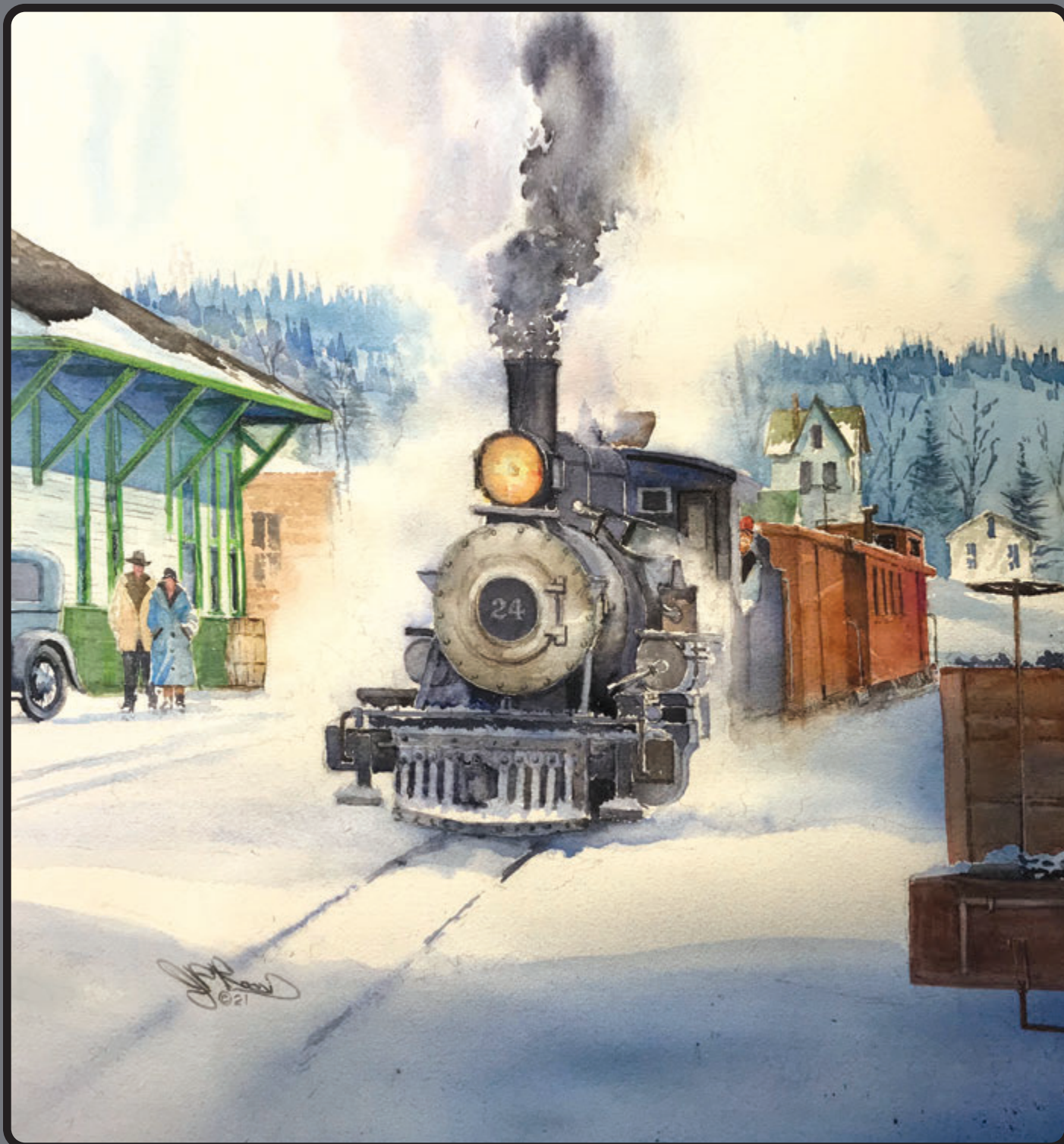


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# NARROW GAUGE AND SHORT LINE GAZETTE

NOVEMBER/DECEMBER 2021

VOLUME 47, NUMBER 5



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## COVER

In this Jan Rons watercolor, local citizens look on as Sandy River & Rangeley Lakes #24 switches cars in the Phillips, Maine, yard. Although Jan has retired, he does accept occasional commissions. His address is 160 Maple Leaf Lane, Prescott, Arizona 86303.



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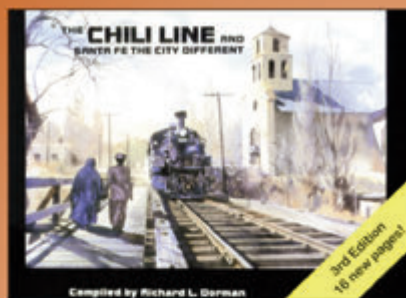
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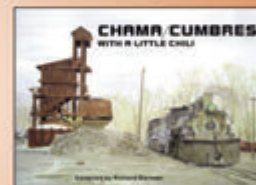
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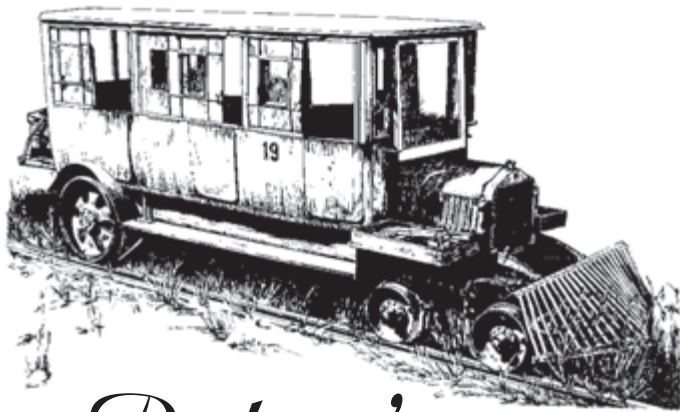
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## A FUN TIME

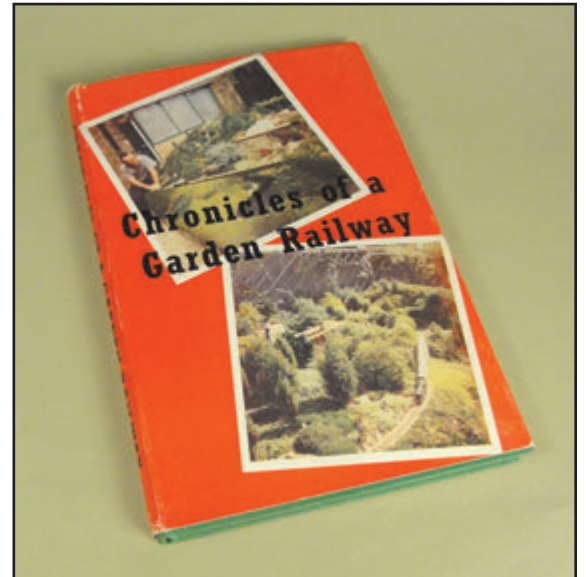
Preparing Woodie Greene's article on page 30 describing his 1:35 scale 2-foot gauge railroad brought back memories. When I was publishing *FINELINES*, I corresponded with a British model railroader named W.A.D. (Bill) Strickland.

Bill had built an OO gauge, 4mm scale, 16.5mm gauge garden railroad that I admired, as a father and son project. In 1968, he wrote a book about their railway titled *Chronicles of a Garden Railway*. It's a wonderful little book filled with ideas and techniques for small scale garden lines. I was curious to see if the book was still available, Googled the title and was amazed to see copies for sale on Amazon for \$75.14, and two other sites for \$44.91 and \$48.00.

# Robert's Ramblings



Above: Bill's garden shed. It also served as a workshop and had a double level yard.



Above: *Chronicles of a Garden Railway* is still available and worth reading.

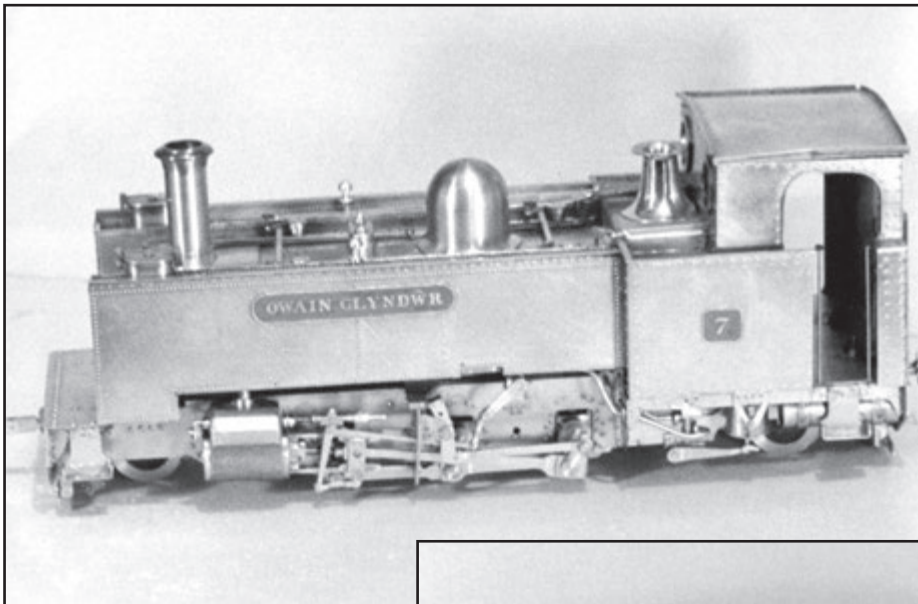
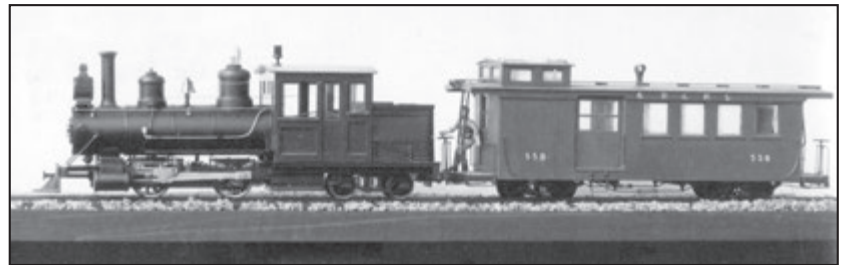
Right: A 1:35 scale passenger train crossing one of Bill's trestles. The cars are all Plexiglas.





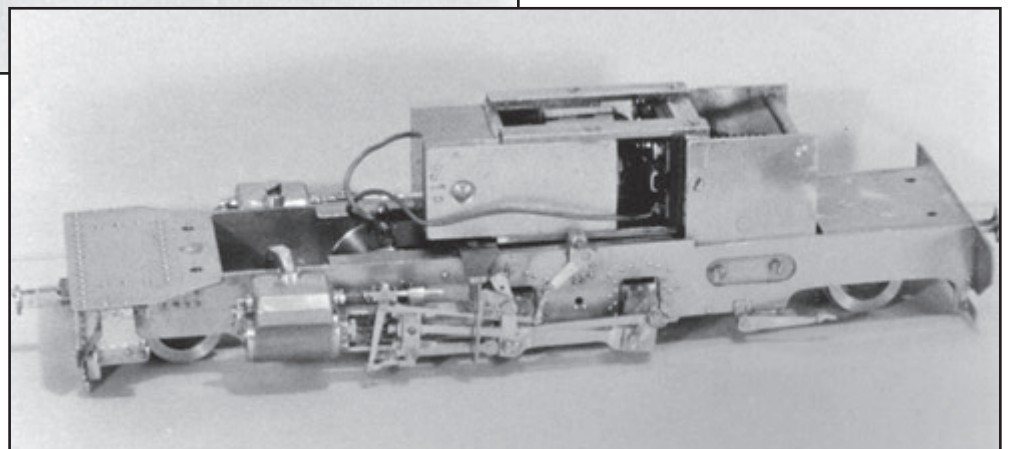
*Left:* Bill has a bunch of white metal Franklin & Megantic log cars. He gave me parts for several log cars.

*Below:* One of Bill's Maine 2-footers with a caboose.



*Left:* Bill also built British prototype models. Here is one of them. You can see the fine modeling.

*Below:* The mechanism of Bill's British locomotive.



After Bill's son left the nest, Bill changed his railroad from standard gauge to 2-foot gauge by dividing 16.5 by 2 and modeling in 8.25mm scale, near 1:35 scale. He wanted to model 2-foot equipment from around the world including the Maine 2-footers.

Bill eventually built some 8 or 10 electric drive locomotives and a bunch of cars. He used plexiglass for the cars and heat formed the parts. They were beautiful models.

When Irene and I attended the 1971 NMRA Convention in London, we visited Bill and his wife in Brentford, a nearby suburb, and Bill stored my contest models while Irene and I toured England and Wales. Yes, we did ride the great little trains of Wales.

Several years later we went back to England. Bill and his wife had retired to Brighton where he had built a garden line in several raised brick planter boxes. After tea we visited his new layout and I photographed it. Bill wrote an article about this layout in the July/August 1982 *GAZETTE*. Sometime later, Bill passed away. I wonder what became of his models?

I dug back into my files and found some photos of Bill's layout, locomotives, and cars. Sorting through them brought back memories of our wonderful trips to England.

## Bob Brown

### Last Run...

✦ **Dale Fleming** passed away August 8, 2020: he was 81. Dale was an accomplished railroad artist and among other things, was a fan of the Denver, South Park & Pacific. One of my prized Fleming paintings is of a Mason Bogie in South Park he completed many years ago. I believe he did the header on Charlie Getz's Narrow Gauge Scene. He did an article in the November/December 1978 *GAZETTE* on his HOn3 layout where Bob Brown commented that Dale had left a large section of it empty of track. He also drew a plan for the Chicago Creek ore tipple in the July/August 1990 issue. He was my friend and will be missed. *Andrew D. Sunderland.*



## 41<sup>st</sup> National Narrow Gauge Convention, Hickory, North Carolina

by **Bob Brown**

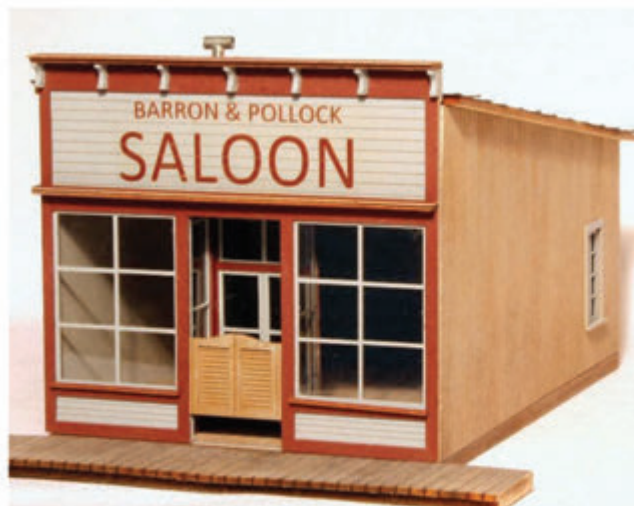
It has been my custom to comment on the recently held Narrow Gauge Convention and present the contest winners in each November/December *GAZETTE*. Unfortunately, Charlie and I were not able to attend the convention in Hickory. This was the first one I missed. From what I have heard, it was a success with some 800 attendees. Johnny Graybeal and his committee are to be congratulated for their courage and success in such unsettled times.

I will be able to present the contest winners thanks to Contest Chairman, Curtis Brookshire. You can see the winners on page 82.

I also understand that future conventions will be held as follows:

- 2022 Tacoma, Washington
- 2023 Denver, Colorado
- 2024 Pittsburgh, Pennsylvania
- 2025 St. Louis, Missouri
- 2026 no bid

Again, thanks and congratulations to Johnny and his crew for organizing the 41<sup>st</sup> National Narrow Gauge Convention.



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# The Pigeon Hole

Dear Bob,

I was impressed by Bob Hayden's review of the HOn30 Forney from Toma Model Works in the July/August GAZETTE and decided to get one. I clicked "purchase" on a Sunday afternoon — already Monday in Japan — and my kit arrived at my door on Friday of that same week. Looking at the need for a weight in the boiler, I went to the fishin' aisle of a local store and found some lead weights shaped like little zeppelins. The ½ oz. size had a maximum diameter that would just fit, and were only about \$0.60 each. I sectioned out a couple pieces of the central, larger diameter and fit them together to form the weight. Note: if a motorized cutting edge is used, that lead heats up really fast. I found the old basic hacksaw to be better, and one can tap them on an anvil a bit to form the flat edge across the bottom of the boiler. This should be an interesting winter project.

Sincerely,  
Bill Althoff,  
Via email



**Editor's Note:** Letters chosen for publication in "The Pigeon Hole" may be edited for length and clarity.

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WILD WEST SCALE MODEL BUILDERS

Dear Bob,

The Cumbres and Toltec Scenic RR calls it "The Victorian Iron Horse Roundup." NO, it's an extravaganza! They brought the Eureka 4-4-0 and Glenbrook 2-6-0 from the Nevada State RR Museum, the Denver & Rio Grande Western 2-8-0 #315 from the Durango Railroad Historical Society and combined them with their own D&RGW 4-6-0 #168. Number 318 was relettered to #425 in the proper gold lettering to match #168's era.

By the fifth day of celebration, the C&TS had double headed Eureka and Glenbrook, or #168 and #425 to pull the heritage train on turns to Big Horn and Osier. Those rough backwoods roads were festooned with chasers! There were freights! There were demonstrations in Chama! There was even an overnight passenger train from Antonito to Chama!

There was an open house when the public was invited to see displays and demonstrations. Pile Driver OB sank a shaft of wood a few feet into the ground ... then smashed a watermelon placed on the pile to smithereens.

"Only" four more days to celebrate, stand in awe, or, usually, both.

Sincerely,  
Bill Jolitz  
Via email



Dear Bob,

I thought readers might be interested in the completed, scratchbuilt, HO scale, Mina depot mentioned in my January/February 2020 GAZETTE article where I only showed a cardboard mockup. Thanks for all the inspiration over the years.

Sincerely,  
Steve Bradley,  
Via email

Dear Bob,

I'd like to express my gratitude to Craig Symington, MMR, for his three articles on upgrading HOn3 Lambert Geese in the May/June 2021, May/June 2016 and July/August 2016 *GAZETTE*s. I happened to have two #2 motors in my box of "what to do with" stuff and knowing that friend and *GAZETTE* author, Steve Harris, had a #4 that was basically scenery in his West Durango goose barn, I decided to upgrade them all. Following Craig's guidance, I installed LED lights, and replaced the noisy gear drives with rubber belt drives. The old Geese now run smoothly and silently.

Thanks Craig.

Sincerely,

Michael Pulling  
Via email



Dear Bob,

First, let me thank you for all the years of the best model railroad magazine, the *GAZETTE*. I thought readers might be interested in this White Pass & Yukon photo taken in the 1950s in Whitehorse, when mining in the area was busy.

Sincerely,

Bill Curry  
Federal Way, WA



Dear Bob,

As a new board member of the Narrow Gauge Preservation Foundation, I thought it appropriate to preserve an older kit. The On3 RGS #0404 shown here, started out 50 years ago as a Darr Scale Models D&RGW wood craftsman kit which is dimensionally close fit. I built a new cupola and added San Juan Car end rails, and evolution couplers. The tar paper is silk span and brass Wiseman trucks were used for electrical pickup. Light weathering was done with chalks. The working marker lamps are on the wrong end, but are based on photos on page 177 in Dorman's book *The Rio Grande Southern*.

Sincerely,

Robert Staat, PhD  
Via email



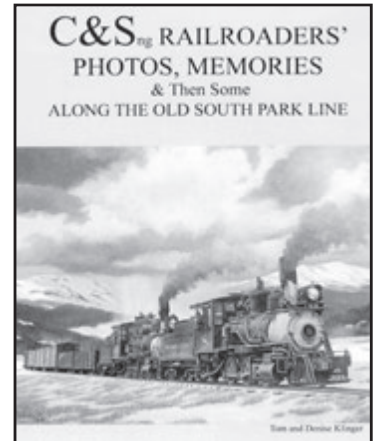
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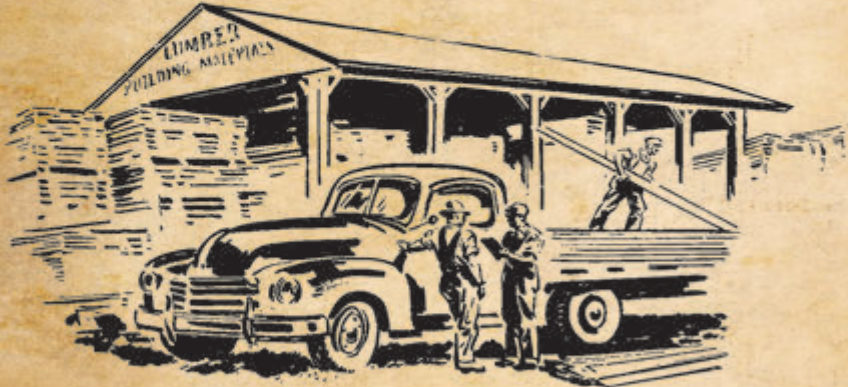
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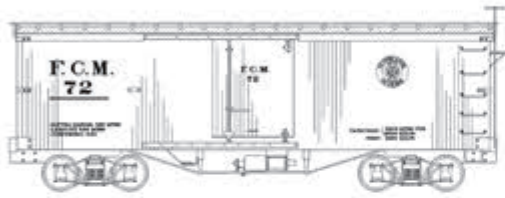
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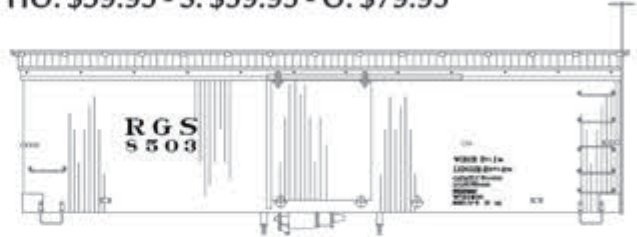
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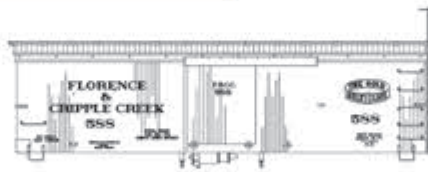
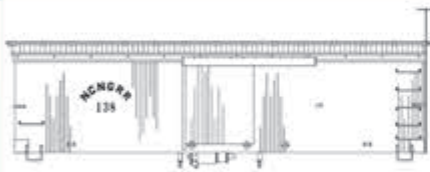


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# New in Review

**Inter-Action Hobbies**, P.O. Box 1021, Chase, British Columbia, VOE 1M0, Canada. 1-888-850-1742, [www.interactionhobbies.com](http://www.interactionhobbies.com) has an O scale kit for the Keeger's Garage & Repair for \$72.95. This building is also available in HO scale (see Charlie Getz's review in January/February 2021 *GAZETTE*.) The building is based on a prototype photo of a confectionery store that was converted into a garage. It has a main building with a garage annex and a storeroom. The kit is not a difficult build. The instructions are excellent and consist of 20 double sided 8½ x 11-inch pages printed with photos and sketches. Along with painting and gluing suggestions there is a page of color photos that I pinned above my workbench for easy reference, and a page showing the parts on their frets. There are also two pages showing where to put reinforcing strips on the inside of the inner wall, but these locations were also laser cut into the backs of the inner walls. The kit has laser-cut wood inner walls that you cover

with laser-cut clapboard siding. Make sure the window openings align perfectly. The windows are laser-cut laser board. Some have wood sills. Laser-cut acetate is provided. I found fitting the windows into their openings took care. I bought a bottle of canopy glue to glue in the acetate. I made my garage door in the open position so I can add either an automobile or detailed interior later.

The kit also includes an LED lighting strip, 3D chimney, plastic smokestack, and printed interior details consisting of a wall, and two window displays. There are three awnings. One blank, one with confectionery lettered on it, and one lettered Garage & Repair Shop. You have to glue the colored stripes onto each awning.

This is Inter-Action Hobbies second O scale building. The first was their tool shed also reviewed in the January/February 2021 issue. I hope they bring out more. I really enjoyed assembling this garage and look forward to more kits from Inter-Action. *Bob Brown.*



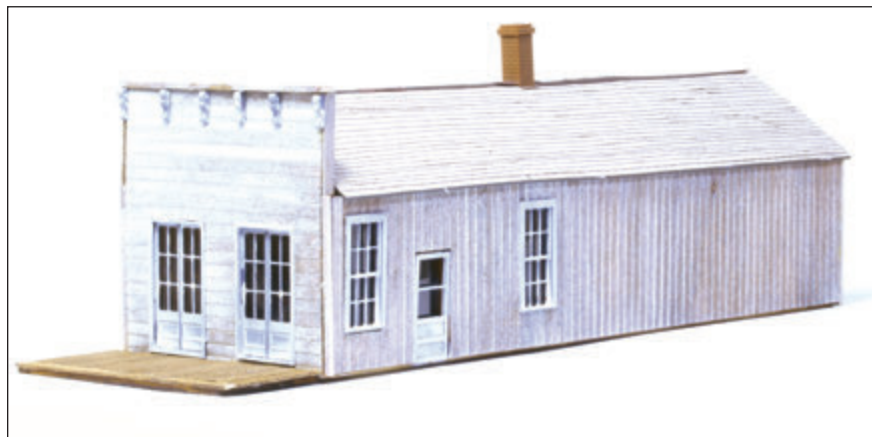


**Bollinger Edgerly Scale Trains,** 375 Bean Hill Road, Belmont, NH 03220, 602/267-1818, [www.best-trains.com](http://www.best-trains.com). Bodie, California (see page 68) was built up to support gold mining on the eastern slope of the Sierras, the town in its heyday had roughly a thousand structures and a population of upwards of 7000 persons. The Standard Mill was the central industry that processed ore from several surrounding mines, while the town provided businesses and housing.

Neil Pfafman's ongoing series of drawings in the *GAZETTE* has documented many of the structures in Bodie with drawings and descriptive text. Based on these drawings, Brian Bollinger of Bollinger Edgerly Scale Trains has produced several of these buildings easily assembled HO scale laser cut kits.

The Post Office sells for \$54.95 and represents Bodie's original post office. Milled basswood sheet side and rear walls represent the commonly used board and batten siding that clad many balloon framed timber structures. The basswood false front represents a fancier tongue and groove style cladding. Both injection molded and laser-cut laser board windows and doors along with clear glazing are used to fill the precision cut window and door openings. The card stock roof caps the model and is covered with peel-and-stick strips of laser-cut shingles. A paintable strip of copper peel-and-stick completes the ridge course on the roof. The finishing touch is provided by a 3D printed brick chimney. Strip wood is provided for the corner posts and trim with a sprue of plastic corbels adds a bit of interest to an otherwise austere front façade.

I pre-stained the wood and card parts prior to assembly, first with a medium wood stain which was followed by a white pickling stain. This combination mimics failing and chalking linseed-based paint of the type common at the turn of the twentieth century. A board walk consist-



ing of individually cut basswood strips glued to a sheet of basswood and attached to the building's front completed the kit. While no lettering or signage is included with this kit, you could easily provide your own signs.

The Shooting Gallery kit sells for \$79.95 and was not used for the practice of firearms and marksmanship; it was only one of the 65 drinking and gaming establishments that graced the mile long main street of Bodie. In 1877 it was constructed as the lobby of the Standard Hotel. While it is not clear what happened to the hotel itself, by the 1890s the building was repurposed as a saloon and gaming house. In this capacity it served until destroyed by fire around 1930.

The model uses similar materials and techniques for its construction as the Post Office kit. However, a large two-color decal is included to decorate the building's front façade. To provide a suitable surface for decaling, I sealed the front walls with sanding sealer, then primed and painted them white. A coat of Testor's GlossCote was then applied to provide a smooth surface for the decal to adhere.

The decal was first loosened from its backing by dipping in water, and a coat of MicroScale decal set applied both to it and the wall where the decal was to be placed as a wetting agent. The decal was then slid onto the wall, positioned, and pressed down over the battens, pressing out any air bubbles. Following this step, MicroSol was applied over the decal to soften it so that it would more easily conform to the surface and the entire wall was set aside to dry. A spray of GlossCote followed by a coat of DullCote sealed the decal, finishing the process. The decal really makes an otherwise plain building stand out and will inevitably draw comment.

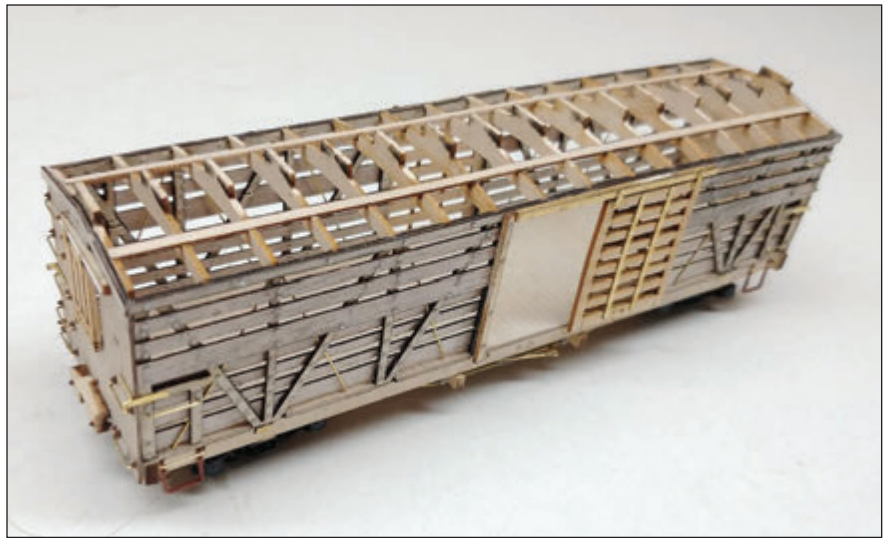
Both kits were easy to assemble making them a great first build for those who have not yet tried their hand at building laser-cut models. Since much of the fun of modeling is researching and recreating the past in miniature, these kits fit the bill, demonstrating that a model does not have to be complicated to be an accurate representation of a given prototype. *George Riley.*



**Leadville Designs**, 5 Stapledon Cr., Ottawa ON, K2H 9L1, Canada, [www.leadvilledesigns.com](http://www.leadvilledesigns.com) offers two new freight cars in HOn3, Sn3 and On3. In this issue, I review the Type 1 RGS/C&S Stock Car and brass trucks in HOn3. In a future issue, I will review their new D&RGW MOW bunk car 04965.

The HOn3 stock car lists for \$34.95 U.S. with correct all brass trucks/scale wheels available separately for \$24.95. Leadville Designs refers to itself as a boutique supplier, and that is very accurate. This kit contains a wealth of intricate detail, much of which you will never see when built, but it is there. The kit consists of first-rate laser-cut wood, wire, nylon for truss rods, Tichy or Grandt Line styrene components, custom decals, and beautifully etched brass parts. The instructions, while complete, assume a knowledge of terms and fine car construction. The parts diagram, and excellent plans helped immeasurably, as did the clever sidewall construction with pre-formed slats laser-marked for placement.

Almost every detail is replicated, and I woefully underestimated the amount of time required for assembly. Leadville Designs was kind enough to provide the photos used for the review as I could not complete my car by deadline, nor did I wish to rush it. This is taxing and very fine work, so a strong light source and magnification is required, as is a very steady hand. As the photos show, the result is a highly accurate model of the prototype. You will have a decision to make when you start. Do you want to build



a contest quality model with every brake line, detail, and multitude of individually applied nut-bolt-washer castings, or do you want a simplified layout quality model? If the former, you will need to bend your own grab irons using the provided jig, and add hundreds of tiny NBW castings. The result of this effort will be spectacular, but is no easy task. However, nothing is beyond your ability if you take your time and all the kit parts fit precisely. Or you could choose to cut corners, forego brake lines and other subtle details to end up with a serviceable car as accurate as anything on the market. I am slowly building mine to be a focus piece, and given the level of detail, the process does take time. Either way, this is an impressive kit and one to challenge your skills. By the way, I had to replace a few disappearing turnbuckles and a broken queen post from my scrap box due to my assembly ineptitude and a lack of extras in the kit. I painted my model a boxcar red but the RGS stockcars were painted a mineral red color. The truck kit is made of brass with fine scale metal wheelsets.

They can be soldered or superglued and are easily assembled. I chemically blackened mine before painting them boxcar red.

