



No. 124, November/December 2012

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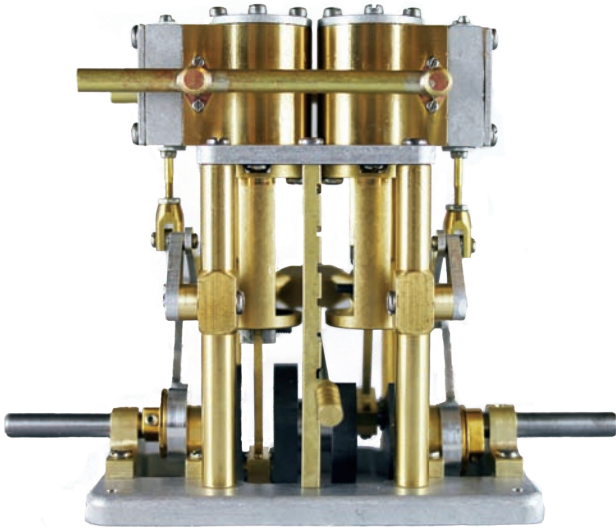
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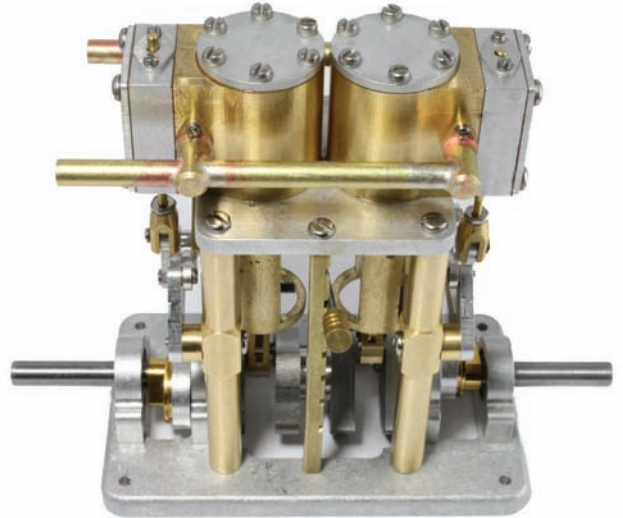
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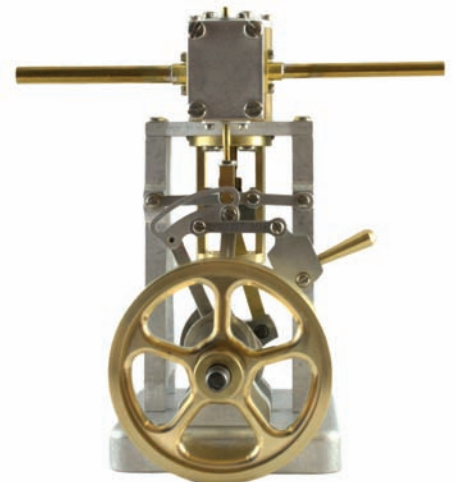
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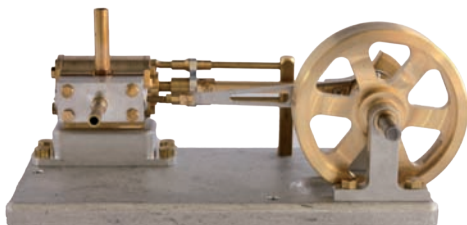


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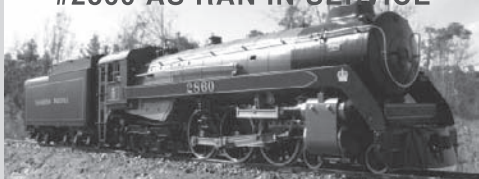
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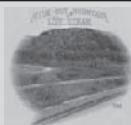
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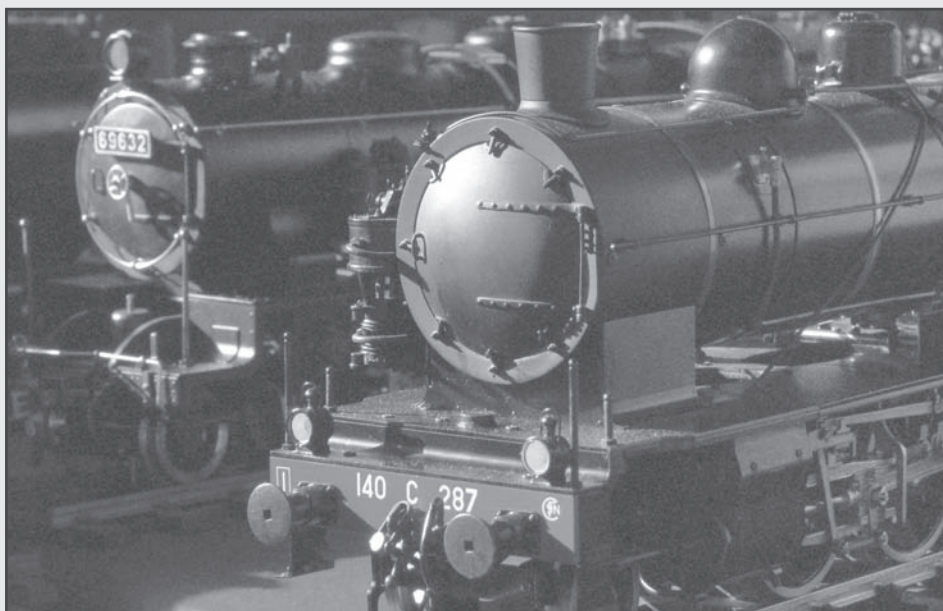


Photo by Michael Martin

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Vol. 22, No. 6; Issue No. 124; November/December 2012

STEAM^{IN}THE GARDEN

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

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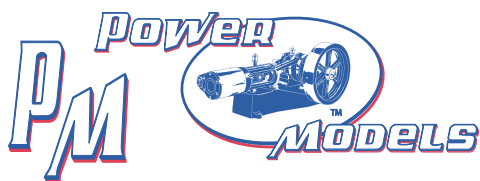
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Cover: Emma Brunken at the controls of her dad Lon's train at the Summer Steamup. Photo by Carla Brand Breitner.



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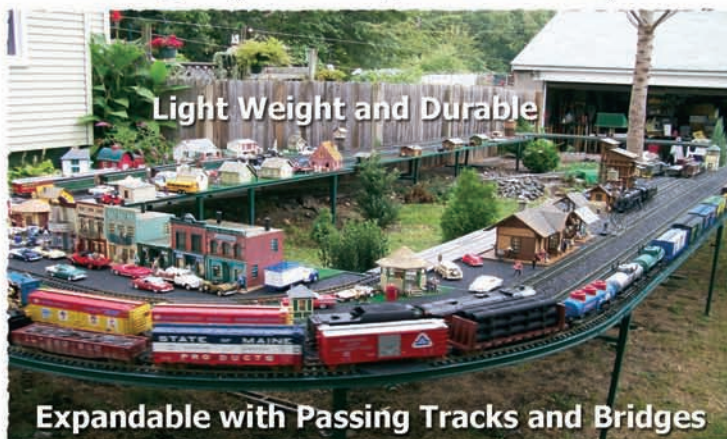
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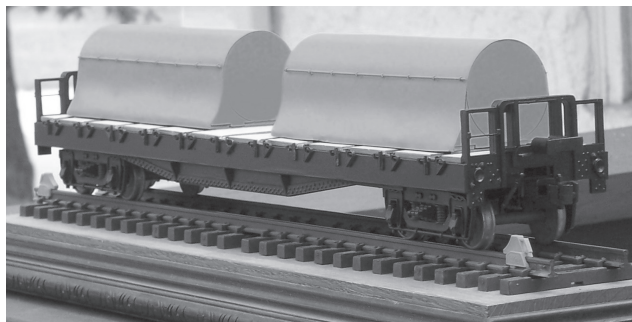
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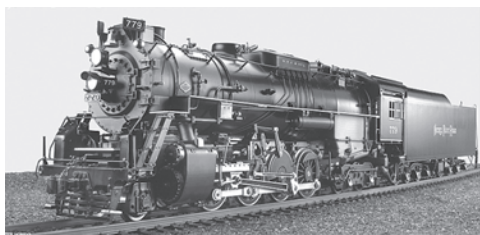
I've been marveling at Mike Martin's cover photo of Bill Allen's "C.P. Huntington" model for several days now (see *SitG*, No. 123, September/October 2012). It's so well done. The entire engine is in focus. Must have used a pin-hole lens I'm guessing.

The content of the issue was pretty good too. I liked Dave Cole's history of the "Cricket." I've been around long enough to know Mike O'Rourke personally and have steamed up with him when I used to visit Southern California monthly.

We steamed up in Huntington Beach at Lee Barrett's house. That was the only game in town back then. That's where I got to know Lee & Patty, John Wieland, Gary White, Pete Comley, John Coughran, Larry Bangham, Bill Turkel, Warren Weiss, David Passard and Sonny Wizelman.

It was this group of guys that lead me to build my own track and begin hosting monthly steamups.

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LATEST WAYBILL

Three new Accucraft locomotives

Using the National Summer Steamup in suburban Sacramento as a launching pad, Accucraft Trains Co. announced three new locomotives in July.

The Union City, Calif.-based maker of museum-quality brass models showed engineering models of a Union Pacific 4-8-8-4 "Big Boy," a 1:13.7-scale 0-4-0 locomotive and a new entry-level engine that will retail for less than \$400; all run on 45mm track. The company didn't provide estimated delivery dates.

The "Big Boy" will be a 1:32-scale locomotive that will be about 50½-inches long, 4¼-inches wide and 6⅓-inches tall. The butane-fired engine will have four cylinders with drain valves, two flues and will operate at 65psi, with two safety valves.

In addition, it will have not only an axle-driven water



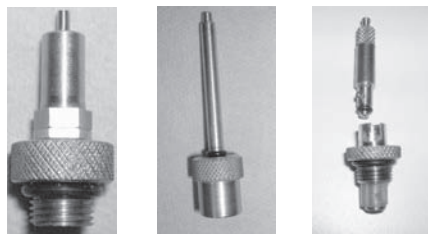
Big scale: Accucraft will soon sell its first U.S.-profile 1:13.7-scale locomotive, called "Emma."

pump, but also a hand-operated pump in the tender. Further, the engine will be outfitted with an adjustable lubricator, a water-level gauge and a blow-down valve. Minimum operating radius will be 10 feet (three meters). Accucraft said in September that it would build 75 units and that it would be priced at \$8995.



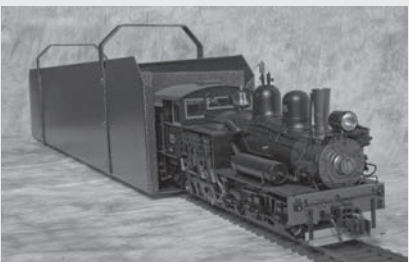
Big locomotive: Accucraft has shown an engineering model of its 4-8-8-4 Union Pacific 'Big Boy.'

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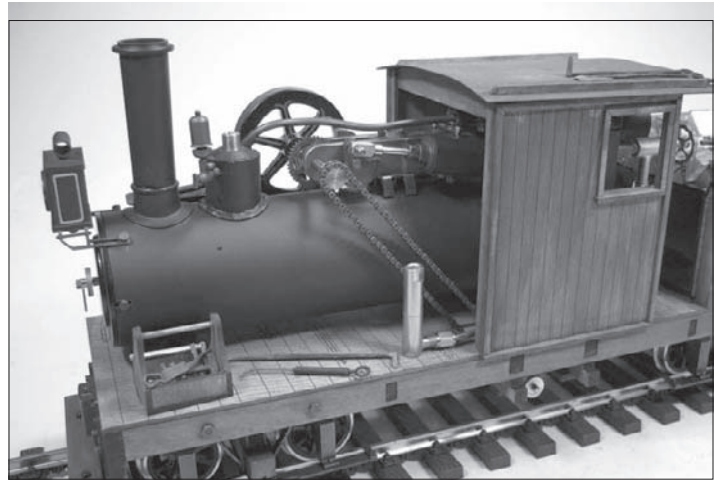
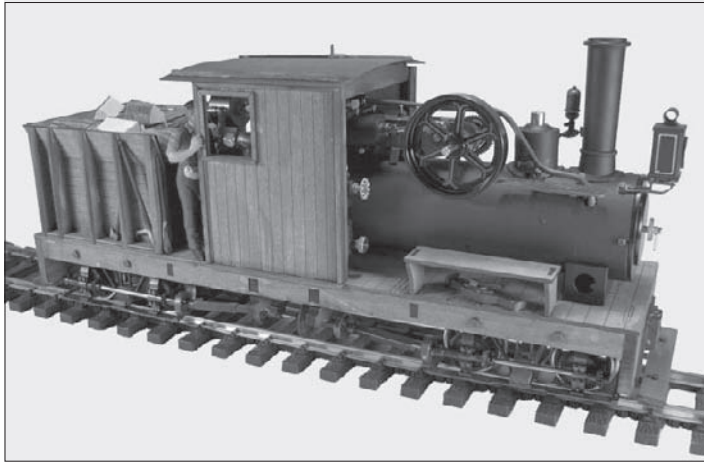
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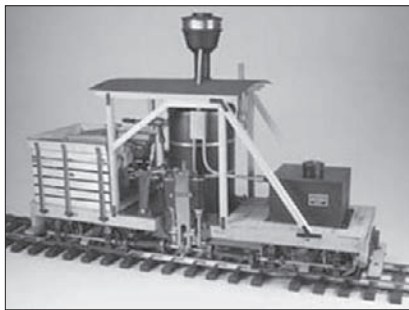
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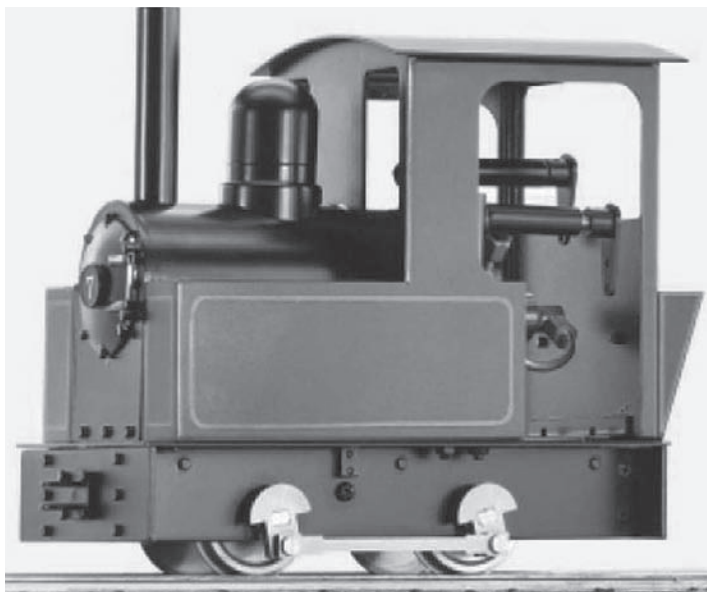
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Little loco: A new entry-level 0-4-0 locomotive from Accucraft, called 'Dora,' will retail for \$395.

Union Pacific had 25 4000-class locomotives built between 1941-1994 by the American Locomotive Co. The "Big Boy" was a coal-burning freight hauler with an articulated design, designed to pull as much as 4,000 tons up grades at speeds up to 65mph. The company retired the fleet in 1959 and eight still exist as static displays.

Accucraft's first American-profile 1:13.7-scale locomotive, dubbed "Emma," is a four-wheeled engine with a large saddle tank based on a Brooks industrial engine. The loco will be almost 13-inches long, about 5½-inches wide and seven inches tall. It will have two D-vale cylinders, a single-flue, butane-fired boiler

with a water-level gauge, safety valve and a forward/reverser control, along with a lubricator, and operate at a 48-inch (1.2 meter) minimum radius.

