



No. 127, May/June 2013

\$5.95

**STEAM<sup>IN</sup>THE GARDEN**

# STEAMUP



- Diamondhead steamup at 20-years-old
- How volunteers built new layouts for steamup
- Review: New Accucraft C-25 gets 'A' rating
- Experimenting with fuels — building a boiler



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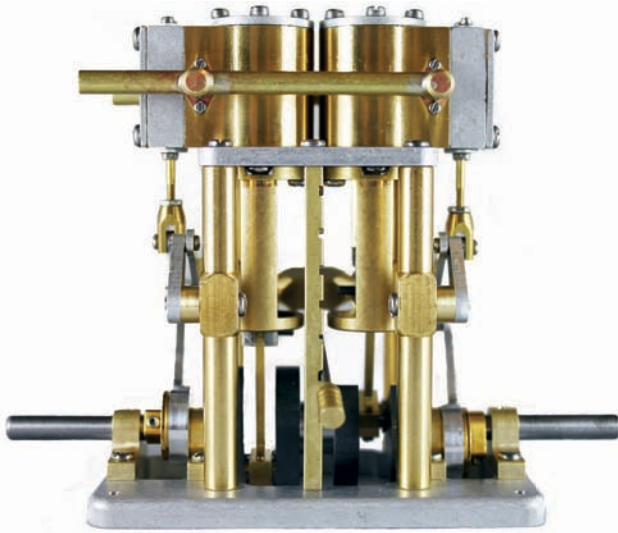


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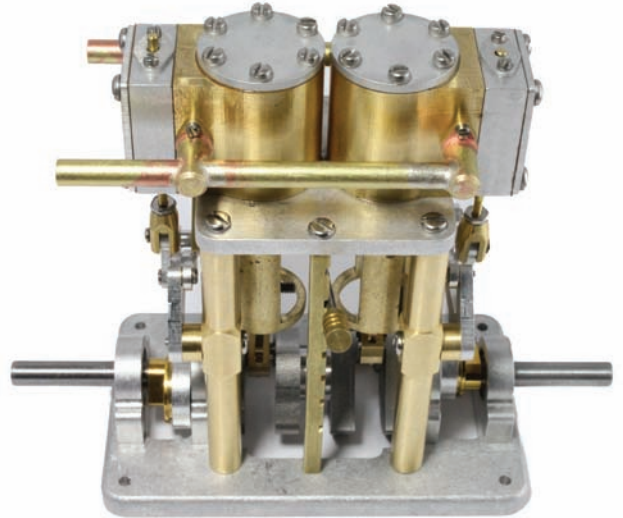
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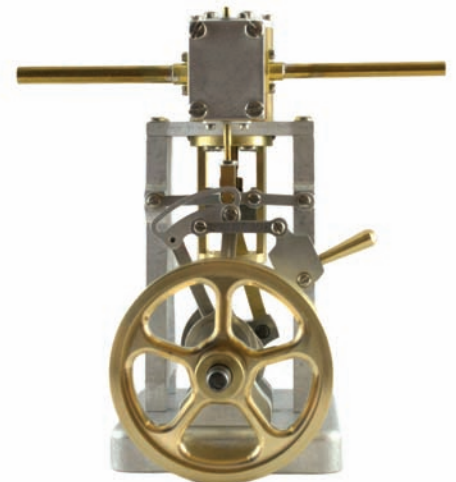
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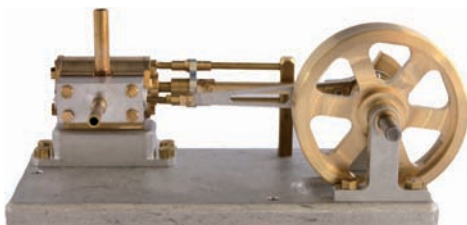


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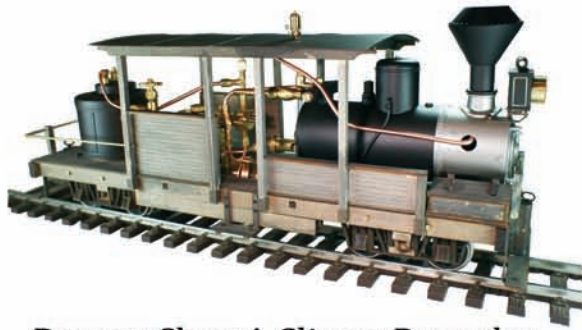
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## New Items

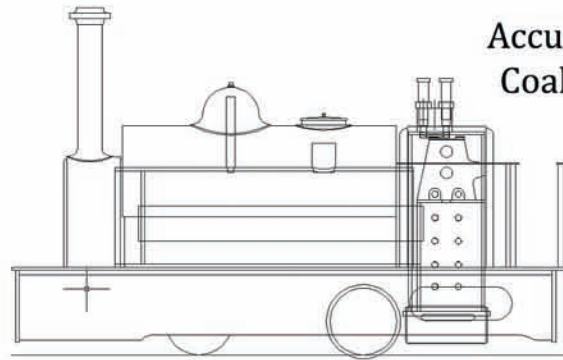


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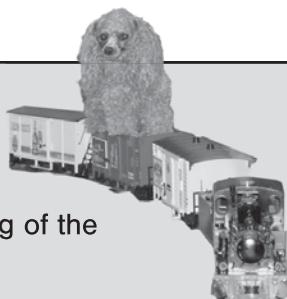




Vol. 23, No. 3; Issue No. 127; May/June 2013

# STEAM<sup>IN</sup>THE GARDEN

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



## 16

**Diamondhead at 20.** The annual gathering in Mississippi was special this year, with new locos, an anniversary and a changing of the operational guard. **By Scott E. McDonald.**

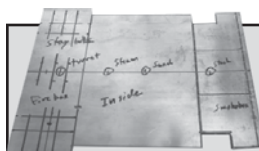


**Diamondhead layouts.** How a group of volunteers funded and built a new set of layouts for the Diamondhead International Small Scale Steamup. **By Will Lindley and Tom Myers.**

## 22

## 29

**Accucraft's C-25.** A live steamer who has extensive experience with Accucraft's models of the Denver & Rio Grande Western reviews his purchase of the company's latest in the series and gives it an 'A.' **By Carl Weaver.**



**Fuel experiments.** A hobbyist decides he wants to try powering a small-scale steamer with a variety of fuels and builds a new locomotive (from the boiler up) to try them out. Part One of two. **By Eric Schade.**

## 35

**On Steamup.com:** Diamondhead 2013 drawbar-pull contest winners  
• Michigan group's steaming August • Magazine's video awards •  
Battery and steam in Nebraska • Sunny Saturday at Sonny's

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

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

**Hobby retailers:** Contact Kalmbach Publishing Co. at (800) 588-1544, ext. 818, if you wish to stock *Steam in the Garden* in your store.

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

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

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



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**Cover:** Will Lindley's Aster 4-6-2 Pacific 'Spitfire' at Diamondhead 2013. Photo by Peter & Carol Jobusch.





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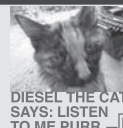
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#### Proposed 2014 activity:

A trip to New Orleans to see  
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(Photo courtesy Phil LaRosa)

◆ For more information and registration forms, visit <http://www.diamondhead.org/> ◆





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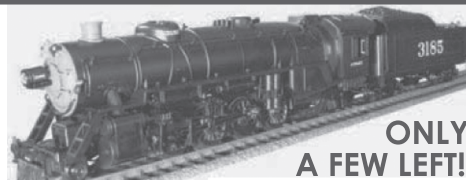


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## RAILWAY POST OFFICE

### A burning match?

*It's a train magazine!*

I fear you may have missed an opportunity ("Starting in Steam," *Steam in the Garden*, March/April 2013, No. 126). My best starting in steam story occurred at the Pennsylvania Live Steamers. A teenager with his parents in tow was firing up his "Ruby" for the first time on Mike Moore's portable track.

Dad was in "attaboy" mode; Mom was in "ohmy-gawd there's fire and butane involved" mode. As the usual number of minutes ticked by for the "Ruby" to warm up, to calm her fears I assured her the boiler had been designed by lawyers and that her son would remain safe.

She was visibly reassured and calmly waited the remaining minutes for the loco to get underway.

Please consider putting nice big pictures of trains on the cover in the future.

*Carl Berg  
Attica, N.Y.*

### Nail on the head

Scott McDonald really hit the nail on the head with his excellent article in the last issue ("Starting in Steam"). Though today I probably own 30 steamers, I wish I had been able to see your article 20 years ago — it covers most of the necessary things



### Mixed reactions:

*Some readers were greatly offended by a Steam in the Garden cover that didn't include the photo of a locomotive.*

very well. Having been in HO model railroading for 50 years, it was quite a jump into G-scale — first battery, then live steam — with a Geoff-built 0-4-0 and then a Shay (also Geoff built).

While I realize the article was on live steam, maybe a little more should have been mentioned about battery power.

Also, in regards to your warning about propane, my friend Ed Cook has always run all his regular G-scale engines on pure propane — for probably for 20 years — with no apparent bad results. He does make his own small propane tanks, which are built from regular propane cylinders for a blow torch (they're usually in an extra car).

Again, the article was great!

*Dr. Carol Hormuth  
Harriston, Ontario*

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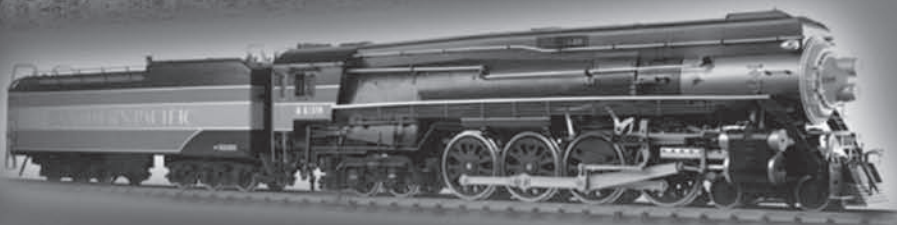


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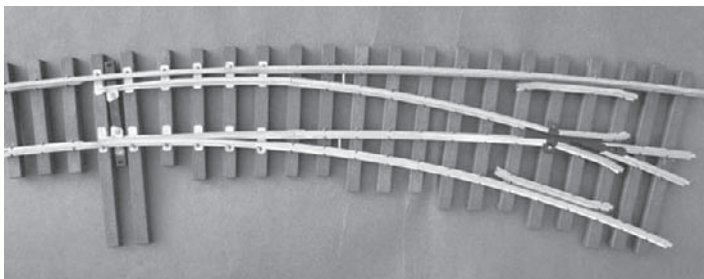
### New switch at Sunset Valley

**S**unset Valley Railroad of Lake Tapps, Wash., recently said it is now offering a new curved switch in 45mm gauge, Code 250 rail. The outer radius curve is 90-inches and the inner curve is 38-inches, with a No. 4 frog.

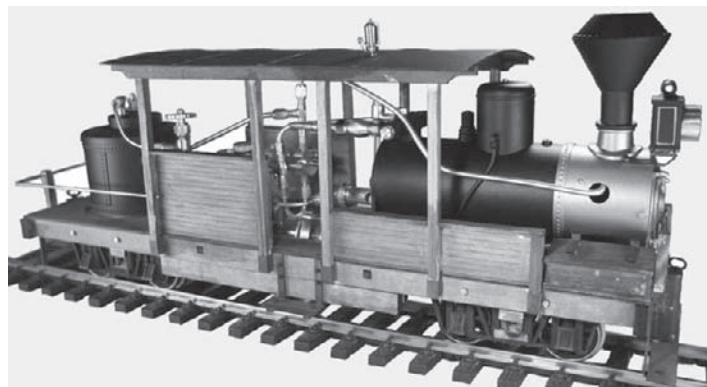
"These switches are ideal for those tight spots on the layout where a regular switch would not fit in," said Pete Comley, proprietor of Sunset Valley.

