

INTERNATIONAL DIRECTORY OF 3 ½" (89 mm) Gauge, North-American-Prototype Live Steam Locomotives

Part 10: 4-8-0 to 4-8-2

Issue 18-3,
10 December 2018

Please send all additions and corrections to:
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This register can only be sent out to parties who supply Yoder with an email address. But he will keep that address private if so desired.

We currently have **10** entries in this file, 526 total.

New entries are always desired. Simply answer these questions and send along with a photo to the above address.

4-8-0

480.free.VanBrocklin20

Date page created: 22 December 2015, last revised 30 September 2018

Plans or castings from: Van Brocklin, freelance

Lettering: Braggville Rockland Lines #20 as of 1991

Scale: 1:16

Owner: Chris Bourgois, Ayer MA. Member of Waushakum LS.

Contact: Pat Fahey of the Waushakum LS, "faheypat22(at)yahoo(dot)com" knows more

Builder: Bill Van Brocklin Jr. (1919-2000), Dover MA. He built approx. 41 locos – see roster from Pat Fahey, this is the 20th one.

Year completed: Built 1976-77

Year acquired by present owner: unknown

History, comments:

Untypical for Van Brocklin: Camelback and wheel arrangement. Pat Fahey reports that the loco was rebuilt with Southern valve gear when he owned it. That must have required technical acrobatics: connecting outside Southern gear to inclined cylinders.



Photo from the Waushakum track in 1991.



4-8-0

480.free.VanBrocklin22

Date page created: 27 July 2017

Plans or castings from: Van Brocklin, freelance

Lettering: D&SE #22 as of 1985

Scale: 1:16

Owner: unknown

Contact: Pat Fahey at "cprh1a(at)yahoo(dot)com" knows more.

Builder: Bill Van Brocklin Jr. (1919-2000), Dover MA. He built approx.. 41 locos – see roster from Pat Fahey, this is the 22nd one.

Year completed: Built 1981-82 as a 4-4-4, became a 4-8-0 in 1985

Year acquired by present owner: unknown

History, comments:

This loco has an unbelievable history; Completed according to Pat Fahey as a 4-4-2 in 1982, it nevertheless spent most of that year as a 4-4-4. It soon returned to being a 4-4-2, as Bill Van Brocklin did not like the 4-wheel trailing truck. In 1985 though, it morphed into a 4-8-0, with at least the original frame and wheels going to Atlantic #31. How does one fit a 4-4-2 boiler onto a 4-8-0 chassis? It doesn't look much like it, but I cannot imagine using such a boiler without lengthening the smokebox.

Waukashum club folklore reports that Van Brocklin used this loco when it was a roller-bearing equipped 4-4-4 to attempt to break the world record for steam. But on 22 Aug. 1982, Bill only attained a scale 124.7 mph. Which works out to 7.79 mph in real life. Couldn't he have gotten more mph out of one of his big-driven 4-4-2's like #10 or #14?

At least the present owner can claim to own the world's swiftest 4-8-0 (boiler)!



Pat Fahey photo of loco in its 4-4-4 configuration from 2 May 1982, three months before the "historic" run.

