

No. 155, May/June 2018 US \$5.95 - Canada \$7.95

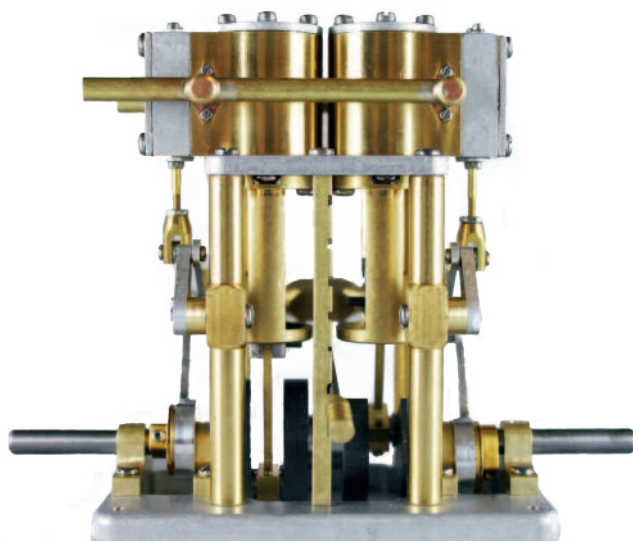


STEAM^{IN THE}GARDEN



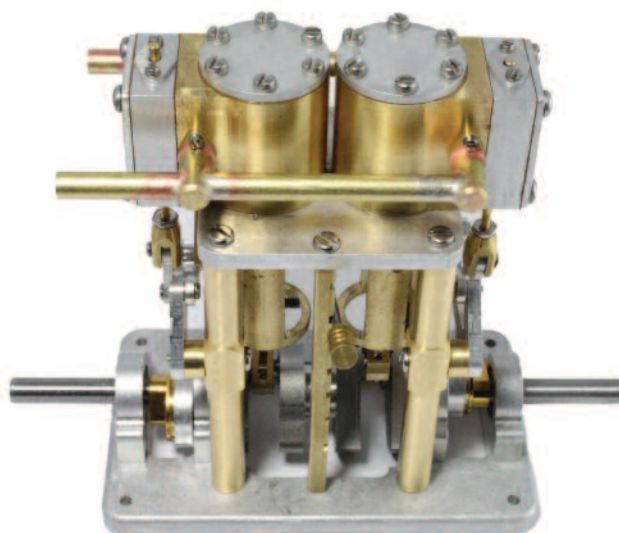
- **Boxing Day Steamup**
- **Erie Triplex - Part Two**
- **Three Locomotive Reviews**
- **Wintertime Steam Scene**

Fully Machined Steam Engine Kits



TVR1A

Ready to assemble steam engine kit: \$245
 Fully Assembled and Tested: \$350
 Includes all hardware
 Double acting, twin cylinder
 Hackworth reversing gear
 Includes full-color assembly manual
 Dimensions:
 Base: 3.000" x 1.844"
 Crankshaft end-to-end: 4.344"
 Height: 3.375"
 Weight: 327 g



TVR1ABB

Ready to assemble steam engine kit: \$295
 Fully assembled and tested: \$400
 Includes all hardware
 SAME AS TVR1A but with shielded ball bearings
 Includes full-color assembly manual
 Dimensions: Same as TVR1A
 Weight: 323 g

Flywheels for TVR1A / TVR1ABB



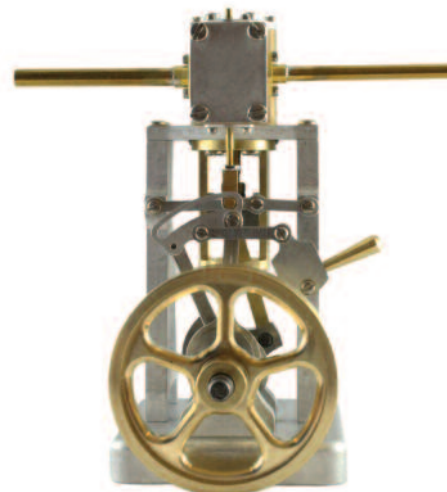
MFLY: \$20
 1 3/8" DIA
 (Solid Marine)



BFLY1: \$25
 1 3/4" DIA (5 Spoke)

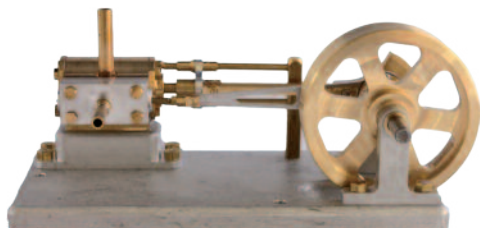


BFLY2: \$30
 1 3/4" DIA (6 Spoke)



VR1A

Ready to assemble steam engine kit: \$119
 Fully Assembled and Tested: \$175
 Includes all hardware
 1/2" bore, 1/2" stroke
 Double acting, single cylinder
 Reversing lever
 Includes full-color assembly manual



HM1

Ready to assemble steam engine kit: \$95
 Fully Assembled and Tested: \$145
 Kit includes all hardware
 .344" bore, .500" stroke
 Double acting, single cylinder
 Includes full-color assembly manual



Graham Industries PO Box 15230 Rio Rancho, NM 87174
 FAX (505) 715-4527

Order online at: www.grahamind.com

As always, shipping in the USA is FREE! (USPS Priority Mail)

Call Bob @ 301-467-3348

Stoke 'm & Smoke 'm

www.LiveSteamG1US.com

U.S. Agent for sales and service Bowande Wuhu Live Steam
Many Wuhu Bowande engines in stock!!!



JUST RELEASED - British 14XX 0-4-2T

14xx available in 4 liveries, As shown, Green GWR, Black with Lions Head or Black Unlettered.



Pennsylvania RR G-5 4-6-0

3 Versions: As delivered, post-War, Long Island RR. Extremely limited production.



RUSSIAN DECAPOD 2-10-0

Available in 4 liveries: Western Maryland, Erie, Frisco, and unlettered.



Stained RPO Car

1897-98 Steel Framed Truss Rod Pullman Baggage, Coaches, and Railway Post Office cars now in production.

Appropriate behind both the Rogers Built and Pennsy Class G-5 By order only.

Contact us for special engine and passenger car package!

"Casey Jones" Rogers 4-6-0

NEW for 2018 from



'Clarence'



Live steam 16mm : 1ft scale 0-4-0
tram locomotive



MADE IN GREAT BRITAIN

'Merseysider'



Battery powered 16mm : 1ft scale
0-4-0 battery diesel

Roundhouse Eng Co Ltd.

Tel - 011 44 1302 328035 Fax - 011 44 1302 761312

E-mail - mail@roundhouse-eng.com

www.roundhouse-eng.com



ACCUCRAFT

LIVE STEAM LIMITED

EXCLUSIVELY SCALE 1:32 — Product Manager: Jerry Hyde
CALL, WRITE OR E-MAIL FOR DEALER LIST & ALL INFORMATION



ACCUCAT SAYS
"YOU CAN'T BEAT THE
PRICE"



**BIG BOY &
T-1
LAST ONES
AVAILABLE !**



THE ROYAL HUDSON #2860

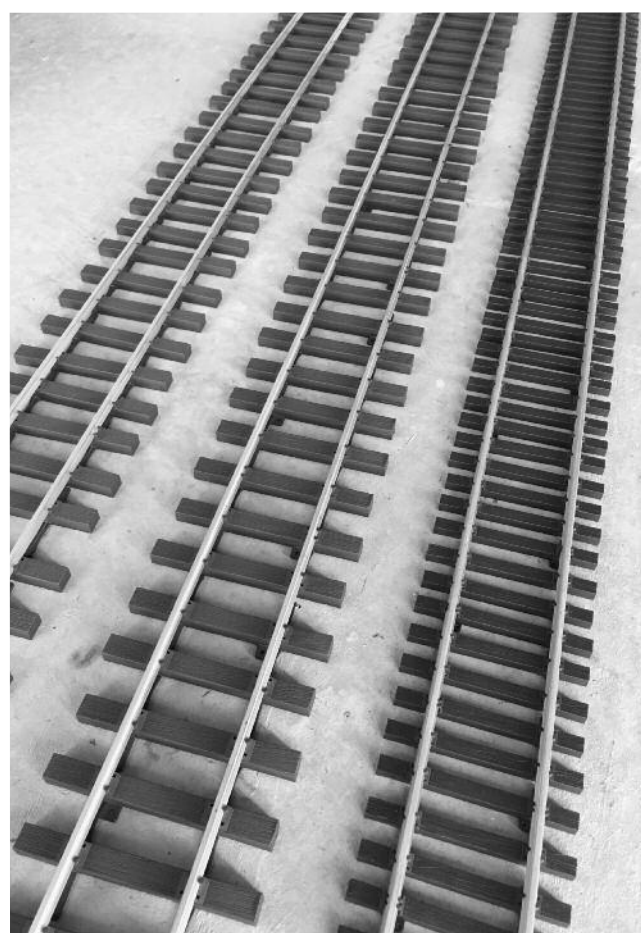


HYDE-OUT
MOUNTAIN
LIVE STEAM
89060 NRR
Jewett, Ohio



DIESEL THE CAT
SAYS: LISTEN
TO ME PURR —

43986 740-946-6611
hydeoutmountain@frontier.com
www.hydeoutmountainlivesteam.com



Llagas Creek Railways

Serving the hobby for almost 30 years

- World's most complete line of premier Code 215 and Code 250 track, switches and accessories.
- Nickel silver and aluminum rail.
- 1:20.3 narrow-gauge ties.
- 1:32 standard-gauge ties.
- The industry's most accurately detailed metal cast points and frogs.
- No. 3, No. 4, No. 5, No. 6, No. 8 and No. 10 switches with cast wear parts, no plastic.
- Custom made double crossovers, slip and curved switches available.
- New pricing on track and turnouts available on our web site.

www.llagascreekrailways.com

Phone: (724) 986-5079

Email: llagascreekrailways@gmail.com

Credit cards accepted

Editor **Scott E. McDonald**
sitgeditor@gmail.com
(703) 490-9867

Associate Editor.....**Gary Woolard**
garishw2@earthlink.net

Advertising Manager **Sonny Wizelman**
sonnyw04@gmail.com
(310) 558-4872

Circulation Manager **Marie Brown**
circ@steamup.com
(607) 642-8119

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

Copyright © 2018, Steam in the Garden LLC, All Rights Reserved. The contents of this publication may not be reproduced in whole or in part by any means without the express written consent of the publisher.

Subscriptions for the United States, Canada or overseas should be mailed to Steam in the Garden, P.O. Box 335, Newark Valley, N.Y. 13811-0335. Phone, fax and e-mail subscriptions are gladly accepted and we take VISA, Discover and MasterCard. PayPal payments are also 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.

Steam in the Garden LLC
A Utah corporation

Dan Pantages Howard Freed
President Secretary/Treasurer

Marie Brown Scott McDonald
Paul Scheasley Sonny Wizelman

Editorial: P.O. Box 1539, Lorton, VA 22199 USA

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.



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

Cover: Eric Bowles preparing his train at the *Boxing Day Steamup*. Photo by Harlan Chinn



STEAM^{IN}THE GARDEN

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

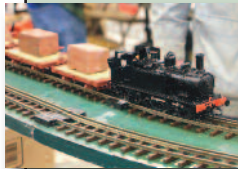


Boxing Day Steamup - As snow blankets the northwestern United States, intrepid steamers brave the cold - **By Harlan Chinn**

10

16

Mighty Erie Triplex - Part Two of a six-part series on the building of this magnificent beast - **By Bill Allen**

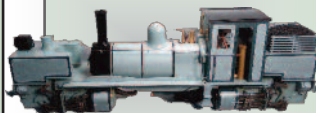


Bowande-Wuhu GWR 14xx - Locomotive review of the latest offering from Bowande-Wuhu - **By Henry Blanco-White**

22

25

Accucraft Bagnall 0-4-0 - Locomotive review of Accucraft's 7/8ths-inch scale Two-Foot Gauge Quarry Loco - **by Joel Novis**



Accucraft Tasmanian Garratt - Locomotive review of the 1:19 scale Garratt - **By Mike McCormack**

30

34

Wintertime Steam Scene 2018 - A pictorial review of three major winter steamups held in January and February 2018 - **Scott E. McDonald, with photos from participants.**



Also inside:

Advertiser index 53
Contributor Bios 46
From the Cupola 47

Timetable 45
Latest Waybill..... 8

TRIPLE R SERVICES

Services To Enhance Your Steam Experience

- Locomotive in need of a good overhaul or lacking performance?
- Locomotive kit unfinished or collecting dust?
- Make your engine stand out with lights and weathering!
- **Aster kit building**
 - We offer years of kit-building experience with careful attention to mechanics and detailing
- **Custom-built track frames**
 - Contact us for a quote on your track frame
- **Castings Available**
 - Aster K4 Marker Lights, Headlights, and other reproduction parts available in *bronze*
 - Exact reproductions of long unavailable parts!
 - New castings added regularly. Contact us if you have a specific request

TRS is celebrating its 10th year of business!
In celebration we are offering 10% discount on any shop work throughout 2018.

Contact us for job scheduling or a price quote

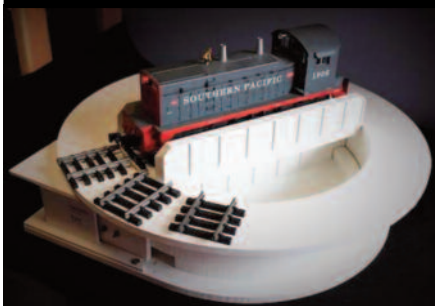
231 Rutland Ave.
Mount Holly, NJ 08060

Charles and Ryan Bednarik
tr3services@gmail.com
www.realsteamservices.com

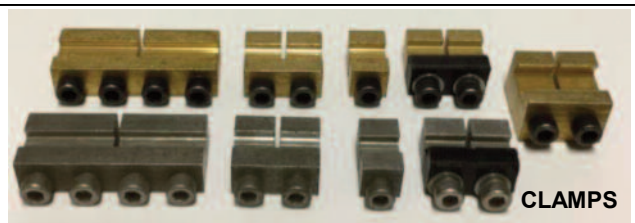
(609) 280-8744
(609) 267-0769



NEW TURNTABLE



WHEEL STOPS

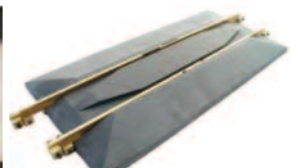


CLAMPS

ORDER TODAY!

503-762-4822

WWW.SPLITJAW.COM



Rail Clamps, Roadbed, Railbed, Reversing Units, EZ Loaders, Bridges, Trestles Bents, Turntables, Carrier/Loaders, and more!



PORTALS



TRESTLE BENTS



BRIDGES



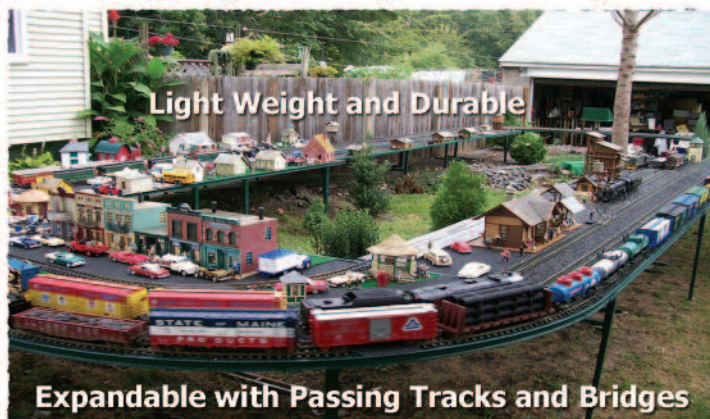
ENGINE CARRIER & LOADER



www.eaglewingsironcraft.com

Phone: (602) 276-8101

"Let Eaglewings help you design your layout today."



Light Weight and Durable

Expandable with Passing Tracks and Bridges



Different Powder Coating Finishes Available

Solid Steel Fabrication

Elevated For Easier Access

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

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

**BUY SELL TRADE
CONTACT US!**

Silver State Trains

702-361-2295

702-595-5318 cell

email:

marksstrains@aol.com



Finally in Stock!

D&RGW C-25 Coal Fired

AL87-120C BLACK UNLETTERED

AL87-121C #375 BLACK w/ FLYING RIO GRANDE

AL87-122C #375 GREEN BOILER w/ MOFFAT LOGO



Ruby's are Back!

AC77-010 Ready to run

AC77-011 Kit you build



PFE Reefer - Double Herald R-40-10

1:32 Scale

Bettendorf Trucks, Metal Wheels



Stock Car - D&RGW Flying Rio Grande

1:20.3 Scale

Metal wheels, Working couplers



Jackson & Sharp Coaches

D&RGW Flying Rio Grande

1:20.3 Scale

Plastic Body, Metal Wheels



LATEST WAYBILL

North Jersey Gauge One Company, operated by Bob Moser of Park Ridge, New Jersey is closing its doors after thirty-eight years of faithful service to the hobby. Bob remarked that he will continue to stay active in the hobby as a live steamer participant. We wish Bob all the best in his retirement from sales and look forward to his continued participation at steamups.

Accucraft Announces Headquarters Move - Received from Accucraft: "Accucraft's Union City headquarters has officially moved, but not too far away! We're just next door to our old location. Our entire warehouse is now open to the public Mondays – Friday 8am-5pm.

No appointments necessary. Come see our displays of past and present models. Shop our in-stock and open-box merchandise and you can take them home yourself. Check online at www.accucraft.com for holiday schedules.

Our new mailing address is:

33260 Central Ave
Union City, CA 94587
USA
Tel: 510-324-3399
Fax: 510-324-3366"

New 0-6-0T from Accucraft - Accucraft announced the availability of their 1:32 scale 'Victory' Kerr Stuart 0-6-0T. The Kerr Stuart 'Victory' class ended up scattered about Britain following their disposal by the R.O.D. at the end of World War One. Built in 1917 for the Inland Waterways & Docks Department, the majority saw service at various southern ports and were intended to be operated in France



Accucraft Photo

if required.

Specifications

Scale / Gauge: 1:32 / 45 mm

Construction: Brass & stainless steel

Minimum Radius: 48 in.

Length: 11 3/4 in. (300 mm)

Width: 3 1/2 in. (90 mm)

Height: 5 in. (125 mm)

Features: Butane fired, Centre flue, 60 PSI working pressure, Piston valve, Simulated Stephenson's link valve gear, Safety valve, Pressure gauge, Water level gauge, Steam regulator, Gas regulator, Lubricator w/ drain valve.

Roundhouse Engineering, Doncaster, England has already announced their latest development project for 2019 – A Double Fairlie. Having been in secret development since early 2017, the Double Fairlie will represent another leap in the high quality model engineering from Roundhouse Engineering.

The Double Fairlie will be based on the David Lloyd George currently in use on the Ffestiniog Railway in Wales. DLG was built by the Boston Lodge Works in 1992 and was initially designed to be oil fired before being converted to coal firing around 2014.

