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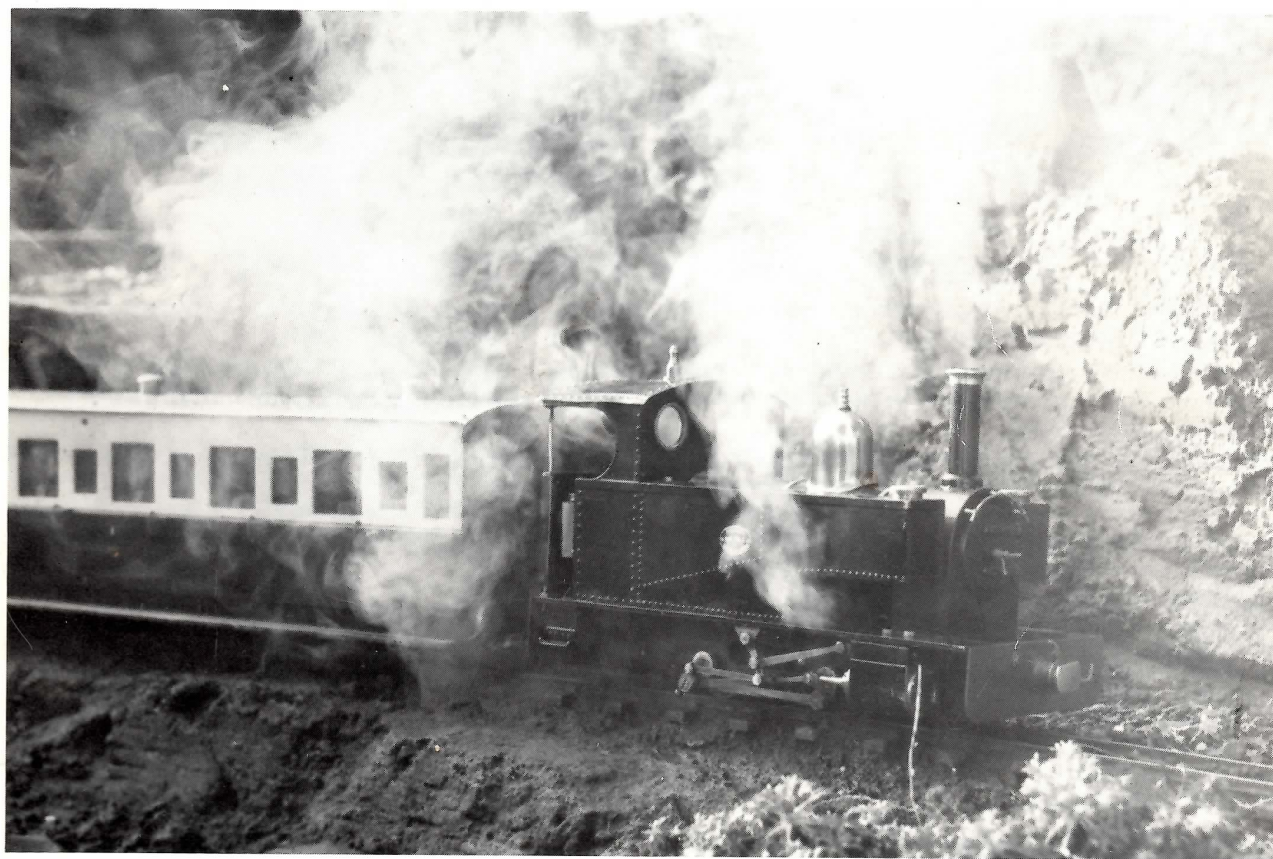
Steam in the Garden

Magazine

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

Volume Four Number One

July/August 1993



INSIDE.....

More Pages!

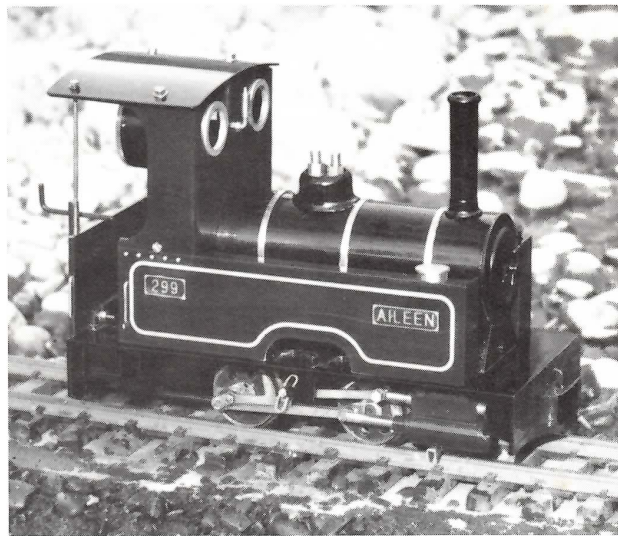
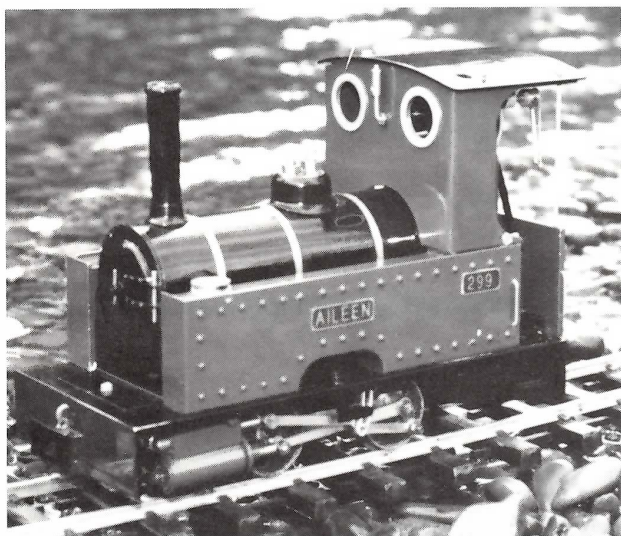
Steam at the 1993 National Garden Railway Convention

Loco Review - Pearse Locomotives W&L COUNTESS

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And Lots More.....

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ON THE COVER:

It's may be sunny, but it's a bitter cold day on the venerable Compton Down Railway, and a small locomotive sizzles in swirling clouds of steam as it awaits further direction from its driver. He is most likely holed up in the guard shack, standing next to the coal stove and wrapping his frozen fingers around a steaming mug of tea!

Photo by Peter Jones

Is Steam Power Making a Comeback?

Perhaps - but not in the way any of us might have expected! Jerry Reshew just sent us a copy of an article he found in *SIGNAL* magazine, which offers details of a new steam engine developed by Sandia Laboratories *for use on an integrated circuit*. This steam engine provides "horsepower on a chip", just one small part of a new trend toward the integration of micromechanics and microelectronics on the same silicon wafer. This R&D work is found in a new field called micromachining, and is being conducted at Sandia Laboratories in Albuquerque, New Mexico.

The microsteam engine that was the subject of the article has a *10-micron displacement*. I'm afraid neither of my lathes are capable of that sort of precision - and even if they were, I'm certainly not. Even the legendary Crankpin only attempts cylinder bores down to 1/16"!

The point of all this, at least from my point of view, is that steam power, which has long been considered by most "modern" engineers as a dinosaur and a dead issue, isn't dead at all. It just needed someone with *vision* and *imagination* to put it to work again.

Next time you fire up that model steam engine of yours, think about how ancient and basic steam is as a power source (you can't get much more basic than fire and water!) -- and then think about how useful it still is today, in this age of electronic wizardry.....and it's okay to crack a tiny smile as you watch your little loco waddle off down the track, trailing a plume of steam.

Happy Steaming!

Ron

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Steam in the Garden magazine

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or

Brandbright Ltd., The Old School, Cromer Road, Bodham, Near Holt, Norfolk NR25 6QG - phone 026-370-424

Items for review should be mailed to P.O. Box 335, Newark Valley, NY 13811 or sent via UPS to 6629 SR 38, Newark Valley, NY 13811.

Questions or comments? Phone us at 607-642-8119 - before 9:00 p.m. Eastern time, please - or send a FAX anytime at 607-642-8978.



R P O Mailbag

Letters from all over

Letters from readers are welcomed and encouraged. Offer advice, encouragement, suggestions or constructive criticism. Tell us about your current project (and don't forget the photos!) or just share live steam experiences. But please keep your letters to a reasonable length so everyone has a chance to use this forum. Send your contributions to: SitG, Dept. RPO, P.O. Box 335, Newark Valley, NY 13811, USA.

* * * * *

Essex, England

Dear Ron,

I wonder if I might briefly comment on John D'Aloia Jr.'s letter in Vol. 3 No. 5 concerning buying from overseas, with particular reference to Great Britain.

Firstly, communication -- try the telephone, we speak English (even if with a funny accent) and can tell you then and there whether what you want is in stock, how much it will cost, and if, indeed, it will do the job you want.

Exchange rates -- there's nothing you can do about these except order when the dollar is strong against the pound, like it is right now.

Payment -- British banks just hate dollar personal cheques and will return them. Purchase a Sterling Banker's Draft from any bank which has an office in the U.K. (e.g. Bank of America), send it with your order, wait and trust. Meantime, the bank has your money.

Alternatively -- phone (preferably) or write with your Mastercard or VISA number. If you write, don't forget to include the expiration date, and it helps to include your phone number. Certain safeguards now come into action. The supplier first obtains authorisation from his card company. This confirms that the card is valid and has not been stolen, and that they will honour the transaction. They will also confirm your address for delivery. The supplier then sends off the goods to that address and no other, and obtains a receipt from the carrier. Only then may he bank the sales voucher and be paid by the card company.

Shipment damage -- inform the carrier and the supplier as soon as possible, retaining the goods and packaging for inspection by the carrier. The supplier will need a brief written report of the damage for the insurance claim. If you act reasonably and still don't get satisfaction, write to the editor.

Finally, we are nearly all small firms, often consisting of just the guv'nor and the P.L.W. (Plucky Little Woman). One thing that sets us apart from advertisers in other types of magazines

is that we love our job - it surely can't be the money! So have no fear, to stay in business we need just one type of customer -- satisfied!

In Vol. 3 No. 4, Richard Finlayson mentions his difficulty over wick materials for spirit burners. Having tried steel wool (without much success) he reverted to using asbestos string. This used to be the standard material, but is becoming harder to obtain due to the reported health risk. When I tried to get some a few years back, I was offered ceramic fibre yarn ("can't get the other stuff, mate") and since then I have been supplying it with all my locomotives and burners.

Enclosed is a sample which you might like to try. Simply cut a few strands to double the length of the wick tube, fold in two and insert. Trim to about 1/8" to give a 1" clean flame. Unlike asbestos, the flame size depends, not on the tightness of the packing, but on the length of the exposed wick. If using it in an internally fired loco, the wicks can usefully be a bit longer. Here's a tip -- to ensure re-lighting of a blown out wick, connect them all together with a thin strand across the top -- assuming that axles, etc. don't get in the way. (*We tried the ceramic fibre wicking and found that it works every bit as well as asbestos yarn or string. The ceramic fibre being a bit easier, perhaps, on which to control the flame size - ed.*)

I have, by the way, no intention of joining in the meths/alcohol/methanol debate, but at our last local steamup someone brought along some store bought meths which looked (and no doubt tasted) vile, but which smelled of the best Spanish brandy. A merry time ensued whilst we tried to identify the brand!

Kindest regards,
Mike Chaney

Burnham & Berkshire RR
ENGLAND

Dear Ron,

We had a splendid AVR steamup this week on Wednesday evening, when it was my 50th birthday! We ran lots of engines well into the dark and finished off with John Shawe's "Black Adder". It was a beautiful calm evening and although you could hear the chuff and smell the soot, all you could see was the tail lamp of the brake van, the glow of the hot coals in the firebox and occasionally a spark from the chimney. Magic!!!

All the best for now,
Dave Pinniger

Eureka, California

Dear Ron,

Thought I'd drop you a few shots I caught of local steam activity behind the Redwood Curtain. I hope the fog wasn't too thick to preclude publication.

Geoff Spenceley hosted an impromptu steamup at his digs in McKinleyville. He ran his Aster King George (Georgeous?), Richard Hintz his Beck "Anna", and I ran my Hyde Shay - all for the benefit of a few interested parties and our own amazement.

It's just possible that Geoff has developed a new crossover sport/hobby which I tentatively named "Aerobic Steaming", in which the participant chases his loco around the garden railway until either it runs out of fuel or its owner collapses. Geoff has a purpose-built gravel path just inside his elevated line to facilitate this penchant.

I've also included a few shots taken at a benefit meet held by "Twig" LaBranche on his extensive garden layout in aid of the Redwood Coast Railroad Museum.

Geoff brought a Merlin 0-6-0T from his collection, and once again my Shay appeared -- this time with an almost completed N.E. Narrow Gauge cab in tow. The steamers seemed to attract more than their fair share of spectator attention.

Keep up the good work -- I hope the mag leaves you time to boil some water regularly.

Sincerely,
Richard Heisler

Cambria, California

Dear Ron,

Vol. 3 No. 6 came today, and I was delighted to see my own Mamod, "Capability Brown", in full view. She is currently in the gentle (for the most part!) hands of Don Noon and hopefully he'll solve her flameup problems for me!

There is one big, loud complaint I must mention. It is your "End of the Line" column and regards your plugging of JMG Hobbies and Doubleheader Productions -- not in the plug itself (you've kindly even mentioned us), but in the statement that "....they are not in it for the money."

Well, my friends, I am in it for the money! Profit is what keeps businesses like ours going, and I resent BIG TIME the accusation, no matter how accidental it may be, that the "other" suppliers are ripping off their customers.

It's unfair to your advertisers, readers - and to JMG Hobbies and Doubleheader Productions, because I know that they do make a profit like all of us and aren't thumbing their noses at their competitors.

Please don't feel I'm slamming the article, magazine or you! I just feel that you could have re-read the hidden connotation that slipped in, and as your "Birthday Column" states, it's not easy to be unbiased. Try just a little harder. Other than that, good magazine, good editor, good friend.

Best,
Samuel Muncy

Samuel, I'm sorry you were offended by my "End of the Line" comments. Guess I didn't do a very good job of saying



Geoff Spenceley paces his train as it overtakes a slower one. Note the gravel "exercise track"

Photo by Richard Heisler

what I meant, which was that, with very few exceptions, none of us is getting rich from this hobby.

Part of the problem here is that I always seem to run short of space for my comments, and I have to offer a Reader's Digest condensed version of what I really want to say.

All too often I hear comments to the effect that "Ol' Sam is really raking in the bucks from selling steam engines! You'd think he could give us a break on the price!"

Or, "Boy, it must be great to be a big-shot magazine editor. You get all your stuff for free!"

Sure, and the moon is made of green cheese! You and I know that most of us in this business are in it because we love the hobby. It would be nice if we could make a good living as a reward for our efforts, but the truth of the matter is that most of us could make more \$\$ per hour flipping burgers at McDonalds!

I know that you work very hard at what you do, and I'll bet you put in more than 8 hours per day, 40 hours per week. And yes, you make a profit - but I'll bet you aren't getting rich at it. Like most of us, you could probably make a lot more money in a lot fewer hours if you were to take your talents and your work ethic elsewhere.

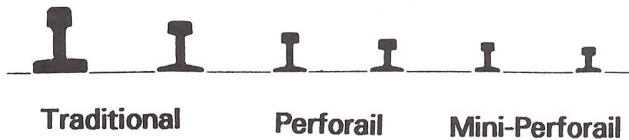
This is the point I was trying to make in my "End of the Line" comments, and it didn't just apply to JMG Hobbies or Doubleheader Productions. They just happened to be mentioned in the column as newcomers to the live steam scene, but my comments apply to all of us that are involved in the commercial end of the hobby, whether as a manufacturer, retail shop owner, loco builder, magazine editor or whatever else. Sorry it didn't come across the way I intended, but I take no offense at your statement. Indeed, I welcome all input - positive and negative. How else am I going to know what our readers are thinking? So.....thanks for taking the time to give SitG a read and to offer your comments. - ed.