The "Emma" will come in both lettered and unlettered models and is expected to retail at \$995.

"Dora" will be Accucraft's new entry-level locomotive (though it won't displace the iconic "Ruby" series). A 0-4-0, "Dora" will have two wobbler cylinders hidden within its frame and a geared drive-train. The butane-fired engine will have a single-flue boiler, a safety valve and lubricator. "Dora" too will have a 48-inch minimum operating radius, but will be about six inches long, 3½-inches wide and a little more than six inches tall.

"Dora" is a free-lance design with no specific prototype in mind; it was inspired by a scratch-built locomotive designed by Marc Horovitz, editor of *Garden Railways* magazine, called "Indefatigable." Accucraft has listed "Dora's" price as \$395.

Accucraft Trains Co., (510) 324-3399, <http://www.accucraft.com/>.

Roundhouse international locos

Small-scale live steam locomotives from World War I — designed in Britain, built in the United States and used in France — highlight the latest releases from Roundhouse Engineering Co. Ltd.

The Doncaster, England-based maker of 32mm- and 45mm-gauge trains last summer released its "Alco," a 2-6-2T locomotive that is a model of British War Department Light Railways locomotive. The "Alco" uses Roundhouse's standard "FG"-type burner in a single-flue boiler and has two double-

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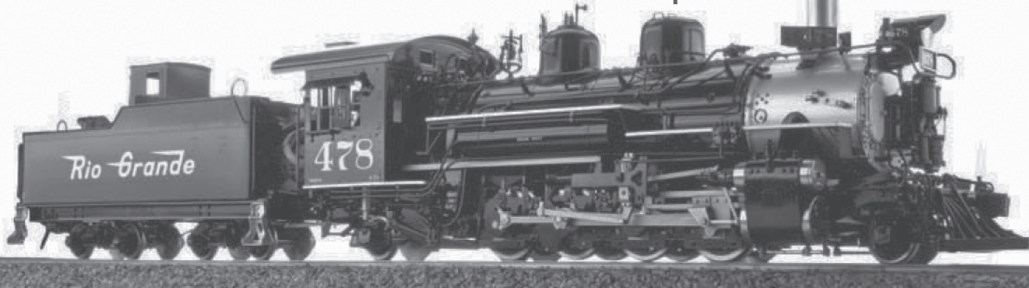
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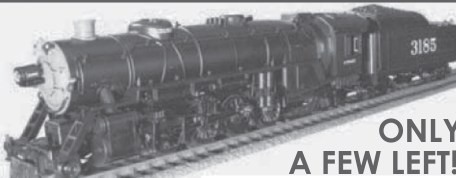


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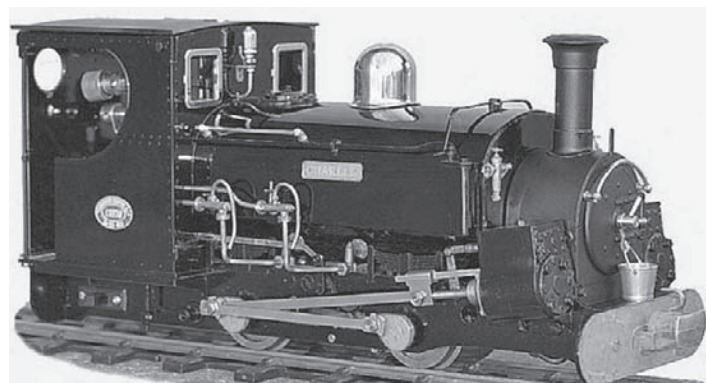
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TRACK RAILCLAMPS BRIDGES STRUCTURES LOCOMOTIVES FREIGHT CARS PASSENGER CARS FIGURES ACCESSORIES

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GRANDT LINE PRODUCTS, PHOENIX SOUND, DALLEE ELECTRONICS, QSI - CUSTOM PAINTING AND DECALS



Yank in King Arthur's court: 'Alco,' an American-built prototype, has been modeled by Roundhouse.



New 'Charles': Roundhouse improved its earlier Penrhyn locomotive, putting all the R/C gear inside.

acting slide valve cylinders that are operated with simplified Walschaerts-type valve gear.

The model comes with a water top-up system and water gauge and also includes a steam regulator, safety valve, pressure gauge, displacement lubricator, gas regulator and reversing gear. It is 14½-inches (370mm) long, 4½-inches (110mm) wide and 5¾-inches (145mm) tall, weighing in at 8½ pounds (3.9kg) with radio control.

The "Alco" is offered in two paint schemes — its War Department livery or as it is currently preserved on the Chemin de Fer Froissy-Cappy-Dompierre in northern France — and can be ordered gauged for 32mm or 45mm tracks.

The locomotive is being offered as a manual-control engine or with radio-control; the former retails in the United Kingdom for £\$1354.17 (about \$US2151.51), while the latter is £1520.83 (about \$US2416.30).

The "Alco" complements the company's "Moun-

taineer," another 2-6-2T which was released earlier in the year. The "Mountaineer" was also built by American Locomotive Works at its Cooke plant in Patterson, N.J. during World War I. The prototype was used in France during the war and is now preserved at Ffestiniog Railway in Gwynedd, Wales. The "Mountaineer" is also offered in its War Department livery as well as the paint scheme it now has at Ffestiniog and has the same prices as the "Alco."

Also earlier this year, Roundhouse released the "Charles," an 0-4-0 outside framed narrow-gauge saddle tank locomotive, a model of a Penrhyn Hunslet. Unlike the company's earlier Hunslet models, the "Charles" houses all the radio-control accessories onboard, so a separate "coal truck" is not needed for the batteries and receiver.

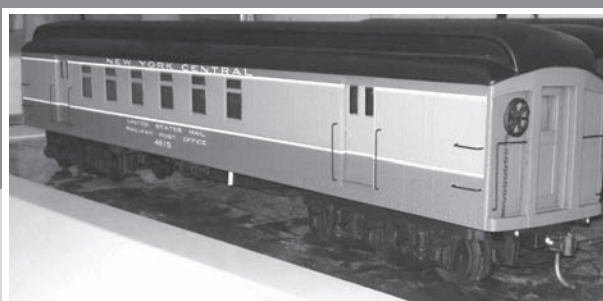
The "Charles" uses the "FG"-type burner and has two double-acting slide valve cylinders, with a steam regulator, safety valve, pressure gauge, displacement

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**Accommodating
kit: Banta Model
Works has
released this
1:20.3-scale
'B&O Hotel.'**



lubricator and reversing gear. The wheels are adjustable between 32mm and 45mm gauge and full radio control is available as an option.

The locomotive has "Charles" nameplates on its side tanks and is available in standard Roundhouse colors. It is 11.8-inches (300mm) long, 4.1-inches (105mm) wide and 5½-inches (140mm) tall and weighs 6.8-pounds (3.1kg) with radio control. The manual locomotive retails in the United Kingdom for £1150 (about \$US1827.12) and the radio-control version is £1316.67 (about \$US2092).

Roundhouse Engineering Co. Ltd., +44 1302 328035, <http://www.roundhouse-eng.com>.

Banta adds G, F scales

A longtime provider of model railroad kits in the AO, S and HO scales has begun to offer 1:20.3 (F scale) and 1:22.5 (G scale) kits, suitable for many small-scale live steam layouts.

Banta Modelworks of Dummerston, Vt., has introduced kits for a carpentry/blacksmith shop, a branch line water tank, a crossing shanty or a hotel.

All the kits offer laser-cut substructures and strip-wood that give the finished structures "an almost-scratch built look." The carpentry/blacksmith shop has a footprint of 8½-by-12½ inches, while the water tank is 6-by-6½ inches and stands 12-inches tall. The shanty is 12-by-12 inches and 26-inches tall, and the hotel is 7½-by-10¼ inches.

In addition, Banta has an F-scale, special-order structure, the "Pro Patria Mill," which is six feet wide, five feet deep and five feet tall.

Bill Banta, owner of the business, says all products are in stock and that when he does run out of stock, it only takes him a few days to fill orders, as all of his equipment is in his basement.

Banta Model Works, (800) 653-8214, <http://www.bantamodelworks.com/>.

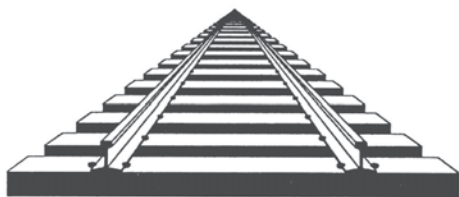
Custom Model Products open house

Special discounts will be offered ranging from 20 percent-40 percent off original prices at an open house and sale to be held by Custom Model Products Inc., the company said in August.

The warehouse sale will be Saturday, Oct. 20, at its Concord, Calif. location at 1070 Shary Circle, 94518.

Along with locomotives and rolling stock, also on sale will be display cases, treadmills and tools used in the model-train industry. Refreshments will be served and there is "plenty of parking."

Custom Model Products Inc., (800) 443-8567, <http://www.custommodelproducts.com/>.



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A Gauge-One live steamer tries the ride-on scales

MOVIN' ON UP

Text and photos by Richard Finlayson

Bringing a cold coal-fired Roundhouse “William,” or Accucraft K37, or LMS Princess up to pressure on charcoal, and then coal, then managing throttle, axle pump and blower for a long run is a fine thing indeed.

The throttle is a little touchy at blow-off pressure, but you keep the cylinder drain cocks open to prevent priming in the cylinders as you exit the station, and you pull your train out onto the mainline without any wheel slip. Shut the drain cocks, you have a flat grade for a few hundred feet so you load the firebox with coal up to the bottom of the firebox door before the two-percent grade.

An engine working hard up a grade eats coal like candy, and it's bad form to work the fire uphill because the heavy draft on the fire has the potential to increase the shower of sparks pulled through the flues and up the stack. The water glass is showing one-quarter, which is OK at the bottom of the grade, but you know that as you crest the



Family fun: The author with his son John in 2007, riding a 4¾-inch-gauge OS Krauss.

summit the water level will snap forward in the boiler and down to the bottom nut on the glass, so start the injector water, give it full steam, and then feather the water until the injector lifts.

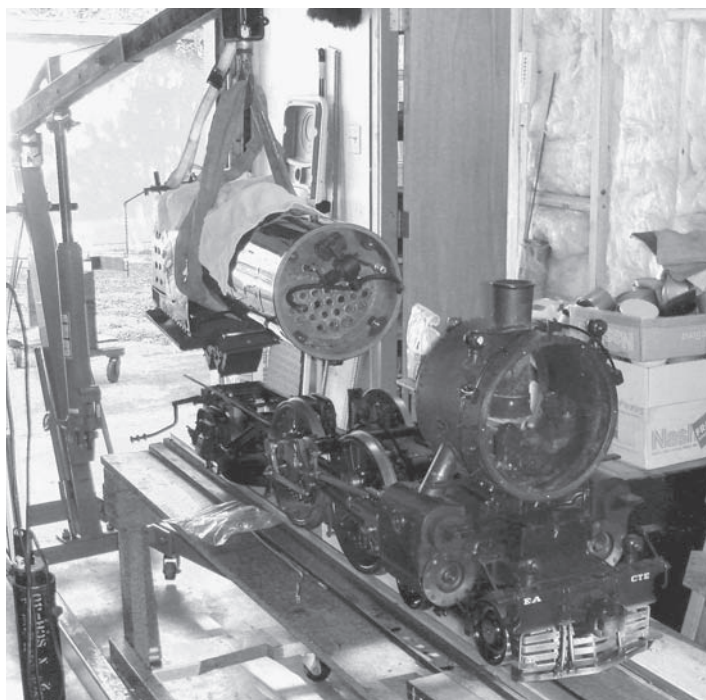
You shut it down at a half-glass, having lost no pressure, as the boiler steams freely working up the grade. On the curved transition to the bridge you take a look back at your train; you would have felt a derail, but a runaway might go unnoticed, and it also gives you the chance to smile at your conductor who will laugh at you in return for all the coal smudged on your face. ...

That coal smudge and a smile all come together when that coal fired “William” is four-times larg-

er and sitting on 7½-inch gauge track!

Those are pretty much the engineer and fireman duties when pulling out of the Los Angeles Live Steamers station headed westbound and up the grade on a 7½-inch gauge coal-fired steam engine.

I've always had a wandering eye when it came



Size matters: *Left, Bob Hornsby's Pennsy E6 Atlantic being reboilered after new tubes were installed in the original 30-year-old boiler. Top right, the Cassford boys preparing a train for their father's Allen Mogul in Texas. Bottom right, a contrast in scales — on the left is a 3 1/2-inch-scale RMI Mogul and on the right is 1 1/2-inch-scale OS Mogul; both are on 7 1/2-inch gauge track at Oregon's Train Mountain.*

to gazing from afar upon ride-on live steam. But ... those guys always looked so funny teetering on those locomotives. The engines were big ... big is almost always better, right? But both the engines and the engineers seemed to be uneasy with the mismatch in scale between engineer and steam engine. A few close friends had succumbed to dabbling, but I saw engines bought and then sold. I drove a ride-on engine that was as small as could still be feasible (3 1/2-inch gauge) and enjoyed it, and scratched that itch for a long while.

But here I am now, running a 7 1/2-inch gauge coal-fired engine and I've learned a few things along the way. Coming from Gauge One, these engines are big. And heavy. But if you search them on YouTube you can find all sorts of great videos by searching "miniature live steam." Miniature? Don't we Gauge One steamers often refer to it as "large scale?" These ride-on "miniature" trains are humongous compared to an Accucraft Mudhen or Aster Berkshire! So, all things are relative and I guess they are "miniature" when you can still ride them, and "scale" when they fit on the table top. Either way, it's live steam and it's all fun.

I got into ride-on live steam by way of a one-quarter scale Case traction engine and a very long road trip. Long story short, we ended up with a 4 3/4-inch gauge OS Live Steam Krauss locomotive as part of that trip. The Case engine was fun but not fun enough, but that Krauss was just the beginning. OS is a terrific company, sort of the ride-on equivalent of Aster, offering machined ready-to-assemble kits as well as ready-to-run locomotives. A phone call can get you spare parts. They are designed as nicely

as you would expect, and are strong performers on both coal or propane.

The problem was that I didn't research the scale and gauge combinations well. Does that ring a bell with any of you out there running 1:29 rolling stock behind 1:32 and 1:20 locomotives? My son John and I took the engine out to the Houston Area Live Steamers, unloaded it by hand from the back of the truck, and ran loop after loop after loop on the 4 3/4-inch gauge track. We had a blast.

My eyes wandered though ... we were right next to the 7 1/2-inch gauge track on which trains of many scales and types would disappear into the trees, not be seen again for a very long time. Where were they going on that 7 1/2-inch railroad while I went round and round in a big circle? Why didn't the 4 3/4-inch track go there as well?

"Foot-itis" chronically afflicts sailboat owners, and in this case I contracted "inch-its." I was in the wrong gauge for the area. I looked to the left, looked to the right, asked around ... and started plotting my move to 7 1/2-inch gauge. (Note: there are several very active and large 4 3/4-inch gauge clubs in the United States. In many respects, it's a very appealing scale/gauge



Steaming the S.P.: *The author and Bob Hornby, a Texas steamer who created this stunning P4-class Pacific.*

combination and I wish it were more prevalent.)

I thought it would be an incremental step from 4¾-inch to 7½-inch, but it turns out that this was not a trivial move, though I treated it that way at the time. Both in size, cost — and most importantly infrastructure — 7-plus (including both 7¼- and 7½-inch) gauge is a world of its own. Four-and-three-quarter-inch can still be handled like heavy Gauge One equipment. It can be set on blocks on the kitchen counter and tinkered with. Not 7-plus gauge equipment (as a 99-percent rule).

