from Tokyo to Texas.

The first railroad on a patio in Tokyo started out with electrical contacts every 10 feet, track cleaning cars, and wicked grades. Somewhere along the way it dawned on me that guys were running engines on real steam. I saw an ad and sent in my check for a subscription to *Steam in the Garden*. That was 1989, and I had no idea that Aster World Domination Headquarters was just an hour down the tracks from where we lived in Tokyo. I was trying to get as much info as I could (pre-Internet!) and sent a letter to the editor of *Steam in the Garden*. I was thrilled to receive a many-page reply with recommendations and encouragement including the advice to check out the Aster/LGB Frank S. and a copy of the then-current Roundhouse catalog. In summary, it's all Ron's fault!

The live steam railroad in Tokyo was named the Goldfysh & Whymsey. There were goldfysh in the pond, but I spent the next three years building, rebuilding, disassembling, and tuning a couple of Franks, a couple of Roundhouse engines, and a couple of Asters. I ran R/C live steam on the grades, and spent many wonderful weekends down in Yokohama running the wheels off Aster engines, and attempting to find the speeds at which Doppler shift principles started to apply in the visible light spectrum! We ran those babies fast! Lesson learned? Live steam is a way of life!

My next railroad was on the back patio of an apartment in downtown Philadelphia. I was in business school, nearly 30 years old, married to my awesome wife Kristin, two kids in tow, and very focused on a

tech career. My fellow students were 20-ish, single, and careerless. They chased girls and a career... I built a railroad. It was a wonderfully simple loop and a Hemmens Porter and Merlin Monarch worked the line efficiently. I had a grand total of three turnouts. This was the only layout where I could enjoy winter operations in the snow. Lesson learned? Small railroads pack as much fun as large ones. (And never screw your track supports into your landlord's fence posts without asking first. It all worked out.)

My next railroad in San Jose was the most fun I've had building and running a railroad. I mounted the waist high decking on the existing fence line and built the yard and turntable in an existing, rather artsy, redwood garden awning. The track ran through a hole in the fence to a raised loop hidden in the trees. Neighbors asked if I was building an antenna, or possibly framing for a hot tub. They liked the railroad when the trains started running, though. I had a nifty bridge, a couple of fun trackside buildings, and a useful yard and turntable. The kids were young, they ran the trains and set the turnouts... these were good days. Lessons learned? Kids love trains. They grow out of it, so have fun now! Also, this railroad had a story and a "reason" for the trains to run. A story line makes for a fun railroad. (<http://www.steamup.com/sitgonline/forum/articles/sierraflumeco/sierrahistory.html>)

I unwittingly made a significant change from building a live steam railroad to a live steam track when we moved to Saratoga. I was without a track for several years. The kids grew. We were remodeling. At one point it looked like it was going to take a couple of months for Kristin to pick paint colors so I built a railroad in the meantime. Charley Lix built the most wonderful live steam railroad that has ever existed and we had many opportunities to steam on this railroad at his home in Sparks, Nevada. The Excelsior Ditch Company was a real railroad. The Ditch Co. ran through a waist high raised garden bed made of stacked field stone and wonderfully scaled gardens

on hand spiked 32mm track. It was fantastic. Charley made it look effortless. So I gave the raised garden methods a try. It turns out to not only require a lot of maintenance (ridiculously high maintenance, actually) but real gardening skills as well. I quickly proved inept at both. I rebuilt the railroad on posts and stringers with a plywood deck covered in roofing tar and roofers felt. This was a "quick fix" track and very far afield of an actual railroad with a personality. Yet in the midst of a crazy Silicon Valley lifestyle I would sneak out back and get a live steam "quick fix". I had great fun building and running on this track. Lesson learned? Practicality offends the poet, never more so than when it comes to building an artistic live steam railroad.