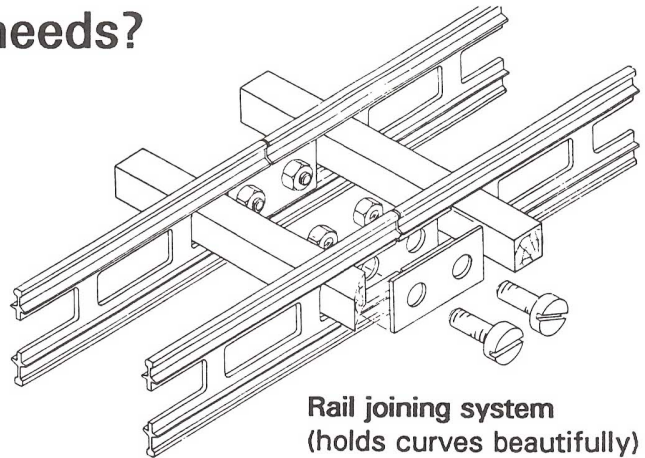
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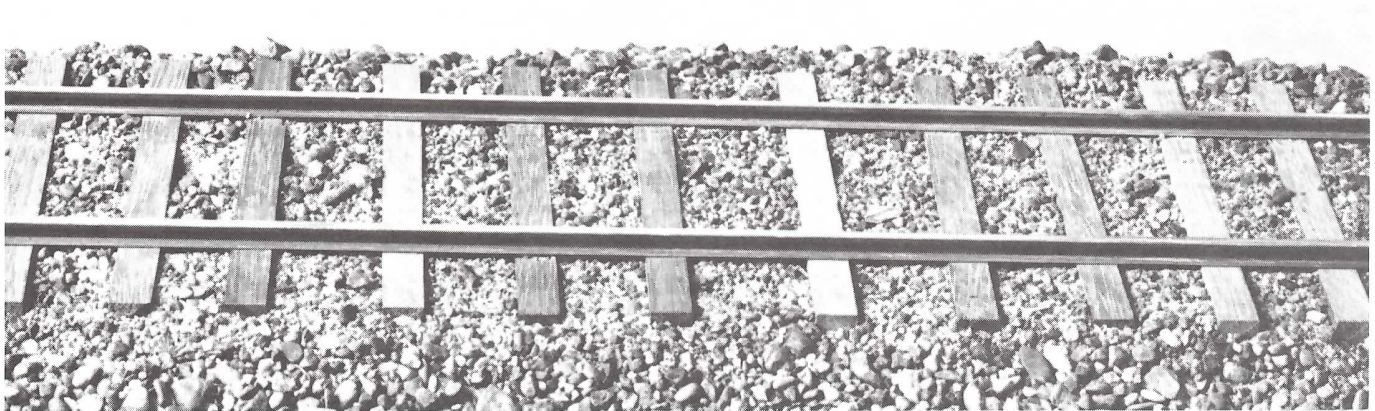


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What's New?

Ken Matticks of Doubleheader Productions, 3725 Pageant Place, Dallas, TX 75244 -- phone/FAX 214-247-1208, has announced that **Pearse Locomotives** has supplied a prize to be awarded during the Small-Scale Steamup at Noblesville, Indiana September 17-19, 1993. Pearse Locomotives will award a 16mm scale British coach to the steamup participant who travels the greatest distance to attend. The competition is open to all non-commercial steamup participants who live in North America. Doubleheader Productions is pleased to be presenting this award on behalf of Pearse Locomotives, maker of fine 16mm scale live steam locomotives, including the Countess 0-6-0, the Auric 0-4-0 and the newest locomotive in the Pearse line, the Genesis 0-6-0. Each of these locomotives is radio controlled and is available with insulated drivers for operation on electrified tracks. For more information, contact Ken Matticks at the address or phone number given above.

The Seven-Plus Narrow Gauger, P.O. Box 1110, Clarendon, TX 79226-1110, is an excellent newsletter put together by editor Bob Williams and devoted to coverage of large-scale narrow gauge models running on 7-1/2" or 7-1/4" gauge track. The stated purpose of this publication is "*Communication, Information and Inspiration for the Little Group with the Big Engines*". The issue we just received consisted of 8 pages, which contained a photo of a fine looking little Shay and a promise of more extensive coverage in a future issue. Also mentioned (and/or pictured) were sources of information, availability of large-scale harp switch stands, a Fairmont inspection car with Honda engine and Eaton transmission, a very nice C-16 under construction, letters from readers, proposed standards for 2.5" scale and 7.5" gauge (gee, that sounds familiar!), an article on safety and another on new castings. The photos are a bit primitive (reminds us of our own early efforts), but they are better than no photos at all, and the written content more than makes up for what might be lacking in the photos. Looks to us like a publication well worth having if you love narrow gauge steam, no matter what gauge or scale you might be modelling in - and it's only \$5.00 per year (4 issues) in the U.S.A., \$6.00 in Canada and \$8.00 overseas. If you have an interest in 7+" narrow gauge (as many of our readers do), give The Seven-Plus Narrow Gauger a look.

Ozark Miniatures, P.O. Box 22, Linn Creek, MO 65052, announces a "G" - 1:20 scale updated product sheet, available for a 29 cent self addressed, stamped envelope. Their complete "G" - 1:20 railroad and logging catalog is available for \$2.00. Ozark Miniatures continues to produce crisp, accurate detail castings for our hobby, and they've also been working to update some of their existing castings. For example, they have cored their marker lamp and oil lamp castings to accept grain-of-wheat bulbs, without any increase in price. We received samples of several of their new castings, including OM-141, a beautifully detailed tender water hatch. Rivet and nut/bolt/washer detail is sharp and there is almost no flash to remove. For added realism, the lid is hinged and will actually open. The OM-108-2 Pilot and Tender Steps - Double Bar, are also nicely done and come with nbw castings to dress up the installation. Though these steps look great, we have found them to be a bit too fragile for use on live steam locos that get a lot of handling. One of the neatest of the samples received is OM-120, an Oil Headlamp that comes complete with lens, rim & reflector. Add a grain-of-wheat bulb (the reflector is already set up to accept it) and enjoy some after-dark operation. Other items of interest on the new catalog sheet are OM-144, Rust Patches. These are cast plates in different shapes with rivet detail, to be used to patch imaginary rust holes in tender tanks & boiler lagging. Neat idea! Ozark also has brass chain in different sizes - and chain binders to lock that load down. Ozark has been making quality products for us for years, and they just keep getting better.

J.M.G. Hobbies, P.O. Box 960, Port Ewen NY 12466 - phone/FAX 914-338-0817, announces their appointment as a dealer for Salem Steam Models, Aster, Pearse Locomotives and Roundhouse Engineering, all builders of fine quality small-scale live steam locomotives. Joe Macaluso of J.M.G. Hobbies tells us that he is now stocking butane and steam oil for the active live steam enthusiast who likes to get out there and boil some water, rather than just admiring their locos in a display case. The steam oil, produced by Mobil Oil Company, is available in 6 oz., 1 qt and 1 gallon containers for \$2.75, \$7.00 and \$23.00 respectively. J.M.G. will also be stocking parts for the steam locomotives that he sells - good news for those who don't want to wait when their favorite little steamer is sitting in the repair shop! J.M.G. has been developing a very good reputation for service and customer satisfaction - give them a call to see what they can do for you, or better yet, send \$2.00 for their catalog (refundable on the first order of \$15.00 or more).

Hey, all you guys out there with Roundhouse and Argyle SR&RL locomotives - J.M.G. Hobbies has announced a SR&RL flat car in 15mm (1:20) scale. It will be assembled, painted and ready-to-run and will feature Shortline Car & Foundry detail parts, gauge 1 trucks and Larry Larsen dry transfer lettering. The price has not been determined, but it's expected to be in the \$65 - \$75 range. Advance reservations are being accepted with no deposit required, payment to be made at time of shipping.

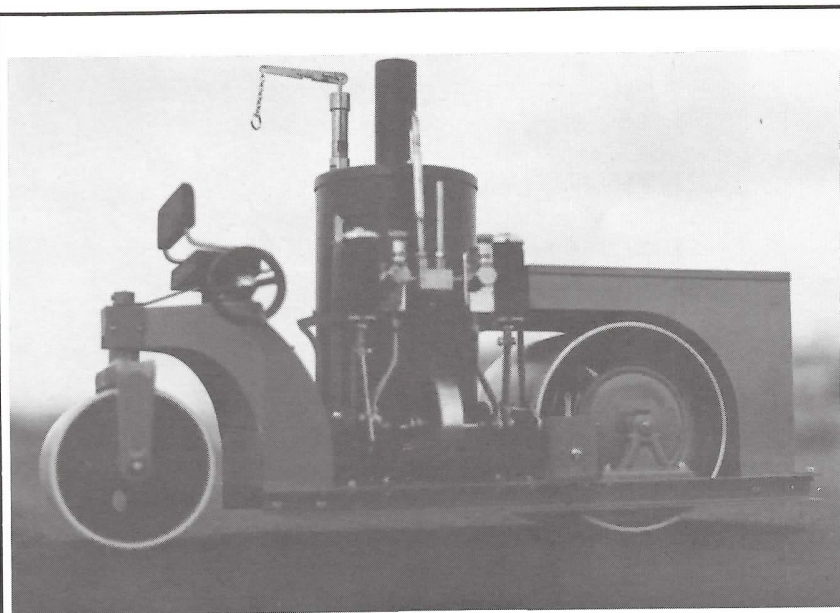
Cardinal Engineering, Inc., RR#1, Box 163, Cameron, IL 61423, phone 309-342-7474, has a new catalog with lots of useful material for scratchbuilders & bashers. Bar, sheet, angle, channel, tube and strip in steel, brass, aluminum and copper. Music wire, drill bits, socket head cap screws in sizes from 0-80 to 1/4-28, hand tools, books, plans, new & used machinery and lots more. Send \$4.00 for their catalog to Roland Friestad at the address above, and tell him you saw it in SitG.

Sulphur Springs Steam Models Ltd., P.O. Box 6165, Chesterfield, MO 63006-6165, the exclusive North American distributor of Sievert Propane Brazing equipment, will shortly be stocking those "little Bits & Pieces" that are so important to keeping our Garden Steamers running. Just a few of the items that will be available from stock are BA nuts & bolts, fitting and fender washers, pressure gauges, water gauge glass and many other small (but indispensable) items. Sulphur Springs Steam Models will also have available over a dozen detailed drawings for the construction of Gauge 1 & Gauge 0 live steam locomotives. A large selection of books for the model builder and model engineer are also available. For more information, send a #10 self-addressed envelope with 52 cents postage. A listing will be sent as soon as it is available.

J.J. Enterprises, 5348 Vista Del Mar, Cypress, CA 90630 -- phone 714-828-1537, announces a new video from Close Up Video. Titled "Steam Through the Garden" (*gee, that sounds awfully familiar! - ed.*), this video features a look at a double header Aster Daylight with 30 cars, a visit with The Count in Switzerland and a look at his train collection, a narrow gauge Shay and the Aster Shay, the Felix Spring Locomotive Factory and a visit to the Yokohama Live Steam Club. Introductory price is \$22.95 plus \$3.50 shipping -- after July 8, 1993 the price will be \$24.95 plus \$3.50 shipping and handling. J.J. tells us that the next video will feature an Aster Big Boy steamed up and running, a segment on building the Aster C&S Mogul, steamups in England and the U.S.A., plus a lot more Live Steam in the Garden. Call or write J.J. to place your order or for more information.

Garich Light Transport, 14582 Aspen Circle, Huntington Beach, CA 92647, announces that they are now dealers for the Sherline Products line of machine tools, including lathes, milling machines and all the tooling necessary to build a small live steam locomotive or similar project. Sherline Products are made in the USA and spare parts and accessories are readily available -- a very serious consideration in these days of bargain priced machinery from Asia with hard-to-get or unavailable spare parts and tooling. Rich Garich also points out that with many "bargain" lathes and mills, the cost of acquiring the proprietary tooling can easily far exceed the cost of the machinery. This is not the case with Sherline Products. Drop Rich a line at the address above and ask for more info on their line of Sherline Products. And please tell him you saw it in SitG.

Miniature Steam Railways, P.O. Box 201192, Arlington, TX 76006 - phone 817-572-5720. J. H. Wilson & T. W. Shirley have not been snoozing down there in the heart of Texas! They have just announced a line of live steam powered road vehicles, beginning with an American-style Tandem Steam Roller of their own design and manufacture, utilizing Wilescos slide-valve cylinders. It features steel construction with anodized aluminum rollers, fine steering control and reverse/throttle lever at the Engineer's seat. Solid fuel-fired large brass boiler with safety valve and whistle. A clutch lever allows the engine to continue operating while the roller is stationary. Neat! Dimensions are: 14-1/2" x 6" x 9", 5 lbs., enamel paint in yellow, red & black. R/C can be fitted. And if that's not enough for you, MSR has also announced a live steam powered American-style steam tractor & operating threshing machine. I'm impressed! Write or call the guys at MSR for more info - and don't forget to tell them where you saw it!



Miniature Steam Railways' Tandem Steam Roller - runs on fire and water!
Photo courtesy MSR

Gazing Into the Fire

by Peter Jones

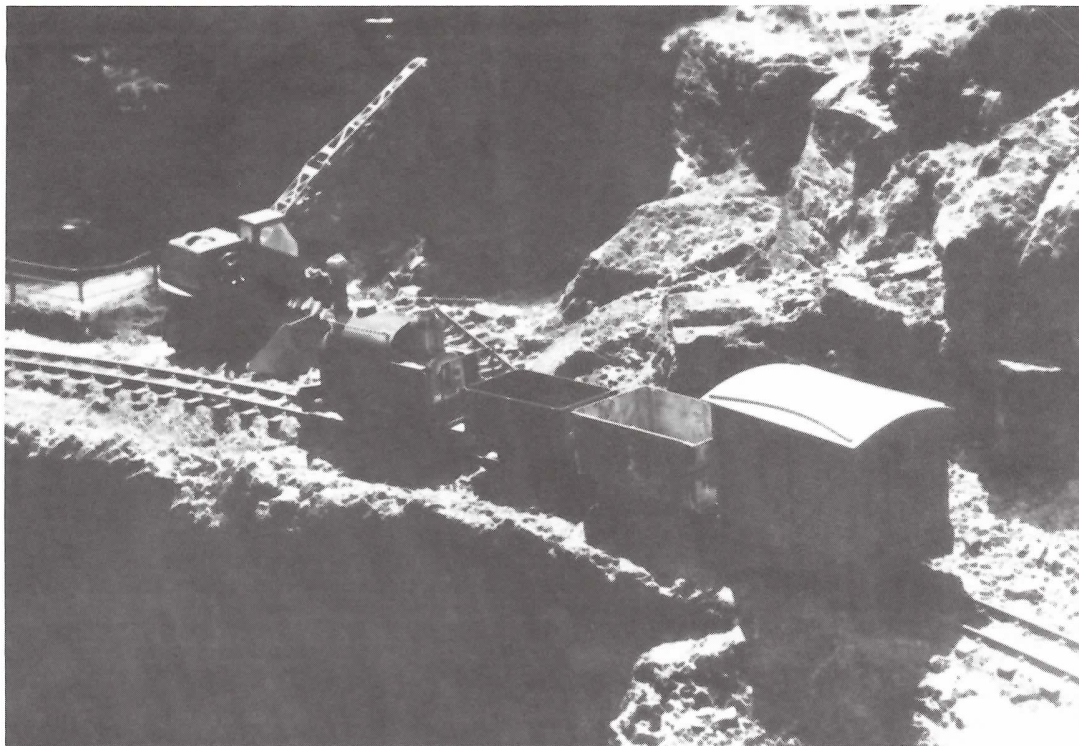
Photography is a mixture of craft and art. The craft part of the equation concerns getting good technical results. I make no great claims here. I use a cheap 35mm SLR camera and do not do my own processing. There are others who are much better at the technicalities than I. They afford more time and money and this gives them the technical edge. The mechanical skills are well detailed and I will leave it to others better than I to describe them.

