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# NARROW GAUGE AND SHORT LINE GAZETTE

MAY/JUNE 2022

VOLUME 48, NUMBER 2



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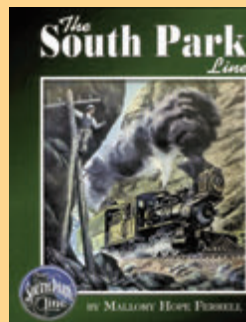


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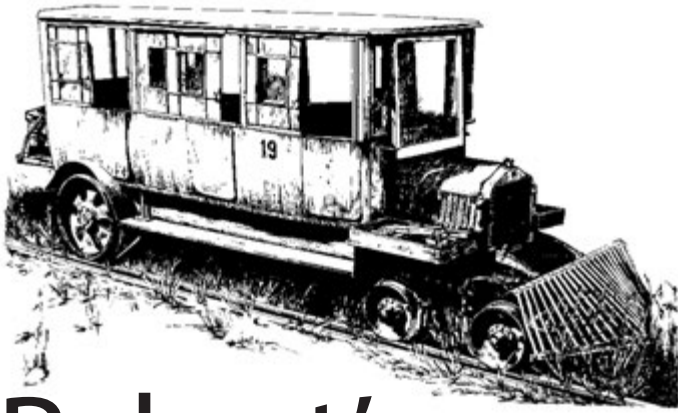
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# Robert's Ramblings

Right: When I was in Houston, I picked up a bag of O scale figures. Included were several convicts in striped suits. I dug a hole and put them to work digging a ditch for a pipeline. Then visitors began coming down the stairs commenting about the convicts digging a grave. So, when I saw that Miniprints sold O scale skeletons, I bought a pair and now my convicts are really digging a grave, or are they uncovering a former victim?



Left: Here a group of railfans wait for a train. I just gathered all the photographers I had and arranged them in a line. They may have to wait a long time on Tuolumne Forks for a train to come by.

Right: I don't want to offend anyone, but I felt the world's oldest profession needed to be represented on my layout. Many years ago, I ordered a set of "Cribbs" from Classic Miniatures and assembled them for my red-light district. I found all the little people and interior detail I needed in England, and installed them in the cribs. Propriety stops me from photographing what is going on in these little buildings.





Right: I have two resort hotels on my layout and wanted to have facilities for their guests. Here is the fire circle at the Tahoe Inn. I remember these fire circles as a kid at summer camp.



Left: I found a bag of sheep at a local train show and just could not resist this scene. Note the Gypsie wagon in the background.



Right: Here in another relaxing activity at the Tahoe Inn. Note the saddles on the fence.



Right: When I was a kid in Modesto, California, migrants from the Dust Bowl would come into town. I have a class photo of my fourth grade class with two boys in bib overalls with nothing underneath, and they were barefoot on photo day. Common in rural California in the late 1930s. So, I decided to add this overloaded Model T with a broken wheel. Sort of a Grapes of Wrath scene.



Below: A good friend of mine mentioned he felt this scene was in extremely bad taste, but it must have made some news with that photographer.



#### West Side Reunion Date Change

Due to Covid rules in Tuolumne County, the West Side Reunion has been moved to October 1, 2022, and the Sierra Seminar to October 2, 2022, both starting at 9:00 AM. Both will be at the Sonora Senior Center, 540 Greenley Rd, Sonora, California. We are also looking into a Friday Sept 30<sup>th</sup> event in the area. Cost for West Side will be \$25 in advance and \$30 at the door, tables will be \$35 per table — there are limited tables. Tables must be paid in advance. Sierra Seminar price not set yet. Contact Frank Markovich ([frank@frankmarkovich.com](mailto:frank@frankmarkovich.com)) for West Side, and Glenn Sutherland ([glennsutherland@sti.net](mailto:glennsutherland@sti.net)) for Sierra. Frank Markovich.

## Bob Brown

### Last Run...



x Dick Shapiro passed away November 18, 2021: he was 85. Dick is best known to GAZETTE readers for his wonderful series in the early 1990s on building the HO western town of Tincup, district by district. He also described several other HO western town dioramas over the years in the GAZETTE. Our condolences to his wife and family. Bob Brown.

x Dave Gast passed away February 1, 2022: he was 85. Dave was a pioneer On30 modeler and avid vintage, brass era automobile collector. Our condolences to his wife, Sondra, who he claimed was a better model builder than he was, and to his daughter, Lucinda. Ron Morse.

x Jim Sacco passed away on March 6, 2022. Jim will be best remembered by GAZETTE readers as the owner of City Classics. His company produced innovative HO and N scale structure kits, interiors, and details. Our condolences to Cydni, his wife of 32 years. Bob Brown.







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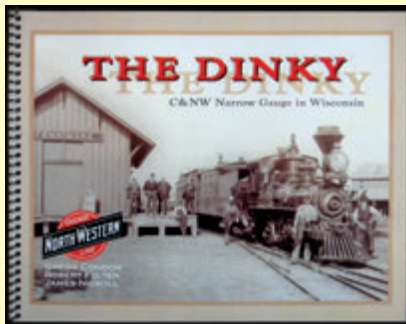
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# The Pigeon Hole

Dear Bob,

Attached below are a few quick photos of my attaché case N scale tram line.

All the buildings are vector images bought from bigstockphoto.com and held upright in the base with pegs. They are removed for travel. Rolling stock is Kato. The railroad is artsy, not striving for realism, but is enjoyable to work on, even to run. The foreground is supposed to be a European "old city," with the slick new city (printed on metal) in the background.

And, for Sharon, who liked my flea market in Z scale, there's a flea market on the second street back!

Hope all is well with you.

Sincerely,  
John Landis  
Via email



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



Dear Bob,

You and Sharon did a great job with my article on "Pitkin Sand & Gravel" in the March/April GAZETTE. Due to a technical glitch of my own making, I neglected to send you a photo for the article of the Pitkin Diner. Since the text refers to this photo, I am belatedly sending it in the hopes you might include it belatedly.

Sincerely,

Joe Crea

Via email



Dear Bob,

For some reason I've been nostalgic lately. Having sold Chooch Enterprises, I have LOTS of time to work on my layout.

Going way back, I fondly remember when I was down your way for a PCR convention in the late 60s, seeing your layout and narrow gauge goodies.

We talked about 1/4 AAR and how much fun it was to dream about this kind of narrow gauge! And today they call it P:48! It was also fun to meet so many people, like Cliff Grandt, who could bring these dreams to life.

Today, I am very fortunate to reap all the wonderful things (in 1/4 AAR) to make my dream layout. I've sent you a couple shots.

As you know, the NG National is in Tacoma this fall, and my layout will be open to visitors. I hope some of your readers will be able to come.

Thanks Bob, for being such an influence in my life.

It's fun to look back and see so many dreams and things become a reality.

Sincerely,

Mike O'Connell

Via email





Dear Bob,

When I started reading the January/February GAZETTE, I was pleasantly surprised by Charlie Getz's Narrow Gauge Scene on creating a narrow gauge terminal station.

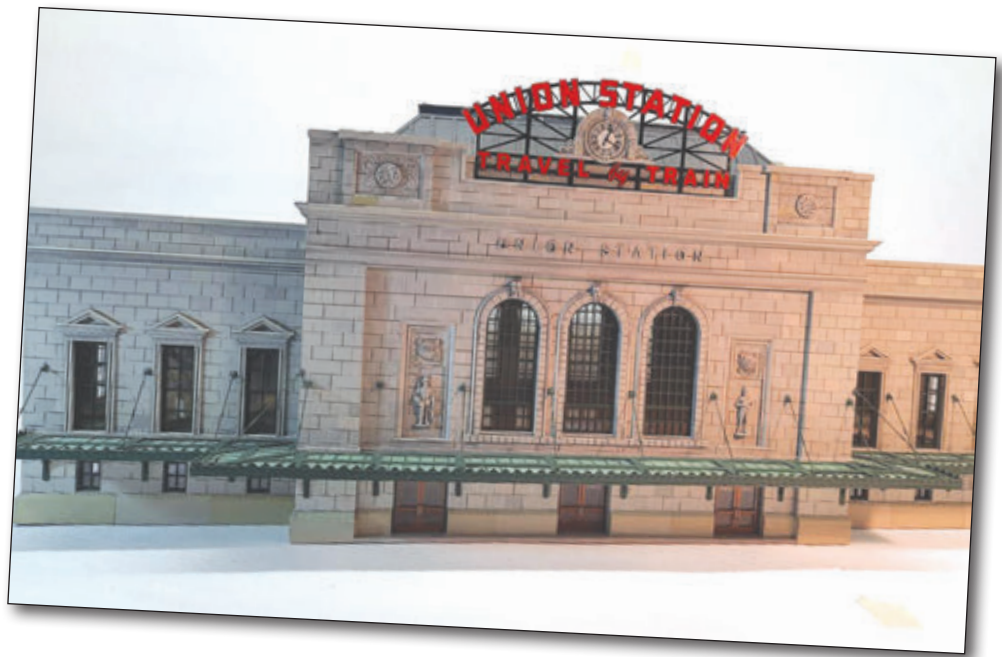
Some time ago, I started a similar project for my freelance HO/HOn3 UP/D&RGW layout. My obvious choice was the Denver Union Station. Living in The Netherlands, obtaining a kit of the original station building would be difficult. So, I decided to kit bash the station using the Walthers Union Station and make it look somewhat like the Denver station.

I used all kinds of Evergreen strips, angles and sheets. You can see the result in the photos. I replaced the ornaments on the front by substituting them for two statues, using Preiser figures, to represent General Palmer and Edward Wynkoop.

Sincerely,

Hans Meuwese

Via email



Dear Bob,

After finishing my two MichCal engines, I was looking for a quick project. After wandering through the internet looking at Booknooks, I got the idea to build a small mining diorama in a Booknook using an old Grandt Line HO mining kit. The backdrop was found on the net. One side is Lizard Head, the other Colorado Mountains. The mine was mounted on a piece of styrofoam with a Grandt Line cribbed wall to cover the front. The miners are from Woodland Scenics, and the picture frame is balsa. Building my diorama was fun, quick, and will sit between my railroad books.

Sincerely,

Karl-Heinz Schmid

Via email



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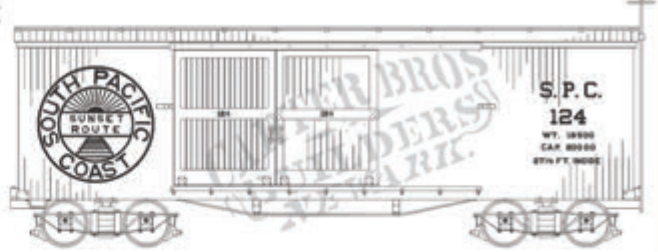
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# New in Review

Foggy Mountain Models, 623 Strawbridge Lane, West Grove, PA 19390, 610/368-9590, [info@foggymountainmodels.com](mailto:info@foggymountainmodels.com), <https://foggymountainmodels.com>. Foggy Mountain's O scale Cushwa Coal Crane kit sells for \$150.00 and has a foot print of 2½- x 4½-inches. The prototype was built around 1895, in an era when manual labor moved the bulk of materials from one form of transport to the next. The Cushwa Coal Crane was at the cutting edge of technology in those days and was constructed on the banks of the C&O Canal's Cushwa Basin in Williamsport, Maryland. It was used to transfer coal from canal boats to Western Maryland Railroad's gondolas for shipment throughout the mid-Atlantic region.

The crane was a basic stiff leg derrick with a metal clad, combination boiler, machinery and control structure attached. The model replicates this housing with laser-cut, milled basswood sheets which follow conventional kit assembly steps. Additional basswood strips provide for interior bracing of the structure. A laser-cut chipboard roof panel is covered with strips of black construction paper to replicate the rolled roofing commonly used on industrial structures in this era. A strip of PVC piping cut to length, provides the chimney stack. Injection molded window and door castings with clear glazing complete this housing.

The spar and boom are laser cut from basswood with two thicknesses laminated together to complete each structural component. These are joined together with a pivot fabricated with flexible floral wire. Various reinforcing plates and pulley assemblies are built up from laser board to add the details to the crane. The plates are further detailed with applied injection molded NBW castings. Stripwood is cut to length for the ladders to access the various crane's structural components.

Stranded thread is provided to rig both the standing and running rigging. This proved to be coarse and had a lot of fuzz, so I replaced it with heavy, nylon, upholstery thread. Also, attachment points for the rigging were added using jewelry eye pins. These provided a secure attachment point and made tying off the various rigging lines much neater and easier.

A 3D-printed clamshell bucket completes the model. The components of which were easily removed from their carrier with a sharp hobby knife and finished with a fine emery board. The assembled bucket was first washed and then painted before being added to the crane. Two additional 3D-printed figures are also included with the kit. They are nicely modeled and once painted will add a sense of proportion to the completed model.

The crane was finished following some of the

available black and white photos I could find on the internet. The main structure was finished in flat white with black roof, windows, and door. The spar and boom assembly were finished in flat black. In use, it is certain that the structure would have weathered quickly with coal dust, soot from the boiler and other contaminants. While this building is presented in a newly constructed format, weathering will follow once it finds a place on the layout.

Foggy Mountain Models has truly captured the look of a unique and rare late nineteenth century industrial structure, which while appearing complex, was easily assembled. Each of the parts were precisely cut with only a minimum of additional cutting and fitting necessary. This would be a useful item, not only dockside, but in any scenario where bulk minerals are being handled. George Riley.





Berkshire Valley Models, 438 Morgan Woods Dr., Fenton, MO 63026, [www.berkshirevalleymodels.com](http://www.berkshirevalleymodels.com) has released two more buildings in its frontier series. The first is a re-release of a product formerly offered by Anvil Mountain Models. The diminutive HO scale Red Mountain Jail, kit #2011 at \$19.95 is an accurate copy of the prototype. This laser-cut kit consists of wood components, wire, a sheet of shake shingles and illustrated instructions. The prototype was constructed of interlocking timbers, and the kit reproduces this effect with actual interlocking corners. Everything fit precisely and I was able to assemble the kit in one long session. Note that the original Anvil Mountain instruction sheet does not reflect some changes made by BV. For example, the shingles are no longer self-adhesive, which is fortunate as an addendum notes that the original shingles did not adhere well. I used Ragg's double-sided tape which worked well. The self-adhesive hinges/lock assemblies did adhere well. The walls were first aged with a gray stain, then Hunterline stains were used to recreate the red color as shown in the full color picture on the header. A clever jig is provided to assist in drilling holes for the wire window bars, though a few of mine look as if an escape was attempted! The roof shingles were stained, then dry-brushed with white. I also added a smokestack from my scrap pile, though the prototype apparently had no heat. I cannot imagine subjecting even prisoners to a Colorado winter without heat. This is a great kit and perfect for someone who wishes to try a laser-cut kit, but may be hesitant to invest in a more complex one. The finished product is charming and without the barred windows, would make a great outbuild-

ing. You will enjoy this kit.

The second HO kit, #3060, the Barber Shop, available for \$29.95, is a narrow mid-block building with a false front disguising the peaked roof. It also is primarily made of laser-cut wood, laser board, acetate, shake shingles, signs and white metal castings with full instructions. This is another well-engineered, easy to assemble model requiring only two sessions to assemble. As with past kits, a plywood sub-wall is overlaid with a matching detailed thin-veneer wall. The veneer material takes stain and paint well. No bracing is required, and an interior can easily be added. A partition wall/door is provided, although I did not use it. Instead, I installed a curved internet photo of a vintage one-chair barber shop interior and a light. The layered construction allows for a clean separation of colors. I used craft paint for my multi-colored front wall scheme and the side/back walls/windows/door were stained a weathered wood color, typical of false front construction. The roof was finished the same as the jail. The building can be press-fit upon the floor/foundation and/or the shake roof can be made removable. I elected for the latter to gain access to the added light. All parts fit perfectly with no problems. The barber pole and signs add a lot, especially the two-sided hanging sign. I am saving two provided and colorful wall signs for future use, as my model will be placed between two other buildings one day, hiding any wall signs. Another fun kit to assemble and add to your western town. Charlie Getz.





Berkshire Valley Models, 438 Morgan Woods Dr., Fenton, MO 63026, berkshirevalley@gmail.com, www.berkshirevalley-models.com sells O scale models for a hearse and a surrey, yes, with the fringe on top. The hearse sells for \$29.95, and the surrey is \$25.95. Both vehicles come less horses, but horses are available from BV. I found both kits detailed and took some care to assemble. The body of the hearse is assembled from laser-cut wood and laser board. The sides and rear end door are layered for a nice fancy look. The hearse looks like the one driven by Yul Brynner and Steve McQueen up to the cemetery in *The Magnificent Seven*. The roof of the kit is also in three pieces giving a nice, layered look. There is a cast metal seat cushion. The wheels and springs are also white metal. I had to drill the axle holes a bit larger in the wheels, and I recommend drilling the holes deeper in the axles giving the little pins on the leaf springs a better attachment. The springs and axles are simple and easy to assemble. My kit was missing the fifth wheel, but I substituted a washer since it really does not show. The kit also contains some laser-cut templates that you can tape over the window holes if you want to paint the interior a different color than the outside of the hearse. I sprayed my model black inside and out. Laser-cut window "glass" is provided, plus a laser board coffin you have to assemble that takes up most of the space in the hearse. I understand the coffin is available separately. The kit includes one page of in-

structions with photos of the model under construction and completed. I am pleased with my hearse but made a big mistake using spray can paint on it, since the paint came out so thick.

The surrey was an easy build. The body is laser-cut wood and laser board and fit together perfectly. The roof has a ceiling with two curved ribs. You glue the top of the roof over the ribs to get the curved effect. The fringes are laser-cut laser board and actually have little fringes, neat! The roof uprights are one-piece laser-cut wood parts and the seats are metal castings. The axles and springs are one-piece metal castings with flanges that fit into slots in the body. This is the easiest undercarriage I have assembled on a BV wagon. The wheels on the surrey are laser-cut wood with laser-cut rims. I find them more fragile looking and easier to work with than the cast metal wheels. I decided to use MicroLux paint and brush my surrey. I painted the wheels, fringe and seats Tuscan red, and the paint job came out much better than the hearse.

I have assembled all the O scale wagons and vintage trucks from BV and am delighted when another one pops through my mailbox. They always result in an excellent model, and my collection just keeps growing. Bob Brown.



Micro-Mark, 340 Snyder Ave., Berkeley Heights, NJ 07922. 1-800/225-1066, www.micromark.com. Long-time GAZETTE reader, Harold Buckley, sent me a tear sheet from his latest Micro-Mark catalog listing a new CA called Alteco MR Metal Cyanoacrylate Adhesive (#89160). Harold mentioned that he had glued some feeders to the track on his HO layout. The Micro-Mark catalog states "that sometimes you just want to join metal parts and assemblies to other metal parts and assemblies without the hassle of soldering or welding. This instant cure metal-to-metal glue makes that process quick and easy." So, I just had to buy a bottle. It cost me \$21.95 and arrived in a week. I immediately glued a feeder wire to a short piece of flextrack and let it cure overnight. The next morning, I could not dislodge the feeder wire from the track. However, don't put your soldering gun away, this CA insulates a joint and electricity can't get through. I checked with Harold, and he had the same problem. Then Charlie Getz came by with a broken kitchen utensil belonging to his wife, Margaret. She is a world class chef. We glued it back together and it lasted, under hard use and hot water, for about 10 days. Charlie cleaned off the mating surfaces, and we tried again. So far so good. At any rate this new CA is powerful and worth adding to your workshop. Bob Brown.





Bar Mills Scale Model Works, P.O. Box 609, Bar Mills, ME 04004, 207-929-3400, [www.barmillsmodels.com](http://www.barmillsmodels.com), has released the Metropolitan Garage in N, HO and O scale. This structure was originally part of the limited release Cigar Corner super-kit. I assembled the HO model, priced at \$79.95. If you wish to add a set of discounted Woodland Scenics gas station figures, the cost is \$84.95. Check their website for other scale information and pricing.

Based upon a notable George Sellios designed building from his Franklin & South Manchester model railroad, the gas station is on the lower floor with apartments above in a wedge-shaped design. One wonders how desirable living above a gas station would be! The kit consists of pebbled laser-cut Taskboard, laser board, wood, acetate, Tichy windows, wire, resin/white metal castings, and full color signs and instructions. Assembly is not difficult and is very enjoyable. The instructions are not comprehensive, but sufficient, and an added supplemental instruction sheet is provided on general modeling tips. The pebbled Taskboard is assembled in layers to simulate stucco. I enhanced the stucco effect by overbrushing Crescent Creek Scale Models' stucco material. I made sure not to apply it where another layer was to be lami-

nated. I also added lights in the ceiling of the overhanging canopy to light the resin cast pump island underneath.

The kit is well engineered and as presented, is detailed with more signs than can be used for this application. I elected to add two Roomette interiors and internet graphics with LED lights to both the first and second stories. I also substituted CC Crow seamed tarpaper to the flat roof instead of the provided rolled roofing since the roof is flat. Finally, I added figures, small diameter wire for gas pump hoses and a short ladder to the provided billboard. It is the signage, true to Sellios' design, that lifts this structure above the normal. The plentitude of roof details also adds interest, including the lovely billboard. I was impressed with the resin one-piece gas pump island casting and the fire alarm/fire water hook-up details for the walls. The finished structure demands a prominent location and reeks of character. Given its wedge shape, it will be perfect at the end of a city block where its detail and the added interiors can be appreciated. It is a spectacular urban structure that will be a focal point for any city scene. Charlie Getz.



Apogee Locomotive Works, apogeelocoworks@gmail.com, www.apogeelocoworks.com. Apogee Locomotive Works sells an On30, 25-ton freelance boxcab locomotive kit for \$30.00. The model was inspired by IATR #53 currently stored at the Boone & Scenic Valley RR. This 3D-printed boxcab model follows the typical construction and design of early 20<sup>th</sup> century industrial equipment. The body and underframe have been correctly proportioned for a 2-foot to 30-inch loading gauge. Featuring a one-piece 3D-printed underframe and cab, nicely appointed with correctly placed rivets and printed details. A separate removable roof allows full access to the cab's interior should further detailing or additional electronics be added. Two included can-type sand boxes can be added to either porch for added detail. The end beams allow easy installation of Kadee #58 couplers in #242 coupler boxes. These are held in place by the provided printed coupler box plugs.



Each of the parts has a smooth finish with very little layering apparent and no graininess. The printed parts readily accept nearly all types of hobby paints without any issues. Following standard practice, each part was thoroughly washed and dried, then primed with a spray primer. Once the primer had set, the body was masked and several color coats applied. The finished paint was then over sealed with a coat of clear lacquer in preparation for future decaling.

The model is designed to be powered using an HO scale North West Shortline Stanton Drive with a 10-foot wheelbase and 40-inch diameter wheels. NWSL item numbers 39219-4 with .088-wheel tread or 39209-4 with .110-wheel tread can be used and are available directly from North West Shortline. These power blocks are first mounted in the printed drive mount and then secured to the underframe with the drives integral mounting screw and nut. The drive mount is a snug fit and may need to be opened-up to accept the drive. In the case of my sample, a Dremel tool with a grinding bit quickly did the job. Once installed in the locomotive, the Stanton Drive provides smooth, quiet operation.

With its large cab, there is ample room for the addition of more weight, DCC decoders, current savers, speakers, lighting packages or other details. Bear in mind that this is an easily completed basic kit with nicely rendered 3D-printed parts, the builder will inevitably want to add a whole range of added details and finishing touches to personalize their critter. This can be as basic as adding clear glazing to the cab windows, to fully detailing the model to suit a particular taste and railroad. George Riley.



Sn3 model

## West Side Lumber Co. Logging Flat Car

For most of the last century, the WSLCo hauled huge logs from the California forests on simple, small flat cars. The total number of these cars constructed was in excess of 300 units. This kit can be built as the standard logging flat car, or use the additional parts included to build the equipment flat car as shown above.

The kit consists of laser-cut wood components and detail castings. Less trucks, decals, and couplers.

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Bar Mills Scale Model Works, P.O. Box 609, Bar Mills, ME 04004, 207-929-3400, [www.barmillsmodels.com](http://www.barmillsmodels.com). I usually do not feel right if I don't have a project underway, so I recently decided to try an O scale Bar Mills kit. I have assembled two Bar Mills kits in the past and really enjoyed the experience. I chose Bull's Salvage from their website and ordered a kit for \$99.95 in O scale. I was impressed when it arrived in California from Maine in only three days, wow! I liked the clutter of the salvage yard and felt the two walls with siding missing covered with corrugated sheet metal interesting. Wonder if it was termites? The kit has detailed, conversation-like instructions where one writer gives his ideas, and another shares his way of doing things. Make sure you follow the directions when adding the interior wall bracing. Incidentally, Bar Mills' website has some excellent how-to-do-it videos. The laser-cut walls and roof fit perfectly, and the windows, doors, and their trim were all peel-and-stick. The corrugated metal was striated cardboard that I dry-brush painted a rust color. I was very pleased with the result. The tar paper roof material was also peel-and-stick. There is a nice cast chimney and several signs you cut from the instructions. I mounted my Bull's Salvage on a piece of Gatorfoam and added ground cover. Then the fun began adding all the salvage. The kit comes with old rafters, and a sheet of doors and windows. There are also metal barrels, a hand cart and a nifty mailbox on a support stuck in a milk can. There is also a weather-beaten laser-cut fence. And the best set of

pallets I have seen. The top boards were laser cut and held together. I just had to glue three strips of wood along their bottom, and then cut off the pallets every four boards. Took minutes. There is so much salvage (junk) that I couldn't fit it all in. The only items in the photo not included in the kit were the ground cover and foliage. I am really satisfied with my Bull's Salvage, and I agree with Bar Mills' slogan, "Making it simple— keeping it fun." I have ordered another Bar Mills kit and am looking forward to assembling it. Bob Brown.



