

# *Steam in the Garden*

## *Magazine*

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

Volume Two Number Three

October/November 1991



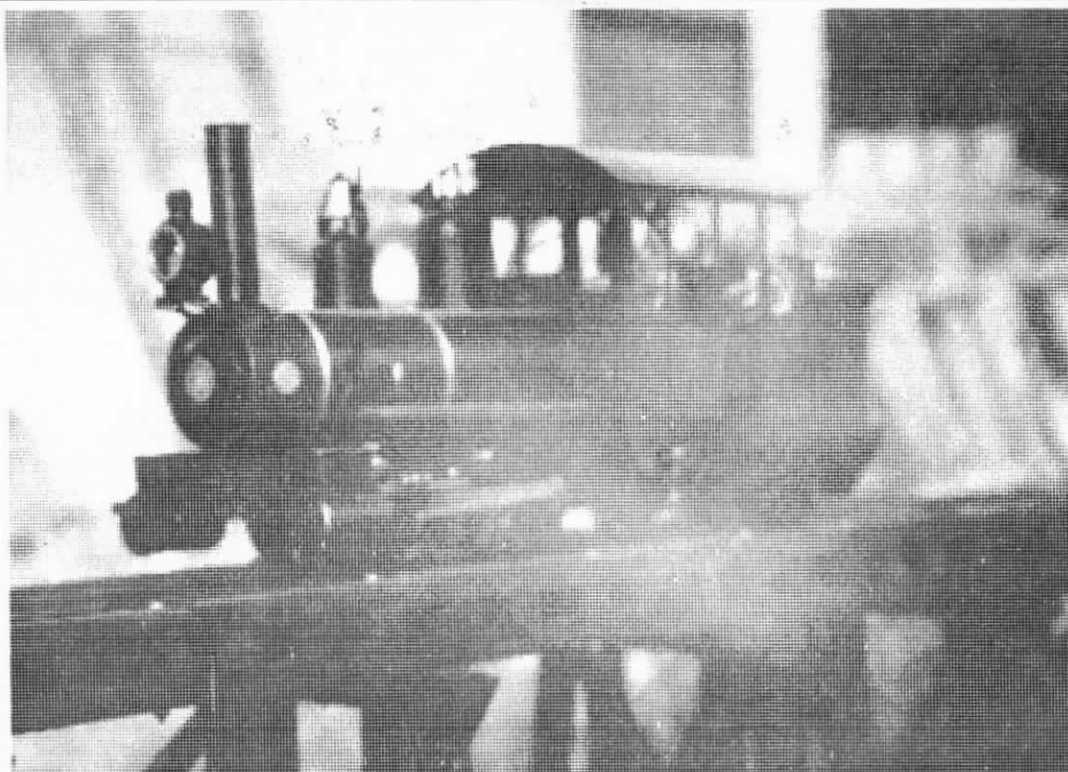
**INSIDE.....**

**GEOFFBILT SCORPION Review**

**Scratchbuilt Twin Cylinder Overttype from Canada**

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

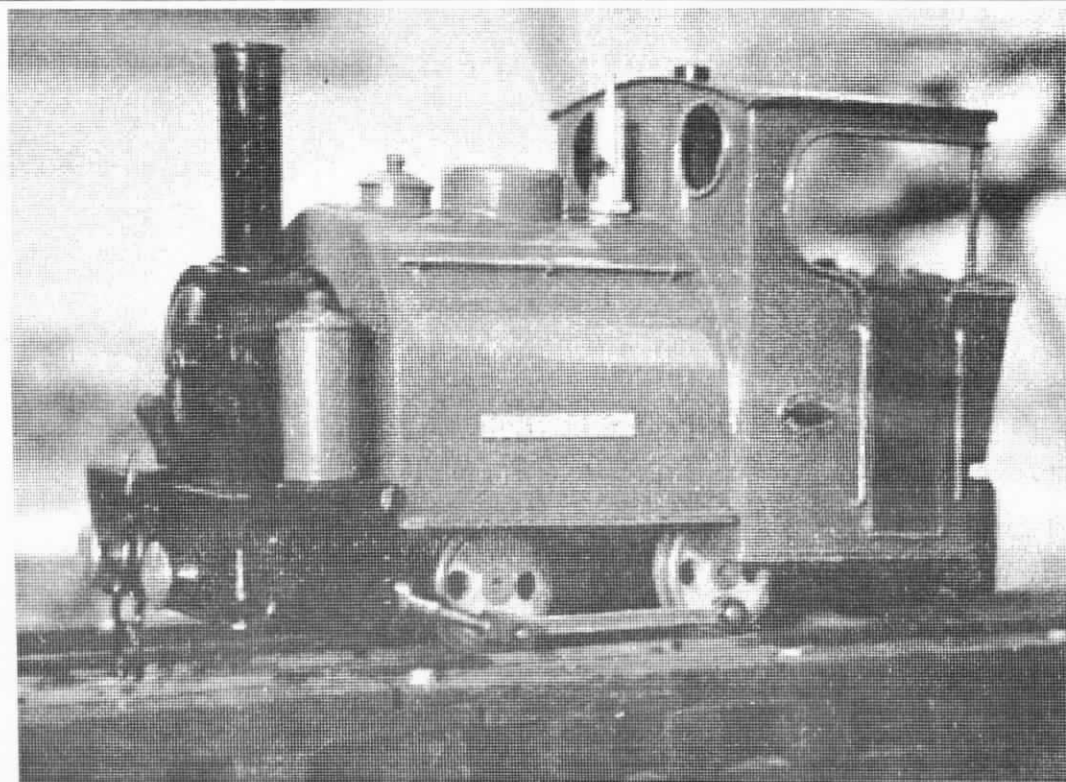
**And Lots More.....**



**ABOVE:** A Forney, one of two new small scale live steam locos from Argyle Locomotives out of Australia, lurks in a cloud of steam on the steaming bay at Railway Garden Ltd. in Cambria, California. Up to pressure and ready to make its first run in the USA, it fell victim to shipping damage and was shut down as it blew a steam line before turning a wheel. Indications are, however, that Argyle is turning out some very high quality locomotives at surprisingly reasonable prices. We'll keep you informed on products from this new manufacturer with news and reviews.

**BELOW:** CAPABILITY BROWN (*not named for your editor, sorry to say, but for a famous English gardener from the Victorian era*), a Kenversions Mamod conversion owned by Samuel Muncy. CB has been upgraded by Miniature Steam Railways, and, according to Samuel, it is an excellent runner.

*Photos by Samuel Addison Muncy*



## ON THE COVER:

Closeup of ANNA-STINA, engine No. 1 on the Eidskogen Lumber Company loco roster. No. 1 is a Lindsay Class A Shay owned and modified by Jim Overland.

Notice the bevel on the log to keep it from splitting while being dragged through the woods.

You'll find some additional photos of Jim's awesome garden railway in The Steam Scene in this issue.

*Photo by Jim Overland*

## Our Cup Runneth Over

Although the economy may not be looking real healthy at this moment in time, the outlook for small-scale live steam (in the USA, at least) has never been better. From our vantage point, we can see the growth from season to season - and sometimes even from month to month.

There are lots more locos to choose from now than there were when the first issue of SitG went out to a handful of subscribers just 18 months ago. And when we think about our hobby of small-scale live steam, locomotives are really what it's all about. Yes, rolling stock, track, structures and other details are all a necessary and interesting part of the whole, but the steam locomotive is the centerpiece - the heart and soul of the hobby.

A couple of years ago you could count the number of American-style locomotives available over the counter on.....well, on less than one hand, that's for sure!

There were several engines available from England or Japan, representing non-American prototypes for those of us that loved steam power so much that we didn't really care about the country of origin of the

prototype. If it ran on steam, it was okay with us.

But the majority of outdoor railroaders in the USA wanted locos that, even if they weren't perfect scale models of the prototype, at least looked like they belonged to an American railroad - and they wanted them to be affordable and easy to operate.....like the electric trains they were used to.

Well, guess what? We made enough noise that some manufacturers and private builders heard us and responded. There are American-style steam engines available at entry level prices - quality engines that cost no more than a quality electric locomotive and are simple enough for anyone to operate. There are museum quality models that cost more than most of us make in several paychecks. And there are the in-between models - those with the extra bits of detail and extra features like blowdown valves and pressure gauges - that will satisfy all but the most persnickety enthusiasts without requiring an additional mortgage on your home or giving up your firstborn.

And there's more coming! This is a great time to be involved in this hobby. Those of us in the USA - or those that are modelling USA prototypes, no matter where you live - are most fortunate to be in on it at the beginning of the boom.

So let's support those builders that are responding to our demands. Write a letter or make a phone call and express your interest and your thanks. Or better yet - buy something!

See you next time, and just in case we're late again -

*Happy  
Holidays!*

*Ron*

## Steam in the Garden Magazine

Volume Two Number 3  
Issue #9

**Publisher - Editor - Janitor**

Ron Brown

**Most Excellent Assistant**

Marie Brown

**Contributing Editors**

Rich Chiodo .....New Hampshire  
Rick Drescher .....Washington  
Marc Horovitz .....Colorado  
Peter Jones .....Wales  
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Stumpy Stone .....Ohio

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# R P O MAILBAG

*Letters from readers are welcomed and encouraged. Offer advice and encouragement, suggestions, constructive criticism - or tell us about your current project (and don't forget the photos!). But please keep it to a reasonable length or I'll be forced to convert it to a full-length article! Send any contributions to this department to SitG, Dept. RPO, P.O. Box 335, Newark Valley, NY 13811.*

The Lodge  
Wales, UK

Dear Ron,

Volume Two Number Two received today. Very good issue. A couple of points and observations which might be of interest to SitG readers.

Photo page 7, 3-truck Shay. This superb model was built by Mike Dockery. It was an excellent job, but NOT completely scratch-built by Mike. He used certain commercial items such as gears, wheels and cylinders and, if I recall, Tony Sant made the boiler. Nonetheless it was judged a worthy winner of the Jack Wheldon Memorial Cup.

Photo page 16. This was a scratch-built 2-4-0 internally fired spirit boiler with spirit and water carried in the tender. You can just see the "handle" of the tender water pump. The locomotive is indeed based on the Archangel "Rheidol" design, but was all the work of Jim Wild, an early 16mm Association member who left our ranks (sadly) after some unfortunate dealings with a commercial supplier of live steam.

The locomotive was light green with the cab slightly in the style of SIAN and KATIE, the David Curwen-built 2-4-2 locos on the 15" gauge Fairbourne Railway.

Concerning the R.P.O. Mailbag letter from Arnold Hoffman. I would suggest standards/competition/trials or whatever proposed by Arnold to be a retrograde step and, for small scale models, counter-productive. A similar idea was suggested for the Association of 16mm Narrow Gauge Modellers some years ago, but strong arguments against from the likes of Jack Wheldon, Dave Rowlands and Peter Jones prevailed.

Simply, one can build a small locomotive to haul maximum loads, although it would not necessarily be true to scale, or for that matter efficient. Even a commercial Roundhouse LADY ANNE can be "improved" by increasing the boiler pressure and adding extra adhesive weight in the form of 1/4" thick brass body work, or even lead weights. This will, of course, also wear out the bearings and wheel tires rather quickly, but it could double the train lengths.

Similarly, a locomotive with over-large cylinders and a large (overscale) boiler will perform more efficiently, but not look so attractive!

It must be remembered that whilst gas is an efficient fuel, small scale locomotive boilers will always turn the available heat into forward motion rather inefficiently. In this size it doesn't matter anyway. Inefficiency equates to spectacular steam effects. Small scale steam locomotive efficiency trials, akin to that organised by the Model Engineer for the larger, passenger hauling gauges, would serve to confuse the issue and possibly lead model steam loco development off into entirely the wrong direction.

Let us see scale models (or near scale models) of REAL prototypes (or at least plausible prototypes) operating at scale speeds hauling loads equivalent to that pulled by the full size version.

All this, plus "controllability", may be achieved by skilled operational practice and good enginemanship.

If there should be a competitive element, then let us have good, SCALE modelling and excellence of craftsmanship like the Modeller of the Year Competition held by the 16mm Association. Not a "Great Egg Race", where prizes are given to, say, the Mamod that runs furthest on an egg cup of methylated spirit.....

Yours as ever bashing the brass,  
John Wenlock

Archangel Mills  
Cookham County  
UK

Dear Ron,

It took a copy of SitG 2/2 through the letterbox to really prick my conscience enough to finally put finger to keyboard. I have been feeling guilty for ages as I have owed you a letter and some promised photos for such a long time. It has been a

really hectic summer and the best August weatherwise we have had for a while. I have been lucky enough to get official trips to Switzerland and Austria, which were very interesting, and the recent trip to Vienna allowed two days at the weekend to visit a railway museum and also have a 20 mile ride from Gmund behind a 2'6" gauge Engerth 0-8-0 built in 1906. It was a big engine by British standards and produced a memorable thrash up into the hills.

On the garden railway front we have also had a good summer. "Wissie" has been back to Mike Gaskin to get the water delivery system sorted out and Mike has doubled the throw of the axle pump. This has transformed the performance out of all recognition because instead of having a load of water dumped in the boiler every five minutes via the hand pump, the engine now gets a constant and steady feed of water into the boiler at virtually the same rate that it is being used by the cylinders. This is exactly what a coal fired engine needs because it means that you can concentrate on firing the engine properly and steam production is constant.

I can now run the engine without touching it for between five and ten minutes, depending on the state and depth of the fire. The slow running on heavy loads has to be seen to be believed. I think Mike's combination of Roundhouse cylinders with his valve gear must be exactly right. I hope I can do you a short piece on the engine sometime when I don't have so much writing to do at work as, although I like writing, it becomes a bit of a chore if there is too much to do. I have included a couple of pictures for SitG if you want to whet anyone's appetite (*check out Steam Scene for these pics - ed.*)

The Burnham and Berkshire now has a proper wooden water tank, although I have not sent you any pictures as I have not yet finished the downspout which is rather un-American at the moment. I am also repainting a yellow LGB combine which I had in a box for some years to match up with the ex Dobson saloon "Grandson". Marc Horovitz sent me some Don Winter flat car kits which he had bought years ago but not made up, so they will keep me busy over the winter.

The hot news is that Tony Sant rang me up on Sunday to tell me that my Hunslet was ready and that it would be delivered on Tuesday. "Louisa II" is delightful and really captures the charisma of the small quarry Hunslets. I just had to run it when



I got home from work and, although rather stiff, it looks as if it could be as good or maybe even better than the Peckett when run in. Plenty of chuff and very smooth at slow speeds.

I still find it amazing that Tony manages to get such superb performances out of such small engines. I think that he has really hit on the correct combination of proportions and this is coupled with a high standard of workmanship. I don't own a Peckett, but the ones I have seen running have all been superb slow runners. What I cannot make out is how he manages to produce valves with such a short travel. When you compare the Hunslet valve spindles with those on Archangel and Roundhouse engines, you can see that the full travel of the slide valves is much less than half on Tony's engine. This tells you something about the accuracy of his work, although I do wonder what will happen in a few years when you get some wear in the eccentrics - will it throw the engine timing out? I will keep you posted and send some pictures in due course, although the evenings are now too dark for any depth of field.