Release is planned for 2019. Orders will be taken from January 2019 and a full technical specification shall be made available closer to the release date.



Roundhouse Photo

Staver Locomotive announced they are putting in new updates to their track layout. The railroad as of early December 2017 had about 700 feet running length indoors, and a couple hundred feet outdoors. They have completely torn out about 350

feet of the mainline track, and associated yards, bridges, and sidings for re-work. Also, a significant amount of work is being done on the outdoor infrastructure in preparation for doubling the size of the railroad over the next year. A custom diamond crossover before the entrance to the narrow gauge yards has been fabricated along with double tracking a previously single track section of mainline.



Brittany Grimm readies an ASTER Climax for steaming at the East Coast Large Scale Train Show.



Above Top: New custom diamond crossover in place place on the Staver layout. Bottom: Second mainline going in to ease traffic of the railway. All of the track is handlaid.

Staver Photos

Steam in the Garden announces the addition of a new Team Member. Brittany Grimm of Garnet Valley, Pennsylvania joins Steam in the Garden as Assistant Webmaster.

Brittany has been a live steamer for thirteen years. Her passion for small scale live steam was fueled by the real thing at the age of ten.

She's a member of the Pennsylvania Live Steam-

ers, and frequents many events where the Aikenback Live Steamers are in attendance.

Brittany claims to be fortunate enough to attend the International Small Scale Steamup in Diamondhead, Mississippi, and the National Summer Steamup in Sacramento, California where in 2012 she was the recipient of the Ron Brown Memorial Steamup Enthusiasm Award. Brittany has also attended the Larry Staver Steamups in Portland, Oregon, and says she looks forward to attending more steamups there.

Her other interests include working on computers in most aspects, from building to programming, and she is also an avid car enthusiast. The results of her computer skills can be seen online at the International Small Scale Steamup where she recently completely revamped the entire website.

Brittany's first task will be to get the remainder of SitG back issues scanned and formatted into the site's Flipping-Book presentation format. This is no small feat as ninety-four issues currently need scanning and cataloging into the website. Once this task is completed, the entire catalog of SitG magazines will be available to digital subscribers.

Brittany will also be updating the website with web-only articles available to the general public and digital subscribers.

Brittany's technical background, garnered through her education as well as her web experience in updating the International Small Scale Steamup's web-presence, will be an added bonus to the magazines continued success.

From all of the staff at SitG, Welcome Aboard!

Boxing Day Steamup

Text and Photos by Harlan Chinn

It's not often that we have snow in the Pacific Northwest, especially at Christmas, where the last time this region enjoyed a White Christmas was in 2008. The annual Puget Sound Garden Railway Society Boxing Day Steam Up is a time where club members in the live steam faction gather to share holiday cheer, steam our trains and to set the steamup event/host calendar for the coming year's events.

This special morning began with blue skies and 34 degrees, with the sun shining from a very low southern angle, as the winter solstice was only five days before. Our host Pete Comley had already gone around earlier and neatly plowed the snow from the mainline and dual gauge loop, some 705 feet of mainline track.

One of our newer members, Tony Woore was already out on the layout with his Mogul locomotive and passenger cars when I arrived. He had difficulty negotiating some of the icy sections of the mainline which were covered in shade, and eventually pulled off onto the smaller dual-gauge loop section.

Paul Hagglund, Bob Gladney, Tony and I were the first of the "diehards" out running our trains during the late morning period. Paul and Bob were

Above: Paul Hagglund fires up in a rare snow day steamup.

at the dual-gauge track loop, where Paul was firing up his converted Mamod locomotive with his Tallylyn Railway passenger carriages. Bob had his chain-driven Vincent locomotive creating nice plumes steaming around as well. Both Paul and Bob were enjoying the quiet solitude of running their trains on the layout in the glow and warmth of the winter sun. Nathan Smith arrived soon after with his little Cricket locomotive that he received for Christmas, and he was getting it ready to run.

In preparation for my run, I trudged over the snow-covered pathways around the mainline, and saw that there was a lot of ice on tracks, especially over the steel bridges. I remembered that de-icer fluids are comprised mostly of alcohol, so I got out my methyl alcohol fuel bottles and began to spray the track areas, particularly those in the shade, to aggressively de-ice the rails.

Having seen that Tony had difficulties with several derailments earlier at various locations on the mainline, I was determined to get a nice clean run in before I had to leave early for an appointment in Seattle. I set up the Great Northern S2 onto the steam up siding and proceeded to fuel and water it. With the wicks lit, it must have taken close to 15 minutes for the needle of the steam gauge to move

off the peg! Once there was enough pressure to open the blower the locomotive quickly came up to full pressure, I carefully topped off the fuel tank for the morning's run. I had brought along thirty box cars, but I decided to play it safe by running only five of them and the caboose just in case there were huge derailment issues with the track.

With the switches thrown to enter onto the mainline, the throttle was cracked open slightly and off we went, gingerly, as this train would be the first to completely circumnavigate the mainline. There were small sections of track which were still icy, and I could see and feel the lead truck of the locomotive bobble and bounce. Slow into the first curve and onto the smaller of the steel bridges where much of the de-icing alcohol had been sprayed; it cleared with a little wheel bobble and onto a section in the shade next to the staging yard, where there was something derailing my strand of freight cars. Got the derailed box cars back on the rails and it was off to the next set of two longer spanned steel bridges. I cracked open the cylinder draincocks, that always seem to leak anyways, to aid in melting any other icy spots as the locomotive slowly passed over these areas.

Having now cleared the bridges, it was off to the

large loop, then under the first of two pedestrian overpasses, down around the loop and under the second overpass. Successfully cleared that section, and now up a slight grade through Overland Gap with tall cedars, up next to the house across, over the concrete viaduct and back to the steamup shel-

“I cracked open the cylinder draincocks, that always seem to leak anyways, to aid in melting any other icy spots...”

ter. As the train headed toward the problematic section by the yard for the second time, I was able to run my hand over the rails prior to the arrival of the train over this section, and found a frozen mass of moss with a small twig that proved to be just enough to cause the boxcar trucks to wobble and



From L-R; Lisa and Chris Smith, Paul Hagglund and Nathan Smith with his Cricket locomotive



Bob Gladney and his Vincent locomotive.

derail. Once this remaining ice obstacle was chiseled away and cleared, I felt comfortable in opening the throttle and letting the train run around unassisted, only having to add water to the tender on the fly every couple of laps. I was pleased with the run of about thirty-five minutes, considering the number of stops to get re-railed and clear ice from the rails.

The cold weather conditions were just perfect, as the train with billowing steam plume crossed over the large steel bridge, where Mount Ranier stood proud in the background. Much of the gar-

den and yard was covered in a blanket of snow. Dotting the infield were tracks not of the rail type, but from what I thought to be a dog. Pete informed us that these were coyote tracks. Then in the neighbor's field next door, seemingly on cue, appeared this gray coyote! It looked around at us briefly and quickly dashed off.

An announcement was made that lunch was being served inside, so at the next opportunity I backed the train into the steamup siding, shut down the now fully heated locomotive, and joined everyone inside. I immediately grabbed a cup of



Brilliant steam plume from Tony Woore's passenger train.

fresh hot coffee that instantly warmed the hands and the soul! There's always a delicious spread of main dishes and desserts, brought in or made by club members, set around Pete's kitchen. It was so nice to see fellow club members and their spouses who braved the not-so-bad road conditions to be here in attendance.

It was especially nice to catch up with fellow members Bob Gladney and Nick and Emi Fisher, to name a few, who were missed as they were traveling during this time of year, or had missed this region's major live steam events, such as at Staver Locomotive in Portland, Oregon and the National Summer Steam Up further south in Sacramento.

After a nice lunch and visit, Jim Overland and Eric Bowles came out from the warmth of the house to fire up their respective trains. Jim ran his Great Northern S2 in a Fast Mail configuration with a strand of heavyweight baggage and Pullman passenger cars, while Eric ran his British 5MT locomotive and passenger car train.

While these guys were enjoying their runs around the layout, I had to pack my things up and make my way home. All the while I was thinking; it's days and moments like this when you realize how fortunate we are to be able to partake in this hobby, especially under these beautiful weather conditions. As the last container of box cars was loaded in the car, I bid everyone a Happy New Year and went on my way home, elated with the day's train run and being able to capture these moments with my cameras to share with you here.



Above: Snow covered Sunset Valley Railway.

Below: An ASTER Great Northern crosses the Great Viaduct steel bridge as sunset signals the end of the steamup at the Sunset Valley Railroad.





The growing White River Productions family now includes

NARROW GAUGE AND SHORT LINE GAZETTE

Presenting accurate information for fine model building since 1975, the Gazette is your resource for narrow gauge layouts, projects, and plans.

ONE YEAR, SIX ISSUES

\$40.00 in U.S.

CANADA \$45.00
INTERNATIONAL \$55.00

Subscribe today at ngslgazette.com

WHITERIVER PRODUCTIONS

Toll-free (877) 787-2467 • Overseas (660) 695-4433
P.O. Box 48, Bucklin, MO 64631 • info@WhiteRiverProductions.com

f NGSLGazette

Don't Sell Your
TRAIN COLLECTION
Without An Offer From

TRAINZ

YES! Help Me Sell
My Train Collection

www.trainz.com/sig

866-285-5840

(Fax) **1-866-935-9504**

For 25 years, Trainz.com has bought and sold thousands of train collections. We have handled every gauge, scale and manufacturer. Including everything from Accucraft, Aster, LGB, Hartland, Mamod, Fine Art Models, USA Trains, Aristo-Craft, Piko, Delton, and many more. Trainz knows how important your collection is to you and will treat it with respect. Every collection has great stories and we want to leave yours intact.

We are looking to purchase Live Steam and G Scale collections all over the USA. Trainz.com will make selling your collection easy. Read more about how our cash sale and auction options work at www.trainz.com/sig

CONTACT US TODAY AT

sellyourtrains@trainz.com or at
866-285-5840

Looking for one of the greatest
selections of new and previously
owned Live Steam and G Scale Trains?

Check out our website at

TRAINZ.COM

& especially our auction site at
www.trainzauctions.com



COMPLETE YOUR COLLECTION — BUY BACK ISSUES



Steam in the Garden has a cache of magazines dating back to the 1990s. You can get bundled deals by calling (607) 642-8119.

Don't forget
to let our
advertisers
know that
you saw
them in
**Steam in the
Garden
Magazine**



G Scale Junction

570 Hebron Rd. Heath, OH 43055

800-311-9448 740-967-7300

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

sales@gscalejunction.com

GIFT CERTIFICATES AVAILABLE

Where large scale
comes together!

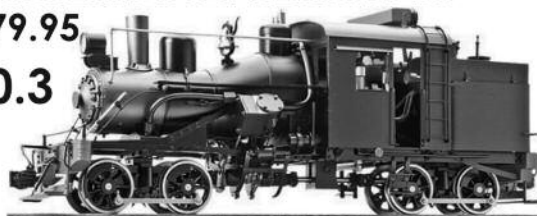
Please check our website
for more great offers!
gscalejunction.com

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

WEST SIDE LUMBER Co. HEISLER #3

\$3,079.95

1/20.3



NEW PENNSY E-6 4-4-2



ACCUCRAFT TRAINS
MUSEUM QUALITY BRASS MODELS

BUTANE OR ALCOHOL

\$2939 BLACK

\$3129 GREEN LINED

RUBY #1 \$484.95

NEW!

1/32 SCALE C&O

CABOOSE-\$439.95



1/32 SCALE



RUBY #5 w/ gauge-\$566.95

DORA 0-4-0 - \$433.95

EMMA 0-4-0 - \$985.95

28T 3-CYL. SHAY - \$2250

PLANTATION 0-4-2 - \$901

N&W J-CLASS #611 - \$5816

ALLEGHENY 2-6-6-6 - \$6355

PLEASE CALL FOR PRE-ORDERS OR IF YOU DON'T SEE IT ON OUR WEB SITE

**C&O
OR
VIRG**



AMS
TRUE TO SCALE

AMS 1/20.3 ROLLING STOCK



NEW 1/32 HOPPER \$104.50

PASSENGER CARS - \$293.95

**PRE-ORDER YOUR NEW 1/32 SCALE
STREAMLINE PASSENGER CARS**



LOGGING DISCONNECTS \$64.50

SHORT LOG CAR \$68.50

FLAT CARS \$107.29

TANK CARS OR REEFERS \$136.00

BOX CARS \$128.95

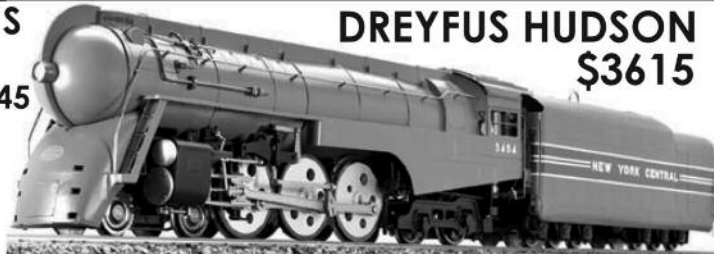
AML

**1/29 LIVE STEAM LOCO'S
& ROLLING STOCK**

WOOD REEFERS-\$98.45



**DREYFUS HUDSON
\$3615**



6' FLEX TRACK

CODE 332 (12 PC):

ALUMINUM-\$191.00

BRASS-\$395.00

CODE 250 & 332 ALUMINUM, BRASS, & STAINLESS TRACK - AML, AMS, PIKO, LGB, ARISTO-CRAFT, USA TRAINS, SUNSET VALLEY, LLAGAS CRK, MICRO-ENGINEERING



**1:20.3 FREIGHT
CARS IN STOCK**



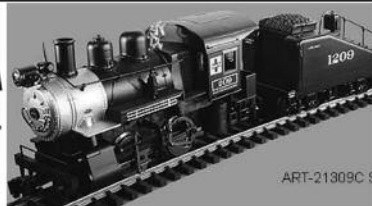
ARISTO-CRAFT

1/29 LIVE STEAM

0-4-0 RADIO CONTROL

UNDEC - DRGW - ATSF

& PENNSY ONLY-\$915



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

TRACK RAILCLAMPS BRIDGES STRUCTURES LOCOMOTIVES FREIGHT CARS PASSENGER CARS FIGURES ACCESSORIES

SCRATCH BUILDING SUPPLIES: GRANDT LINE PRODUCTS, OZARK MINIATURES, PRECISION PRODUCTS, WOOD

FULL LINES OF ACCUCRAFT, AML, AMS, ARISTO-CRAFT, BACHMANN, USA TRAINS, LGB, HLW, PIKO, KADEE

JUST PLAIN FOLKS, WOODLAND SCENICS, SPLIT JAW RAILCLAMPS, BRIDGEWERKS, PRIESER, POLA

PHOENIX SOUND, DALLEE ELECTRONICS, NEC, RAM, QSI - CUSTOM PAINTING AND DECALS

PRICES AND AVAILABILITY SUBJECT TO CHANGE WITHOUT NOTICE

OTHER SCALES AVAILABLE

SIG 5/6-2015



Building The Mighty Erie

Text & Construction Photos by Bill Allen

FRONT DECK, PILOT, AND TRUCKS

The front deck is pretty simple with a pilot, steps, platform, and railing.

I start with the platform and on the bottom, I silver solder a registration piece (**Photo 2-1**). I then solder the step stringers on (**Photo 2-2**) and then the stairs (**Photo 2-3**). All of this being done with the unit upside-down

The pilot truck is also simple in design. A strap of brass is drilled out at the pivot point and a pin is clamped in the mill vice to cut the curved slot. The strap is left long and the end is used as a handle to rotate the strap around the curve. It is then cut to length and the axle bearing is soldered on. Two pieces of brass tubing are used as spacers to keep the wheels centered. Shoulder bolts are turned on the lathe, and a spring and washer are added as illus-

trated in **Photo 2-4**.

Although I made my own drawing with my designs that varied from the original Baldwin drawing, I still used the Baldwin drawing for things like the deck. **Photo 2-5** shows the front chassis with the drawing in the background.

To match the prototype, I made the pilot beam in three pieces. The bottom two are quarter-inch

square tube and the top piece is quarter-inch square bar. A piece of 0.050 inch thick brass sheet was formed on the band saw for the top plate and the four curved supports underneath it were cut from the same pattern. The coupler pin and flag poles are turned from 303 Stainless steel (**Photo 2-6**). The steps are also formed on the band saw. The hand rails are 3/32-inch brass rod, silver soldered with turned brass feet (**Photo 2-7**).