# Buffalo Grass


## Multi-Season Tufts

 Spring Buffalo Grass	 Late Summer Buffalo
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### The Anatomy of Buffalo Grass



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**New Growth**  
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Leadville Designs, 5 Stapledon Cr., Ottawa, ON, K2H 9L1, Canada, [www.leadvilledesigns.com](http://www.leadvilledesigns.com), has released some new building kits in HO, including the Silver Spur and Saddle, a mid-block brick building based upon Samuelson's Hardware store in Black Hawk, Colorado. (I was surprised to discover that Samuelson's still exists in a much larger building as Samuelson's Tru-Value Hardware). The kit retails for \$74.95 U.S. This is a very nicely done and well-engineered kit, but one for a moderately experienced builder as the instructions do not cover every single step. The kit contains mostly laser-cut and

engraved wood parts plus acetate, signs, pre-cut rolled roofing, 3-D printed chimneys and illustrated instructions. A thin sub-shell supports the engraved brick walls with brick overlays for detail. My kit was missing the sub-walls, but a note to Leadville Designs resulted in prompt replacement. The windows and doors are created from up to three layers of laser-cut wood to create delicate, yet well-defined and detailed assemblies. While minimal, the instructions cover assembly sufficiently. There were a few times I filled in the next step, but nothing was too challenging. For example, I goofed on the brick sills, placing them below instead of atop the windowsills. Easily corrected.

Since I am unsure what the Silver Spur and Saddle does, though I suspect a saloon not a saddle shop, I elected to re-name the kit Samuelson's Hardware with a sign created on the computer by my wife Margaret. I added a light and a City Classics interior graphic for a hardware store, along with a new wall sign from one I created years ago, to support that use. However, with an SS Ltd. saddle casting or two in the front windows, you could create an interesting saddle and tack shop using the kit sign. The signs provided are excellent by the way, and will be used elsewhere. I used craft paints and Robert's Mortar without problem and added some curtains/blinds to the upper windows. The outside staircase and side door add a lot to this interesting design as do the chimneys that fit precisely on the side wall. (Just to add more detail, I installed an additional smokestack.) Despite the few small problems outlined above, assembly was enjoyable over a week of evenings, and all parts fit well. The store is charming with well-defined features and would fit into any scene well. Charlie Getz.



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B.T.S. 1782 Trinity Rd., Belington, WV 26250. B.T.S. have sold HOn3 and Sn3 West Side flatcar kits for several years. Now they have an On3/On30 version. Single flatcars less trucks and couplers sell for \$29.95, and a five-pack is \$135.95. The West Side Lumber Company used hundreds of these 24-foot flatcars over the years. The first were built by Carter Brothers and J.S. Hammond. The WS shops also built the cars, and I remember seeing them under construction in the carpenter's shop at the sawmill in Tuolumne City. At first, the flatcars were used to haul logs, then they found their way for all sorts of purposes. They could be found as-built or modified under boxcars, sand cars, parts cars, tank cars, and even a caboose or two. They were simple cars and lacked stake pockets, stirrups, and turnbuckles.

The B.T.S. kit is also simple. The center sills and intermediate sills come as a one-piece laser-cut wood piece. You then glue on laser-cut outer sills, end beams, and deadwoods above the couplers. The deck is laser cut in two pieces. The kit comes with material for making the deck ready for equipment such as trucks and tractors. I have even seen photos of flatcars loaded with the families of loggers on their way to the woods.

The truss rods are monofilament. I have used this material for years. I drill out the end beams, thread the truss rod through a hole, run it under the bolster and over the pedestal beam. Then I put a drop of CA on one end and pull the line into the hole and let it set up. Then a drop of CA on the other end as I pull the line taught and clamp it with clothes pins. Some of my truss rods have held up for over 60 years.

The prototype cars have either oval shaped or rectangular end washers. B.T.S. gives you laser-cut oval cardboard washers onto which you add a nut/bolt washer. I cheated and added some cerro bend rectangular washers cast by the



late Bill Coffey. Bill cast every metal part of a WS flat in cerro in the early 1960s, and I am still using them.

You need to add some more nut/bolt washer castings, a brake cylinder, brake lines, brake wheel with ratchet and pawl, and air hoses to complete your flatcar. There are two sets of air hoses. One is a lost wax casting, the other is a little rubber hose with a lost wax gladhand. I use the cast hose because I couldn't get the rubber hose to bend and stay put.

Every WS modeler seems to have his or her own formula for WS red. B.T.S. recommended Floquil Oxide Red, and I had an unopened bottle. Since Floquil is no longer available, B.T.S. now recommends you check the MicroScale site for matching colors. The instructions were complete, guiding you along the assembly with several handy drawings.

I haven't built or assembled a WS flatcar for years, and enjoyed assembling this excellent B.T.S. kit. The photo shows it ready for service on my layout. Bob Brown.

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# BC&G'S MOTOR A MACK RAILBUS



## An S Scale Model 25 Years In The Making

by Brooks Stover, MMR

I'm 74 years young and I've been modeling the Buffalo Creek & Gauley (BC&G) in S scale for four decades. Over the years I've shared quite a bit of my BC&G modeling through the pages of *Narrow Gauge & Short Line GAZETTE* and other modeling publications. I enjoy putting together the stories of how I research and create models of the rolling stock and structures of the BC&G, a fascinating, but rarely modeled West Virginia short line. If nothing else, writing articles for publication is a way to preserve the BC&G story for future modelers.

I was recently going through some of my earlier published articles, and I came across the July/August 1995 issue of *S Gaugian*, which ceased publica-

tion in 2019, was published by Don Heimburger and contained S scale material exclusively. On the cover of that issue was a color photo of my model of BC&G's Mack railbus, known on the BC&G as Motor A. In looking back over the article, I realized that my model, now itself over 25 years old, has a fascinating history of its own. In this article I tell the story of this little scratchbuilt model and how it evolved, and I describe

the prototype that inspired it.

### Discovering The BC&G

I began looking for a prototype to model in the early 1980s. I knew I wanted to model something a little different. I also knew I wanted to stay with S scale as I had S toy trains as a kid and liked their size, and the fact that it was a less-modeled scale. It quickly became clear that modeling in S meant I was going to have to scratchbuild a fair amount, a challenge I was willing to accept. All these years later, I'm glad I've stayed with S.

When I came across photographs and

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Title photo: BC&G Motor A crossing the 142-foot-long Sand Fork Bridge on the author's layout in a photo inspired by and image taken of the prototype by Howard Ameling in 1963.



Gauley, and its sister logging operation, I was hooked. The line had three chunky Consolidations, a couple old coaches and an ex-B&O caboose — perfect subjects for a modest-sized S layout. But the hook was set when I discovered that the BC&G also rostered a Mack AC railbus!

## The Prototype

There is a great deal of information about BC&G's railbus, partly because it still exists, but more about that later. The bus is well documented in *The History of Mack Rail Motor Cars and Locomotives* published in 1959 by the Lehigh Valley Chapter of the NRHS. The chassis was built by Mack, the truck people, and the body was built by Brill. The bus was constructed as c/n 6005 and became #20 for the Lewisburg, Milton & Watsonville Passenger Railway (LM&WP), a Pennsylvania trolley line that bought the railbus new. In 1928, it became PRR #4738 and in 1931 it was sold to the Artemus-Jellico, a Kentucky short line, before going to the BC&G in 1941.

Mack AC models had a 64 hp, 4-cylinder gasoline engine. As delivered, the ACs had the distinctive bulldog hood used on Mack trucks of the time. Model ACs had 4 forward and 4 reverse gears and were capable of about 30 mph in either direction. Couplers were an option, but Mack

discouraged pulling trailers with their buses. The BC&G's bus did not have couplers on either end. Only 12 Model AC buses were built, of which three went to Cuba.

## On The BC&G

On the BC&G, the railbus became known as Motor A. This nomenclature apparently did not have anything to do with its Mack AC designation, but rather stemmed from the fact that the BC&G acquired a second, smaller railbus made by the FWD Company, making the Mack AC the first, hence the 'A' designation. The BC&G's FWD Co. railbus was designated Motor B.

Motor A was used in scheduled passenger service on the BC&G for many years. It made two round trips a day along the full 18.6-mile length of the railroad between Dundon and Widen. The bus had a small baggage compartment at the rear, and it stopped regularly at the dairy in Cressmont, about halfway along the line, to pick up bottled milk which was distributed to the several small communities owned by the BC&G's parent company, the Elk River Coal & Lumber Company. There are photos of the bus at a small, corrugated metal shed at Widen used to store mail, so it is likely that it also served as a mail truck. Besides milk, other light freight was shipped in the baggage compartment. Passenger service ran as late as 1959. After that, the

bus was used during the occasional railfan trip.

When it arrived on the BC&G, Motor A had the original Mack engine and bulldog hood and the Mack cowl-mounted radiators. The reconfiguration of the distinctive Mack hood into a decidedly less elegant form was done by the BC&G crews when the original Mack engine was replaced with a "modern" in-line 6-cylinder engine from a Chevrolet pickup truck.

Cody Burdette, a former employee who worked at the company's sawmill in Swandale, has indicated that the replacement of the Mack gasoline engine was done by Ralph Acree, a long-time welder and mechanic at the railroad's Dundon engine house. Cody doesn't know the exact date of the retrofitting, but it was after July of 1948 and before 1950 because it was already done when he was hired onto the railroad in that year. According to Cody, Acree tried to run an auto repair shop out of the old Dundon engine house after the railroad closed, but gave up on it after a

---

Below: This image from June 1963 shows Motor A as it appeared in its final years on the BC&G. The modifications to the bulldog hood were required to accommodate a conventional front mounted radiator installed when the Mack engine was replaced with a 6-cylinder Chevy engine from a pickup truck.





Left and below: These images of the interior of Motor A on the BC&G were among the photos obtained from Richard Manning, BC&G General Superintendent.

short while.

There were other modifications made to Motor A over the years. The cowl-mounted radiators were removed, and a horn was mounted on the left front. Color photos show it was painted in numerous shades of green over the years. Available photos show the lettering on the side simply read "BC&G A."

## Train Robbery Story

There are a number of great stories related to Motor A. As one of them goes, on October 3, 1952, at the height of the labor unrest at the company's Rich Run Mine in Widen, Motor A was held up at gunpoint by eleven armed men, presumably strike sympathizers. They forcibly removed and robbed the passengers, beating up those that resisted. This unfortunate event is often reported as the last armed train robbery on a common carrier in the U.S. The story, however, is challenged by some sources as either exaggerated or completely bogus. Nonetheless, it adds to the lore of Motor A.

## Laid Back Bus Operations

Some have characterized the BC&G as a standard gauge railroad with a narrow gauge character. A good example of the truth of this notion can be found in a story by a fellow model railroader, Dave Marquis, who shared it with me. Dave had the wonderful fortune to ride on Motor A



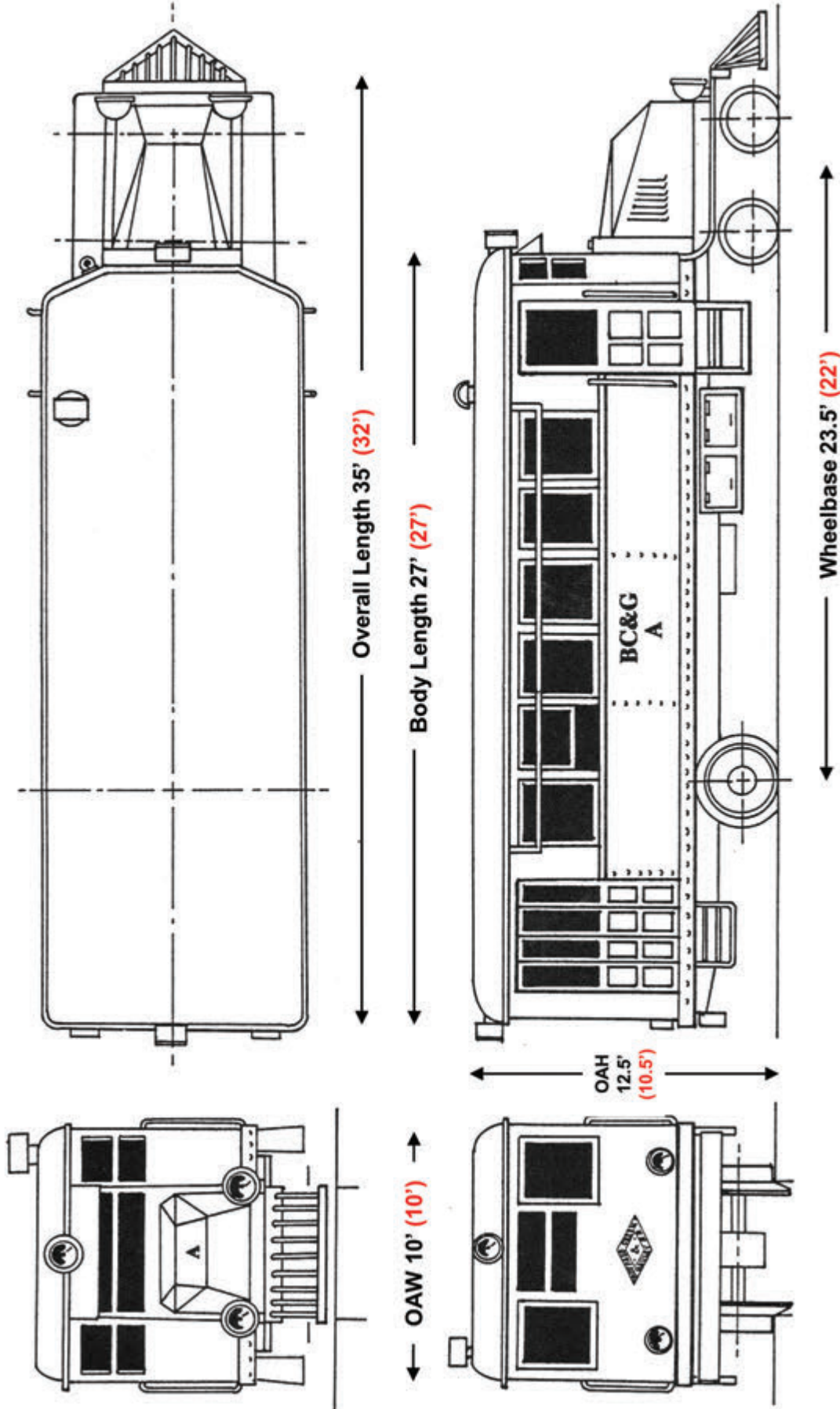
in revenue service on several occasions in 1957 or 1958. One time after buying his ticket at the Company Office in Dundon (from the railroad's general manager, Richard Manning himself, no less!), he boarded the bus at the road crossing as there was no passenger platform at that time. Dave recounts that "they didn't actually give me a ticket. I just paid and the railbus driver just trusted that I'd done so." On one of the trips, Dave was the only passenger.

Dave recounts that on another trip, just as the bus was about to leave Dundon, a pick-up truck pulled up to the crossing with two men and a wringer washer. One of the men had just purchased the used washing

machine in nearby Clay, and the previous owner was delivering him and the washer to the BC&G. The two men loaded the washer into the baggage compartment at the rear of the railbus. Off they went with the new owner and Dave as the only passengers. Four or five miles out of Dundon, the bus came to a house along the tracks with no obvious access but by rail. The proud owner of the washing machine and the railbus driver carried the washer up to the front porch, the owner calling out to his wife to show her their new acquisition. Then the two of them sat down and had a

(text continued on page 28)





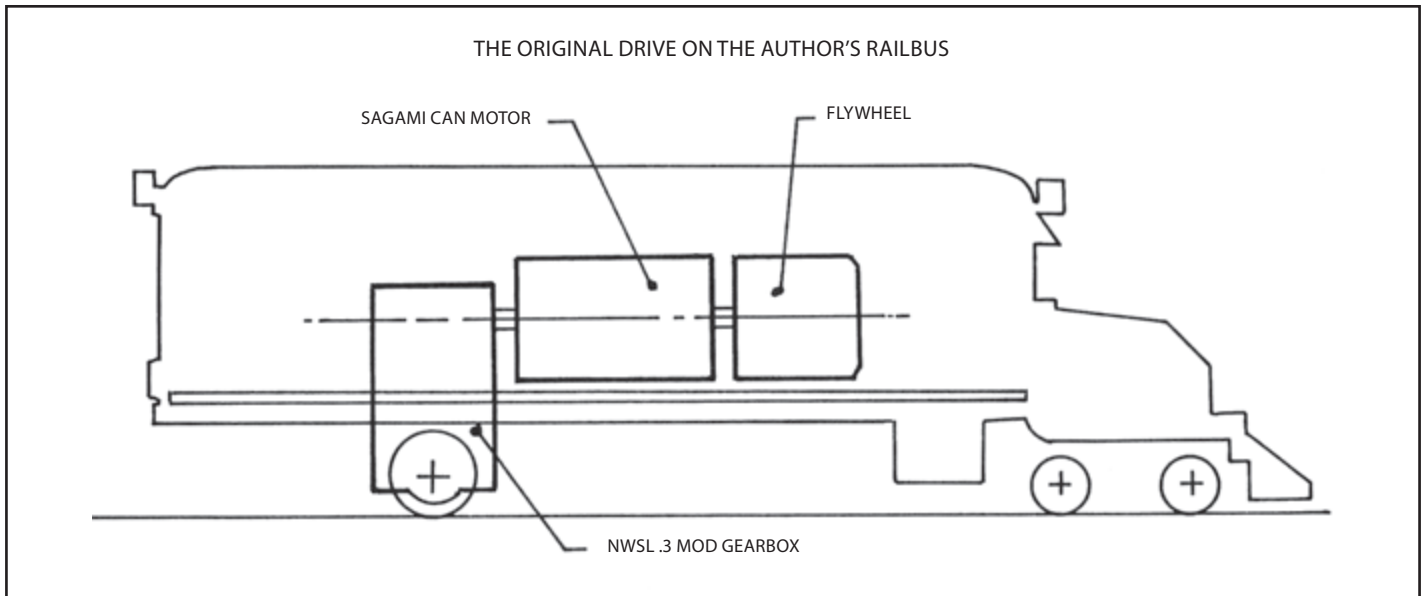
# Mack Model AC BC&G Motor A Railbus

AS MODELED IN S GAUGE HI-RAIL BY BROOKS STOVER, MMR

DRAWN BY BROOKS STOVER, MMR

SCALE: 3/16 INCH = 1 FOOT

MODEL DIMENSIONS IN BLACK (PROTOTYPE DIMENSIONS IN RED)



(text continued from page 26)

cup of coffee and a chat while Dave waited in the railbus! Such was the casual pace of life along the BC&G.

## The Model

The model of Motor A was the first piece of motive power I ever attempted to scratchbuild. At the time I started the model, I did not have an accurate dimensioned drawing of the bus and so key dimensions were estimated from photos. My aim was to capture the character of the bus, if not the exact dimensions. The chassis was fabricated from a piece of aluminum plate. When first constructed, the motor and a massive flywheel were inside the body above the floor and connected directly to

a NWSL gear box. At that time, my layout used Dynatrol command control, and the associated electronics were mounted inside the body.

The body was built from styrene and the roof was shaped from a piece of balsa. Frosted glass prevented seeing the mechanicals inside. The front truck was created by widening an HO freight car truck with wipers fitted to all four wheels. The rear drive wheels were plastic freight car wheels. A single bulb illuminated the interior but there were no working exterior lights. I chose to model the bus with the original Mack bulldog hood rather than the chopped-up hood created when the Chevy engine was installed. The Mack hood came from a Railmaster Models Mack truck mod-

el. Photos show that Motor A never had marker lights while on the BC&G.

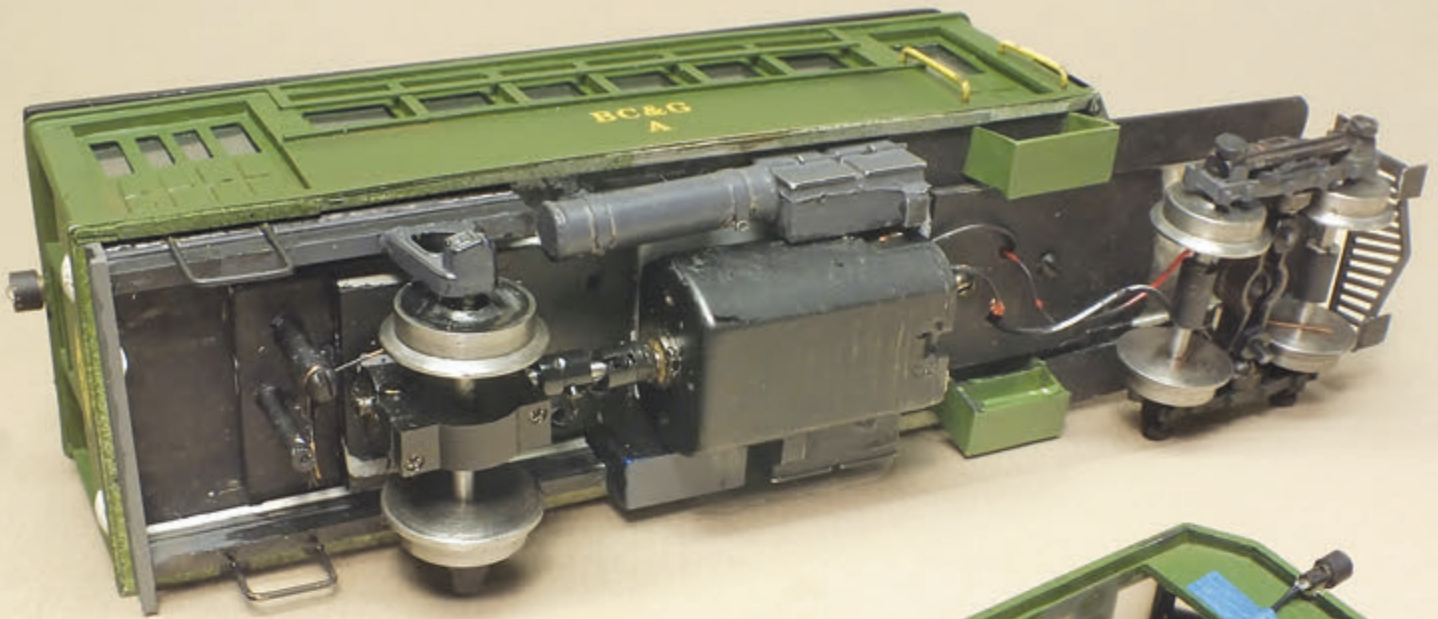
Over the years, the model underwent some significant modifications which improved both the appearance and the performance. The changes were dictated each time a new layout was built and the track and/or control system changed. When I built my second layout with DCC and a track system with turnouts fitted with unpowered frogs, more reliable electrical pickup was required. The front truck was replaced with a modified S scale freight car truck and the larger metal wheels were fitted with wipers. The rear drive wheels were also replaced with metal wheels with wip-

(text continued on page 30)

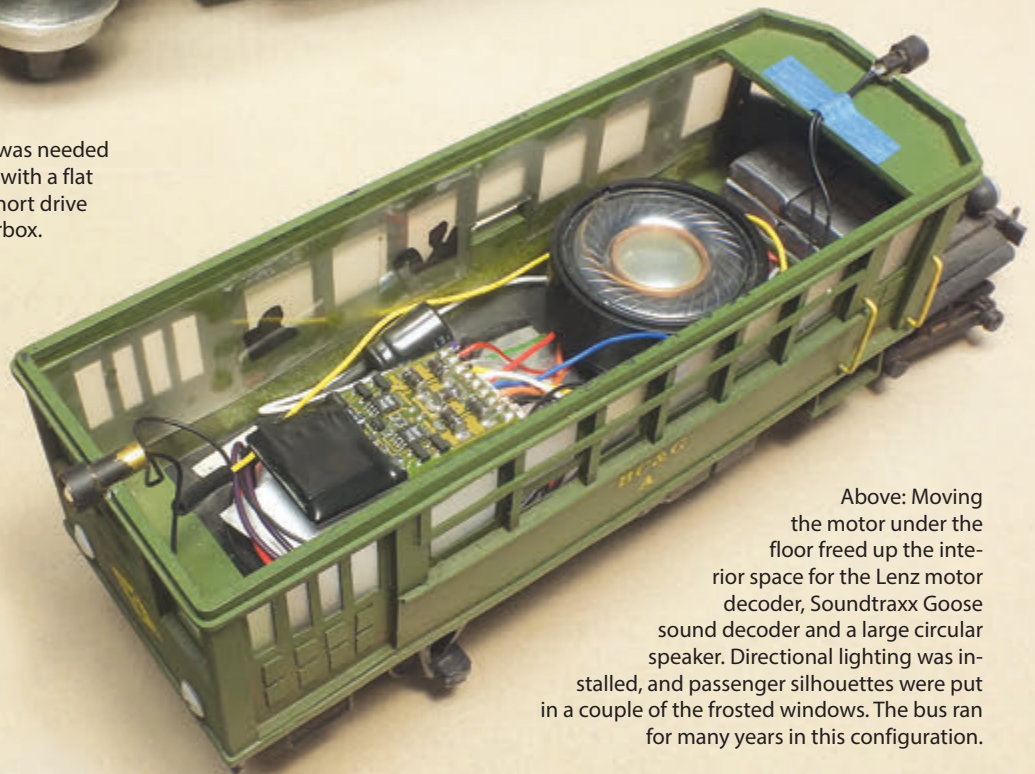
This is the way the model appeared when first built. The front truck was a modified HO freight car truck. Notice that the rear axle utilized prototypically correct inside bearings, a feature changed in a later modification. Notice, too, the non-functioning roof-mounted headlight and the horn on the left cowl.



