



No. 114, January/February 2011

\$6

STEAM^{IN}THE GARDEN



Antique trains at 2011's

Diamondhead

Mamod Mark II/Cabin Fever 2011/German 0-8-0



ACCUCRAFT TRAINS
MUSEUM QUALITY BRASS MODELS

BR BRITANNIA CLASS 7, LIVE STEAM



Photo By Roger Vincent

1:32 Scale, 45 mm Gauge, Brass and Stainless Steel Construction
Walschaerts Valve Gear, Pressure Gauge, Cylinder Drain Cocks
Alcohol Fired, Live Steam: \$3,500.00

CLIMAX



1:20.3 Scale, 45mm Gauge, Brass & Stainless Steel Construction
Electric: 0~24V DC, Live Steam: Adjustable Lubricator, Pressure Gauge, Hand Water Pump
\$1,689.00 Electric, \$1,889.00 Live Steam, In-Stock Soon

MOGUL 2-6-0 D&RG #27 'PONCHA', LIVE STEAM



1:20.3 Scale, 45 mm Gauge, Brass and Stainless Steel Construction
Adjustable Lubricator, Gas Tank in Tender, Optional Hand Water Pump, R/C Ready
AC77-423 Mogul 2-6-0 D&RG #27 'PONCHA' Lake Brown \$1,995.00

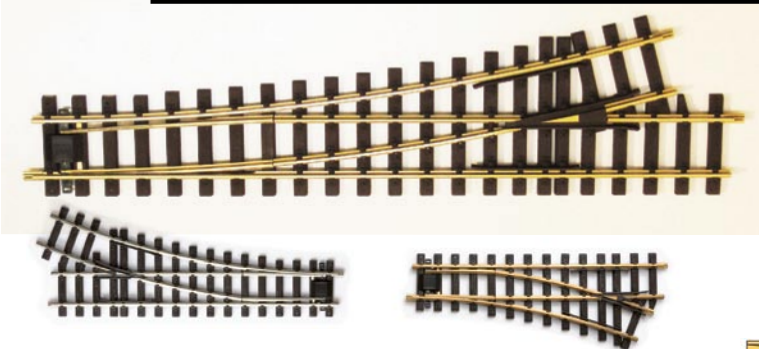
Reserve from an Authorized Accucraft Dealer



Trainbender, Houses, JigStones®, Figures, Accessories, Cars, Sound & DCC installation
LGB® & ProLine rolling stock with Quality Guarantee, LGB® repair parts & 1st class repair



Your trains deserve the best!
Quality Track, Switches, Clamps, Drives (Made-in-Germany) in Brass, Nickel



ProTrack™

Flextrack, rails in **Brass**, **Nickel**, **Stainless Steel** sectional in **Brass** and **Nickel**. The best quality for an affordable price. Flextrack choice of ties: **European/American narrow gauge (11 ties/foot)** in **brown** or **American/European mainline in black, brown, grey (14 ties/foot)**.

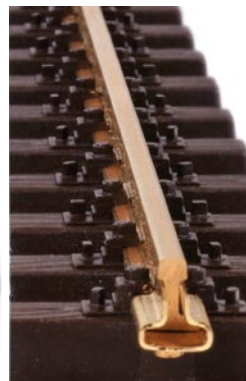
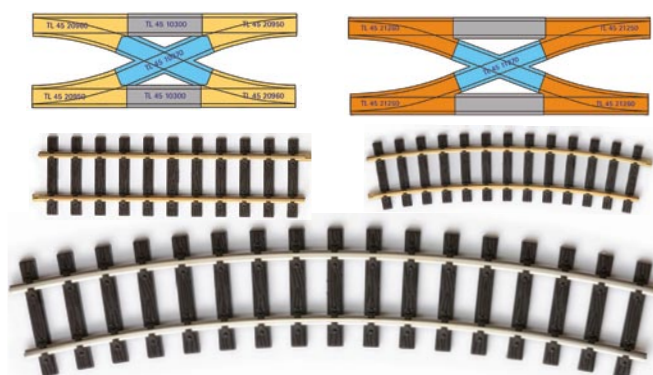
Also available: Plastic track for various uses.

ProSwitch™ R7, R3, R2

High-quality switches that work out of the box

- ➔ Correct flange ways
- ➔ Metal frogs
- ➔ Screwed hinges
- ➔ NMRA standard guard rails
- ➔ Screwed points (not riveted)
- ➔ Available in **Brass** and **Nickel**

Brass Prices: R2: \$60 R3: \$70 R7: \$135



Buy only from the market leader

EasyBend DuoTrak™

Copied but never matched - don't waste your money

The worlds leading railbender to bend both rails of already assembled track in seconds. This tool has been proven by thousands around the world - unlike the imitations made of inferior metals instead of steel.

Real quality is in the details! Features include:

Preceise track gauge, repeatable radius thorough measurable fine adjustment, built-in levels, easy to use. **Stainless steel** ball-bearings, **L-shaped** torsion proof body for lifelong precision. **InPalm™** easy handle delivers push power w/o twisting your wrist. **Delrin** gliders for smooth operation

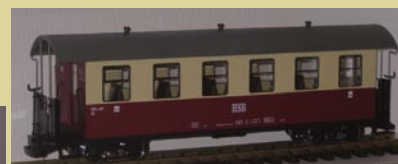
Swiss Made



Beautiful rolling stock for HSB engines



Made in Germany



All ™ are trademarks of Train-Li-USA, except LGB, MTS, ZIMO, Delrin which are ® of Others

Our products are also available from our partners that understand the value of quality for an affordable price:

Eaglewings Ironcraft: (602) 276-8101 **RLD Hobbies:** (877)-753-4629 **Kidman Tree Farm:** (515) 984-6946 **Loco-Boose Hobbies:** (360) 754-5596

Star Hobby: (410) 349-4290

Caboose Hobbies: (303) 777-6766

Trains & Trees: (978) 456-8455

Watts Train Shop: (800) 542-7652



**We Run Live Steam
Buy from a Steamer**

Your Large Scale Headquarters

702-361-2295

2523 Vintage Rose Ave
Henderson, NV 89052

www.silverstatetrains.com



Silver State Trains

The Newly Built Ruby's have 1/2" Clyinders



RUBY #1, 0-4-0T
\$449.00



RUBY #3, IDA 0-4-0
SADDLE TANK
\$469.00



RUBY #2, DELUXE
0-4-0T W/ PRESSURE
GAUGE
\$509.00



Ruby #5 0-4-0 w/
Pressure Gauge (New)
\$549.00



RUBY #1, KIT
\$419.00



Forney's \$589.00

3 Bay Coal
Hoppers \$104.99



**K-36 D&RGW Flying Rio Grande
\$4649.00**



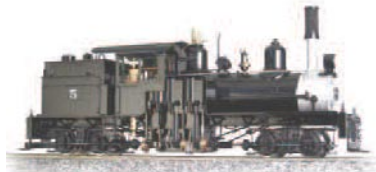
**New! Jackson
Sharp Combine
\$209.00**



Ballbearing Retro-fit kit for
AMS (Accucraft) Freight
trucks. Pair \$32.00



Ballbearing Retro-fit kit for
AMS (Accucraft) Passenger
trucks. Pair \$36.00



**3 Cylinder
Shay's**

**Goodall Valves
Spray Bottles
Steam Oil
& Supplies**



S-12 SWITCHER 0-6-0 **SALE Call !!**



**LARGER CYLINDER KIT
RUBY 1/2" Bore \$164.00**



Climax's - K-4's - Mason Bogie's

They Maybe in Stock CALL!



MASON BOGIE 'TENMILE'

MR. DAVID FLETCHER



Vol. 21, No. 1; Issue No. 114; January/February 2011

STEAM^{IN}THE GARDEN

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

14

Back to our roots ... but much better. A review of the new Mamod Mark II indicates that the latest offering outshines the original. By Rob Kuhlman.

18

Live steam Erector. Building a Gauge One loco from a Mamod boiler and a metal construction set proves possible – and fun. By Kendrick Bisset.

20

Antique trains highlight Diamondhead. A 2011 biased view. Text by Steve Baker. Photos by Carol Jobusch, Mike Martin & Rick Parker.

26

Got that Cabin Fever. Live steamers mingle with model engineers every year in York, Pa., bringing kids to our hobby. By Scott McDonald.

29

Taking small-scale live steam to the New Jersey State Fair. A pair of live steamers show off their toys. By Lee Thomas & Glenn Habrial.

31

The Reppingen Resita German 0-8-0. A review of this model of a Romanian locomotive indicates it is quiet but pulls very well. By Bert Horner

35

Copper fire box boilers. This entry in our 'The nuts and bolts of Shays' series focuses on two Australian steamers. By Dan Rowe.

Editor **Dave Cole**
sitg@45mm.com
(650) 557-2993
Fax: (650) 475-8479

Advertising Manager **Sonny Wizelman**
sonny04@ca.rr.com
(310) 558-4872

Circulation Manager **Marie Brown**
snowflake99@stny.rr.com
(607) 642-8119
Fax: (253) 323-2125

Steam in the Garden (USPS 011-885, ISSN 1078-859X) is published bimonthly for \$35 (Canada: \$US42; Overseas: \$US72) per year (six issues) by *Steam in the Garden* LLC, P.O. Box 335, Newark, N.Y. 13811-0335. New subscriptions, please allow six-eight weeks for delivery. Periodical postage paid at Newark Valley, N.Y., and additional mailing offices.

POSTMASTER: Send Form 3579 to *Steam in the Garden*, P.O. Box 335, Newark Valley, N.Y. 13811-0335.

Copyright © 2011, Steam in the Garden LLC, All Rights Reserved. The contents of this publication may not be reproduced in whole or in part by any means without the express written consent of the publisher.

Subscriptions for the United States, Canada or overseas should be mailed to *Steam in the Garden*, P.O. Box 335, Newark Valley, N.Y. 13811-0335. Phone, fax and e-mail subscriptions are gladly accepted and we take VISA, Discover and MasterCard. PayPal payments are also taken. Phone: (607) 642-8119; fax: (253) 323-2125

In the United Kingdom, for more information about **Steam in the Garden**, contact Brandbright Ltd., The Old School, Cromer Road, Bodham, Near Holt, Norfolk NR25 6QG. Phone 01263 588 755; fax 01263 588 424.

Steam in the Garden LLC A Utah corporation

Dan Pantages Howard Freed
President **Secretary/Treasurer**

Marie Brown Scott McDonald
Dave Cole Alan Redeker
Richard Finlayson Larry Staver
Sonny Wizelman

Editorial: P.O. Box 719
Pacifica, Calif. 94044-0719 USA

Advertising: 10321 Northvale Road
Los Angeles, Calif. 90064-4330 USA

Circulation: P.O. Box 335
Newark, N.Y. 13811-0335.

<http://www.steamup.net/>

Railway Post Office	9	Cupola View	40
Latest Waybill	12	Swap Shop	43
Timetable	44		

Cover: Mike Martin's circa 1903 Carrette 'Storklegs' at Diamondhead. By Mike Martin.



**AMERICAN MAINLINE
1:29TH SCALE**

**Art Knapp
TRAINS**

4391 King George Hwy. Surrey B.C. Canada

1-604-596-9201 Ext 500



Your Number 1 Source for Live Steam models in Canada

Pre Order

\$2,499.99



\$1,199.97



\$999.97 Pre Order

B&O 0-4-0 DOCKSIDE LIVE STEAM



G701-01 K4 PRR 4-6-2 Live Steam G931-01 0-6-0 Unlettered

G722-01 0-4-0 Unlettered



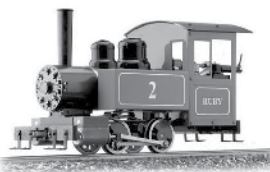
**ACCUCRAFT TRAINS
MUSEUM QUALITY BRASS MODELS**



AC77-010 RUBY 1 LS
\$499.99



AC77-020 RUBY 3 Ida
\$499.99



AC77-012 RUBY 2 DELUXE
\$539.99



AC77-011 RUBY 1 KIT
\$399.99



AC77-051 UNDEC. FORNEY \$659.99



AC77-050 LONG VIEW SUGAR FORNEY \$659.99

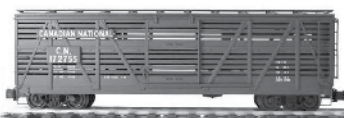


Code 250 #6 Switch Right/Left
\$124.99 ea

AML ROLLING STOCK

Plastic body, diecast trucks and metal wheels
Operating sliding doors, underbody detail,
See thru walk ways and ladder detail

Stock Car



G424-xxx

G424-01 DATA ONLY
G424-02 D&RGW FR
G424-03 ATSF
G424-04 UNION PACIFIC
G424-05 GREAT NORTHERN
G424-06 CANADIAN NATIONAL
G424-07 CANADIAN PACIFIC
G424-08 SOUTHERN PACIFIC
G424-09 WESTERN PACIFIC

**Clearance Sale
\$74.99 ea**

Double Door Box Car



G401-xx

G401-91 Cotton Belt
G401-92 Santa Fe
G401-93 Burlington Northern
G401-94 Union Pacific
G401-95 Great Northern
G401-97 Northern Pacific

All Prices in Canadian Funds



G Scale Junction

185 Westgate Drive, Newark, OH 43055

800-311-9448 740-967-7300

HOURS: Tues. - Fri. 11:30 - 6 Eastern Time Sat. 12:00 - 4
and by Appointment

sales@gscalejunction.com

Where G Scale comes together!

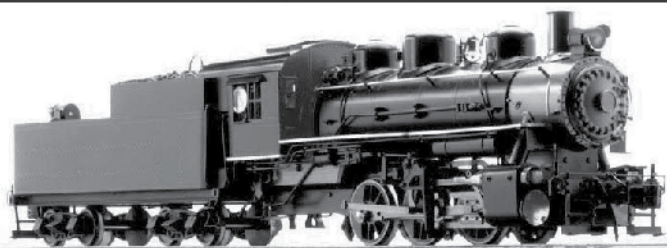
GIFT CERTIFICATES AVAILABLE

Please check our website
for more great offers!

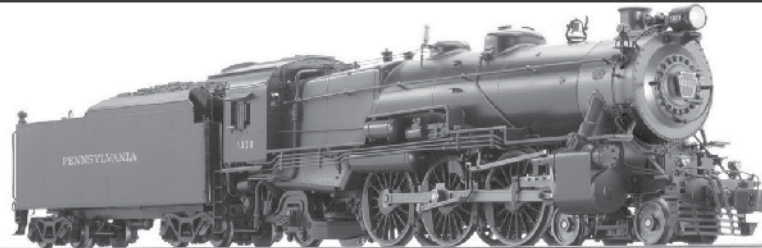
gscalejunction.com

DISCOUNTS ON LARGE
ORDERS & MULTIPLE ITEMS

Low Prices - Low Shipping Prices - Personal Service - International Orders Welcome



1/29 LIVE STEAM USRA 0-6-0 \$990.00!



1/29 LIVE STEAM PENNSYLVANIA K-4 \$2,300.00



1/29 SCALE BRASS & STEEL
LIVE STEAM LOCOMOTIVES

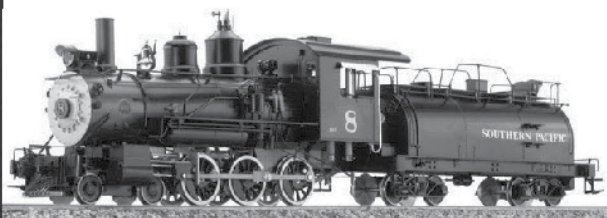


LIMITED PRODUCTION
ORDER NOW!

0-4-0 DOCKSIDE
LIVE STEAM \$845.75
B & O OR UNDECORATED

BRASS RAIL
CLAMPS 
\$9.50/10 pk

FLEX TRACK



1/20.3 SCALE MODELS
FN3 NARROW GAUGE

RUBY LOCO'S BACK IN STOCK
LIVE STEAM K-28'S AVAILABLE



NARROW GAUGE CODE 250 FLEX TRACK & SWITCHES IN STOCK

JACKSON & SHARP COACHES \$209

DROP-BOTTOM GONDOLAS \$159



1/20.3 SCALE MODELS
FN3 NARROW GAUGE
& 1/32 SCALE

GRANDT LINE PRODUCTS
1:24 SCALE WINDOWS, DOORS,
& ARCHITECTURAL DETAILS



ARISTO-CRAFT

NEW ART-41800 OFFSET SIDE 2 BAY HOPPERS \$53.50 EACH
BUY 4 GET ONE FREE FROM ARISTO-CRAFT! THAT'S 5/\$214!!!

ARISTO-CRAFT BRASS AND STAINLESS TRACK OVERSTOCK SALE - CALL FOR PRICING
GREAT DEALS ON 11.5' - 16.5' DIAMETER CURVES - WHILE SUPPLIES LAST



1:20.3 FREIGHT
CARS IN STOCK



Garden
Metal
Models
Inc.