All the best,  
Dave Pinniger

Hartsville, Pennsylvania  
USA

Dear Ron,

With regard to Peter Jones' "Gazing Into the Fire" article in the August/September issue of SitG, I have a comment to make on the Aster Baldwin. Several members of the Upper Perkiomen Valley & Eastern Live Steam Railroad (a loosely knit group from Pennsylvania and New Jersey with a portable track) own Baldwins. We have found that blocking the front burner and using only the back three make these engines steam very well. Other readers might try this if they are experiencing a similar problem.

Sincerely,  
Harry E. Quirk

McKinleyville, California  
USA

Dear Ron,

Just received my first copy of SitG and am really enjoying it, though I have by no means read it all at the time of this writing.

I particularly enjoyed Peter Jones article, "Gazing Into the Fire", in which he discussed the various manufacturers of small scale steam engines. I have several

of these engines and run them all. My Aster "King George V", which I assembled from a kit, runs very well. There were a couple of errors in the instructions and the usual difficulties in assembly, but in view of the complexity of the kit and the limited production, I'd give Aster an A+ and put them on the honor roll!! I wonder what Peter meant by "...quite a few mistakes...". Does he mean in the mechanism or accuracy to the prototype? I'm by no means a purist and the latter wouldn't bother me!

I live in a relatively sparsely populated area in California 300 miles north of San Francisco, so garden railwayers are hard to find. However, enough of us have gotten together and are forming a club with at least three of us being live steam fans. Coincidentally, a local railway society has been given several acres for a museum (Arcata and Mad River RR Historical Society), and within that museum a 45mm gauge garden railway is planned with 14' radii. The ground has been cleared and a few of us have joined the museum to undertake that very pleasant chore. It is planned for both electric and steam power, with the capability of handling locos as large as the Aster Big Boy. We have to raise the money and be prepared to work very hard, but just how lucky can a group of garden railway fans be?!!

Sincerely,  
Geoff Spenceley

Williamsport, Pennsylvania  
USA

Dear Ron,

My studies in the sideyard have borne unexpected fruit. The rack branch is embargoed and will be sold in the spring. Insulating lacquer from the tree sap and rails acting as a sluice during rains has made it more or less unsatisfactory. In the spring Frank Ulman and I will run performance trials on the mainline (with its 50' of 4%) with Lady Anne and Frank S., and will write up the results if you are interested.

After that, the LGB track will be lifted and sold, and the False Pass "regauged" to O using the techniques I discussed with you. This winter is for switch and track section building.

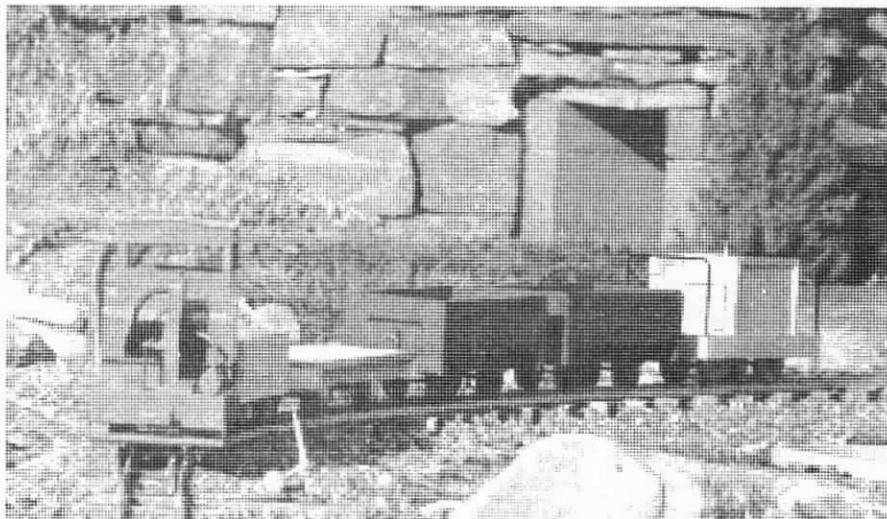
Your visit in the summer of '89 has certainly changed my life!

Sincerely,  
George Lyon



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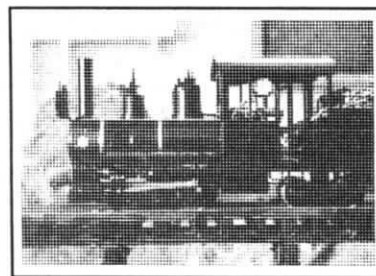
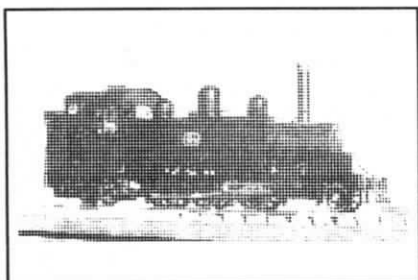
Decker's Trains, Rt. 1, Box 102-E, Hot Springs, SD 57747  
605-745-5487

# WHAT'S NEW?

**Little Railways, 1621 Cherry St., Williamsport, PA 17701** has just released a new item in their line of high quality, ready-to-run rolling stock. Based on a prototype used on both coasts in the logging/lumbering industry, these disconnect lumber trucks come complete with trucks, couplers and a scale lumber load, tied down with Little Railways scale chain. A string of these lumber disconnects make a very realistic looking train, and they track well through turnouts and over rough trackage. Send \$1.50 for more information and a list of all the items offered by Little Railways.

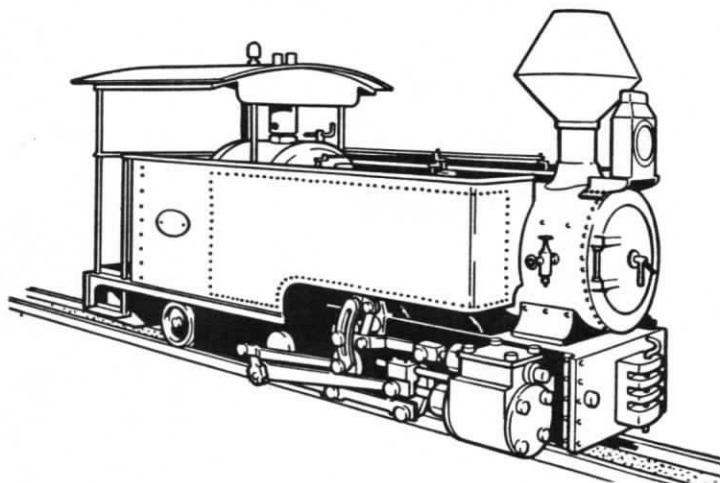
**Railway Garden, Ltd., 4210 Bridge St., Cambria, CA 93428** is planning to produce an outside frame, U.S. style American locomotive. They are now looking for input from SitG readers - ideas, drawings, photos, etc. If you are submitting drawings and would like them returned, be sure to include adequate return postage. RGL has also just announced that they are the exclusive dealer for Argyle Locomotive Works in Australia. Argyle is currently offering two live steam locomotives, with plans for an expanded line of models to be available soon. Reports coming in to

the SitG offices indicate that Argyle is producing a very high quality locomotive, at least equal to Aster in appearance and construction. Currently available are the Baldwin NA Class 2-6-2T and an attractive little Forney. Price on the Baldwin is approximately \$1850, with the Forney going for about \$1350. Contact Samuel Muncy at RGL for more information.



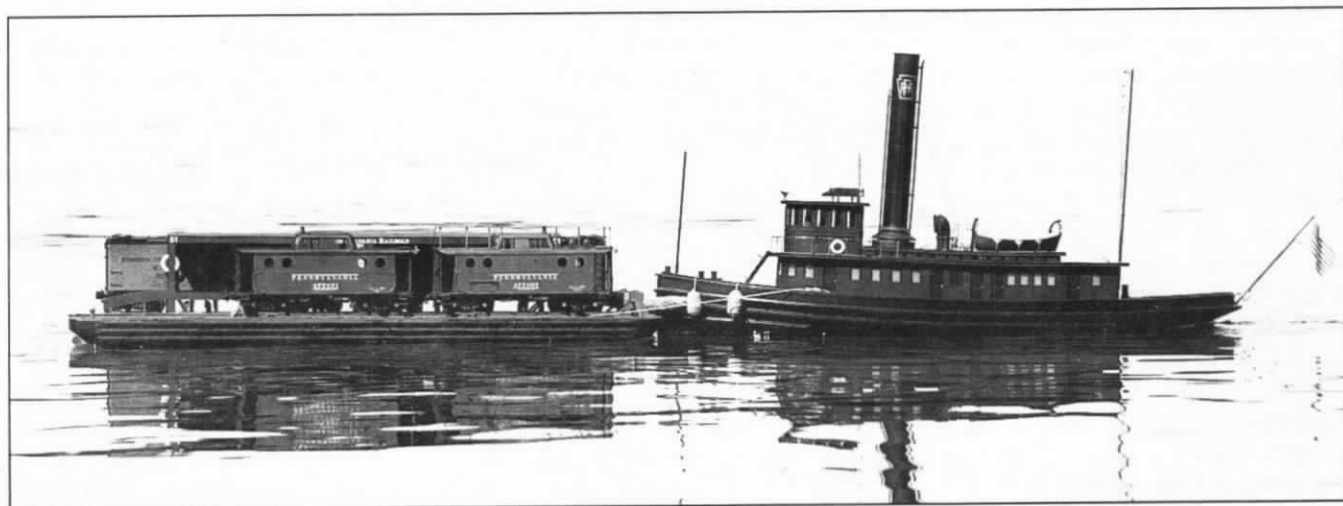
**Pemberton Models, Unit 12a Springvale Mill, Waterside Road, Haslingden, Rossendale, Lancashire BB4 5EN United Kingdom** has sent us some samples of their line of standard steam fittings and a list of available items. These most necessary items for builders, rebuilders and bashers include bronze boiler bushes in several sizes, brass pipe olives, brass pipe union nuts, gland nuts, small regulator valves, standard regulator valves, blower valves, hand feed pumps, axle feed pumps, boiler feed clack valves, meths tank filler caps and much more. Michael Gregory of Pemberton Models tells us that they are constantly adding new products. Some of the newest include by-pass valves, safety valves, eccentrics and eccentric straps, water gauges, steam and exhaust tees, a single cylinder engine unit and lubricators. The samples we received are of excellent quality and very neatly done. The prices are very reasonable considering the quality of the items presented. Pemberton Models accepts payment in Dollars or Sterling, VISA and Mastercard. Send for a list of available products today - and please include a couple of International Reply Coupons (available at your local post office).

**Brandbright Ltd., The Old School, Cromer Road, Bodham, Near Holt, Norfolk NR25 6QG, United Kingdom** have announced a new steam locomotive, the Fiji Tank. Modelled after the prototype 0-6-2 side tank locos supplied by Fowlers of Leeds to work the sugar cane trains on Fiji and based on the 0-6-2 Walschaerts valve geared, gas fired chassis and boiler produced by Roundhouse. The body will be finely detailed and will have options on the style of stack, manual or R/C, and color. Write or phone Brandbright's US agent, Railway Garden Ltd., for details and price.



**Salem Steam Models, Brynglas, Salem, Llandeilo, Dyfed, SA19 7HD, United Kingdom** can now supply some components from their new USA Porter-style locomotive to fit Mamods. These include an American style sand dome which fits the Mamod whistle bush on the boiler. As supplies improve they will be able to offer a larger selection of accessories, including a lost wax cast brass loco bell. For more information on Salem's new steam engine, check their ad in this issue.

Marketing Corporation of America, P.O. Box 225, Birmingham, MI 48012 is producing some of the most beautiful models available anywhere. All of us that attended the National Garden Railway Convention in Cincinnati this past summer had the opportunity to see them in person, and there's no doubt about the quality of material and workmanship. After looking over the latest newsletter from MCA, I called president Gary Kohs and asked him if he planned to offer any of his museum quality locomotive models in live steam. Gary told us that he is looking into this possibility now and would appreciate some input from SitG readers that might be interested. Drop him a line or give him a call at 313-288-5155. His Pennsy 4-6-0 Camelback is magnificent, the Pennsy N5 Cabin Car (caboose) is so beautifully crafted it will bring tears to your eyes, and coming in 1992 are a Pennsy T-1 and a Chesapeake & Ohio Allegheny H-8, both in 1/32 scale, gauge 1. A Pennsy 0-6-0 B-6 is under development. Gary does have a model available now in live steam - the PRR tugboat "HARRISBURG", available with a Pennsy rail car float. If you're interested in acquiring some of these fine quality models, get a catalog and check out their offerings. But don't let any grass grow under your feet - all the MCA models are very limited editions.



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# The Steam Chest

by Marc Horovitz

## In Defence of The Collector

Peter Jones and I tend to agree on most matters, but I feel compelled to respond to his scurrilous remarks about train collecting in the last issue of *SitG*. In his opening paragraph on the subject he tells us "...not to pay big bucks for something that has already become desirable; the real profit has already been made." The whole premise of his remarks presupposes that the true and only purpose of a train collector is profit. How low! How vile! How base! How false! Mr. Jones states that he is not a collector, and then goes on to prove it.

I've been collecting trains since 1976, and began acquiring small-scale live steamers shortly thereafter, so I think I can speak with some knowledge. Amongst experienced collectors, the notion of collecting for profit -- or as an investment -- is poppycock. I think a lot more money has been lost than made in collecting trains. There is one sole reason for collecting trains, and that is for the love of the trains.

When I first started out, I bought everything I could find -- Lionel, Marx, American Flyer, Marklin, Buh, Ives, etc., etc. -- just because I was enraptured. As my taste became more refined I sold off chunks of the collection. For profit? Sometimes, but that was not the motivating factor. Trains were sold primarily to finance other train-related purchases that I wanted more.

For unknown reasons, I tend to be attracted to things that others shun. When I began seriously collecting small-scale live steamers, they were unique and almost universally ignored by the collecting world. While I have a few examples of older engines, my main interest is in acquiring contemporary locomotives by a variety of makers, both commercial manufacturers and private individuals. I enjoy

studying a locomotive to try to discern the thinking that went into its design and construction. Every single item, whether it be a scale model or something from fantasyland, from the simplest to the most complex, is an expression of someone's personality, their way of thinking, and their approach to life.

I've been fortunate enough to acquire engines by Jack Wheldon, who has passed on, and by David Hick, who doesn't make them any more. Rare engines by Eric Lloyd and Peter Angus also reside in the collection. Something else that adds value (sentimental, emotional or what-have-you) to me is knowing who owned the engine. A modified locomotive, if it has been tampered with by a well-known personality, is better than one right off the shelf. For instance, I've got an Archangel "Sgt. Murphy" -- delectable in its own right -- named *Empress of Blandings* (read your P.G. Wodehouse), modified by David Pinniger, that ran on Dave Rowlands AVR for years. This is a cherished piece that may be worth a good deal more to me than to anyone else.

And then there is, of course, Archangel. Stewart Browne built many different types of engines during his career, and they are not all the same locomotive with different bodies. They are as diverse mechanically as they are cosmetically, and an Archangel collection is something to be coveted. Even old Archangel catalogs -- especially the black & white ones -- are eagerly sought after.