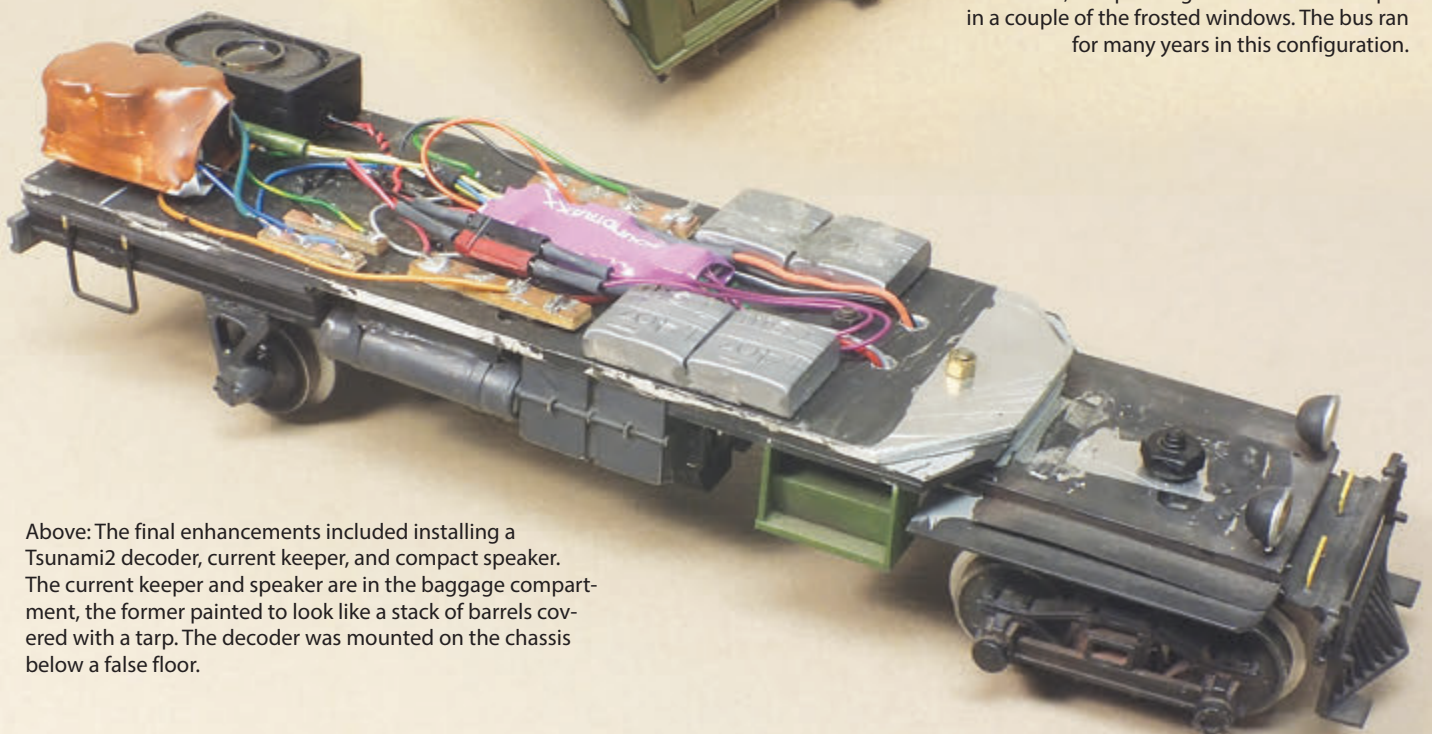




Above: When more electrical connectivity was needed to cope with DCC, the motor was replaced with a flat can motor located under the floor with a short drive shaft connecting to the NWSL .3 MOD gearbox. A new front truck with larger wheels was fitted and outside bearings were used on the rear axle. Wipers pick up power from all six wheels.

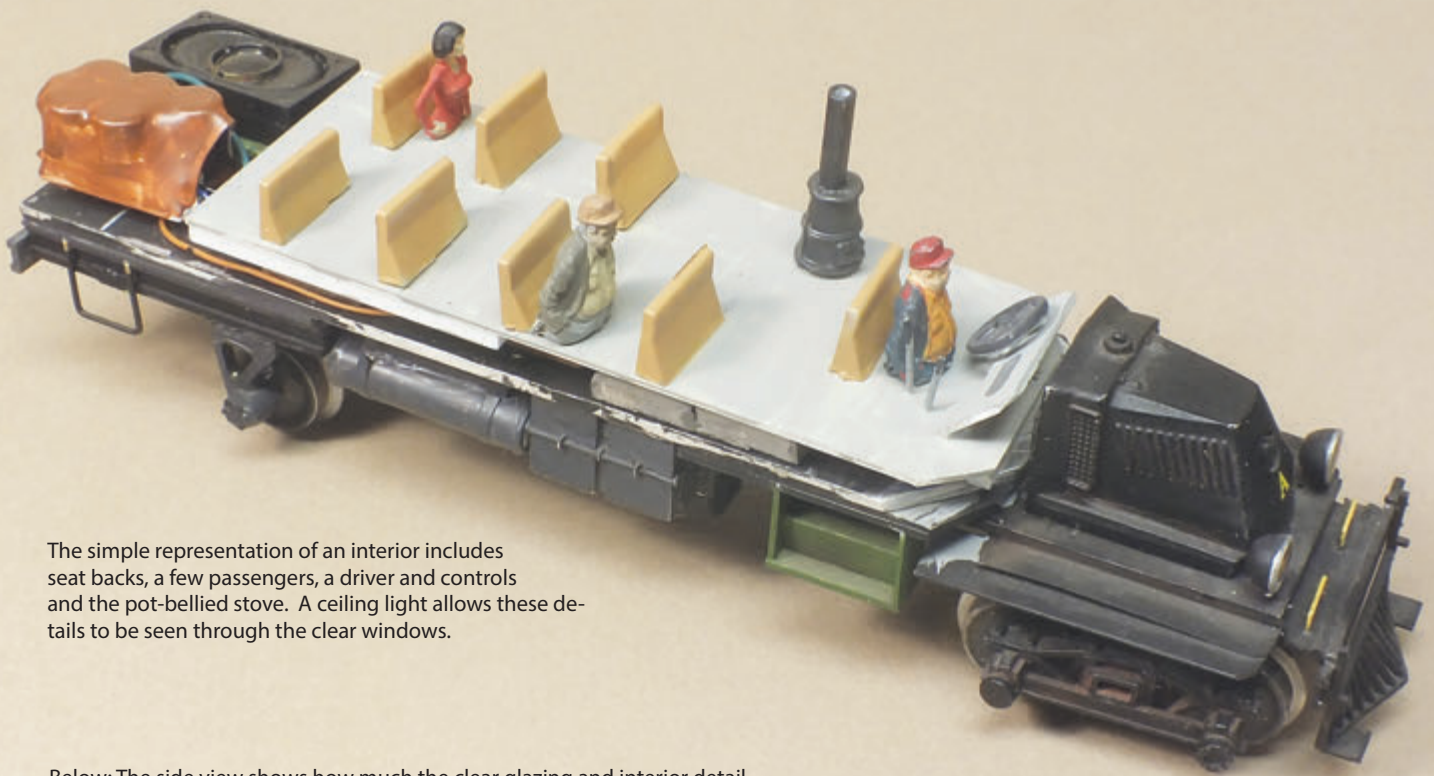


Above: Moving the motor under the floor freed up the interior space for the Lenz motor decoder, Soundtraxx Goose sound decoder and a large circular speaker. Directional lighting was installed, and passenger silhouettes were put in a couple of the frosted windows. The bus ran for many years in this configuration.



Above: The final enhancements included installing a Tsunami2 decoder, current keeper, and compact speaker. The current keeper and speaker are in the baggage compartment, the former painted to look like a stack of barrels covered with a tarp. The decoder was mounted on the chassis below a false floor.





The simple representation of an interior includes seat backs, a few passengers, a driver and controls and the pot-bellied stove. A ceiling light allows these details to be seen through the clear windows.

Below: The side view shows how much the clear glazing and interior detail improve the look of the bus and draw the viewer in for a peek inside. The author is anticipating many more years of service out of this now 25-year-old model.



(text continued from page 26)

ers producing all-wheel pickup. The new rear axle required the installation of non-prototypical outside bearings, a compromise I was willing to make. To make room for a Soundtraxx 'Goose' decoder, Lenz motor decoder and speakers; the original motor was moved below the floor and replaced with a flat can motor. Hey, a motor swap just like the prototype! Operating directional lights were also installed. The bus remained in this configuration and operated flawlessly for many years. It made two round trips during each of the 50 operating

sessions I hosted on the layout and never missed a beat.

The most recent upgrades were made with the construction of yet another layout and another change of track systems. The new turnouts have even bigger unpowered frogs, and it became necessary to install a current keeper. I used the opportunity to install a new Tsunami2 decoder with current keeper, and while I was at it, decided to install an interior. The decoder was positioned under a false floor and the speaker and current keeper were installed

in the baggage compartment with the current keeper painted to look like a tarp-covered pile of barrels. Seats, a pot-bellied stove, a few passengers, and a driver were installed. The frosted window glazing was replaced with clear, and a brighter interior light was installed.

## Today And Tomorrow

After all these years, my model of Motor A is in the best shape it's ever been in,





Wayne Laepple, a volunteer at the Railroad Museum of Pennsylvania, took this photo of the Mack AC right after the bus received a coat of paint in the fall of 2021. It's going to be restored to its original Lewisburg, Milton & Watsonville Passenger Railway livery, hence the burgundy color. Notice the low mounted headlights from the BC&G days are gone, but the bulldog nose has, thankfully, been restored.

running and looking great. It's been fun to have this model operating on my layout for as many years as the prototype ran on the BC&G. It's always been a favorite for operators and non-railroading visitors are surprised that there was a vehicle that looked like a green school bus on the BC&G. I have no immediate plans for any further changes, although at one time I considered adding rivets to the body sides. I have decided to do that only if at some point the body needs repair and repainting.

Fortunately, the real Motor A has also

survived and has a bright future. The railbus is owned by the Railroad Museum of Pennsylvania and is currently undergoing a cosmetic restoration and a mechanical restoration is being considered. Fortunately, the hood has been restored back to its original Mack bulldog configuration. In the fall of 2021, the bus received a fresh coat of burgundy paint, the correct color for its original owners, the Lewisburg, Milton & Watsonville Passenger Railway, for whom

it will be relettered in the future. x



# FUN WITH FOAMCORE

## BUILDING MY AERIAL TRAMWAY DISCHARGE TERMINAL

by Greg Wright, MMR  
Photos by the author

I model in 1:32 scale, about 3 times bigger than HO so walls and/or material for walls can be heavy. Foamcore as a base, or even as the wall itself, is light weight. But what sets foamcore apart for me is the ability to modify the structures easily, with just an x-Acto knife as they are being constructed. Here, I use my completed aerial tramway discharge building as an example of just how I use foamcore.

(text continued on page 36)

Below: The author's 1:32 scale Aerial Tramway Discharge Terminal — weathered, completed and on his layout.







Above: This photo shows a large mill built in a corner of my layout room. The original foamcore building on the left was covered with horizontal wood siding. When I wanted to expand the mill, I built the addition on the right from more foamcore using vertical wood strips with beveled edges separated by about 3/8 of an inch. Silver spray paint gave the addition a newer sheet metal look, reinforcing that this section was an addition built when more milling capacity was needed.

Below: A temporary foamcore flat of a mine/aerial tram terminal that filled the space, but didn't really capture the look I was trying to achieve. Knowing that it was going to stay on the layout for a while, I covered it with some printed paper siding and added a few three-dimensional boards. It worked for a time, but when I had an opportunity to work on that area of the layout, I used an x-Acto knife to reconfigure it to a more pleasing shape.

Below: The building has a new shape with a sloped roof that draws the eye up to the window and aerial tram mechanism. Even with that change, it was still too small for its location.

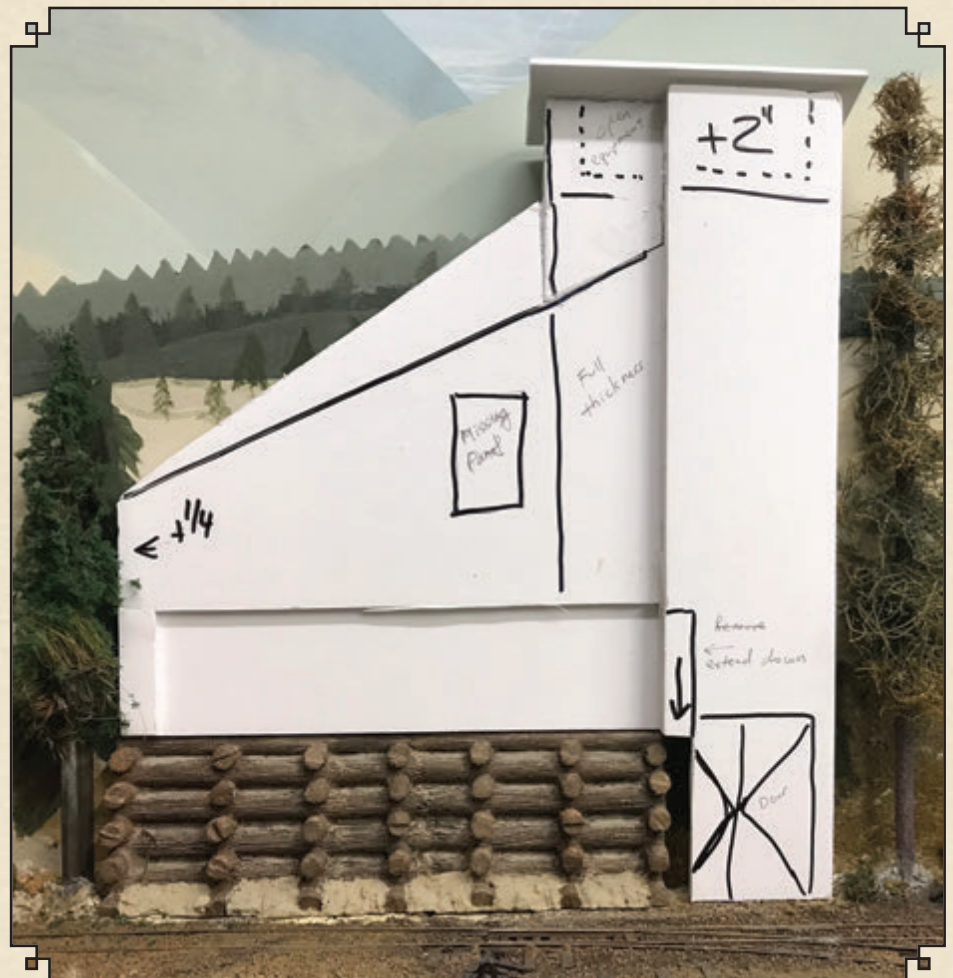






Above: This photo shows the first “draft” of the new structure cut from a fresh piece of white foamcore. I had an old Mountains in Minutes foam retaining wall I wanted to use, so I modified the white foamcore to key into the retaining wall. I also wanted to have loading chutes above the retaining wall, so I layered the foamcore to have several different thicknesses in the bunker area, and used even more layers of foamcore for the tower portion.

Right: Felt pen notes made directly on the mock-up show that I still wasn’t completely happy with the size of the building. You can see the notes of how I wanted the final structure to appear drawn right on the mock-up. I was also able to draw doors and windows to see how they would fit into the building’s tower section. Note also the black line that defined the early roof of the bunker, which was too low. Another handy feature of foamcore is the ability to hot glue additional sections onto the mistake area. The final roof slope was finally much more to my liking.







Left: Here is the black foamcore profile I cut out based on the previous work. I used several layers of foamcore in most places, but a layer less where I wanted the wooden structure of the bunker to show behind the corrugated siding that would be added next. Actual window and door openings were cut out in the tower portion based off the notes from the white foamcore mock-up. I then switched to using all black foamcore, just to be sure no white edges would show in my finished building. I used a little black craft paint on many of the cut edges.

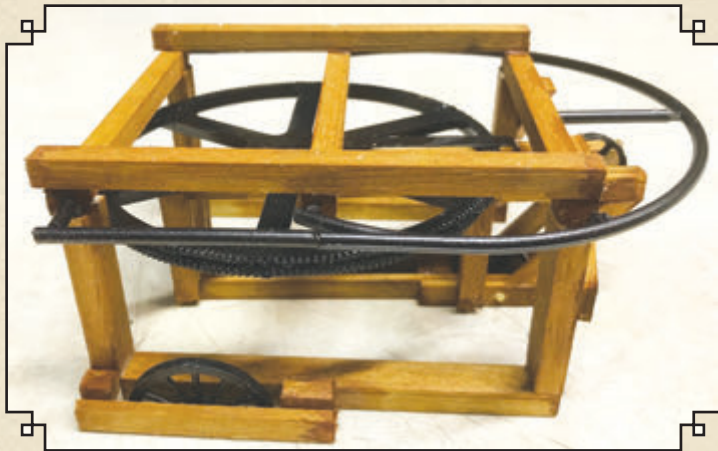
I also noticed that my bunker section was too thick, sticking out over the retaining wall, not really being supported by the cribbing. No problem, I peeled off one layer of foamcore from the back of the structure resulting in a much better alignment of the bunker and the cribbing. I added another layer of foamcore to the front of the tower section to get that part of the building back to the desired thickness. The corrugated siding was painted with spray can paint before being glued to the foamcore. In 1:32 scale, I found that the corrugated paper in older light bulb boxes makes great corrugated metal siding once painted. I collected a large supply of this material before light bulb packaging changed. I start the painting with a base coat of textured metallic dark gray spray paint, then over sprayed it with some light blue and light gray. Once it is applied to the foamcore substructure, thin washes of rust will be added to give a more weathered and panelized look.

Right: Here is how the corrugated siding looks on the bunker with the wood portion of the bunker showing through where the loading chutes will be located and where a piece of the siding has blown off. I pre-stained all my strip wood with India ink and alcohol (the door will get white paint later), then glued horizontal strip wood into voids cut in the top layer of foamcore to simulate the wooden bunker underneath. I liked the look of the wood showing through so much that I cut out a layer of foamcore in two places on the tower and filled in the openings with more wooden pieces so the wooden substructure would show through. Again, changes like this are easy with foamcore. I had also created openings for windows and doors in the tower section. It turned out that the openings I cut were not quite right for the doors and windows I decided to use, so larger openings were easily cut from the foamcore substructure.

At this point I had to make a decision. This structure is the discharge terminal of the aerial tram bringing ore to the railhead from a mine far in the background on my backdrop. The aerial buckets dump their ore into the bunker, then turn around a large bull wheel and head back to the mine. I wanted to build some of the mechanism for that aerial bucket tram. I needed to do more research before I could complete the mechanism.



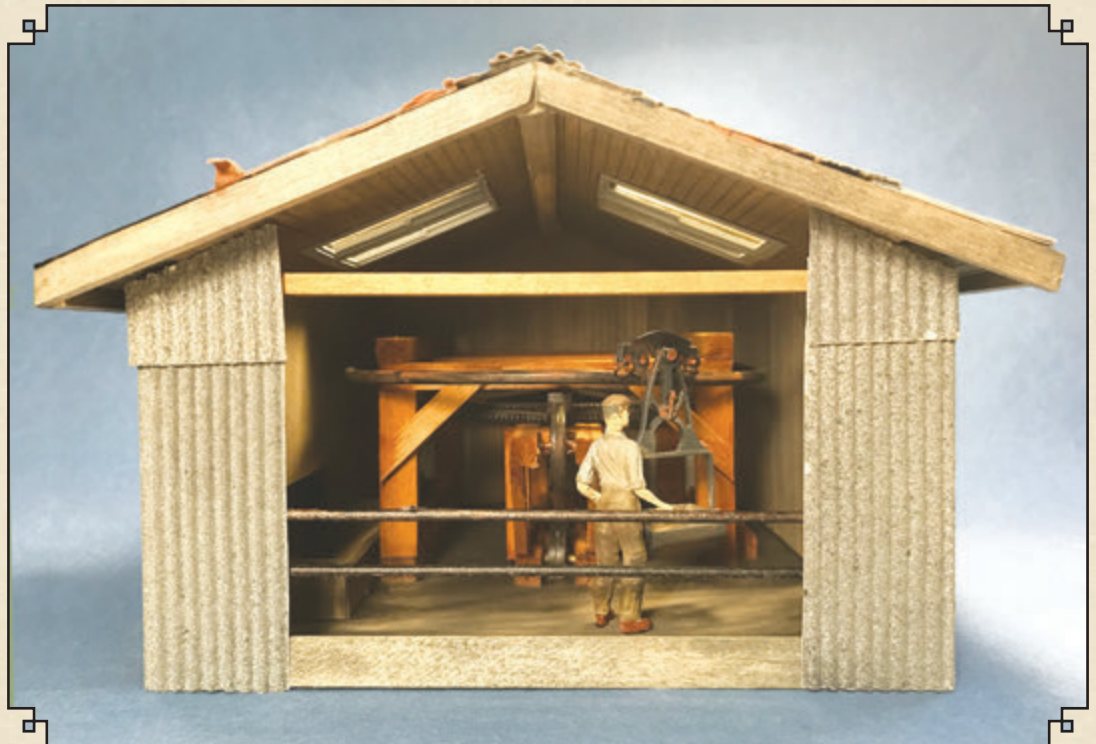




Left: Here is the bull wheel I built for the discharge terminal. I built it after completing my aerial tram research. I was able to construct the mechanism at the workbench with parts from my scrap box and substantial strip wood pieces. I placed the mechanism inside a box built with more foamcore and some matt board. I worked out the mating of mechanism sub-assembly to the rest of the structure by cutting and trimming their respective foamcore walls until everything fit level, plumb and had no gaps where it adjoined the backdrop.

With heavy construction completed, I took the bunker and tower section back to the workbench to finish detailing the bunker section with ore dump doors, chutes and associated hardware. I added rust to some of the corrugated siding to enhance the illusion of multiple individual panels that were weathering differently.

Right: This photo shows the completed aerial tram mechanism, the bucket and a worker, all within the box that would become the top of the structure. The mechanism and bucket were painted metallic gray/brown with areas of grease and grime to contrast with the wooden interior of the tram house. An empty bucket (an O scale casting) is on the track just in front of the worker.



(text continued from page 32)

## FINISHING UP

The doors and windows were finished to look like painted and weathered wood. The heavy retaining wall timbers got a darker brown, while anything metallic got rust. Windows were glazed before being glued in place and more corrugated metal was added for roofing. One piece of roofing metal was left off to show the worn tar paper underneath.

After the bunker and tower section were in place on the railroad, I mated the completed aerial tram mechanism box to the top of the already built tower and bunker section and then clad the new section with corrugated material to match the lower section. To finish up, the construction area was spruced up and the scenery around the base refreshed. An extra buck-

et, a broken pulley wheel and some discarded corrugated siding were added to the ground on either side of the building.

Finally, the aerial lines, towers and buckets were drawn on the backdrop to the side and behind the structure. The aerial tram goes through a gap in the background hills and out of sight suggesting the presence of another mine in the distance.

I really enjoyed researching and building this structure. Foamcore for the planning, construction and multiple modifications turned out to be the best possible material for this project. Give foamcore a try!

Stop by for a visit! My layout is open during the 42<sup>nd</sup> National Narrow Gauge Convention in Seattle/Tacoma, Washington, September 1-4, 2022. x





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# A NARROW GAUGE 1:20.3 SCALE OUTSIDE FRAME 0-6-0



## SOMETHING A LITTLE DIFFERENT

by Don Rose  
Photos by the author

I was looking for a new locomotive project when a photo in *Next Stop Honolulu* by Jim Chiddix and MacKinnon Simpson caught my attention. A narrow gauge outside frame switch engine! Oahu Railway & Land Co.'s #12 is the kind of locomotive I like to build—a little bit different—something not seen on the more familiar Colorado narrow gauge lines.

Number 12 was one of four 0-6-0 switch engines owned by the Oahu Railway. I was only able to find a couple of photos of any of the little locomotives, however, #12 still exists. After years of working around the piers and pineapple canneries, it was the last steam engine retired by the OR&L. Fortunately it ended up in the care of the Hawaiian Railway Historical Society, who are preserving and restoring it. While the restoration is incomplete, the locomotive and its slope back tender are available for detailed research.