EVERYTHING YOU NEED FOR YOUR GARDEN RAILWAY 1/32, 1/29, 1/24, & 1/20.3

TRACK RAILCLAMPS BRIDGES STRUCTURES LOCOMOTIVES FREIGHT CARS PASSENGER CARS FIGURES ACCESSORIES

FULL LINES OF ARISTO-CRAFT, BACHMANN, USA TRAINS, MTH-RAILKING, LGB, HLW, PIKO, AML, AMS
GARDEN METAL MODELS, WOODLAND SCENICS, SPLIT JAW, HILLMAN'S RAILCLAMPS, BRIDGEWERKS, JUST PLAIN FOLK,
PRIESER, POLA, KADEE, GRANDT LINE DETAIL PRODUCTS, PHOENIX SOUND, DALLEE ELECTRONICS, QSI

THE TRAIN DEPARTMENT

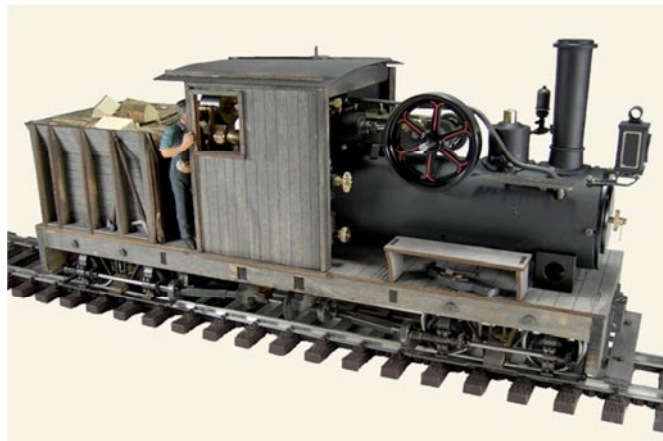
Your source for **REGNER** in America

Just announced for 2011



HSB BR 99 222

This is a model of the DRG. 99 222 series, which can still be seen in operation in the Harz mountains at the HSB. This kit, modeled in 1:22.5 combines many innovations from **REGNER** including Teflon pistons and piston valves.



Willamette Shay

Characteristics of this model include the arrangement of the steam engine to the boiler top, as with the tractors.

Power is transmitted by a chain drive, to the cross-shaft and then to the universal joints.

The frame and the cab are made entirely of wood. This engine is modeled after a Willamette Shay, c.1916

The model is available as a semi-assembled kit, i.e. the steam engine and boiler are assembled and ready.

For more information: www.traindept.com 757-971-8191



RAILWAY POST OFFICE

Thinking about Ron and gifts

As a long-time subscriber to *Steam in the Garden*, let me first convey my shock and sorrow at the untimely passing of Ron Brown, who brought the magazine into existence and nurtured it along for so many years with his dear wife Marie.

I'm sure I'm not alone in recognizing Ron's amazing capacity to befriend us all. He will long be missed and remembered as a champion of live steamers both here and abroad.

In order that his magazine will continue to serve the hobby (as I'm sure Ron would have wished), we are fortunate indeed that your group of talented steam enthusiasts have dedicated yourselves to continuing the magazine while still trying to hold down your "day" jobs. That is a profound testimonial regarding your affection for the hobby and the people in it.

Thinking more about the future of the magazine, of course there are many ways that we all can help, but one particular issue comes to mind because it is so simple.

I suggest that a great many of us might gift a subscription to *Steam in the Garden* to a friend/acquaintance who may be a promising future live steam hobbyist. While the cost would be negligible, the cumulative effect of increasing the magazine's circulation like this could bring a substantial increase in future contributors and advertisers and perhaps even more importantly, bring in younger fellows who will be the hobbyists of tomorrow.

Think about it: the majority of us are getting a bit "long of tooth." When you look around you at national meets or local steamups, how many fellows do you see who could be future steamers, say, 20 years down the road?

Well, I'll get off my little soapbox now, but leave us each with the message of finding a way to strengthen the hobby and its future.

Keep your crown sheets covered!

Eric Strauss
Sherman Oaks, Calif.

Steam oil to the hobby

It is a pleasure to congratulate you as you continue the fine editorial tradition of *Steam in the*

Send your letters, emails, etc. to: P.O. Box 719,
Pacifica, CA 94044 or sitg@45mm.com.

STEAM IN THE GARDEN

HARD TO FIND

small fasteners for the live steam
hobbyist at reasonable prices.

Examples: Socket head cap screws,
4-40 x 3/4 alloy — \$4.75/100,
stainless — \$6.95/100. Hex head
machine screws, 2-56 x 3/8 stain-
less — \$7.25/100. 2-56 x 1/2 brass
— \$5.75/100.

Sizes 0-80 thru 10-32 in brass, alloy,
aluminum & stainless. Call, fax or
write for **FREE CATALOG**.

MICRO FASTENERS

24 Cokesbury Rd St. 2
Lebanon, NJ 08833

Phone (800) 892-6917
FAX (908) 236-8721
email: info@microfasteners.com

visit our web site: <http://microfasteners.com>



THE LOGGING, MINING & INDUSTRIAL ANNUAL

Available every April

Also available:

The **NARROW GAUGE ANNUAL** in August
and

The **MODELER'S ANNUAL** in December

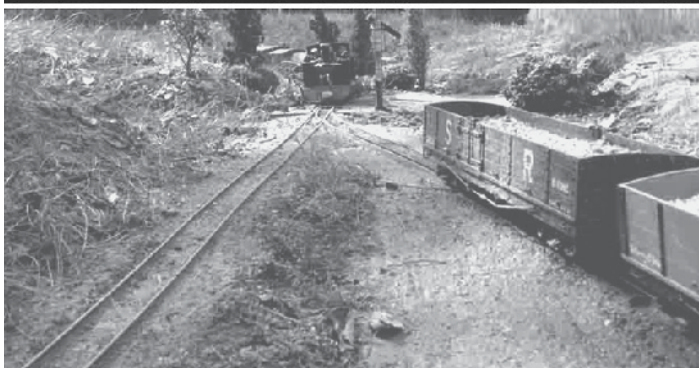
Individually at your hobby shop ... or all three by subscription from us.

WESTLAKE PUBLISHING COMPANY • 1574 KERRYGLENN STREET WESTLAKE VILLAGE, CA 91361
PHONE: 805-379-0904 • E-MAIL: finescalerr@msn.com
www.westlakepublishing.net or www.finescalerr.com

NGTMODELS.COM

**NGT
MODELS**

517 485 9104



**ROUNDHOUSE ACCUCRAFT
SUMMERLANDS CHUFFERS
GME CUSTOM BRIDGES
SIEVERT TORCHES
5MM BOROSILICATE SIGHT GLASS**

Railway Books

A Passion for Steam by Marc Horovitz	\$ 62.95
West Claire Railway	\$ 42.50
Rye and Camber Tramway	\$ 29.95
Meyer Articulated Locomotives	\$ 29.95
Hudswell Clarke: Pictorial Album of NG Locomotives	\$ 28.95
Origins of the Garratt Locomotives	\$ 17.95
Cliff Hill Mineral Railway*	\$ 12.95
"Ratty" (History of Ravenglass & Eksdale Ry.)*	\$ 12.95
Narrow Gauge by the Sudanese Red Sea Coast*	\$ 12.95
Swiss Rack Railway	\$ 10.95
Old Railway Picture Postcards	\$ 10.95
New Industrial Narrow Gauge Album by A. Neale ..	\$ 39.95

All prices plus packing and post. E-mail or call for more details on any of the titles we carry.

Doubleheader

432.686.8088

sales@ukrailwaybooks.com

Garden magazine. Small-scale live steam is as much about community as it is about locomotives and Ron Brown's legacy is part of the steam oil lubricant that makes it a wonderful hobby.

I was unable to get to Diamondhead this year, yet the videos on the Web submitted by fellow steamers were a welcome diversion from work. Since Pete Olsen introduced me to live steam 20 years ago, the Puget Sound steamers group has grown so now we enjoy (at least) two steamups a month.

We have lost several pioneer members in the last few years (and their railroads); given that life is fleeting, the group's philosophy is "Run Trains!" as John Bigelow would say, and "never miss a steamup!" Therefore, see you in Sacramento.

Jim Overland

*Puget Sound Garden Railway Society
Seattle, Wash.*

Ron would be proud

I want to commend the entire Steam in the Garden LLC team on stepping up and taking on the responsibility of continuing the only U.S. magazine that represents our hobby of small-scale live steam.

I am sure that Ron would be proud. I counted Ron as a good friend, as did many others on this continent and around the world. I feel blessed to have had the opportunity to have Ron visit my previous line in Fremont to raise some steam. Thanks to you, Ron's passion for live steam and his magazine will continue.

Dave Cole, Sonny Wizelman, Richard Finlayson, Howard Freed, Scott McDonald, Dan Pantages, Alan Redeker, Larry Staver — and of course Marie Brown — you have my whole-hearted support. I am sure that there are many others who share my feelings.

Best of luck with the magazine. I am really looking forward to your first issue as a team!

Jim McDavid

West Point, Calif.

Ask not what magazine can do for you ...

Dan Pantages gave me a copy last year of *Steam in the Garden* (No. 105), and as I will tend to do with magazines, I flicked through it to see if anything interests me. I found lots of interesting information in the articles, but still decided that I didn't really need the magazine on a regular basis.

However, I now find that I am in a different frame of mind. So, I wonder why the change in thoughts? I think that it is to do with the announcement of the change in ownership to the new team.

Still, I would like to acknowledge all the efforts that Ron and Marie Brown put into initially creating this magazine, and keeping it going over the years.

Likewise, since I personally know all of the new

group, other than Marie, I want to show my support to Sonny, Dave, Marie, Richard, Howard, Scott, Dan, Alan and Larry, and wish them good fortune in their endeavour.

I know that this group are all very enthusiastic live steamers and see that the magazine is in good hands for the future.

To plagiarize and miss-quote President Kennedy's inaugural speech from 50 years ago, "Ask not what *Steam in the Garden* can do for you — ask what you can do for *Steam in the Garden*."

I already have a couple of ideas for articles that I will be writing, so how about the rest of us new subscribers? Let's make the editor's job a really hard one, (or is that easy?) by providing him with too much material to use for every issue.

Looking forward to many a good read in the future.

*David Leech
Delta, British Columbia*

When Harry met steam

My first encounter with Gauge One was in 1975 at a local train show. Nate Polk had a British Schools class 4-4-0 running on air, but I was not interested in foreign power. I was intrigued, but passed it up.

Off to the side, I noticed a black model that looked somewhat American. Upon further examina-

tion, it turned out to be a model of Japanese engines which were built by Alco between 1899 and 1907. It had possibilities, so I bought the kit for \$400. Assembly was not too difficult, but it still looked foreign.

I removed the buffers and link couplers from the engine and tender (Japanese railways used European style links and buffers until 1925 when they switched to the American style Janney coupler).

After applying a headlight, bell, new pilot and Kadee couplers, plus a second four-wheel truck on the tender, it was time for a run.

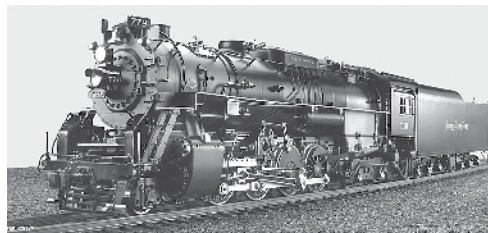
As built, it was a single cylinder

and did not run very well. So, I ordered and installed a second cylinder. It still did not run very well, and it still looked foreign.

The next step was to raise the boiler three-eighths of an inch to improve its appearance. I didn't realize it at the time, but it fired much better because the burners had more room to breathe.

To my surprise, the engine ran very well and has done so for the last 35 years. I did another kit-bash with assistance from my brother, which I will share with you at another time.

*Harry E. Quirk
Riegelsville, Pa.*



NORTH JERSEY GAUGE ONE CO.
8 Spring Valley Rd., Park Ridge, NJ 07656

dealer for
ASTER HOBBY INC.

•
ACCUCRAFT TRAINS
museum quality
live steam trains

201-391-1493

Bob Moser



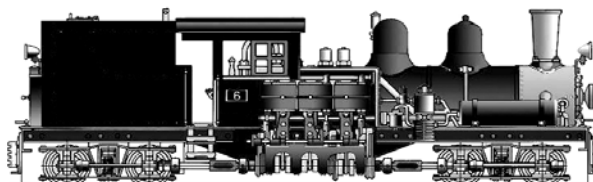
LIVE STEAM AND ELECTRIC
GAUGE 1 LOCOMOTIVES

also larger scale & gauge live steam locomotives

e-mail: bob1027jane@verizon.net

the site and source ... exclusively Aster !

roster • references • photos • inventory • awesome array of links



2011 - Class B-28 Ton - 3 Cylinder Shay - KIT or Factory BUILT

Jim Pitts, 201 Grandview Circle, Travelers Rest, SC 29690 USA Phone 864 . 834. 3954

www.SouthernSteamTrains.com

In memoriam: Glen Ward

Small-scale live steamer Glen Ward died suddenly Jan. 17 from a massive stroke in Portland, Ore. He was 64.

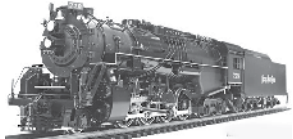
Mr. Ward was introduced to live steaming by his childhood sweetheart, Vickie-Marie Parker, when they began courting again in

the early 2000s. Starting small by learning to run one of Vickie-Marie's Crickets in 2004, Ward worked his way up through a variety of steam locomotives, buying classics such as the LGB/Aster



LATEST WAYBILL

Triple R Services



Services to enhance your steam experience

Locomotive in need of a good overhaul or lacking performance?

Locomotive kit collecting dust?

Make your engine stand out with lights and weathering!

The ultimate in realism, coal conversions!

Custom boilers by Justin

Portable track platform

Aluminum frame *Spring Special* \$3250 (27'6" x 45') frame plus S/H.

Contact us:

231 Rutland Ave., Mt. Holly, N.J. 08060

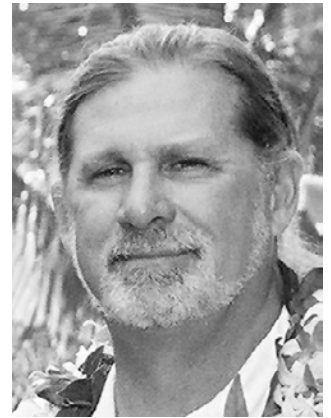
609-280-8744, 609-320-1866

Charles & Ryan Bednarik

Justin Koch

www.realsteamservices.com, tr3services@gmail.com

Live
steamer
Glen
Ward



Frank S and eventually garnering a large group of toys, including an Accucraft GS-2 in Southern Pacific Daylight livery.

Vickie-Marie Parker and Glen Ward were married in 2004 in Hawaii and lived in their hometown, Ashland, Ore.

Mr. Ward was a 1964 graduate of Ashland High School, and attended Southern Oregon College, where he was a cheerleader. He was a businessman in Portland and Southern Oregon.

In the 1970s and 1980s, Mr. Ward was a NASCAR West driver and was a regular competitor at the Medford Raceway. His love of transportation caused him to purchase a Segway personal transport vehicle and he was seen zooming around the National Summer Steamups on the device frequently.

Mr. Ward was a longtime member of the Masonic Lodge and was past master of the Ashland Lodge and was a member of the Hawaiian Lodge.

He is survived by Vickie-Marie as well as his mother, two children, two step-children, a grandchild, nine step-grandchildren and, as Vickie-Marie says, "a large Hawaiian ohana" (extended family). A memorial was to be held Feb. 6 in Ashland.

CAB FORWARDS...



SPOKEN HERE!

ALAN REDEKER

Live Steam Cab Forward, Conversions & Sales

REDEKER MANAGEMENT CONSULTING, L.L.C.

