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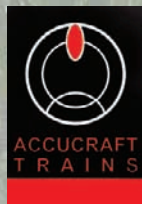
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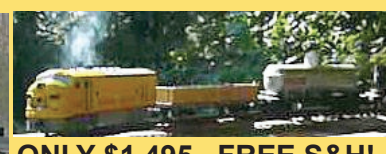
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# STEAM IN THE GARDEN

Vol. 20, № 1  
Issue № 109

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

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## FRONT COVER:

**Engineer's Log - March 14, 1902** -- *Alf Jensen, President and CEO of Jensen's Lumber Mill and Logging Company, pulls the company's gypsy locomotive number 31402 onto the mill siding with a load of logs after the downhill trip from the current logging site. The train passes under the mill trestle on its afternoon run.*  
photo by Rick Parker

Editor

**Ron Brown**

Nurse & Roadrunner

*Marie Brown*

## CAD & Other Drawings in This Issue

Dan Rowe, Howard Maculsay

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**Southern California Steamers** - contact Sonny Wizelman for dates, places and any other pertinent information. 310-558-4872 - [sonnyw04@ca.rr.com](mailto:sonnyw04@ca.rr.com)

**Michigan Small Scale Live Steamers (MSSLS)** hosts a large number of steamups. For details on What, When and Where, go to their web site at <http://www.mssls.info/>

**Upstate Steamers, upstate New York steamup calendar.** If you are in the area, come out and join us!  
<http://gold.mylargescale.com/Scottychaos/upstatesteamers/>

**Puget Sound Garden Railway Society steamup schedule:** We have 2 steamups per month, one at the Georgetown Powerplant in Seattle on the second Saturday of every month, and a steamup at a member's track on the fourth Saturday of the month. Here is a link to our steamup timetable.  
<http://psgrs.org/livesteamtimetable.html>

**Feb. 13-14-'15 2010 President's Day Steamup, Scranton PA.** For full info call Clem at 570-735-5570 or email [wrunloco@aol.com](mailto:wrunloco@aol.com).

**July 14-18, 2010 the National Summer Steamup** will be held at the Lions Gate Hotel in McClellan, Calif., a suburb of Sacramento. The 2010 event will feature both 45mm and 32mm tracks, a Saturday night BBQ dinner, clinics and workshops, exhibitor displays and swap tables. For more information please visit the web site at <http://www.summersteamup.com/> or e-mail [steamup@summersteamup.com](mailto:steamup@summersteamup.com) or call (650) 557-2993.

Check our web site < [www.steamup.info](http://www.steamup.info) > for up to the minute Calendar of Events.

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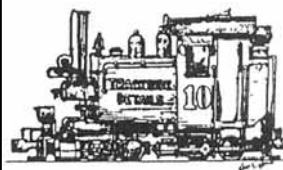


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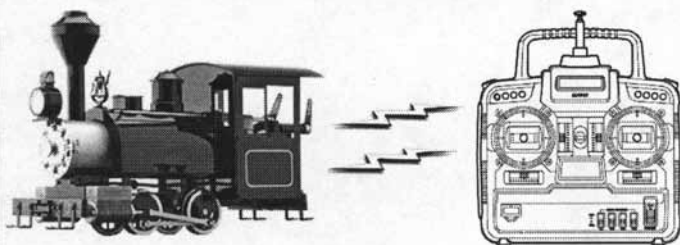
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# *Accucraft Ball Bearing Conversion from Bronson-Tate*

by Jason Kovac

Have you thought about upgrading the pulling capabilities of your locomotive? When you install the Bronson-Tate ball bearing kits for your Accucraft rolling stock you can easily double or triple the length of your consist.

Directions are very straight forward and complete and are available for both the Freight cars and Jackson & Sharp coaches, which also include new journal boxes with preinstalled bearings.

It took about 15 minutes to complete one car. Installing the bearings and new Sierra Valley wheels require you to remove the main screws/bolts that hold the side frames to the cross member. Once apart removing the bushings is pretty simple using a 10-32 tap as a puller. I cleaned the hole with a degreaser and used Loctite adhesive on a toothpick to retain the bearings to the journals. Then I reassembled the trucks with the new wheels, being sure that the side frames were square.

Rolling tests prove to that the ball bearings trucks will roll on 1/2% grade where the stock ones oiled would not.

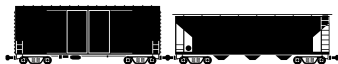
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***Ball bearing conversion kits  
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***Ball bearings decrease rolling resistance dramatically.***

# *Cabin Fever Expo 2010*

by Rob Kuhlman

photos by Marie Brown unless otherwise noted

The Friday, Saturday, and Sunday of the Martin Luther King Holiday weekend saw steamers from all over the mid-Atlantic states gathered in York, Pennsylvania for the annual Cabin Fever Model Engineering show. Live steamers began running trains at this show long ago under the guidance of Paul and Harry Quirk; and in recent years, as the Cabin Fever show has expanded in size and changed venues, the number of tracks and trains has expanded as well. This year Charles and Ryan Bednarik brought their very large double track exhibition railway, and it joined Mike Moore's comparably-sized double track and Mike's smaller double track railways. So six main lines were available simultaneously, and they were all typically humming with activity. There was even an HO railway set up running the Hornby HO live steam passenger set.

I spent most of my time on the smaller track, where little lokies and particularly 0 gauge were welcomed, but I would glance over to the larger tracks from time to time to see the non-stop gauge 1 action -- Daylights, Cab Forwards, Mikados, Big Boys, and Alleghenies hauling enormous trains dominated the mainline steam end of things; narrow gauge was represented by numerous D&RGW steamers plus a gorgeous representation of an EBT Mikado.

International prototypes were represented by a British Schools and a German Pacific and one or two locomotives which I couldn't place. On the little track, old 0 gauge tinplate, smaller narrow gauge prototypes, and several scratchbuilt locos provided a contrast to the big equipment nearby.

As a public exhibition, particularly on Saturday, crowds were thick and enthusiastic. Any train which was fast, noisy, smoky, or fiery garnered particular attention. Many of us tried to run locomotives or cars which might elicit fond memories on the part of the public; I got the most questions and comments when I ran my toy steamers with a train of tinplate passenger cars. And, as a model engineering show, numerous vendors had lots of tools, fasteners, and raw materials for sale; in recent years I've been able to restock the workbench for another year's worth of construction projects.

If you can't make Diamondhead next winter, consider attending Cabin Fever -- I'm sure you'll have a great time.



*The author readies one of his vintage locos for a run at the Cabin Fever Model Expo.*







*Dan Stroka on the mainline at one of the large tracks.*



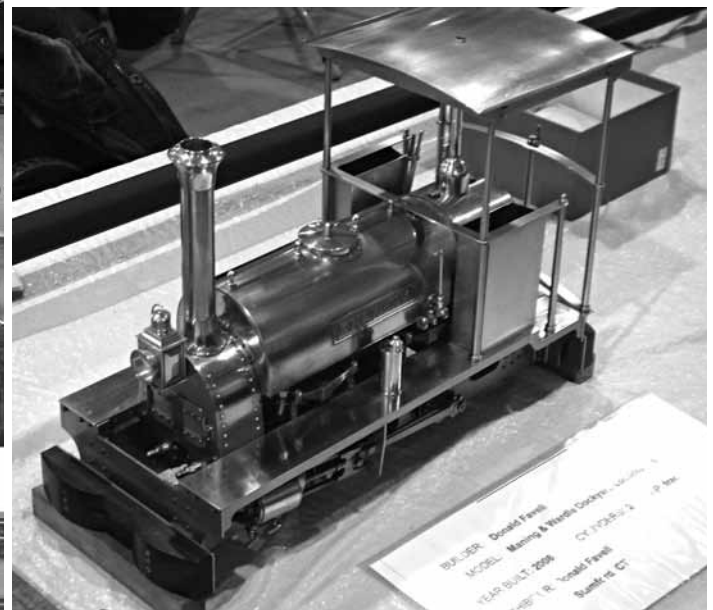
*Nick Wilson at one of the small tracks.*



*Jason Kovac with a work in progress, his part-finished scratchbuilt deWinton. He was taking steam out of the Accucraft shay and with a silicon tube sending it back to the oscillators on his deWinton chassis. It ran nicely once he got the chassis weighted so the drivers wouldn't slip -- it pulled the Shay right around.*



*Mike Moore, Jim Barker and Murray Wilson.*



*Eye Candy! A Manning & Wardle dockyard loco built by Donald Favell of Connecticut.*



*There was plenty of action at Cabin Fever, on the track and around it.*



*Jim Stapleton, Mike Moore, Jon Kling and Tom Stevens.*





*Charles Bednarik giving an assist to Brittany Grimm. Brit is an active member of PLS. She has progressed from a Ruby to an Aster Schools. Currently she is having Ryan and Charles Bednarik (Triple R Services) build a DJB coal fired converted Ruby. Brit has had two sessions on coal firing. She has the enthusiasm and advances her skills every opportunity she can at each steamup. Along with her operating skills, she is quite astute regarding gauge one locomotives.*



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## ***Train Festival 2009***

by Charles Bednarik & Alan Redeker

Ten years ago there was a gathering of likeminded enthusiasts who would appreciate history, mechanical engineering and some amazing machinery. This wonderful opportunity was a dream event for those who attended at the time. Others, who missed the event, were hoping for a future event; after all steam will never die - it's *live* steam! Someone somewhere will present another grand event similar to Rail fair 99.

The word spread through the rail fan communi-

“Polar Express” Berkshire, along with the newly built standard gauge American. A total of eight steam locomotives.

A gauge one steam-up allowed us to run our locomotives next to the real thing.

Having made the decision to attend this wonderful gathering of steam power, those who planned quickly got reservations for train rides and hotel, as all the available space quickly sold out. In fact, the response



***The Great and the Small.....full size and 1:32 Berkshires.***

**photo by Harry Quirk**

ty about a small town in Michigan (Owosso) hosting a train event. The event was built around fund raising for Pere Marquette 2-8-4 Steam Locomotive No.1225. The Berkshire was to undergo the Federal mandated fifteen year inspection. As the event grew to eight steam locomotives, exhibits, attractions and train rides being offered became reasons for not missing this event. There were two significant factors that would attract certain attendees to the Trainfest:

Main line steam Southern Pacific Daylight, the

was so overwhelming that the event was extended to an additional day that also sold out.

This event allowed many to enjoy this experience in a unique way that no other attendee could be a part of. A public steam up that attracted over 30,000 people could be an audience in promoting the live steam hobby. What really made it special for a particular group of hobbyists was the work that the Michigan Small Scale Live Steamers (MSSLS) did in making participation seamless. On behalf of all who





*John Garratt chats with spectators while preparing his loco for a run.*

were allowed to run live steam, a very special thank you to all the MSSLS members for the welcome with open arms.

### ***The Dream Comes True***

On arrival at the Steam Institute there were two special full scale locomotives that were particularly attractive to Accucraft and Aster models owners. To see, touch, hear, and explore two types of Lima Superpower locomotives, an SP Northern and NKP Berkshire, was an amazing experience. Truly a dream come true. There before all was the Daylight and the Polar Express, not as museum pieces but under steam and in service. For some having arrived the day before the event opened they had a free range of the train yard. From one end to the other there were main line standard gauge steam locomotives:

Southern Pacific "Daylight" no. 4449 4-8-4 Northern traveling from Portland Oregon was superstar among steam giants.

Pere Marquette 2-8-4 Steam Locomotive No.1225, the movie star locomotive

Nickel Plate Road 2-8-4 Steam Locomotive No.

765 is a sister to Pere Marquette No. 1225 operating from Fort Wayne Indiana.

Little River 4-6-2 No.110 is a steam locomotive that spends most of its time hauling tourists between Quincy and Coldwater, MI. The smallest operating standard-gauge locomotive of its wheel arrangement in the United States.

Leviathan 4-4-0 No. 63, America's newest steam locomotive coming out of Chicago, Illinois.

Viscose 0-4-0T No.6 Steam Locomotive is a privately owned steam locomotive from Dunkirk, NY.

Little River 0-4-0T No.1, the smallest operating steam locomotive at TrainFestival 2009. This locomotive is owned and operated by the Little River Railroad of Coldwater, MI.

Matching the impressions made by Lima Superpower locomotives was the first public operation of the Leviathan 4-4-0 No. 63. The locomotive is truly a work of art. As others have observed, it shows just how big standard gauge 4-4-0s were in 1868. Other locomotives in operation included the museum's Pacific along with four tank locomotives. Really an impressive gathering of steam power, the biggest in the mid-west and since the Rail Fair events.