I contacted the Hawaiian Railway His-

torical Society to see if they could provide additional information on the engine. In a few days I got a reply from Jeff Livingston, who is the Society Historian, and a model railroader. He sent me measurements and multiple photos of the partially restored engine as well as several vintage photos of #12 when she was switching at the Honolulu docks. Without his help I would have never been able to build a credible model.

Finding the right drivers is the starting point for all my locomotive kit bashes and builds. The driver diameter on #12 was 38 inches. Checking on the available drivers in large scale soon narrowed the choice down to the 1:20.3 Bachmann outside frame consolidation drivers which scale out at 36 inches. Since the flanges are a little oversize, the appearance of the drivers, particularly when obscured by the outside frame, gave me an acceptable choice. The bonus of the axle already extended through the outside frame journal box made the choice even

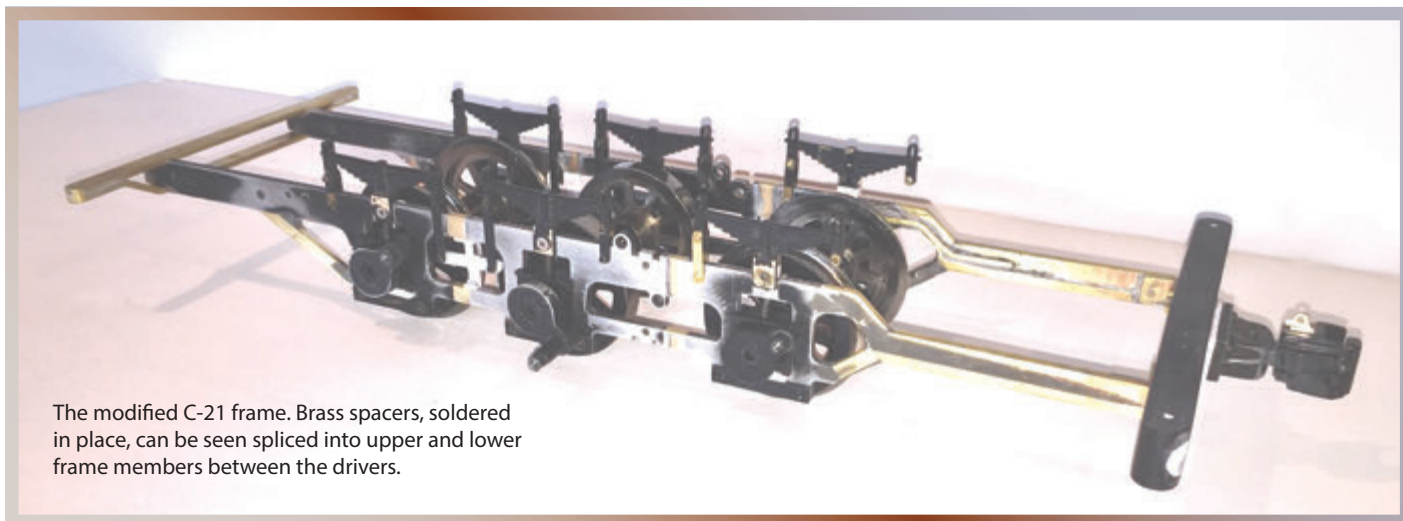
easier.

I had planned on cutting down the frame of the Bachmann 2-8-0, but after I examined it in greater detail, I decided it wasn't what I wanted. Scrounging around in my scrap pile of locomotive parts left over from previous kit bashes I found an Accucraft C-21 frame. It had possibilities. By cutting and splicing, I was able to reduce the frame from four axles to three, and come up with a frame with the correct axle spacing. Extending the front of the frame and cutting down the rear gave me an accurate starting point.

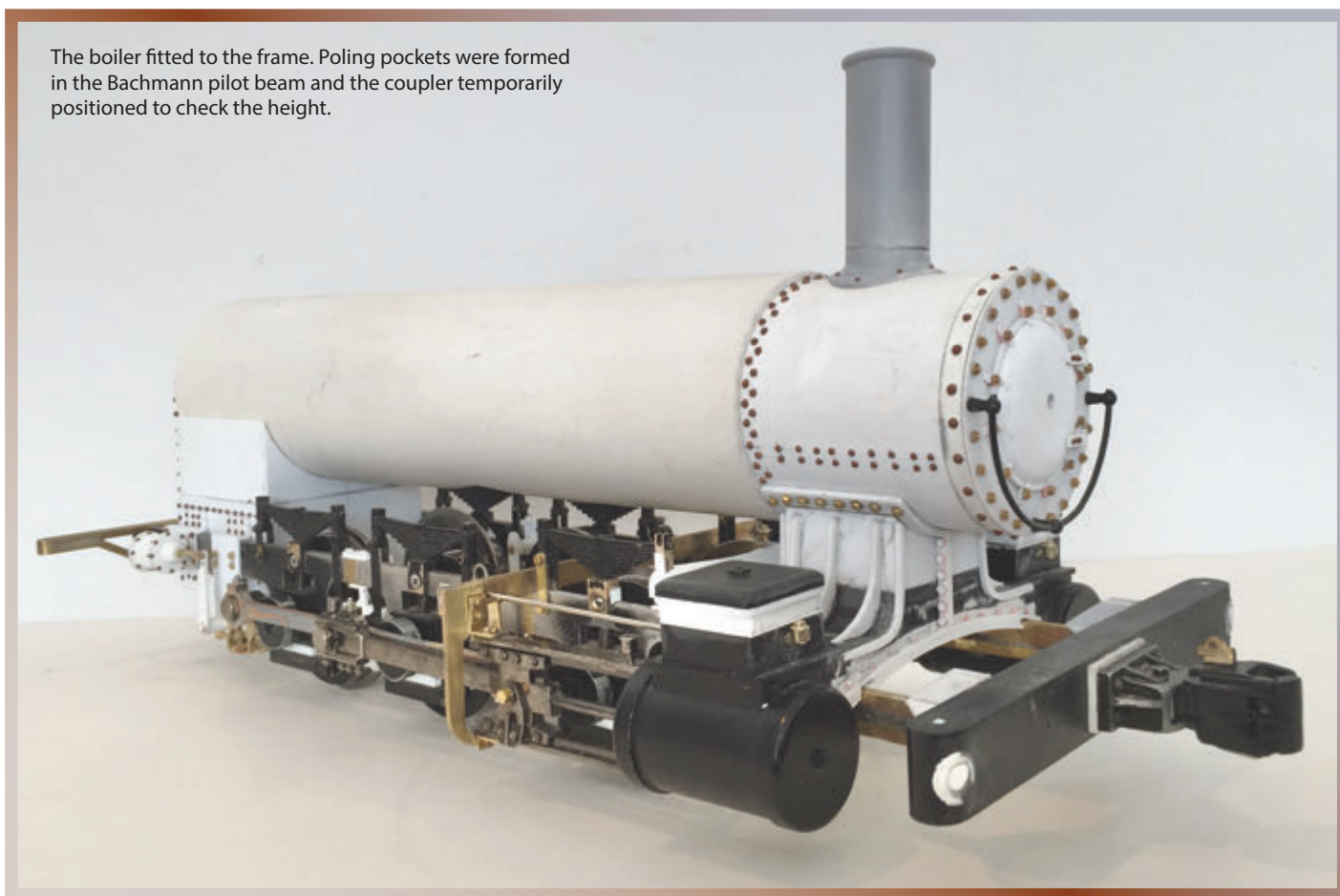
The journal boxes on the Bachmann drivers fit the Accucraft frame very nicely. The counterweights on the Bachmann drivers were removed and ground down from their fan shape to the rounded contour of the prototype. After testing the Bachmann motor and gearbox, and finding everything running smoothly, I removed them so that the wheels and rods could move freely during construction. With a good foundation I was

Title photo: The author's 1:20.3 scale Oahu Railway & Land Company outside frame 0-6-0 ready for service.





The modified C-21 frame. Brass spacers, soldered in place, can be seen spliced into upper and lower frame members between the drivers.



The boiler fitted to the frame. Poling pockets were formed in the Bachmann pilot beam and the coupler temporarily positioned to check the height.

ready to go on to the rest of the project.

The boiler is a piece of PVC which turned out to be almost exactly the correct diameter. A second piece of PVC, fit into the front of the boiler and wrapped with some styrene, brought the smoke box up to the correct diameter. I used the Bachmann cylinders as a starting point for the steam chest. Left over side rods from the C-21 were cut and spliced appropriately.

I decided to use the Bachmann cylinders because they were the correct width to align with the main rods on the drivers. The Bach-

mann driver journals hold the counterweight and the rods a little further away from the frame than the prototype. The distance between the cylinder's piston center line on #12 is 84 inches. The Bachmann cylinders scale out at about 88 inches. Not noticeable until the air tanks under the cab were put in place. The cab was built to the correct scale width. So, the air tanks were each about a 32nd of an inch too close to the side rods. The rods would bind against the air tank. To solve this problem, I ground away a small portion of the inside of the tank. Fortunately,

it is not noticeable from the outside. The final clearance is only a few thousandths of an inch, but enough to let the rod move past the tank. The original air tanks are no longer on the engine, but rod clearances on it must have been tight as well.

The cab interior was a mystery. The throttle linkage is still in place on the engine, but almost everything else has been removed. In many cases, the only clue as to what was previously in the cab is a hole in the wall or in the floor or a bolt sticking out of the boiler. With the large open doorways and



windows and the wide-open rear deck, the boiler and back head needed some detail. After the throttle and reversing lever were placed, Westinghouse diagrams from various reference books were used to assemble a reasonable arrangement of the air brake piping, brake stand and other air lines. From the photos of #12 taken many years ago, the turret and steam piping could be approximately placed in the cab with the various exterior lines to the generator, air compressor, and steam blower, matching the photos.

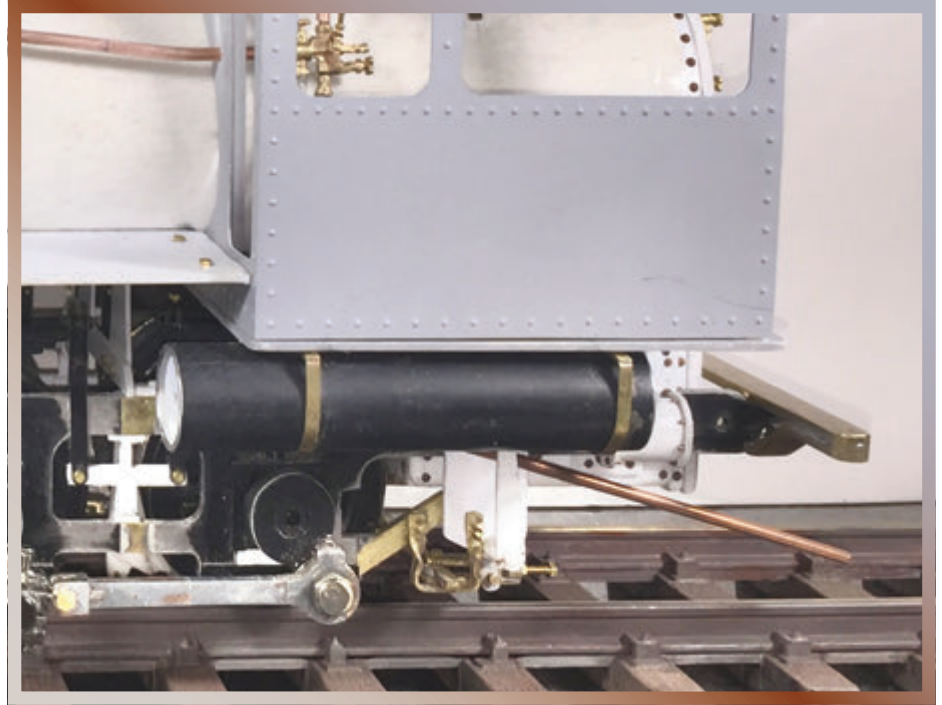
In the present state of restoration of #12, there is nothing to indicate how the piping of this oil-fired engine was arranged, and sadly the old photos didn't offer much help. Oil firing requires various steam lines and valves to move the oil from the tender, heat the oil and inject it into the firebox. There was usually a pipe from the steam turret to a manifold from which various steam lines were directed to the tender, oil heater, and oil injector. In addition to the oil firing valve, there were various damper controls that the fireman used to tend the fire. Following photos and diagrams of similar oil-fired engines, I built up a collection of pipes and levers. I make no claim that it is accurate for OR&L #12, but it would work the way I built it.

Once the engine was near completion, I turned my attention to the tender. The slope back tender was one of the things that attracted me to #12. Again, starting with the wheels, I began looking for the parts I needed. The tender wheels were 26 inches in di-

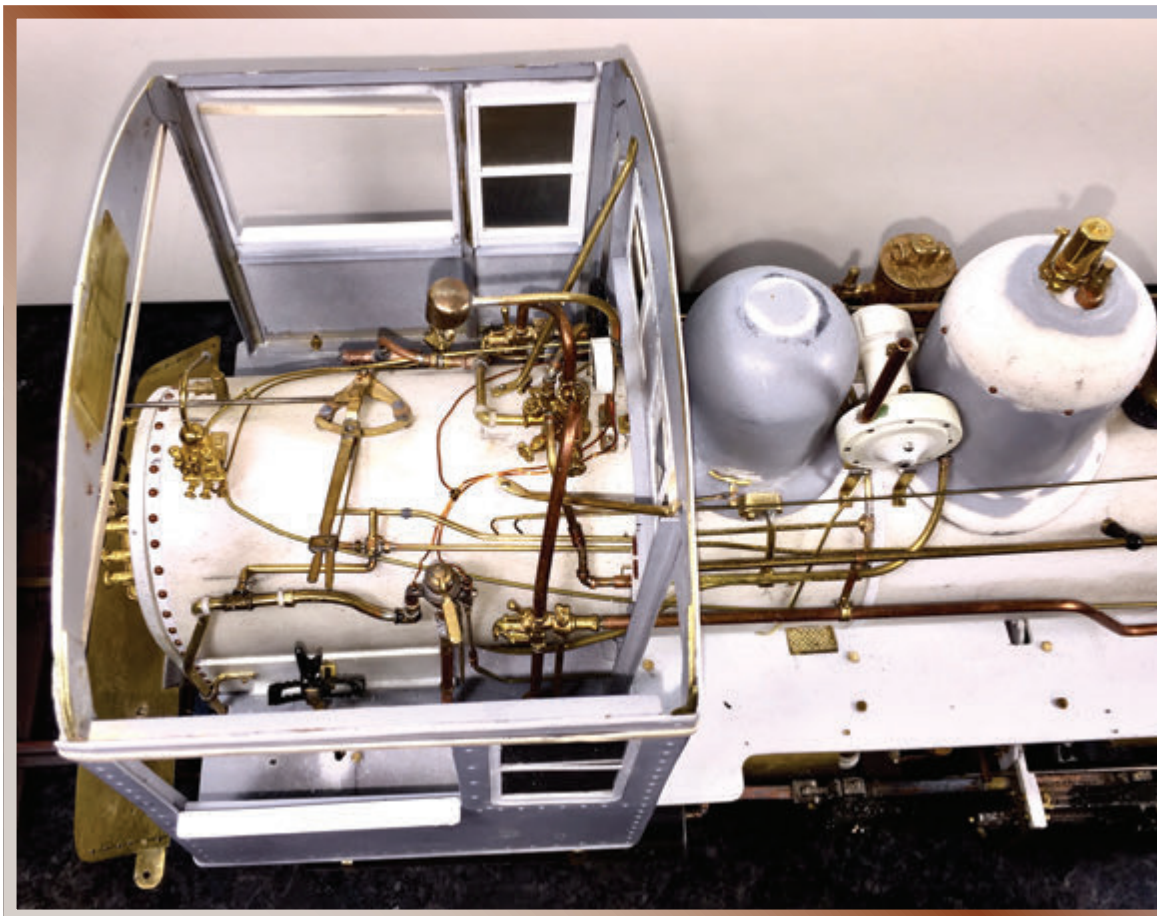
ameter, and I had some scale 26-inch wheels on hand. The truck frames were unlike anything available. With the known wheel diameter, the dimensions of the truck side frames and bolsters could be determined by proportions using photos. Patterns for the component parts of the trucks were fashioned and used to make a mold. Resin cast-

ings of the various parts were made, and the trucks assembled.

Corner steps, grab irons, foot boards and cut levers were added to the tender frame. Like the cab, the exact brake rigging is unknown, but an appropriate brake cylinder, reservoir tank, triple valve and piping were installed, and the main brake rods connect-

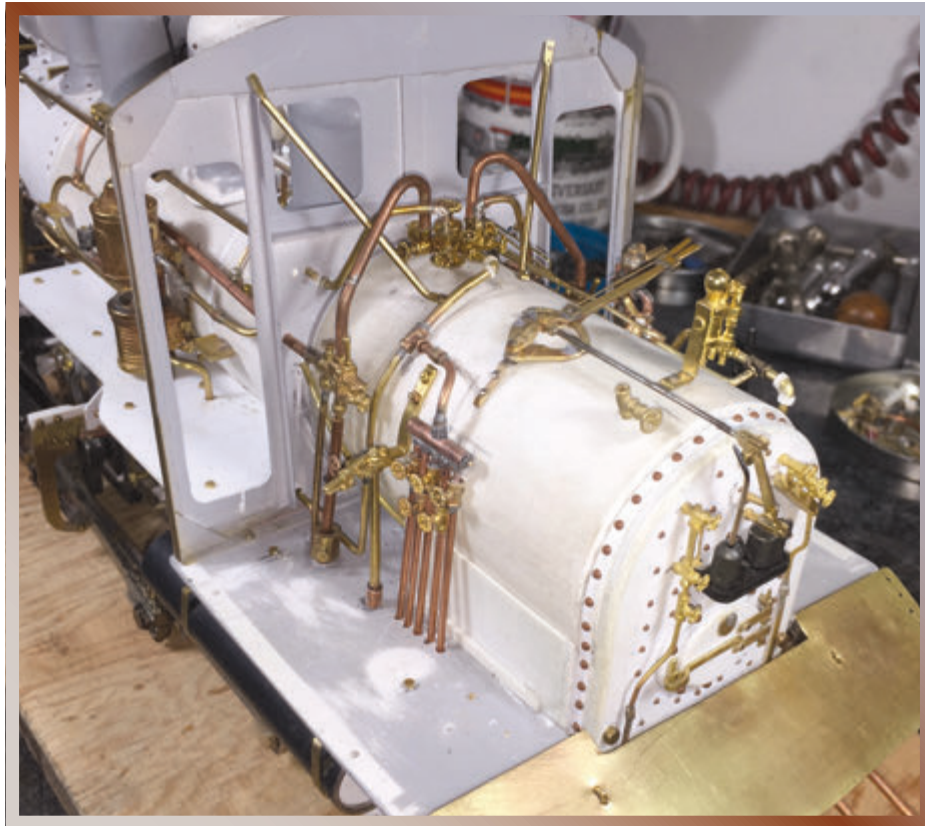


Above: The air tanks interfered with the side rod motion. After cutting a small groove in the tank, the side rod cleared the tank.



Left: The brake piping with small lines running to the air pump governor and air gauge. In addition, there is a sanding valve with lines to the sand pipes. Also in place are lines from the lubricator to the cylinders and air pump. There was probably some other plumbing on the prototype, but this is enough to give a reasonably cluttered appearance.





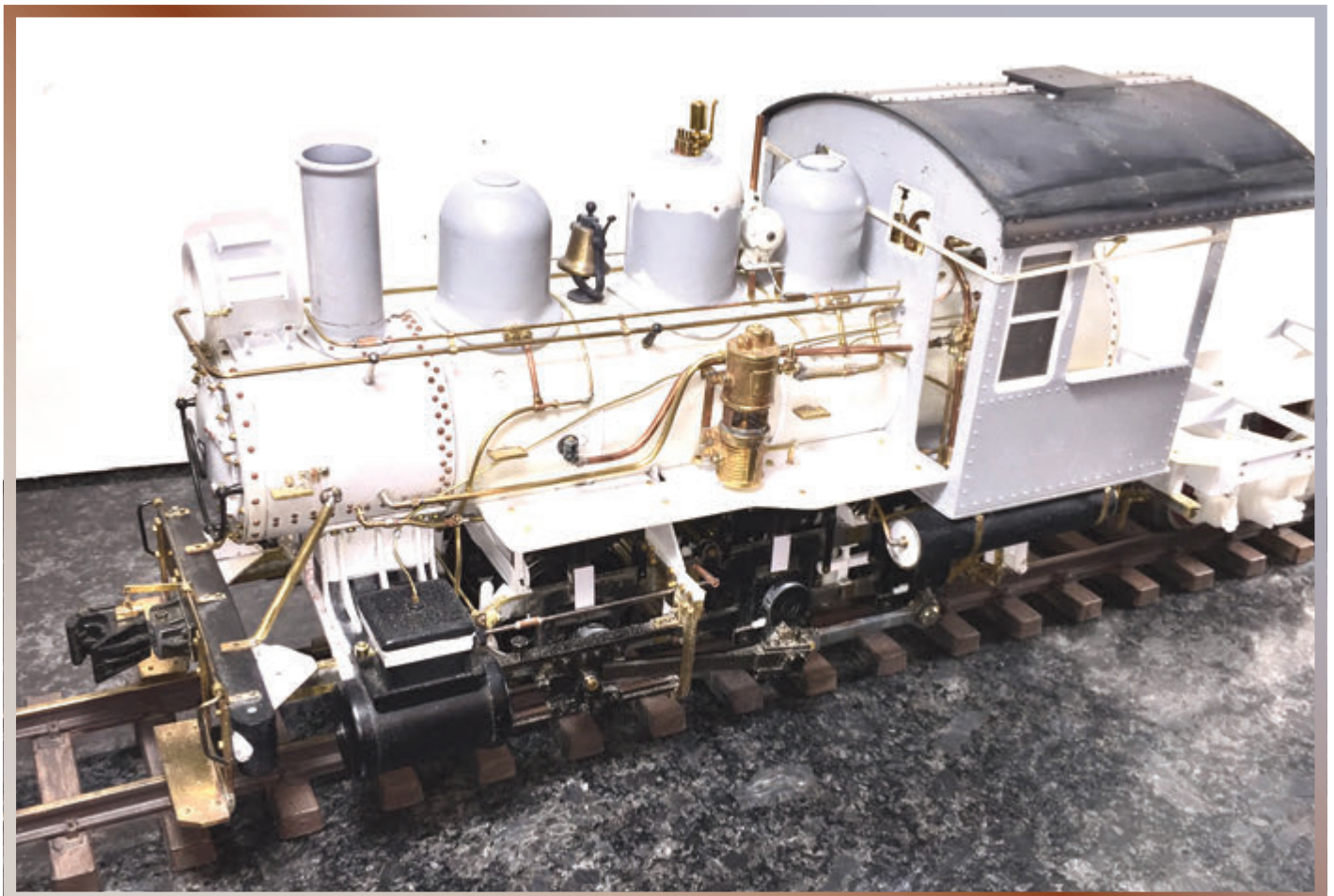
ed to the truck brake levers.

The engine and tender were thoroughly cleaned to remove any oil, as well as metal and plastic shavings and dust. I used Scale-Coat Engine Black enamel as a base coat. The finishing touch were the decals. Stan Cedarleaf of Cedarleaf Custom Decals came up with the perfect lettering font as well as all the pin striping, ALCO builder's plate and number plate decals. After sealing the decals, mixtures of various MIG acrylics were used for weathering.

A 14.8-volt battery is mounted in the tender to power the locomotive. I used an AirWire CONVRTR-25 and a Tsunami2 sound

Left: The steam manifold with the multiple lines and valves, as well as the oil control stand. Yet to be installed are the damper adjustment levers.

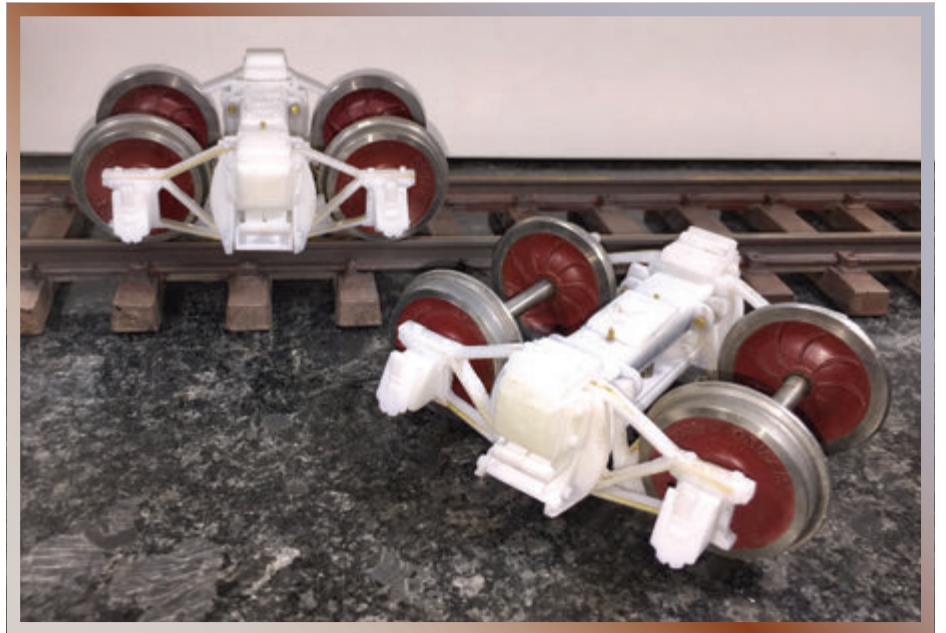
Below: The domes, injectors and other appliances with their associated piping, valves, unions, elbows, etc., were added to the boiler and frame. Various castings from Trackside Detail, Ozark, Hartford and Accurcraft, as well as some left over Bachmann parts were used and modified if needed, to match the prototype.





decoder. Speakers were placed in both the locomotive and tender. Lighting, including cab lights and firebox lighting, are LEDs.