(518) 798-0080

alan_redeker@roadrunner.com

RLD HOBBIES**Garden Scale
Trains**

AML AUTHORIZED DEALER

1-877-753-4629

WWW.RLDHOBBIES.COM

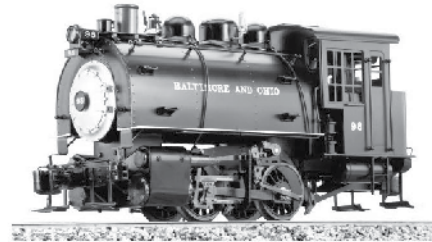
330 Industrial Drive, Albion, IL 62806

ANL

AMERICAN MAINLINE

1:29 SCALE**PENNSYLVANIA K-4 4-6-2, LIVE STEAM**
Brass & Metal Construction**LIVE STEAM:** **\$2343.⁸⁹ea**

G701-01 K-4 4-6-2 #1361 Dark Green Post War
 G701-02 K-4 4-6-2 #3750 Dark Green Pre War
 G701-03 K-4 4-6-2 #5409 Tuscan Red Pre War

PRODUCTION IS LIMITED • RESERVE YOURS NOW**B&O 0-4-0 DOCKSIDE ELECTRIC & LIVE STEAM**
Brass & Metal Construction**ELECTRIC:** **\$839.⁸⁹ea** **LIVE STEAM:** **\$933.⁸⁹ea**

G922-XX 0-4-0 Unlettered G722-XX 0-4-0 Unlettered Live Steam
 G922-01 0-4-0 #97 G722-02 0-4-0 #97 Live Steam
 G922-03 0-4-0 #98 G722-03 0-4-0 #98 Live Steam

PRODUCTION IS LIMITED • RESERVE YOURS NOW**USRA 0-6-0 SWITCHER ELECTRIC & LIVE STEAM**

Brass & Metal Construction

Dimensions: 28.5 L x 3.85 W x 5.85 H in.

Electric: 0~24V DC

Live Steam: Butane gas fired

ELECTRIC: **\$859.⁸⁹ea**
G931-XX**LIVE STEAM:** **\$939.⁸⁹ea**
G731-XX**INVENTORY
SALE**

G931-01/G731-01 Unlettered Black



G931-02/G731-02 Burlington #505



G931-03/G731-03 CRR OF N.J. #112



G931-04/G731-04 Pennsylvania #7641



G931-05/G731-05 Union Pacific #4753



G931-06/G731-06 U.S.A. #4039



G931-07/G731-07 CN # 7427



G931-08/G731-08 Baltimore & Ohio #377

LIVE STEAM: SOLD OUT

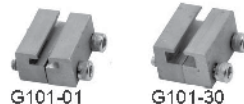
AML ROLLING STOCK

Plastic body, Die-cast trucks & Metal wheels

**\$66.⁸⁹ea****INVENTORY
SALE**

AVAILABLE IN

PS-1 BOX CAR 8' 6 PANEL SUPERIOR DOOR
 PS-1 BOX CAR 7' DOUBLE DOOR
 PS-1 BOX CAR 8' YOUNGSTOWN DOOR
 STOCK CAR

CODE 332 BRASS RAIL CLAMP \$9.50/10pcs

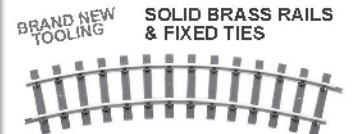
G101-01

G101-30

G101-01 Rail Clamp, Over Rail (10)
 G101-30 Rail Clamp, Over Joiner (10)

**BRASS FLEX TRACK
CODE 332 EURO & US STYLE**

G201-01 Flex Track 6' US (12) \$297.89
 G201-02 Flex Track 6' US (6) \$149.89
 G201-03 Flex Track 3' US (12) Call
 G202-01 Flex Track 6' EURO (12) \$297.89
 G202-02 Flex Track 6' EURO (6) \$149.89
 G202-03 Flex Track 3' EURO (12) Call

**BRASS CURVE TRACK
CODE 332 EURO STYLE**

G213-04 4' Dia Curve (12) \$78.89
 G213-05 5' Dia Curve (12) \$108.89
 G213-06 6 1/2' Dia Curve (12) \$141.89
 G213-08 8' Dia Curve (16) \$171.89
 G213-09 9' Dia Curve (12) \$194.89
 G213-10 10' Dia Curve (12) \$159.89
 G213-11 11 1/2' Dia Curve (16) \$183.89
 G213-12 12 1/2' Dia Curve (16) \$199.89
 G213-15 15' Dia Curve (16) \$239.89
 G213-16 16 1/2' Dia Curve (16) \$263.89
 G213-20 20' Dia Curve (16) \$319.89

618-445-2970PH • 618-445-2370FX
Hours 9-5:30 M-F • E-mail: rldhobbies@yahoo.com

Back to our **roots** ■ ■ ■

... but much better

The new Mamod Mark II

By Rob Kuhlman

Many of us graybeards got our start in the hobby with Mamod locomotives, either the kit or the ready-to-run version. Both of these versions of the Mamod left a lot to be desired with respect to their feisty behavior and mediocre quality control. After-market or home-made modifications and improvements (drivers, cylinders, lubricator, safety valve, regulator, even a new boiler) were typically required to make the Mamod a reliable runner.

At this point there was little remaining of the original except, perhaps, the bodywork. But with all its warts, the original Mamod was great fun, and it represented the most inexpensive avenue to live steam.

Now, roughly 25 years after the introduction of the original locomotive, a reconstituted Mamod company has introduced what it is calling the Mark II. The family resemblance is unmistakable, but this new locomotive has little in common with the original.

Do you remember as a child studying those visual puzzles in which two seemingly identical pictures were placed side-by-side and you were asked to find all the differences? Several of us at Ron and Marie Brown's steamup in August played that game with the Mark II and an original Mamod, and the more we looked, the more differences we noted.

The most obvious difference is the boiler — it's fatter, it's silver soldered, and it's painted with a matte black crackle finish. The boiler is 1¾-inches in diameter (versus 1½-inches on the original) and has a 170ml (5¾ ounces) capacity (versus 105ml, or 3½ ounces). The cosmetic dome appears under-

sized, the chimney is soldered to the boiler, and the position of what on the original was the whistle, is now occupied by a cylindrical manifold which leads into the cab and serves as a steam turret.

More differences:

- The cylinders are a major improvement. They're still double-acting oscillators, but they're each milled as an integrated cylinder and bearing surface, and they're outfitted with steam glands where the piston rod exits the cylinder. They hold their vacuum/compression very efficiently.

- No more fuel tablets. The boiler is a pot boiler heated by a gas burner whose reservoir occupies the port position in the cab. The reservoir is retained by a spring clip and can be filled through the cab roof using the supplied extended filler nozzle or popped free from the cab and filled externally. Being retained by a spring clip enables the reservoir to be positioned such that the supply regulator can be accessed either at the port cab doorway or from the cab rear.

- New bodywork is used which conveys the look of the original, but there are slight differences in dimensions. In essence, the new cab is a tad shorter, shallower and it sits higher. It lacks a back, so your engine driver will have to hold on tight! The spectacles on the cab front are a bit coarse and the bodywork pieces are attached to one-another with conspicuous aluminum pop rivets.

- There's a dead-leg displacement lubricator located on the starboard cab footplate.

- There's a throttle regulator in the cab that provides a nice effective range of settings. It's got a black-plastic spoked wheel which is rather attractive and stays cool to the touch. Reversing is accommodated by a redesigned reversing disk located under

The Mamod Mark II Locomotive is available from
<http://www.mamod.co.uk/mamod.asp>



Everything old is new again: *The original Mamod, left, poses next to the new and improved Mark II.*

the smokebox; its action is as smooth as butter.

- Wheels appear to be securely mounted upon their axles. This was a major flaw on the original Mamod and has been addressed by using ribbed axle stubs.

- The chassis is sturdy. The Mark II, like the original, is constructed at the factory as either Gauge O or Gauge One. The steel side frame members are actually folded as angles whose one-half-inch wide horizontal flanges provide stiffness and serve as the mounting surface for the bodywork. Axle bushes are retained in the side frames with steel retainer strips held in place by the frame stretchers. By removing the stretchers and retainers, then the axles and drivers, access to the burner is obtained.

How does it run?

Surprisingly well! I have steamed it five times now and am getting a feel for how it works. Let me take you through the steaming from beginning to end because there are a few quirks which were new to me.

I first oiled the running gear with light oil and then pulled the cylinders free from their port blocks and lubricated the mating surface with steam oil. Resting the locomotive on its port side allows the

lubricator to be filled. I next popped the gas reservoir free to fill it. The only access to the boiler is through the safety valve, so I unscrewed the safety and added 170ml of distilled water to fill it and then withdrew 35ml (putting in 5¾ ounces and taking out a little more than an ounce).

Lighting off the gas burner is a little unusual. The burner is almost dead silent, so auto traffic or conversation will overwhelm its sound and consequently gas supply regulator adjustments are difficult to discern. A piezo electric ignitor didn't work; I utilized a flame barbecue lighter held underneath the loco or below the side tanks to light off, and three or four strikes were required before I succeeded. Once lit, the burner performed capably.

In six minutes the boiler came alive and the safety valve began to weep (more about this later). At this point, with the loco on blocks, I cracked open the throttle and flipped the reverser back and forth to introduce steam to the cylinders. After eight minutes, the cylinders were hot, condensate had been cleared and the drivers were spinning smoothly.

Control of the loco is remarkably smooth and reliable in both directions — much better than the origi-



Steamer scan: *Pete Foley examines the underside of the Mamod Mark II at Ron and Marie Brown's steamup.*

nal — and it's quite powerful. It pulled my 10 axles of wood-and-cardboard coaching stock with no fuss whatsoever and throttle adjustments, when necessary, were effective and easy to make through the cab back.

Twenty minutes after placing the loco on the track the gas ran out. The boiler still contained 60ml (two ounces) of water, so there's little danger of damaging the loco by running the boiler dry. After the loco cooled down a bit, I drained the lubricator of the very small amount of condensate and refilled it with steam oil.

So what's the catch?

Well, this loco is, depending upon your point of view, aesthetically ugly or charming. The original Mamod was undersized for scale 1:19/1:20, and with the new fatter boiler and smaller cab, the Mark II is even more awkward looking. The boiler front and the pop rivets certainly don't help in the realism department. But let's not forget the spirit of the endeavor; this loco is a toy, not a scale model.

Of greater concern to me is the safety valve. The boiler bushing into which the safety screws doesn't present an effective surface for the supplied flexible

flat gasket to seal. The gasket instead presses against the curved surface of the boiler and so steam weeps. Perhaps a true O-ring would work better.

The lubricator has a gluttonous appetite for oil. After each 20-minute or so run, no oil remained in the reservoir and very little condensate dribbled out. But better too much oil consumption rather than too little, I suppose.

Also in the nuisance department is the boiler's sight glass. The original Mamod's boiler had a folded piece of light sheet metal behind the sight glass window to serve as a backdrop for observing the water level. The Mark II lacks this backdrop, and with the black gas reservoir and black lubricator on either side of the sight glass, it's nearly impossible to peer into the darkness of the boiler to discern water level. For all intents and purposes, I ignored the sight glass altogether.

Why buy one?

The Mark II Mamod ran splendidly right out of the box. I couldn't have been more surprised and pleased. Mamod Ltd. has reconfigured the original Mamod quite successfully. Let's now consider some economic rationale. I dug out some old advertisements from the



Mark II at speed: *Pulling 10 axles of wood-and-cardboard coaches, the new Mamod is quite powerful.*

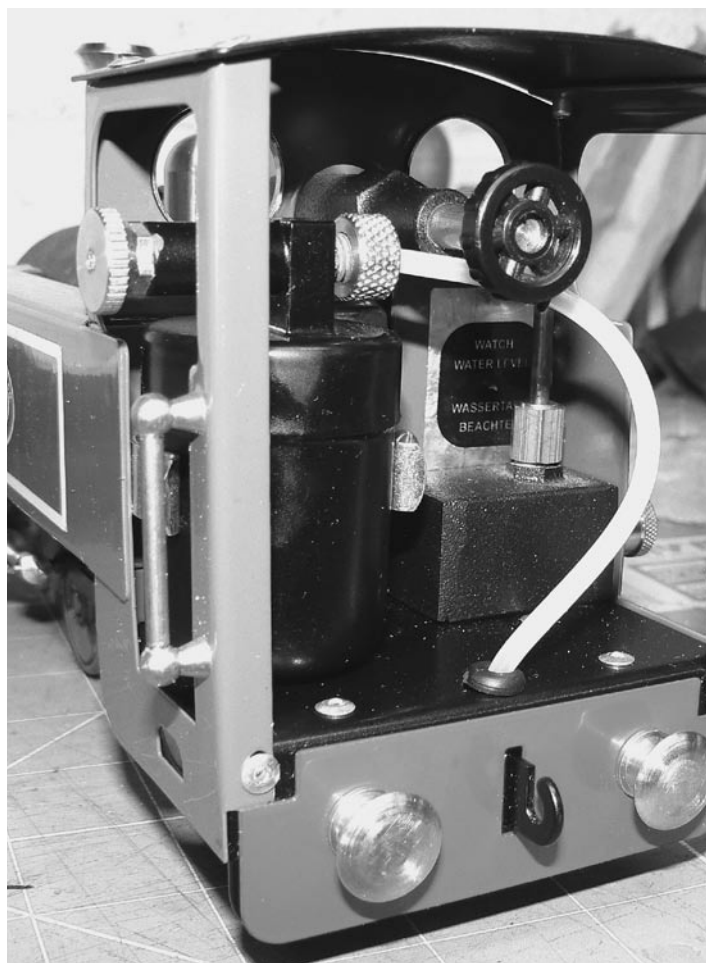
early days of the Mamod loco in our hobby, and the suggested retail price of the original Mamod in 1984, was \$150 (\$315 adjusted for inflation); in 1989, the price was \$180 (\$316 in today's dollars).

In all likelihood you would have had to replace the burner, safety, wheels, cylinders, etc., so you were probably \$200 further in the hole before you ended up with a reliable runner.

Let's now consider several current entry-level alternative steamer locomotives. The MSS Mamod can be purchased for as little as \$299. The PPS Janet (formerly IP Jane) lists for £400 (\$616), while the Accucraft Ruby can be purchased for as little as \$460. The Mamod Mark II purchased directly from Mamod Ltd. sells for £299 (\$462). In my view the Mark II operates as well as all and better than most of these other engines.

Why would you want to buy one? I can see several purchasing scenarios: the first is as a gift to a protege such as a grandchild to whom you might wish to introduce the joys of steam. The loco is safe enough, controllable enough and reliable enough that an older child would have success. The second would be as the first steam locomotive for a neophyte with limited financial resources; this is where I was 20 years ago, and I sure wish this loco had been available then.

But the third scenario is pure whimsey: with an inexpensive bright, ugly, charming toy loco which runs reliably right out of the box, I don't think you'd be disappointed.



Citing the sight glass: *The Mark II backhead isn't the easiest place to see whether water levels are OK.*

Live steam Erector

Building a Gauge One loco from a Mamod boiler and a metal construction set

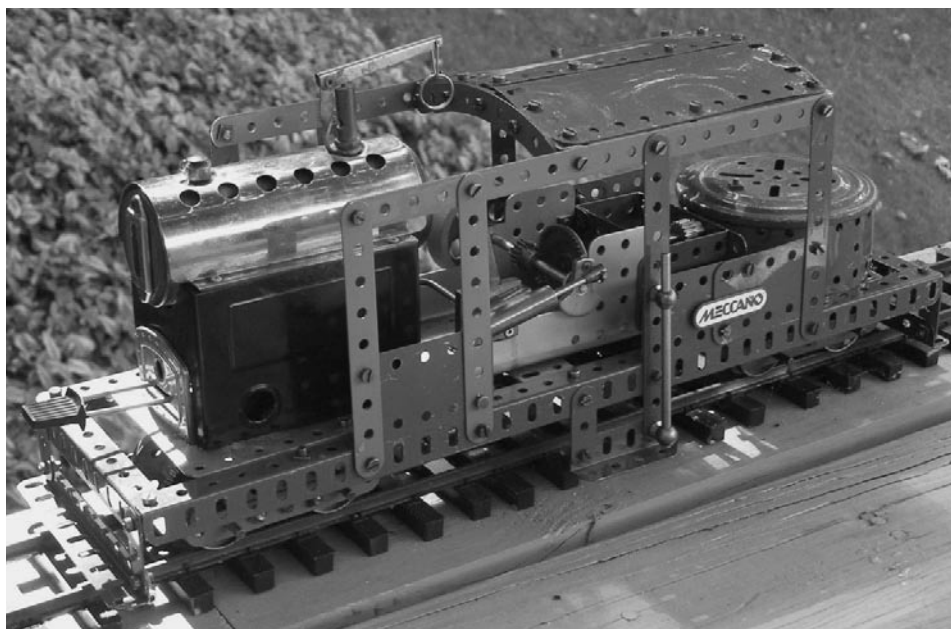
By Kendrick Bisset

At a steamup at Ron and Marie Brown's in 2008, a couple of models powered by Meccano clockwork motors were run between steam power. A more familiar term for these metal construction toys in the United States is Erector Set; Meccano is the English predecessor of Erector, of which there are (or were) hundreds of different makes over the years.

Now, I also collect Meccano (see <http://www.USMeccano.com/>), and I immediately thought that a live-steam model could be built entirely from Meccano.

When I got home, I remembered that I have a "stationary" steam engine made by Mamod specifically for use with Meccano; in fact, the same engine was sold by Meccano under its label, though still made by Mamod. It seemed to me that this could be the heart of a live steam model of a geared locomotive, along the lines of early Climax, Heisler or Dunkirk locomotives.

