

The Rusty Bolt.

1

7/8ths Newsletter For the Narrow Minded Modeler

Volume 01 PDF Version

PREMIER ISSUE



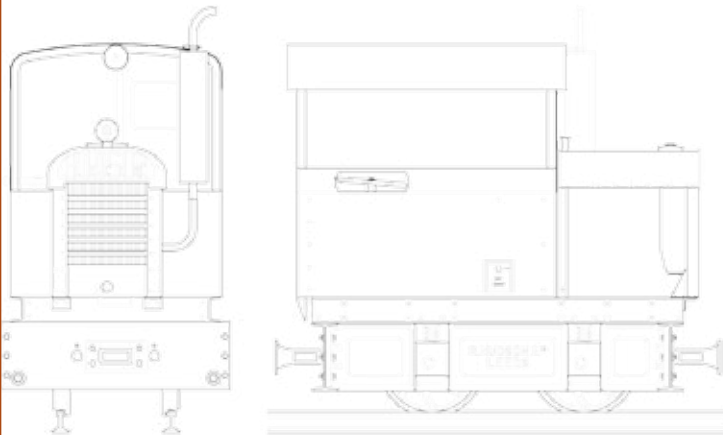
- Live Steam in 7/8ths
- Latest Industry News
- Choosing a Theme, and Why?
- Scale Plans and More.....



The cover image is by Kevin Schindler.

The Locomotive is "Electra", one of two "Lixbuilt" battery trammers on the roster of Minas Cielo Azul (Blue Sky Mines). It is piloted around Caldera's ridge by her driver Andrew, heading back to the mines from Oveja Negra with two empty gable bottom hoppers in tow.

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7/8ths Newsletter

A quick introduction to The Rusty Bolt, I would like to explain the “Why?”. It seems there are a whole host of really great Narrow Gauge magazines available already so why another. The Rusty Bolt is designed with the 7/8ths modeler in mind. The editorials and drawings are all based around the 7/8ths scale modeler. In a scale where there is very little commercial support I felt it important to create a source of helpful information, making the daunting task of scratch-building or kitbashing a little easier. I have found myself on numerous occasions tempted to move into a scale where just buying another piece of rolling stock is a simple matter of a visit to the local hobby store. It is all too easy to feel alone and overwhelmed with the projects at hand when building rolling stock or details in even the smallest of railroads. I am planning on building the magazine to support the scratch-builders and kitbashers with innovative ideas and articles to walk you through the steps.

“How”.. Initially the magazine will be made available as a free download in pdf format. As the magazine develops my goal is to have a magazine that is printed on press in full color. This has base costs involved and there would need to be a minimum number of subscriptions before that could take place. An initial solution may be to print the years issues as an annual magazine.

Thanks Ferd Mels

Editor :

Ferd Mels

ferd@therustybolt.com

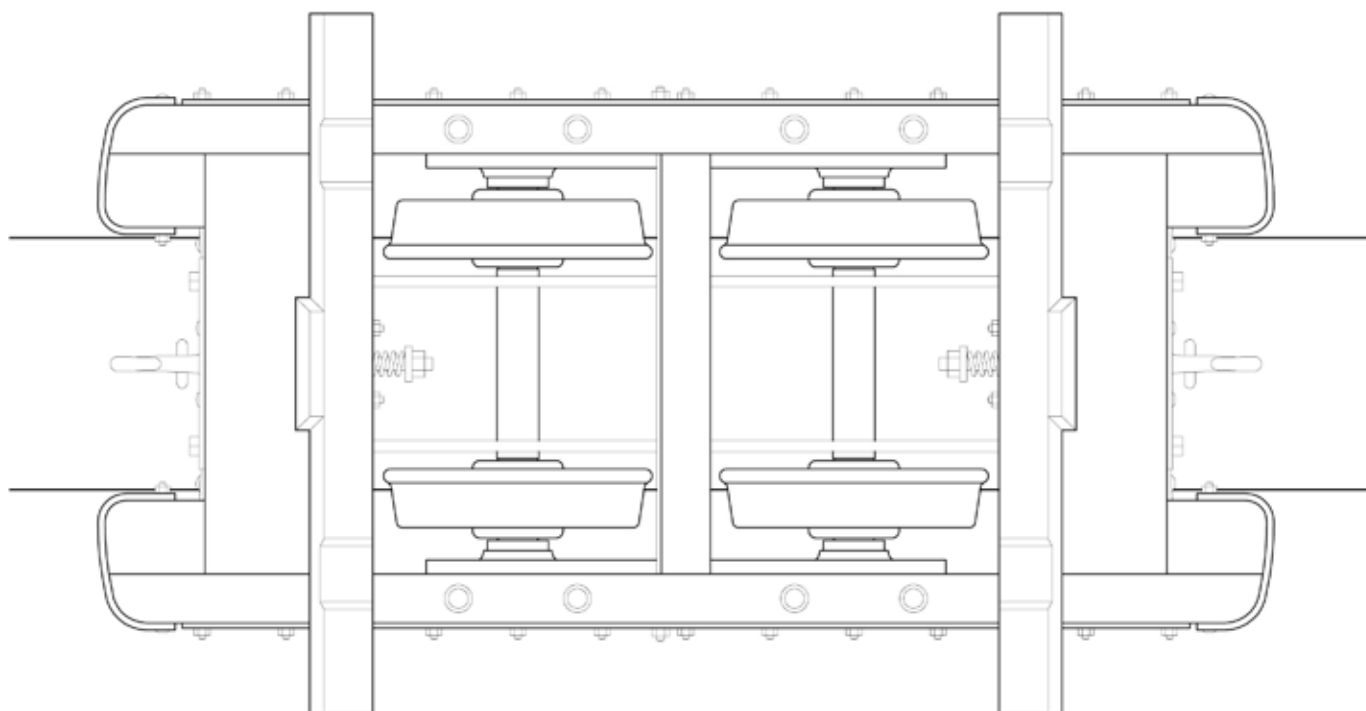
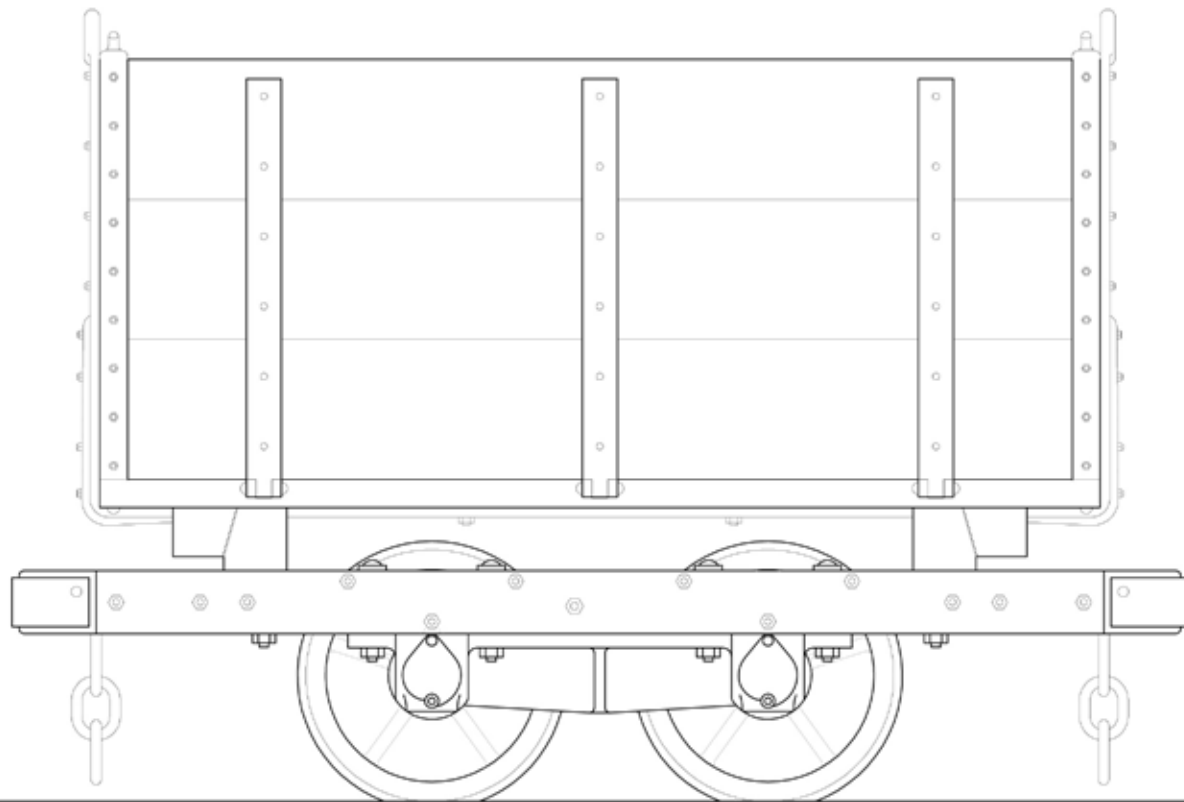
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Art Director :

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War Office 75 N.G. Slipping Truck.