The 4-4-0 that a friend helped me find as a starter 7½-inch gauge engine, which is a small-ish ride-on engine comparatively, required some serious planning and work in order to be able to own and operate it. I built an engine stand, and then found I needed to figure out a lift table of some sort to aid in loading and unloading from the truck. That lift table was also used to move the locomotive and the cars between the floor (where they were stored before I had enough rack space) and the engine stand for maintenance, cleaning and the like.

I have a Ford Expedition and I had to figure out how to tie the 450-pound engine (and rolling stock) down so that it wouldn't shift while driving. You can plan and make the infrastructure that allows you to easily move and work on your engines. Once this is accomplished all is well and it is a very enjoyable thing, just as in Gauge One, to work and maintain a locomotive or two. A little up-front planning will go a long way.

If you look at the current participation in ride-on trains and clubs, I think it's about 80 percent (unscientific observation) gas- or battery-powered loco-

tives based on diesel outlines. Of the other 20 percent who run live steam, more than 75 percent of them built their engines over the course of many years. The electric vs. live steam ratio is probably even more skewed in large scale, but in that large scale arena the vast majority of engines are off-the-shelf. This is definitely not the case in the ride-on scales which means that unless you have the skills and tools (which can cost as much or more than an engine) you will be buying your engine on the used market.

A warning on this front is that I have experienced failed boilers on used engines, and it is neither easy nor cheap to replace them, and it takes years to get one built. Buying an engine on the used market certainly requires someone with experience, and knowing the pedigree of the engine and the maintenance habits of the owner help greatly in understanding the value vs. the price. The situation with ready-to-run locomotives in 7-plus is due to change with the introduction of the Accucraft Forney in both 7½ and 7¼. OS Live Steam continues to offer a kit or ready-to-run Mogul, as does Roll Models Inc. (RMI), which offers a line of large locomotives modeled on two-foot gauge practice.

As a generalization, anyone in Gauge One live steam who maintains their own engine, has debugged a stuck or slipped valve, has set the timing on an engine or improved the performance of a burner will be right at home maintaining a ride-on locomotive. There are some nuances, but the care and feeding of the larger engines is as much fun in either gauge/scale.

However there are some important factors to consider. Chief among these is that when it comes to

Ride-on scale and gauge

Scale and gauge in ride-on is as screwed up, if not more so, than in Gauge One. There is not just one gauge: for reasons with several plausible explanations, the vast majority of the world — including Europe and the New England states — runs 7¼-inch gauge track, but everywhere else in the United States it is 7½-inch.

Because of this, you will see manufacturers offering 1½-inch scale products, which are pretty close to prototypical for 7¼-inch gauge, standard-gauge mainline, and also 1.6-inch scale, which is correct scale for standard-gauge mainline on 7½-inch track. This is exactly the same situation that arose many years ago with modelers and suppliers starting to model in 1:20.3 as correct scale for three-foot on Gauge One/1¾-inch/45mm track.

In general, the 1.5 vs. 1.6 scale

difference doesn't stand out too much. Seven-and-one-quarter-inch and 7½-inch equipment must be operated on the corresponding track and are not interchangeable, although there are a few private railroads that have been designed for both.

There are three general scales running on 7-plus gauge track:

- The dominant scale for modeling standard gauge is 1.5-inch/1.6-inch.

- A rapidly growing scale is 2½-inch scale to model three-foot narrow gauge, which many think will overtake standard-gauge modeling.

- The popular manufacturer of large equipment, Roll Models Inc., builds in 3½-inch scale to model a gauge of about two feet (2.14-feet, to be precise).

It's not a secret that most live steam clubs are no longer dominantly live steam. Los Angeles

Live Steamers carries the live steam name, as does Houston Area Live Steamers, but the dominant activity is with diesel outline motive power. There's as much ribbing amongst members over their choice of scale and motive power as there is in Gauge One over sparkies, alcohol firing aficionados, coal purists and the like.

Riverside Live Steamers in Southern California stands out as a club still 100 percent dedicated to live steam. In any case, the range of prototypes and powering options certainly serves to grow the hobby and keep it alive. In the diesel outline area, the dominant drive mechanism is a gas driven hydraulic system. Battery drive systems are increasingly popular as power systems improve and prototypical digital sound systems increase in appeal.

— R.F.

running gear, boilers and detail parts, spares are not available and in most cases you will be working with castings. However, there are several lines of engines that are supported by suppliers, so that parts can be made when necessary. Also, ride-on live steam is well supported in terms of valves, burner parts, fasteners, steam fittings and the like.

I don't want to be alarmist on this, it's just that when the lubricator arm tears off because the bearing seized, the repair is likely a combination of purchasing parts and fabricating the custom fit to your engine. If the axle or rod bushing/bearings wear to the point they need to be repaired, you need machine tools big enough for this pretty straightforward job.

My Sherline mill and lathe are too small for even medium work in this gauge. I've made or repaired small parts like valves, stanchions, truck axles and bearings, but those tools are too small for truck wheels, drivers, smokebox doors, domes — most things associated with the chassis or running gear. There are service providers in the hobby but the lead times are long. As with Gauge One, there are helpful and friendly people who often are there to help come up with a solution. It is definitely not the same situation as emailing Roundhouse, Aster, Accucraft or

others for repair parts that show up a week later and fit like original equipment. (Caveat for OS, Accucraft and RMI as mentioned before.)

Something I enjoy more and more in ride-on scales is that I'm using standard-sized tools, and hardly ever using tweezers to keep a 2mm bolt lined up as I set it home with a jeweler's screwdriver. It still gets fiddly sometimes — these are scale models after all — but nothing like trying to get that last nut tight in a 1:32 Aster smokebox.

The flip side is that my Gauge One oil can, so to speak, is a small plastic drop applicator. My 1½ scale oil can is ... a full on oil can. I go through a half quart of steam oil in a good day. I have a half pail of Welsh coal in the garage that will last me the rest of my life on my Roundhouse/Shawe "William," but I can go through 50 pounds of soft Pocahontas coal on a good day.

We are spoiled in Gauge One with copper boilers that will outlast all of us given basic precautions like using distilled water. Likewise, our boilers are unlikely to be damaged by a one-time mistake such as running the boiler dry. (I did that on a Roundhouse "Billy" way back when, long story, I don't recommend it, that engine still runs great.) However, the large mostly steel boilers in the ride-on sizes can definitely be



They're big: Above, it's no small thing returning a 3½-inch scale engine back to the rails. Below, Tom Stamey's Allen 10-wheeler readying for the mainline on the WB&S in Texas.

damaged through mismanaging the water level, and through bad storage and maintenance habits.

Many in the hobby use boiler additives to protect and extend the life of steel boilers. Just in my small circle of live-steamer friends, flues have had to be replaced, engines sit idle waiting on boiler repairs on old boilers, and engines sit idle waiting on boiler repairs related to damaging the boiler by not maintaining proper water level. Not to mention my own problems I've experienced with boilers. Again, I'm not trying to be alarmist; this is something mostly to be aware of when buying a used engine and something to think about and set a plan for with your own engine.

I enjoy the friendship and camaraderie in Gauge One live steam so much that for a few years back in the 1990s, I rented a hotel and hoped a hundred live steamers would show up so we could all have fun. We did, those were good times, they continue to be good times. Backyard meets are also a mainstay of the Gauge One live steam scene and as Ron Brown always said, "a good time was had by all."

Ride-on live steam is far more centered around club tracks, with some private railroads. Even with a few years of being in ride-on live steam, it's hard to fully understand how much work goes into the maintenance of existing rail on the ground, and the development of new track.

Understandably, club tracks benefit from the work of members and is also an expectation. Becoming a member at most clubs will require a probationary period where certain safety courses are taken and a work-hour requirement is met. The safety requirement is self-explanatory, but the time is not just to have track debris cleared or steaming bays cleaned out. Work on the railroad during that time provides the opportunity to meet members and be exposed to all that is going on.

As an aside, club members are as passionate about various interests such as prototypical operation, track development and maintenance, passenger hauling and related rolling stock and procedures, club fund raising, and club administration as they are about running trains. A great club — and I've gotten close to two — really proves out the maxim that the whole is greater than the sum of its parts.

This leads us to cost

The Ford F-150 of the ride-on live steam market is the Allen Mogul or the Allen 10-Wheeler. Designed by Gene Allen, these are proven; well running engines and can definitely be found on the used market. Prices range from \$10,000-\$15,000, depending on age, finish and the reputation of the builder. Smaller locomotives can be found in the \$10,000 or under range, but \$10,000 is the practical lower limit for a quality used engine. A Mikado 2-8-2 might be in the \$40,000 range, a Pacific in the \$20,000 range, and so on.

The OS Mogul is in the \$20,000-plus range, and the Accucraft Forney is priced at \$19,500. Just for fun, you can browse Discover Live Steam at discoverlivesteam.com to get a sense for all of this. Unlike

in Gauge One where you might run and maintain several engines, the magnitude of the space and infrastructure required likely means you will be maintaining just one engine.

There are other cost considerations too. In Gauge One, I don't give too much thought to trucks and couplers, but in ride-on, a set of trucks is north of \$350 and set of couplers is in the \$100 range. Modern rolling stock made from laser-cut steel and CNC-machined parts, with detail castings, is in the \$2000-plus range



Forney: Accucraft's Cliff Luscher fires a company ride-on steamer. Photo courtesy: Accucraft.

for ready-to-run (although used equipment and equipment made with wood can be had for much less). Several suppliers offer kits that provide a significant cost savings.

— R.F.

I have just a few probation hours remaining with the Los Angeles Live Steamers and it's been a great experience. Most clubs also have non-resident memberships that allow you to sign up, contribute reasonable fees to the general pool, and be included in regular communication.

Private tracks are altogether a different situation. The beauty of the private track is that one guy is in charge. Committees are unnecessary, and the work is directed by individuals who have a method and systems that works, with expected efficiencies. If clubs prove out one maxim, private tracks prove out another in that a railroad run by a benevolent dictator can be a great system! It is human nature to want to contribute and this too is possible and expected on private tracks.

I find myself happily in both the Gauge One live steam and ride-on live steam hobbies, and I find that I am not unique in this regard (both Dwight Ennis of Milpitas, Calif., and Eric Maschwitz of Foster City, Calif., come to mind as dedicated small-scale live steamers who've also branched out into ride-on live steam).

There is great common interest between the two hobbies. As part of my probation service hours with LALS I am working with a few members to design a Gauge One track. As this comes up in discussion

with the members there is great interest in this. At a recent informal running session at the club, a member brought a crate of Gauge One snap track, a layout appeared, and several members ran engines.

Houston Area Live Steamers operates a Gauge One track of incredible size, including a full turntable. John Frank, well known in Gauge One circles, and several members of HALS are the driving force behind that track. I regret that we are not likely to get our Gauge One track at LALS completed before my son John goes off to college. We had many great days at HALS running ride-on and Gauge One trains as the mood and (and ambient Houston temperatures) inspired.

I dove head-on into ride-on without any mentors, but I was quickly and fortunately adopted by some avid live steamers in Texas who have become great friends. Not quickly enough though, as they will attest, to keep me from making some big mistakes that cost me time, money, or both.

If ride-on has appeal to you, find some folks to talk to. There are club directories online and that would be a great place to start. Email me if you have interest. Also, check out my YouTube channel (<http://www.youtube.com/doublereefed>) that includes videos from HALS, LALS, and the WB&S (a private track in Texas).

The Wednesday Night Water Boilers' first International Invitational Steamup in

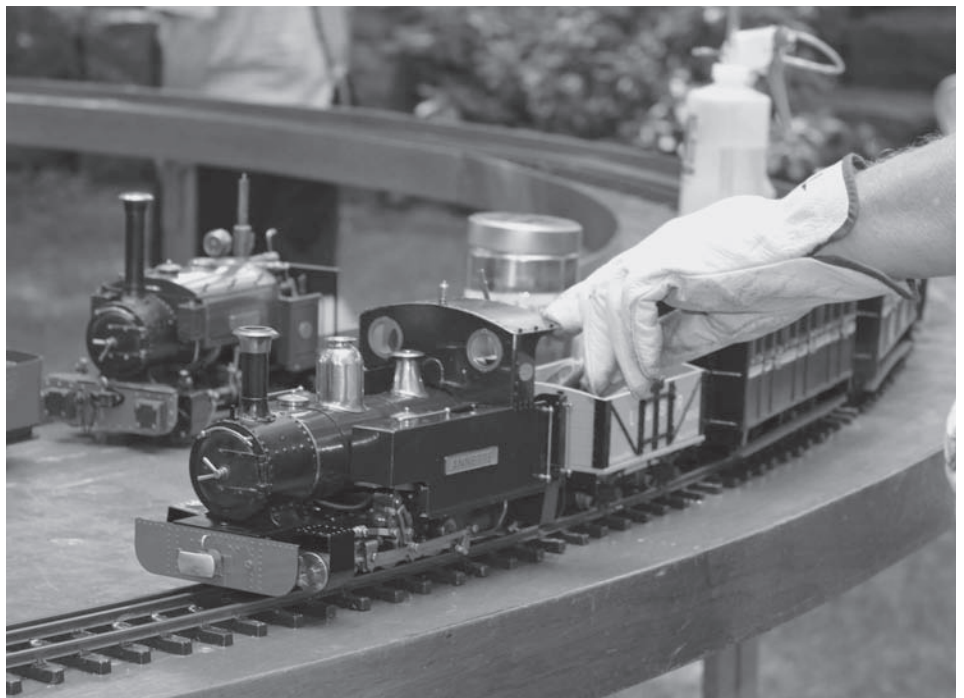
ONTARIO

Text and photos by Jeff Young

On the long (20-hour) drive home from the International Small Scale Steamup in Diamondhead, Miss. last January, Dawn Brightwell, Peter Foley and I had a lot of time to chat. One of the things we remarked on was how we only see many of the live steam community only once a year, despite so many of the Diamondhead attendees living near the Wednesday Night Water Boilers (WNWB) stomping grounds of Toronto and southern Ontario.

So, based on that notion, it was put forward that we would host a steamup for those live steamers living close to us. We figured “close” was about a four-hour drive from Toronto. It was duly christened the “WNWB International Invitational Steamup.”

A date of mid-June was selected for the event, ensuring a passing chance of decent weather in advance of the blistering heat and humidity of summer in the Great Lakes region. As for a venue, we landed on Bill Burgess's line in Oakville, Ontario, which is about 20 miles west of Toronto. Bill has a decent-sized, double track Gauge One loop and a separate o-gauge loop, as well as a substantial backyard. This backyard also would allow us to set up the dual-gauge WNWB portable layout to provide even more track capacity for those in attendance.



At the Oakville, Ont. steamup: Will Lindley's coal-fired o-6-o 'Annette.'

Invitations were sent out to the Diamondhead attendees across southern Ontario, Michigan, New York and Pennsylvania, as well as members of the 16mm Association of Narrow Gauge Modelers in the same area. Beyond the 12 or so of us who are regular WNWB steamers in the Toronto, we chose to invite local folks who we had met at train shows that had either recently purchased a live steamer (and were seeking advice on how to run it) or those about to make the leap into the world of live steam. All-in-all, more than 30 live steamers confirmed their



Gauges and scales: Left, Peter Foley tends to his Prescott Engineering 'Robin' on the O-gauge track, while Mike Walton readies a train on the Gauge One. Right, Ian Campbell and his 7/8ths-scale 'Ruby' kitbash.