Life is full of surprises and we found ourselves in Austin, Texas. There's a popular T-shirt cliché that reads "I'm not native, but I got here as soon as I could!" That's how we feel about Austin. Even so, I miss the thriving live steam scene in the San Francisco Bay Area. I miss my live steam friends on the West Coast. I also missed having a live steam track over the past few years. Clark Lord, Dave Hottmann and Dan Rowe came riding to my rescue and were the driv-

ing force in installing a modularized iron frame and stainless steel decked raised railroad in my back yard. Thanks to them, I love this live steam track: wide curves, double tracks, lots of sidings, and very nearly zero maintenance. Lesson learned? Having torn out four railroads, some buried deep in concrete, and going years at a time without a track between house moves, it was time to get real and go portable.

I have come full circle from my first introductions to live steam on high speed tracks in Japan to running at just slightly lower speeds on my track here in the back yard. I've been fortunate and had fun building and rebuilding railroads, tracks, and all sorts of engines. For now, my live steam "thing" is running a long rake of coaches behind a high stepping Aster engine through wide curves, crossovers, and S-curves. Still, there is the warm memory and future dream of an engine full of character and a train of practical coaches, creeping purposefully among the flora and clinging precariously to a rocky ledge on the return run to the terminus on the Excelsior Ditch...

Thanks Ron & Marie for 100 wonderful issues and 20 years of friendship!



*Left: The author at the very first National Spring Steamup, which he organized way back in 1997.*

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*Roundhouse Pooter on the Goldfsh & Whymy in Tokyo, 1992.*



*Katharine, twisting the screwdriver with her dad in Tokyo, 1991. She's headed to college this fall.... YIKES!*



*Abandonment day on the Sierra Plume Company, 1998. John Porter, live steamer...still steaming!*



*Failed attempt at artistry, Saratoga 2001.*



*This is one of the author's favorite photos ever! Son John Porter looks like Richard feels every time he steams up. NSS 2003.*

*photo by Mike Martin.*

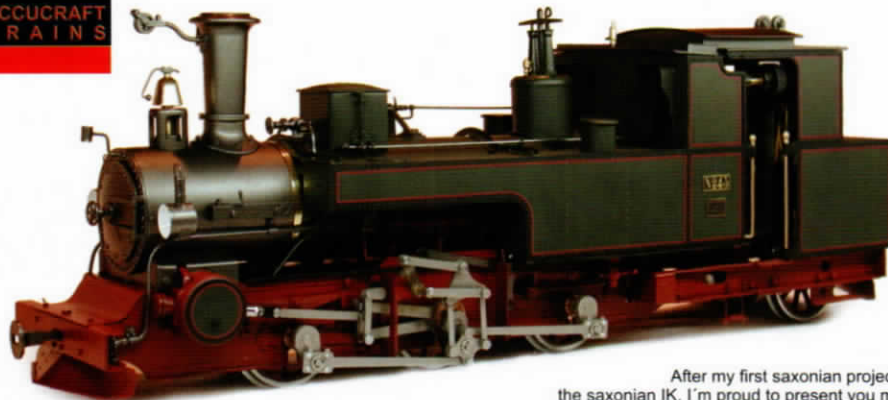


*Golden Spike in Austin with engineers Clark Lord, Dave Hottmann, Richard Finlayson and Dan Rowe. Thanks guys....I owe you! This photo was taken in October, 2007.*



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# STEAM SCENE



*Above: Aster Southern Pacific GS-4 waits for a train on Robert Hekemian's railroad in New Jersey.*

*Below: A muscular Aster Allegheny H-8 2-6-6-6 on Robert Hekemian's railroad in New Jersey.*