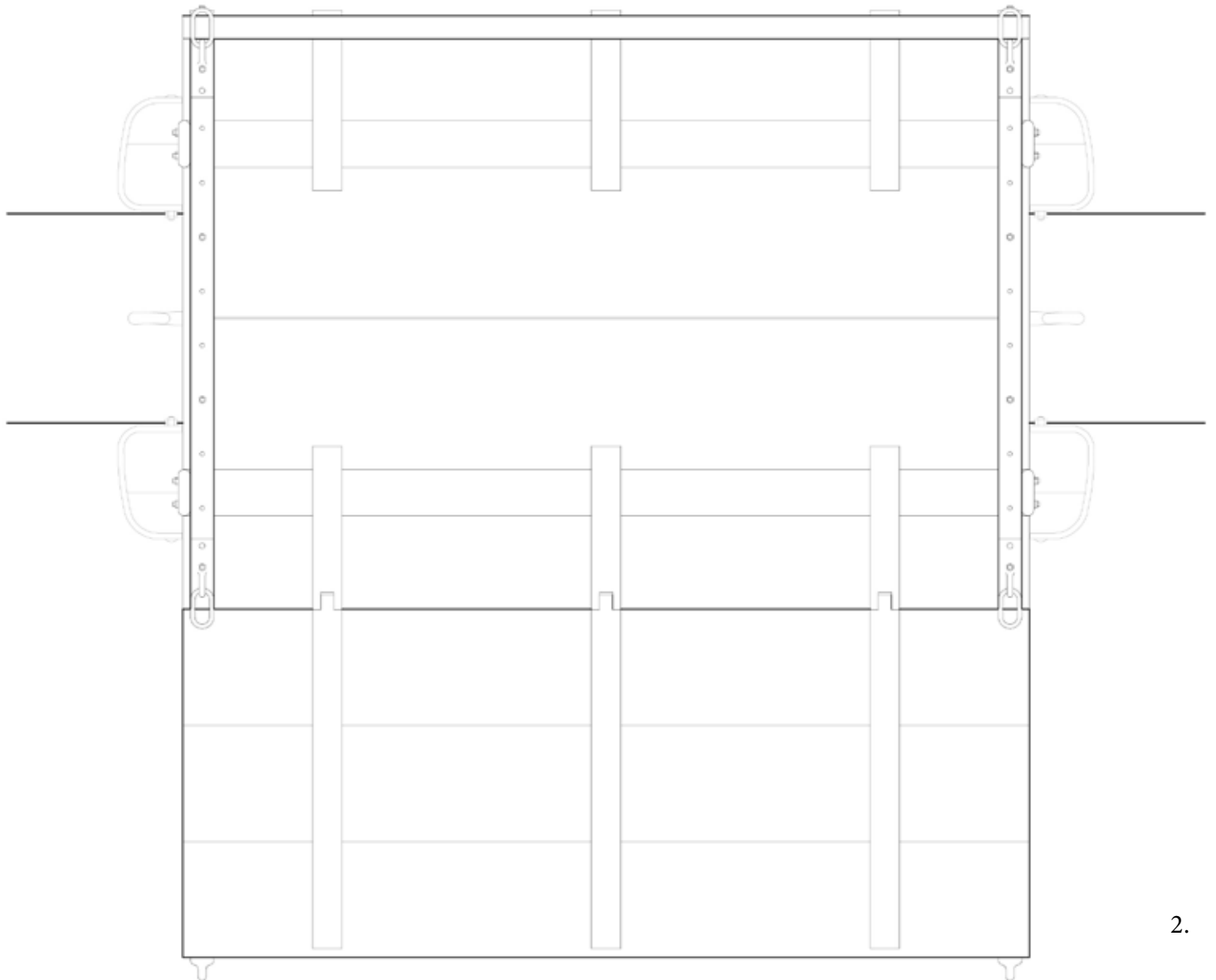
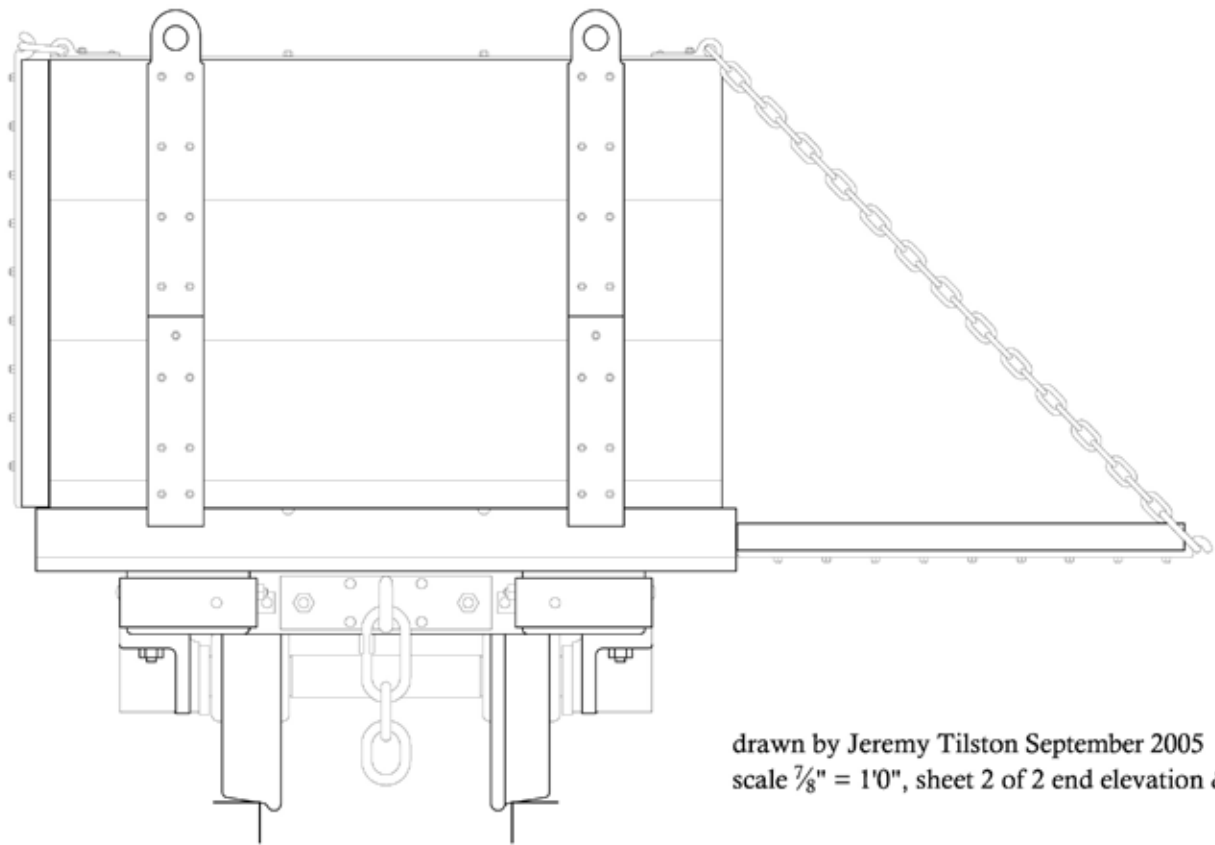


War Office 75 N.G. Slipping Truck with 2'6" tray
built by P. & W. MacLellan Ltd., Glasgow

tare weight 1ton 4cwt, 2½tons loaded weight, 18" gauge
2' wheelbase, 18"Ø solid cast wheels with 5 raised spokes

drawn by Jeremy Tilston September 2005

scale $\frac{7}{8}" = 1'0"$, sheet 1 of 2 side elevation & plan view of underframe



Converting a Konrad to a “Moth” in 7/8ths Live Steam

by Rob Bennett

Moth

Most of us were aware of the Regner Konrad when it first came out, an interesting little engine worthy of a ‘Bash’ for that money if ever there was one! I got interested when I saw one running this summer at a garden Railway show. Bigger than I first thought and, (like all engines) looking a lot more interesting in steam! The engine ticked around the layout in a very sedate manner pulling a rake of 5 coaches with a nice chuff sound, the owner wanted the train to stop near where I was, so I happily obliged and put my hand on the front buffer to slow it down, I was very impressed with the amount of power the geared single cylinder was making as it pushed my hand along! This was the moment I decided to get one.

The Regner Konrad is a very well made engine all castings are clean and crisp and all pipe work well soldered the loco is dual gauge which is great and has a water fill system which I also fitted. I wanted to make a loco that was a compatible 7/8”s, 1;12th loco as I wanted to run it on my Wrekin Havock exhibition line and on my garden lines so to give it some scale definitions I highered the chimney with a chimney cap for a ‘Lady Anne’ a Roundhouse engine, you can buy these as home build parts from Roundhouse. A piece of tube was inserted in the existing chimney and the cap slid over the protruding part of the tube, luckily all fitting snugly. Next came the dome, the Konrad has a small dome and sand dome too, which are bolted on to spigots brazed onto the top of the boiler, these were removed and a Roundhouse ‘Russell’ Dome was purchased fitted with a ramsbottom dummy safety valve from ‘Tony Sant’ fitted on the top, a bit like ‘DOT’ from the Horwich works. A piece of wood was fashioned to fit over the two spigots and push fit inside the hollow dome. Things were looking a lot more large scale now. I repaced the boiler bands with slightly wider brass ones and put a piece of brass tube over the safety valve to extend it. I also lagged the steam pipework with string and dabbed with Superglue

The pressure gauge that comes with the loco is too large, so this was replaced with a small ½” one purchased from Mike Ousby ‘Acme Engineering’, also the gas valve was replaced by him too as the German fitting doesn’t really suit US/ UK gas canisters.