I am glad Leadville Designs continues to produce interesting prototypes. They have recently announced an AC&F 30-foot truss rod boxcar, also used by the C&S/RGS and NCNG. *Charlie Getz.*



**Crescent Creek Models**, P.O. Box 238, Clarkdale, AZ 86324, [www.thundermesa.studio/crescent-creek-models/](http://www.thundermesa.studio/crescent-creek-models/) offers the Disney Carolwood Barn in HO as a limited production kit for \$110.00. The first run sold out in 36 hours and another run is scheduled about the time of this review. Carolwood Barn, named for the street upon which Walt Disney lived for many years in the Holmby Hills area of Los Angeles, is where some argue Disneyland was born. For years, Disney operated a 1/8-scale live steam railroad on his property giving rides to neighbor kids. The barn built in 1950, was the machine shop and engine house. Here the concept of a theme park with a miniature railroad was born. Although Disney abruptly ended his live steam operations after a neighbor girl was slightly burned by the engine, the concept stuck. After Disney's death in 1966, the barn was saved and moved to Travel Town in Griffith Park where it can be visited today.

Crescent Creek co-founder, Jack Johnson, is a former Disney Imagineering employee, so this model is his tribute to the Disney Barn. As with other Crescent Creek models,

this one is a joy to build and very precise. The kit contains laser-cut birch plywood and MDF, basswood, 3-D printed parts, cotton thread, pre-cut acetate, and unique paper shake shingles. A color illustrated booklet makes assembly easy and quick. I finished mine in two sessions and the clever design of a sturdy core, overlaid with siding, means an interior could be added, as there is no bracing required. Though based upon Disney's memories of similar barns in Marceline, Missouri, you could very well use the barn as an engine house for an HO<sub>n</sub>30 line, which would be perfect. As is, it is also a delightful barn.

I used Hunterline Barn Red stain and Cedar for the paper shakes. Note the windows are all resin printed and are soft. I'd recommend use of a thicker acetate to ensure the frames stay even. I used double-sided tape for the shingles and assembly was straightforward. The 3-D printed weathervane/cupola and block/tackle really add to the effect. I am delighted by my barn and think you will be also. *Charlie Getz.*



**Berkshire Valley Models**, 438 Morgan Woods Dr., Fenton, MO 63026, [www.berkshirevalleymodels.com](http://www.berkshirevalleymodels.com) has released two new false front Western-style buildings in HO. Kit #2030 is the Apothecary at \$21.95, and kit #2032 the Haberdashery at \$29.95. The components include good quality laser-cut wood and laser board parts, acetate, white metal castings and decals/signs. Full color illustrated instructions cover all phases of construction. Everything fit perfectly and these kits were a delight to assemble. Each could be assembled in a one evening session, but take your time and take advantage of the layered construction to recreate the complex paint scheme often used on such structures.

The one-story Apothecary front was fancy painted using the instruction color picture as a guide, with back and rear stained as unpainted weathered wood. The laser board took Hunterline stains very well. The two-story Haberdashery was painted a more uniform scheme on all walls. For each kit, I added interior graphics and lighting. For the Haberdashery, I included a Roomettes bathroom graphic and LED light. I also added fedora hats in an added window display, using sewing eyelets from a fabric store which come in different colors. As I mentioned

in the September/October Pigeon Hole, they resemble top hats with an added paper "top" but if crimped at the top, they become fedoras. Eyelets are available in different sizes, hence scales.

The clever kit engineering allows the buildings to be press-fitted on the foundation base and/or the roofs to be removeable if desired for access to interiors and lighting. Wooden sub walls are overlaid with laser board and windows/doors before assembly to the base. Floors are provided, as are interior wall partitions and interior doors. The front facades feature multi-layer elements to create gingerbread details easily, and result in an impressively complex model without complex effort. Roofs are tarpaper or shingles, and, in both cases, I used Wild West double-sided tape to attach the roofing. I also added lead flashing for the shingle roof chimney. The Apothecary roof includes a smokestack with flashing.

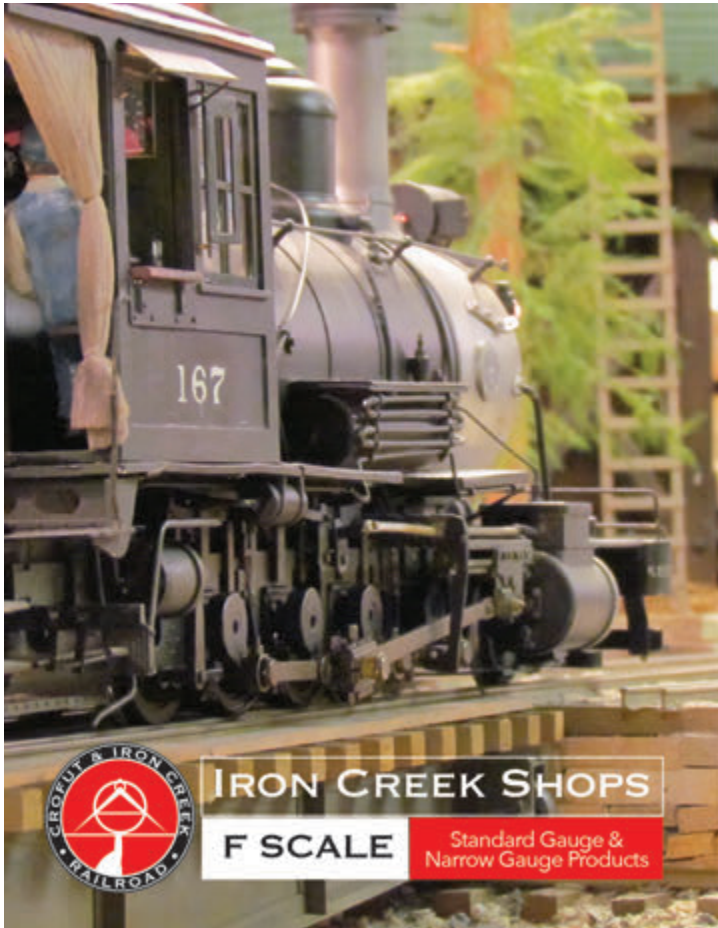
Matching boardwalk sections are also available, kit #2029, at \$5.00 for 3 sections. Two sections are shown which match the height of the front doors perfectly. I enjoyed building these structures and look forward to new releases in the series. *Charlie Getz.*





**Berkshire Valley Models**, 438 Morgan Woods Dr., Fenton, MO 63026, [www.berkshirevalleymodels.com](http://www.berkshirevalleymodels.com) sells a charming O scale kit called the Lunch Shack. This little building represents a roadside lunch stand complete with little stools. The kit is simple to assemble and consists of laser-cut basswood walls, roof, counters, and shutters. There is a laser board door with trim and several decals. The kit also includes a white metal cash register, soda pop faucets, case of soda pop bottles, garbage can, stove pipe, round Coke-a-Cola sign that must be painted and decaled, and a latch for the door. Laser board hinges are provided for the shutters along with chain to hold them up. I painted my walls with acrylic paints and blackened the metal parts (except for the Coke sign) including the chain. I decided to add some 1/8-inch-square bracing to the inside corners of the building. The little stools have laser-cut parts that are tricky to assemble but look wonderful waiting for customers. The roof is covered with laser-cut tar paper. The instructions include four photos of this little structure. There is one problem covered in the instructions. When I added the large Lunch Shack decal and flooded it with Solvaset, the top 3/4-inch of the front wall warped. The instructions tell you to wet the back of the wall and set it under a weight. I decided to add three 1/8-inch-square pieces of wood to the back of the wall and use clothespins to hold them to the wall overnight. I made sure the decal was protected. This pulled the wall up nice and straight. I really enjoyed this little model, and it will add a nice touch to my layout. *Bob Brown.*

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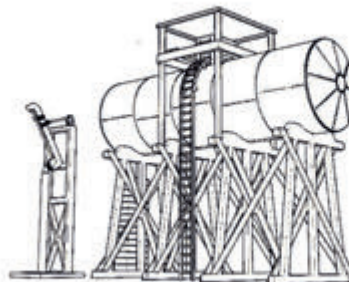
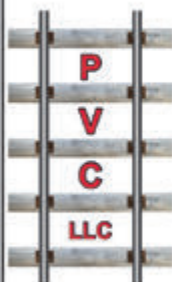
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# John Beck's 14-Inch Gauge Railroad

## A Working Model Railroad

by Dr. Gregg Condon, MMR  
Photos by the author

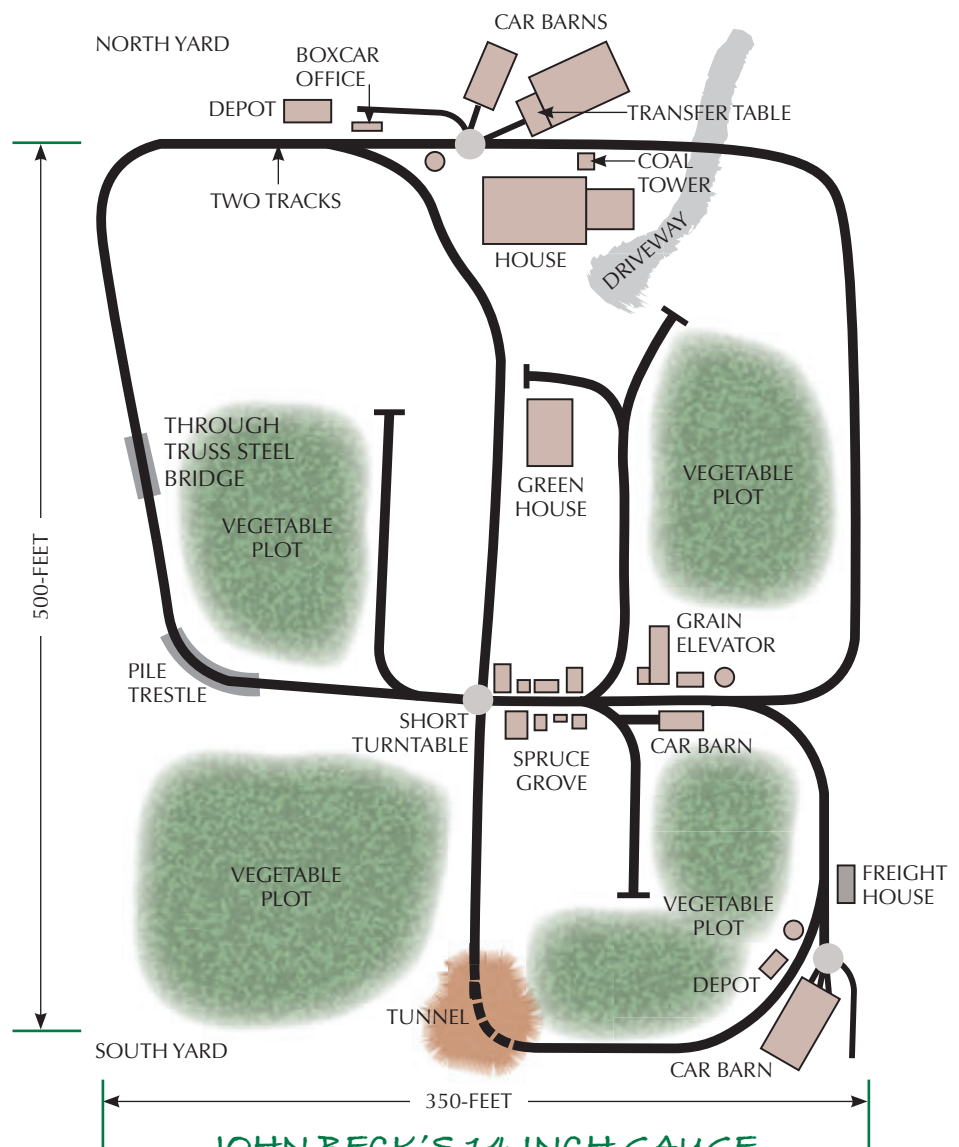
It's not every day that one visits a model railroad and finds it is a functional part of the owner's livelihood. That, however, is exactly the case with John Beck's 14-inch gauge Spruce Grove Southern Railroad which winds around and through his produce farm where it is used in tending the fields and collecting the harvest. John is a fan of narrow gauge railroading and his models look the part.

### Rolling Stock

The cars of the Spruce Grove Southern are beautiful models. Some of the cars are lettered for other owners, such as Baldwin Southern & Clinker Coal Company. Most large scale ride-on-trains have cars made oversize to accommodate human passengers. Not so on John's layout; his cars are realistically proportioned and if you want to ride a train, you better find a gondola to sit on.

Boxcars and stock cars show a strong Colorado influence. Gondolas are typical low-side cars from almost any prototype railroad. Steel hopper cars are a page right out of the East Broad Top. The combination car is freelanced along the lines of typical prototype practices. It features full interior detail including plush upholstery on the seats and freight packages in the baggage section. It's a two-compartment car with bulkhead and doorway leading into the rear business car section which features a table with upholstered chairs and a desk complete with papers in the pigeon holes. The caboose, too, is a freelance car with working side doors. It

*(text continued on page 26)*

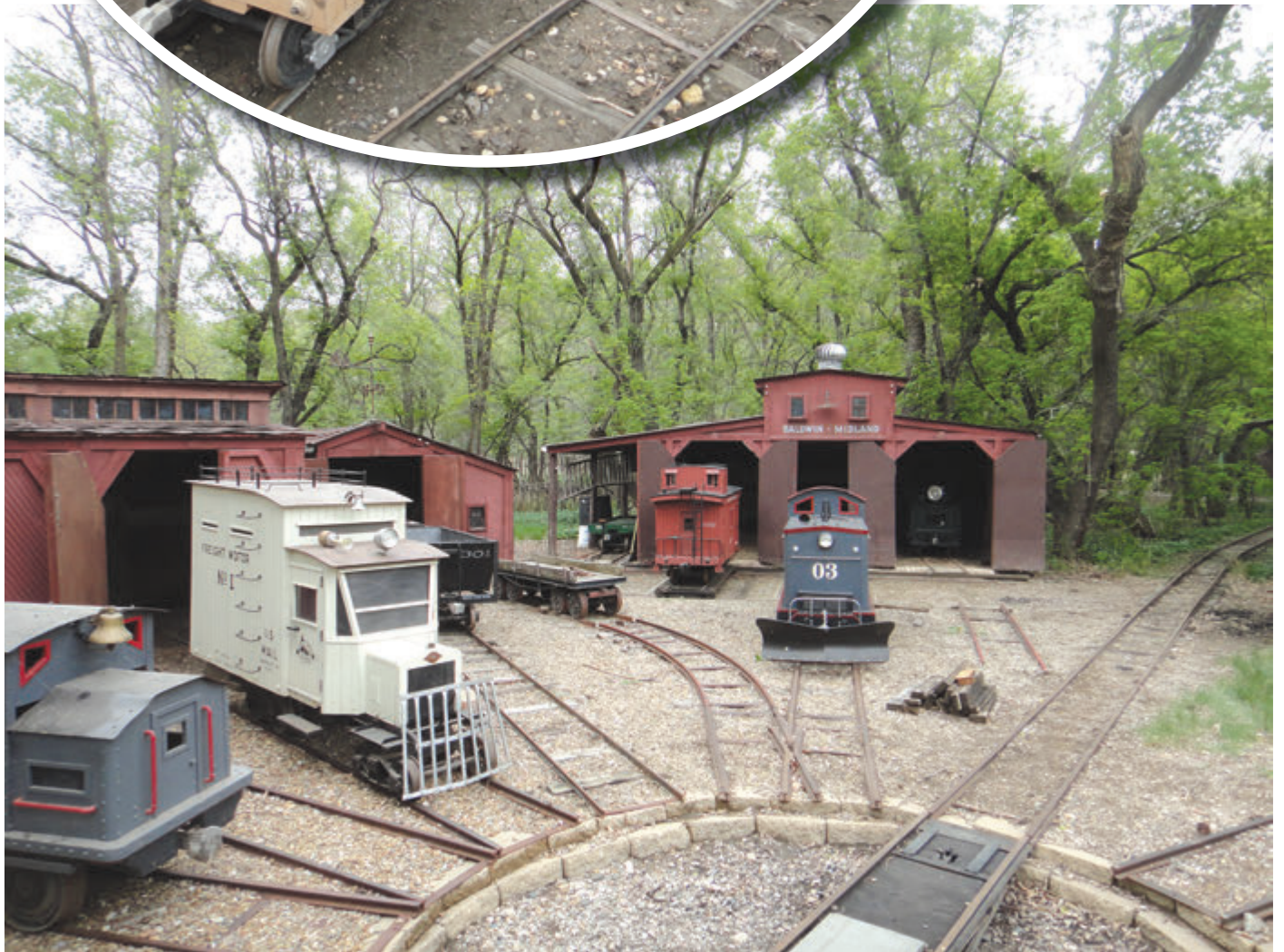






*Left: The gondola is loaded with bags of mulch.*

*Below: An overall view of the shop, roundhouse, and turntable.*



(text continued from page 24)

has no interior detail, but accommodates kids instead.

The roster also includes a derrick car and rotary snow plow that actually work. The rotary has a gas engine and a stout blade from an exhaust fan. It throws snow just fine (as long as it's not too wet).

And then there is the Galloping Goose which is obviously based on Rio Grande Southern No. 2, but is a cute caricature of it. Yes, "cute" — the no-no-word in model railroading; but it really applies here. Ever the innovator, John powers the Goose by foot pedals like a child's kiddie car. The car's silent glide



Above: A Critter-type locomotive.



Above: The caboose on the railroad's transfer table.



Right: Building the derrick was a winters-long project.



Above: This beautiful combine/observation car has a complete interior.

Right: This rotary snow plow works and is used to clear snow off the tracks in winter.



Below: Here is the pedal-powered Goose with John Beck.



along the track elicits puzzled expressions from onlookers.

The Spruce Grove Southern has four locomotives with a variety of drives. Two are gas-engine hydraulic drives, one is gas-mechanical, and one is battery-powered electric. One looks like an EMD switcher, the others are free-lanced industrial "critters."

### Physical Plant

The buildings are fine models that are large enough that they stay in place permanently. John milled siding and other structural details.

Some of the structures have interior detail such as the barber shop which features an upholstered chair and miniature shaving mugs. There are 23 structures

that include stores, houses, two depots, two engine houses, a roundhouse, a shop building with working transfer table, two water tanks, and a Chama style coaling tower. The railroad is the result of 22 years of John Beck's solo effort.

Rail is from a variety of sources. Some is old amusement-park rail. Other rail was made by placing pieces of channel stock back-to-back with a steel strap

(text continued on page 29)



Left and below: This store has a complete interior.



Above: The Northwood Depot and old boxcar yard office. Note the Chama-like coaling tower and water tank in the background.

Right: One of several houses, complete with mailbox.



(text continued from page 27)

welded on top. The line has 3,400 feet of track. Turnouts are scratchbuilt stub type.

John made his own patterns and had a foundry cast couplers, wheels, wheel bearing caps, brake wheels, and switch stands.

The answer to the question about scale is, there isn't one! Individual models were not built to any particular scale, and there is no common scale among them! There are no drawings or plans. I love

it, because I'm a "just build it" kind of guy myself who rarely works from plans. John's models take form as he builds them. When he needs the next part for a model, he builds a part that "looks about right." The net effect is models that look beautiful!

## CONCLUSION

John uses his railroad to haul supplies around the sizable sections of his produce gardens. One tank car is used for watering and is filled from the railroad's

water tanks. At harvest time, the gondolas are used to haul vegetables to a roadside market stand. Like most basement layouts, John's model railroad is a private effort not open to the public.

John Beck's free-spirited approach to model building has yielded stunning results. His railroad exudes a most charming atmosphere. Its aura makes you feel as if it's an old familiar place. It is, after all, a real working narrow gauge railroad!

Right: John Beck, builder of the 14-inch gauge Spruce Grove Southern Railroad.



Below: For size comparison, Pat Condon is pictured with structures.



# THE TERLINGUA, GLENN SPRINGS & BOQUILLAS



## A 2-FOOT GAUGE RAILROAD IN 1:35 SCALE

by Woodie C. Greene  
Photos by the author

### SETTING THE SCENE

The Big Bend area of Texas is considered one of the wonders of the Southwest. Wild, isolated, and vast with desert, mountains, and river canyons. The early Spanish explorers called it “el des poblado” or the uninhabited land. Visitors were impressed with the vistas they viewed, and today the area is still mostly unexplored and uninhabited. The area is so rugged that it took a while for railroads to be built into the Big Bend due to the unforgiving scenery and remoteness.

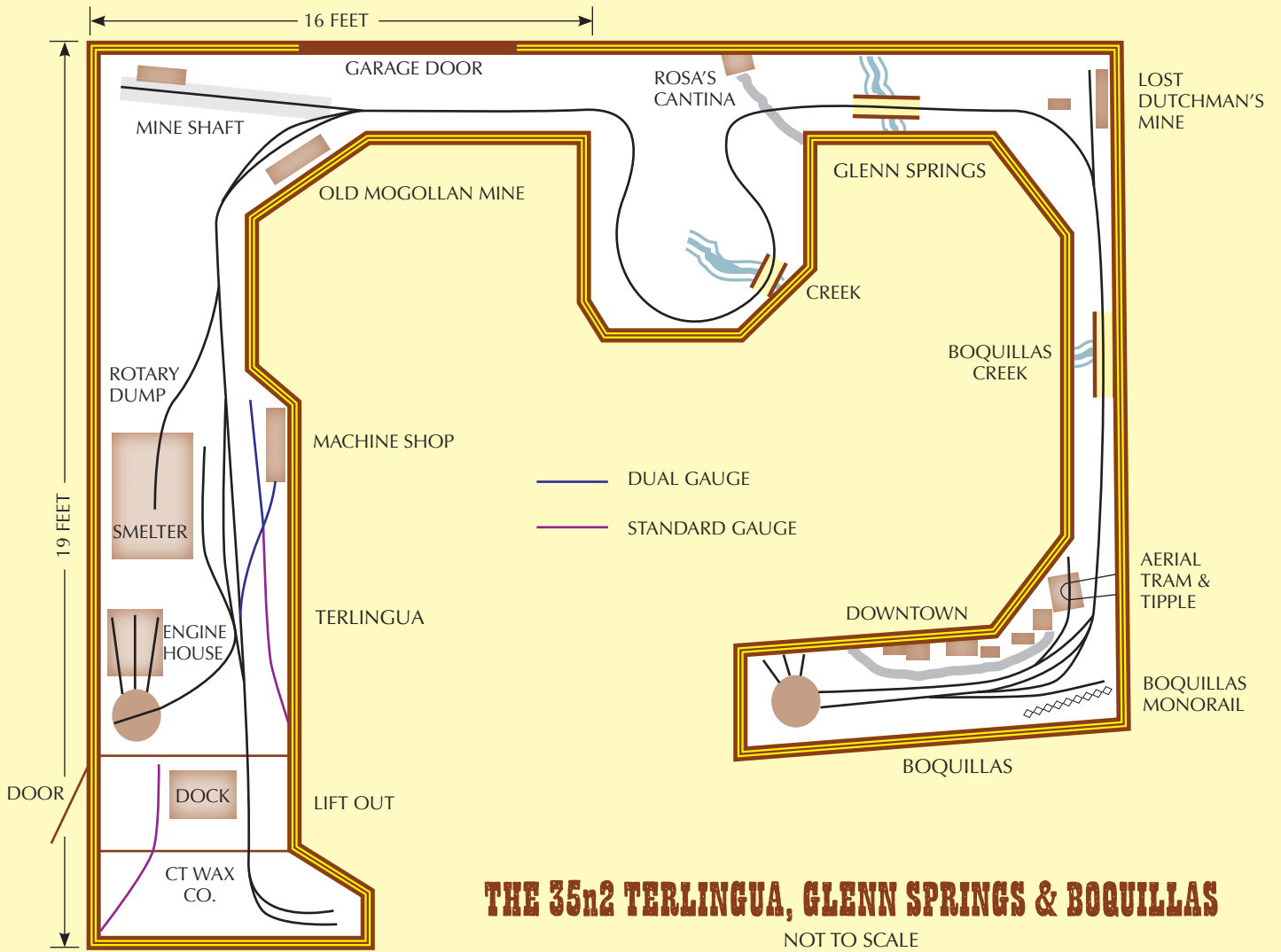
However, as a modeler I can imagine a could have been, but wasn't, railroad that did exist in the Big Bend. And not just any railroad, but a 2-foot gauge mining

line that could tap into the mineral riches that abound along the Rio Grande River. The places my railroad passes through are real, but using modeler's license, they aren't located where they are.

My 1:35 scale, 2-foot gauge (35n2) Terlingua, Glenn Springs & Boquillas Railway begins (or ends) at the old ghost town, Terlingua. There were several cinnabar (mercury) mines at Glenn Springs, now another out of the way old town almost hidden in the canyons of the Big Bend. And Boquillas, a small settlement on the Rio Grande River, has a historic

(text continued on page 32)

*Title photo:* The Gila Tramway uses the Terlingua, Glenn Springs & Boquillas main line on weekends for a tourist operation. Bachmann 4-4-0 #13 pulls an excursion train past the photographer on Woodie Greene's 35n2 layout.



Below: Downtown Boquillas (bow-qui-as), a border town, is loosely modeled on the real Boquillas.





*(text continued from page 30)*

aerial bucket tramway that carried ore from the many mines out in the canyons. The tramway is now a Texas historic landmark. These are the places that the TGS&B Ry calls “home.” A search about the Big Bend on the internet shows just how the area looks and what life is like along the border. But it won’t show the railway, that is in my garage.

Almost twenty or so years ago, I built an On20 railway in my dining room called the Mogollon Railway. I described this model railway in the July/August 2000 *GAZETTE*. That layout was inspired by the 2-foot gauge Silver City, Pinos Altos & Mogollon Railroad. I had fun building and running this small Shay-powered line until I became interested in On30 about the time Bachmann brought out their little Porters and Shays. I gave away the Mogollon Railway and joined a local On30 modular group that was forming. At that same time, I decided to try installing radio control and batteries in my locomotives since they were large enough to hold the equipment, so I would never need to wire a layout or clean track anymore! My locomotives use radio con-

Above: The engine house and smelter are shown here. The Brownhoist crane is used to repair trestles and rerail locomotives and cars when needed.

trol boards from high quality model cars and the new Lithium-Polymer rechargeable batteries.

## 35n2

Later, I became interested in military 1:35 scale since there are so many military details I could use, and the military figures could be modified to become civilians and train crews. Military modelers use 8.79mm to the foot in 1:35 scale. That is an awkward scale, so I went on the internet and bought a 1:35 scale ruler. Just Google 1:35 scale ruler and you will find several available. I love scratch-building, and since there are no Ameri-

can type 1:35 scale structure or rolling stock kits, I could have fun making my own buildings and freight cars. But the real reason I chose this unusual scale to model a narrow gauge line was that my On30 locomotives could be upscaled easily and 16.5mm HO gauge scales out to 24-inches in 1:35 scale. I have always wanted to model a 2-foot gauge line. I came close with On20 (too narrow) and On30 (too wide). I chose 1:35 scale so I could have what I had wanted for so long, and the radio control equipment fits perfectly in the slightly larger locomotives.

As I mentioned above, many On30 locomotives can be modified into 35n2 with new cabs and crews. My 19 ore cars and 10 or so other cars were built using strip wood, plastic, and certain Precision Scale and Grandt Line O scale detail parts. I lucked out on the ore car trucks since Bachmann On30 trucks become 1:35 scale 36-inch wheelbase arch bars like those used under many 2-foot cars. There are many other items that can be used, such as antique automobiles and

*(text continued on page 35)*





*Left:* The Terlingua, Glenn Springs & Boquillas still uses stub turnouts with harp switch stands.

*Below:* This bikers bar is a popular spot for cold beer and good times.





Above: Bachmann Shay #1 is using an idler car to switch ore cars into the rotary dump at the smelter.

Below: Converted Bachmann Shay #4 and Porter 0-4-0T ROSA #3 wait for their trains.





Above: Bachmann 2-4-4-2 #5 was converted to a tank engine so she would fit on the line's turntables.

*(text continued from page 32)*

pick up trucks. These are actually 1:32 scale but fit in perfectly with 1:35 figures. The difference in scale is not noticeable anyway. And prices? I have bought two Ford Model Ts for \$10.00 versus 1:48 Model T kits for \$50.00 or more, and the 1:35 models have better details.

When I started in 1:35 scale, I tried to keep link & pin couplers as standard equipment. Through the years it has been a problem to operate them, having to use tweezers to pull pins and hold links. I didn't run trains very much since it was a real hassle. So, the layout benefited, being detailed, and finished in a manner that satisfied me. Yes, I did run some trains, but it was a chore with such hands-on couplers. Using R/C meant I never needed to clean the handlaid track, so long periods of no operation were the norm. However, recently I decided to modernize the line with Kadee knuckle couplers. I bought bulk packs of #5s and installed them on all the cars and locomotives. This has made it possible to really enjoy running trains. Now that the layout is well done, the joy of being able to run trains without tweezers is such a wonderful thing.

Over the years, I have built some structures that survived being outdoors for a few years and later languished in dusty boxes. But now, I have begun fixing up these old buildings and giving them new

lives on this layout. I just hate to throw away things, especially stuff that I spent time, money, and love to build. I still have shelves of old structures and boxes of details that need to be used again, and in time, maybe I will find a place somewhere on the layout for them. One example is an old stucco building that particularly appealed to me, but was too large for the new layout. I had the idea that if I cut it in half I could use the front for a building against a backdrop — like a flat, and the back side as another structure in another location. Then I could have two buildings without much work in 1:35 scale. I have amassed a great many Grandt Line O scale windows and other parts, the doors are a bit too small, but with a little work can be used.

So far, I have converted Bachmann Porters, a Shay, 4-4-0, and a 2-4-4-2 converted to become a tank locomotive because it was too long for the end of the line turntables. Basically, just cabs, some larger O scale details like headlights, and crewmen, and they become great 1:35 scale 2-footers — just what I want! Someone asked me if there were any 1:35 scale rulers available, and yes there are.

Most cars on my railroad were scratch-built, except for a few 1:35 scale laser-cut passenger cars designed by my friend, Daniel Caso, in Amsterdam, and a won-

derful 1:35 3D open tourist car by another friend, Tom Bell, in France. These are magnificent models, and while the laser cars of Daniel's were easy builds, Tom's open car even has slatted seats with iron frames. All I had to do was build an underframe and paint it.

Another car is a wooden On30 model of a Mich-Cal water car built by a great friend, John Foster, who passed on last year. Even though it is O scale, it looks fine with my other 35n2 cars. I prize all these models and they get used in the operating scheme.

What does the future hold for my 35n2 layout? That's hard to tell, but for now there are projects to finish, maybe a freight car or two to build, even a new locomotive to be considered. But then, that's the fun of it all. Oh yes, I still have the fourth or fifth rail truck to complete, but that's another story. ■



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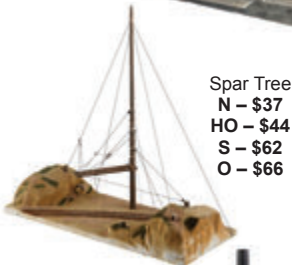
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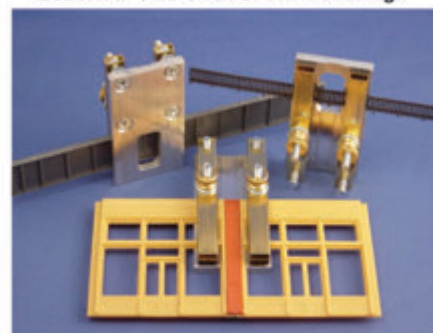
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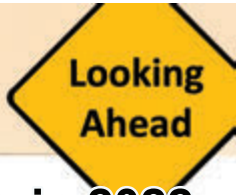
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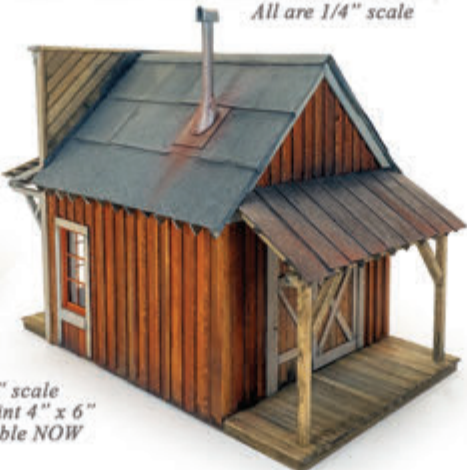
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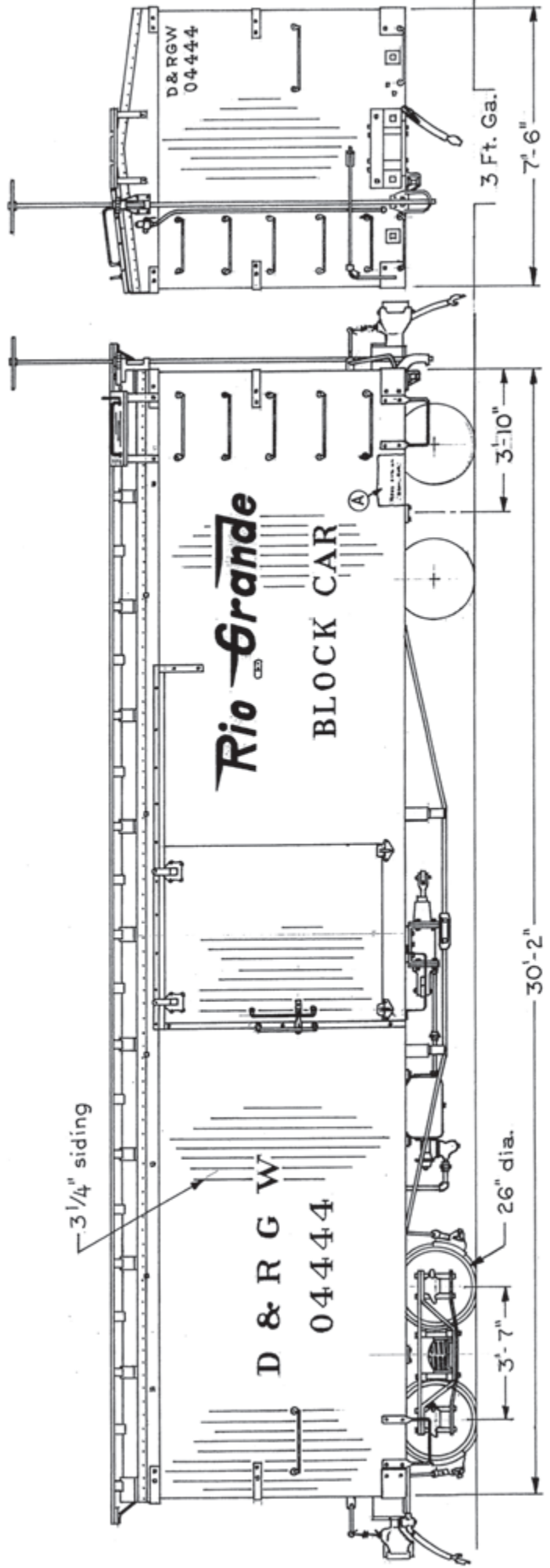
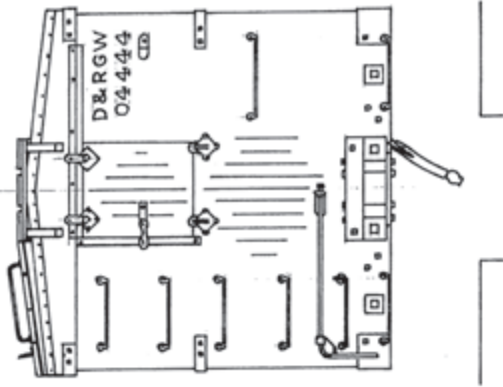
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Box car 4444 built 1890's, converted to outfit car. Assigned to derrick OP 1950's and '60's. Sold to Cumbres and Toltec Scenic, 1970. Paint: grey with black lettering and black underbody. Prior to 1940's, car painted box car red with white lettering. For full underframe and brake gear details, see dwg. DRG-100.