With my collection of Meccano parts, I started with the trucks, expecting this to be the most difficult to arrange in 45mm gauge. With the Meccano 1½-inch

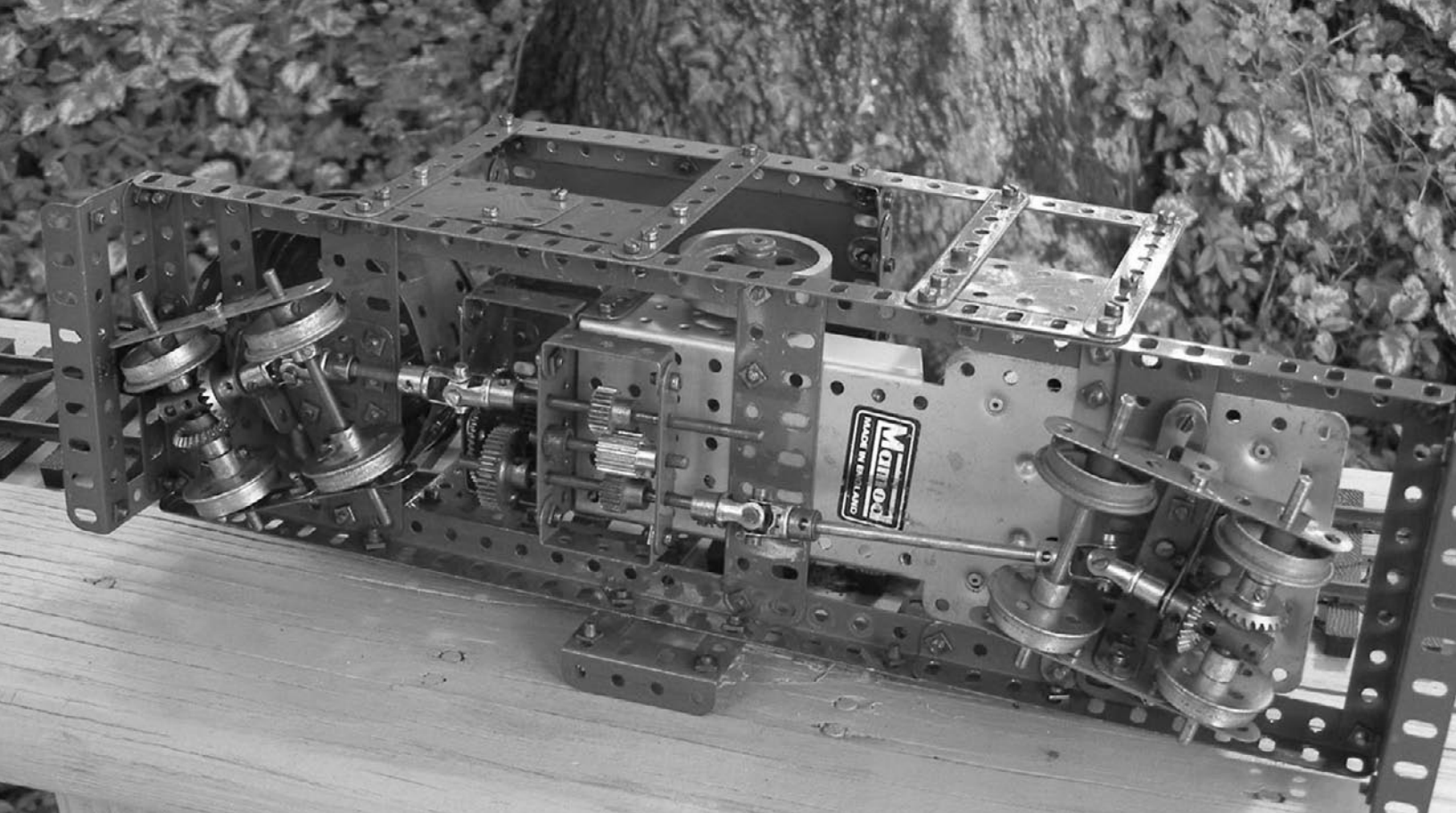


Meccano madness: A loco from all standard parts from the toy line.

flanged wheels set to the proper gauge, there is just enough room to fit a three-quarter-inch bevel gear and coupling to form a bearing for the mating gear. With these tight spaces, and allowing for the Meccano universal coupling, only the outer axles could be gear driven. The truck pivot and the "hinge" of the universal are not directly in line, but they are fairly close. The truck frames are overly simple, and not well designed, but they do work.

I then turned to the rest of the transmission: My first attempt led to an engine whose speed could be measured in furlongs per fortnight — in other words, *very* slow. (A fortnight is two weeks.) A little further experiment got to a nice speed, appropriate for a geared engine, and still with enough power to move the loco and perhaps a car or two.

The Mamod engine is a single acting oscillating cylinder, with fairly low steam pressure, so it



Mamod at the heart: *This loco used a Mamod power plant but Meccano sells the same part under its label.*

does not have much power.

For the technically minded, I put a 19-tooth pinion on the crankshaft to mesh with a 50-tooth crown gear. This latter is on the same shaft as another 19-tooth pinion, meshed with a 57-tooth gear. From there to the wheels, all gearing is 1:1; the gears just transfer the motion down from the engine, to the longitudinal shafts, and through the bevels to the axles. Thus, the overall ratio is $(19:50) \times (19:27)$, which is about 7.89:1.

The overall size was based on available Meccano angle girder sizes, and the length of the steam engine assembly with its protruding fuel holder. The width of the frame is 4½-inch, and the length 16 inches (made by overlapping 12½-inch and 5½-inch angle girders).

Since the Meccano parts range does not include telescoping shafts, I used wide face gears to allow the shafts to slide longitudinally as the trucks swivel. One

truck has side bearings, to keep the engine from rocking excessively. The steam engine is fairly tall, to allow space for the burner under the “potboiler,” so the loco-

motive is more top heavy than I would have liked.

The addition of a partial roof (*not* over the boiler), sides and a “pill box” water tank provide the appearance of those early geared engines.

Nearly all of the parts used are standard Meccano; the steam engine assembly (boiler, cylinder, crankshaft and frame) are Mamod, but Meccano sold a nearly identical assembly (made by Mamod). The only non-Meccano part is the Kadee coupler on the rear end. The wheels were carefully adjusted to correct 45mm gauge, and operated through turnouts on my home railroad (now unfortunately dismantled) with no difficulty.

The end result is a fun locomotive which runs reasonably well on Esbit (or Mamod) solid fuel tablets. The biggest difficulty is lighting the tablets outdoors. It seemed that a number of other people enjoyed the loco, too, based on the “photo line” that formed when I ran the engine last year.

You say Meccano ...

Though A.C. Gilbert started selling the Erector Set in the United States in 1913, Frank Hornby had created the Meccano in England in 1901.

The two toy sets were remarkably similar (Meccano didn’t have gears, claimed Gilbert) and many believe Gilbert stole Hornby’s idea and became a rich man based on it.

Regardless, as the fortunes of both products waxed and waned, ultimately Meccano won out: the now-Spanish company bought the Erector Set name in 1990 and today the same product is sold in Europe under the Meccano name and in the United States as the Erector Set.

Antique trains highlight **Diamondhead**

A biased view of 2011's
18th Annual International Steamup

Text by Steve Baker

Photos by Carol Jobusch, Mike Martin & Rick Parker

Diamondhead Towers' sleeping rooms were empty, as all hands manned the registration table, made coffee and plated King Cake, herded rubbernecks through the swap meet and kept locomotive engineers to schedule on the three tracks.

The resort was a beehive of activity, with more than 180 registrants, a wide array of locomotives running day and night, and lots of rolling stock available if needed. The resort restaurant was dark, but a sign promised Mexican cuisine coming soon, something to look forward to for 2012. It was the same resort, the same International Steamup, but like previous years, not enough hours to run locomotives, find solutions to technical problems, or just catch up with friends who are seen only once a year.

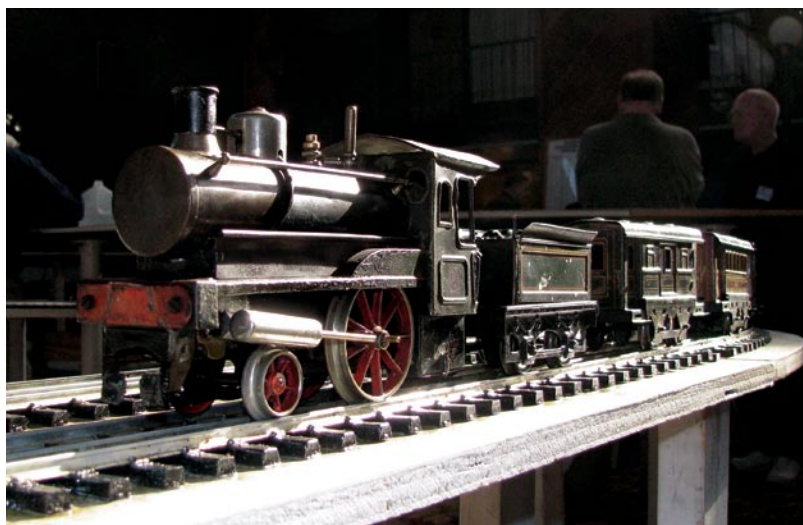
Some folks traveled long distances to get to Diamondhead, Miss. the week of Jan. 16-22. There



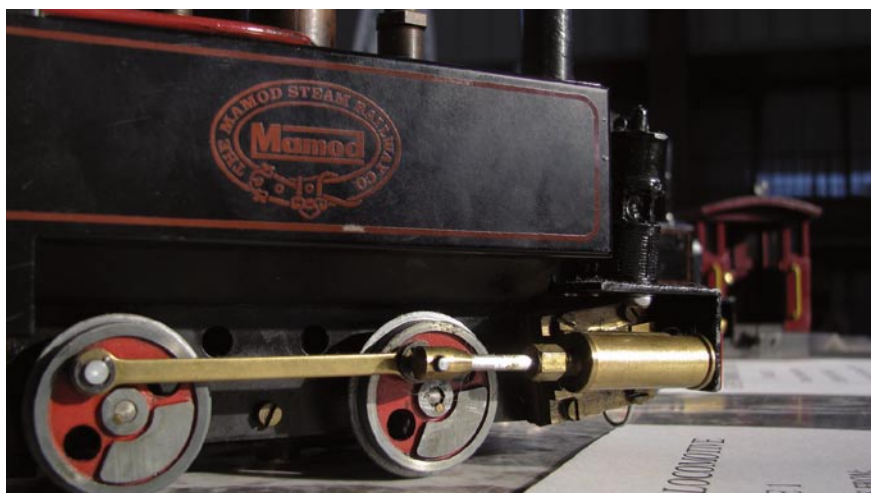
were two live steamers who traveled from England, one traversed the Caribbean from Trinidad, nine from Canada and the remainder from the United States.

There are three tracks in the resort atrium. All are double track, the smallest is dual gauge, both G (45mm) and O (32mm) gauge. The longest can handle narrow gauge, but is a very tight squeeze if both tracks have narrow gauge trains running. The narrow gauge track is just below chest height, easiest to go under, and has plenty of clearance for two narrow gauge consists.

I enjoy watching the variety of locomotives on the small dual-gauge track. It usually has a homemade, or heavily modified locomotive. Also, the consists are often whimsical. Many of the locomotives were assembled from purchased components, creating a unique runner, without needing a machine shop to fabricate parts. Talking with the builders is a great



Clockwise, from upper left: Mike Martin's 1903 Carette 'Storklegs'; Larry Herget's rebuilt Mamod; Murray Wilson's 1920s Australian steamer; another Mamod; Harold Dunsford and a Mamod steam tractor.



way to get ideas for this kind of project.

Mamodiana was the theme of this year's steamup. This was to celebrate the significant contributions to small-scale live steam by Mamod Ltd. There were numerous antique locomotives, and also steam cars, tractors and stationary engines. Their fuel tablets have been affectionately nicknamed "camel dung" by some. However, with the odiferous mixture of burning coal, butane, alcohol and cigarettes, it was hardly noticeable. Fortunately, the continually opening out-

side doors and high ceiling kept the atrium air circulating and I didn't hear any smoke alarms.

Having a day job, I don't have the time to spend all week at Diamondhead. So, when I arrived this time and read the schedule, I discovered all the seminars were completed and the Country Club Band Concert and Lunch were happening. As I headed out toward the Country Club, I got a call, telling me there was no meal waiting, because of a mix up in the reservation.



Clockwise, from upper left: Bruce Gathman intently watches his now-famous draw-bar pull apparatus as it tests the strength of Bob Pope's scratch-built diesel. Master craftsmen John Shawe, left, and Norm Saley, admire a Roundhouse Sandy River coal conversion. Jim Pitts, right, gives Jerry Sheehan all the details on Aster's latest, the B-Type Shay. Phil Carter takes a peek inside the cab of his Aster H-8 Allegheny 2-6-6-6, C&O No. 1625, as it rounds the curve.

It is assumed to be the club's fault, as the steamup organizers are very thorough. Anyway, the Clack Valves and Cornet Steam Band, under the direction of Joe Hall, set up in the atrium and provided a rousing concert (a tradition since 2000). They filled the space with great music and weren't hampered by the smaller dining room of the country club.

After the concert, lunch was delivered, consisting of a wide variety of submarine sandwiches, chips, various desserts and beverages. No one seemed to

go away hungry, the food was very tasty, and there were plenty of seats for all. In my biased opinion, this should be the start of a new tradition with the dinner and band concert at the resort.

Expanding Diamondhead's enthusiasm

We live steamers are certainly a small, maybe miniscule niche of model railroading. The reasons for that may be a topic for another article, but one thing is certain though: we need to keep getting the



It's not all about running trains: Above, the crowd lines up for the relocated Saturday meal, held in the atrium. Below, the ad-hoc Clack Valves and Cornet Steam Band plays, under the baton of Joe Hall. Left, Diamondhead organizer Jerry Reshew relaxes with friends Marc Horovitz and Joel Neshkin.



word out to other model railroaders and the general public about live steam.

I asked several people this question: What will you do this year to introduce someone to the live-steam hobby? I enjoyed hearing the answers and share some with you.

Mike Martin told me about his involvement with the BAGRS project loco. It is a live-steam engine that can be built from purchased components and has a complete set of plans, list of parts and is rea-

sonably priced. This is a great little project for someone who likes building models. The end result runs well, is easy to operate, and won't break the household budget. Check out the details at <http://www.panyo.com/project/> and share this link with folks who express an interest in live steam.

Bruce Gathman is active in organizing and running a large train show in South Carolina. Most of the vendors — no, virtually all — are selling sparky locomotives, but Bruce sets up a large oval for run-



ning live steam locomotives. Turns out, the fire marshal has concerns if the total fuel in the building is 50 pounds or more (check with your local fire marshal for exact details). So this exposes hundreds of show visitors to live steam, most of whom weren't aware small-scale steam was available. Therefore, designated monitors are needed to keep little (and big) hands from getting too close. This brings the live steam hobby to model railroad enthusiasts.

I also was told of a group that sets up a live-steam

track at unrelated events, such as the American Cancer Society Relay for Life. Contact the event organizer, get a group of live steamers to man the track and share information, you'll enjoy the response. Or, if there is limited response, you'll still have a great time having a steamup in a different location. An outside location is more weather sensitive, so plan accordingly based on the season and local conditions.

Do you know anyone involved in Boy Scouts? Did you know there is a railroading merit badge?



Opposite page: Jeff and Dawn Young of Toronto work on getting their coal-fired Roundhouse 0-6-2 up to steam. **Left:** Caleb Roberts of Houston has a handful of clinkers after running his Shawe-converted Aster Mikado. **Above:** The Diamondhead annual group photo, taken in the hotel's atrium.

Do a web search for Boy Scouts of America, and find a scout troop near you. Contact them, offer an invitation to your next steamup. This is a great way to share live steam with a group of active boys and men. You can also review the requirements for the railroading merit badge, and have some material prepared that will let them get closer to earning the badge. Also, there are several merit badges that relate to model railroading, such as model design and building, woodworking, painting and even gardening.

Last thought for introducing someone to live steam: take a locomotive to work. Just displaying it should raise some interesting conversation and who knows where that may lead?

Try to make it to either Diamondhead or Sacramento. If you can't, then set a goal to have at least one steamup where you invite some non-steamers. Share the live steam hobby with someone new this year. I look forward to seeing you at Diamondhead in 2012.

Got that Cabin Fever

Live steamers mingle with
model engineers every year in York, Pa.