Erie Triplex Series

Having built a compound Heisler, Bill Allen decided to undertake the multi-compound cylinder, triple-framed Erie Triplex, hoping to achieve better results than the prototype! This six-part series includes:

- Part 1 - Planning Three Chassis
- ➔ Part 2 - Front Deck, Pilot, & Trucks
- Part 3 - Making the Boiler
- Part 4 - Smokebox & Boiler Shell
- Part 5 - Domes & Fittings
- Part 6 - Finishing

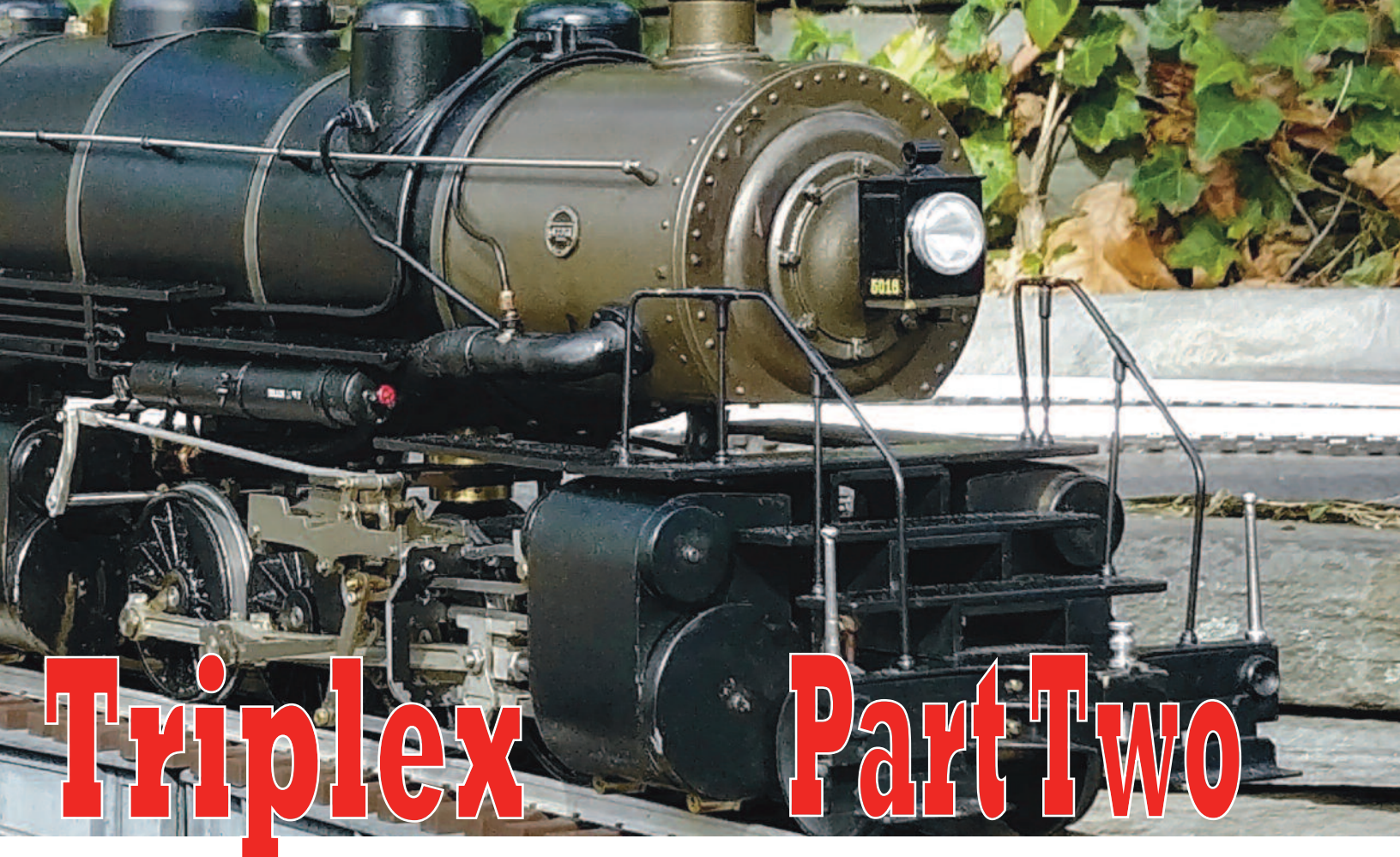


Photo 2-1

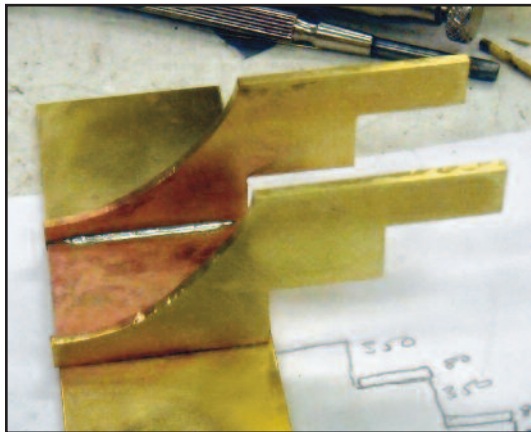


Photo 2-2

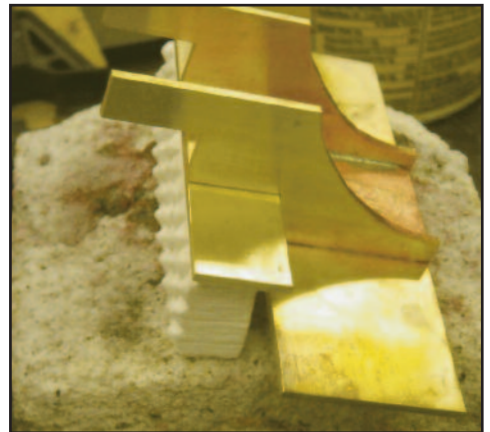


Photo 2-3

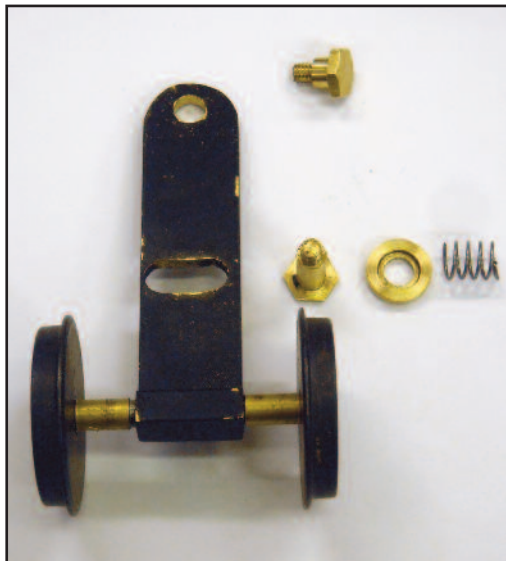


Photo 2-4

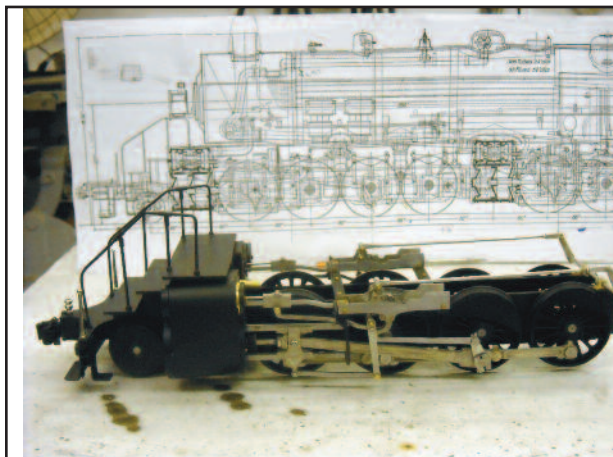


Photo 2-5

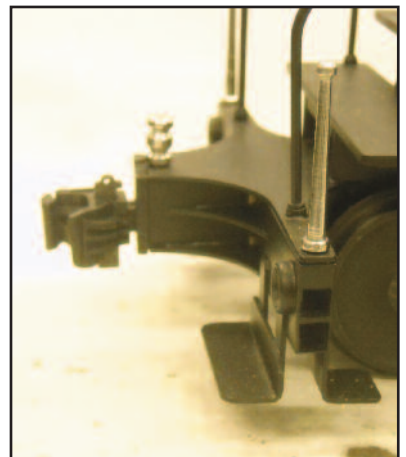


Photo 2-6

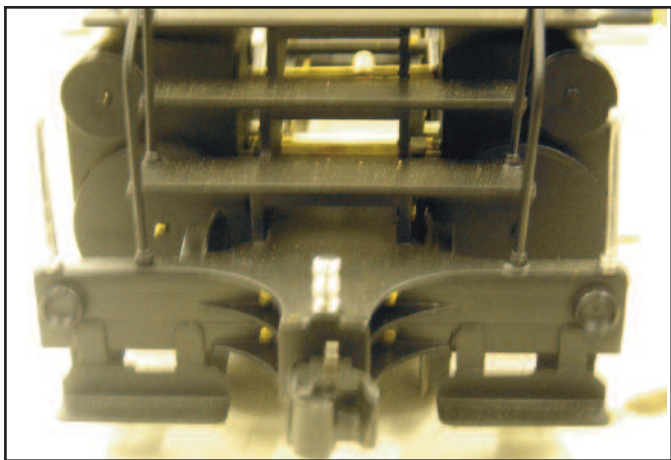


Photo 2-7

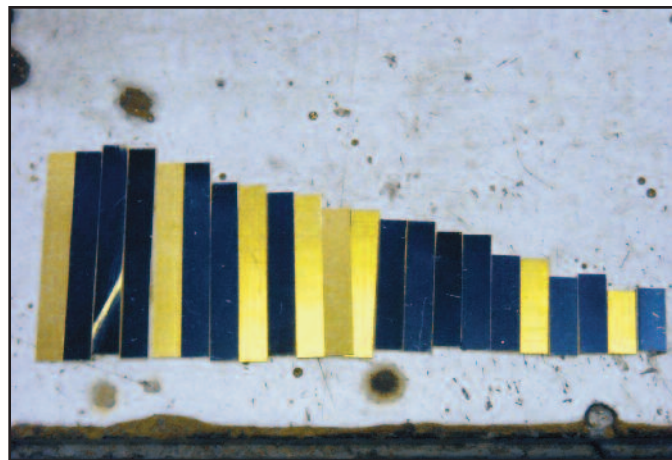


Photo 2-8

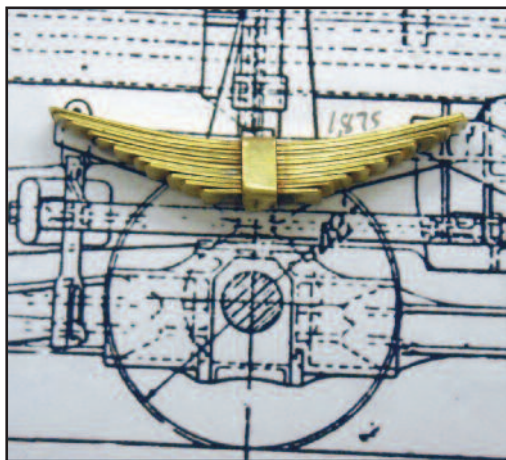


Photo 2-9

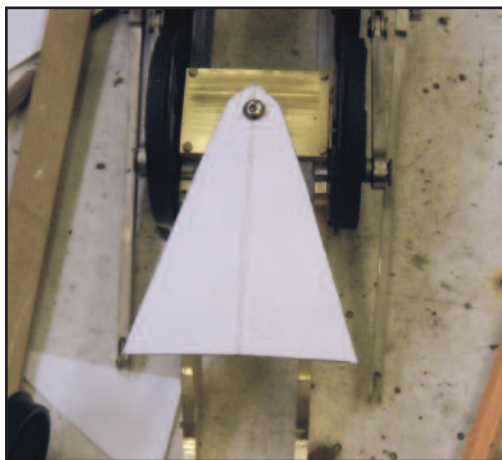


Photo 2-10

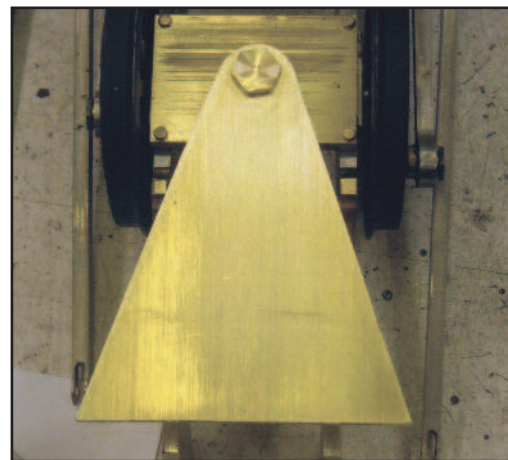


Photo 2-11

REAR PONY TRUCK

The rear pony was actually more difficult than it looks. The prototype had leaf springs mounted on the frame with the truck sliding beneath them. I could have duplicated this but it would only work on a track with somewhere around a 25-foot radius. So I decided to go with a more standard G scale truck with a faux leaf spring attached to the truck.

I start with the leaf spring. I cut 0.020-inch x 0.250-inch strips to length, with each set being one-eighth-inch shorter than the other. See **Photo 2-8**.

The strips are then bent to the proper arc and put together, clamped with a strap and soldered at the center. It is then checked for size and arc with the drawing. See **Photo 2-9**

A piece of card stock is cut to check for clearance and then is used to cut a brass piece on the band saw (**Photos 2-10 & 2-11**).

Side rails have a fluting milled in (which is shown in a later photo) and they are silver soldered

on as in **Photo 2-12**.

Now a horse-shoe shaped bar is bent and soldered on to the assembly. The two blocks on the side that the axle goes through are bolted on for wheel removal (**Photo 2-13**).

A front shackle is added to the spring and they are soldered to the truck (**Photo 2-14**).

In **Photos 2-15 & 2-16**, you can see the wheels in place and the rear spring hanger soldered on

A bearing cap I had left over from a prior project was placed on top of a couple of spacers to match the original, and the assembly was painted and installed. In **Photo 2-17**, you can see the coil spring that actually does all of the work but will not be visible in action. You can also see how the main frame was built up in order to make the cutout for the large pony wheels.

If you are wondering how I knew what the clearance had to be, I would take the chassis out to the track between each operation, and if it was too tight, I would make the necessary adjustments. I



Photo 2-12



Photo 2-13



Photo 2-14

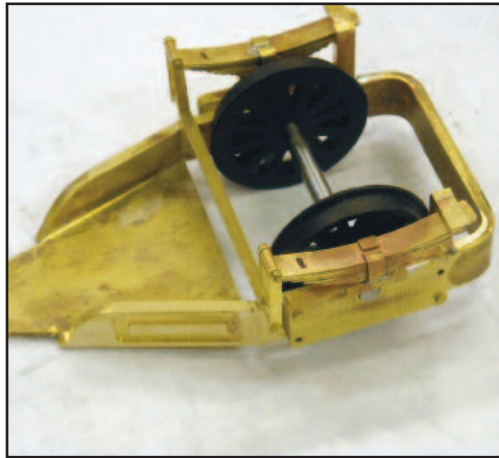


Photo 2-15

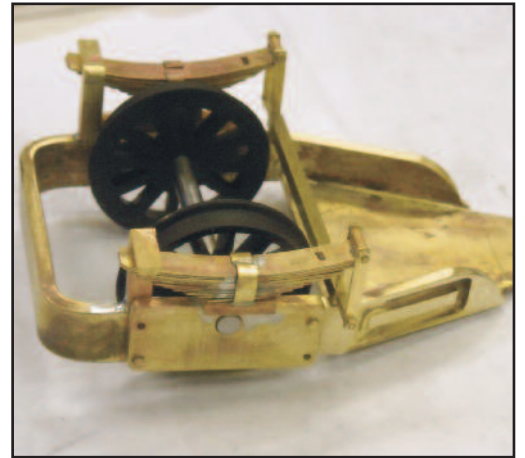


Photo 2-16

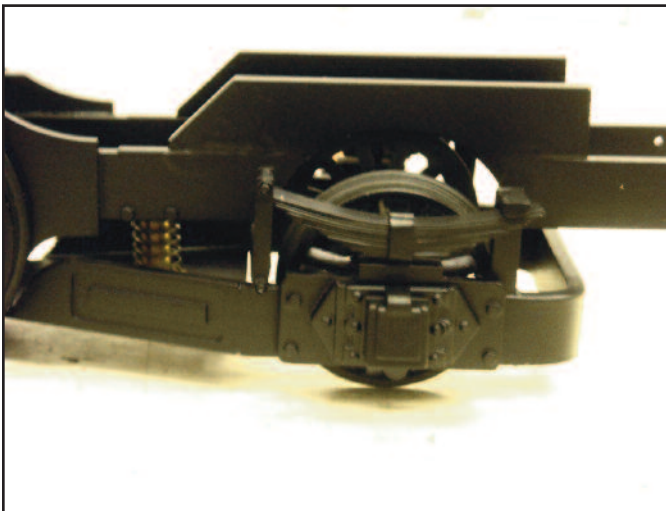


Photo 2-17

made the engine so it works on my seven-foot radius track.

And finally the three chassis were hooked up and readied for the test track. See **Photos 2-18 & 2-19**.

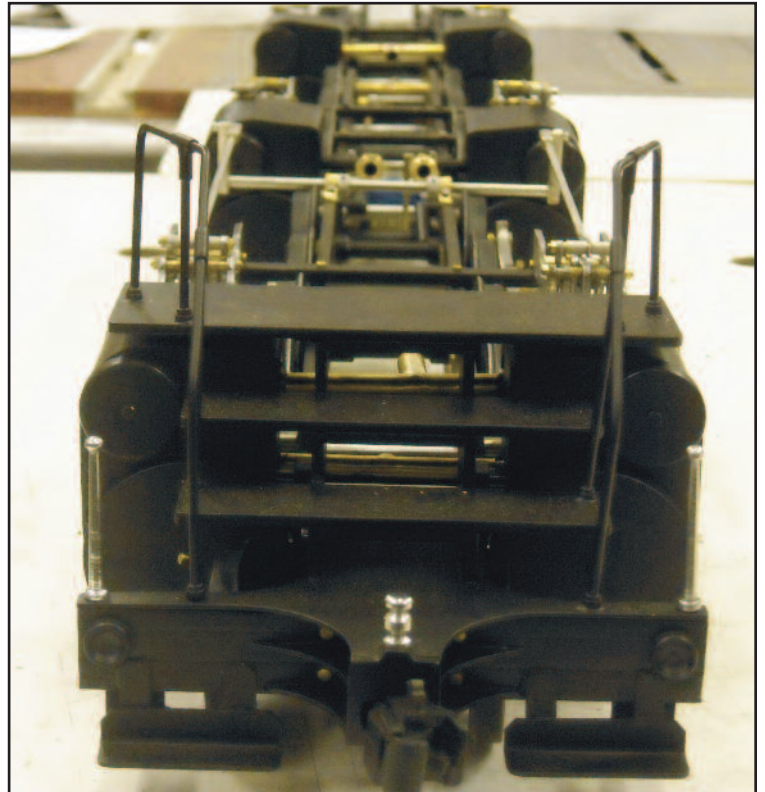


Photo 2-18

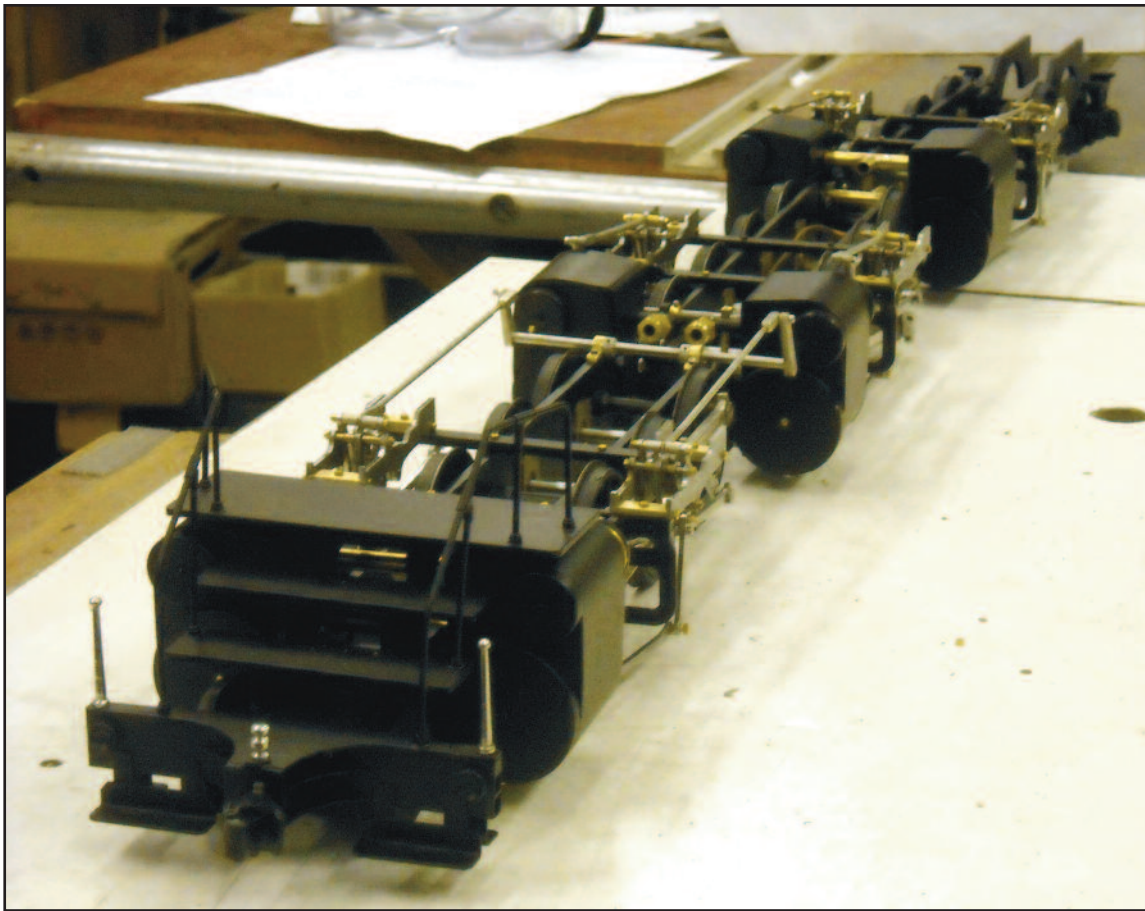


Photo 2-19



Reindeerpass.com | 515-984-6946

Your Full Line Accucraft Dealer: Accucraft - AMS - AML



**RUBY #2
\$559!
Iron Mountain
Coal Car
\$49!**



LIVE STEAM IN STOCK!