Successful steamup: Left, Tom Myers of Michigan runs his 'Ogwen' on the O-gauge line. Right, Tom Bowdler of upstate New York and his amusement-park train.

attendance for our inaugural event, coming from Michigan, New York, Ontario and even as far away as Edmonton, Alberta!

June 16 dawned sunny and pleasantly warm, indicating that the weather-gods had looked upon us

favorably. We started early in the morning getting things ready, with the first out-of-town guests arriving at 9:30. Fueled by coffee and an assortment of breakfast sweets, the participants were soon to get locomotives in steam. We had an amazing assort-



Gathering of the tribe: Group photo of those attending the WNWB first International Invitational Steamup.



Gauge One: Carl Berg of New York runs an O-4-O.

ment of locomotives in steam covering 16mm, 1:32, 1:22.5, 7/8ths and 1/12th scales and fueled by gas, alcohol and coal. Aside from stopping for a lunch-time BBQ and a group photo, locomotives were in steam constantly throughout the day.

One of the things we thought would be fun to do was to have “bring and buy” tables. We circulated a list of surplus items for sale and want lists by email



Kit builder: Bill Shipp and his Roundhouse ‘Billy.’

beforehand. It was a huge success, with several locomotives, pieces of rolling stock, books and even steamboat models changing hands during the event.

Was it a success? Everyone who attended sure thought so, based on the emails the WNWB organizers received afterwards. For those from our area who were new to live steam or about to take the plunge, the opportunity to see so many engines up close and talk to many experienced steamers was very rewarding. For the WNWB group, the enjoyment from getting together with Diamondhead friends and other steamers around the region certainly made all the planning and effort worthwhile.



Having fun at the National Summer Steamup in July

PLAYIN' TRAINS

Text by Marc Horovitz

Photos by Carla Brand Breitner, Al Holston, Mike Martin & Rick Parker

The 2012 National Summer Steamup was held July 18-22, as usual at the old McClellan Air Force Base near Sacramento, Calif. I had looked forward to this event for some time, as I enjoyed previous ones; and, indeed, I enjoyed this one as well. I attended as a private person, not in any official capacity, and I was invited to write this account of the steamup after most of it had already passed. I hadn't arrived with the idea in mind of creating a full and lucid account of all the proceedings, so this writeup will be mostly recollections and impressions.

As mentioned above, the event convened at the old McClellan Air Force Base. Unlike prior years, how-



Tiny loco: Tom King fuels up his Berkeley Cricket.



Small to Shay: Left, Richard Murray adjusts his miniscule O-gauge loco, 'The Ant.' Above, Chuck Jarvi, left, and Andy Sorenson have lashed their Accucraft Shays together to pull a heavy load.



Hudson huddle: Bill Wilbanks, right, confers with Jim Gabelich over the latter's Accucraft Hudson.

Summer steamup statistics

Random facts about the National Summer Steamup, held July 18-22, include:

- One hundred and twenty-seven steamers — 10 female and 117 male — were present (206 people total, including spouses and hangers-on).
- Steamers came from 11 U.S. states and Canada, and ranged in age from 11 to 89.
- The event consumed 62 gallons of water, four gallons of alcohol and 107 cans of butane or butane/propane mix. A lot of coal (not supplied by the event) was also burned.
- Eleven companies — the most ever — exhibited in the dealer room.

— M.H.

ever, the steam-hall venue this time had changed. The steamup had been —through no fault of its own — booted out of the old ballroom space which, if slightly cramped, was at least air conditioned. This year, we were moved to an abandoned airplane-maintenance hangar, which was decidedly not air conditioned. However, it was blessed with certain charms and attributes that, at least in part, made up for the diminished physical comfort during the later daylight hours.

Not the least of these attributes was the enormous floor space the hangar offered — 188,000 square feet of it — enough for multiple steamups the size of ours to muster simultaneously. Hence, there was plenty of room for all of the layouts (organizers added two

more over previous years), the many tables upon which attendees could spread out and circulation space for participants to comfortably move about between all of the attractions.

Also, the structure had an immensely high ceiling, so there was no problem with smoke and fumes, although coal smoke did have a tendency to hover over the track in a visible blue cloud. The hangar was also well lit. Natural light entered through the windows and through the skylights in the ceiling. Fluorescent lights above provided plenty of light at night, too.

The biggest drawback to the space was the lack of air conditioning. In the mornings, when the outdoor temperature was below 80 degrees, the hangar was



Train men: Top, Bill Allen and his Quadraplex. Left, Rich Threlkel with his K4. Right, Kevin O'Connor brazes a copper pipe.

quite pleasant. However, by the late afternoon, when the outside temps approached or surpassed the 100-degree mark, it became fairly toasty inside as well.

The Lions Gate Hotel was, once again, the hotel of choice, as it is contained within the former air base's perimeter. The new steamup venue was an easy walk from most of the hotel rooms, although there was ample parking space next to the hangar for those who

chose to drive. Walking to the steamup after a good hotel breakfast was pleasant in the cool morning hours.

Upon arriving at the steamup, the first thing that greeted you was the registration table, where you picked up your badge and program. The well-designed and nicely printed program covered all of the events and times. Directly behind the registra-

— Continued on Page 30



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SP F4/F5 2-10-2



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- Brass & Stainless Steel
- Butane Fired, D-Valve

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'LEW' L&B 2-6-2T

NEW

ACCEPTING RESERVATIONS



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- Butane Fired

\$2,000.00

SP M-6 2-6-0

NEW

ACCEPTING RESERVATIONS



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- Brass & Stainless Steel, Butane Fired

\$2,750.00

'FLYING SCOTSMAN' LNER

NEW

ACCEPTING RESERVATIONS



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- Brass & Stainless Steel
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PENNSYLVANIA K-4 4-6-2



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SALE



- 1:29 Scale, 45mm Gauge
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- Production Limited To 50 Units
- Butane Fired



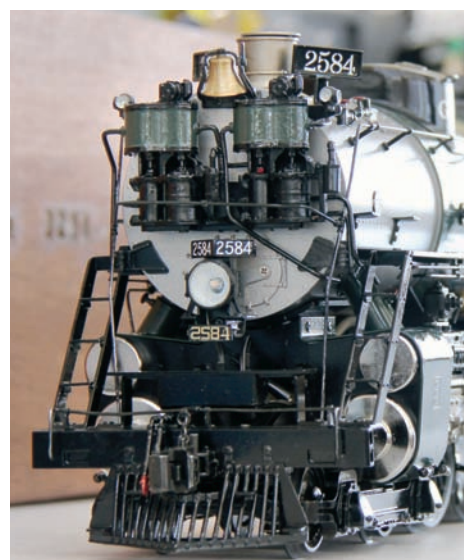
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Colorado to Montana: Left, Rob Lenicheck with his scratch-built RGS o-6-oT. Above, an Aster Great Northern S-2, 4-8-4.



Steam to tablet: Grover Cleveland makes an iPad photo at the swap table as Keith Meredith reads SITG.

— Continued from Page 27

tion tables were swap tables, where attendees could buy and sell their surplus gear on a non-commercial basis. Although trading seemed fairly brisk, my own impression was that there was less in the way of offerings than in past years.

There were two large running tracks and four smaller ones set up. One of the large loops was equipped with dual-gauge track (o-gauge and Gauge One), as were all four of the smaller ones. The large tracks were supplied with sign-up boards, upon which one could enroll for half-hour running times. Each board encompassed eight hours. When the eight hours had expired, the board was erased and

refilled with runners for the next eight. This was a neat system and appeared to work well.

Each of the large tracks had two running loops, each loop equipped with sidings for engine and train preparation and for getting up steam. The small tracks had two or three running loops, making a total of 13 actual loops of one size or another. All tracks were elevated to a convenient height.

A cool, air-conditioned room off the main space served as both the clinic room and the dealer hall. While these two functions shared the same space, their hours were staggered so that there was never any conflict. The spacious layout of the room made it seem as though there were fewer dealers than at previous events, but there were actually the most ever, so the commercial side was well represented. Accucraft products seemed to dominate the dealer hall, either shown by the company itself or by other dealers.

An interesting lineup of clinics was offered. These included “Why Cab Forwards?” by Alan Redeker; “Photographing small-scale live steam” by SitG’s own Dave Cole; “Ravos Rail from Pretoria to Victoria Falls” by Jim Gabelich, and “Silver Solder Brazing” by Kevin O’Connor. All clinics were held in the air-conditioned comfort of the clinic room with the exception of Kevin O’Connor’s: He staged a two-hour, ongoing extravaganza of silver brazing right in the hangar but away from the running tracks.

Based on my completely off-hand, post-event survey, there appeared to be more scratch-built and heavily kit-bashed locomotives at this show than have appeared in previous years. I take this as an encouraging indication of both the growth and maturation of the hobby. We are, as a group, evol-



Track gang: *Tony Dixon makes an impromptu rail repair as Clark Lord looks on.*

ing beyond the ready-to-run phase into realms of greater learning, skill building and enjoyment.

Amongst the scratch-built and kit-bashed engines that I saw there, some that stood out in my mind (in no particular order) were Rob Lenicheck's beautiful O-6-OT, as well as the chassis and boiler parts he was showing for the coal-fired C-19 he is currently building; Bob Sorenson's gaggle of charming and smooth-running freelance oscillators; Sonny Wizelman's finely crafted steam-powered inspection car based on a Ruby chassis (see *SitG* No. 122, July/August 2012); Henner Meinhold's fascinating, watch-like Guinness Brewery engine and, of course, Bill Allen's astonishing and wonderful Baldwin Quadraplex in Southern Pacific livery. There were plenty of others, too.

As is usual with the Summer Steamup, a Saturday evening banquet was part of the program. Because of the extreme heat, this was held in a banquet hall at the hotel, not poolside as originally advertised. For me, this was the low point of the event, as the meal offered — hamburgers and hot dogs — was decidedly mediocre, so the less said about it the better.

I enjoy these steamups very much. They present a wonderful opportunity for the acquisition of knowledge and the exchange of ideas with other steamers. Our collective experience is growing by leaps and bounds and there is always an abundance of interesting new things to see and learn about, whether in the formalized atmosphere of the clinic or in a casual, leaning-on-one's-elbow conversation with some like-minded person, hashing over some arcane or miniscule point of steam-locomotive operation or construction.

I always come away from these events with a



D&RG & SP: *Steve Heselton checks the controls of his K-27 as a O-6-O switcher passes on the outside track.*

profound sense of time well spent. Seeing and interacting with the same people year after year, even though, in many cases, it's just once a year, not only builds strong and lasting friendships, it creates a cohesive sense of group camaraderie unlike anything else I've experienced.

This year's venue in many ways really brought home to me what a great thing we are involved in. The hangar was so big that I was able to stand at the far end of the vast room and observe, almost as a disinterested party, the steamup in progress, small in the distance ... as one who had accidentally stumbled upon the event unaware. What I saw was a microcosm of people engaged in a most unlikely pursuit, intensely involved in each other and their activity, unaware of the emptiness surrounding them, almost like a small town in the wilderness — self sufficient, going about their happy business, but still part of a larger, outside



Peeking: Left, Vickie-Marie Parker Ward peers into the back of her loco. Right, Jerry Abreu the front of his.



Tweaking: Left, Mike McKenna adjusts his 'Flying Scotsman.' Right, David Leech adds water to his Hudson.

world of others with the same interests.

We can congratulate ourselves on having built a viable and vibrant community that, through mutual interest, desire, thirst for knowledge and willingness to freely share our own experiences, is unlike any other. This community is not restricted to this or any organized event but is, in fact, a world-wide family of small-scale-steam enthusiasts. For whatever reason, this hobby seems to attract some of the finest, most outgoing, friendly and giving people I know and it's a pleasure to be part of it.

Profuse thanks must go to the committee — which includes the aforementioned Dave Cole and Sonny Wizelman as well as Tony Dixon, Clark Lord, Jim McDavid, Bob Trabucco and Bill Turkel — for their efforts in organizing this year's event. Given the last-minute curve thrown at them by the hotel concerning our meeting space, I thought that they, as a group, did a remarkable job of snatching the

steamup from the jaws of disaster. From my perspective, the event was smoothly run with no discernible glitches. Everyone in charge seemed cheerful, unharried and happy to be there and help out.

I'm told that we have been promised a new space for next year. This is evidently to be an empty, air-conditioned warehouse with space in excess of our requirements. While this venue may provide us with more physical comfort, I wonder if it will be nearly as charismatic and evocative as the vintage structure that housed this year's event.

One of the things that sticks in my mind about the 2012 National Summer Steamup, at the remove of a month or so at this writing, is neither the oppressive heat outside nor the minor discomfort of the indoor temperatures in the afternoons, but the sheer coolness, figuratively speaking, of the building itself — that vast, quirky cavern that benevolently swallowed us in our entirety with room to spare. I loved it.

Brittany Grimm wins Ron Brown award

When Brittany Grimm of Garnet Valley, Pa., was announced as the 2012 winner of the Ron Brown Memorial Steamup Enthusiasm Award on July 21, the crowd at the National Summer Steamup erupted into sustained applause and cheering.

Grimm, a 17-year-old who has been in the hobby for eight years, said, "It isn't just an award, it's a trains award!"

The Brown award was established in July 2011 following the untimely passing of Ron Brown in October 2010. The perpetual plaque honors the founder of *Steam in the Garden* magazine, who was among the earliest of hobbyists in the United States in the 1980s, and is given by both the magazine and the sponsors of the Summer Steamup.

"Sometimes it's difficult to remember that we put all this effort into the hobby just to have fun," said Jim McDavid, a Summer Steamup organizer and a longtime friend of Brown. "Ron always remembered that fun is the real reason we do this."

The inaugural Brown award was given to McKinleyville, Calif. steamer Geoff Spenceley.

Grimm attended the National Summer Steamup as part of the granting of a wish by the Philadelphia and Susquehanna Valley chapter of Make-A-Wish Foundation of America. In addition to spending four days at the steamup, Grimm and her guardians Joe and Eileen Rohanna, took Amtrak from Philadelphia to Sacramento and spent 1½ days at the California State Railroad Museum in Sacramento, where docents gave her a special tour and she took a rail trip on the museum's excursion steam train.



Award winner: *Brittany Grimm proudly holds the perpetual plaque, flanked by her guardians, Joe and Eileen Rohanna.*



Coal burner: *During the steamup, Brittany with her 'Mimi.'*

Steamup organizers had requested that a representative of Make-A-Wish be present for the Brown award ceremony and volunteer Jill Ballard of Sacramento beamed as Grimm held her plaque. Then the steamup group sprung a surprise on Make-A-Wish: through a "silent donation" scheme, those in attendance at the event presented more than \$1500 raised for the Sacramento and Northeastern California chapter.

"We at Make-A-Wish cannot thank you enough," said Ballard.

Grimm had her first locomotive, an Accucraft "Mimi," converted to coal-firing and she brought it with her to Sacramento. She also brought her Aster "Schools" and a rake of coaches to run. Because carry-on space was limited on Amtrak, Grimm was forced to leave behind her Aster "Thunderbolt," Aster "Climax" and Aster K4 locomotives. She runs all of her locomotives at the Pennsylvania Live Steamers' layout in Collegeville, Pa.

— dmc

Hobbyists bring small-scale locomotives to the state fair

JERSEY STEAM

Text and photos by Shawn Viggiano

In the northwest corner of New Jersey is Sussex County. With its rolling farmlands and mountain views, one would not expect to be in New Jersey. It is different from the negative images depicted on shows such as “The Sopranos” or MTV’s “Jersey Shore.” Instead, you will find quaint towns, state parks and forests, dairy and horse farms and local folk selling home-grown vegetables and organic eggs along the sides of winding country roads. This majestic and earthy land is host to a yearly event, the New Jersey State Fair, which showcases the hard work and talents of the people who reside here.