With some truck chains plus hoses between the engine and tender, my model of Oahu Railway & Land Company #12 was complete. Despite a few mistakes and some guessing along the way, I think the end result is close to the spirit of the OR&L locomotive. One of these days I'd like to visit Hawaii and check out the real #12. In the meantime, I've got a neat little switch engine to run. x

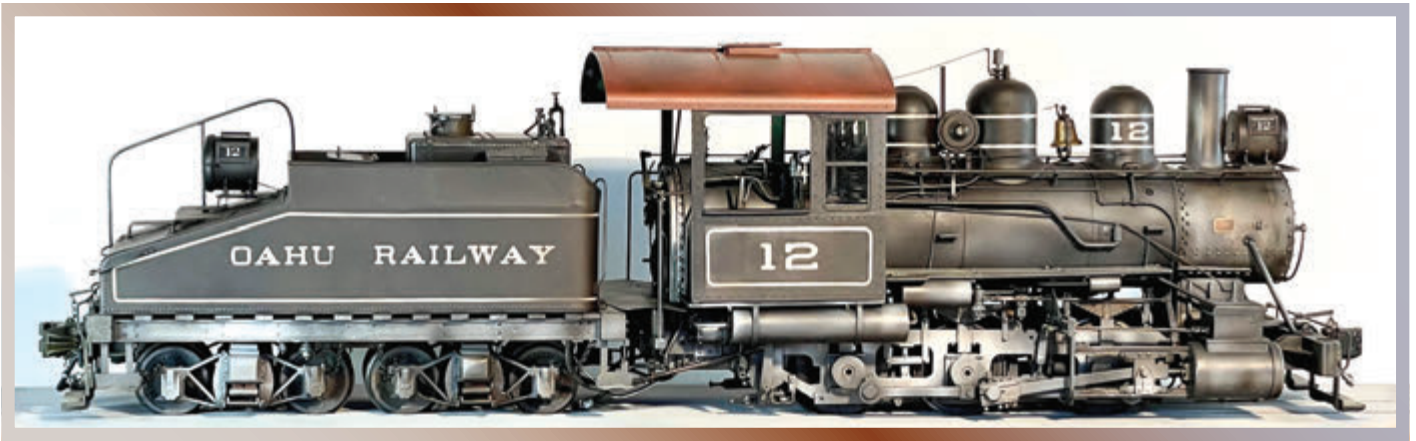


Above: The assembled trucks. Brass wire was imbedded in the side frame castings to provide extra strength.



The tender tank was built up using styrene sheet with embossed rivets. Construction was halted long enough to pose some of my shop crew on the nearly completed tank.





Two more views of the author's model of #12.



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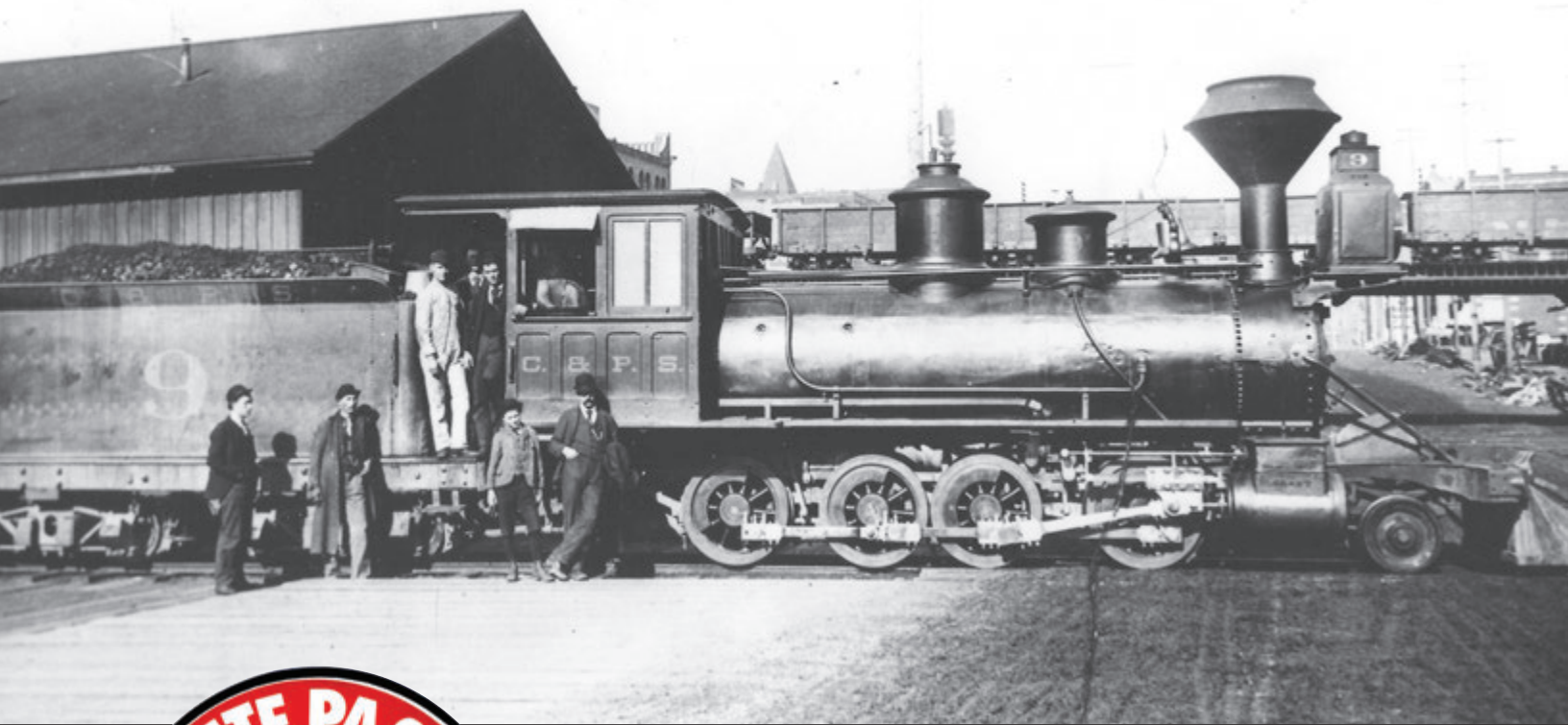
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# LOCOMOTIVES OF THE WHITE PASS & YUKON ROUTE

## Part 2: The D&RG Connection

by Rob Bell

Title photo: Columbia & Puget Sound #9 in the 1890s prior to being sold to the White Pass & Yukon Route. This is the earliest known photo of what had been the Toledo, Cincinnati & St. Louis #63. The #9 would become White Pass & Yukon Route #3 in 1898, and in 1900 renumbered #53. Note that in this photo, the dome and bell locations match the factory layout from Grant Locomotive Works. The cab appears to be original as well. Photo, collection of David Fletcher.

It is no coincidence that the White Pass & Yukon Route's slogan is "The Scenic Railway of the World." If you have managed to visit the WP&YR, you understand that slogan. The history as told by the locomotives of the White Pass is just as spectacular. Part 1 was in the March/April issue and covered the history of the White Pass locomotives numbers 1/51 and 2/52: the first locomotives in Alaska. Here in Part 2, I will cover the history of the White Pass number 3/53, another early locomotive of the line and its D&RG connection.

White Pass number 3/53 was built by Grant Locomotive Works of Paterson, New Jersey, in 1882, most likely in February. It was part of a large order of 2-8-0, Class 60 locomotives placed by the Denver & Rio Grande (D&RG) in 1881, from both Grant

and Baldwin Locomotive Works. (For more info on the D&RG Class 60 engines, see the seven-part series by Mallory Hope Ferrell starting with the May/June 2004 GAZETTE). Grant delivered 30 of the 40 engines ordered in 1881, but the financial arena had changed by the end of the year for the D&RG. Grant apparently completed these last ten Class 60 locomotives in February of 1882, but the D&RG did not have the money to pay for them and therefore refused them. The D&RG claimed that the refusal was because the locomotives were not delivered within the contract time, yet the railroad had already refused the last two of the first 30. There was not an immediate buyer, so it appears that Grant "sat" on them until June of that year when the Toledo, Cincinnati & St. Louis RR (TC&StL)



bought the ten engines.

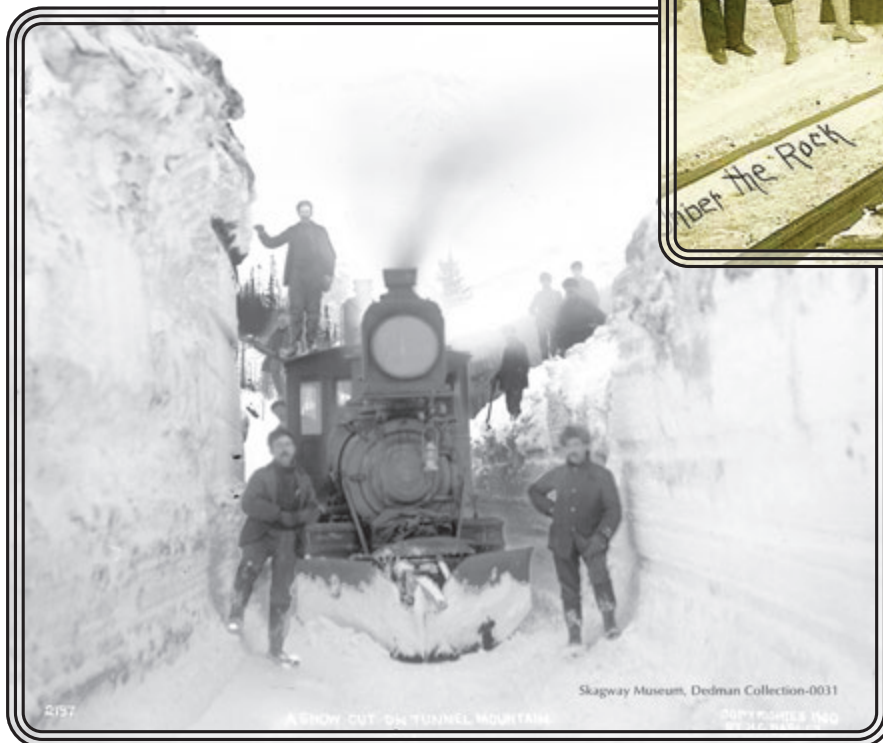
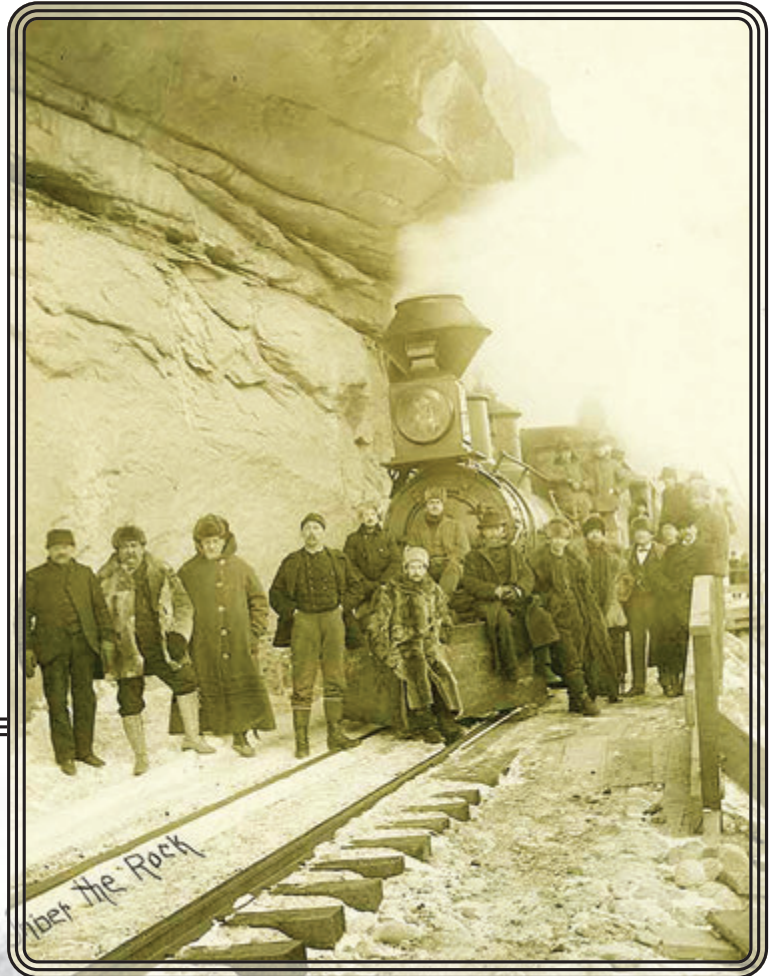
The Toledo, Cincinnati & St. Louis RR was a 3-foot gauge railroad in western Ohio. This railroad started in the 1870s and grew by numerous mergers and agreements. The TC&StL entered in an agreement with the Ironton RR (later the Dayton & Ironton) allowing narrow gauge rails to be laid between the Ironton RR's rails. In 1882, the TC&StL merged with the Toledo, Delphos, and Burlington Railroad keeping the TC&StL name. The TC&StL acquired the 10 Grant-built locomotives in June of 1882,

and most likely numbered the ten engines in sequence according to construction number as this seems to have been their practice. Our subject locomotive became TC&StL #63. Because of this numbering practice, it is believed that the TC&StL #63 was Grant shop #1451. Furthermore, based on this, it is conjectured that the D&RG road number was to have been #236. The contract of June 1882 between Grant and the TC&StL originally appeared to have been a lease, but the courts later deemed it a contract of purchase.

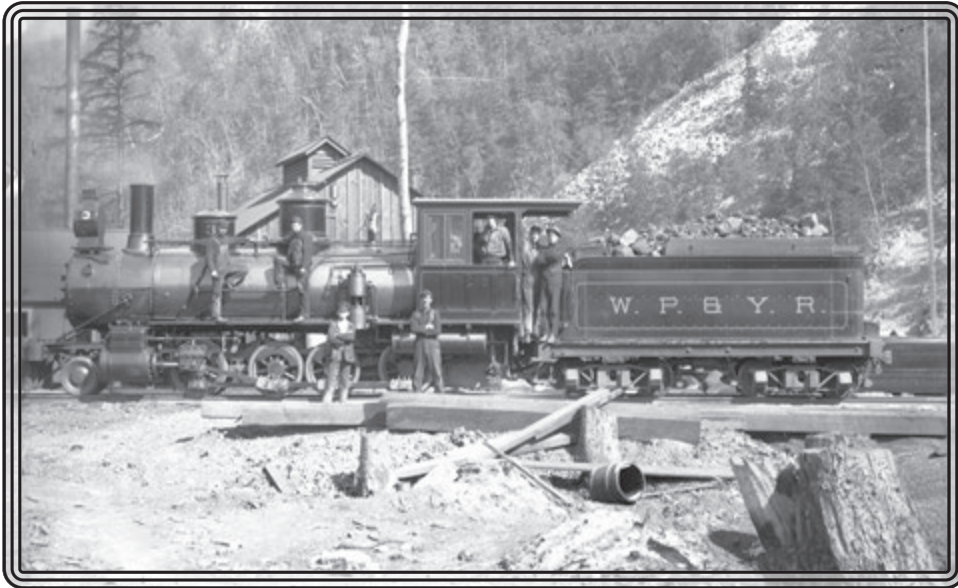
The year 1883 saw the TC&StL absorb the Cincinnati Northern Railway (CN) in May and #63 was either sold or transferred to the CN where it retained the number 63. By July of 1883, the TC&StL was in a sad state; less than a third of the line was ballasted, trestles were not safe for the trains, and the employees hadn't been paid since May. A receiver was appointed in August and the Grant Locomotive Works demanded the return of #63 and nineteen other locomotives. The receiver made a couple of counter offers to Grant, one of

Right: White Pass & Yukon #3 has stopped "Under the Rock" at Clifton, about 8½ miles from Skagway, Alaska, on the first passenger train to the summit on February 20, 1899. The sand dome has been moved a few inches forward and the bell is now between the domes. The author suspects that this may have been done to give the sand lines a steeper angle to aid in flow, but this is strictly speculation. It is not known whether this change occurred on the C&PS or after arrival in Alaska, but all of the early photos taken on the White Pass show this change already made. Photo, Case & Draper, collection of Bruce Pryor.

Below: White Pass & Yukon Route #3 has stopped in a deep snow cut on Tunnel Mountain before the engine was rebuilt with the longer smokebox. H.C. Barley has copyrighted the photo as 1900. If he took this photo in 1900, it would prove that the White Pass rebuilt the locomotive in that year and later in 1900 renumbered it to #53. But, H.C. Barley may have copyrighted the photo in 1900 when the photo was actually taken earlier (1898 or 1899). One thing is for sure, the White Pass & Yukon Route dealt with an extraordinary amount of snow on the line. Photo, Skagway Museum Dedman Collection-0031, high resolution scan by Chuck Morse.



which Grant accepted. The locomotive would stay on the Cincinnati-Dayton portion of the line for now with a lien placed on the property for the balance due for #63 and one other locomotive. The TC&StL was split at foreclosure in June of 1884, and the Dayton & Ironton RR was formed. The CN was sold in June of 1885, while still in receivership to its bondholders who incorporated it as the Cincinnati, Lebanon & Northern Railway (CL&N) in July. Number 63 was transferred to the new CL&N, again retaining its number, but was not likely used by the CL&N because according to The Nickel Plate Story by John A. Rehor,



Left: White Pass & Yukon Route #3 with the shop crew in Skagway, Alaska, prior to the renumbering of 1900. The locomotive now sports a longer smokebox, a new headlight, and the bell now mounted in between the steam dome and the cab. The whistle is attached to the side of the steam dome now as well. This photograph could possibly have been taken when the rebuilding was completed, maybe summer of 1899. Photo, H.C. Barley, collection of Bruce Pryor.

most of the Grant “engines were laid up with broken frames, burned-out fireboxes, and boilers full of mud” by 1885. Exactly what was meant by these expressions is hard to say, but we can speculate from the poor financial track record of the TC&StL that there was most assuredly a lack of proper maintenance on the locomotives leading to their poor condition. Furthermore, it doesn’t appear #63 ever left the Dayton & Ironton portion and by April of 1887, was listed as “laid up” in Dayton, Ohio. This was the same month that the D&I RR was converted to standard gauge and Grant repossessed the locomotive from the CL&N as the D&I never owned the engine.

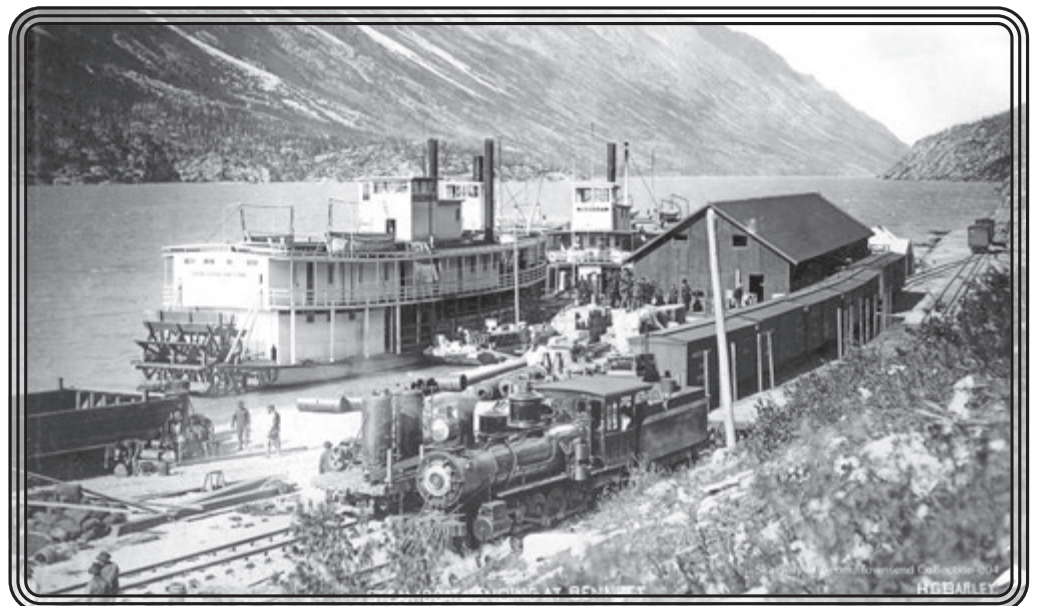
Grant managed to resell #63 to the Oregon Improvement Company on September 30, 1887, but the proceeds fell short of what was owed, and the CL&N

had to pay Grant the difference. The Oregon Improvement Company (OIC) had purchased the Seattle & Walla Walla Railroad and Transportation Co. in 1880 and renamed it the Columbia & Puget Sound RR (C&PSRR). The OIC was a subsidiary of the Northern Pacific and improvements were made during the mid- and late-1880s. This is when the C&PSRR acquired the ex-TC&StL #63 from Grant and she became the C&PSRR #9 in Washington State. The narrow gauge Columbia & Puget Sound was standard gauged ten years later in 1897, and the locomotive was due to change hands again.

Construction of the White Pass & Yukon Route began on May 28, 1898, in Skagway, Alaska. The builders were looking to cash in on the swarms of Klondikers headed for the gold fields of the far north. The first railway in Alaska was looking for motive

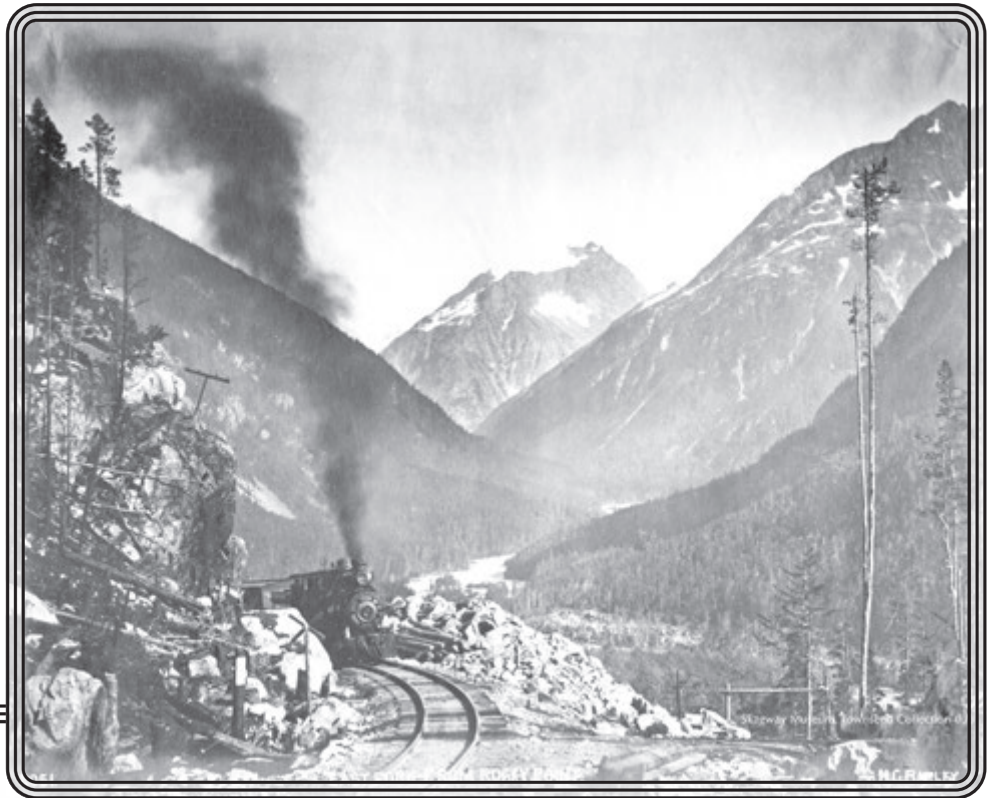
power; lots of motive power. The WP&YR found a handful of locomotives available for sale relatively nearby from the recently standard-gauged C&PS. Our subject most likely arrived in Skagway in late July or August of 1898 lettered for the WP&YR #3 and was soon hauling construction trains up the 3.9 percent grades out of Skagway. In February of 1899, #3 had the distinction of pulling the first passenger train to the White Pass summit twenty miles from Skagway. The locomotive had changed little from what is thought it looked like when built, but the sand dome had been moved forward slightly and the bell was now between the domes. Whether these changes occurred on the C&PS, or when it first arrived in Skagway is simply not known. The White Pass rebuilt the #3 in 1899 or 1900 with an extended smokebox, straight stack, a new headlight,

Right: A rebuilt White Pass & Yukon Route #3 waits at the steamboat landing along Lake Bennett, British Columbia, in Canada sometime after rebuilding. There is just so much activity here; steam donkey engines and literally tons of assorted freight waiting to be loaded for a trip north to the Klondike. A warehouse, the two steamboats, and at least one small barge can be seen. Eight box cars and five flatcars can also be seen. Photo, H.C. Barley, Skagway Museum Townsend Collection-004, high resolution scan by Chuck Morse.