Like many collectors, I cannot afford to spend vast amounts of money, buying every locomotive that comes my way. This forces me to choose carefully when making a purchase, and to analyze my wants and desires. Is the piece unique? Is it important to the collection? Or is it ordinary, or

similar to something I already have? If it is an expensive item, as many locomotives are, is it worth it to me to have it? Not always. But sometimes an expensive engine is so desirable that it is worth selling off lesser locomotives to acquire it.

When I say "desirable", I mean desirable to me. The engines I like would mean little to most mainstream train collectors. Over the years I've been forced to restrict my intake of steam engines, and one's tastes change as time goes on, too. I finally came up with a rule of thumb for the acquisition of a new piece (or the retention of an old one): If it doesn't create an emotional response, I don't need it. This rule has stood me in good stead over the years. I've never regretted letting a piece go that I no longer cared about (though I've regretted passing up a few), and I usually don't buy locomotives that don't really mean that much to me.

So, if you are interested in collecting trains to make a lot of money, you are doomed to disappointment. Yes, train collections can be worth a lot, but it usually took a lot to build them. On the other hand, if you are interested in collecting trains because you love them, feel free to jump in with both feet. You'll be amply rewarded.

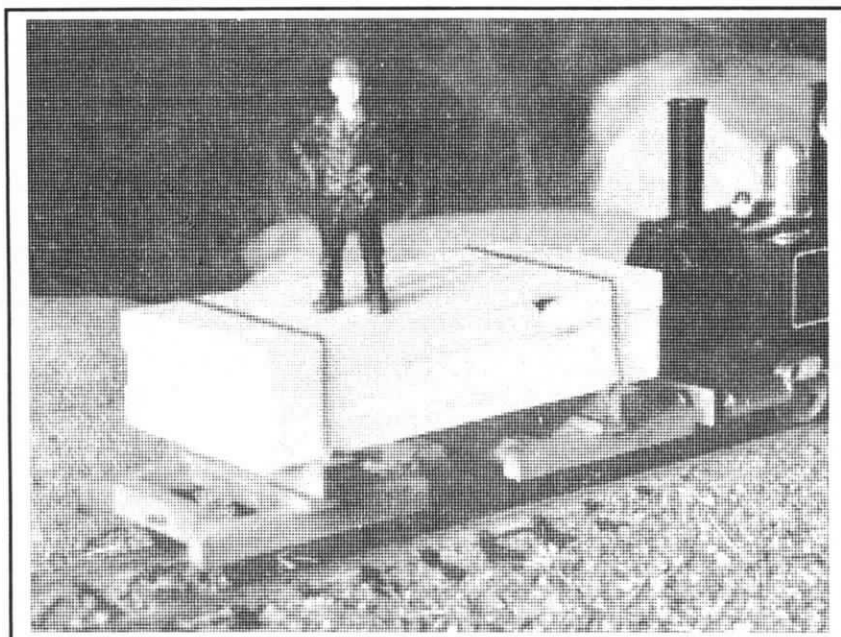
As I close, I again find myself quoting Peter Jones. As he said at the end of his article, "...please read these words in the spirit in which they were intended. I try to be objective but, in the end, it all comes down to my opinion." What you have read here are my own opinions on collecting steam locomotives. Take them for what they are worth.



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# Gazing Into the Fire

by Peter Jones

## The Why, Not the How

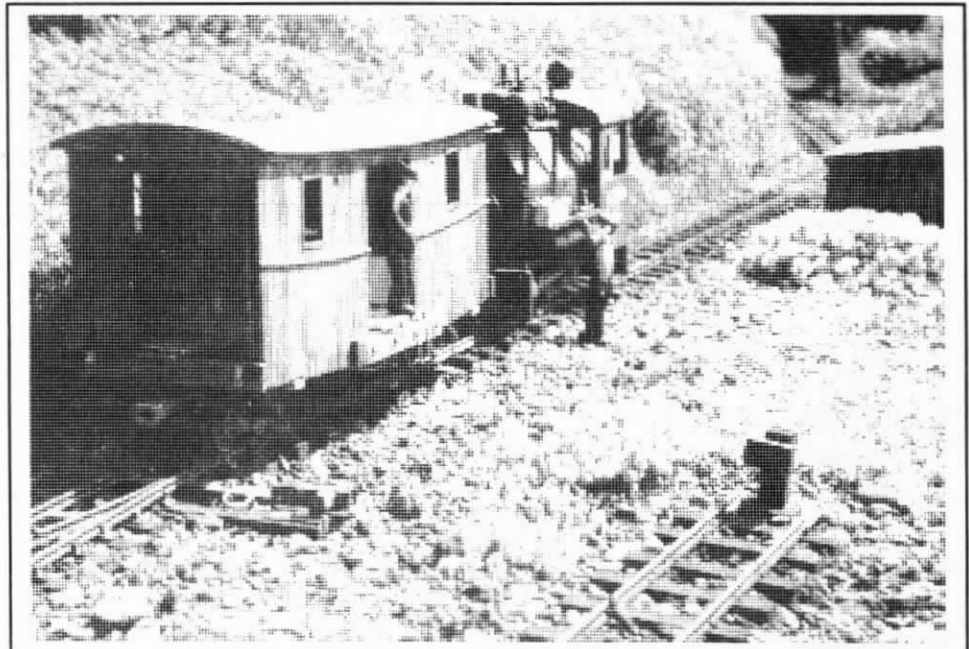
I would like to share with you some rather splendid words. They are not mine, would that they were. No, they were written by Alfred Rosling Bennett in 1926. Keep that date in mind and you will appreciate his tremendous foresight. He was what we would call today a Niche author. He wrote knowledgeably about early railway practice. His most famous work was 'The Chronicles of Boulton's Siding'. This was a detailed account of some obscure locomotion, often unconventional. It was in the forward to this book that he wrote what I consider to be some of the finest lines ever written about the steam locomotive. I have had them engraved in my psyche for many years. I am hoping that they will be of no little interest to the reader. They go like this:

"History is said to repeat itself again and again as the ages unroll. Perhaps it does as regards events dependent on the range and play of human nature. That never changes and in every era may be expected to produce more or less identical combinations. 'There is nothing new under the sun.' This is not certain; there are milestones in human progress which can occur and be passed but once. They are not permanent like human nature, but are manifestations of a phase of development, and when they have served their turn, they give way to something else, in all likelihood both newer and better. Such is the steam locomotive. When it came, saw and conquered it was new. The sun had never shone on its like before. Previously, nature alone had succeeded in making a locomotive. And having reigned imperially for a century, it is doomed, in the not distant future, to make room for the electric motor and the internal combustion engine. These can, or at all events someday will, do the same work more cheaply and more commodiously and will succeed steam and reign as long as something still better is not forthcoming. Thus the history of the steam engine is not the kind of history that can repeat itself - it can appear but once and once only in the story of the world - and so it is well

that it is not forgotten. Although superseded and vanished, the steam-horse will not pass readily into oblivion, and future centuries, if not distant ages, may be expected to look back with curiosity and interest to a phenomenon that played such an important part in the lives of a few generations of their forefathers. Simple folk, these last, so our descendants will think, who actually carried furnaces and boilers weighing many tons at headlong speed about the country, instead of distributing power at a central station."

It could be argued that the models which run around our garden are each a tiny history book. No page, film or tape can capture the essence of live steam. We may talk about the nostalgic smell of burning spirit or, better still, the sulphurous

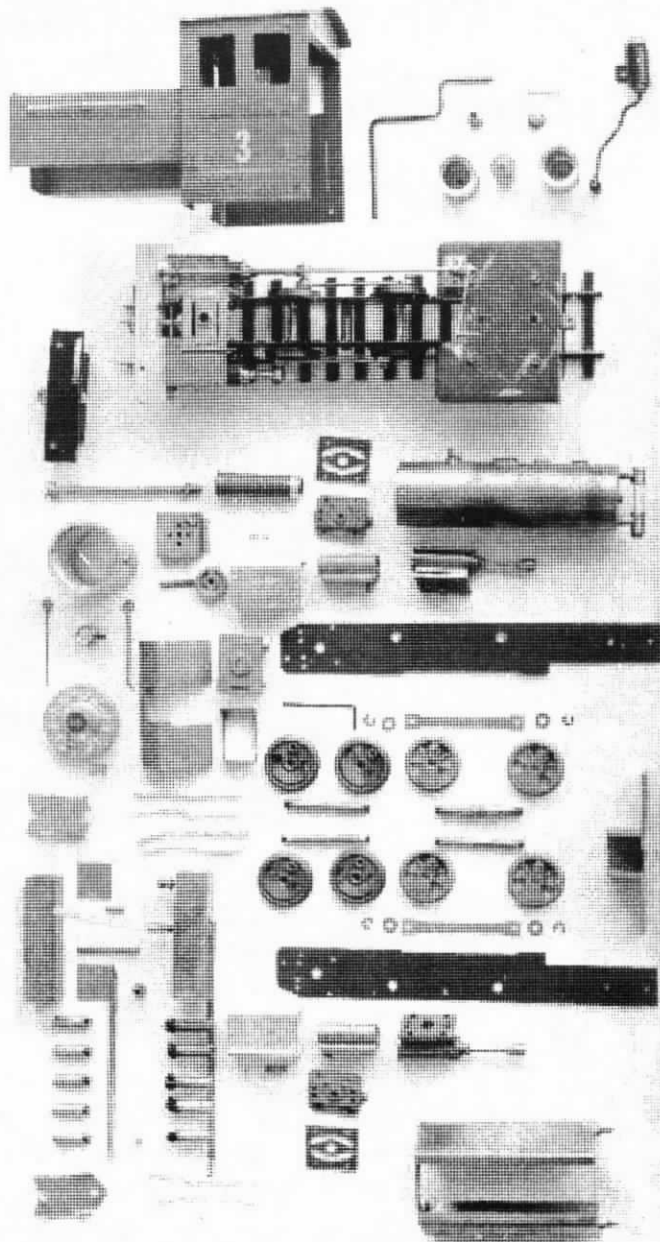
smell of steam coal not burning too well, but all the printed word can do is say that it exists. It is the same as the blind man reading the word Red in braille. Our modest models capture something; something I suggest more than a physical sensation. They go some way to suggesting the life that comes from simple forces at work. Many books have been written about the appeal of steam - and I have essayed a line or two myself - but a small tank engine in steam can convey the feeling much more quickly. We cannot afford a full sized locomotive. Thus we commune with a very small one. Try as I might, I can't sum up the appeal of steam in one minute. A model can.



Lloyd County RR #12, a modified Mamod, does a bit of shunting with a tired, swaybacked old boxcar modelled after the Huntsville and Lake of Bays large boxcar as it appeared in 1948. Eric Lloyd gets the credit for this fine bit of modelling, which lends credence to the point made by Peter Jones in his column.

*Photo by Eric Lloyd*





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# MARY-J - the Development and Construction of a Live Steam Loco

*by Ricky Morningstar*

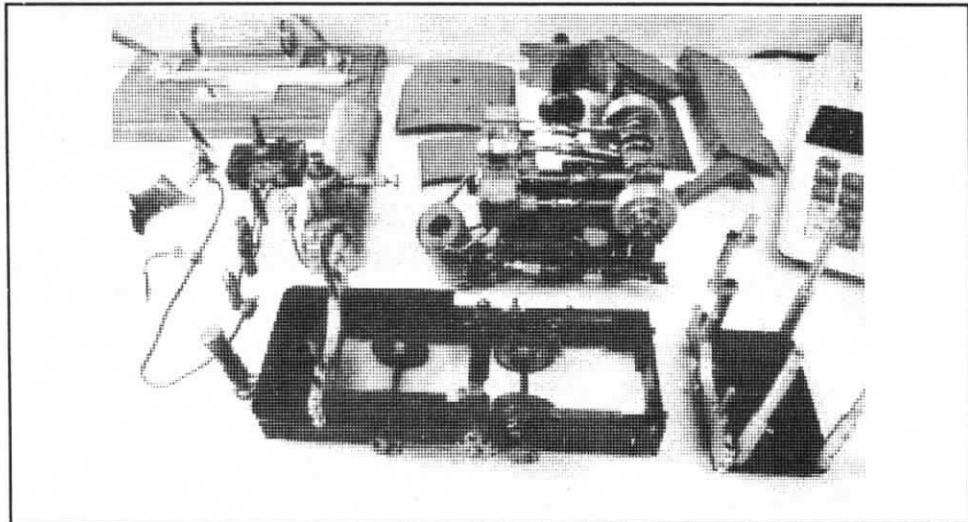
## A Pictorial Essay

About 1 year ago my wife Kathy and I had the opportunity to visit with Ron & Marie Brown in beautiful Newark Valley, New York, and gained running rights on the Silo Falls Scenic Railway. Ron's stable of live steam locos included an overhead cylinder geared loco named BRIGHAM. Since the Silo Falls perimeter security system for metal detection would not allow me to remove the engine, either complete or in pieces, I decided that I would have to build one for our Poorboy Railroad. When we arrived back home in New Brunswick I donned my design, drafting & machining cap and proceeded to devise a working plan for an overhead cylinder geared loco. The winters here in New Brunswick can sometimes be a bit harsh, so this was a good time to begin construction as our little gauge 1 locomotives can look a bit lost when trying to plow through snow that drifts up to 5' high on the 12"=1' scale!

At this time I decided that I would build a twin cylinder overtype with twin flywheels. MARY-J would be a meths burning potboiler, complete with displacement lubricator, pressure gauge, blow-down valve and a gearbox for reversing direction of travel. My friend Geoff Coldrick told me that I was trying to take the easy way out because I did not want to take the trouble to time the cylinders in both directions. I won't admit it, but he was probably right!

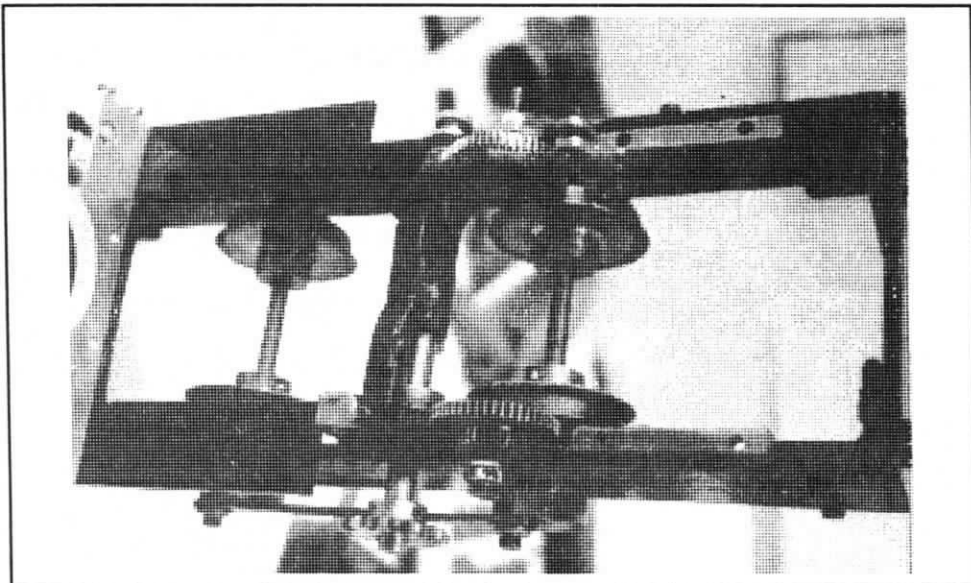
MARY-J turned out to be an interesting loco and a very good (and very slow) runner. Here is a photo essay showing different stages of construction.