The New Jersey State Fair — subtitled the Sussex County Farm and Horse Show — is held yearly in early August and draws crowds from near and far. The last weekend of the fair is the Hobby Expo weekend — which this year was Aug. 11-12 — located in the Richards Building.

For the last five years, Lee Thomas and Glenn Habrial have been promoting the small-scale live



Backwoods to the state fair: Lee Thomas’ modified BAGRS Project Engine.

steam hobby and educating the public about trains during the Hobby Expo. They run two loops on an elevated layout built by Glenn. The inner loop is an eight-foot diameter loop while the outside loop has 10-foot curves. Each loop has an eight-foot straight with a siding on each loop used for prepping engines; a wonderland of trains to the

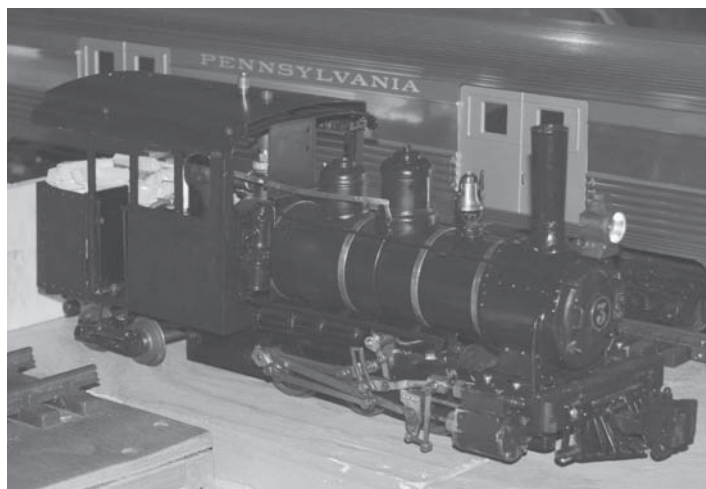
onlookers who happen upon the Richards Building.

This year, trains ran nonstop from 10 a.m.-10 p.m. on Saturday and from 10 a.m.-6 p.m. on Sunday. Lee and Glen do a great job at putting the live steam event together. They both volunteer their time because they love the hobby of live steam and believe their expertise of live steam trains is a benefit to inquisitive fair-goers. Being somewhat new to live steam, I was thrilled to be part of the event again this year and to continue to learn from Lee and Glen’s expertise.

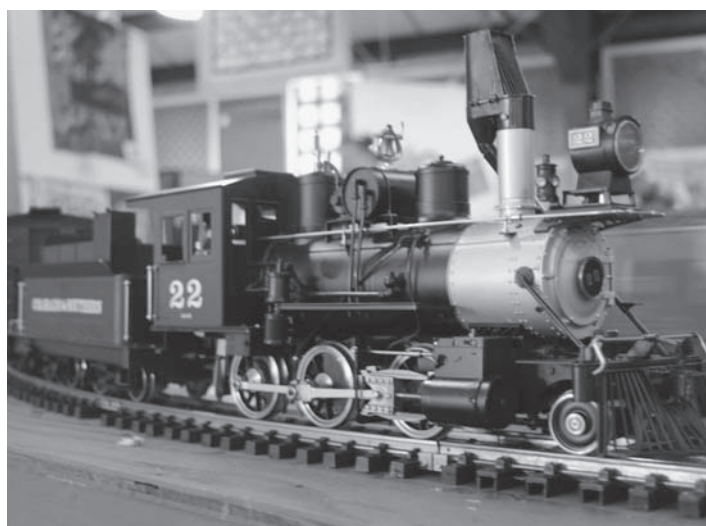
This was my second year running live steam at the fair with them. I had a great time talking to people about how the live-steam trains operate. This



Prep: Lee Thomas watches Glenn Habrial and his K4.



Convert: Lee Thomas' Roundhouse Libertybell modified as a Forney.



2-6-0: Jason Kovac's Aster Mogul C&S.

event is not your typical live steam show: It draws a diverse crowd, from people who are into N-scale to Lionel as well as a non-train crowd.

Most of the people are there for the fair, not trains. That is, until they roam through the Richards building and see the steam trains running as the smell of steam oil fills the air. It's great seeing people's reactions as they gape with awe and amazement. One particular individual caught my attention after I heard him exclaim to his girlfriend, "Cool, check these trains out!" as a smile ran across his face. If his girlfriend did not drag him away, he would probably still be there!

Each of us brought a collection of trains for the public to view. I spent Saturday running my modified Accucraft Forney and my BAGRS Basic Project Engine (a backwoods engine; see <http://www.panyo.com/project>), both of which ran flawlessly on the layout. The Forney spent the day pulling a string of my scratch-built skeleton log cars and a scratch-built work caboose. The Project Engine pulled two

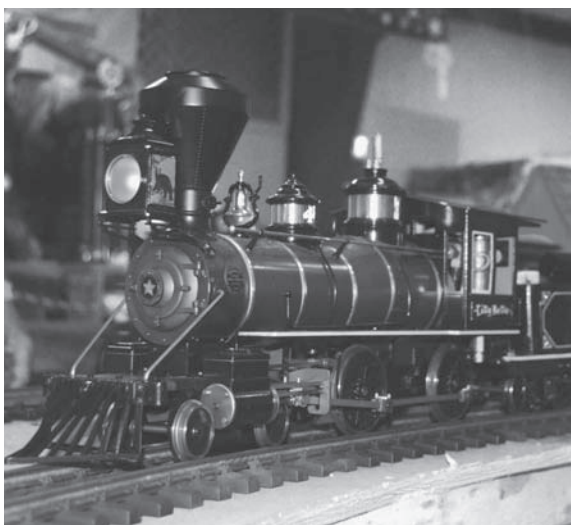
Hartland mini-series log cars. To maintain smooth continuous running time, Lee Thomas ran while I refueled my engines.

Lee ran his modified Roundhouse Liberty Bell, though you wouldn't recognize it as the Liberty Bell after Lee converted it into a Forney. A couple of times the Roundhouse was double-headed with my Accucraft Forney. Lee also ran his new Accucraft 4-4-0 with a string of Bachmann coaches. The 4-4-0 was another great running engine that saw a lot of track time. Lee also ran his modified Project Engine, which also ran flawlessly.

Glenn Habrial ran his new 1:29-scale Accucraft K-4, 4-6-2, which operated smoothly and sure got a workout, running almost nonstop both days. It seemed to draw the most attention from onlookers. Because of the look of his train as compared to the others, people had a hard time believing that it was live steam. Glenn also ran his Aristo-Craft 2-8-2 live-steam Mikado. Initially he had a hard time getting it lit but once it finally took, it ran smooth with



Roster: From left to right. Jeff Koenig's Accucraft 2-6-0 Mogul, Glenn Habrial's new Accucraft K4, Shawn Viggiano's modified Accucraft Forney and his BAGRS Project Engine (Backwoods Engine version).



Runners: Left photo, Lee Thomas' Accucraft 4-4-0. Right photo, Jeff Koenig's Accucraft 2-6-0 Mogul, original version, on the left; Shawn Viggiano's modified Accucraft Forney, on the right.

no problems. On the last day, Glenn took his Aristocraft 0-4-0 switcher out and it also ran great.

To share in the enjoyment of the craft, other train buffs such as Jeff Koenig and Jason Kovac came to the Richards Building to run their live-steam engines. Jeff was there on Saturday and ran his Accucraft 2-6-0 Mogul (the old version), which ran well and continued to delight children young and old.

On Sunday, Jason ran a nice selection of live steamers: He first ran the Accucraft C-19 with a string of Accucraft cattle cars. Later, he also ran an Aster C&S Mogul and an Argyle 4-4-0. Jason also brought a Catatonk Class B Climax, which I fell in love with. Unfortunately, he did not get to run the Climax.

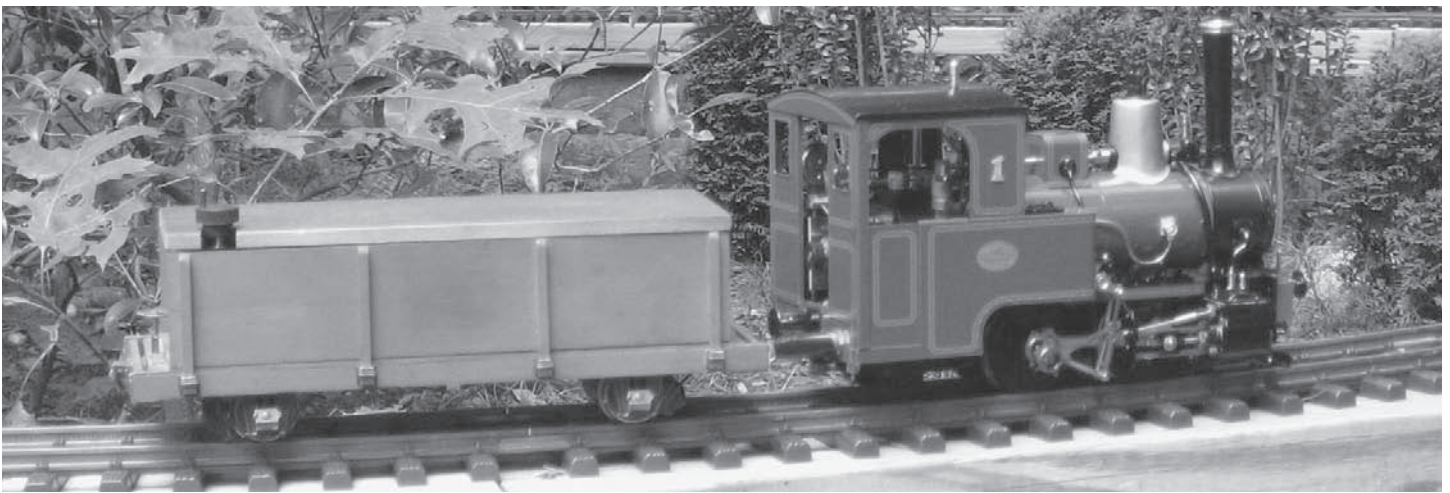
The portable layout was built by Glenn and proves to be a perfect size for the limited space available in

the building; this year's event had a larger selection of live steamers than in years past, making the layout crowded. There was some talk about building a new portable layout, using a design similar to Mike Moore's portable layout (see *SitG* No. 123, September/October 2012), although smaller. The plan is to have passing sidings on each end with a cross-over track and possibly a yard area for train storage. Making these changes will allow for better train storage and operations as trains will not have to be taken on and off.

Next year's fair will start the first Friday of August and will run for 10 days, with the hobby expo Aug. 10-11, again in the Richards building. Feel free to stop by and watch some live steamers or bring a train and join us.

After some mods, the author was happy with Aster's **KRAUSS KIT**

Text, drawings and photos by Gerald Pierce



Last year Aster Hobby Inc. began offering a kit and ready-to-run version of a small 0-4-0 locomotive known as the Krauss Tank. The model is based on a locomotive built in Germany in 1888, which ran on a 30-inch-gauge railroad in Matsuyama, Ehime, Japan. The railroad is so popular in Japan — it is a central character in a beloved Japanese novel — that in 2001 the Iyo Railroad built a diesel replica and the locomotive ferries tourists over two routes daily.

I bought the Aster Krauss Tank locomotive because I was looking for something different; outside Stephenson valve gear is rare in a rod engine and interesting to watch in operation. I bought it as a kit for two reasons: I enjoy assembling Aster kits and a kit cost much less than the ready-to-run version, and because a kit-builder is familiar with every part, a kit-owner can easily make repairs and modifications.

The Krauss Tank side-water tank connects to an axle pump and includes a manual push pump. There is a water gauge which has a push rod through the center of the glass to open a blow-down valve. The steam regulator is just to the rear of the chimney. Steam pipes run down outside the boiler directly to

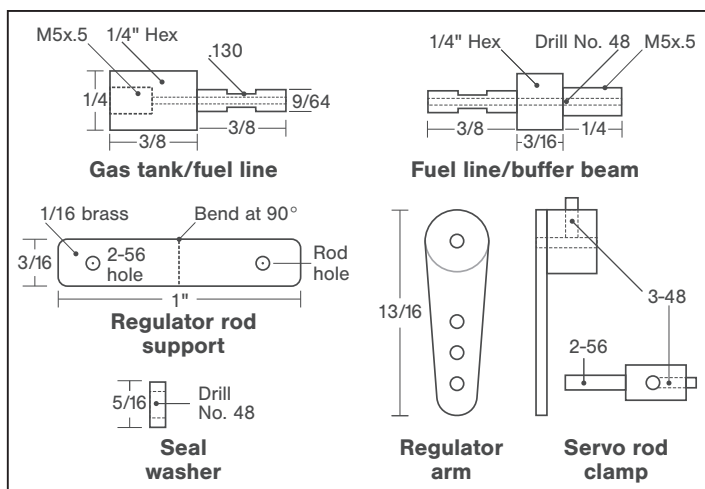
the steam chest. The steam is not superheated.

Butane is in dual tanks, with one in the cab and another under the boiler. There are two fuel filler valves, one on the top of the cab tank and another on the rear buffer beam. The rear filler valve allows gas to be supplied from a trailing car.

The valve gear is outside Stephenson operating D-slide valves, which are real operating valve gear. For each cylinder there are two eccentric sheaves and rods. A return crank is fitted to the main driver crank pin. The sheaves are attached to the return crank. The outside sheave has a “smiley face” appearance. The rods are attached to the expansion link which is raised or lowered by the lifting link. This is well planned and made valve gear that works great. The reverser can be notched back somewhat to reduce steam consumption.

Some manufacturers use a “simplified Stevenson valve gear” with only one eccentric rod per cylinder and the locomotive is reversed with a “piston valve reverser.” However, a true Stephenson valve gear requires two eccentrics per cylinder.

This is a very attractive engine. The running gear,



Mod parts: *Author's suggested pieces to improve the gas, add radio control to Krauss Tank; not to scale.*

valves gear, and burner work very well. However, I had a problem getting gas into the tanks. This was improved with the addition of a gas tank in a trailing car.

With this size engine there is not a lot of momentum when on the track. This is a problem if the track is not totally flat. The locomotive will slow down or stop on an incline, then go too fast when there is a dip. Radio control is helpful for steady running. I installed a servo for the steam regulator with a receiver and battery in the trailing car.

The kit instructions has a short section on the addition of radio control and connecting the "Aster Utility Car," however the required parts were not included. The utility car is available at a rather high price and is not finished.

I purchased the kit. The assembly manual has a parts and hardware list, however no drawings were provided. The assembly instructions show photographs of parts and assemblies with the written instructions.

The instructions were somewhat confusing. Last year I also completed an Aster British Railways 5 MT, which took 125 hours to build. The Krauss Tank, a much smaller engine, took 100 hours. The parts are well made and went together easily. I had only one defective part, the burner needle valve. A replacement was quickly

sent from Aster's U.S. distributor, Hans Huwyler.

After completing the locomotive, I decided it was lacking in three areas and needed modifications:

- The blow-down valve. It leaked and would stick in the open position. The instructions do state that the "blow-down is always open and steam always leaks." I would prefer a valve that does not leak. With such a small boiler, any steam leaks will result in very short runs. The blow-down push rod was eliminated. The hole in the upper glass-gauge cap was plugged with a brass rod. The lower glass-gauge cap was replaced with a new cap for a taper-plug cock with a one-eighth-inch drain tube. Drain cocks are available from Coles' Power Models or Stuart Models.

- An additional gas tank. I replaced the buffer-beam gas filler valve with a fuel line fitting. The fuel line runs to the trailing car which contains a second gas tank. The cab gas tank and gas tube from buffer-beam gas filler were removed. The fitting was plugged with a brass ring to replace the banjo fitting.

