



opening run on November 2.

We will be happy to provide additional information on both the NMRA activities as well as approaching public opening.

LAVAY SHELDON
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TRIALS OF TOM THUMB

Thank you very much for the Tom Thumb construction articles, but I have some areas of concern. The lack of erection drawings makes it very hard to know the relationship of parts. For an amateur, like myself, making parts without knowing how they fit together is a big risk. Second, some of the hole sizes don't seem right. For example holes I, J, K, and L are listed at 0.25 but the pedestals are taped 10-32. Why? My charts (3) all show the clearance drill for a 10-32 screw as no 11. Also there are some dimensions missing. I am reluctant to start work for fear of going wrong. I have no problem reading drawings by Kozo, H. J. Coventry, Gene Allen, or Laverne Langworthy, so I am sure my complaint has some merit. I hope that Bill Shields looks upon these comments as constructive because I am very grateful that he is writing the articles.

I have decided to try to build the new Tom Thumb, in spite of many doubts about how it all goes together. If I have to make parts over it isn't the end of the world. I will be using the castings from

John Kurdzionack as I have done business with him for several years, his castings are superb, and the service is excellent. I will keep you posted on the progress.

GEORGE WALDRON
Email submittal

MORE THAN A MATTER OF SIZE

Your timely comments on small scale railroading just happened to coincide with a photo taken recently at Golden Gate Live Steamers!

Golden Gate has always had small scale facilities ever since our start in a basement in Oakland, CA. Our first outdoor venue in Redwood Park was entirely devoted to small scale, elevated operations. Even after we moved to Tilden Park in the early '70's, an elevated track is still available, even though most of our operations are at ground level. Here we have little Dimitri Meyer learning to operate the family O.S. engine. Of course, dad and grandpa are there, directly supervising, but since this little engine can't pull the whole family, Dimitri gets the engineer's seat! Of course, the hard part is coal firing the engine, and that is left up to grandpa, John Meyer. John is still on the learning curve on getting the coal to light off!

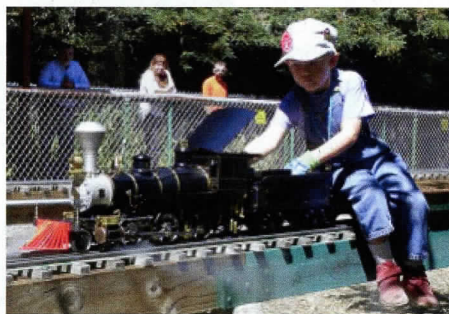


PHOTO BY JOHN MEYER

This is an excellent example of a good "entry point" into the live steam hobby. For those with a young family, limited time and financial resources,

small scale can be quite attractive. We have hosted a few small scale meets in the recent past and welcome any small scale enthusiast to visit our facility.

RICK ZOBELEIN
Membership - GGLS

IT'S ABOUT PORPOISE

I would like to offer a clarification to Jim Keith's excellent letter to the editor in last month's issue (Sept/Oct 2013). The term "porpoising" means rocking front to back like a porpoise or dolphin is sometimes seen to do – not side to side. That is a universal term and not specific to New Zealand.

Porpoising occurs when there is a weight imbalance between the drivers, and too much spring travel. If the weight of one driver is heavier than the other, the engine will rock on the heavier driver and bounce up and down on the other. John Heald's B-Class locomotive is very carefully balanced to within a few kgs for each driver. If you take the time to do this when setting up the engine, and set up the springs for no more than 1/8" of movement, you'll get a very smooth ride. Running the B-Class locomotive myself, I often forgot I was running an 0-4-0.

The "hunting" issue is a separate matter and is amplified by out-of-gauge track and worn drivers, or hitched to a riding dolly that has only one truck with the front of the dolly hanging on the locomotive (the stock setup for the Wendy). Moving to a proper tender or ride car helps eliminate the feedback loop. I never noticed any hunting on the 'B'. Since it has been requested, I will endeavor to produce a special article that details the spring rigging on the B-Class locomotive as an inspiration for rigging an 0-4-0 and similar locomotives.

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