By Scott McDonald

Each January a robust and energetic group of volunteer live-steam ambassadors travel to York, Pa., to participate in the Cabin Fever Model Engineering Expo held at the county fairgrounds. The group is a loosely knit assembly that is called the Aikenback Live Steamers under the direction of Mike Moore of Ellicott City, Md. The “members” of the no-meetings, no-dues “club” come from all over the northeastern United States, with some from parts as far south as the Carolinas and some from as far west as Ohio.

This three-day event — this year Jan. 14-16 — includes auctions, exhibitors and vendors. Each exhibitor pays a modest \$10 fee for the full event and gets a tool box (or live steam loco box) plate to proudly display their attendance and support of the event. Models showing the specific passion of each exhibitor are displayed on tables throughout the event and are supplied with compressed air so that operation of the models for the general public is possible.

These models range in scale from miniscule to full size. For the small-scale live steamers who arrive to steam, there were three double main-line tracks with sidings and at least one dual-gauge line on each for those who enjoy O Gauge.

As in previous years, these tracks are supplied by Moore and Chuck and Ryan Bednarik of New Jersey. This year the Bednariks debuted their new cousin to Moore’s track, which for the public, made a cohesive and spectacular display of live steam.

The activities for Friday, in addition to running trains, included a huge auction of engineering tools, models, raw supplies and antiques. For the Gauge



Air supply not needed: Live steamer Rob Kuhlman chases his loco at January’s Cabin Fever in York, Pa.

One crowd in attendance, they waited patiently for the lots of an Aster collection that was up on the blocks. These included hidden gems from years past that sold very quickly into the hands of the live steamers there to run trains. Some might need a little work after having sat silently for a few years on a shelf, a few got untouched kits and an Aster Climax roared to life on Saturday after a careful review by experienced live steamers anxious to assist and see the locomotive in action. For Brittney Grimm, it was a dream come true!

Saturday and Sunday were the busiest days, as the general public filed into the huge halls. As ambassadors, this steamup is where we entertain, educate, enthrall and hopefully convert a few into the fold. It is imperative at the two large main tracks that each operator follows the two-person rule, where each



Youthquake: Right, Murray Wilson explains his antique live steamers to an interested young man. Above, Brittnay Grimm proudly shows her new Aster Climax that she won at a Cabin Fever auction.



engineer has a conductor to assist and verify switch positions and available to intervene if necessary for safe operation in public.

Those steamers not in operation help out by answering the questions that come from the viewing public. Multi-tasking can get tricky and when you're on a track that is 25-feet by 45-feet in size. Strategic placement and coordination between two engineers



Living Steam Railways for SM32/SM45 & 'G' scale

S.R. & R.L. #24

Now updated and featuring a wealth of improvements, including, fully sprung chassis and compensated tender bogies. Check out our web site for full details

Check out the full range of American, British and European outline locomotives and home builder parts in the latest ROUNDHOUSE colour catalogue, available from the following dealers



USA

Double Header Productions, Phone/Fax: 972-247-1208
East Boothbay Central Supply, Phone: 207-633-7703
NGT Models, Phone: 517-485-91044

Quisenberry Station, Phone: 703-799-9643
Sunset Valley Railroad, Phone/Fax: 253-862-6748
Texas Roundhouse, Phone: 281-543-3028

Roundhouse Engineering Co. Ltd. Units 6-7, Churchill Business Park, Churchill Road, Wheatley, Doncaster. ENGLAND. DN1 2TF
Tel: 011 44 1302 328035 - Fax: 011 44 1302 761312 - e-mail sales@roundhouse-eng.com

www.roundhouse-eng.com

and two conductors can get exciting.

Locomotives in attendance ranged from antique tinplate to the very latest releases by Accucraft and Aster. Something that I noticed this year was that there were a wide variety of unique locomotives. The narrow gauge crowd showed a variety of scales from 1:24 up to massive 7/8-inch scale locomotives. My personal favorite this year was Noel Crawford's interpretation of the fanciful locomotive from the English cartoon series "Far, Far, Far" that graced the pages of *Punch* magazine.



**ACCUCRAFT
TRAINS**

MBV SCHUG

Preorder now!

Saxonian VIK

This is our third saxonian project build from a German Prototype. It will be made in the early green saxonian paint scheme and in the black Reichsbahn version.

Length - 428 mm
Width - 118 mm
Height - 175 mm
Scale - 1:20.3
Gauge - 45 mm

Live Steam
Gas fired
D-Valve
Pressure Gauge
Water Gauge
Drain Cocks
Isolated Wheels
With or without RC

Electric
Sound & DCC ready



Exclusive build for us in a limited edition of 100 units by Accucraft Trains. Please contact us for further details.

Gernot Bahr

Neustrasse 18 D-54340 Detzem / Germany

www.accucraft.de

Phone +49 6507 802326 Fax +49 6507-802327

info@accucraft.de

The very Victorian looking 7/8-inch scale 0-4-0 towered over the other locomotives with its very proper engineer in fine Victorian attire handling the throttle. One might say that with the fanciful stack it was not only a grand entry in whimsy but also fits into the "steampunk" genre of art. If you're not familiar with that last word, search on the Internet and you can learn about this growing fashion trend.

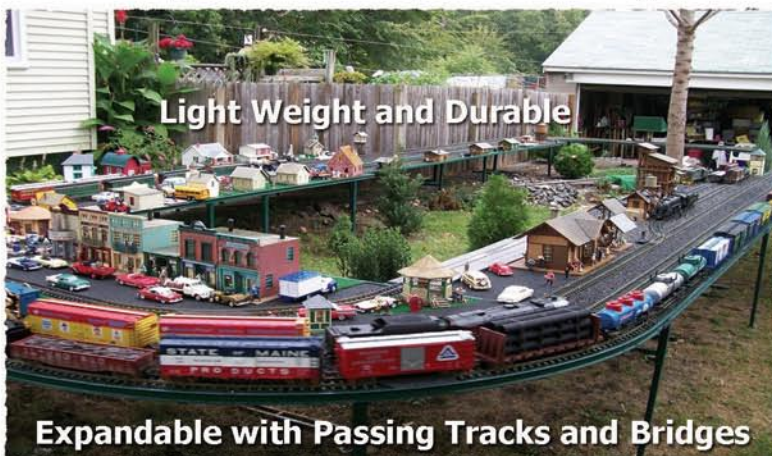
We had almost every continent represented by locomotives as well: American, British, Welsh, German and Japanese prototypes graced the rails. All of our standard fuels made their appearance with coal firing always being a crowd pleaser. On Saturday we had a Hornby loop set up for those who brought their live steam HO locomotives.

In past years, this event conflicted with the much beloved Diamondhead International Steamup in Mississippi; for this year, the conflict didn't exist and on Sunday, as we tore down the display many said their goodbyes until the next Aikenback steamup and many said "See you in Diamondhead," as they headed south. For those, what a full week of steam they will have had this year. For me, the next steamup on the calendar is when my aching back will take me to Scranton for the President's Day Steamup. Until then, happy steaming!



www.eaglewingsironcraft.com
Phone: (602) 276-8101

"Let Eaglewings help you design your layout today."



Indoor and Outdoor Portable Layouts

Eaglewings' all weather solid steel layouts are easy to move and setup. They can be customized to your configuration and are built to last.

Check Our Web Site
For Open House Events in December and April

Taking small-scale live steam to the New Jersey State

Fair

By Lee Thomas & Glenn Habrial



Well, the fair has come and gone: The 2010 New Jersey State Fair Men's Hobby weekend (Aug. 14-15) had the two of us (Lee is from Wantage, N.J., and Glenn is from Blairstown, N.J.) at the Sussex Fairgrounds from 8 a.m. until 10 p.m. running trains on Saturday and again on Sunday from 10-5.

Glenn had his two live-steam Aristocrafts, the 0-4-0 switcher and the 2-8-2 Mikado and also brought his Aristocraft Mallet USRA 2-8-8-2, which is always a crowd pleaser.

The live steam 0-4-0 switcher had only a couple of small bugs, otherwise it performed flawlessly all weekend running for at least 14 hours. The 2-8-2 didn't get out of the roundhouse: Glenn couldn't get the butane to flow from the



Take me to the fair: Top, the lineup is ready to go (left to right): Aristocraft 0-4-0 battery-powered; Roundhouse 'Liberty Belle' live steam; Aristo 0-4-0 live steam; Aristo USRA 2-8-8-2 'Mallet' electric. Bottom: Watching the 0-4-0 and the 'Belle' steam past.

tank. (It was tested before leaving the house and it worked fine then.) The impressive Aristocraft Mallet filled in for the crowds.

Lee brought his Roundhouse Liberty Belle 0-4-2, his highly modified Accucraft Ida 0-4-0, and his scratch-built Tom Thumb primitive

engine. He also brought his battery-powered electric Aristocraft 0-4-0, which has the new Revolution system installed. This loco can run up to six hours on a charge.

The Liberty Belle 0-4-2 and the Ida 0-4-0 are both equipped with Futaba radio control. Lee's trains ran flawlessly: The Ida has a live whistle, which to our surprise isn't fully appreciated by everyone.

We ran our G-Scale on a modular layout which was built by Glenn, and is about 12-feet by 20-feet, with two separate ovals

and sidings. In addition — to the delight of the little ones — the Bachmann Thomas the Tank Engine ran almost constantly both days, on a separate four-foot circle. We turned it off when there weren't any kids, which wasn't very often.

Many people stopped to look, listen and ask questions. It's amazing how many people don't know

about small-scale live steam. The Lionel sector was also well represented by "The Train Station" of Mountain Lakes, N.J. They had an eight-foot by four-foot layout with three separate tracks running throughout both days.

We were treated to a surprise visit on Sunday afternoon by New Jersey Gov. Chris Christie, who stopped by to see the trains.



*Reindeer Pass
Railroad*

Garden Railroad Supplies

FULL LINE "G" SCALE DEALER

Accucraft, Air Wire, Aristocraft,
Bridgewater, Cordless Renovations,
Hartland, Just Plain Folks, Kadec,
LGB, Massoth, Ozark Min.,
Phoenix, PIKO, QSI, Split Jaw,
USA Trains

www.ReindeerPass.com

(515) 984-6946

Mike & Renee Kidman, Owners



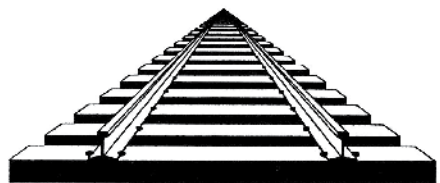
Catalog on CD for both
Companies \$6.00

www.ozarkminiatures.com www.aiii.biz



Precision Products
3 D Plastic Veneer Sheets

3 D Plastic Veneer sheets are 15" x 15", UV Resistant,
waterproof and weatherproof.
Brick, stone, lap siding, wood shingles, stone block, corrugated
metal, tunnels, bridges, board n batten, tile, doors, windows,
signs and more. Building plans available.



TRUE TO LIFE TRACK PRODUCTS

LLAGAS CREEK RAILWAYS NOW A DIVISION OF NRRR, INC.

www.spaceltd.com

Our mfg. web site

www.llagastrack.com

Sales web site

Llagas Creek Rails, serving the hobby for over 20 years

All rail and ties produced in the U.S.A.

Complete line of code 215 & 250 track products in Nickel Silver & Aluminum

New for 2010, #8 Double slip switches

Rail to ship in 1-3 working days

Track in 3-6 working days

All Switches in 2-4 weeks

For a list of dealers, go to our web site: www.llagastrack.com

Cell phone: 443-506-1008 Office: 410-827-6655 Factory: 410-298-1065 Other: 410-524-0725

**CREDIT
CARDS
ACCEPTED**



Spring loaded throw
with 2 throws, .25"
for Llagas switches &
.35" for LGB, etc.

The Reppingen Resita **German 0-8-0**

By Bert Horner

Dampfmodellbau Reppingen is a small company based in Nörvenich, Germany, that produces — at the moment — between 60 and 70 pre-ordered kit and ready-to-run live steam locomotives per year.

The first word in the company's name means "steam model construction" and the second word is the last name of the owner.

Ralf Reppingen's small well-equipped workshop has all the machine tools needed to carry out the exacting first-class work, which one has come to expect from him. The finish of his models is also of the best quality. A look inside his workshop, which always seems as if he just tidied it up, tells us that here everything has a place and it is kept in its place.

Every completed locomotive goes onto the test track before he ships it. Coal-fired boilers can be built, for those who want to smell the real thing and repairs and overhauls to steam engines and boilers up to five-inch gauge are also carried out at competitive prices.

Resita at rest: *The Reppingen Resita, a German model of a Romanian 0-8-0, waits with full consist at a station near the Alps.*

Perhaps a highlight of the Reppingen's work is a model of a Romanian-built, outside-frame Resita 0-8-0 engine that was produced up to 1986 and used throughout Europe. It is one of a series of 25 built in 1:20 scale and is a little special in that it has a black frame — because the prototype, which ran in Austria also had a black frame. It was 760mm (30-inch) gauge, was rated at 150hp, and was reputed as robust, reliable and capable of mastering very tight curves.

The model's technical data includes:

- Boiler capacity is 350ml. (11¾ ounces), gas tank 120ml (four ounces.), and steam oil about 15ml (one-half ounce). Operating pressure is three bars (43½psi).
- Weight of the engine is 4500g (about 10 pounds), length 375mm (14¾-inches), width 124mm (4¾-inches) and height 164mm (6½-inches).
- Wheel diameter is 36mm (1.4-inches), wheel-



base 160mm (6.3-inches), cylinders 13mm (one-half inch) diameter-by-20mm (three-quarters inch) stroke and pulling capacity is between 60 and 80 axles of rolling stock.

- The model is constructed from brass, copper and stainless steel. All the other models were delivered with red frames.

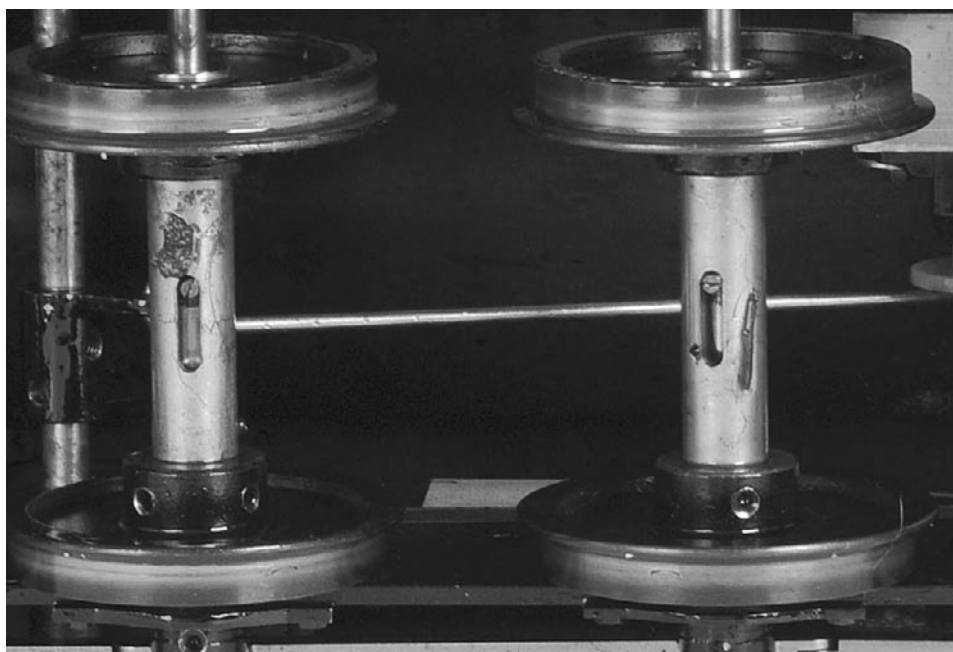
Now down to the individual model at hand: As can be seen from the photos, this engine is not new or off the shelf and has seen some service in the garden. It has performed excellently and without any problems since it was new.

To start, fill the engine with water, gas and steam oil and while the engine is laid upside down, oiling around underneath, one notices immediately the axles are brass, have slots in them and slide along the steel axle, which is inside the tube.

A small peg passes through the slot in the outer axle and is screwed into the inner axle to transfer the drive to the outer axle and wheels. The sliding axles allow the engine to negotiate 600mm radius (23.6-inches; LGB RI) curves with eight flanged wheels transferring cylinder power to the track.

If you look closely you will see that Axles One and Four have a special slot for the screw to ensure the engine centralizes on the track, and yes it works as it should. I like that. (See photo above.)

Setting the engine on the track is no problem: The engine has substantial de-railing bars on the front and rear buffer beams (headstock) and these are adjust-



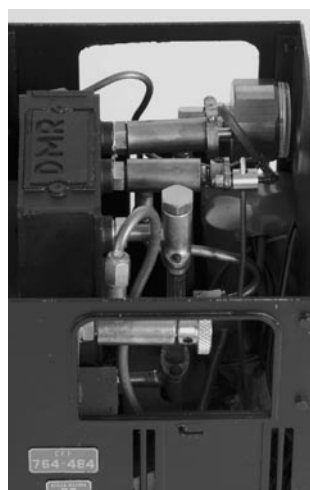
Undercarriage: Above, the underside view of the Resita. Below, a closeup of the unique sliding axle design, which allows the loco to negotiate even the tightest curve.

able for height above the track, another idea I like.