Steam Oil..... \$7.50
 Ruby #1 & #2 Kits..... \$529
 2-6-0 Moguls..... \$2150
 W. Side Heisler..... \$3100
 D&RGW C-25..... \$5050
 N&W J-Class #611 - Call for Pricing



AC77-217
 28T Shay
 2-Cylinder
 \$2400

**SEE OUR WEBSITE
 FOR SPECIAL PRICING
 ON
 SUNSET VALLEY &
 LLAGAS CREEK TRACK**

**NOW IN STOCK!
 AML Brass 72'/Box.. \$349
 AML Alum. 72'/Box.. \$191**

ACCUCRAFT - AMS 1:20.3

Logging Disconnects..... \$81.75
 Tank Cars - Data; Conoco; Shell..... \$135
 D&RGW Stock Car - Black..... \$149
 D&RG Moffat Logo Box Car..... \$149
 D&RGW Drop Bottom Gondolas..... \$149
 Short Cabooses \$149
 D&RGW Flying Rio Box Cars..... \$149

New Run!

D&RGW Idler Flat Cars..... \$128
 C&O 3 Bay Hopper..... \$149

Reindeer Pass Railroad * Mike and Renee Kidman, Owners * Ankeny, IA

FULL LINE G SCALE DEALER: AML, ACCUCRAFT, AIRWIRE, BACHMANN, CREST ELECTR., DIGITRAX, HLW, JUST PLAIN FOLK, KADEE, LGB, LLAGAS CREEK, OZARK MINIS, PHOENIX SOUND, PIKO, SOUND TRAXX, SPLIT JAW, SUNSET VALLEY, TRAIN LI, WOODLAND SCENICS, USA TRAINS, ZIMO & MORE!

prices subject to availability & change without notice

THE TRAIN DEPARTMENT

www.thetraindepartment.com

REGNER - ROUNDHOUSE - ACCUCRAFT

Hazlet, NJ USA

732-770-9625

thetraindepartment@gmail.com

Accucraft Fine throttle



Accucraft Gas valve with/without wire



Roundhouse & Accucraft Goodall Valves



Weebee Safety Valves



Live Steam Toolkit
Includes Nut drivers, screwdrivers, allen drive

New Gas valve 1/4-40 in/out
1/8" Pipe fittings



Roundhouse Fine throttle



ROUNDHOUSE

Clarence Tram

&

Tallyllyn Merseysider Diesel with sound



We also stock live steam supplies, steam and lubricating oil, pressure gauges, sight glass, valves and fittings along with nut/cones, miniature quick disconnects, ceramic insulation, Hitec Radio Control.

Worldwide Shipping USPS

DIAMONDHEAD

◆ International Small Scale Steamup ◆

Important Contacts

Patrick Darby, Registration

15616 Hwy 1085
Covington, LA 70433
985-867-8695
k5pat@bellsouth.net

Richard Jacobs, Manager

504-343-8091
trainmax@yahoo.com

Terry Smelser, Activities Director

985-373-7593
onyx1955@aol.com



Diamondhead Inn and Suites

DIAMONDHEAD, MS

228-255-1300

Fax 228-255-9848

JANUARY

20-26

2019

For more information and registration forms, visit www.diamondhead.org

Bowande-Wuhu

GWR 14xx 0-4-2T

Text by Henry Blanco-White
Photos by Scott E. McDonald

Above: The author brings the GWR 14xx to a steady pace on its first outing at the Cabin Fever Model Engineering Expo.

The engine arrived well packed, in a three-layer corrugated cardboard box, an inch of foam padding, and an inner shell of one-eighth-inch millboard with foam-padded blocks to hold the engine. The inner shell could be used as a carrying cradle, though the hinges will need strengthening.

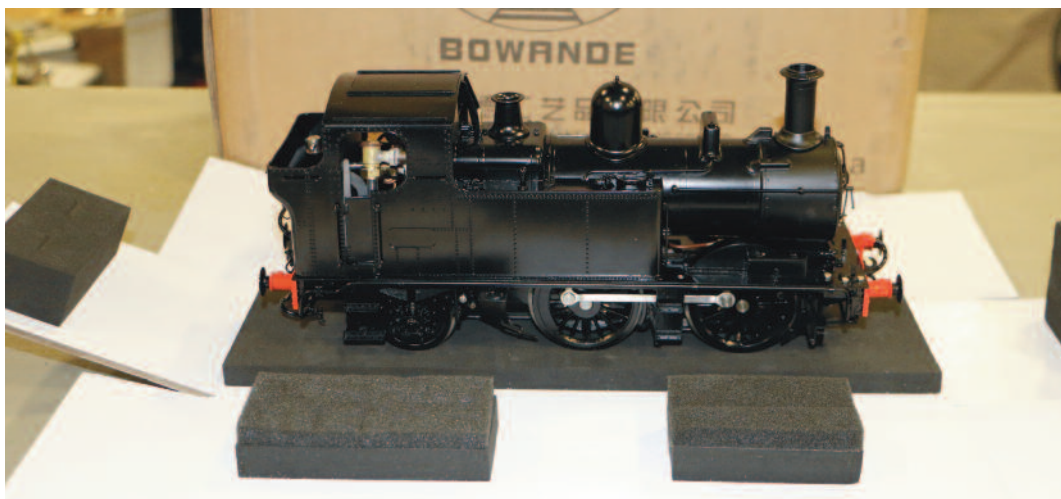
The engine is a late model 14xx, with the boiler top-feed housing behind the chimney, large steam deflector behind the whistle, and steps up the left side of the bunker. The valve gear appears to be full

Stephenson. It's amazing what those British engineers could cram between the frames. My specimen was unlettered black, so I can't comment on the lettering. The buffers are sprung, which is nice if you need to stop the engine in a hurry.

The cab roof (including the rear wall above the bunker) lifts out vertically for access to the interior, which includes a pressure gauge (visible through the left side window), a sight glass, and the reversing lever. The reversing lever has three notches, forward, neutral, and reverse. I have not yet experimented with intermediate settings.

There was no instruction book, but Bob Clark of Stoke 'm & Smoke 'm gave me a quick briefing by telephone and it all seemed fairly standard.

Water feed is by a Goodall valve on top of the boiler inside the cab. I was not able to use the Goodall valve; Bob tells me that a few engines were sent out with too thick a plastic sleeve on



The GWR 14xx packaging features a millboard and attached foam blocks that completely encapsulates the locomotive for safe shipping.

the Goodall valve, and this is one of them. If you have the cab roof on, access to the Goodall valve is by a sliding panel in the roof. Mine was too loose, but a quick tap with a hammer has fixed that. The Goodall valve is easily removed for manual filling, though care is needed, because there is something (I think it's the throttle mechanism) immediately below that rather chokes the inlet. And if you over-fill the boiler and need to draw some of the water off, you can't get a syringe in very far, so tip the engine backwards slightly.

The gas filler and gas valve are on top of the coal bunker at the back. They seem standard. The throttle shaft sticks out under the back of the cab, with the throttle lever next to the gas valve. On my specimen, the set screw holding the throttle lever onto the shaft fouled the gas feed pipe (which is plastic) when the lever was turned. I have moved the lever forwards, though that means I can't run the engine with the cab roof on. Alternately, you could probably just remove the set screw, because the lever acts as a second set screw. (It might be possible to fit an RC servo into the cab, but it would have to be a small one.)

The steam oil lubricator is hidden in one of the side tanks, and the filler is accessed by opening the dummy water hatch. That is a little fiddly, because when the lubricator cap is fully unscrewed, the cap is still inside the dummy hatch opening, and not easily gripped without tools.

The engine arrived just in time for Christmas, in a Pennsylvania December, when garden running was impossible, so I took it to the Cabin Fever Model Engineering Expo held in Lebanon, Pennsylvania and ran it on a square track with roughly four-foot radius corners.

The engine can be lit through either the chimney or the smokebox door, and the fire settled in very easily at the ceramic burner. It took about 10 minutes to get up to temperature: the safety valve started to leak wisps of steam at about 30 psi, and lifted at 60 psi.

I started the engine off on rollers, but it quickly settled in and I tried it on the track. Within five minutes it was running steadily, though it slowed slightly on those corners. It seemed to run a bit better forwards than backwards. For a second run, I coupled up all the cars I had. The wheels slipped severely, so it was limited by traction and not by lack of power; it weighs less than five pounds. On

Bowande-Wuhu British 14xx GWR Specifications

Scale: 1:32 Gauge 1 (45mm)

Dimensions: $9\frac{15}{32}$ inches, $5\frac{1}{32}$ inches, $3\frac{1}{4}$ inches (250mm x 128mm x 83 mm)

Wheel Arrangement: 0-4-2T

Material: Brass, Copper, Stainless steel

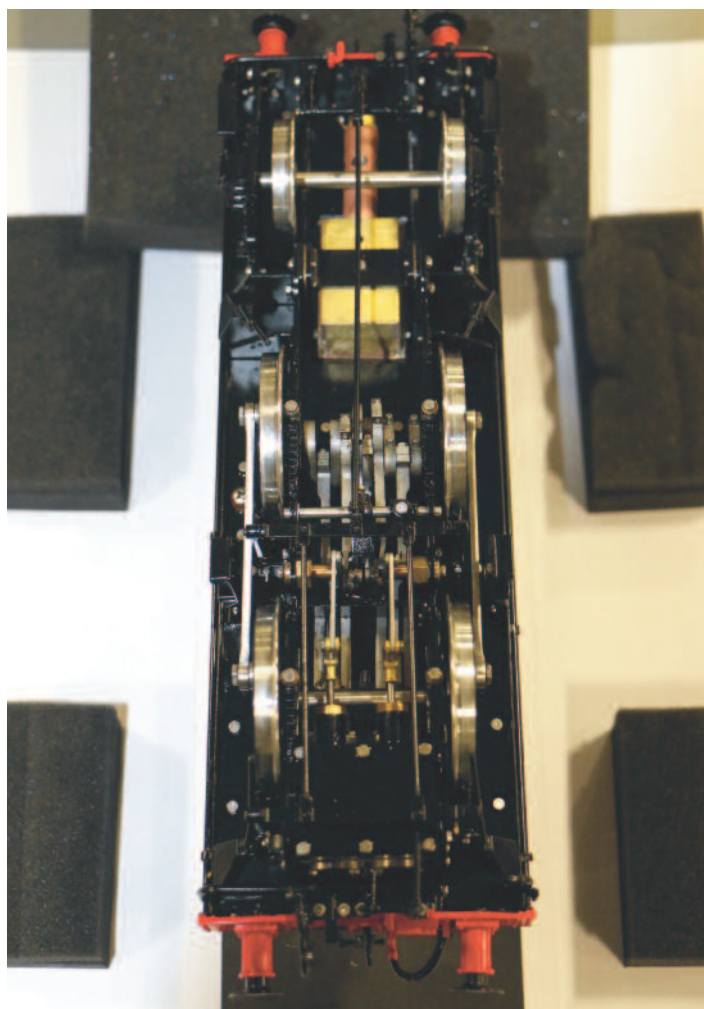
Fuel: Butane Gas Fired (Ceramic burner)

Fittings: Superheater, Stainless steel motion, Water gauge, UK made pressure gauge, Reverser in cab, Sprung axles/buffers, Lubricator, Two working adjustable safety valves

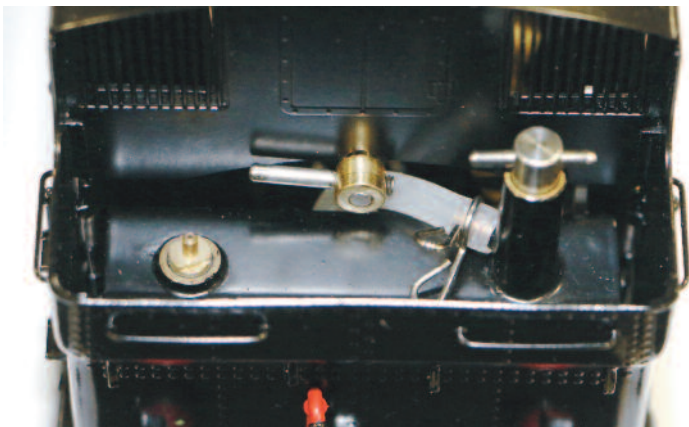
Minimum Radius: 5 feet (1500mm)

Finish: Fully painted and lined. Choice of livery: Green/Black

Engine numbers: 1466/1421/1470/1419



An underside view of the locomotive showing the (top) ceramic burner, (center) inside gearing and (bottom) cylinders.

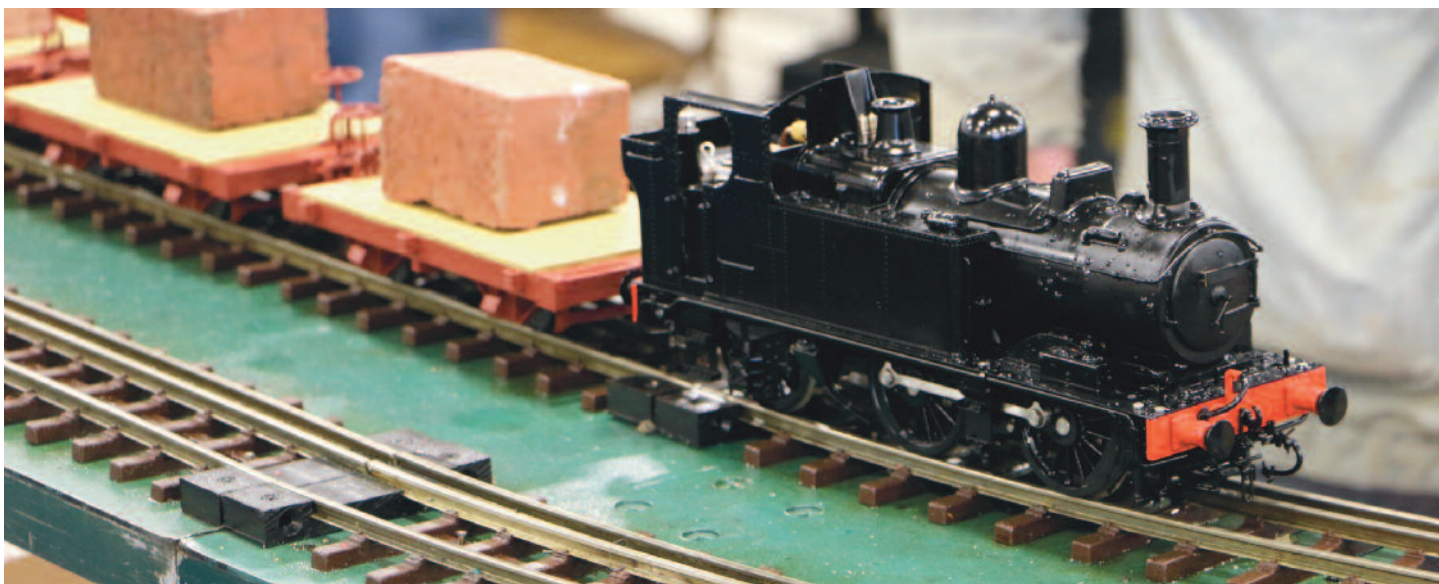


Above: The throttle exits the back of the cab and is a tight squeeze for big fingers. The plastic tube is the gas line that exits the tank and rubs against the underside of the throttle.

a third run, I assembled a train that the engine could just pull without slipping, and set a speed well within the (scale) 25 mph limit imposed on a Light Railway. The train ran for about 15 minutes before the gas ran out, leaving a comfortable amount of water in the boiler.

I am looking forward to more track time with this engine in the spring.

Below: While rated as having a minimum radius of five feet, the 14xx handled the 4-foot radius of the inside track of Mike Moore's portable track with ease at the Cabin Fever Model Engineering Expo.



HISTORY

The GWR 1400 Class locomotive was designed by the Great Western Railway for branch line passenger work. It was originally classified as the 4800 Class when introduced in 1932, and renumbered in 1946. The design dates back to 1868 with the introduction of the George Armstrong 517 class. The 4800 Class was designed as a more modern version of the 517 Class. The first locomotive, No 4800, was built by Swindon Works and entered service in 1932, with a further seventy-four engines of this type following up to 1936.

The 1400 Class was designed to work with the GWR design of autococh, a specialist coach designed for push-pull working which could also be used with engines of other classes such as the 517's, the GWR 5400 Class, the GWR 6400 Class, and the older GWR 2021 Class.

Scrapping commenced in 1956 and all were withdrawn by early 1965. A few locomotives were preserved and are available today on display with one in service. Locomotive 1450 is operating on the Severn Valley Railway tourist railway in Shropshire and Worcestershire, England.

Accucraft Bagnall



Text and Photos by Joel Novis

Pleased by the success of their Quarry Hunslet in 1:13.7 scale, Accucraft is now introducing their new Bagnall 0-4-0ST to the seven-eighths realm. They're offering the engine in four colors — unlined black, dark blue, red and light green. Two engines which served with British Insulated Callender's Cables (BICC) have been preserved in the last color, although there are examples of this type found in the other three shades. No name or builders' plates are included, as these are available from specialist suppliers and can be customized to suit the prototype of one's choice.

My loco came packed in the substantial and nearly bomb-proof packaging that Accucraft is known for. The plywood base was bolted down to prevent movement, and with a loco (and box) this tall, it's a long way down to undo the nuts. I found that the easiest way to get the loco out of its box was to lay the whole thing down on its side

and slide the encased loco out. This is a deceptively heavy model, so care is advised in handling. The designers bolted a large weight — basically a solid metal cube — behind the front buffer beam to counterbalance the long rear end, the better to avoid unweighting the front drivers and provoking a derailment (or even an unintended wheelie).