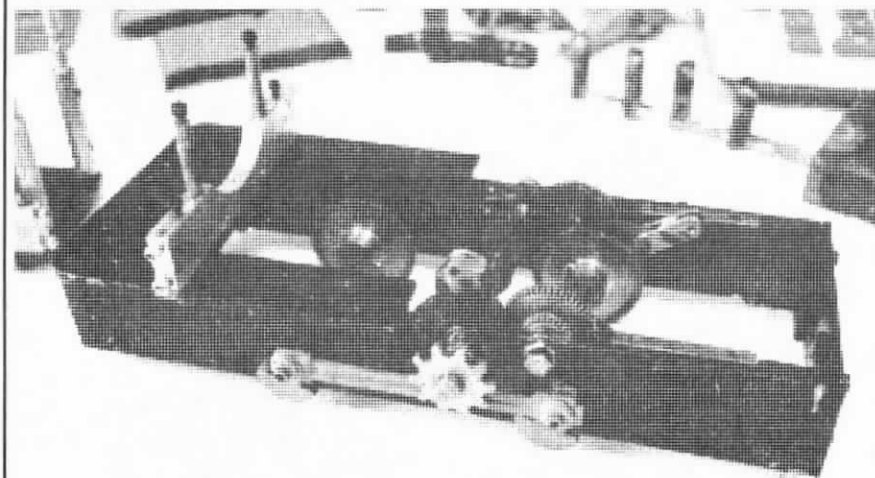
*All photos by Ricky Morningstar*



**TOP:** All the major bits and pieces. Frame, wheels, engine, boiler, lubricator, plumbing, burner assembly, cab columns and sheet metal. Vital statistics are as follows: Length - 8-3/4", width - 4", height (from rail) 5-3/4", weight - 7-3/4".

**Bottom:** Frame construction, with wheels and transmission. The frame is made of steel, 1-1/4" x 1/8", corner brackets are 3/4" x 3/4" x 1/8" angle. Steel wheels are machined to 1-3/8" OD with 1/4" tread and are pinned to the axles with 4-40





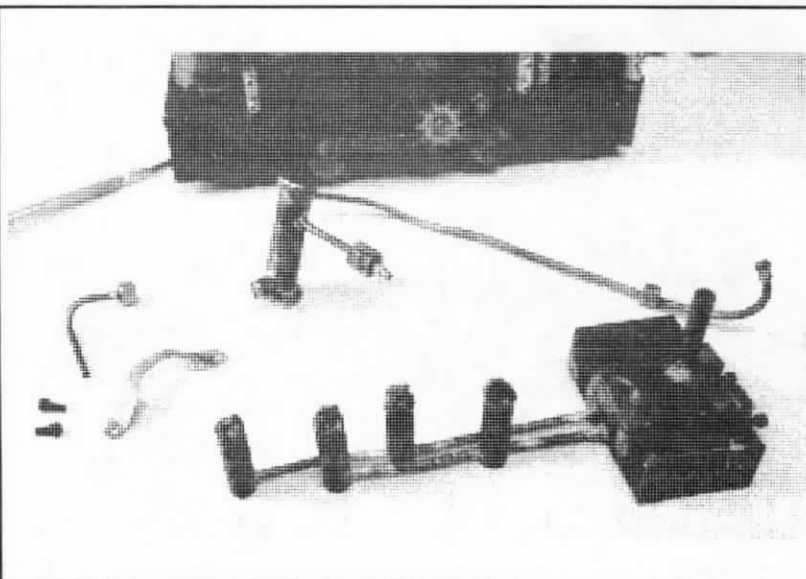
**TOP LEFT:** Rolling chassis, showing cranks, connecting rod, sprockets and another view of the transmission. Cranks are 1" OD, machined with counterweight offset and 5/16" throw for the connecting rods, which are 1/16" bar stock drilled and slotted to dimension.

Axles are 3/16" TIG welding rod with oilite brass bushings pressed into frame for bearings. Gearing consists of 1 main shaft driven by chain sprocket outside frame with 2 brass main gears located inside each frame to drive brass idler gears. Both idlers are mounted to main shaft, so when reverse rod is pushed forward, 1 idler gear meshes with its axle gear and the other idler swings away. When the reversing rod is pulled back, the opposite sequence occurs. It works very well. The gear arrangement gives approximately 7 to 1 reduction, allowing very slow and realistic track speeds.

#### **CENTER RIGHT:**

Burner assembly, displacement lubricator, plumbing and rear boiler strap. The burner tank is constructed of copper, with 40cc capacity. Wick tubes are 3/8" OD - 5/16" ID, connected to tank with 1/8" heavy wall brass tubing. All joints are silver soldered.

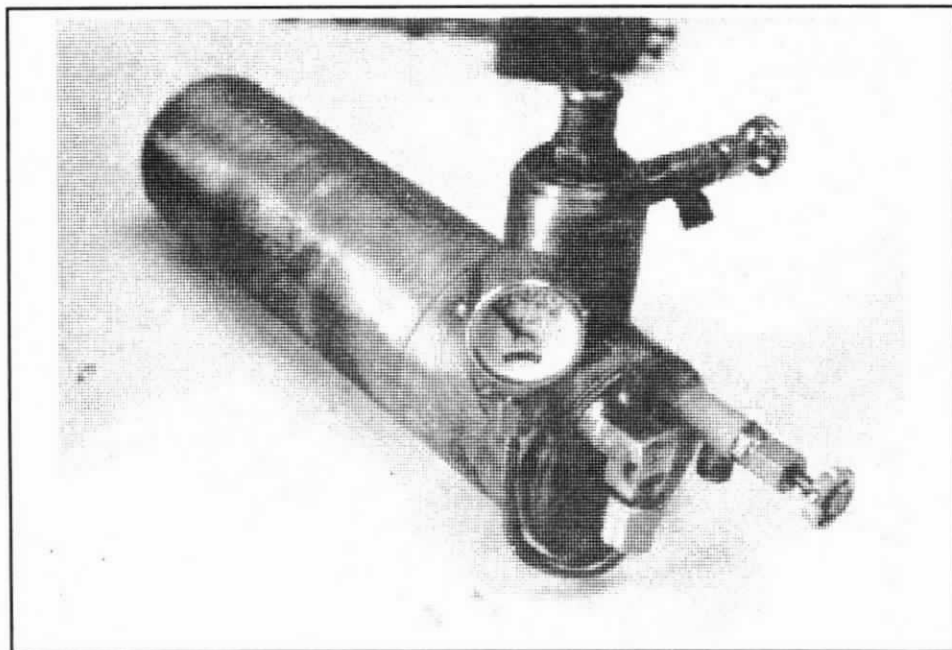
Lubricator is fitted with drain and 1/8" copper tubing. The other plumbing in the photo is the blow-down/siphon valve line.



#### **BOTTOM LEFT:**

Boiler, complete with safety valve (42 psi), pressure gauge, blowdown valve and throttle valve.

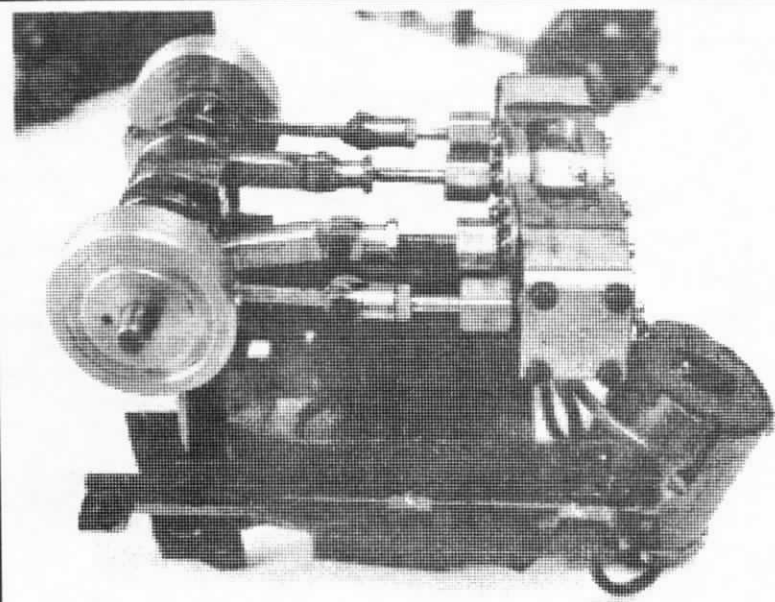
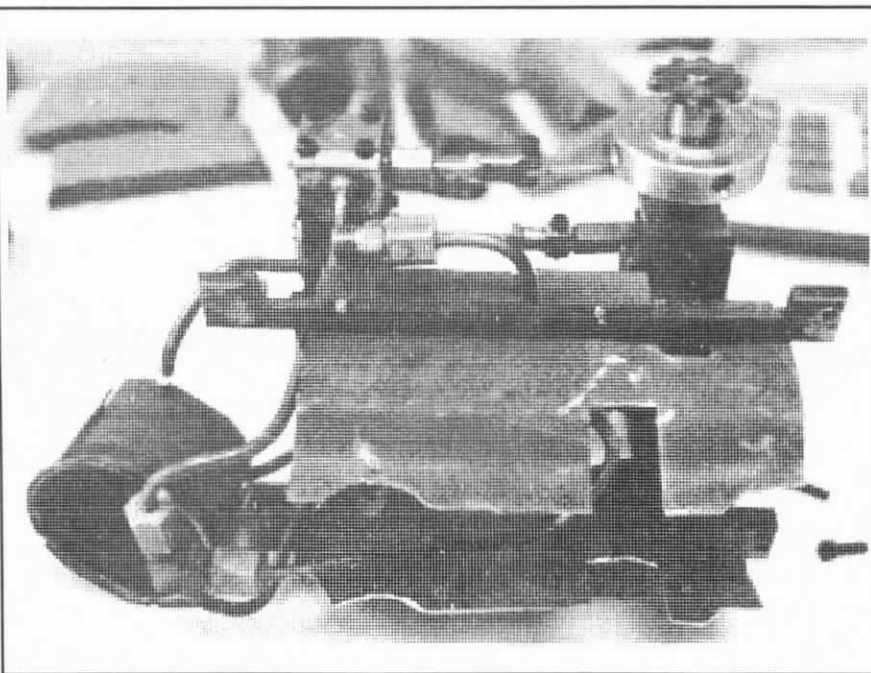
The boiler is constructed of .053 brass tubing with 3/16" end plates and .061 steam dome. All joints are silver soldered and tested to 175 psi. Boiler dimensions are 6" x 1-3/4" OD.





### TOP RIGHT:

Fire box deflectors (1/16" sheet brass, bolted to the cylinder and crank assembly. This photo also shows details of some of the plumbing and gives a view of the exhaust amplification chamber. (this last sounds as though it may be deserving of a whole separate article of its own! - ed.)



**CENTER LEFT:** The business end of the steam engine. All parts are scratch-built. Cylinders are brass, with bore and stroke of 1/2" x 1/2". Pistons are O-ringed and fitted with 1/8" stainless steel piston rods. Steam chests are machined from brass and contain slide valves.

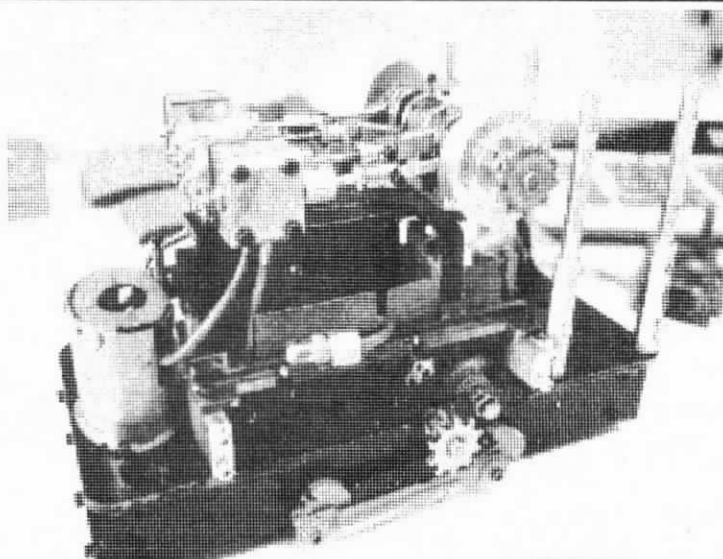
The crankshaft was turned from one piece of 1" SPS steel stock. It has 1/4" mains and journals @ 90° offset. Flywheels are of brass and measure 1-5/8" OD x 3/8" wide, with eccentrics for valve motion bolted to their back face.

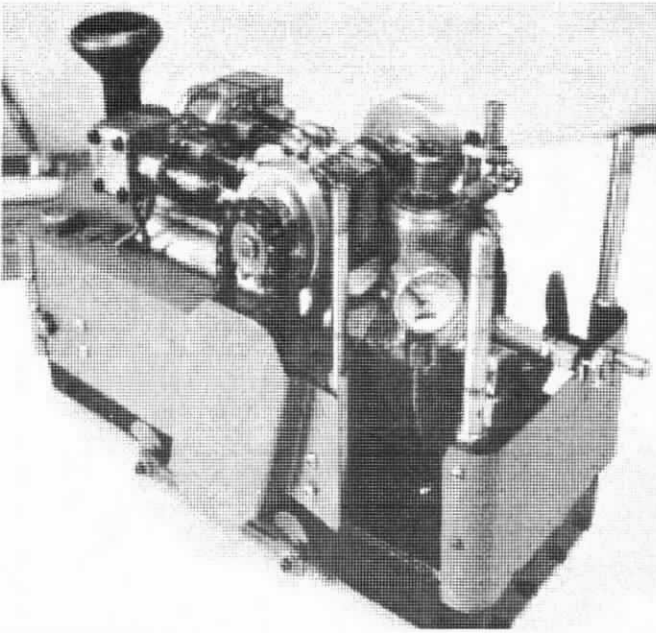
The upper chain sprocket is fixed to the end of the crank. All connecting rods and clevis's are machined out of a slippery material called silicon bronze.

The whole assembly is mounted on a piece of 3/32" plate.

### BOTTOM RIGHT:

General view showing motor mounted to frame, complete with boiler and cab columns in place and amplification chamber for exhaust. Note the connection for the steam line and arrangement of the transmission.





#### TOP LEFT:

Rear view of MARY-J. At this point the rivet detail has been added and the sheet metal has been painted and screwed into place.