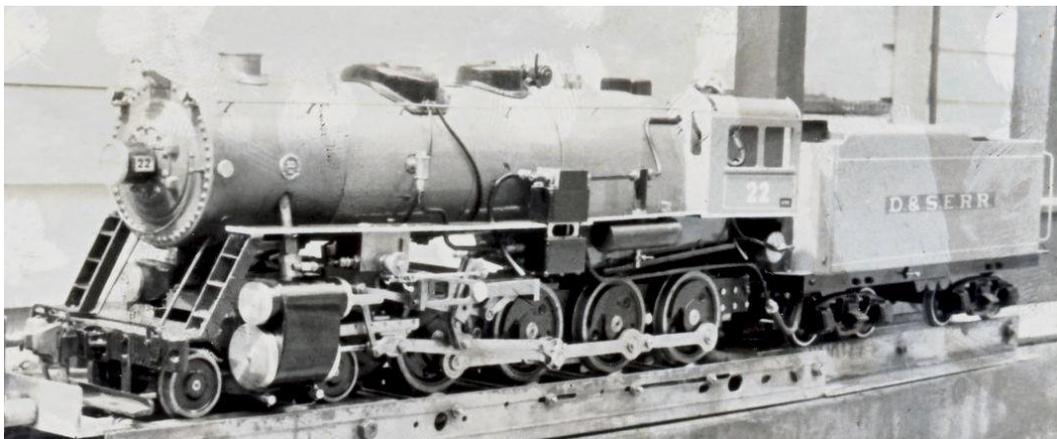


Photo as a 4-8-0, probably from 1985. Shot from the IBLS website.

4-8-0

480.SP.Brower

Date page created: 12 October 2016, last revised 27 May 2017
Plans or castings from: prototype Southern (or Central) Pacific "Mastodon"
Lettering: unclear
Scale: 1:16

Owner: unknown
Contact: Try the IBLS webpage.

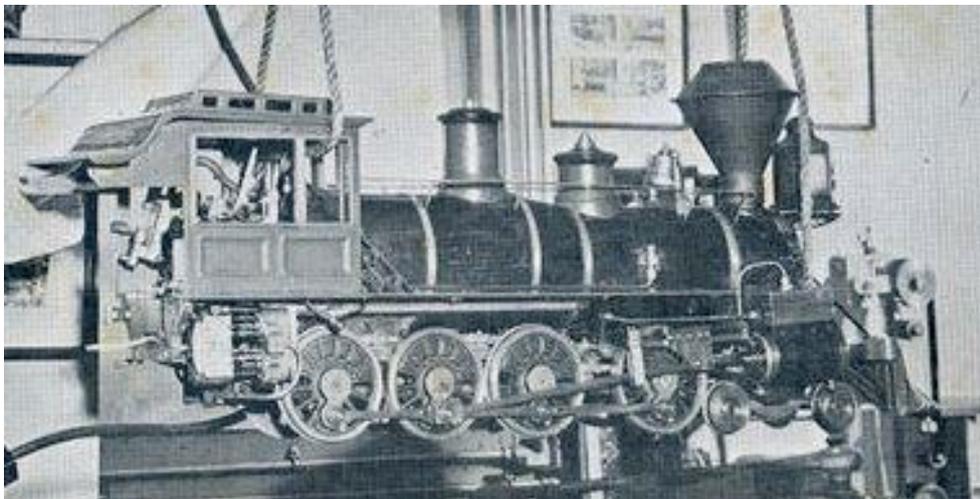
Builder: the late Bill Brower of Orinda CA and the Golden Gate LS
Year completed: approx. 1951
Year acquired by present owner: unknown

History, comments:

Excerpts of various notes from the IBLS webpage: "Another prolific builder of locomotives at GGLS in the 1950's was William Brower, a professor at the University of California in Berkeley. Bill would turn out approximately one new locomotive per year. He always said that the leftover material in his scrap box from building an engine was the "start" of yet another. He built the Lion-Titfield Thunderbolt; the Stourbridge Lion; Thatcher Perkins from the B&O; a Mastodon type too, and so many others. Most were in 3/4, 1-inch or 1 1/2-inch scale. Any Live Steamer who has seen Mr. Brower's shop can appreciate how this feat was accomplished. His shop is the most complete I've ever visited."

See also his 3/4" Grant 4-4-0 in this series of rosters.

This photo on the IBLS webpage was published in 1956.



4-8-2

482.CN6017.Dimond

Date entry created or revised: 01 October 2015

Plans or castings from: George Dimond

Lettering: Canadian National #6017

Scale: 1:16

Owner: Tim Jones of Syracuse NY

Contact: Pat Fahey at "cprh1a(at)yahoo(dot)com" should know more.

Builder: George M. Dimond (1920-2008) from Leominster MA and the Waushakum Live Steamers

Year completed: unknown

Year acquired by present owner: unknown

History, comments:

Given to a young Tim Jones by Diamond. Info from Pat Fahey.