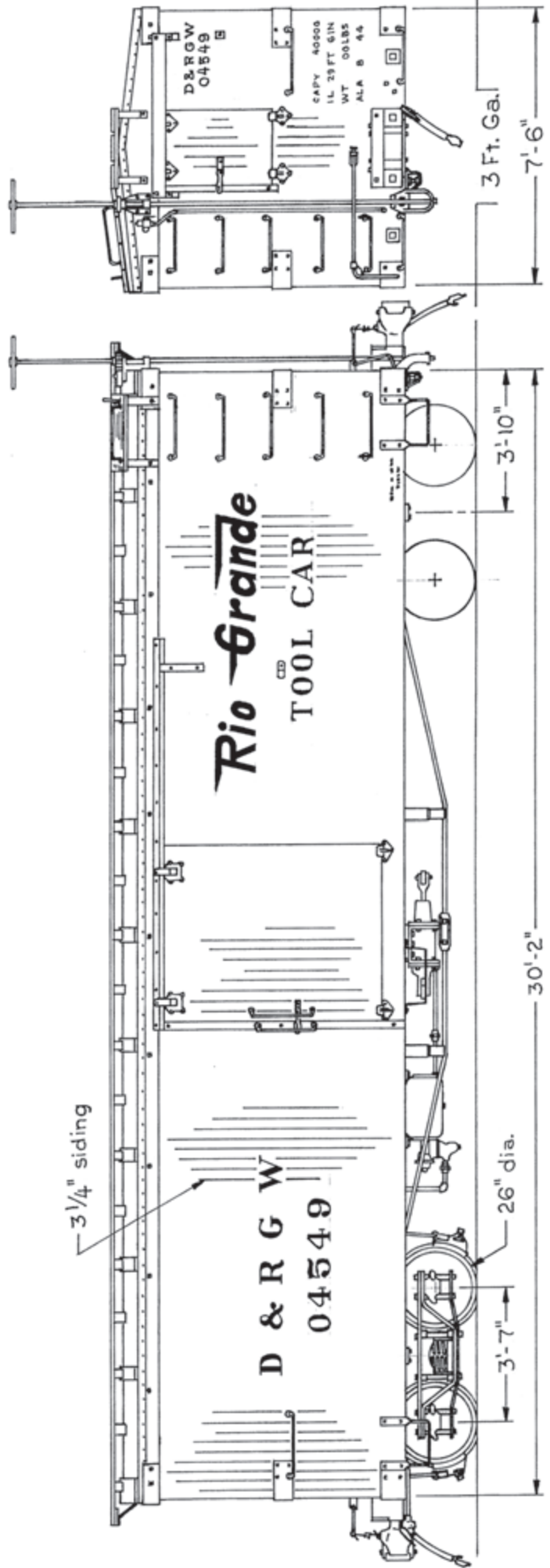
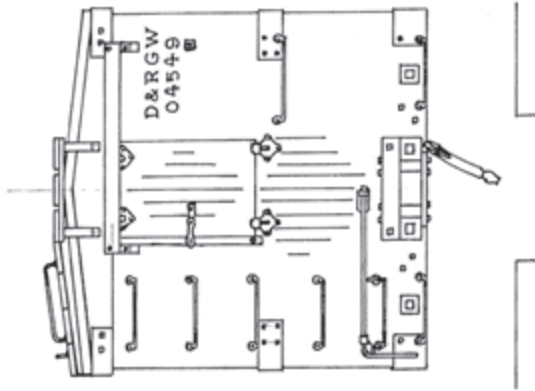
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# DENVER & RIO GRANDE WESTERN TOOL CAR 04549, DERRICK OP

Scale: 1/4" = 1'-0"  
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Box car 4549 built 1890's, converted to outfit car.  
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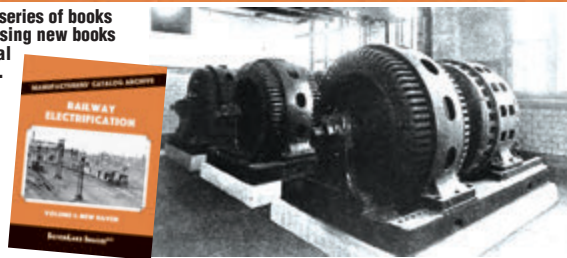
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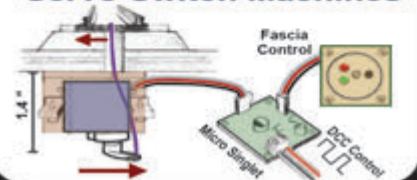


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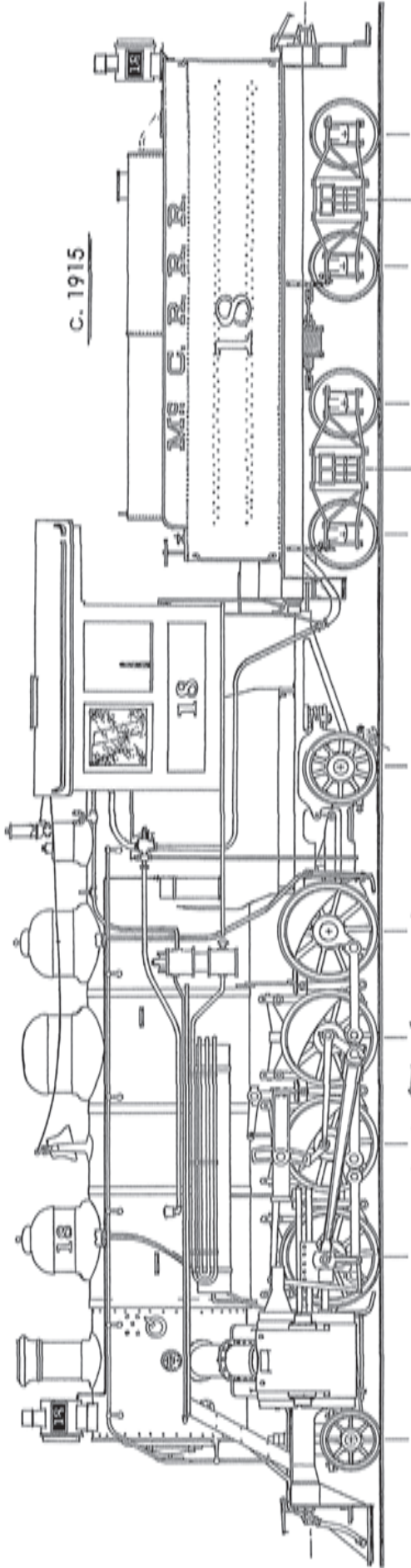
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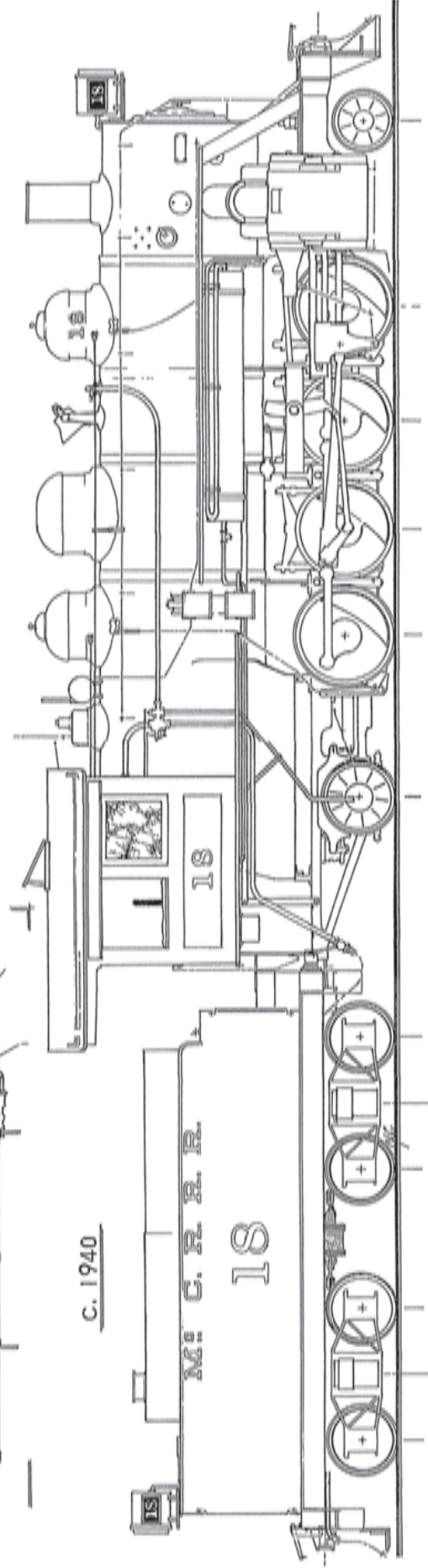
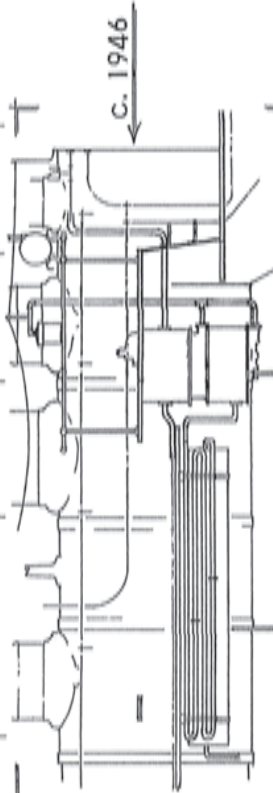
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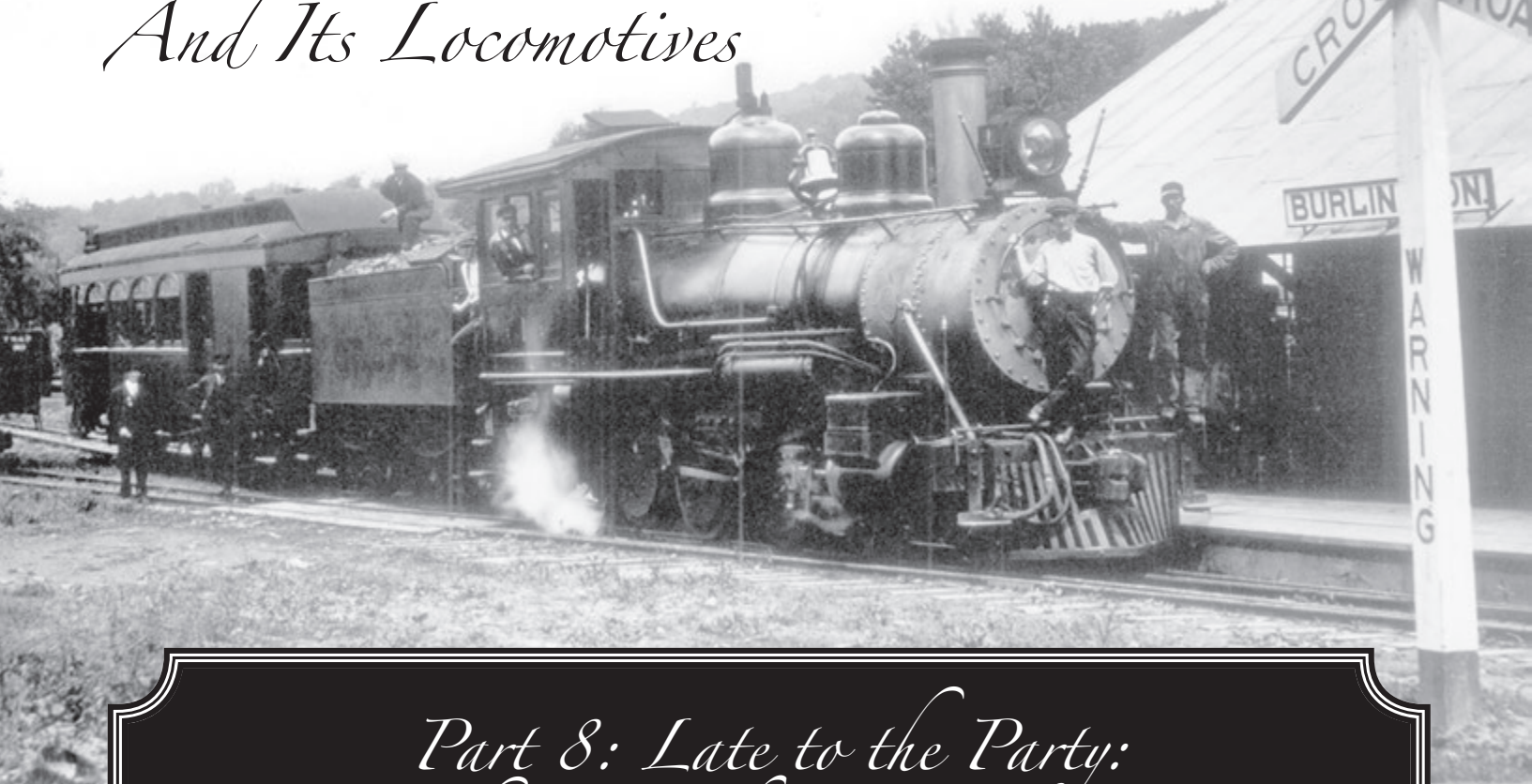
## McCloud River Railroad engine 18

Baldwin Locomotive Works  
1914



DRAWN BY GARY CAVIGLIA  
SCALE: 3/16 INCH = 1 FOOT

# The East Tennessee & Western North Carolina Railroad And Its Locomotives



## Part 8: Late to the Party: The Story of 2<sup>nd</sup> Number 8 by Johnny Graybeal

As I mentioned earlier in this series, the year 1924 was the peak of the financial fortunes of the East Tennessee & Western North Carolina Railroad/Linville River Railway system. Business was spiking both in passengers and freight. The railroad needed more motive power, but instead of purchasing another new Ten-Wheeler from Baldwin Locomotive Works, they once again turned to the used locomotive market. Turns out a twin sister of ET&WNC #9 had just become available. Let's begin with the origins of the engine that became ET&WNC 2<sup>nd</sup> Number 8.

The story begins in May 1909 with construction beginning on the Hampshire Southern Railroad, a standard gauge line that would run 38.5 miles between Rom-

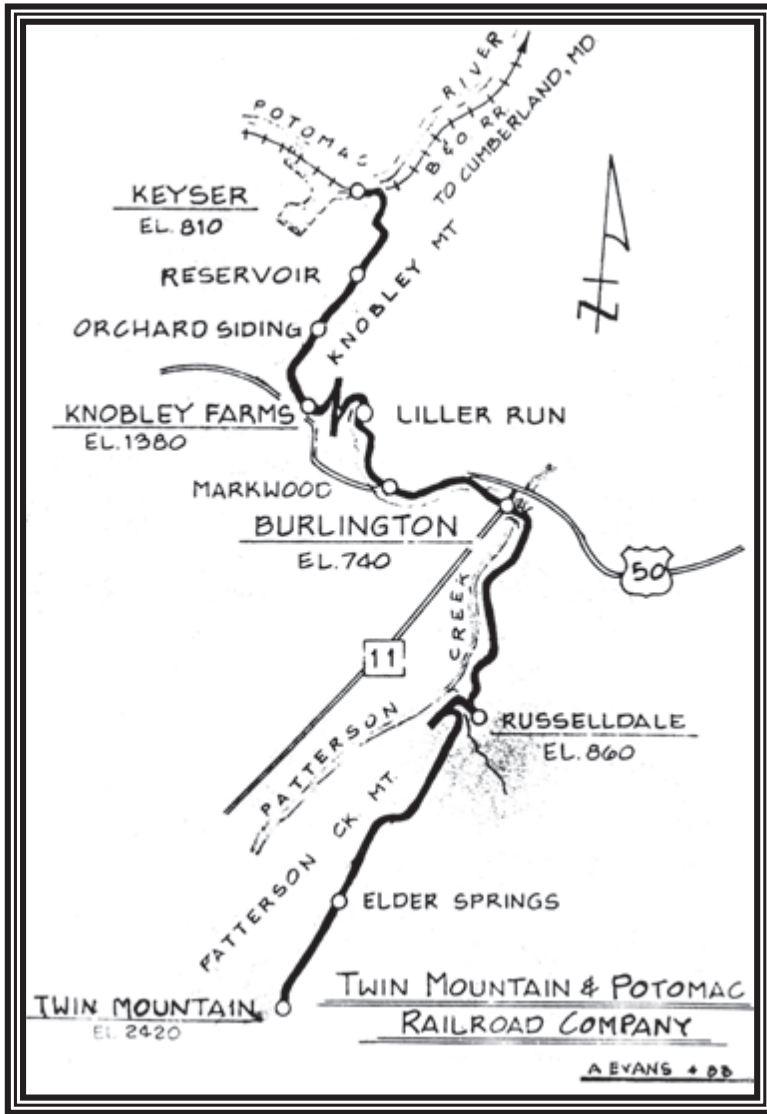
ney, West Virginia, and Petersburg, West Virginia. The HS RR was completed by February 27, 1911, and soon taken over by the Baltimore & Ohio. It ran through an area of West Virginia that was perfect for fruit tree farming. Orchards with 50,000 trees were planted near this rail-

---

*Title photo:* Burlington, West Virginia, was the halfway point of the line. Number 2 is shown here with the enclosed vestibule combine. The TM&P may have been a short line to nowhere, but all the equipment was new and modern, including steam heat, evidenced by the second connection hose on the pilot of the locomotive. *Photo collection of Larry Smith.*

road. On May 26, 1911, a group of businessmen received a charter for the Twin Mountain & Potomac Railroad, which was projected to run from a junction with the HS at McNeill (Old Fields, West Virginia) in Hardy County, up Anderson Run (run is a Virginia term for creek) and over the ridge, then follow Patterson Creek north to a point near the Twin Mountain Post Office in Grant County, a total of 10 miles. The organizers owned the Twin Mountain Orchards, which was in the process of planting 1,500 acres of fruit trees and wanted to have railroad services. The orchard would be the parent company of the railroad, owning most of the preferred and common stock.

Ten days later, an article in the Washington DC Evening Star stated that this



Left: The route of the TM&P was tortuous as it climbed out of the Potomac River valley and over Knobley Mountain, dropping down two sets of switchbacks to reach Burlington, West Virginia. The climb to Twin Mountain was less steep but ended at a higher elevation. Photo, collection of Larry Smith.

Below: The roughest part of the route of the TM&P was the descent from the pass on Knobley Mountain down to Burlington. The elevation lines tell the story of the grades the railroad had to deal with every day. Photo, collection of Larry Smith.



new railroad was now going to run from Keyser, West Virginia, on the B&O, up and over Knobley Mountain to Burlington, West Virginia, then extend southward to Twin Mountain, a total of 26.6 miles. The change in route came because of a mass meeting held on June 3<sup>rd</sup>, where the citizens south of Keyser promised to provide the right of way free of charge. One even offered to provide the cross ties through his property free of charge if the railroad ran that way. Once surveyed, this new route required two sets of double switchbacks to get down to Burlington from the top of Knobley Mountain. Another switchback was necessary to get to the orchards at Twin Mountain. Three foot gauge was chosen to make the double switchback route physically viable. The TM&P opened from Keyser to Burlington on August 16, 1912, and to Twin Mountain on March 13, 1913.

Economies were taken with the route, but the new management was so con-

Right: The Twin Mountain & Potomac opened with an excursion to a huge orchard on Knobley Mountain. While this photo may not be from that excursion, it does show the good feelings that the new railroad brought to the region. Photo, collection of Larry Smith.



fidant in the future of the line that they purchased all new equipment. This included new rails, new spikes, new passenger and freight cars, and two new locomotives from Baldwin Locomotive Works. An inquiry was made to Baldwin on October 5, 1911, for modern motive power at a reasonable price. Baldwin had produced ET&WNC Number 9 in April, so the TM&P ordered two copies of the design. Numbered 1 and 2, the engines varied from ET #9 in having wood cabs instead of steel and American Iron boiler jackets instead of the more expensive Planished jacket used on #9. At the time Ten Wheelers were associated with speed and pulling power, so the management obviously planned for their railroad to have fast service, even with multiple switchbacks. An article in the Baltimore Sun on August 4, 1912, when the first six miles of the railroad was opened with an excursion to Knobley Mountain, said that Mineral County (the northern part of the line) had 145 fruit growers, with 200,000 apple trees in the ground and 300,000 peach trees. Twin Mountain Orchards alone was planting 150,000 trees.

The TM&P had grand plans, but problems beset them from the very beginning. A lawsuit was filed against them when they used part of a county road for construction and did not replace it in kind. The suit dragged on for over a year, hurting the railroad's reputation in the community. The fruit growers talked of canning operations along the railroad, but it never happened, making its main line haul-fruit a very seasonal operation, as peaches ripen in the summer and apples in the fall. In November 1916, near the end of the busy season of the railroad, a regional coal shortage shut down the railroad for days at a time. In February 1917, a heavy snowstorm dumped 35 inches of snow on the region, again closing the railroad. The largest online customers besides the parent company were only a few miles south of Keyser, so most shipments were short. The railroad owned a total of seven boxcars, 10 gondolas and one flat, not much for a business that would see high demand for cars at peak times (the ET&WNC in its early years had 10 boxcars and 64 platform cars for 34 miles). The closeness to Key-

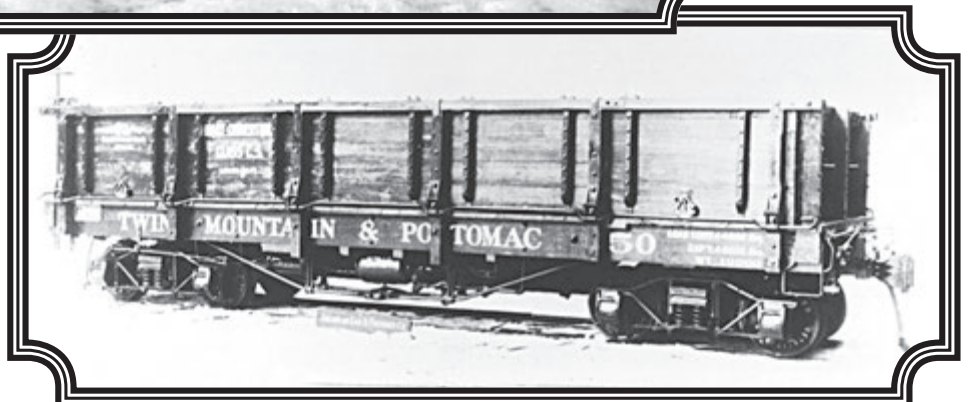
ser and the B&O made truck haulage a major competitor, even at this early date.

The biggest headache for the railroad was the United States entry into World War One. Within months, the U.S. Government took over the major railroads. Under their control, the mainline companies were told what to haul and how much of it to haul. Little lines like the TM&P were shut out from coal deliveries, and empty freight cars for fruit to be shipped on to eastern markets were a low priority. The peach crop failed in 1918, and reduced manpower due to the war, hurt the apple crop. To add insult to injury, the charter had been given in 1911 without the usual clause excluding the short line from property taxes, creating yet another bill the railroad could not pay. The railroad lost money from the very beginning, and the taxes went unpaid for years. Poores Manual has listings for the TM&P for the years 1914 through 1919. Only two years show the all-important figures for profit and loss. By the year ending June 30, 1916, the TM&P had built up a running deficit of \$125,177. All these factors doomed the



*Left: This is the best view found so far of TM&P #2 in her factory lettering scheme. Lots of gold lettering and striping, and the details on the tender really jump out at you. Photo, collection of David Fletcher.*

*Right: The TM&P purchased 10 gondolas from American Car & Foundry. These cars were thoroughly modern, with steel underframes supplementing the truss rods. The cars were over 38-feet long overall, making them longer than average for narrow gauge. Photo, collection of Larry Smith.*



*Right:* When first put in service on the ET&WNC, 2<sup>nd</sup> #8 was planned to be a passenger engine, just like her twin sister, ET&WNC #9. As such, a regular coupler was attached to the pilot, not a swivel coupler for switching cars of both gauges. *Photo, collection of Mike Dowdy.*



*Below:* Three young gentlemen pose in front of #8 at Roan Mountain, Tennessee, in the late Twenties. One is holding an ET&WNC tourist brochure, which expounded on the many things to do along the line. The man on the right is Edwin Dougherty, part of the family who founded Appalachian State University. *Photo, collection of Gary Scoggins.*



Twin Mountain & Potomac. By February 1919, the railroad had shut down. An appeal to the B&O to take over and operate the line was denied by the government, which was still in control of the railroads. A receiver was appointed in November 1919, essentially to sell off the assets of the company. The West Virginia Timber Company purchased the rails, one locomotive and the ten or so cars left on the railroad in July 1920.

The West Virginia Timber Company had operations from Virginia to Arizona, cutting timber and operating oil wells. In Virginia, a new operation near Orange resulted in the building of the Rapidan Railroad in 1921, and presumably used the materials purchased from the TM&P. A search on Newspapers.com turned up very little about the Rapidan Railroad,

*Right:* Number 8 leads a packed excursion train in the early Thirties. Riding a train just to see the sights had become passé in the late Twenties, but in 1932 the railroad began running them again. The fourth car in the train is the former TM&P coach. *Photo, collection of Doug Walker.*



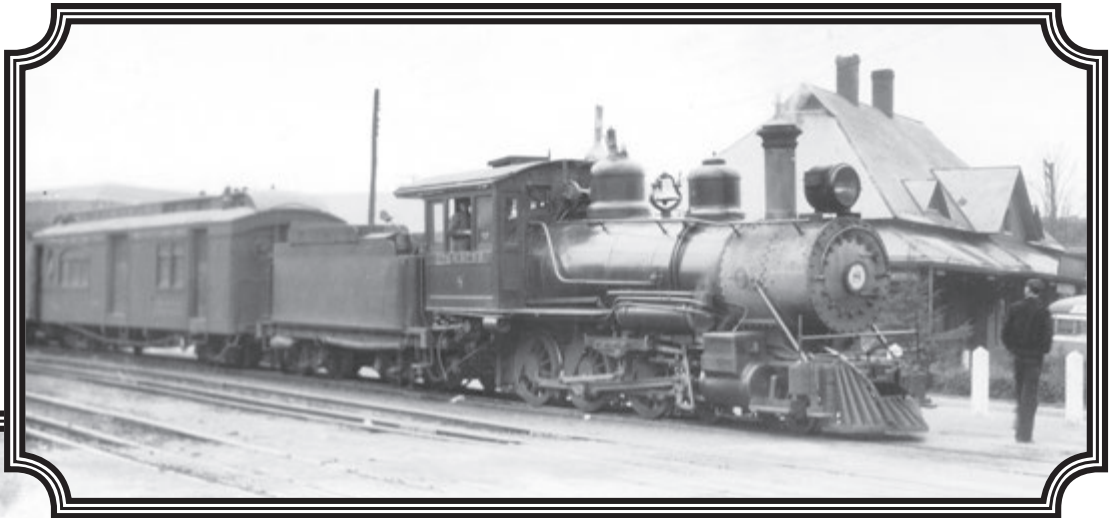
other than it operated from 1921 to 1924, and ran from Orange to Rapidan (now Wolfstown) Virginia. The timber was in the mountains, and the mill was at Orange, with standard gauge connections to the outside world. After only four years of operation, the lumber was declared to be of low quality, and the railroad was shut down. The former TM&P locomotive and passenger cars found a ready buyer in the reasonably nearby ET&WNC.

In October 1924, the ET&WNC sold their #8 Ten-Wheeler to the Gray Lumber Company in Waverly, Virginia, for \$5,500. Two months later, they purchased the former TM&P equipment for \$5,260.19. The engine and cars arrived in Tennessee in January 1925, and the shop forces spent the next five months rehabilitating them for service on the ET&WNC, spending another \$1,706.67. The ET&WNC sold the combine to the Linville River for \$2,100, so after all was

said and done, the company got a locomotive and an enclosed vestibule coach and still had \$633.14 profit in the bank. As the old #8 had been too small to use with the enclosed vestibule equipment, and the new #8 was an exact duplicate for the very efficient #9, the exchange was a very good deal for the ET&WNC.