## *The Festival*

Along with the trains in the yard, there were opportunities for rail fans to chase locomotives, and the gauge one steam up offered many ways to celebrate in the ventures available. The work shed located at the turntable was open with projects that included an ongoing steam locomotive restoration. Train fans of all ages were easily satisfied with the variety of railroading activities. From the Lego layout to traditional modular layouts along with 1.5 inch 2500 foot long miniature railroad to ride on, The 7-1/2" gauge layout had tremendous ridership with at least four trains running all the time. The model railroad tent had almost everything imaginable: modular layouts, Lego cityscape, a huge three-rail O-gauge, and an impressive HO layout among others. Combined with selected model vendors including MTH, this was a magnet for the future hobbyists, families and those reflecting on hobby activities. The other tents had vendors that were offering everything train related from railroad merchandise to raffles supporting a variety of individual locomotive restoration projects (e.g. Frisco 1352). In fact, a fellow gauge one steamer was a vendor at the event. Stan Richmond, to whom we all wish to express a tremendous thank-you for vendor passes so the east coast contingent could get vehicles in and out to unload trains. Of course, one cannot report on the festival atmosphere without a mention of food, both from the sponsors in the community and those on the grounds that ensured no one would go without a bite to eat. Finally, I have to say that Owosso was well prepared and cordial, doing whatever was necessary to offer the visitors a pleasant experience.

The festival program offered any level of rail fan activities from passive observations, actively chasing locomotives, riding a train, to actual operations of a steam locomotive. Two fellow gauge one hobbyists, Tom Myers and Al Ankus found a time to become engineers on a "real" steam engine

Railfans of all ages had a variety of stories and comments about their experiences. An experience by a little railfan, about 5 years old, who was as cute as Cindy Lou Who, just happened to be the height matching the level of the drain cocks as the 4449 passed by.

This young girl, (who was dressed celebrating the SP 4449) was overheard by Jeff Redeker:

"The Daylight it comeded and the steam comeded from the cylinders but the steam it tasted awful."

## *Mother Nature, the challenge*

Throughout the steam up everyone had one variable that made it feel real more than any other thing: rain. Nothing like being exposed the elements as the train crews always were to make one appreciate the job crews do regularly to keep steam running. For example, on Thursday morning it rained until mid morning...about six inches. Three out of the five days at the festival there were rain showers with quite measureable rain. The result of all the rain was flooding to the point of having to trench the tents, soaking wet visitors and a great show of steam vapor. So, rain was a challenge to keeping the windows clear when chasing trains, running our engines in the down pours and trying to eat our food without it becoming soggy. On the other hand, the summer rainy weather was a blessing in disguise, keeping steam worshipers cool as they waited for the locomotives to parade by a given location planned for photo and video. As with any wet summer day, the visual effect of a steam locomotive was very impressive with copious amounts of steam vapor around the engine. The one aspect learned from this experience was even in a remote location in the Midwest on a seemingly isolated dirt road could become a parking lot. Every intersection was jam packed with hundreds of people, all with camera equipment to record this once in a life time event of a steam locomotive in their hometown. Any attempt for a truly good chase of a locomotive was limited to about a half mile stretch due to traffic jams.

## *MSSLS Steamup*

The two tracks set up by the MSSLS were located just in front of the mainline locomotives: 4449 and either Berkshire. Never again will a small scale steam up have such a backdrop. On Saturday the gauge one schedule was full but everyone got his share of running before a jam packed crowd. The range of small scale steam well represented the hobby: from Ruby to Cab Forward which included a variety of standard and narrow gauge models. The numerous members of the gauge one community cover vast geographical locations in the US along with Canada.. Of course, anytime that either an Aster Berkshire or Accucraft GS4 was on the track there was great interest. The Accucraft 4-4-0 seems to attract attention along with the Cab Forward. Many were amazed by the coal fired K27. In fact, Justin Koch was recognized during his ride on the 4449 with a comment about his coal firing session. Probably one particular engine

was most recognized thanks to Bob Weltek...Thomas the Tank Engine. However, his whistling #4449 pulling an MTH Daylight came in a close second. A particularly impressive sight was double-headed Aster Schools with a long rake of cars. And an impressively long log train behind a Shay. Another engine that got quite a few inquires was the weathered C16 owned by Jeff Redeker. The most complex train was the San Joaquin Daylight and the 18 car consist. The variety of cars, including one with UP colors, even caught Doyle McCormack off guard with a comment, "Why a UP car?" --- To which Alan Redeker explained how unlike the Coast Daylight, the SJD often utilized whatever was available. At various times this included SP's yellow City of San Francisco cars and green heavyweight diners. A pleasant conversation occurred when Dick Abbott (Canada) made an appearance at the event. The insight and knowledge that Dick offers is second to none in the hobby. Some in-depth insight about the Accucraft CP Hudson was passed on, offering ways to ensure that the CP Hudson runs according to the proper design.

Twenty five members of the MSSLS club denoted their time and efforts to setup, maintain and break

down the two tracks that were available. Here are the members of MSSLS that worked to make the steam up possible: John and Beverly Fuller, John Wessel, Fred and Pat Gandolfi, Tom Myers, Tom Toth, Will Lindsey, Jim Bowers, Bill Kay, Bob and Mary Weltyk, Chuck Feltern, Steve Roberson, Ernie Noa, John Helmer, Alex Azary, Ted Ramse, Rob DeVries, Fritz Brohn, Bob Winkel, Bob Platermoster, Dan Samules, Paul Kiss and Bill Hendrick. In particular a word of recognition for the extra time given by Tom Myers, allowing all to keep equipment in the club trailer.

Joining the MSSLS group were over a dozen gauge one enthusiasts: Dick Abbott, Al Ankus, Ryan Bednarik, Royce Brademan, John Garrett, Bruce Gatham, Ritchie Jacobs, Richard Jenkins, Justin Koch, Harry Quirk, Alan Redeker, Jeff Redeker, Jim Sanders, Charlie Scherer, and Terry Smelser. The travel by all the above was for the friendship along with those special moments of joy watching gauge one steam locomotives making the rounds for the hobby of model railroading.

The large track had three rails for the participants to occupy with their steam engines. Despite hav-



***Bob Weltyk and his crowd-pleasing SP Daylight.***



ing to pre-fire or fire up at the point in time of your scheduled run, there was very little grumbling. One might wonder how that could be without any yards and switches to get off and on: team works of fellow steamers, along with track Marshal Fritz. Everyone was very cooperative and willing to give and take, allowing for more than enough time to get set up without sacrifice of running time. The second track, owned by John Fuller, found numerous narrow gauge engines utilizing both tracks with a full schedule,

One of the desirable aspects of having the “actual” 1:1 mainline as a backdrop was the opportunity to photo the steam up in such a way as to show off our gauge one locomotives with the true kings of the rails. The opportunity to do so would be best noted having either a Daylight or Berkshire. The Berkshire was represented by Charlie Scherer and John Garrett which allowed for a successful match up with one of the real Berkshires on film. Unfortunately, there was only one Daylight that was at the meet, and the SP 4449 was not on the siding at the same time.

The next best thing for a gauge one SP Northern photo session with the 4449 was offered by Alan Redeker with his San Joaquin Daylight. Alan Redeker, known as the manic SP fan, had a wonderful experience from the tour of the Daylight cab to various discussions and a demonstration with the 4449 crew with his fine representation of the San Joaquin. Durango (Rick Hye) and Luke Johnson of the 4449 crew came over to watch the Accucraft Daylight run. It was a great opportunity to talk with the crew, and learn that Justin (Big Foot), in addition to being fireman, was the lead mechanical person behind Doyle McCormack. While steaming they asked about everything from bearings to porting to combination levers to what they characterized as “high speed rings” on the pistons. Also of great interest was the single Mars Light with the inner and outer reflector. There was an immediate connection with Doyle McCormack finding the single reflector for 4449 in a pile of stuff in the roundhouse. That reflector was a vital piece to be able to put the engine back to its 1941 as-delivered appearance as seen at Trainfest 2009. Questions and impressions by Justin and John from the 4449 were the most fun. Another example of how the gauge one experience relates to situations at hand on the real locomotive occurred when the San Joaquin Daylight was under way, the Mars Light lens fogged up a bit. Justin and John both laughed, “That’s a problem we have on the 4449 also.” On Saturday with 4449’s duties complete, Doyle McCormack came by to see the MSSLS setup. That was easy to do since we were

right next to his beloved locomotive. Doyle appeared to enjoy all the variety of steam running on the MSSLS setup. However, he particularly liked the odd-ball San Joaquin Daylight and the 50/50 GS-4 with working Mars light. He described finding the single reflector in the roundhouse, and corrected the earlier information, that it was really an 18” reflector. Alan convinced him to autograph the inside of the GS-4’s cab roof, and Alan’s smile said it all.

Big steam was represented on the gauge one track by two live steamers. Charlie’s Accucraft Cab Forward and Aster Berkshire maiden runs were successful. Another Accucraft AC-11, operated by Ryan Bednarik, had a complete overhaul by Gordon Watson (Argyle Locomotive Works) and easily pulled the 150 pound car set of the San Joaquin.

Of all the indicators of how successful were the events at Trainfest 2009, the one most noted were the smiles that Alan and others had on their faces throughout the event. I doubt that any event of this purpose would be ever setup allowing such a close interaction between the public, operators, crews and the organizers: Steam Railroading Institute. The discoveries that result from being up close and personal with man and machine cannot be duplicated. On a tour of the Daylight a certain discovery was a stamped number on the side rod. That amazing little known fact put a smile on the faces that were there at the time. A smile still comes to faces of both authors when thinking of the event as we sure it does for all those who were there. The overwhelming attendance at this steam event in a small town out in the midwest indicates a strong support for the future of steam programs.

Related links:

MSSLS- <http://www.mssls.info/>

Steam Institute home of Berkshire 1225- <http://www.mstrp.com/>

Train fest 2009- <http://trainfestival2009.com/about.php>

Ft. Wayne Railroad Historic Society- <http://www.765.org/>

My Large Scale- [www.mylargescale.com](http://www.mylargescale.com)



## *The Wild West is Still Steaming in Saskatchewan*

by Brian & Marie Caldwell

I think our steam railroad began much like a lot of yours and some of the real ones, with a little inexpensive, temperamental locomotive and a short point to point line. The house we bought had a large gravel area in the back yard. Marie

Essentially the story goes that the B & M Railroad was built in the 1880s to supply and service a little imaginary mining town named Whistlerock with its business and colourful people, all of which have a story all their own. Our



*#3 stops to take on water and drop off some freight, while #7 rests on the siding.*

wanted a garden and I wanted a steam railway and so we came to a terrific compromise - a live steam garden.

Like most of you, we could write a book about the way it has grown, the highs and lows and the sometimes comical mistakes we make along the way.

locomotives are no exception: Big Ben, a Pierce 2-6-0 mogul; Shadow, a Cheddar 0-4-0 speeder; Klunky, an Accucraft 2-4-2 Columbia; and last but not least, Hughie, a powerful Roundhouse Brandbright 2-6-2 Liberty Belle.

After reading Jeff Young's praises for his Roundhouse and learning about them, it was an

easy decision to add one to our roster. What a great engine!

Our layout, though small by most standards, was designed for multiple train operations. With a coal train, a freight train, a passenger train and a track maintenance train, all of which have an assigned locomotive to pull them, but just running one or two or while another is getting prepped for another run. Any locomotive can be disconnected via radio control from one train and reconnected

both still have full time jobs, Marie at the Canadian Light Source Inc. located on our beautiful University of Saskatchewan campus, and I carry out contract trucking for the Canadian National Railroad as well as still trying to get Clint Eastwood's and Jeff Bridges' attention and input on a couple of scripts I wrote. Plus we spend a lot of time in the summer on our Harley traveling all over North America and at times riding and working on full size steam locomotives. With all



*#98 getting ready to head out with the Saturday passenger train.*

to another, and then off and running again, What the old LGB couplers lack in realism they make up for in fun.

Taking as much advice from Mark Horovitz' and Jack Verducci's columns as we could, we tried to make the track disappear and reappear at each end. We used Jack's simple ballast method which for four years has worked well for us despite our brutal Canadian winters. Our town is not to scale as our yard is not big enough. We

that in mind, an accurate to scale garden railway just wouldn't work for us right now so, following Marc's well quoted advice "Just make it fun. There are no real rules." is a philosophy that has worked well for us and holds very true because we go to our little wild west yard and have a heck of a lot of old fashioned fun.