4-8-2

482.free.Hildreth

Date entry created: 11 February 2017

Plans or castings from: Hildreth

Lettering: Boston & Maine #4101

Scale: 1:16

Owner: Robert Foster Jr. of the Waushakum LS

Contact: via Chaski Live Steam forum

Builder: the late George Hildreth

Year completed: approx. 1965

Year acquired by present owner: 2000's

History, comments:

Loco sold to Paul Jenve of the Waushakum club in 1975, then to Bob Foster Sr. in 1977, who later passed it on to his son. Pat Fahey reports the engine last ran in 2016 and is now in need of a new boiler. Photo from 8 July 2016.



4-8-2

482.free.Hughes

Date entry created or revised: 17 October 2015

Plans or castings from: freelance

Lettering: New York Central

Scale: 1:16

Owner: Steve Bratina, Cambridge ON

Contact: via Chaski Live Steam forum

Builder: Art Hughes ad his father, Brantford ON

Year completed: 1950

Year acquired by present owner: approx. 2008

History, comments:

Steve Bratina wrote on the Chaski Live Steam forum In Sept. 2009: "Here is the latest engine that I have rebuilt. Art said it has a two-axle trailing truck to begin with, but it was hard to dump ashes so he put a single axle truck on it instead. The engine was run at the TSME track in Toronto and other local tracks. Art was a founding member of the Coals Club in Brantford and ended up running it there in the final years that he owned it."

"I was going to use it as a basis for a CNR Mountain, but one day I went to visit Art and he talked so lovingly about the engine that I didn't have the heart to change it. I ended up using his old pictures to put it as close to the way it was in the 50's. The only change is that it has an alcohol burner in it."



4-8-2

482.free.Milburn

Date entry created or revised: 04 July 2016

Plans or castings from: essentially freelance Canadian National. They also had no #6059.

Lettering: Credit Valley Railway #6059

Scale: 1:16

Owner: "Mr. Bradbury"

Contact: try "Discover Live Steam"

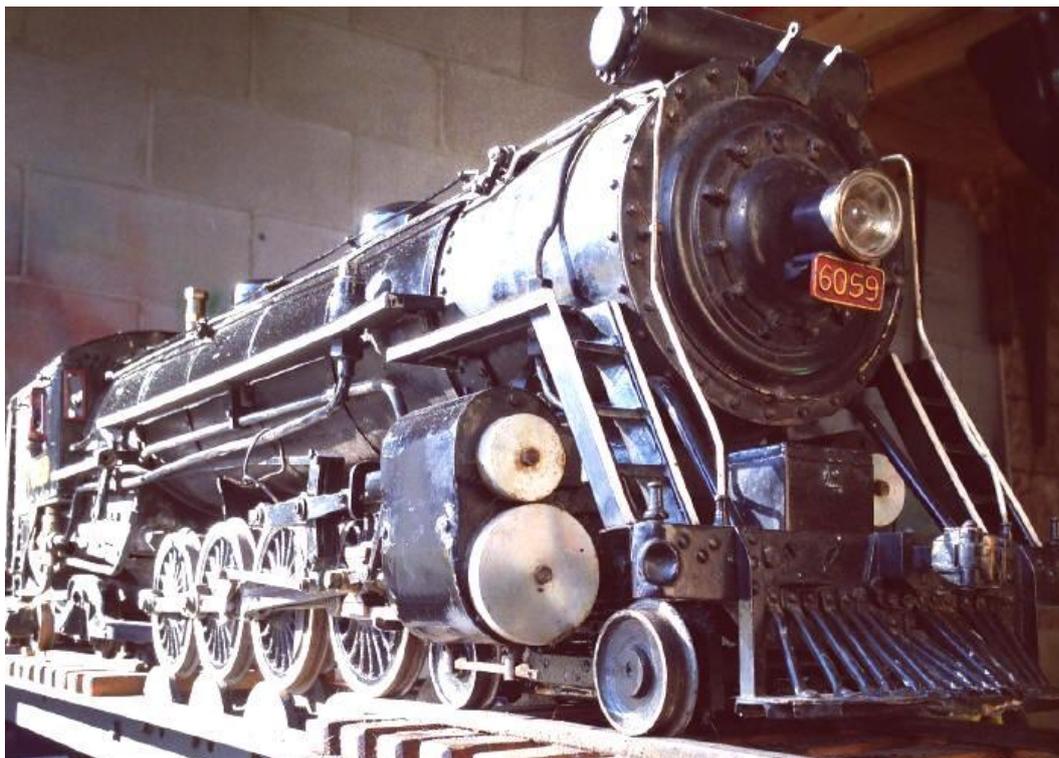
Builder: the late Al Milburn of Milford CT and the New England LS