While we are under the engine, we can see that the axles are individually sprung. This particular engine is radio controlled for running in the garden and the batteries are in the cab, just visible above the rear axle.

Now let's put her back on her feet and have a look at the top side and do the controls first: The gas tank is in the left water tank and looking into the cab you can see the snap-on connector for filling with gas in the left hand front corner, just in front of the gas regulator.

Opening the water-filler hatch on top of the left water tank reveals a Ronson-type gas valve. When filling the gas tank, this valve needs to be pressed down to allow air to escape from the tank. You can,



Cab views: *Left, two views of the Resita's cab, which show both the sight glass and the pressure gauge; they are both visible through the cab's various windows.*

of course, fill via this valve if you prefer. The snap-on filler allows filling with the gas tank warm, which can be a bit of a problem, as we all know.

Moving a little to the right, we find the water-level sight glass, which is steady, by the way, at all times and not like some where the water shoots up and down in the glass.

Next is the regulator (here radio controlled) and then a whistle valve, also radio controlled. Finally on the right of the steam manifold, the pressure gauge is looking out of the rear right spectacle.

The reverser is located under the engine and is also radio controlled. In the coal bunker is a radio on/off switch on the right and a hole for an aerial on the left.

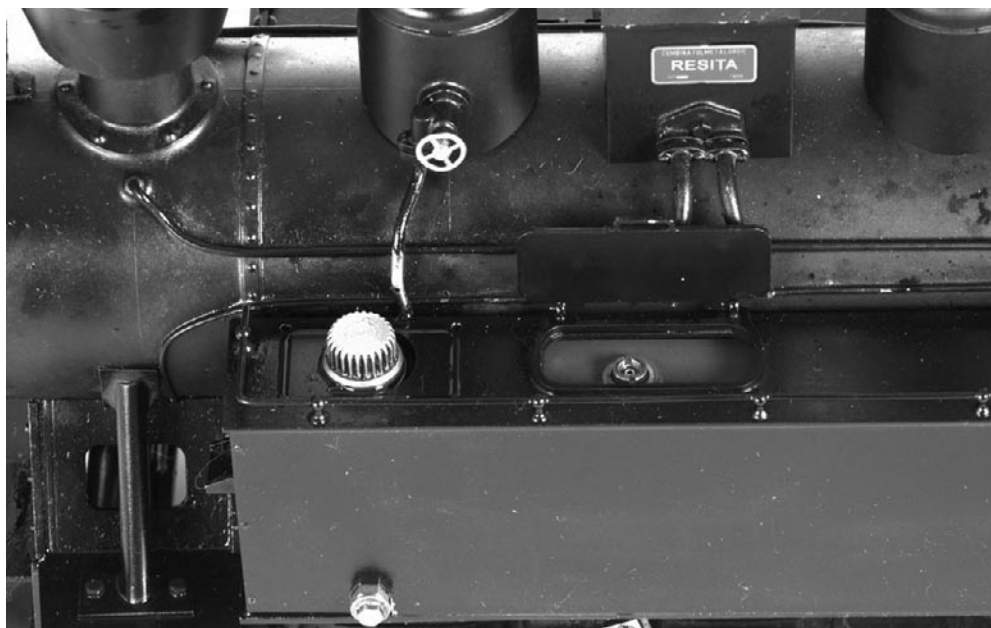
The oiler is also situated under the left water tank and while easy to service and well disguised from

the top, the screw on the side of the tank begs for a better solution.

The valve gear, coupling rods and the like are all nicely made and are screwed together with a mixture of hex and slotted-head screws. I prefer this mixture, having once turned the corners of a small hex before the screw moved. As far as I can see, all the fittings, pipes and rivets seem to be in the right places and the engine really looks the part.

Well she is watered, oiled and ready to go so lets put her on the track and fire her up.

That satisfying plop tells us the fire is lit and that the flame is burning in the fire tube and not the smoke box as often happens with many engines. Knowing how long a watched kettle needs to boil, I decided to catch up on some small things which needed doing to the train she was about to pull. Per-



Hidden in the side tank: Both the oiler (with its filler at the top and drain at the bottom), as well as the gas tank are on the left side of the Resita model.

forming tasks speeds up the waiting considerably.

Put the screwdriver down and have a look at the pressure gauge — about 10 pounds of pressure and my watch shows only five minutes gone, Wonder if she'll pull off with 10 pounds on the clock? Yes! Admittedly not with vigor, but with cylinders cold and pushing water out, not bad. Pressure has dropped back a little on the gauge and the flame — which was very quiet — seems to have quieted down even more, so I open the gas valve a little, make a quarter rev of the driver (another jet of water out of the cylinder), another quarter rev and off she goes with just over 10 pounds on the gauge.

A little lumpy at first, but after six or seven feet she settles down to steady running. The stainless superheater seems to be working well, because the engine is quiet and there is no more spitting from the stack.

The train? Well the engine is new to me, so I usually let her do her first few laps of our test oval running light and try to get a feeling of how she runs that way.

The gauge is showing 30 pounds and the safety is just showing a whiff of steam. I let her run light with the throttle just cracked to keep her speed down. After 35 minutes the water-glass was not clear to read, so I turn off the gas and let her run out.

Now I can see we had enough water, but better safe than sorry. I open the steam oiler drain, crack the throttle to blow the water out, close it again and put the Johnson bar in the middle, fill the oiler with fresh steam oil; she had used a little less than half of it.

Oil under the smoke box reassured that it has also done its work. Fill the gas tank again, I feel that a little over half had been used but I have no means of measuring the amount.

So let's do the same again, this time with a train of five cars up behind her, I'm not trying to wear her out with this load; I just want to feel how she reacts to the throttle. The back straight now has a four percent rise (length of timber under the track) and I want to see how she pulls her train out of an LGB RIII and up the hill.

With the fire lit again, she burns better this time — the engine is still warm, don't forget. I let her build pressure up to 25psi this time before putting the bar in forward.

This time a quarter rev with a short jet of water from the cylinders, then she takes off, pulling her load, surprisingly she hardly notices it, and I have to close the regulator somewhat after about 50 yards when the safety lifts. I close the gas valve about 30 percent and open the regulator to keep the train moving up the grade and out of the curve.

She speeds up considerably on the flat straight only to slow down again into the curve and up the hill and so on and so on ...

Yes, a very nice engine to drive. I drove her by hand because I prefer this way and she reacted perfectly and well mannered to the various adjustments of fire and throttle. A big powerful engine with power to spare if the fire is not kept small. The water glass was very steady throughout all runs we did and was very accurate.

If anyone is looking for a big powerful engine that will run for over 45 minutes with one charge of gas and water, this could be the one for you.

The large-bore boiler just cries out for a coal conversion (are you listening Ralf?). The only minus point is, the engine runs really very quiet and you may miss the chuff, but I think it would be no problem to get her to make herself noticed with a little help.

Copper fire box **Boilers**

By Dan Rowe

While the vast majority of Shays were built for the United States market and the standard boiler designs were built to U.S. boiler code, the drawing for Australia's Dulong, Boiler Card 15447, says that it was built to "Board of Trade Construction" with a copper fire box. This makes the boilers of the two Australian Shays, the Dulong and the Mapleton, very interesting to me, as I have not spotted very many copper fire box boilers in the Lima Shay records. All the copper fire box designs I have found were for the export market, including England, Chile and Japan, as well as Australia.

It is a real bonus to have a builder's photo of the Mapleton's backhead. With this image and the drawings recorded on the Drawing Card Index (DCI), most of the parts can be identified. The mystery parts that are not identified with labels include the square item between the cab lamp and the pressure gauge, the valve above the throttle and the vertical chain in the center of the photo.

The DCI lists the drawings and the pattern numbers and accessories that were used. The manufacturer and the model number and in some cases the serial number is listed for the accessories. The parts that are not listed in the records are worthy of additional investigation for a Shay researcher.

There is a chain that runs vertical in the center of the photo; it took me a while to figure out what it was for. The chain is attached to the cab roof at the top and the handle of the fire door at the bottom. It is a poor boy's automatic fire door. If the fireman uses the back edge of his shovel to pull the chain like a bow, the door will open. If you let the door swing, it will stop and lock at the 90-degree position. The front of the shovel can be used to check the swing before the stop then toss the coal and use the shovel to shut the door.

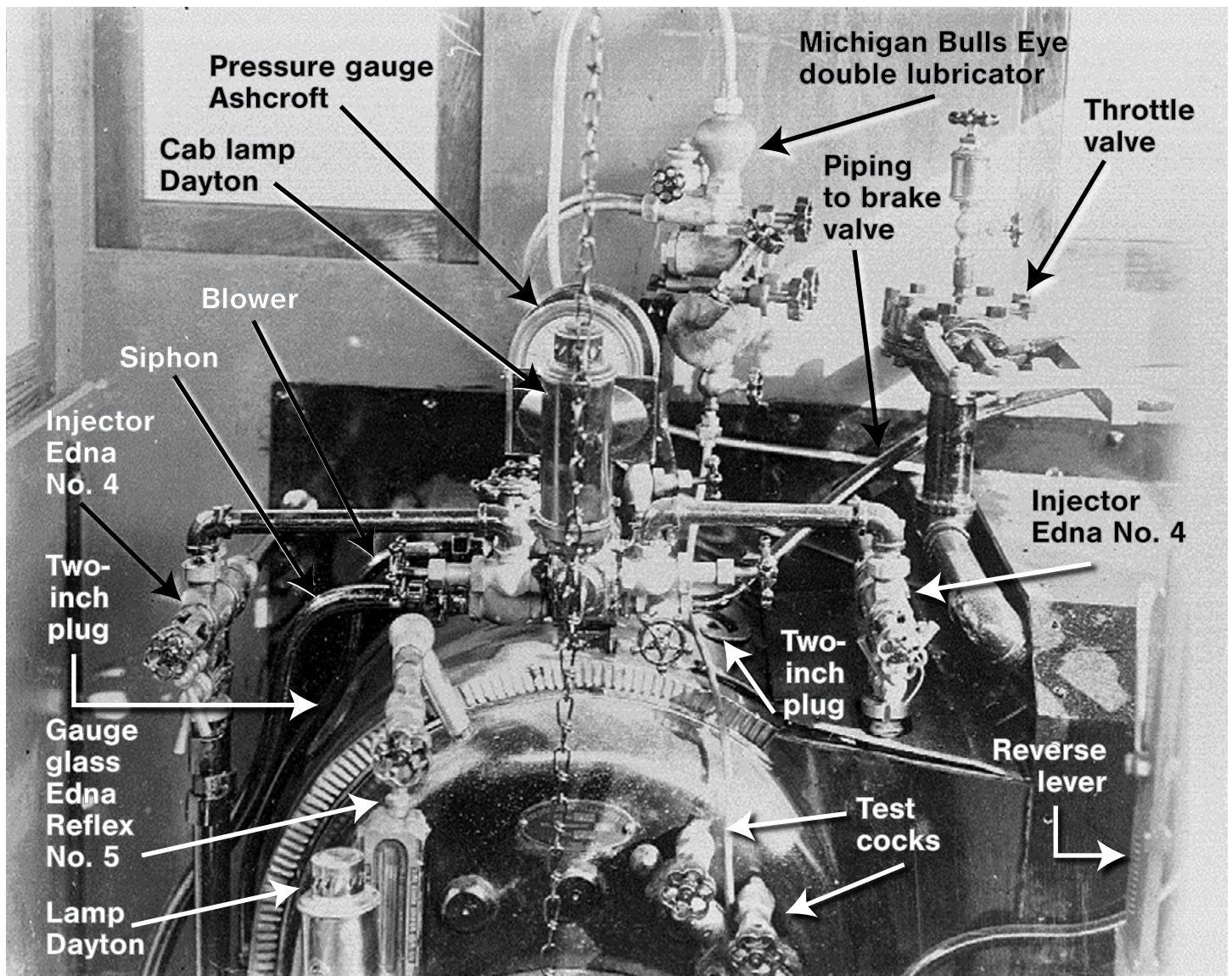
The throttle valve has a device attached to the top which looks like a lubricator. There is a three-eighths-inch pipe tap shown on the top of the valve on Card 12134, but that point is under full boiler pressure with no shutoff valve. Oil could be added at the start of the day before the boiler is fired up but I can not see how to add oil with boiler pressure.

The square thing between the pressure gauge and the cab lamp that looks like a CD in a jewel case, I believe, is a mirror to aim the cab light to where it is needed.

There is another photo of the backhead of one of the Mapleton Tramway Shays. The one printed with this article was taken at Lima, Ohio, and the other one was taken on the line and was printed in *The Mapleton Tramway* by John Knowles. He used local knowledge of the reverse lever to identify the photo on Page 47 as the Dulong. The photo caption points out the five nuts above the fire door and one in the top center, which is key because the Dulong only had four longitudinal stays and nuts, so the center location is not used. I think both photos are the Mapleton.

The valves on the steam turret have all been changed and the injectors have been moved, but the pipe to the water siphon has the very same bend pattern. The main visual difference in the boilers used for the Dulong and the Mapleton Shays was the steam dome casing. The Dulong used the older cast iron version shown on Card 12013. The DCI for the Mapleton calls for a pressed steel dome casing which is shown on Card 11659.

The question comes to mind as to why there are two boiler prints for a very similar design? I do not really have the answer, but my guess is that there was a change in the Board of Trade rules that required a design change. I looked for differences



Mapleton boiler backhead photo: *It is a real plus to have this builder's photo of the Shay's cab.*

in the boilers as I drew them; the overall form is very similar. The boiler for the Mapleton has several parts thicker and this might be because of the design pressure which is stated on Card 15459 as 160psi. The standard boiler pressure for this size boiler is 150psi and that is what the Dulong DCI has listed on the form. There is a disagreement about the thickness of the tubes. The Dulong DCI lists the standard tube of 12-gauge and no mention is made of brass. The drawing of the boiler has 10-gauge brass for the tubes. This leads to the question of what gauge standards to use for the detail drawing? I think imperial Standard Wire Gauge (S.W.G.) is the most likely because of the intended destination. The DCI and Card 15459 both agree that the Mapleton tubes were 0.120-inch gauge brass.

The boiler prints have a few features that would work well in the large-scale model world. The use of radial and longitudinal stay bolts is common for models and could be used with little modification. I

also like the use of liners at the pipe thread connections on the boiler shell. This makes twice the number of threads engaged at the connections which makes things simpler from a maintenance point of view. The throat section of the boiler does not follow usual U.S. boiler practice.

The U.S. version of this boiler has the main barrel cut out for the joint with the throat sheet. The prints were a bit hard to see but the sheet for the barrel runs the full length from the smoke box to the throat and outer firebox sheet. It is the outer firebox sheet that is jogged to join to the rear section of the throat sheet.

I found a draftsman's error on Print 15459 that I did not correct on this version. The side view shows six rows of staybolts that start at the mud ring on both sides to the top. The top view only shows five rows of staybolts in the same section. I have no idea how the boiler makers worked out the location of the top washout plugs but they can be seen in the photo, so they made it work.