When talking to our friend Royce at Quisenberry Station about glitching issues and other things he advised us to try a Spectrum DX6 R/C

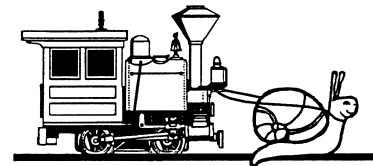


set up. Wow, was he right! What a difference in the performance and duration in the Roundhouse loco. This winter all of our locos will be getting this system as well as whistles that will also be radio controlled. All our locomotives are mildly customized with personalities of their own. Marie's loco (Shadow) goes like the wind but is quiet. My mogul, Big Ben, on the other hand, is loud with great steam and sound effects but not nearly as fast.

As for our little wild west town of Whistlerock, it has all the amenities - Clayton's General Store, Parris' Saloon, Logan's Blacksmith shop, Kiesh's Clothes and Dry Goods, the Mutchy and HiTower Coal Company, Marc's Electrical Works (which consists of a powerful Wilescos live steam engine that runs a small generator to light up six buildings at night) as well as the Eastwood Lumber Company with a Mamod live steam engine running a large saw blade in the small back woods mill to supply the town and railway with lumber. We can't forget the Lermينياux farm with cattle, horses and hogs plenty enough to export down the mainline and supply Marie's cafe, the home of the best steaks and pies north of Sacramento, and all the other wild west outlaws, lawmen, children and ladies that bring Whistlerock to life.

Then there are the plants, trees, ground cover and landscaping that Marie magically brought together in harmony much like she does with our hectic lives. She writes, 'Miniature boxwoods are placed in and around town and with minor trimming through the season they certainly bring realism to our railroad. Miniature Alberta spruces are placed around the ranch to give a forest feel and, of course, allow the saw mill to have a purpose. Various cedars, including junipers, are planted all over our railroad, all of which need constant trimming. The ground covers are the plants that require our patience as they need a few years to establish themselves. The vision of their purpose and how they will look once full grown and maintained is vivid in my mind. Most of our planting is complete, however, we always look for new ground covers and plants while out and about during the gardening season and more specifically in other person's yards and gardens.

We now can sit back and watch it magically grow, mature and add life to the railroad as the locomotives steam along.

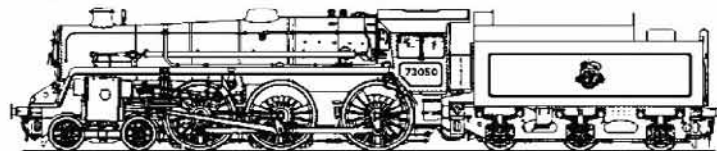


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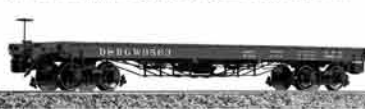
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## ***The Ruby – Gypsy***

**By Sonny Wizelman**

**Photos by Rick Parker**

In July of 2008 I saw an ad from Custom Model Products for a Falk locomotive. I had wanted this type of engine for some time and I was very excited when I found out one was available. My bubble burst when I asked about it and learned it was electric and not steam. I took the ad with the picture of the engine home with me.

Later in the year I was in a train store that had the actual model of the Missouri Locomotive Works Falk Locomotive that was in the ad. Upon closer examination, I saw that it was made entirely of brass. It was much shorter than a Ruby, but had a similar cylinder arrangement and I began to visualize combining the parts of the Falk locomotive with a Ruby locomotive to make a gypsy.

I contacted Walt Permann of Custom Model Products in Concord, California who put me in touch with Allen Pollock of Missouri Locomotive Works in Jefferson City, Missouri. I explained to Allen that I was only interested in the cab, the winch and the detail parts and had no need for the electric motor, the boiler, wheels or cylinders. He sold me an engine that had been damaged in shipment. After receiving it, I found that it was screwed together and I was able to take it apart. I kept the parts I planned on using and returned the parts I was not going to use to Missouri Locomotive Works with a promise to send him pictures of the progress.

Next I needed the Ruby. I mentioned my plans to Larry Bangham and he sold me one he was not using any more. Now I was committed to do this. I had the pieces and began to plan the project.

The electric Falk had a non operating motor for the winch. I wanted mine to be steam driven and fully operational. I chose a Graham HM1 Horizontal Steam Motor for the project. I envisioned that this motor would drive the winch.

I met with my good friend Bill Turkel to brainstorm how we were going to get steam to the Graham Motor. We had several ideas that we narrowed down

to a final plan. It turns out that the Ruby has a second opening in the throttle block that had a plug screwed into it. Bill built a second throttle that he fitted to the opening. We obtained a separate oiler and ran the steam line from the throttle to the oiler. While Bill was working out the throttle, I replaced the Ruby cab with the Falk cab. This required some adjustments to the opening for the boiler and screw holes to bolt it to the frame. I also had to make brackets to attach the bunker to the cab. I repositioned the gas tank from where it was in the Ruby to the bunker. Upon a later test under steam, we decided to move it to the deck plate to get it closer to the boiler so it would get some ambient heat from the boiler to help the gas flow. I made a wooden mock up of the foot plates on the left side and partially built the steam motor to get it properly positioned. I built a mock up of the right foot plate and a mock up for the plate that would hold the winch.

With everything mocked up Bill and I determined that we would need to move the hinge on the smoke box door from the left side to the right to pick up about 1/8" that would allow positioning of the motor closer to the smoke box. We could not get the hinge off so Bill ground the hinge off and we turned the door 180 degrees and drilled and screwed it in to the smoke box.

I purchased 3/32 brass plates to use for the foot plates and the winch platform. Another friend, Howard Maculsay, cut the brass to size. I wanted to mount the steam motor onto the foot plate. The motor comes with its own base, but I did not like the look of the furnished base sitting on the foot plate. I called another buddy, Eric Strauss. Eric is a master machinist with all the tools, fixtures and the skills to do the machining that was needed. Using the Graham base, Eric measured and drilled, tapped and cut out the fly wheel slot. I wanted to use the small gear from the Falk on the steam motor crank shaft. The reduction from the gear on the crank shaft to the large gear on



the winch is 6 to 1. The opening in this gear was smaller than the crankshaft. Eric built a tool from scratch that would allow him to mill the end of the shaft down to fit the opening in the gear. Building the tool took several hours. Milling the end of the shaft took a few minutes. I completed assembling the steam motor and Bill and I ran it on air for several hours. This is the recommended break in for the motor and as you run it on air it becomes smoother and smoother. When we were satisfied, Bill began building the piping and the supports for the steam in and the exhaust. At this time we test ran the steam motor and the locomotive and were please to see that everything operated as planned.

Next, I met with Eric Strauss to plan the platform to hold the winch and the front buffer. The plan was to make something that would allow the plate to be held on by the front coupler assembly on the Ruby. We also wanted to make the winch assembly movable so when the gears were fixed on the shafts we would be able to adjust the large gear in or out approximately 3/16" so the gears would mesh properly. We also had to work out a way to attach the front truck to the underside of the platform. Eric did a superb job of meeting all the requirements. All the objectives were met.

At this point I started to epoxy the gears and the capstans to the shafts. I attached each piece and ran a test under steam and then attached the next part until all were in place and operating properly.

The Ruby throttle handle is a triangular piece made to be used in radio controlling the engine. I did not like the way this looked. I wanted something more industrial. I emailed Norm Saley to ask what he had that might be more to my liking. He did not have anything in his box of goodies so he made a spooked and knurled handle that he "donated" to the project. Thank you Norm.

I also needed a trailing truck as the Falk cab with the bunker attached extended out much further than the Ruby cab. Some years ago I bought a Forney conversion that Mike McCormack had made. It had a 4 wheel trailing truck on it that looked perfect for my project. I contacted Mike about it. He did not have any at the time but was planning something for himself that required casting the side frames and the bolster and he made one for me as well. Thank you Mike.

In my final test I discovered that the trailing truck was hitting the bottom of the bunker and holding the rear drive wheels off the track just enough to lose all traction. I could not find a smaller wheel so I ground off the base of the bunker to allow the rims of the trailing truck

rear wheels to extend into the bunker. I disguised this by building a wood load for the bunker.

I took the locomotive to the National Summer Steam Up and ran it several times with partial success. The winch was operating perfectly but the locomotive was not running well. I took it to Dave Hottmann, who attends the steam up and he did his magic. He reversed the eccentrics so forward is backward and vice versa and timed it. After that both the winch and the locomotive ran perfectly. Dave really understands these engines and can make them purr. Thank you Dave.

Rick Parker took these wonderful photographs and I want to thank him for lending his eye and his skill to the project.

This would not have been possible without the contribution of all the people I have mentioned. I am an "idea" guy. I don't have the know how to get these things done. They all brought their skills and passion to the project and I am honored to have them all as friends.



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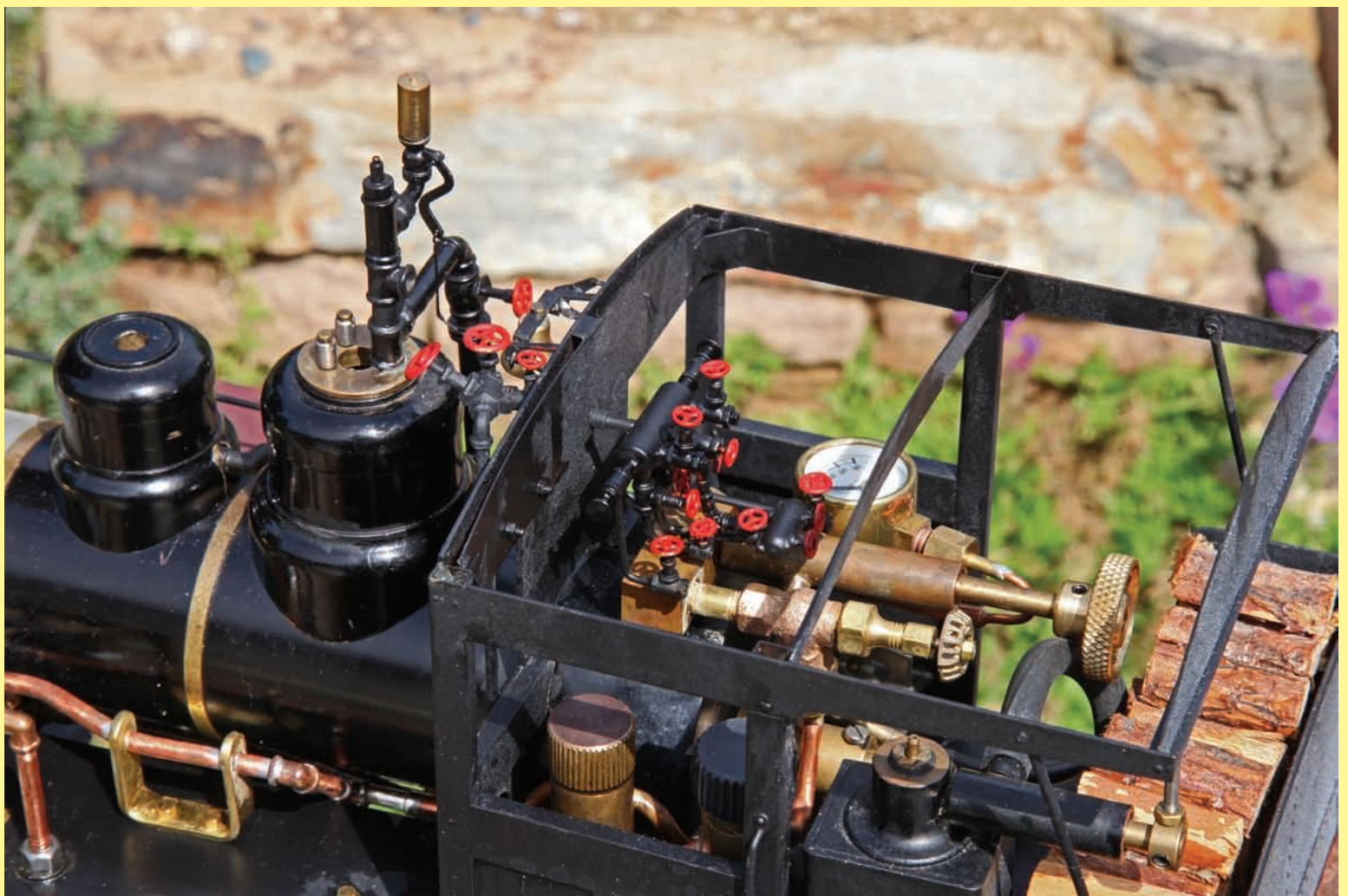
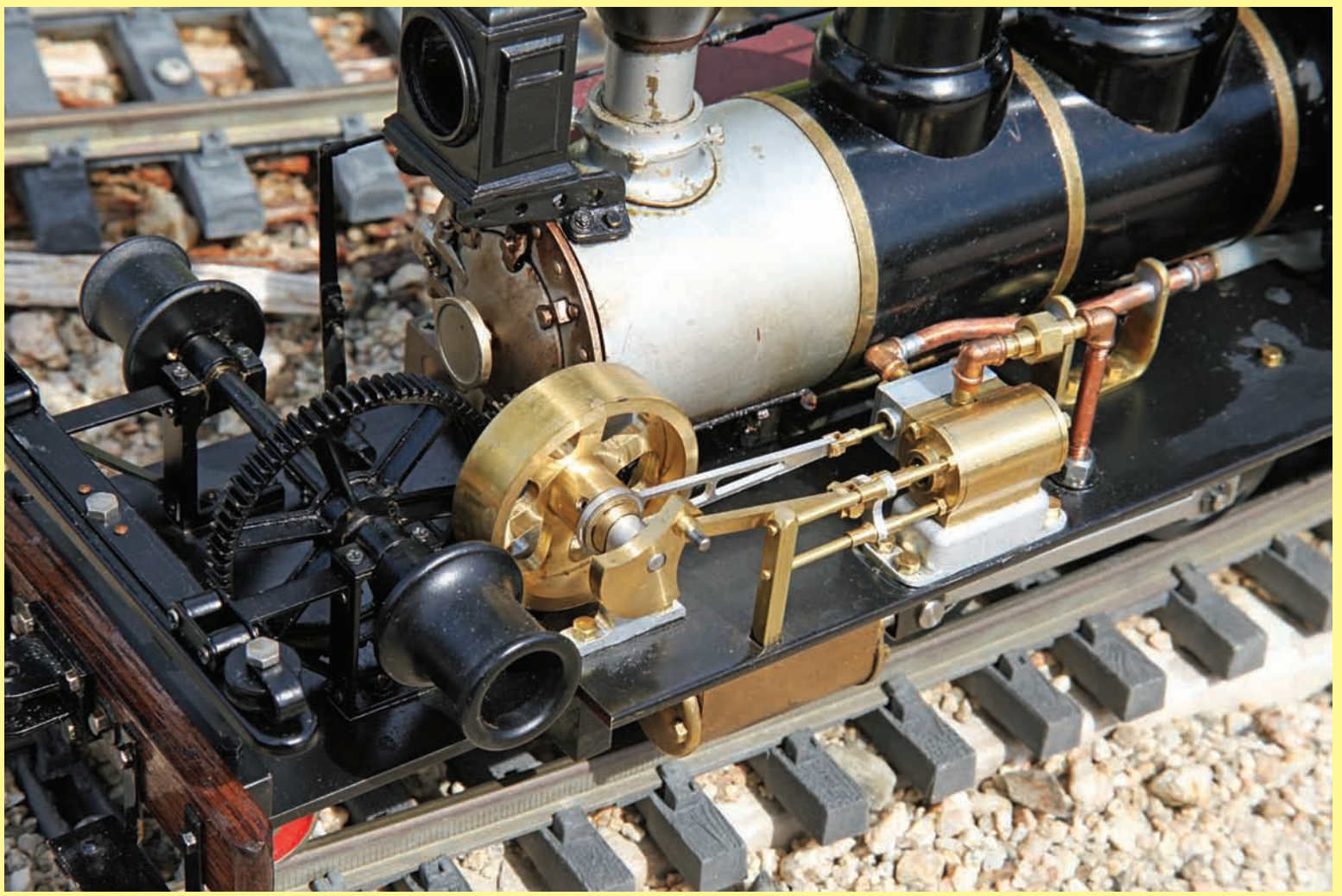