Measurements of the model were checked against a scale drawing of another preserved example of the 7 x 12-inch class (Peter, now at Amberley Museum in Sussex, UK) and found to be accurate for all major dimensions. The loco does capture the look and proportions of the prototype very well. At first glance, there doesn't seem to be a lot of detail, but some is simply not present on the prototype — the replacement saddle tank on Woto was welded, not riveted — and some is hidden, such as the leaf springs inside of the frames. The only critique I have of the model's appearance is the

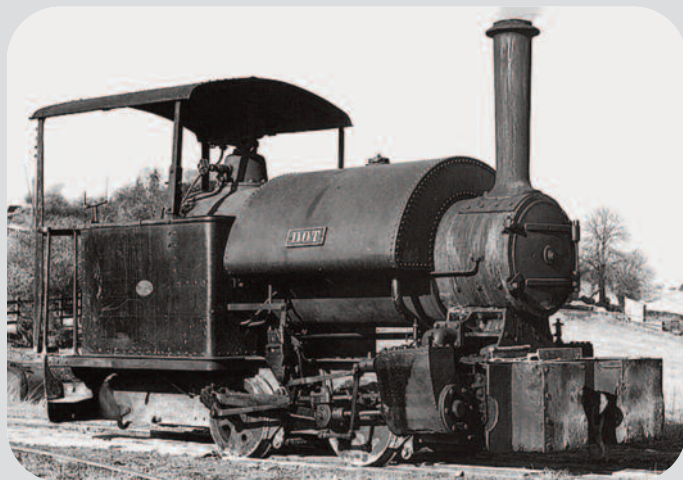
Specifications

Scale: 1:13.7 (7/8-inch to the foot)
Gauge: No 1 (45mm)
Wheel arrangement: 0-4-0
Length: 12.6-inches/320mm
Width: 4.9-inches/25mm
Height: 7.5-inches/190mm
Boiler fittings: Throttle, Reverse Lever, Gas Valve, Sight Glass with Blowdown Valve, Safety Valve
Boiler: Bullhead with center flue, superheated
Fuel: Butane
Cylinder lubrication: Displacement lubricator
Valve gear: Modified Walschaert
MSRP: \$1425.00

History

Throughout the first third of the twentieth century, quarries, building projects, factories and nearly every other kind of large industrial enterprise used railroads to move bulk loads around their works. Small steam tank locomotives — usually no larger than four- or six-coupled — were optimal for the tight clearances and sharp curvatures. Most locomotive manufacturers produced engines of this configuration, with some specializing in this market: for example, Porter, Daventry and Vulcan in the US and Kerr-Stuart, Hudswell Clarke and Bagnall in the UK, to name but a few. Builders offered not only locomotives, but also rolling stock and track to potential buyers, often as a complete package.

One of W.G. Bagnall's most popular narrow-gauge designs was a simple, four-coupled saddle tank available in five sizes, based on cylinder bore and stroke. The better than half-dozen surviving examples in the UK, India, Australia and New Zealand are either the 7x12-inch or 6x9-inch size classes. One of the larger class, Woto, was originally built to 42-inch gauge for British Insulated Callender's Cables' factory in Bexley, south and east of London. Along with its sister loco, Sir Tom, it was left for scrap when the rail system



0-4-0ST Bagnall at a Warwickshire quarry

closed and both were ultimately restored as two-foot gauge locomotives. Woto in its current form served as the prototype from which Accucraft UK took their design for this model, but this is not an exact scale replica of that specific engine. Bagnall frequently built batches of these saddle tanks as a stock item, and other than the replacement of Bagnall-Price valve gear with Walschaert gear, there is nearly no variation in proportions or dimensions for the locos built over a thirty-year span.

smokestack (chimney in UK parlance), which looks to have come from the same parts box as Accucraft's 1:13.7 - scale Quarry Hunslet. Chimney designs were often a distinctive brand marker in Britain, and I found this substitution to be a bit jarring. Fortunately, Bagnall owners looking to replace the stock item have found relief (see below).

The loco is equipped with a throttle (regulator), reverse lever, lubricator, miniature pressure gauge, sight glass with blowdown and gas valve. The last of these is cleverly disguised as the prototype brake lever and is very easy to reach. The gas tank is under the floor and fills through a valve accessible through a door in the cab back head, and will require a filler with an extension to reach. The boiler is true to the prototype, a marine or "bullhead" design with a large circular cross-section for the rear-most third of its length and a center flue. As the safety valve is prototypically sited on top of the boiler, the filler hole is just ahead of the turret. This is not as noticeable as one might think, as the eye tends to be drawn to the safety valve cover. The cab roof does not open, but this is not a drawback, as the wide-open cab sides and end leave plenty of

room for fingers to get at the throttle and reverse lever. Care should be taken, however, when reaching for the reverse lever — the live steam line to the lubricator is very close to the top of the lever.

The loco is R/C ready, as there's a number of tapped holes in the cab floor behind the back head and to either side of the boiler for attaching component brackets using Accucraft's standard H2 screws.

Accucraft's specification for this model states a minimum radius of thirty inches. The loco was able to go around the 40-inch radius curves on my indoor layout, but did slow noticeably. More important, the long tail of this engine will swing out quite a bit on a tight curve, which could pull following rolling stock off the track unless a long coupling bar is used. The center buffers are drilled for a link and pin, but there's not a great deal of side-to-side movement possible. If replacement couplers are being considered, note that the stock buffers are attached to the buffer beams with shallow screws, as there is no clearance behind them — the front buffer has the solid weight directly behind it, the rear has the gas tank.



Stock Locomotive



With new chimney and loco plates added.

Operation and Steaming

Preparation and first firing of the loco was straightforward. Gas first, then steam oil, then water; following alphabetical order helps me keep track of what's been done. Filling this boiler takes a surprising amount of water, nearly 400ml, which is a lot of syringe-fulls — a funnel is the recommended option. The air ring on the burner was adjusted to half-open and the fire lit off without drama. I have a personal idiosyncrasy of bringing a cold boiler up to pressure slowly, and it takes a while to heat up nearly a half-liter of water, so it was almost twenty minutes before 35 psi showed on the gauge. Even after starting the loco and with the gas supply dialed back, pressure continued to rise until it leveled out at 50 psi and stayed there until the gas ran out.

Starting from a standing stop is very smooth, although on my loco, it usually moved off more smoothly and at a lower throttle setting in reverse than in forward. The valve gear setting was checked and appeared to be within spec, so this may resolve itself after some time breaking in.

The Bagnall was easily able to pull three of my heavy, seven-eighths scale, four-axle dump cars — a prototypical load — at a very sedate, controllable pace. Run times have been consistently just over 40 minutes, without having to add water. I expect that with further breaking in, even longer run times will be possible. Accucraft doesn't supply a Goodall valve, but from my experience, it's not strictly

necessary unless you want to run the engine continuously.

I've made a few modifications to my loco since purchase. As already mentioned, the stock chimney was not really the correct shape. David Bailey in the UK also owns a Bagnall and made up a batch of replacement chimneys for himself and others. This was painted in a semi-gloss high-temperature paint to match the smokebox. In addition, a Summerlands chuffer was installed and radio control added for the throttle only. Despite the open cab, this can be done quite unobtrusively: the micro-servo for the throttle has been mounted on the floor behind the sight glass, with the receiver in the right bunker and room for a 4-AA cell battery pack in the left bunker. Builder's plates and nameplates were purchased from Narrow Planet and are meant to reflect a Bagnall that was built and first used in domestic service during World War I. The engine bears the name Warrior, suggested by Graham Langer at Accucraft UK after a decorated military horse from that conflict.

Accucraft's Bagnall is a sturdy, powerful model that admirably fills the need for a widely-used, narrow-gauge industrial type. It would look right at home hauling skips, log cars, slate wagons, cane wagons or even open-platform passenger coaches, and is a very welcome addition to live steam loco rosters for 7/8ths scale.



ACCUCRAFT TRAINS
MUSEUM QUALITY BRASS MODELS

D&RGW C-25 2-8-0



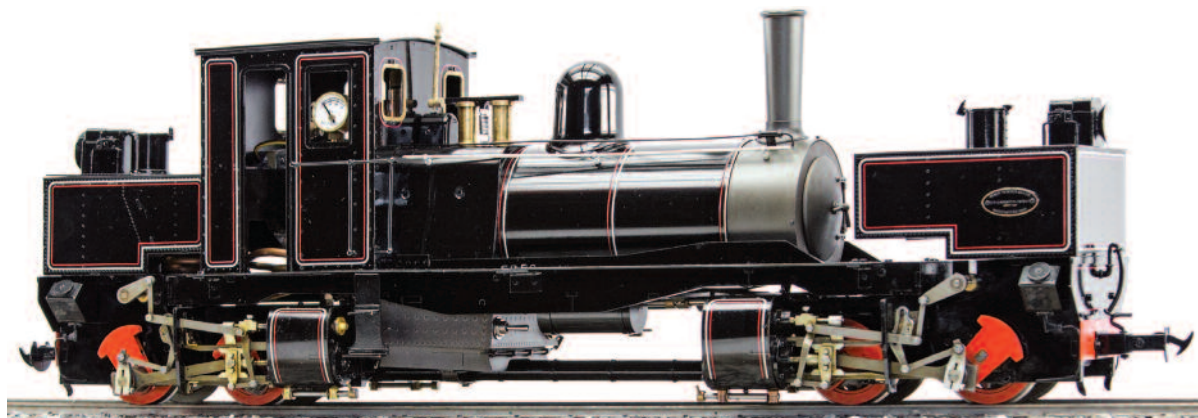
Engineering Sample Shown

1:20.3 Scale, 45 mm Gauge

Brass & Stainless Steel Construction, Coal Fired/Butane Fired (Ceramic)

Available in Black Unlettered, #375 Black w/ Flying Rio Grande, and #375 Green Boiler w/ Moffat Logo
Limited Production

TASMANIAN K1 GARRATT 0-4-4-0



Engineering Sample Shown

1:20.3 Scale, 45 mm Gauge

Brass & Stainless Steel Construction, Butane Fired

Available in Fully Lined Black, Plain Black, and Works Grey

RUBY



Ruby #1, Live Steam

1:20.3 Scale, 45 mm Gauge

Brass & Stainless Steel Construction, Butane Fired

Available in Ruby #1, Ruby #2, and Ruby Kit

SANDY RIVER & RANGELEY LAKES FORNEY #6 0-4-4



Engineering Sample Shown

1:13.7 (7/8ths) Scale, 45 mm Gauge

Brass & Stainless Steel Construction

Butane Fired

Price is FOB Union City, California. Items subject to change in price, color, specification design and availability without notice.

ACCUCRAFT COMPANY, 33268 CENTRAL AVE, UNION CITY, CA 94587, USA TEL: (510) 324-3399, WWW.ACCUCRAFT.COM



ACCUCRAFT TRAINS
MUSEUM QUALITY BRASS MODELS

SOUTHERN PACIFIC P-8 CLASS 4-6-2



Engineering Sample Shown

1:32 Scale, 45 mm Gauge
Brass & Stainless Steel Construction, Alcohol/Butane Fired
Available in #2467 and #2472
Limited Production

PENNSYLVANIA E-6 CLASS 4-4-2



AL97-437 E-6 #460 Green, Live Steam

1:32 Scale, 45 mm Gauge
Brass & Stainless Steel Construction
Available in #1794 Green Lined, #460 Black, and #460 Green, Alcohol/Butane Fired
Limited Production

'VICTORY' KERR STUART 0-6-0T



S32-14A Victory 0-6-0, GWR Green, Live Steam

1:32 Scale, 45 mm Gauge
Brass & Stainless Steel Construction
Butane Fired

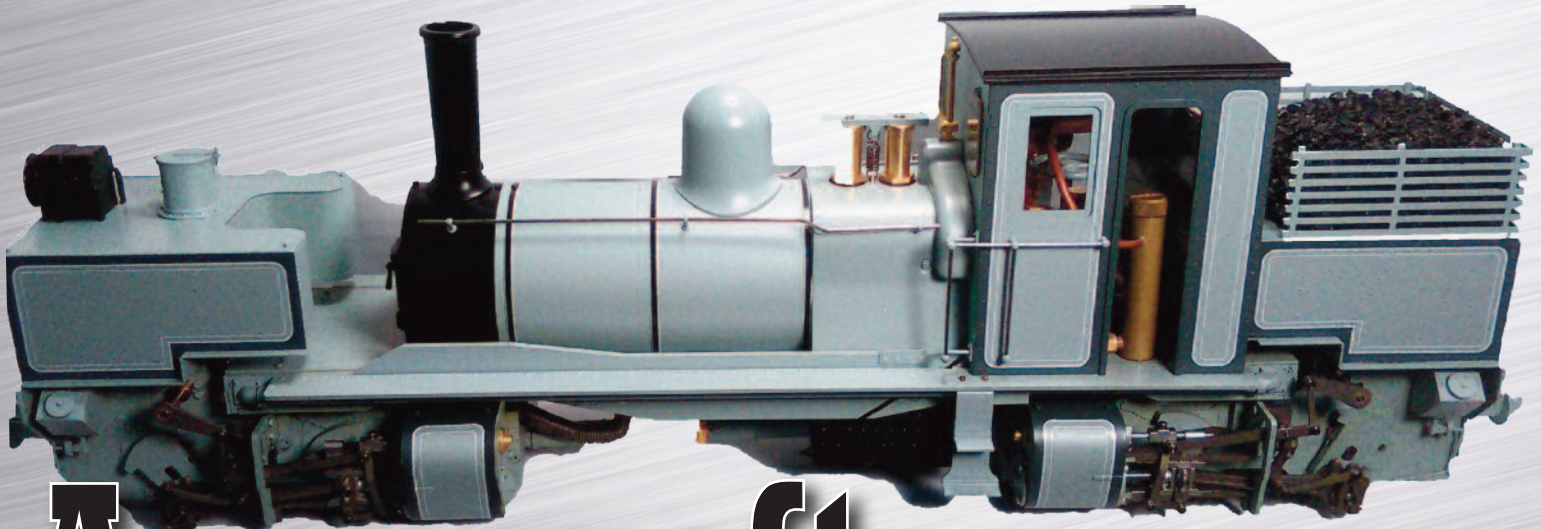
3-BAY OPEN HOPPER



Engineering Sample Shown

1:32 Scale, 45 mm Gauge
Plastic Body, Die-Cast Trucks, Metal Wheels
Available in Data Only, C&O, and Virginian

Price is FOB Union City, California. Items subject to change in price, color, specification design and availability without notice.
ACCUCRAFT COMPANY, 33268 CENTRAL AVE, UNION CITY, CA 94587, USA TEL: (510) 324-3399, WWW.ACCUCRAFT.COM



Accucraft TASMANIAN GARRATT

Text and Photos by Mike McCormack

The newest offering from Accucraft Trains as a commission with two dealers in England (Garden Railway Specialists and Anything Narrow Gauge) is a model of the first Garratt locomotive that was built for the two-foot gauge North East Dundas Tramway. K1 (and her sister K2) were built in 1910 to a patent registered to Herbert William Garratt in 1907.

BACKGROUND

For those of you not familiar with the Garratt style of locomotive, it was developed by H.W. Garratt, who was a long-time engineer with vast railway experience. This new type of locomotive was based on his experience of operating various types of locomotives under difficult conditions where gradients could be very steep and locomotives very much under-powered. The advantages of the Garratt locomotive were that the water tanks and fuel bunker were located at each end of the locomotive, which allowed the boiler to be built to the maximum permitted by the loading gauge and still re-

main low. Therefore the center of gravity was closer to the rails and allowed the engineman an excellent view from the cab.

The premier builder of Garratt locomotives was Beyer, Peacock and Co. LTD. Beyer, Peacock embraced the Garratt locomotive as their sales in 1907 numbered only 147 locomotives, and the directors were eager to expand their product line.

In 1929 the North East Dundas Tramway was dealt a fatal blow by the loss of its major traffic source, a mine that produced lead ore. After being in storage for close to 20 years, K1 was purchased by Beyer, Peacock for a proposed exhibit at the works (Gorton Foundry) in Manchester, England. In 1966 the engine was purchased by the Ffestiniog Railway and spent the next 10 years in dead storage at the Boston Lodge Works. During this time, it was also placed on display at the National Railway Museum in York, England.

The restoration of K1 was undertaken in 1995 with a total rebuild, including a new boiler as well as major running gear work. It was a regular per-

former on the Welsh Highland Railway until 2014, when it was brought in for overhaul.

THE MODEL

The Accucraft model is built to a scale of 1:19 and is gauge-adjustable for either 32mm (O gauge) or 45 mm (Gauge One). The model is butane-fired with a boiler that has twin flues and burners. The power units have the usual simplified Walschaerts valve gear. Although the model's cylinders appear to be piston valve, they contain slide valves.

This model, while not as big as Accucraft's previous offering of the NGG 16 Garratt, is still large with an overall length close to two feet (23.6 inches). Width is five and one-quarter inches and overall height is seven inches.

The initial adverts in the various magazines indicated that this model would be available in both manual as well as radio controlled versions. Inspection of the manual version under review shows that provisions have been made for radio control of both the throttle and reverser with various brackets and levers that have been incorporated into the model. It is this writer's understanding that radio-controlled versions are available from the two sellers in England who convert manual locomotives to radio control by special order.

Accucraft indicates that the model is available in three paint schemes: fully lined black, plain black, or works gray. Included with the model are nicely etched builders plates as well as number plates for both K1 and sister K2, to be applied by the purchaser.

Specifications

Scale/Gauge: 1:19 / 45-32mm, adjustable

Construction: Brass & Stainless Steel

Mini. Radius: 48-inches. (1.2 meters)

Length: 23.62-inches. (600mm)

Width: 5.24-inches. (133mm)

Height: 7.09-inches. (180mm)

Features: Butane fired, Two cylinders, Twin flues, 60psi working pressure, Simplified Walschaerts valve, Slide valve, Steam regulator, Gas regulator, Drain cocks, Safety valve, Pressure gauge, Lubricator under floor drain valve, Water level gauge, Gas tank in water bath.