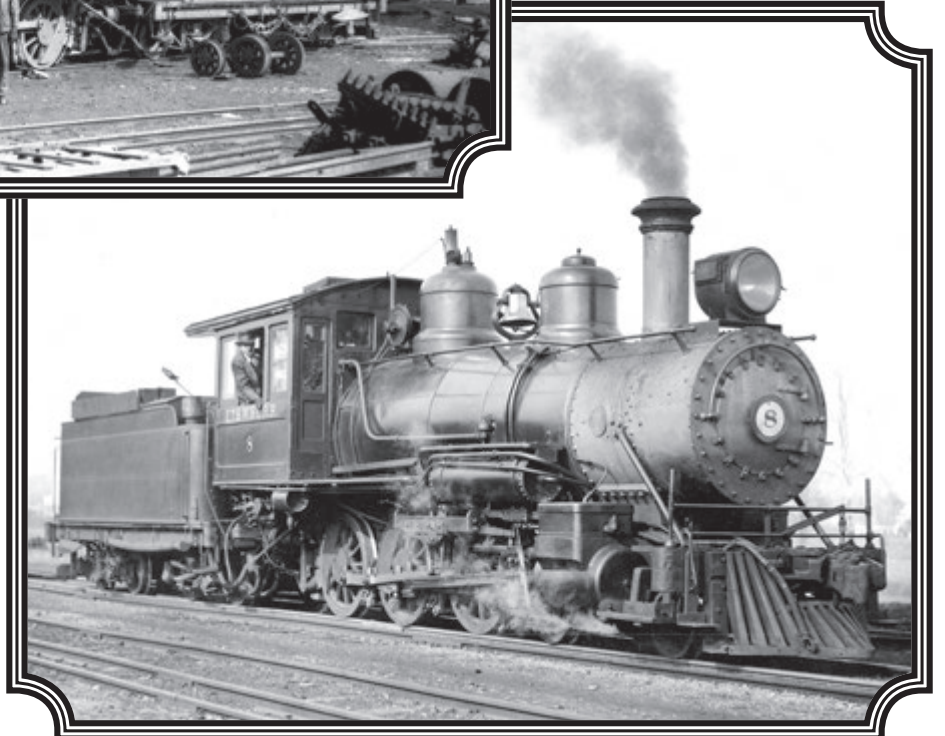
The 2<sup>nd</sup> #8 (hereafter simply referred to as #8) begins showing up on ET&WNC coal reports in November 1925. Things had changed drastically in the ten months

Right: Number 8 is parked at the Johnson City, Tennessee, station, ready to pull out with the afternoon train in the early 1930s. The buses to the right represent the future of the ET&WNC family of companies, and the passenger train is a quaint throwback to earlier times. *H.W. Pontin photo, Railroad Photographic Service, Cy Crumley Collection.*

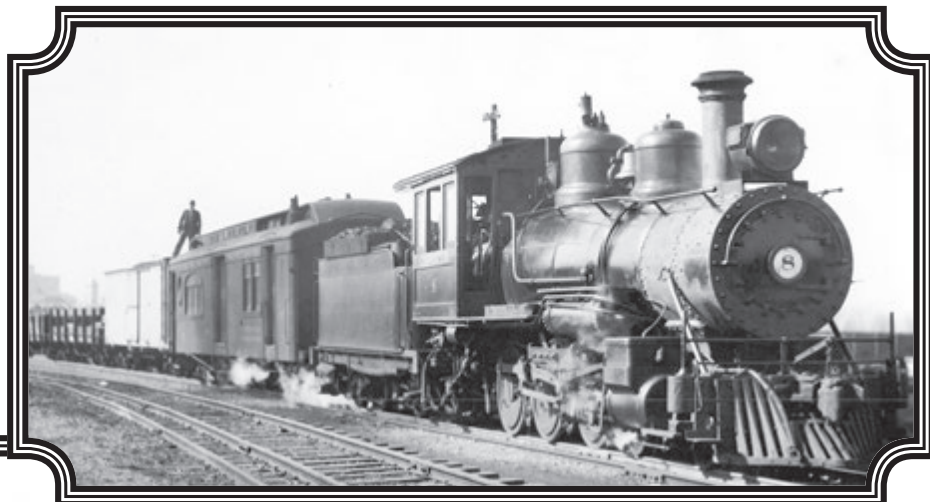


Above: Number 8 is parked at the Johnson City engine house on January 30, 1935. The engine has spent a lot of time in the shop, the result of years of poor maintenance on the Rapidan RR in Virginia. The tender seems to be sorely in need of paint.

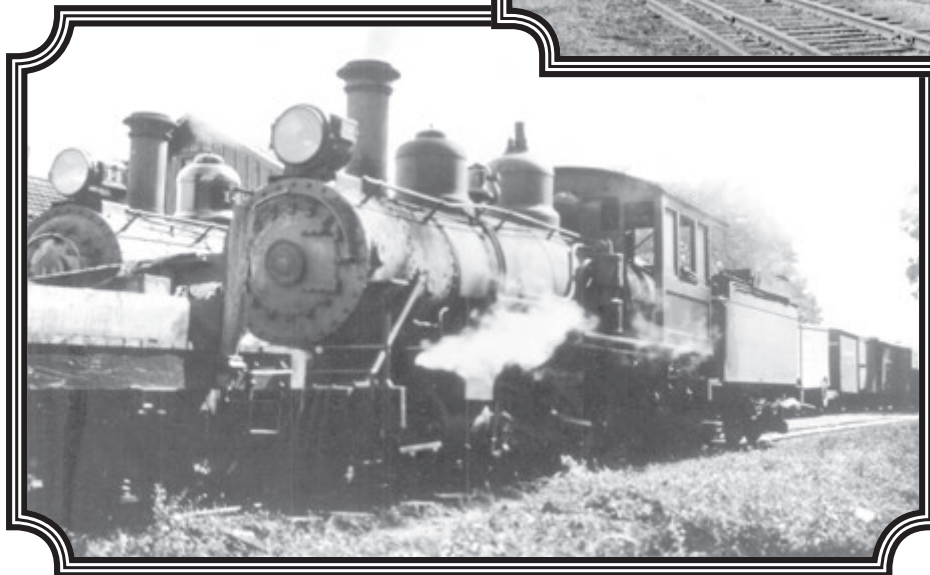
Right: It wasn't long until #8 had all of the details standard to ET&WNC Ten Wheelers. The step for a switchman next to the front pony truck wheels, wood boards on the tender to increase coal storage, air powered sanders, and the swivel front coupler. *Photo, collection of Doug Walker.*



*Right:* By the mid-Thirties, the dedicated passenger train was gone, replaced by a Daily except Sunday mixed train that left Boone in the morning and returned in the afternoon. Here #8 is shown in the Johnson City yard on a cold wintery day, evidenced by the steam lines leaking under the tender and Combine 15. Photo, collection of Doug Walker.



*Below:* Number 8 is shown here on a siding at Elk Park in 1936. Note how #14 on the next track is more clean and shiny than the run down looking #8. The locomotive will soon be taken out of regular service for some special duty.



the locomotive had been on the property. The near record numbers for passengers in 1924 had been cut in half by new highway competition, and more roads were under construction. Narrow gauge freight out of the mountains had dropped off significantly as well, in a trend that never reversed. The one bright spot in the traffic picture was the building of not one, but two rayon plants along the dual gauge section of the ET&WNC, which began in late 1925, about the time #8 entered service. This construction kept the switcher as well as the larger Ten Wheelers busy, leaving passenger service to #9 and the new arrival. She took over the daily Johnson City to Pineola run (Train 2/3) from #12 and spent a lot of 1926 on the regular run from Boone (Train 1/4) as well. She even spent time on the mixed train to Cranberry (Train 5/6), which was the only other passenger train on the schedule. For the first few years, #8 was a very busy engine. Most of the photos of #8 show her in passenger service or in the Johnson City shop area.

ET&WNC #9 had the reputation of being a reliable and dependable engine year after year, but #8 turned out to be

the exact opposite. Locomotive inspection reports beginning in June 1933 show the engine out of service for unspecified repairs, which lasted until early September. The Interstate Commerce Commission sent out inspectors to make sure that railroads were keeping their locomotives in good repair, and "the ICC Man" would always seem to show up on a bad day for #8. Every other month or so, the engine was out of service for light repairs during 1934. The engine was out of service the whole second half of 1935 for heavy repairs. Reports are missing for most of 1936 but it appears that the engine was in service much of that year. Number 8 was never painted green like the other Ten Wheelers or received the stretched lettering on the tender, as she had been freshened up with black in October 1935, a few months before the new scheme was created.

Number 8 came out of service in November 1936, but this time, instead of sitting on a siding at the shop, the engine was taken to Cranberry and set up in stationary service. The railroad had converted the drop pit in the no-longer-used engine house there to serve as a creosote

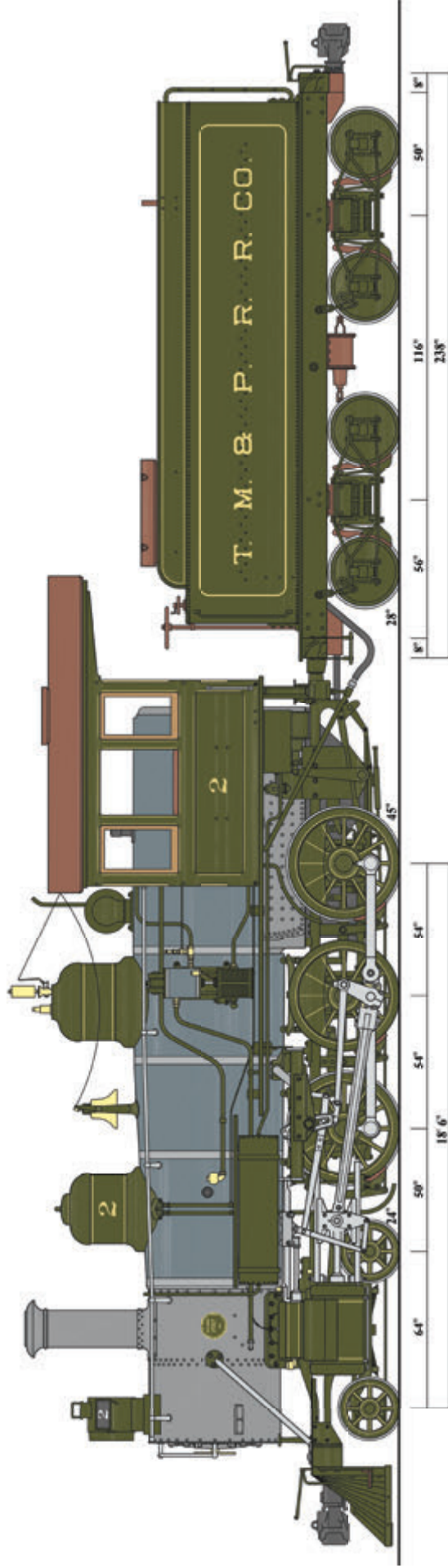
dipping facility. The ET&WNC had used untreated ties throughout its history but wanted to try this new method of protecting wood. A line ran from the boiler down into the pit to provide steam to heat the gooey mixture. Number 8 was used in this capacity until August 1937.

After that the engine was again out of service at Johnson City, with the notation now saying, "not needed." She sat out of service for nearly two years, until written off the company books on May 31, 1939. Usually this was the final document before an engine was scrapped, but the story was not quite over for #8. The shop crew removed the boiler from the running gear and set it back up at the Cranberry creosote facility. An extended stack was fabricated for the engine to aid the draft. This arrangement lasted until the facility was closed in December 1940. The boiler was then hauled back to Johnson City and installed in the back of the Johnson City engine house to provide heat for the huge structure. The remains of #8 were used for this purpose until finally being retired in 1947. The remaining narrow gauge equipment had been moved to Elizabethton in September 1946, when heavier rails were installed in the mainline and the narrow gauge third rail taken up. The last narrow gauge engine to arrive in Johnson City turned out to be final one in use there. A fitting conclusion to the story of a boomer locomotive.

This concludes my series on the narrow gauge engines of the ET&WNC. The Linville River Railway did own some narrow gauge geared locomotives, but they were covered in an article in the 2020 HOn3 Annual, published by White River Productions. A special thank you goes out to David Fletcher, who created the fabulous drawings that have accompanied this series. 🚂

# *Twin Mountain & Potomac RR #2 to East Tennessee & Western North Carolina 2nd #8*

DRAWN BY DAVID FLETCHER  
SCALE: 3/16 INCH = 1 FOOT



## **TWIN MOUNTAIN ORCHARD Co. (TWIN MOUNTAIN & POTOMAC RR No.2) TO EAST TENNESSEE & WESTERN NORTH CAROLINA 2nd No.8, 1926**

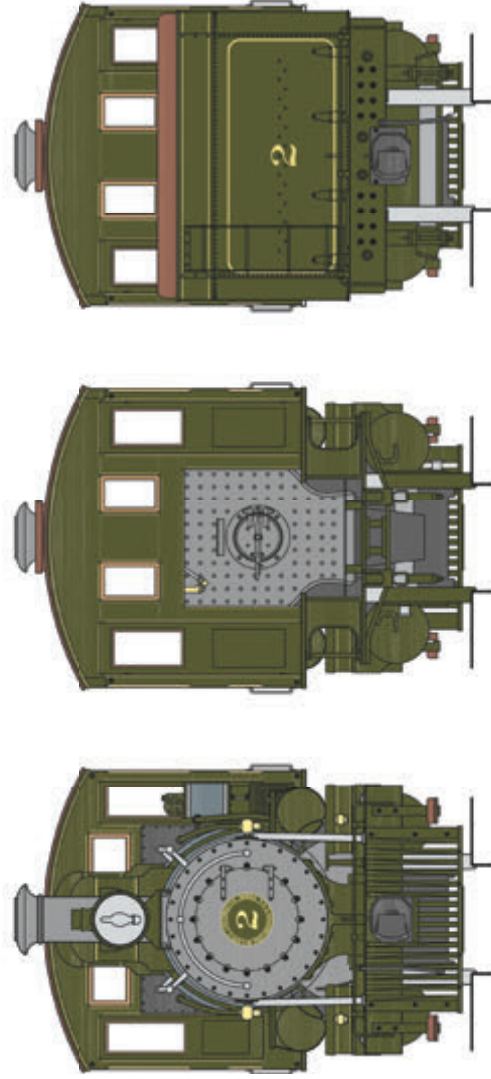
BALDWIN CLASS 10-24D 91, DRAWING 24  
CONSTR No. 37327- 1911  
TENDER - 8 WHEEL, TENDER FRAME 282, BILL 3319 3000 GALS  
36" GAUGE  
LIVERY - OLIVE GREEN & GOLD, STYLE 291

DRAWING RECONSTRUCTED FROM ORIGINAL BALDWIN DRAWING -  
ERECTOR CARD #7045, APRIL 1911, PRIVATE COLLECTION  
TANK CARD #5197, 01-13-09, PRIVATE COLLECTION



DAVID FLETCHER 2020

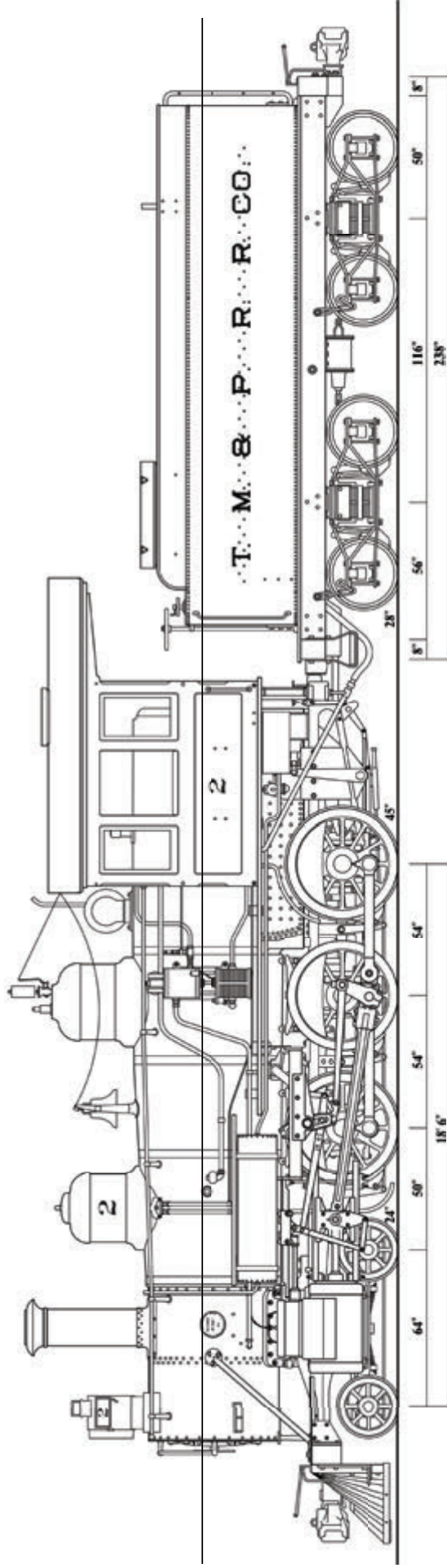
SPECIAL THANKS TO RICHARD WICKETT AND  
JOHNNY GRAYBEAL FOR DATA ASSISTANCE





# Twin Mountain & Potomac RR #2 to East Tennessee & Western North Carolina 2nd #8

DRAWN BY DAVID FLETCHER  
SCALE: 3/16 INCH = 1 FOOT



## TWIN MOUNTAIN ORCHARD Co. (TWIN MOUNTAIN & POTOMAC RR No.2) TO EAST TENNESSEE & WESTERN NORTH CAROLINA 2nd No.8, 1926

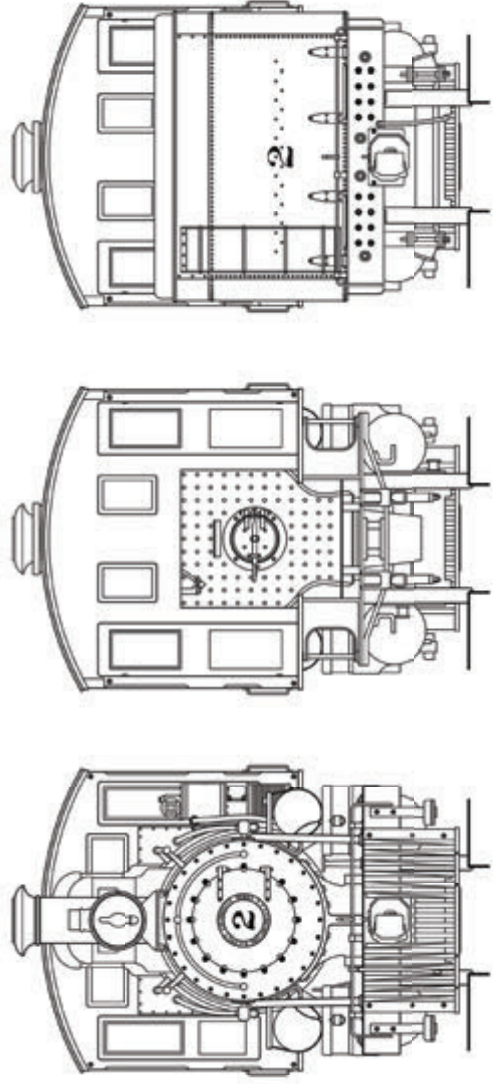
BALDWIN CLASS 10-24D 91, DRAWING 24  
CONSTR No. 37327- 1911  
TENDER - 8 WHEEL, TENDER FRAME 282, BILL 3319 3000 GALS  
36" GAUGE  
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DAVID FLETCHER 2020

SPECIAL THANKS TO RICHARD WICKETT AND  
JOHNNY GRAYBEAL FOR DATA ASSISTANCE



# COLORADO & SOUTHERN RY.

## NARROW GAUGE BAGGAGE - R.P.O. CAR #13 AS LETTERED IN 1880, 1895 AND THE LATE 1890s

### PART 2

In 1880 the Denver, South Park & Pacific received Baggage-Mail-Express cars #43 and #44 from the Pullman Palace Car Company. Within several months after delivery, both cars were put to work operating in daily passenger trains between Denver and Leadville, Colorado. Initially, the cars were probably painted a "chocolate brown" color with gold leaf lettering. Both cars had Pullman trucks with 30 inch wheels.

In 1882, the Denver, South Park & Pacific began R.P.O. service between Denver and Leadville, Colorado and between Buena Vista and Gunnison, Colorado presumably using these Baggage-Mail-Express cars.

In 1885, the Union Pacific renumbered #43 and #44 to #1301 and #1302 respectively. Under Union Pacific ownership both Baggage-Mail-Express cars were probably painted a standard "UP Pullman Green" with black trucks and gold leaf lettering. These cars kept their car numbers #1301 and #1302 after the 1889 railroad reorganization as the Denver, Leadville & Gunnison. When the Colorado & Southern Ry. was organized in 1899, #1301 became #114 and #1302 became #115. In 1906, the newly formed Colorado & Southern renumbered #114 to #13. C&S #115 was destroyed in the 7th Street C&S shop fire of February, 1906.

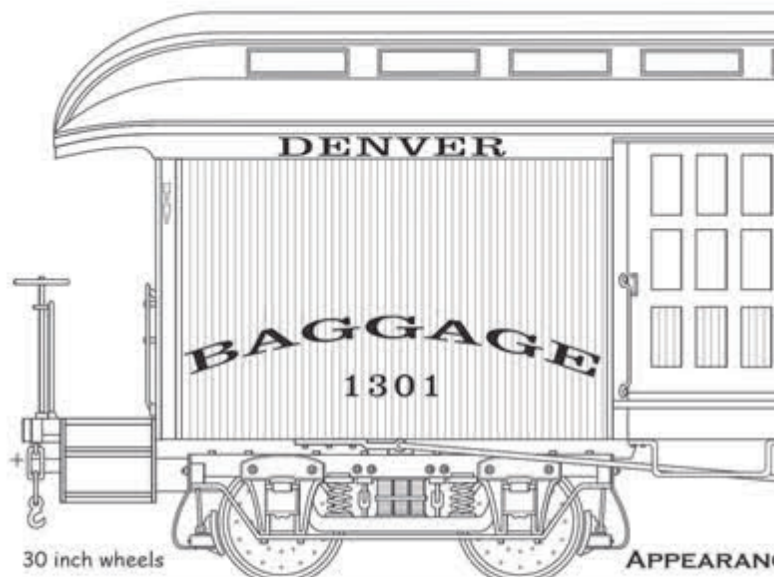
There was one spotting difference between DSP&P #43 and #44. #43 had stoves on the same side of the car while #44 had stoves on the opposite sides of the car.

In addition, both cars had the mail section windows in different positions on the different car sides as illustrated here.

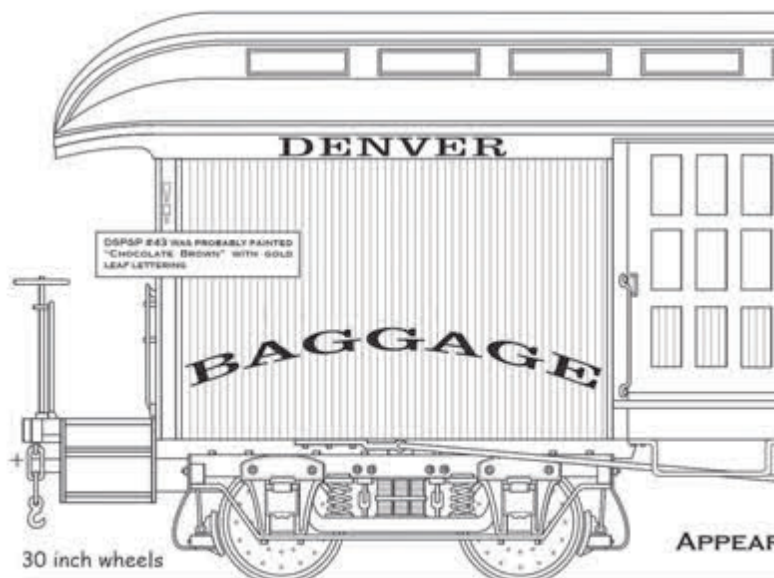
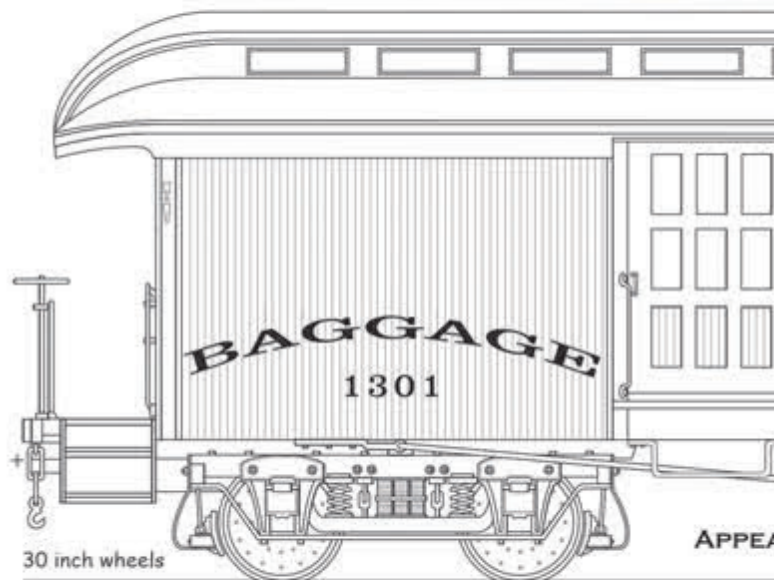


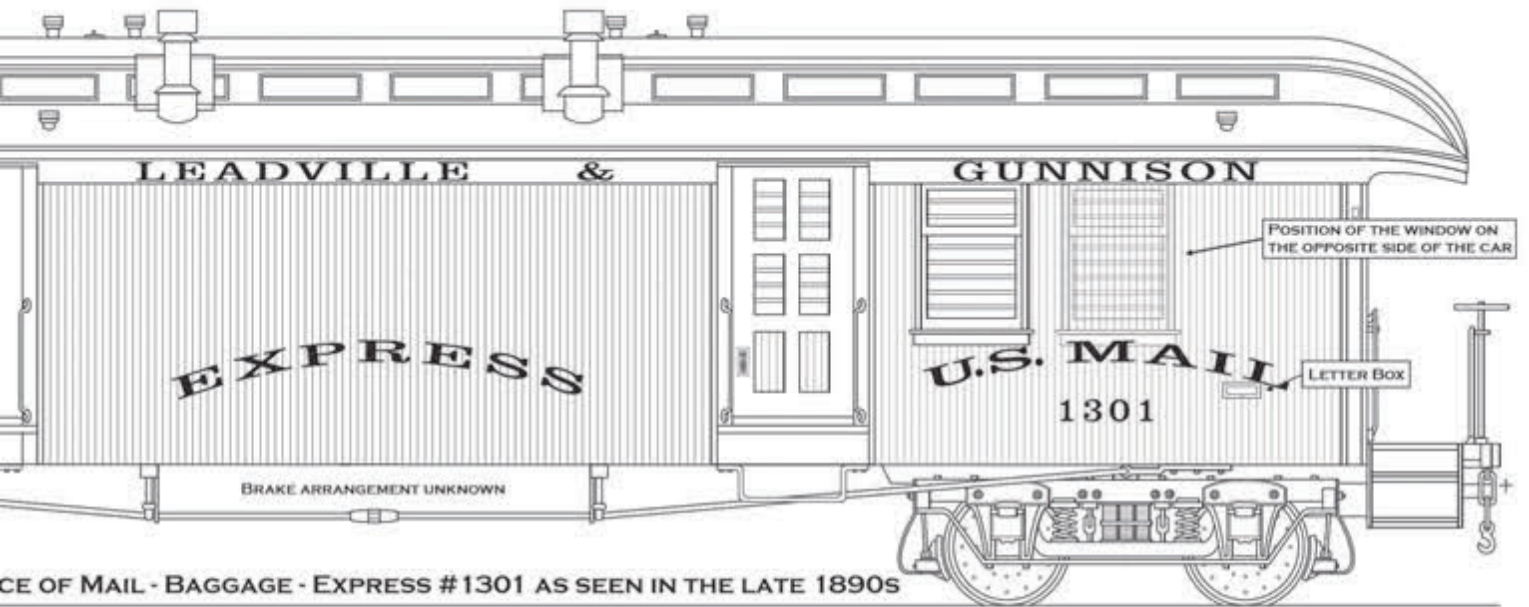
10 FEET 1/4 INCH = 1 FOOT

DRAWINGS BY ROBERT STEARS © 2021  
SAN JUAN MODEL CO.

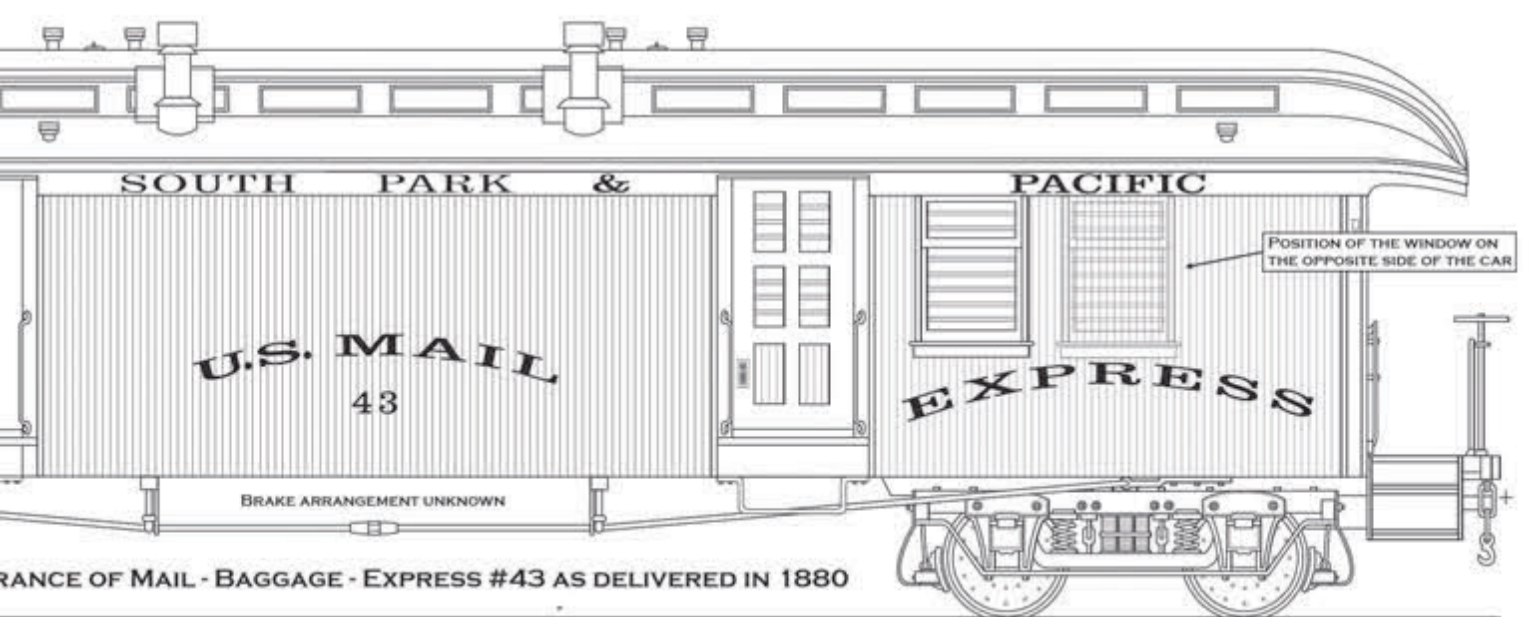
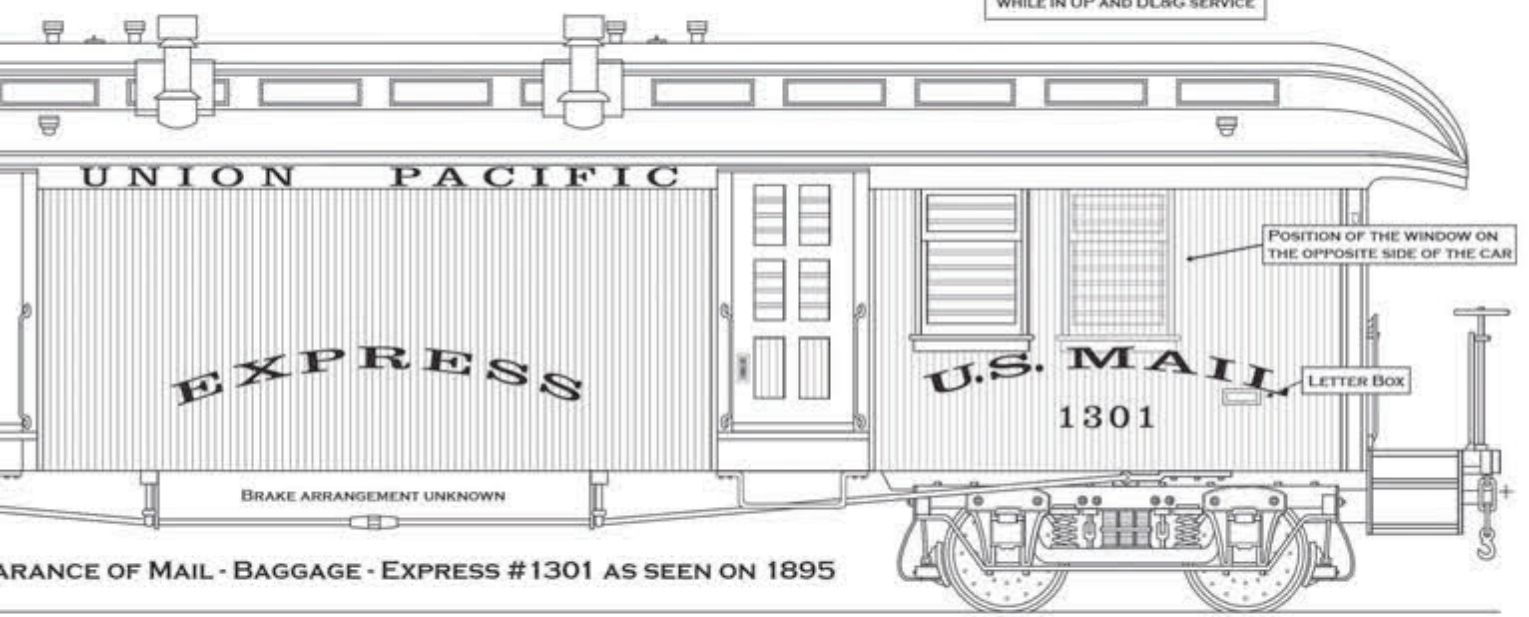


#1301 WAS PROBABLY PAINTED "UP PULLMAN GREEN" WITH GOLD LEAF LETTERING WHILE IN UP AND DL&G SERVICE

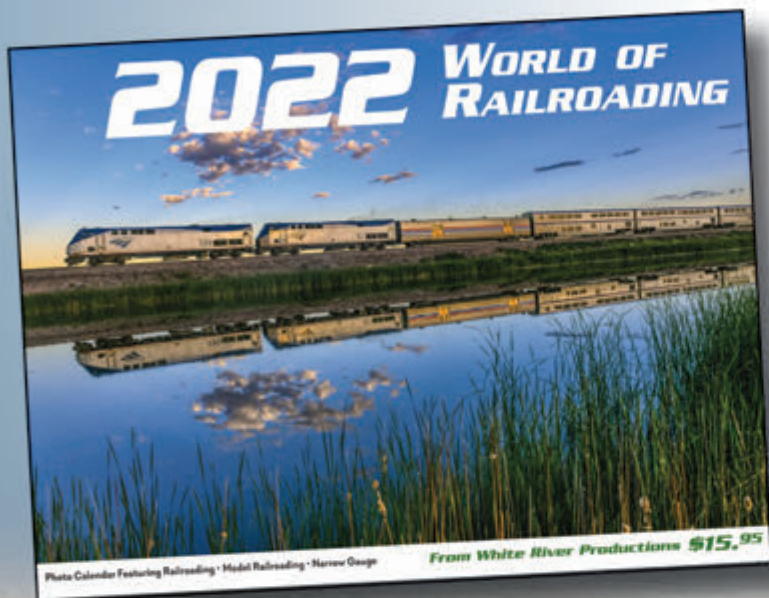




TRUCKS WERE PAINTED BLACK WHILE IN UP AND DL&G SERVICE



Frankly, Wanda, I'm through living in the past!  
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# WASHINGTON IRON WORKS “JAMMER”

by Peter J. Replinger

While McGiffert loaders were highly popular in the pine regions of the United States, their use in the heavy Douglas Fir coastal forests was very limited. The only use of the McGiffert in the Douglas Fir region was the Stimson Timber Company of Belfair, Washington, and the S. E. Slade Lumber Co. of Aberdeen, which was never documented.