Body work

I removed the low sided cab back from the engine and took off the name plates and sprayed it matt black I then planked the sides and stained and weathered the wood a little and made decorative tops with grab handles. I wanted to make a light roof for the loco so I found where you could buy 3/16" brass olivers (twisted brass square section like on a merry-go-round horses), I bought some square tube from KS 3/16th inside dimensions and glued lengths of this in the corners of the cab to take the Brass oliver supports for the roof. The roof is wood planked and covered in cotton soaked in PVA glue and left to dry, then painted. This roof sits on top of the supports and can be removed along with the supports if desired.

I wasn't too keen on the front buffer so I removed the wooden step and brass brackets and fashioned a 1/8" thick brass one and riveted it (with brass rivets, all drilled and hammered home). Also the smoke box door needed some rivet detail to match the buffer so this too was removed and riveted. I then took the 'buffer couple'r from the back of the loco and fitted it on the front, replacing the back with a standard multi height link and pin coupler.

I've made a reversing rod from the top of the cylinder (where the reverser is) to go back to the cab which adds to the realism and I've made a small coal bunker to sit on the footplate up by the smokebox. I very pleased with my efforts and have great fun running the loco I'm going to make some coaches to suit the wooden sides on the loco which is now Called 'MOTH' after the ticking noise the cylinder makes (plates on order)



The front of the smokebox has added rivet detail. In photo (A) you can see a pencil type tool in the vise that is used to hold the dome of the rivet whilst you hammer the other side down. The rivets I believe had 3/32nd domes.

Image (B) shows rivets being added to buffer beam.

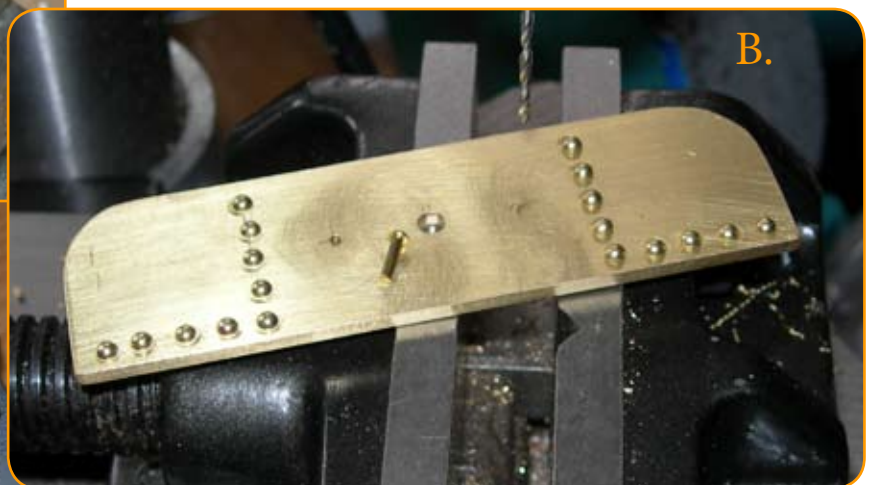


Image (C) shows smokebox front.

Moth contd...

A final view of the Konrad conversion.

Below is an image of the loco as received out of the box.



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“Jack” Live Steam 18” Gauge Hunslet

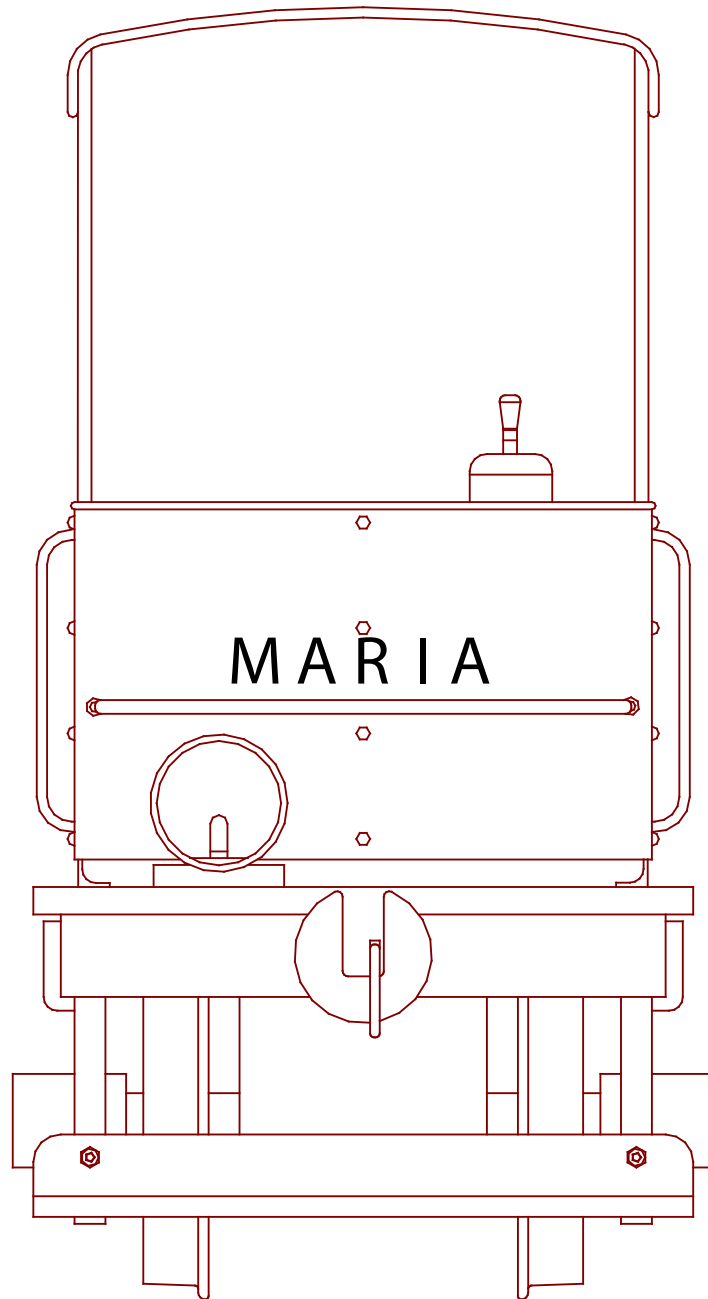
Builder : Harvey Watkins by Kevin Schindler



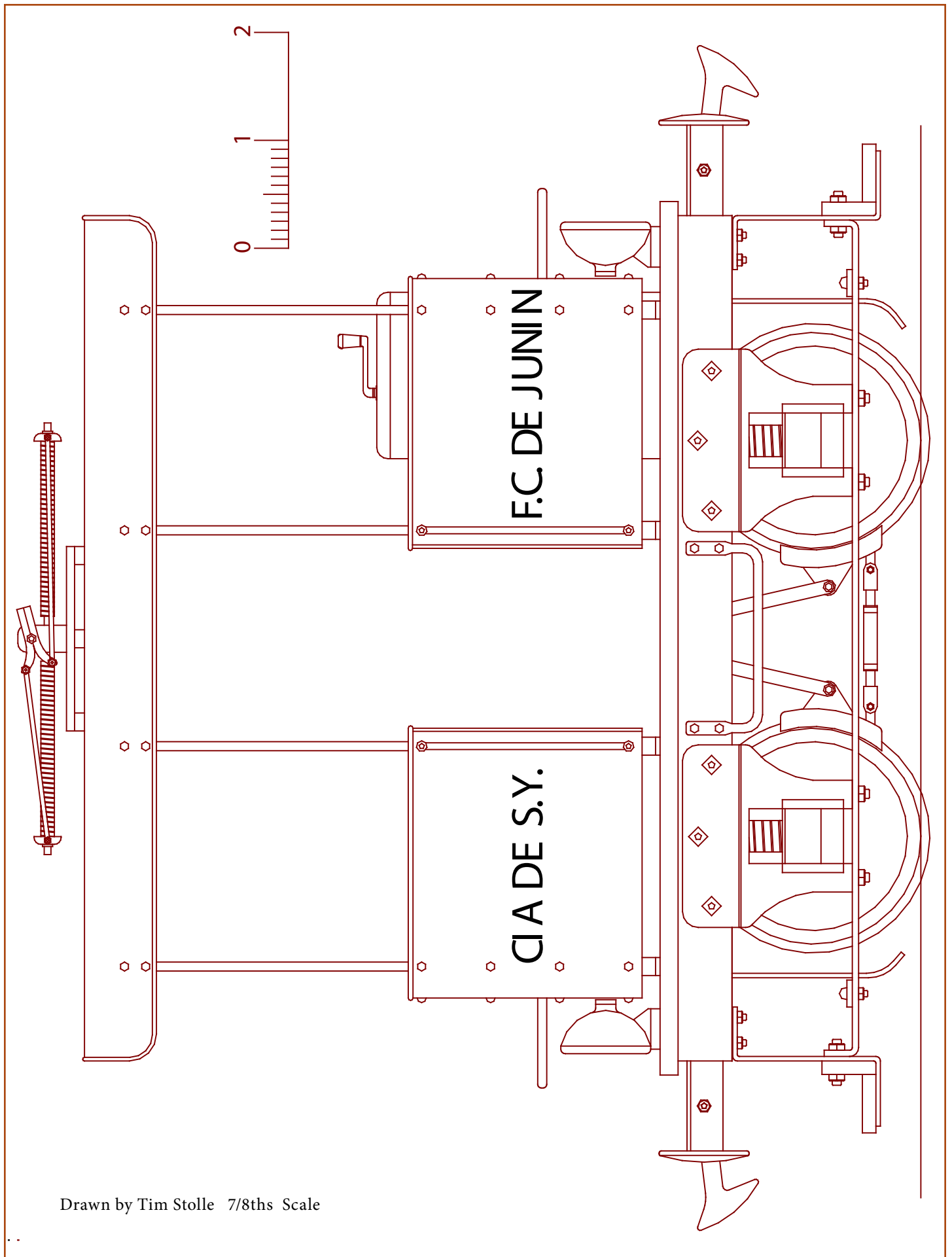
The above image is by Kevin Schindler, The loco is a Harvey Watkins rendition of “Jack,” the first of two 18” gauge Hunslet locomotives built for the John Knowles (Wooden Box) Ltd. The model is built using many existing Roundhouse Locomotive components, thus adding to the reliability of this fine looking and running engine. Kevin’s locomotive is named “Fortuna,” after the South Atlantic island it resides on. In the photo, “Fortuna” is approaching the first of two bridges that span “The Craggs” a rocky cliffed segment of the 18” gauge railway in the highlands of the Estancia Fortuna. “Fortuna” is one of Lord Sutherland’s collection of narrow gauge steam locomotives he has brought to, restored and operates on his remote island railway “haven” of sorts. The train in tow consists of 5 modified LGB “gable bottom” ore cars, a light duty bulkhead flat car, and a small 4 wheeled goods van.