The gas tank is Accucraft's as used in the three-cylinder Shay. This is contained in a wood box in the trailing car. A top cover is used keep the tank in place. The tank is removed to fill with the flexible fuel line attached and is easy to fill. Gas runs to the original tank under the boiler then to the burner. This increased burn time to 45-plus minutes.

- Radio control. A servo was installed in the cab gas tank space for steam regulator control.

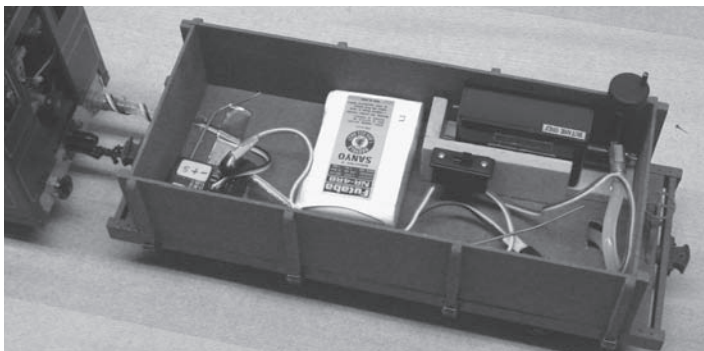
I try to make modifications simple and use materials on hand or which are easy to obtain. A small lathe and drill press are necessary to do the modifications. A

M5-.5 tap and die plus an M7-.75 die are necessary. I also used a 2-56 tap and die, and a 3-48 tap.

The new lower glass-gauge cap was made from three-eighths hex brass. Thread one end M7-.75 for one-eighth-inch length to screw into lower glass gauge holder. Tap the other end to match the drain cock thread. My drain cock was threaded 5/32-40. Drill a one-eighth-inch hole through the cap. The discharge end was threaded 1/4-40 for a cone nut for the one-eighth-inch tube. I found Permatex Anti-Seize works well to lubricate

Aster Krauss Tank

- Loco type: Lokomotivfabrik Krauss & Co. of Germany, 0-4-0, 30-inch gauge, 1888.
- Scale: 1:21, 45mm gauge.
- Length: 11.8 inches (300mm).
- Height: 5.9 inches (150mm).
- Width: 3¾ inches (95.5mm).
- Boiler: Single center flue, three ounces at 80 percent full (88cc).
- Fuel: Butane.
- Min. radius: 21¾ inches (55cm).
- Water pumps: Axle.
- Cylinders: Two; D-slide valves.
- Valve gear: Outside Stephenson's.
- Fittings: Dual gas tanks, sight glass (with blow-down), pressure gauge, by-pass valve, safety valves, regulator valves, Roscoe displacement lubricator, openable smoke box door.
- MSRP: \$3500 (green kit); \$4100 (green RTR); \$3300 (black kit); \$3800 (black RTR).



Trailing car: *For additional gas, radio control.*

and seal the tapered section of the drain cock.

One fuel-line fitting for the tank and one for the buffer beam. The fittings were made to fit a model-airplane fuel line. The fitting has a reduced “waist” to use a wire clamp on the tube. Paper clip wire works fine, cut and twist. This made a strong connection with no leaks. Or you could use a screw-on connector, however I find these may leak if not properly made.

As built, the gas supply to the burner ran from the cab gas tank. Since this was removed, the burner gas line will run from the bottom gas tank. The instructions indicate a new supply line is needed. This was not necessary as the pipe from the bottom tank can be bent to reach the burner.

The buffer-beam gas fitting has pipe lines to both gas tanks. The line to the cab tank must be removed and a brass ring is needed to replace the banjo ring.

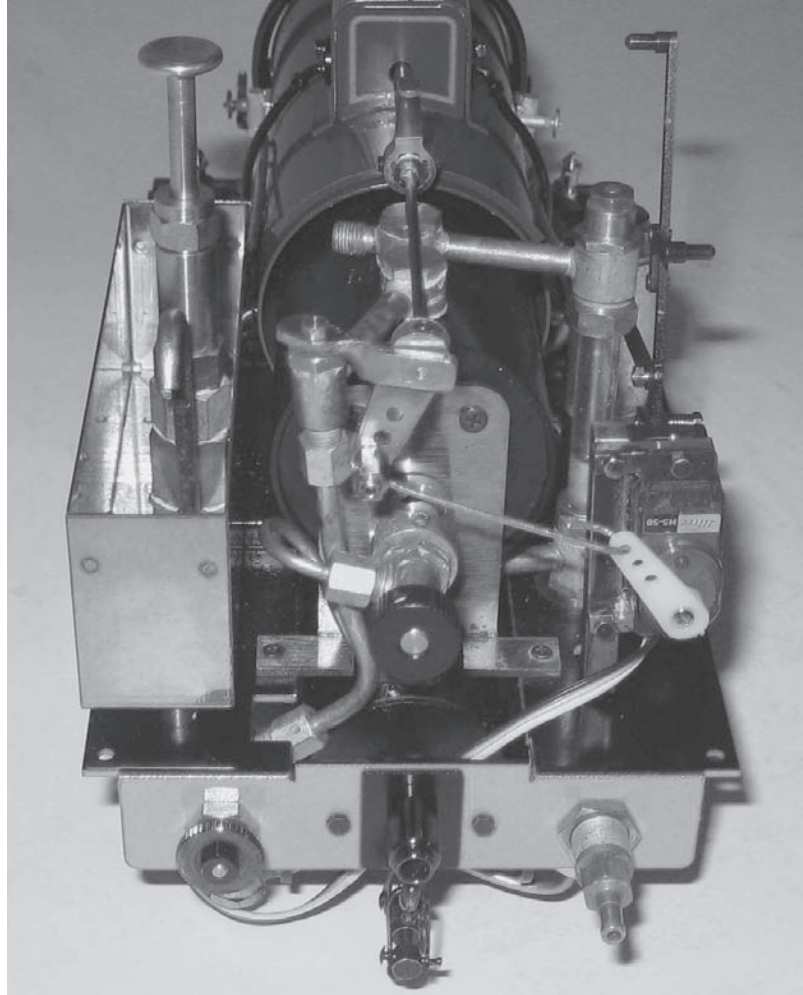
A brass rod of 5/16-inch diameter was drilled with a No. 8 drill and cut off 3/16-inch long. The same banjo bolt was used to make the seal. Gas then will be directed to the bottom tank only.

The servo stand design will depend on the servo used. I used Hitec HS-55, which is a reasonably priced servo with adequate torque to turn the regulator rod. The stand was made from square brass rod, two one-eighth-inch rods across the servo mount tabs and one long 3/16-inch rod attached to the cab floor with a single 3-48 brass bolt. It was necessary to drill a hole in the cab floor to mount the servo.

The regulator rod needed to be extended to the rear to align with the servo. However, the banjo fittings for the water gauge and check valve on the boiler top were too high for the regulator rod extension.

I used a 1/16-inch diameter rod, along with a 1/16-inch hole drilled into the rear of the existing regulator rod. The rod was drilled in the lathe using a three-jaw chuck. The extension rod was cut to length and soldered to the original regulator rod. Stay Bright low-temperature silver solder was used.

It is necessary to support the thin 1/16-inch rod. The support is attached to the check valve cap bolt with a 2-56 hex bolt. A support was made from 1/16 flat brass. Mark out and cut to size. Drill the hole for the 1/16 rod.



Servo: *Throttle radio control parts added to Krauss.*

Place in vice and twist 90 degrees. Assemble the regulator rod onto the boiler. With the support on the rod end, mark the support for the 2-56 clearance hole. Drill and tap the check valve cap bolt 2-56.

The arm for the regulator rod is a simple item which I made myself as per drawings. Possibly this can be purchased. The clamp is free to rotate on the arm. Use Blue Loctite or a lock-nut to allow the clamp to rotate.

I am using the Spektrum DX5e for radio control, with the receiver and battery in the trailing car. This one transmitter can be used to control additional receivers by the binding process, which is a simple 10-second step. Also, you can reverse the servo direction if needed. I purchased two additional receivers for other locomotives.

I would recommend this locomotive if you are prepared to make the modifications or plan on purchasing the Aster utility car with other necessary parts. The locomotive and kit are well done. It went together fairly easy and runs very good. The only serious problem was getting gas in the tanks. Other owners have posted messages on Internet forums detailing the same gas problem that I had. I believe that a trailing car with additional gas and radio control is necessary to enjoy running this engine. Since I had planned to add an additional gas tank and radio control before I made the purchase, I am not disappointed.



Locomotive review

Only a few minor issues with Accucraft's D&RGW

T-12

Text and photos by Bob Winkel

With very little advance publicity and absolutely no fan fare, Accucraft Trains Co. has produced the latest in its line of 1:20.3-scale steam locomotives, the Denver & Rio Grande Western Railroad T-12 series.

Customers who signed up in the last quarter of 2011 and the first quarter of 2012 were treated with large boxes on their front porches around the end of June.

Lets find out what was inside: the Union City, Calif.-based Accucraft's latest offering is modeled on a series of Baldwin 4-6-0 locomotives built in 1883 as Class 47 units for the Denver & Rio Grande Railroad.

In 1920, the D&RGW took over the D&RG from bankruptcy and the steamers were reclassified as Class T-12 units in 1924. Accucraft offered locomotives Nos. 167, 169 and 175 and an unlettered version in this production run.

Accucraft indicated that the design for these units was taken from their appearances in the late 1920s, as that was the photo documentation with which company designers had to work. These Baldwin narrow-gauge locomotives were part of an order for 12 engines and were intended for use hauling passenger trains on the line. Equipped with large drivers and capable of good speed, they were known to haul a typical consist of 11 coaches at a speed of

more than 70mph.

The Accucraft version of these famous locomotives appears to be quite faithful to the original design and, as usual, they have quite a bit of detail both in the accessories and the markings.

In my case, the engine and tender survived shipping with no damage and there was little that had to be assembled. The unit looked every bit as dull as you might expect a 1920s work horse to look — no gloss paint on this baby. I spruced up the Baldwin by highlighting the piping with copper color paint, which really seems to make the details pop out against the green boiler jacket.

Firing the locomotive (No. 169 in this case) proved to be standard fare for Accucraft models.

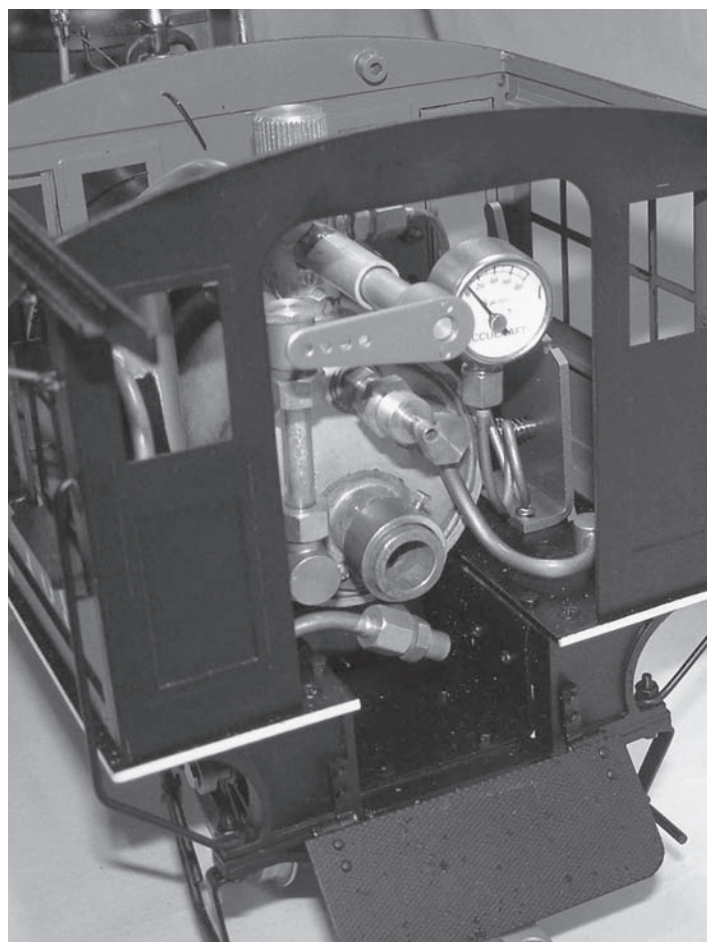
Tasks included filling the boiler with distilled water, filling the lubricator with steam oil, lubricating the running gear (which was fairly well greased by the factory), filling the stubby-but-large butane tank in the tender and putting water in the reservoir around the butane tank. The boiler is not as large as the engine might imply and this boiler has only one burner.

When the burner was going, it was surprisingly loud — it was putting out good heat but popping occasionally and tending to want to go out. But it came right up to operating pressure and got going without a lot of clearing for the cylinders, as is com-



Accucraft D&RGW T-12

- Loco type: Baldwin Locomotive Works, 4-6-0, 1883. Cylinders: 14-inch diameter, 20-inch stroke. Drive wheels: 46-inches. Boiler pressure: 160 psi. Tractive effort: 11,590 pounds. Weight: 750,550 pounds.
- Scale: 1:20.3, 45mm gauge.
- Length: 32.13 inches (816mm).
- Height: Seven inches (178mm).
- Width: 5¼ inches (133mm).
- Boiler: Single-flue, 10½-oz. (310ml), 60psi.
- Fuel: Butane.
- Min. radius: Four feet.
- Water pumps: Tender.
- Cylinders: Two, D-type.
- Valve gear: Simulated Walschaerts.
- Fittings: Water-level glass, pressure gauge, safety valve, adjustable lubricator, radio-control ready.
- MSRP: \$2800.



Backhead: Typical Accucraft controls on the T-12.

mon in some engines. The loud burner was a bit of a concern and the possibility dawned that there might be a bit of contamination in the jet.

Suddenly, with a load pop, the fire went out.

When the fire was relit, the burner was only about half as loud and I figured that any contamination had been expelled. The initial run was at Bob Weltyk's track in Lake Orion, Mich. Bob was quite helpful getting the unit running the first time and it looked great with a nice steam plume on the cool morning of the test run.

Bob said he was pleasantly surprised by how well the 4-6-0 ran, forward and reverse, right out of the box, as if it had been broken in at the factory. The only thing we found, other than the gas jet problem, was evidence of small leaks from the seals of the steam chests on both cylinders. These problems were easily remedied by tightening the four screws.

If you look on the Internet you can find pictures of No. 169 with a rectangular oil lamp and a diamond

stack (and no steam generator) as delivered by Baldwin. For some garden railroads this older version might be a more fitting workhorse.

However, Accucraft has done such a nice job on the 1920s version that it would probably be a shame to backdate it.

As mentioned at the beginning, this production run had just barely enough preorders to get the project rolling. It has been stated that only 30 units were produced. The Accucraft web site lists these units as "out of stock."

For those customers who ordered them, they have a relatively rare steamer and, from initial indications, a good runner.

Remedies for a small-scale live steam engine's **LOST POWER**

Text and photos by Les Knoll

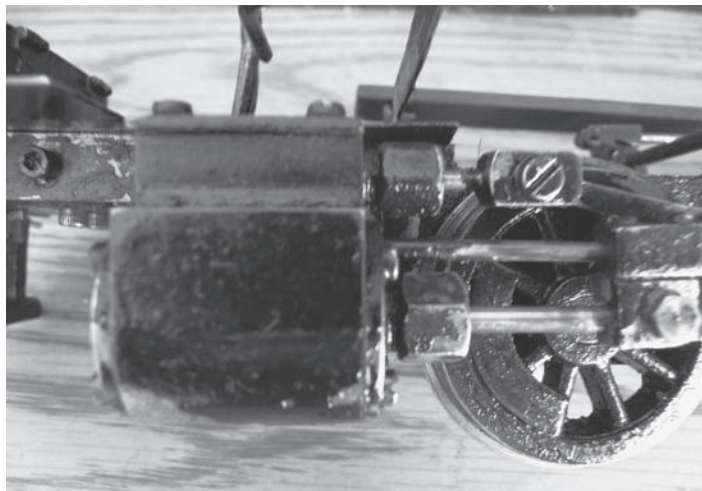
When pulling power in a small-scale live steamer goes down, there are a number of things to check for, some less obvious than others.