My particular interest is in that other 50% -- the art of creating an interesting photograph. And here we stray from the concrete fact; we enter a dangerous world of taste and opinion. I can only offer a personal view of my own likes and dislikes. Others have different opinions which are just as valid as mine. So, if you strongly disagree with what I am about to say, don't write abuse in the letters column. Instead, perhaps it would be more useful to write a piece for SitG, explaining why and how

you work towards your particular priorities. (*great idea! - ed.*)

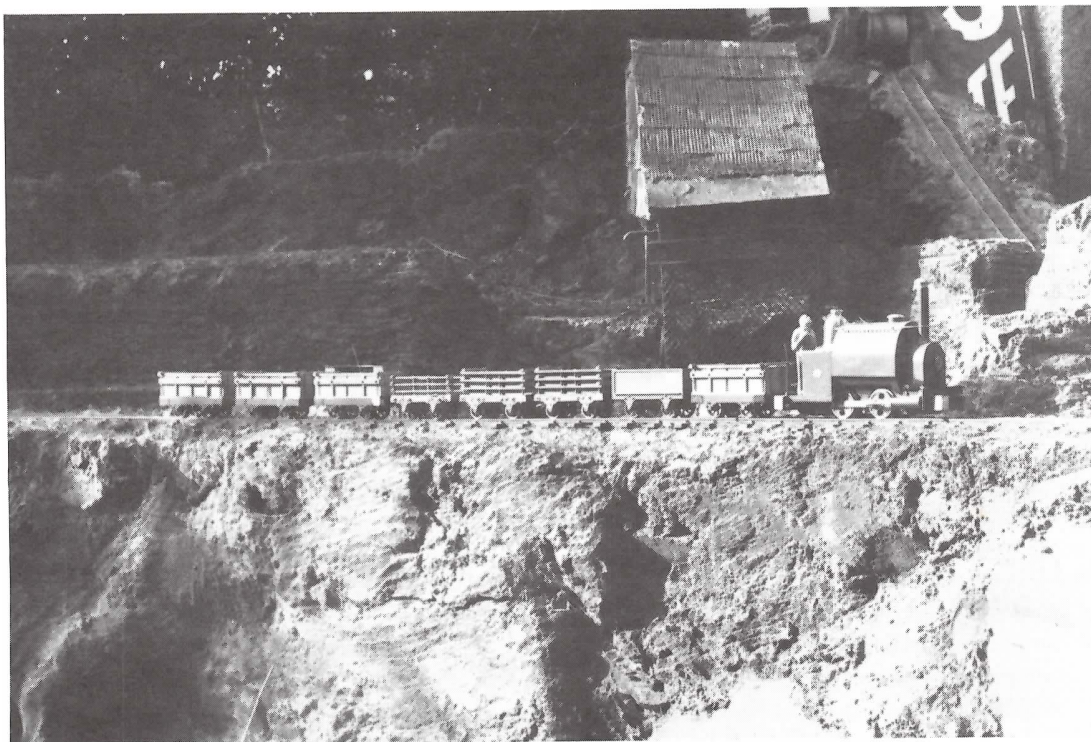
I think that most published photographs do the hobby a disservice. Oh, so many seem to have been thoughtlessly snapped from the low flying helicopter effect that comes from holding the camera up to the eye when standing. The occasional overall shot showing a bunch of people enjoying themselves is fine, but the usual bland, high-level picture does nothing to capture what many people try to express in a garden railway.

There is a famous old maxim for photographing flowers. It is to the effect that a photograph of a bed of flowers is usually uninspiring, whereas a closer shot of one flower head can be dramatic. A less well known theory of mine is that, as a rule of thumb, when photographing model railway engines, start off by putting the camera at the same level as the engineer's eyes would be, and work from there.



The Compton Down Railway, three feet away and from above. Notice how the high summer sun captures the rock texture so well. Backlighting makes for a strong composition.

Photo by the author



Early, low sun sidelights rock faces. The camera is 4 feet away from the driver's eyes and on the same level.

Photo by the author

Although all rules are there to be broken, I try and stick to the one about NEVER taking a photo from that low flying helicopter. I try and get different angles and always vary the distance from the subject. But usually that distance is closer than so often found in published photographs elsewhere.

This means that I need a fast film to give me as good a depth of field as I can get -- typically ASA 400. These days I try and use a tripod for slow shutter speeds, but my philosophy suggests that it isn't essential. You see, I don't want a technically perfect but sterile picture. I want something with life. And this comes from my fundamental interest -- I want a photograph which will show how my model is trying to capture the atmosphere of the real thing. That is my particular bottom line.

The speed is also needed because I don't just want to photograph my railway in the light of midsummer, midday. This misses out on so many of the changes which take place in a railway -- day by day, month by month.

I surprise myself by not insisting that every steam engine shows a good plume of steam, as others do. A steam engine may produce steam and smoke sometimes.....and sometimes it doesn't. You have only to look at a cross section of photos of the prototype. I like to see my steam engines as just a part of an overall picture, not merely as isolated models.

The angle and strength of light can vary, and I try to capture some of this. I sometimes like to see a flat gray and dull

photograph of unspectacular subjects in humdrum surroundings -- yet another form of realism to capture. The pale sun of a spring dawn gives a completely different effect to that of the middle of a scorching midsummer day, when the shadows are black and deep. One of the least flattering lights is to stand with the sun behind you and snap away; it often kills the texture. I like to get the main body of light from the side, at least, and am particularly fond of nearly-straight-into-the-light shots (contre-jour). Occasionally I overcook things and get flare in a shot, but it is worth it. To get the exact light, I sometimes have to use a piece of card as a shade, or take the photo from the shadow of a tree.

I tend to stick to a normal length lens. Wide angle lenses spread the scene out and make it more railway-like, but often tends to lose impact. Telephoto lenses add considerable drama -- particularly to height -- but the drama is at the expense of realism.

I don't use color transparency very much -- and here I may offend, because I contend that it is more difficult to get good results from color. The problem is that it is too easy to get a pretty picture that editors love -- and readers say nice things about. Garden railways are splendid for producing colorful illustrations, but it isn't for me. The best color shots, for me, are those that don't have much color in them! But I really don't expect to convert many readers to this view, so we will

hurriedly pass on.

Needless to say, there are one or two tricks. You can put a bit of rubber tube on an electric kettle and fill a loco depot with swirling steam. Slacken off a cylinder gland and let steam escape when the regulator is turned on -- often with a stone behind the engine to keep it from moving. Loosen off the lubricator drainscrew and let some steam leak. The cover photo on this issue was taken on a cold, sunny morning. Steam is being leaked from a loosened gland and lubricator drain cock. It was taken at a distance of two feet. Go for really dull, damp days and never use flash. But most important of all, don't try and take 24 good photographs in one afternoon, unless they are purely for the record or to illustrate a point. Keep seeing the railway at different times of the day and year.

When we see our railways, we use selective vision. There is the railway, the engine and the landscape. The cardboard boxes, feet, giant flowers, plant pots, etc. are invisible to us. When we take the photographs, the same thing happens. In a picture we see what we want to see because we have personal feelings about the railway. Others don't see it that way.

I have used phrases like "try to" or "should be". I don't always succeed - far from it. I have had spectacular failures at capturing rain. The real stuff is badly overscale. Even if you spray a fine mist whilst taking the shots, it just blobs on contact with the ground or the model. I have tried beekeepers smoke generators. These only succeed in making things look like a badly faded picture. Occasionally, just occasionally, something comes off and I am happy with it, without being able to say what it was that I did right.

So, not only do I NOT like many of the photographs that get published, I can't always offer examples of exactly what I am aiming for! A better camera and a good darkroom technique might help, but I'm not entirely convinced. I have a strong dislike of cameras that automatically focus and calculate the exposure. They are so easy to use that there seems to me to be some danger of taking away some of the creative function of the photographer. So I ignore the various blobs and gadgets on mine and set everything manually, from experience.

I make no claims that I am a good photographer, but I have evolved a style that gives me the results I want. I wish I could do it better, but am happy with my limitations. I haven't reached this stage by making photography a hi-tech hobby in its own right, but simply by concentrating on what is important to me.

It isn't offered as an instruction to others, but I have a feeling that a bit more thought about just what personal priorities are could result in better pictures being published in railway magazines. I contend that, in the majority of cases of garden railways, our photographs don't even begin to scratch the surface of the possibilities.

As I said.....a somewhat personal view.....



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COUNTESS is based on a Beyer-Peacock locomotive as it appeared on the Welshpool and Llanfair Railway. It is a short-boilered locomotive with that solid British look. **AURIC** is based on locomotives built by Hunslet and Hudswell Clark. Its compact wheelbase is ideal for operation on sharp radius curves. **GENESIS** is a freelance design based on engines from Hunslet and Kerr Stuart. Although an 0-6-0, it will negotiate tight curves.

News of the month from **Salem Steam Models**....the Super Porter is now available. Looks great and runs even better. Salem has also introduced a new battery powered diesel switcher at a budget price. It's a dandy!

Call or write us for details on any of our locomotives -- or just to talk steam! See y'all in Indiana in September.

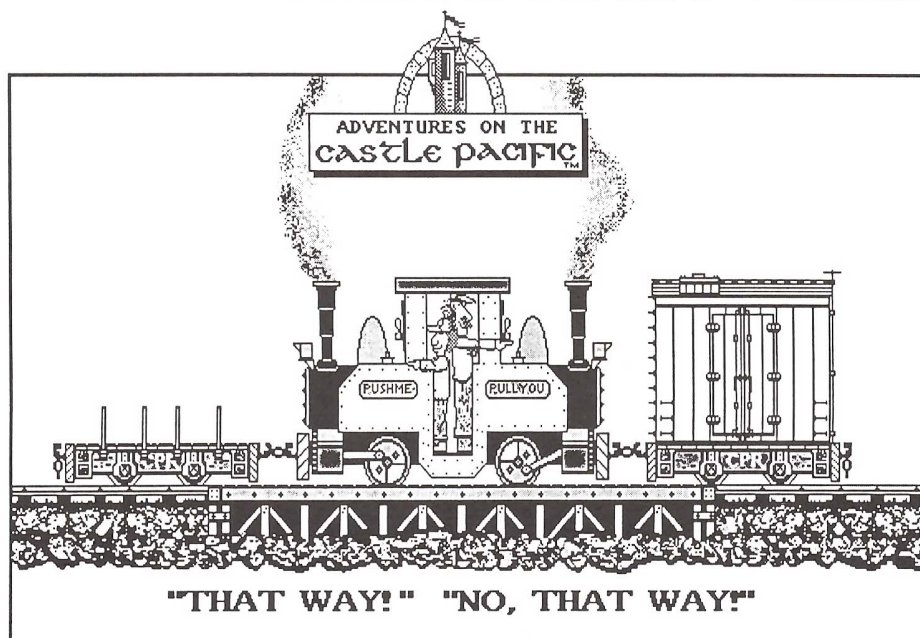


COUNTESS by PEARSE LOCOMOTIVES

Photo by Tag Gorton

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The Steamchest

by Marc Horovitz

Oscillating Cylinders

The lowly oscillator, as it is often referred to, is undoubtedly the simplest method of translating steam pressure into forward motion, short of a boiler with a hole in it. It comes in more variations than any other type of cylinder I can think of, perhaps because of this simplicity. This article will explore the oscillator and some of its different incarnations.

How It Works

An oscillating cylinder is simply a tube mounted to a port face. It pivots, usually in the middle or thereabouts, on a rod called a trunnion that is attached to the port face. The trunnion passes through a hole in a port block, or steam-distribution block, and is usually held in place by a spring slipped over the trunnion and retained by a collar, nut or similar device.

The big end of the piston rod is attached to a wheel or a crank that, in return, gives the cylinder its back-and-forth motion as it revolves. Because the cylinder itself moves in this manner, it forms its own valve, thereby eliminating the need for further mechanical device.

There is a single port in the cylinder's port face (on a single-acting engine) that alternately aligns with the steam-admission port and the steam-exhaust port in the distribution block. Reversing the engine is simply a matter of switching the admission and exhaust.

Variations on this theme are legion. First of all, the cylinder can be single or double acting. If single acting, the pivot point can be just about anywhere, even on the other side of the port. If single-acting cylinders are used in the traditional position on a locomotive, as they are on Aster's early 0-4-0T, linkage to the wheels becomes very interesting. Two single-acting cylinders must be timed 180° apart for even power strokes, but side rods on opposite wheels must be timed 90° apart to keep the rods from crossing at dead center. So how do you compensate for this disparity? Aster's solution, since they wanted to drive the wheels directly, was to add a 90° crank to one side of the engine to make up for the difference. Another solution would be to drive the wheels indirectly through a gear train. Since the cylinders and side rods would be independent of one another, they

could be set as needed without resorting to the odd crank.

Porting the oscillator can become a science in itself, if you want it to be. Most of our little engines simply have round ports. This means that as the distribution port and the cylinder port begin to come into alignment, a tiny bit of the port is opened as they meet, while a geometrically larger area of the port is open every instant until the ports are perfectly aligned. For more even opening, as on a slide-valve engine, trapezoidal ports can be cut into both blocks that will open the ports arithmetically. On full-size oscillators (yes, there were some, both in locomotive and stationary form), how the ports opened became a more critical issue than in our little engines, where round ports are all that we really need.

The oscillator relies on the piston to move the cylinder back and forth. On a single-acting engine, one that has an open rear cylinder-end, the piston is quite long; at least as long as the diameter of the bore, if not a little more. Primitive engines will have one to three "oil rings" cut into them. These are merely shallow grooves that trap a little oil and so lubricate the cylinder and keep the piston from wearing too quickly. A more sophisticated engine might have an O-ring fitted, or be packed with graphite yarn.

Another way to mitigate wear on a single-acting engine is to install a rear cylinder cover that offers some bearing surface to the piston rod, thus relieving the piston itself of some of the stress. Since there is no admission or exhaust from the back end of the cylinder, a hole must be drilled in the rear cover so that air can move freely in and out, thus preventing vapor lock.

A double-acting cylinder, of course, will have this rear cover already (without the extra hole). It is at the point where the piston rod exits the cylinder that the most wear occurs. One way to postpone wear is to give the rear cylinder cover more surface area against which the piston rod can bear. If you want to get really fancy, and who doesn't from time to time, fit a proper gland with an O-ring or graphite yarn for packing. This, while it takes more work to construct, allows for easy refitting when the packing gets worn, and offers the most steam-tight solution of all.

Still another way to alleviate stress is to fit a crosshead to

the piston rod and crosshead guides to the cylinder. This method takes almost all stress away from the piston, cylinder and rod, and transfers it to the crosshead guides, and thus to the cylinder.

Lubrication

Many toy oscillators are supplied without lubricators of any sort. You are instructed to apply a couple of drops of oil to the port faces, which is supposed to suffice for the entire run. Some folks contend that the piston is running in such low-temperature steam (some say hot water) that the condensed water is enough to lubricate the piston.

Personally, I like to see all cylinders, including oscillators, lubricated. Even if it doesn't improve performance (I think it does) it will prolong the life of the mechanism.

Many years ago when I was working on a steam-tram design based on the little Saito oscillator, I first fitted the engine without the provided lubricator, believing that oscillators didn't need oil. The results were disappointing. Duration was short and performance was minimal. After pulling my hair out in large handfuls, it suddenly occurred to me that perhaps the lubricator was supplied for a reason. Once it was fitted, performance improved dramatically and I slept peacefully, a lesson having been learned.

Efficiency

When it comes to efficiency, oscillators just don't have much going for them.

How To Use It

Oscillating cylinders are often associated with toy engines. Granted, they are cheap and easy to make, which recommends them to the scratchbuilder as well as commercial manufacturers. They are ideal for the novice or the person who wants to complete a project quickly. Since the oscillating engine can be easily built as a unit, or steam motor, its uses in the hobby are almost unlimited.

It can be fitted to a locomotive in the usual manner, *a la* Mamod and thousands of other brands, it can be hidden between the frames (Aster GER 0-6-0T), it can be concealed in the smokebox of British-style locomotives, or it can be housed in the cab. LBSC offered a design for a simple engine that had a shaft beneath the boiler on which was mounted a worm gear that drove the axle, similar to the drive train of an electric engine. This shaft was geared to an oscillator.

Oscillating cylinders are considered unsightly and unprototypical by many, but there were, in fact, full-size locomotives that used oscillators. Filer & Stowell's 0-6-0's are perhaps the most notable of these. This company's engines had unlagged boilers and a complicated porting arrangement to pro-

vide the cylinders with steam. The cylinders were mounted on the frames beneath the smokebox in the usual place. This engine, I confess, is not a good argument against the unsightliness of oscillating cylinders, as it was pretty unattractive.