Baldwin Electric locomotive - "Maria"



Drawn by Tim Stolle 7/8ths Scale



Drawn by Tim Stolle 7/8ths Scale

RailRoad Theme: Keeps you focused and provides your empire with purpose.

Having a theme to your railroad helps keep you focused and provides the railroad with a realistic unity. I thought it would be interesting to share a story each issue on what inspired, motivated and determined the direction a 7/8ths railroad has taken. This issue's focus is on Scott Ziebell's narrow gauge operation.

Cloverdale Farms

Inspiration:

Most inspiration comes from prototype light industrial, mining and estate railways. More specific inspiration comes from an article by Brad Smith in the 1995 May/June Narrow Gauge and Short Line Gazette. The article entitled "Forgotten 2-Foot Gauge Railroad in Wisconsin" detailed a private little railroad that was built to support maple syrup harvesting and production. The excellent article told the story of how the line was built using used rail equipment from nearby peat moss harvesting, and brick yard operations. The line's sole loco was a delightful homemade affair that I am in the process of building a larger "freelanced, could-have-been" sister locomotive. Ever since first seeing that article I would often daydream how wonderful it would be to buy some land and then discover a derelict little line on the property. If that were to happen to me, I would have to do what I could to restore at least part of the line and a few pieces of equipment. But as that is not likely to happen in real life.....

The Garden Railway:

Set in the present day, Cloverdale Farms is a privately owned 2 foot gauge railway located somewhere in Wisconsin. The owner (my unnamed 7/8th scale Alter-ego) bought some land in Wisconsin and discovered an old chalk pit, or gravel quarry, or clay pit (you get the idea) with some derelict 2 foot gauge cars and an assortment of light rail scattered about.

Asking around at the local tavern, Alter-ego discovered from some colorful old timers that the chalk/gravel/clay pit was an on-again/off-again affair that never was very successful. Chalk/gravel/clay was first mined on or near that location going all the way back to perhaps WWI (or so that is what one old fellow thought). The railroad serving it was an addition put in just before the Great Depression. That of course was bad timing. The pit/quarry closed and opened and closed again several times up to WWII. However after the war it was reopened and new investments in the quarry/pit's equipment and even a new locomotive and some cars were purchased. But the new venture did not last long and the last time the loco ran down the tracks was about 1970 when the vein of quality chalk/clay/gravel played out. The operation's one loco and its better rolling stock where sold, it is thought, to a used equipment dealer. After closer, kids from adjoining farms would visit the pit from time to time and push a few derelict cars around. Eventually thou, undergrowth on the right-of-way grew to the point where the cars could not move due to the small trees that were pushing up between the rails.

Alter-ego bought Cloverdale Farms with the idea of farming Christmas trees, pumpkins for Halloween and perhaps some squash and other produce as well. This venture would be called Cloverdale Farms (I live on Cloverdale Road). Also, a small shop would be set up to sell the product when in season. Alter-ego's wife has expanded the shop to carry candy and can goods made by members of the nearby Amish community, and also a small selection of gift goods of the type usually favored by the womenfolk.

Farms and shops of this nature are quite common in this part of the Midwest. Many of these businesses offer tractor and hay wagon rides to their guests. Alter-ego however had been bitten by the narrow gauge industrial bug while researching the old pit/quarry line on the property and decided therefore that there would be railway rides instead of tractor rides on Cloverdale Farms!

And so the story continues... pictures of the railroad are on right hand page...

