

# *Steam in the Garden*

Magazine

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

Volume Two Number One

June/July 1991

**GOFER, a Gauge One Mamod conversion by  
the late Dennis Bates, now owned by Eric Lloyd.**



*Convention & Steamup Coverage Inside*

*Plus.....*

*Aster C&S Mogul Review*

*Roundhouse SR&RL Baldwin Review*

*Hyde-Out Mountain Shay Review*

*News, Opinion and Commentary on the Live Steam Scene*

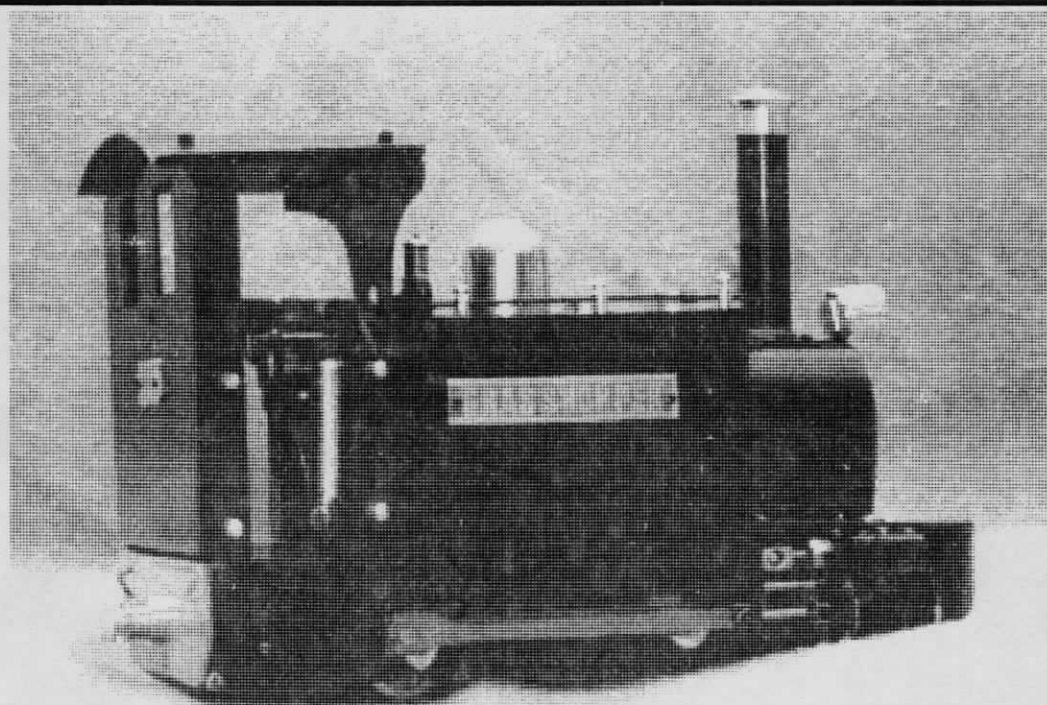


**Above:** This shot of SIR HAYDN receiving lots of careful attention on the Talylyn Railway in Wales brings to mind some interesting variations of the age-old question.....How many ---- does it take to ----? In this case, it would be quite appropriate to ask, How many firemen does it take to fill a coal bunker?

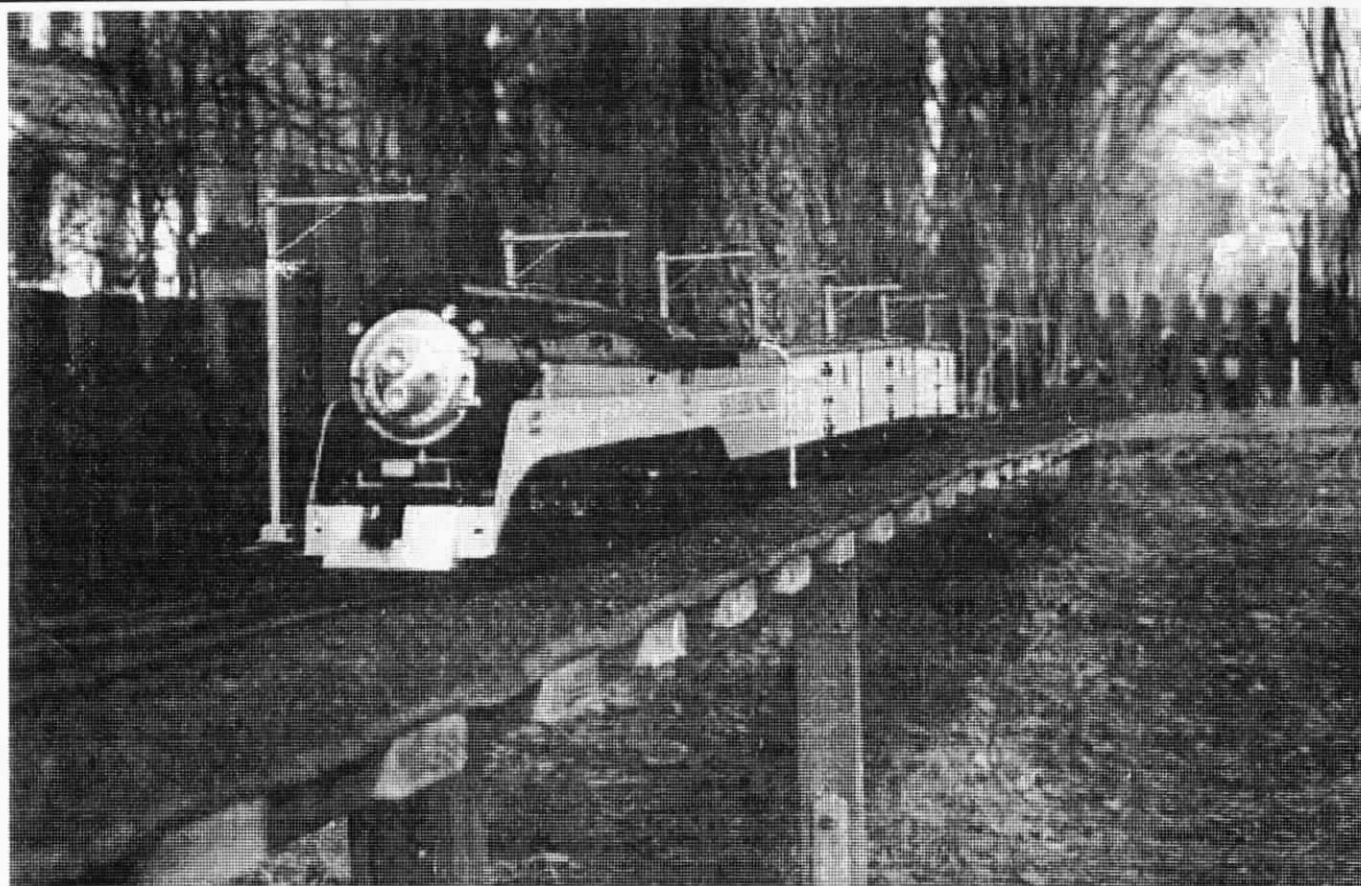
*Photo by Richard Rees*

**Below:** GRASSHOPPER, the latest creation from the busy hands and workshop of Geoff Coldrick in New Brunswick. This little 0-4-0 will be the subject of a loco review in an upcoming issue.

*Photo by Geoff Coldrick*





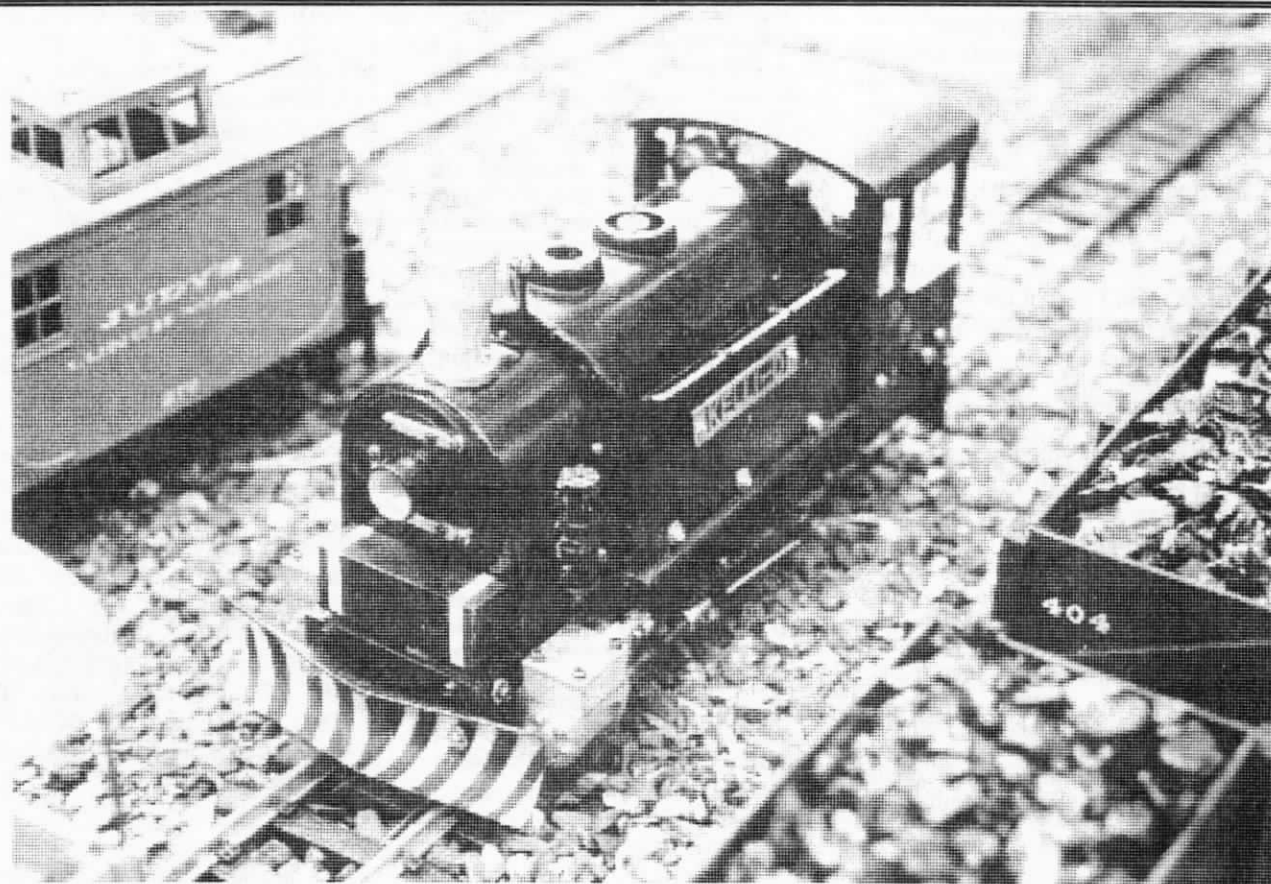


**Above:** Tommy Palycha's *Aster SP Daylight* looks majestic on his elevated 150 yard gauge 1 railway in Sweden.

*Photo by Tommy Palycha*

**Below:** *KELLI-D*, a totally scratch-built loco by Ricky Morningstar of New Brunswick, simmers on the steaming track while building up steam for a run on the Coalport Railway during the 1991 SitG Steamup.

*Photo by Jack DiSarro*





## CONVENTION FEVER

Just back from the 7th Annual National Garden Railway Convention in Cincinnati, Ohio, and anxious to share some of the still-fresh impressions. This was the first convention we've attended, so we have nothing to compare it to - but it was great! Lots of interesting things to see and do - lots of steam engines to admire and covet - lots of friendly people to meet and talk with.

The Convention would have been a great success to us just because of all the things mentioned above, but it was even more successful because of all you good people that subscribed to SitG for the first time at the Convention. Thank you for your interest and your support!

It was exciting to meet, mingle and speak with the "gods" of garden railroading and small-scale live steam - and to find that they're all just friendly, regular people that are happy to stop and chat with anyone about their favorite subjects.

From what we could observe, everything at the Convention ran smoothly and according to plan. This is really quite amazing when you consider the relatively short period of time in which it was all put together. When no other group expressed an interest and Paul Busse spoke up take the responsibility, there wasn't even a garden railway society formed in the Cincinnati area!

So here's a salute to the Cincinnati group (especially Lynn Meiners and Pat Wipf - have you noticed that it's usually the ladies that do most of the work?) for all their hard work that resulted in a great convention for all of us.

The places and dates for the next two annual conventions are already set (Washington D.C. in 1992 and Santa Clara, California in 1993), so it's not too early to start making plans and setting aside the wherewithal to make it possible for YOU to attend!

There's nothing like a convention to really spark your enthusiasm.

And as an additional incentive, you can usually find some deals on new and used equipment at conventions. There were some good buys on new and used live steam locos at Cincinnati.....a careful buyer could easily have saved enough to pay for their trip!

Here are some thoughts and suggestions for the organizers of future conventions - from a live steamer's point of view.

*Follow Cincinnati's lead and have a track available for steaming during the whole convention, not just for the traditional steamup on the last day.*

*A track marshal should be assigned to allocate time on the track, so that it can't be monopolized by any single individual.*

*The host club should supply fuel and distilled water, covering the cost (if necessary) by charging a modest fee for the use of the steaming track. These are items not easily transported on long journeys.*

*Finally, a simple steaming bay or siding would eliminate wasted time between runs and ease congestion during the busier times.*

Now a few words about the content of this issue. You'll find not just one, but three of the ever-popular loco reviews in this issue. The first one, by Marc Horovitz, covers the beautiful Aster C&S Mogul. This loco was seen & heard in operation at Cincinnati, and, in addition to being a beautiful engine visually, it has an exhaust bark second to none.

Our second review deals with a loco that has aroused more excitement and enthusiasm than anything I've ever seen. When Roundhouse Engineering first announced the Sandy River and Rangely Lakes Baldwin #24, I contacted Richard Longley of Brandbright in England and asked him if he would be interested in reviewing it for us. As luck would have it, he was able to borrow one for a trade show and was quite willing to share it with SitG readers by way of a review.

Samuel Muncy of Railway Garden Ltd., who has recently been appointed the exclusive Brandbright agent for the U.S.A., had one of these fine locos on display at the Convention - and it was run every day. Since our table adjoined that of RGL, I was able to see it up close and had a chance to participate in steaming it up several times. It yielded just what we've come to expect from a Roundhouse loco - good looks, reliability and fine performance.

Another loco that attracted favorable attention at the Convention was the Hyde-Out Mountain Shay, which just happens to be the 3rd loco reviewed in this issue. In addition to a standard-format review by Stumpy Stone, we're also presenting an "owner's impressions" article on the Hyde Shay by Ed Andres.

Stumpy Stone continues his popular series on Americanizing the Roundhouse Fowler - and there's lots more good reading inside.

Happy Steaming!

*Ron*

## Steam in the Garden Magazine Volume Two Number 1

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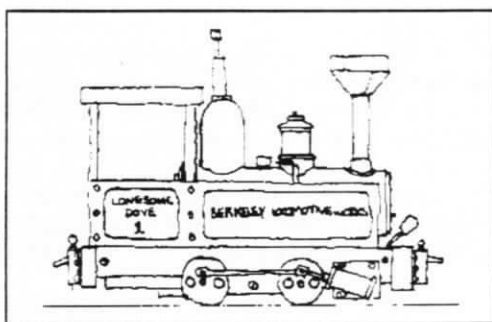
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Rick Drescher.....Washington  
Marc Horovitz.....Colorado  
Peter Jones.....Wales  
Fred Kuehl.....Pennsylvania  
Stumpy Stone.....Ohio

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# WHAT'S NEW?

**Berkeley Locomotive Works, 2821 Hillegass Ave. No. 22, Berkeley, CA 94705**, has announced their entry into the



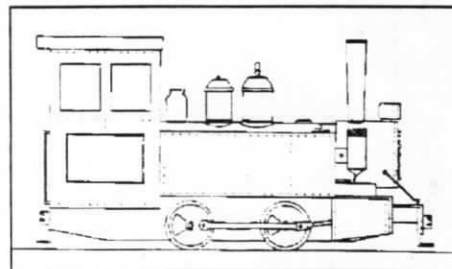
live steam market with **Lonesome Dove**, an American outline 0-4-0 side-tanker with oscillating cylinders. The pre-production prototype of this locomotive was displayed by Railway Garden Ltd. at the National Garden Railway Convention in Cincinnati, and it was impressive. According to **Michael O'Rourke** of BLW, quality of design and production will be strictly adhered to. The prototype was equipped with a beautiful set of spoked wheels, an alcohol burner, water gauge glass on the boiler backhead - and a working whistle. The castings will be available separately for Mamod conversions and scratchbuilders, according to Michael. The loco may also be made available in kit form, as well as the RTR version. With the price of **Lonesome Dove** estimated to be around the \$350 mark, this loco will be a real winner if it runs as good as it looks. BLW is now taking reservations (don't send

any money) and expects to deliver the first run of locos in November 1991. If you're interested, better get on the reservation list now. This looks like a high quality loco at a very reasonable price and will probably sell out quickly. SitG has arranged to get a loco for review, so watch for it in upcoming issues. For more info, send an SSAE to the address above.