## Photos opposite

*Top: A closeup of the Gypsy winch and steam motor installation.*

*Bottom: The cab looks very impressive with the red steam valves.*









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# STEAM SCENE



*Photo Above: An enjoyable afternoon shoveling coal on the Sipe Springs Light Railway. Carl Malone's John Shawe-built coal fired Jack in 7/8n2.*  
photo by Carl Malone



*Photo left: Grant Redeker, railfan, with Jeff Redeker's 4-4-0.*  
photo by Alan Redeker



## *Michigan Log Cabin Days*

by Tom Myers

Michigan loves its log cabins, having somewhere over 100. In fact, in 1989 the Michigan Legislature passed a bill designating the last Sunday of June as Log Cabin Day. Keeping with this theme, the village of Waterford holds an annual Log Cabin Days Festival on the last weekend of June, honoring their log cabin, of which they are justifiably proud.

The Michigan Small Scale Live Steamers, being good local citizens, contribute their exhibit of live steam trains, so that important part of history will not be forgotten.

The highlight of this years display was Bob Weltyk's Aster GER, dressed up as Thomas the Tank Engine, pulling Annie, Clarabel, and Sir Topham Hat. Bob rebuilt the GER from the ground up, adding a stronger dual acting oscillating Regner engine, supplied by Ken from The Train Department. Bob found the dual acting engine required more steam than the original alcohol pot boiler could supply, so he fabricated a totally new butane fired boiler that more than does the job, much to the delight of the younger enthusiasts. Bob got very little rest. Every time he tried to take a break from running, wee voices could be heard crying "Run Thomas! Run Thomas!"

This was the first outing for our portable track with a third loop sporting dual



*Bob Weltyk's Thomas the Tank was a big hit with spectators.*

his Schools with mine, pulling his beautiful J&M Southern Coaches.

Our new club portable track is great for the big iron, and we gave them a proper show with the likes of my Duchess and Scotsman, Fred Gandolfi's B&O Mikado, and Will's Pennsy K-4. But it is always fun to explain to the crowd that those funny looking, gear driven locomotives, like John Wessel's two cylinder Accucraft Shay, was invented right here in Michigan, (Harbor Springs to be exact), by Mr. Ephraim Shay, for his logging operation. Kind of makes you proud to be from Michigan.



*The author brought out his gauge 0 Maxwell Hemmens OGWEN to polish the dual gauge rails.*

gauge track. That gave me an opportunity to run my Maxwell Hemmens Ogwen, which had been idle for a few years for lack of a local place to run. Bill Kay also got a chance to show off his 32mm Roundhouse Bertie.

Will Lindley was a happy camper, or should I say engineer. Not only did his Aster Pennsy K-4 run flawlessly, but he got a chance to double head

All in all it was a great weekend, with cool sunny weather. Even the alpacas enjoyed it. But the best part of the hobby is seeing the looks on the faces of the civilians when they realize our trains are not electric, but are running on steam, just like the real ones.





*Bill Kay's Roundhouse BERTIE.*



*Will Lindley's Aster Pennsy K-4 put on a good show.*



*John Wessel's Accucraft Shay. Not many of those looking on knew that the Shay was invented in Michigan by Ephraim Shay for his logging operation.*



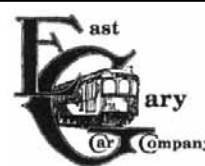
*Fred Gandolfi's B&O Mikado makes a high speed run.*



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# *The Nuts and Bolts of Shays*

## *Line shaft Parts and Gears*

By Dan Rowe

I think the mechanical arrangement is the most interesting part of any steam locomotive, so now we will follow the power train along the line shaft to the gears. Line shaft card 231 used for the early small Shays arrived at my house in two sections. I redrew both parts and the restored version with all the notes was in issue #87. The parts used for the Mapleton Shays are drawn double scale in this article. The coupling horns and the coupling sleeve on drawing card 231 only have 2 views which are side and end views. This makes a lot more work for the pattern maker. I was not really all that happy with the first patterns I made in wax for these parts. I have switched to ViaCad for 3D parts because it is cheap and with a little practice accurate 3D cad files can be made of the original Lima 2D drawings. The other point about ViaCad is the file format works on both a Mac and a PC and files can be swapped between members of a group project.

These 3D files can then be converted to a binary STL file and uploaded to several firms that specialize in rapid prototype parts to get an instant quote. I have been using Shapeways for this service as they have the best price I have found. I had a set of the parts on the bar at Diamondhead. My plan is to use the plastic parts to make rubber molds for lost wax casting. Shapeways also offers sintered stainless steel as a material. I had a stainless gear at Diamondhead and the rest of the stainless line shaft parts made it to me just in time to make this article. I opened a shop at [www.shapeways/shops/shay](http://www.shapeways/shops/shay) where the parts are on display.

The stainless line shaft parts are really jewelry. I am impressed with all the line shaft parts. The complete line shaft was just a test piece to see if it could be done. It will be a lot cheaper to silver solder all the parts on a standard shaft. The sintered stainless steel that comes from the printer is porous and is only 60% solid. This is dipped into molten bronze which is forced into the stainless by capillary action. The final result is a composite solid that looks like stainless steel.

I will have to work out the clearance needed to make the square shafts work. They were ordered with a 4mm squares. The square shaft is 4.07mm and the coupling sleeve has a 3.8mm square hole. I only have a single sample of each one so I can not say if every printed part will be the same. The limitations of the material that can be printed will come into play for any scale project. The