In the late 1920s or early 1930s, the patents of the McGiffert loader expired, and a few equipment manufacturers exploited the opportunity by building their own McGiffert-type loaders. One of the first was designed and built by Washington Iron Works of Seattle, Washington, for the Simpson Logging Company of Shelton, Washington. The text below is from *The Timberman Magazine* (date unknown, but the machine was built in 1930 and served the company well until the end of rail logging c.1949):

“Simpson Logging Company, Shelton, Washington recently put into operation a new tunnel type self-propelled boom loader. While machines of this same general type have been used in the pine regions for years, the Washington Iron Works has worked out several new features of operation to adapt this principle of loading to the heavier working

conditions encountered in the fir sections. This new loader is an independent, steam-driven unit that does not require the assistance of a locomotive. In operating position, the trucks are raised to the underside of the main frame, forming a tunnel through which the empty logging cars have free and unobstructed passage on the main track to reach a position for loading under the steel boom. These features in conjunction with the fact that every operation incident to moving from one loading place to another is performed by the operator at his post, makes this new machine exceedingly efficient.

The main platform which carries all mechanisms is raised approximately 10 feet above the track and is supported at each side by heavy girder type legs having their extremities flexible shoes which adjust themselves to any irregularity in height of the ties upon which they rest. These shoes have sufficient length to distribute the load over a large number of ties, thus assuring a substantial foundation.

Two standard gauge four-wheel trucks with a wide tread wheels and using standard M.C.B. 6 x 11 journal bearings, wedges and couplers are carried by wheel frames hinged to the underside of

the main platform. Alternate raising or lowering of these frames through a self-locking worm gear drive places the loader in either operating or moving position.

The 10 x 12 steam cylinders equipped with a patented rotary reverse gear provide an abundance of power to the two car-spotting drums and the propelling mechanism. In fact, speeds as high as eight miles per hour, with a train of cars, is easily obtained.

The most important improvement, however, has been made in the speeding up of the actual loading process through the development of an automatic oil check cylinder.

Shock absorbing or cushioning effect of this devise gives the operator added confidence as an immediate stop can be made at full speed with a minimum of vibration. It also forms an effective lock

*(text continued on page 55)*

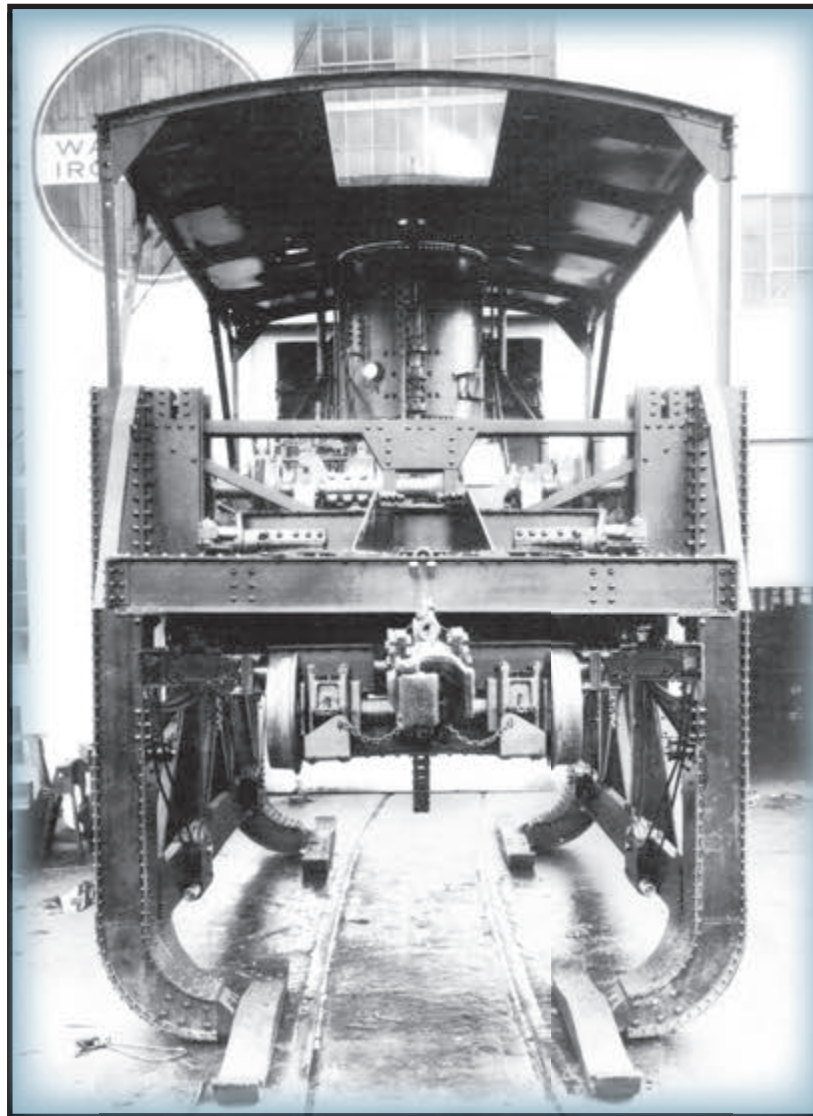
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*Below: The Stimson Timber Company used this actual McGiffert loader at their logging operations at Belfair, Washington. This was one of the few (if only) McGifferts used in the heavy Douglas Fir region of the Pacific Northwest.*

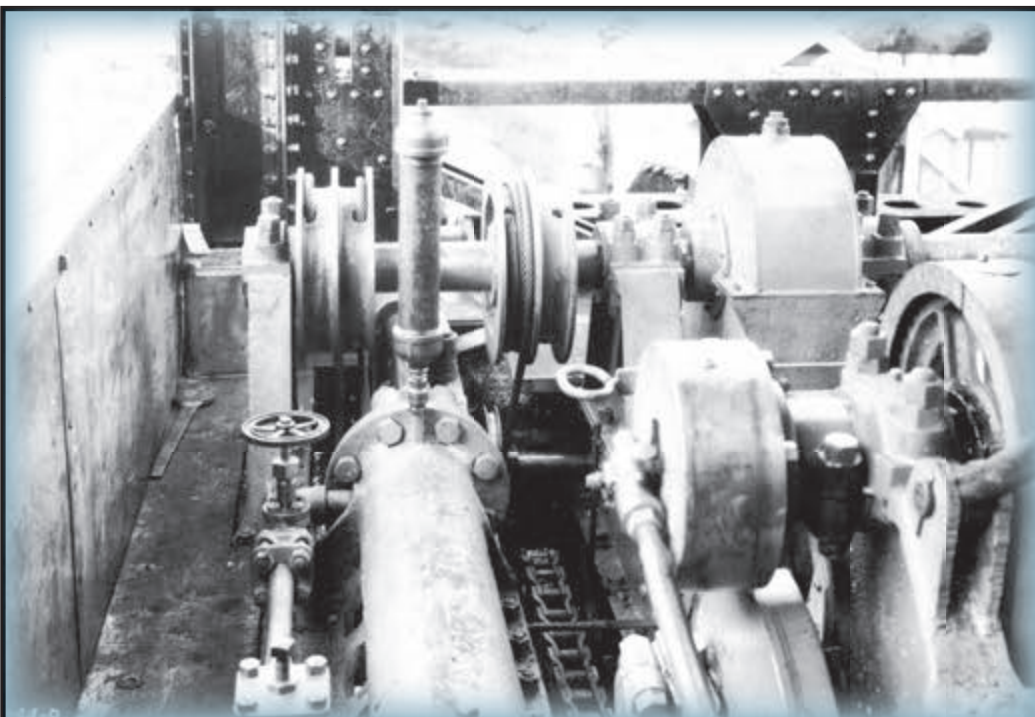




*Opposite:*  
Photo taken of the jammer in use at one of Simpson's logging operations. Note the use of tractors to supply logs to the machine. This machine was capable of loading 40 loads of logs in 8 hours. *Photo by Clark Kinsey.*



*Opposite bottom, right and below:*  
Builders' photos of the Simpson jammer, taken at Washington Iron Works in Seattle.

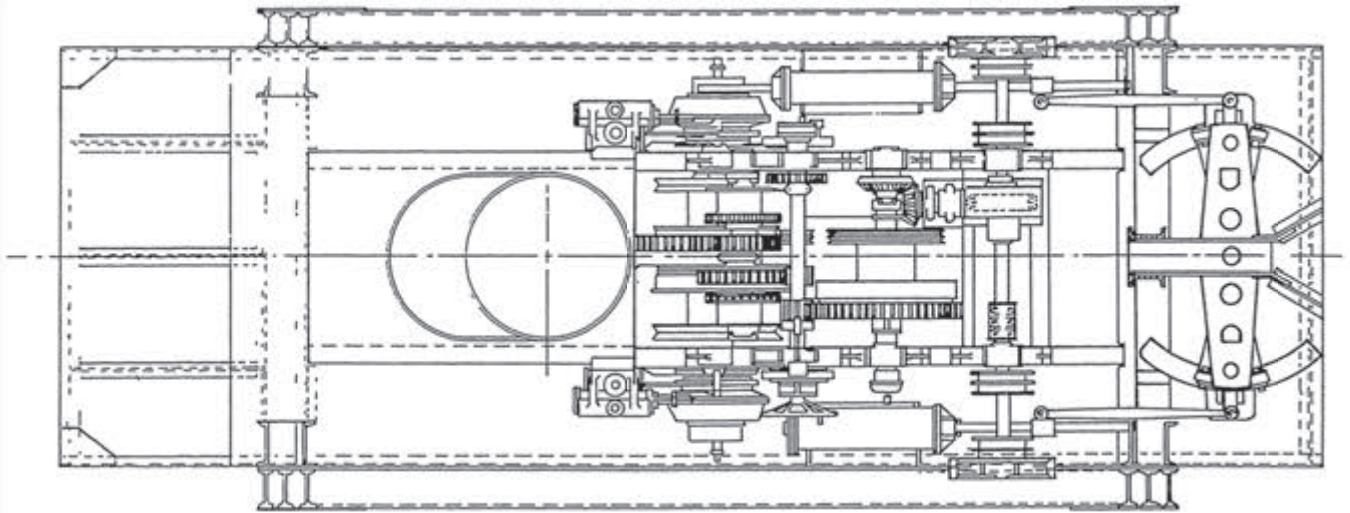


*(text continued from page 53)*

to prevent swinging when the operating valve is closed. A pivoted turntable, mounted on conical bronze brushed rollers, operating on a steel track, carries the 45-foot steel loading boom, which incidentally, swings out 13 feet 9 inches each side of the track center line."

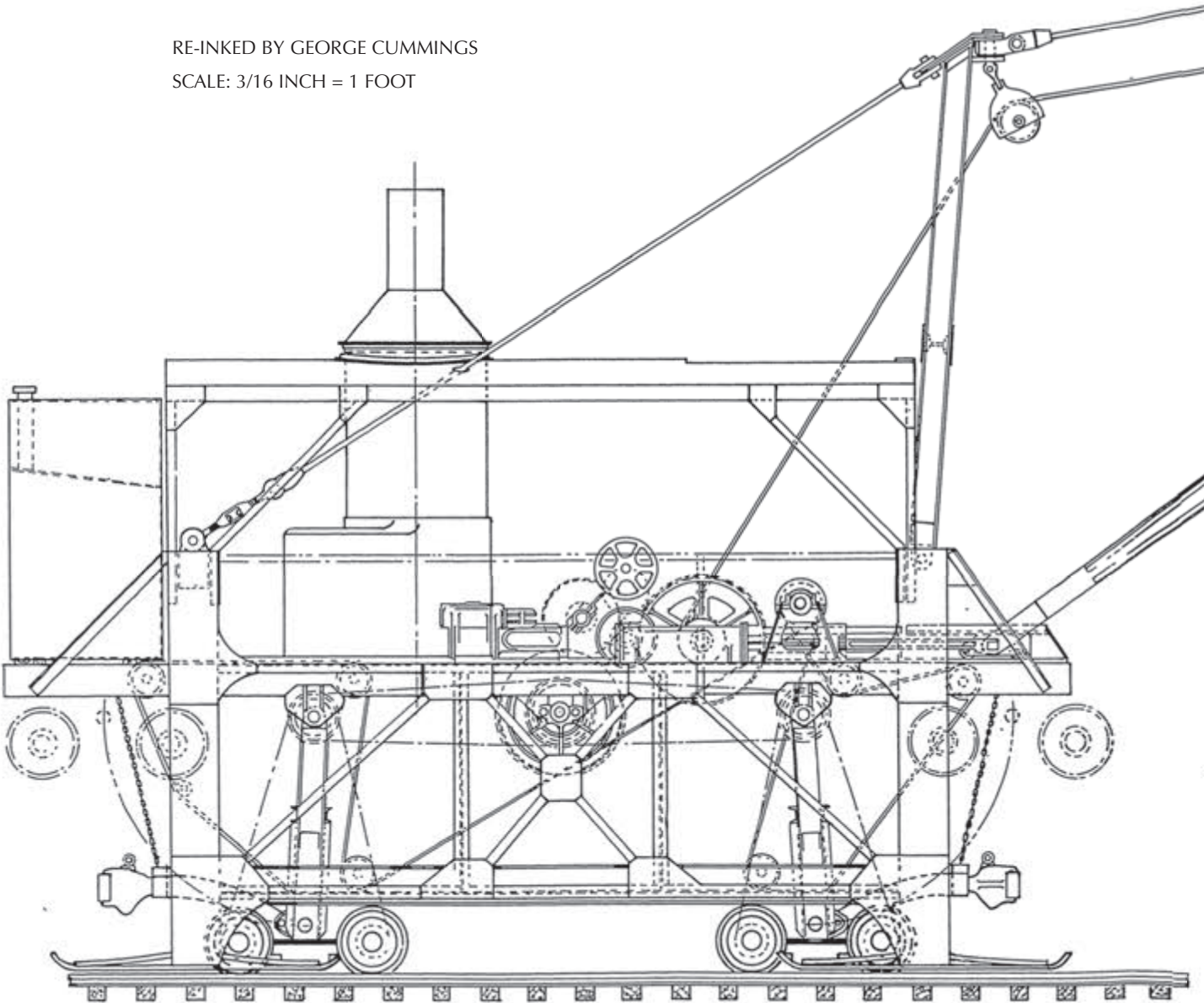
This comes from a special edition of *The Timberman* for the 1932 Logging Congress:

"The Washington Iron Works jammer loading for the tractor is equipped with a 10 x 12 engine, supplied by a 54-inch boiler. The 45-foot boom has a lifting capacity of 45,000 pounds. The machine has a duplex style drum control, with two spotting drums and an oil check on the swing. The machine swings a quarter turn 17 feet from the rail. The fuel consumption of this unit is three and one-half barrels a day. It has a capacity of 40 cars in eight hours." ■



RE-INKED BY GEORGE CUMMINGS

SCALE: 3/16 INCH = 1 FOOT

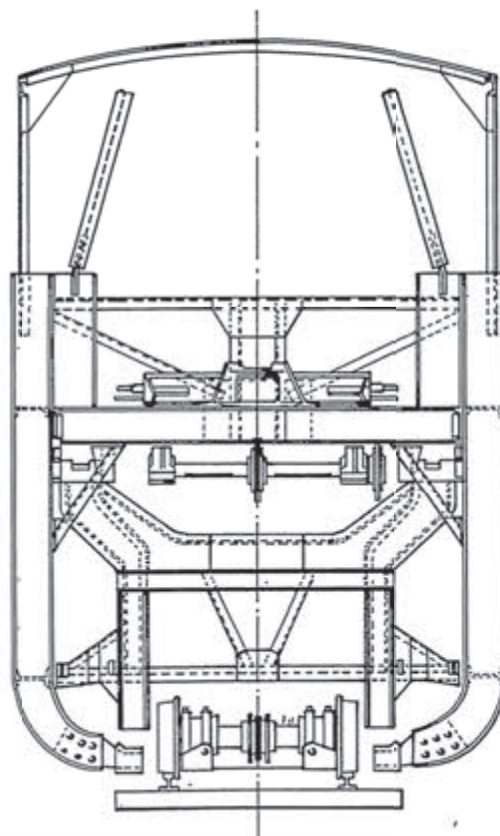
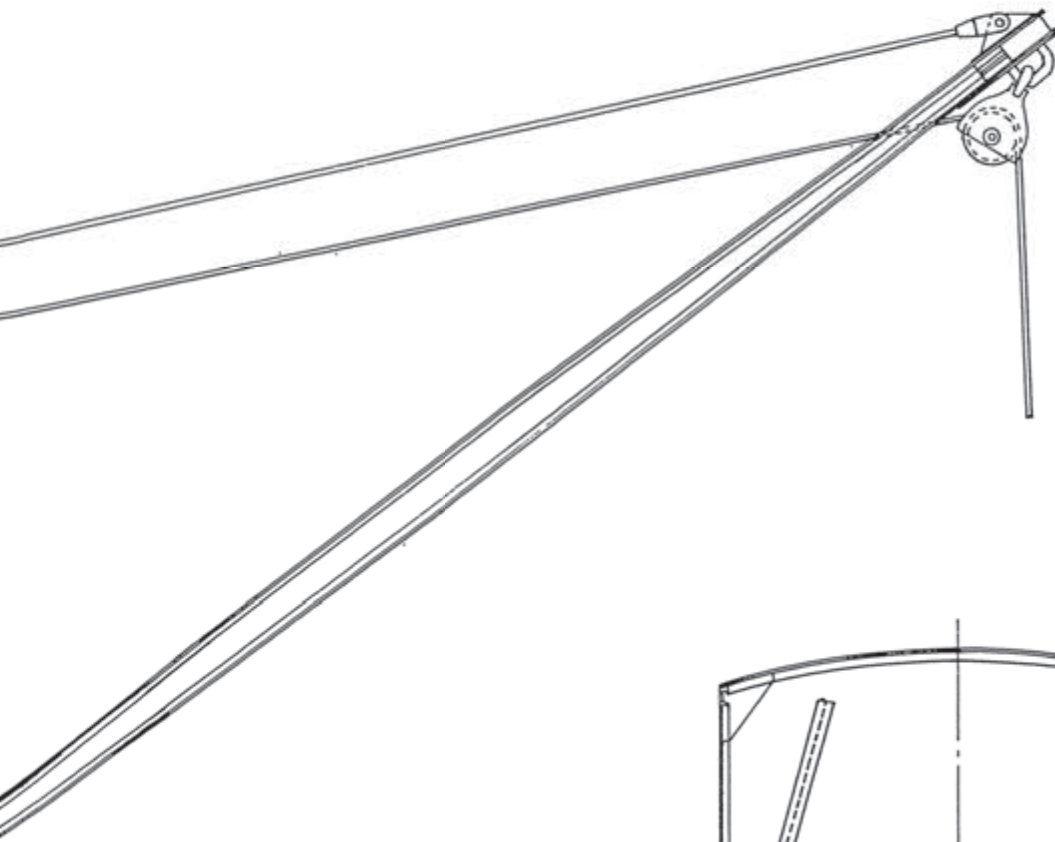




# THE WASHINGTON IRON WORKS McGIFFERT-TYPE LOADER

RE-INKED BY GEORGE CUMMINGS

SCALE: 3/16 INCH = 1 FOOT





# Building Reed's Cove Station

## A Maine Coastal Classic

by Sam Swanson  
Photos by the author

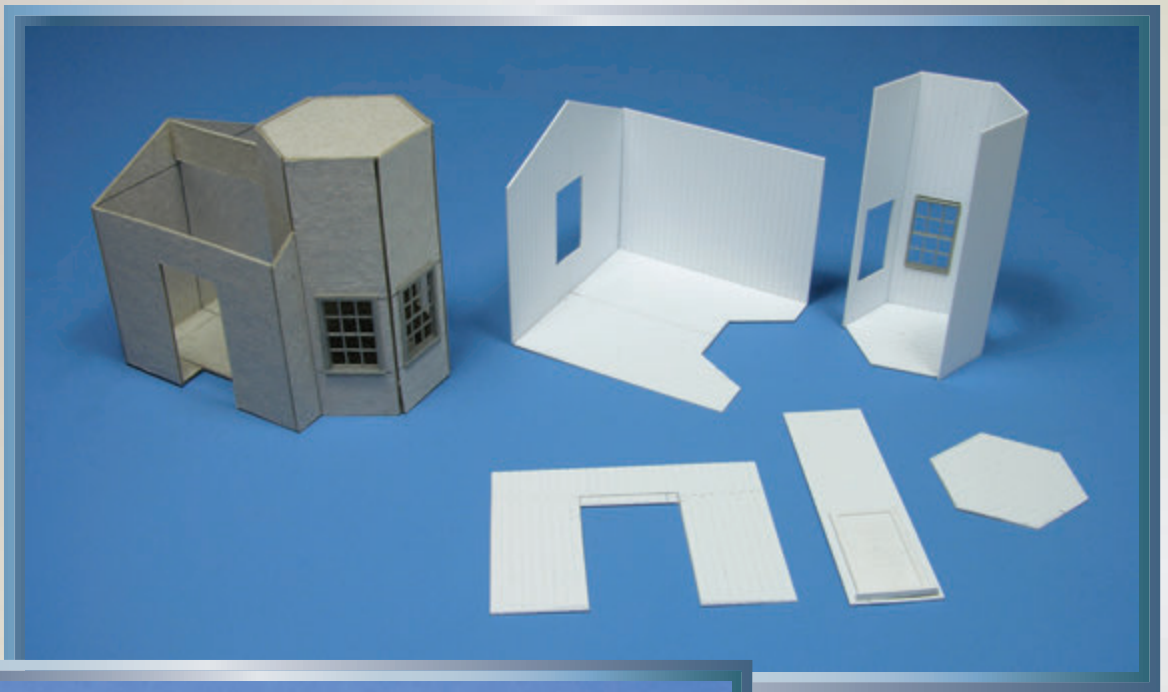
The prototype for this small station with hexagonal tower has inspired models in several scales, and I wanted to add an HO version to my HOn30 Maine coastal module as well. The prototype is the Pier Station in Wiscasset, Maine. My model will serve as a freight and passenger station near a railroad wharf. I modeled the station closer to its original version, as framing in one of the prototype photos indicate it was substantially lengthened at some point.

After seeing Pete Leach's, MMR, On30 construction article in the Novem-

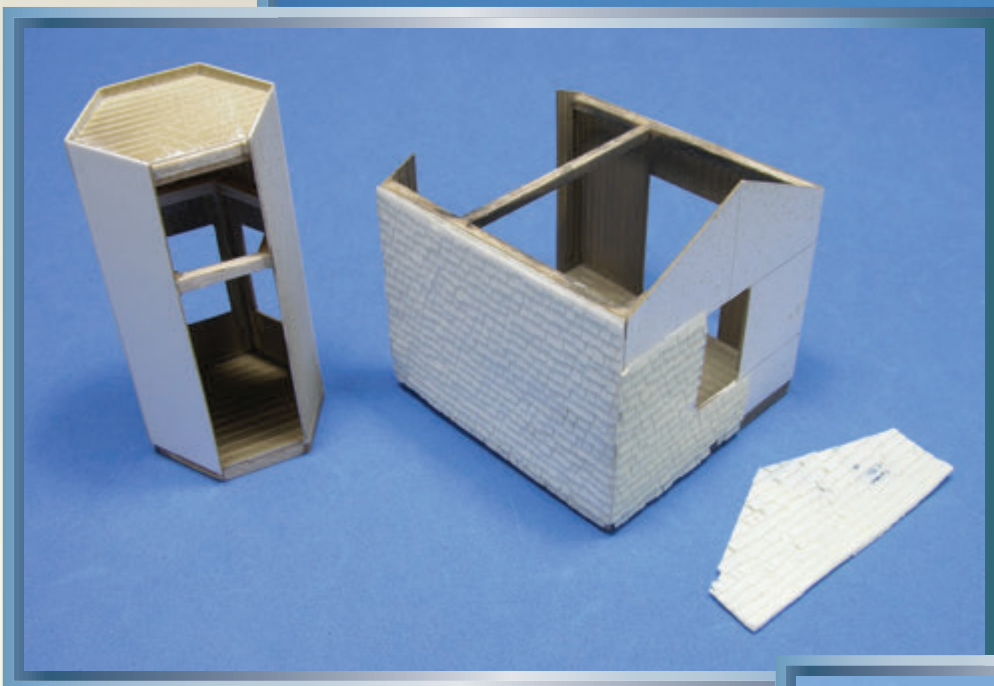
ber/December 2019 GAZETTE shown again in the finished harbor scenes in the November/December 2020 issue, he emailed me some material on the prototype and other's model versions, and I developed my own with a cardboard mockup.

Specific steps in assembling my styrene and cast urethane plastic structure, along with detailing and lighting the interior, along with finishing the exterior to look like weathered shakes and trim are illustrated in the following photos and captions.

*Title photo:* As the railbus approaches, there's just enough time for the passengers to obtain today's extra edition of the Lost River Raritan.

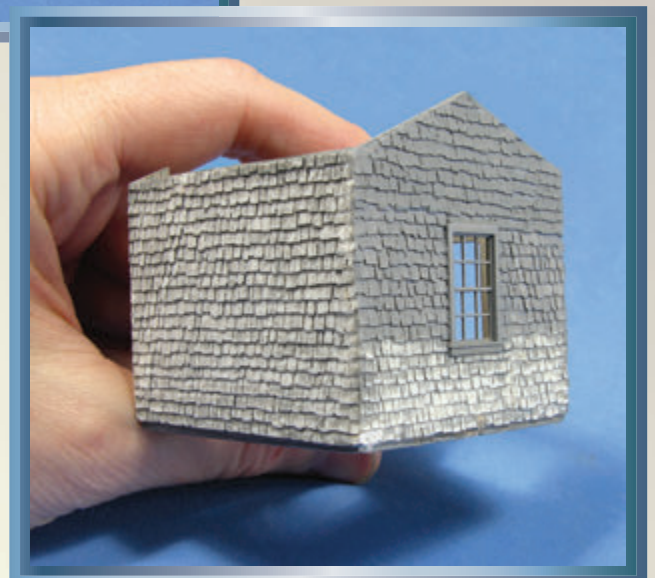


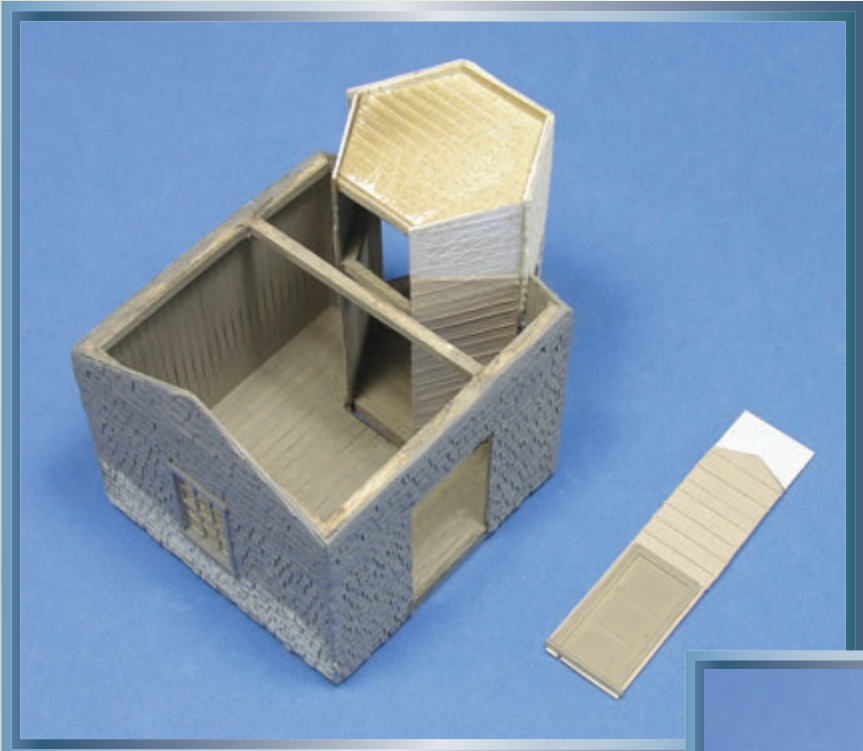
*Above:* Based on one model photo and one prototype photo, I used cardboard to mockup the proportions of the station I felt best for my HON30 module. Once I was satisfied with the proportions, I cut the walls from 0.02-inch-thick scribed styrene (Evergreen 2080).



*Above:* I lightly coated the interior of the tower and shed subassemblies with Rustoleum's Sand spray paint (from their camouflage line). I then used CA (Loctite brand works well) to affix cast urethane shingle panels to the styrene panel exterior. I home cast the panels using Micro-Mark's Rubber and Urethane system. Sometimes full-side panels were used, whereas other walls were piecemeal (based on shapes left over from past projects).

*Right:* After filling corner gaps and other imperfections with Elmer's Carpenter's Wood Filler and letting it dry, I brush-painted the exterior with a solvent-based flat grey. The primer was slowly scraped and sanded away as imperfections and gaps between shakes were defined, along with woodgrain added with a sharp #11 hobby knife blade.





*Left:* I checked the fit of the tower and shed subassemblies as I sheathed the exterior and detailed the interior tower walls (inside the shed) by scribing horizontal boards and adding a door (which is a styrene casting from my scrap box).

*Below:* I added corner and horizontal tower trim with scale 1x4 basswood stained brown. Then I test fitted the windows (San Juan Details 5031) and painted the tower and shed interior light grey.



*Left:* Commercial metal and cast urethane details were used to detail the tower room as an office and the shed for freight storage. The metal picnic table casting was cut into a half-hexagon shape to simulate a desk with plenty of clutter (including a lunch box that appears much like a picnic basket).

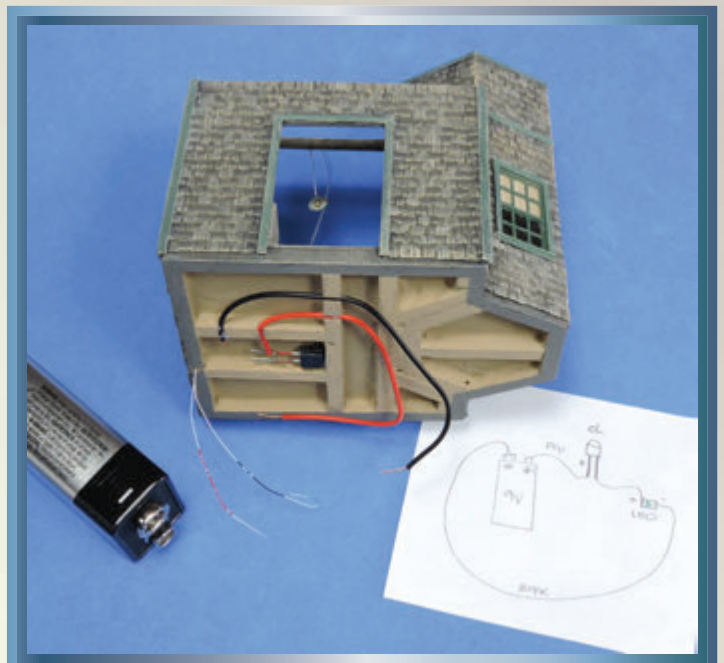


*Left:* I trimmed the picnic table to a half-hexagonal shape and attached basswood legs to make its surface flush with the windowsill. Some wooden shapes to represent cabinets and a chair rounded out the room. Prior to interior detailing, I painted the three windows, and glazed them, before securing them to the walls. Elmer's Glue-All applied to the perimeter of each glazing panel works well to secure them, and any excess on the exterior can be scraped away with a toothpick when dry.

