

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

## **Part 13: 4-6-6-4 to 6-8-6**

Issue 24-01,  
05 January 2024

Please send all 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 **12** entries in this file, 693 total.

#### 4-6-6-4

4664.free.Bohn

Date entry created: 09 October 2015, last revised 20 June 2020

Drawings or castings from: Friends/Yankee Shops

Lettering: Union Pacific

Scale: 1:16

Owner: unknown, perhaps in Texas

Contact: The scanty info we have was taken from the Chaski Live Steam forum.

Builder: Fred Bohn of Bridgeport CT

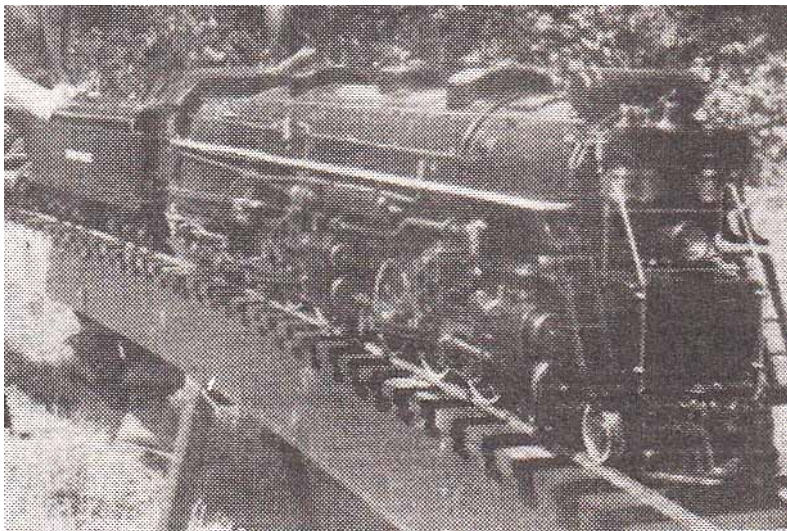
Year completed: approx. 1955

Year acquired by present owner: unknown, location also unknown. Loco may be in Texas.

Boehm had originally sold the loco to Carl Hoffmann, then to a museum in Huntsville AL.

History, comments:

The "Model Railroader" of May 1965, p. 30, includes a photo and lists the name as "Fred Boehm". That sounds more German than the name "Bohn" listed elsewhere. This shot taken at the Waushakum LS track, 1956.



Slide from 1957 offered for sale on eBay, May 2020. This shot replaces one that had been shown here from the PVLS in 1965.



4-6-6-4

4664.free.Friend

Date entry created or revised: 27 August 2015

Drawings or castings from: Lester Friend

Lettering: none in the 1940s

Scale: 1:16

Owner: unknown, but John Kurdzionak would like to find out

Contact: Friends Models webpage

Builder: Lester Friend, 1895-1962

Year completed: approx. 1948

Year acquired by present owner: unknown, location also unknown

History, comments:

As of 2015, John Kurdzionak, proprietor of Friends Model, would badly like to know where this loco is located in order to take measurements, etc. He reports that the loco was written up in "The Model Craftsman" during the 1940s. This shot was taken outside Yankee Shops at Danvers MA around 1949. It was still owned by Friend in the mid-1950s.



4-6-6-4

4664.free.Massie

Date entry created: 23 August 2015, last revised 11 December 2020

Drawings or castings from: Lester Friend. Looks somewhat like a 1936-style UP Challenger.

Lettering: none

Scale: 1:16

Owner: Ottawa's "Museum of Science & Technology"

Contact: Information from the IBLS webpage. The Ottawa museum would know the most.

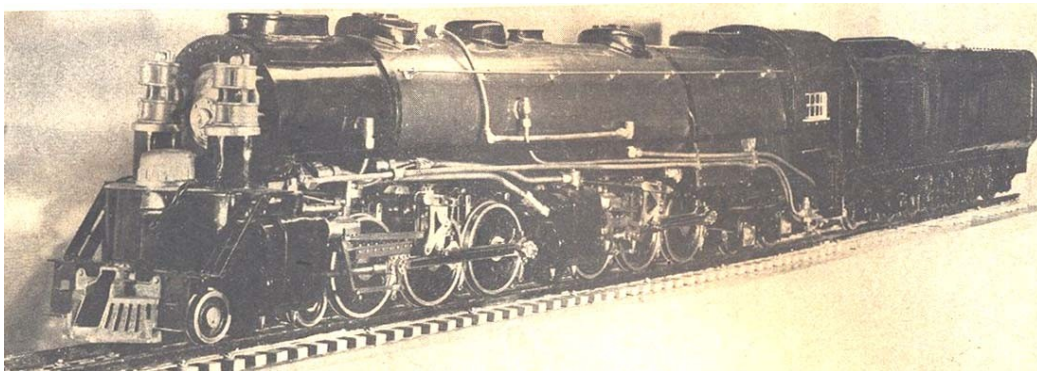
Builder: Douglas W. Massie of Montreal and the Montreal LS. He died in April 1955.