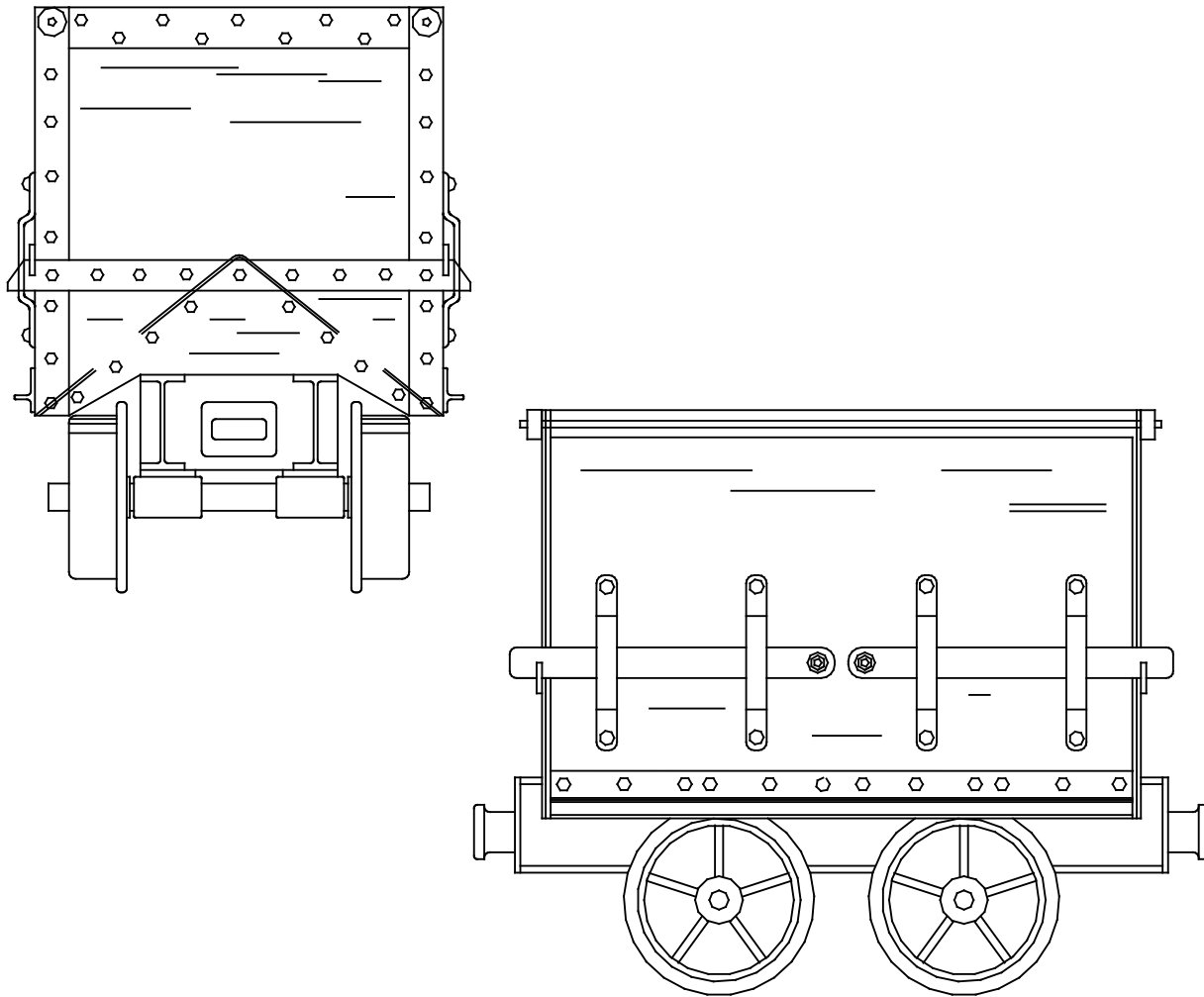


Firewood Train

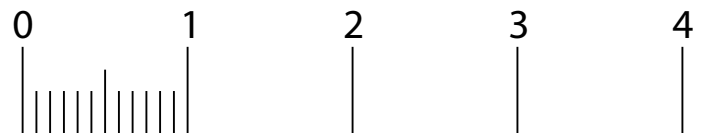


20 Cubic Foot Gable-Bottom Car

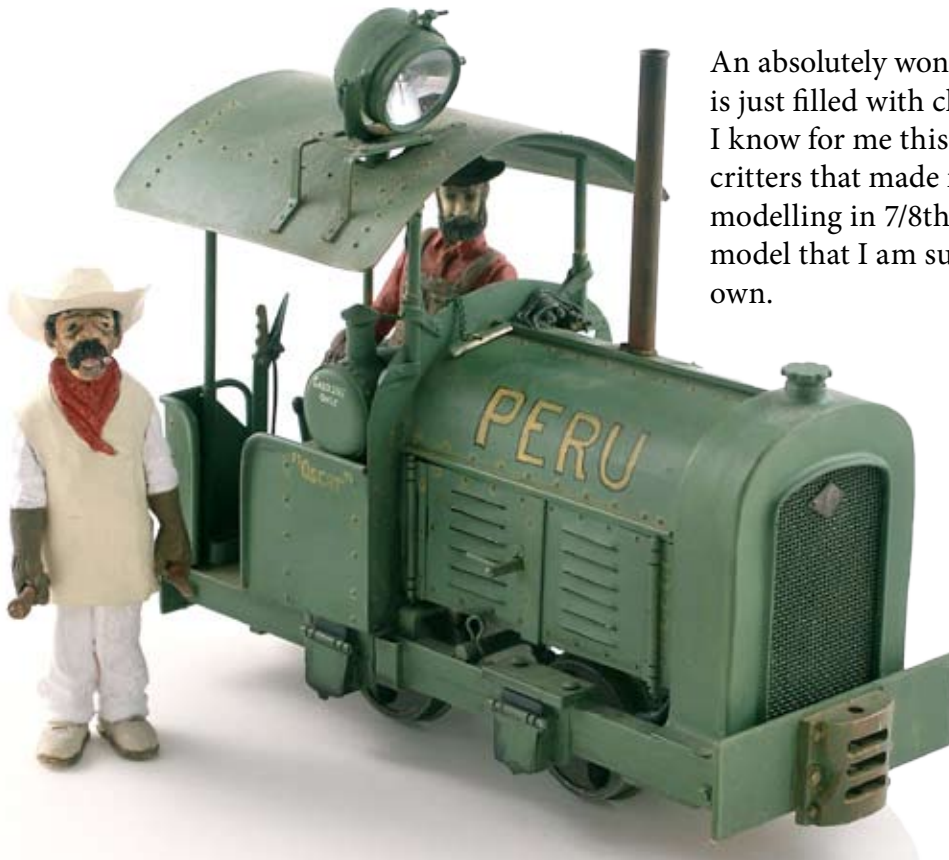
Drawn by Tim Stolle - 7/8's Scale



Double Rainbow Mines - Gilpin Co., Colorado



A Critter Named Oscar.



An absolutely wonderful Critter that is just filled with charm and character. I know for me this model was one of the critters that made me realize that modelling in 7/8ths was a must. A great model that I am sure Tommy is proud to own.



Photographs and Model are © Tommy Landen.



Prototype: 0-4-0 Decauville No509 as built in France 22 July 1907.

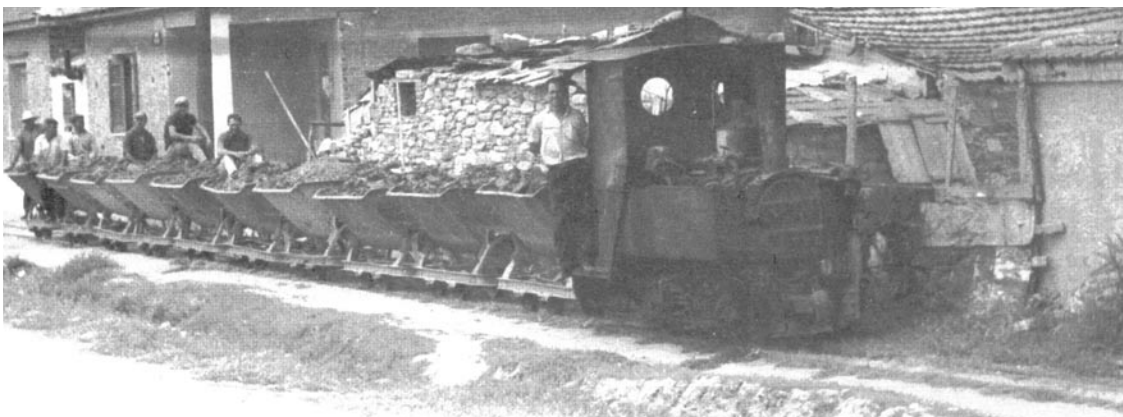
Worked at the Volos Brickworks Greece.

Model Dimensions: 4 1/2" wide.

9, 5/8" long over buffers.

7, 5/16" Cab height.

3, 3/4" tank side height



This Loco is based on the above No 509 and has an extended boiler to add to the running time due to no boiler refill valve, the original was a shorter boilered loco of which Harvey made a model and included a refill system.

The chassis and cylinders and motion originate from Roundhouse where as the boiler and backhead controls are all Harveys own design, the exhaust has a chuff pipe fitted in the chimney and working drain cocks have been fitted on the cylinders made by Barry Milner.

Needless to say with Roundhouse and Watkins in this models build, the loco runs faultlessly, taking about 5mins to get up steam...running for around 25mins. Maude has a nice way of stopping if the pressure falls and starting off again when pressure has been regained, running at a nice slow steady pace. I would like to get a 'pop' safety valve from John Shawe for a future detail as this has a very pleasing effect in its operation, making a nice noise when reaching the correct pressure and remaining quiet after until the pressure is regained

Maude has a nice array of detail on her tank tops and I have put a small amount of weathering on various parts.



Submitted by Rob Bennett.

32G Twin Cylinder Lister in 7/8ths

The model is scratch built by Eric Lloyd MBE...has on board charger socket charging 5 AA batteries made of styrene and anything Eric could salvage from anywhere..as Eric usually has a good hoard of useful bits...Eric picked up his MBE from HRM the Queen the other month for services to the Wrexham Hospice and being santa for Wrexhams children..he gets lots of bookings as he look a bit like santa and a bit like Rolf Harris..all for charity of course!!...said he wasnt going to wear socks when he went to the palace...he hates socks..but I dont know if he kept his threat!!

‘ Driver figure by Busy Bodies’



© Rob Bennett 2006

Lister Rail Auto-Truck in 7/8ths

The beauty of modelling in 7/8ths scale is there is no limit to the amount of detail that can be incorporated into a model or diorama. Your imagination is your only limitation. The Lister model is a co-operative creation with Dr. Christean Cenăc and Ferd Mels.

The Rail-Truck is built on an Aristocraft short motor block and is made of resin cast parts and styrene. The paint work is all done in acrylics and has a top coating of sanding sealer to make it a little more durable to running outdoors and handling. The figure is sculpted by Ferd Mels out of epoxy putty then painted with acrylics.

The Rail-Truck was produced by Christian and the paint work, details and figure were produced by Ferd.



Building a 7/8 Scale Crewcar

by Tommy Landen

Photos by Marten Smith

I bought a Shay in 7/8 scale from a friend in Canada. (will feature the Shay in the Winter Issue 06). The Shay is brilliantly converted converted from a Bachmann 1:20,3 Shay and is really a showpiece. I felt I really had to build something nice to go behind it. So I decided to build a crewcar inspired by plans in Tom Yorke's Sketchbook no 2. With two wooden logging trucks and a rugged body of wood.