By building the steam motor as a separate unit, the model locomotive can be built in stages that give the builder definite and attainable goals. I.e., chassis, boiler, steam motor, burner, cosmetic sheet metal, and final details. The whole project becomes less daunting when broken up into bite-size pieces, and the steam motor can be tested before the chassis is finished.

Variations on the oscillator have been used as mechanical lubricators and as water pumps, where the cylinder is driven from a drive axle of a conventional locomotive, or more slowly by a ratchet and pawl, the ratchet advancing by one notch for each revolution of the drivers.

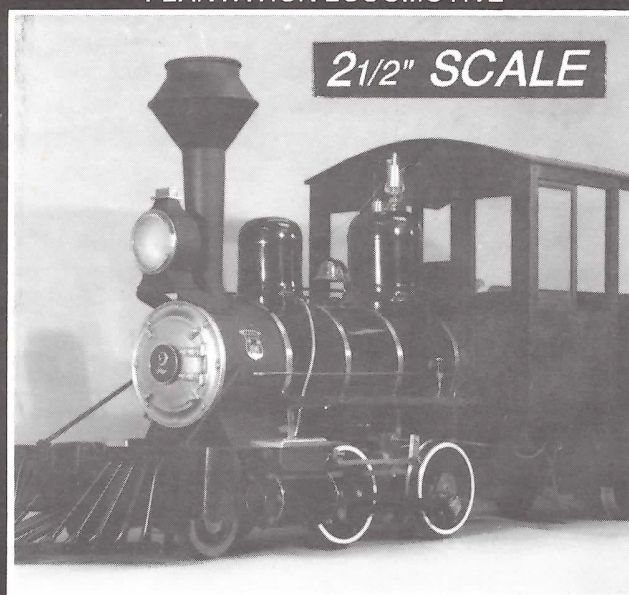
So, perhaps because of its great versatility and ability to adapt to nearly any steam environment, the oscillator may not be so lowly after all. With a little lathe like the Taig, a small drill press and a few simple hand tools, anyone with enough desire should be able to scratchbuild a steam locomotive with oscillating cylinders.



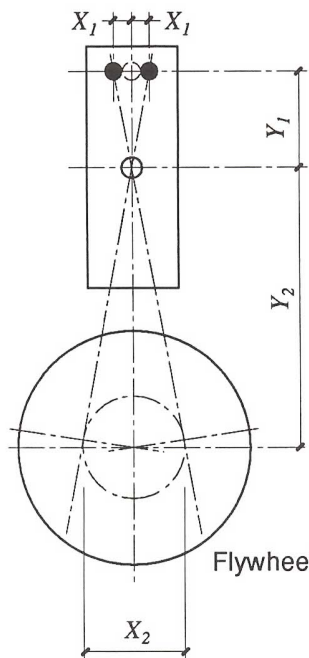
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Relationships

The stroke of the engine is a function of the distance between the two ports, the distance between the ports and the trunnion, and the distance between the trunnion and the axle.

X_1 = Port diameter, X_2 = Stroke

$$X_2 \text{ (Stroke)} = (2X_1) Y_2 / Y_1$$

Example:

$$X_1 = .094''$$

$$Y_1 = .500''$$

$$Y_2 = 1.500''$$

$$X_2 = 2 \cdot .094 \cdot 1.500 / .500$$

$$X_2 = .188 \cdot 3$$

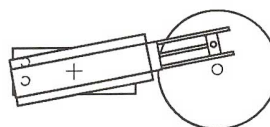
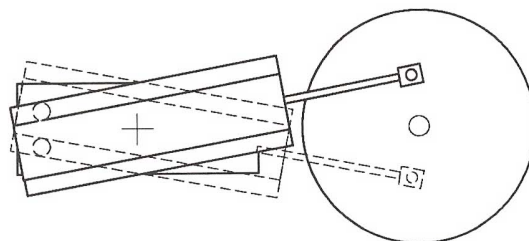
$$X_2 = .564'' \text{ or } 9/16''$$

The length of the cylinder of a single-acting engine = stroke + piston + intrusion of end cap + port dia.

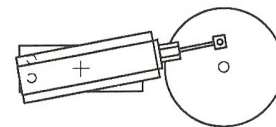
The length of the cylinder of a double-acting engine = stroke + piston + 2 (intrusion of end cap + port dia.)

Action

This figure shows the alignment of the ports at the extremes of oscillation

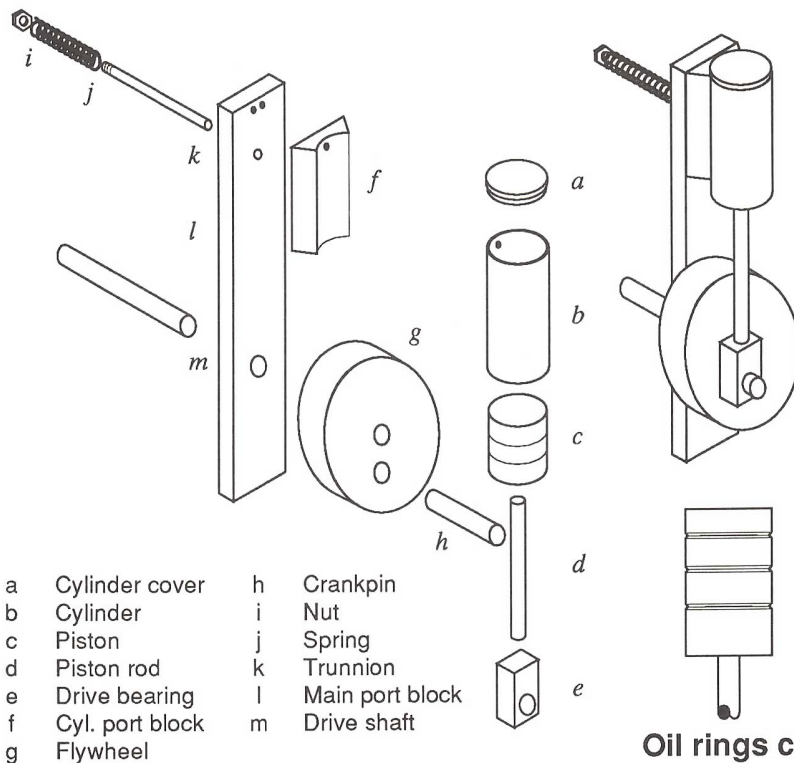


Oscillator with crosshead



Oscillator with gland

The anatomy of a single-acting oscillating engine

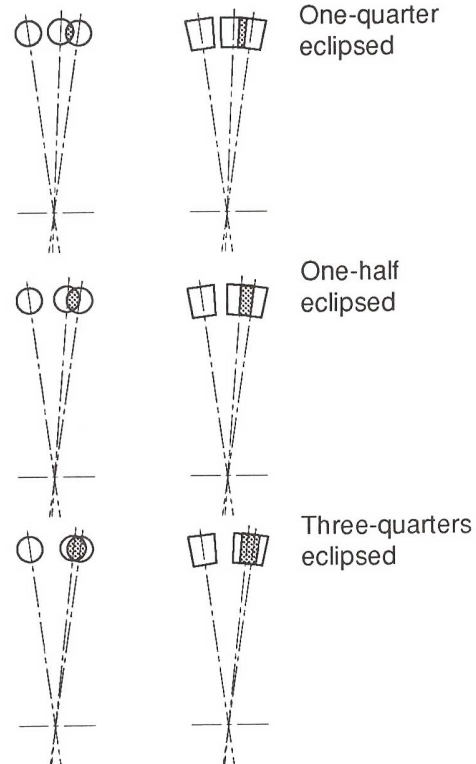


- a Cylinder cover
- b Cylinder
- c Piston
- d Piston rod
- e Drive bearing
- f Cyl. port block
- g Flywheel

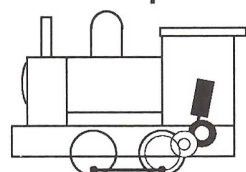
- h Crankpin
- i Nut
- j Spring
- k Trunnion
- l Main port block
- m Drive shaft

Oil rings cut into piston

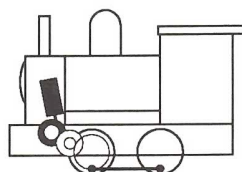
Round vs. trapezoidal ports



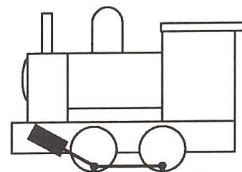
Where to put it



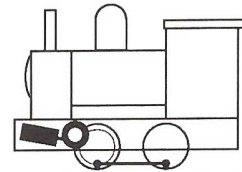
Steam motor in the cab



Steam motor in the smokebox



Direct drive on the frames



Steam motor between the frames

The Fitter's Bench

by Crankpin

I thought I would begin this month's session by delivering a few of those words I previously promised about lubrication as it applies to the drill press. This should make for short work as there is simply not a great deal involved in the daily care and feeding of a drill press, although they do require just a bit of the old slippery-slidery to make them run sweetly and long.

It is unlikely that your drill press will come supplied with a handsomely illustrated instruction booklet which describes in detail the lubrication process, particularly if it is of oriental origin. Even the otherwise excellent owner's pamphlet that was supplied with the small Black & Decker drill press reviewed in one of my first outings contained virtually nothing on lubrication. If any mention is made at all it will probably be something akin to "your machine spindle is equipped with ball bearings that are lubricated for life." "Owner repair of these bearings is not advised." "If any difficulties arise, see your dealer/stockist, etc.". You will probably be further instructed to apply and maintain a film of light oil on the bright (unpainted and/or machined) surfaces to prevent any accumulation of rust. While these are all true, I believe that we as conscientious tool owners should go a bit beyond this in our maintenance regimen as in the long run you will be well repaid for your troubles.

My recommendations for the machine itself (which will apply to the garden variety of single spindle belt driven drill presses) are as follows: As regards the spindle bearings, they should be left well enough alone as they are indeed probably lubricated (if so stated) "for life", and amateurish attempts at spindle bearing repair very often result in improper adjustment and by extension, accelerated wear and loss of accuracy. We must be mindful that "for life" in this case means for the life of the BEARING and not of the machine. If after some years of use the spindle begins to emit ominous growling or grinding noises, it may be time for new bearings, and these will most likely come pre-lubricated, also "for life". My gnarly old Rockwell, which I have mentioned before in these mumblings, has had the same spindle bearings running for over 20 years with nary a peep from 'em.

The first area that might benefit from some regular personal attention is the quill (Fig. 1). This is the cylindrical steel housing in which the chuck, spindle, and bearings run. To the surface of the quill itself one should apply only enough of a light to medium weight machine oil (NOT 3-in-1 nor motor oil) to allow it to slide smoothly up and down within the headstock (a motion which on some models is adjustable for tightness) and this only at sufficient intervals to prevent it from appearing to be "dry". For this application, as well as

those which immediately follow, you may or may not find that the makers have provided oil holes or some other means of applying lubricant. Each machine will be slightly different so it will require that we be clever and make do with what we have.

A closely associated part of the quill is the feedlever shaft (Fig. 1) which runs transversely through the headstock casting. Somewhere along the length of this shaft is a segment that is cut as a pinion (a small gear) which engages a rack gear cut on the quill and provides the operating action of the machine. In a new machine, you should find these parts pre-lubricated. Although it may be difficult to uncover and check, possibly requiring the removal of either the quill or the feedlever shaft, this rack and pinion set should be found to have a liberal coating of a good gear lubricant or grease applied along its entire length. If not you should apply some, and once applied this lubricant should need little if any attention for many years under normal operating conditions.

Next apply a dose of machine oil to the feedlever bearing points (Fig. 1) in the headstock, which should be of sufficient quantity and duration to insure that the oil travels back into the bearing. This will be true of both sides of the headstock. After you are certain the oil has fully penetrated the bearings, the excess should be wiped away.

The feedlever return spring, which is wound like a clock spring within a cylindrical plastic or metal cover plate, will usually be found on the left hand side of the headstock (Fig. 1). This too needs an occasional shot of machine oil, but if no oil holes are present this may be difficult to do. Furthermore, I strongly suggest that you not try to disassemble the spring assembly in order to oil it. Be warned that flat coiled springs, like hornets, bears, and certain women, contain a fair amount of pent-up fury and are best left undisturbed until someone with the tools and experience to handle the job can be called in. Take it from one who knows. Well.....about hornets and bears, at least.

Our final oily task will be protective in nature and will mostly serve to keep the exposed machined surfaces, principally the table and the column, clean and free of rust. My first practice many years ago was to keep a film of heavy machine or (lathe) way oil on the table and column as the machine was in a humid location. All I accomplished here was to make a mess. I quickly abandoned this approach as I discovered that not only did the accumulated oil drips and puddles make for sluggish movement of the components, but moisture could and did find its way under that heavy coat of oil. In addition, these puddles provided a very attrac-

practice many years ago was to keep a film of heavy machine or (lathe) way oil on the table and column as the machine was in a humid location. All I accomplished here was to make a mess. I quickly abandoned this approach as I discovered that not only did the accumulated oil drips and puddles make for sluggish movement of the components, but moisture could and did find its way under that heavy coat of oil. In addition, these puddles provided a very attractive surface for the accumulation of airborne dust and drilling chips which made cleaning up a more nasty chore than it should have been.

I next attempted to become a little more scientific and experimented with several then-new commercial penetrating oils such as Starrett's M-1, LPS #1, #2, or #3, and CRC #3-36. These are all proprietary products which were introduced in the US as machine preservatives. There are, of course, many others, but these are the products that are locally available and which I have used in the trenches. They all work very well, and in essentially the same way in that they contain a very fine but tenacious machine oil which is carried in an aerosol solvent matrix. When sprayed onto a machine component, the solvent finds its way into every little crevice and upon evaporation leaves a microscopic film of oil behind. Very effective they are, and there is little or no accumulation

of residue except for LPS-3, which is intended to lay on a heavy protective film that will last for prolonged periods of storage. Don't forget to give the chuck a little squirt now and then just for good measure, and remember that these oils I have just mentioned are primarily intended as preservative coatings, not so much as wear preventatives. Use good straight machine oil for that. There you have it in a nutshell and I hope this is of some little help to all of you, although I must say that it is nothing more than a bit of common sense.

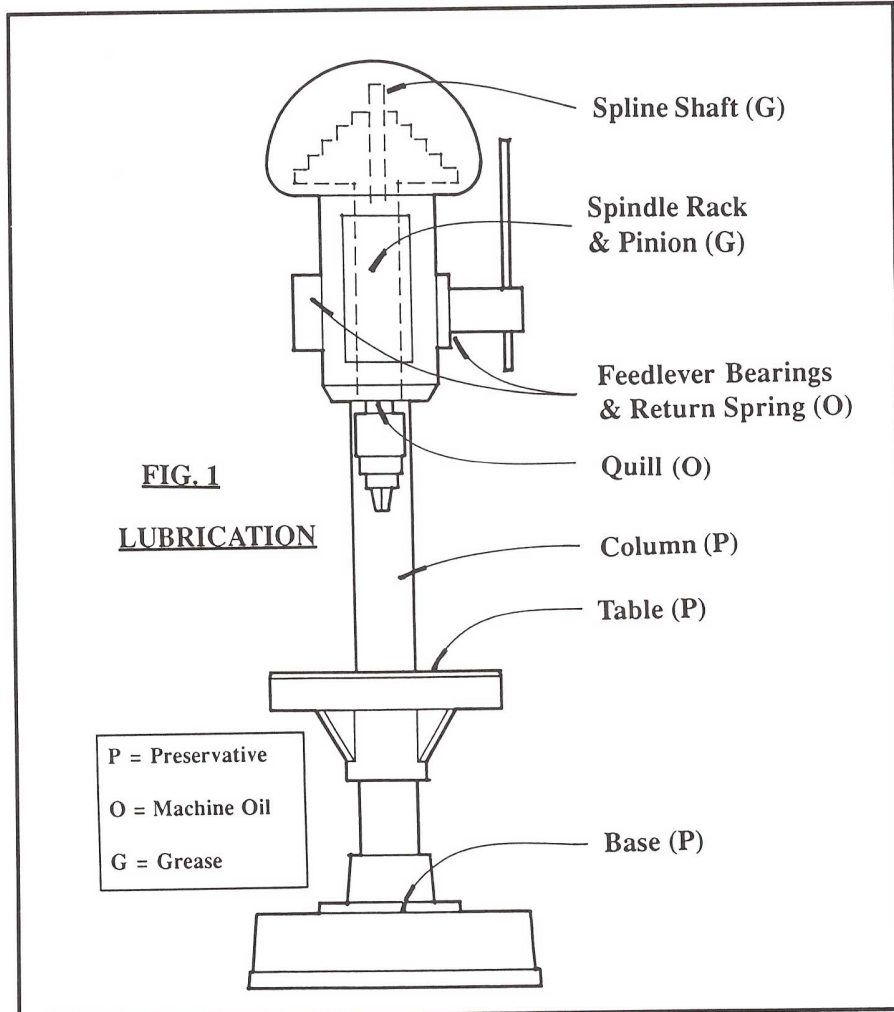
Cranky's Corner: A wee bit more o' drill press lore

It should go without mentioning that the rather largish hole which is usually cast into the very center of your drill press table was put there to allow a working drill to pass fully through a piece of work without causing any damage to the table. This arrangement works exceedingly well on workpieces which have sufficient size and rigidity to straddle the opening, but what about the very weensy bits? In many cases this hole may be as large as 1 1/4", and is therefore much too large to provide adequate support for all the tiny stuff that needs to be laid flat on the table, or which for some reason cannot be accommodated in one of the various forms

of drilling vise. What to do?