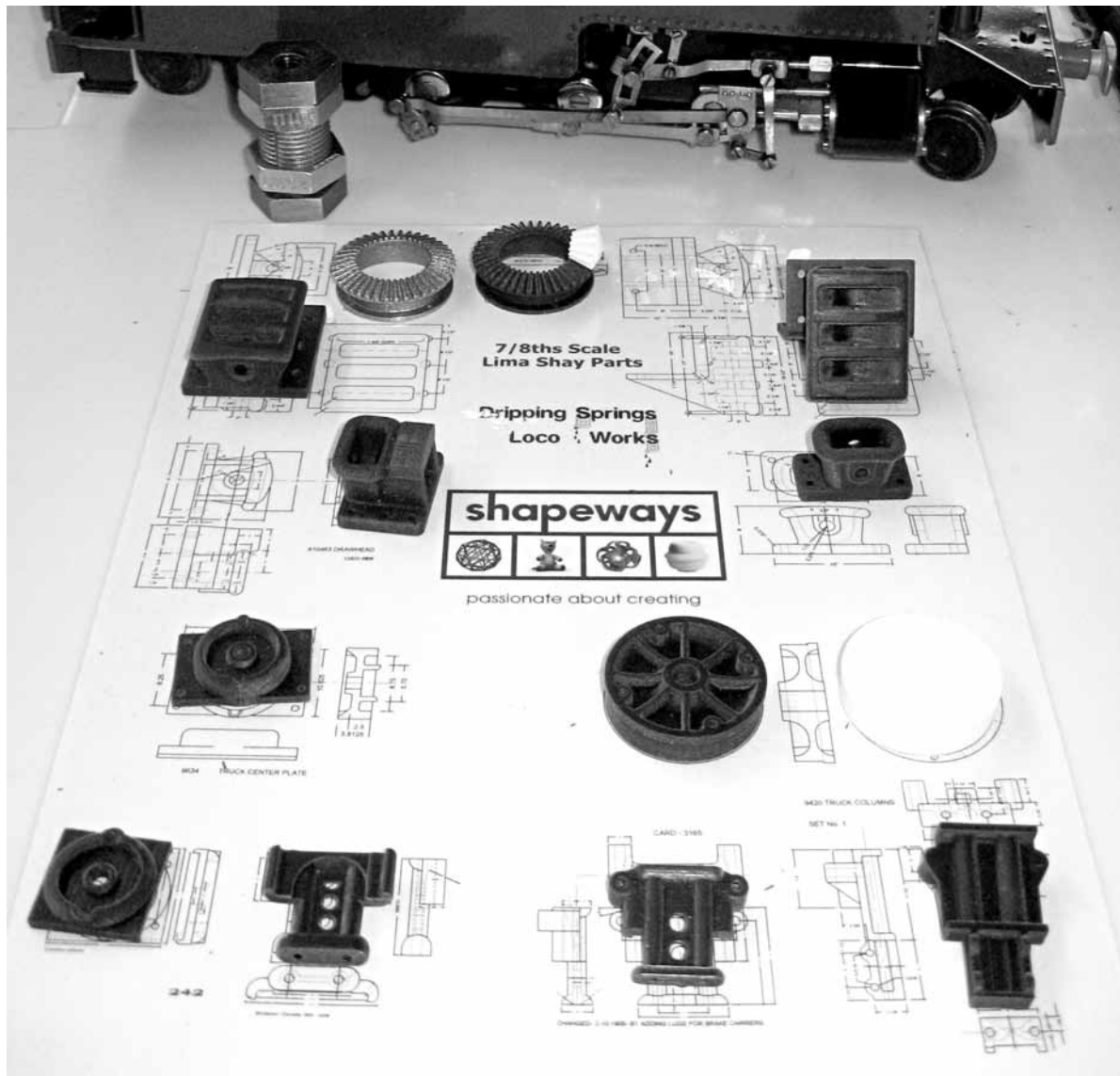
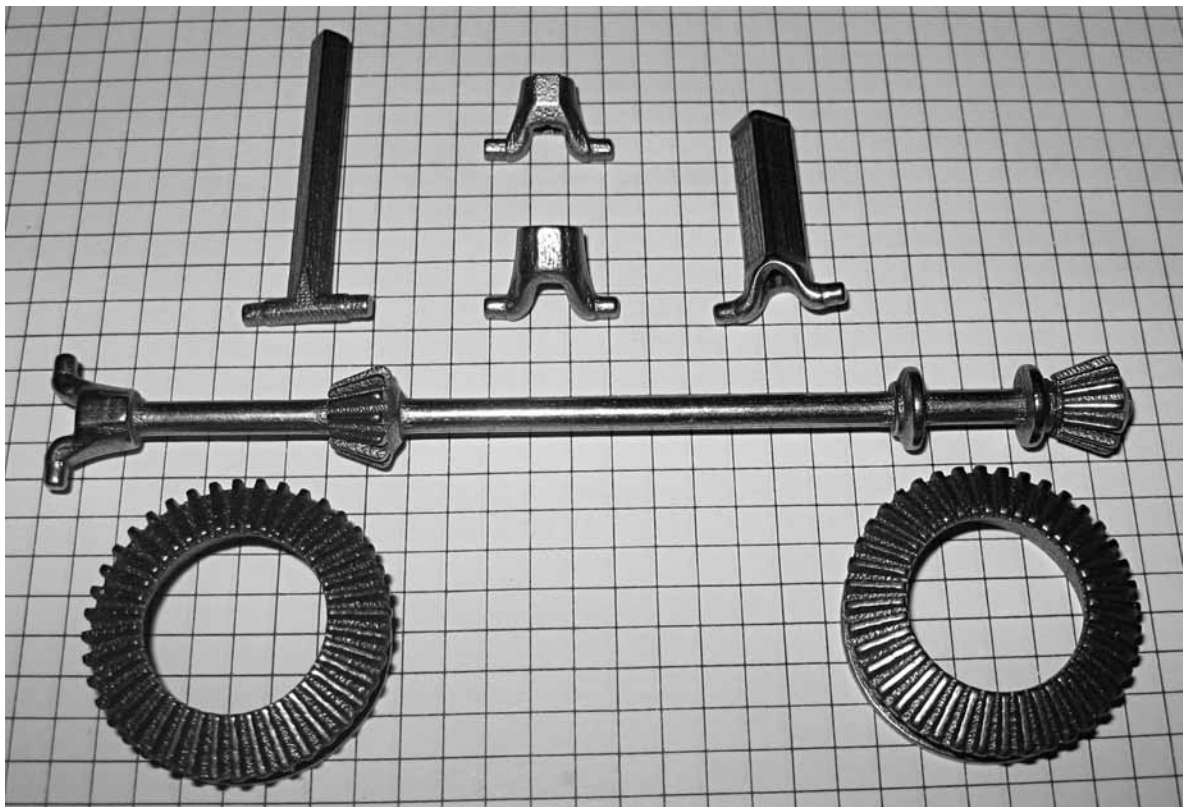
minimum wall thickness for stainless on the Shapeways site is 3mm. I was under that for the big gear and the coupling sleeve but they printed them anyway. The gear surface is a bit rough and a few blobs of metal are stuck in the teeth gaps but I am happy with the price and the fact that I can get the proper face length and mounting rim. The issue of part tolerance is a big problem with the gears. Small bevel gears are not easy to accurately measure. I will try to work it out with the square shafts as they are simple to measure.

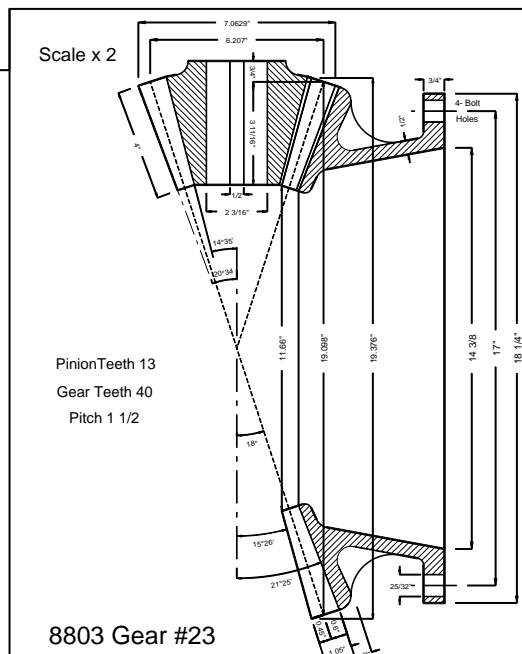
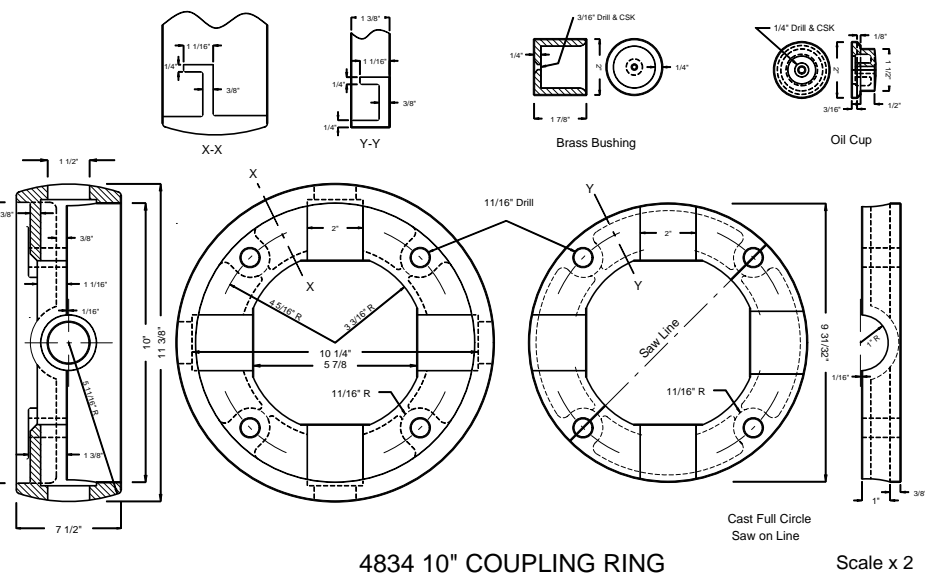
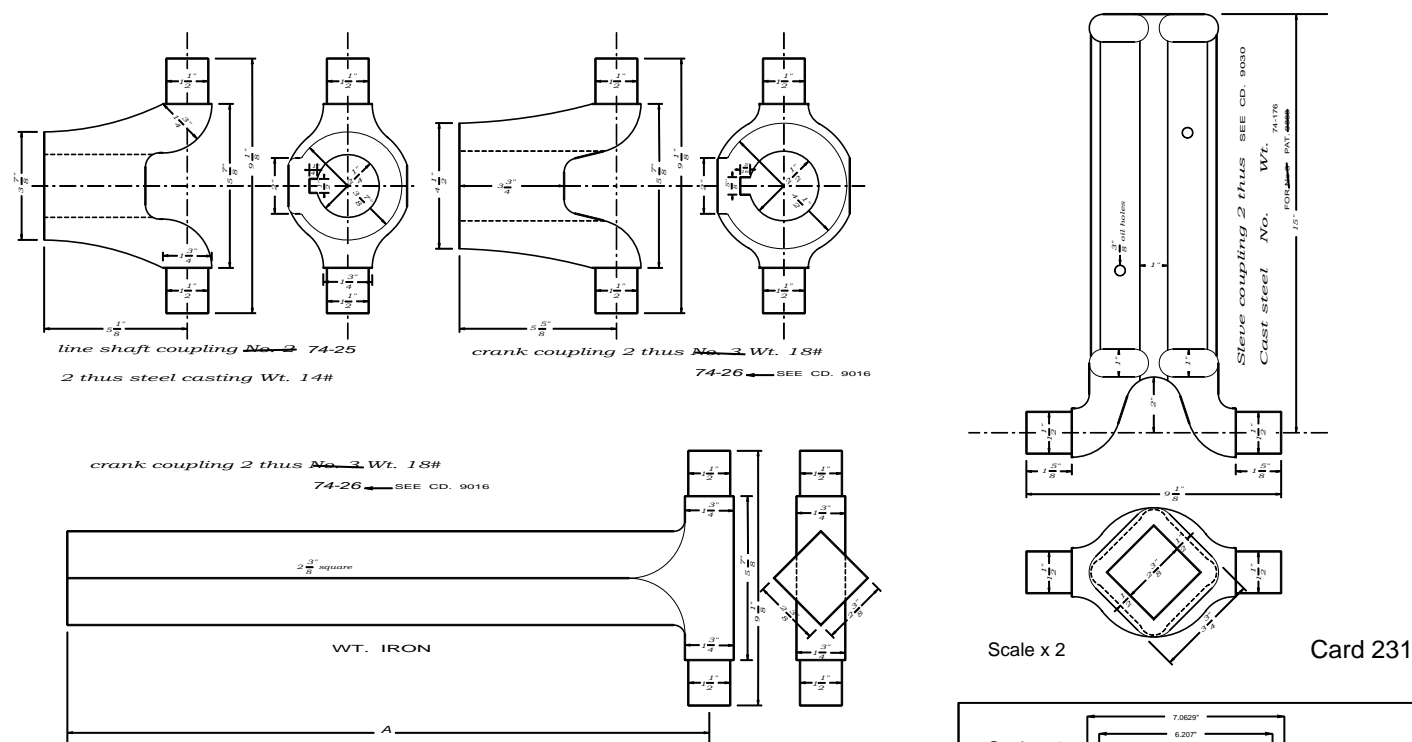
There are some line shaft and gear differences between the Dulong and the Mapleton shop numbers 2091 and 2800. The line shaft and gears drawn for this article are for the Mapleton. The Dulong used line shaft card 9108 and gear set #17 on drawing 8802. The #17 gear set has 15 and 37 teeth with a gear ratio of 2.47. The gears shipped with the Mapleton were originally set #23 which has 13 and 40 teeth with a ratio of 3.08. John Knowles, in his book on the Mapleton Tramway on page 46 states that all the photos show the 15:37 set and the builders photo for the Mapleton shows only the gear covers. The piece of the puzzle that makes me believe the Mapleton was shipped with gear set #23 is the right truck box on the Mapleton was designed for gear #23. The line shaft card 9163 listed for S/N 2800 shows pinion #23, so the paper evidence is fairly convincing.

The early coupling ring on card 231 is cast iron with a thickness of 1.25". The old ring will be possible to print in stainless steel. The newer version used for the Mapleton Shays was made with cast steel and a main thickness of 0.375" and the stiffener thickness is 0.25". This is simply too thin to print with the 3D technology of today so I will have to make a pattern the old fashioned way. The coupling rings act as a clamp to hold the 4 brass bushings which are the bearing surface for the horn ends. The drawing shows plain oil cups. Later drawings show both this type and ones with recessed taper for grease fittings.

The next issue will be on the trucks. This is where the main difference is between the Dulong and the Mapleton.







## ***Building a 1:20.3 Scale Crane and Idler Car***

**By Howard Maculsay**

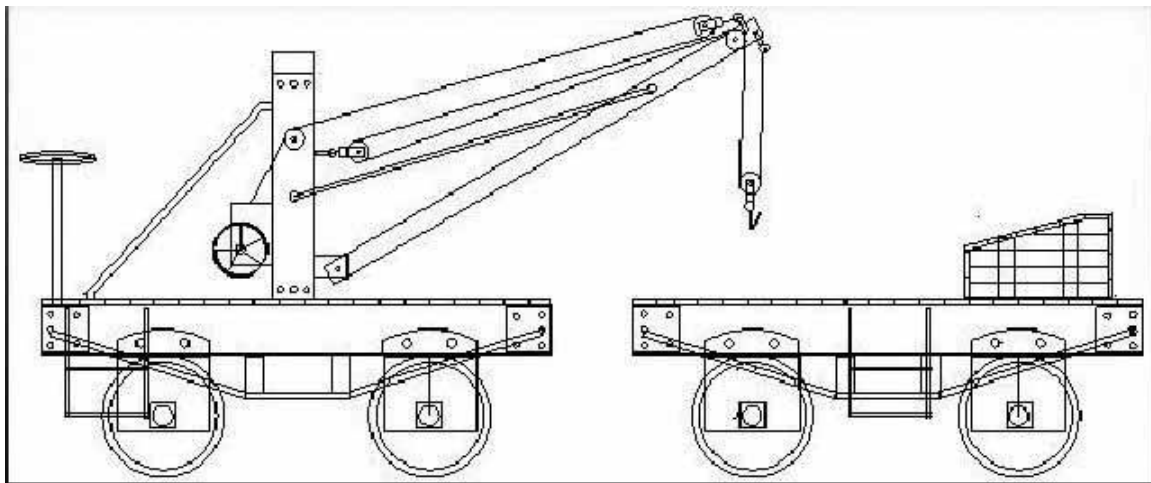
Improvising was commonplace with the early loggers. When it came to needing equipment, throwing something together from what was available was the practice of the day. I'm thinking that a small, hand-operated crane would have come in handy for many small lifting jobs.