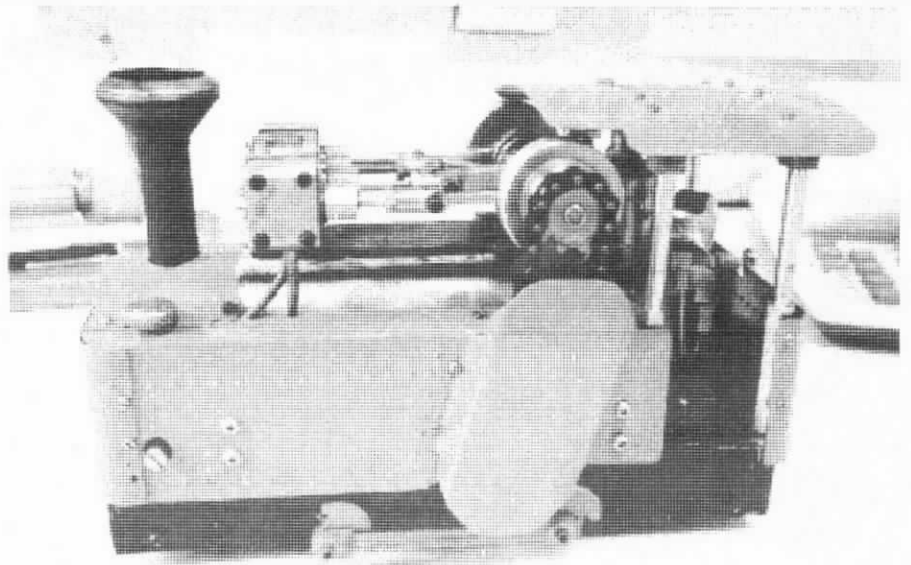
The engine is still waiting for couplers, name plates, light cowling and a bell. Under consideration is a chicken hopper fuel tank, which would add approximately 1" in length.

#### CENTER RIGHT:

This side view shows the stack, which was fabricated from 1/2" copper pipe and topped off with a turned brass funnel.

The roof lifts off for servicing, and the safety valve vents through the hole in the roof.

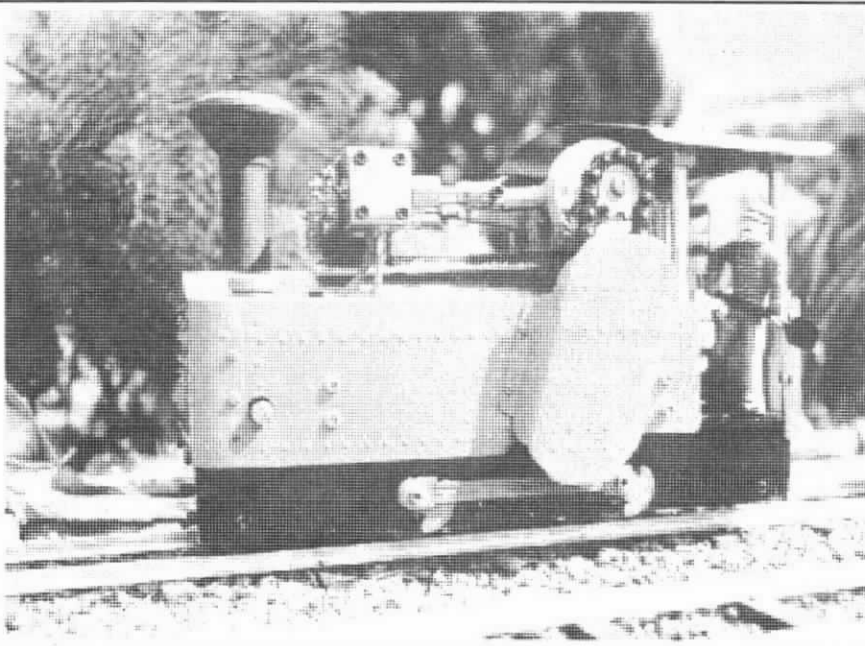
The displacement lubricator is mounted inside the sheet metal body work adjacent to the stack. It's filled through the knurled brass fitting seen here and drained by removing the screw near the bottom of the sheet metal panel.



#### BOTTOM LEFT:

MARY-J waits on the enginehouse siding on the Poorboy Railroad in New Brunswick. Looks like the fireman has been working hard and is anticipating a good head of steam!

MARY-J steams up with warm water in about 4-5 minutes (40 psi), maintains 25-30 psi while running and will run 10-12 minutes on 30cc's of fuel. By addition of a chicken feed fuel system, the run should be extended to 20-25 minutes, the extent of the boiler's water capacity.





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# Railway Librarian

by George Lyon

## Book Reviews

### **Narrow Gauge to No Man's Land**

by Richard Dunn

Published by Benchmark Publications

8 1/2"x11", hardbound

Available from: Benchmark Publications

P.O. Box 26

Los Altos, CA 94023

Price: \$38.95 check or money order only, U.S. funds

U.S. postage: \$1.60 per book, Foreign orders: \$3.20 per book (California residents add 8 1/4% sales tax)

During the later years of the First World War, part of the link between the French standard gauge rail system and the Allied trenches was a network of 60cm "light railways". This book tells the story of the American contribution and its global aftermath in 200 concise pages, graced by more than 200 historic photographs and diagrams, that are a credit to both author and publisher. The sections of equipment and track are a matchless mine of American prototype information, with comprehensive descriptions of the locomotives and cars furnished by American builders as well as a dimensioned recording of that era's trackage and right-of-way practices. Those working in 16mm scale get a microscopic view of the ubiquitous light railways which also served mines, quarries, loggers and contractors across this country in the Golden Age of Steam.

Detailed plans of the U.S. Army Baldwin and Vulcan 2-6-2 sidetank engines show that the Roundhouse Lady Anne chassis, Walschaerts valve gear and boiler kits are a dimensionally near perfect start for building Alco's outside frame version of the 2-6-2 tank engines that the British War Office bought in 1917! Sold after the Armistice, American military engines donned civilian garb in at least twenty three states and on every continent, including Australia. Anticipating Roundhouse, one Baldwin emigrant to Brazil was converted to meter gauge; pictured in 1976, it boasted a tender and cabbage stack. Other photographs offer further inspiration for Roundhouse kit builders.

A simple standardized steel underframe (whose detailed plan invites 16mm reproduction in "welded" styrene) was the basis of every U.S. Army flatcar, box car, tank car and gondola. Civilians welcomed the sturdy cars when they became available, and the illustrated conversions to passenger use will be of special interest to scratch-builders. Be it locomotives, cars, a #5 switch, right-of-way details, or timber trusses and trestles, Richard Dunn provides dimensions and diagrams as well as history.

As history or leisure reading, "Narrow Gauge to No Man's Land" rates a "superb". If your railway runs (or will run) in an American garden, the words are "invaluable source". Highly recommended.

### **Brandbright Catalogue No. 8**

by Richard and Shirley Longley

6"x8 1/2", soft bound, 65 pages

Price: \$5.00

Available from: Brandbright Limited  
The Old School, Cromer Road,  
Bodham, Near Holt  
Norfolk NR25 6QG  
United Kingdom

Railway Garden Ltd.  
4210 Bridge Street  
Cambria, CA 93428

This informative wishlist deserves a place in the library of every newcomer to the world of small-scale steam. Twenty-five available (or soon-to-be) locomotives are described, and most are illustrated. Seven kits are listed, as well as Roundhouse components.

This catalogue can even make you feel good. Baldwin delivered 495 4-6-0T engines to the British War Department between October 1916 and April 1917, and Wrightscale's next offering will be their version (gauge 0, manual control only)!

Since almost all American small scale steam has British roots, it is helpful to know what track, cars, couplers, wheelsets, trucks, structures and books are available as well as the engines themselves. Catalogue No. 8 gives that overview, with instructive commentary on most products. Adding to the clarity of many of these descriptive passages are a host of line drawings and sketches by transport artist Pete Insole.

For the already-initiated, No. 8 is a newsletter from the Longleys. To the newcomer it can serve as a text. The undecided will find in it more good reasons to get involved in small-scale steam.



# Loco Review - Geoffbilt *SCORPION*

by Fred Kuehl

**Description:** Pilot model of a generic 0-4-0 saddle tank tender locomotive of turn-of-the-century Porter design for shortline, logging, plantation, industrial and contractor narrow gauge railways.

**Price:** \$750.00 U.S. funds.

**Available from:** GEOFFBILT, Box 277, Salisbury, New Brunswick EOA 3E0, Canada - phone (506) 372-4364.

**Technical Specifications:**

- Scale = 16mm (1:19)
- Gauge = 45mm (gauge 1) or 32mm (gauge 0)
- Length = Loco 11 1/2", Tender 6 1/4", both coupled 18"
- Width = 4 1/2" over cylinders
- Height = 6 3/4" over stack
- Weight = Loco 8 lbs. dry, tender 2.1 lbs. both 10.1 lbs
- Boiler = Roundhouse, 1 3/4" dia., high pressure, silver soldered, pot type
- Cylinders = two (2) Roundhouse double-acting slide valve, operated by slip-eccentric valve gear
- Bore & Stroke = 9/16" x 5/8"
- Firing = Brass external firebox with Geoffbilt 3-wick spirit burner and gravity feed fuel tank.  
Production locos will have stainless steel fireboxes.
- Duration = 30+ minutes @ 200 ml.
- Control = Manual. R/C not available, though it would be a simple task to install it yourself
- Minimum Radius = Not specified. Tested on LGB #1600, 22.5" track
- Fittings = Roundhouse regulator (throttle), safety valve and hydrostatic lubricator with drain plug
- Couplers = Locomotive pilot and tender mounted metal hook type.
- Options = Pressure gauge, blowdown valve/vacuum water tap and water sight glass - prices on request

In its day, the Porter Locomotive Works catered to all steam locomotive power interests. From the very large to the smallest of motive power and for any gauge track, the Porter Company could equip any railway with a locomotive specific to its needs.

Porter is mostly known for its narrow gauge engines. Models and facsimiles of these locomotives are very popular in our large scale hobby today, and Geoff Coldrick has selected a design that has a very narrow-gauge-Porter look for a series of small-batch production runs. He calls this loco *SCORPION*.

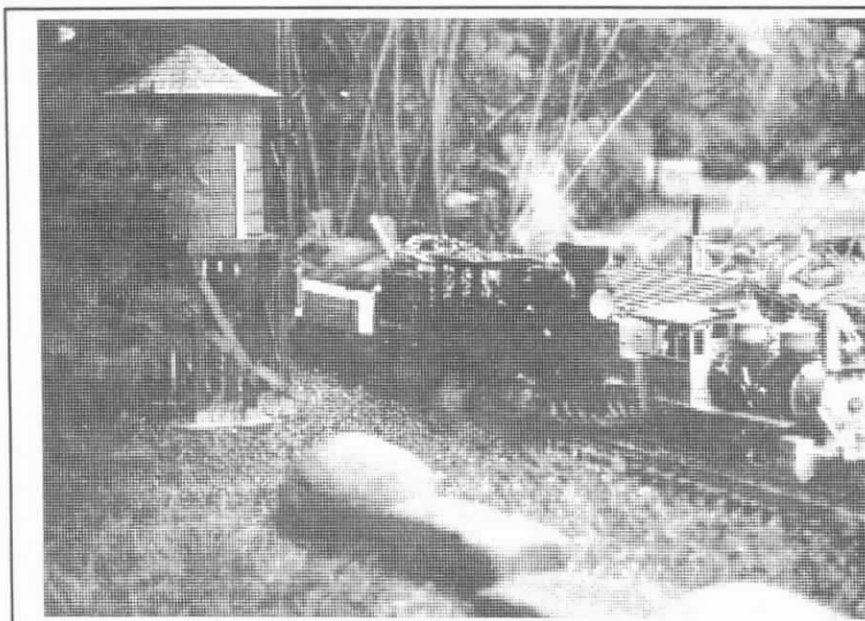
*Scorpion* is designed for the live steam enthusiast that wants an American outline locomotive that is well made, simple to operate and maintain, won't be outgrown by beginner or

experienced operators, and, most important of all, is available at low, entry level

pricing. *Scorpion* meets and exceeds these criteria and the engine will satisfy both novice and experienced operators.

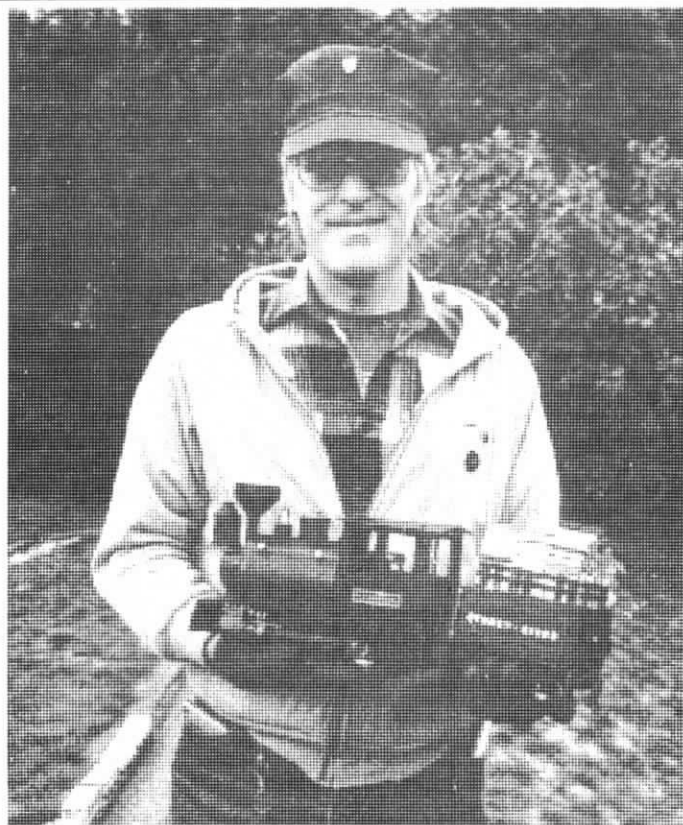
I was fortunate to meet Geoff and to see the pilot model of *Scorpion* in operation this past August at Ron and Marie Brown's 3rd Annual Silo Falls Scenic Railway Open House and Steamup. *Scorpion* was definitely Porter in appearance, and its operating performance was exceptional. When I learned that *Scorpion* was for sale, I purchased it immediately. I rate *Scorpion* among the best of my locomotives.

Since American styling is an important issue in today's live steam market, this topic will begin the review.



**SCORPION** pauses for water at Forest Tank on Frank Ulman's Loyalsock Grampian Beltline in Pennsylvania.

*Photo by Ron Brown*



**ABOVE:** Fred proudly holds his SCORPION after an excellent run. This photo shows the relative size of the loco.

*Photo by Ron Brown*

Scorpion is a very good representation of a Porter 0-4-0 saddle tank, wood burning locomotive, with a 2-axle American style tender of substantial capacity for a dummy fuel load, and with a spacious tender deck for the fireman. The locomotive is well proportioned and follows the chunky lines and dimensions of an intermediate weight, multi-purpose narrow gauge tank engine of the period between 1895 and 1915. Cosmetically, Scorpion is as spartan as many prototype Porters were, but has just enough detail to be very convincing and pleasing to the eye. There is a nicely made pilot, capable of removing just about anything in the way. A generously large kerosene headlight on a substantial headlight bracket rests atop the front end of the smokebox, which protrudes about 1 1/4" from the saddle tank. Centered atop the smokebox is a well proportioned, removeable spark-arresting sunflower stack with cinder screen. Between the cab and the smokebox and astride the boiler, there is a removable, partly functional saddle tank, representative of a tank of substantial water capacity. While this tank holds no water,

it serves to enhance the draft from the external firebox.