*Below:* Following adding the tower's interior detail and its back wall, the tower was glued into place against the shed. I then washed the shed's interior wall and floor surfaces with a light application of thinned dark brown acrylic and when dry, yellow-glued its interior details into place.

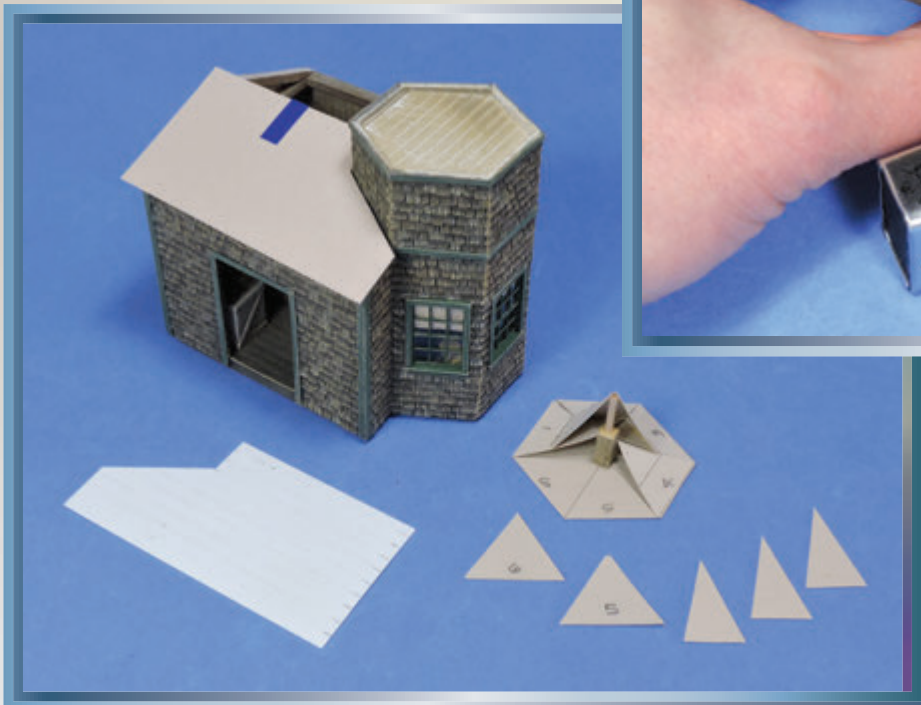
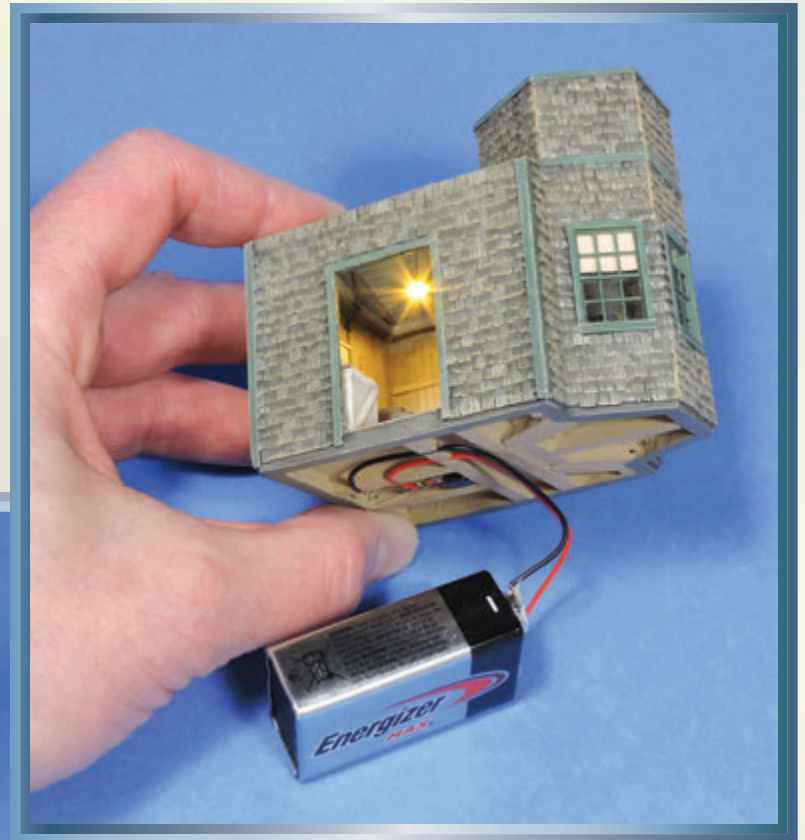


*Left:* To add variation to the shingle coloring, I tried a variety of grey shades, tinted with both black and dark brown. A practice panel helped define the steps and include priming (1), base coloring (2), washing with thin black acrylic (3), varying shingle colors (4), and selectively distressing with a #11 hobby knife blade and black acrylic washing shingles (5).



*Right:* A single 0402 LED is all that's necessary to light the shed interior. I threaded the conductors through a San Juan Details plastic lamp reflector (5062), along the top beam, down the wall, and through a hole in the foundation to the current limiter. In this case, the conductor insulation was a slippery grey material that could only be colored with solvent based paint.

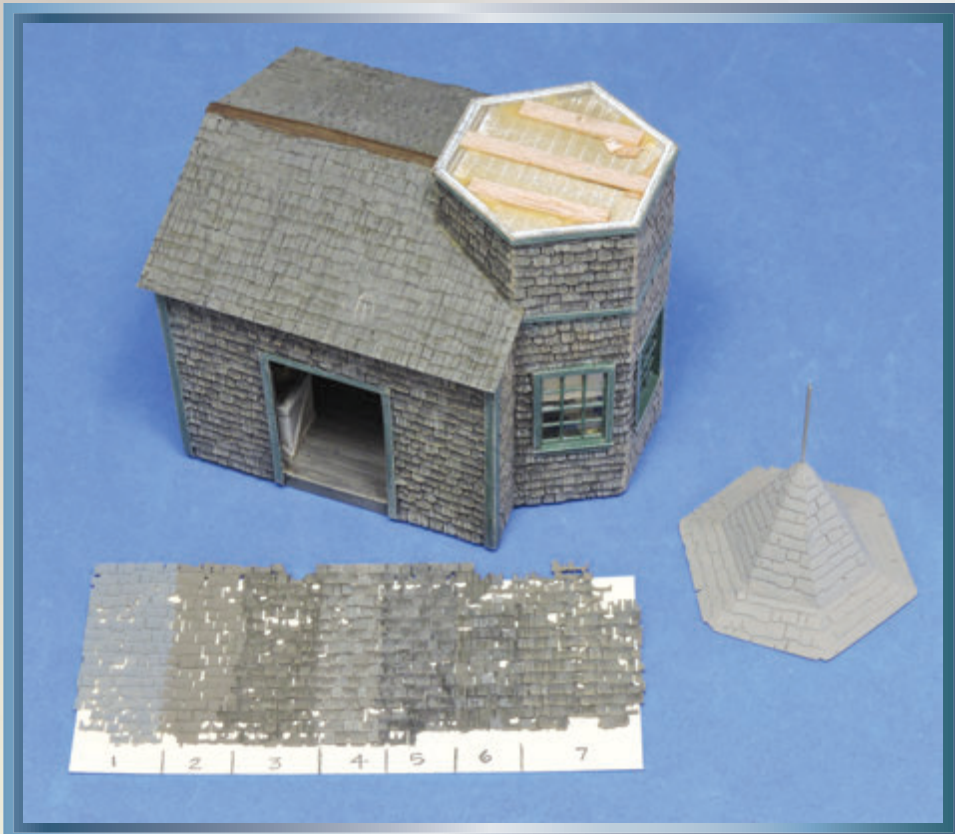
*Right:* I tested the interior lighting before gluing on the roof panels. I painted the conductors flat black, and then tacked them into place along the roof beam and wall interior with dots of yellow glue (which were then covered with rectangles of painted paper (visible in the upper left of the door opening).



*Above:* For the shed's panels, I cut a template from cardstock to insure a uniform overhang and snug fit against the tower sides. I cut the roof panels from 0.02-inch sheet styrene using the template. I scribed the underside of each panel with scale 12-inch width boards, and lightly sanded the interior before painting it tan and securing with yellow glue and Loctite CA. The hexagonal "witch's hat" roof was mocked-up with cardstock to determine the proper proportions for slopes and height. It took several iterations and three layers of cardstock assembled with yellow glue and stiffened with CA.

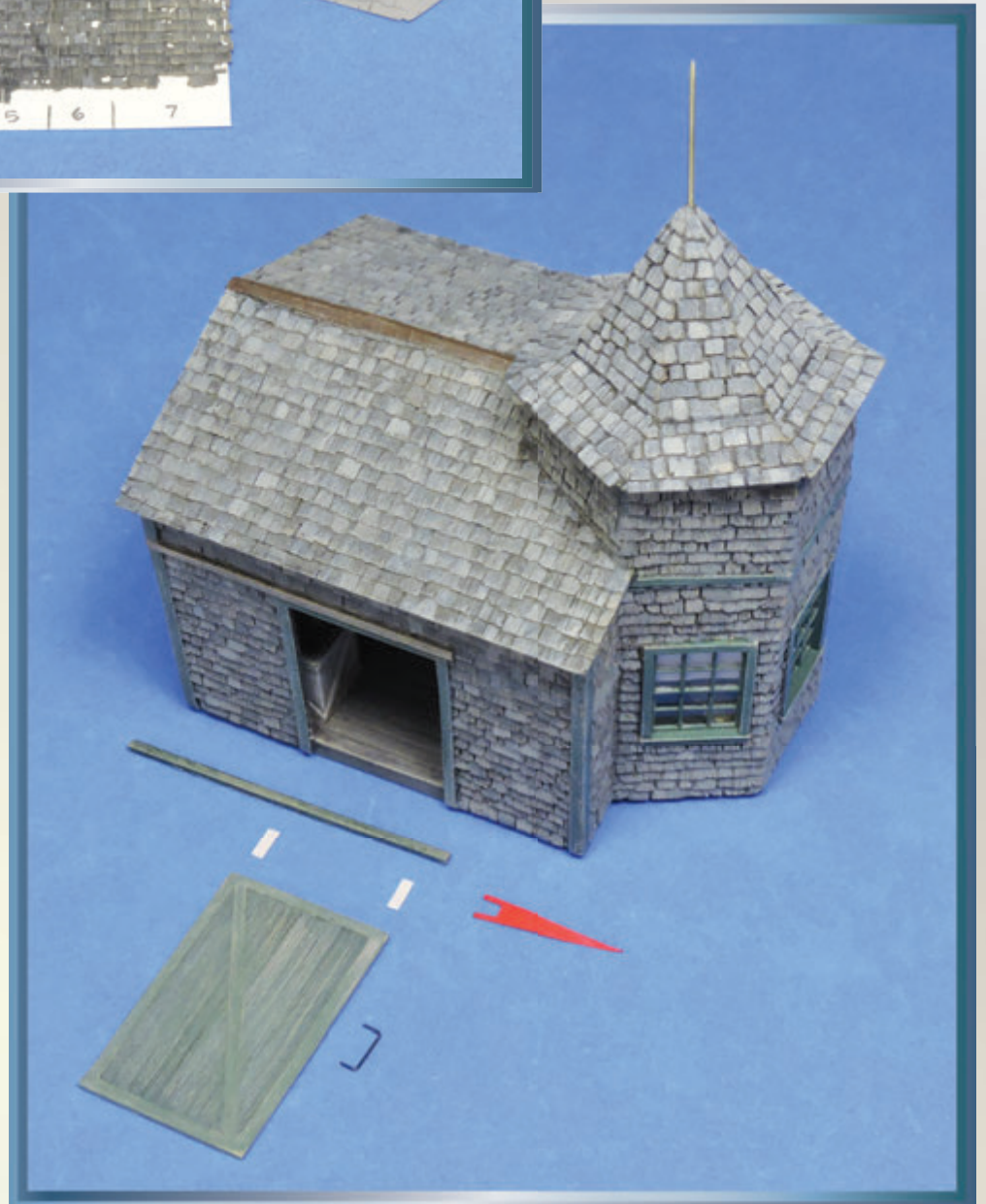
*Right:* The two styrene shed roof panels were covered with corresponding cast urethane shingle panels using the cardstock templates. I used the same approach for the tower roof, where rectangles and triangles of urethane shingle panels were cut using cardstock templates, and then trimmed and sanded to fit the roof geometry. Prior to adding the triangular panels, a hole was drilled into the dowel supporting the roof apex, and a 0.025-inch brass wire a scale 8-feet long was secured with CA, so the flagpole is about a scale 6-feet long.





*Left:* The shed roof shakes were primed, painted, and distressed in the same fashion as those on the sides. I lightened the roof with additional grey washes, and selective staining of shakes light or dark grey, along with the gaps between them with black. At this point, the tower roof has been primed, and was ready to be sanded, scribed, and textured.

*Right:* The final building details to be added include the basswood door and hanger along with cardstock hinges and brass wire handles. I painted notebook paper acrylic red before bending and fashioning a pair of loops on the banner ends so the flag is friction fit atop the pole. Allowing the flag to rotate may save it from breaking off and will also allow the inland breeze indicated to vary from setup to setup. The flag was installed after the roof shingle painting was completed, including greying the roof shingles slightly lighter than the sides, and painting the shed's ridge plate and pole which was tapered at its top through filing, and painted pastel green to simulate copper with a patina coat. 🚩



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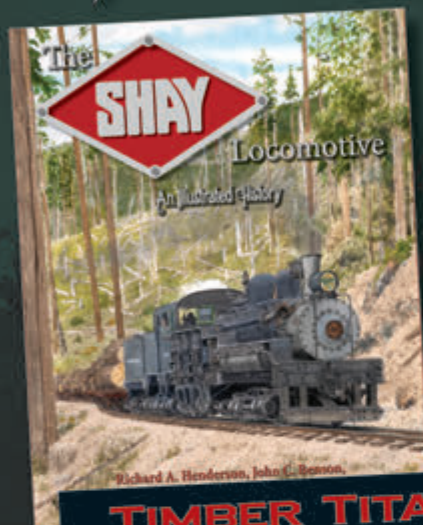
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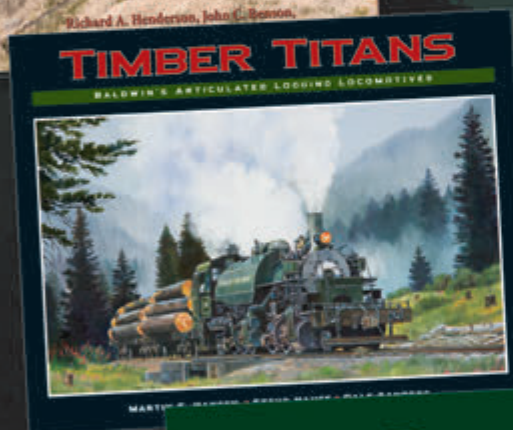


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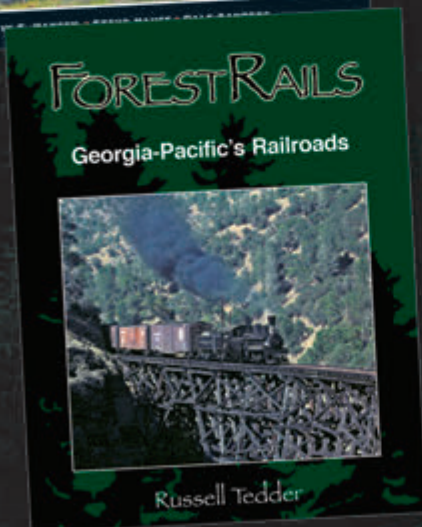


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# Meandering Through History Bodie Today

by Laura Burtness  
Photos by the author



I have known Laura Burtness since she was a babe-in-arms and was shown off by her mother, Yvonne, at the elementary school where I was a teacher. Yvonne and I team taught for many years, keeping me in touch with Laura. When she was about ten, Laura began packing back issues and books for Benchmark Publications; she often said she learned her world geography doing this. She continued helping us until she entered Stanford University to earn her teaching credential.

After marrying the love of her life, Dudley, she began camping and hiking in the Sierra Nevadas. This July, the two of them camped around Bridgeport, California, and I suggested they visit nearby Bodie.

They did, and Laura posted such a nice description of her visit I asked if I could run it along with her photos. Seems to fit in with Neil Pfafman's excellent series of Bodie plans and shows what Bodie is like today.

*Bob Brown*

My husband Dudley, and I, both teachers, spend some of our vacation time each year camping. We are Western Sierra devotees, but this year we spent a week in California's Eastern Sierra, camping and hiking at 7000+ feet. It was a new location for us, and what a stunning area.

On our last day we took a hiking break, and on Bob Brown's suggestion, headed to Bodie State Historic Park, a bonified ghost town some 30 miles outside of Bridgeport, California.

We pulled up and paid the \$11.00 fee that included an informative brochure. Clouds were gathering and there was a threat of rain. As we walked the streets of Bodie we peered into the schoolhouse that once had some 600 pupils. The desks were still there, and the teacher's chalk work was still on the blackboard.

We walked among the graves in the cemetery where the tombstones looked like little lozenges in the dirt. We heard thunder above us, and read that President Herbert Hoover's brother and family lived in Bodie for a time. I read aloud about a murder that happened in broad daylight, and how vigilantes broke into the jail, kidnapped the accused, and meted out their own justice by hanging him. As it started to sprinkle, we read that Bodie had a large Chinatown and how the Chinese were discriminated against by not being allowed to join the Miner's Union, and how the town impacted the hunter-gatherer lifestyle of the native Paiutes. The two hours spent in Bodie meandering through history went by quickly, and as the rain and wind picked up, we hopped back into our VisionQuest van and headed home. 🚐





*Bodie  
Today*







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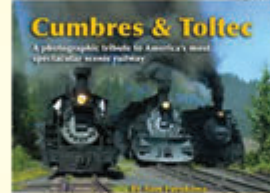
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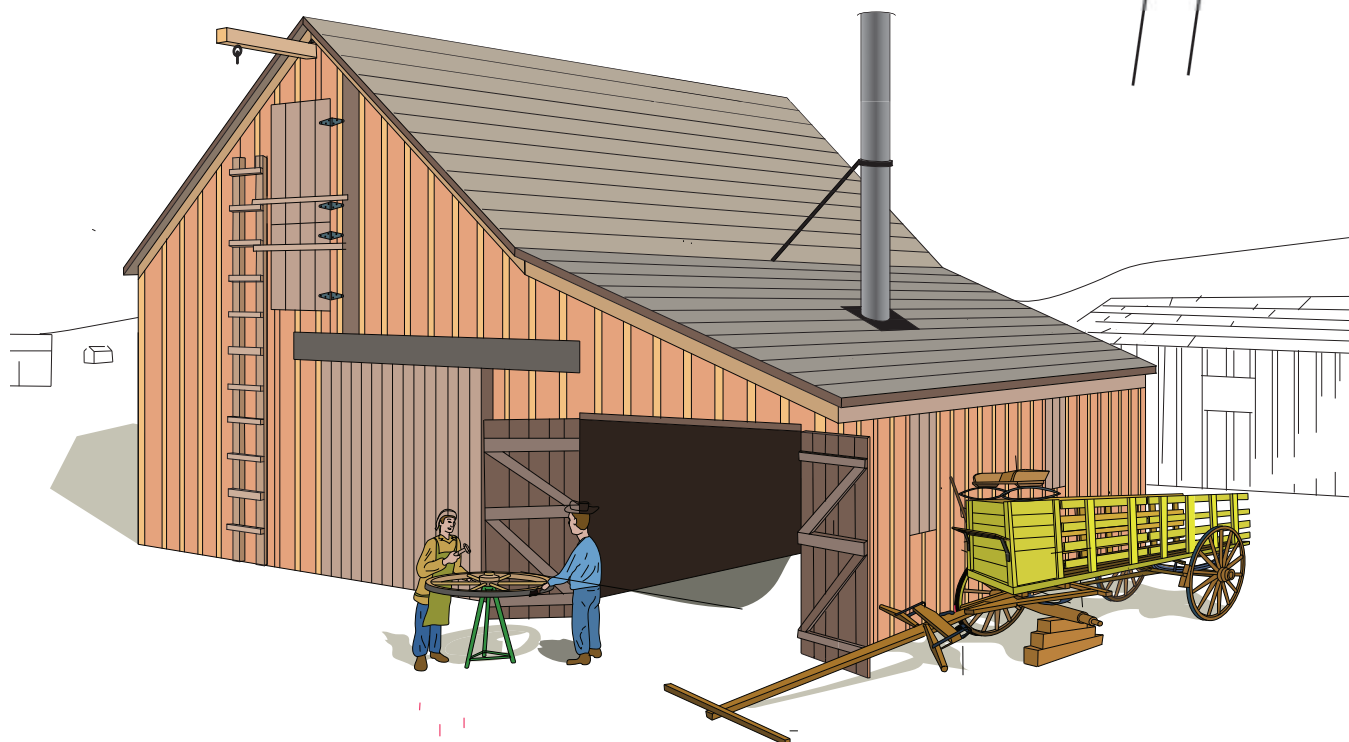
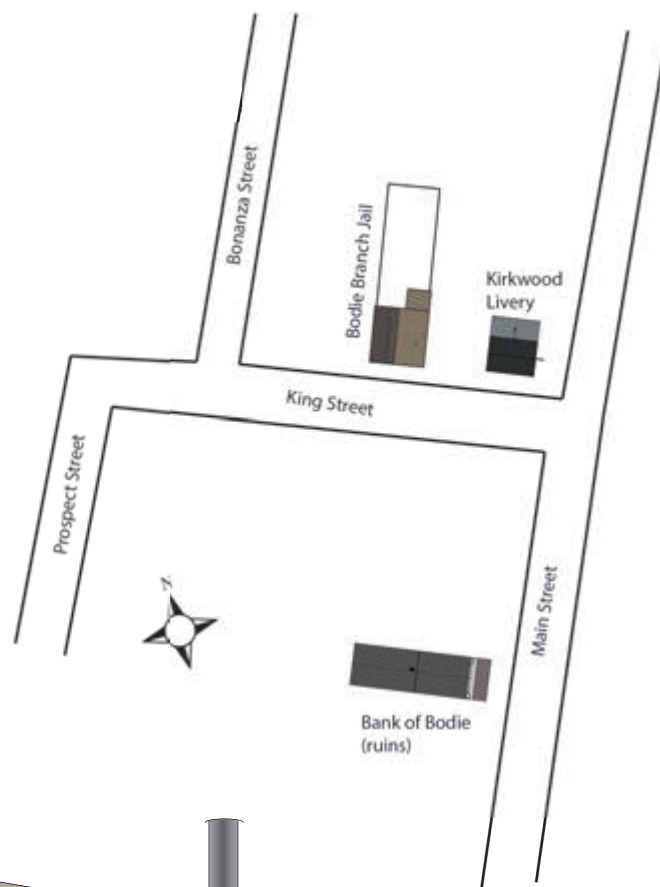
# THE KIRKWOOD LIVERY

## BODIE, CALIFORNIA

DRAWN BY NEIL A. PFAFMAN  
HO SCALE

Stewart Kirkman was a deputy sheriff and also ran the Kirkwood Livery that just happened to be next door to the jail. The building also included a large blacksmith shop where you could get your horse shod or just about anything repaired or made to order.

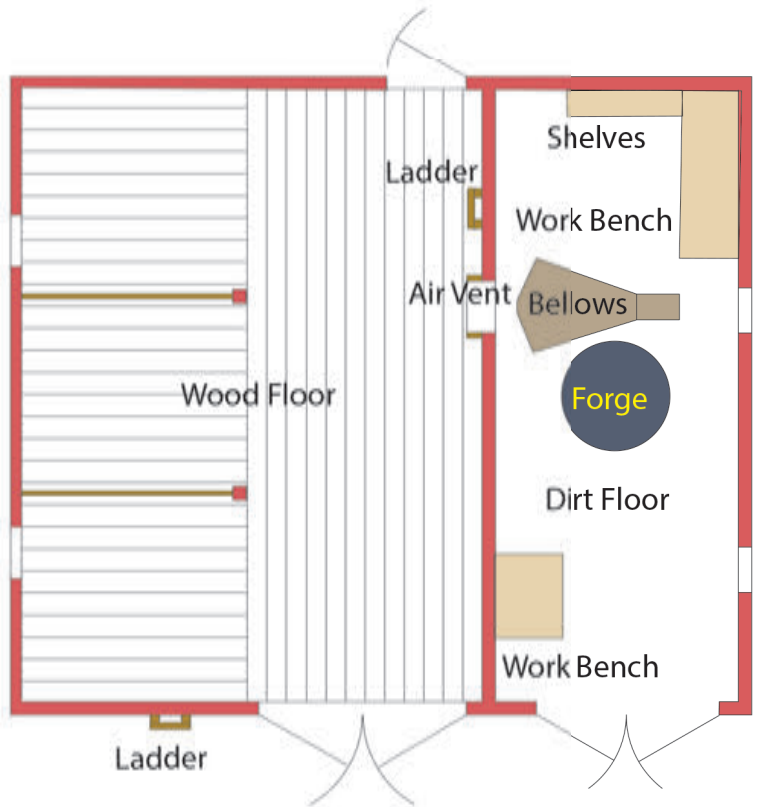
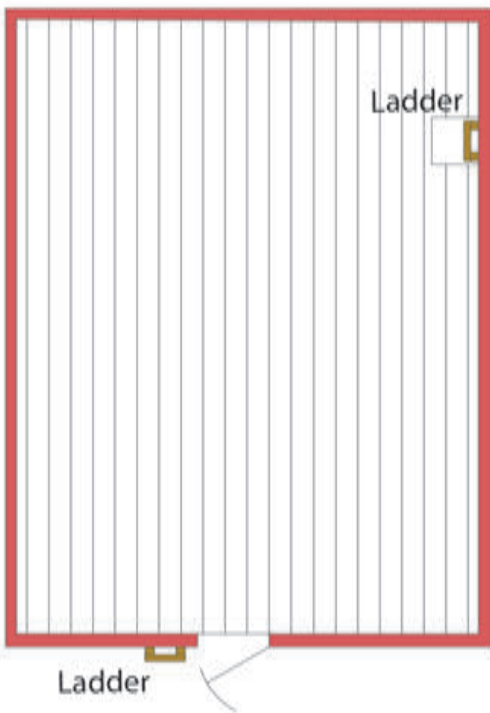
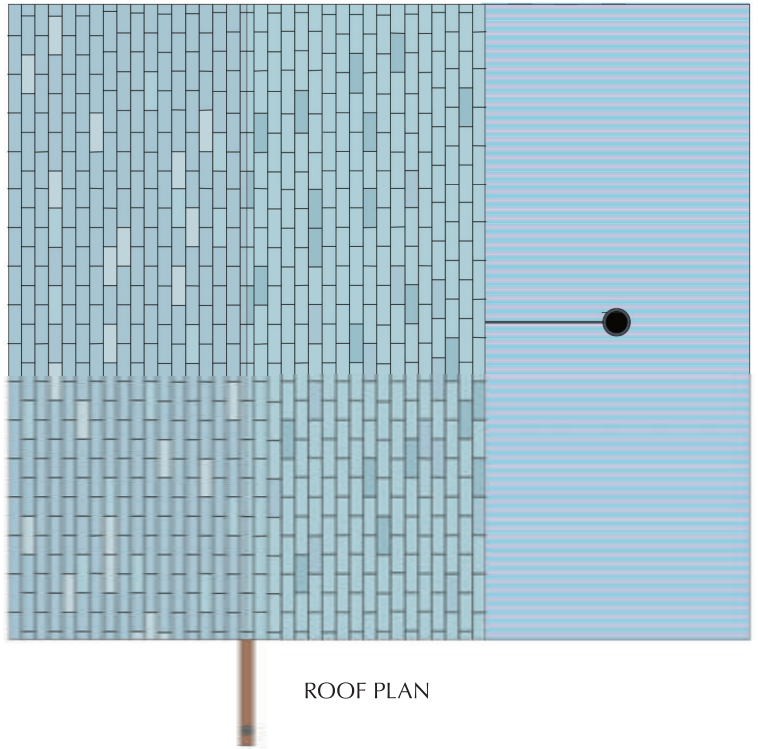
The building still stands in Bodie and the blacksmith section still has many of the tools of the trade remaining inside waiting for the next customer.

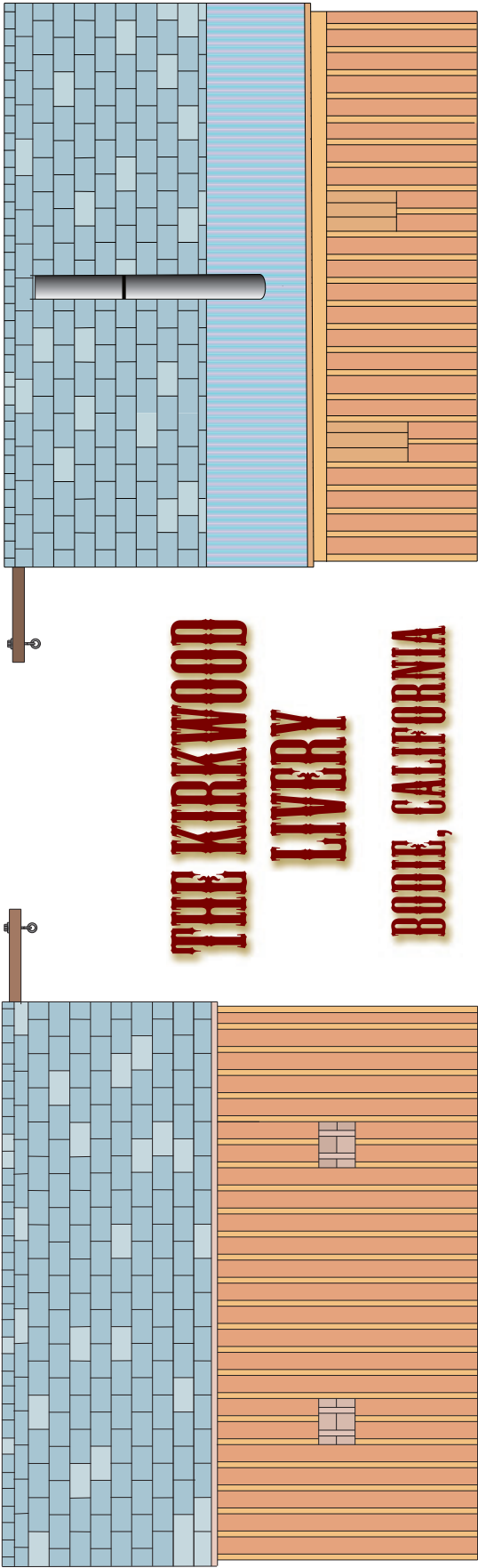


# THE KIRKWOOD LIVERY

## BODIE, CALIFORNIA

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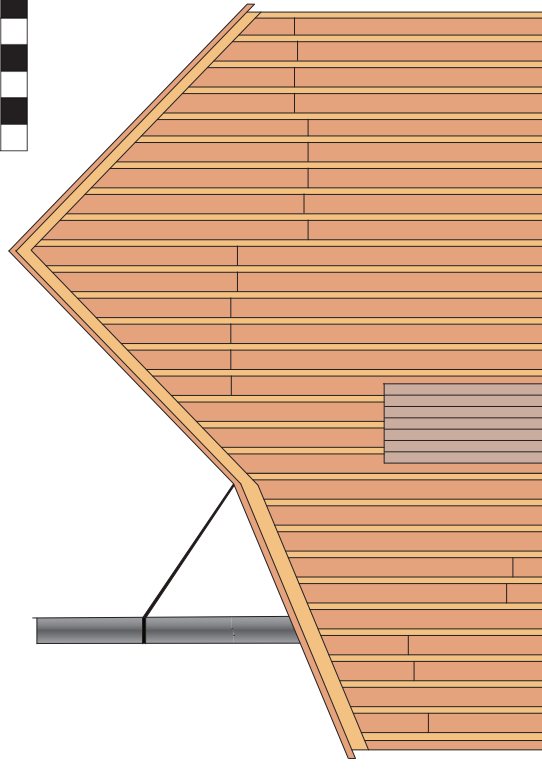


**THE KIRKWOOD  
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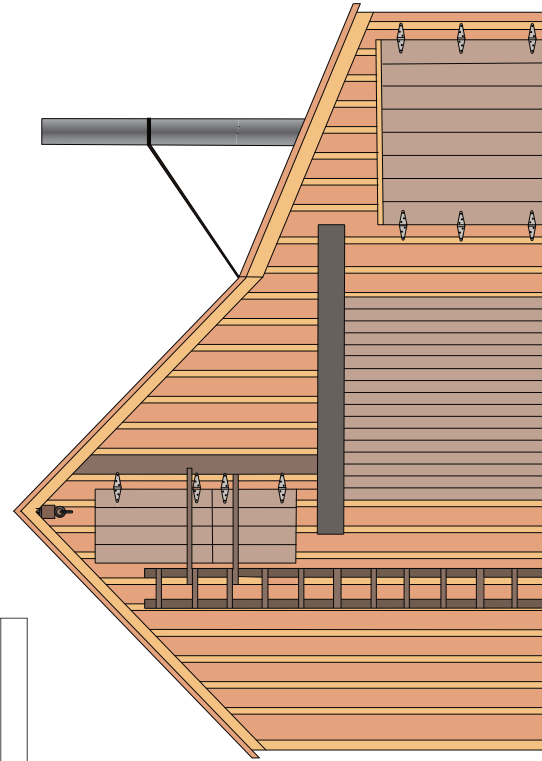
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SOUTH ELEVATION

NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION

# MAINTENANCE OF WAY EQUIPMENT ON MY On3 COLORADO CENTRAL & SOUTHERN



## THE JULL, PART 3

by Dan Windolph  
Photos by the author

This is the final installment in my series on modeling the Jull. It has been an interesting and challenging adventure building such a unique piece of equipment.