Two years ago we moved from Illinois to sunny North Carolina. For the year we lived in the Raleigh area waiting for our lake home to be built just outside of Charlotte, the North Carolina Garden Railroad Society became home to my four live steamers. It was a win-win situation, since I really enjoyed their large club layout, and the club got to see and learn about live steam. We even exhibited live steam at the North Carolina State Fair last year.

Running on our club track in Bonsal, N.C., my 2-8-0 Consolidation quite suddenly would barely move with its light consist of several cars. I let the boiler pressure build, then opened the throttle wide, still little power. This locomotive would normally perform beautifully at around 20psi, pulling a good consist at scale speed. Now at 40-50psi it couldn't get out of its own way!

There are many things that can cause a small-scale live steamer to lose its pulling power. The most obvious are lack of steam, leakage and valves being out of time.

A quick check to see if there is enough steam is, of course, to look at your pressure gauge. If you are firing correctly and pressure is less than normal, either



Cylinder: *The Consolidation uses Roundhouse parts.*

your boiler cannot, for some reason, come up to required pressure, or it can raise the pressure but not provide the volume of steam the locomotive requires.

Firing problems in a boiler is another subject all together. That could be the subject for a whole other article, or series of them.

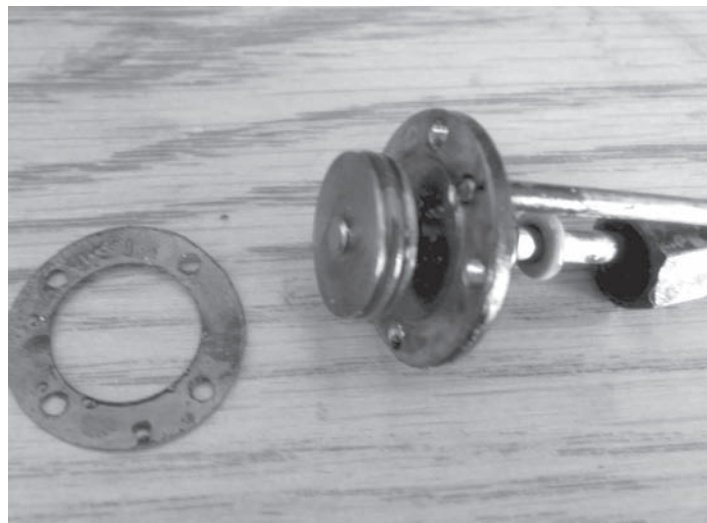
Leaks in steam lines, even tiny ones, will bring even the mightiest loco-

motive to a standstill. Failing solder joints, loose connections, worn out gaskets and other things can be responsible for a dramatic loss of steam. Loss due to leakage may also show up in the loss of pressure and steam producing ability just mentioned.

Valve timing will affect both power and smoothness of operation. It is best detected at slower speeds where the inertia of a moving locomotive will not smooth over the "bumps." Jerky motion, even a total stop, always at the same position of the wheels and running gear are some of the symptoms.

This article is not about fixing these things, but rather some less obvious causes of power loss. If you've checked your boiler and firing system, checked for steam leaks and made sure your timing is correct, and you *still* have the urge to commit that locomotive on your bench to the scrap heap, read on.

I own three other scratch-built steamers in addition to the home-crafted 2-8-0 Consolidation: a 2-4-4-2, a Climax and a Shay. All but the Shay use



Breakdown of a potential problem: *Left, piston, piston seal, rear cylinder head, rear cylinder head paper seal, piston rod and gland seal. Right, rear cylinder head and paper seal.*

at least some Roundhouse components in their chassis. In the years I have serviced these locos I have seen most all of the normal wear and tear breakdowns, and in all cases restored the locos to full performance. This sudden loss of power in the Consolidation was a head-scratcher. Based on previous maintenance, I was sure it was either a need to change seals or to adjust the valve timing.

Remember earlier I mentioned steam leakage as a cause for power loss? Steam lines and their connections are not the only source of leakage. Serious steam leakage can occur within the cylinders themselves, in the piston seals, rod gland seals, valve stem seals, cylinder head seals and steam chest seals. There are more seals in these cylinders than at a zoo, and they must all be pliable and seal tightly.

The one seal in the cylinder assembly I have found to be the greatest cause of power loss is the piston seal. You can actually tell if this seal has major leakage without taking anything apart: When under steam, put your valve gear in neutral and open the throttle. Your locomotive will of course not move, but if you have a leaky piston seal, you should see a steady flow of steam out your exhaust.

This is because there is a “blow-by” of steam from the side of the piston where steam is being admitted, back through to the side where steam is being exhausted, and this is going straight up the stack. You may also notice this on an air test, but you will only hear the exhaust, not see it. You may have to listen closely during the air test, so turn your air compressor motor off.

The other seal that is often a source for lost power is the rod-gland seal. This may not be as obvious because it only seals during the inward stroke of the piston. Like the piston seal, its leakage may be detected without taking anything apart. On a

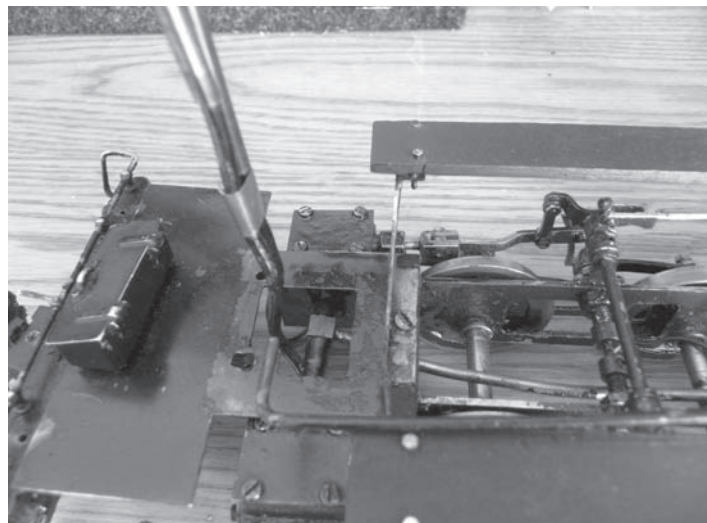
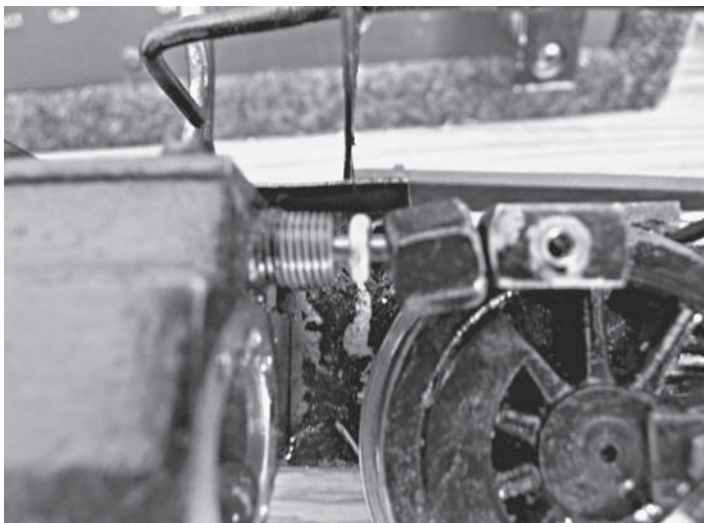
day where weather conditions are good for seeing plumes, watch the back of your cylinders carefully. If you see short bursts of steam coming out of the back of your cylinders in the vicinity of the piston rod, you may have a leaky rod gland seal. This is often fixed simply by tightening a rod gland seal nut that the piston rod passes through. Be careful not to tighten this too much or it will create a drag on the piston rod, and you will lose still more power.

Generally I would recommend getting replacement seals directly from the manufacturer of your locomotive or from their representatives. You can actually substitute O-ring seals yourself if you are engineering-savvy enough to correctly measure them and know how to order them. Most imported locomotives use either metric O-rings or the BS (British Standard) rings. Metric O-rings can be ordered through Grainger (<http://www.grainger.com/>) or McMaster-Carr (<http://www.mcmaster.com/>).

In all applications I have tried, I have found that the BS standard O-rings can be substituted with American AS 568 standard rings. The size numbers are the same, and follow the form -006, -014 and similar. Tables published by O-ring suppliers show that the inch equivalent dimensions for both standards of rings are the same. I have found that, for instance, an AS -006 O-ring can be directly substituted for a BS -006 O-ring.

If you do not want to experiment, just go to your loco manufacturer or their representatives. In repairing the locomotive that is the subject of this article, I obtained my AS 568 standard rings from Motion Industries, representatives of Grainger. You must specify both size and material. I have had success with either silicone or Viton. This time I used Viton for wear properties.

One word of caution about O-ring replacement:



Repairs: *Left, valve gland nut removed to show valve stem and valve gland. Right, the chuff pipes that are installed in the cylinders.*

New O-rings may cause more seal drag than you have been used to. Your locomotive may still exhibit a loss of power, but the seals may run in after about 10 hours. You now have the delightful task of running your locomotive light for about 10 continuous hours. Not the worst thing to have to do. It does, however, consume fuel, oil, water and time.

The seals on the cylinder heads and in the steam chests can either wear with time or the screws that hold them in place can become loose. These are not moving seals, but they still can wear with time, especially the paper ones which can have a tendency to dry up and disintegrate. Newer Roundhouse cylinders substitute additional O-rings for some of the paper seals.

I check the cylinder head and steam chest screws every so often, and I'm surprised to find that they can come loose just through normal operation. Check for loose screws with a cold locomotive, and only tighten them when the locomotive is cold. These parts expand when hot and if tightened when in that condition, contract when cooled down and could become stressed to the point of breakage.

Replacing cylinder head and steam chest seals requires some disassembly of the cylinders and disconnection of some valve gear linkage, but on any reasonably designed locomotive, should not require any adjustments to the valve gear timing.

Again, if you are engineering-savvy enough to "roll your own," you can take measurements of the paper seals and create your own. I have carefully "reverse engineered" some of my cylinder seals, made computer-assisted design drawings of them, then plotted them full size onto brown paper-bag stock. Cutting them out is time consuming using an Exacto knife, but if you're out of seals and don't want to wait for a transatlantic shipment, this method can often work.

When installing the paper seals, I drench them in steam oil to make them pliable, then I install them. When tightening the covers down I tighten the cover screws in rotation, just like changing a tire on a car.

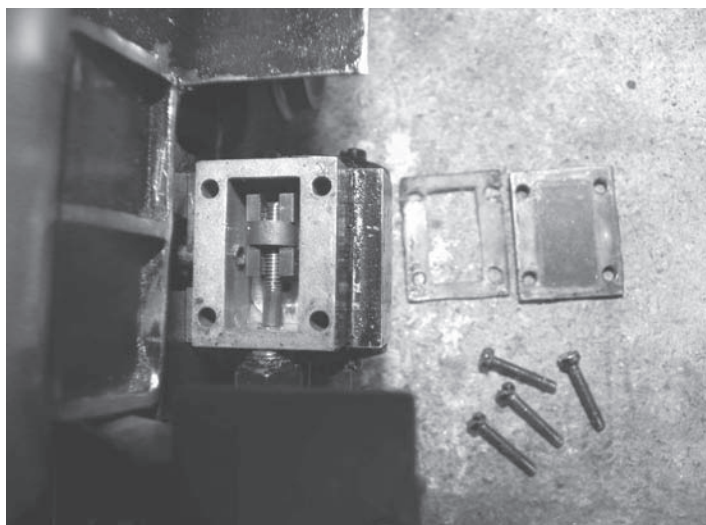
Most often for my locomotives, power is restored when seals are replaced. I did an air test by putting compressed air through my boiler and running the locomotive with radio control of both throttle and reversing gear. Running on the bench, the Consolidation should get up and boogie in either direction on 20psi or less, but it was sluggish. Seals were not the answer this time.

Next I had to look at the timing. On this locomotive, that requires considerable disassembly. I usually remove the steam chest covers to observe the "D" valve timing. Because of the components used to build this locomotive, the boiler has to be removed to get at the valve chest covers. This is because it is a hybrid (mongrel?) of a Pearse Nevada boiler mounted on a scratch-built inside frame chassis built around Roundhouse cylinders and valve gear that are usually used for outside-frame locomotives. Nothing was originally intended to work together.

The boiler was removed along with all its plumbing and mechanical connections. The steam line was left in place, but the two small-diameter exhaust lines from the cylinders that run up the stack were removed since they are mounted fairly loose and just get in the way. Now I could take off the steam chest covers and examine the timing.

Watching the valve motions, everything seemed to be timed correctly. There was a little play in the pinned connections of the return rod in the valve gear, but not enough to cause major concern. I put the steam chest covers back on and started with air tests on the bare chassis.

I put the bare chassis on air, and it seemed to run



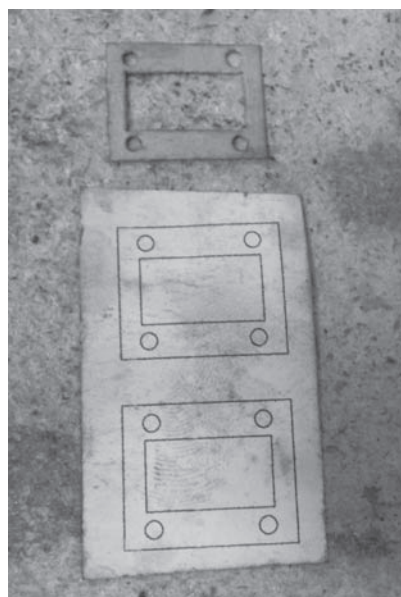
fairly well. As a check, I disabled one cylinder at a time by disconnecting the valve rod and connecting rod, then putting the “D” valve in the center position so there is as little leakage into the disabled cylinder as possible. In order for the timing to be to my satisfaction, the chassis must run smoothly in either direction on 20psi or less with only one cylinder functioning.

There are plenty of drivers (in this case, eight) to act as flywheels, so the chassis should be able to get over top and bottom dead center. If timing on my chassis is off, usually the “D” valves will not be in the center position at either top or bottom dead center, and with only one cylinder driving, the mechanism will hang up in one of these positions.

I had taken the boiler and other components off and the bare chassis runs OK, I reassembled everything, and once again it barely runs. ... What gives here?

The second disassembly showed me what the problem was. I again took the boiler off, removing the steam connections, mechanical connections and exhaust lines with their “chuff pipes.” I did another air test, and, again the chassis ran well. While still disassembled, I re-inserted the exhaust lines while the chassis was running on air. The chassis ground to a halt. I took the lines off and blew through them. One was quite clogged. Here was the source of trouble!

My old friend and mentor Geoff Coldrick had told me of a trick he used to slow down his oscillating-cylinder Shay engines by throttling down the exhaust lines. This was exactly what was happening in my Consolidation. There can be a lot of oil in steam lines, especially (in my locomotives) at the beginning of a run when the lubricator is full. This oil-laden steam is exhausted through small diameter pipes passing through the stack where some of the highest temperatures in the locomotive exist. Solid particles can form, build up and block the exhaust,



Steamchest: Top left, It's open, with 'homemade' gasket and cover. Top right, changing steamchest gasket using lots of steam oil. Left, Factory steamchest gasket (upper) and gasket pattern plotted on gasket paper (lower).

throttling down the cylinders.