**Ken's Custom Woodworking, HC 64 Box 6542, Owego, NY 13827**, is building locomotive transport, storage and display cases. They offer excellent protection for your expensive and delicate locos and rolling stock. Built entirely of hardwood (oak and oak plywood) except for a pine base that has milled slots for both gauge 1 and gauge 0 wheels, the boxes feature brass hardware, foam padding, rubber feet, a handrubbed oil finish and a unique loco hold down system. These boxes were introduced at the Cincinnati Convention and were an instant success and a total sellout. Prices vary depending on the size needed, but sizes for many popular locos start around \$37.00. Drop Ken a note with your loco dimensions or special needs - or call him at 607-687-6185.

**Salem Steam Models & MGM Precision Engineers, Brynglas, Salem, Llandeilo, Dyfed SA19 7HD, Great Britain**, proudly introduce their new loco, a G scale gauge 1 live steam 0-4-0

**Porter-type** (also available in gauge 0). Technical details on the loco are as follows: Large bore oscillating cylinders fitted with O-rings on the piston and piston rod, externally spirit fired (5 wick burner) boiler with glass tube-type water gauge, Goodall water filling valve and safety valve, displacement lubricator, cast wheels fitted to square-ended axles, full rivet detail on bodywork, brass domes and handrails, speed and direction control from the cab, brass coupling rods and much more. Quality components and materials used throughout, the loco is not built down to a price. For example, the boiler heat shield is made of stainless steel, rather than rust-prone mild steel. Salem Steam Models indicates that a range of accessories will follow, including radio control and a tender. Write Salem Steam Models directly or check with their U.S. distributor, Railway Garden Ltd., 4210 Bridge St., Cambria, CA 93428 - phone 805-927-1194. SitG will also be doing a full test and review of this loco especially for you readers that are anxiously waiting for an affordable American outline live steamer, so stay tuned.....Of interest to owners of Mamod locomotives is a new cylinder gasket from Salem Steam Models. This gasket has been graphited to reduce the tendency to stick to the chassis frames. Now available for £1.50 per pair.



**The Parker Co., P.O. Box 1546, Camarillo, CA 93011**, has introduced a new line of **custom built turnouts**. Built of code 332 brass rail and double spiked to mahogany ties, they are available in both curved and straight, 8' and 10' radius. Send a LSAE for more info to the address above. Be sure to mention that you saw it in SitG!

**The Willow Works, P.O. Box 150581, Nashville, TN 37215-0581**, has a host of new products for the live steamer and garden railwayman. We received samples of their **steam oil** and **motion oil**, have used them and can recommend them as giving excellent lubrication protection. The steam oil is ISO-460 weight, refined for use in cylinders, valves and moving parts of steam powered machinery where pressures do not exceed 150 psi and have a low superheat. The staying characteristics are excellent (no rapid runoff). It's available in 8 oz. and 16 oz. bottles for \$4.25 and \$6.25 (postpaid) respectively. Quarts are available on request. The motion oil is a high grade, light bodied machine oil for lubrication and protection of axles, bearings and motion parts. Originally refined for applications in precision machinery, it contains no detergents, ash, carbons or other residue producing additives. It does contain a rust inhibitor which makes it excellent for wiping down your engine after a run. Available in 8 oz. and 16 oz. bottles and priced the same as their steam oil. Quarts available on request.

Another item from Willow Works that isn't brand new - but is definitely worthy of mention - is their **Universal Scale for Gauge One**. We picked one of these beauties up at the Convention and found it to be of excellent quality. This a fine tool that will certainly prove useful in the workshop - though we'd like it even better if it had markings for 16mm scale. As sold, this 12" scale does include markings for 1:1 (full size), 1:22.5 (LGB), 1:24 (1/2" scale) and 1:32 (3/8" scale). All scales are divided into feet and inches, except the 1:1, which is in inches by 32nds. The markings are computer generated and deeply etched on saun finished Type 301 tempered stainless steel, and are filled with an indelible chemical blackener. The Universal Scale is priced at \$14.95 postpaid in the USA.

Finally, we've got to mention the **boiler building service** offered by Willow Works. Their stand at the Convention had an interesting and informative display of boiler design and construction - which also served to show the excellent craftsmanship that goes into all of their products. Quoting from their flyer, "We offer a custom boiler service for the Garden Gauge live steamer and model engineer. We build all-copper, silver- soldered boilers in locomotive, marine, horizontal or vertical stationary types. Our size capability extends from 1/4" scale to approximately 3/4" scale projects, which have shells 1" to 4" outside diameters. Although not available at this time, a small variety of stock boilers are planned for the near future." I was pleasantly surprised at how reasonably a replacement boiler or boiler for that special project can be built. The Willow Works also offers a complete in-house machine shop service. Send an SSAE for descriptive material.

**Garich Light Transport, 6101 Glenwood Drive, Huntington Beach, CA 92647**, now has #4, #5, #6 and #8 turnouts - and #2, #4 and #5 Y's available. All units are built using their own code 250 brass rail and are ready to spike to your ties. Prices range from \$44 to \$48 each. Send a LSSAE for more information.

**Little Railways, 1621 Cherry St., Williamsport, PA 17701**, has strong brass chain available. This chain has 12 nicely formed oval links per inch and looks just right for logging, mining, or other garden railway applications. It weathers up very realistically by dipping it in any of the chemical metal blackeners. Priced at \$5.00 per 24" package. Ask for #XB-006. Complete list of products for \$1.00 - tell 'em SitG sent you.

## *Rick Drescher's.....*



*Rick Drescher © 1991*



# Gazing Into the Fire

by Peter Jones

## What's in a Name?

After devoting a couple of GITF's towards the utterly practical, perhaps readers will forgive me if I succumb to a mild attack of whimsy. We Brits are prone to ascribe certain human qualities to railway engines - and in particular are very prone to naming them. Incidentally, this practice still continues with brand new diesel and electric locos for British Rail. This all very human, I guess.....particularly with smaller steam engines.

Moreover, there is something terribly English in having particular traditions of naming - and then mixing them up entirely. Whilst there have been groups that have had a logical list of names, even today the general shambles persists.

With narrow gauge locos, the situation was often made worse by the fact that the hardware might be bought and sold quite often; so the most peculiar combinations would occur.

I would like to say that engines deserve dignified names. Prototypes occasionally carried dreadful names and still looked nice - Baby Bunce, Bongo, Spearmint (a particularly famous A3 Pacific), Straight Deal, etc. But often there was a good reason for a peculiar name - famous racehorses often provided inspiration.

With my own Compton Down Railway, there is a Compton Prince, Lady Compton and, until recently, a Sir Compton. But there is also a Brick, Bilbo Baggins, Monstergate, Aberthaw, Palmerston, etc. There is usually some trivial reason behind the name.

You find that small steam locos have a personality of their own and become part of the family in a way that no other sort of model does.

The names you give affect their personalities. So what about a few suggestions?

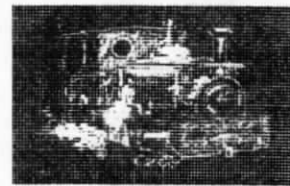
Well, the conventional ploy is to name the first one after your wife. But, dignity at all times; if your son is called Elvis, the name might not sit too well on an old Welsh tank engine. If you are pretentious (pretentious, moi?), the names from antiquity go well - Homer, Persius, Tiberius, whatever. There is often scope for some dreadful scholarly puns. The Southern Railway did particularly well with knights of the Round Table. Flowers and birds work well, but rarely insects. Mount Rushmore has a nice ring to it, whereas The Bronx may not convey the atmosphere that you are aiming for.

As well as naming the engines for whimsical or family reasons, there is a school of thought that even a freelance name can add to the authenticity of a model. Thus it may be fun to call an engine with two large domes Dolly Parton, but a Silverton Mining Co. #3 would be more convincing.

In the UK, Messrs. Brandbright provide an excellent service for photo etched nameplates at a reasonable cost. But if I wanted to paint a name along the side of a tender, common sense suggests a short name! You may know that I've got a repro full size 2' gauge engine in my garden. It is called Rose of the Torridge, and the name is painted along the tank sides. The next loco in the original series was called Bunty - and that would have made life much easier!

Can we draw any conclusions? Hopefully not. Hopefully the US of A will continue the fine tradition of complete disorder and chaos. Our

little steamy friends are individuals in their own right. It is no surprise that we hold them in genuine affection. The names you give them will only enhance this.



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# Weedy Side Tracks

by Fred Kuehl

## Double-Heading and Operation - Part Two

In the last issue we talked about the difference between running a train and operating a train. We got into running then, and now we're going to talk about operating.

Unlike diesel or electric locomotives, steam engines do not have multiple-unit throttle control systems where several locomotives can instantly and simultaneously be controlled by one engineer and throttle in a single locomotive. Each steam locomotive in a loco consist must be individually controlled, and yet work together when double-heading. Getting small-scale live steam locos to do this is not all that hard and, once you get the hang of it, can be a lot of fun.

It doesn't matter if one loco is fired by alcohol and the other by gas, or that each has different valve gear, weight or boiler duration - or that one is fitted with R/C and the other manually controlled. Wheel arrangement and driving wheel diameters do not matter all that much either. It's nice to get two locos with similar boiler and fuel durations and steaming characteristics, but it isn't essential for double-heading. What does matter is (1) enough train weight to give the locomotives meaningful work to do, (2) which locomotive does most of the pulling, (3) close coupling of the locos to reduce "bucking", (4) fueling and watering the locos at the same time, (5) starting the train and (6) making throttle adjustments gently and developing a feel for which locomotive needs to be adjusted and by how much.

Generally, it's easy to estimate the maximum number of cars a particular loco will pull on your garden railway before a second engine will be required, and a mental note of these limitations should be made. Once this is done, the number of cars

needed to reach the pulling limits of both locomotives to be used should be put on the track.

Now that there is a train to pull, let's turn to prototype practices and intermix them with what we need on our garden railway to determine which of the two locomotives will do more of the pulling than the other. The Stoney River crews use the lead engine for this. To some, this may be backwards, so use whatever method turns out best for your railway.

The prototype would start both locomotives at the same time, but we do not have lilliputian crews in the cabs of our locos, so we must start ours one at a time. To keep the following description simple, the Stoney River will use two Roundhouse Engineering locos of just about identical characteristics. DYLAN is an 0-4-0T and LADY ANNE is an 0-6-0T. Both are manually controlled, alcohol fired, have slip eccentric valve gear, the same boilers, cylinders, throttles and fittings. DYLAN will be coupled to the train and LADY ANNE will be on the point. A short two-link chain will join both engines so that when running they can't get too far apart and punch or buck each other when the slack runs in or out on grades.

Both locos have been serviced, burners lit, and they are under steaming pressure on the steaming bay. The fuel is then topped off and the throttles opened just enough to warm the cylinders and clear out the condensate. When both engines will run smoothly, they are coupled together with the two-link chain. The throttle of the lead engine is opened just enough to get her to pull against DYLAN. DYLAN's throttle is opened just enough to get the

consist moving off the steaming bay and over to the train. If more or less speed is needed during this process, only the throttle of the leading engine is adjusted. At this point, I cheat and hand push the train into coupling position! The block signal at Garden Tower reads "CLEAR", so we can proceed when ready.

Before we start our train, I want to make some comments on throttle adjustment. How you handle your throttle, R/C or manual, will be the single most important factor in determining the success of operating double-headed trains. Many times we tend to overthrow the throttle levers, even when we think we are taking it easy. This mostly happens when we are attempting to start or stop the locomotive. Manual throttles can be hard to manage because of their location, which can be in a hard-to-reach place inside the cab. Making them easy to reach and get hold of will be a big help.

Roundhouse uses an extension lever for easy reach from the right side of the cab, and, because of the leverage on the valve, it's easy to open or close the valve to excess, even with very gentle manipulation. Other loco builders use a knob on the valve stem. These are harder to adjust (especially with a moving train) because the knob is often quite small, causing the valve to be very sensitive to the slightest rotation - and also because they can get very HOT!

Depending on how delicate you are with your throttle, these situations can be minor and are easily managed. Full sized fingers and the full-sized forces exerted by them do not scale down to the throttles on small steam locos. This is where we



have to develop a feel for working the throttle, and an easy-does- it touch will be rewarded.

Throttles with R/C attached can be excessively opened or closed by overthrowing the control levers on the transmitter. Here, only practice will make perfect. Now, let's start the train!

The throttle of the lead engine is opened just enough to get her to pull against DYLAN, and then a bit more - but not enough to drag the train. DYLAN's throttle is then opened just enough to get both engines and the train moving. Once the train is moving slowly, both throttles are opened gradually to attain the desired speed. The process of starting the train and getting it up to operating speed takes place rather quickly, but once you get the hang of it, it really is easy and a lot of fun. Try not to use more speed than is needed to climb your grades. In many situations, prototype railways were lucky to make 5 miles per hour when climbing grades.

Now that the train is out and running on the main line, we can

relax, enjoy some train watching and evaluate the performance of the locomotives and the train. But we have to remember to keep a close watch over the water levels, steam pressure gauges and lubricators. This is all part of operating steam locomotives. Both engines are working harder than usual, and as a result, water and lubricating oil will be used up faster.

One good way to evaluate loco performance is to observe how often the safety valves are lifting. With a heavy train like this one, all the steam in the boilers should be going into power for pulling the train, and not for venting into the atmosphere. Operating departments on prototype railroads frowned on too much black smoke and safety valves lifting too often. It was an indication that the crew was wasting fuel and energy. In our lilliputian world it means much the same thing - and even worse, a shorter running time before having to service the engine again.

This double-heading stuff should be fun. With this in mind, I

usually run one double-headed train per operating day.....if the mood strikes. I find that keeping two engines in operation can be a bit of a chore for one operator, but to be honest, I did think about triple-heading a train with one R/C and two manually controlled locomotives. I'll try it this summer and will let you know how things turn out.

I've enjoyed sharing this experience with you. If you have as much fun double-heading your own trains as I have, then it has been worth the time you spent walking this weedy side track with me. See you next time.....on some other weedy side track.



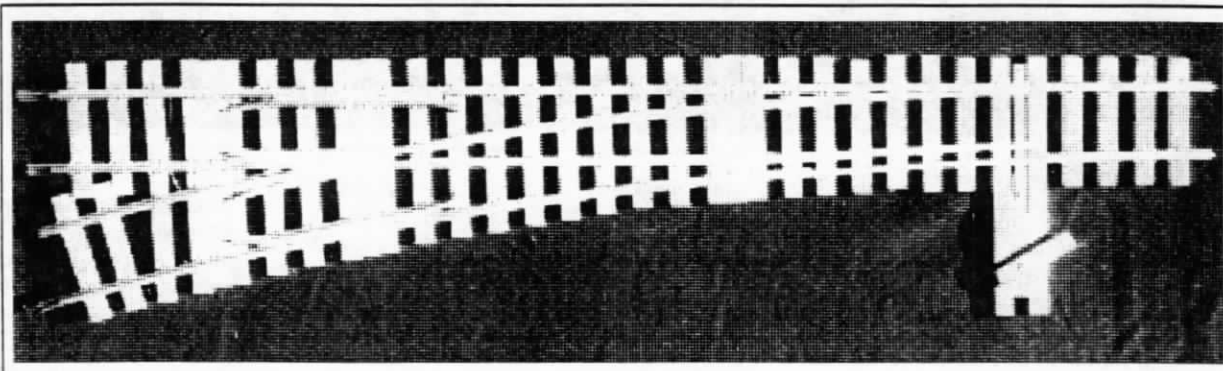
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# Loco Review - Aster's C&S Mogul

by Marc Horovitz

Aster of Japan has been making live steam locomotive kits for over 15 years now, and they've got it down to a science. It has been interesting to watch the company's development as its products have become more refined over the years. Aster's latest offering is the long-awaited Colorado & Southern 2-6-0, #22.

## Assembly

No Aster kit should be approached lightly, and this one is no exception. The kit is well organized and comes packaged in a large box. Instructions - as with all Aster kits - consist of a manual of written instructions supplemented by a second manual of excellent exploded drawings of each assembly. Everything comes pre-painted, and the paintwork standard is very high.