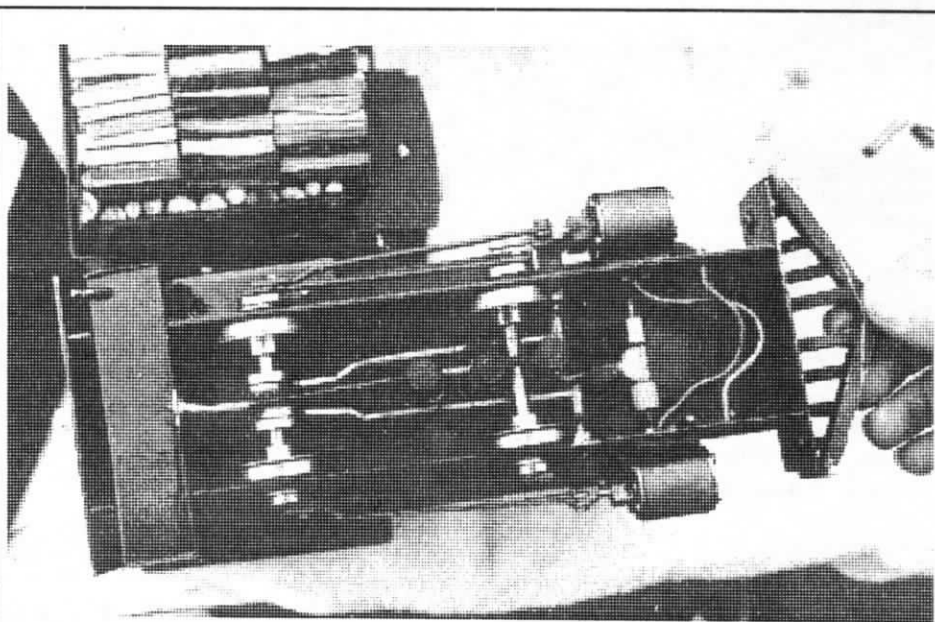
On top of the tank there is first a small sand dome with a brass bell mounted directly above, followed by a large steam dome and finally the safety valve. Both domes serve a unique purpose (described later) that is not in keeping with their prototype functions. Two properly positioned brass handrails run the length of the tank, one on each side. Lastly, there is a well proportioned, generously sized, peaked roof cab that provides all the space needed for R/C equipment or whatever else a purchaser might desire to install as after-

market options. There are two square windows on the bulkhead wall, two large windows on each side wall for crews that prefer to lean out, and a semi-open back wall with a rectangular window in each side panel.

Scorpion is available in satin black with red lining. All paintwork is smooth and evenly applied. The main and side rods are red, contrasting with the black frame. The cylinders are brass.

The locomotive has a very sturdy 1/16" thick plate steel frame situated outside the driving wheels, and a 1/16" thick solid plate steel deck running the length of the frame. The boiler is firmly secured to the deck. The deck is milled out for external firebox heat transfer from the burner, directly to the superheater and boiler. The draft through this opening is perfect for the 3-wick burner to supply ample flame to all water heating surfaces. The frame and deck are well made and everything is at 90 degrees on both horizontal and vertical planes. The pilot and end beams are 1/16" plate steel. The cylinders are screw mounted to the frame at exactly 90 degrees to the cranks, making any undesired movement of the cylinders impossible.

Access to the steamchests is unobstructed. As with many narrow gauge locomotives, the cranks are in my favorite location, outside the frames, and they are very pleasing to watch in operation. The driving wheels are polished steel and turn



A look at the underside of SCORPION shows the meths tank and overflow pipe, 3-wick burner, superheater coils, slip eccentric valve gear on rear axle and the routing of the cylinder exhaust that Geoff uses to get the spectacular steam effects.

*Photo by Ron Brown*



in brass bearings that are pressed into the side frames. The drivers are not insulated for operation with electric trains. Both driving wheel axles are at 90 degrees to the frame. The slip eccentric reverse is located between the drivers and is actuated from the rear axle. It is perfectly installed and all movement is free of binds.

Direct cylinder steam exhaust is simulated by exhaust pipes running through the frame plates just ahead of the cylinders, producing a very prototypical and very pleasing steam display. The sunflower stack is cosmetic, but Geoff will exhaust the cylinders through the stack if desired.

The boiler protrudes just under 3/4" into the cab and all fittings are in easy reach for maintenance once the roof is removed. With externally fired boilers, a saddle tank can block the movement of heat from the burner to the boiler. To compensate for this, the sand dome is hollow and open at the top and acts as a

normal operation. These domes are very effective. Both are well proportioned, and, unless their functions are explained, no one would notice anything different about them.

The backhead is fitted with a threaded and plugged steam outlet for optional fittings as mentioned earlier. The throttle has an extension lever that extends over to the left side of the cab, providing quick and easy reach for adjustments. The hydros-tatic lubricator is on the right side of the cab and features a water drain plug that extends through the cab sidewall. The fuel filling pipe, which is connected directly to the fuel tank, extends up through the left rear of the cab deck (footplate). Filling is easy and unobstructed. For access to the spacious cab interior, four machine screws are backed out to remove the 1/16" plate steel roof. Production locos can be ordered with a rounded (arched) roof that is hinged in place. The cab is made of 1/16"

The tender interior is spacious and invites imaginative use.

All joinerwork on both the locomotive and tender is well done, neat and clean. An engraved brass nameplate proclaiming the name "SCORPION" with raised brass letters on red enamel background is machine screwed to each side of the cab.

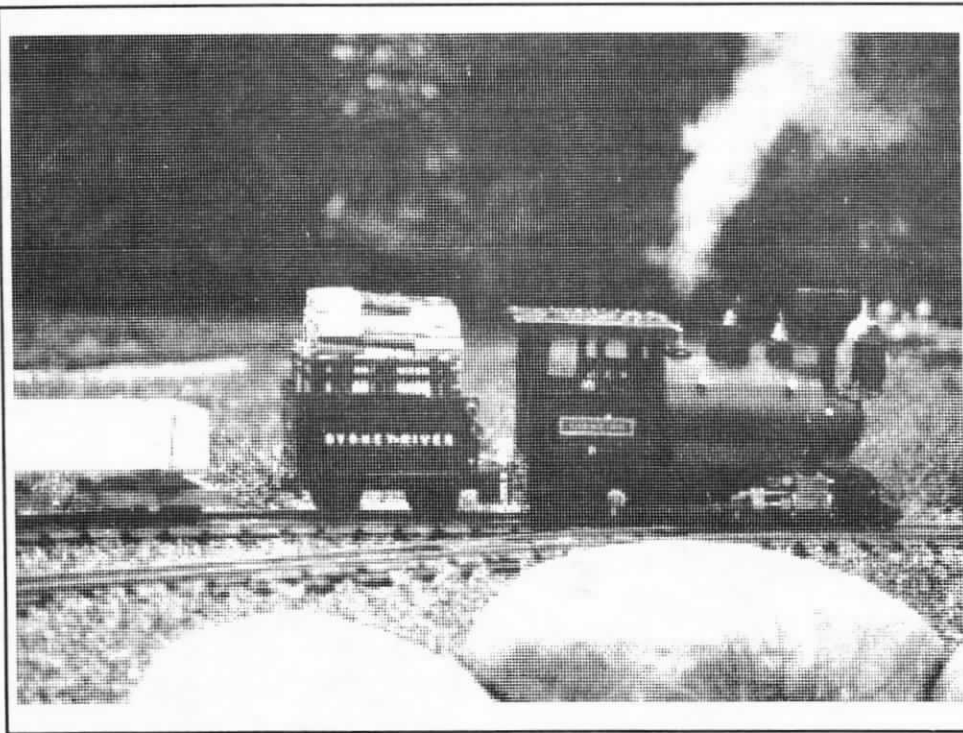
The locomotive was already run-in when I purchased it, so I tested it on my Stoney River R.R. (all LGB track, #1600 R3 curves and 1 1/2% maximum grades) with a four car train of 2-axle LGB cars, consisting of two #4010 gondolas, one #4039 baggage car and one #3107 passenger car.

The first run was from a cold start-up. The safety valve lifted eleven minutes after the wicks were lit. Fuel was topped off and the train was started. The run lasted fifteen minutes at a low throttle setting, with the engine stopping as the fuel ran out. The boiler and lubricator were still about half-full.

The second run was from a hot start. Fuel, water and oil were topped off and the safety valve lifted six minutes after the wicks were re-lit. Fuel was again topped off and the train was started, then maintained at an intermediate throttle setting. Twelve minutes into the run, fuel was again topped off and the run lasted thirty minutes, at which time the test was ended. There was 45 ml of water left in the boiler and enough fuel and steam oil remained for several more minutes of running time. Depending on conditions, I anticipate 35 to 40 minute running times as normal.

The locomotive performed well during both tests, which were also run in reverse mode with the same results. The safety valve was set perfectly and held at the "just lifting" point for the entire run. The loco had no problems with tracking. I suspect it will easily negotiate LGB #1500 R2 intermediate radius track, and, with a little coaxing of the throttle, even LGB #1100 R1 short radius track. To help with calculating a satisfactory minimum radius, the locomotive wheelbase is 3 1/2"

There is little that one can say about a fine product except to let the product stand as it is and for what it is - a fine product. I am completely satisfied with Scorpion, and if this is an indication of what Geoff Coldrick will be producing in the future, we have another good locomotive builder amongst us (and they are rare) that can provide steamologists with good, solid locomotives at prices we can afford.



With a generous plume of steam hissing from the safety valve, SCORPION rolls past with a string of Little Railways lumber cars on the way to the junction.

*Photo by Ron Brown*

chimney. Likewise, the steam dome has a band of holes around its diameter, providing additional draft. The steam dome is hollow inside, clear through the sheet metal saddle tank, and has a removable metal cap. The cap is removed for extra draft when steaming up, and replaced for

plate steel. The well proportioned 2-axle tender is made of the same material, with Gary Raymond steel wheels that turn in brass bearings. A steel drop-pin couples the tender drawbar to the locomotive. Brass grabirons are on each side of the tender wrapper nearest to the locomotive.



# Americanizing the Roundhouse Fowler

## Part IV of a Series

by Stumpy Stone

### A New Tender Deck

The original Fowler tender deck is quite neat, but seems to make the engine look smaller than it should if you're running it as a 1/2" scale loco on gauge one track as I am. To give the illusion of size, I made up a new deck that drops right into the tender and rests atop the original brass mounting posts.

Start with a piece of 1/16" model aviation plywood 5 1/2" long by 3-13/16" wide. At what will be the front end, file a slight notch about 1/2" long to clear the corner tender bracing of the original tender body.

Next cut two 1/4" x 1/4" stripwood pieces 5-7/16" long. These are spacer rails. Cut two more spacer pieces of 1/16" x 1/4" strip, also 5-7/16" long. Glue these lengthwise on the bottom of the deck with their outer edge 1/2" in from the edge of the deck. These will support the deck at the right height.

Now we'll cut the parts for the coal bunker. The sides are 1/8" x 1/2" stripwood 3" long. There will be a front piece 2-3/4" long made from 1/8" x 1/4" stripwood.

The 4" long pieces are glued from the front end of the tender deck and 3/8" from the sides of the deck. The 1/8" x 1/4" strip goes between these pieces and across the front of the deck. The 3" long pieces go across the back of the side pieces. This should form a box shape 3" wide and 4-1/8" long. The sides and rear are two boards high, and the front is a single 1/8" x 1/4" piece.

Next cut eight bunker stays 1" long of 1/16" x 1/8" stripwood. Place two of these vertically on the coal bunker, 1/2" from

each end. On the sides, they go 1/2" from the ends and 1-1/4" from the end stays.

The water tank is next. Actually just

bunker, with the hinges in the back of the assembly facing the bunker.

Now cut a piece of 1/16" brass rod or tubing 5-1/2" long and make a 90° bend (both going the same direction!) 1" from each end. Mark the tender deck 1/8" in from the rear edge, then put the tubing in place (centered) and mark the deck for mounting holes. Drill these 1/16" and glue the handrail in position with 3/4" extending above the deck.

I used a piece of styrofoam 3-7/8" x 2-3/4" and 1-1/4" thick form my deck, carving it to the shape of a coal load. Next I smeared the whole thing with white glue to create a barrier to protect the styrofoam when painting it with black paint.

If you are using radio control equipment as I am, drill a hole for the antenna between the coal bunker and the water tank neck.

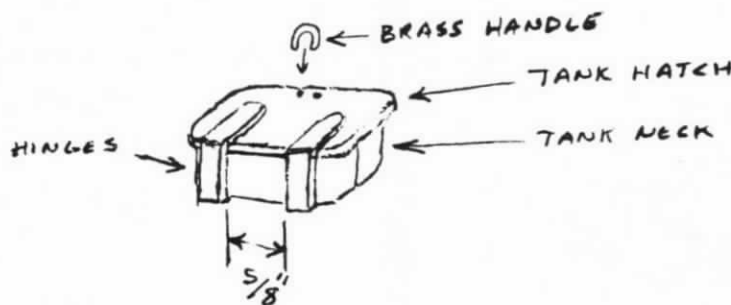
The deck, tank neck and bunker stays were painted black, and the coal bunker boards were stained with Dark Walnut stain, both inside and out. As usual, I water sealed the whole thing.

This concludes the series on Americanizing the Fowler as it was originally done. I later built a whole new tender and made some modifications to the pilot, including the addition of a pilot truck. After extensive testing, both have worked flawlessly in operation so we'll take a look at these projects starting in the next issue.

Until then.....Keep on trackin'!

#### Tender Deck

(tank neck detail)



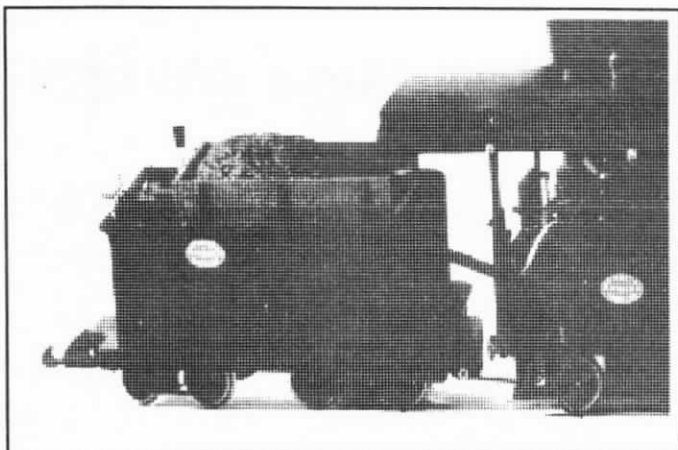
the filler and hatch. The neck is made from two pieces of 3/8" square stripwood 1" long, glued together lengthwise. File and sand the corners to round them off. The tank hatch is a piece of model aviation plywood 1-1/4" x 7/8". Round the edges of this also. Glue the hatch to the tank neck so that the hatch is even with one of the long sides of the neck and overhangs the other three sides evenly.