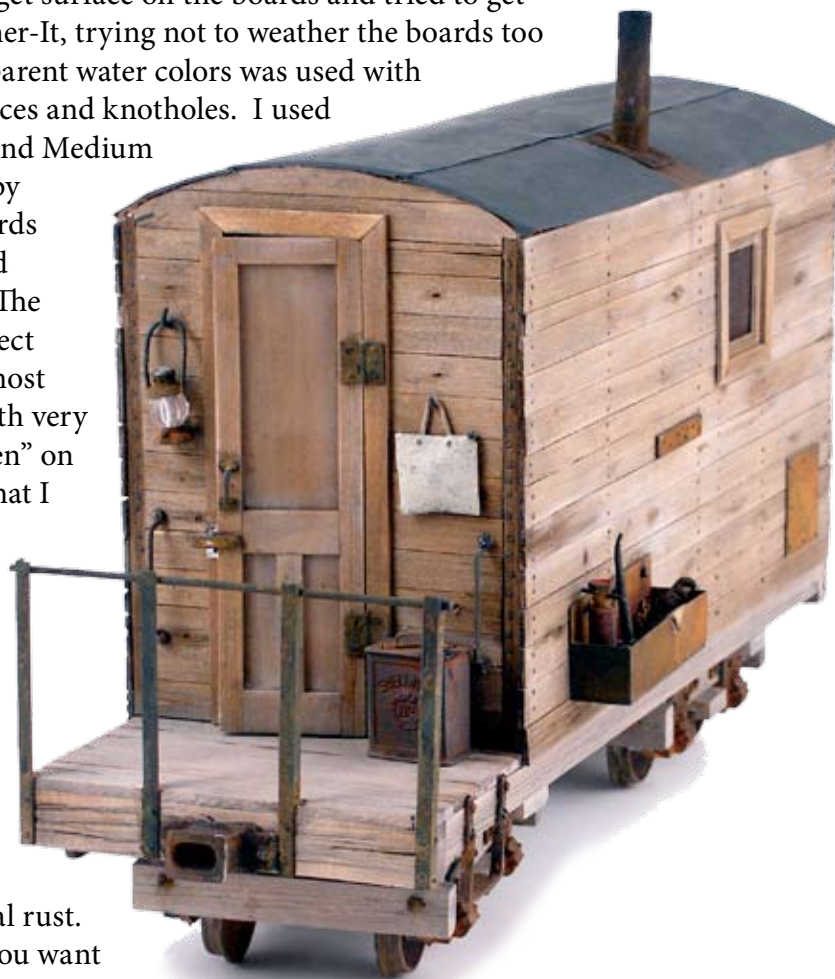
I soon found out that scratchbuilding in 7/8 is something very special as the potential of detail seemed more or less endless. The wood parts were no problem. I am lucky to have a carpenter close to Stockholm who could cut basswood for me in the right dimensions. I weathered the wood in usual manner. Scratched the wood with all kinds of sharp things to get surface on the boards and tried to get knotholes at some places. Then used Weather-It, trying not to weather the boards too dark. Dr PH Martins's syncromatic transparent water colors was used with added water to accent the the surface scratches and knotholes. I used Burnt Siena, Sepia, Reddish Brown, Light and Medium Grey. The sides and ends were built board by board. I wanted to put real nails in the boards and found a firm in Florida who could send me Model Shipways nails. Size .028x5/32. The logging trucks from Hartford was just perfect and Ozark had parts I could use. Usually most sides of cars are just plain sides of wood with very little details. I wanted something to "happen" on all sides. On the back I placed a cow skull that I found on a doll house Internet site.

One side got a large saw and on the other side I built a toolbox of styrene and filled it with tools and a dirty rag made of paper. Dipped in white glue and hanging over the side. Bragdon Weathering Powders was used to make the tools and rag rusty and dirty. If you blend the powders with a little water you can use it as paint. Instant Rust was used were I found it appropriate. It's in a way real rust. You paint a grey metal paint on the parts you want to rust, let it dry for 24 hours and the paint a liquid on it.

After 24 hour more you have a nice mottled rust on the part. Sometimes I use Bragdon's powders to darken or lighten up the rust, Their powder doesn't rub off. At the front with the door I placed a gas can I bought from a 7/8 friend in France. (The 7/8 fraternity has members all over the world and as most of us are scratch-builders there are always people who has made parts that are for sale)

I got some hinges from a friend in Canada and used them on the door. Wanted to leave the door a little bit open as somebody just had leaved and reworked the padlock from Ozark. The lamp was treated with Instant rust.

It took me one and a half month to get the car together. And I was really happy when I got the third place in Non-Revenue/Maintenance of Way at the 27th National Narrow Gauge Convention in Dearborn, Michigan.



All metal pieces and the chimney were treated with Instant Rust. Window screens are made of brass nets.



Close-up of lock and door.

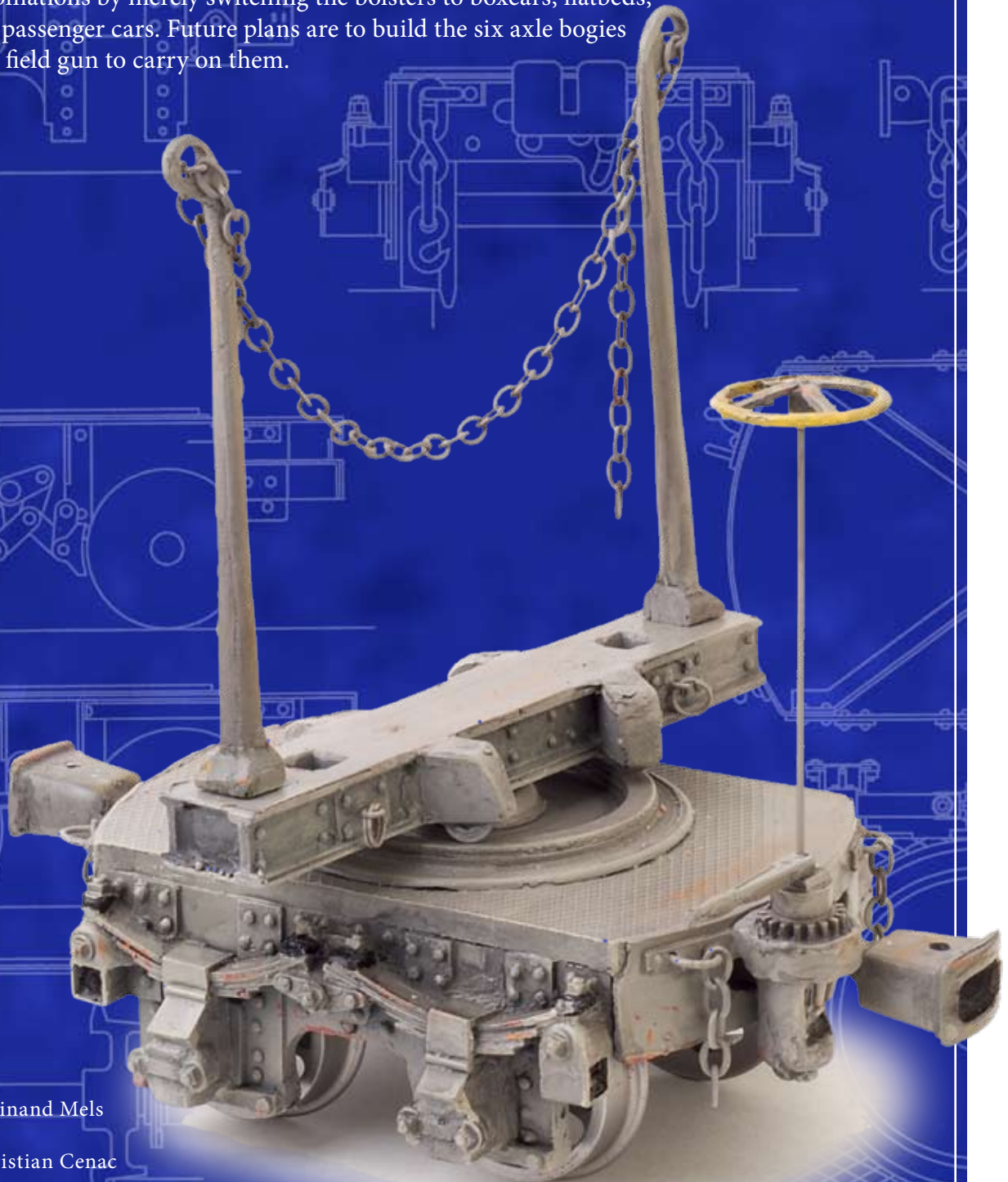
Railings are built of L-angled brass.

The cow skull made the back of the car interesting.