Parts are organized in a multitude of little plastic bags, each with a packing list. It is a simple job to find the part you are looking for (and there are hundreds) because each major plastic bag is referenced to the assembly number in the manuals.

Assembly, for the most part, was very straightforward, but extremely close attention had to be paid to the instructions. If something wasn't completely clear in the written half, it was usually clarified in the drawings.

There were some minor errors and omissions, but nothing too serious. The creative use of the English language was a little confusing at times but, again, reference to the drawings usually solved the problem.

Construction began with the chassis and running gear. The kit comes with two

screwdrivers, an allen wrench, and miscellaneous accessories. Aster kits in the past have come with a set of little wrenches to facilitate construction, but none were included in this it, which was too bad - they come in quite handy. I also found I needed a pair of needle-nose pliers, some small files, and an X-Acto knife.

I was pleased to see a very substantial pilot on this engine. On Aster's Climax, the pilot was a brass casting, not reinforced, and it bent easily. On this model it is quite solid and should provide no trouble.

The valve gear is a simplified Walshaerts-type instead of the Stephenson link motion used on the prototype. It is between the frames, and bears some resemblance to Stephenson's gear. A die block slides in a die link with this gear, and I found protrusions cast in the sliding surfaces of each die link. These had to be ground away before the die block would

instructions tell you to insert the axleboxes in the frames and then attach the axlebox studs and springs. It is much easier to reverse the steps.

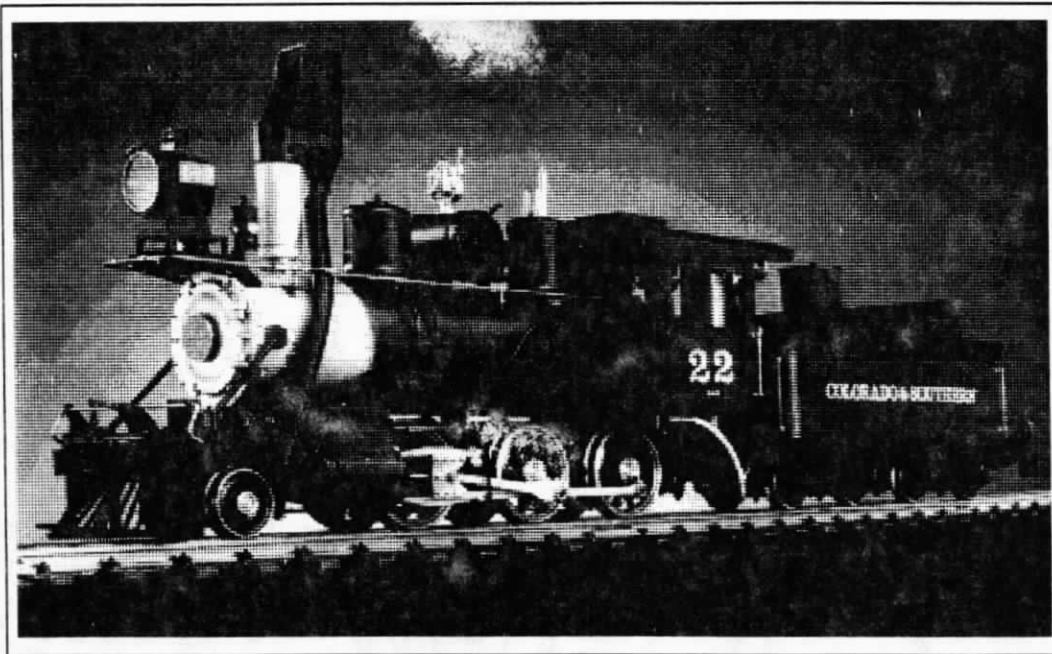
The locomotive is fully sprung. The springs seemed fairly stiff at first, but by the time the engine was complete, it had enough weight to balance the springs pretty well.

There was a problem with the reversing arm assembly. The lever mounted on the reversing shaft fouled the footplate in the "reverse" position. This problem was anticipated in the instructions, and there are three suggested methods of solving it. Each method involves bending, cutting or filing a part, none of which is really satisfactory. The factory has since supplied replacement parts that should solve this problem.

The cylinders are pretty much standard Aster. They are bronze castings, finely machined. Steam control is through the

use of D-valves, and all glands are sealed with O-rings. Rings on the pistons are split rings similar to those of cast iron, but these are of some type of plastic. Valve setting was straightforward, but if you've never done it before, follow the instructions very closely. By trying to understand what is happening in the steam chest and cylinders, you will learn how the valves actually work.

Once the valves are set, the chassis must be air tested. I did this by setting it up on blocks and attaching an air hose from a compressor to the steam admission line. The chassis was extremely stiff - so much so that I had difficulty even turning the wheels over by hand. Air was useless.



slide smoothly. This is very important, and is critical to the locomotive's operation. The eccentrics are pinned to the axle, as opposed to being held in place with set screws, which will ensure that they do not get out of adjustment.

One or two of the assembly steps were out of order, I felt. For instance, the in-



and I ended up going through the running gear part by part, forming here and tweaking there to relieve binds and tight spots. Once that was done, air pressure would turn the wheels, but at a slow and uneven pace. All parts were liberally oiled with a lightweight machine oil, and more oil was put down the admission line to lubricate the internal parts. Don't use steam oil for this - that should be used only when running the loco under steam.

A total of about 45 minutes was spent running-in the engine. All moving parts were oiled frequently, and adjustments were made in the valve settings and valve gear to insure smooth, even running in both directions. At the end of that time the chassis ran freely, and the wheels turned smoothly when the chassis was pushed along the table.

Boiler assembly was next. Construction went well and no real problems were encountered. All of the fittings were very nicely made, and joints were assembled with the silicone packing compound provided in the kit.

The outer shell - the painted one that carries the detail - came next. Some minor problems were encountered here. Mounting holes on the spark arrestor did not align well with the holes in the stack, and they had to be opened out with a file. There was some confusion about just how to fit the ceramic-fiber lining in the smokebox that resulted in some extra trimming later on. Generally, though, the boiler casing went together well. The paint proved to be a bit of a problem. The locomotive is painted flat black (with a silver smokebox), and the paint is very delicate and can be easily marked. Extreme care must be taken when assembling the painted parts.

Two problem areas were the smokebox front and the piping details. The pilot supports must be slid into slots in the front of the smokebox. To do this, some of the dummy rivets must be filed or ground away. This is a touchy job that must be done carefully so as not to scratch the paint. The smokebox front did not fit at all well in the smokebox. The instructions say "...carefully force it by a wooden hammer." This was done, with much trepidation, only to find that there were hole-alignment problems. The smokebox front had to be carefully pried out, and the holes in the outer casing widened with a file. When all was said and done, though, the effect was good. The smokebox door, although properly hinged, is not intended to be opened, nor can it be. Mounting the headlight assembly atop the smokebox also required the filing of some of the dummy smokebox rivets.

Fitting the dummy sand lines was especially difficult. You are instructed just to bend them to shape and adhere them with glue - much easier said than done. They should have been fitted earlier on in the assembly process, and a paper template showing approximate bends would have been very helpful. It seems that the cosmetic details were not nearly as well thought out as the locomotive's mechanical features.

With the cab and the gas-expansion tank installed the engine was complete. However, on rotating the drivers I found that the dummy oil cups on the rear- end of the rods on each side fouled the tool boxes suspended from the running boards. The simple solution was to file down the oil cups until they cleared.

With the engine complete, the tender was next. The tender houses the gas tank, which is inside the water tank. There is a hand pump - also in the water tank - and the only way to easily fill the boiler is with this pump.

Assembly was not particularly difficult, although I had some trouble in aligning the tank to the frame. The tender trucks, which are sprung, went together very well. Aster's wheels are excellent. They are all stainless steel, machined to a very high finish, and painted where necessary.

Access to the gas and water tanks is through the top of the tender deck, where the coal would be. No coal load is provided, but one could probably be made using a commercially available gondola coal load. This would improve the appearance of the engine.

All in all, this was an enjoyable kit to build. The frustrations were minor and, in most cases, easily solvable, and the finished engine looks magnificent. About 30 hours were spent in construction. When one considers the hundreds of parts that go into a kit of this nature, and the fact that almost everything fit together with little or no trouble, and that almost all the holes are the right size and properly aligned, it is remarkable.

The boiler features a pressure gauge, a water glass, a blowdown valve, dual safety valves, and a check valve for the feed water. There is no axle pump, so the boiler level must be maintained with the tender pump. Butane is the fuel, and, as mentioned earlier, the gas tank is in the tender. Gas is taken through a valve in the bottom of the tank in liquid form, from where it goes to a special expansion chamber in the cab, through another valve, and then to the burner. The fire is lit from the smokestack, the spark arrestor being hinged so

that it can swing out of the way for lighting up.

## Performance

The engine was oiled all around and the lubricator filled with steam oil. The gas tank - which has a sight glass in the front of the tender - was filled with butane, and the water tank with distilled water. Lighting up is done at the stack, and I had some initial trouble keeping the fire lit. This turned out to be the fault of a partially clogged jet, a common problem on gas-fired engines. On this engine, the jet just pops out and is quite easy to maintain. Once that problem was solved, the fire flashed back to the burner as it was supposed to do. The fire was audible, but it was not the distracting roar that I've heard on some locomotives.

A leak developed early on in the water glass, but this was remedied by tightening the gland nut. After about seven minutes, when pressure was up to around 60 psi (4 bar), the throttle was opened and the expected geyser of hot, oily water was ejected from the stack. A fair amount of it was caught by the spark arrestor and dumped by the side of the track through the pipe.

With a little pushing, the cylinders warmed up and the engine ran under its own power. Performance was very good, and will no doubt get better as the engine wears in. One very pleasant thing about this model is that it has the loudest exhaust beat I've ever heard in an engine of this size.

A leak developed in the tender tank, despite copious amounts of sealer used as per the instructions. Unfortunately, the only remedy for this problem will be to dismantle the tender and reassemble it with more packing. There are quite a lot of holes in the bottom of the brass tank that must be sealed.

I had difficulty at first keeping boiler pressure up. The blow-off pressure is at 4 bar (around 60 psi), but the engine will run on less than 20. I found that by keeping the water level at between 1/3 and 1/2 on the glass, the steam generating capability of the engine was improved, and it would run at a constant speed at 30 to 40 psi.

The reversing lever is more-or-less buried in the cab, and a special tool is provided so that it can be more conveniently reached. Also, the rear half of the cab roof is removeable to facilitate access.

Speed control is very good, and realistic slow-speed running is easily achievable on level track. However, if your line

undulates, radio control may be in order. A train of six 8-wheel LGB cars posed no problem for this engine. And like all steam locomotives, performance will probably improve with time.

## Radio Control

I chose not to radio control my locomotive. The factory has literature with suggestions for R/C-ing your engine, suggesting the use of a single mini-servo in the cab to operate the reversing lever. Remaining R/C gear is to be stored in the rear of the tender, with access through a hatch you must make by cutting the tender deck. The throttle would be preset to a maximum operating speed, and control would come only from manipulating the reverser.

Locomotives that I have seen controlled in this manner were never entirely satisfactory. Throttle control, I believe, is very important if you want fine regulation of the engine. There is not much room in the cab, though a second servo could, perhaps, be mounted under the roof. If only one servo was to be used, I think I would choose to use it on the throttle to provide smooth control, and reverse the engine by hand.

If your railroad is not entirely flat, or if you'd like the option of hands-off station or water stops, etc., radio control could be an advantage. A certain amount of creativity will be required here.

All in all, Aster has done a fine job on this locomotive. It is relatively complex, and I'm not sure I'd recommend it as a first engine for a rank beginner. However, if you have some mechanical knowledge and experience with tools, you should be able to get through it OK, and you'll have an attractive and well-running engine when you are finished.

Suggested retail prices:

Kit (steam only): \$3,890

Built (steam or electric): \$4,510



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# A Case of Arrested Development

by Dave Rowlands

The aspect of live steam locomotives I enjoy most is that of pottering about raising steam.....all the paraphernalia of the steaming bay....oil can, meths, rag for holding the hot bits or for polishing the boiler where oil and water have spewed out of the chimney...the tinkering with the wicks; the bottle of purple-coloured meths (wood alcohol) and its distinct smell; the smells of hot metal, warm oil and burning alcohol...especially if it is a nice warm day and my senses are attuned to the scents and sounds of a garden in summer. After that, the actual running of a train is anti-climax! If that all sounds strange to you.....well, at least I can try to explain it!

As a very small child, my life was bound up with my father's interest in model steam engines. He had built a Bassett-Lowke Mogul and Enterprise from the kits they marketed. Since he had to work Saturday mornings and I had to go to school on Saturdays too, our Saturday afternoons were pretty precious. Sometimes we might visit other garden railways....but mostly we were in our garden together. Attached to the back of our house was a large Conservatory (a lean-to glass building) which got pretty hot in summer.....but from which most of the glass had been blown by the impact of a V2 flying bomb landing a mile away. Among the boxes of seed potatoes and garden tools was a treadle lathe and two lines of O-scale railway, which passed out at waist height (shoulder height in my case!) into the garden for only a few yards. It never did get extended - there was no need. Those B-L pot boilers wouldn't run more than a few yards in a breeze.

Dad would light up the Mogul for me while I stood on a seed box to get up to bench height. Then he would be off outside, digging the garden or cutting the grass. But before that, we had been through all the exciting preparations. Pulling off the smokebox (dummy) to fill the lubricator hidden

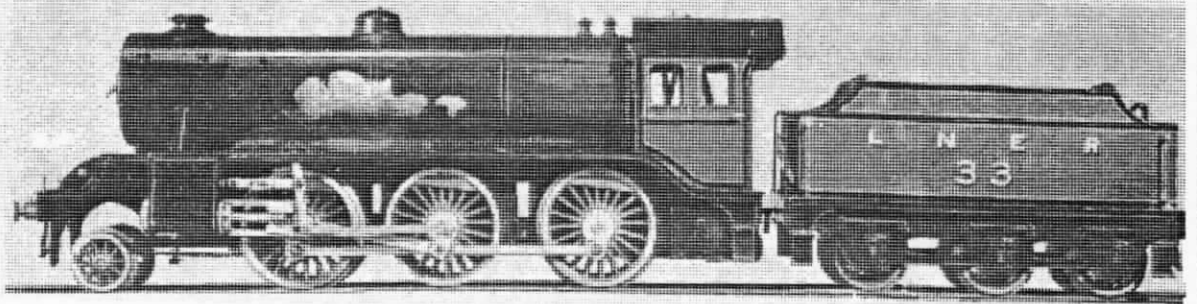
there. Heating an old saucepan on the gas ring to boil water from a big carboy kept for topping up the car batteries. Then opening the whistle to let air out as displaced by the water and filling the boiler with hot water via the safety valve bush. The spirit lamp was filled with the purple meths and clipped in place beneath the boiler (ours had wick burners, not the original vaporizing burner). Dad collected his spade and was off to the vegetable patch, while I waited for the water to boil again. As soon as I could hear it bubbling in the boiler, I closed the whistle to allow pressure to build up. As steam dribbled with a feeble "phee" from the safety valve, I opened the whistle. "Peep!" This was the signal for Dad to return and top up the spirit in the burner. Then I could open the regulator and the 2-cylinder loco might start forward.....though what usually happened was that she started spurting boiling oil and water onto the glass roof about four feet above us - a tremendous spurt! After a few goes at this, she would usually roll away smartly outside....and I would run eagerly to the end of the track. Alas, she never got there, for she went "off the boil" immediately and used all her steam trying to reach me. So she was put in reverse and ignominiously returned to the conservatory to try again. Dad's patience allowed me a medicine bottleful of meths at this game, then it had to be packed away...while he got on with gardening and I went back to my Hornby clockwork trains.

Now, 40 years later, the conservatory has gone (apart from a small glass over-

roof) and my line runs 30 yards down to the garden (but like it's predecessor is still not finished); but I still get as much excitement out of steaming my locos - and when one of them is a Bassett-Lowke Mogul (although sadly not THE mogul), the shade of my father seems very close. The smells, the sticky fingers, the odd burn - these all enable 49-year old Dave to reach back to his 9-year old self. One thing has changed though...and that is the miraculous efficiency of modern small scale steamers, which we owe to Stuart Browne of Archangel Models, who vowed that pot boilers could and SHOULD do real work outdoors.