Right: H.C. Barley caught northbound White Pass #3 hauling an unseen train up the grade at Rocky Point, about 7 miles from Skagway, Alaska. The east fork of the Skagway River can be seen in the background. This is again after the rebuild, but before the renumbering of 1900. Photo, H.C. Barley, Skagway Museum Townsend Collection-033, high resolution scan by Chuck Morse.



Below: The rebuilt White Pass & Yukon Route #3 pauses just past an enclosed octagonal water tank along the shore of Lake Bennett, British Columbia. A baggage car and five coaches trail the engine. This could be after the renumbering from 3 to 53, but the photo just isn't clear enough to determine this. Photo, Case & Draper, collection of Bruce Pryor.



and moved the bell to a position between the cab and the steam dome. The locomotive was renumbered from 3 to 53 in 1900, and labored on the White Pass until 1907, when she was listed as retired. This ended a twenty-five-year career in two states, one U.S. territory, and two countries. Number 53 was finally scrapped in Seattle, Washington, in 1918.

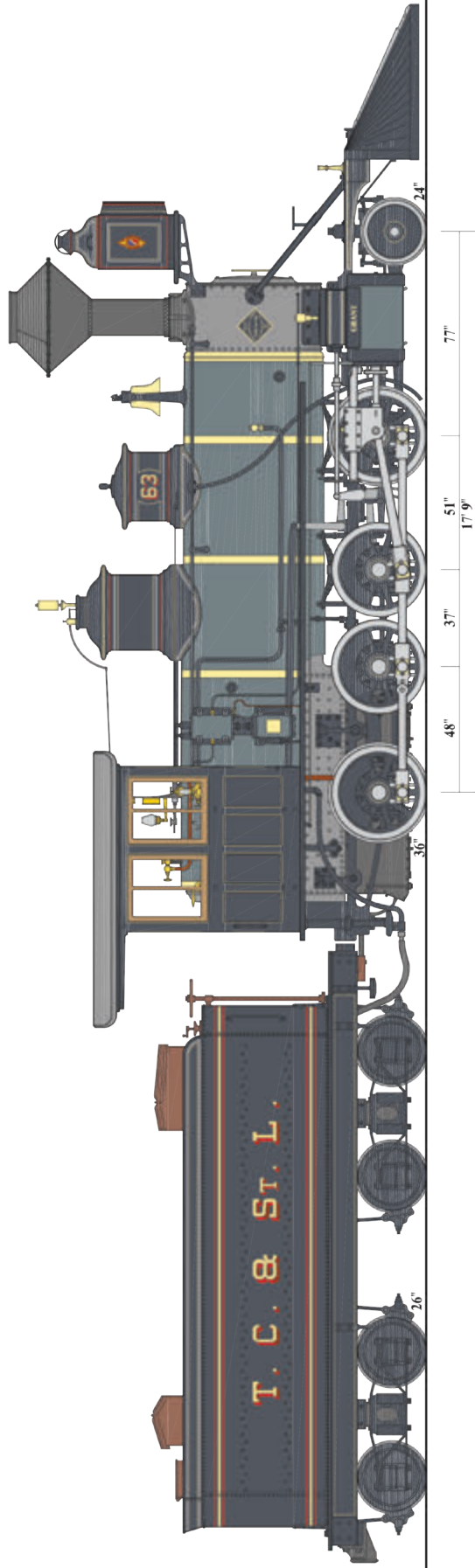
It has been speculated that #53 was probably quite slippery on the generally wet White Pass rail conditions of southeast Alaska, which are very different conditions from western Ohio or the Rocky Mountains of Colorado. The year 1907 also saw the delivery of the largest 2-8-0 built up to that time, WP&YR #68, and that locomotive will be a subject of a future article here. Suffice it to say that #68 could handle roughly twice what #53 could. Another factor for the 53's retirement may have been the Interstate Commerce Commis-

sion's prohibition of wrought iron boilers in interstate service that went into effect around 1908, (crossing the Canadian border would have been considered interstate commerce).

This locomotive had a very sorted history; refused by the railroad that had commissioned its construction, sold instead to a railroad that was for all intents a financial "train wreck," repossessed by its builder, and sold to a railroad in Washington state only to be resold a few years later to the White Pass & Yukon Route in Alaska. Number 3/53 was the only "D&RG connection" for the White Pass until World War II. Number 3/53 wasn't on the White Pass nearly as long as the first two engines, but she outlasted others that shared the rails with her in Washington and Alaska.

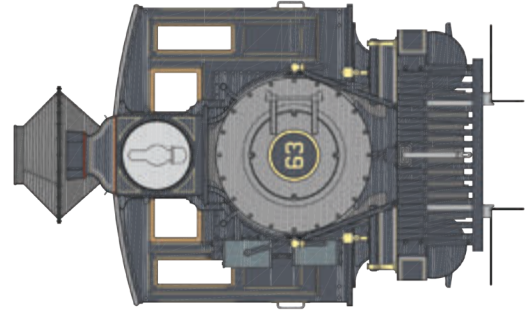
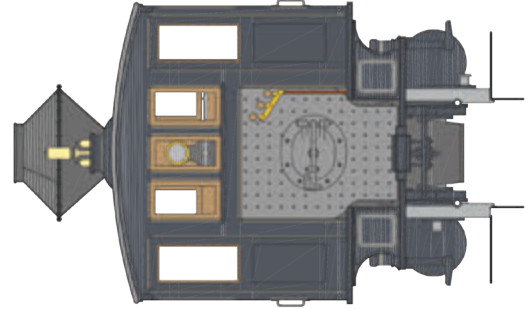
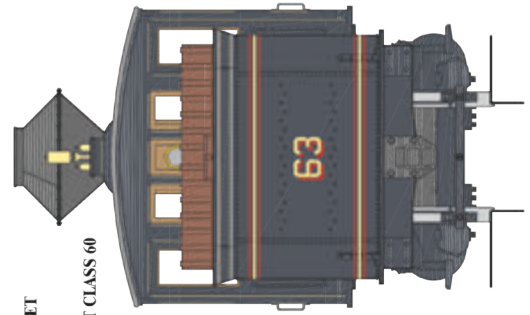
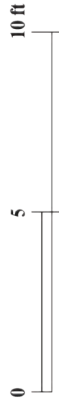
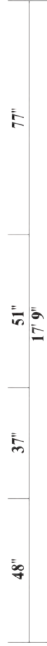
I would again like to thank Boerries Burkhart, Robert Hilton, Chuck Morse, Bruce Pryor, and John Stutz for their assistance

and generosity with photos and information. Also, a huge thank you to David Fletcher for another set of his magnificent drawings. In the next issue, I will investigate not one, but two locomotives that plied the rails of "The Scenic Railway of the World" with more beautiful drawings by David Fletcher. x



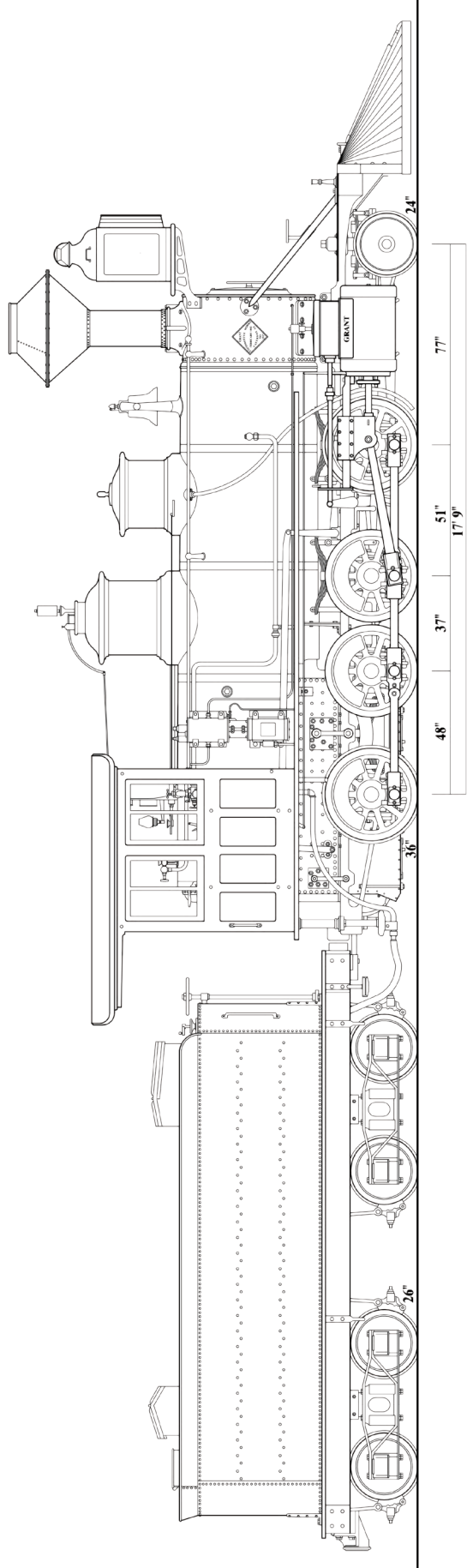
**TOLEDO, CINCINNATI & St. LOUIS RAILROAD 2-8-0 No. 63**  
**GRANT LOCOMOTIVE WORKS, DESIGNED AS D&RG CLASS 60, 1882**  
**FINAL DISPOSITION, WP&YR No. 3, 1898**  
**36" GAUGE**  
**PAINTING STYLE - SPECULATIVE**

DRAWING RECONSTRUCTED FROM BURNHAM SHOP DRAWING SET  
 'D.&R.G.R. STANDARD CONSOLIDATION ENGINE' 1880, (CLASS 60)  
 COLORADO STATE RAILROAD MUSEUM  
 ALTERED USING JOHN W. MAXWELL C-16 DATA FOR GRANT BUILT CLASS 60



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

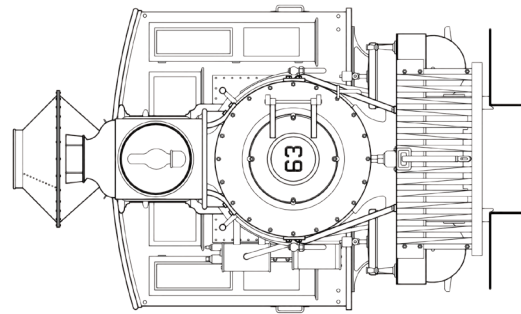
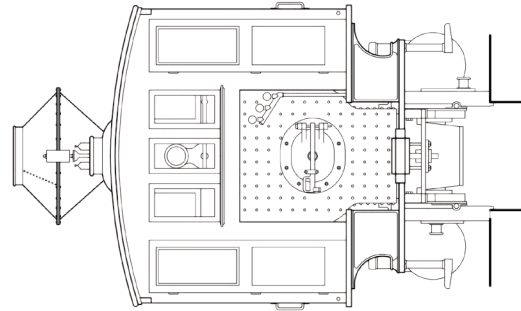
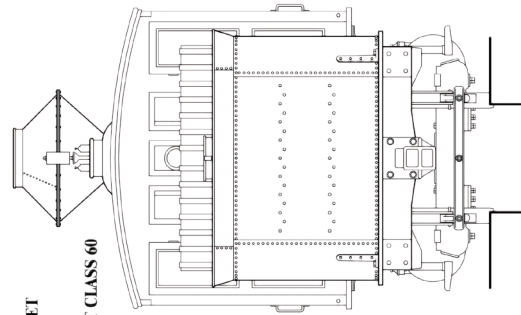




**TOLEDO, CINCINNATI & St. LOUIS RAILROAD 2-8-0 No. 63**  
**GRANT LOCOMOTIVE WORKS, DESIGNED AS D&RG CLASS 60, 1882**  
**FINAL DISPOSITION, WP&YR No. 3, 1898**

**36" GAUGE**  
**PAINTING STYLE - SPECULATIVE**

DRAWING RECONSTRUCTED FROM BURNHAM SHOP DRAWING SET  
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 COLORADO STATE RAILROAD MUSEUM  
 ALTERED USING JOHN W. MAXWELL C-16 DATA FOR GRANT BUILT CLASS 60



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

## DENVER, BOULDER & WESTERN RR. NARROW GAUGE COACH #21

### CHANGES IN LETTERING AND DECORATION 1889 TO 1909

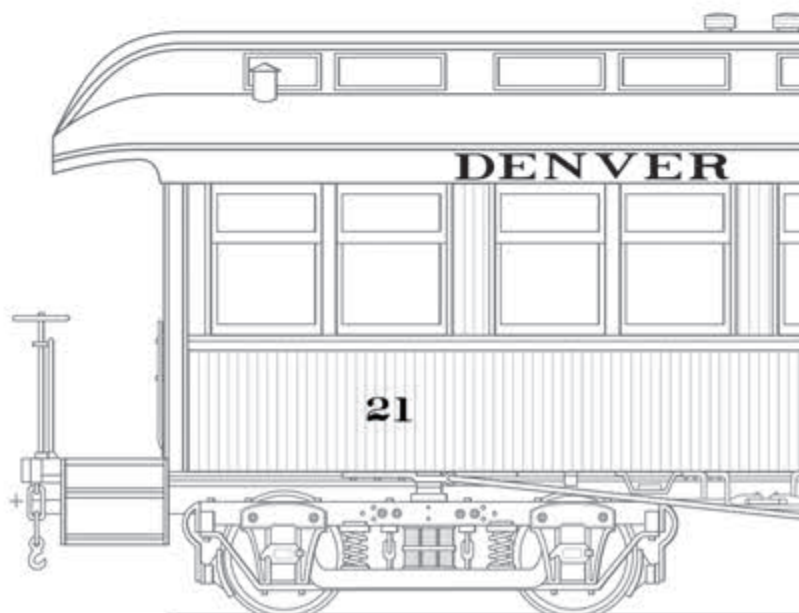
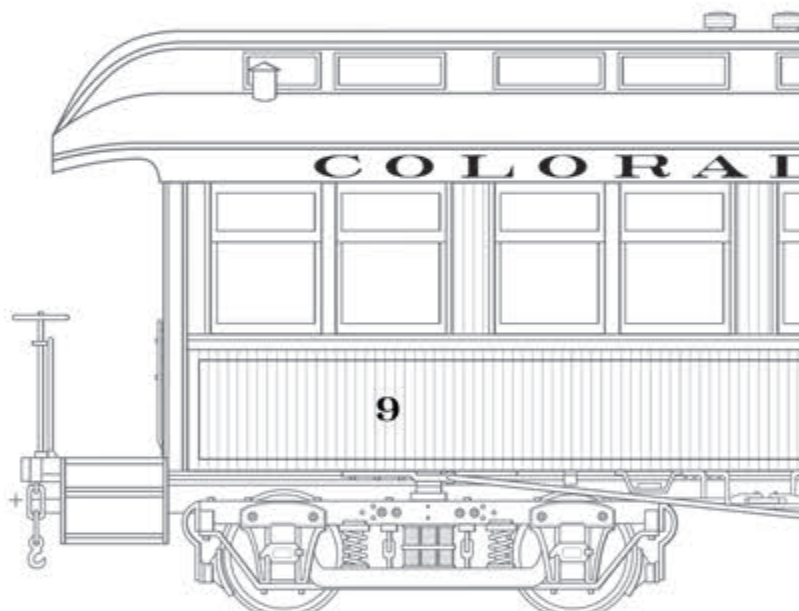
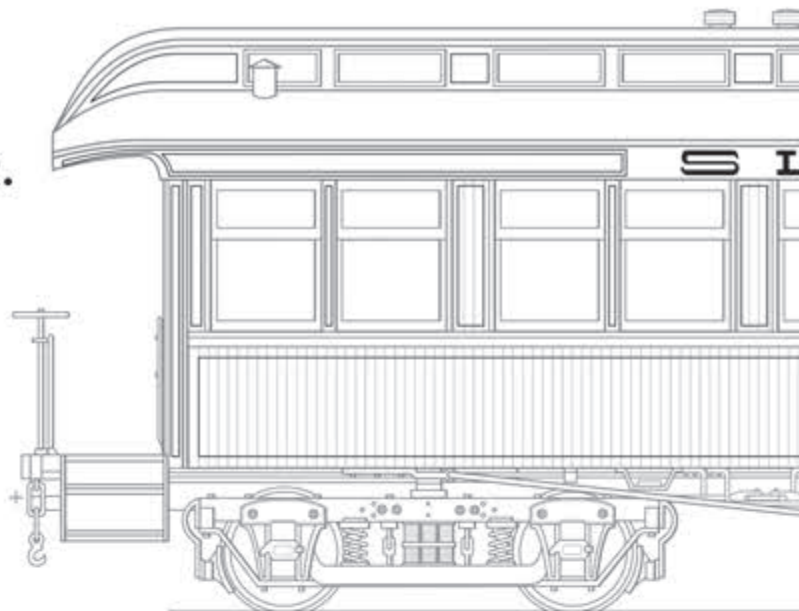
DB&W coach #21 was originally built by the Pullman Palace car Company in 1889 to plan 701 for service on the Denver & Rio Grande narrow gauge lines. These “no frill” tourist sleeping cars had basic plain wood slated seats and sleeping facilities. These Tourist Sleeping cars were probably painted a gloss Tuscan Red with black roof edges and crown moldings as well as Mahogany colored exterior window sashes. Trucks were painted brown and exposed metal components painted black. Lettering and striping was imitation gold.

After the conversion of the D&RG to standard gauge, Pullman sold these narrow gauge tourist sleepers to many different railroads. In 1898 the Colorado & Northwestern Ry. purchased Tourist Sleeping Cars #467, #469 and #470 and were renumbered #7, #8 and #9. The sequences of the car renumbering is unknown. On the Colorado & Northwestern these cars were converted to coaches and were painted a “Coach Green” with imitation gold lettering and striping. Each coach also had the colorful Colorado & Northwestern logo painted centrally on the car side. Trucks were probably painted green and exposed metal components painted black.

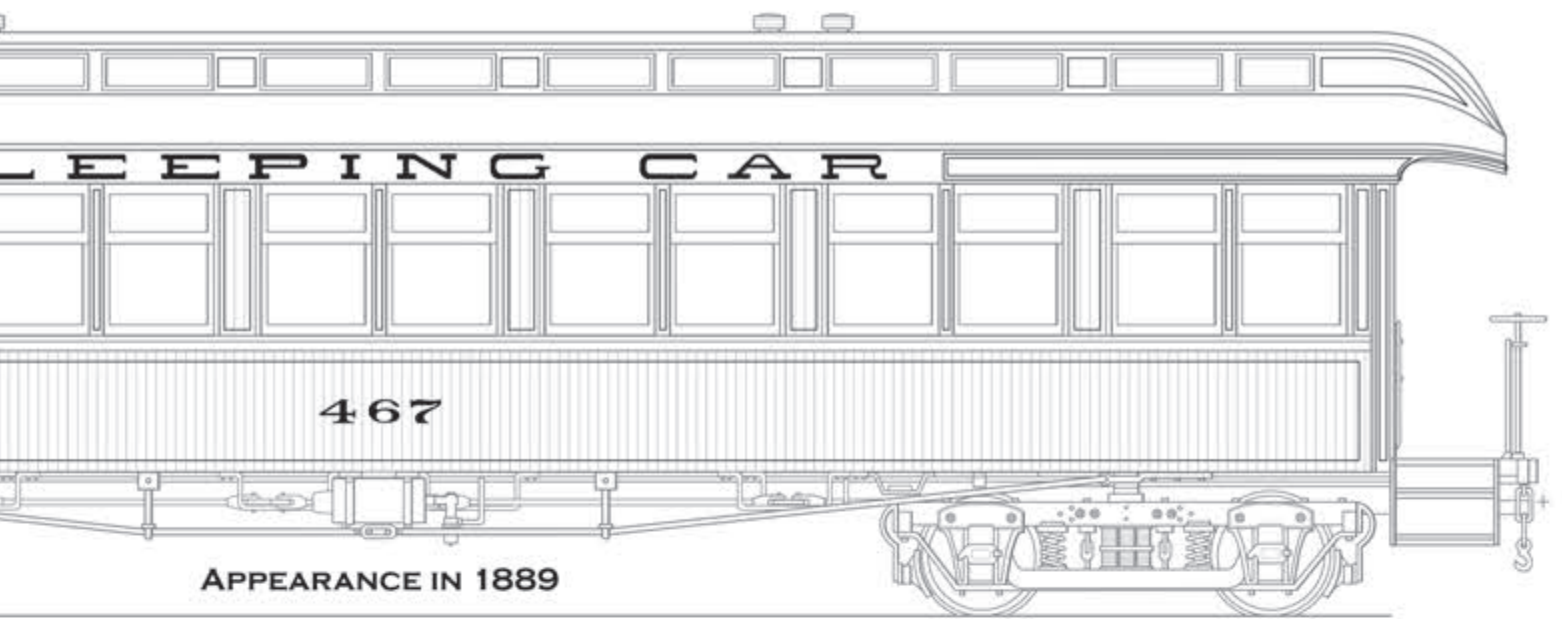
The Colorado & Northwestern was reorganized in 1909 into the Denver, Boulder & Western Railroad. All three former Tourist Sleeping car coaches were renumbered #19, #21, and #22 and repainted a “coach green” color with white lettering. Colorado & Northwestern coach #9 became DB&W #21

In 1919, DB&W coach #21 was purchased by Western Union to be used as a coach outfit car and re-numbered WU 301. The two other DB&W former sleeping car coaches were probably scrapped.

WU #302 became D&RGW outfit car #0252 in 1933.

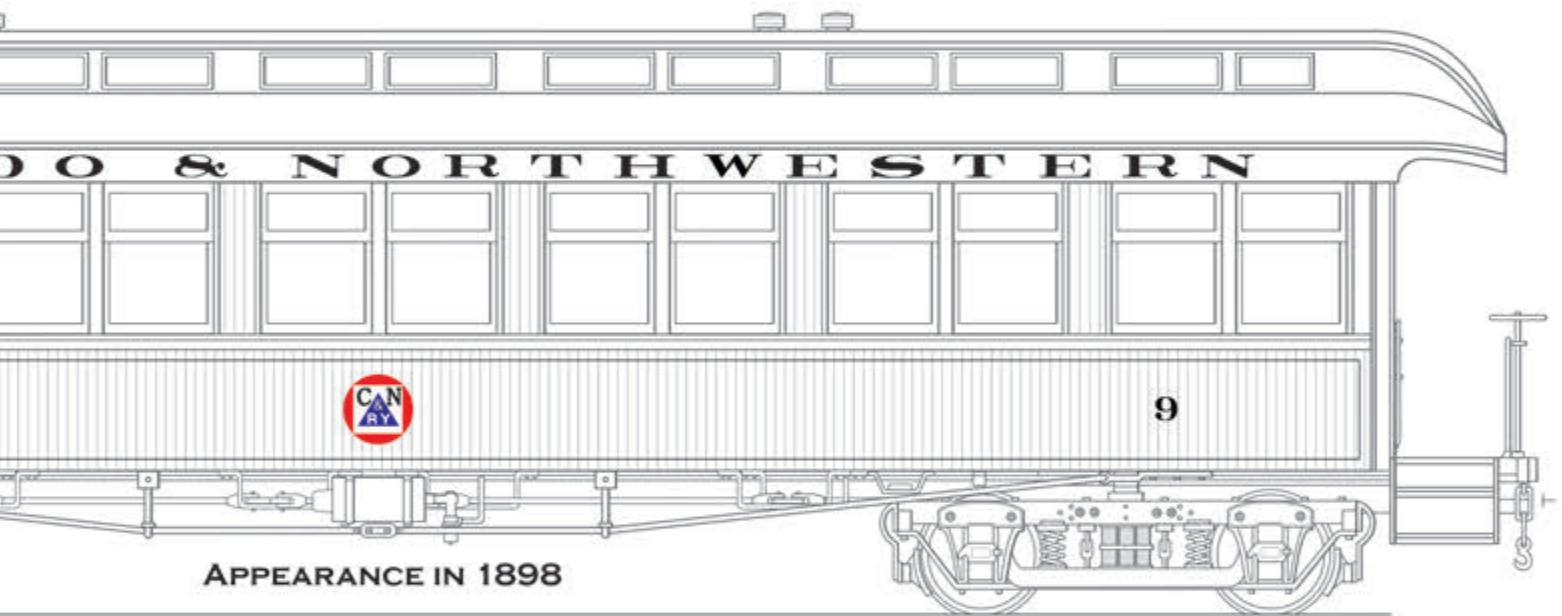




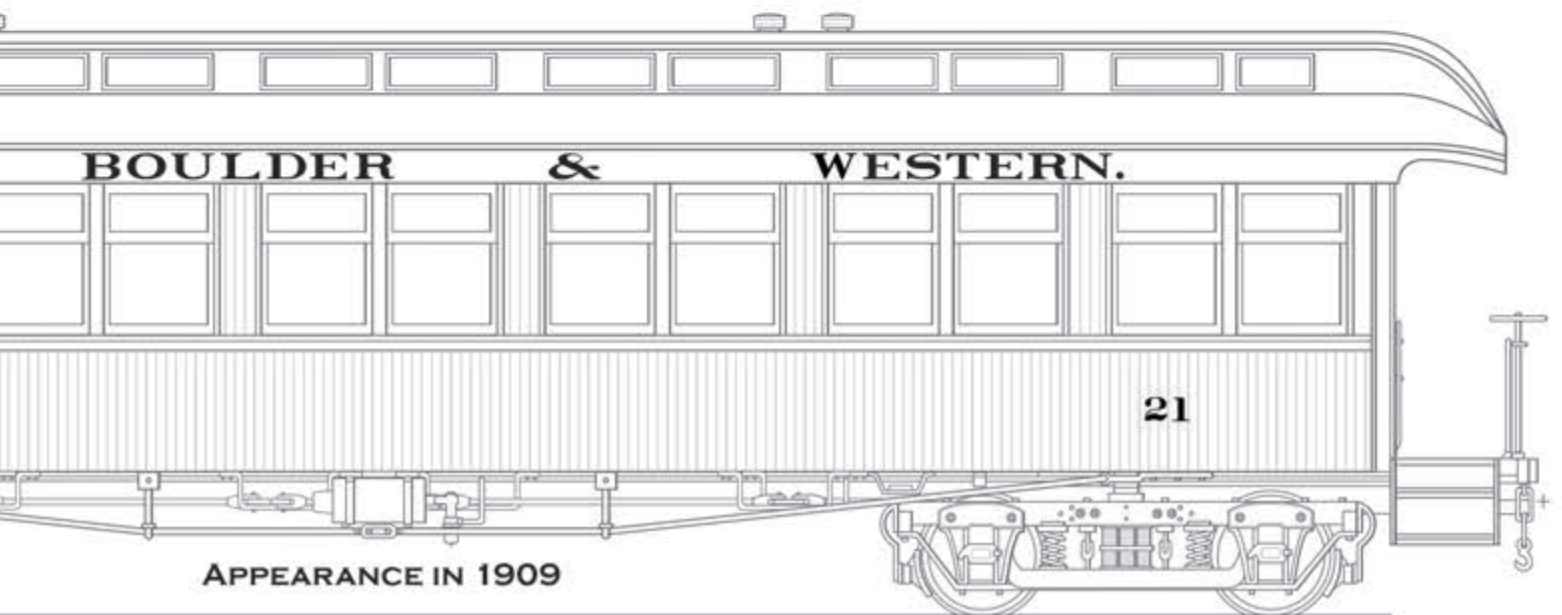


APPEARANCE IN 1889

DRAWINGS BY ROBERT STEARS © 2022



APPEARANCE IN 1898



APPEARANCE IN 1909

# THE NARROW GAUGE CONSOLIDATED LUMBER COMPANY RAILROAD AT ELK, WASHINGTON

## 3-FOOT RAILS IN THE WOODS

by Peter J. Replinger

The 3-foot gauge Consolidated Lumber Company railroad at Elk, Washington, in Eastern Washington, about twenty-five miles north of Spokane, was known for its longevity (at least as far as narrow gauge logging railroads are concerned) and for reportedly owning the oldest Shay locomotive in the West.