The switches are available in both brass and stainless steel and are currently offered with narrow-gauge, 1:20.3-scale ties. The price for brass is \$118, while stainless is \$129.

Mainline gauge 1:32-scale ties can be ordered by special request and the price would be the same. Sunset Valley is on the Web at <http://www.svrronline.com/> or by phone at (253) 862-6748.



**On a curve:** Sunset's switch fits tight spots.



**Climax kit:** Regner will offer three boiler options.

### Three new locos from Germany

**T**he Train Department, the Hazlet, N.J.-based U.S. distributor for Regner Steam & Railway Engineering of Germany, said recently that there will be three new Regner models for 2013: a Class A Climax kit, a ready-to-run 0-4-0 tram and a 1:32-scale 2-4-2 passenger locomotive kit.

The Class A Climax kit will have the choice of one of three gas-fired boilers: a horizontal, a T-style or vertical. The locomotive will have a two-speed transmission and all axles will be powered. The gauge of the wheel set will be adjustable, from 30mm, to 32mm, to 45mm.

The Climax will be in 1:22.5 scale, be 16.9-inches long by 5 1/8-inches wide by 6 5/8-inches tall and weigh 2.6kg (5 3/4 pounds). It will have a Teflon piston, with an 8mm bore (5/16-inches) and a stroke of 10mm (a bit more than three-eighths of an inch), using the "Lilly" motor.

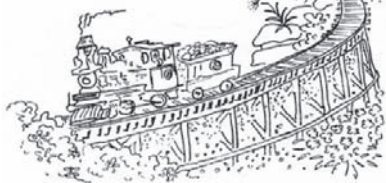
The Train Department said the Climax will retail for \$2150, without shipping.

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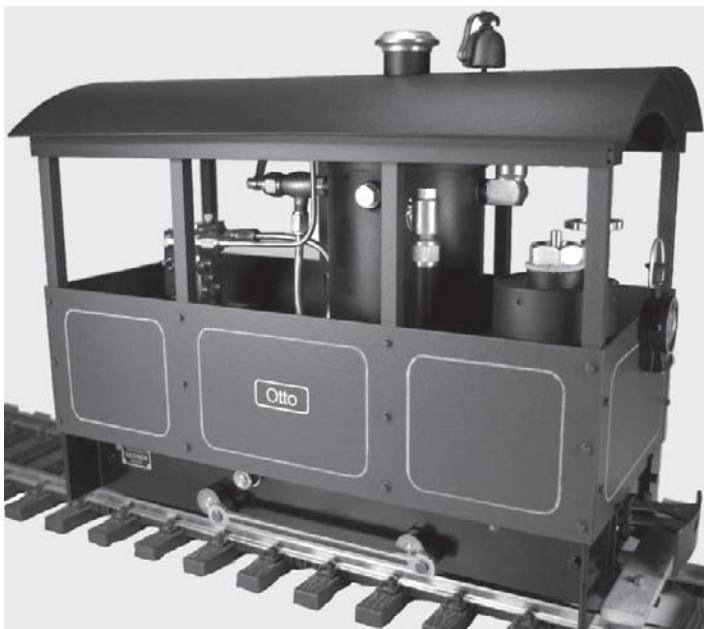


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**Tram:** 'Otto' will have single cylinder, chain drive.

The latest entry to Regner's "Easy Line," the 0-4-0 tram called "Otto," will be a ready-to-run locomotive with a single cylinder and chain drive. It too will have adjustable gauging and will be 9.6-inches long, by 4.1-inches wide by 6.9-inches tall.

"Otto" will have a 8mm-bore by 10mm-stroke single cylinder and will retail in the United States for \$940, plus shipping.

New for Regner's "Standard Line," will be the 71,325 passenger locomotive kit. The 1:32-scale 2-4-2, 45mm-gauge engine will have Heusinger (Walschaert) valve gear, Teflon pistons, Teflon bearings on the axles, suspension on the first and trailer



**Passenger:** This Regner 2-4-2 will come as a kit.

trucks, electrically insulated wheelsets and a gas-fired boiler.

The locomotive will be 14.4-inches long, 5.1-inches wide and 6.6-inches tall and will weigh 6.4 pounds. The 71,325 Passenger Locomotive will retail for \$3225, without shipping, in the United States.

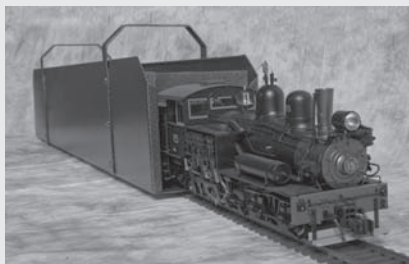
The Train Department is on the web at <http://www.thetraindepartment.com/> and the phone is (732) 770-9625.

### Two to make LNER Class A4s

**T**wo British live-steam locomotive suppliers have announced separate projects to build London and North Eastern Railway (LNER) Class A4 locomotives in 1:32-scale running on 45mm-gauge track.

Both Gauge 1 Model Railway Co. of Chatham, Kent, and Silver Crest Models Ltd., of Braunston, Northamptonshire, have said in recent weeks they will be selling live-steam models of the Nigel Gresley-designed Pacific 4-6-2 prototypes. Gauge 1 said it would sell an alcohol-fired version of the Garter

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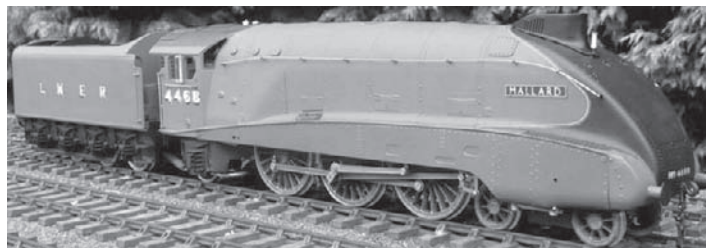
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blue locomotive, both unlettered and as No. 4468 "Mallard," while Silver Crest said it would offer butane-fired locomotives in three markings, No. 60018 "Sparrow Hawk," No. 60019 "Bittern" and No. 60023 "Golden Eagle," all in a green-and-black livery.


The Gauge 1 Model locomotive will be manufactured by Accucraft Trains Co. in China and will have



**Blue 'Mallard':** Gauge 1 Model's loco will use alcohol.




**Kingscale:** This LNER A4 version will be gas-fired.



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The Silver Crest Models locomotive, marketed under the Kingscale G1 brand, will be built in China by Wuhu Brand Arts & Crafts Co. Ltd., which also makes Bowande brand locomotives. The model will have three working cylinders, a ceramic burner, a multi-tube copper boiler, etched-brass construction, an axle pump and hand pump, sprung axles and a lubricator. Silver Crest has said it will make only 25 of each marking and is selling them at £3995 (about \$6040).

Gauge 1 Model Railway is on the web at <http://www.g1m.co.uk/>, while Silver Crest is at <http://www.kingscalelivesteam.co.uk/>.

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**1:29-scale:** Accucraft NYC 'Hudson' in Dreyfuss body.



**S.P. Mogul:** Versions of model include No. 1727.



**'Allegheny':** C&O 2-6-6-6 butane-fired in 1:32-scale.

## Accucraft adds Dreyfuss, 'Allegheny,' S.P.

**A**ttractive locomotives keep being announced at Accucraft Trains Co., the Union City, Calif.-based maker of museum-quality brass models. The latest are a 1:29-scale New York Central 4-6-4 "Hudson" with the Henry Dreyfuss body work, a 1:32-scale Chesapeake and Ohio 2-6-6-6 "Allegheny," and a Southern Pacific 2-6-0 Mogul in 1:32-scale.

The "Hudson" will be 40¼-inches long, 4¼-inches wide and 6⅜-inches tall, gauged to 45mm. The butane-fired boiler will have two flues, two safety valves, a drain valve, pressure gauge, a sight glass, axle pump and tender-water pump.

The Dreyfuss streamlining body work was used on locomotives pulling such iconic named trains as the "20th Century Limited" and the "Empire State Express." The retail price of the AML-brand locomotive will be \$3895.

An Accucraft representative told an online forum in February that the company is continuing with plans to also make a New York Central "Hudson" in 1:32-scale,

but no official announcement has yet been made.

The 45mm-gauge articulated "Allegheny" will be butane-fired, with four cylinders controlled by D-valves and support Baker valve gear. The boiler will have a double safety valve and be fed by an axle water pump, with an hand-operated water pump in the tender. There will be a water-level gauge and a drain valve, along with a super heater and a pressure gauge.

The "Allegheny" will be almost four feet long, 4¼-inches wide and 6⅜-inches tall. The Accucraft Custom Line brand locomotive will come in three versions — a C&O 1941 version lettered No. 1601, a 1948 version lettered No. 1648 and the "Virginian," No. 900. All will be priced at \$7000.

The S.P. Mogul will have a single-flue, gas-fired boiler and will be 38½-inches long, 4¼-inches wide and 5¾-inches tall. The locomotive will sport a safety valve, pressure gauge, water sight glass, and tender and axle pumps. It will also have a true D-valve.

The Custom Line locomotive will come in three versions: lettered as No. 1727 (currently on static display in Dunsmuir, Calif.), lettered as No. 1744 (currently in excursion service on the Rio Grande Scenic Railway of Alamosa, Colo.) and an unlettered version. The retail price will be \$2750.

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'Jerry's Baby' — the Diamondhead steamup — at

# TWENTY

Text by Scott E. McDonald

Photos by Kendrick Bisset, Pete and Carol Jobusch, Rick Parker

**T**wo-thousand thirteen marked a major milestone in the running of the International Small Scale Steamup and Arts Festival held annually in Diamondhead, Miss. It was begun in 1993 by Jerry Reshew, who for the most part was a committee of one for that initial steamup and held the reigns for 20 years as others joined in to assist him and bring us this wonderful gathering of live steamers from all over the world.

With this milestone, Jerry officially passes the baton as chair to the Bayou Live Steamers, a group formed a couple of years ago to take on this monumental task of keeping "Jerry's Baby" alive far into the future. So, before we get into the meat of the meet, along with the entire small-scale live steam community, I'd like to offer my congratulations to Jerry for many years of a job well done and hope he can finally get some more track time at the steamup he brought from infancy into adulthood.

Attendance at the Jan. 13-22, steamup was 134 steamers strong. With a full week to enjoy the camaraderie and ambience of steam in the Diamondhead Inn and Suites atrium, the gathering was in full swing when I arrived on a Tuesday afternoon following the Saturday kick-off. As I entered the atrium it



**Director emeritus:** Jerry Reshew, right, talks steamup with Dan Fuller of Carrollton, Texas, left.

was as though time had stood still for the past 352 days that had passed since last year's steamup. I was immediately greeted by friendly, familiar faces from many years of building relationships at this event. But even as I surveyed the scene that picked up where we left off the year before, there was something a little different about this year. The layouts!