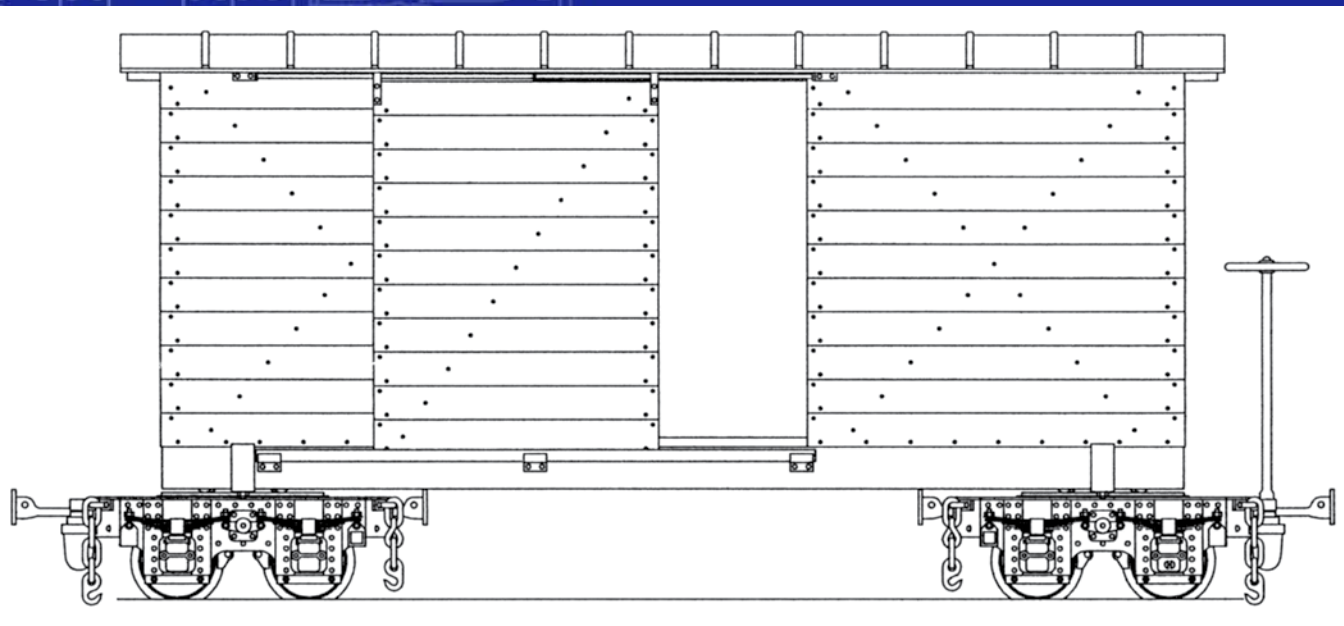
Narrow Gauge goes to War.... WW1 Pechot Bogies

The Pechot Bogies were developed to handle the tight curves and un-evenness of the front line rails. Each bogie was capable of carrying 5 tons on its own, and coupled together a maximum of 10 tons. The 7/8ths scale bogies were cast in resin using 10 separate silicone rubber molds. As in the full size bogies with the use of metal wheels the center of gravity is very low and they hold the rails very well. The pivoting bolsters also allow the use of very tight radius curves and will easily handle a two foot radius with the log bolsters shown on the right hand page. The swivelling bolsters also allowed the use of small turntables in the field rotating one bogie at a time. As a project these were a lot of fun to build and are even more exciting to run. The versatility of the bogie system is endless, allowing for fast switching of rollingstock combinations by merely switching the bolsters to boxcars, flatbeds, tankcars, or even passenger cars. Future plans are to build the six axle bogies and a large WW1 field gun to carry on them.



Photographs © Ferdinand Mels

Drawings © Dr. Christian Cenac



Above, Pechot Bogies with Boxcar

Photo Below: Pechot Bogies with log bolsters and empty showing spacer bar.



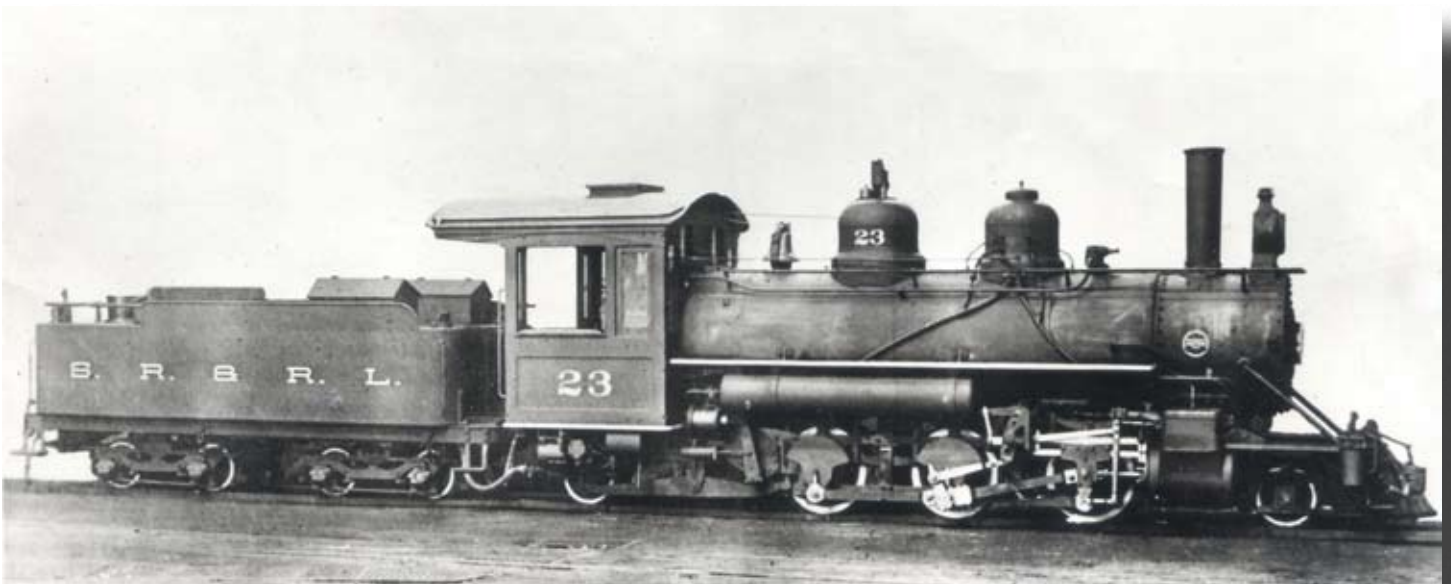
Know your Proto-type before you build.

So often I find the temptation to rush into a new and exciting project can get the better of us. I have found that the one common drive amongst 7/8th scale modelers is the passion to create an accurate miniature of the real thing. It is this quality that truly separates 7/8ths from the G scale fraternity. In a scale where one has to scratchbuild everything the time spent modelling can quickly transform from days to months and even years. So what exactly qualifies a model as a quality replica of our present or past reality? I can only speak for myself, and will try to share some of the steps taken in starting a new model.

- Proportional Accuracy - The finished model needs to resemble the prototype modeled. In my humble opinion an important character the model must have is proportional accuracy. This would include overall length, height, and width ratios. The wheel diameter, wheelbase, cab size, stack height etc.. need to be relatively close, although only those who truly know the real subject would see these variances. Plans are a great starting point to a model, as are photographs, and illustrations - paintings. Plans will provide you with all the essential information needed, and with highly detailed plans your skills as a model engineer become your only limitation. The only information that plans can't provide is the feel of the model.

- Atmosphere and Character - here is where the research hours spent pay off. The same locomotive sent to different railroads will take on a unique appearance in very short order. It is this information that plans do not convey. The environment that the prototype operated under (both mother nature & management), shapes its final appearance. As a result I often spend as much time researching as I do building. One of the projects I am fortunate to be apart of is in building the SR&RL #23 in 7/8ths. My objective which I hope to share with you in the future is to build both an accurate replica in both proportions and character. The proportions will be achieved by following the builders plans, making the appropriate adjustments for the time period modeled. The character is created in the models finish (weathering, finish, and props).

Well, where does one start? Books, books, and more books. There is a wealth of books and magazines on the market that contain drawings of rolling stock and buildings to varying levels of accuracy. Books will also have numerous pictures that will give you a feel of the subject. The internet is another priceless source of reference as are museums. As a start to the #23 engine I would like to share some of the original photographs I have acquired over the years as a source of reference.



SR&RL #23 Builders Photo



SR&RL #18 Hauling #23 to scrap August 10 1936 - Photo by Edgar T. Mead



#23 on the turntable in 1936 before scrapping.

Photographs of the Sandy River and Ranglely Lakes Railroad to create a feel as to how large the rolling stock is. Plans allow us to build a 3D canvas, photographs guide us in painting, and detailing the canvas.