**both photos by Robert Hekemian**

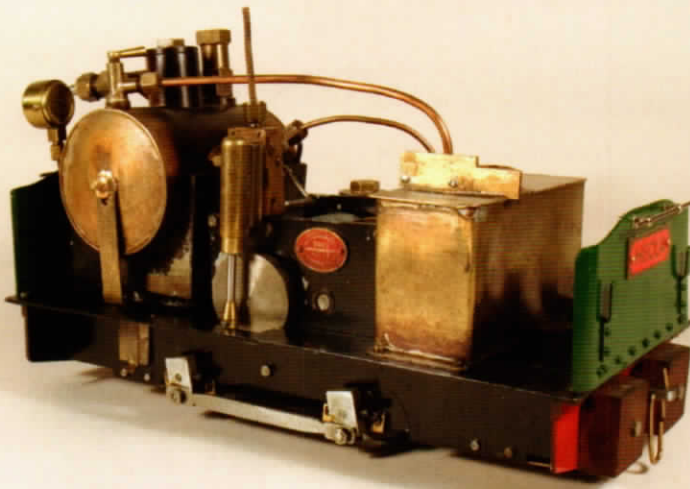




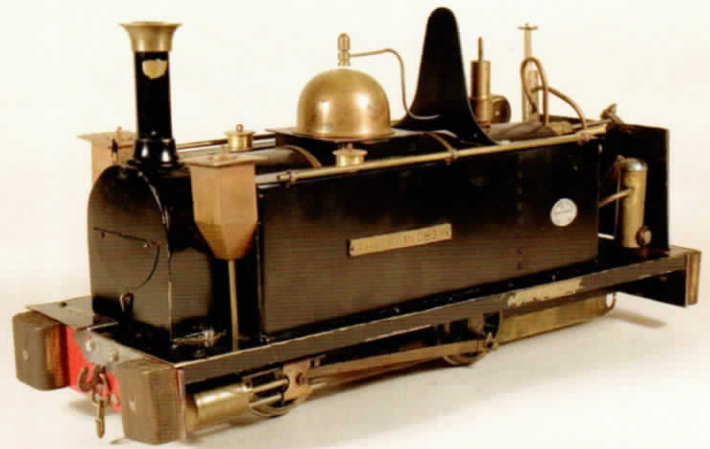
*This Bassett-Lowke "Super Enterprise" in 0 gauge was the first live-steam locomotive the author acquired. This 1930s loco was the genesis of a large collection built over the course of thirty-plus years.*



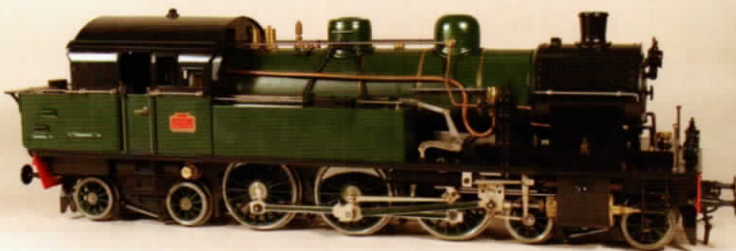
*"Thunderer" by John Bateman. This engine from the 1880s came to the author just by word of mouth. It is missing a few parts but is a rare treasure nonetheless.*



*This unusual locomotive is a "Hecla" by Jack Wheldon. It was built to prove the theory that a small, single-acting oscillator could form the heart of a powerful garden-railway locomotive that would run at prototypical speeds. It succeeded.*



*An early Archangel "Princess." Outside cylinders are dummies. There is actually just one large one between the frames, controlled by a slip eccentric. While this is a charming and interesting locomotive, it bears only superficial resemblance to its prototype.*



*Aster's SNCF232 tank engine. This engine from 1978 was one of Aster's earlier offerings. It utilizes classic British gauge-1 technology from the 1930s and is a fine runner.*



*This exquisite Cranmore Peckett was made by David Hick one of the finest builders of 16mm-scale locomotives. Like the prototype, the model has Stephenson's valve gear.*

# *Some Thoughts on Collecting*

by Marc Horovitz

Photos by the author

Why does a person collect things? Beats me. Some people just do, while, to others, it makes no sense whatever. Speaking personally, I guess it's just in me. I've been a collector since around 1975. It began with some wonderful old toy trains I found at a garage sale one bright Saturday morning. I'd never seen anything like them and was immediately hooked.