Year completed: approx. 1948

Year acquired by present owner: Unknown. Jim Leggett reported on the Chaski Forum site in Dec. 2012 that the loco is stored in a box at Ottawa's "Museum of Science & Technology".

History, comments:

Here's part of the caption on this old photo listed on the IBLS webpage: "Drawings and castings were supplied by Les Friend of Danvers MA. Engine and tender measure over 8 feet long." Note the Friends, NYC pilot.



4-6-6-4

4664.UP.Bassett

Date entry created: 17 November 2017, last revised 30 March 2018

Drawings or castings from: Al Duzey and Lester Friend

Lettering: none as of early 2018

Scale: 1:16

Owner: Peter Bassett of London region, UK

Contact: Peter's eMail is "pcbsvb(at)hotmail(dot)com"

Builder: The late Al Duzey of Clifton NJ made the patterns and some of the castings around 1970. Peter reports that Duzey made patterns for a cast frame and the Boxpok wheels. His widow sold the parts to a person named "LVRR2095" on Chaski, then later passed on to John Hudack, who apparently built the tender. A "Joerom" on Chaski got the chassis running; a copper boiler was built by Western Model Products in 1984.

Year completed: 2017

Year acquired by present owner: Peter obtained parts and boiler on US-eBay in 2014

History, comments:

Peter Bassett wrote the author on 26 Jan. 2018. Here are excerpts: "All the coupling rods, connecting rods and motion work have been made to exact scale size. I also incorporated fully-detailed and working compensated springing and suspension. The front truck parts were reproduced by fabrication and machining. It incorporates a lateral control mechanism with inclined planes and geared rollers that is replicated in-scale. The model has roller bearings on the driving axles and ball races on all the other axles and the valve gear has miniature ball races throughout."

"All the brake rigging has been made to scale and fitted with working air cylinders. Working swivel joints were made for the steam and exhaust pipes to the front cylinders following full-size practice. The only parts of the (original) locomotive retained are the frames, wheels, axles and trailing truck."

"The biggest disappointment was the boiler which is two inches too long in the firebox, so it intrudes into the cab. It is also ½ inch too high. However it is very solid and easily passed its hydraulic test, so it has been grudgingly pressed into service. Fortunately, the defects are not too offensive to the overall appearance."

"The loco is fired on paraffin (kerosene) and the controls are mostly remotely-operated by servos, with the exception of the regulator (throttle) and a manual fuel shut-off valve."

Its first public running was at the Harlington Locomotive Society west of London in Oct. 2017. For this run see: [www.youtube.com/watch?v=R67ILGik97A](http://www.youtube.com/watch?v=R67ILGik97A).

Photo is from a model engineering exhibition in early 2018.





4-6-6-4

4664.UP3977.Strom

Date page created: 10 December 2020

Plans or castings from: UP Challenger

Lettering: Union Pacific #3977

Scale: 1:16

Owner: Lake Superior Railroad Museum at Duluth MN

Contact: The firm founded by Don Strom is at: "stromminnesota.com".

Builder: the late Don Strom of the St. Croix RR club and Cottage Grove MN

Year completed: built 1954-60

Year acquired by present owner: unknown

History, comments:

Donald A. Strom (1930-2019) built at least three big, modern locomotives. All three appear on one photo in the "Modeltec" issue of Jan. 1989. Apparently all are now at the Lake Superior Railroad Museum in Duluth. Nothing on its website, but the museum does sell a book on its collection. If I've deciphered the text behind the Modeltec photo correctly, then they were built as follows: the UP 4-6-6-4 in 1954-60, the NKP 2-8-4 in 1962-67, and the C&O 2-6-6-6 in 1968-75.

This photo from Facebook, supplied by Wayne Davis, was published on Facebook on 30 Oct. 2020. It was taken in the museum at Duluth; looks like Strom's 2-6-6-6 right behind it.