Over the past year a small committee (see following story) completed its yearlong task of upgrading the tracks that had served the steamup for many years. As an owner of a small portable track, I know firsthand the wear and tear a layout can take from assembly and disassembly. With 19 years of wear and tear, compounded by storage in an area hit hard by hurricane Katrina in 2005 — which caused postponement of the 2006 event to 2007 — one of the most important aspects of a steamup is the layouts.

Last year we got a preview of what was in store, when the event's largest layout made its debut. This year the trifecta of tracks was complete with two more replacements bringing the layout renovation project to a close. In addition to the new supports, we bid goodbye to the aluminum rail, now replaced by brass track. This project showed that it "takes a community" to grow a steamup into maturity with





**'Frank' 'n' dog:** Bill Courtwright of Houston runs his 'Frank S' with Cookie the poodle riding the consist.

the assistance and guidance of the members of the layout-replacement project.

Financial assistance in bringing the project to fruition included the generous donation from Accucraft Trains Co. of Union City, Calif., in the form of a Royal Hudson locomotive that was raffled. David Outteridge from Littleton, Colo., was the lucky winner who took home the grand prize. Pete Comely of Sunset Valley Railroad of Lake Tapps, Wash., provided rail and ties to the project, which ensured smooth running throughout the steamup. Congratulations and thanks to all who contributed and to the committee of Rich Jacobs of New Orleans, Torry Krutzke of Pueblo, Colo., Will Lindley of Livonia, Mich., Tom Myers of Shelby Township, Mich., Terry Smelser of Talisheek, La. and Wayne Sorenson of Bloomington, Ill., for a job well done.

### What's new

Diamondhead has become the place where a lot of us get to see a new product up close and personal, and this year did not disappoint. Jason Kovac, who recently took over The Train Department of Hazlet, N.J., the U.S. distributor for Regner Steam & Rail-



**Mr. Shay:** Dan Rowe of Dripping Springs, Texas, came prepared to fix things at his work table.





way Engineering of Germany, also had samples of new offerings from Chinese manufacturers Wuhu and Accucraft.

Wuhu, which entered the live steam market a couple of years ago with a small Porter saddle-tank engine in 1:20.3 scale, showed a “Falk-like” logging locomotive with a non-powered winch assembly on the front. With its bright yellow cab, this locomotive performed respectfully while entertaining those seated around the medium-sized layout. The Wuhu “Falk” is a single-flue boiler with a gas jet and came into steam quickly.

Jason also showed an entry into the not-so-diminutive 1:13.7-scale (7/8ths) market with “Fairymead.” Based on the 0-4-2T two-foot, narrow gauge locomotive built by the Baldwin in 1889, this Australian locomotive was resplendent in its green livery. This is a locomotive that will redefine the center to center spacing on dual-tracked steamup layouts as its size oozes out over the rails.

Being produced by Accucraft for The Car Works (where Jason also works), the “Fairymead” is butane fired with the basic fittings of a water sight glass and

hand pump in the tank. Today the prototype for this sugar-cane workhorse operates on the Lake Macquarie Light Railway in New South Wales, Australia. The Car Works also has proper scale cane cars available and coaches are on the production schedule too.

Another Accucraft charmer this year was the diminutive “Dora.” This small freestyle locomotive is based on Marc Horovitz’s scratch-built “Indefatigable,” which uses a double-acting oscillating cylinder between the frames geared down to help the locomotive operate at a non-jack-rabbit speed. Billed as a beginner’s locomotive and with a price tag expected to be below \$400, we were treated to a showing of both Marc’s “Indefatigable” and “Dora,” operated by Vance Bass, trundling around the medium layout at the same time.

Once “Dora” is available, I foresee that in addition to bringing new steamers into the fold, it will become the basis of many kit-bash projects in the near future. I know I already have my project in mind.

A big part of Diamondhead is the flea market tables. For years this part of the steamup was chaired





and managed by Dr. Carol Homuth of Harriston, Ontario, who passed on the lead for this activity to Bruce Gathman of Easley, S.C. Bruce reported at the end of the steamup that more than \$50,000 worth of locomotives and gently used model railroading gear exchanged hands.

Steamups are the perfect place to negotiate a used locomotive sale. With the availability of tracks and expertise, a buyer can get a chance to see a potential acquisition in action or discuss the needs of fixing a "shelf queen" that may need some tender-loving care to get it back into action. And while it is sad to reflect on those models available from estate sales of steamers who are no longer with us, it is refreshing to know that they found good homes and will continue to steam in the memory of those who first lit their fires.

Tallahassee, Fla.'s Bob Pope continued as the "drawmaster" of the Drawbar Competition, with this year's attempts creating some new world's records. Alan Redeker broke a previous record with his Accucraft Cab Forward, pulling with a registered trac-

**The gang is all here:** *All in attendance gather for the annual group photo, set in the hotel atrium.*

tive force of 10-lbs., 10-oz. Alan's cab-forward is the result of some fine tuning and upgrades by Triple R Services of Mount Holly, N.J., which allows him to control each drive train of the articulated locomotive independently to find that sweet spot for maximum tractive effort.

Dave Hottmann of Evening Shade, Ark., also made a very notable effort with his Accucraft "Ida" (renamed "Ada"), which he has modified a bit from its stock configuration. His little 0-4-0 pulled a very respectable 4-lbs., 8-oz., which was 56 percent of the locomotive's weight. Justin Koch of Old Forge, Pa., took a trophy for his coal-fired K-27 which pulled 7-lbs, 1.5-oz.

Ten trophies were presented at the end of the meet wrap up and big winners for this year in addition to those mentioned were Bruce Stockbridge of Little Rock, Ark., Mark Tilden of Hoschton, Ga., Tom Toth of Washington, Mich., Peter Jobusch of Rockville, Md., the aforementioned Will Lindley, Dawn Bright-





**Scratch, ready to run:** Left, Larry ‘Redbeard’ Newman of Pensacola, Fla., works on his hand-crafted locos. Right, Ted Powell of Greenwell, La., watches his Accucraft Shay.



**Mississippi steam boat:** Locomotives weren’t the only steam at Diamondhead; here, a boat in the hotel pool.

well of Mississauga, Ontario, and Paul Hagglund of Everett, Wash. Full drawbar results are published on the Web at <http://www.steamup.com/DH13/>.

It seems that the showing of boats at the steamup increases each year as more were seen taking their laps around the pool. Boats were even featured in the drawbar pull with Mark Tilden taking the trophy for that category with his multi-cylinder “Anna K” pulling 2-lbs., 2 oz.

### Track action

For this year’s steamup I personally packed light and spent a good deal of my time running on the new small layout. It is just a bit larger than the old small layout, with slightly wider radius curves, or so it seemed in my mind as I was able to run my Carolwood Pacific Historical Society “Fort Wilderness” set comfortably. I also had my Berkeley Loco Works “Cricket” to run along with a few other “Crickets” that made it to Mississippi.

One of the highlights at the small layout for me was Kendrick Bisset’s Meccano geared locomotive. With a design based on a Class A Climax, 99 percent of the parts were Meccano (see *Steam in the Garden*, January/February 2011, No. 114). Only the Kadee couplers were non-stock. The boiler section of the locomotive — although labeled Mamod — was actually part of the original Meccano sets, as Mamod supplied boilers as original manufacturer parts for Meccano kits. Running on the standard solid fuel tablets, Kendrick’s build put on a great show as it pulled a Märklin crane behind it.

As mentioned earlier, the medium-sized layout maintained its pace along with the usual crowd in the peanut gallery of bar stools set up around one end. I have myself spent a lot of time in great conversation while enjoying the locomotives making the rounds. Jeff Young and Dawn Brightwell of suburban Toronto delighted us with their proficiency on coal-fired locomotives. Jerry Sheehan of Indian





**Trains of all types:** Top left, Kendrick Bisset's Meccano loco. Middle left, a locomotive cake for the crowd. Bottom left, Dave Frediani of Sonora, Calif., adjusts his Regner 'Vincent.' Above, Alan Redeker sets up for the award-winning pull of his Accucraft Cab Forward as Bob Pope, right, Pat Darby, center, and Sal Martocci of Tallahassee, Fla., left, look on.

Harbour Beach, Fla., entertained us with his geared locomotive with an active winch on the front that allowed him to place a hook in the ties and winch the locomotive forward. Great fun!

The action at the main layout was filled with large locomotives. From an Aster Big Boy to the company's newest offering, the Challenger, all made the rounds. The big layout wasn't limited to just the 1:32-scale mainline. A few of the very large narrow-gauge locomotives — in the form of an Accucraft K-27 — needed the new big layout to stay on course. The center-to-center spacing on the big layout allowed for the big ones and the 1:32-scale to play nicely together with consists that sometimes

ran half the distance around the layout.

The women who run the registration desk were as radiant as ever and cheery through the long week. They truly are the unsung heroes, by keeping registration intact and helping to keep things running smoothly.

Once again a very enjoyable week in Diamondhead, Miss., despite it being colder than normal for this time of the year, but since we were inside, it didn't really matter until it was time to dash out for a food break.

So much more that I could write about, but maybe the best way to close out is to say, if you haven't been to Diamondhead, you owe it to yourself to see it firsthand at least once. Photos may be worth a thousand words, but experiencing it will last a lifetime.

# How volunteers funded and rebuilt Diamondhead's **Layouts**

Text by Will Lindley and Tom Myers

**W**hat we know as the International Small Scale Steamup and Arts Festival— aka “Diamondhead”— had its humble beginnings in July 1992, in Reston, Va. It was at the Eighth National Garden Railway Convention in that suburban Washington, D.C., community that Paul and Harry Quirk of Pennsylvania had graciously loaned their portable double-tracked oval for live-steam to use. Unfortunately, it was relegated to the top floor of the Hyatt Regency Hotel parking garage.

With no shade, and summer temperatures in the 90s, it did get a bit uncomfortable. This fueled discussions that live steamers should be treated better, and eventually led Jerry Reshew to volunteer to host an indoor steamup the following January, in his hometown of Diamondhead, Miss., at what was then known as the Days Inn (subsequently the same hotel's name has been the Diamondhead Resort and the Ramada Inn but today is known as the Diamondhead Inn and Suites).

Beginning in July and using his own funds, Jerry completely monopolized the family car port and disturbed neighbors with late night hammering and sawing. In January 1993, Jerry completed construction of two double-track ovals: one large, with steaming sidings, and the other much smaller, but with O-gauge



**Legs, deck:** *Welded square tubing is used for legs and deck support on the new track layouts for the Diamondhead steamup.*  
*Photo by Rich Jacobs.*

and G-gauge tracks. The smaller track was actually set up inside the larger one for the first few years.

There were many changes over the years. With the advent of larger, wider locomotives, the big oval had new table tops added, allowing for increased track center lines. Walt Schwartz of Lake Mary, Fla., loaned a third layout for a few years, and that was eventually replaced with the high, white layout which was built by Bob Simpson of Mount Dora, Fla. A few years later, under the leadership of Canadian steamers Pete Foley and Jeff Young and British hobbyists Richard Longley and the late Allan Walker, the white layout was also upgraded to dual-gauge status.

Then, in January 2012, with Jerry's agreement, the Bayou Live Steamers brought in a new layout for a demonstration to see whether it would fit in the space allocated for the large layout. It

was almost identical to the original large layout, but it had fully adjustable legs and the track was brand new. It went up quickly, was leveled and soon afterwards, the first train tested it out and it ran so well, Jerry decided to let it remain for the duration of the 19th Annual International Small Scale Steamup.