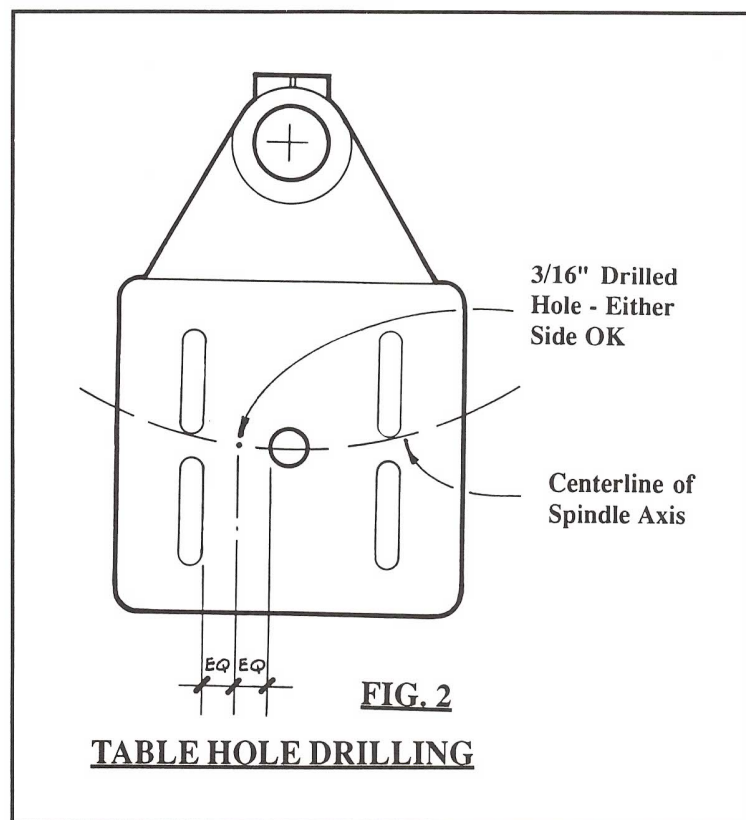
Before hearing my suggestions for this little problem, let me ask that when you have the opportunity to visit a chum's workshop, sneak a glance at the drill press. You will notice that many of them have one or more places where, while drilling through a workpiece held flat on the table, an extra hole or two has been inadvertently introduced into the surface of the drill press table. (Of course there are NO such faux pas as these on our own machines, are there?) This is, of course, very bad form and, although it isn't the end of the world, all the little extra holes don't do your drill press one bit of good. You see, in precision machine work, and especially in the world of the model engineer, the drill press table is not considered to be a sacrificial component, that is, it is not intended to be cut upon, drilled into, or beat upon until it resembles a Swiss cheese, then to be replaced by another.

The table surface and its relationship to the column (or spindle) may very well be as close to a condition of true "flatness and squareness" as will be found in



many of our humble workshops, and as such should be cared for and protected as you would any other precision tool or component. Now having made that puffy little pronouncement I must come clean and let you in on a dirty little secret, which is that on most good drill presses the table and column are not actually made perfectly square to each other at all! ("And why not?", rose the cry from the shocked and astounded gallery!) The answer to this, my compadres, is that the good'uns are usually made with a few Thou' (1 degree or so) of upward angle on the table, the theory being that this upward tilt will tend to compensate for and counteract the deflection imparted by the working forces acting downward on the table, and the two should very nearly cancel each other out. Thus you will approach virtual squareness only while you are actually at work on the machine. Are those tool designer fellows bright lads or what? But I have digressed and strayed a bit from my intended path.

Always wanting the best of both worlds (that is, a way to through-drill weensy bits AND produce no accidental holes in my table), I decided that I would outsmart myself and pre-drill a hole about 3/16" diameter completely through the drill press table and about midway between the center hole and the edge of the table. Fig. 2 shows the approximate location. This 3/16" hole is small enough that it goes completely unnoticed by all but the weensiest of workpieces. When I have a small through-hole to drill in a piece that needs to be laid flat, I simply position the table so that this hole resides directly under the spindle axis and I drill away. No muss, no fuss, and NO accidental holes.



In addition to this, I always keep several pieces of various sacrificial materials close at hand at the drill press; usually a variety of hardwood bits such as oak or maple, some rather dense yet tough plastic such as Delrin, and even a slab of metal plate such as brass or aluminum. These make fine supports for drilling into, and will further serve to save the table from those little oopses. One word of warning however; some woods, such as the oak family, have an acidic nature and will tarnish bare metals, iron and steel being particularly susceptible. Take care after working with wood blocking to clear any wood chips or residue, especially oak, from bare metal surfaces or you will return to the shop and find little dark "footprints" on the ground surfaces.

On to other things.....

At least for the foreseeable future, I have had bloody well enough of this drill press nonsense for one year, so with this final paragraph I declare that our discussions of these little beasts have come to an end. All snivelling and whining aside, it has been a rather enjoyable passage as well as a genuine learning experience, and I wish to thank Mr. H. Wade for his assistance with the draughting pen and paper. However, as I collapse into a canvas chair for a few moment's respite, it is now time to stop and reflect a bit upon how far we have come in this journey and to declare where these ramblings shall take us next. (Pause: . . reflect . . reflect . . reflect.)

Our Good Editor continues to hint that a number of requests have trickled in over the past few months asking for information on lathes, lathe accessories, and their use. I have a sneaking suspicion that these are more than simply hints, and that the aforementioned trickle is somewhat more akin to an avalanche and I am standing directly in its path. So...to avoid the tar and feathers of a hostile townsfolk, I will, on our next time out, have a few words to say about what I consider to be a most important primary accessory for the home shop lathe: the humble 4-jaw chuck. Until then, do take some time to stop and smell the coal smoke.

With respect to any of the manufacturers' products mentioned in this article, I offer the usual disclaimer.



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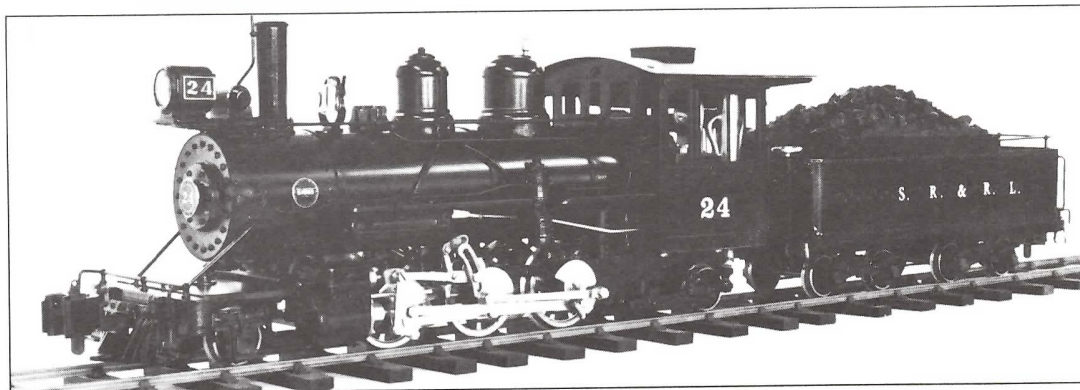
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Loco Review -

Pearse Locomotives W&L COUNTESS

by Tag Gorton

Technical Specifications:

- Description -** Scale model of the Welshpool and Llanfair Railway "Countess" or "The Earl" as built by Beyer-Peacock in 1902 and later rebuilt by the Great Western Railway.
- Price -** £995 including VAT in the UK. Prices in the USA will vary, depending on current exchange rates and other factors. Check with your dealer.
- Available From -** In North America, Doubleheader Productions or JMG Hobbies -- see their ads in this issue for details.

Pearse Locomotives is a new company, but not a new name to garden railroaders in the UK. It has presently a range of three locomotives, of which "Countess" is the flagship, with "Genesis", a six-coupled loco having similar running characteristics to "Countess", and complemented by "Auric", a four-coupled engine with single channel radio control.

My interest in this particular model is two-fold. The prototype is a large-boilered and attractive locomotive that I have enjoyed riding

behind on many occasions during my visits to the autumn show at Llanfair. I have also been following with interest the progress of the innovative design work in the Pearse range of steamers, and was pleased to be in a position to order a model of my favorite prototype earlier this year.

The locomotive, resplendent in Great Western green, was collected as promised at the 16mm Association AGM and taken home for a quick gloat, followed by a period of extensive testing.



"Countess", sporting a new name and having been lined and lettered for the author's Longlands & Western Railway, shows a high degree of excellence in the fit and finish department.

Photo by Tag Gorton



Note the etched brass detailing on the side sheets and the neatly crafted valve gear.

Photo by Tag Gorton

Technical Description

The locomotive is dual gauge (32mm/45mm) with the usual dimpled axles to locate the locking screws for the wheels, the axles themselves running in phosphor bronze bearings. Frames are laser cut steel to the profile of the prototype, fitted with rear guard irons, copper pipework, detailed ashpan, riveted buffer beams and detailed slidebar brackets.

The motion is nickel plated laser cut steel, with square section slidebars, detailed crosshead, droplink and combination lever with modified Walschaerts valve gear -- and if I can break into purple prose for a moment, is an absolute delight to watch whilst running at slow speeds!

Cylinders are 15mm bore x 17mm stroke and are of piston valve design with "O" rings on the piston heads and on the piston rods in the gland. The valves are stainless steel, centerless ground, and run in honed valve bores.

The boiler is 7-1/2" by 2-1/4". The safety valve is set to 50 psi, and is of the center flue type with slotted gas burner (quiet running at normal working settings). The gas filler rises up in the cab and the gas control valve is operated through the cab door. There is a filter in the burner jet assembly, reducing the possibility of blocked jets (*a fine idea! - ed.*).

The steam riser/boiler-fill turret is in the cab, and there is a steam shut-off valve/hand regulator in the steam line. On the boiler backhead is a wheeled water level check valve with the overflow pipe routed beneath the footplate, a 0-100 psi pressure gauge and a blanking plate for any other boiler take-off required. The steam line

passes through the lubricator, then through the flue tube in a stainless steel superheater to the regulator.

The locomotive is fitted with a large displacement lubricator with drain cock beneath the footplate. By using the steam shut-off valve it is possible to drain and fill the lubricator whilst still in steam. Tony Sant's boiler fill valve is available as an inexpensive optional extra, enabling this loco to remain in steam to the limit of the servo batteries if required.

Radio control is 27 mhz as standard (40 mhz systems are available as optional extras in Europe and Great Britain). The engine under review is one with the 40 mhz option. The model is fitted with batteries rechargeable *in situ*, and stowed neatly in the bunker. The receiver, which is between the frames underneath the cab, directs two miniature servos located in the ashpan. One servo controls the reversing gear, the other governs the speed via a new design of piston valve regulator and also blows the steam whistle whilst the loco is stationary. The radio aerial is wrapped around a card former and taken up to the insulated steam dome, which acts as a radio beacon. The first reaction when radio control is mentioned with respect to this engine is "Where on earth is it?" Even with the cab removed it is not possible to see receiver or servos!

Platework, Castings & Detailing

The smokebox and chimney are brass castings with full rivet detail, and the chimney cap is turned from phosphor bronze, producing an attractive approximation of a GWR copper cap (an important point for residents of the Great Western Railway's old stamping

ground!). The safety valve bonnet is another brass casting and is a very neat fitting, indeed. It would appear from the closeness of the fit that each one is individually finished to each loco. Other castings include the boiler top feed, cab top whistles, water tank fillers, oil cups on the running plate and the lubricators beneath the steps on the front of the side tanks.

The etched brass platework is fully riveted and has window detail with separately fitted hinges. The steps with diamond etched plate and the access doors to the top of the expansion links are faithfully reproduced. Grab handles, lamp brackets and fire iron brackets are fitted. Valve chest wrappers are riveted and have lamp irons as per prototype.

The cab roof lifts up to allow access to gas filler, boiler filler and lubricator. The lubricator itself is hidden unobtrusively in the curve of the cabside, and is not visible from normal viewing angles. The body shell disassembles quickly and easily into four main components -- the two side tanks, bunker and cab (after removing top feed and pipework from the boiler), which simplifies the addition of lining and lettering if required.

Finish & Paintwork

The locomotive is available either in unlined satin black or in GWR green as running in the 1920's or 1930's. My example is in Great Western green and the paint is slightly flatted, providing an oily and prototypical shine very much in keeping with a freshly cleaned full size engine. The correct name and works plates for "The

Earl" or "Countess" are supplied, as are, of course, the GWR numberplates as required. Since acquisition, my locomotive has been lined and lettered for the Longlands & Western Railway and named in accordance with LWR traditional practice. Yes, I know I'm a philistine, but Beyer-Peacock built this engine at the same time as the locos for that other line in Wales!

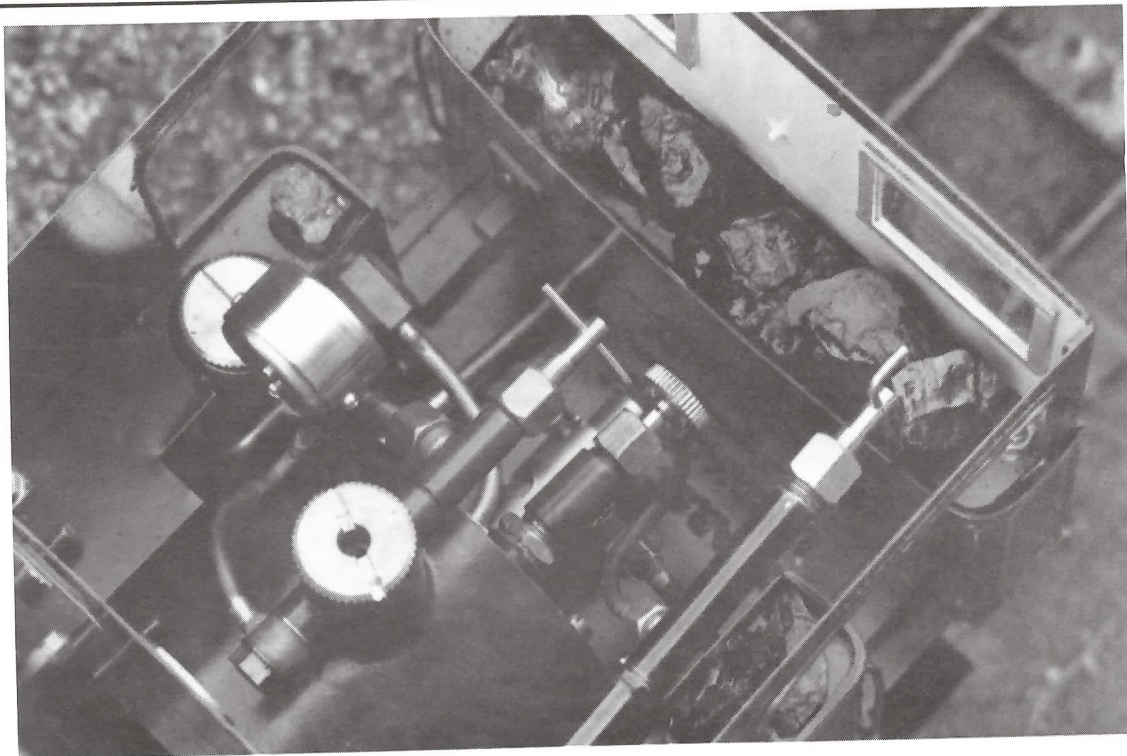
"Countess" invites further detailing. It's a fairly simple matter to paint the inside of the cab cream and to add glazing. I've also made a small wooden former topped with its load of coal to cover the batteries in the bunker (see photos).