Now that construction is finished, painting the model is the final step. I didn't anticipate any problems and was happy the Hancock Jull didn't have the name printed on the letterboard. I would have hated to individually letter "Jull Centrifugal Snow Excavator" on both sides.

I airbrushed the model and let the paint set for a few days. I then sprayed a light coat of matte finish to dull the paint, which is my normal routine after paint-

ing. I was unpleasantly surprised to see the paint wrinkle and curdle on one of the auger blades. I quickly scraped the area clean and touched up the damaged area. The situation was complicated by the fact that I was traveling in two days and had non-refundable tickets.

I planned from the beginning to paint the auger a different color than the rest of the body, even painting test strips with various shades from different paint companies. As of this writing, I still haven't made up my mind on the color, but the auger appears to be a darker color in the Jackson photo.

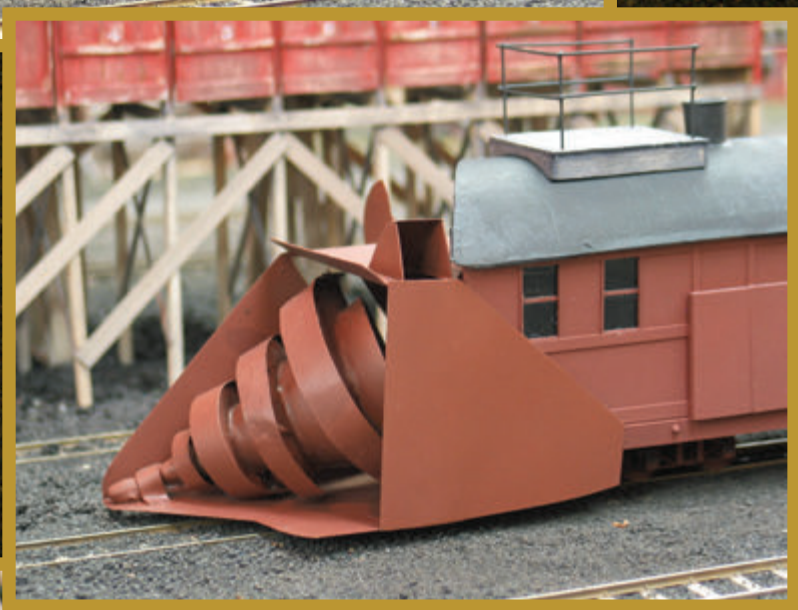
The fact that the Jull was such a failure at the Hancock snowplow trials doesn't make it any less interesting. If anything, this is why it has become such a South Park legend. The Jull derailed constantly, and Orange Jull finally conceded the contest to the rotary. He blamed the poor track, but other factors were the 4-wheel trucks which were unable to properly support the weight of the heavy mechanism, causing it to derail, especially on curves. The event only lasted 3 days, but the Jackson photos of this strange machine have made a lasting impression on South Park fans.

*(text continued on page 74)*





*Above:* The Jull in front of the Como yard coal dock on the author's layout.



*Right:* Close-up view of the auger, housing, and viewing platform.

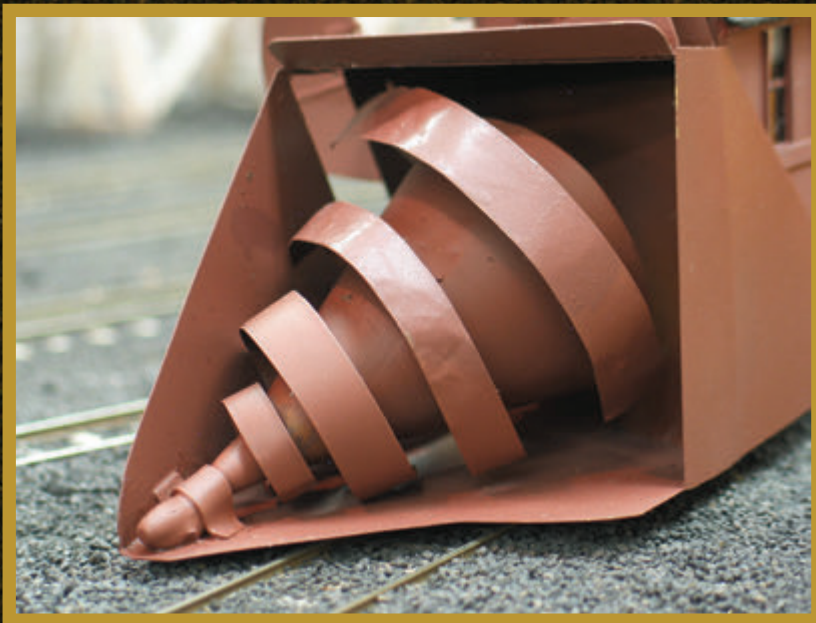
*Below:* Right side view. The rectangular pieces on each side may have been weights on the prototype.



*Right: Front view showing the auger and the snow deflector on the upper left of the housing.*



*Below: The auger.*



*(text continued from page 72)*

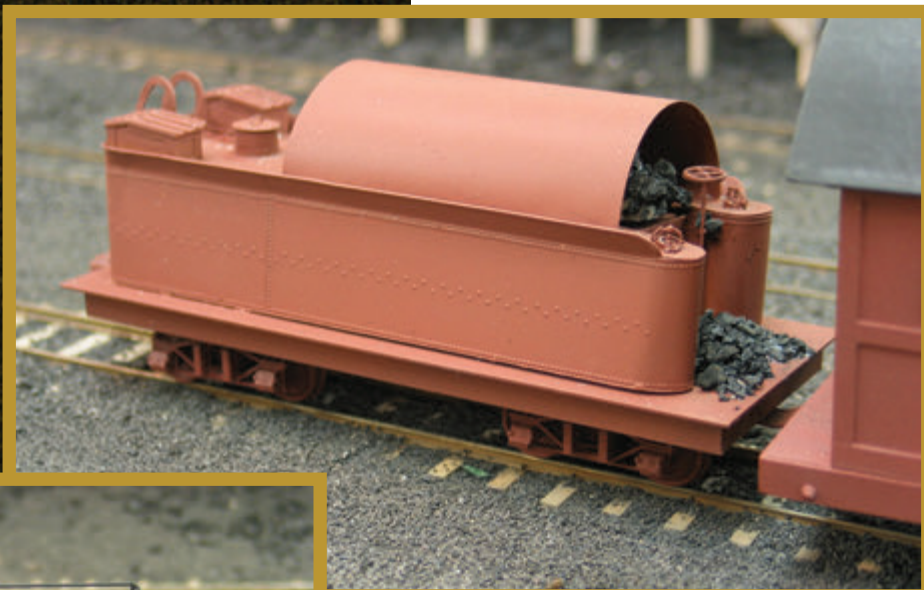
I suppose it seems odd that I would take the time and make the effort to build a model of something that was only on the railroad for 3 days and never became part of the roster. I've been fascinated by the event for years and was determined to model this particular Jull. It took longer than I anticipated, but it was worth the wait to finally build a model of the other competitor in the legendary contest.

I built a model of Denver Leadville & Gunnison #011, the Leslie rotary that competed against the Jull at Hancock. I described this model in the November/December 2018 and January/February 2019 issues of the *GAZETTE*. It would be fun to have the two snowplows head-to-head in a snow scene on my layout, but I'll settle for having them side by side at Como.

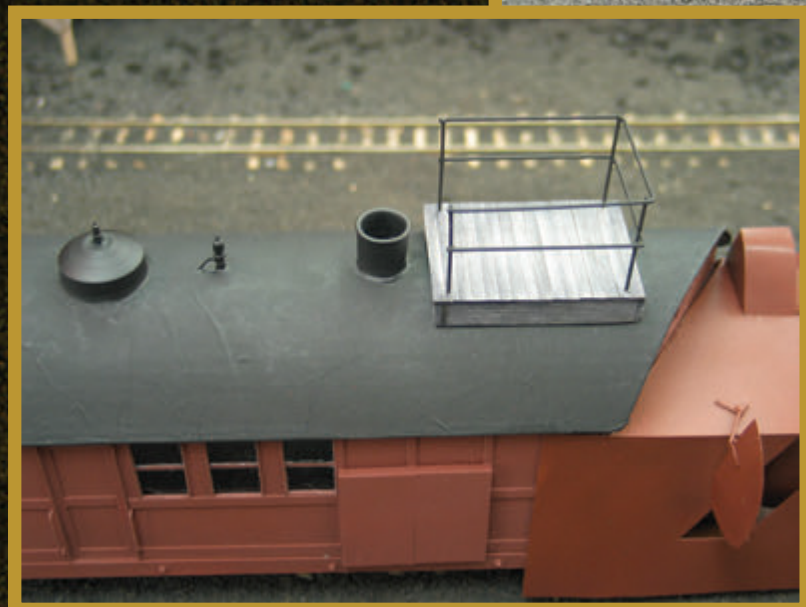
I knew that making the auger was going to be a challenge, but I didn't anticipate how difficult it actually became. After my experience fabricating the auger, I'm glad the cone isn't a common shape on narrow gauge railroads.

I think a return to more traditional model building and working on my layout will be my future projects. But — who knows? 🚂

*Right:* The tender has a curved shield to protect coal from thrown snow.



*Below:* This close-up shows roof details, including the temporary viewing platform and the snow deflector on the housing.



*Below:* The Jull and rotary meet in the Como yard before the Hancock snowplow trials. This scene probably never took place, but it did on the author's layout.





# A WALK DOWN MEMORY LANE

## HON3 ROLLING STOCK KITS AND TRIBUTE CARS

by Craig Symington, MMR  
Photos by the author

*Title photo:* While walking down memory lane, I built 11 kits from three manufacturers. I would have built more, but time would not allow it. This photo shows 8 Rail Line boxcars, 2 Grandt RGS/C&S reefers and a Precision Scale Co. D&RGW 40-foot reefer. Of those cars, 6 became tribute cars.

The inspiration for this article came from *GAZETTE* author and friend, Dave Adams. Dave sent me a set of decals for the late Mike Schwab's Sn3 San Lorenzo Southern Railroad, as well as Jim Vail's HOn3 Glenwood & Black Creek Railroad. Both of these individuals were good friends of mine, and through Dave's help, I felt inspired to build some "tribute" cars for these fallen flags. Up until then, it had been a long time since I'd built any HOn3 rolling stock kits, but Dave's gesture was the catalyst to walk down memory lane.

For the longest time, I felt that an article on what rolling stock kits are currently available in HOn3 needed to grace the pages of this fine magazine. For more than a decade, HOn3 modelers have been blessed with a lot of Ready-To-Run (RTR) HOn3 rolling stock releases that have undoubtedly affected the kit market. There have been ownership changes with the traditional manufacturers, and as well, new manufacturers have appeared with new kits on the market. It seemed like a good time to write about what's currently available and share some kit building tips that I've learned along the way.

Thirty-five years ago, when I started in HOn3, there were no RTR models. Over those early years I built literally hundreds of kits to create a large enough fleet to sustain operations on my moderately



*Above:* This early Rail Line kit represents a typical HO scale kit with excellent details, and although a D&RGW prototype, it lends itself well for freelancing. It's probably the most popular kit in the history of HO scale rolling stock kits. Here is one fully assembled and waiting for paint.

*Below:* This is one of the first Rail Line kits that I built when I started in the hobby as a teenager. It lacks many details and is crude by my current standards. I've included it in this article to illustrate that we all have humble beginnings, and with patience, anyone can improve their skills and build up a fine collection of built-up kits.

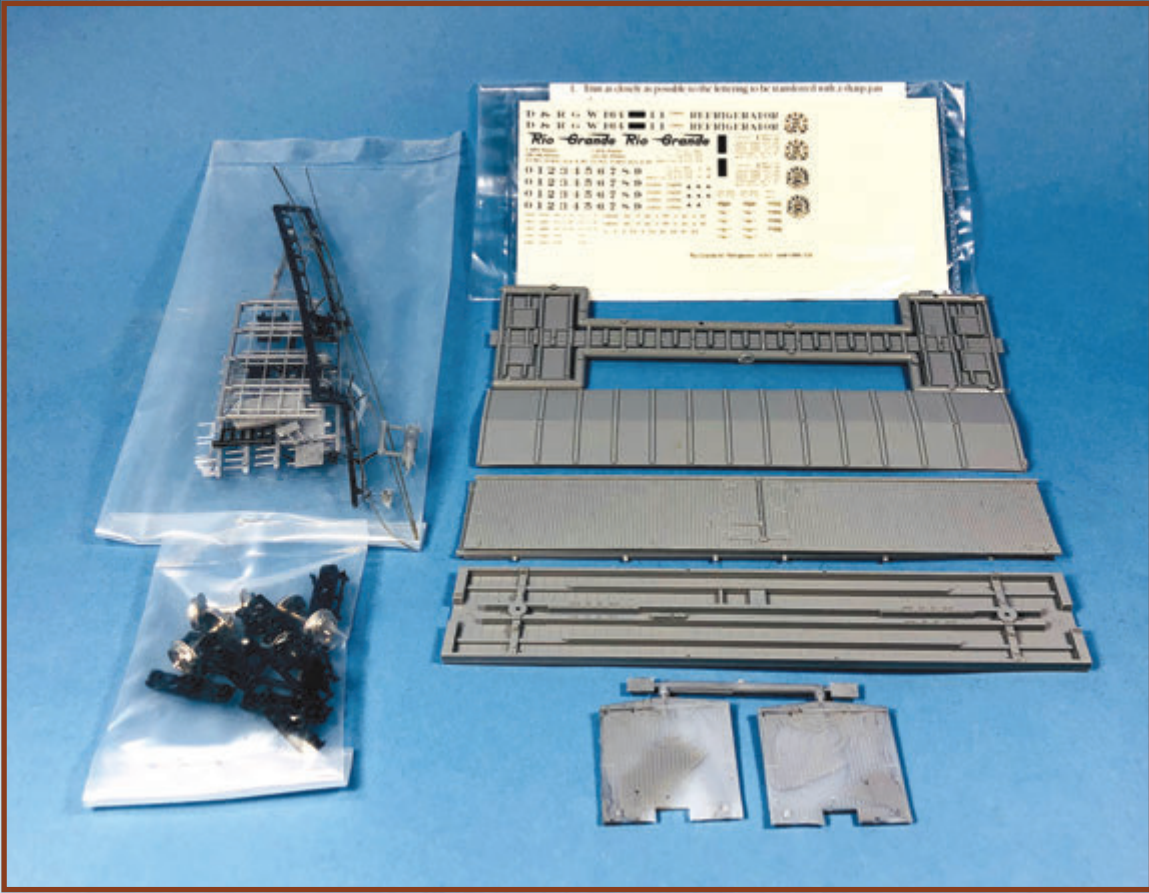


sized railroad. When Blackstone RTR rolling stock came along, I bought all that I could and focused my modelling efforts in other areas. I'm sure many other modelers did too. During that time, I could see a shift in the hobby and feared that the demand for those much-loved HO scale rolling stock kits would drop to the point that they would disappear from the market. Through researching this article and reaching out to some of the manufacturers, I'm pleased to say that my fears were unfounded. The kit business is still here to provide us with endless hours of enjoyment. I hope you read along and feel inspired to build some kits too.

### AVAILABLE HO SCALE KITS

I started my journey by building a fleet of Rail Line D&RGW boxcar kits. These must be the quintessential HO scale rolling stock kits that everyone should start with. Admittedly, the details seemed almost overwhelming all those years ago, and my first efforts left a lot of room for improvement. But as I built these recent kits, it became obvious to me that anyone with some patience can obtain a nice outcome. I marveled at how a kit that was designed and tooled nearly 45 years ago, holds up in detail that can't be beat today. It really says a lot about the original designer. Amazingly, these kits are still readily available today and just as fun to build. The boxcars that I built were the ideal destination for the SLS and G&BC RR decals that Dave sent me.

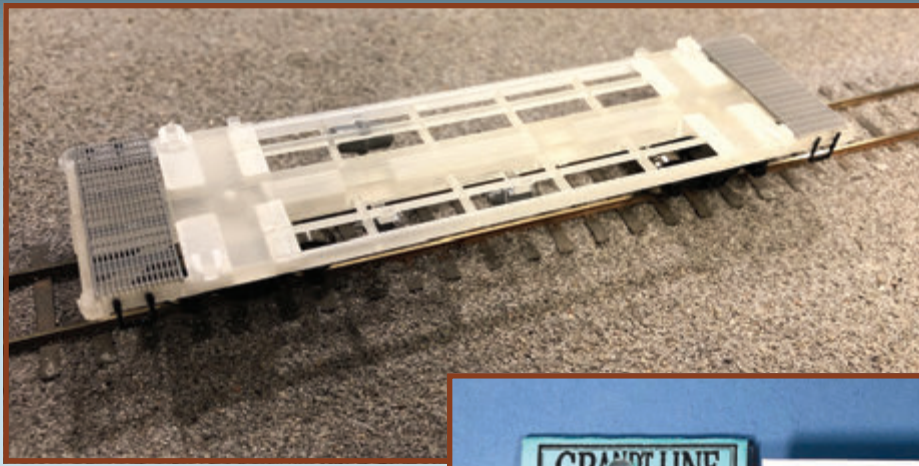
*(text continued on page 79)*



Left: Many kits like this Precision Scale Co. D&RGW long reefer come as a stack of parts, instructions, trucks and decals. This kit builds into a prototype that has never been made as an RTR model. The kit will be back on the market soon. These 40-foot cars really add variety to a sea of standard length 30-foot cars.

Right: New manufacturers like Leadville Designs are putting out kits made up of 3D printed parts like this MOW kit. The remainder of the kit is mostly stock items from other manufacturers. Some of their other kits utilize laser-cut parts. It's exciting to see that new technology and traditional parts can be married to produce kits that have never been offered before.





*Left:* For economic reasons, this Northbound Models Works kit for a White Pass and Yukon container flat car would probably never be produced by traditional injection molding methods. With 3D printing, this NBMW can produce a high-quality model with variable production numbers. Kits like these can fill a void for less popular prototypes like the WP&Y. *Photo by Mike May.*

*Right:* HOn3 trucks come ready to use or as kits. They come molded in brass, white metal and Delrin. The examples of each in this photo are representative of the dozens of options available to the HOn3 modeler.



*(text continued from page 77)*

I thoroughly enjoy building Precision Scale Co. HOn3 kits. The detail is exceptional, and the kits go together well. I contacted the new owners of PSC to inquire about when they were going to put their kits back on the market. The kits haven't been available since the company was sold a couple years back. I'm happy to share that while I'm writing this article, they are actively trying to make their entire line of HOn3 kits available again. That will include the UTLX frameless and narrow frame tank cars, D&RGW long & short reefers, 34-foot stock car, 40-foot flat car and both styles of D&RGW cabooses. Many of these prototypes have never been done in RTR form. I'm especially excited that they will be bringing back the two different caboose kits that I used in my previous two *GAZETTE* articles. The 40-foot flat car kit can be kit bashed into the auto flats that I featured in the January/February and March/April 2016 *GAZETTE*s. I also intend to use this flat car kit in an upcoming column.

San Juan Models offers the former line of Grandt Line HOn3 kits. These

are a real treasure especially for the C&S and RGS modelers. They have kits for C&S/RGS boxcars, stock cars, gondolas, and a C&S caboose. All are exceptional in detail. The Grandt family put a lot of pride in designing these kits many decades ago and it still shows! The C&S/RGS boxcars lend themselves well to kit bashing which I demonstrated in the July/August and September/October 2012 *GAZETTE*s.

The former E&B Valley kits that have been sold under the Model Railroad General Store banner for the past couple of decades are still available through their website and the eBay store. They still offer the D&RGW coach kits, stock cars and RGS 0404 kit. I haven't tried their new hybrid RPO and baggage car kits, but intend to soon. I especially like their stock car kits because they can be made into many different board variations. A stack of these kits and the Victor Stone book, *Taking Stock*, can be used to make a very interesting and prototypical stock train.

For those of you who like building wood kits, Labelle Woodworking still

offers a long list of passenger cars, and early boxcar and reefer kits. Funaro & Camerlengo offer a wide range of East Broad Top cars and other prototypes in resin. Speaking of EBT, the Friends of the EBT also offer the occasional kit through their website. Durango Press, though JL Innovative is still offering several logging cars and some of their MOW car kits. Unfortunately, it appears that their D&RGW gondola kit is no longer available which is a real shame since it's the only kit available for this abundant Colorado prototype. Rio Grande Models has recently been sold to new owners and I believe it's their intent to slowly make all the RGM kits available again. These kits fill a hole for maintenance of way (MOW) and logging prototypes.

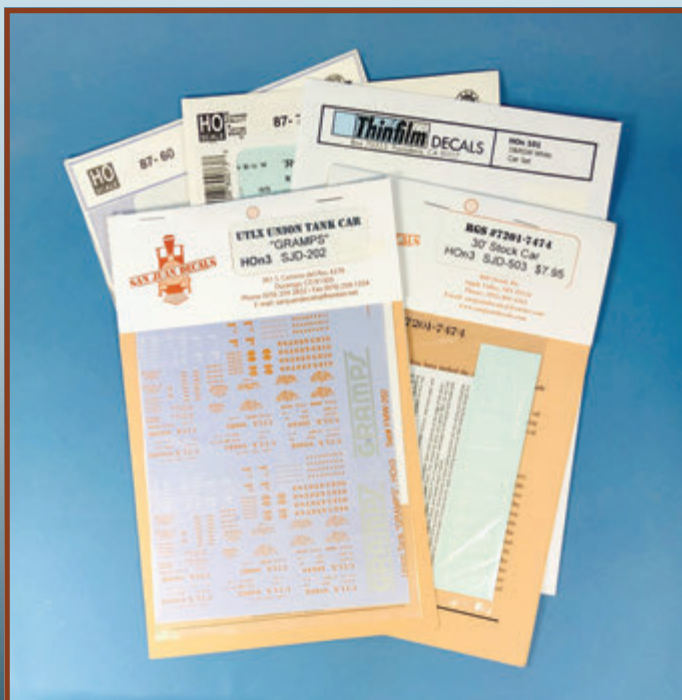
One really exciting advance in the hobby is the appearance of new manufacturers. I believe the price drops in laser cutters and 3D printing has stimulated this. Leadville Designs is bringing out some prototypes never offered before in kit form. They are offering MOW

*(text continued on page 81)*



Above: I keep a box from every different kit that I've built. Within the boxes, I store the extra parts that come with the kits. This treasure trove often comes in handy if I lose a part while building a new kit.

Below: HO n3 modelers are lucky to have many decal manufacturers to support our hobby. Shown are a small sample of a few of them.

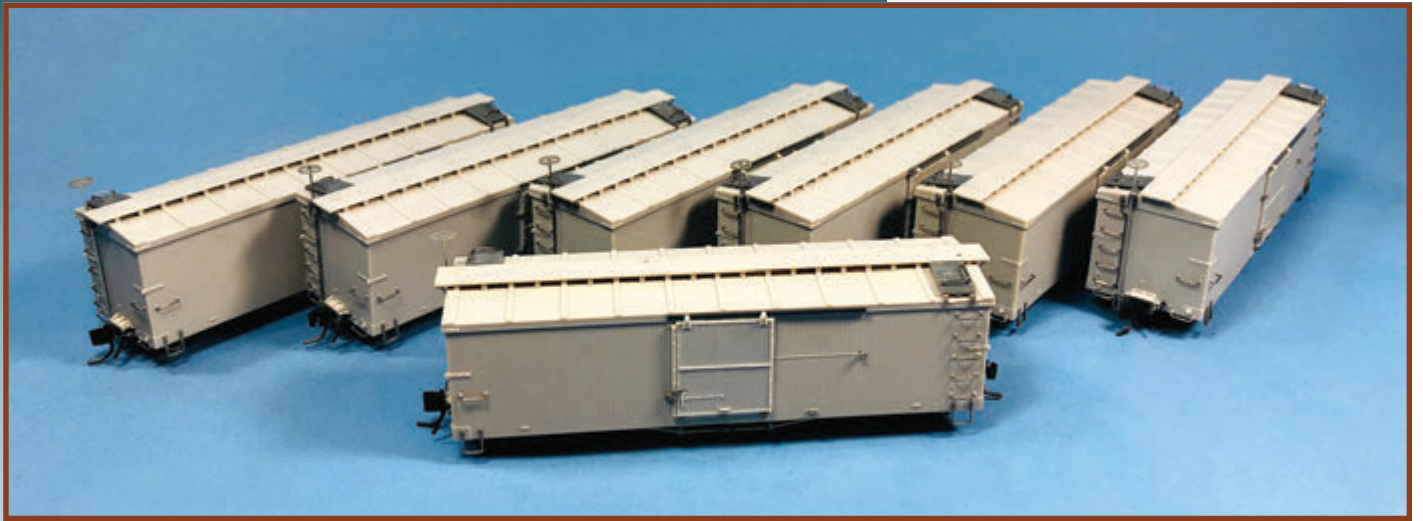


Above: The humble Kadee 714 split shank coupler is the standard for most HO n3 modelers. They are readily available and fit most molded in place coupler pockets on HO n3 kits.

Below: I usually stock all these Grandt Line parts to supplement my kit building. They are a great source for replacement parts. I find the Delrin parts more forgiving than some of the styrene parts included in some kits. Not in packages, but seen as gray and black dots at the top of the photo are #5037 D&RGW brake wheels and #5040 Westinghouse brake sets. I didn't have any of these parts in packages at the time I was writing this article.







Above: One tip that wasn't mentioned in the text is that it's a lot easier and more efficient to build multiples of kits. For this article, I built eight Rail Line boxcars (7 shown) to use as the basis for my tribute cars.

Below: This is one of three Glenwood and Black Creek tribute cars that I built for this article. The base kit is from Rail Line. The decals are a mix of Jim Vail's custom decals, Microscale and Thin Film Decals. I lettered them based on photos of cars that Jim built that Dave Adams shared with me.



Right: Here, one of two San Lorenzo Southern cars that are a tribute to Mike Schwab. The base kits are Rail Line boxcars, and all the decals are from Mike. I lettered the cars to match a photo of one of Mike's cars.



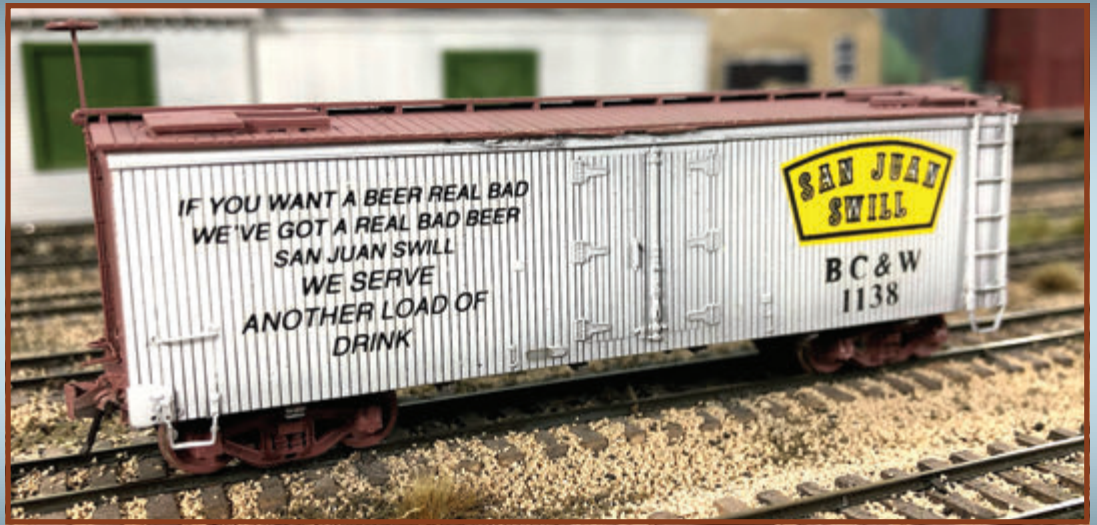
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cars, early Rio Grande Southern cars plus many more unique prototypes. *GAZETTE* author, Mike May, is offering a resin printed White Pass and Yukon container car through his Northbound Model Works line. Many other modelers are getting into 3D printing and offering kits or parts directly or through online printing services like Shapeways. With the flexibility of 3D printing, I'm eagerly anticipating more kits for oddball prototypes where it doesn't make sense to invest in injection molded tooling.

### TRUCKS, COUPLERS AND DECALS

Some HOn3 kits come with trucks but others don't. Blackstone is currently not offering their trucks for sale, which is unfortunate since they set a new standard for extreme levels of rollability. Precision Scale Co. kits all come with trucks in either Delrin or brass. They take some

*Right:* While building the other tribute cars, I decided to use up my last set of San Juan Swill decals. These were given to me by my late friend, Keith Koch. I have two other SJS cars operating on my layout. Since business is brisk, I decided to add another reefer to the fleet with a nod to my lost friend, Keith. In my operating scheme, these cars load beer at Montrose (where Keith really used to live), and transport it to the wild town of Telluride to refresh the rowdy miners.



tweaking, but can be made to work well. PSC also offers these trucks separately through their parts catalog. The Grandt Line kits currently offered by San Juan Models come with trucks. As I'm writing this article, they are bringing back their line of trucks, which have always been excellent. Micro Trains sells all sorts of different trucks that are very free rolling too. Model Railroad General Store sells truck kits to go with their passenger cars. Leadville Shops sells brass trucks to go with the kits they offer. Hopefully the new owners of Rio Grande Models will make their trucks available again soon.

Most HOn3 kits have been designed to use a Kadee #714 split shank coupler. These are readily available in black or rust colored Delrin. Most plastic kits have a frame that is molded to accept these couplers and/or their boxes. Some modelers like the realism of Sergeant Engineering Couplers which are also readily available.

PSC, Grandt Line, and many other kits come with decals. The kits without decals will need to be sourced separately. Thin Film Decals has most of what you would need and are excellent. San Juan Decals also has an extensive line of high-quality decals. Microscale offers a few different sets of decals that are suitable for HOn3 models too. If you are modelling a more obscure prototype, then Republic Locomotive Works probably has what you are looking for. We are exceptionally lucky to have such a good supply of decals in HOn3.

### KIT BUILDING TIPS

I find that having spare parts on hand makes my kit building time more enjoyable. I always keep a decent supply of Grandt Line brake coupler lift bars, stirrups, and turnbuckles on hand. Some older HOn3 kits lack brake details, and I like to upgrade those kits with additional details. Sometimes, brake wheels and other small parts break or go flying into the abyss while I'm building a kit, so it's always nice to have spares. The Grandt Line turnbuckles are molded in Delrin which is much more forgiving than the styrene ones that are often found in many kits, so I usually replace the kit's turnbuckles. The Grandt Line stirrups are also cast in flexible Delrin so I often use them as substitutes for the fragile styrene ones that come in some kits. A simple upgrade that I like to do is add PSC #31638 brake hoses to the car ends. Since I snip off my Kadee trip pins, this simple addition adds a lot of realism.

The narrow gauge conventions and swap meets are also a good source of parts. Occasionally, I've found partially started kits for a few dollars which can be a cheap source for spare parts. I also keep all the leftover and spare parts that come with the kits as I build them. I keep a box in my cupboard for every type of kit I've built and put all the spare parts in each box. I do the same with the kit instructions by keeping a single copy of the instructions for every kit in case they are missing.