Year completed: approx. 1946

Year acquired by present owner: approx. 2013. George Murray had owned the engine until the early 1960s.

History, comments:

Brandbury wrote on the Discover Live Steam website in Nov. 2014 that the loco had sat around for years until he revitalized it. It had also been rebuilt in the 1990s. Info and photo reprinted on the IBLs webpage.



4-8-2

482.free.Wood

Date entry created: 01 October 2015, last revised 11 October 2016

Plans or castings from: Jack Wood

Lettering: Canadian Pacific #5000

Scale: 1:16

Owner: Steve Bratina, Cambridge ON

Contact: via Chaski Live Steam forum

Builder: Jack Wood of Winnipeg for Harry Gerrie of Toronto. Harry died circa 1955.

Year completed: Built 1934-37

Year acquired by present owner: Steve Bratina purchased the loco in a disassembled state from Jack McJannett of Woodstock ON in 2006 and restored it to its original appearance. Ready for operation in 2009. Had been owned by the late Jack Lilbourne in 1963.

History, comments:

CPR did have two 4-8-2's, 2900-01. They were scrapped around 1945. They had vestibule, all-weather cabs and looked much like a heavy 1920's CP 4-6-2.



4-8-2

482.NYC2873.Bratina

Date entry created or revised: 04 October 2015

Plans or castings from: Steve Bratina

Lettering: New York Central Rexall #2873

Scale: 1:16

Owner: Steve Bratina, Cambridge ON

Contact: Chaski Live Steam forum

Builder: Steve Bratina of Montreal Live Steamers.

Year completed: 2015

History, comments:

This is the loco from the Rexall cross-country exhibition train of 1936, which visited every state except for Nevada. Google "Rexall" for a description of the train and this model. As with the Hudson, Steve initially began this project with the intention of modelling another loco, in this case NYC 2998. But he liked streamlining and already had experience with the shrouding on his Hudson 5344.

This photo reflects the state of the project in January 2015.



In October 2015, the tender was completed. But Steve stated at the same time that the lettering on the tender is a bit oversized.



4-8-2

482.SP4309.Fesco

Date entry created: 18 August 2015, last revised 1 October 2017

Plans or castings from: Jack Fesco, Southern Pacific MT-4

Lettering: Southern Pacific #4309

Scale: 1:16

Owner: unknown

Contact: Curtis Ferrington of Hillcrest Shops, Reedley CA, may know as much as anyone.

Builder: SP loco engineer Jack Fesco, a charter member of the Los Angeles LS. He lived approx. 1900-1980.

Year completed: approx. 1950

Year acquired by present owner: unknown

History, comments:

An article from the "North American Live Steamer" in the 1950s stated that the booster on the back truck of this loco was in actuality an axle pump dummied to look like a booster. According to Curtis Ferrington on "Chaski", Jack Sessums owned the loco in the 1980s. Both Sessums and Ron Mason had apparently owned this loco as well as Fesco's "movie star", 1" GS-4 4-8-4.

Fesco and his 4-8-2 are featured in Joseph Nelson's "So You Want to Build a Live Steam Locomotive", p. 45. Photo is from Facebook, 21 August 2017.