4-6-6-4

4664.UP3978.unknown

Date page created: 10 December 2020, last revised 02 January 2024

Plans or castings from: UP Challenger castings from the late Al Duzey of NJ

Lettering: Union Pacific #3978

Scale: 1:16

Owner: unknown, in the UK

Contact: "Station Road Steam" might help: "[www.stationroadsteam.com](http://www.stationroadsteam.com)"

Builder: unpublished

Year completed: 2016

Year acquired by present owner: October 2020

History, comments:

Loco recently sold by "Station Road Steam"; photo and info is from their website. The loco has "fully working compensated springing and suspension; front truck lateral control by geared roller and inclined planes and all driving axles running on roller bearings". Servos and electronics are playing a big role, so the loco could be said to still be in an experimental stage.

Boiler is kerosene-fired. According to Station Road, the Al Duzey castings were destroyed "over 40 years ago".



**4-8-8-4**

4884.UP4000.Young

Date entry created: 21 December 2019

Drawings or castings from: prototype is of course the UP Big Boy

Lettering: Union Pacific #4000

Scale: 1:16

Owners: unknown, in New York state

Contact: Bob Nawa of IL hopes others can deliver current info on this loco.

His address: "bobsmodels1(at)gmail(dot)com".

Builder: the late Ted Young of East Peoria IL

Year completed: approx. 1950

Year acquired by present owner: approx. 2000

History, comments:

Bob Nawa wrote the author on 23 Sept. 2019: The photo is from the "Northern Illinois Steam Power Club grounds, where in the early 1980's there was 3 1/2" track temporarily installed along a fence and the engine run back and forth. Ted Young . . . built a 3/4"- scale Northern, which may have been sold to the same person who purchased the Big Boy. The Big Boy was not a shelf engine and ran a number of tracks in the Mid-West."





4-8-8-4

4884.UP4014.Kundt

Date entry created: 23 October 2015, last revised 20 December 2021

Drawings or castings from: The only castings are cylinders from Ted McJannet's Miniature Power Products "Coventry Pacific" in Canada with wheels from Martin Evans' "Columbia". Drawings are from "Live Steam" magazine and UP Historical Society, among others.

Lettering: Union Pacific #4004, but may become #4014

Scale: 1:16

Owners: Richard Trounce (majority owner) and Don Carr, both from Toronto

Contact: Richard's address is: richtt(at)sympatico(dot)ca

Builder: Begun by Gerhardt Kundt (died 2005) of Sarnia ON

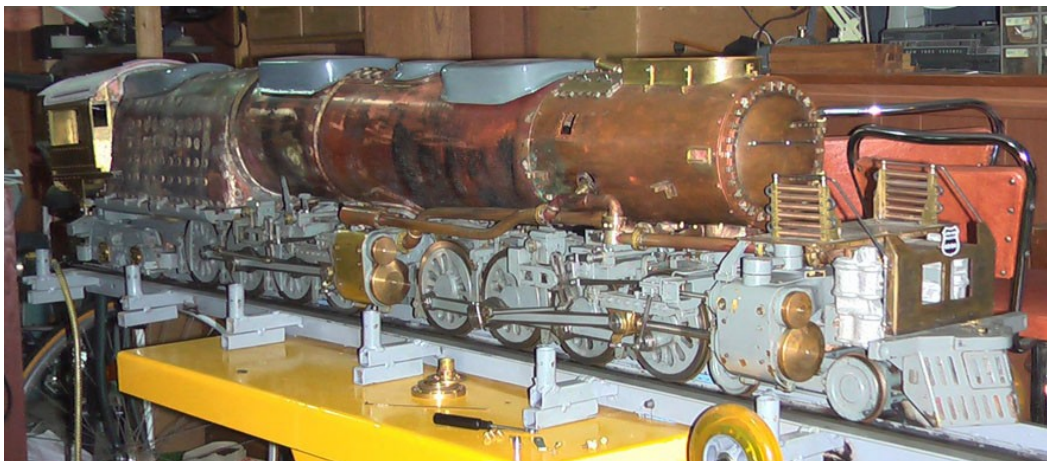
Year completed: Kundt worked on the loco 1996-2004, still incomplete

Year acquired by present owners: Sept. 2005

History, comments:

Richard confirmed in Dec. 2021, that he is still working on the loco and that the Chaski thread is active. He had written in Oct. 2015: "There is a complete thread on this locomotive (running since 2006) in Chaski under 'Union Pacific Big Boy in 3/4" scale'. I have done most of the recent work, but most of the changes don't show. For a full description, see the thread on Chaski. The Big Boy will be superheated with 4 stainless superheaters that extend to the back of the firebox. It will also have automatic boiler pressure control with boiler pressure modulating the two-part propane control valve that feeds the burners. I have built the burners and they work, but I still have to make the control valve."