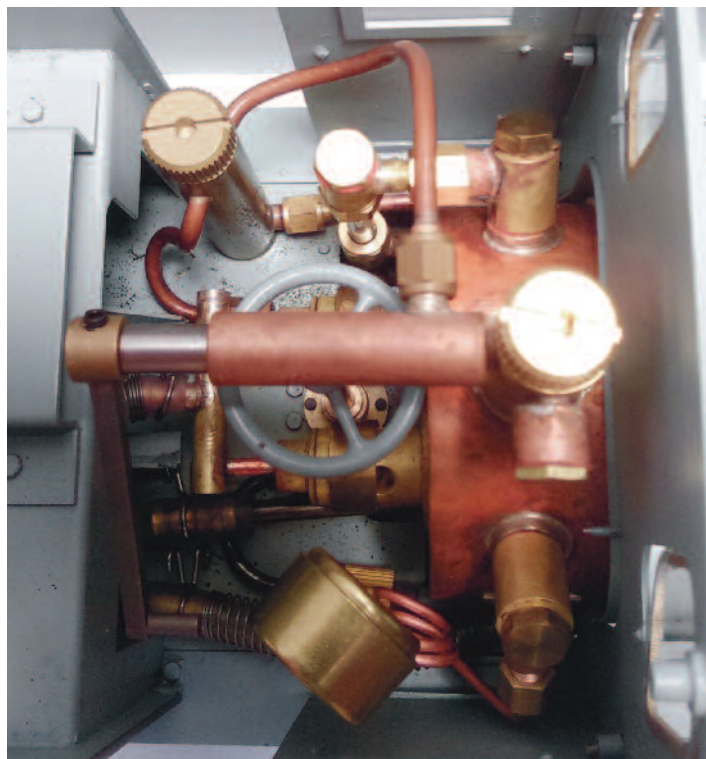
The locomotive can be configured as a coal burner or an oil burner, as both types of tender inserts are provided with each model.

Accucraft's specifications for the model indicate a minimum radius of 48 inches. While the locomotive will certainly go around that radius curve, it will look much better on a wider radius curve.

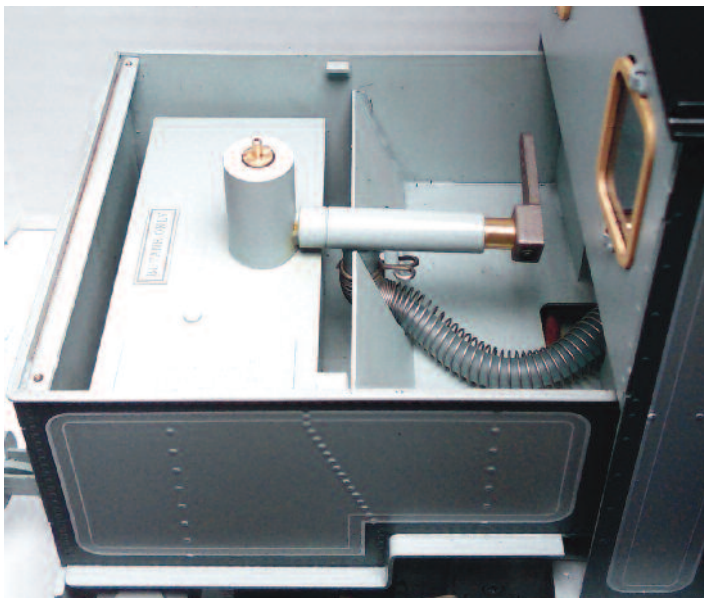
IMPRESSIONS

So the question now is how does it run? And the answer is "pretty well." Right out of the box the locomotive ran very well, albeit a little stiffly, as it clearly needs breaking in to achieve optimum results. Also noticed was the fact that the lifting links for the valve gear, which appear to be laser cut, could use some attention with a file as there were rough spots that will make manual reversing a little hard.

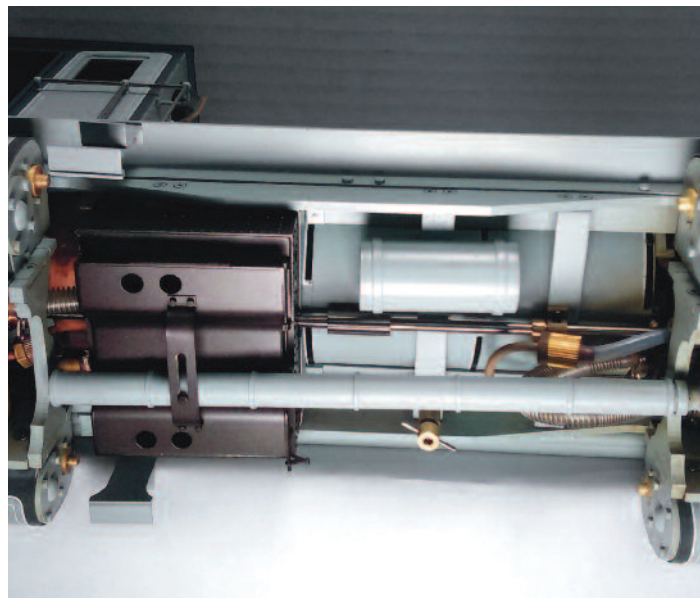
If you look at the photos of the interior of the cab, you will notice a giant "steering wheel" under the throttle valve body. This is the reverse mechanism, which mimics the previous Garratt model, the NGG 16. The system works fine; however, every time I went to reverse the model I ended up burning my fingers on the throttle valve. I would



Potential finger burner: Reversing wheel located below the throttle valve spindle makes for a difficult reverse. Lagging the valve spindle would help to reduce potential discomfort.

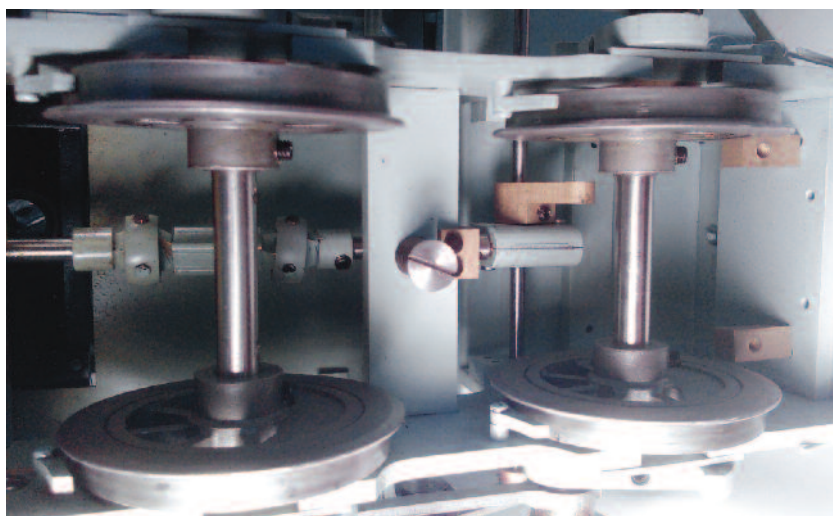


Butane tank in the tender body: A bulkhead separates tank from cab but may not be ready for use as a water bath until made leak proof.



View of the underside of the chassis.

“... while not as big as Accucraft’s previous offering of the NGG 16 Garratt, it is still large with an overall length close to two feet...”

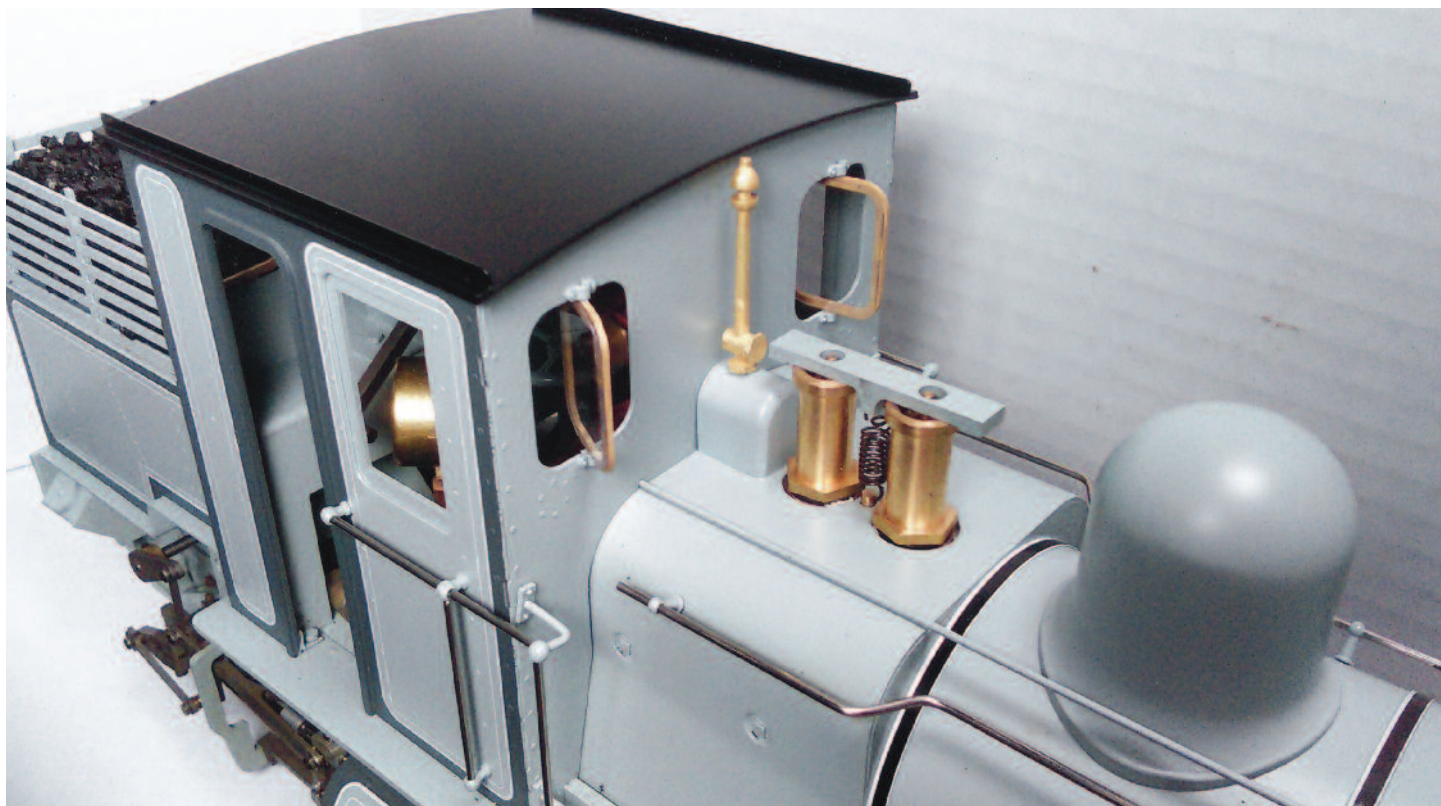


Reverser gear shaft from the cab to the running gear. U-joints allow for the drive train to articulate on curves.

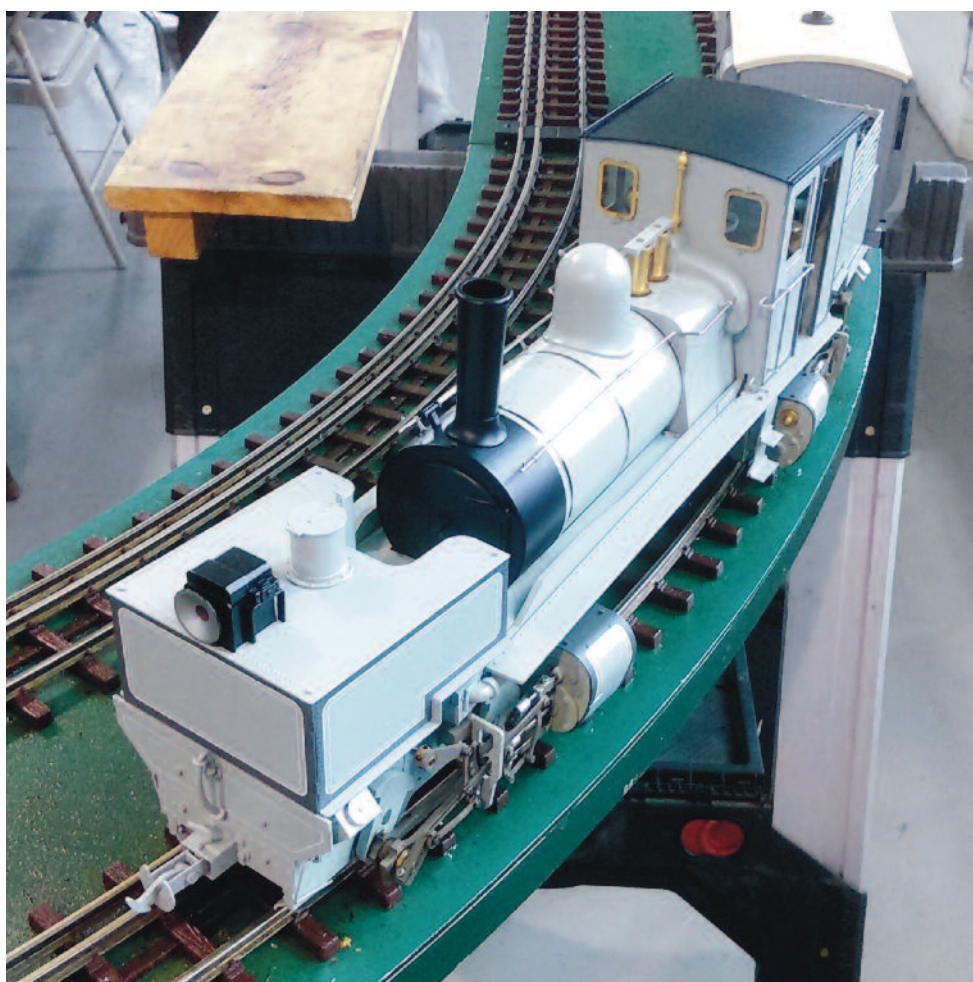
suggest that some heat shrink tubing be applied to the throttle valve body to insulate it.

The gas tank is located in the tender body next to the cab. The specifications indicate that the gas tank is surrounded by a water bath. In the review model this is not the case and, in point of fact, you would have to make some modifications, i.e., plug a large hole, in order to have a heated water bath.

The fit and finish of this engine, especially the works gray livery, is outstanding, and I found nothing amiss in this area. If you are at all interested in owning a model of the first Garratt locomotive, I would suggest you place your order quickly as my understanding is that these are selling very fast in England and there are very few available in the U.S.



Clean lines, working windows and a well executed livery make the model a beauty to behold. Rivet detail is everywhere.



First Steam - Fresh out of the box the K-1 takes on a tight loop at the Cabin Fever Model Engineering Expo in Lebanon, Pennsylvania.

WINTERTIME STEAM SCENE

Cabin Fever Model Engineering Expo

Lebanon, Pennsylvania

January 12 - 14, 2018

Text and Photos by Scott E. McDonald



The Twenty-Second exhibition of the Cabin Fever Model Engineering Expo was held in Lebanon, Pennsylvania from January 12th through the 14th. Gauge-One live steam was provided by the Aikenback Live Steamers running on track provided by Barbara and Mike Moore. The exhibition celebrates model engineering and exhibitors bring stationary engines, boats, and internal combustion engines to name just a few of the types of articles on display. Operating models of miniature carousels, Rube Goldberg ball bearing runs and

Steam in the Garden Circulation Manager Marie Brown (standing right) assists a new SitG reader with some back issues and subscription.



Jeff Burch assists Gary Franke prep and steam a Mamod for a few turns around the small track.

even wooden calliopes fill out the exhibit hall.

The Expo provides a large boat basin for boating and a large pile of dirt for the radio-controlled construction equipment crowd. By the end of the three days, a road up and around the dirt pile is constructed.

For many of the live steamers in attendance, Cabin Fever offers a perfect venue for the initial steamup of locomotives received during the holidays. Henry Blanco-White proudly operated his

new Bowande-Wuhu GWR 14xx locomotive and Mike McCormack brought his newly acquired Accucraft Tasmanian K-1 Garratt. Both of those engines are reviewed in this issue of *Steam in the Garden*.

In some years past, the dates of Cabin Fever conflicted with the Diamondhead International Small Scale Steamup. Not so for this year, as many who attended Cabin Fever left Lebanon en route to Mississippi for back-to-back steamups.



Henry Blanco-White puts his brand new Bowande-Wuhu 14xx locomotive through its paces on the small track at Cabin Fever. Henry uses the bricks not so much as a test load but a way to depress the cars springs so that the load rides smoothly. See Henry's review of the 14xx on page 22.

Steve Bitondo of New York gives his locomotive a minor assist to begin its journey around the large track.



Live steam presentation in progress. Cabin Fever attendees get an impromptu lesson on firing at the small track.

Diamondhead International Small Scale Steamup

January 14-21, 2018 Photos by Daniel Tilden



A Special Edition Anniversary Boxcar was created to celebrate the 25th Diamondhead Steamup.

Will Davis from Quincy, Florida prepares his Accucraft K-36 on the siding of the large track.



Jeremy Hagan from Noblesville, Indiana with his Accucraft Allegheny pulls a long consist that wraps around one fourth of the large track.

Celebrating 25 Years of Steamups

Mark Tilden (right) from Hoschton, Georgia with his Accucraft W&L #14.



Mike Simpson of Tallahassee, Florida readies his Accucraft Shay for a run.

Really small scale live steam. An HO scale live steamer displayed and operated by Mark Tilden chugs around a tiny portable layout on display.





Peter Foley shows his delight in being crowned Safety Monitor for a track — resplendant with a bright yellow fez.

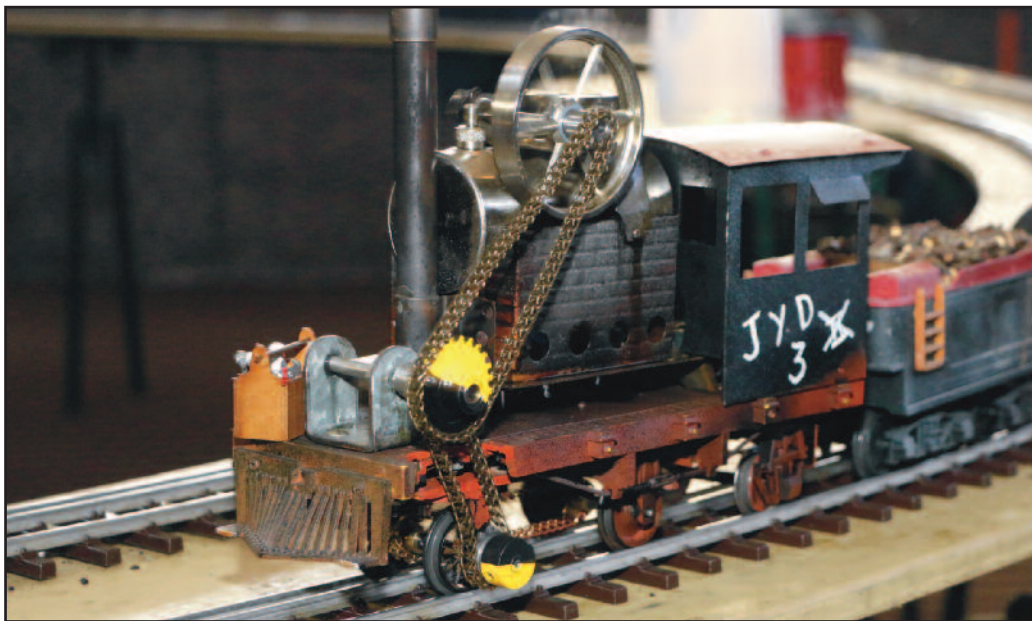


Bruce Gathman of Easley, South Carolina enjoying steam in the pool along with Hank Peacock of Tucker, Georgia.