Those people modeling the W&L may wish to add Brandbright's new flexible vacuum brake connectors, together with their associated piping, along the near side running plate. It's worth mentioning here that Brandbright will be producing a range of Welshpool & Llanfair passenger stock in 16mm rather than G scale. Information received suggests that these will be superior quality kits and, together with the goods stock already available from this company, means all the rolling stock is available to model this line.

It's worth noting that the standard coupling height on W&L stock in 16mm scale is 35mm, rather than 25mm, so if you wish to do this on your new "Countess", please make your wishes known when ordering. Pearse Locomotives can also fit chopper couplings or brass LGB couplings to the correct profile, if required.

Running & Performance

Preparing the engine for running is straightforward. The cab



CAB LAYOUT -- Note lubricator hidden behind cab side sheet. The T-handled valve on the steam turret is the steam stop valve/regulator, and the wheeled valve below it is the boiler water level valve. The radio batteries are below the coal load in the bunker.

Photo by Tag Gorton

roof lifts to provide access for servicing, and the gas filler turret will be noted on the left hand side of the cab. After gassing up, the lubricator is accessed via the large knurled filler cap on the right hand side. The usual problems with trapped air during filling can be avoided by running the steam oil down one side of the capacious lubricator. The boiler fill turret is also crowned with a knurled filler cap, and before filling the boiler the level check valve should be opened and the steam shut-off valve closed.

The gas is lit in the usual way and the gas firing system seems stable. As steam is raised the water level valve is closed when water ceases to run from the drain. At around forty pounds pressure the steam shut-off valve is opened, the radio switched on and the engine is ready to run.

My first impression after the condensate cleared (between the frames, by the way, and not an oily fountain up the chimney) was that here was a very powerful engine indeed. To be honest, and bearing in mind the large wheels and long wheelbase, I was not expecting this to be the case.

"Countess" has now had many hours of sustained running and has settled down nicely. It is a delight to run and controllability is excellent, with very slow running easily achievable. I was rather concerned about my track which, away from the main line, is nowadays somewhat indifferent due to subsidence. I need not have worried. Despite the long wheelbase "Countess" hugged the rails very well, and also copes with my curves (down to something below 2'9" radius on the goods road!).

The locomotive has a loud and distinctive "chuff", particularly noticeable as the regulator is opened for the ascent of Trematon bank, or working a long train through the reverse curves at a scale twelve miles an hour! The steam plume is also impressive, and I think this and the "chuff" factor are due to the design of the "organ pipe" exhaust tubes. These have the aural effect of an overblown whistle, thereby producing the chuff and also directing water, and therefore steam oil, down the chimney. This oil burns off, providing a smoke component to the exhaust.

My fondness for whistles is a source of some mirth in the West Country and, together with my liking for the visual and aural effects of steam engines working, marks me out as belonging to the romantic, rather than the pragmatic engineering side of the hobby. The fact remains that the whistle is an integral part of locomotive working and the "Countess" has one of the excellent Tony Sant examples.

The engine will run for about forty-five minutes on one fill, but the addition of the aforementioned boiler fill system, coupled with the facility to refill the boiler whilst in steam, means "Countess" will happily stay in steam all day. Of course one rarely feels like driving a 16mm loco for hours at a time, but consider the fact that the prototype spends a large part of its day happily sizzling away in a siding, without the imperative of having to run while the boiler is full.

At my last garden meeting, the "Countess" remained in steam all afternoon, sitting quietly within the confines of the station yard and awaiting an instant call to duty as required. For me, a new and relaxing dimension to my garden railfaring.

Any niggles? Well, yes -- a couple. I didn't like the pressure gauge staring through the front window, but it is of course a simple job to reposition it in the cab. Mine is now in a more prototypical position above the backhead, and it's easy to see through the back

window or cab door.

As standard, "Countess" is supplied with a 27 mhz radio control. I do think that a UK specification model should have a 40 mhz system. It may be, of course, that I have been unlucky. I've seen many 27 mhz-equipped locos that run with no glitching problems, however, there is no doubt that the 40 mhz system is more stable. 40 mhz is an option with Pearse Locomotives, and I consider that if one is going to purchase a locomotive in this price range, then the added cost of an upgrade to 40 mhz is minimal. US purchasers can fit a 75 mhz system.

This is a meticulously designed model of a popular prototype that is easier to use and run than any other 16mm live steam scale model that I have operated, and I have to say that I am absolutely delighted with it. Together with the undoubted quality of the engineering, the high level of detail and the competitive price, it has to be a winner.



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Convention '93

Glimpses of steam at the 9th National Garden Railway Convention

by Ron Brown

The 9th National Garden Railway Convention was a good one from the point of view of a small-scale live steam enthusiast. We enjoyed the luxury of an indoor steaming track, located right in the heart of the action in the dealer room. It was open for business any time the dealer room was open, and business was good!

Our stand was situated facing the steaming track and just a few paces away, so we had a good view of what was happening most of the time. I say most of the time, because sometimes the crowd was so dense that all we could see was backs!

Organization was pretty casual, but it seemed to work out just fine most of the time. There was always at least one engine in steam, and most of the time there were two or three running and others waiting on sidings for their turn. I heard of only one situation where things got out of hand, and this was a case where one individual bullied his way onto the track without asking permission or getting clearance, causing a minor collision, some anxious moments, and forcing a break in an attempt at a record-setting duration run by Jerry Reshew.

Another run-for-the-record was made again later, resulting in a run of over one hour duration by Jerry's exquisite Q5, built by Peter Hicks in England.

A wide variety of engines were operated over the 3-1/2 days of the convention in the Santa Clara Convention Center in Santa Clara, California. Some of the builders represented were Argyle Locomotive Works (Australia), Aster (Japan), Berkeley Locomotive Works (USA), Butler County Loco Works (USA), Finescale Engineering (U.K.), Great Little Railways (U.K.), Peter Hicks (U.K.), Lindsay Machine Works (USA), Maxwell Hemmens Precision Steam Models (U.K.), Merlin (U.K.), Roundhouse (U.K.), Salem Steam Models (U.K.) -- and possibly some others that don't come immediately to mind.

There were several NEW steam locomotives displayed and operated at the convention, and most of them were based on North American prototypes.

Mike O'Rourke of Berkeley Locomotive Works was showing and running his "CRICKET", a charming little 0-4-0 based on an obscure contractor's locomotive built by the John F. Byers Machine Co. of Ravenna, Ohio. Rather than the conventionally mounted cylinders and drive apparatus found on most rod-type locomotives, "CRICKET" has a single slide valved cylinder mounted vertically on the right hand side of the boiler and driving a jackshaft passing under the boiler, which mounts a flywheel on the opposite side from the cylinder. The drive is taken from the jackshaft via reduction gearing to the driving axle.

The flywheel smooths out the power pulses from the single cylinder, and the reduction gearing takes care of transmitting adequate torque and horsepower to the driving wheels to haul a surprising load for this tiny locomotive. I saw "CRICKET" make lap after lap on the oil-slick track with 16 LGB Tipper Wagons in tow! The single cylinder was a blur of frenzied activity, but, thanks to the reduction gearing, the locomotive moved along at a sedate pace.

The wheelbase is short enough to allow operation on even the tight radius LGB curves, and the reduction gearing keeps the loco from running away or stalling on the grades.

It's been a long wait, but it looks like Berkeley Locomotive Works has come up with a great little entry level loco here, and with a price lower than any other loco currently on the market (not counting Mamod, which is no longer building locomotives anyway), even those with oscillating cylinders.

We just spoke to Mike O'Rourke at BLM this morning, and he tells us that he's very busy building locos right now and asks for your patience. He doesn't have time at the moment to answer your letters or get involved in lengthy correspondence, but if you'll send an SASE he will send you an informational flyer on "CRICKET". (address at the conclusion of this article)

Another very unique entry level live steam loco was shown by Douglas Gardner, of Butler County Loco Works. You may recall that we reported on a little vertical boilered 0-4-0 called "DOTTIE TOO" after the convention last year. The design has gone through much refinement and testing since then, and is now getting close to being ready for the market. At one point during the Convention, Douglas was double-heading a pair of these cute little critters, coupled up to his splendid scratchbuilt logging caboose. The heart of this loco is the vertical boiler and single oscillating cylinder steam engine produced by Midwest Models as a small marine powerplant. BCLW mounts the engine and boiler on a 2-axle flatcar, driving the axles through miniature chain and sprockets. We didn't see a demonstration of the pulling power of this loco, but full-sized locos of this type typically pulled a very small load - perhaps one loaded car or a couple of empties. We hear that "DOTTIE TOO" will be available before the end of the year, but check with BCLW for more info, prices and availability.

Great Little Railways, which used to be called Steamlines, had their 3/4" scale locomotive "LITTLE GIANT" on display in both kit form and factory built, ready to run. This loco was the subject of a review in the last issue of SitG, so I won't go into details on its construction, etc. This was the first time I had seen one up close and "in the flesh", and I must admit that I was favorably impressed. Fit and finish was generally good, and they seemed to run well. I saw one of them pull a long string of conventional American-style rolling stock with apparent ease. The prices are very attractive for newcomers to live steam, and the kit offers many kitbashing possibilities.

Gordon Watson of Argyle Locomotive Works in Australia was on hand again, brightening the event with his good humor and Aussie charm and displaying superhuman endurance by

his active involvement on the steaming track all day, every day. This is the second convention at which I have seen Gordon give generously of his time and skills to diagnose problems and repair and adjust steam locomotives of any make and model - not just those built by his own hand - for those that needed a helping hand.

Most of the time Gordon could be found explaining, preparing or running his new loco, a fine model of the SR&RL Baldwin 2-6-0, "OLD STAR". This loco put in many excellent performances during the convention, and certainly generated a lot of good will and confidence in Argyle locos. "OLD STAR" is being built in a very limited run of 25 engines, so if you are modeling Maine narrow gauge, check the Argyle ad in any recent issue of SitG and get your reservation in soon.

And speaking of Maine narrow gauge.....Samuel Muncy of Railway Garden Ltd. was showing a new line of SR&RL rolling stock at his stand. Accurate models with lots of detail at a surprisingly reasonable price made these particularly attractive. Check out *What's New* in this issue for more info.

Also seen at the RGL stand were Richard and Shirley Longley of Brandbright and their son, Jack. Richard and Shirley proved to be as friendly and personable face-to-face as they are over the phone, and I'm sure they made a lot of new friends for Brandbright.

Now returning to Argyle Loco Works for a moment.....In addition to the SR&RL "OLD STAR", Gordon was also proudly showing his brand new Baldwin 4-4-0, a 3-foot narrow gauge loco built in 1876 as the South Pacific Coast No. 3. This loco was not quite completed in time to run at the convention, but the quality of design and engineering was quite obvious in the model as displayed. Faithful Assistant has fallen in love with this loco (a first at our house!), which should give you some idea of how much charm and character it packs. A side elevation drawing of the South Pacific Coast No. 3 can be seen in the Argyle ad in this issue.

The long-awaited Maxwell Hemmens Precision Steam Models Porter put in an appearance at this convention. It arrived via Priority Air Freight at the RGL booth on the first day, and was quickly checked over and displayed. It wasn't long before Richard Longley carried it over to the steaming track for a first run, and it put in a very good performance. Just like the previous Hemmens Porter, this model is built of quality materials to a high standard. Also like the previous model, it is easy to control - either manually or by radio control. Servo mounting space is provided on all models, so if the owner should decide to retrofit R/C it would be a snap.

One of the most frequently heard complaints that we hear concerns the problems involved in filling the fuel tank on gas-fired locos. Hemmens has completely eliminated this problem on the new Porter by eliminating the fuel tank. All one needs to do now is to plop a small cannister of EPI gas into the tender, screw on the gas valve, and it's ready to light up. When the gas cannister is empty, remove it and replace it with a fresh one. Simple, trouble-free and a great idea. Wish I had thought of it.

My old Hemmens Porter has a wood cab and tender, which

add much charm and character to the loco. The new Porter has a steel cab and tender, which look nice enough and help to keep the cost down, but they just don't have the character of the older version. One thing that will help to give the new Porter a personality of its own was missing on the loco on display at the convention. We've heard from good sources that a whistle will be available as an optional extra, and who doesn't love to hear (or blow) a steam whistle?

A Salem Steam Models Porter put in a surprisingly good performance, pulling a heavy train of logs around the oil-slick track without straining, and demonstrating that it had lots of power left by blowing its safety valve at regular intervals, even with the burner turned down. This is a nice entry level engine, offering good performance and easy handling at modified Mamod prices. Some of the spectators at the steaming track apparently didn't realize that they were watching trains being pulled by real steam locos running on fire and water, as much excitement was generated when some of them caught a glimpse of the fire burning under the Porter's boiler as it rounded the curve and headed down the long straight section in front of the spectators. Hey! That one's got a fire in it!

At the Garden Railways magazine stand, Barb and Marc Horovitz were showing a REALLY BIG live steam loco. This 1-1/2" scale 0-4-0 runs on gauge 1 track and is modeled after a 15" gauge estate railway loco in England. I found the proportions very appealing. This loco was designed and built by Marc Horovitz and Mike Bigger especially to go with the neat 1-1/2" scale Heywood rolling stock and other accessories offered by Mike Decker, and it may be offered for sale in small quantities if enough interest is shown. From what I saw, I don't think they'll have any problem finding enough interested parties! Though the loco was not completely finished, first-rate engineering and craftsmanship were evident. Drop Marc a note if you would like more info on this neat (big) little loco.

Mel Ridley, a cheerful and talented Brit, displayed his live steam, all brass 1:24 scale D&RGW K-28, and a huge 1:24 scale D&RGW water tank. The loco and tender were very nicely done and essentially complete, but lacking details and final finishing. It will be offered in two versions: coal-fired and gas-fired. A note to Mel will bring more information.

Fortunate is the newcomer to our hobby, with all the outstanding new live steam locos to choose from!

And now let's take a look at some photos of convention activities and items of interest.

(All photos by Ron Brown unless otherwise noted)



More Info on Businesses Mentioned in the Article

Argyle Loco Works - for more info, contact Samuel Muncy at Railway Garden Ltd., 4210 Bridge St., Cambria, California 93428 -- phone or FAX 805-927-1194.

Berkeley Loco Works - 2821 Hillegass Ave. No. 22, Berkeley, California 94705.

Butler County Loco Works - 541 N. Dover, Covina, California 91722.

Garden Railways magazine, P.O. Box 61461, Dept. SitG, Denver, Colorado 80206 -- phone/FAX 303-733-4779.

Great Little Railways - contact Diamond Enterprises, Dept. SG, Box 537, Alexandria Bay, New York 13607 -- phone 613-475-1771 or FAX 613-475-3748.

Maxwell Hemmens Precision Steam Models - in North America contact Railway Garden Ltd., 4210 Bridge St., Cambria, California 93428 -- phone or FAX 805-927-1194; or contact Rio Pecos Garden Railroad Co., 27136 Edenbridge Ct., Bonita Springs, Florida 33923 -- phone 813-495-0491 or FAX 813-495-7264.

Melvyn L. Ridley, High Noon, Gorway, Teighnmouth, Devon TQ14 8PX, GREAT BRITAIN.

Salem Steam Models - in North America contact JMG Hobbies, PO Box 960, Port Ewen, New York 12466 -- phone/FAX 914-338-0817; or contact Doubleheader Productions, 3725 Pageant Place, Dallas, Texas 75244 -- phone/FAX 214-247-1208.