The two small layouts were then assembled in preparation for a week of operation. All the time, while the smaller layouts were being assembled,





**Sponsors:** The project received contributions from Accucraft Trains Co. and Sunset Valley Railroad and here Sunset Valley's Pete Comely is behind an explanatory banner. Photo by Peter and Carol Jobusch.

comparisons were made with the ease of assembly of the large layout. As it always seems to do, the week flew by with gallons of water, alcohol, cases of butane and even solid (Esbit) fuel were consumed, all without incident. Then it was time to begin tearing down all three layouts.

On Jan. 22, 2012, at the conclusion of the track tear down, an impromptu meeting took place outside the track storage unit with the last of the steamers who visited Diamondhead. This group was composed of Wayne Sorenson of Bloomington, Ill., Terry Smelser of Talisheek, La., Torry Krutzke of Pueblo, Colo. and Rich Jacobs of New Orleans (as well as your authors, Tom Myers of Shelby Township, Mich., and Will Lindley of Livonia, Mich.).

The general feeling was that the new layout loaned by the Bayou group worked so well that we should look for a way to raise money to build new layouts for the 20th Annual International Steamup. We considered a wide variety of fund-raising options, with an "honorary pass" concept coming out as the preferred way to go. We all agreed to think over additional options on the way home.

In the meantime, Wayne and Torry contacted Jerry for his thoughts. Jerry approved immediately. All we had to do was finalize the plan. After about six weeks of discussions, we settled on the sale of "honorary passes" that donors could proudly wear at future steamups.

## Fund-raising

In order to facilitate the fund-raising process and



**Connections:** A flange on the layout deck fits inside the legs' square tubing, with each leg having four flange receptacles. Photo by Rich Jacobs.

any additional endeavors that might take place, the group divided itself into two factions: three trustees — Will, Tom and Torry — to oversee the collection and disbursement of funds and the three others — Terry, Rich and Wayne — to handle track construction, logistics and planning. Of course, Jerry would serve as our guiding light and mentor.

Emails were sent to those registered for Diamondhead for the last several years. The text of the plea was:

"For those or you who have been fortunate enough to have attended all prior Diamondhead steamups, you know that the existing tracks are the original tracks, most of which were provided by

— Continued on Page 27





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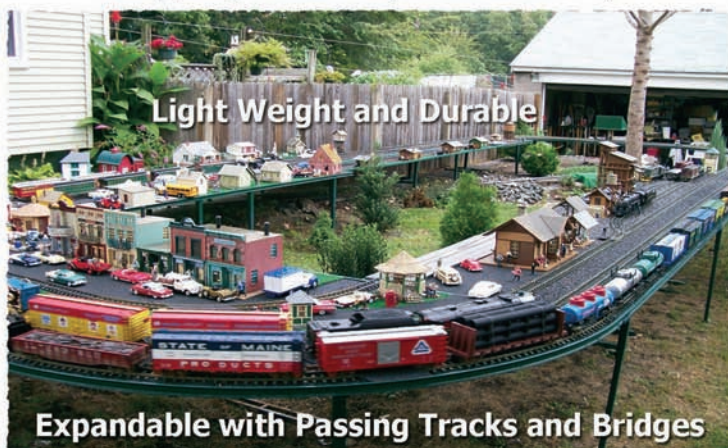




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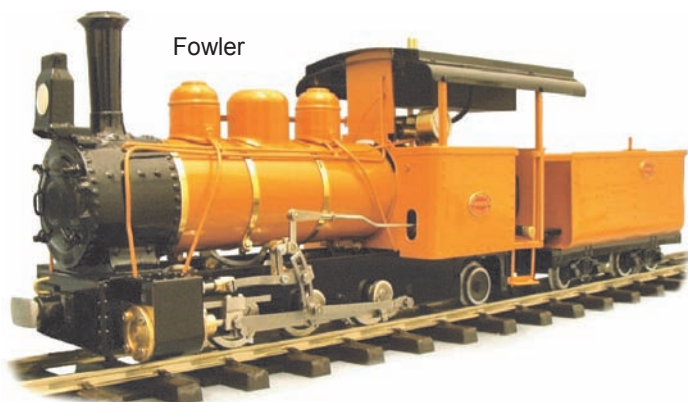
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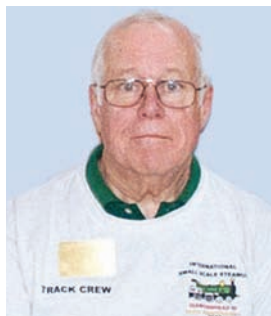


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**The committee:** Left photo, Will Lindley. Middle photo, Tom Myers. Right photo, Terry Smelser, Pat Darby and Rich Jacobs. Lower right photo, Wayne Sorenson. Photos by Rick Parker and Peter and Carol Jobusch.

— Continued from Page 23

Jerry Reshew. Well, the time has come to work on a replacement of all three layouts for the January 2013 steamup.”

The email went on to say, “For the 19th steamup, the Bayou Live Steamers brought in on loan a new large two-rail layout, complete with two train assembly and steamup bays. This track worked so well that a large number of 2012 attendees, including Jerry Reshew, founder of the Diamondhead International Small Scale Steamup, decided it was time to replace all three layouts.”

The layout group estimated the cost of a layout identical to the Bayou Live Steamers to be about \$7500, while a medium-sized layout was estimated to cost about \$4000 and a small layout about \$2500. Dual-gauge track will be used for the two smaller layouts. All legs will be interchangeable.

In order to fund the project, the unofficial fund-raising group said it had designed an engraved plastic “Coach Class Pass,” which was to sell for \$100, and an engraved brass “First Class Pass” which was to sell for \$200. Together, the group said, “these passes will allow you to show your support for the track building project.” All passes have a magnetic clasp so they can be attached to the hobbyist’s favorite apron or work shirt.

An account was established at the Co-op Services Credit Union in Livonia, Mich., into which all funds were deposited. This is a free account, so all money collected went to the track-building project. Tom and Will are the signatories on the account and there is a complete audit trail.

For the engraved passes, numbers were issued in order of funds received with No. One, a First Class Pass, being reserved for Jerry Reshew.

After about two months, it was obvious that the fund-raiser would fully pay for two new small layouts, so they were ordered. The Bayou Live Steam-

ers stated that they would loan the large layout should the fund-raiser fall short of being able to pay for all three layouts.

During the solicitation of donations two integral suppliers to the hobby stepped forward with extremely generous offers. These were Pete Comley of Sunset Valley Railroad in Lake Tapps, Wash., and Bing Cheng, owner of Accucraft Train Co. of Union City, Calif. Pete offered extensive help with the cost of track and Bing donated a Royal Hudson locomotive to be either sold or raffled.

After discussions among the trustees, it was decided to raffle the locomotive, with Torry setting up the requisite raffle structure and handling sales. Again, as with the donations, all funds would be deposited into the account administered by Will for collection and disbursement. The raffle was so successful, the group was able to pay back the Bayou Live Steamers and the group now owns the large layout.



## Target layout

Before the smaller layouts could be built, a decision had to be made about their size, whether dual gauge should be installed, and if so, on how many layouts.

After surveying the group who initiated the project, it was determined that on the two smaller layouts, all track should be dual gauge and that because most of the equipment which would be operated on the smaller layouts would also be smaller, no switches would be needed. As for size, everyone agreed to



**Winner:** In the raffle for the Accucraft Royal Hudson, the winner was David Outteridge of Littleton, Colo, left. He's presented the locomotive by Torry Krutzke, of the replacement project. Photo by Rick Parker.

duplicate the existing layouts if possible, using as many parts from the existing layouts as possible.

The actual dimensions were left to Rich, who designed and built the large layout used for the 19th Annual Steamup, and everyone who ran on it was happy with his work, so that decision was an easy one.

To the extent specs exist, the upright supports/legs are identical for all three layouts. They have an adjustment range of 10 inches. The maximum possible height is 44-inches, while 34-inches would be the lowest setting. The framework for each deck section is made from three-quarter-inch square tubing. Decking is one-half-inch painted plywood. The curved deck parts have a line cut in them to the desired track radius to guide and speed track installation.

Another important feature is that no part on the layout should weigh more than 20 pounds. As a result, one person can carry more than one section. Further, all the parts can fit onto standard freight carts so all layout parts can be rolled into the event floor space without difficulty.

Also, all the parts are interchangeable. For example, a section with a 10-foot radius can be connected to a section with 3½-foot radius. A 20-foot by 36-foot layout can be set up by one person in an hour. The track can be made with a 3½-, 10- or 14-foot radius. The straight sections come in lengths

of two, four, five or eight feet.

Today, it looks as if the Diamondhead International Small Scale Steamup will continue for many more years. The International Small Scale Steamup LLC [Louisiana] established by the aforementioned Rich Jacobs and Terry Smelser and Pat Darby of Covington, La., have accepted all assets from Jerry's similarly named Mississippi limited liability corporation (LLC) to enable a smooth transition between the Mississippi and Louisiana groups.

Further, the Louisiana LLC has entered into a license agreement with the Diamondhead Track Project group to use all three layouts for 15 years. At the end of 15 years, title to the layouts will be transferred to the International Small Scale Steamup LLC [Louisiana]. Should this group be unable to continue the Diamondhead International Small Scale Steamup for that 15-year period, the layouts will be auctioned with all proceeds to go to a Gulf Coast 501(c)(3) charitable organization.

We again want to especially acknowledge the extremely generous donations by Pete Comley of Sunset Valley Railroad and Bing Cheng of Accucraft. Both have been supporters of the hobby for many years, and their generosity contributed greatly to the future of the Diamondhead steamup.

To everyone who contributed to make this event successful, thank you very, very much.



Steamer puts an 'A' in the logbook of his latest: Accucraft's new 1:20.3-scale 2-8-0, Denver & Rio Grande Western

# C-25

Text and photos by Carl Weaver

**F**or me, it all started in 1976 with an Aster "Old Faithful," then four years later with a Mamod kit locomotive with two cars. After frustration with the Mamod and many aftermarket improvement parts, I purchased a first-generation Roundhouse "Billy," which I still own. I then moved to Colorado where I spent many hours riding all the western three-foot tourist railroads I could find.

As a result, I gained a passion for narrow-gauge operations of any kind. It was during this phase of my hobby that Accucraft Trains Co. of Union City, Calif., started to produce narrow-gauge locomotives to which I could relate, so I had to have one, then two, then three, etcetera, etcetera.

As I look back on it, each successive locomotive I purchased was bigger than the last. Recently I had planned on a K-36 to follow my K-27 and K-28. Then I began to realize that I am getting older and less able to carry big locomotives from my shop to my track. It really hit me when I tried to schlep my K-28 to an East Coast steamup with a recovering broken leg. I cancelled my plan for a K-36, sold my K-28 and purchased an Accucraft C-25.

Although in this review I will mention a few issues with the locomotive that I classify as nuances, please understand that they are not criticisms, but observations. All the issues are easily addressed if an owner wants to spend the time and cost to attend to them.

When I carefully opened the shipping container and examined its contents, I found the locomotive to be well protected, having been double-packed by



**Head-on:** Accucraft C-25 steaming down the track.

Accucraft and properly handled by the shipper.