I'm patterning my Crane Car after the one built by Ted Stinson as published in the Oct. 1996 issue of *Garden Railways Magazine*. I had originally found some pictures from that magazine issue (acquired from the Sidestreet Bannerworks website). Unfortunately, drawings were out of print, so I made a first

3/16" x 3/8" basswood, pinned in place by escutcheon pins. Each end of the truss rods will be extended into holes in the end frames, with NBWs on the End Beams to mark the truss rod ends. (Ozark Miniatures # 1014)

Distressed end beams will be added to each end of the crane and idler cars. Each end beam will be built-up from 2- 3/8" x 3/8" basswood pieces, 3 25/32" long. This makes the car's length 6.885" (11' 7 3/4" 1:1 scale, coupler to coupler).

Near the end of each beam will be a hammered brass strapping that surrounds the beams. Hopefully



***Side Elevation Drawing***

attempt at the design using just the pictures. Luckily a fellow modeler came to my rescue and sent me a copy of the plans.

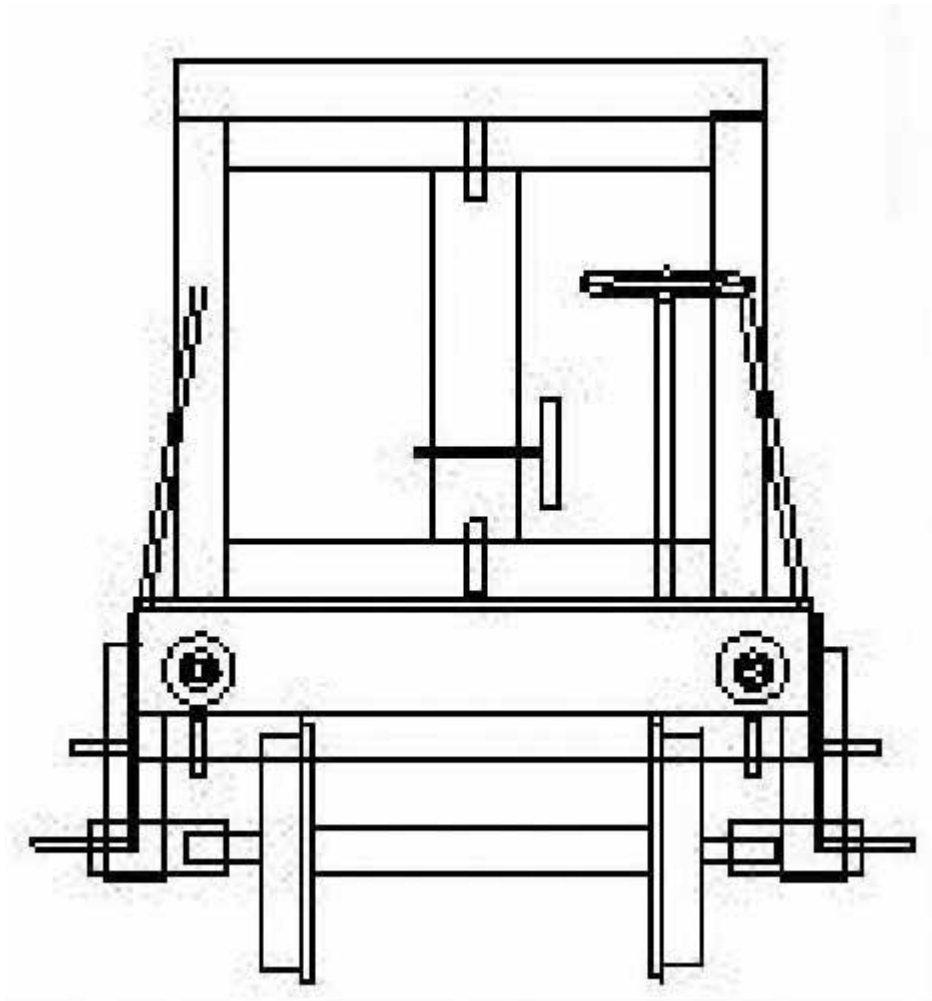
So here's my starting point designs....I expect to add more detail as I start the building process.

The under-carriage frames are the same for both cars, made from 1/2" x 1/4" basswood. The end frame pieces are dadoed to accept the 4 longitudinal stringers to strengthen the frame. Each under-carriage is 5 1/8" long x 3 5/32" wide and will have brass rod trusses strung across 2 needle beams which will be

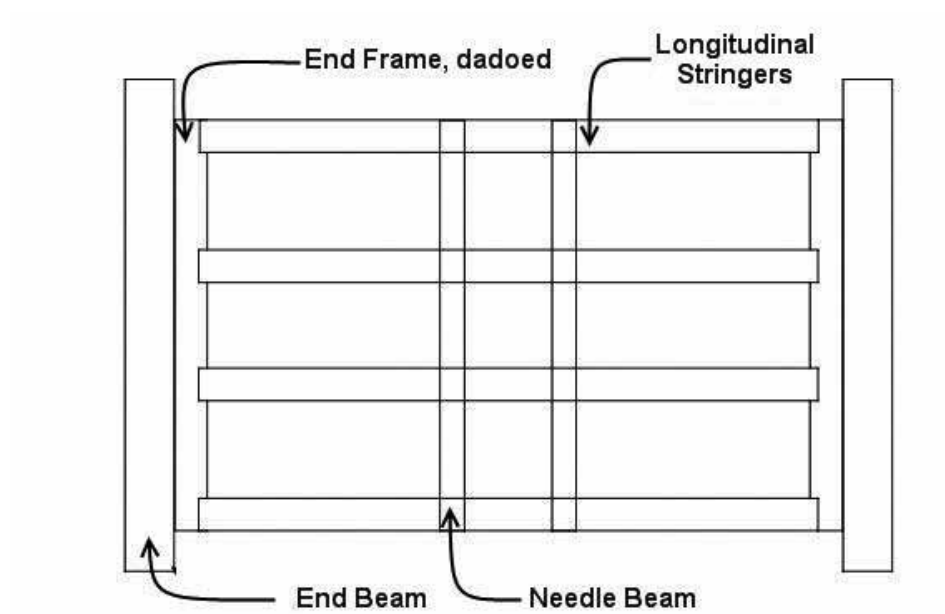
this will look like wrought iron when properly painted. Four vertical threaded rods tie the built-up pieces together, simulated by NBWs top & bottom. The coupler pocket is shown in its approximate position. Once I get the frame, end beams, journals and wheels assembled, I'll match up with my other cars to position the height of the coupler pockets properly.

After building the under-carriage structures, I decided to add some weight low between the wheels while I was still early in the building process. I put a 1/32" thick plywood bottom between the center 2