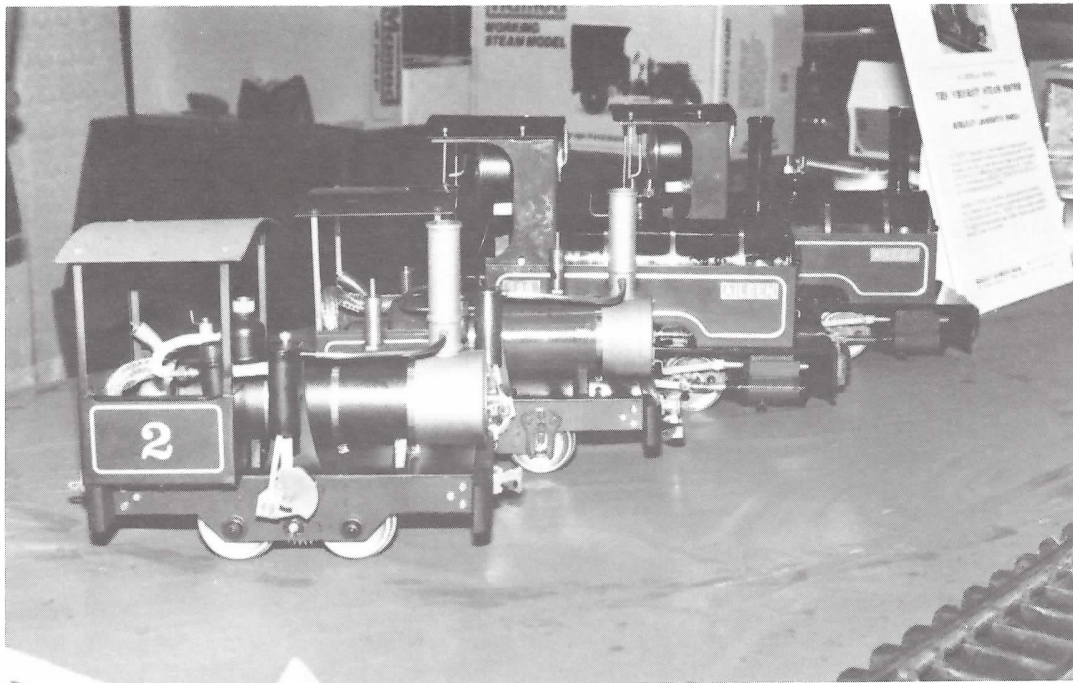


Some of the "Steam Gang" at the '93 National Garden Railway Convention in Santa Clara, California. Back row, left to right: Reg Stocking, Jim McDavid, Ron Brown, Harlan Barr, Mel Ridley, Gary White, Chip Rosemblum, Marc Horovitz, John Bloxdorf, Richard Longley, Rodger Rojas, Bruce Bates. Front row: Karl Johnson, Gordon Watson, Geoff Spenceley, Jerry Reshew, Arnold Hoffman. An amiable, fun-loving crew, and they put on a good show for the crowd.

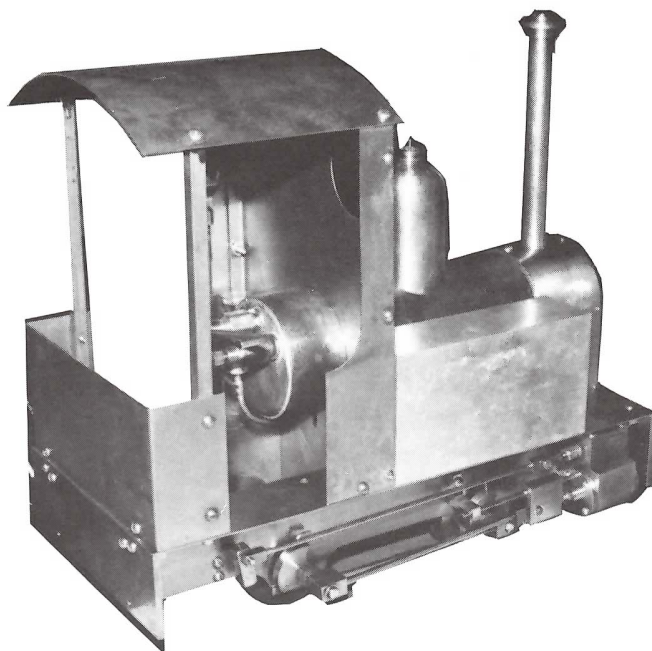
Photo by Barb Horovitz



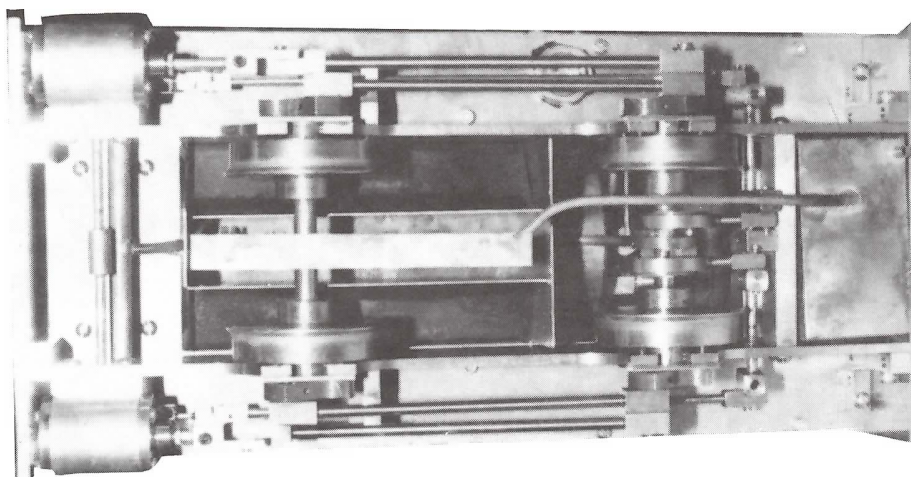
Mike O'Rourke brought his lovely daughter, Emily, along to brighten up the Berkeley Locomotive Works stand and add a touch of class. They were showing their new "CRICKET" live steam loco, and a number of other steam locos, vehicles and stationary engines by Mamod, Wilesco and Steamlines as well.



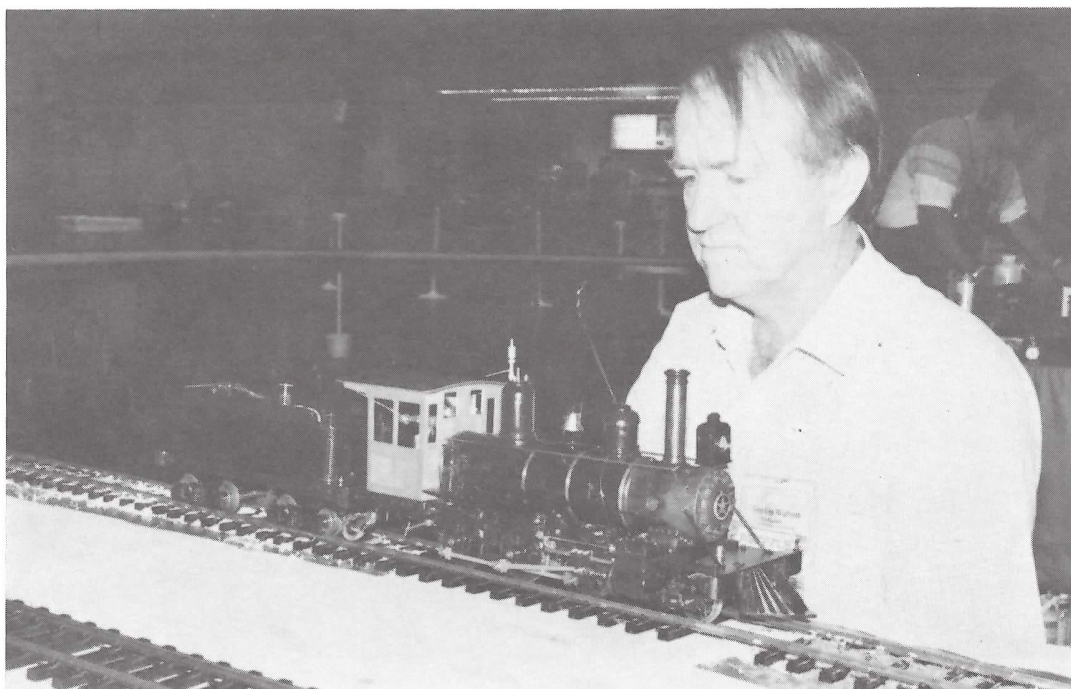
A lineup of Crickets and Little Giant locos at the Berkeley Locomotive Works stand. Both are new entries on the small-scale live steam scene this year -- see accompanying article for more details on both of these engines, and lots more.



BIG LOCO! This is the 1-1/2" scale freelance model of a 15" gauge 0-4-0T loco that was designed by Marc Horovitz, built by Mike Bigger and displayed by Marc on his stand at the convention. Designed to run on gauge one track and to be used with the Heywood Estate Railway rolling stock designed, built and sold by Mike Decker, this engine was really impressive. Marc didn't have a chance to run it during the convention, but he tells us that it was run after the convention and performed very well.



Oh, the indignities to which a steam loco is subjected! A "Bottom's Up" view of the loco shown above clearly shows the wick burner and alcohol tank, the slip eccentric valve gear (between the rear, or lower, set of drivers) and the unique rocker shaft used to transmit motion from the eccentrics to the slide valves (between rear drivers and fuel tank). Marc came up with this design to avoid interference between the valve gear linkage and the burner assembly. We just spoke to Marc to make sure that our facts were accurate, and he tells us that this loco is now undergoing study and redesign to fit it with Hackworth valve gear and some additional improvements. It appears likely that a small batch of these locos will be produced and offered for sale. Contact Marc directly for details, and tell him you saw it in SitG.



Gordon Watson of Argyle Locomotive Works in Australia appears deep in thought as he watches over his latest offering -- the Baldwin-built Sandy River & Rangely Lakes "OLD STAR". This loco performed beautifully and was run many times during the course of the convention. Very impressive engineering and craftsmanship, Gordon!



Chip Rosenblum (left) beams as Marc Horovitz (right) seems to be wondering, "Why me?". Marc is holding the *"My Bucket's Got A Hole In It"* award, a Samuel Muncy creation.



John Bloxdorf prepares his Aster 0-6-0T Pannier Tank loco for a run while Pete Olsen kibitzes. The trackwork was excellent -- I didn't see or hear of a single problem with the track during the entire span of the convention. The smaller, dual-gauge track is visible just over John's shoulder. It was nice to have facilities for running both gauge 1 and gauge 0 locos -- well done, California!



This is the *Steam in the Garden* stand! That's Faithful Assistant giving live steamer and Pennsylvania resident George Brown the spiel. Seated at the table is Castle Pacific cartoonist Rick Drescher. Yours truly was pushing the camera buttons.

SWAP SHOP

Sell/Trade: Salem Steam Models Porter -- gas fired, operating headlight, dummy side motion, 40 psi safety valve, Goodall filler valve, displacement lubricator, R/C linkages for throttle and rotary valve installed. Loco has about 10 hours on it. Need money for new project. \$600. Stumpy Stone 614-633-6354 evenings (EST).

For Sale: MSR assembled Mamod -- meths fired, MSR drivers, custom built wood cab, pilot beam, number plate, 4-wheel tender, R/C linkage for rotary valve installed, Futaba R/C equipment included (servo in cab, receiver and battery box in tender) -- \$400. Might consider trade for Wileco D 409 Showmans Engine. Stumpy Stone 614-633-6354 evenings (EST).

For Sale: Early (when they were still good runners!) stock Mamod, gauge 0, used very little and in very good condition. \$150.00 + shipping. Also **KENVERSIONS Mamod** in excellent condition, with new MSR spoked wheelsets and bearings. The best looking Mamod appearance and performance upgrade, now unfortunately out of production. \$350.00 + shipping. Ron Brown, PO Box 335, Newark Valley, NY 13811 USA -- Phone 607-642-8119, FAX 607-642-8978.

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For Sale: Steamlines LITTLE GIANT "AILEEN", assembled and kits; also MAMOD goodies. Phone or write for prices. Mike O'Rourke, 2821 Hillegass Ave. No. 22, Berkeley, CA 94705 -- 510-849-9284.

Wanted: Hornby 3-1/2" gauge L&M coaches. Mike O'Rourke, 2821 Hillegass Ave. No. 22, Berkeley, CA 94705 -- 510-849-9284.

Wanted: H.J. Coventry 1/2" scale B&O Class P7 Locomotive & tender -- drawings, castings or patterns -- to sell, loan or make copies. Write to: Mike Buster, 9300 SW 155 Street, Dunnellon, FL 34432-7027.

Wanted: J&M Rheingold coaches, catalog #'s DM240 and DM242. First Class Parlour/Coach and Second Class Parlour/Coach respectively. Should have the numbers 20508 and 24512 on the coach in the center of the window band. Douglas Glatz, 209 Third St., Wyoming, PA 18644 -- phone/FAX 717-693-2291.

Sell/Trade: Brandbright Freight Railcar, battery powered gauge one with slow speed gearbox. Slightly modified and lightly weathered. Charming! \$225.00. Also Delton Doozie, single axle powered version, repainted Apple Green with Black trim - very handsome. Ready to wire up for battery operation. \$185.00. Also Davey Model Dockyard tinplate slate quarrymens coach (bogie, gauge 1) with canopy black color. Unique! \$85.00. Trade for truly interesting items considered. Samuel Addison Muncy, 805-927-1194.

For Sale: Argyle Forney, gauge 1 version with pressure gauge, water gauge glass, safety valve, R/C & whistle. Fitted with lin. **SOLD** Excellent engineering, beautifully crafted, fully debugged & fine tuned, great runner! No time on it except for debugging & fine tuning

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For Sale: Radio control systems, speed controllers, servos, batteries & chargers. All new, very reasonable. Only have a few. Jerry Hyde (614) 946-6611.

Wanted: Mamod - any condition, price appropriate to condition. Basher wants English Metal. L. Hills, 16608 Pocono St., Valinda, CA 91744.

For Sale: 1" scale 4-6-2 Pacific, chassis rolling and 60% complete, tender 90% complete (*superior craftsmanship, highest quality.....I've seen this one in person - ed.*) \$2500. Contact Lew Bullock, 746 Town Line Rd., Johnson City, NY 13790 - phone 607-729-0647.

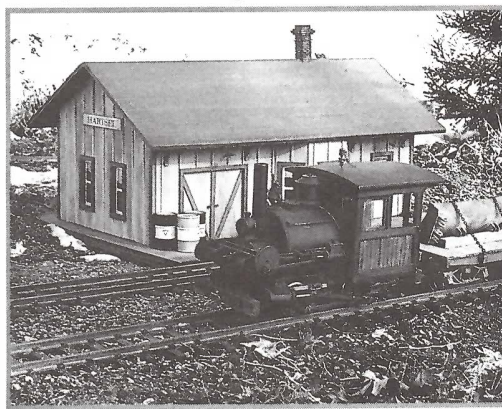
For Sale: Roundhouse Fowler w/custom installed Airtronics R/C and custom carrying case -- a beautiful running engine. Ken Matticks 214-247-1208.

For Sale: Beck German-manufactured live steam "ANNA" 0-4-0, \$1,300. Price includes Futaba FP-2L Digital Proportional R/C system -- LGB #4011 covered gondola w/receiver installed, throttle servo in cab. Frank Rushton, 128 Woodcreek Dr., Dothan, AL 36301-6206. (205) 794-4728. If machine answers, please a message and your call will be returned.