Bob Moser (left) of New Jersey looks on as Peter Comley of Vancouver, Washington flexes the tender pump on an ASTER King Arthur locomotive.

Ed Johnson of Decatur, Alabama (center) enjoys the passing Accucraft 7/8ths Decauville. Nice plumes were evident everywhere this year due to colder than normal weather.



Evidently Junk Yard Dog went through a major overhaul this past year to morph from #2 to #3. This whimsical backwoods style loco shows the fun of creating a working steamer from bits and pieces.

The Atrium Bar served as a Memorial to steamers lost over the past year. Locomotives from their collection, now with new homes, were displayed along with mementos.





A proud steamup committee of the Bayou Live Steamers pose for a group shot, happy with the success of steamup number twenty-five.

From left to right: Theo Reshew, Pat Darby, Terry Smelser, Ritchie Jacobs.

2018 Class Photo



Electric City Trolley Museum 2018



Text by Scott E. McDonald
Photos as Noted

The Electric City Trolley Museum held its annual model train show over President's Day Weekend with live steam and finescale electric models in operation for the delight of visitors. Setup for this year turned out to be more of a challenge for the Aikenback Live Steamers who showed to assist in setting up and running on Mike and Barbara Moore's portable tracks.

If you follow social media then you may already know about the large model railway that was built and gifted to the City of Scranton by the John Oliver HBO Show "*Last Week Tonight*." If not, then here is the quick-and-dirty on its inception.

Local TV station Channel WNEP has a small garden railway on their back deck where the weather forecasters give their reports. The little railway is visible during the segment and Scranton is proud of their railway heritage. But as we all know from running garden railways, sometime things don't go quite as planned. Sometimes the train wasn't running, cars un-coupled and derailed; various malady's ensued that would get Scranton citizens to phone in to the station and discuss their displeasure with whatever situation was noticed.

WNEP posted a short video highlighting the Scranton love/hate relationship with the little garden railway on one of their news broadcasts as a short humor piece. This made the rounds on social media and was brought to the attention of *Last Week Tonight*, which is a satirical HBO news show. Mr. Oliver took it upon himself to create a "Grand Model Railroad" that would highlight Scranton's scenery and history. It was unveiled on his show in

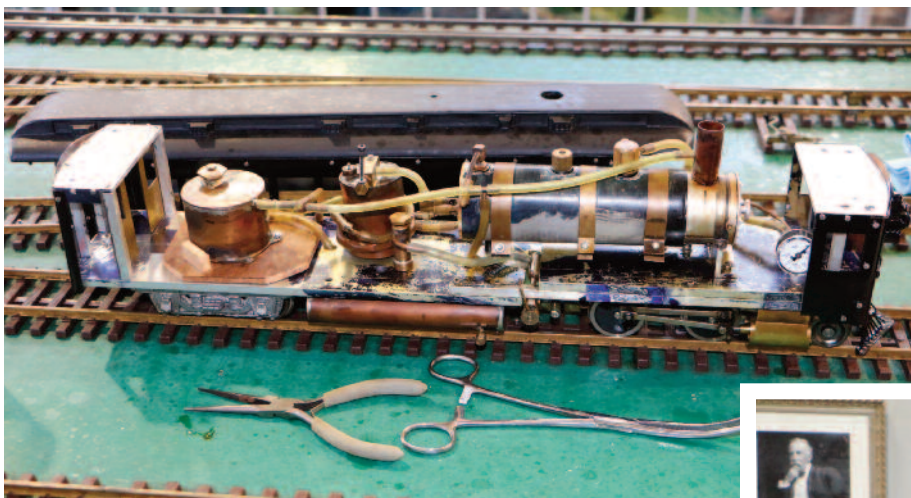
2017 to great fanfare and was subsequently donated to the City of Scranton where it currently resides in the ECTM car barn.

This thing is pretty big. Built as a freestanding three tier "Wedding Cake" design, the museum moved it into the center of the barn to give the live steamers room to go around the display, and in that



An ASTER Pannier Tanker races around the corner past the John Oliver Model Railway. The model railway provided a picturesque backdrop for the live steam trains.

Barbara Moore Photo



An Accucraft Ruby becomes the prime mover for a railmotor conversion by Carl Berg of New York. In addition to relocating bits and pieces of the Ruby, Carl added a condensate recovery tank.

*This page: Scott E. McDonald
Photos*

manner it became a nice backdrop at one end of the large track.

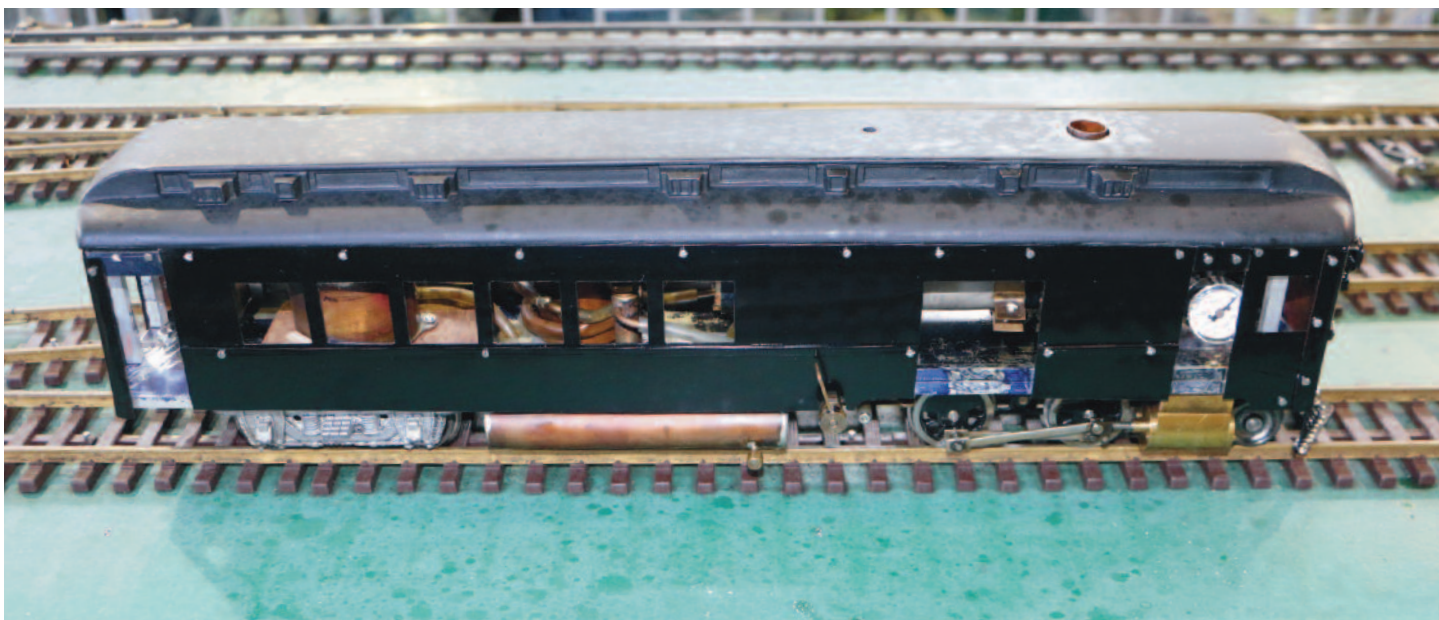
The Aikenback Steamers are used to having to negotiate items at the museum. When the President Day Weekend Steamups first began there was an open air trolley from Brazil that was waiting for restoration in the center of the car barn. The track would be set up to go around the trolley until 2011, when the trolley was traded to another museum.

The team had to modify the layout temporarily to circumnavigate the new model train display. Instead of the usual oval the team was actually able to make the layout a little wider and a little shorter at the same time, creating more of a squarish design since other items that previously took up space in that area of the museum had been relocated.



Below: Side view of Carl's railmotor buttoned up with the body in place. The sides are attached to the aluminum roof made by Reynold's Models.

Above: Carl Berg takes his railmotor out for a spin on the large track.





Another Ruby conversion – this one by Rob Kuhlman of Stowe, Pennsylvania. Based on an London and South Western Railway B4 class 0-4-0T dock tank project

Scott E. McDonald Photo



Shawe Coal-fired conversion of a Roundhouse Fowler gives off a nice plume as it passes one of the museum's trolleys.

Jeff Young Photo

This necessitated removing some switches, realigning track on modules that were normally used for the small track to create the added width, and make a longer stub yard on one side of the layout. After several hours, the track was deemed operable and a few test runs were made before the all-important call for dinner.

The threat of snow on Saturday forced the visitors to appear early and in force. Saturday would be the busiest day of the weekend. The snow was light and the roads cleared by Sunday afternoon when the local “regulars” showed up to enjoy the trains. On Monday our only concern was the threat of rain. Tear-down took the usual time and we were ready to head on home just as the rain began. A close call, but WNEP weather kept us well informed on what was heading our way.

And yes, the little train on their back deck was in good operating order when I checked the morning forecast before heading to the museum.



WNEP's garden railway and inspiration for the John Oliver model railway.

WNEP Photo



2008



2009

Looking back to 2008 & 2009 - Not a stranger to obstacles, for a few years the Aikenback Live Steamers had to circumnavigate a Brazilian open air trolley that sat on display waiting for restoration.

Scott E. McDonald Photos



TIMETABLE

May 25-28, 2018 — North-American 16MM Association Gathering. Pennsylvania Live Steamers, Rahns, PA. Info: <http://www.northamerican16mmmodelers.org/>

June 4-9, 2018 — National Garden Railway Convention, Atlanta, GA. Self-guided and motor-coach tours of area garden railroads; clinics, vendor hall. Info: http://www.ggrs.info/Georgia_Garden_Railway_Society/NGRC_2018.html.

July 11-15, 2018 — National Summer Steamup, McClellan, Calif. Multiple layouts. Lions Gate room reservations: (916) 643-6222 (<http://www.lionsgatehotel.com>). Info: <http://www.steam-events.org> or call (408) 230-6716.

August 18-19, 2018 — Denver Garden Railway Society is hosting a 2 day Steamup Event at the Colorado Railroad Museum, Golden, Colorado. <http://www.denvergardenrailway.org/>

Regular steamups

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

Crescent City High Iron. Steamups as necessary on an elevated backyard layout on Northern California's upper coast. Info: Don Cure, diamondd1947@msn.com.

On the Brink Live Steamers. Wednesday, and occasional weekend, greater Sacramento, Calif., steamups on elevated live-steam tracks at two locations, as well as special events. Info: Paul Brink, (916) 935-1559, paulbr@aol.com.

Puget Sound Garden Railway Society. Two steamups per month, one at the Johnsons' on the second Saturday and a steamup at a member's track on the fourth Saturday.

Info: <http://psgrs.org/> or call Pete Comley at (253) 862-6748.

Michigan Small Scale Live Steamers (MSSLS). Info: <http://www.mssls.info>.

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.



Steam Tram by Joe Rothwell - Coming in July/August Issue #156. Joe Rothwell gives us a look at his Steam Tram Project.

Joe Rothwell Photo



2018 Steamups
April 26 - 29
September 20 - 23

Portland, OR 97210
www.staverlocomotive.com



CONTRIBUTOR BIOS

The magazine couldn't exist if it were not for the dedicated individuals who take time from the hobby to chronicle their endeavors, interests, and joy of live steam. If you get a chance to meet any of our contributors at a steamup, please thank them for their contribution.



Bill Allen - Bill lives in Woodside, California and first became interested in live steam in 2008 when he saw Richard Murray's layout at a BAGRS open house. He proceeded to buy a Ruby, C16 and Forney before deciding to start building his own. He bought a mill and lathe and with the help of some BAGRS members learned to use them and was soon making chips. Since then he has completed 20 projects some of which have been featured in Steam in the Garden, and currently has a multi-part article running in Live Steam. All of his builds are one-of-a-kind as he only builds those which have never been done before and probably will never be done again in G gauge live steam. Bill's prior hobby was building fine furniture and he uses some of those skills and tools in his engine building.



Harlan Chinn - Harlan lives in Seattle, Washington. He began model railroading in 1994 in N-scale where he contributed articles and photographs for detailing and custom painting N-scale equipment of the Great Northern Railroad that he rode as a child in the early 70's. He caught the Gauge One live steam bug in 2000 while meeting members of the local Puget Sound Garden Railway Society live steam group at a local all-gauge train show. An education in the field of architecture and photo-journalism enables him to design precision laser cut railroad models as well as provide well-documented accounts of garden railroad steamup events.



Mike McCormack - Mike started in model railroading at the age of five when Santa delivered a Lionel Seaboard Switcher train set. Of course the fact that his family moved next to the New Haven Railroad passenger main line into Boston was a factor as well. Modeling in O scale, HO, and Large Scale followed, with an introduction to live steam at the 1999 Washington-Virginia Garden Railway Convention. A particular emphasis is the kit-bashing of stock steamers into something, to him, more interesting. Mike is a retired Contracting Specialist for the U.S. Air Force and resides in Hudson, Massachusetts with his wife Deborah.



Joel Novis - Family legend has it that Joel's love of trains began with a cab ride in a Long Island Railroad switch engine at two years of age, and since that time he's ridden the rails in a dozen other countries, from the Ffestiniog to the Shinkansen and many points in between. Joel's first taste of running live steam was firing a full-sized Pacific Coast Shay. Nearly 25 years ago, he bought his first steamer that was small enough to bring home (but too small to climb into the cab), a Pearse "Countess". He's lost track of how many live steam engines have come and gone since then. Joel lives in Western Massachusetts and currently models UK industrial narrow gauge in 7/8n2.



Henry Blanco-White - Henry Blanco White bought his first Ruby shortly after emigrating from London to Philadelphia, nearly 20 years ago, and subsequently became an active member of Pennsylvania Live Steamers. He is now retiring from practice as a patent attorney, after 40 years, and is looking forward to having time for some serious scratch-building.



THE CUPOLA VIEW

In the waybill we announced a new Team Member for Steam in the Garden. Brittany's efforts here in the near future will bring our digital presentation on the internet up to 100%. Our entire catalog will be available in the near future. I can't predict a date at this time – while setting lofty goals is a good thing to do, we all still have commitments to family and work that encompass our day. But I'm excited for the prospects that are now in work.

The technical world keeps changing and trying to keep up is all consuming. As mentioned in a product review recently, physical media is starting to vanish from the digital landscape. Producing DVD's or CD's is an expensive proposition so providing access via the internet is the way of today vice tomorrow.

I want to give my congratulations to the Team



Members of the International Small Scale Steamup for their recent celebration of their twenty-fifth steamup. The celebration is a year off from when it all began due to that one year where Hurricane Katrina interrupted the festivities. I had hoped to be there this year, but the bug that my wife and I both picked up during Cabin Fever this year forced us to cancel our plans at the last minute. The addition of the elevated riding track by Richard Jacobs looks like it was a big hit from the videos and pictures of the event.

Time to get my steam gear ready for the next steamup. Hope to see you all at a steamup in the future. Cheers, and Happy Steaming — *Scott*

'Cupola view' is written by Editor Scott E. McDonald: you can contact him at sitgeditor@gmail.com or P.O. Box 1539, Lorton, VA 22199.



Will your locomotive pull you? Mark Tilden tries out the new elevated track made by Ritchie Jacobs of the ISS Steam Team at the 2018 steamup.

Daniel Tilden Photo



GERMAN CLASS 45

The most powerful steam locomotives ever operated in Germany

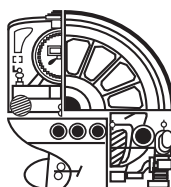


Some of the features:

Gauge One 3-Cyl. Live Steam,
Butane fired dual flue Copper Boiler,
fully working Walschaerts Valve Gear,
Axle- and hand operated feedwaterpump,
fully sprung chassis, length 802 mm, scale 1:32,
min. Radius 3 m, gauge 45 mm, limited to 50 units.

We have the last units in stock, please ask for price.
Worldwide Shipping from Germany with UPS.

Contact: MBV SCHUG Accucraft Europe
Neustrasse 18 D-54340 Detzem / Germany
Phone +49 6507 802326 Fax +49 6507-802327
e-Mail: info@accucraft.de www.accucraft.de



WALSALL MODEL INDUSTRIES

Suppliers of wheel castings,
White metal fittings, laser cut frames,
Lost wax brass castings, Handrail knobs
Loco and wagon kits in brass, Cylinder
castings, Axles, Bushes, Crank pins,
Screw link couplings
Catalogue of castings and parts £2.20 plus p&p
Catalogue of Loco and wagons kits £1.20 plus p&p

Unit 16/17 Ashmore industrial estate,
Short acre street, Walsall,
West midlands, WS2 8HW U.K.
Tel (+44) 01922 633718

website

www.walsallmodelindustries.co.uk

e-mail

info@walsallmodelindustries.co.uk

SOUTHERN PACIFIC AC-9 2-8-8-4 YELLOWSTONE

NOW ACCEPTING COMMISSIONS FOR THE AC-9 PROJECT



AN RMC CONVERSION PROJECT IN CONJUNCTION WITH TRIPLE R SERVICES
PRODUCTION LIMITED TO 10 UNITS: 2 OPENINGS REMAIN. RESERVE YOURS NOW!

AC-9 features include:

- 3D-modeled cast pilot and front-end details.
- 3D-modeled cast skyline casing.
- Cast front- and rear-frame extensions.
- New all-weather cab with cast details.
- Axle-pump bypass out of cab.
- Tuned tracking and suspension.
- Multiple bearing cross heads.
- Lighting package includes pressure gauges.
- Convert your Accucraft AC-12 or RMC can provide one for conversion.
- Butane fired — but alcohol- or coal-fired options available.
- Modeled in early 1950s time frame — just before oil conversion.
- Tender modified/detailed for 1950's coal firing.

Wanted: live steam cab forwards in runnable condition.
CAB FORWARDS by RMC

518-798-0080 OR 518-791-0220 (CELL)

ALAN_REDEKER@ROADRUNNER.COM

ALAN REDEKER: LIVE STEAM CAB FORWARD CONVERSIONS & SALES



THE GAUGE ONE MODEL RAILWAY ASSOCIATION



Just imagine the thrill, spectacle and sound of a real live steam express locomotive or diesel running through your garden, or perhaps a more sedate freight train hauled by a modest switcher. Whatever your tastes, G1MRA—the oldest established large-scale and garden railway association can help you realize that dream. Benefits include our renowned quarterly Newsletter & Journal, a wide range of construction book publications, friendly local groups and trade supplier lists. G1MRA layouts are regularly featured at major exhibitions worldwide - check our website events list for details.