## *Early days*

I'd always been interested in live steam, but was never a participant until around 1977, when I attended a Train Collectors Association show in Denver. There I found (and acquired) a Bassett-Lowke 0-gauge "Super Enterprise" 4-6-0, my first live steamer. I had already done a lot of reading, so I knew what it was. I was tickled to get it and fascinated by the fact that it was so totally unlike the electric and clockwork trains I already had. There was something magical about a little machine that was completely self contained—just add fire and water and it would go by itself with no electrons involved. I suppose, though, that if you are reading this, the magic needs no explanation.

That was the beginning of what has become a fairly large live-steam-locomotive collection. For a long time I just picked up anything I could afford (along with a few that I couldn't). I joined the 16mm Narrow Gauge Modellers Association and the Gauge 1 Model Railway Association and, through their newsletters, started learning about more-recently produced engines made by people I'd never heard of before. It was mesmerizing. The more I learned, the more I wanted to know.

I travelled to England for the first time in 1979, where I discovered the evocative writings of Dave Rowlands and Jack Wheldon. I also had the opportunity then of visiting Stuart Browne and his High Wycombe establishment. It was there that I first saw 16mm-scale locomotives in the flesh, as it were, and I was completely smitten by Archangel products. They are still favorites today.

## *A growing interest*

Upon returning to the States, I became the importer for Beck's simple German locomotives and became an Aster dealer as well. Later, I became the exclusive importer for a (then) new British company, Roundhouse Engineering. And upon subsequent trips to Britain I had the pleasure of meeting Jack Wheldon, Dave Rowlands, Roger Loxley, and others, who brought these little steamers more to life. And I also had the good fortune to connect with David Pinniger, who, over the years, has put me in the way of any number of locomotives that I would otherwise have missed.

As more engines arrived, I began to learn not only about the mechanics and thermodynamics of miniature live-steam locomotives, I started to learn more about the builders and the way they thought, as well. This became just as fascinating as the workings of the engines. I came to realize, especially with scratchbuilt engines, that each example constituted a reflection of its builder's personality. Some builders were fussy, some were slap-dash in their approach, some were meticulous and conservative, while others were wildly imaginative and creative, all within the genre of the creation of small-scale steam locomotives. And these approaches were certainly reflected in their work. This was good stuff.

Most good collections have a focus. Mine, on the surface, did not seem to. There were engines by all makers, models of narrow- and standard-gauge locomotives, and a variety of scales, from 1" on down to HO. All eras were covered, from the beginnings in the late 1800s to the newest thing off the shelf. It finally occurred to me that this eclectic collection did, in fact, have a focus—diversity. The more I learned about little steamers, the more I realized that there were many ways of skinning this particular cat. It was all of these mechanical tricks and dodges, and how they were incorporated into the whole, that most captured my interest.

With that in mind, I started paying more attention to the odd and unusual. I began passing over engines that were too much like something I already had. I started looking for those that incorporated at least one unique feature or concept. As time passed, these became increasingly difficult to find, which is probably just as well, as my finances are not what they once were and I'm also running out of what limited space was available. While the collection is not complete (what collection ever is?), I suppose it is nearly finished. While I do still acquire the occasional engine, that engine must be pretty special in one way or another. I've also begun selling the engines that mean less to me than others, to create a little more space for new ones.

### *Getting started in collecting*

If you are interested in collecting, there's no time like the present to begin. There is a lot out there, with new manufacturers coming along all the time. Accucraft is currently putting out an astonishing number of different locomotives each year—models of American, British, and now European engines. There are still a lot of British builders, many with small or limited output, as well as many others in Continental Europe, particularly Germany. Scratchbuilt models still show up from time to time, although they seem to be scarcer on the ground than in prior years. Keep an eye on eBay.