Card 3208 10" Stack Saddle

Line	A	B	C	D	E	Where Used	Part No.
1	18 5/16"	11"	14 1/2"	13 1/8"	19"	2-Bolt Exp.	3208
2	18 1/2"	13 5/8"	16 1/2"	14 1/8"	19"	2-Bolt Exp.	3208
3	18 1/2"	12 9/16"	16 1/2"	14 1/2"	19"	2-Bolt Exp.	3208

11659 Dome Casing 16" Domes

12013 Dome Casing 16" Dome

11428 Steam Turret For 28in St. Boiler

Line	A	B	C	D	E
1	1"	1"	1/2"	3/4"	1/2"
2	1"	1"	3/4"	1"	3/4"

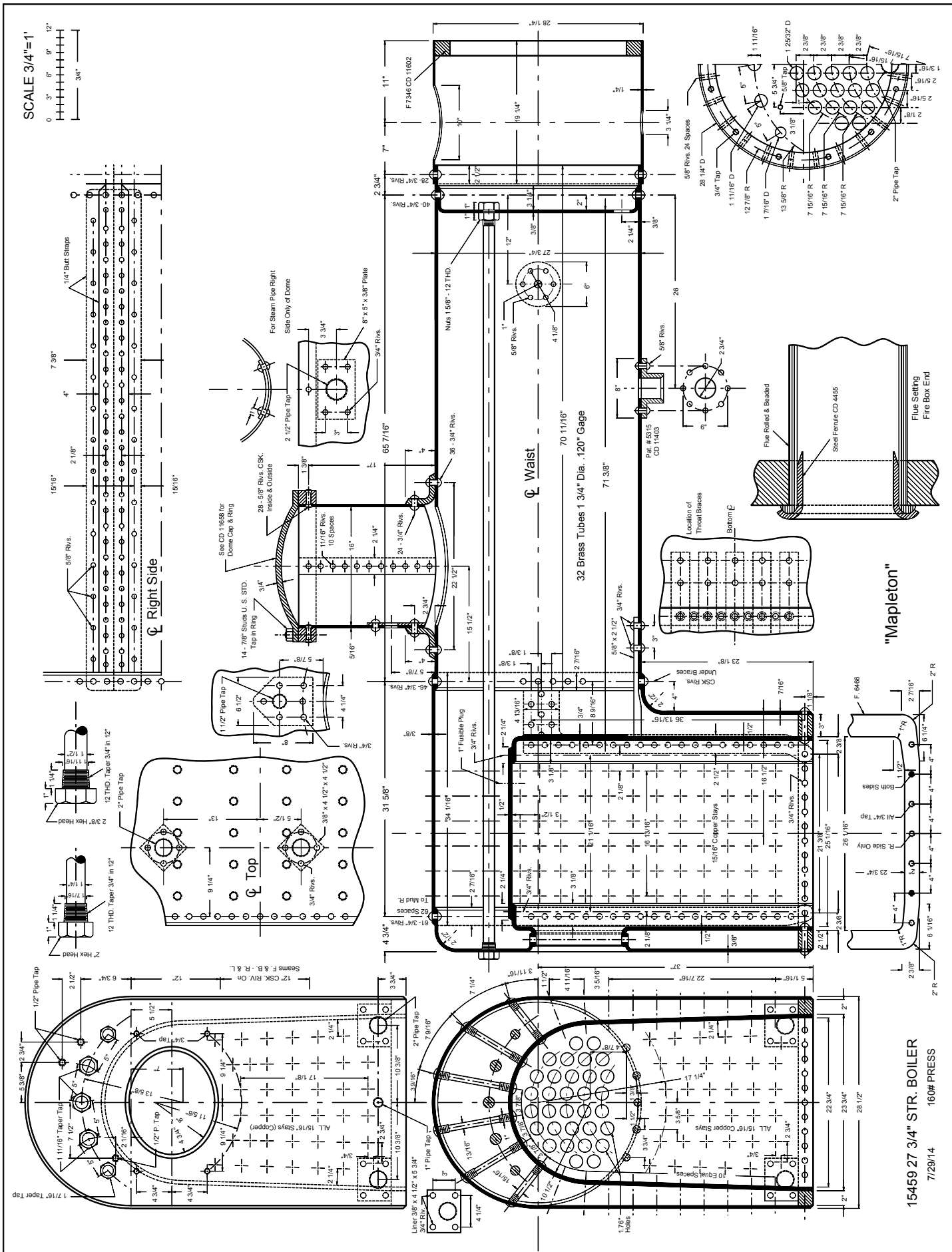
12702 Fire Door and Details

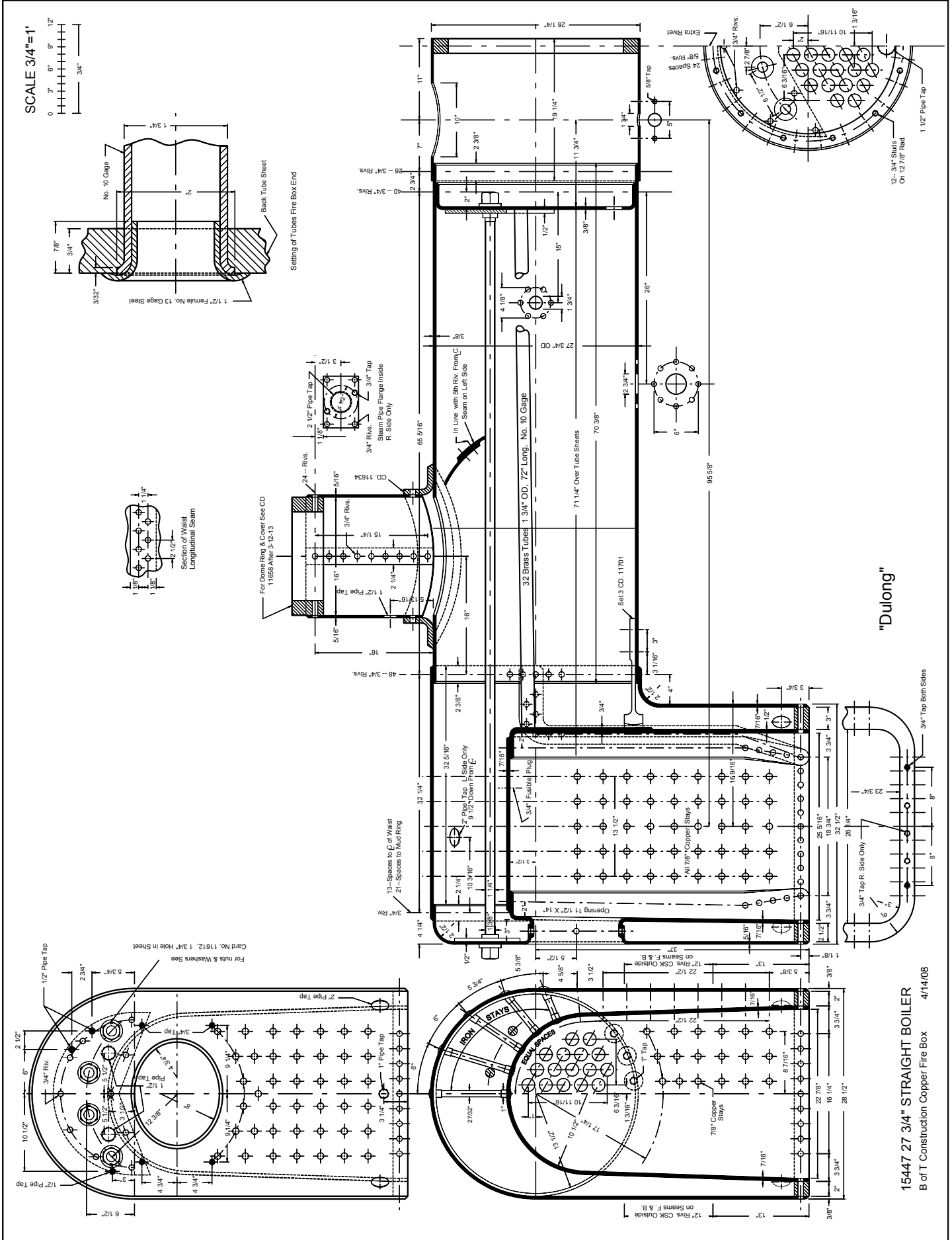
Card 359 Detail of Water Gage

SCALE 7/8"=1"

27 1/2" & 31 1/2" Straight Boiler

Loco	A	Length Glass
493	6 1/2"	8"
757	9"	10 1/2"
758	9"	10 1/2"
826	9"	10 1/2"
827	9"	10 1/2"







THE CUPOLA VIEW

Who am I? Why am I here?

Except for the name *Steam in the Garden* and the advertisers, the magazine you hold in your hands doesn't look much like any of the previous ones you've seen. And it's woefully late.

As detailed in the flyer distributed with issue No. 113, September/October 2010, longtime owner, editor and publisher Ron Brown died last fall, shortly after getting that issue to the printer.

Ron had a booming voice and a personality to match. He filled the room — even if that room was the atrium of the Diamondhead Resort in Mississippi — with his enthusiasm for small-scale live steam.

Ron was always convinced of the importance of the small-scale live steam hobby and was always convinced of the importance of the contributions of each and every hobbyist.

I only met Ron once (at Diamondhead, naturally), but we corresponded frequently over the years and I read every issue of the magazine avidly from 1997 onward. I was saddened to learn of his passing.

Through a process too long and complicated to detail here, it fell to a couple of us in the hobby to figure out a way to keep *Steam in the Garden* publishing. (The length and complexity of that process help explain why *Steam in the Garden* had to skip the December/November number — subscriptions will be extended accordingly — and why even this issue is being mailed about three weeks later than it normally would have been.)

We eventually came up with the notion of a low profit, limited-liability corporation that would include nine members, among them a number of well-known hobbyists, as well as Marie Brown, Ron's wife. In early February, *Steam in the Garden* LLC was established in the state of Utah.

I've become the editor of *Steam in the Garden* because of my life-long association with publishing and a more recent infatuation with live steam. I wrote articles and took pictures for my hometown daily newspaper while in junior and senior high school; I was an editor on my college weekly; I co-founded a quarterly nonprofit magazine while still in college, which I edited for almost a decade. Later I was a third-string editor at *Rolling Stone* magazine and from 1977-1989, I was an editor at

Hearst's *San Francisco Examiner*, where I was art director and eventually became assistant managing editor. Since 1991, I have published and edited weekly, semi-monthly and monthly business-oriented newsletters, with staffs ranging in size from a dozen people to just me.

I became involved with small-scale live steam in 1998 and built a 200-foot, nine-foot-radius layout in my Pacifica, Calif., backyard in 2002 (though like most, I continue to tinker with it). From 2000-2005, I was editor of the Bay Area Garden Railway Society's member newsletter and since 2001 I have been an organizer with the National Summer Steamup in Sacramento.

And the rationale behind the Summer Steamup and *Steam in the Garden* are pretty similar: to promote the hobby of small-scale live steam railroading.

My colleagues at *Steam in the Garden* LLC and I have one basic goal: to get more people interested and active in small-scale live steaming. We think we can achieve this goal by producing a high-quality print magazine six times a year and creating an extensive web site that supports the print publication with a variety of new-media features, including forums, video, audio and exclusive online content.

Note: that doesn't include theoretical "hidden agendas," such as the promotion of narrow gauge over standard gauge, European profile over American profile, 1:32 scale versus 1:29 scale (or gas versus alcohol or prototypical fidelity versus whimsy). Does it run on 32mm or 45mm track? Does it boil water? We're interested (and, within bounds, the answer to both those questions doesn't need to be "yes").

Steam in the Garden is the magazine of the small-scale live steam railroading hobby: if you think we aren't covering a specific area of the hobby adequately, take some time and research and write an article. Though I edit for grammar, syntax and spelling, I'll mostly leave your "style" alone and we'll get you a piece you can be proud of into the magazine. (Photos? Crank your resolution — dots per inch or DPI — up to its highest setting, please.)

All contributions are welcome.

Who are the members of the new company that is going to run *Steam in the Garden*? Glad you asked:

- Sonny Wizelman will be the advertising manager. Sonny is a longtime live steamer who has more than 50 years experience in printing and publishing.



New editor: Dave Cole

Cupola View is written by Dave Cole; you can email him at sitg@45mm.com.

A contributor to *Steam in the Garden*, Sonny has written extensively about detailing locomotives and rolling stock and has done a locomotive review or two. Sonny aided and abetted in the establishment of the National Summer Steamup and has acted as the head of the LLC that runs that annual event since 2002. He lives in Los Angeles.

- Marie Brown will be the circulation manager. Marie helped Ron found *Steam in the Garden* in 1990 and has been the glue that has held the magazine together since then. She has graciously agreed to stay on with the new management and will help us make certain that we don't lose Ron's vision. The Newark Valley, N.Y.-resident will also be calling you on the phone to politely remind you of your lapsed subscription, should your subscription lapse (save her the trouble — renew today).

- Dan Pantages is the president of the limited liability corporation. He has been in the hobby since 1992 and is a Canadian dealer for a variety of hobby products, including Aster and Accucraft locomotives, Llagas Creek Railways and track, Sierra Valley Wheels & Accessories and Sunset Valley Track. In 1994, he was a founding member of the Greater Vancouver Garden Railway Club and was the editor of its newsletter. He lives in South Surrey, British Columbia.

- Howard Freed is the secretary/treasurer of the LLC; he is our registered agent in Salt Lake City, Utah, where the company is organized. An avid collector of O-gauge electric trains, Howard became involved in Gauge One live steam in 2004 by buying an Aster Lion, despite first saying to himself, "I can't imagine spending that kind of money for anything." Howard is also the vice president of a group that owns a life-size railroad dome car.

- Richard Finlayson was the first person to join Sonny and I in organizing the LLC. He has had a long history with *Steam in the Garden*, writing almost a dozen articles over the years, and was the founder of the magazine's first web site. Richard has been not only an enthusiastic hobbyist, but also once owned and operated a locomotive supply firm. He started the National Spring Steamup in the San Francisco Bay Area in the 1990s and helped move it to July and Sacramento in the early 2000s as a founder of Steam Events LLC. Most recently he has been living in Austin, Texas, but rumor has it that he may move to Southern California soon.

- Scott McDonald has been a longtime contributor to the magazine (hey, he has an article on Cabin Fever in this very issue) and a longtime live steamer; he says he first became interested in 1976 and built



Circulation: Marie Brown



Richard Finlayson



Treasurer: Howard Freed



Scott McDonald



President: Dan Pantages



Alan Redeker

his first backyard live-steam railroad in 1987. A resident of Woodbridge, Va., Scott grew up in Palm-dale, Calif., and for many years ran Potomac Steam Industries, an importer of Wada locomotives from Japan and Brandbright locomotives from England. An accomplished musician, he is a test engineer in the digital imagery systems software business.

- Alan Redeker is a native of the San Francisco Bay Area but now lives in Queensbury, N.Y. A life-long fan of all things Southern Pacific and South Pacific Coast, Alan switched to indoor 1:20.3 in the '90s, then to 1:20.3 live steam in 2004, after discovering the Adirondack Live Steamers. Alan fell in

All staff photos by Rick Parker, except: Finlayson by Mike Martin; Brown and Staver courtesy of themselves.



Larry Staver



Ads: Sonny Wizelman

love with the S.P. AC-12 Cab Forward in 2007 when he had a hands-on experience with the Accucraft's prototype and has been a 1:32 person ever since. His business, Redeker Management Consulting LLC, was started to continue his 40-year career in the portland cement industry, but now provides cab forward conversions and sales.

- Larry Staver, a retired college professor, lives in Portland, Ore., and owns and operates Staver Locomotive, a small-scale live steam locomotive repair and sales shop. Additionally, Staver Locomotive hosts two or three steamups per year at its extensive facilities that include a large indoor Gauge One lay-


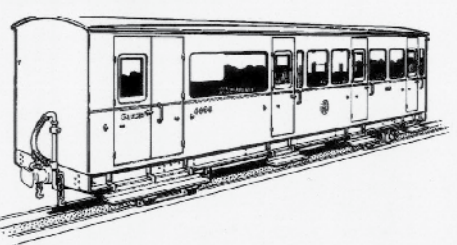
out as well as a machine shop.

What do we mean by "low profit"? First, we don't expect to get rich doing this. We hope that over the course of five or 10 years, we can build the magazine up to the point where it becomes lucrative enough that an individual or corporation will want to buy it. In the meantime, we're willing to risk a number of years at break-even or a loss in order to grow the business (and the hobby).

Steam in the Garden will remain a part-time job for all of the people who produce it; we will endeavor to be professionals always, meeting deadlines and delivering great stories and pictures to you, but we all have plenty of other things in our lives (running steam trains not being the least significant).

We will need your help, in ways both large and small (we need writers and photographers and website contributors; we need you to continue to subscribe; we need subscribers to tell advertisers they saw their ad in *Steam in the Garden*; we need advertisers to take out bigger ads).

Thanks to all who have extended their support to us in the recent days and weeks and thanks to everyone who we're sure will support us into the future. Ron would be proud of how all those in small-scale live steam have come together to continue the magazine he started.

PS29 Vale of Rheidol Brake Coach

MATCHING TRAINS

We supply live steam locomotives such as the Round-house Vale of Rheidol locomotive, and importantly we supply the coaches to run behind the locomotive. They are in kit form and are exact replicas of the 1938 built flush sided saloon and brake coaches complete with extensive decals. We also produce the correct trucks to go under the coaches.

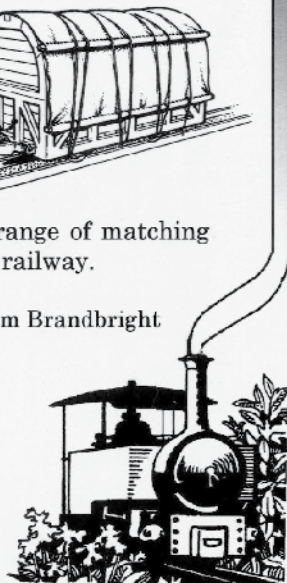
In addition to this our Darjeeling range includes the B class loco and the authentic rolling stock to match.

Or why not create your own narrow gauge railway using our freelance locomotives, with our wide range of matching coaches and wagons for a truly British railway.