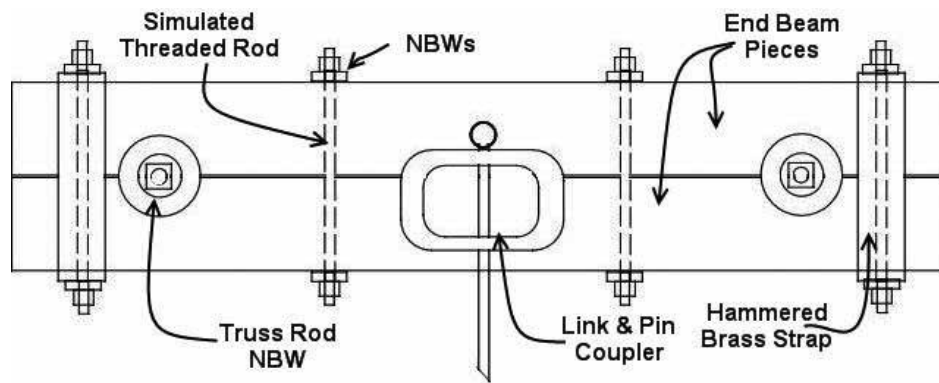




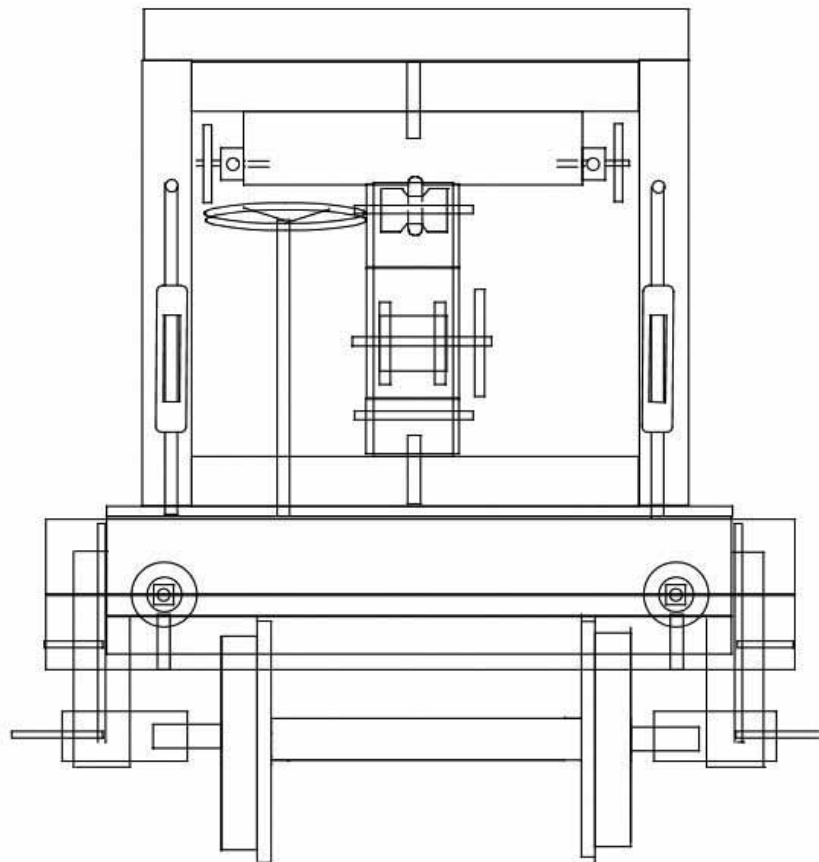
*End Elevation Drawing*



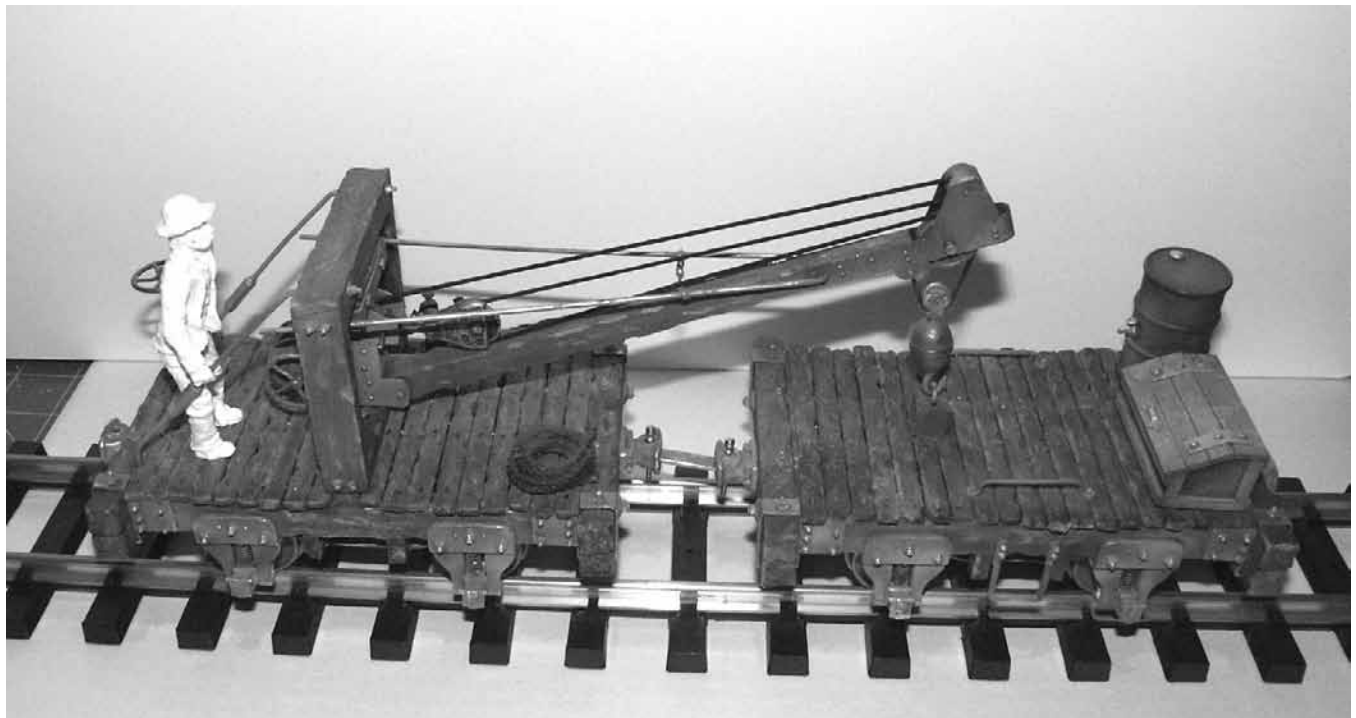
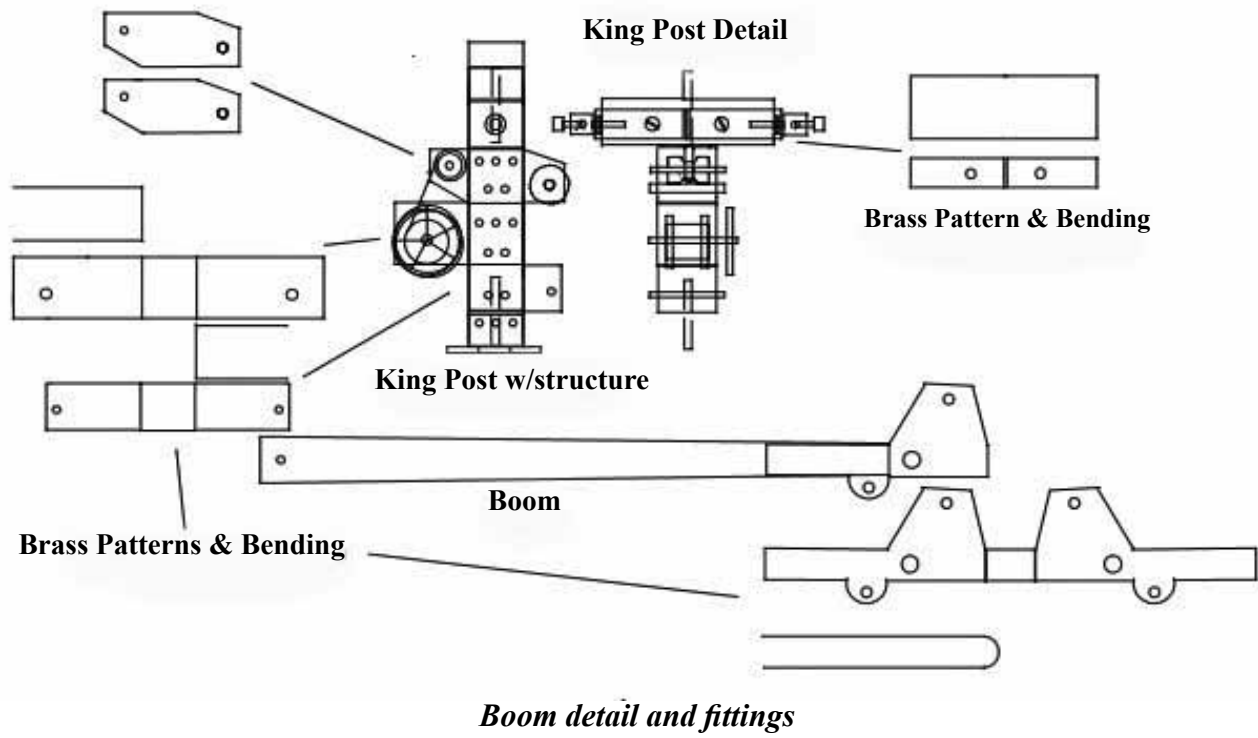
*Frame Drawing*



*End Beam Drawing with coupler*



*King Post Detail*



*Finished crane and idler car with figure for proportion.*

longitudinal beams. The resulting cavity will be filled later with some buckshot. The assembled frame with false bottom in place had dilute India ink applied.

Individual basswood deck beams (1/8" thick x 3/8" wide x about 3 3/8" with varied lengths) will be laid across the frame. After applying diluted India ink, I used my rotary tool with the smallest drum sander to beat-up the frame and the deck planks. I made grain lines on the surfaces by pulling a razor saw sideways along the surfaces. Next, I lightly air brushed with "engine black", and then used a distressing brush (MicroMark #82466) over all the surfaces. I did all of this before attaching planking to the frame. All of this distressing is meant to simulate the logger's use of old, re-used, & varied length planks...the -use whatever is on-hand approach-- to building.

The planked under-carriage then had end beams added. The end beams have the brass strapping and NBWs along the top and bottom (Ozark #0029). The 6" Truss Rod NBWs (scale) are Ozark #1014. This is the step where I added the buckshot...just before gluing on the last 3 planks.

5-bolt, side reinforcing plates were added just behind each of the beams (left over from a previous project...everything gets used). The 2" nuts & 1" bolts (scale) are Ozark #0028.

I further wire brushed the deck planks and end beams to add more grain. I used medium-sized HO scale rail spikes to fasten the deck planks...well, not really...I glued the planks first, and then drilled a pilot hole for each spike.

Ozark Miniature's fully sprung flap lid journals and wheel sets (Ozark #1010), were used. Next I fitted the under-carriage with the journals and wheels, and trusses, and couplers. At this point I glued the 4 truss rod pads (Ozark #1008) on the needle beams, formed the brass rod trusses to fit and glued them into holes in the end beams.

I used my air brush to add the Rust, Roof Brown and a dusting of Earth colors to all the metal fittings, bolts, and spike heads. With a cotton swab dipped in lacquer thinner, I brightened-up some of the bolts.

Boy, does that look old and grungy or not? After staring at the results for awhile, I went back and did some more wire brushing to lighten the surface.

The crane superstructure and beam is made from spruce and the various pulleys and hooks have been acquired from Ozark Miniatures. I also added detail to the designs in order to get patterns for cutting the brass reinforcing pieces.

The crane's boom will be tapered from 3/8" x 3/8" spruce where it connects to the King Post down

to 1/4" x 1/4" at the pulley end, again with some custom made brass fittings. More detail planning for the Crane's super-structure, King Post and boom.

The super-structure assembled was now assembled. The escutcheon pins are the pivot points for the King Post.

The King's Post, which can rotate about 45 degrees to each side of the car, has become a T-shape, so that the Boom's elevation can be controlled by using 2- 1/16" brass rods strung thru Du-Bro Kwik-Grip E/Z Connectors attached to the ends of the T. Side-to-side stability is also enhanced using this technique. 2 short pieces of 1/16" rod have been attached to the Kwik-Grips to show how the Elevation Control rods will connect.

And finally, the crane super-structure and Kings Post were assembled for fit check.

Next comes outfitting the King's Post and Boom with all of its brass fittings.

I glued the pattern for the one of the Boom's brass fittings onto .015" thick brass sheet using 3M Spray Mount Artist's Adhesive in preparation to cut. I use this same approach for all brass cutting and drilling.

The parts necessary to outfit the King's Post & Boom are numerous.

Three brass fixtures were made to hold the winch, a set of guide pulleys and the Boom. The winch's drum is a shortened small wood spool (Michael's Crafts) attached to 2 copper pennies on each side to give the drum some depth. Two short pieces of telescoping brass tubing are placed thru the spool to get the spool's hole size down to 1/16" diameter (the size of the winch axle). Then a hole was drilled at each penny's center to fit the brass tubing and swaged on each end to hold each penny tight to the spool.

A brake wheel (Ozark #1019) was used as the crank for the winch along with a 1/16" diameter brass escutcheon pin as the winch axle. I used a piece of tubing as a spacer between the crank and the winch housing and soldered everything together. Be careful here, because the brake wheel is white metal and melts at normal soldering temperatures. I used a low-temp solder to avoid destroying the brake wheel.

The guide pulley, directly above the winch, I also made from a shortened small wood spool, with a filed body to give it a V-shape. Just opposite to that will be a Logger's Block pulley (Ozark #5039), chained to the guide pulley fixture.

The Boom's large end was shaped so it could be raised and lowered. Again, a short piece of brass tubing and escutcheon pin was used as the pivot point for the Boom. On the other end of the boom is a multi-



purpose brass fitting to hold the large pulley scavenged from a Logging Block (Ozark #4070). Also, another guide pulley is positioned directly above this large pulley. Like the other guide, this is made from a shortened small wood spool, with a filed body to give it a V-shape. The brass fixtures are all attached to the King's Post using escutcheon pins and CA glue.

The King's Post is mounted in the frame via a top & bottom escutcheon pin as swivel points. The boom's elevation control rods were mounted on the boom and threaded through the connectors on the king post. A restraining chain was soldered across the Elevation Control rods.

After the Idler car is finished, the winch hook and cable will be finished. The winch hook is Ozark #0125. The stock plastic ball weight will be replaced with a 1/4" fishing sinker to gain some weight at the hook. I will use round black elastic as simulated winch cable, used in jewelry making (Michael's Crafts). I finished the winch hook and strung the simulated cable. The winch frame is escutcheon pinned

to the under-carriage frame. In the first photo, the supports on the backside of the winch structure can be seen. The supports are 1/16" brass rod w/turnbuckles (Ozark #0010) CA'd in-place. An unfinished figure was placed on the crane car to see how it fits.

I attached a wood block & ring to the Idler Car's deck where the winch hook is attached when not in use. At the leading edge of the car I placed an oil drum with a side spigot and a tool box that I fashioned out of a block of wood and some strip basswood.

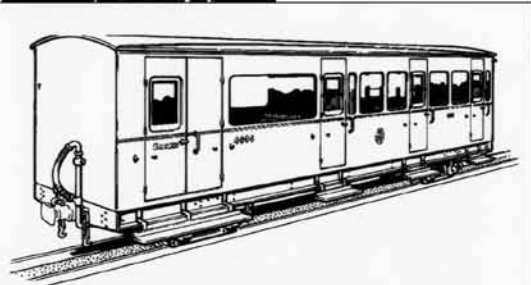
Since the 2 cars are considered a unit, I used a drawbar instead of the normal loop in the couplers.

I finished this project in just under 6 weeks, a few hours each day.

The Crane & Idler Car made its maiden voyage on my home track, pulled by my Ruby Forney, 2-4-4T Loco: The cars tracked and pulled very well.



*Brandbright*

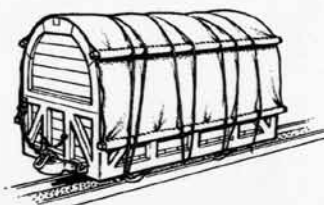


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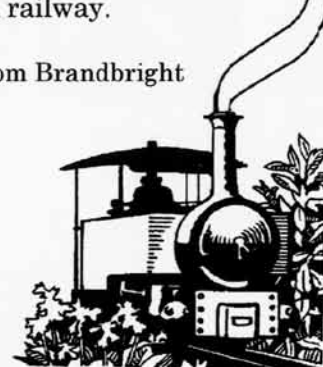
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# *Mason Bogie - Part 2*

## *Boiler Attachments*

by W. Winn Erdman

Now that I had an operating engine, I could proceed with the boiler attachments. These include the wagon top boiler jacket, domes, stack, head light, air compressor, smokebox with door, fire box, bell rig and backhead. **(Photo 1 Boiler jacket)**

The boiler jacket, made from .010 brass, gives the boiler its wagon top shape and extends all the way to the smoke box front. The dome bases and bell stand are soldered to the jacket. I nearly destroyed the bell stand while drilling the hole for the valve lifting gear pivot but was able to save it with the help of some brass tube, solder and Bondo auto body putty. (The drill broke through the side) Once painted it came out fine. **(Photos 2a & 2b Domes)**

The domes are made up of several pieces soldered together. They are a slip fit into the bases so are easily removed for servicing. The fluted parts are modified Hartland parts. **(Photos 3a & 3b Stack)**

Looking into the top of the stack (the tabs visible around the inside are to hold the removable top in place. (Being a steamer I figured that it would be good to be able to clean it out once in a while!) The parts are made from brass stock, various plumbing fittings and a strainer screen.