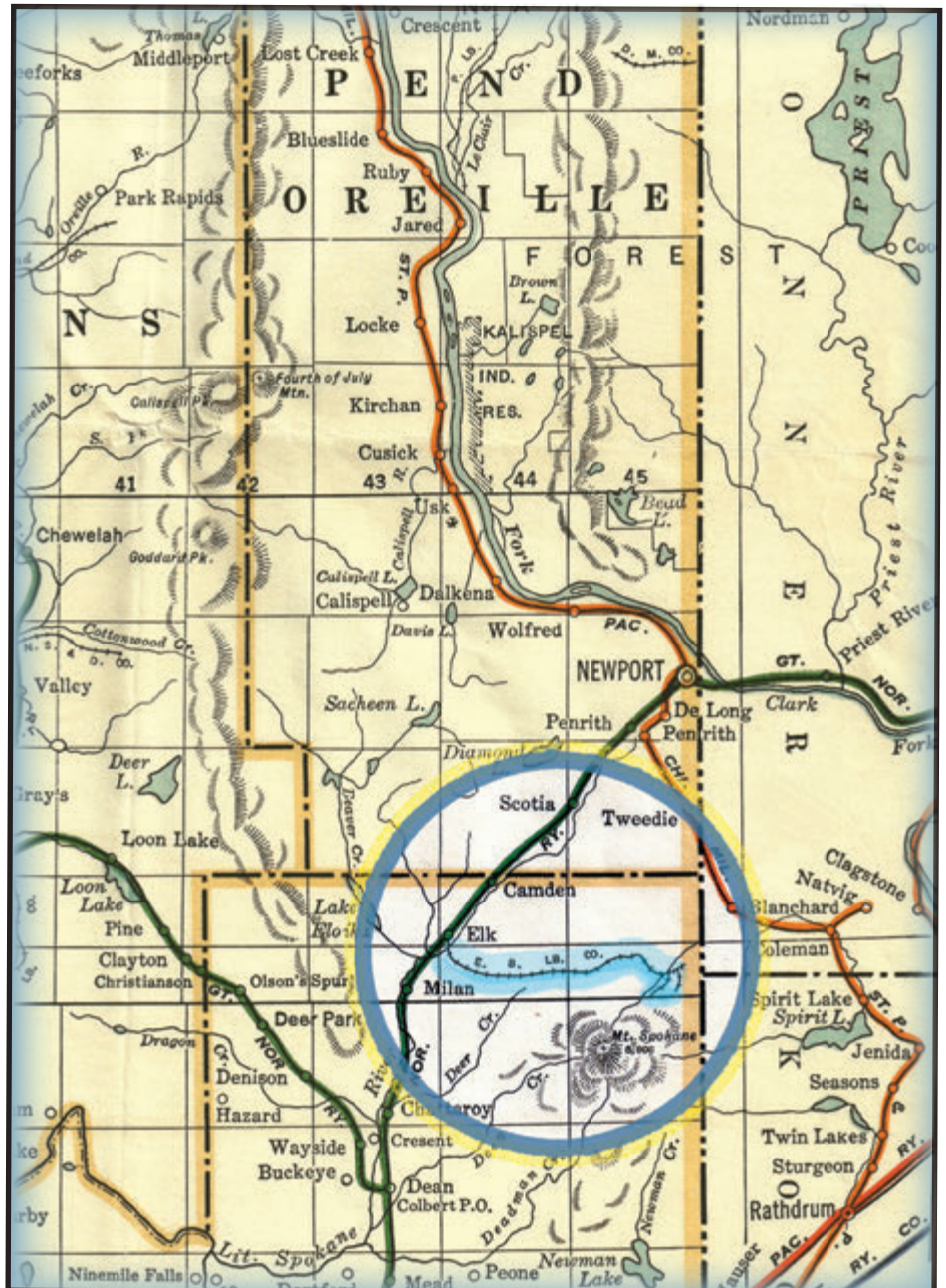
Originally started in 1902, and changing hands in 1916, it lasted until 1932, after reaching a length of some 25 miles. It operated with four two-truck Shays, 60 logging cars, 8 flatcars, at least one boxcar, a moving car, a track layer, a caboose, and 3 speeders.

A sawmill, operated by Edwards and Bradford Lumber Company, was located at Elk. It was a band mill powered by steam, cutting both fir and pine logs and had a capacity of 50,000 board feet per day.

The complex also included a planing mill and dry kilns. Outbound lumber went out over the Great Northern Railroad which was also located at Elk. This sawmill was shut down for a time in 1907 for a considerable rebuild. Currently, the railroad was delivering about 150 thousand board feet of logs to the mill daily.

Starting in 1902, the new railroad consisted of a maximum of eight per-cent grades, thirty degrees maximum curvature, and was laid with thirty-pound rail. In 1909, they owned nearly 30,000 acres of timber lands. In 1916, the railroad was purchased by the Edwards and Bradford Lumber Company who logged the slopes of Mount Spokane. In 1925, the company had a motor truck, two logging tractors, a commissary, a machine shop, an electric light plant, an air compressor, and employed 100 men. N. H. Emery was the

(text continued on page 58)



WASHINGTON STATE RAILROAD MAP OF 1928





Above: Here are Shays #2 and #1. Number 1 was the oldest Shay in the West having been built in 1883 for Henry Sherry and Company of Vesper, Wisconsin, in 1883. It was an A-11 class Shay. Photo, Robert Pearson collection.

Below: Crane #4, an American Hoist and Derrick model D loader. Photo, John Cummings collection.







Above: A view of the mill at Elk.







Above: Shay #3 making up a train as they get ready to pick up the caboos. Photo, Robert Pearson collection.



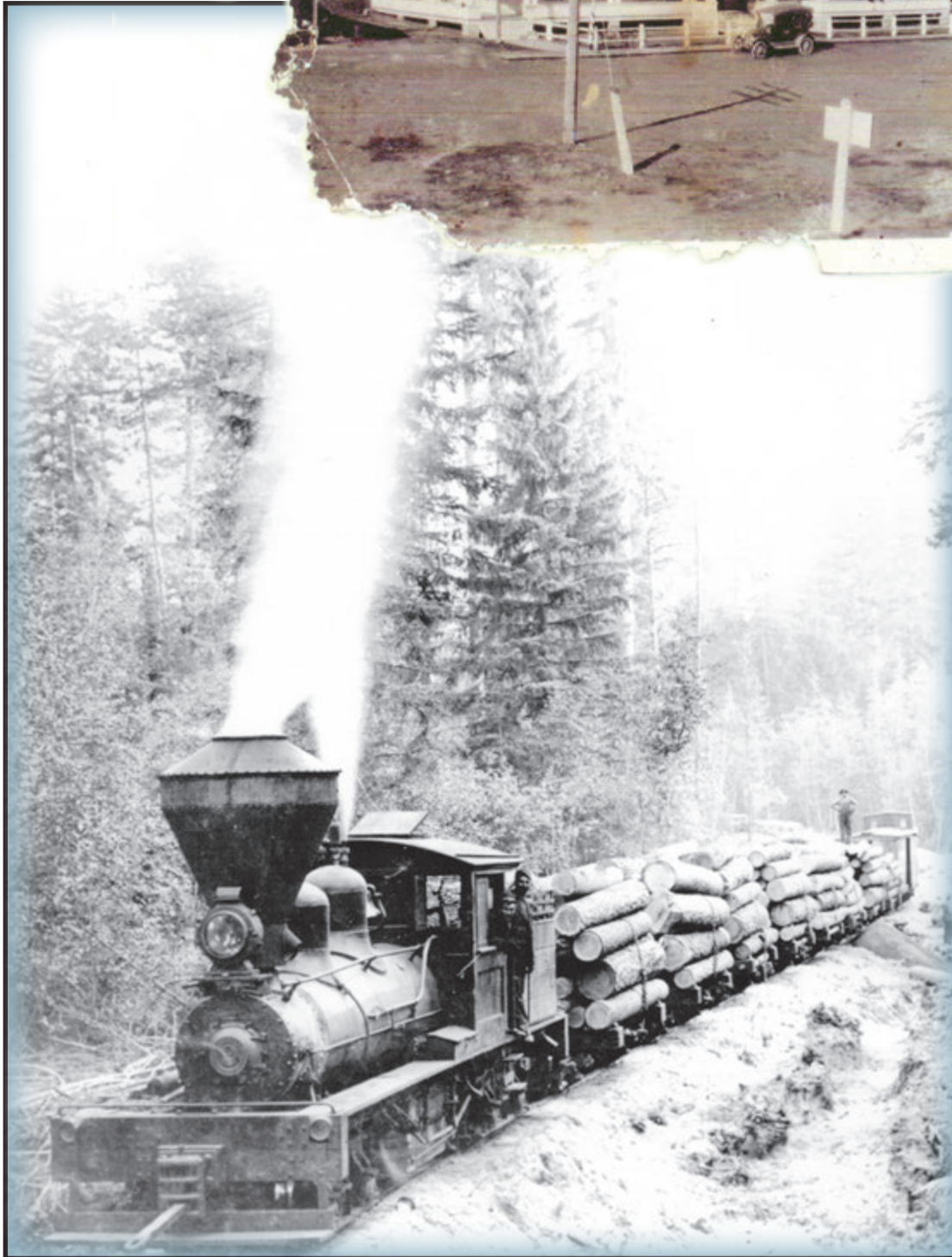
Right: Shay #3 and train heading back to the mill. The boxcar is lettered "CLC RR." The timekeeper is sitting on the locomotive. Photo, Robert Pearson collection.

Opposite bottom: Another view of the mill at Elk including the drying shed and dry kilns. Note the homemade caboos at the entrance to the shed on the left. Photo, Robert Pearson collection.





Above: The hotel at Elk.  
Photo, Robert Pearson collection.



Left: Shay #2 and loaded train in the woods. Photo courtesy Pacific Northwest Chapter, NRHS.





Above: All three Shays lined up in scrap line, around 1936. Photo, Phil Schnell collection.

Below: A train heading out into the woods with a string of empties. The company used Russel Wheel and Foundry Co. #2 pattern cars. Photo, Robert Pearson collection.







Above: Shay #2 with a different stack Photo courtesy Pacific Northwest Chapter, NRHS.

(text continued from page 52)

manager and E. E. Emery was the purchasing agent. Three wood burning locomotives were used with twenty miles of track in service at this time.

Getting back to the oldest Shay in the West, their #1, she was Lima Shop number 62 built in 1883 for the Henry Sherry and Company Wood County Railroad of Vesper, Wisconsin. She was a tiny six-ton, 2-cylinder model with a boot style boiler, her boiler pressure was only 100 pounds, and she was a coal burner holding one ton of fuel. She had 26-inch diameter wheels and 8x8 cylinders. In 1919, she was sold to the Pine Tree Lumber Company of Bend, Oregon.

The other three Shays on the company roster were all two-truck machines purchased new by the company. They were a 23-ton, 28-ton and 32-ton built between 1906 and 1912.

The company operated the railroad until 1932 when it was purchased by Long Lake Lumber Company of Spokane, with mills at Long Lake and other points with previous logging operations at Nine Mile Falls, who then abandoned the railroad operation.

I would like to thank Phil Schnell for his help locating photos. x

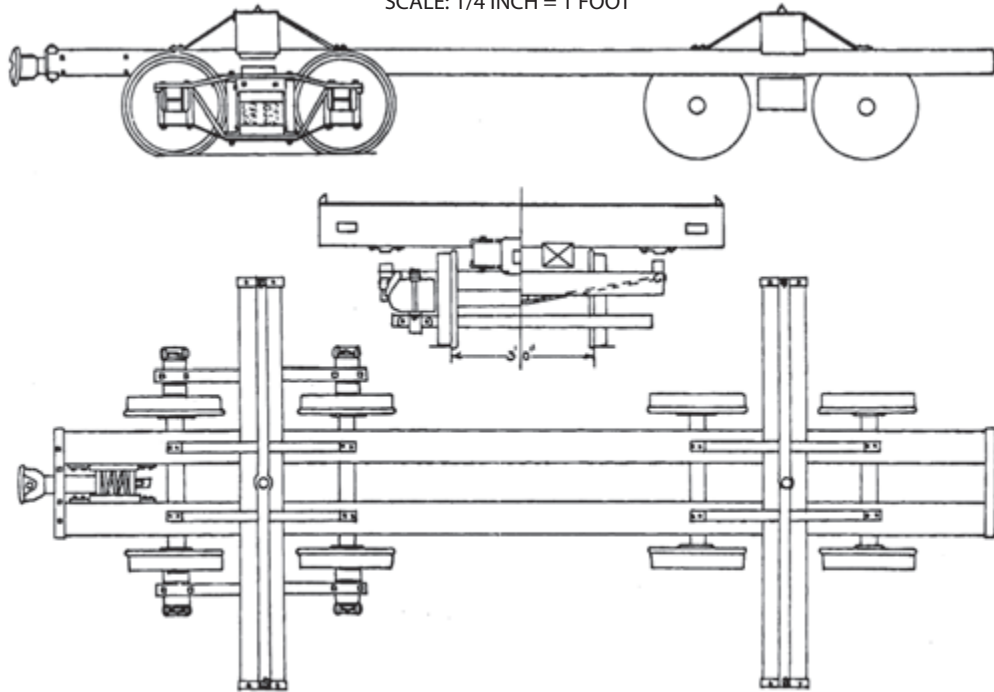


RUSSEL WHEEL AND FOUNDRY CO.

# NUMBER 2 PATTERN LOGGING CAR

COURTESY OF THE CALIFORNIA SHORT LINE HISTORICAL SOCIETY

SCALE: 1/4 INCH = 1 FOOT



Drawing of a Russel logging car as used by the railroad.



## 42nd National Narrow Gauge Convention

Seattle/Tacoma, Washington



### September 1-4, 2022



The Seattle/Tacoma area has many fine layouts in most scales and gauges to visit (over 30 so far). There'll be clinics from experts to inspire you. A host of outside activities are available. And friends to connect with again.



Act now to participate in this opportunity to learn, share, and have fun in the Pacific Northwest. You'll find much to interest you no matter your choice of scale or gauge. There's something here for everyone.



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The hotel and convention facility is first class. It'll be the convenient place to stay, learn and socialize. Come join us. We're waiting to see you in the sunny Pacific Northwest.



[www.SeattleNNGC.com](http://www.SeattleNNGC.com)



## SCRATCHBUILT VINTAGE TRUCKS

Our Florida club has a large traveling G-scale layout for displays and demonstrations with a time frame in the very early 1900s. It's difficult to find correct era vehicles, so I scratchbuild vintage trucks and cars for the layout. These are not exact models, but "sort of" copies. Most of our visitors can't tell a Model T from a Sears Runabout, and yes, Sears really did sell their own cars. All my models are made with bits and pieces from my scrap junk box. After checking photos and articles on the internet, I typically pour out some bits on my workbench and just study them. Invariably I find all kinds of useful shapes and set them aside.

Most of my vehicles are high wheelers. To keep them above ruts, rocks, and obstructions, they ran on wagon wheels with thin rubber tires. I get my wheels from the toy wagons in cowboy and Indian sets from dollar stores or toy shops. Wheels are usually around 1.5 inches in diameter. O scalers can find all kinds of wheels from the usual suppliers. Sometimes I clamp the wheels in the Dremel and file down the rims. Tires are thin electrical wire (earbud wire works well with the metal inside pulled out). Vintage tires were either black or white.

First, I spray paint the wheels a reddish brown or wood color. I dab a bit of super-

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# BITS & PIECES

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by Richard Compton  
Photos by the author

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glue on the rim and start working the tire around and cut off excess wire at the end. If there's a bit of a gap, a little putty takes care of it. Since my vehicles don't move, I often just make sure the gaps are on the bottom in the dirt or grass.

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### BUILDING THE TRUCKS— THE CURVED DASH OLDS

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First I'll describe a sort of curved dash Oldsmobile, one of my favorites. The chassis is simply a piece of thin plastic, long enough to allow for the curve. I rolled the

dash area around a bottle to get the rough curve. Then I made two "J" shapes out of thin brass strip. These were superglued to the outside top edges of the chassis. The dash curve was wrapped and glued to the strips and clamped down for a bit.

The seat box is thin balsa scrap. The leather upholstery is baking clay, shaped, scored and finished in my wife's toaster oven.

The cab sides were cut from thin pieces of cardstock. The roof is a thicker piece of plastic for strength, with a quarter-round strip at the front of the roof. There were no windshields on these runabouts. The insides of the cab were braced with strip wood. Cab sides sit in two plastic "C" channels scrounged from the scrap box, but you could glue the cab to the floor of the chassis. I wanted mine to be removable so I could add the baked clay upholstery. Back doors are cardstock with some reinforcing inside shapes, and the windows are clear plastic. The back panel vents are quarter-round strips with smoothed ends.

The real Olds suspension was very simple, really just a buggy. I attached two strips of brass under the outside edges of the chassis, with ends bent down and joined to the plastic rod axles. Lots of simulated bolts cut from plastic rod give the impression of construction.



The real steering tiller passed through the dash floor and joins two small opposing curved plastic strip springs glued to the front axle. Plastic rods suggest steering mechanisms.

Thin plastic fenders were rolled and epoxied to piano wires which were glued to the underside of the chassis.

Practically everything else on this little delivery truck is what I call “do-dads,” or found objects. The steering tiller is bent wire with a toothpick end. The controls are wire with small beads for knobs. An old piece of plastic flooring seemed right. The horn bulb is a large bead. Bent wire and a conical jewelry finding passes for the horn bell. The rest of the controls are simple. Plastic bent into “L” shapes are for pedals. Small rings painted brass with white inside for instruments. Hinges on doors and panels are bits of plastic rod. Headlights are various tubes, punched-out circles, and small rings. The rear lantern is also made from tubes and beads with a small red jewel.

In the real vehicle, the engine was under the driver’s seat box, and partly hung below the chassis. I cobbled together some parts to suggest an engine and added the paper drive belt running to the housing on the rear axle.

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### THE “LARGE” HAULER

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This truck is freelance. International Harvester, REO, White and others made similar types—all simple and rugged. The classic “D” cab is basic. On mine, the whole chassis/frame is two lengths of ¼-inch-square strip wood with six smaller ⅛-inch-square strips glued across for strength. Plastic blocks with holes for the axles to pass through are glued underneath. Everything else is imagination.

These big trucks had large engines extending under the chassis, often with a big flywheel, mine is a large coat button. The rest of the motor is found and “likely” pieces from the junk box. A required bent wire crank is at the front of the truck. I have no idea how the steering worked, but some wires and plastic rod suggest it.

The cab is a separate unit with a thin plastic floor. Sides and back are cardstock, braced with strip wood and a thicker plastic top was rolled and glued on. Classic wires connect the cab roof to the front of the frame. The firewall is a piece of basswood, sanded and clear coated. There is a simple balsa seat box with a back rest. The steering wheel is an O ring with simulated column and shift handle, and the controls are the same as on the Olds.

The big radiator sits forward on its own base with some simulated piping down to the engine. It’s a shape of foam board, covered in very thin cardstock. Organza from a gift bag painted copper represents the radiator.

The headlights are tubes and circles, and the horn is some unknown piece that appealed to me, with a bead for the squeeze bulb.

The cargo compartment is a simple balsa box with outside card framing and the floor is scored for boards. I attached some chains for the tail gate that I should have rusted.

Everything else on this truck is imagined or inspired by old photos. Cobbled parts are everywhere, including the hanging gas tank and dual chain drives made from slices of plastic rod to suggest bolts.

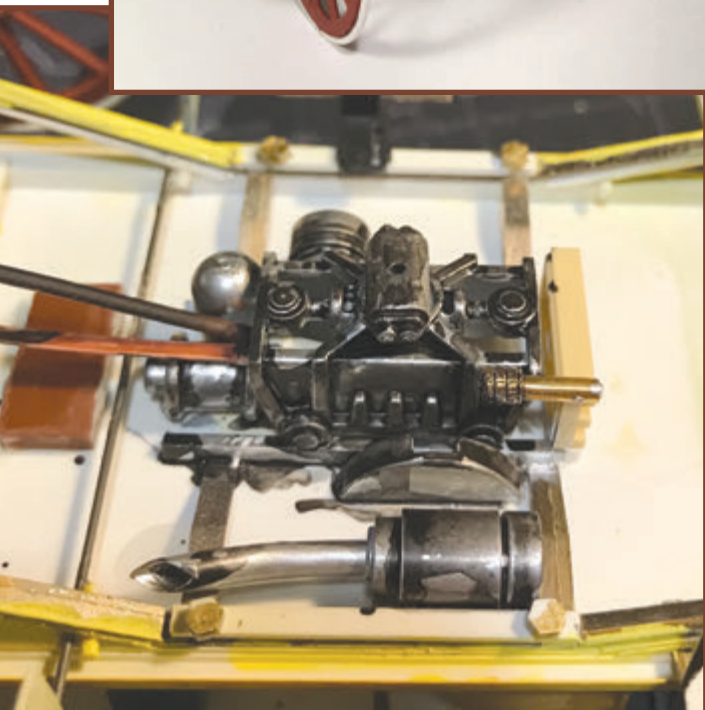
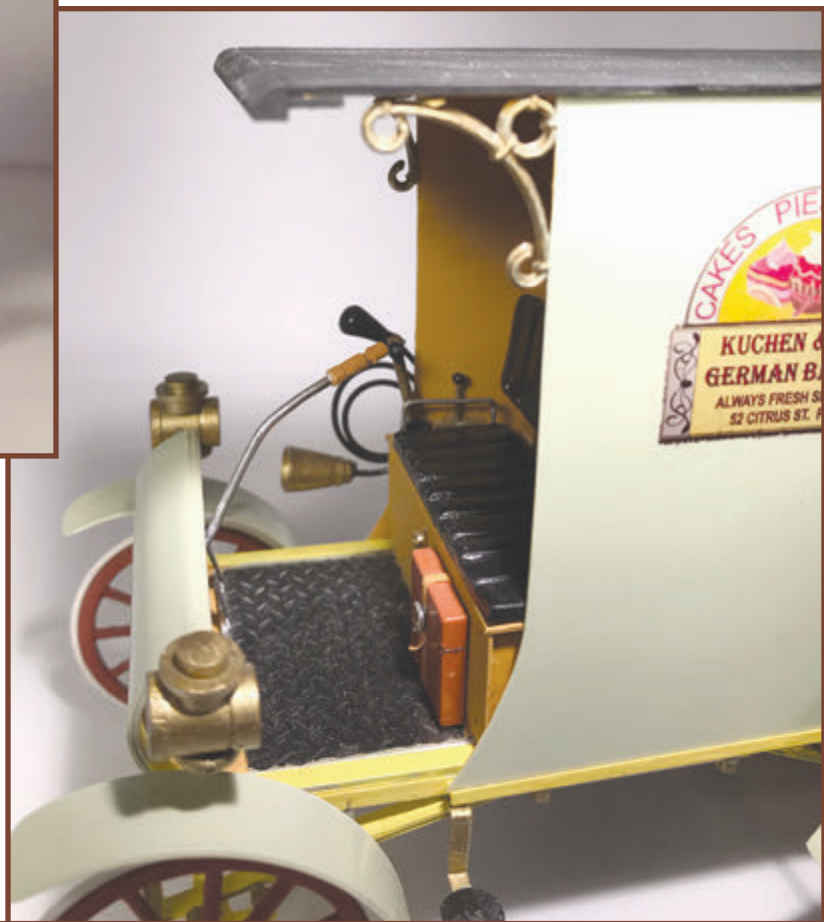
What about colors? Vintage vehicles came in all sorts of colors, so you’re not limited. I use spray cans and cheap acrylics where needed, especially for wood tones inside cabs, and lots of brass paint for radiators, lights, and steps. I don’t age or distress except where necessary, like on undercarriage or axles. Trucks in those days weren’t cheap and were kept clean as a matter of pride.