For grab irons, brake rods and pipes on my models, I prefer using phosphor bronze wire over the brass that's pro-

vided in some kits. Some of the provided brass wire is so soft that it hardly holds its shape. I discard it and replace it with Tichy phosphor bronze wire. The replacement wire is rigid, and holds its shape much better than soft brass. The Grandt Line kits come with phosphor bronze wire, while most of the others provide brass wire.

Drilling all those grab iron holds can be a real pain. Admittedly, it's my least favorite part of kit building. What is even more unpleasant is breaking my last micro drill bit before I've drilled out all the kit's holes. I buy my #80, #79, #78 and #76 drill bits in packs of 10 so that I have plenty of spares. This helps keep a tedious task from becoming frustrating.

### CONCLUSION

It appears that my fears that HOn3 kits might be slowly disappearing is unfounded. In fact, the opposite is true and there are more new kits coming out all the time. Personally, I really enjoy the satisfaction of building a model kit. Researching this article and building some kits was a nice walk down memory lane. I hope I've inspired you to support these manufacturers as well as enjoying the satisfaction of building a new model to add to your fleet.

In this article I've tried to recognize all the current HOn3 rolling stock kit manufacturers. My apologies to the inevitable few that I may have missed. I'd like to thank Dave Adams for the decals that started this journey and all the supplemental information that kept it going! 🚂

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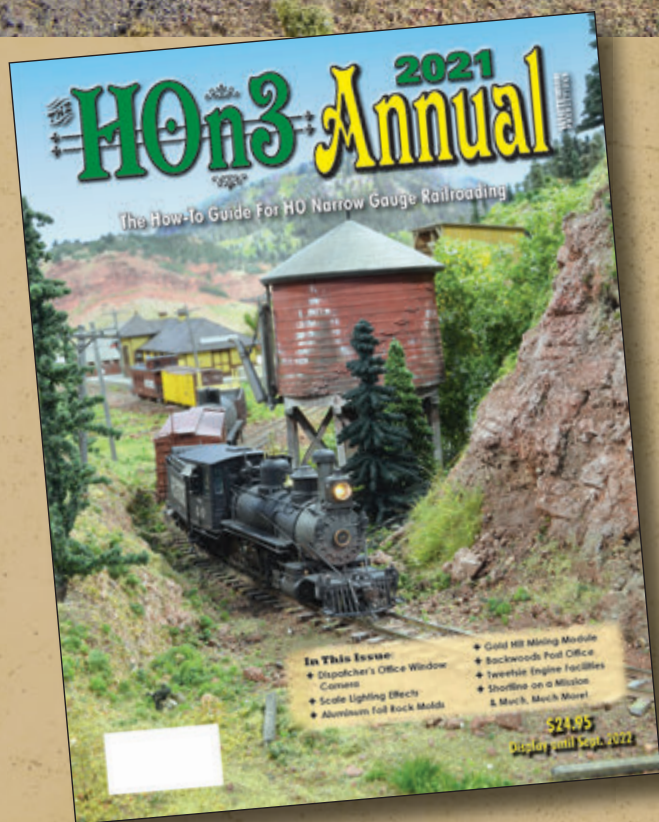
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# 41st NATIONAL NARROW GAUGE CONVENTION CONTEST WINNERS



by Bob Brown

Here is a list and photos of the winners of the 41st National Narrow Gauge Convention model and photo contests held in Hickory, North Carolina, September 1-4, 2021. I only have room for photos of the first place and special award models but have listed all the winners.

I want to thank Contest Chairman Curtis Brookshire for providing the CD with photos, and Curtis, George Riley, and Henry Powell for taking the photos. As always, the winners were determined by popular vote, except for the special awards.

---

## SPECIAL AWARDS

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### LEE H. RILEY, BACHMANN AWARD

Large Scale — Mike Gray  
On30 — Allen K. Littlefield

### SOUTHERN FLAVOR AWARD

Fred J. Alsop III

### YOUTH AWARD

Henry Powell (age 16)

---

## PHOTO CONTEST

---

### BLACK AND WHITE MODEL

First — Tom Grabensten

### BLACK AND WHITE PROTOTYPE

First — Franklin Adams  
Second — Franklin Adams

### COLOR MODEL

First — Jaime Zepeda  
Second — Dan Wolschon  
Third — Jamie Zepeda

### COLOR PROTOTYPE

First — Chuck Lind  
Second — Franklin Adams  
Third — Franklin Adams

---

## MODEL CONTEST

---

### BEST OF SHOW

Don Railton

### ROD LOCOMOTIVE

First — Don Watson  
Second — Allen K. Littlefield  
Third — Steve Austin

### GEARED LOCOMOTIVE

First — Mike Gray  
Second — Don Niday

### INTERNAL COMBUSTION

First — Steve Austin  
Second — Leslie Davis  
Third — Allen K. Littlefield

### FREIGHT CAR

First — Dan Wolschon  
Second — Dan Stenger  
Third — Sam Swanson

### MAINTENANCE OF WAY

First — Thomas Atherton  
Second — Mike Gray  
Third — Kevin Kuzman

### CABOOSE

First — Chuck Lind  
Second — Kevin Kuzman  
Third — Kevin Jones

### PASSENGER CAR

First — Don Watson  
Second — David J. Zolnick  
Third — Mike Gray

### FAVORITE TRAIN

First — Mike Gray  
Second — Tom Sullivan  
Third — Steve Bradley

### SPECIAL EQUIPMENT

First — Thomas Atherton  
Second — William W. Davis  
Third — Tim Porterfield

### STRUCTURE

First — Don Railton  
Second — Frank Saladino  
Third — Fred J. Alsop III

### SQUARE FOOTER

First — Don Railton  
Second — James E. Zepke

### DIORAMA

First — William W. Davis  
Second — Rick Fulkerson  
Third — Kevin Kuzman

### OPERATING MODULE

First — Ken Anderson  
Second — Ken Anderson  
Third — Ken Anderson

L.H. RILEY, BACHMANN  
MEMORIAL AWARD AND  
FIRST PLACE GEARED  
LOCOMOTIVE

Mike Gray's 1:20.3 scale Shay



L.H. RILEY, BACHMANN  
MEMORIAL AWARD

Allen K. Littlefield's On30 Inspection  
Locomotive



SOUTHERN FLAVOR AWARD

Fred J. Alsop III ET&WNC Coal Dock



YOUTH AWARD

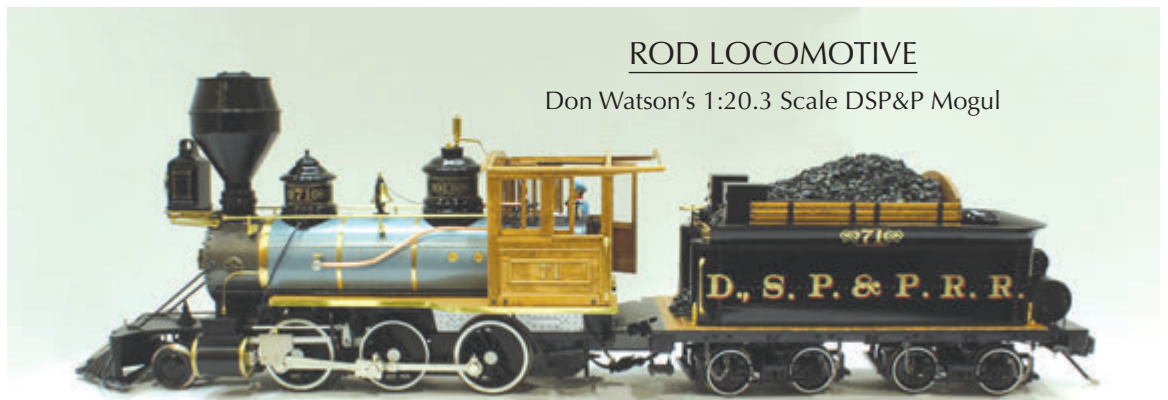
Henry Powell's HO Railcar in the trees

F I R S T P L A C E A W A R D S



BEST OF SHOW  
AND FIRST PLACE  
SQUARE FOOTER

Don Railton's 1:24 scale  
Texaco Swamp Marina



ROD LOCOMOTIVE

Don Watson's 1:20.3 Scale DSP&P Mogul



INTERNAL COMBUSTION

Steve Austin's On3 crane auto

# F I R S T P L A C E A W A R D S

## FREIGHT CAR

Don Wolschon's On30 outside braced box car



## MAINTENANCE OF WAY

Thomas Atherton's On3 snowplow



## CABOOSE

Chuck Lind's On3 West Side caboose

# F I R S T P L A C E A W A R D S



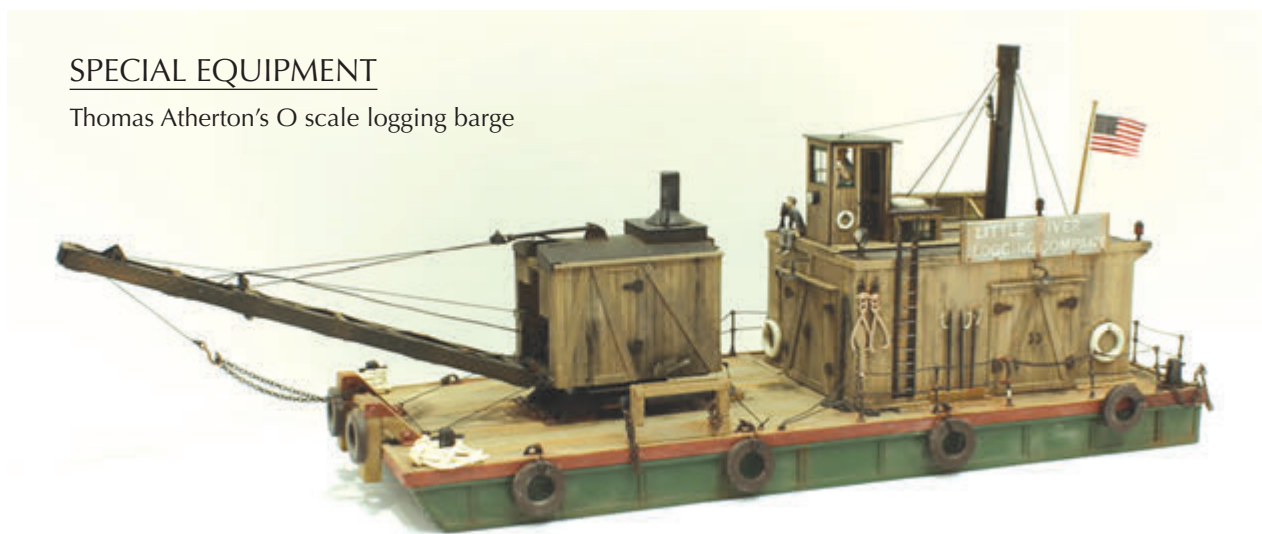
## PASSENGER CAR

Don Watson's 1:20.3 scale hunting car



## FAVORITE TRAIN

Mike Gray's 1:20.3 scale San Juan

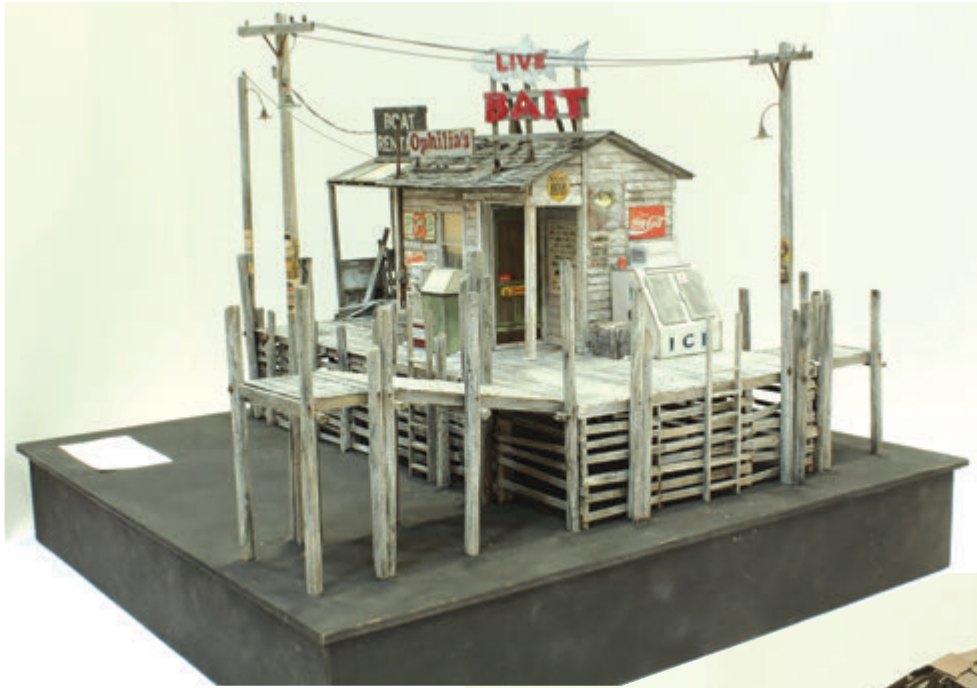


## SPECIAL EQUIPMENT

Thomas Atherton's O scale logging barge



# F I R S T P L A C E A W A R D S



## STRUCTURE

Don Railton's 1:24 scale dock and bait shop

## DIORAMA

William W. Davis' O scale open engine house



## OPERATING MODULE

Ken Anderson's HO track





by Charlie Getz

Photos by the author

## MODEL RAILROADING AS ART? RECREATING A PAINTING IN THREE DIMENSIONS

Many years ago, John Coots, then owner of Scale Structures Ltd., claimed that model railroading was three-dimensional art. His observation was met with skepticism in an age which viewed our hobby as little more than grown men (and a few women) playing with toy trains. Still, he persisted and, in a way, proved his point by creating some stunning dioramas, one of which was displayed in the early 1970s at the Kodak Gallery in New York City.

I confess that I was, and remain, a skeptic of this model-railroad-as-art view, although I have visited model railroads that approach art. John Allen's Gorre & Daphetid or George Sellios' Franklin & South Manchester come to mind. Allen's was an impressionistic masterpiece of an imaginary struggling mountain railroad and George's marvelous layout depicts detailed urban scenes, both as good as any oil painting could capture. And as I often joke in speeches, layouts can be art though some resemble paintings of Elvis on velvet. It is the rare layout owner who claims his or her work is art and the rarer owner who would be correct in such a claim. Fortunately, for purposes of this column, I need not resolve this issue.

But intriguingly, a new manufacturer, Wit And Wisdom Models (<https://www.wit-and-wisdom-models.com>) recently advertised *Nighthawks*, a new kit in N, HO, S, and O scales, recreating a famous painting and a scene on John Armstrong's O scale Canandaigua Southern model railroad. Now if the name John Armstrong sounds vaguely familiar, it should.

Armstrong is widely recognized as the Dean of Layout Planning and his concept of Givens and Druthers are still used to scope planning. His home layout that Bob Brown and I visited in 1982 was a masterpiece of space allocation although Bob correctly remembers it as a maze. I too recall getting lost in the narrow aisles, despite admonitions in print by Armstrong to the contrary.

If *Nighthawks* also sounds familiar, you are correct. Edward Hopper (1882-1967) was an American realist painter famous for his depictions of urban life. Paintings such as *Automat* (1927), *Chop Suey* (1928), *Early Sunday Morning* (1930) and *Nighthawks* (1942) illustrate the loneliness and stark reality of New York in the early 20<sup>th</sup> Century. Interestingly, the buildings shown in *Early Sunday Morning* re-appear in the background of *Nighthawks*.

For model railroaders, Hopper's *House by the Railroad* (1925) may resonate. It portrays an Addam's Family style Victorian mansion on a hill above railroad tracks. But it is *Nighthawks* that I have always admired. This famous painting depicts a brightly illuminated imaginary diner at night with a few customers served by an attendant clad in white. All else is shrouded in darkness and the urban setting reeks of loneliness and alienation. It creates an instant mood. John Armstrong famously recreated this painting on his layout and now, Wit and Wisdom Models has done the same with this kit. As did Hopper, Armstrong took liberties with his interpretation. He imagined additional

buildings not shown and cleverly maximized space by using bas relief ancillary structures, a mirror and reverse-lettered sign to create a depth not present. The kit faithfully does the same.

Wit and Wisdom owner, David Vaughn, explains that his goal was to honor and recreate Armstrong's model more than Hopper's painting, but in fact he has done both. Through this kit, you can capture the charm and appeal of Hopper's *Nighthawks* in N to O scales which does elevate the model to art. Now what this has to do with the Narrow Gauge Scene is not really a stretch. The new NMRA Exhibit at the California State Railroad Museum in Sacramento displays an example. The P-B-L built Sn3 diorama, Chama, accurately portrays Chama, New Mexico's, famous division point yard circa 1955. So where is the art in so doing? Well by necessity, the way the scene is presented, the use of color and the judgment needed to compress the scene while maintaining its integrity are all recognized artist's tools. In doing so, P-B-L created art as do paintings of the same scene. Whenever a modeler creates a model, especially one based upon a prototype, there is an artistic application of color, judgment, and form. We have all experienced the impact of that when we admire the rightness of a scene or note how a modeler has captured the correct look of asphalt streets for example. Armstrong did the same with Hopper's *Nighthawks* painting. His diner model with its Phillies Cigar sign and wooden counter captures the elements of the Hopper painting beauti-

fully. He improved on Hopper, however, with completion of the scene by adding the imagined bas-relief buildings and mirror elements.

The kit which I assembled in HO, while not perfect, is masterfully done. Manufactured by Right Track Models for Wit And Wisdom and consisting mostly of laser-cut components, the kit enables one to recreate Armstrong's model closely. Now to elevate the model to the Hopper painting level requires some extra effort beyond assembling the kit, but in my opinion that effort is justified. I hope I have done Hopper justice by using the painting as a guide to set the color, details, and lighting of the model.



Above: Here is Edward Hopper's *Nighthawks* painting used as the basis for John Armstrong's model, used as inspiration for the Wit And Wisdom kit. The image is courtesy of the Art Institute of Chicago.



Left: The author's assembled Wit And Wisdom kit. It's hard to tell the model from the painting.

Here, you are pretty much on your own. The kit provides the framework and very faithfully provides the basics such as the diner components. Even the four distinctive figures of the painting are 3-D rendered accurately with additional unseen elements imagined. But you need to select color and add lighting based upon your own skills.

This is a complex kit and for a successful result, you will have to experiment and improvise a bit. The good design of the kit and illustrated instructions/parts list really help, as do the engraved part numbers. The use of Tichy plastic windows/doors in the HO kit and resin and 3-D parts also help tremendously. Armstrong's design is a complex one with angled buildings and streets, so the model is intrinsically interesting even were it not replicating a famous painting. I generally followed the instructions but had to finesse the

fit here and there. I also exercised judgment with the assembly steps. For example, the building attached to the diner features an impressive exhaust pipe on the diner back wall to be installed before trim is added behind it — obviously it should be done the other way around. I moved the pipe slightly as it made no sense attached to the diner. I also added CC Crow seamed tarpaper and extra vents to the roof plus a railing around a fire-escape platform. A modeler's eye and common sense for what looks right are part of the Art of Model Railroading.

The complex layered curved design of the diner was a real challenge. To smoothly bend five layers of laser board/acetate to a sharp curve while keeping everything aligned was almost impossible. Indeed, I tried two or three times before getting it right and even then, it is not perfect (Hint: use the roof curve as a template).

I found pre-painting and aligning all the layers first before curving and gluing them as a unit, was the best approach. Clamps and fingers were needed to coax the layers into alignment especially when the roof was added. The design of the kit really helps here. By far the diner is the fussiest part of assembly but worth the effort. If done right, it is spectacular. The full interior adds to the effect with some out of painting elements such as a cash register. I even added a wall menu and a recycled Plasticville porthole door to the diner rear wall as the painting does not indicate how the customers gain entry. Overall, the kit is superb at rendering this diner just as shown in the painting.

Surprisingly, as mentioned, no color recommendations are made, nor is lighting addressed in the instructions or provided. Using the painting itself, I chose some widely available craft paints that



Above: The entire Wit And Wisdom kit with the café in the foreground.

came very close to the colors used in the painting. I used Delta Ceramcoat's Pale Yellow for the diner interior, Hunter Green for the diner exterior and building windows/trim, as well as various shades of brick color for each building. I applied Roberts Brick Mortar to two buildings but not to the one across from the diner, again to match the painting. Similarly, I painted the provided figures to match the colors in *Nighthawks* as best I could. The female figure's head was mis-printed, and I swapped heads with another figure in my collection. Her distinctive red hair was serendipity. I used Dr. Microtools brand modeler's putty to recreate her flowing locks and its red color was perfect without paint. Lighting consists of four Woodland Scenics' LED lights in the diner and a few more elsewhere. Note the attached building's recessed-entry ceiling has a hole for a light which I added. Matching the light/shadow mix of the painting is frankly impractical but the very bright diner and dark adjacent buildings at least approach the effect.

Assembly of the remaining buildings was much more straightforward. On the bas-relief building, I did install the Tichy frame windows reversed and upside down, as brick building windows would not have a frame. I created sills/lintels of thin wood painted concrete color. I also added an awning over the door, window treatments and two lighted rooms made of a room interior graphic in a homemade lightbox. The last building is partly featured on *Nighthawks*, so I tried to replicate the look as much as possible. No lights were added as darkness is part

of the effect. Again, the frame windows were installed backwards with concrete lintel and sash added along with green paper shades. I also added a neon window sign to the last storefront (which is out of the picture) and a few rudimentary interior details for the hardware store and barber shop (which are pictured). I chose a brick color and Hunter's Green for trim to match the painting. The roof comes with engraved tarpaper squares and only needs painting. With that and the addition of the street/sidewalks and mirror, the kit was complete. I did not use the extended cornice over the mirror (which made no sense since there is a street reflected) but did use a "banner" sign to disguise the top of the mirror.

When put together on a base and lit, I was thrilled to have captured the essence of *Nighthawks* with an urban model that itself is significant as an artifact of John Armstrong. If placed on an elevated site using the dramatic lighting inspired by the painting, visitors will understand that by gosh, model railroading is art.

Well, that's all for now: until next time — write, if the mood strikes.

Charlie

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# BOOK REVIEWS

**The Last Winter, Chronicles of the last year-round long-distance steam locomotive show in the U.S.; Chama, New Mexico, 1963-1964.** Photos and stories by Frank Barry. Fresh Dirt Publications, [www.frankbarryphotography.com](http://www.frankbarryphotography.com). Hard cover, 12 1/4 x 12 3/8 inches, 64 pages, \$40.00 plus postage. 1000 copies printed. Available online at Etsy, search for "FrankBarryPhotos," or by sending a check made out for \$45.95 to Fresh Dirt Publications, 41 Cayuga St., Trumansburg, NY 14886. For delivery outside of the U.S., please email to [rebecca@rebeccabarry.net](mailto:rebecca@rebeccabarry.net) for a quote.

This book features wonderful black and white photos by Frank Barry and his recollections and stories of how they came to be, what they meant to him and how they were received by the Chama community. Most of these images were taken when Mr. Barry and his new wife lived in Chama while he had a Peace Corps job, which provided the opportunity to observe and photograph a lot of narrow gauge railroading. For this reviewer, the book packed an emotional punch with beauty of the photographs and the human side of the story that started right at the beginning with the preface titled "Married to a Railfan" written by Barbara Barry.

An introduction titled "Chama, New Mexico, Before the Last Winter" written by Frank Barry follows, along with his photographs from 1961 and the summer and fall of 1963. Three of

the photos from 1961 of Toltec Gorge looking back westward along the line were stitched together as one striking image filling two pages. The caption notes the inability to capture the vast scene in a single shot and explains why there appears to be a second train following the train photographed on the rock wall at Toltec Gorge.

This section also includes several photos taken on August 6, 1963, just hours after #492 struck a large boulder that had fallen on the tracks in Navajo Canyon west of Dulce, and the newspaper article that Mr. Barry had written about the incident. There are also well composed photos near La Boca, at Chama, the climb between Lobato and Cresco, the Wolf Creek Trestle, Phantom Curve and Windy Point just prior to sunset on the mountain, all accompanied by interesting narrative.

The book's namesake section "The Last Winter" starts with a photo of the photographer in the snow waiting for a train. The following page carries the title "Steam and Snow, Chama, New Mexico, 1963-1964" and the author explains how trains were operated that winter, his approach to photographing them, and the records he kept. He arranged the images in order from Chama up over Cumbres and down to Los Pinos, and all are provided with context. Some of these photos are moody, others serene, some heroic and one or two mundane, but each is sure to capture your attention. How does one get a drone type shot before they were invented? How about climbing a 50-foot pine tree with the temperature in the 20's and staying up there for two hours waiting for a Cumbres Turn to approach and go by? If you like steam and snow, this section is for you. If you aren't sure, you like black and white photography, these images will likely convince you of the power a black and white image can contain.

An epilogue covers the demise of the narrow gauge, the resurrection as the Cumbres & Toltec Scenic Railroad and the fact in 1988 Mr. and Mrs. Barry were passengers on that line celebrating their 25<sup>th</sup> wedding anniversary. The next page is a photo of a double headed excursion train on the grade up Cumbres with the commentary that double headers were very rare the year they lived in Chama, as were trains that carried passengers. The last page of Acknowledgments is worth reading for more insight into the photographer. Included is a well composed image of a

westward freight heading out of Chama with D&RGW Diesel #50 on the second flat car behind K-37 #492.

I purchased this book based on a few of the photos that were previously published. I was expecting a book with fine black and white images. I was not expecting the personal and human narrative approach taken though, and once I started reading, I was hooked. This book just plain has an emotional impact I did not expect, and I have picked it up and looked through it over and over. It is well worth the money. *Dave Adams.*

**C&Sng Railroader's Photos, Memories & Then Some Along the Old South Park Line,** by Tom and Denise Klinger, 2021. Self-published, available from Tom Klinger, 11735 W. 38<sup>th</sup> Ave., Wheat Ridge, CO 80033, [www.railroadphotos.com](http://www.railroadphotos.com). Hardbound, illus., 242 pages, \$59.00, autographed. Check or money orders only, no credit cards.

Every so often Tom and Denise Klinger bring out a new C&S/DSP&P book. This is their fifth. This quality book has a cover painting by Howard Fogg with some 340 black and white photos, most previously unpublished. Many were taken by C&S workers while on duty. There are also approximately 23 segments of 1918 C&S ICC maps. The back cover has color images of the Como depot in 1978, and as restored in 2015.

After the Table of Contents, Dedication, Introduction, Acknowledgements, and a Map of Como, the book is divided into nine chapters (called Galleries) and an Index. The chapters cover the town of Como, Boreas Pass and Breckinridge, Dickey, including Dillon to Keystone, Frisco, and Leadville, Garros with Fairplay to Alma Jct., more Como with Gunnison, more Como again with Platte Canon to Denver, and C&S scrapping operations.

I found the text easy to read and follow. There are numerous photos of locomotives, trains, and cars, but what really impressed me were the images of the people who worked on the railroad, lived, and worked by it, or rode on it. There are photos of folks in their work clothes or Sunday best having a Kodak snapshot made. I love the snapshot on page 103 of a couple sitting on a flat car. The woman has a nice clean white dress with a sailor's scarf. There is a monstrous dredge on page 94. I didn't

know they used them in C&S country. On page 33 there is a photo of a family gathered around their Model T. Looks like their son is shy or has fallen asleep. Those of you modeling Como might want to add the Como Sluggers baseball team. They are shown on page 33 as well.

It's amazing how many railroad artifacts have been dug up and preserved over the years. The book is full of images, of keys, coins, track parts and other items. These, along with the many tickets, timetables, train orders, photos, and track plans, make this book another in the Klinger's must-have books for your Colorado narrow gauge railroad library. *Bob Brown.*

**Australia's Colourful American Locomotives, Their Art & Architecture —1876-1920**, by David Fletcher, 2021. Light Railway Research Society of Australia Inc. (LRRSA), P.O. Box 21, Surrey Hills, Victoria 3127, [www.lrrsa.org/au](http://www.lrrsa.org/au), [https://www.lrrsa.org.au/LRR Online shop.html](https://www.lrrsa.org.au/LRR%20Online%20shop.html). Hard cover, illus., 160 pages, 12x17 inches, horizontal format, \$92.00 U.S. (depending on exchange) plus postage.

David Fletcher is well known to *GAZETTE* readers for his many beautiful color drawings of steam locomotives. His most recent series illustrated Johnny Graybeal's exhaustive articles on the locomotives of the East Tennessee & Western North Carolina (see page 48). David has also illustrated books and articles in other magazines, and does design work for Bachmann and Accucraft Trains, among others. He is a practicing architect and has a strong

interest in the design and liveries of early steam locomotives.

David's new coffee table book describes the design and liveries of American steam locomotives built for Australian railways between 1876 to 1920 with a detailed and thoroughly researched text, with some 58 color plans and 320 illustrations. The plans are not drawn to any one scale, or usual model railroad scales, but are printed to fit their space in order to highlight the intricate liveries. However, they are dimensioned and have scale bars.

The book begins with a discussion of classical Roman and Greek designs so popular in the late 19<sup>th</sup> century, with illustrations of Greek columns and buildings using Roman and Greek design elements. Then chapters describe how these design elements were applied to steam locomotives. Early designers like Stephenson had to worry about getting the things to work safely and run reliably. Once they did, they began decorating their locomotives with fancy capped stacks, fancy domes, and fancy liveries, aligned with the classical revival building design trends of the day.

Then David goes on to describe early Baldwin steam locomotives. Since most Australian American locomotives came from Baldwin, some 99 percent of the drawings in David's book are Baldwin. There are a few Vulcan and Davenport drawings, but no Shays, Climax, or Heisler locomotives.

David made several trips to the U.S. to consult experts and visit archives to make sure he has been as accurate as possible. Where locomotives have been preserved, he tells you so, and since he

is really describing the locomotives by Baldwin class he uses some examples of American preserved locomotives. There are several photos of Dan Markoff's preserved EUREKA, and photos of the Nevada Short Line 2-6-0 and SONOMA at the California State Railroad Museum, among others.

When he is describing design and livery, Dave illustrates his text with drawings of domes, headlights, driver centers, cabs, numbering and lettering and striping from the original Baldwin documents. It's really detailed information.

Several C-16 class locomotives are shown including D&RG PACIFIC SLOPE, #346 and a number of Australian C-16s. However my favorite is the little restored 0-4-2T FAIRYMEAD of the Fairymead Sugar Co. I have a 7/8n2 live steam model of this locomotive from Accucraft that David had a hand in designing. I can see her on a shelf above my computer. I also enjoyed the 11 pages devoted to plans, illustrations, and text on Baldwin steam motors (dummies). Several modeling projects are in there. Oh, and there is also a chapter on the Puffing Billy NA class 2-6-2s. It goes on and on!

However, I must disclose that the LRRSA, published a limited run of this superb book and they may be gone by now. So, bug them and maybe they will do a second run. I am fortunate to have a copy. It is a must purchase for any lover of late 19<sup>th</sup> Century motive power, whether in Australia or not. The book is chock full of information, illustrations, and wonderful scale plans illustrating colorful liveries. *Bob Brown.*



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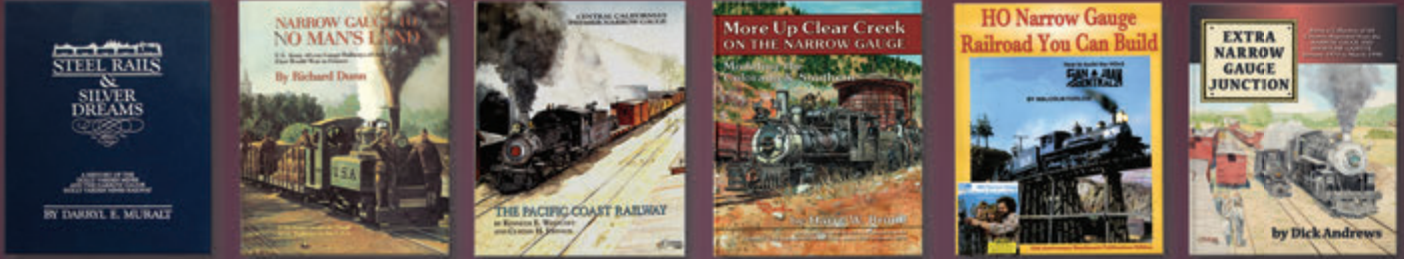
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Tender Deck Plate & Apron Details

The models you see here have long since sold out... However, we occasionally get one in trade, so if you're looking to find one of our "C" Class, "K" Class, Shays, Heislors or Climaxes, visit our website and **click on "Brass Models in Stock"** and we'll email you a pdf of what's available... And check out the P-B-L LEGACY for some GREAT PHOTOS while you're at it!

We're P-B-L ♦ P.O. Box 769 ♦ Ukiah, CA, 95482 ♦ Ph: 707.462.7680 or 707.380.5999 to talk to a real person... Really!