In addition to the locomotive and tender, the ship-





**Green boiler in green countryside:** *The author's Accucraft C-25 on his layout in Virginia.*

ment included the usual heavy-metal locomotive lifting contraption, an instruction manual, gas tank and boiler test certificates, registration and warranty cards, package of small parts to be installed, a small and large syringe, water pump handle and a pair of thermal mittens. Some spare nuts, hex head screws plus two small Allen and two small socket wrenches were also included. One surprise spare part was a replacement sight-glass tube.

Close examination of the paint scheme revealed it was nearly flawless. Production control for this locomotive appears to be good overall and that the modifications suggested by Dave Hottmann — the Evening Shade, Ark., steamer who assists Accucraft with locomotive operation problems — after testing and evaluating the engineering sample at the 2012 International Small Scale Steamup in Diamondhead, Miss., had been incorporated by the company. Nevertheless, I did discover a few production issues.

Setup is minimal. The package of small parts to be installed included a generator exhaust pipe, two imitation safety valves, a whistle with release arm, a steam-dome hand relief valve, and a bell rope (wire), which was found in the warranty card bag. All but one of these were installed by hand as no tools were needed. I noted that installation sequence is important because of clearances between parts.

I attached the whistle arm with the smallest hex head screw in the parts bag. Finally, I adjusted the window shades and opened the roof vent. I found a silica gel pack hidden under the cab in the grate area.

My first impression of the locomotive was good. Because of its size and weight, it is reminiscent of the C-21 I once owned and to my K-27 because of its outline. I entered the serial number 53 and a few comments into a C-25 logbook, a companion to all my locomotives in which I record run times, mishaps, modifications and maintenance.

Two nits include the fact that several historical photos of No. 375 show the early 1940s Moffat logo version of the locomotive with a spark arrestor on the stack and a re-railer hanging on the frame of the tender, neither of

which was provided with my green boiler model. I have a spark arrestor similar to the type shown in the old photos and may from time to time install it.

Examination of the lights revealed that the headlight is suited for conversion to a working unit, but has no reflector or a rear access hole for wiring. Neither of the two marker lights have lenses. Also, the light on the back of the tender is just a dummy reflector. Working lights are a possibility, but will require some ingenuity and fabrication.

## Running prep

It is my nature as an engineer to thoroughly read the operating manu-

### Accucraft C-25 D&RGW

- **Loco type:** Baldwin Consolidation, 2-8-0, built 1903. Cylinders: 18-inch diameter, 20-inch stroke. Drive wheels: 33-inches. Boiler pressure: 160 psi. Tractive effort: 25,000 pounds. Weight: 193,500 pounds.
- **Scale:** 1:20.3, 45mm gauge.
- **Length:** 33¼ inches.
- **Height:** 7½ inches.
- **Width:** 6.44 inches.
- **Boiler:** Dual burner flues and superheater. Pressure: 60 psi. Capacity: 630ml (21.3 oz.).
- **Fuel:** Butane.
- **Min. radius:** Four feet.
- **Cylinders:** Two D-valves.
- **Valve gear:** Simulated Stephenson.
- **Fittings:** Tender pump, sight glass, pressure gauge, safety valve, blow-down valve.
- **Available models:** Black, unlettered; black with Flying Rio Grande logo; green boiler with Moffat logo.
- **MSRP:** \$3480.



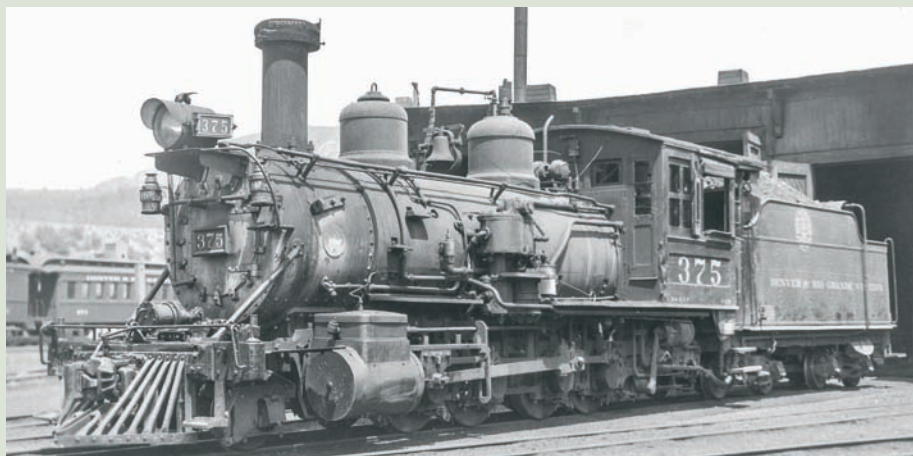
## Based on a Baldwin

**A**ccucraft's C-25 class narrow-gauge locomotive is a model of an actual three-foot gauge Baldwin 2-8-0 Consolidation. According to Denver & Rio Grande/Denver & Rio Grande Western equipment rosters, locomotive serial number 21757 was built in 1903 as a Class 112 for the Crystal River Railroad and numbered 103.

The unit was reclassified as a C-25 in 1916 and renumbered 432 when it was acquired by the D&RG railroad. It was finally purchased by the D&RGW in 1924 and renumbered to 375. The D&RG/D&RGW only owned a single C-25 class locomotive.

The locomotive was affectionately nicknamed "Baby Mudhen," in reference to its capability and waddling characteristics similar to a K-27. The C-25 had two 18-inch by 20-inch cylinders, Stephenson valve gear and 38-inch drivers. The empty tender and locomotive weighed 193,500 pounds. Its tractive effort was 24,641 pounds, hence the "25" in the class designation. It operated with 3000 gallons of water and 6 tons of coal in the tender at a boiler pressure of 160 psi. The locomotive was scrapped in Alamosa on June 21, 1949.

For those who don't model the D&RGW, Accucraft's model of the C-25 could be detailed and lettered for any number of other narrow- or standard-gauge railroads. It is interesting to note that the C-25 was actually a standard Baldwin design delivered to sev-



**In Colorado:** One of the C-25s that Accucraft modeled, in the rail yard, June 28, 1938. Photo by Richard B. Jackson, from the Mallory Hope Ferrell Collection; used with permission.

eral railroads throughout North, Central and South America.

Baldwin's classification for this locomotive was 10-30-E, a Consolidation with a separate tender that could be either narrow or standard gauge. The 1924 version of the C-25, as it went to the D&RGW, had a very spacious, three-window cab, an extended smoke box, a generator mounted forward of the sand dome, a headlight without a visor mounted over the smoke box, dual 9½-inch air pumps and a low flare-sided tender.

One interesting historical note pointed out by steamer Vance Bass of Albuquerque, N.M., is that the tender as modeled by Accucraft is not original to the locomotive. The tender provided with the first build had low, flared sides until replaced during a rebuild in the 1930s.

The 1930s version had a smaller two-window cab, a shortened smoke box, one 8½-inch, cross-

compound air pump, a forward cantilevered headlight with a visor and a tall, straight sided tender. This configuration remained through the early 1940s and displayed the Moffat logo.

In the mid 1940s, rear-mounted sander lines were added along with the Flying Rio Grande herald. This is the version Accucraft modeled with a choice of either herald.

For reference, you can find images of early C-25s online or view photos of No. 375 in the Denver Public Library's Western History Collection. The "Crystal River Pictorial" (Dell & Collman, Russ McCoy; Sundance Limited; 1973) has several early photographs showing some very interesting rebuilds of this locomotive during its lifetime. A detailed drawing of the late 1940s version of the locomotive was the centerfold of the January/February 1988 issue of the *Narrow Gauge and Short Line Gazette* magazine.

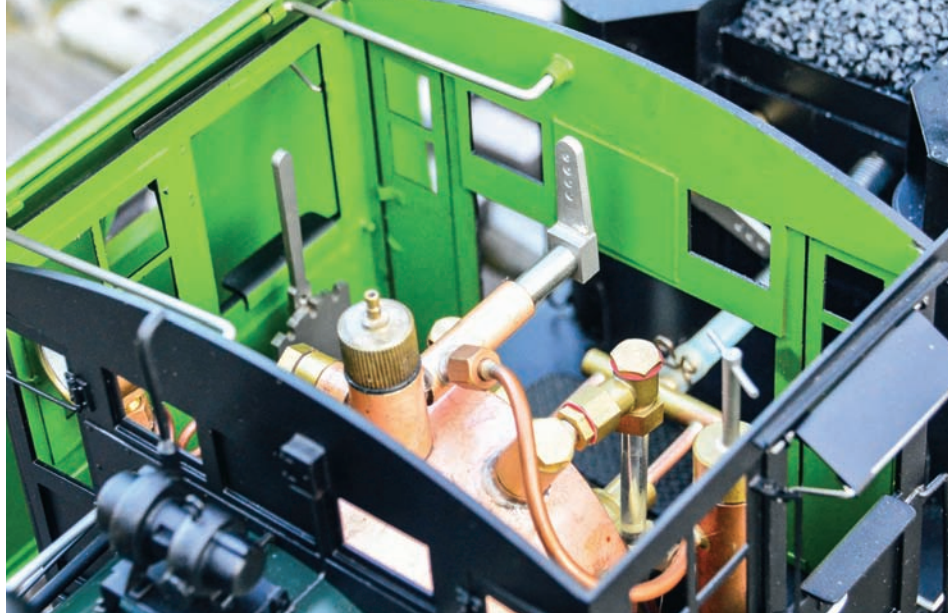
— C.W.

al. The document provided by Accucraft is easy to read and understand. Illustrations of the cab and tender interiors, although small, are included with references to key controls and components. After reading the manual, I first made a detailed inspection of the locomotive looking for loose nuts, bolts and screws.

There were several loose Phillips screws at the

base of the driver journals, which I tightened. The brake shoe in front of the forward driver was dragging on the wheel, so I straightened it. I also checked all the wheels to make sure they were in gauge and found them to be correct. When I checked the pilot truck, I discovered that the axle rolled easily when centered between the journals, but hung up when





**Back head to dome:** Left, the C-25 requires removing the cab roof to access the back-head controls. Right, the steam dome has a number of nice details, including a steam-relief valve and an imitation whistle.

moved laterally. It appears to me that the axle holes in the journals are too deep and I plan to remedy this minor flaw.

When I inspected the tender, I found one small screw loose inside the bunker, but no hole for it to go into, so I thought it was just a fluke. But later, I found two missing Phillips screws on the inside of one of the truck journals, which I replaced.

Next, I inspected the running gear and kept track of where I was by lubricating all external moving parts and bearings, especially the eccentrics underneath. My personal choice is 3-in-One Electric Motor Oil (in the blue can), which has excellent hot-surface adherence qualities. I noticed when I lubricated the tender wheels and checked them for proper gauge, that they have ball bearings.

Filling the boiler with steam distilled water and using the large syringe provided to extract 30ml for a steam space was easy because the boiler filler cap is conveniently located in the cab. The roof handily hinges off to the right side for easy cab access. A glass-sight gauge, fitted to the back of the boiler, shows the water level.

A blow down valve taken off the back of the boiler is found below the cab floor on the left side awkwardly behind some piping. It has the old-style screw type needle valve instead of the new style drain valve with a lever. This can be easily changed with an Accucraft accessory if you like.

I filled the lubricator with steam oil and was surprised to find that an old-style displacement type was installed instead of the new adjustable hydrostatic device, especially since the new type is described in the instruction manual. According to Cliff Lusher of Accucraft, several defective adjustable lubricators on an earlier locomotive release may be the reason for the change on the C-25.