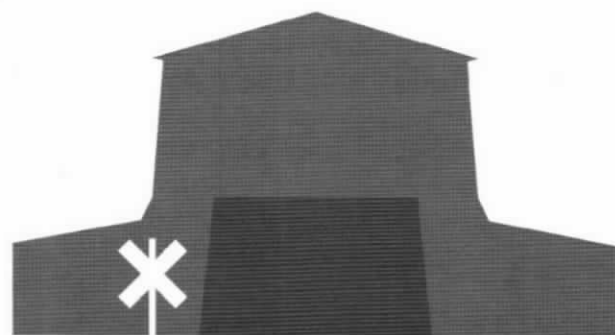
It's important, though, to do your homework and know what you are getting. Don't buy a pig in a poke. If it's a commercially produced model you're looking at, you should know the engine by reputation. If you are buying one sight unseen, try to have it checked out by someone who knows engines. If you can't do that, get an agreement from the seller allowing you to return it if it isn't as represented. If you can't get that agreement, pass up the deal unless you're willing to risk getting a lemon. If at all possible, try to see the engine in steam before agreeing to buy it.

On the other hand, if you know engines and are comfortable with your own skills, you can sometimes do well by purchasing an unknown quantity. I once purchased an Aster engine off eBay from a seller who had acquired it in an estate sale. He was quite willing to answer questions but knew nothing about steam engines. However, the engine looked good in the pictures and I figured that if I could get it for a reasonable price, if anything was wrong with it, I'd probably be able to fix it.

When the engine arrived, it appeared to be in pristine condition. But when I put air to the boiler and

opened the throttle, nothing whatever happened. After a series of diagnostics I finally narrowed the problem down to the throttle itself. I removed it from the engine and had a good look at it. Yup, that was the problem. The steam passage had never been drilled all the way through at the factory. The throttle was, in fact, a plug. I carefully drilled it out to the right diameter and all was well. However, I felt sorry for the poor fellow who had spent all those hours building the engine from the kit, only to have it be a non-starter. He evidently carried that disappointment to the grave.

Finding locomotives from bygone makers, especially the smaller ones, is more difficult today, as most of those old engines are already in private hands and do not come onto the market in the quantities they used to. And certain makers, such as Gosling and Archangel, have a unique appeal about them that make them especially desirable. Archangel locos, in particular, are in high demand amongst a small group of connoisseurs. These locomotives reach summits of quirkiness unattained by other makers. They have their own aesthetic, ambience, and operating characteristics—Archangel's flatulent safety valve is legendary. It's things like these that make the pursuit of collecting so delectable.



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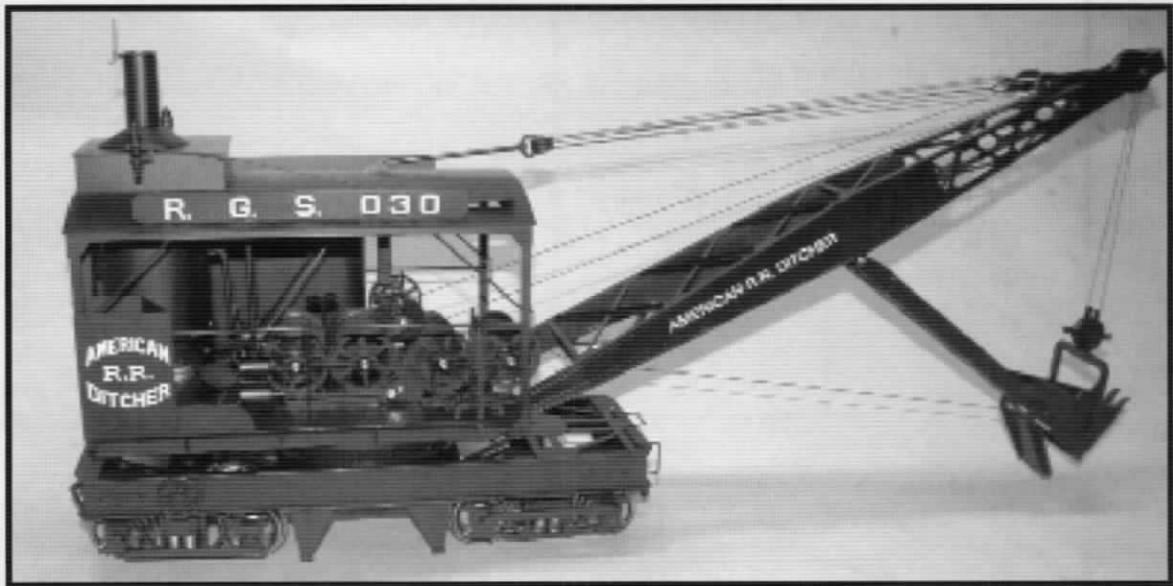
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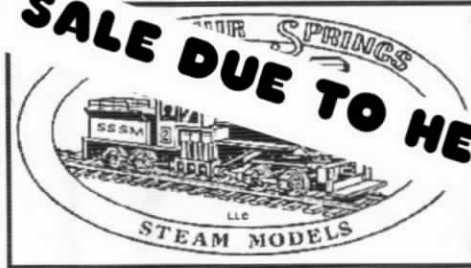
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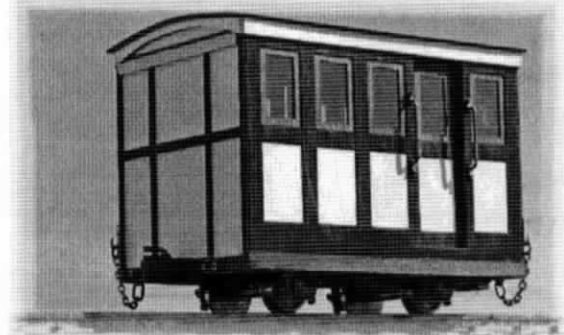
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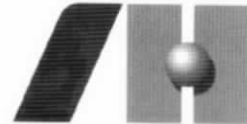
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## END OF THE LINE