*Dave Rowlands is one of the demigods of small scale live steam in the garden, having made many contributions to further and improve the sport through his enthusiastic writing and joyous declarations of his love of steam. One of the things I like best about being an editor is the opportunity to actually communicate - apprentice to Master - with people like Dave Rowlands, Peter Jones, Dave Pinniger, Marc Horovitz and other pioneers that have kept the fires blazing.*

*Dave Rowlands has given us permission to reprint some of his early "Pot Boiler" articles in SitG. These are priceless reading, and the message they convey is as useful today as it was nearly 20 years ago. We'll run these now and then as space permits. This particular bit of nostalgia and sentiment was written just for us, and I hope you enjoyed it as much as I did - ed.*

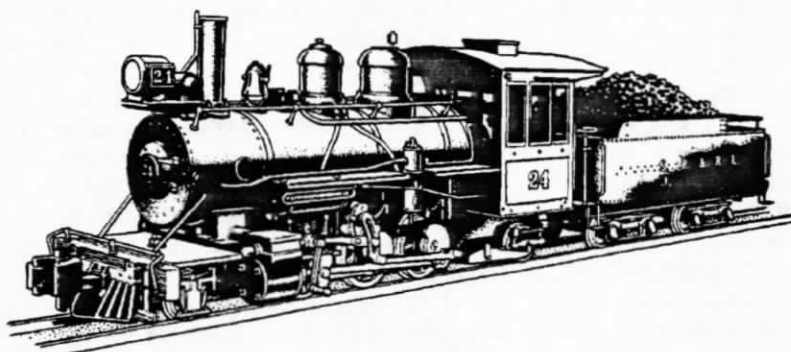


A Bassett-Lowke Mogul - perhaps similar to the one mentioned in Dave Rowlands' trip down memory lane - as pictured in Bassett-Lowke Railways Commemorative Edition.

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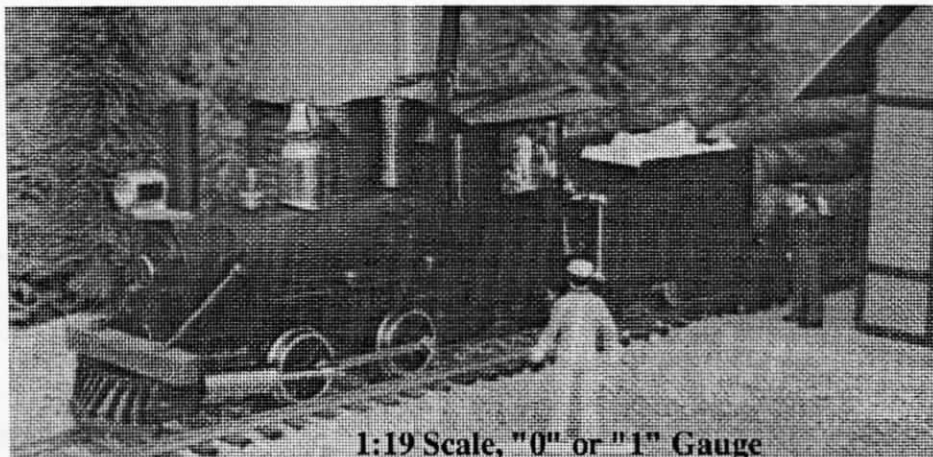
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# Americanizing the Fowler, Part II

by Stumpy Stone

## Construction continues with a new pilot

We're going to put an American style switcher pilot on our Fowler this time, using the two bolts that hold the buffer beam on the locomotive. Start by taking this beam off - you'll have to turn the loco on its side to get to the nuts behind the beam. Keep this metal part handy for a few minutes, as we'll use it to mark the two holes to mount the new pilot.

First we'll cut a piece of 1/16" or 3/32" model aviation plywood 2 1/2" by 1 1/4". Model aviation plywood can be found in most hobby shops in the airplane or scratchbuilding supplies section. It is super light and strong, and holds up to moisture very well. You can get a 12" X 12" sheet for about \$5.00, which will be more than enough for this series of projects.

Using the metal buffer beam, line it up with the plywood and mark the location of the mounting holes. Drill these 1/8". Next cut a piece of 1/8" square stripwood 2 1/2" long and glue it to one of the long edges of the plywood. This is a brace for the deck beam. The deck beam is a piece of 1/8" X 1/2" stripwood 4 1/2" long. While you're at it, cut two beams. The second will be the pilot beam.

Glue the deck beam across the top of the 1/8" square stripwood and the top edge of the plywood so that it makes a 90 degree

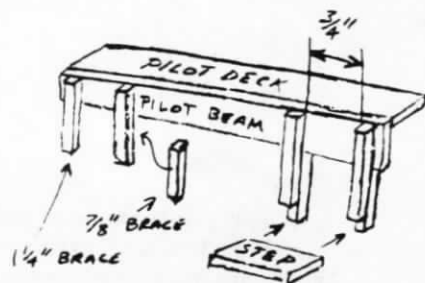
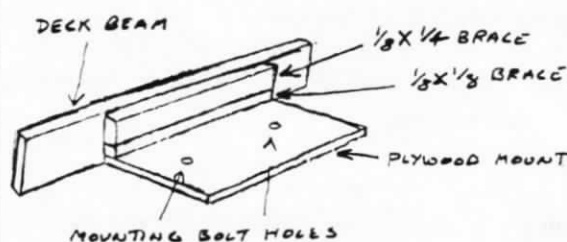
angle. The beam should be centered so that 1" of it extends beyond the plywood/stripwood on each end.

Next cut a piece of 1/8" X 1/4" stripwood 2 1/2" long and glue it to the deck beam and the 1/8" square strip. This piece will be on the underside of the completed pilot, and it braces the pilot beam and gives a place for the coupler mount to attach.

Now glue the other 1/8" X 1/2" stripwood 4 1/2" long across the front of the deck beam/brace, centered with 1" extending from each end. If you look at this assembly from one end, it would look like a "U" shape with one leg longer than the

stripwood braces. This extra strength is necessary as the steps will probably be the first thing to strike any obstructions on the track, and might otherwise be broken off.

Now the a little "dress up" part. A piece of 1/8" brass rod or tubing 3" long will be used for a low handrail on the pilot. Make a 90 degree bend about 3/8" from each end. If you are using the tubing, which is easier to bend, be careful not to make the bend too sharp or you'll break the tubing. Put this part on the pilot beam, centered between the inner stop brackets. Mark and drill two 1/8" holes in the top edge of the beam and glue this tubing into



other, the long one being the plywood part.

Now we'll move on to the steps and their brackets. The steps are two pieces of 1/8" X 1/2" stripwood 1 1/4" long. The brackets are made of four pieces of 1/8" square stripwood 1 1/4" long and four more pieces of 1/8" square stripwood 7/8" long to back them up.

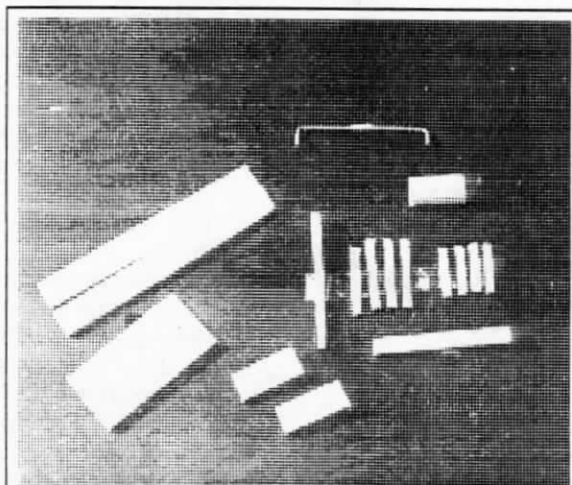
The 1 1/4" stripwood glues to the front of the pilot beam. The two end ones start at the top edge of the beam 1/8" from each end of the beam. These are mounted 90 degrees to the beam, of course. When these are dry, glue the next two 1 1/4" strips 3/4" from the outer ones and toward the middle. When this second set of stripwood braces is dry, glue the four 7/8" long strips behind the first so that one end touches the bottom of the pilot beam edge, and the lower end extends 1/8" below the front strips. This makes a notch at the bottom ends for the steps to be glued into, 90 degrees to the

them. Use either white glue or Walther's Goo.

I use LGB-type loop and hook couplers on the Rock Ridge Route, but you might want to do something different for a coupler mount. I used a 1" long piece of 3/8" square stripwood glued up under the pilot between the plywood mounting plate and the back of the pilot beam. This must be centered, too. I drilled a 1/16" hole for a mounting screw and cut down an LGB coupler to fit.

As with the headlight, the pilot was well coated with black paint and then water seal before installation. The same bolts that held the buffer beam in place are now holding the new pilot to the frame.

In part three, we'll put some running boards on our locomotive.



Pilot parts all cut to size and ready to assemble.

Photo by Stumpy Stone





# Loco Review - Roundhouse Engineering

## Sandy River Baldwin #24

*by Richard Longley*

**Description:** Model of SR&RL Baldwin #24, a 2-6-2 loco that ran on 2' gauge trackage in Maine during the 20's and 30's.

**Price:** R/C version, £1585 - Manual version, £1485. Dollar price varies according to current exchange rate - check with your Roundhouse dealer.

**Available from:** Roundhouse dealers (check the ads in this issue).

**Technical Specifications:**

- Scale = G (1:22.5 advertised - 1:19 measured)
- Gauge = 45mm (gauge 1) or 32mm (gauge 0)
- Length = 28" (710mm)
- Width = 4.75" (120mm)
- Height = 6.25" (160mm)
- Weight (dry) = 12.5 lbs. (5.7 kg)
- Cylinders = 2 double-acting slide valve cylinders operated by Walschaerts valve gear
- Bore & Stroke = 9/16" X 5/8"
- Firing = Internal gas fired (butane)
- Control = Manual or R/C options
- Minimum curve radius = 600mm (2' - LGB #1)
- Couplers = Choice of LGB loop, knuckle or center buffer
- Duration = Indefinite!

It took a little arranging and a bit of blarney, but I managed to borrow the very latest Roundhouse loco to run and show at the annual Merstham Live Steam Exhibition. The following notes are based on that brief but wonderful experience.

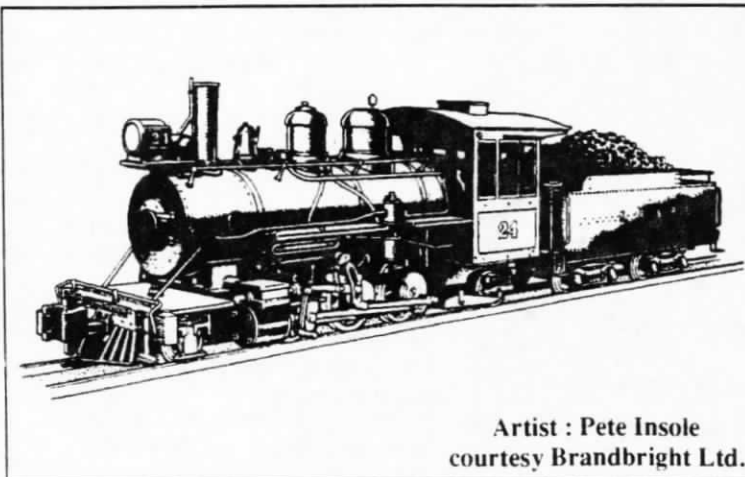
The new locomotive is a scale model of the Sandy River and Rangeley Lakes Railroad's No. 24. This engine was a 2-6-2 tender locomotive built by Baldwin in 1919 as works number 51803 for a cost of \$15,200. Being resident on this side of the Atlantic, I wouldn't dare to write of the Sandy River's history, but feel that I ought to just say that the Sandy River system consisted of a total 117 miles of 2 foot gauge, which lasted until its final closure in 1935.

The locos on these Maine 2 foot lines were considerably smaller than the 3 footers, which for me gives them great appeal. Even so, they were much larger than their European 2 foot gauge

counterparts. Number 24 was the last locomotive bought for the SR&RL and was their second largest at over 46 feet in length and weighing 43 3/4 tons. She worked well and lasted till the end of the line, but alas, finally fell foul of the cutting torch. Her memory lives however, and is to be seen on the archive film available as the "Ride the Sandy River Railroad" video.

Even better than that is the new model! The model follows the normal style of construction and engineering in which Roundhouse excel, but when you start to look at the loco, virtually everything on the chassis, body and boiler are brand new! It is conventionally gas fired, the gas tank being in the cab roof which hinges up to give access. The boiler generates 40 psi steam which is superheated on its way to the cylinders. These are the usual Roundhouse slide valved 9/16" bore by 5/8" stroke cylinders, but are cunningly disguised to look "Baldwin" by the addition of decorative castings.

The proven simplified Walschaerts valve gear is fitted, but again more new bits to make it right for this engine, including a correctly shaped crosshead and a dummy combination link from the valve to the crosshead. The cranks are also new, they having counterweights like the real loco, and



tucked between frames are spoked driving wheels, the center wheels being flangeless.

The frames are of laser cut steel to simulate the bar frame arrangement built by Baldwin, and are suitably braced to form a rigid chassis. The leading and trailing trucks are heavy castings, simply pivoted and sprung by a plunger bearing onto the main body. New to Roundhouse is the inclusion of a hand pump located in the tender to keep the boiler topped up with water without losing pressure. To monitor the boiler water level, a tubular water level glass is fitted, and this has a drain or blowdown valve which doubles as a vacuum tap.

So much for the mechanics.

The bodywork is where a lot of development time must have been expended. The main construction of the body is from etched brass 28 thou. thick. This is half etched to give the paneling and framing effect of the cab and to locate the rivets which are all embossed from the inside - I haven't counted them, but I reckon about 500!

A departure from the normal Roundhouse design is that the boiler barrel you see is in fact decorative, the real boiler being inside it. Although there is no lagging, the decorative outer skin must provide some insulation for the boiler.

The model is the most detailed yet produced by Roundhouse. It has steam dome, sand dome, sand pipes, dummy steam turret, a wonderfully turned brass bell, generator and head lamp (alas, non-working), air tanks, brake pump and cooler, brake cylinder, dummy springs, a cow-catcher fixed to a cast pilot beam that really looks as if it's made from timber, handrails where they should be, hand brake on the tender, dummy filler, and a toolbox, the lid of which lifts to expose the water reservoir and pump. The tender sits on two especially made white metal bogies that certainly look the part.

The leading truck on the loco is perhaps not so convincing. On a 32mm gauge

loco, the wheels are in about the correct position for scale, but the axlebox and spring detail is set 1/4" further out to allow for a 45mm gauge wheelset and the axlebox/spring is, I think, thinned down to suit - to my mind it looks too two dimensional. My only other criticisms on the appearance of the loco are firstly, there are

Baldwin works plates are fitted to either side of the smokebox. Perhaps the only extra detailing I would choose to fit for myself would be some fine chain or a linkage to connect the bell and whistle to the cab.

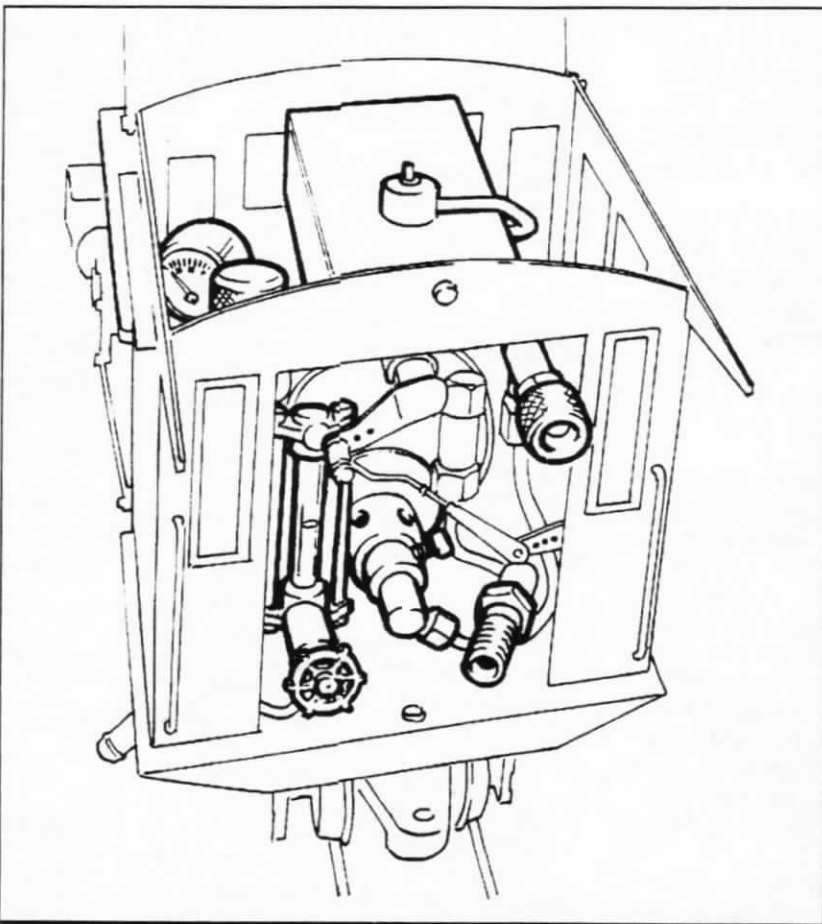
Well, so much for the description - how does it go? The short answer is very

well, the running at the exhibition being the proof. In running at an exhibition, you are there to entertain the paying public, so rule number one is - don't try out a strange loco! Well.....unwritten rules do get broken, don't they. Rule number two - read the instruction book - hmmm, more of that later.