Accucraft added a T-fitting to the lubricator cap, providing easy cap manipulation. The water drain for the lubricator is positioned below the cab on the left side in front of the blow down valve. The lubricator drain also uses the old-style, screw-in needle valve and not the new style lever type drain.

The locomotive did not come with a Goodall valve. Even though there is a water pump in the tender, a Goodall valve is one modification I prefer.

I run counter clockwise on my layout and steam up from the left side of the locomotive. So, before the first run, I repositioned the pressure gauge so that I can see it through the front window instead of having to use a mirror when in its original position facing to the right.

The sealed tender tub has the capability of holding warm water to heat the fuel tank on cold operating days. Hooking up the tender is routine except for connecting the water pump hose to the compression fitting on the locomotive. Accucraft located the hose down low, coming out the bottom of the tender and hooking into a low spot on the back of the locomotive. The hose was a little long, so I shortened it to prevent kinking.

Before firing, I checked to make sure the valves for the lubricator drain and blow down were closed. I pointed the fuel line nozzle from the tender away from me and opened the gas valve slightly to release the fluid buildup resulting from completely filling the fuel tank. I then pressed the two fuel line nozzles into the ends of the burners, which on both sides was a snug fit.

I lit the burner, by inserting and triggering a piezo-electric lighter just inside the open smoke box door as I slowly opened the gas valve, which on this model is a lever instead of a knob. I heard the gas ignite and listened for the telltale guttural roar that signals an improper burn in the smoke box. I checked the flame by looking through the smoke box door down





the flues to ensure that the flame was blue-white and properly positioned in the burners. Both air rings had been properly set and the flame was fine.

I found that the C-25 also has a metal lever on the throttle instead of the usual insulated knob. A lever is a good thing, but unfortunately it gets hot. I placed a short piece of silicon tubing over the end. I took note that the throttle lever is inside the cab and the back wall of the cab is in the way of its adjustment, which makes it difficult to manually run the locomotive with the roof closed.

For me, this issue has been resolved since I subsequently installed radio control. For those who will run manually, it may be necessary to fabricate an extension of some sort if opening the roof for adjustment is bothersome. Or, you can invert the lever with “off” down to the left.

The time to build operating pressure was nine minutes with the boiler full of cold water and an ambient temperature of 64 degrees. The Accucraft safety valve released on cue at just less than 60 psi, close enough for me. The issue I have with the safety is that it constantly seeps steam. I have already purchased an aftermarket pop valve to install, which I find to be more suitable for maintaining pressure.

## Test runs

The first run was a manual operation just the way the locomotive was received and was 20 minutes long without pulling any cars. There are no cylinder drain cocks, so initial movement was the normal jerky with stack spitting until the cylinders cleared themselves of water. Once warm, throttle sensitivity was as expected as a slight opening allowed the locomotive to creep forward. I set the throttle to run at a steady speed of about 30 scale miles an hour.

The locomotive was sensitive to small changes in throttle settings, which is good to achieve a desired speed. Slow running was smooth and consistent in both directions. Steam oil use was more rapid than expected and was nearly exhausted at the end of the short run. The accepted theory is that at the beginning of the run when the cylinders are cold, water —

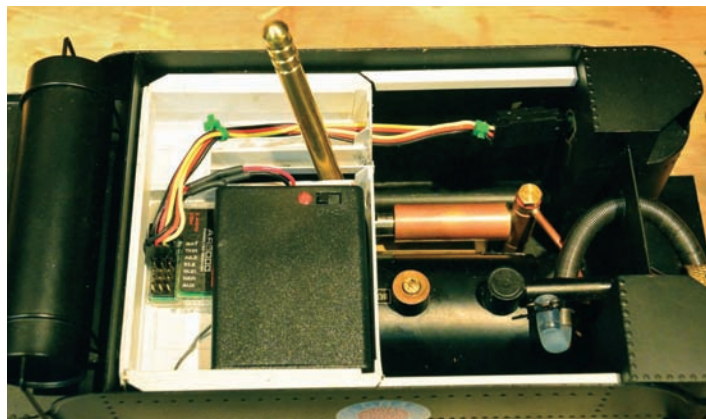
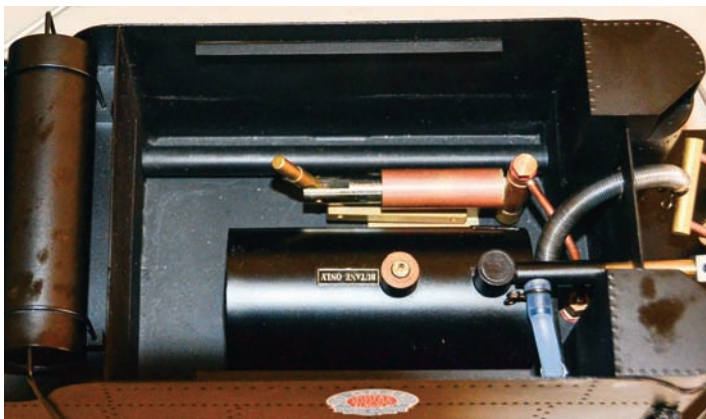


**‘Mudhens’:** Top photo, a size comparison of the Accucraft K-27 (far side) and the new C-25 (near side). Bottom photo, a rear view of the C-25.

not steam — is displacing the head oil right under the cap at a rapid pace.

The locomotive has excellent low-end torque. As one new owner put it, “The engine simply does not want to stall and will keep pulling until you can see and count the strokes.” At the end of the run, there was oil seepage between the left steam chest and the cylinder below it, indicating that the two are not tightly bolted together.





**Tender moments:** *Left, the C-25's tender as delivered. Right, the solution the author created for holding the radio control — a plastic tray that cradles the receiver (on the left) and the battery pack above the water.*

On the second run, I pulled a baggage, combine and five Jackson Sharp passenger cars without difficulty. The third run was made on a raised flat track with no cars to establish a baseline for endurance. I ran the locomotive at a constant speed for a maximum run time of about 45 minutes. Of course run times will vary with the burner setting, amount of water in the boiler and the load being pulled. I expect these to be consistent with those of other Accucraft locomotives of similar size. I also expect the run time to improve as the moving parts break in.

Compared to all my other locomotives with displacement lubricators, steam oil consumption was still excessive and I had to add oil before the 20-minute point. But Accucraft's Cliff Lusher offered an easier solution: Run the locomotive for a couple of minutes, then top off the lubricator once the cylinders are warm and oil should last the entire run.

Upon inspection of the locomotive after the third evaluation run, I found a stripped hex screw hanging out of the aft end of the left cross head guide. This was remedied by inserting a slightly longer screw. It was also after the third run that I installed the Goodall valve, pop safety valve, hydrostatic lubricator and radio control, all mentioned earlier.

## Impressions

To tell you the truth, there are no dislikes and only the few nuances already mentioned. I realize that the addition of the following features would add cost to the locomotive, so I mention them as potential modifications: Radio control, Goodall valve, pop-safety valve, stainless-mesh burner wrap, spark arrestor, hydrostatic or improved lubricator, lever type drain valves, working headlight and a quick-disconnect replacement for the water pump hose compression fitting.

Some modifications I don't plan to make, but may be of interest to others, include an insulated knob on the throttle valve, larger cylinder bores or a whistle valve take-off and whistle.

Finally, Accucraft's claim that the locomotive is "R/C ready," is misleading. To me, this means servo brackets are already installed in the cab, which they are not, and a readily accessible allocated space for the receiver and batteries. Curiously, Accucraft provides an isolated dry location for the receiver, batteries and on-off switch in the rear of the tender along with a dry tube running to the front for servo wire passage (obviously to support the electric version). But, access to the interior of this isolated area is a mystery and major disassembly of the tender is required if the space is to be used for radio control.

Accucraft's Cliff offers no explanation for this other than he was unable to see the production locomotive before release, or he would have caught this issue as well as the lubricator change.

Perhaps a better claim would be "R/C capable" since the large cab has adequate room for all necessary radio-control components including throttle and reverser servos plus receiver and batteries. One solution suggested by Cliff would be to cut an access through the floor of the tender. My solution was to fabricate a styrene tray to fit under the coal load. Radio control is one modification I have already made, because as many of you have heard me say, I am too old, too fat and too smart to be chasing after a locomotive.

What do I like about the new locomotive? Despite the nuances I've observed, I like everything. I especially like its fit and finish as well as its size and weight. I also like that it runs smoothly, is easy to service, intuitive to operate, has adequate pulling power for a hefty string of AMS cars and looks beautiful.

I am happy with my Accucraft C-25. This is a good locomotive for those who don't want or whose layout cannot accommodate a heavy locomotive like a K-27, 28 or 36. It's also suitable for someone who wants some heft and longer run times not offered by the smaller locomotives. For my situation, I conclude that the C-25 is an excellent geezer locomotive, so an "A" has been entered in its logbook.



Building a new boiler to experiment with various

# FUELS

Text, drawings and photos by Eric Schade

**L**ooking for a project in winter 2011-2012, I studied photos and sketched out some ideas. I wanted a project which would teach me some new skills, help me learn about steam locomotives and make an interesting addition to my stable of motive power. I wanted to experiment with different fuels and burners.

I also wanted a project that could be completed in a reasonable length of time, so I would use an Accucraft “Ruby” kit as a simple yet reliable starting point. I had been toying with building something in 1:13.7-scale (which is correct for two-foot gauge equipment on Gauge One track; it’s also called 7/8th-inch scale).

During a visit to the Boothbay Railway Village museum in Boothbay, Maine, I saw a little Baldwin industrial engine under a shed, set up so kids could climb aboard for a “ride.” It turns out there are two of these engines at the museum, and one is scheduled to be restored to running condition. These are tiny engines which resemble a “Ruby” quite closely.

In the 19th century, The S.D. Warren Paper Co.



**Completed model:** *The hard-working little Baldwin huffs past the Winnegance station on the author’s layout in Maine.*

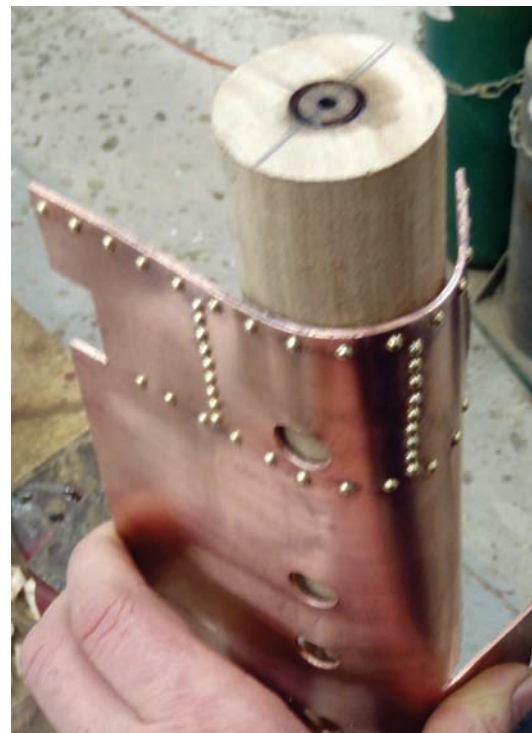
built a large mill in Westbrook, Maine, a few miles from Portland. It had set up a two-foot gauge tramway to move pulp logs and paper product around the mill in the 1870s, and purchased two Baldwin industrial tank engines in 1896 to replace the horses used up to that time.