Next cut four pieces of 1/16" x 1/8" stripwood 1/2" long. These are to be the hinges. Glue two hinges to the hatch/neck assembly on the side where the two are even (this is the back) about 5/8" apart vertically. When these are set, glue the other two to the hatch you made from the first stripwood pieces. These run across the hatch. When dry, round the corner of the hinges where the 1/16" x 1/8" strips meet.

Make a handle from 1/16" brass rod or tubing, bent in a squared "U" shape. Lay this on top of the hatch on the front side, centered. Mark and drill two 1/16" holes to mount this handle.

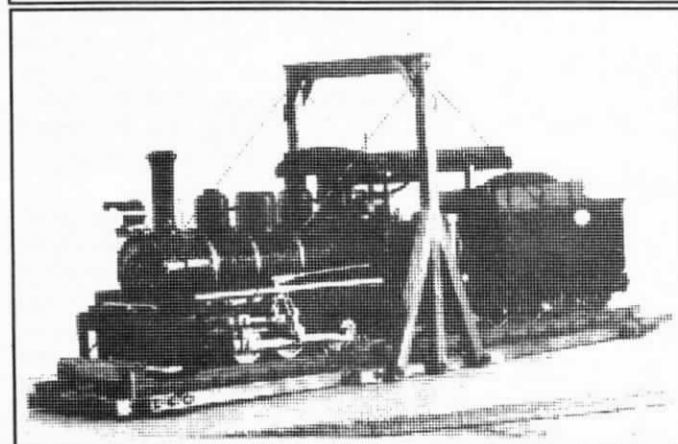
Mount this tank neck assembly to the center of the tender deck behind the coal





**Above:** This side view of the Americanized tender on Stumpy's Fowler clearly shows how much a simple and inexpensive modification can improve the appearance of any loco in your roundhouse.

*Photo by Stumpy Stone*



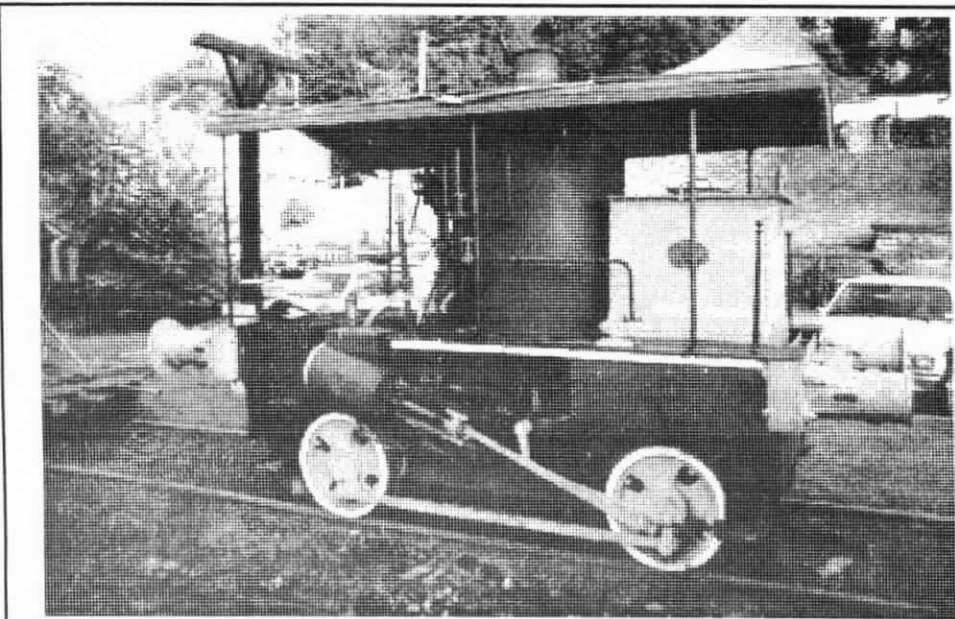
**Above:** Stumpy's Americanized Fowler looks very classy on its own gallows turntable carrier. This carrier drew a lot of attention at the SitG Steamup in May and would be a worthy subject for a winter construction project.

*Photo by Stumpy Stone*

#### **Lower Right:**

What is it? Where was it used? What was it used for? This interesting little steam loco was photographed near the restored station at Great Bend, Pennsylvania. The buffers lend a British appearance, but there is no information to verify it's origin. No matter where, or in what capacity it may have served, it would be an interesting subject for a scratchbuilding project.

*Photo by Ron Brown*



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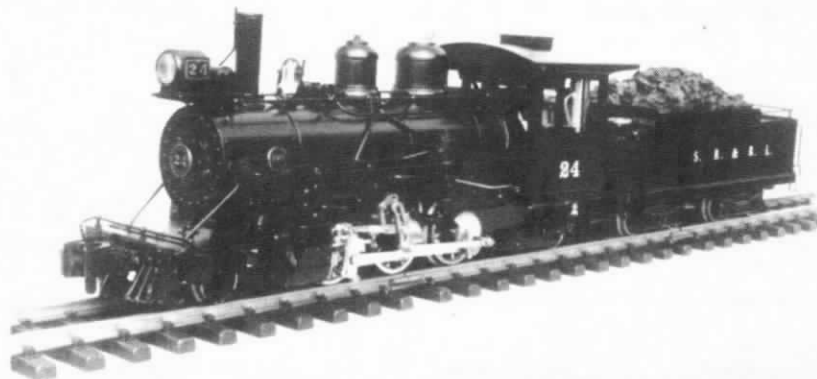


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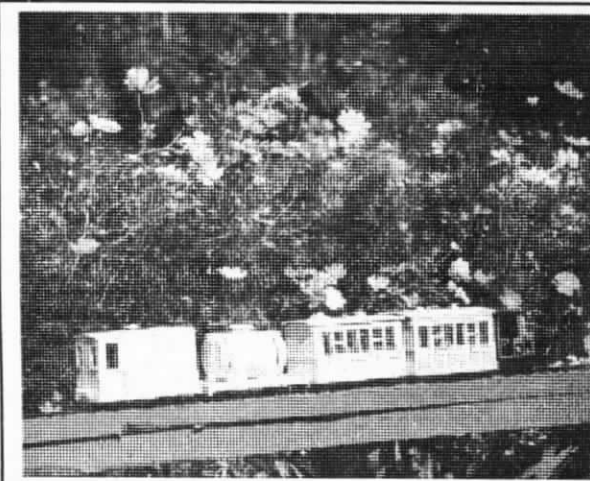
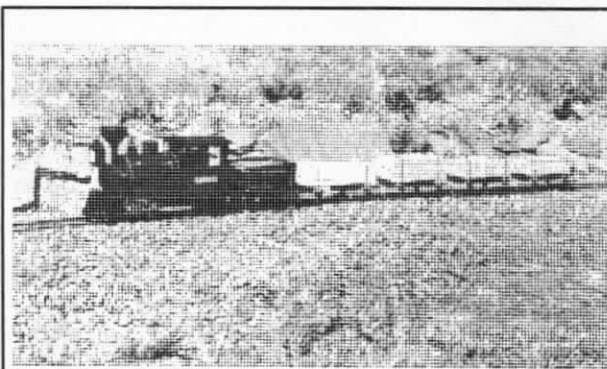
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# Steam Scene.....along the rails

We're going to start off our photo session for this issue with more photos of our outstanding cover subject, a modified Lindsay Shay by Jim Overland of Seattle, Washington. Jim's work of art is pictured here running through the most spectacular outdoor logging railway scenery we've ever seen.

The prototype Jim used as a basis for ANNA-STINA is Benson Lumber Company's first Shay, two-cylinder No. 528.

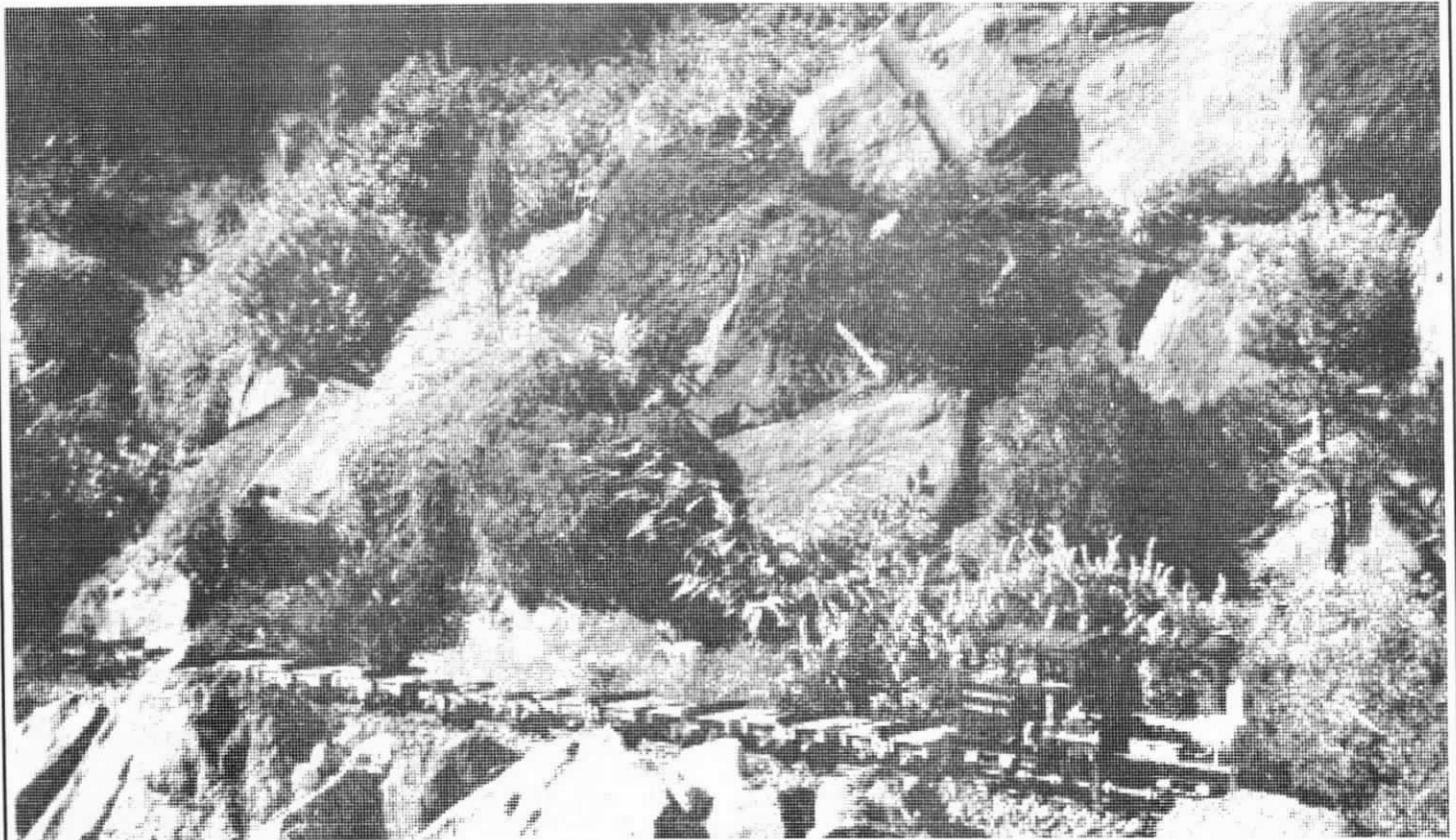
Jim is hosting an open house on November 9th - if you live in the Seattle

area, don't miss it! Details in the activities calendar elsewhere in this issue.

As usual, we're in need of YOUR PHOTOS for this feature. Dig through your albums and send in some of your favorite shots to share with the rest of us. If you don't have any photos to share, dig out your camera, dust off your imagination and enjoy a few pleasant hours creating some. Some people think that this is the most enjoyable part of working with models.

Sharp color or black & white photos with good contrast are best, but they don't

have to be professional quality to be useable. We'll be glad to return your photos if you include a SASE with sufficient postage.



**ANNA-STINA.** Eidskogen Timber Company's engine #1, makes her second run of the day up to camp six with a load of disconnects.

*Photo by Jim Overland*

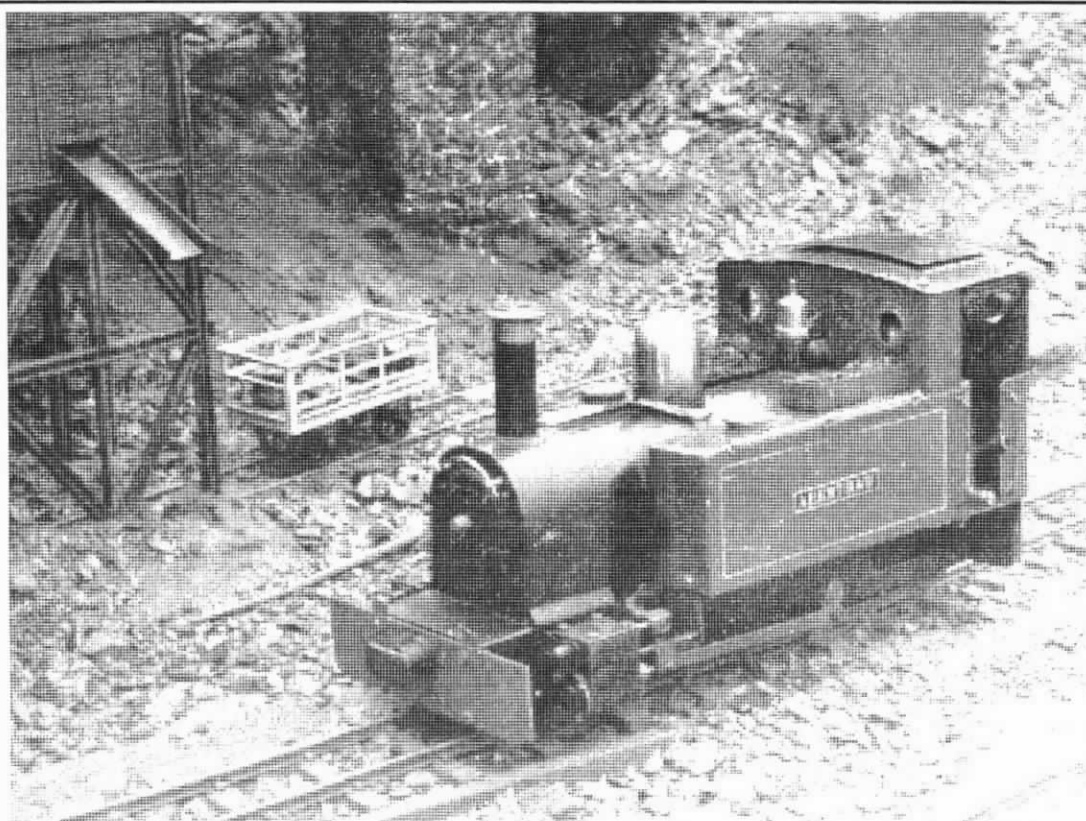


**Above:** ANNA-STINA backs down the grade with a load of old growth laurel. She backs down to keep the water in the boiler over the fire.