So with quite a few very interested spectators, I set the loco and tender onto the track. Incidentally, a loco like this is difficult to carry when it's hot and impossible when it's coupled to its tender, so you need to fire it up on the track. The engine I had was in fact the Roundhouse demonstrator and was brand new, so taking into account that I had ignored rules one and two, it stood good testament to the easy running characteristics of the loco.

The tender was coupled up, a simple rigid link from the bogie dropping into a hole in the drawbar projecting from the rear loco truck. Then the water hose was easily connected between the tender and loco, it requiring only finger tightening on a knurled nut. The radio connections from the two servos on the engine

are a little more fiddly, they being standard Futaba flying leads protected by a black sleeve, and then plugging into the receiver in the tender. Unlike the Fowler, the connections are above the footplate and there is no drop plate to hide them. However, the cab is large enough for the gap not to be too noticeable. So, having fiddled with the connections, the audience getting bigger by the minute (rule one?) I proceeded to oil up and then water it. Lifting the toolbox lid, water is poured into the tender, some splashed under the coal load and ran into the radio control compartment but this thoughtfully has drain holes. Then, to the



**Above:** Artists view of the cab interior on the Roundhouse Engineering SR&RL Baldwin. Note easily accessible blowdown valve & burner control. If the position of the wheels looks a bit narrower than some of you are used to seeing, it may be because this rendition represents the gauge 0 version.

**Artist:** Pete Insole - courtesy Brandbright Ltd.

several screw heads showing (e.g. on the flat platework behind the pilot beam), and accepting that they have to be there for constructional and servicing reasons, in my opinion they would be better as hex-heads rather than as slotted screws. Secondly (and this is getting picky), the bent tab and solder construction is visible in a few areas on the tender.

The standard colour of the engine is semi-gloss black, and it is the usual durable finish used at Doncaster. Lettering (SR&RL) is applied to the tender and the number 24 to the cab sides. Finely etched brass number plates are fitted to the head lamp and smokebox door, and

amusement of the crowd, I pumped and pumped and pumped the water through to fill the boiler. Rule number two - read the book! If I had, I would have realized that the sand dome lifts off to expose a big filling plug for cold filling of the boiler!

Now I am just not used to the luxury of a sight glass and hand pump, and I found that this sight glass is level with the very top of the boiler - so guess who overfilled the boiler? - rule number one again! So the loco was gassed up and lit at the chimney - lighting first time as it did every time - well, I can work that without reading the book!

As the boiler pressure rose, I let some of the excess water out of the blowdown tap while Norman was coupling up a rake of his American freight cars which he kindly lent me at the exhibition. These were a mixture of scratch built and weighted, weathered Bachmann cars with metal wheels fitted, and the train really looked right.

So came the big moment - perhaps I should have done a circuit light engine, but no - the stock was on and the points changed, so on went the radio. Into gear and throttle opened - rule number one again, the water level was still too high and the cylinders primed. So with the crowd watching, the first couple of feet of its run were made with a rag over the stack and it had to be prodded to clear the condensate. I learnt the hard way.....start with half a glass of water in the boiler and then it will self start just like all the other Roundhouse engines.

Anyhow, I nervously drove it around for a couple of laps until I gained confidence in both the loco and the trackwork. The layout was sizeable, single tracked with passing loops and generally two trains running at once. The radio was used to full advantage in slowing or stopping the train so as to maintain safe distances between trains. Many of the assembled crowd passed comment on the pleasing sight it made and that of the visible and audible exhaust, the gas being turned down so as to produce just enough steam. I must admit, the all American outline train was impressive, and I particularly enjoyed running at a sedate or even slow pace with the freight cars shaking over crossovers, etc.

Eventually the loco slowed, indicating that the gas had run out, so into the loop next time around and time to tinker. First turn off the gas regulator, top up with gas and re-light. Lift the toolbox lid, pop the handle onto the pump and top up the water in the boiler. Putting a fair amount of water in will drop the pressure noticeably,

but the whole refuel/refill process only takes three or four minutes and you are back to running again.

Most times I stopped to refuel, the front truck on the engine seemed to derail. Thinking no more than clumsy me, or maybe some problem with the track, I just re-railed it. However, looking closer at the truck whilst writing this, it appears to have the same trouble as the King Class locomotives in 1927 - not enough spring travel. And I thought this only happened on Swindon or Crewe built engines - not Doncaster!

I ran for about three quarters of an hour and repeated these runs during both days of the exhibition. The lubricator never ran out of oil and I suspect you would probably get 1 to 1 1/2 hours run without topping it up. With care it can be topped up with the engine in steam, and so the engine can be kept in steam for as long as you like.

With the sheer weight of the engine, it has more inertia than the smaller tank engines, and with the load it was pulling it was in no way skittish. In fact, on several occasions I just switched off the radio and let it steam around by itself. The pulling capacity of the engine was in no way stretched. We ran with eight weighted down bogie wagons and could get controlled wheel slip when starting on the oily track, particularly with the train on a curve - and all this from a new, tight engine!

Therefore, my opinions on the performance of this engine are all good and I would recommend it even as a first loco - but do read the instruction book! The detail on it is good and undoubtedly the best so far produced by Roundhouse. Overall it is darned good value.

*Richard Longley and his wife, Shirley, are the owners of Brandbright Limited, the largest, finest and best stocked garden scale and small scale live steam train shop in the U.K. In addition to selling quality products such as Roundhouse locomotives, Brandbright also manufacture and market their own line of high quality items for the garden railwayman. Richard attends and displays at many exhibitions each year and has considerable experience with small-scale live steam - ed.*



## Rip Track

**WANTED:** 1930-1960 vintage large-gauge railway, steam or gasoline/diesel powered, prefer Zephyr, Streamliner or Diesel locomotive design, original condition - working or not. Top price paid. Eric Brill, 405 Wire Mill Rd., Stamford CT 06903. Phone (203) 329-2254.

**FOR SALE:** Aster Live Steam Pennsy K4. Frame and running gear nearly complete, tender and boiler complete. All work perfect, all pieces and hardware intact. Must sell! Photos available. For further info, contact David Linick 312 Howard Ave., Fair Lawn, NJ 07410 - phone 201-794-8527.

**WANTED:** A few live steam drivers to attend the 3rd Annual Open House & Steamup on the Silo Falls Scenic Railway in Newark Valley, New York on August 10th. For more information, call 607-642-8119 any week night between 7 p.m. and 10 p.m. Eastern time - or any time on weekends.

**WANTED:** A proper set of iron wheels for the ASTER GER - or information on a source for same. Contact Doug Glatz, 209 3rd St., Wyoming, PA 18644 - phone 717-693-2291.



# Steam Scene.....along the rails

There it is folks, the winning name submitted for our photo section. An interesting play on words - and it has kind of a nice sound to it, too.

Thanks to all of you that sent in an entry, we appreciate your interest and your support. It was interesting to see how many of you used the words "Steam Scene" in your entries!

But winner Bill Campbell, of Kirkwood, New York, caught the attention of the impartial panel of judges (that was me and my HWA) with his excellent entry, *Steam Scene.....along the rails*.

First prize was to have been a copy of Special Edition #1, but Bill had the impec-

cably good taste and judgement to purchase a copy of our Special Edition #1 prior to the contest, so we're giving him his choice of a year's extension of his subscription or a copy of Special Edition #2 when it becomes available around October or so.

Our photo feature for this issue will focus on shots of the 7th Annual Garden Railway Convention in Cincinnati - and our 1st Annual SitG Steamup at Bob & Judy Nowell's place in Jim Thorpe, PA.

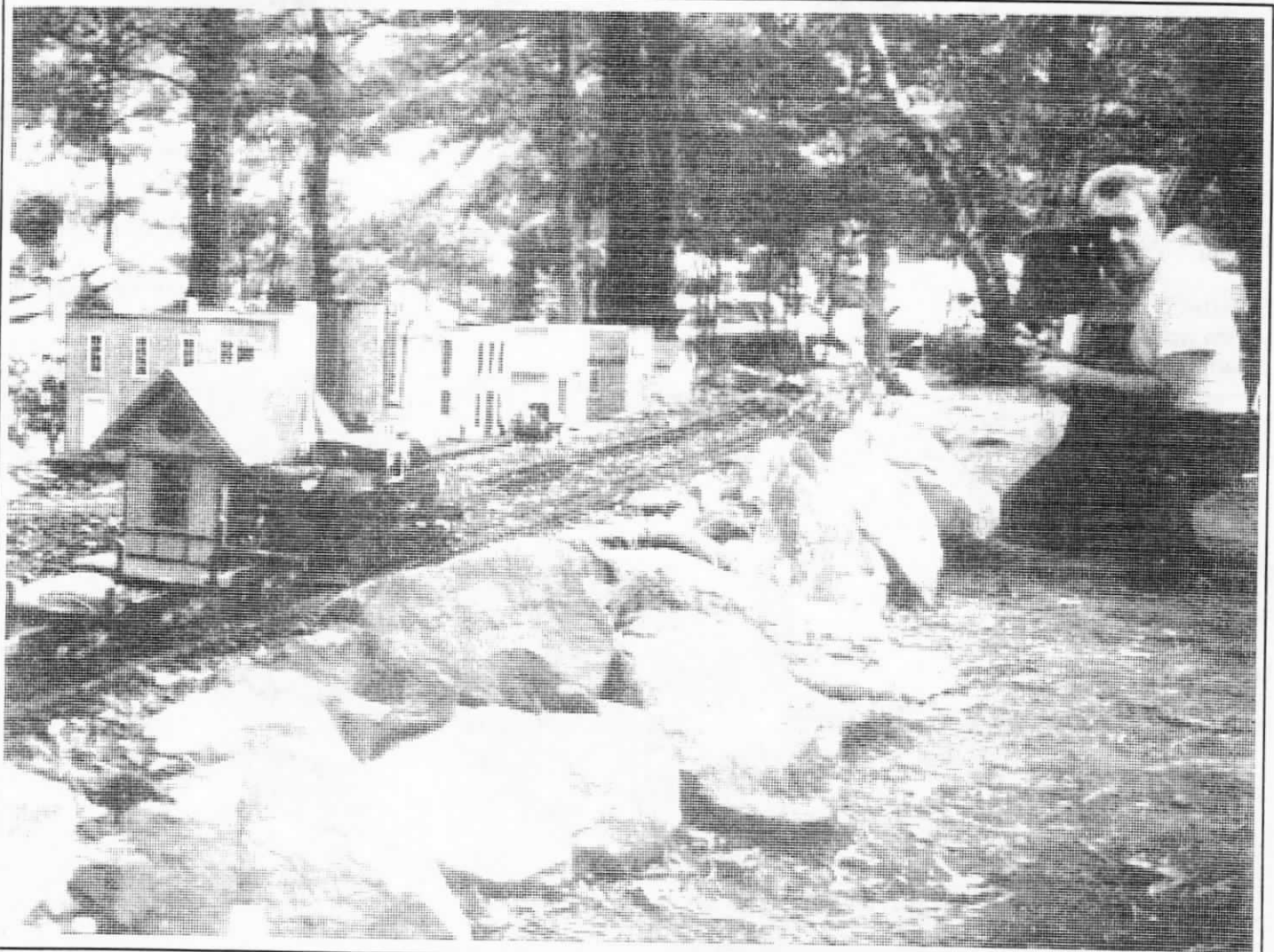
We raved about the Convention on page 3, but haven't said anything yet about the Steamup. Thanks to our hosts, we enjoyed fine weather, a great garden rail-

way, and approximately 70 fine people that attended as participants or spectators.

I didn't occur to me to count the steam locomotives that showed up, but I heard counts from others that varied between 30 and 70. There were definitely more steam locos in one place than most of us had ever had the good fortune to see before, that's for sure!

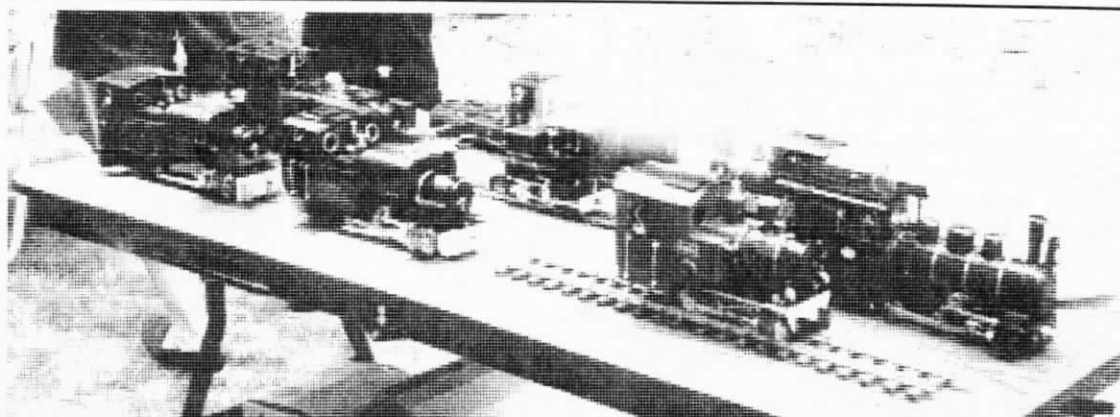
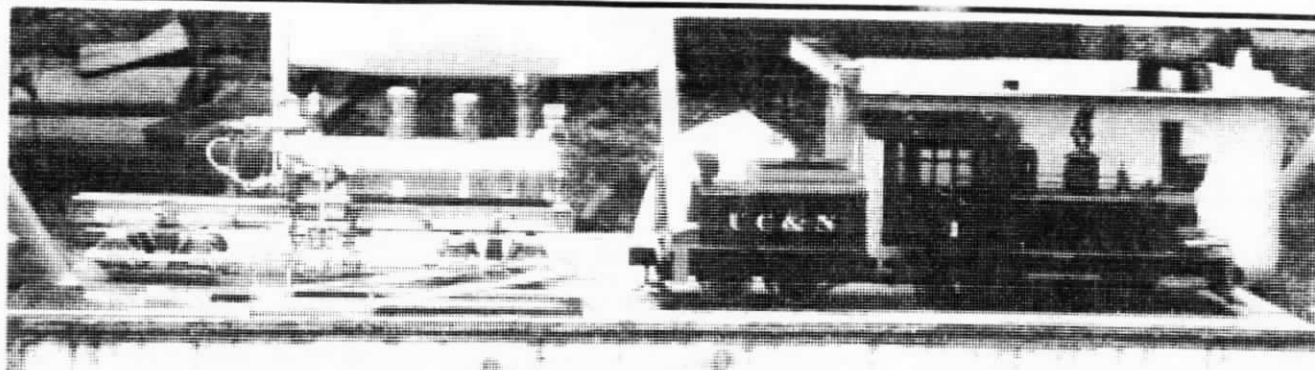
We had such a good time and have had so many calls and letters encouraging us to do it again that we're already making plans for next year - same place, same weekend. I hope even more of you will come and join us next year.

And now.....on to the photos.



Above: Steamup host Bob Nowell catches some of the action as Stumpy Stone's Hyde Shay ambles past the busy town of Coalport. Most of the buildings are scratch-built by Bob.