Buy the best from Britain – buy direct from Brandbright

To get a copy of the Brandbright Catalogue for supply direct from the UK, at keen prices, send \$5 to:

Brandbright Ltd
 The Old School, Cromer Rd, Bodham, Holt, Norfolk, NR25 6QG, U.K.
 Telephone: 01263 588755 Fax: 01263 588424 e-mail: steam@brandbright.co.uk
 www.brandbright.co.uk



WANTED: Aster SBB A 3/5 (2-6-0 compound with tender). Please contact Keith Meredith at (916) 624-5895 with condition, price (after 6 p.m. Pacific Time).

FOR SALE: Roundhouse Darjeeling in perfect condition. I think I have original box \$1700. Anna made by Beck Kassel in 1979. Roundhouse fuel system conversion that's the same system as the one in my Darjeeling. \$550. Bumble Bee 268 by Accucraft, with remote control. Has box \$1,700. Arthur Cohen, email: xeill@prodigy.net.mx.

FOR SALE: Three Finescale GWR cars, new in boxes; GWR diagram L22, 50 TPO delivery van \$995, GWR KTPO storage van \$995, GWR diagram L18, 57 TPO sorting van \$995. For further information, you may call Jerry Hyde, (740) 946-6611, or the seller, Derrick Young (256) 431-8536.

FOR SALE: Catatonk 14-ton Shay, good condition, price includes custom carrying case, \$2500 + shipping & ins. Mel Ridley Climax \$2,350 + shipping & ins. Photos available on request. Chip Rosenblum, email: docflame@insight.rr.com.

FOR SALE: Aster BR5 MT Kit. Green version with attached heralds and lining. The kit is still in shipping box, untouched. \$4,850. Jeff Tomecek, (443) 567-5777 or e-mail tomecekj@comcast.net.

FOR SALE: Aster Schools; typical specimen. Runs like you would expect an Aster Schools to run. Has some scorched paint under the hood as most do. Photos available on request. Buyer pays packing and shipping at cost. Price: \$1,800. Email: richard.mlayson@gmail.com.

WANTED: At least two Marklin 1 gauge # 58021 green 2nd class coaches. Must be like new or new. Jerry Hyde (740) 946-6611.



THE SWAP SHOP

FOR SALE: Improved axle pump by Dick Abbot for the NKP Berkshire. Guaranteed to keep up with the engine's demand. \$325 includes S&H. Bob Moser (201) 391-1493.

FOR SALE: All these engines are Gauge 1. and in good running condition. Accucraft Hudson gas fired \$4000. Little used. Aster 5MT \$4000 Alcohol fired. Little used. kit built. Roundhouse Sandy River \$2500. Gas fired. old style still a good runner. Frank S \$1300. Gas fired. Little used. Accucraft 2 cylinder Shay. \$1000. Bill Burgess (905) 849-8623 or email: willbur@cogeco.ca.

ELECTRIC & STEAM MODEL WORKS

Since 1994 • Prop. Jonathan Bliese

AIRWIRE™ AirWire™ Remote Controls and Accessories
900

Remote Control Systems (RCS)
The original and best remote control



We have the New Aristo-Craft Revolution TE with glitch-free 2.4 GHz



We also have OSI's Quantum systems known for their reliability, realism and ease of use

Ask about custom battery packs, smart chargers and fully integrated R/C systems

EVERYTHING ACCUCRAFT
Locomotives + Rolling Stock + Track/Turnouts

www.rc trains.com

909-613-9154

fax 909-464-0488 Madera • Visalia • Dinkey

Sunset Valley Railroad

Do you get sticker shock on track prices? We offer G gauge code 250 aluminum track in both narrow gauge and mainline scales for about \$3 per foot. We use the highest grade aluminum alloy available, type 6063, anodized and heat treated for maximum strength and corrosion resistance. We also make track in brass, stainless and nickel silver to suit your needs, and naturally offer a full range of switches to complement our track. It's a winning combination of price and quality!

Aluminum track – \$3.02 per foot
Stainless steel track – \$5.66 per foot
Brass track – \$5.25 per foot
Nickel silver track – \$7.05 per foot
Brass NG #4 switch – \$92.50
Brass NG #6 switch – \$107.50

We make 38 types of switch for every track requirement. All our switches are made in the USA and are in stock. You can easily connect to your code 332 track with our adaptor clamps.

We are experienced dealers for Aster, Accucraft and Roundhouse locos. Check our very low Accucraft live steam prices!



Our narrow gauge track is prototypically correct, with scale 6ft long by 8inch wide ties at 2ft spacing, with 75 lb rail – just like the real railroads. Why put down toy track when you can get model track made to the correct dimensions?

www.svrronline.com

Send for catalog and samples - \$3

Email sales@svrronline.com

Call 253-862-6748

Check our website for color photos and movies

Radio Control Your T R A I N S

NOW AVAILABLE

- Most Live Steam Locos can be converted
- TX-24. Our new Longer Range 24 function Digital PCM FM TX hand piece
- RX-8 receiver w/Azaar tuned antenna
- SD-10v2 opens and closes the steam regulator & sets the valve gear/Johnson bar using two regular R/C servos
- The default direction & extremities of servo travel are programmable from the TX-24 hand piece
- Nudge Functions for upgrade and downgrade
- Emergency Stop button closes regulator and shifts valve to neutral
- Three electronic & 2 servo accessory functions
- Add Phoenix or Dallee sound
- Custom installations available

We live and breathe this stuff

RCS of New England
Sales Installation Service
603-321-1347 email:dsweet@rcs.mv.com
www.remotecontrolthrottles.com



TIMETABLE

July 13-17, 2011 — National Summer Steamup, McClellan, Calif. Giving owners and operators of small-scale (1:13.7-1:32) live steam locomotives the opportunity to meet and run equipment in a secure, indoor, friendly setting, the 2011 event will feature both 45mm and 32mm tracks, a Saturday night BBQ dinner, clinics and workshops, exhibitor displays and swap tables. The Lions Gate Hotel, in suburban Sacramento, is providing live steamers with the low room rental rate of \$91 per night. Reservations can be made with the Lions Gate toll-free at 1-866-866-7100. For more information on the 2011 National Summer Steamup, please visit the web site at <http://www.summersteamup.com/> e-mail steamup@summersteamup.com or call (650) 557-2993.

Sept. 3-6, 2011 — Narrow Gauge Convention Pre-steamup, Easley, S.C. Bruce Gathman will be hosting a "narrow-gauge live-steam only" steamup 9 a.m. to dusk daily. Steaming supplies and narrow-gauge cars will be available to steamers flying to the event and you can also ship your locomotive to his house. An RSVP is appreciated; call (864) 850-3642 or email shaygearhead@bellsouth.net.

Sept. 7-10, 2011 — 31st National Narrow Gauge Convention, Hickory, N.C. For more information, visit <http://www.tarheelpress.com/ngc/>.

Regularly scheduled events

Greater Baton Rouge Model Railroad Club Open House and Gauge One Steamup. For more information, contact Ted Powell, (225) 236-2718 (cell), (225) 654-3615 (home) or email powell876@hotmail.com.

Michigan Small Scale Live Steamers (MSSLS) hosts a large number of steamups. For details on what, when and where, to the web site at <http://www.mssl.info/>.

Pacific Coast Live Steamers. Irregularly scheduled backyard steamups, mostly in Northern California. For details, visit <http://www.p-c-l-s.org/>.

Puget Sound Garden Railway Society steamup schedule: We have two 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. Visit the web site at <http://psgrs.org/livesteamtimetable.html>.

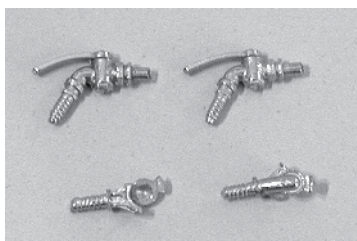
Southern California Steamers: Contact Sonny Wizelman for dates, places and other pertinent information. (310) 558-4872. sonnywo4@ca.rr.com.

Color Catalog \$3.50

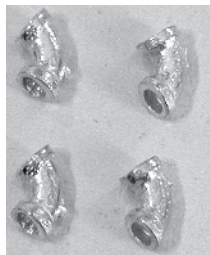
TRACKSIDE DETAILS

now a product line of

VALLEY BRASS & BRONZE



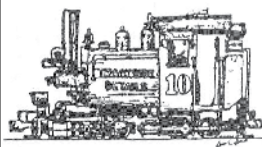
TD-250 Brake Fittings



TD-249 Elbows

TRACKSIDE DETAILS

7070 N. Harrison Ave.
Pinedale, CA 93650
phone: 559-439-0419



www.tracksidedetails.com



ACCUCRAFT

LIVE STEAM LIMITED



ACCUCAT SAYS
"YOU CAN'T BEAT THE PRICE"

THE ROYAL HUDSON

SCALE 1:32
THE PENNSYLVANIA T1

#2860 AS RAN IN SERVICE



3 VERSIONS

HYDE-OUT MOUNTAIN LIVE STEAM
LIVE DIESEL ELECTRIC



PRODUCT MANAGER: Jerry Hyde * CALL, WRITE OR E-MAIL FOR DEALER LIST & ALL INFORMATION



DIESEL THE CAT
SAYS: LISTEN
TO ME PURR---

Powered A, 8 wheel drive,
w/manual control + FREE
dummy B unit
\$1,995 + shipping

WATCH OUR VIDEOS



HYDE-OUT MOUNTAIN LIVE STEAM
89060 NRR Jewett, Ohio 43986
740-946-6611
hydeoutmountain@frontier.com

www.hydeoutmountainlivesteam.com

JULY 13-17,
2011



JULY 13-17,
2011

SMALL SCALE

LIVE STEAM!

SCALE

National Summer Steamup

SMALL SCALE (1:13.9-1:32) LIVE STEAM TRAINS ON 32mm or 45mm TRACK

FIVE DAYS, FOUR NIGHTS!
HUNDREDS OF FEET OF TRACK, MULTIPLE LAYOUTS

CLINICS / B B Q

LIONS GATE HOTEL, McCLELLAN, CALIF.

WWW.SUMMERSTEAMUP.COM/STEAMUP@STEAMEVENTS.COM

CUSTOM MODEL PRODUCTS®

World Wide Distributor of 1:32 Scale Models (Standard Gauge)

LIVE STEAM 1:32 SCALE



AC 12 Southern Pacific

#4294

**LIVE
STEAM!**

Scale/Gauge: 1:32 / 45mm Gauge
Construction: Brass & Stainless Steel
Minimum Radius: 10'
Length: 49"
Width: 4 1/4"
Height: 6 3/4"
Weight: 40#

\$7,900⁰⁰
Each

IN STOCK

*Live Steam - Butane Gas
Working Pressure 100psi*

Southern Pacific Collection LIVE STEAM 1:32 SCALE

Live Steam!



Daylight GS-4 4-8-4

(Butane Fired)
#4439 50/50
Accucraft #97-004-B

Live Steam!



SP-F4 2-10-2

(Butane Fired)
Accucraft # AL 97-041

Live Steam!



SP-F5 2-10-2

(Butane Fired)
Accucraft # AL 97-042

Live Steam!



SP-S-12

(Butane Fired)
Accucraft # AL 97-023

**All Items
In Stock
At Our
Warehouse!**

ALL FACTORY NEW!



**Contact Us for
Best Pricing!**

Please Visit Our New and Improved Website at:
custommodelproducts.com
For Complete Selection

TOLL FREE: 800-443-8567 ph. 925-687-3500 • fx. 925-687-3501





Aster Hobby USA LLC

101 Theiler Rd. Spartanburg SC 29301 USA

Tel: 864 587 7999 Fax: 864 587 2299

Web: asterhobbyusa.com Email: asterhobbyusa@teleplex.net



----- Exclusive US importer and distributor for Aster live steam locomotives and accessories -----

If your passion demands 1/32 scale live steam models of highest precision, aesthetic presentation and prototypical functionality, look no further than Aster. All locomotives are designed and manufactured by Aster Hobby Co. Inc. of Yokohama, Japan.



Type S2 (4-8-4)

Available from our inventory.

Glacier Park Green version
(as shown)

Black version sold out.

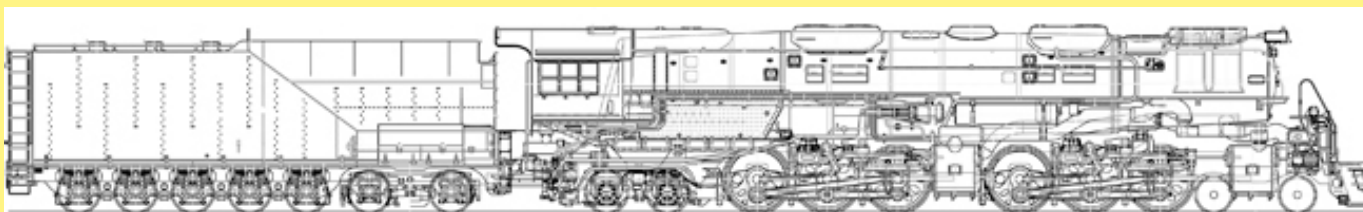


Now under development for late 2011 release

Union Pacific Challenger 3985

We are commissioning the UP Challenger as the next US prototype locomotive. This best known and largest operational steam locomotive in the World will surely be a jewel in any Gauge One 1/32 scale live steam collection. Production release scheduled for late 2011. Make your reservation now!

The engine will feature a C-type alcohol fired boiler and all the modern functional appliances common to the latest Aster designs. UP Challenger #3985 will be modeled after the original locomotive, as preserved in Cheyenne, WY.



New release: B-Type Shay

This latest Aster locomotive is modeled after a Lima-built, 28-ton, two-truck Shay built for the Japanese Forestry Railways. The locomotive features 3 cylinders with D-slide valves and fully functional Stephenson valve gear, a axle feedwater pump with bypass valve driven from the first rear truck axle. Other features are butane firing, water-gauge glass, pressure gauge, ratchet-type Johnson bar, twin safety valves, tender hand pump and a butane gas line adapter installed on the rear coupler beam for use with the Aster utility car. Please check our website for more information.



Aster Hobby Co. Inc.

Southern Steam Trains LLC
Travelers Rest SC 29690
Tel. 864 834 3954
Web: southernsteamtrains.com

Quisenberry Station
Alexandria VA 22309
Tel. 703 799 9643
Web: quisenberrystation.com

Cross Creek Engineering
Spencer, OH 44275
Tel.: 800 664 3226
Email: crosscreektrains@direcway.com

North Jersey Gauge One Co.
Park Ridge, NJ 07656
Tel. 201-391-1493
Email: bob1027jane@aol.com

Sunset Valley Railroad
Bonney Lake WA 98391
Tel./Fax: 253 862 6748
Web: svrronline.com

Gauge One Lines
Stittsville Ontario Canada
Tel.: 613 836 6455
Email: gaugeonelines@yahoo.com

Bear Creek Railroad
Surrey British Columbia Canada
Tel.: 604 594 8695
Email: pantages@telus.net

Wishing the new 'Steam in the Garden' team good luck!

These fine suppliers and dealers support your hobby magazine



ASTER HOBBY USA LLC

HANS R. HUWYLER
PRESIDENT

101 Theiler Rd., Spartanburg SC 29301 USA
P: +1 864-587-7999 F: +1 864-587-2299
e-mail: service@asterhobbyusa.com
<http://www.asterhobbyusa.com>



(201) 391-1493

NORTH JERSEY GAUGE ONE

BOB MOSER

8 Spring Valley Rd., Park Ridge, N.J. 07656
LIVE STEAM GAUGE 1 LOCOMOTIVES



(228) 255-1747
jreshew@mindspring.com

Jerry Reshew, Sc. D.
Consulting

Operational Oceanography
Marine Geodesy



702-361-2295

Silver State Trains

Mark Johnson
Cell #
702-595-5318

2523 Vintage Rose Ave
Henderson, NV 89052

www.silverstatetrains.com
mark@silverstatetrains.com

**SOUTHERN
STEAM TRAINS**



Jim Pitts
201 Grandview Circle
Travelers Rest, SC 29690
864.834.3954

ASTER HOBBY jimpitts@southernsteamtrains.com
www.SouthernSteamTrains.com

SVRRONLINE.COM

Peter Comley

Sunset Valley Railroad

The world's most comprehensive range of
code 250 model railroad track

253-862-6748
sales@svrronline.com

Aster, Accucraft and Roundhouse Products

The Train Department

Your source for **REGNER** in America

Dave Orwig (757) 971-8191
Fax (757) 502-4379
team-regner@traindept.com
<http://www.traindept.com/>

TrainSales.Com

2459 Odin St., New Orleans, LA 70122

New & Used Live Steam Models
Display Stones for Models
Home of the Cajun Bark Box

boiler/locomotive repairs, silver soldering add-on's
water glass, valves, bushings

www.trainsales.com
Richard 504-343-8091