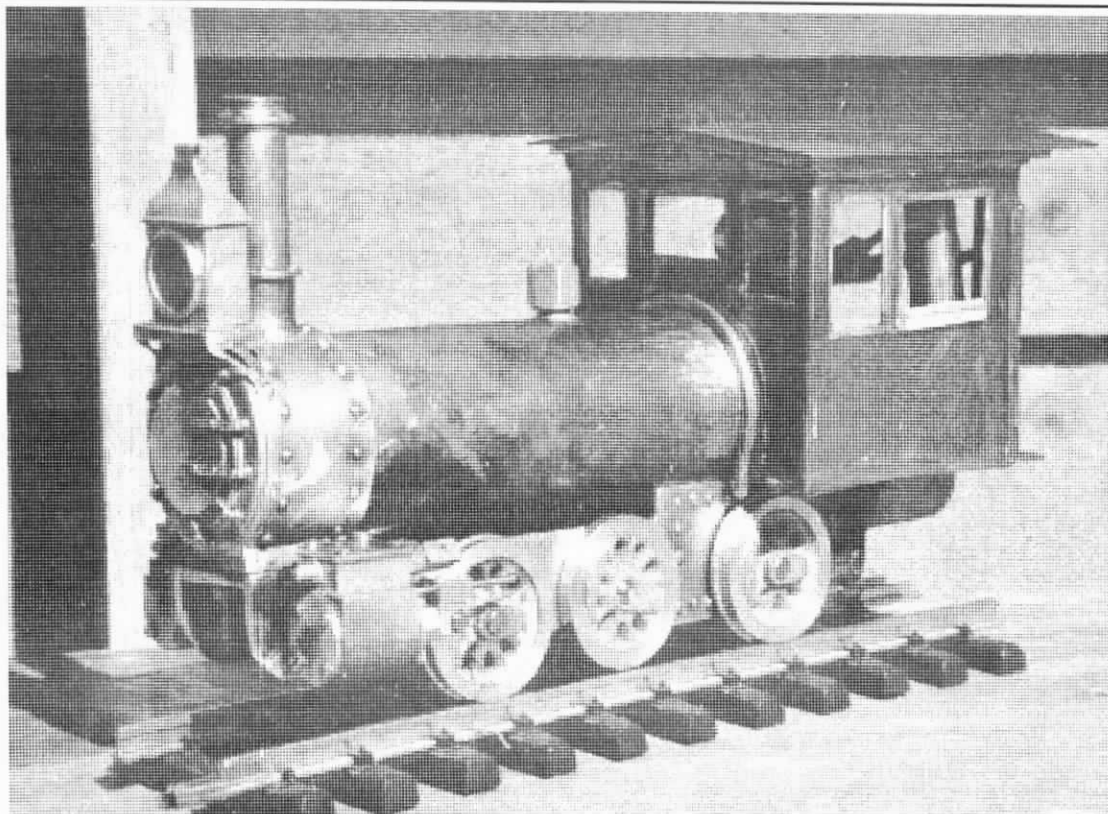
*Photo by Jim Overland*

**Below:** ABERTHAW, an early Roundhouse Lady Anne, waits for the next load in the new quarry section on Peter Jones' Compton Down Railway in Wales.

*Photo by Peter Jones*





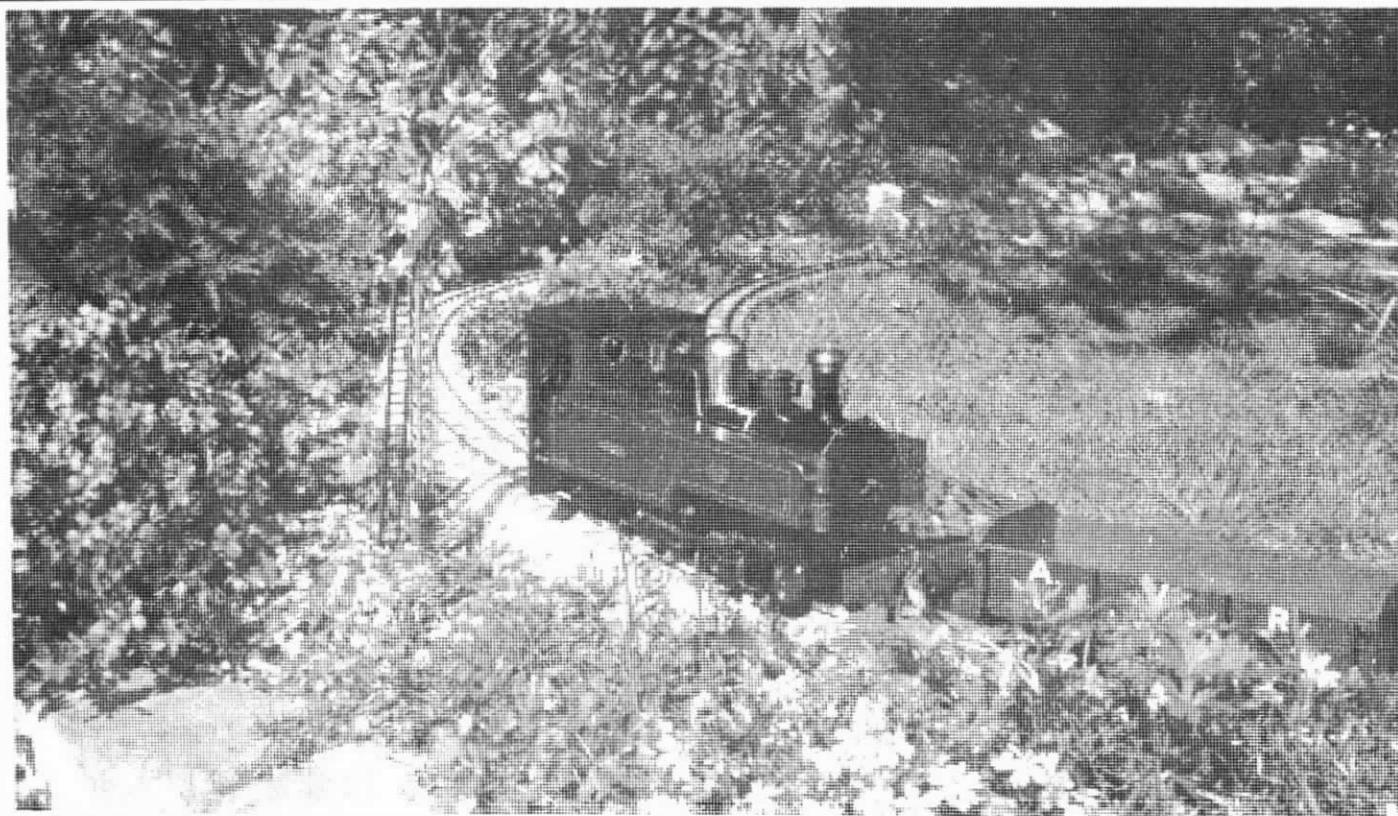


**ABOVE:** Live steamer in progress by Californian Bob Raikes. Gas fired, will have Walschaerts valve gear.

*Photo by Samuel Muncy*

**BELOW:** Visiting Archangel **RUSSELL**, owned by Peter Spindlow, passing Higher Buxton on Dave Pinniger's Ambledown Valley Railway.

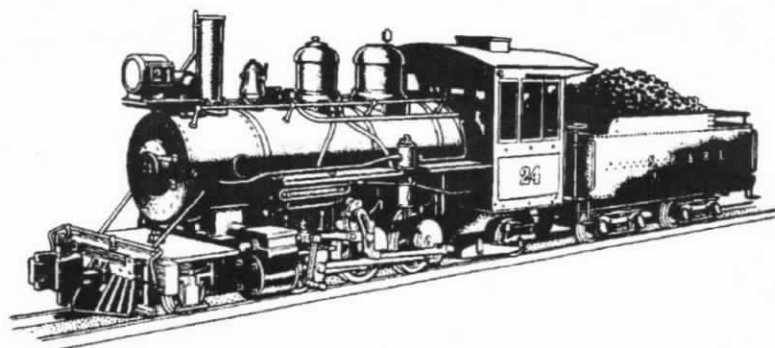
*Photo by Dave Pinniger*



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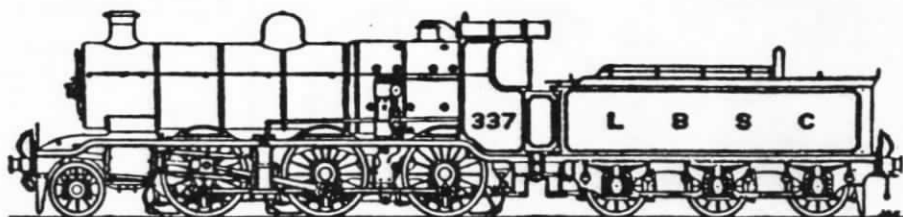
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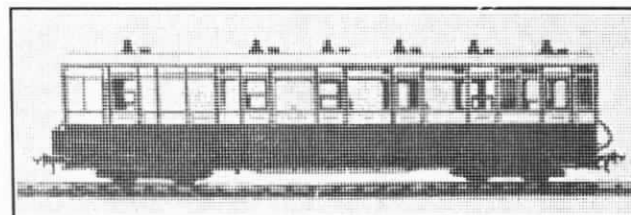
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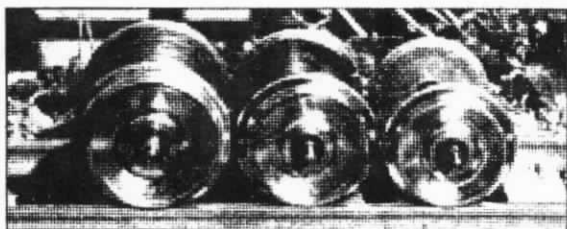
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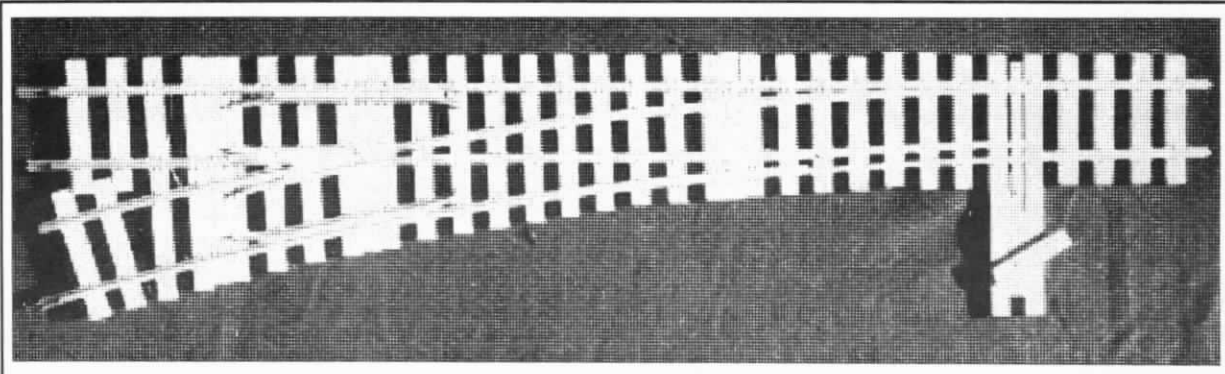
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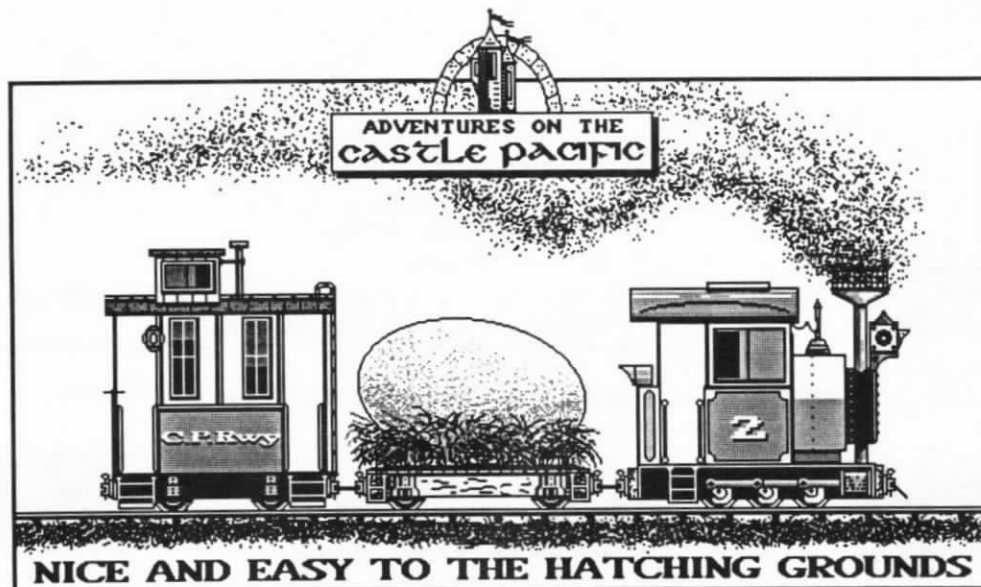
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*Rick Drescher's.....*



*Rick Drescher* © 1991

# End of the Line

Looks like the editor of this high quality publication needs some training in the planning department. For what seems like the hundredth time (can't be that many, this only #9!) we're out of space before we could squeeze everything we wanted into this issue. Oh well, there's always #10. And I'm going to quit promising any specific articles for the next issue!

I will promise that you'll definitely see the previously promised reviews of the Llagas Creek turnouts and the Maxwell Hemmens Porter - along with lots of other nifty stuff.....in upcoming issues!

We have great articles and photos in hand that have been sent in by some of the great names in small-scale live steam, and we're also working on articles about R/C selection, installation and operation; more planning for live steam operation on your railway; lots of locomotive reviews (this is the most popular feature, according to our mail); maintaining your pride and joy, and many other articles and such related to this great hobby.

By the way, now is the time to start dropping hints to the family for that new steam loco you want for Christmas. My favorite ploy is to scatter photos, brochures and whatever else might be available around in places where they're bound to be seen. Like on pillows, taped to bathroom mirrors and other subtle locations. Good luck - see you in #10!



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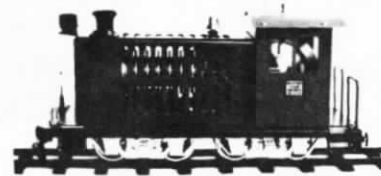
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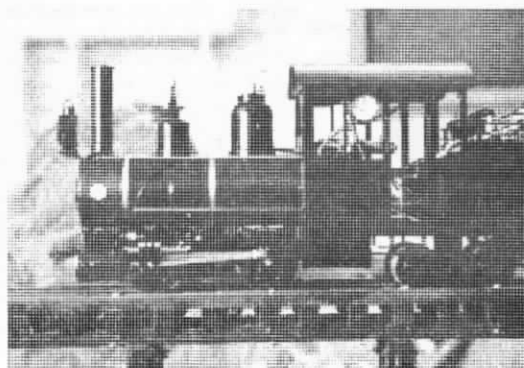
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