*Photo by Bill Campbell*

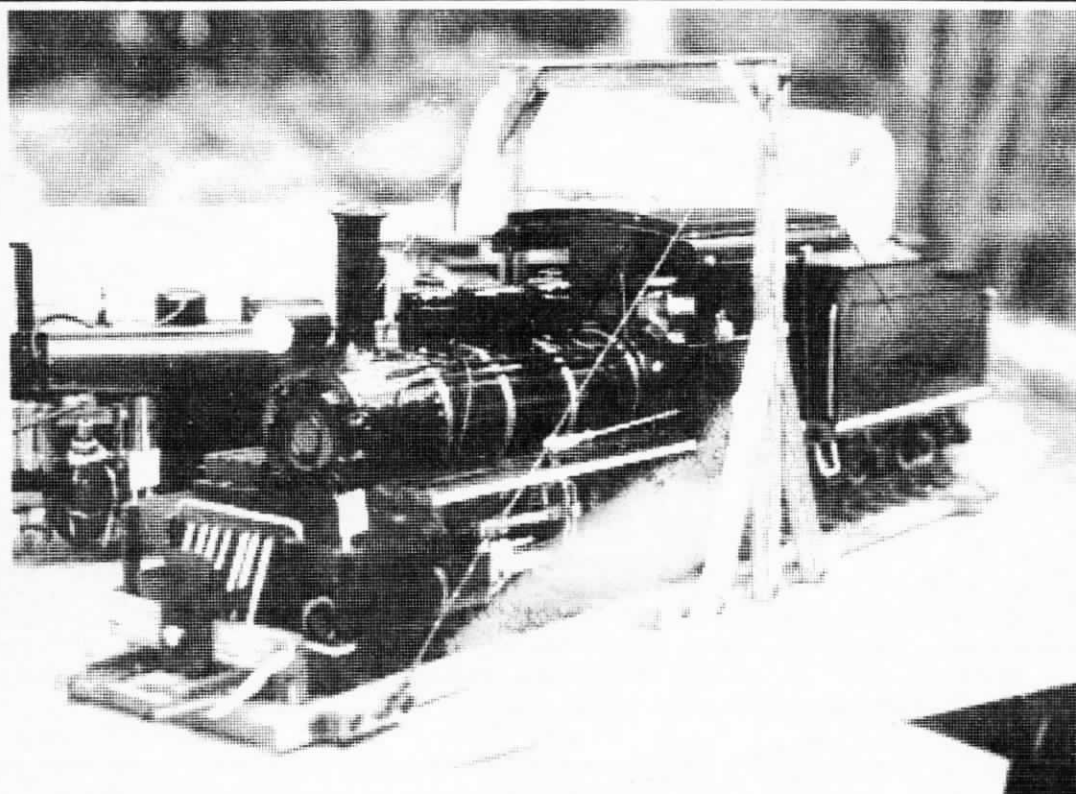


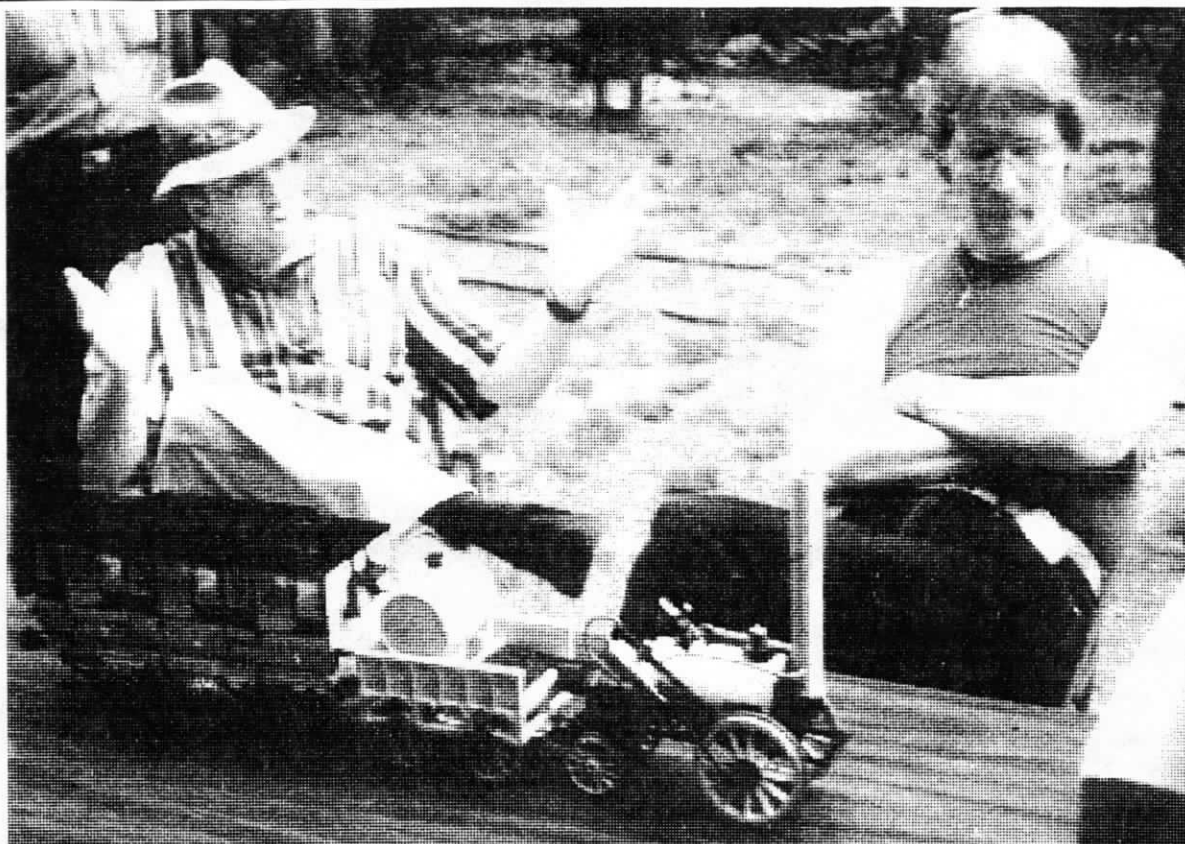
**Top:** Jack DiSarro's scratch-built Shay (still under construction) at left, and his Americanized Mamod at right (GR, July/August '89). Nice work on both!

**Center:** Fred Kuehl's display at the Steamup.

*Top photo - Bill Campbell, all others this page by Jack DiSarro*

**Bottom:** Stumpy Stone's Americanized Roundhouse Fowler rests on its gallows-style carrier. What a unique way to get your loco from table to steaming bay! The strange looking gizmo on the pilot is a clamp to keep the loco from rolling off the carrier.





**Above:** Tony (Little Railways) Ferraro and Fred (Weedy Side Tracks) Kuehl discuss the merits of the Hornby Rocket on the table in front of them. Is Fred preparing his response, meditating, napping, or??

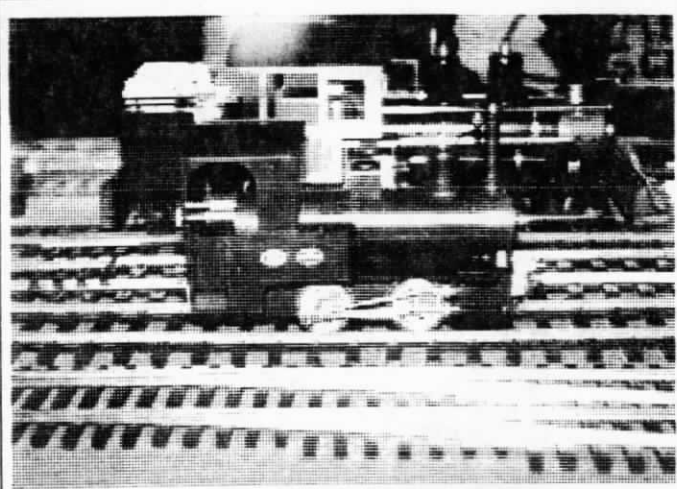
*Photo by Bill Campbell*

**Below:** LGB Frank S. chuffs past the Slim Rail Tavern as the mounted moose head keeps an eye on things.

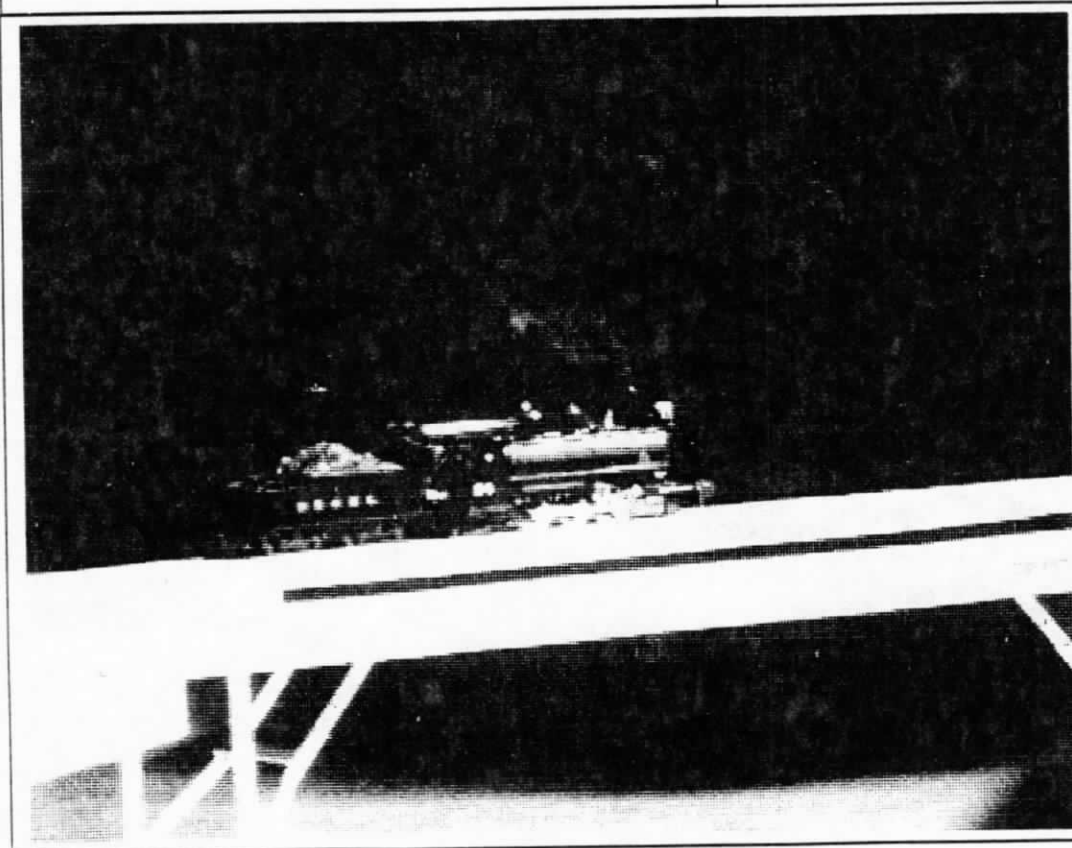
*Photo by Frank Ulman*







# CINCINNATI!



**Clockwise from left:**

New Roundhouse Baldwin shows off for the crowd.

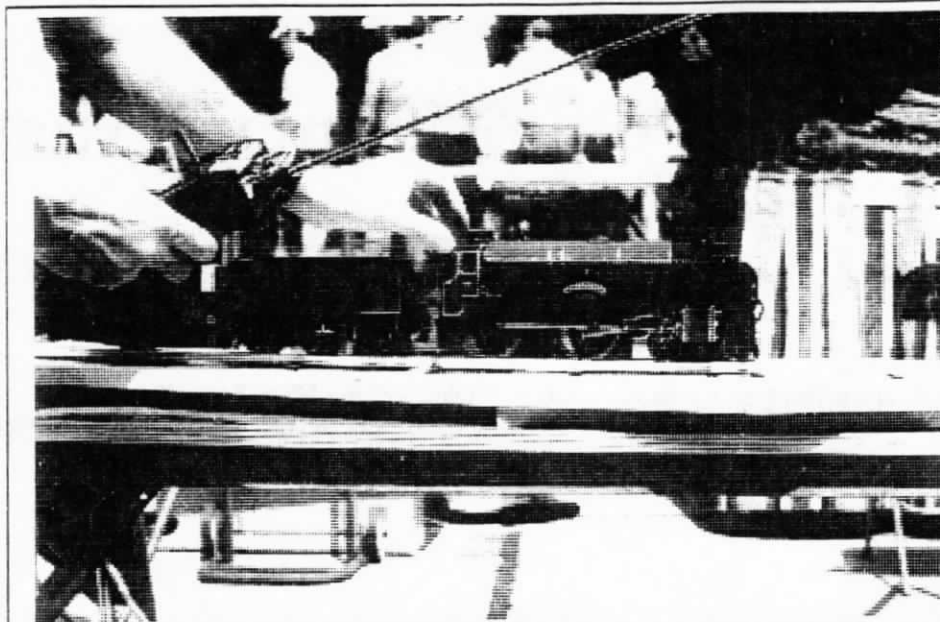
Gary Broeder (right) of Llagas Creek Railways discusses track & turnouts with a conventioneer.

Unusual little Japanese steamer owned by Marc Horovitz. Runs very well.

Railway Garden Ltd. had a lot of neat stuff on display - including the new Lonesome Dove, Finescale's lovely little Cranmore Peckett, the new Roundhouse SR&RL Baldwin & more.

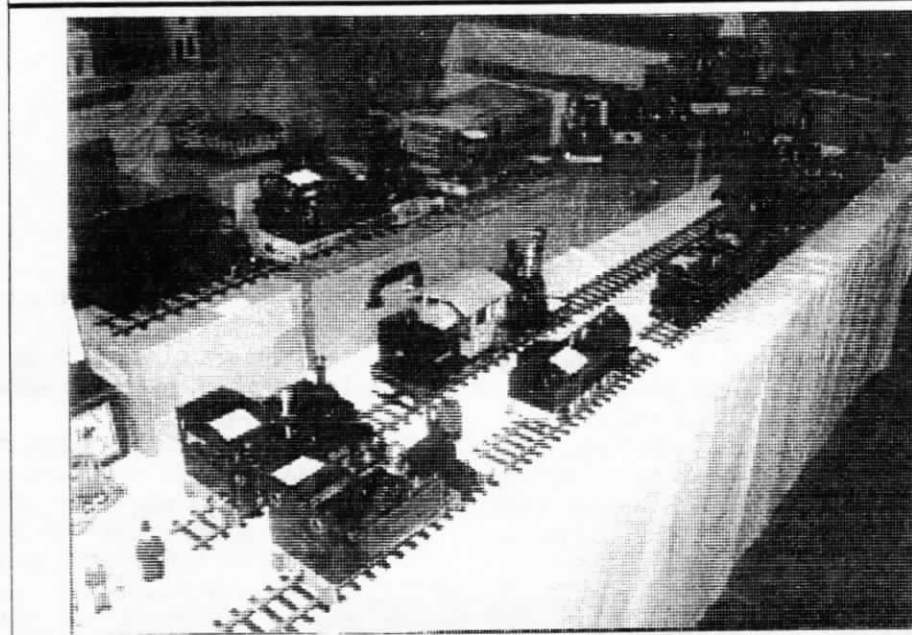
*Photos left top & bottom  
by Doug Glatz*

*Photos upper & center  
right by Ron Brown*



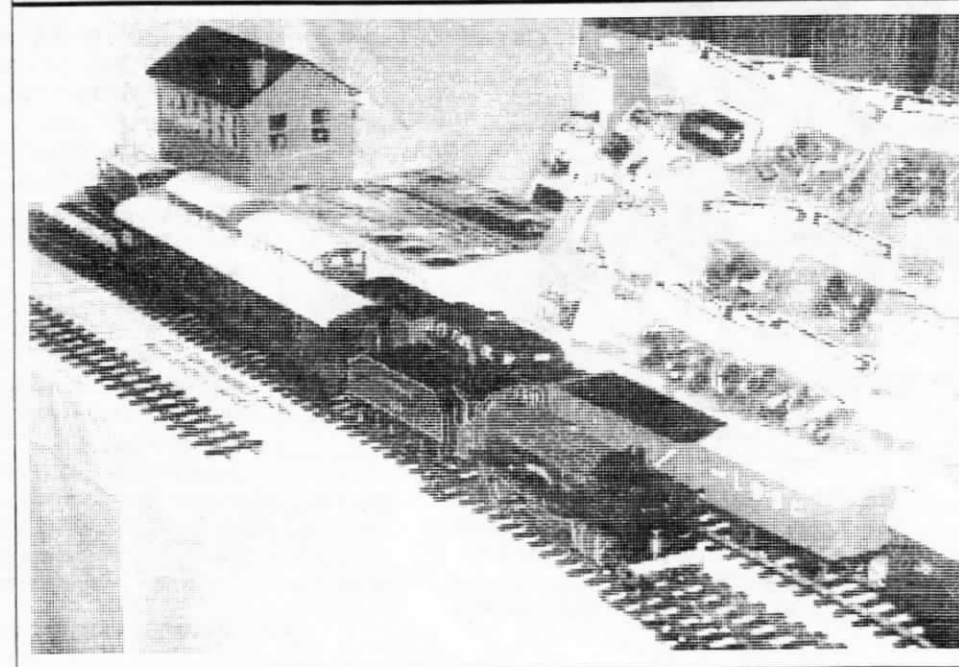
**Top:** Barry Harper gives some encouragement to his Aster School's Class. Barry had a fine run with this loco and a rake of TenMille coaches.

*Photo by Doug Glatz*



**Center:** Pete and Jo Olson of West Lawn Loco Works had a mouth-watering display of live steam locos at Cincinnati, including what is possibly the last brand new Roundhouse Charles Pooter in existence!