SR&RL #22



SR&RL Caboose #551



SR&RL Parlour Car #9

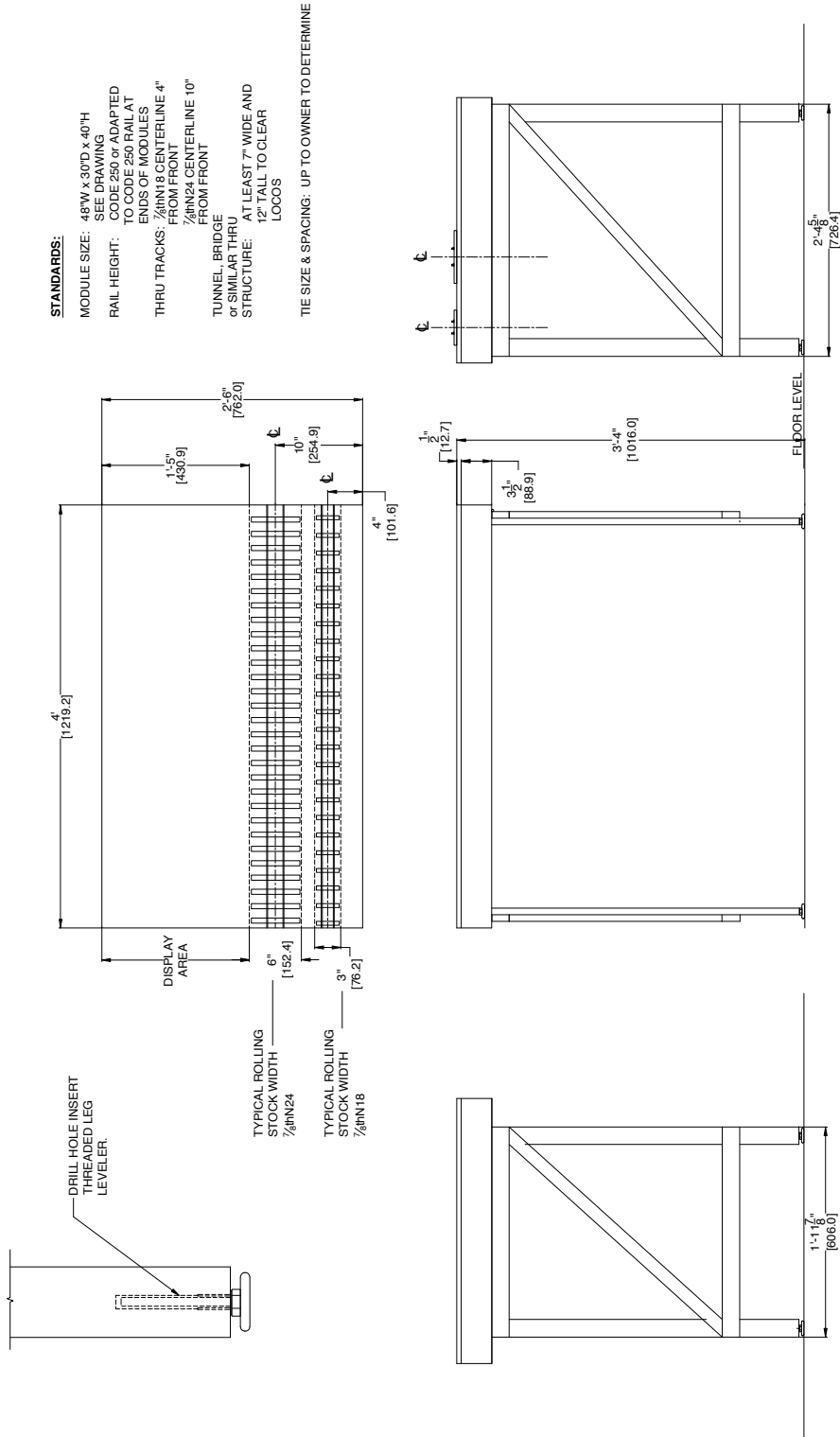


Interior of Parlour Car #9

7/8ths Module Standard

At the Portland 2007 Narrow gauge Show there will be a large 7/8ths module. Here are the module specs should you wish to be a part of the 7/8ths narrow fever.

7/8th SCALE DISPLAY MODULE



Industry Highlights & News :

New from Talisman 18" Curly Spoked Wheels

Shown in the photo is one set of 18" curly spoked wheels 45mm axles (two) £9.50 wheels (four) , and by the time you read this they will also be available in 32mm axles.

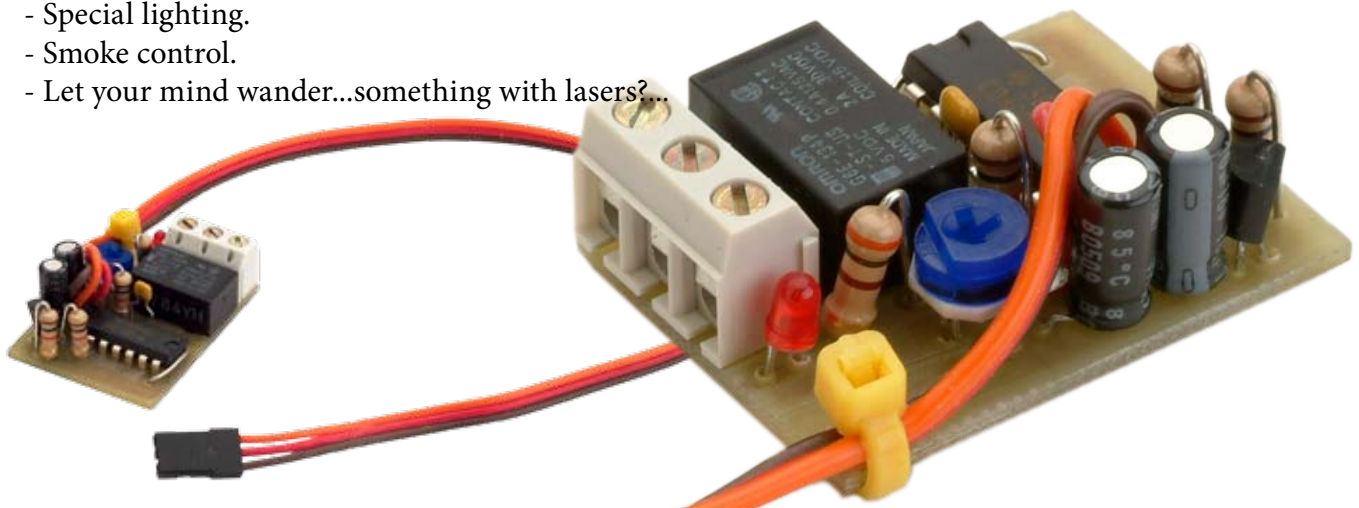


Electronic Servo Switch:

The ESS-220 will allow the model builder to remotely control auxiliary circuits within their model via their existing Radio Control (R/C) radio system. Without the need for a mechanical servo operating a mechanical switch, resulting in a smaller real estate requirement, accomplishing their switching goals much more reliably.

Control applications include:

- Sound modules.
- Pyrotechnics for varmint control.
- Special lighting.
- Smoke control.
- Let your mind wander...something with lasers?...



For more information, please visit our new web site at:
<http://www.home.earthlink.net/~n0lrf/CFFdesigns/cffdesigns.html>

Bringing the First Issue to a Close :

Thank You for taking the time to go through the Rusty Bolt and get this far into it. Well this brings our first issue to a close. I would like to thank all those that supported the premiere issue with all the wonderful articles, photos, and drawings. Now that the first issue has been finished we are very busily working on the winter 2006 Issue. Our current plan and objective is to have a quarterly e-zine that will be both free to download as a pdf file, and browse on the internet. Once a year we are planning to take the 4 issues and print the year as a book. These will be for sale and advertising space will be available for sale. Advertising costs will be calculated as we approach the final issue before being printed.

We are always looking for new and interesting material relating to 7/8ths scale modelling. If you would like to enter material please feel free to contact us : ferd@therustybolt.com. We will be more than happy to provide guidelines and tips on photography.

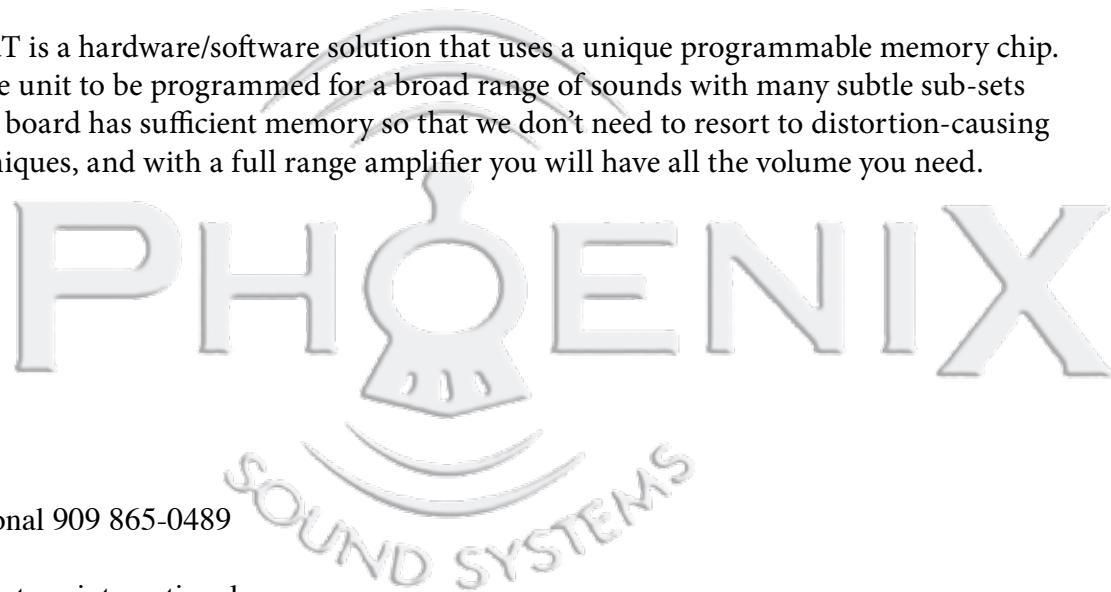
Once the annual book has been printed a percentage of the proceeds from the sale of the book will be divided amongst those who provided submissions that were used in the printed book. The percentage paid out will be determined before the final press date, and will be proportionate to the amount of material supplied in relation to the total amount of pages in the book.

Thank you once again to all those who have supported this idea and are helping make 7/8ths scale the best narrow gauge scale.

Sincerely Ferdinand Mels
Editor of The Rusty Bolt

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