The mystery was at last solved, and the locomotive now runs well on either air or steam. The moral of the story is that along with timing and steam leaks, clogged exhaust piping should be checked when a locomotive loses power. This may well be a last resort because so much disassembly is required to test for clogged lines and to clear them.

Still, when all else fails, it could well be the cause of a power loss. One additional note: All my locomotives are gas fired, requiring no draft. On a coal fired locomotive, I could see even more problems developing because of lack of draft.

As a side note, we have at last moved into our lake home in Denver, N.C., just north of Charlotte. When building the home, I had a good portion of the backyard graded for a garden railroad. The track plan is finalized, the backyard railroad is approved by our homeowners association, and construction will be under way by the time you read this.



THE CUPOLA VIEW

Neophyte news

When we at *Steam in the Garden* decided to exhibit at the National Garden Railway Convention, held Aug. 14-19 in suburban Chicago, we realized we needed something more than what has been on our normal sales table at Cabin Fever, the International Small-Scale Steamup in Diamondhead, Miss., or the National Summer Steamup (which pretty much amounts to magazines, current and back issues).

Scott McDonald and I put together a brochure that introduces the reader to small-scale live steam, titled "What Do You Mean It Isn't an Electric Train?" It handles in a question-and-answer format the things live-steam neophytes had asked Scott and I during our various interactions with the general public (Scott's through the Aikenback Railway set-

'Cupola View' is written by Editor Dave Cole; you can contact him at dmcole@steamup.com or P.O. Box 719, Pacifica, Calif. 94044-0719.

ups and his Boy Scouts work and mine through the Bay Area Garden Railway Society's live-steam oval at events such as Maker Faire).

The brochure is 8½-by-14-inches and folded into quarters, with full-color typography, graphics and photography throughout. There is a limited amount of magazine-sales brouhaha but it is mostly good information for someone more than casually interested in joining the hobby.

That headline, by the way, came from a fellow who was incredulous when I told him the trains running on the oval didn't use Edison juice — it was real steam.

Paul Scheasley carried our banner at the Chicago meet and he received a number of compliments on the brochure; we've also gotten positive remarks from a number of people who've seen it elsewhere and it finally dawned on us that maybe the brochure could have a life beyond the *Steam in the Garden* sales table.

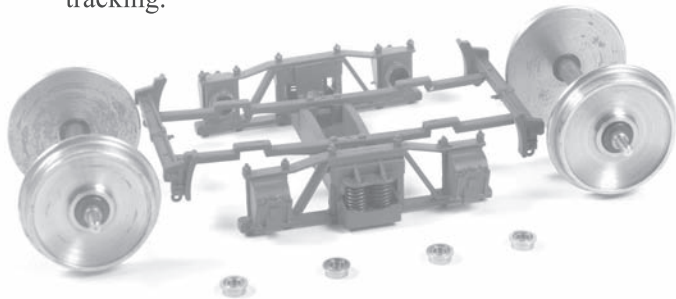
We've decided to offer these brochures to live-steam groups to pass out at events where there will be a significant number of newbies — people who are unfamiliar with the hobby. While we won't give these brochures away, we'll only charge our printing and shipping costs (and we've found one of the cheapest printers in America, so that won't be

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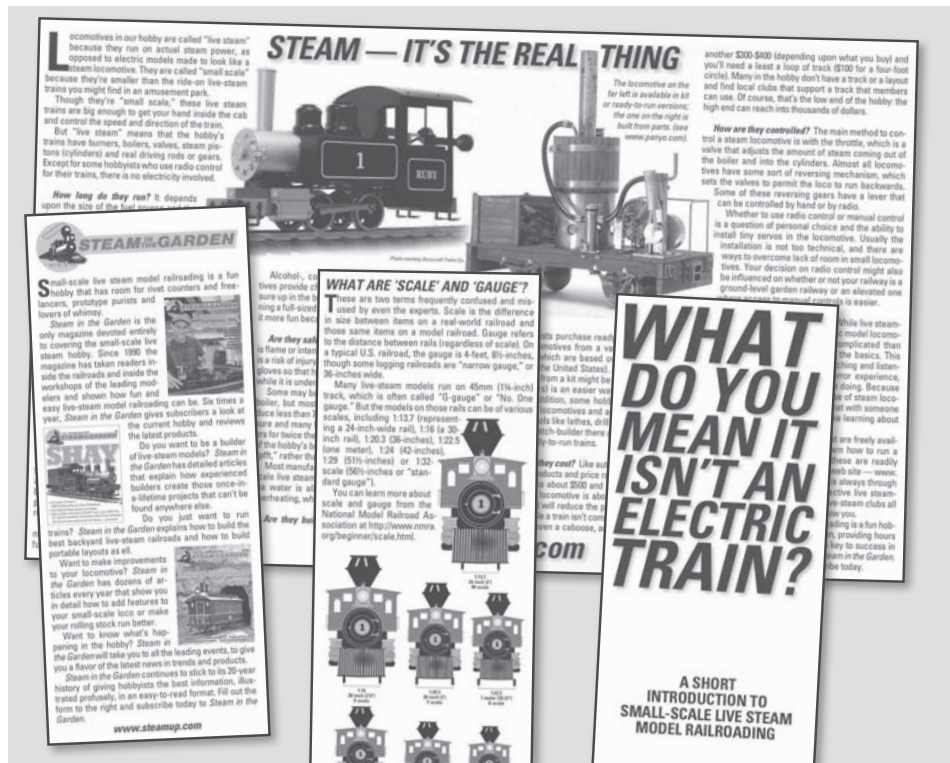
much). Contact Marie Brown at circ@steamup.com or (607) 642-8119 for details.

But that isn't the only newbie-oriented project we have in the works: I can't share details right now, but we have plans for multimedia methods of introducing people to small-scale live steam and supporting them in their early days of the hobby.

If there's one thing our advertisers tell us (besides the fact that you guys still aren't telling them you saw their ad in *SitG*), it's that there aren't enough new people coming to the hobby. We think that the new Accucraft \$400 "Dora" — and an entry-level locomotive rumored to be coming from another manufacturer — will help people (especially electric garden railroaders) make the leap to live steam.

But holding many people back, say the experts, is a serious lack of beginner information and support. So, *Steam in the Garden* intends to leap into the breach.

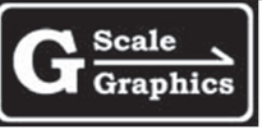
Also on the plate for this winter and next spring are a new subscription promotion campaign for your favorite North American small-scale live steam magazine. You remember my theory: it's an eco-system and the more magazines we sell, the more people



Brochure: A quick intro to small-scale live steam in a Q-and-A format.

buy, which brings in more products and drives down the prices.

Of course, you don't have to wait for us: you could establish or help a "live-steam special interest group" at your local garden railway club; you could have a backyard steamup and invite only newbies; you could subscribe to *SitG* on behalf of a local railroad museum; you could send a note to an advertiser and tell them where you saw their ad (hint, hint).




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Nov. 3-4, 2012 — Southwest Garden Railway Show, The Fairplex, Pomona, Calif. Live steam track, layout displays, vendors, manufacturers' exhibits. \$10 per day, \$18 for weekend. Info: <http://www.swgrs.com/> or (913) 406-3400.

Jan. 13-22, 2013 — International Small Scale Steamup and Arts Festival, Diamondhead Inn and Suites, Diamondhead, Miss. Called "the most important small-scale event in the U.S.," Diamondhead includes 24-hour steaming, a "flea market," seminars, a dealer room, a festive meal and extracurricular activities. Info: reshew_j@bellsouth.net; <http://www.diamondhead.org/> Diamondhead Inn & Suites: (228) 255-1300.

June 5-9, 2013 — National Garden Railway Convention, Great Wolf Lodge, Mason, Ohio. Live-steam track available 24/7. Clinics, demonstrations, tours of local garden railways, dealer room. <http://www.2013ngrc.com/>.

July 17-21, 2013 — National Summer Steamup, Lions Gate Hotel, McClellan, Calif. New venue for steam hall; multiple layouts, more than a dozen

loops; open 7 a.m.-1 a.m. Info: <http://www.summer-steamup.com/>.

Regular steamups

Greater Baton Rouge Model Railroad Club Open House and Gauge One Steamup. Info: Ted Powell, (225) 236-2718 (cell), (225) 654-3615 (home), powell876@hotmail.com.

Michigan Small Scale Live Steamers (MSSLS) hosts a large number of steamups. Info: <http://www.mssls.info/>.

Puget Sound Garden Railway Society. Two steamups per month, one at the Georgetown Powerplant in Seattle on the second Saturday and a steamup at a member's track on the fourth Saturday. Info: <http://psgrs.org/livesteamtimetable.html>.

Southern California Steamers: Contact Jim Gabelich for dates, places and other pertinent information. (310) 373-3096. jfgabelich@msn.com.

Upstate N.Y. Steamers. Several steamups per year in various locations around Western New York. Info: <http://www.tinyurl.com/upstatesteamers>.

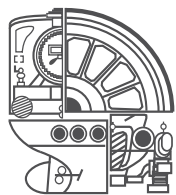
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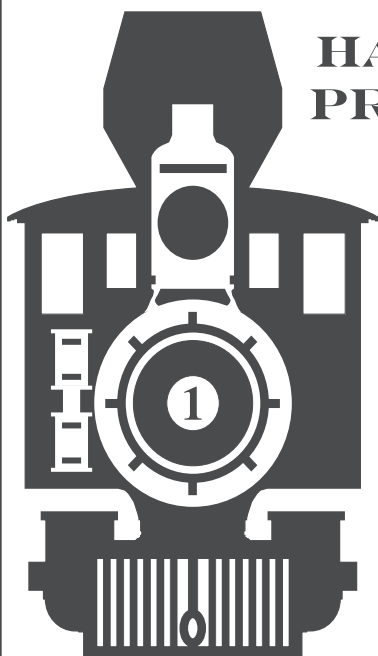
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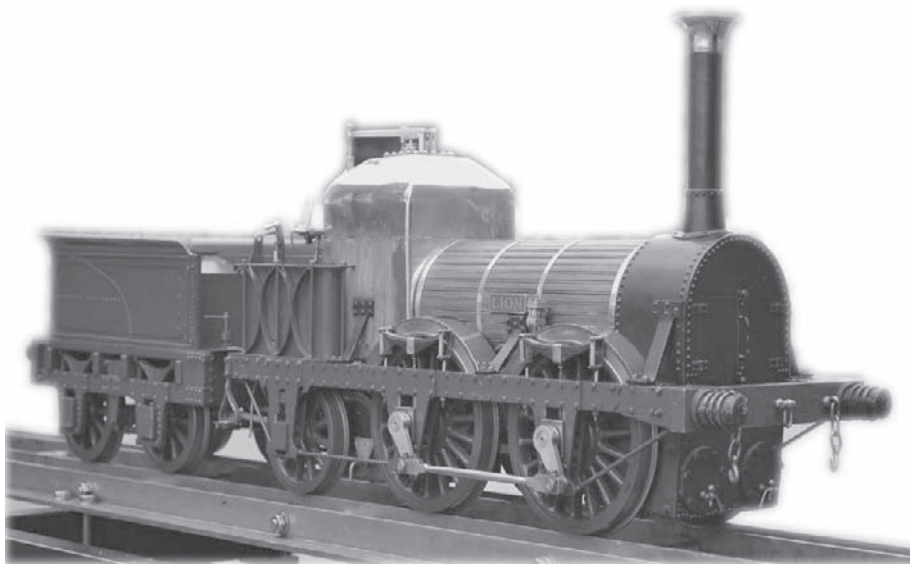
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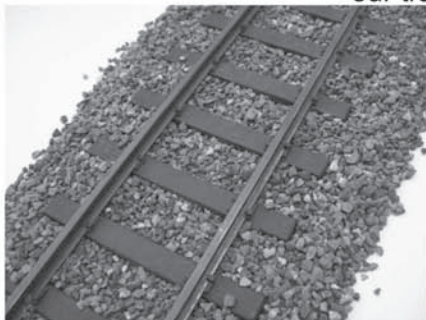
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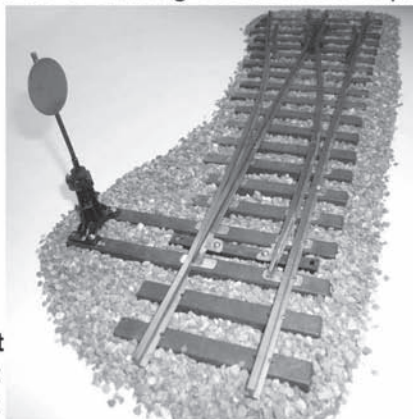
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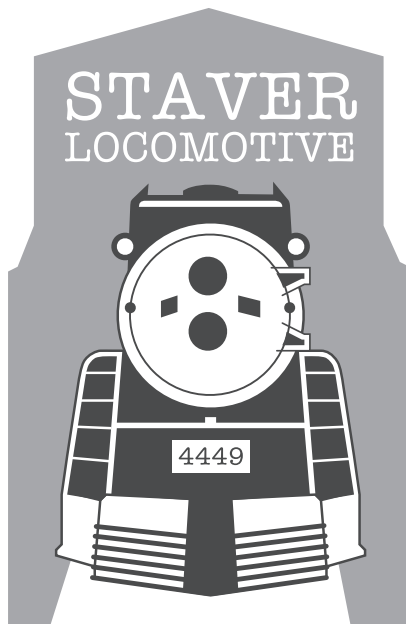
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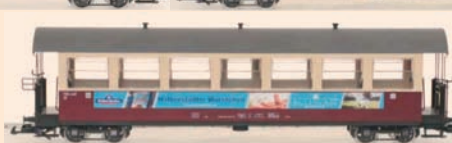


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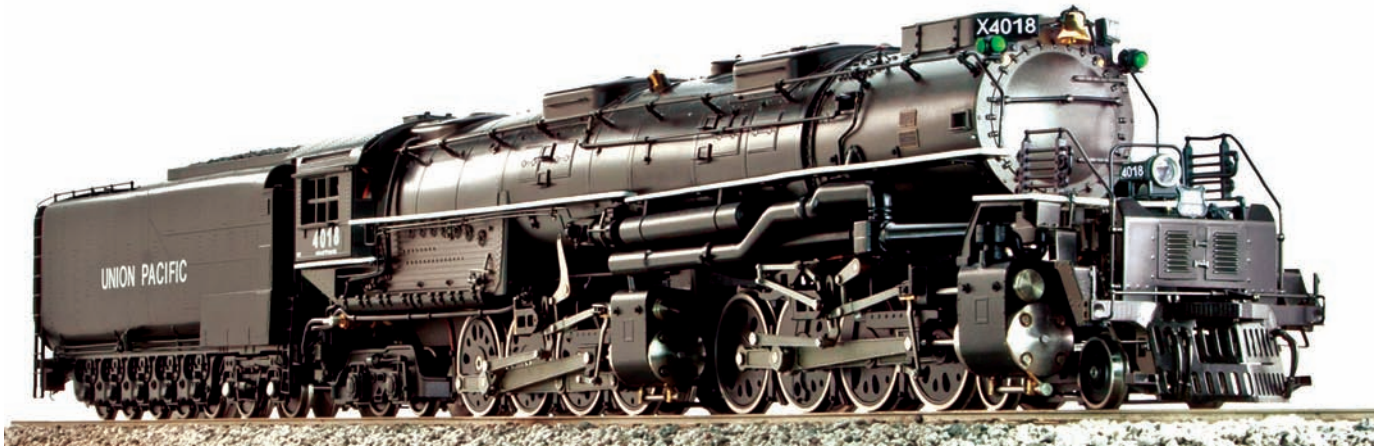
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