*Photo by Ron Brown*



**Bottom:** Harper Model Railways booth at the Cincinnati Convention, featuring Tenmille Gauge 1 kits, plus lots of bits and pieces. We had a chance to share some time with Barry & Jean Harper and found them to be lovely people - just like most all the other folks we've met through garden railways and live steam interests.

*Photo by Ron Brown*

# Loco Review - Hyde-Out Mountain Shay

by Stumpy Stone

**Description:** Generic 2-truck Shay

**Price:** \$975.00, including shipping in continental USA

**Available from:** Hyde-Out Mountain Live Steam, 87060 New Rumley Road, Jewett, Ohio 43936 - Phone 614-946-6611

**Standard Equipment:** Futaba 2 channel radio installed, including batteries, operating lights front and rear, insulated wheels, Hyde accessory trip device, all supplies necessary for raising steam (except distilled water).

**Technical Specifications:** Scale = 1/2" (1:24)  
Gauge = gauge 1 (45mm)  
Length = 16 1/2"  
Width = 4 1/2"  
Height = 5 1/2"  
Weight =  
Cylinders = 2 oscillating cylinders (not Mamod)  
Boiler = Copper, porcupine type, 2" X 6", 8 oz. capacity  
Lubricator = Displacement type

The Shay locomotive is a geared engine designed for steep grades, sharp curves and rough track. They were most popular in logging operations, but found their way into other industries as well, including mining and plantation work. The Uintah Railway even used them in mainline service on the steep grades (7.6%) and sharp curves of Baxter Pass.

As soon as I unpacked the Hyde Shay, I began to realize what a complete purchase this is - everything is included except water! Looking over the locomotive, I found a few things I didn't particularly care for. One reason I bought this loco was for its realistic appearance, but two things detract from this. First, the displacement lubricator is hung out beside and between the cylinders. Second, there are unsightly bulges (heat shields) on each side of the boiler. Most small scale live steamers are tank engines, and the side tanks or saddle tanks keep the heat in and protect the fire and boiler from the wind. Since the Shay isn't a tank engine, the heat shields do this job. I wouldn't care to do without either the lubricator or the heat shields - and after a couple of operating

sessions I got used to the way it looks and these no longer bother me.

I also don't care for the flat black paint, although it is more correct for the hard working Shays in real life.

A comparison of the Hyde Shay and the Lindsay Shay (see review in Volume One Number Two) is inevitable. From an appearance point of view, the Lindsay en-

by side, it becomes apparent that Larry Lindsay and Jerry Hyde approach loco building from different directions, but they both turn out an engine that is durable and performs well.

A feature of the Hyde engine that I particularly like is the water sight glass. This is a window about an inch in diameter in the backhead that lets you see exactly how much water you have left in the boiler.

I also like the installed Futaba radio equipment. Having used many brands during my R/C car racing days, I have long since concluded that Futaba is my favorite. All the hard work on the radio installation is eliminated, as Jerry has done it for you. During the first operating sessions, I observed some erratic servo movement - or "glitching". This is somewhat normal with so much moving and clashing metal surrounding the radio equipment. The instructions say that this will

gradually disappear as the locomotive breaks in, which I have found to be true.

The headlight and tender light work off of the radio batteries. If I forget to turn off



Photo courtesy Jerry Hyde

gine follows the traditional small scale live steam look of polished brass, shiny paint and jewel-like construction. The Hyde Shay looks more like a working engine in construction and finish. With the two side



the receiver, the glowing lights quickly remind me.

The included owners manual is brief but adequate, and even rather humorous at some points.

Fuel for this engine is definitely not traditional. It uses Sterno camp stove fuel, which is gelled alcohol. This is bizarre stuff! It is a pinkish-purple color, and is about the same consistency as the inside of a watermelon. It looks and smells like something an alien creature might bring along for lunch. This substance is broken up into chunks and put in a fuel tray, which is then hung under the boiler.

I lit the burner with the matches provided, and within eight minutes steam was escaping from the safety valve, just as the instructions said it would. Since steam flow on this loco is controlled by a rotary valve, only one of the two transmitter sticks is necessary to run it. The left stick is set up for this, with center being the off position, stick up being forward, and stick down being reverse. As the stick is moved further from the center position, more steam is admitted to the cylinders and the loco increases speed and pulling power.

On the first few runs it was necessary to push the loco to get it moving. This is normal until the mechanism is broken in, which takes quite a few runs on most new steam locomotives. The combination of tight machinery and radio noise makes the engine a real rough runner at first. I have had my engine for about four months at the time of this writing, and these symptoms

have smoothed out almost to the point of being gone.

This locomotive, like it's full-sized brothers, is S L O W. An old lady with a walker could easily outdistance this engine. On this point the instructions say "You're trying to be like Casey Jones, not Captain Kirk!"

While the fireman's side of the loco is as dull as a diesel, the engineer's side is a blur of activity with the crankshaft, cylinders, universal joints and driveshafts thrashing furiously, even at low speed. Typical of rotary valve controlled engines, speed control is not of a wide range. There's very little more than on-off, but as slow as Shay locomotives are, they could easily be manually controlled.

This engine is as smooth running and good running as the Lindsay Shay, and seems to be even a tad slower - which I consider desirable in a geared locomotive. However, I did have one operational problem that bugged me until I figured it out. After about ten minutes of running with five cars on my Rock Ridge Railroad with it's 4% grades, I noticed that the engine would slow to nearly a stop. I'd drop two cars and the engine would run fine for a few more minutes, then we'd have to repeat the process to keep it running. Finally, I had to run engine light to keep running for twenty minutes or so.

I finally figured out that as the Sterno Gel burned down, the flames were moving lower, away from the boiler, and steam pressure was dropping. I would still have

half a boiler full of water after a run. By packing the Sterno in as tightly as possible and filling the boiler only 2/3 of the way up the sight glass, I managed to get it to run longer. After some experimenting and talking to experienced live steam operators, I've come up with a simple improvement to the burner on this engine (see the sidebar to this article).

The Hyde Accessory Trip Device, which allows the loco driver to operate turnouts or turn accessories on or off from the transmitter, is interesting, but I haven't found a use for it yet on my non-electrified Rock Ridge Route. If you have power to your switch machines, or if you would like to turn the lights on or off in your buildings or operate signals by remote control, this might be very useful to you.

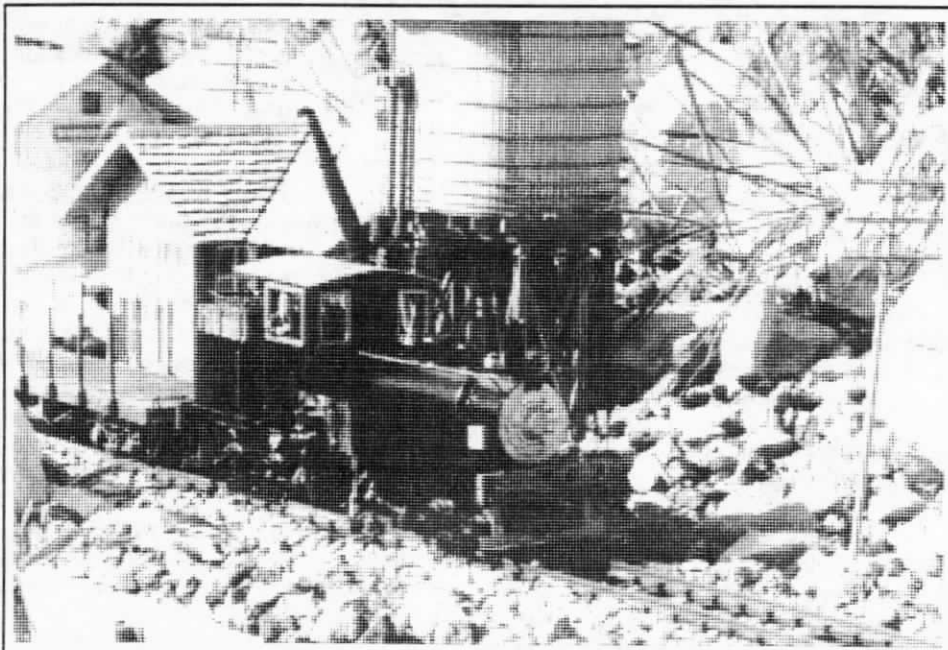
In conclusion, I find the Hyde Shay to be a good, solid engine and an excellent runner. The locomotive is as sure-footed on grades and tight curves as were the real Shays. Appearance-wise I prefer it to the Lindsay Shay, but this is a matter of personal taste. One thing that I did appreciate about the Hyde Shay is that I didn't have to wait a year to get it. Mine arrived just eight days after I mailed the order!



## Hyde Shay Burner Improvement

by Stumpy Stone

An alcohol burner will solve the problem of the fire burning down in the burner tray as the Sterno Gel is consumed by keeping the fire right under the boiler where it belongs. A quick (and inexpensive) fix for this came from something I learned at the SitG Steamup on Memorial Day weekend. Fill the burner tray with sawdust, pack it down gently with your thumb and keep adding and compressing until the sawdust is about 1/8" below the top edge of the tray. Slowly pour liquid alcohol (methanol) into the tray and let it soak in. When the sawdust has soaked up all the alcohol it can, place the tray in its hanger under the boiler and light up. Using this method I have gotten 22 minutes of non-stop operation with 5 cars in tow. When the alcohol is used up, the engine simply slows to a stop. The top of the sawdust will char, but it won't burn. Since there is still quite a bit of water in the boiler at the end of the 22 minute run, I'm going to keep working on a bigger and better burner and will let you know how it works out.



**Above:** Stumpy's modified Hyde Shay stops for water at Rock Ridge Tank - somewhere in the wilds of Eastern Ohio.

*Photo by Stumpy Stone*

# Impressions - Hyde-Out Mountain Shay

by Ed Andres

## Part I - The Basic Loco

A couple of years ago I decided to take the plunge and invest in a gauge 1 live steam engine. After looking through several magazines, I spotted an ad for a Shay. Since I'm a Shay freak, I dug up a couple of crocks out of the back yard and sent the contents off to Hyde-Out Mountain Live Steam in Jewett, Ohio. Ten days later a large box marked "Flammable Liquid" and "Fragile" arrived. I tore open the box like a kid at Christmas, and to my delight, there was my very first live steamer.

Included with the engine was a gallon of fuel (Stern gel), an R/C system with batteries, a funnel for filling the boiler, a syringe to empty the water out of the lubricator after a run, a flashlight, a track-mounted trip switch, two bottles of steam oil and some matches.

The R/C receiver, two servos and batteries were already located in the coal bunker, and the switch to turn it on was mounted on the front of the bunker. In other words, everything except distilled water and some track to run it on were there! I quickly ran down to the local grocery store and my favorite hobby shop to pick up those two items.

Setting up the LGB track on my concrete garage floor (fire, you know), I proceeded to set 'er up for the first run. First, distilled water was funneled into the boiler. Next, the 75 mhz transmitter was loaded with batteries and the receiver was switched on. This switch also activates very realistic front and rear lights.

I moved the transmitter stick to check servo action - so far, so good. After clearing the lubricator of condensate with the syringe (the engine is test run prior to shipment), the lubricator was filled with steam oil.

Now comes the touchy part - thank goodness for Jerry Hyde's good instructions! I filled the burner tray that fits under the porcine boiler with Stern gel to within 1/8" of the top. After three or four attempts (I'm better at it now), I hung the

tray on the front and back wire supports, lit the gel, and waited.

The instructions said it would take about 8 minutes to build up steam pressure. I checked my watch....5, 6, 7 minutes - nothing. Eight minutes - not yet. A sinking feeling - it ain't gonna work - nuts!

Whoops! What's that coming out of the cylinder/motor area? Push the transmitter stick back and forth. Did it move? Yes, it moved, it moved!

I let out a war whoop that sent the dog

actuating device that makes it possible to operate turnouts or accessories without moving from your easy chair. Complete train control from the transmitter.

After 8 or so runs of about 20-25 minutes each, my engine still exhibits erratic servo movement, caused by the AM radio and metal-to-metal contact. I watched Jerry Hyde run his demo Shay at a show in Columbus, and his was very smooth. Maybe this is due to the many hours he has on it - or perhaps the oily track. I run electric trains, too, so I clean the track after each session with the Shay.

After reading Ron Brown's article on radio control in SitG #5 and consulting with him, I have ordered a Deans receiver antenna to cure the glitching situation - and my impatience.

The only other problem I had was one of prototype appearance and a matter of esthetics. The displacement lubricator hangs out the side of the engine near the cylinders. Although this is convenient and an optimum location for low pressure steam, I wanted it out of sight and this has been taken care of.

I am very pleased with my Hyde-Out Shay and consider it to be one of the finest values in live steam locos on the market. Where else can you find an engine of this caliber - and with R/C - for under \$1,000? In fact, as soon as I can locate another crock in the back yard, I'll probably buy another one.

Jerry Hyde admits that there are no frills, but this has been done to keep the price down. Between myself (an old kit-basher of limited talent) and my resident expert detailer (Gene Smith of Smitty's Hobby Shop), we have transformed the stock Hyde-Out Shay into a well-detailed machine that I'm proud of. Ah - but that's another story!

*(Ed has promised to share the story of the detailing of his Shay - including photos, of course! - with us in a future issue - ed.)*



Photo by Stumpy Stone

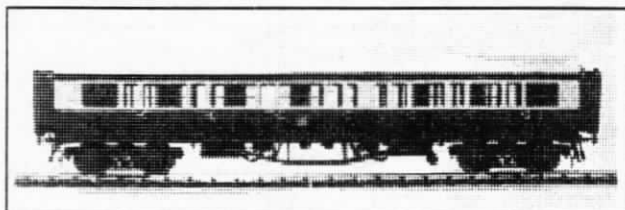
behind the couch and my wife running to see if the garage was on fire! "It's running, look, it's running!" I told her. She said "Uh huh" and something about boys and their toys, then went back into the kitchen. I didn't care what people thought, I had an honest-to-goodness operating remote-controlled live steam Shay.

There's a more sophisticated oval of LGB track in the barn now, but the results are still the same. I still get excited when the Shay is fired up and a run.

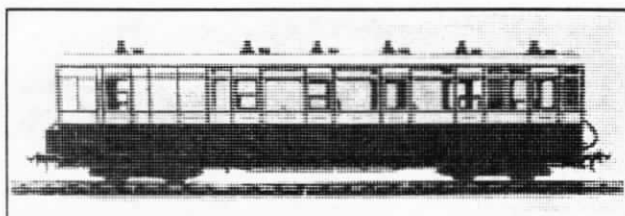
Control of the engine throttle is very responsive to the joystick. You can get speeds that are hardly noticeable to "too fast for my" . . . . . Passing the stick through the center produces a smooth and positive transition from forward to reverse - vice-versa.

The Hyde-Out Shay is fitted with a second servo that moves a reed switch

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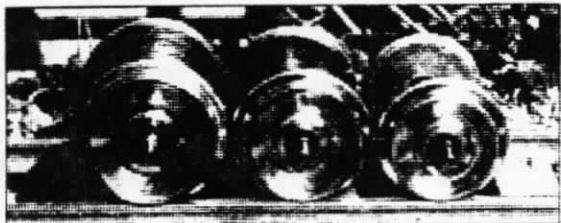
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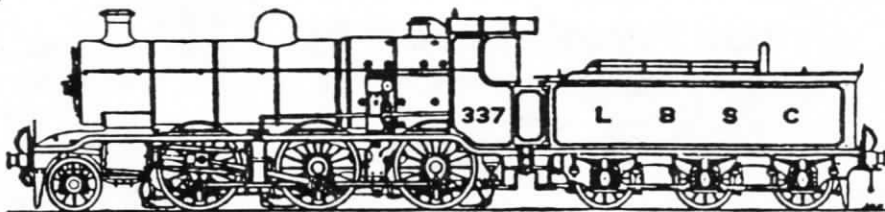
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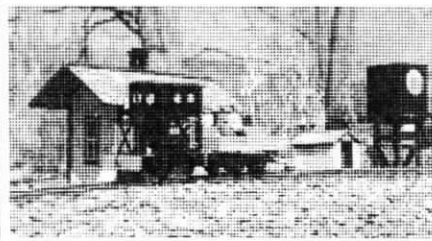
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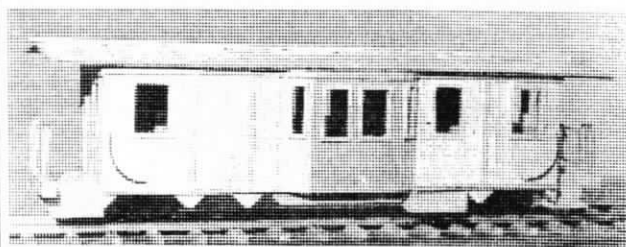
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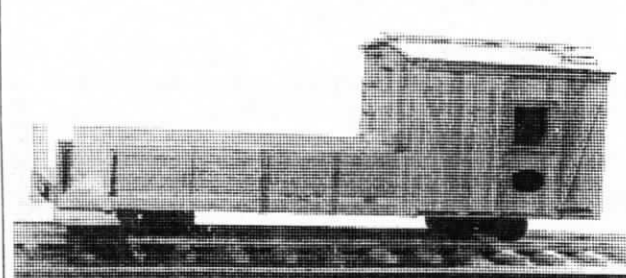
EMMETT hard at work on the SFSR, just passing Nether Wallop Station.