These engines worked until 1949, when they were sold to a New Jersey amusement park, which later sold them to the Boothbay Railway Village. Engine





**Prototype to construction:** Photo upper left, S.D. Warren's No. 1 at the Boothbay Railway Village in Boothbay, Maine. Photo upper right, the boiler shell was first accurately marked out then sawn out with a band saw. Photo lower right, the annealed copper was wrapped around a hardwood form to shape it into the boiler barrel. Photo lower left, a strip of copper reinforces the seam along the bottom of the boiler.



No. 2 was displayed below the museum sign, out by the road until a couple of years ago, when it was moved into the shop for restoration. It looked to be in rough shape, but it seems to be surprisingly good mechanically.

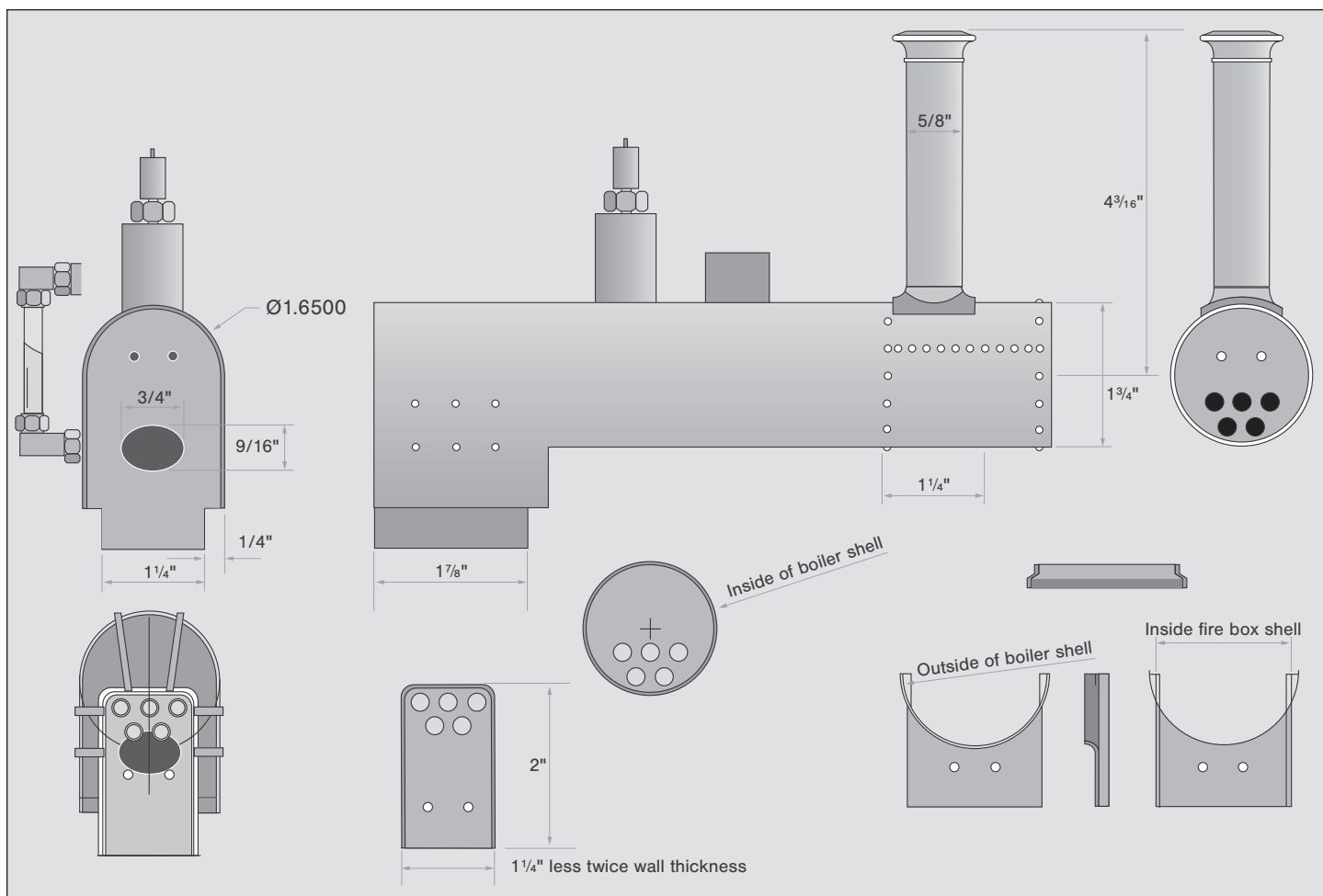
I thought it would be interesting to try building this engine with a boiler which could burn coal or other solid fuels. So I spent some time working out how to build one. I follow the live-steam forum on MyLargeScale.com, and received plenty of advice

and encouragement from the folks online. During the project, I experimented with different fuels to learn how they worked. I will try to discuss what I did and some of what I learned from the project and on line.

### Building the boiler

I designed a boiler which would fit the "Ruby" running chassis and which would be capable of burning coal and other solid fuels. This boiler would be a simplified version of the boilers used on full-





**Visions of a boiler:** Boiler drawing showing finished assembly at the top and parts below. This drawing was done before building the boiler and several small changes were made during construction.

scale locomotives. It would have a fire box and five flues. It would use the throttle from the kit, a safety valve from Jim Sanders of Wee Bee Loco Parts and a number of scratch-built fittings.

The boiler barrel would be the same diameter as the stock “Ruby” boiler, so that it would fit right onto the cylinder saddle. The fire box would be sized to fit into the rear portion of the frame.

I purchased a length of two-inch copper pipe, which I cut lengthwise on one side, so that I could unwrap it into a flat plate, and annealed the copper so that I could flatten it out more easily. It just takes a hot flame to heat the copper nearly red hot to anneal it. It is not necessary to quench the copper in water after heating it, but it doesn’t hurt either.

With a flat sheet of copper in front of me I could layout and cut the major parts of the boiler. I carefully drilled holes for the boiler fittings and smokestack as well as for decorative rivets on the smoke box.

To decorate the smoke box, I annealed some brass escutcheon pins, inserted them in the “rivet” holes, snipped them off slightly proud of the inside surface and set them with a modified nail punch and a rap

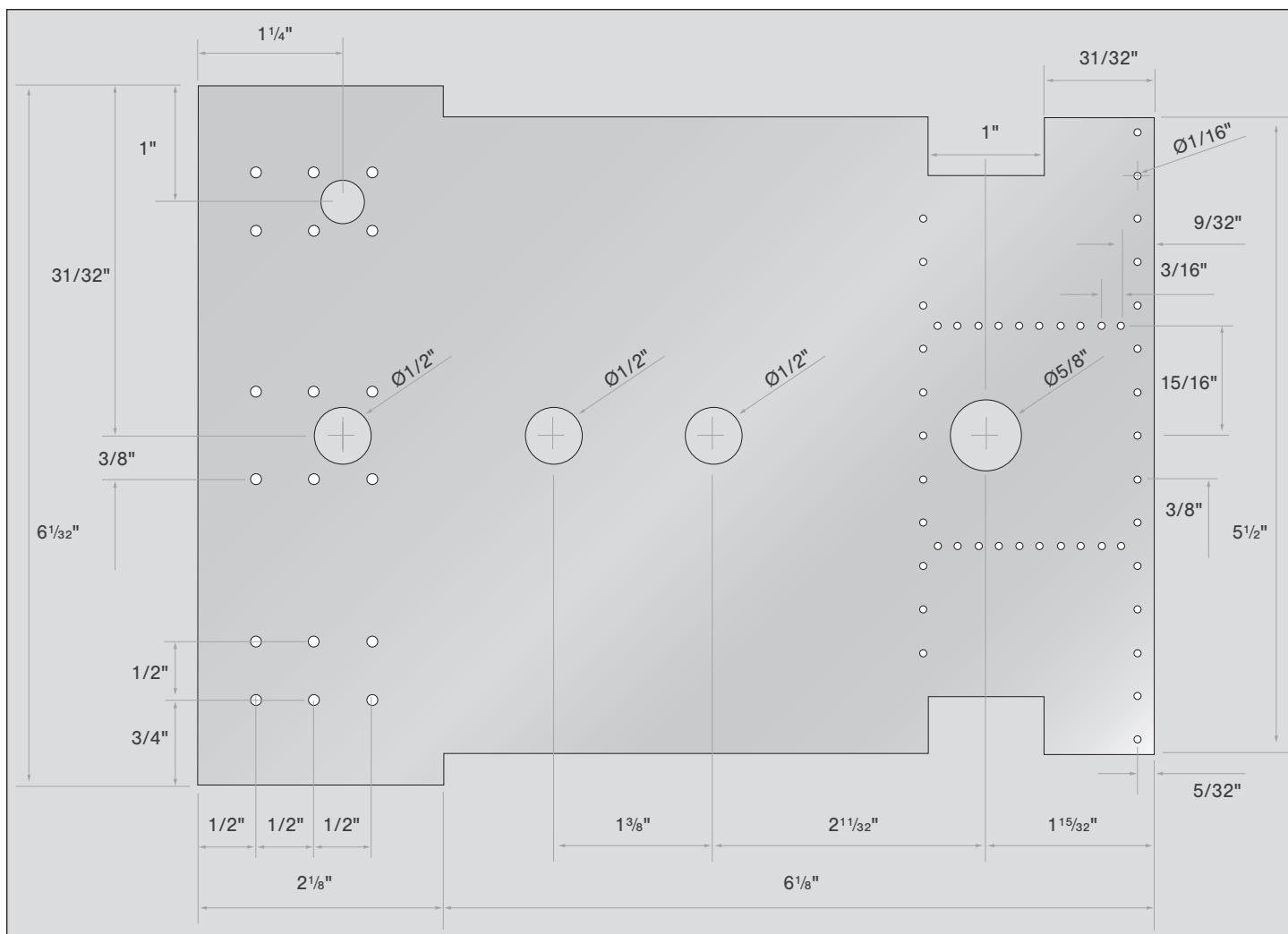
with a small hammer. I modified the nail punch by “drilling” it with a one-eighth-inch round nose-end mill, which made a nice smooth hemispherical dimple in the end to shape the heads of the escutcheon pins into properly shaped “rivets.”

With the rivets installed, I could roll the boiler shell back into a cylinder. I made a hardwood form on my lathe, which would be the same size as the inside of the boiler. I wrapped the boiler shell around that, using my hands, a vise and a rubber mallet. I had cut the sides of the fire box as part of the same piece of copper and left them flat to hang straight down. I made a strip of copper to overlap the seam along the bottom of the barrel. I then silver soldered the joint to make it strong and steam-tight.

Then, I made the front plate of the boiler, which was formed from a disk of the same annealed copper. I machined a hardwood form on my lathe, which was sized so that I could form the edges of the disk around it to make a flange which fit the inside of the boiler barrel. I used five 5/16-inch copper pipes as boiler tubes.

The fire box consisted of a tube sheet at the front, sides and a top formed from one piece and a “dry”





**Cutting diagram:** *This drawing shows the unwrapped boiler shell with dimensions and locations.*

back which was a single piece of copper forming the rear of the boiler and fire box. Copper wire was used for “stays,” which run from the top and sides of the fire box to the boiler shell. Silver soldering the inside of the fire box was tricky as the torch flame had nowhere to go and tended to put itself out, but I did eventually get the job done.