"I have made the shield with the numbers 4004, but I am seriously considering making a new one with the number 4014 to match the Big Boy that is being restored. The shield is cut using a 0.030" dia. cutter with CNC." "The level of detail is amazing when you consider this was only Kundt's second locomotive."



4-8-8-4

4884.UP4025.Knight

Date entry created: 25 October 2015, last revised 27 May 2020

Drawings or castings from: probably some castings from Friends/Yankee Shops

Lettering: Union Pacific #4025

Scale: 1:16

Owner: Russ Page of Haverhill MA and the Waushakum LS

Contact: Contact: Pat Fahey at "faheypat22(at)yahoo(dot)com" will know more.

Builder: The late Lindy Knight of Saco ME

Year completed: approx. 1975

Year acquired by present owner: unknown

History, comments:

Chaski forum has a complete thread on this engine, written 2011-13. Apparently, Knight only had this loco twice off his property. It ran for ex. at Boxford MA in May 1976, the North East Live Steamers webpage has the photo. A 25-year hibernation followed.

The new owner had the loco shipped to Montreal Live Steamers for repairs around 2010. Keith Wood and Jim Leggett worked on it extensively, steaming it in 2012 and 2013. The work included new bushings and bearings on all motion and throttle modifications. Apparently now running on propane. Has Baker valve gear – though Walschaerts would be prototypical.

Video on Youtube during trials in Montreal. Bottom photo by Jim Leggett taken on the occasion of its first run after repairs in Montreal, 4 Nov. 2012.



4-8-8-4

4884.UP.Buckley

Date entry created: 23 August 2015

Drawings or castings from: unknown. The model is obviously a Big Boy.

Lettering: none

Scale: 1:16

Owner: unlisted, in UK

Contact: Steve Buckley, the son of the builder, reported on this loco on the Chaski forum in Nov. 2012. See the thread on Lindy Knight's 4-8-8-4.

Builder: Geoff Buckley (1940-2008) from Wigan, Lancashire/UK

Year completed: Built 1980-2004. Still not entirely complete.

Year acquired by present owner: approx. 2010, located in UK

History, comments:

Steve Buckley reports that his father had set the engine up as an oil burner with driving controls at the rear of the tender – because of the tender's length. The new owner though is planning to revert to coal.



4-8-8-4

4884.UP.Jones

Date entry created: 02 January 2024

Drawings or castings from: unknown

Lettering: none

Scale: 1:16

Owner: unlisted, in UK

Contact: "Station Road Steam" in the UK will know more. They have a webpage.

Builder: a late Mr. Jones from Cheltenham/UK

Year completed: Built 1947-82. Still not entirely complete.

Year acquired by present owner: Aug. 2023 from the UK's "Station Road Steam"

History, comments:

Station Road Steam reported on its website that the loco was sold to a second party in 2012, but was not worked on.





## 6-8-6

686.PRR6200.Balmer

Date page created: 26 May 2020, last revised 04 January 2024

Drawings or castings from: PRR Turbine, castings mostly from Balmer

Lettering: Pennsylvania #6200

Scale: 1:16

Owner: Chuck Balmer of Urbana OH, member of "Cincinnati Cinder Sniffers"

Contact: Son Jim is on Facebook.

Builder: Chuck Balmer of Balmer Locomotive Works. This is Chuck's fifth steamer (beside diesels) and he has bought at least four more. All are 1:16.

Year completed: built 2017-22

History, comments:

The US ¾" Facebook page brought shots of the completed loco on 2 June 2022! Jim Balmer reported that it had not yet run around their track because of suspension issues, but that must have occurred by now. I'm very curious to know how well the turbines are working – I assume there is a second working one for reverse. The prototype had had major problems getting under way, with boiler pressure dropping dramatically.

The finished loco was featured in the May/June 2023 issue of "Live Steam".

"Wikipedia" has some dates on the prototype: First run was 26 March 1945, last one was 11 June 1949. Scrapped 29 May 1952.