For joining details please visit our website, or write to:

USA
Ernie Noa
791 County Farm Road
Monticello, IL61856
217 649 6605
ernienoa3@mchsi.com

CANADA
David Morgan-Kirby
10 Porter St, Stittsville
Ontario, K2S1P8
613 836 6455
gaugeonelines@yahoo.com

www.g1mra.com



NATIONAL SUMMER STEAMUP 2018

JULY 11-15, SUBURBAN SACRAMENTO

WWW.STEAM-EVENTS.ORG

Spring INTO

SUMMER

**Buy SIX back issues of Steam in the Garden for
the price of three!!!**

CALL (607) 642-8119

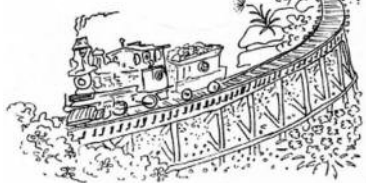
**And ask Marie for a SIX-PACK of back issues for \$18
with complimentary shipping.**

www.

GardenLines
.net

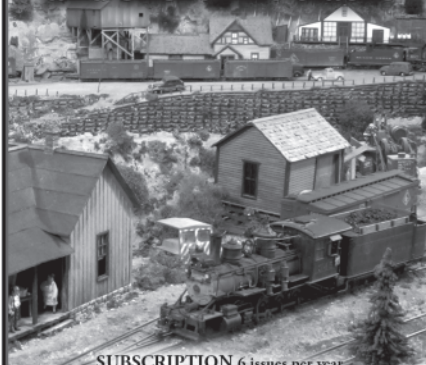
Nancy Norris
creates gardens
for steam trains!

(925) 408-9402
nunorris@aol.com
Lic. #870086



NARROW GAUGE
AND SHORT LINE **GAZETTE**
ACCURATE INFORMATION FOR FINE MODELBUILDING

The magazine that's all
about what's on and
around narrow gauge
and short line tracks



SUBSCRIPTION 6 issues per year
U.S. \$40, Canada \$45, Overseas \$55 (U.S. funds only)
White River Productions, c/o NG&SL GAZETTE
P.O. Box 48, Bucklin, MO 64631
U.S.: 877-787-2467, International: 660-695-4433,
Fax: 660-695-4423 • shop.whiteriverproductions.com

**NOT ALL METAL
WHEELS ARE
CREATED EQUAL™**



Gary Raymond Dual Ball Bearing Wheel Sets

**Upgrade to higher
quality wheels!**

Easy installation – Reliable
on all large-scale track

Ask your local dealer or call us direct

PO Box 1722-S • 1000 Oaks, CA 91358
805-492-5858 • M-F, 9-5 P.S.T

www.trainwheels.com or graymond@earthlink.net

GARY RAYMOND

Quality Large Scale Metal Wheelsets™

Remote Control Systems
2.4 Ghz DSMX RADIO CONTROL

INTRODUCING BUDGET PRICE R/C

EVOLUTION
2.4 Ghz DSM2 R/C



**BASIC 3 x FUNCTION
3 x SERVO CONTROL.
PERFECT STARTER.**

**NEEDING MORE CONTROL,
TRY OUR DSM2 3, 5 & 7 CH 2.4 Ghz,
DIGITAL PROPORTIONAL R/C THAT
YOU CAN FIT IN YOUR POCKET.**
Up to 5 x Servo full DP version available.
Ideal for locos fitted with draincocks, blowers
Gas control & "playable" steam whistles etc.
Great for operating Ditchers and Steam shovels.

Programmable DSM2/DSMX Rx's.
One TX hand piece for Live Steam & Battery R/C.

Now available, Mtroniks VIPER ESC's up to 24 volt.

R/C TX module is CE & FCC compliant but not tested or approved.

P.O. Box 578, Casino, NSW, 2470.

Tel 0429 029 083 Pay Pal available.

website: www.rcs-rc.com E-Mail: info@rcs-rc.com

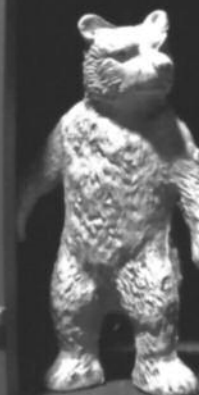


*Cedarleaf Custom
Railroad Decals*

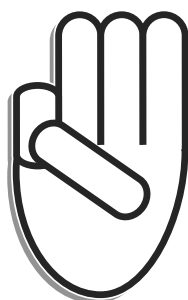
**Custom Decals
Specifically
Designed for
Your Railroad**

Call or email
Stan Cedarleaf
(928) 778-3732
scedarleaf@aol.com
<http://bit.ly/cedarleaf>

THE ZELATORY



Kit Building-Custom shop
thezelatory@gmail.com



Take
The Pledge

- I pledge to renew my subscription.
- I pledge to tell advertisers I saw their ads in **Steam in the Garden**.
- I pledge to visit the web site at **www.steamup.com**.

HARD TO FIND

small fasteners for the live steam hobbyist at reasonable prices.

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

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

MICRO FASTENERS

13 South Bank St.
Easton, PA 18042

Phone (800) 892-6917
FAX (610) 438-6179
email: info@microfasteners.com

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



Details that bring your layout to life!

Ozark Miniatures

Product lines

- Ozark Miniatures
- Precision Products
- Air-Ezze
- CDS Lettering
- Hartford Products

Now carrying the Hartford Products line!

We now carry Hartford's full line of 1:20.3-scale rolling-stock kits. The latest is the Southern Pacific Narrow Gauge 28-foot boxcar (right). Visit our web site for more information.





Just arrived!

This scale-sized air compressor has been featured on many award-winning dioramas. It is a kit of a non-functioning compressor.

\$19.95

Also on sale: Omni Stick Glue: \$5.50 ea. • 1/16th black tubing, 50 ft.: \$14.95
Mine office kit: \$48.65 • St. Andrews Church kit: \$85.95 • Mines of Colo. CD: \$3.95

Ozark Miniatures Inc. — David & Brenda Roton
<http://www.ozarkminiatures.com/>
 3461 S 5225 W, Cedar City, Utah 84720 — 435-586-1036

**ONLY
\$19.00
Per Year**

Steam in the Garden Digital

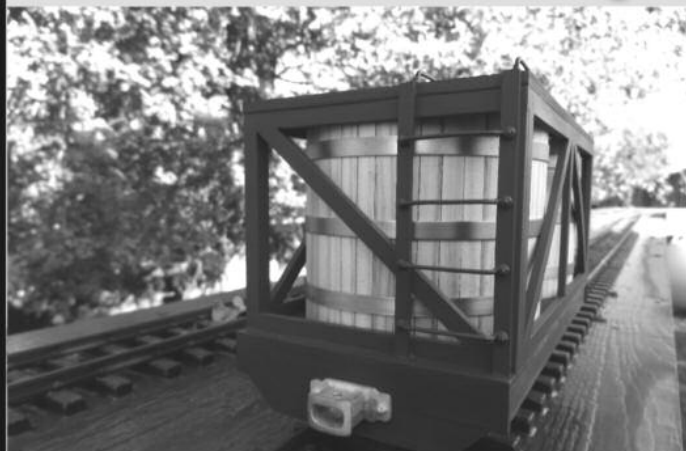
Take us along with you in digital format with a SitG Digital Subscription. Access to over 12 years of Steam in the Garden available to view online at www.steamup.com or download the issue in Portable Document Format (PDF) to your Computer or Tablet.

Subscribe at
www.steamup.com



Frediani's 7/8ths Scale

Cars built of laser-cut Styrene



Available in box cars, quarryman cars, flat cars, cane cars and cabooses.

Cars are built using AMS 2-axle Flat Cars.

We also buy AMS 2-axle flat cars

davidfrediani4119@comcast.net

Color Catalog \$3.50

TRACKSIDE DETAILS

now a product line of

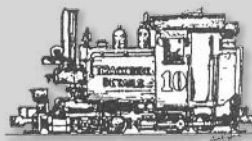
Valley Brass & Bronze



TD-250 Brake Fittings



TD-249 Elbows



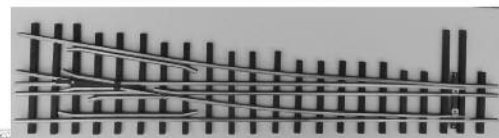
Trackside Details
7070 N. Harrison Ave.
Pinedale, Calif. 93650
Phone: (559) 439-0419

www.tracksidedetails.com

Sunset Valley Railroad

The world's most comprehensive code 250 track system

We offer 45mm, 32mm and dual gauge track in both narrow gauge and mainline scales. We offer 4 kinds of rail, aircraft alloy aluminum, brass, nickel silver and stainless steel. We have a full range of switches and pneumatic switch operators to complement our track. It's a winning combination of price and quality!



New!

Sunset Valley has been appointed a preferred dealer for the new Aster/Accucraft 9F locomotive. Both ready to run locos and kits are available. We can make up a kit for you if you prefer. Please visit our website for details and prices.

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

We carry about 19,000ft of track and 400 switches in stock so we can ship your order immediately. Why wait for some vague promise of future delivery?

We make 38 types of switch in brass, stainless and Ni-Sil for every track requirement. Sizes #3, #4, #6, #8 and #10, plus curved and crossings. We can also make custom switches for you.

Email pete@sunsetvalleyrailroad.com
Call 253-862-6748

Check our website for color photos and movies

Nearly everything proudly made in the USA !

sunsetvalleyrailroad.com

Advertiser Index

Accucraft Trains	28-29,56
Cab Forwards by RMC	48
Cedarleaf Custom Railroad Decals	50
Dave Frediani	52
Eaglewings Iron Craft	7
G Scale Junction	15
Garden Lines	50
Gary Raymond Wheels	50
Gauge 1 Model Railway Assoc	49
Graham Industries	2
Hyde Out Mountain Live Steam	4
International Small Scale Steam up	21
Llagas Creek	4
MBV-Shug	48
Micro Fasteners	51
Narrow Gauge & Shortline Gazette..	14,50
National Summer Steam Up	49
Ozark Miniatures	51
Reindeer Pass Railroad	20
Remote Control Systems Australia	50
Roundhouse Engineering Co.	3
Silver State Trains	7
Split Jaw Products Inc.	6
Staver Locomotive	45
Stoke'M & Smoke'M	3
Sunset Valley Railroad	52
The Zelatory	50
The Train Dept.	21
Trackside Details	52
Trainz	14
Triple R Services	6
Walsall Model Industries	48

Coming Soon! Issue #156 July-August 2018

Building the Erie Triplex Series by Bill Allen

Part Three of Six Making the Boiler



Steam ... it's the real thing!



Small-scale live-steam railroading — using models that are anywhere from 1:13.7 scale to 1:32 scale and run on 32mm or 45mm track — is a fun hobby that has room for rivet counters and freelancers, prototype purists and lovers of whimsy.

Steam in the Garden is the only magazine devoted entirely to covering the small-scale live-steam hobby. Since 1990 the magazine has taken readers inside the railroads and inside the workshops of the leading modelers and shown how fun and easy live steam model railroading can be. Six times a year, *Steam in the Garden* gives subscribers a look at the current trends in the hobby and reviews the latest products available.

Are you a builder of live-steam models (or do you want to be)? *Steam in the Garden* has detailed articles that explain how experienced builders create those once-in-a-lifetime projects that can't be found anywhere else.

Do you just want to run trains? *Steam in the Garden* explains how to build the best backyard live-steam railroads and how to build portable layouts as well.

Want to make improvements on your locomotive? *Steam in the Garden* has dozens of articles every year that show you in detail how to add features to your small-scale loco or make your rolling stock run better.

Want to know what's happening at the leading live-steam events? *Steam in the Garden* will take you there, to give you a flavor of what's happening, both on the track and in the clinic rooms, as well as the latest products shown by exhibitors.

Steam in the Garden has a new editor, but the magazine is sticking to its 20-year history of giving hobbyists the best information, illustrated profusely, in an easy-to-read format. Fill out the form below and subscribe today to *Steam in the Garden*.

☐ **Yes**, I want to subscribe to *Steam in the Garden* magazine. Please rush the next six issues of the bimonthly magazine to the address below. I've enclosed \$35 for a regular U.S. subscription, \$43 for a first-class mail U.S. subscription, \$US42 Canada/Mexico, \$US72 overseas. Mail to: *Steam in the Garden*, PO Box 335, Newark Valley, N.Y. 13811-0335.

Name _____

Address _____

City _____ **State** _____ **Zip** _____ **Country** _____

Phone _____ **Email** _____

MC/Visa/Discover _____

Expiration _____ **Security code** _____



STEAM IN THE GARDEN

Just Like A Steamup We Can't Exist Without You!

We're Looking For your Submissions Locomotive Reviews

We're Looking For:

Accucraft

- SP P-8 4-6-2
- Black Five 4-6-0
- Victory 0-6-0T
- A1 'Tornado'
- 61XX GWR 2-6-2T
- L&B Baldwin 2-4-2T
- W7L Countess
- Ragleth 0-4-0T
- Mortimer 0-4-0ST
- WD Hunslet 4-6-0
- ~~Tasmanian K1~~ Garratt
- WSL Heisler #3

Bowande-Wuhu

- G1 Russian Decapod
- GWR G1 14XX
- Britannia G1

Roundhouse

- Lilla
- Darjeeling 'D' Garrett
- Beddgelert
- Alco 2-6-2
- Leek & Manifold 2-6-4

Aster

- British Railways BR9F "Evening Star"

Aster/Accucraft

- ~~British Railways BR9F~~

Tips & Hints

Workshop Projects

Steamup Reports

Visit our web presence at www.steamup.com and review our Contributor Guidelines, (follow link at the bottom of the page menu bar), and send in your submissions. All contributors are compensated for their submissions that are published.

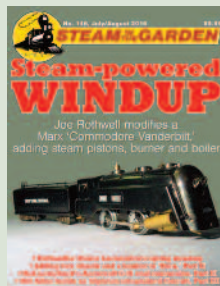
Complete your collection!

Don't miss out — back issues for only \$6

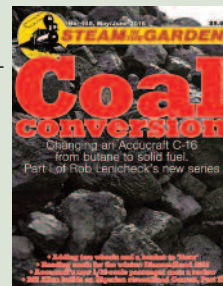
Vol. 26, No. 5; Issue 147/148; September/December 2016, Aster & Accucraft, 'Casey Jones' cars, Tasmania, Maine engines, Steam at the 32nd National Garden Railway Convention, Coal conversion: Part III and IV of six, National Summer Steamup, 'Dora' wheelie. Part III of 3, Project 23: scratch building the SR&RL 2-6-2, Stationaries: at National Summer Steamup



Vol. 26, No. 4; Issue 146; July/August 2016
Steam-powered windup: building a 'Commodore Vanderbilt' 32mm-gauge steamer • Portlandia: a photo essay from Staver Locomotive • Adding two wheels and a bunker to 'Dora,' Part II • Accucraft C-16 coal conversion, Part II • Algerian streamlined Garrett, Part III • Latest waybill: Wuhu, Roundhouse.



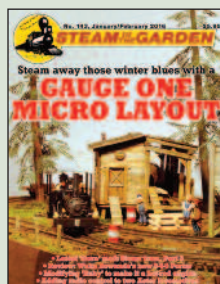
Vol. 26, No. 3; Issue 145; May/June 2016
Coal conversion: Changing an Accucraft C-16 from butane to solid fuel • 'Dora' wheelie • Streamlined Garrett: 1:32-scale scratch built steamer. Part II of three • Pleasing Pullmans • Locomotive diversity: International Small Scale Steamup in Diamondhead. • Latest waybill: Aster, Accucraft, Regner.



Vol. 26, No. 2; Issue 144; March/April 2016
FEF-3: Locomotive review and workshop project building Aster kit • Resurrection of Bowman steamer • 'Dordlebug': A rail bus out of a 'Dora' and a plastic rail car • Streamlined Garrett: 1:32-scale scratch built steamer. Part I of three • Steam in the scenery • Latest waybill: Flair, Bates obituaries, bearing kits.



Vol. 26, No. 1; Issue 143; Jan./Feb. 2016
Micro layout: Building an indoor Gauge One track • Review of Wuhu Bowande Porter • Hot-rod 'Ruby': Hopping up a 1:20.3-scale engine • Rolex Asters: Adding radio control • Learning to model in tinplate with a 'Dora' modification, Part III • Latest waybill: Llagas Creek Railways sold, U.K. distributors merge.



Vol. 25, No. 5; Issue 141; Sept./Oct. 2015
Mamod's latest: 'Brunel' • Learning to model in tinplate with a 'Dora' modification, Part I • Live-steam group makes sixth appearance at Maker Faire • Adding mesh to Accucraft burner • Salute to Tom King • New products: Aster 0-4-0, Wuhu Bowande German 2-6-2T, Train Dept. with two 7/8ths-scale.



Vol. 25, No. 6; Issue 142; Nov./Dec. 2015
Sacramento stationaries: 2015 National Summer Steamup highlights • Review of Wuhu Bowande G5 • Building an Accucraft 'Ruby' kit • Learning to model in tinplate with a 'Dora' modification, Part II • 7/8ths WWI car • Latest waybill: 1:32-scale U.K. 'Victory,' 1:20.3-scale 8-driver Saxon.



Vol. 25, No. 4; Issue 140; July/August 2015
Classy Class A Climax — Regner steamer and kit review • Big 'Dora' — Making it a 1:13.7-scale rail bus • Spinning metal • Cabin Fever • Speedometer • Latest waybill: Garratt from Roundhouse; in memoriam — Peter Jobusch; Accucraft UK goes with an African steamer; Mamod saddle-tank loco.



Vol. 25, No. 3; Issue 139; May/June 2015
Steaming amongst the magnolias: Diamondhead 2015 • Laser Loco: Aspinall 0-6-0 (series Part Two) • Workshop: sample tools and equipment • Wicks: A new material • Open cab 'Dora' • Latest waybill: Swiss, U.S. locomotives on the way; a new version of Saxonian in 1:20.3 scale.



Circle the issue number of the back issue(s) you want delivered:

147-8	146	145	144	143	142	141	140	139	138	137	136
135	134	133	132	131	130	129	128	127	126	125	124
123	122	121	120	119	118	117	116	115	114	113	112
111	110	109	108	107	106	105	104	103	102	101	100
99	98	97	96	95	94	93	92	91	90	89	88
87	86	85	84	83	82	81	80	79	78	77	76
75	74	73	72	71	70	69	68	67	66	65	64
63	62	61	60	59	58	57	56	55	49	48	47
46	45	44	43	41	40	39	38	37	36	34	33
32	29	28	27	26	25	24	23		21	20	

Number of issues circled _____ x \$6 \$ _____

U.S. first-class postage _____ x \$1..... \$ _____

Non-U.S. postage _____ x \$5..... \$ _____

Total payment \$ _____

Name _____

Address _____

City _____ State _____ Zip _____

Country _____ Phone _____

Email _____

MC/Visa/Discover _____

Expiration _____ Security code _____

Signature _____

Mail to: Steam in the Garden, P.O. Box 335, Newark Valley, N.Y. 13811-0335. Or call Marie at (607) 642-8119 for bundled prices. Also, you can visit <http://www.steamup.com/back-issues/> for quick on-line ordering.



ACCUCRAFT TRAINS
MUSEUM QUALITY BRASS MODELS



BRITISH RAILWAY
9F 2-10-0
Alcohol Fired
Limited Production
Gauge One