*Photo by  
Bill Campbell*

MOW Bunk Car

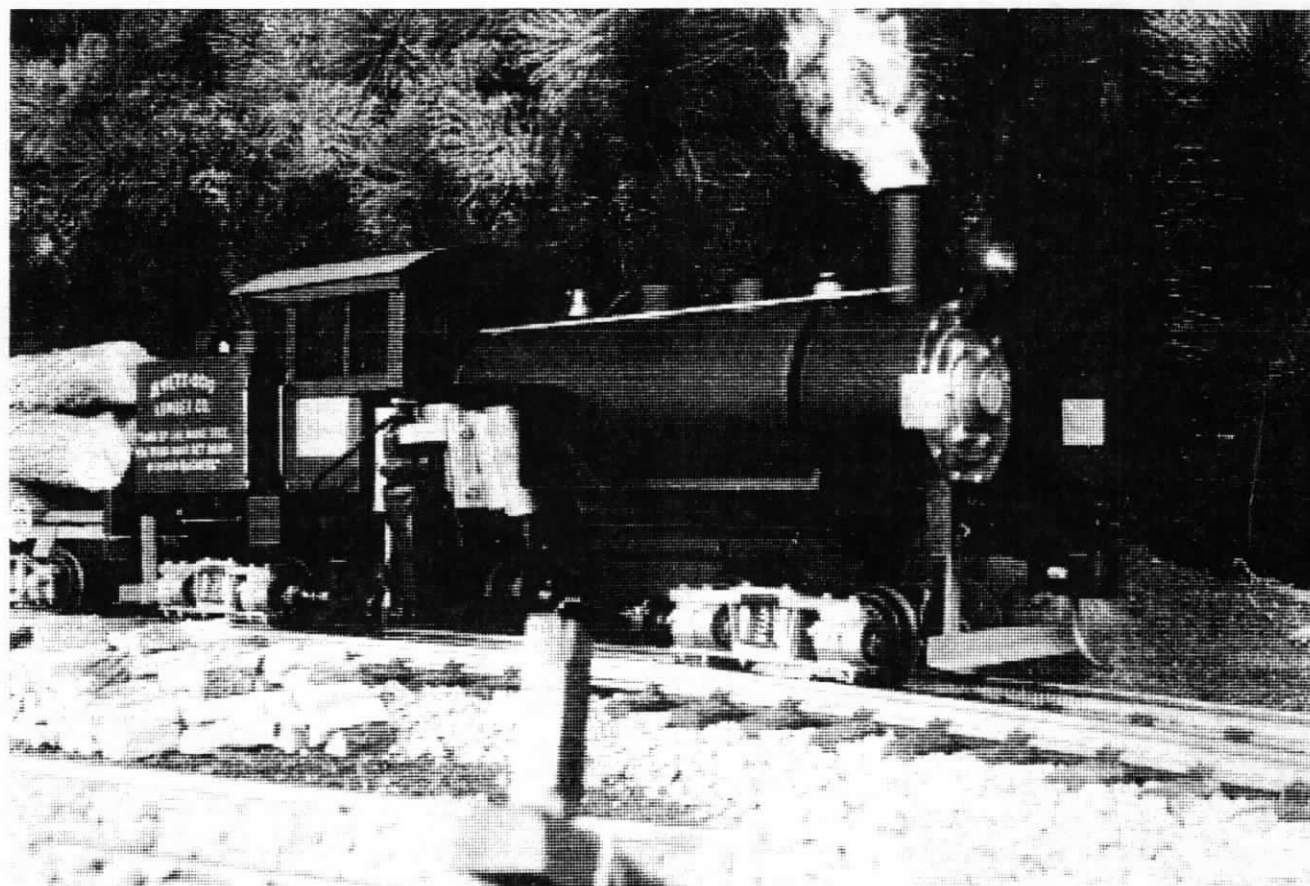


MOW Idler Flat



# AN AFFORDABLE LIVE STEAM SHAY

© Jerry Hyde - 1988



SUPPLIED WITH UNLETTERED OIL TANK

COLOR PHOTO AVAILABLE ON REQUEST

READY TO RUN    FULL RADIO CONTROLLED SPEED, DIRECTION & TRACK SWITCH THROW

- Runs with LGB
- 1:24 Scale, Gauge 1
- Handbuilt of copper, brass & wood
- Each locomotive is test run
- Operating front and rear lights
- Displacement lubricator
- Kadee couplers
- Burns Sturmo gel or canned Sterno
- Can be double headed (several radio channels available)

## INCLUDED

- 1 ga. fuel (approx. 64 runs)
- 16 oz. steam cylinder oil
- 1 lubricator water extractor
- 1 Flashlight
- 1 doz. reed switches
- Radio batteries
- Instructions

WE PAY UPS  
SHIPPING



- Insulated drivers prevent shorting if track is powered
- Accessory trip device (© Jerry Hyde 1988) can be used to throw track switches, lower motorized water spouts etc. by radio
- Designed to pull several cars similar in number to prototype
- Low pressure boiler with sight glass in cab

## SPECIFICATIONS

- Min. radius 2' (LGB 1100 curves)
- Running time approx. 25 minutes
- Copper porcupine boiler 2" X 6", 8 oz.
- Fuel tray 2 oz.
- Lubricator 1/2 oz.
- Overall size 16-1/2" L x 4-1/2" W x 5-1/2" H

(Ohio res. add 6% sales tax)  
(Personal checks must clear before shipment)

**\$975**

**89060 New Rumley Road**

**Jewett, Ohio 43986**

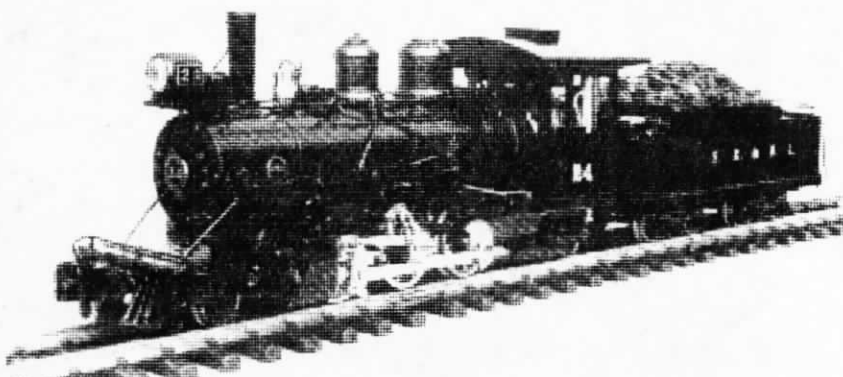
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# ROUNDHOUSE



## Living Steam Railways

for G Scale & SM32



Available from: (further dealer inquiries welcome)

West Lawn Locomotive Works  
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608-231-2521

Railway Garden Ltd.  
4210 Bridge Street  
Cambria, CA 93428  
805-927-1194

Railroad Supply Corp.  
115 S. Victory Rd.  
Burbank, CA 91502  
818-845-1727

Roundhouse Eng. Co.  
Unit 6, Churchill Bus. Park  
Churchill Rd., Wheatley  
Doncaster, DN1 2TF England  
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## CODE 250

## CODE 332

## TURNOUTS

Preassembled all metal turnout, dual-gauge turnouts, crossovers and crossings. All include ground and pivoted points. Guard rails pre-soldered to stock rails.

#5 Turnout .....	\$59
#6 Turnout .....	\$62
#7 Turnout .....	\$73
#8 Turnout .....	\$79

For more information, send LSSAE to:

**C. Michael Products**  
**P.O. Box 311**  
**Granby, CT 06035**  
Phone 203-653-7583

The latest addition to our range of live steam locomotives features:

- Working outside valve gear
- 2 channel radio control
- Water carrying tender with pump and boiler water gauge
- High level of detail

## END OF THE LINE

For all of you that attended the 1st Annual SitG Steamup in Jim Thorpe Pennsylvania this past Memorial Day weekend, our host, Bob Nowell, has asked me to let him say a few words. Go for it, Bob....

*Judy & I want to thank everyone who came to the steamup. We hope everyone had as much fun as we did! We have had a few meets here in the past, but this was without doubt the largest and best. After it was over, we couldn't find a single bit of trash - and not a single plant was stepped on. Another big thank you to all the women that helped with food preparation and serving.*

**Bob & Judy Nowell**

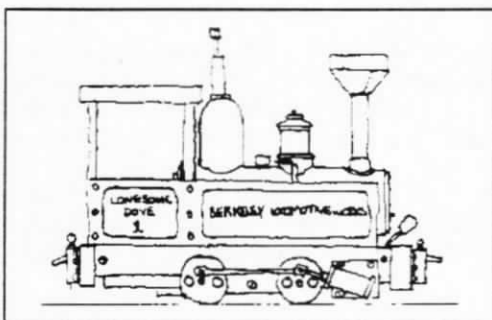
You probably noticed that this issue is late. Believe it or not, this was intentional! We decided to delay publication until after the Convention, so that any steam news and photos from the Convention could be included. As it turned out, we didn't get as many useable photos as we would have liked, but we still ran over on our page count. And it seems like the decision was justified by the news we were able to include in the WHAT'S NEW feature - much of which came from the Convention. Those of you that got some good, clear photos of our favorite subject at Cincinnati, please share them with all the SitG readers that couldn't attend by sending them, clearly labeled as to subject and photographer, to SitG, P.O. Box 335, Newark Valley, NY 13811. If you'd like them returned, please enclose a note to that effect.

The next issue will contain an article on loco construction, something that many of you have been asking for - Building a Narrow Gauge Mogul, by Joseph- Jean Paques of Ontario, Canada. We'll have more loco reviews and more photos, too. See you then!



# WHAT'S NEW?

Berkeley Locomotive Works, 2821 Hillegass Ave. No. 22, Berkeley, CA 94705, has announced their entry into the



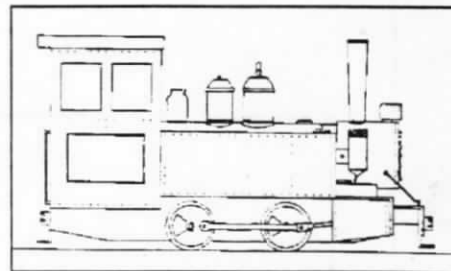
live steam market with *Lonesome Dove*, an American outline 0-4-0 side-tanker with oscillating cylinders. The pre-production prototype of this locomotive was displayed by Railway Garden Ltd. at the National Garden Railway Convention in Cincinnati, and it was impressive. According to **Michael O'Rourke** of BLW, quality of design and production will be strictly adhered to. The prototype was equipped with a beautiful set of spoked wheels, an alcohol burner, water gauge glass on the boiler backhead - and a working whistle. The castings will be available separately for Mamod conversions and scratchbuilders, according to Michael. The loco may also be made available in kit form, as well as the RTR version. With the price of *Lonesome Dove* estimated to be around the \$350 mark, this loco will be a real winner if it runs as good as it looks. BLW is now taking reservations (don't send

any money) and expects to deliver the first run of locos in November 1991. If you're interested, better get on the reservation list now. This looks like a high quality loco at a very reasonable price and will probably sell out quickly. SitG has arranged to get a loco for review, so watch for it in upcoming issues. For more info, send an SSAE to the address above.

**Ken's Custom Woodworking, HC 64 Box 6542, Owego, NY 13827**, is building **locomotive transport, storage and display cases**. They offer excellent protection for your expensive and delicate locos and rolling stock. Built entirely of hardwood (oak and oak plywood) except for a pine base that has milled slots for both gauge 1 and gauge 0 wheels, the boxes feature brass hardware, foam padding, rubber feet, a handrubbed oil finish and a unique loco hold down system. These boxes were introduced at the Cincinnati Convention and were an instant success and a total sellout. Prices vary depending on the size needed, but sizes for many popular locos start around \$37.00. Drop Ken a note with your loco dimensions or special needs - or call him at 607-687-6185.

**Salem Steam Models & MGM Precision Engineers, Brynglas, Salem, Llandeilo, Dyfed SA19 7HD, Great Britain**, proudly introduce their new loco, a **G scale gauge 1 live steam 0-4-0 Porter-type** (also available in gauge 0). Technical details on the loco are as follows:

Large bore oscillating cylinders fitted with O-rings on the piston and piston rod, externally spirit fired (5 wick burner) boiler with glass tube-type water gauge, Goodall water filling valve and safety valve, displacement lubricator, cast wheels fitted to square-ended axles, full rivet detail on bodywork, brass domes and handrails, speed and direction control from the cab, brass coupling rods and much more. Quality components and materials used throughout, the loco is not built down to a price. For example, the boiler heat shield is made of stainless steel, rather than rust-prone mild steel. Salem Steam Models indicates that a range of accessories will follow,



including radio control and a tender. Write Salem Steam Models directly or check with their U.S. distributor, Railway Garden Ltd., 4210 Bridge St., Cambria, CA 93428 - phone 805-927-1194. SitG will also be doing a full test and review of this loco especially for you readers that are anxiously waiting for an affordable American outline live steamer, so stay tuned.....Of interest to owners of Mamod locomotives is a new cylinder gasket from Salem Steam Models. This gasket has been graphited to reduce the tendency to stick to the chassis frames. Now available for £1.50 per pair.

**The Parker Co., P.O. Box 1546, Camarillo, CA 93011**, has introduced a new line of **custom built turnouts**. Built of code 332 brass rail and double spiked to mahogany ties, they are available in both curved and straight, 8' and 10' radius. Send a LSAE for more info to the address above. Be sure to mention that you saw it in SitG!

**The Willow Works, P.O. Box 150581, Nashville, TN 37215-0581**, has a host of new products for the live steamer and garden railwayman. We received samples of their **steam oil** and **motion oil**, have used them and can recommend them as giving excellent lubrication protection. The steam oil is ISO-460 weight, refined for use in cylinders, valves and moving parts of steam powered machinery where pressures do not exceed 150 psi and have a low superheat. The staying characteristics are excellent (no rapid runoff). It's available in 8 oz. and 16 oz. bottles for \$4.25 and \$6.25 (postpaid) respectively. Quarts are available on request. The motion oil is a high grade, light bodied machine oil for lubrication and protection of axles, bearings and motion parts. Originally refined for applications in precision machinery, it contains no detergents, ash, carbons or other residue producing additives. It does contain a rust inhibitor which makes it excellent for wiping down your engine after a run. Available in 8 oz. and 16 oz. bottles and priced the same as their steam oil. Quarts available on request.

# ATTENTION MAMOD OWNERS!

Now in stock.....*Salem Mamodifications, Mike Chaney Mamod Mods, Ken-versions, Miniature Steam Railways, Berkeley Loco Works and more!*

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**Our new catalog is now out!** We thank you for your patience. We are now also stocking **Llagas Creek track, Gary Raymond wheels, Phoenix dress up castings for Bachmann,** and much, much more.

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***Make the switch to our code 250 track!***

And now you can do it easily with our new complete, ready-to-use turnouts and turnout parts. Cast in nickel silver, with detail that would take hours to reproduce, our castings make building your own turnouts quick and easy. A #6 frog and point sets are available now - and so are our fully built turnouts, made with realistic looking code 250 rail on redwood ties. Get your order in today and avoid the rush!



Part#	Description	Price Each
2506	Code 250 Aluminum Flextrack - 6' section	\$18.00
2503	Code 250 Aluminum Flextrack - 3' section	9.00
2501	Cast polypropylene Ties - (use 6 per foot)	.40
CMLT	Complete turnout, left - code 250 rail on redwood ties	60.00
CMRT	Complete turnout, right - code 250 rail on redwood ties	60.00
TF6	Nickel Silver Frog - #6	15.00
PTLR	Nickel Silver Point Set	15.00
SSRJ	Stainless Steel Rail Joiners - 10/pack	7.00
SAMP	Sample of Flextrack - postpaid	1.00

*For more information write to:*

***Llagas Creek Railways  
2200 Llagas Road  
Morgan Hill, CA 95037  
or call (408) 779-4391***