The top of the headlight is made of layers of brass similar to what David shows on the drawings. Some sanding on the edges of the various layers before soldering and a lot of filing after and the shape came out pretty good. There are a few minor imperfections that I had to fill with epoxy and it needs some polishing before painting. The four sides were made in one piece and bent to shape. The base is three layers, two that show and an inner layer that gives something to solder the sides to. The top is a slight press fit so that it can be removed. The reflector is made from a stainless steel measuring spoon. I destroyed 4 drill bits making the hole for the light!!! Wow! Was that stuff hard. The layers of perf board form the assembly which supports the yellow LED p/n 276-350 from Radio Shack, a CR2016 button cell and a 1/4 W 100 ohm resistor. A screw in the back of the housing screws in to contact the - (minus) side of the button cell and turn the light

on. This general setup was described in *Steam in the Garden*. **(Photo 4 Headlight)**

The body of the compressor is machined from one piece of brass rod and the detail parts soldered in place. **(Photo 5 Air compressor)**

The smoke box front is made in several layers with a screw through the middle and soldered. The door does not open. Instead, a spring clip, barely visible in back, holds the assembly onto the front of the smoke box. The bolts around the edge are #0-80 screws. **(Photo 6 Smokebox door)**

The firebox has room inside for the Johnson Bar servo. The white thing coming out the front is the main steam line wrapped with a woven fiberglass tube. I have wrapped all the other steam lines with fiberglass tape for insulation. It is a high temperature electrical tape with a heat setting adhesive. After wrapping the lines I baked them in the oven at 250 deg.F for half an hour. I hope this will help conserve steam. **(Photo 7 Firebox)**

Since the Roundhouse boiler does not extend into the cab, I decided to make a more prototypical looking backhead to cover the piping and burner. It includes the working J-bar, fire box door and throttle, brake stand, right side injector, tri-cocks, blower valve handle, and oil can tray. **(Photo 8 Backhead)**

Due to the fact that the boiler is so small and the loco uses lots of steam, I decided to add a feedwater system. I added a bushing to the back of the boiler in which I installed the water injector. The plan is to have a trail car with a water tank and a Regner servo pump which I have already purchased. Photo 9a shows the bushing and the plumbing back to the rear of the tender. The injector is essentially a very long Goodall valve that reaches up to the front of the boiler. I figured it would be better putting cold water near the front. 9b shows the line (bare copper) from the back of the boiler through the floor. (Photo 9a & 9b Feed water injector)



**Photo #1**



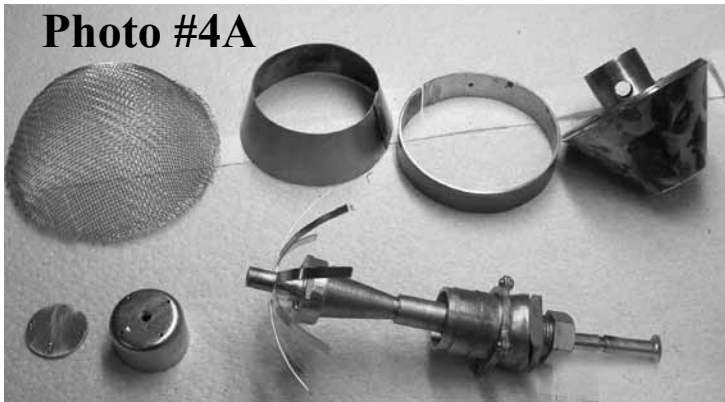
**Photo #2A**



**Photo #2B**



**Photo #4A**



**Photo #4B**



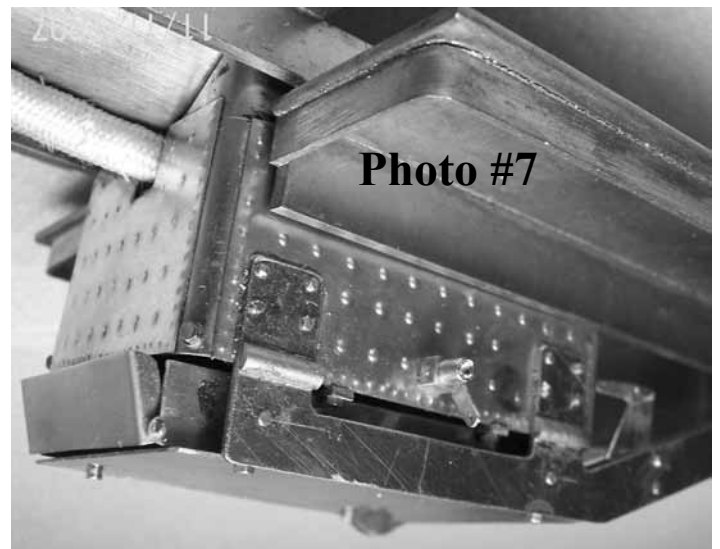
**Photo #5**



**Photo #6**

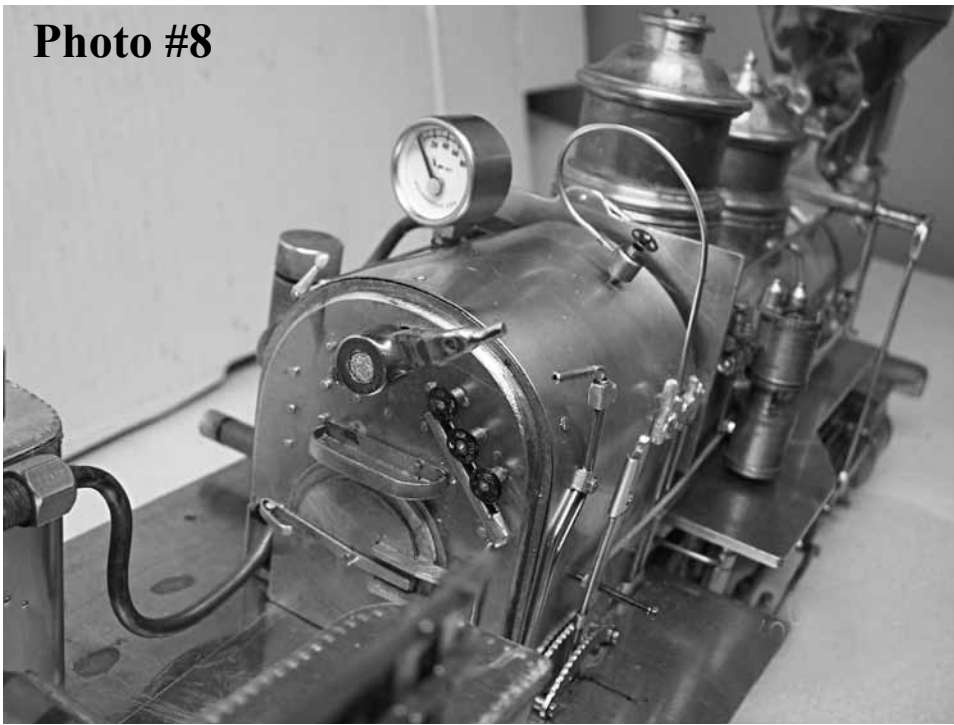


**Photo #7**

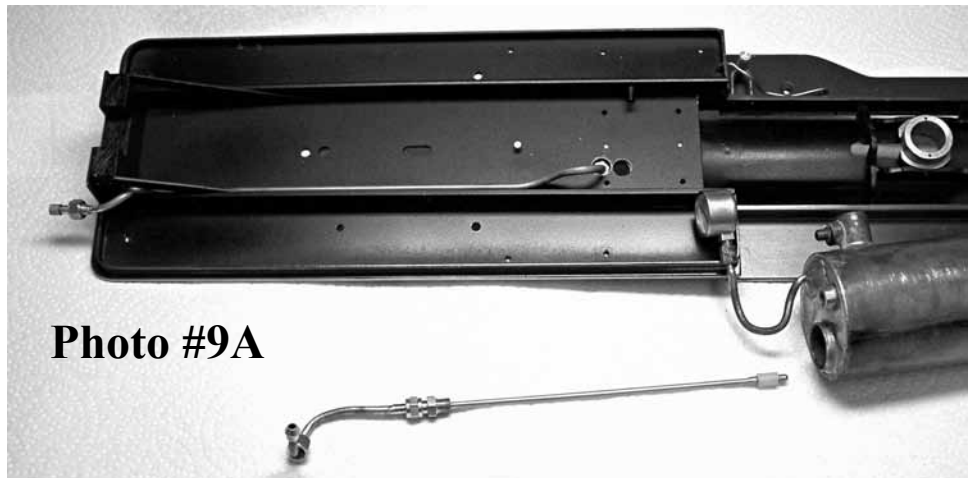




**Photo #8**



**Photo #9A**



**Photo #9B**







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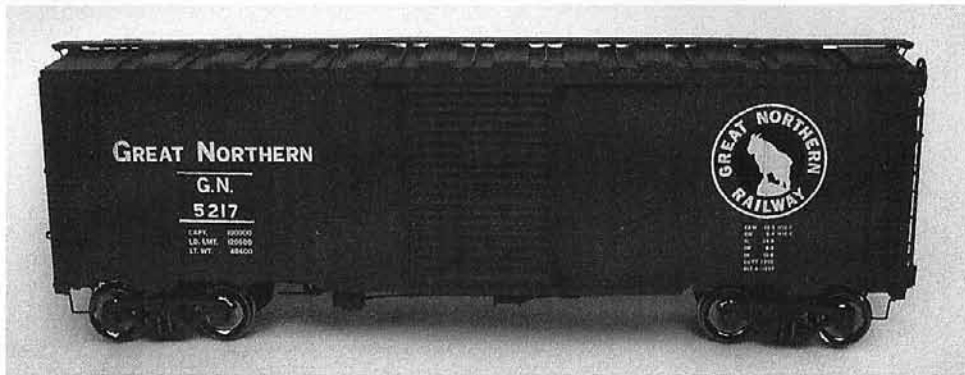
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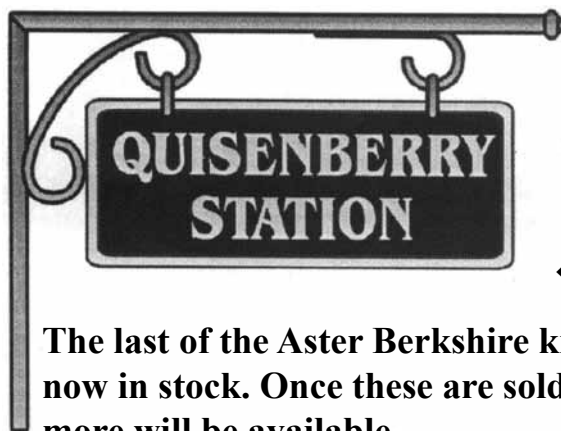
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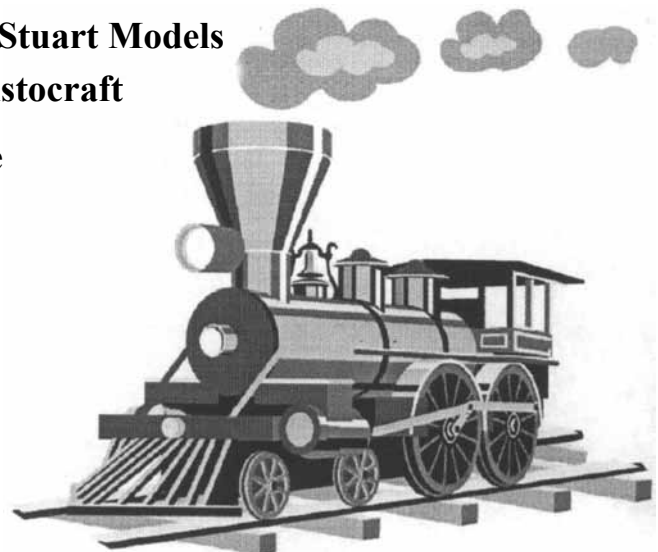


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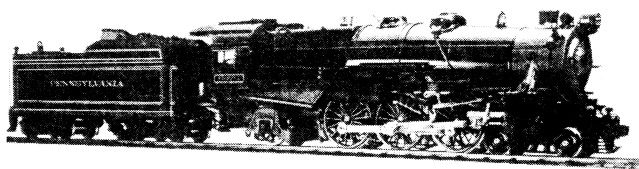
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