### 100?

It doesn't seem possible, but this is the 100th issue of *Steam in the Garden*. I remember when we first started, many years ago, one fellow said that he didn't see how we could last more than a year at most, because we'd run out of things to write about. Thank goodness he was mistaken! Thanks to the generosity and enthusiasm of our fellow steamers, our hobby just keeps changing and growing, and there is always something new. God willing, we'll still be going strong when we get to the 200th issue. So keep those articles, reports and photos coming, guys! This is your magazine, and we depend on your contributions to keep it alive and well.

Another little item that's essential to keep any publication strong and healthy is support from advertisers. Some of our advertisers have been with us for many years, and some are brand new. We hope that when you call to inquire or place an order, you will let them know that you saw their ad in *SitG*...and how

much you appreciate their support of your hobby and your magazine.

### New Features

In this issue, Dan Rowe (our resident Shay expert) begins a construction series on a 7/8ths scale Shay. The centerfold in this issue contains full size drawings. Dan's drawings are so exquisite and detailed that I intend to have them framed for our office wall.

Also in this issue, we'd like to welcome Jim Fainges to our list of regular contributors. Jim, who lives in Australia, is a talented artist who happens to enjoy drawing trains... especially steam locomotives. His work appears in this issue, and will continue for many issues to come.

Until #101.....

Happy steaming!

*Ron*

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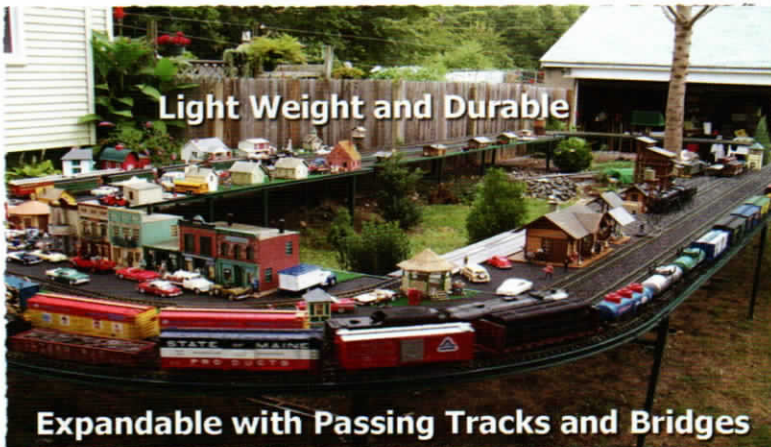
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