Forming the pieces of the boiler with soldering flanges has been shown to be unnecessary, as I later learned on-line. Australian model engineers, led by Paul Trevaskis of Rishon Locomotives, made sample boilers which were hydrostatically tested to failure to see what would happen.

The boilers would balloon up like sausages, often collapsing the flues and finally splitting near a fitting at more than 1000psi. They rarely failed at a solder joint. Flanged joints and plain disks and butt joints were tested. Even poorly done silver soldered joints proved to be exceptionally strong.

Bushings were silver soldered in place for the water glass, feed water check valve, safety valve, filler plug and throttle manifold. With these silver soldered in and capped, I hydrostatically tested

the boiler to 120psi which was double the intended working pressure. I used a squirt bottle as the pump feeding water into a Goodall valve in one of the bushings. After fixing a couple of leaks the boiler held pressure over night.

I made a functioning saddle tank. The tank requires two drains to feed the pump, one from either side. To pump water into the boiler under steam, I made a little pump driven off the cross head where the side rod meets the piston rod. The 3/32-inch diameter rod just runs back and forth outside the side rods into the pump under the fireman’s side of the cab.

The water pipe from the tank runs into the bottom check valve of the pump. The water is piped from the top check valve to the boiler check valve in the side of the fire box section of the boiler. The little pump has a long stroke but a small diameter and seems to pump about the right amount of water to keep up the water level while running. I haven’t yet made a bypass valve; it doesn’t seem necessary.

Next time I’ll talk about the specifics of the fire box and the various fuels I tried in it.



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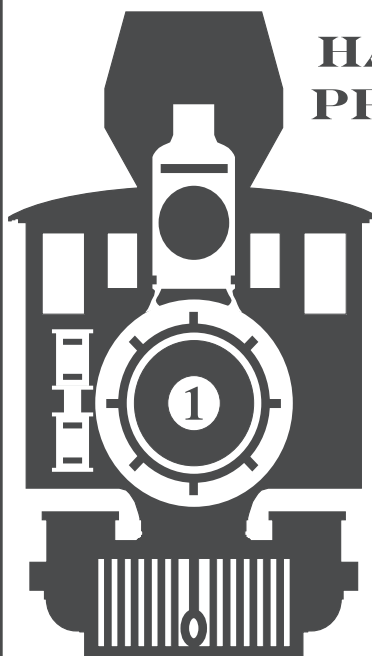
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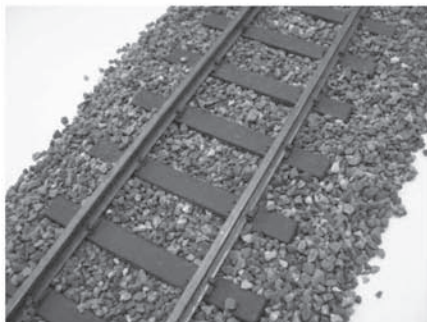
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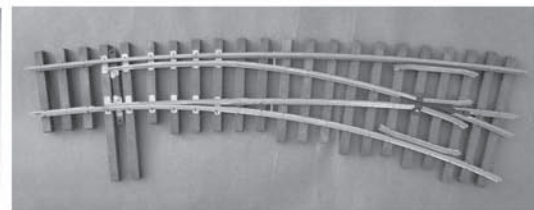
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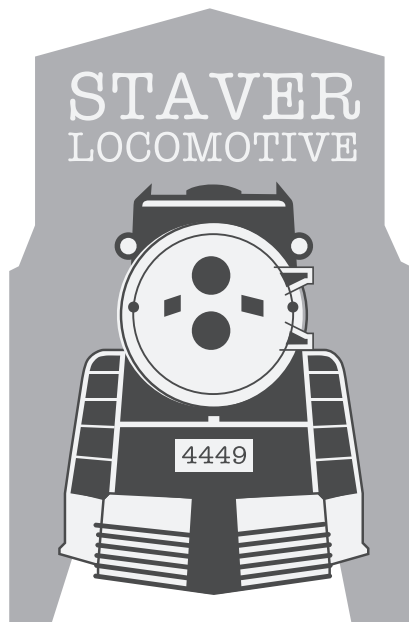
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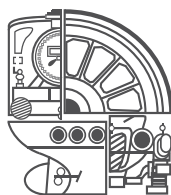
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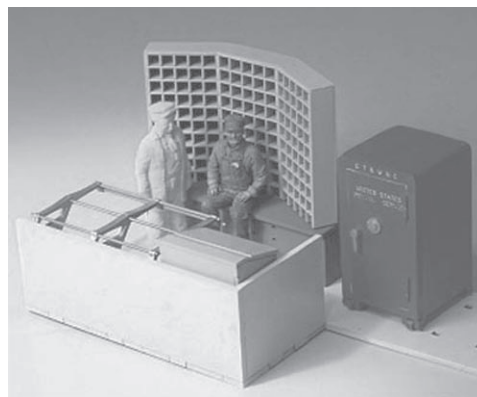


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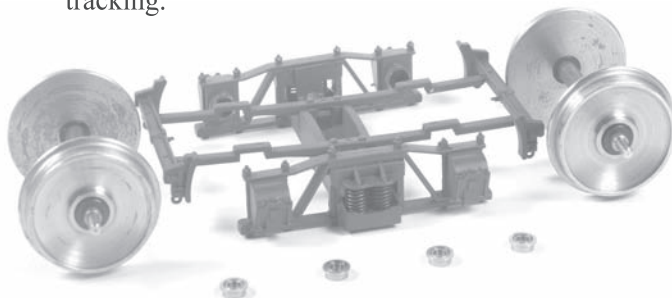
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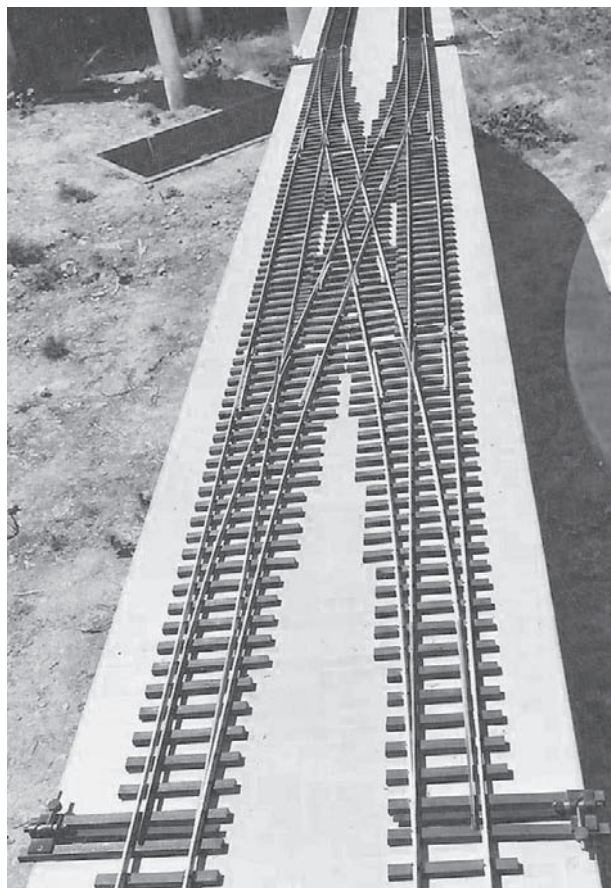
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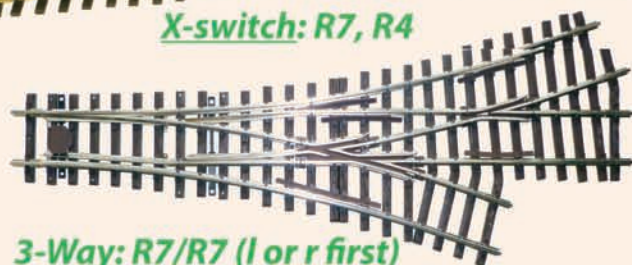
R10/R7, R7/R5, R7/R4, R6/4, R4/R3, R4/R2



**Y-switch: R7, R10**



**X-switch: R7, R4**



**3-Way: R7/R7 (l or r first)**

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**DRGW C-25** The locomotive was nicknamed "Baby Mudhen" similar to a K-27 "Mudhen"



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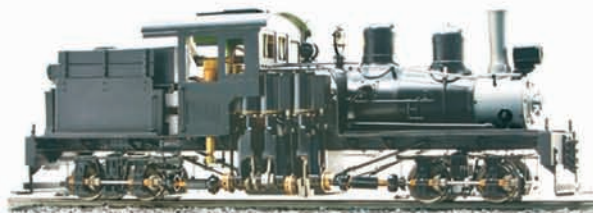


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## SNCF 241P now going in production for summer 2013 release



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Check our web site for additional information.

## Next British locomotive announcement



The British Railways "Merchant Navy Class" is now under development. Projected date of release is late 2013. No further details on the model are available at this time.

The prototype was built by South-

ern Railways in 1948 and rebuilt by BR in 1959. It was purchased by a railway historical society in 1967, with the preserved locomotive based at Battersea, England, and is run on excursions throughout the United Kingdom.

## Great Northern S2 #2584

This superb-performing 4-8-4 is still available in glacier green kit form; RTR and black has sold out. Contact your Aster dealer today.



## Narrow-gauge locomotives in 1/22 scale

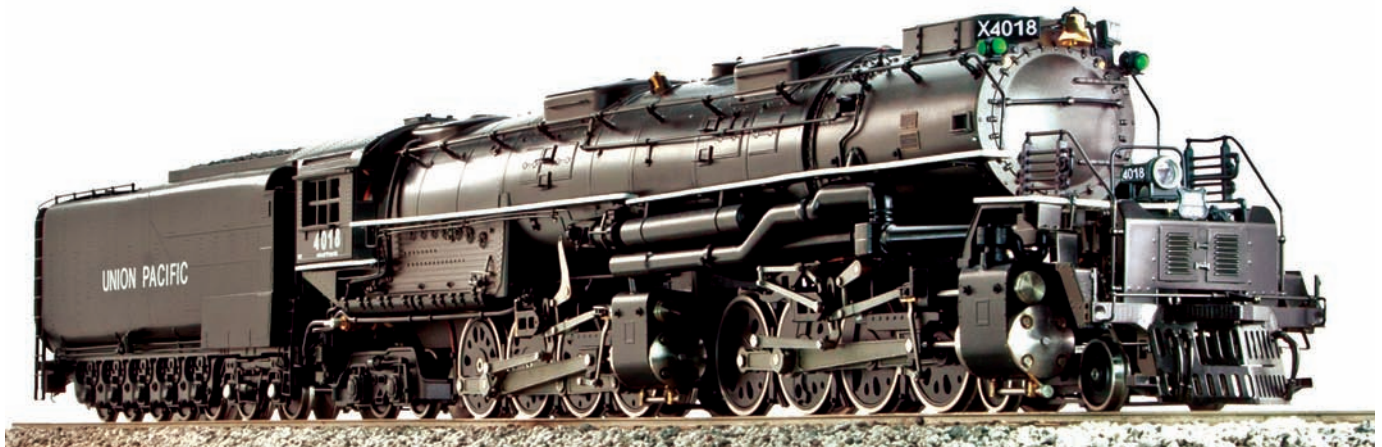
**Baldwin tank, Krauss tank, Lima Shay** Available from stock



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