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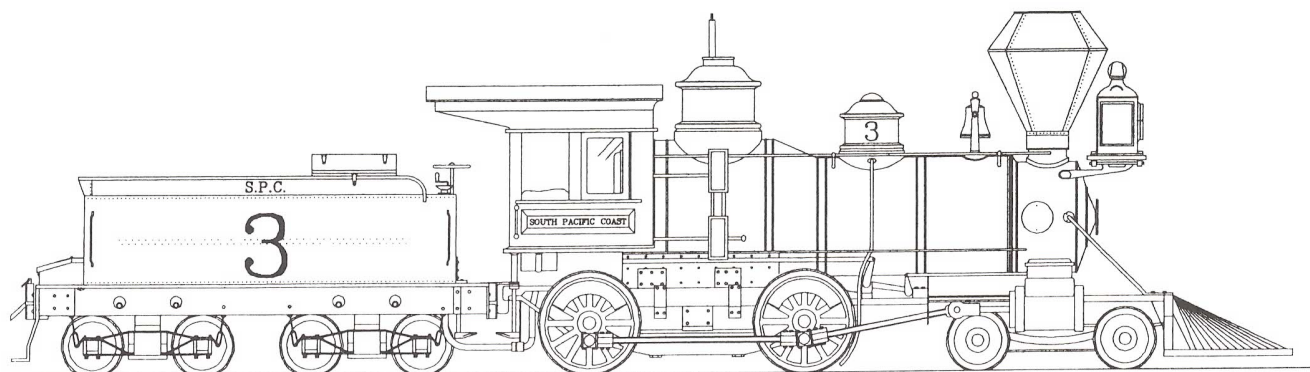
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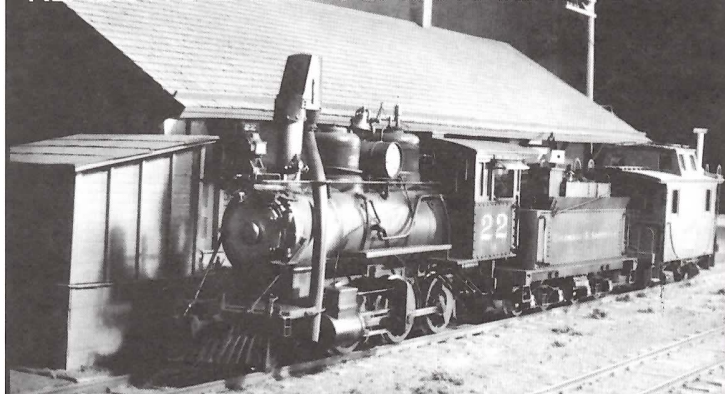
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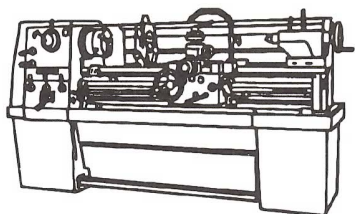
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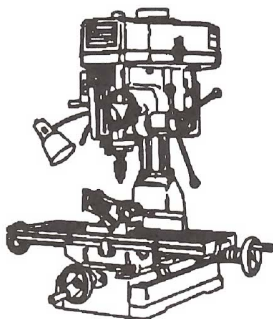
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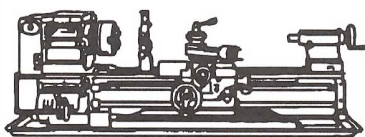
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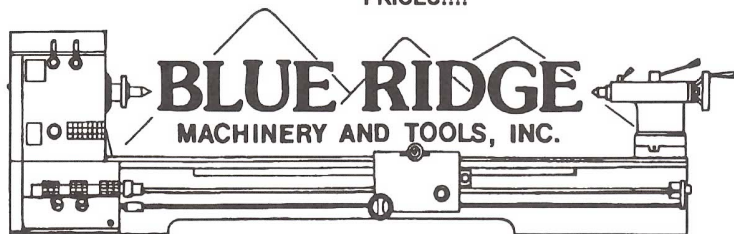
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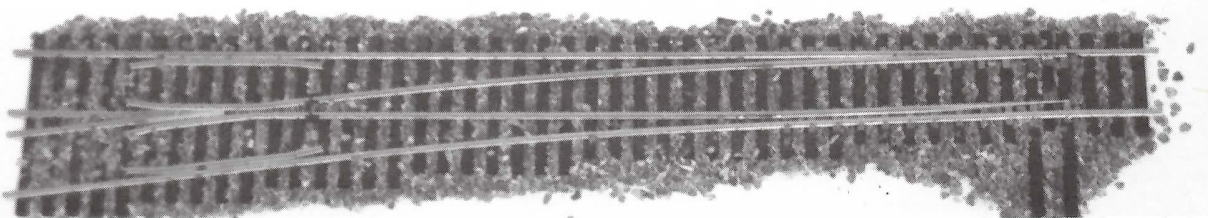
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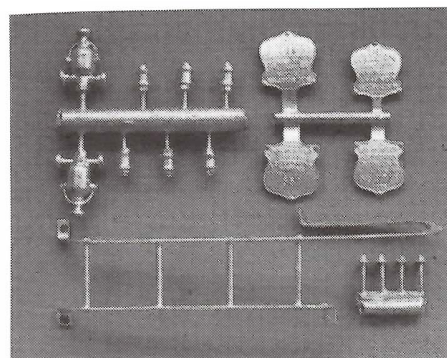
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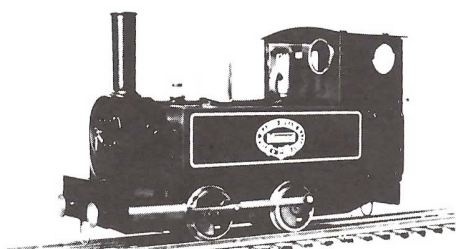
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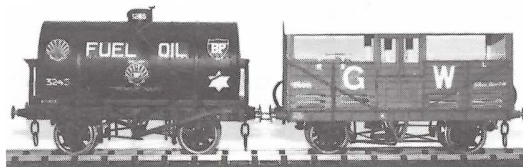
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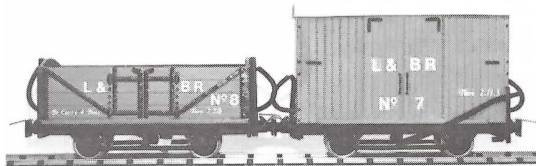
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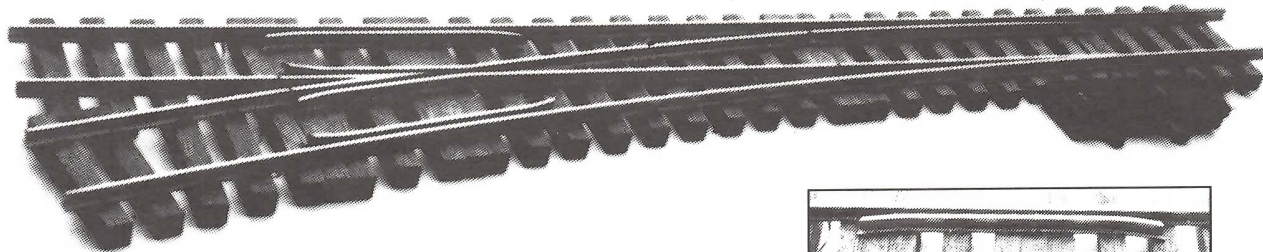
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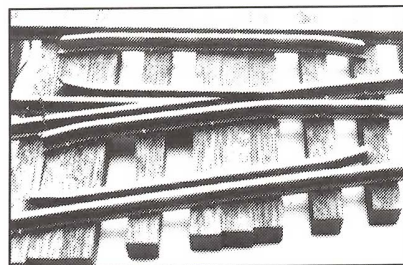
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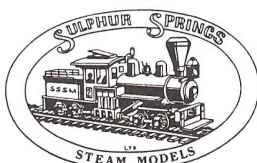
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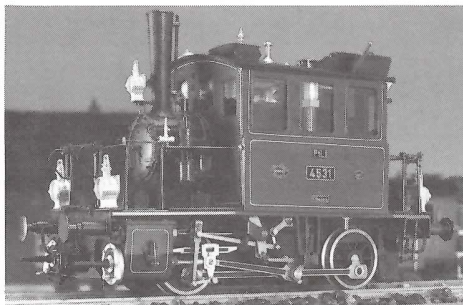
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The 18 inch gauge systems played an important part in the development of narrow gauge railways. Constructed from the early 1860's onwards, these lines served main line railway workshops at Crewe and Horwich, as well as many major military installations and industrial sites. This book is a technical and historical outline of a significant, but previously neglected, aspect of Britain's railway history, illustrated with many rare and historic photographs and a wide selection of maps and scale drawings. The hardbound book has 176 pages and 209 illustrations, including 70 maps and drawings. The price is \$34.95, postpaid. For more information, write or call:

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Phone 605-745-5487

Calendar of Events

September 17-19 -- Indiana Transportation Small-Scale Steamup. Two 380 foot gauge one loops, two 380 foot standard gauge/gauge one/gauge 0 triple gauge loops. Contact John W. Bloxdorf, M.D., 2540 North Ninth St., Terre Haute, IN 47804 for more information. This could be another very important meet for live steam enthusiasts, on the order of the Diamondhead, Mississippi meet last January.....don't miss it!

January 14-16, 1994 -- National Gauge One Steamup, Diamondhead, Mississippi. In 1993 this event was attended by over seventy live steam enthusiasts, and over one hundred locomotives were seen on display and in operation. For 1994 Jerry Reshew is promising all of the features that made it such a success the first time around, plus some new ones! An elevated 8' x 24' dual track configured for both gauge 1 and gauge 0 will be provided. This is in addition to the 14' radius elevated dual track mainline and the 10' radius floor-level track that were in operation this year. Steam seminars will be expanded for 1994, and will include two workshops dedicated to helping registrants get over their fear of machine tools. You will have the opportunity to work on a lathe and milling machine over the 3 day event, and will actually make something! The venue will be the same - the indoor Atrium at the Days Inn in Diamondhead, Mississippi, just a one hour drive from New Orleans. For more information or to register, contact Jerry Reshew, National Gauge One Steamup, 5411 Diamondhead Drive East, Diamondhead, Mississippi 39525. Phone 601-255-1461 (days) or 601-255-1747 (evenings).

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

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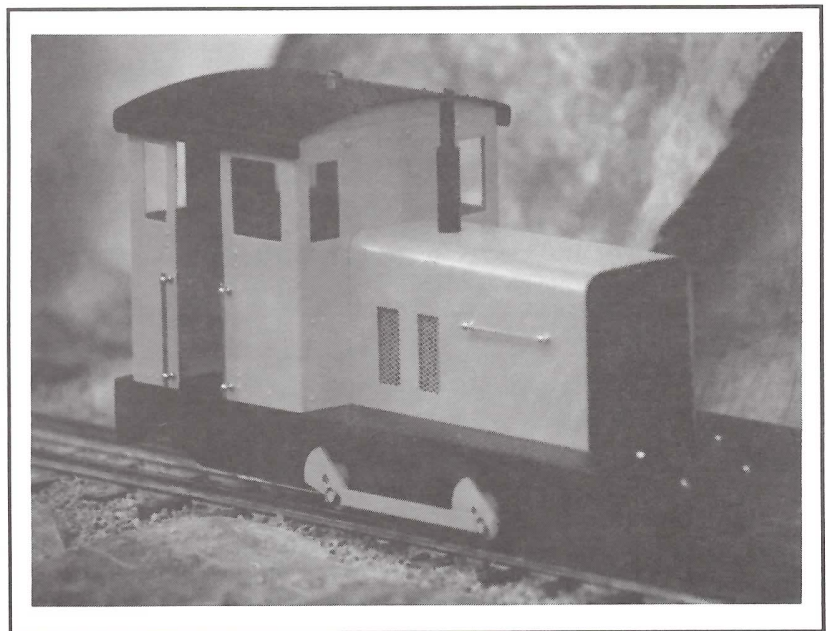


Photo by Chris Heath

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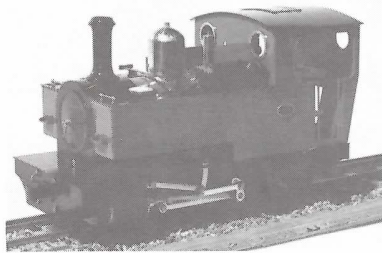
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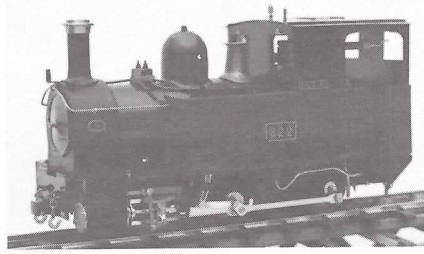
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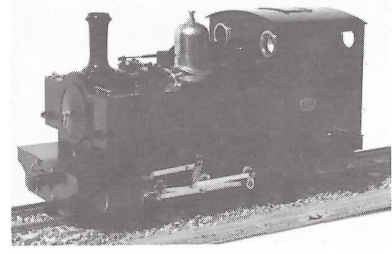
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Grover Devine enjoys running trains on a sunny afternoon on his South Pacific Coast garden railway in the spring of 1992. This view shows the elevated end of his railway, where the engine servicing facilities were located.

Photo by Ron Brown

END OF THE LINE

We lost a good friend and a great fellow live steamer this summer. Word came to us at the Convention in California that Grover Devine had passed away suddenly on July 6th.

Although Grover and I were the same age and had grown up in the same town, our paths had never crossed until we met through our mutual love of the hobby. I grew to admire and respect him through the letters & phone calls that we exchanged - and through the articles and photos of his work that were published in so many magazines - long before we ever met in person. Last year Marie and I had the opportunity to visit him at his home on several occasions, and to run trains and exchange plans, dreams and ideas. I'm grateful that I took the opportunity to photograph some of the fruits of his creativity at that time, examples of which appeared in an article by him in SitG #12 and on the cover of SitG #14.

Grover had a great interest in the South Pacific Coast Railroad, a colorful narrow gauge line that existed in his part of California in the late 1800's and early 1900's. He created a very believable South Pacific Coast in his own back yard by scratchbuilding structures and rolling stock and modifying live steam locos. Working from photos in Bruce MacGregor's books on the SPCRR, he reproduced scenes from the original SPCRR that were realistic enough to

startle and amaze those that had read the books and seen the photos.

Grover was a multi-talented person -- he was filled with a zest for life and he had a unique ability to see things as they really are and translate life into miniature. A talented musician, he played professionally, wrote music and built his own harpsichords.

A year or so ago he sent us a copy of a wonderful little video short, done silent movie style and titled "The Great Crash Collision". Grover wrote, directed and did all the camera work on it, and he even played the musical score himself. His generosity was such that he shared his talents freely, preferring to give away his videotape so that others could enjoy it, rather than selling it for profit.

Our sympathy goes out to Grover's wife, Linda, and the rest of his family -- but Grover was so vibrant and alive and so enthusiastic about everything that it doesn't seem fitting to mourn his passing -- better that we should celebrate his graduation. So the next time you light a fire in one of your little locos, pause to reflect for a moment on those kindred spirits, like Grover Devine, that have given so much of themselves to the hobby. So long Grover, this one's for you.



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Brandbright Ltd., Britains largest small scale live steam supplier, is now 10 years old! To celebrate this, our 10th catalogue is now available, and it's filled to the brim with lots of new locos, including Finescale's Fairlie, Steamlines' "Little Giant" (now with Wilesco cylinders), Wrightscale's Porter (now available in kit form!) and Wrightscale's superb "WREN", now in kit form or factory built. The new Maxwell Hemmens "OGWEN" and Porter will be available soon, plus many others! If you are a previous Brandbright customer, the new catalog is on the way to you now. If not, send just \$3.50 for this treasure trove of live steam.

Richard, Shirley and the entire Brandbright staff - including U.S. agent Samuel - thank you for your support.

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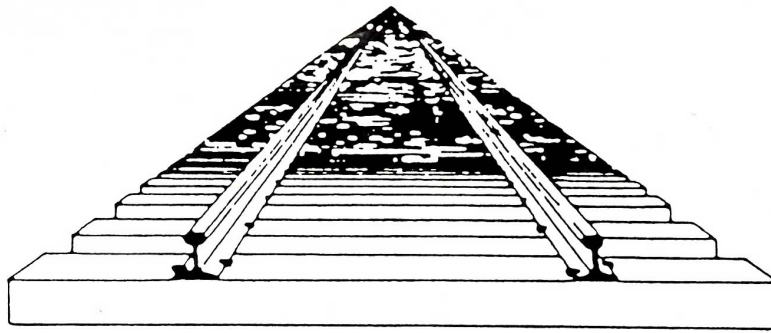
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A WINNER!

Bruce Bates of Santa Clara, California placed order #500 with Brandbright and RGL and won the prize. With all of the new locos available (including Finescale, Pearse, Wrightscale, and of course Roundhouse, to mention only a few), we're moving quickly toward order #1000 - will you be #1000 and winner of the next prize?

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