I’ve included a gallery of two of my vintage trucks that have been placed with several similar vehicles around our layout. Because they’re so vintage looking, they help to establish the time setting and present interesting vignettes. These runabouts are easy to build and rewarding. Free your imagination and try your hand. x

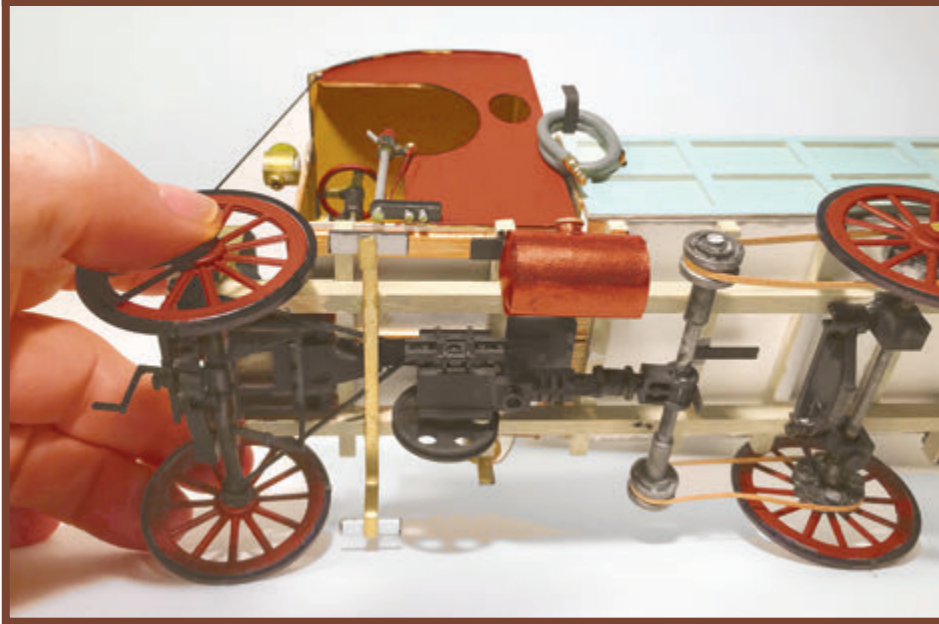
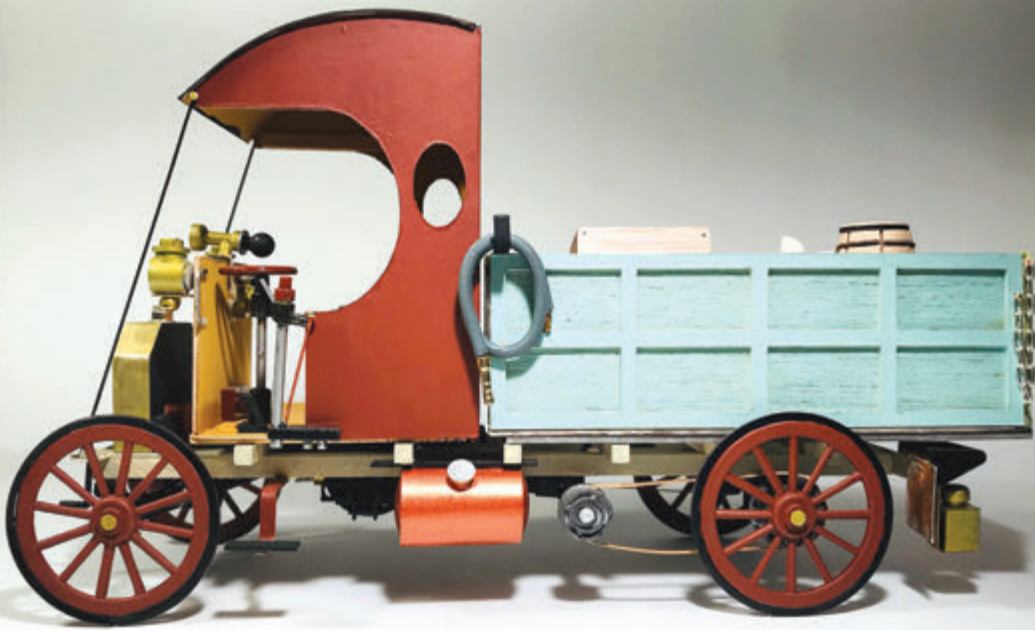


RICHARD COMPTON'S CURVED  
DASH OLDS GALLERY





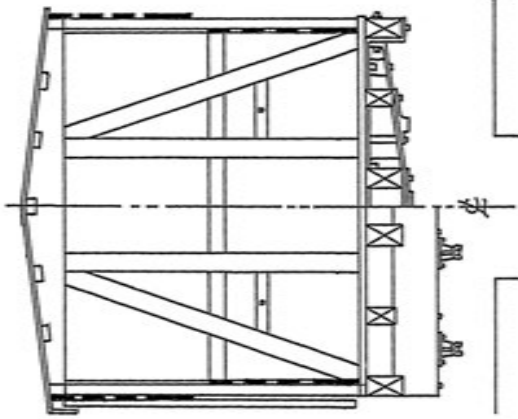
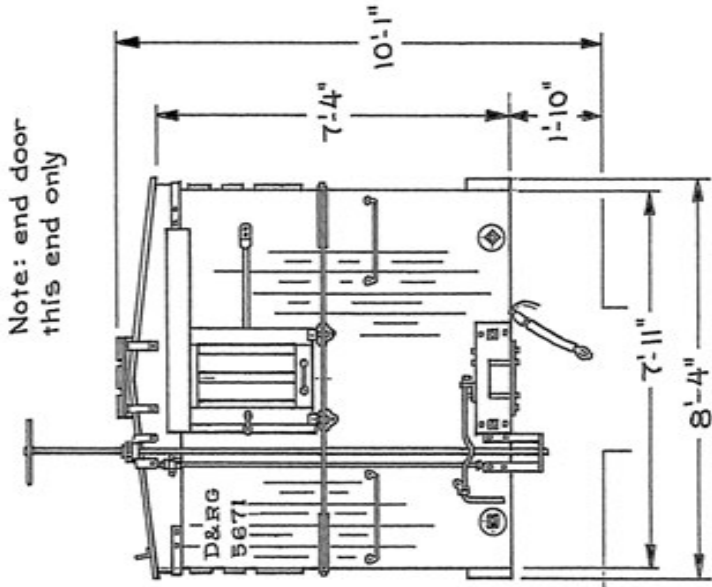
RICHARD  
COMPTON'S  
"LARGE" HAULER  
GALLERY



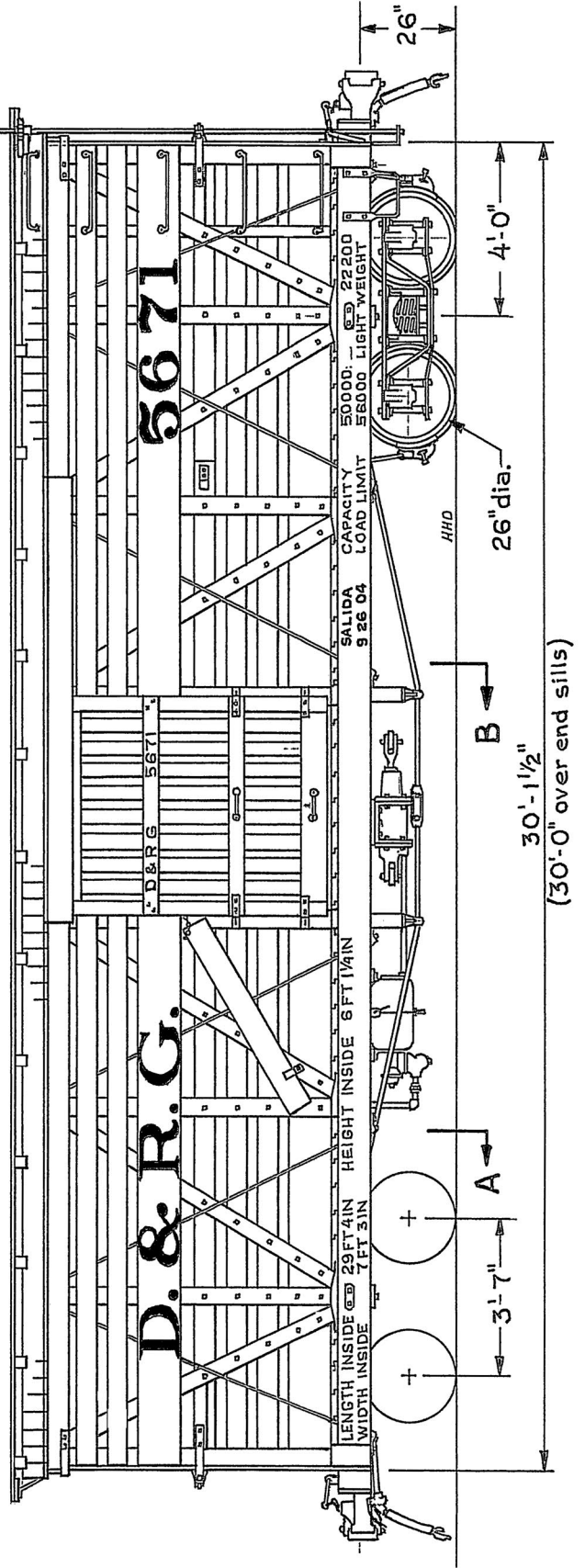
# DENVER & RIO GRANDE STOCK CAR 5671

DRAWN BY HERMAN H. DARR  
SCALE: 1/4 INCH = 1 FOOT

BUILT BY AMERICAN CAR & FOUNDRY CO. IN 1904, NUMBERS 5500-5849.  
REBUILT BY D&RGW IN 1924-1926  
PAINT: BOX CAR RED, WITH WHITE LETTERING.  
AIR BRAKES: WESTINGHOUSE 8X12 KD.  
CAR SHOWN CIRCA 1908.



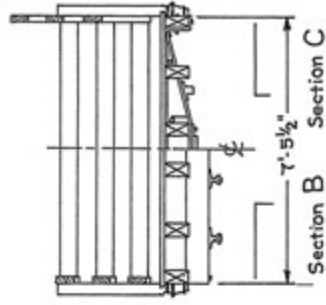
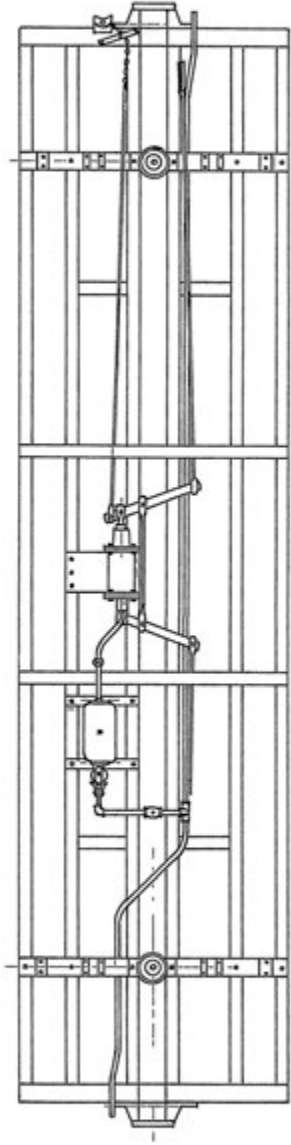
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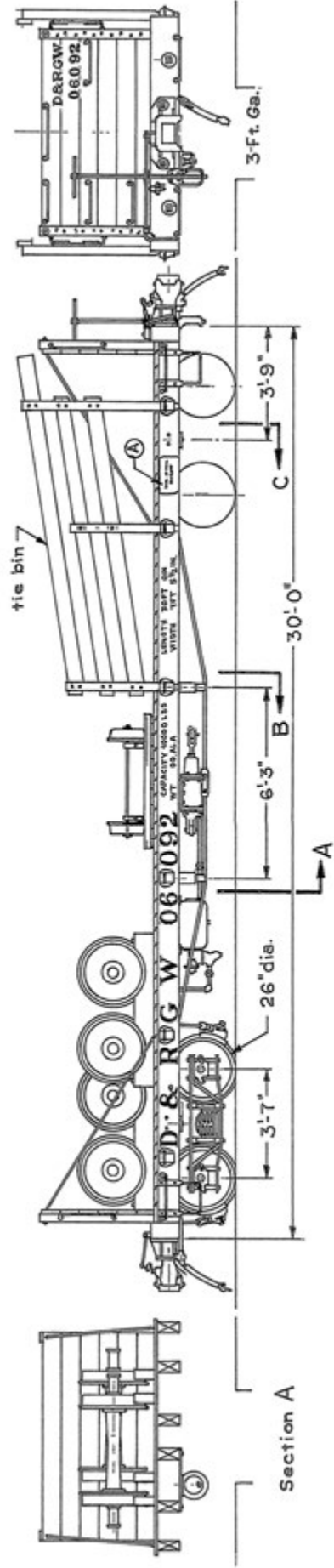


# DENVER & RIO GRANDE WESTERN WHEEL & TIE CAR 06092

DRAWN BY HERMAN H. DARR  
SCALE: 3/16 INCH = 1 FOOT



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 GardenTrainsAnnual



# THE DOG FACE GEORGE HOUSE

## BODIE, CALIFORNIA

DRAWN BY NEIL A. PFAFMAN  
HO SCALE

Who was Dog Face George? History does not have much to say about him except that he had something to do with the house shown here. The house sits on the east side of Bodie beside Green Street as it runs up to the Railroad Office Building at the top of the hill above Bodie.

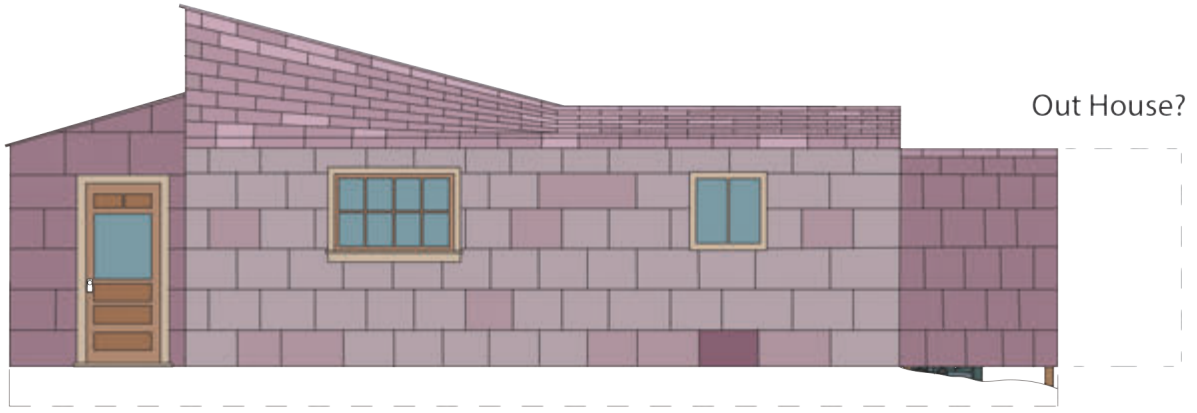
But the house does have something to say. The original part of the structure has a shake roof, but the rest has been added, mainly from scrap materials. It looks like scrap lumber was used to build most of the addition with some packing cases thrown in. Most of the house is covered with old flattened-out five gallon tin cans with a few larger and smaller cans tossed in for good measure.

The roof over the southeast corner is built with one corner higher than the rest which gives the roof an odd twist.

There is a hall that extends out of the north side of the house that may have led to an outhouse at one time or another. Let's go with that since it matches other houses in Bodie.

Before you laugh at the way the Dog Face George house was built, remember that even after the ravages of time and weather, it is still standing.

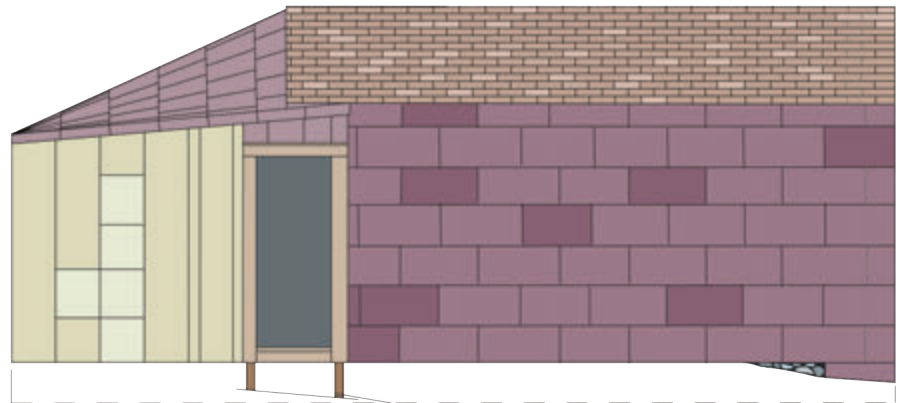
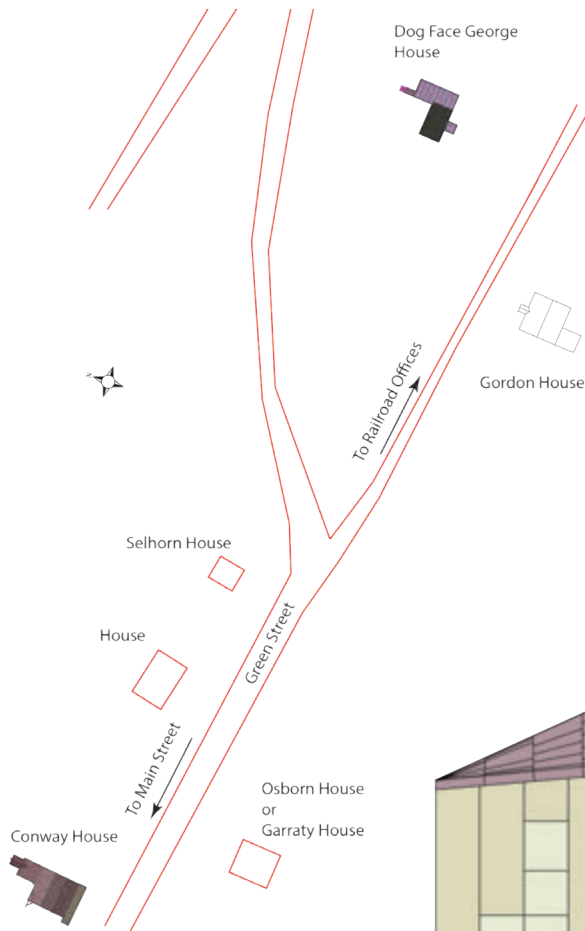




EAST ELEVATION

# THE DOG FACE GEORGE HOUSE BODIE, CALIFORNIA

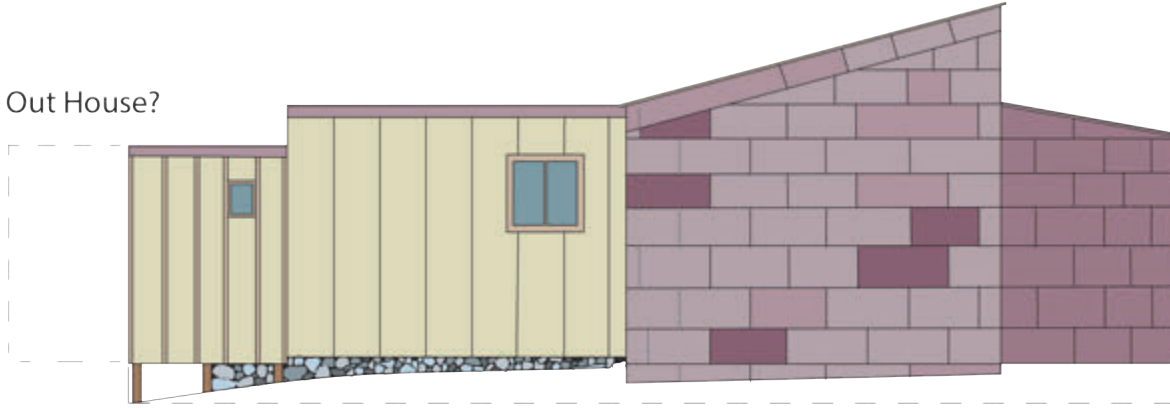
DRAWN BY NEIL A. PFAFMAN  
HO SCALE



NORTH ELEVATION



Out House?

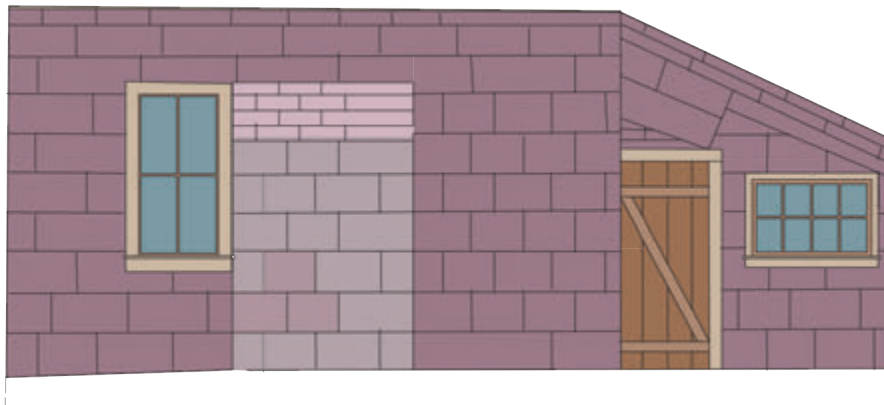
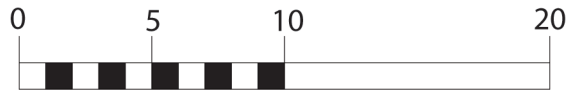


WEST ELEVATION

# THE DOG FACE GEORGE HOUSE

## BODIE, CALIFORNIA

DRAWN BY NEIL A. PFAFMAN  
HO SCALE

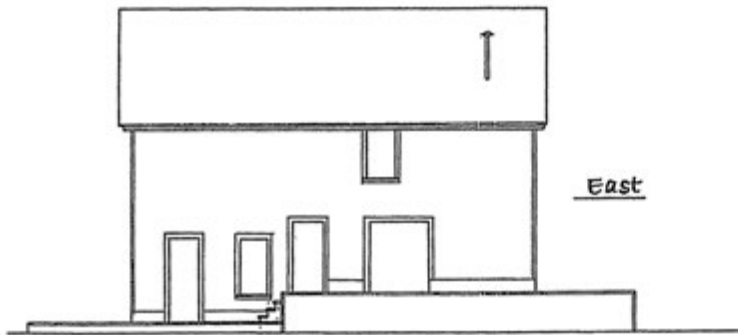
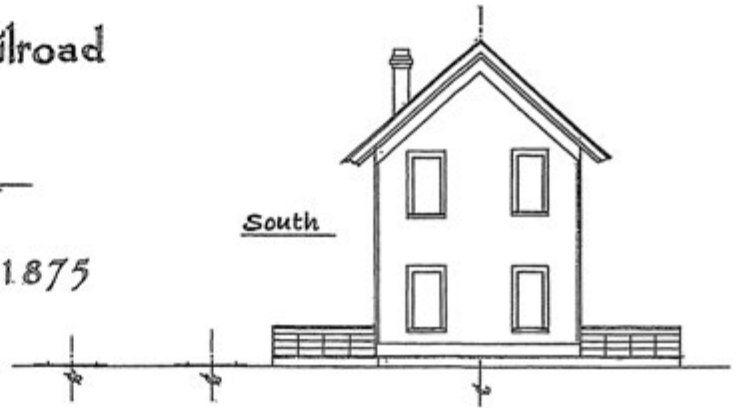


SOUTH ELEVATION

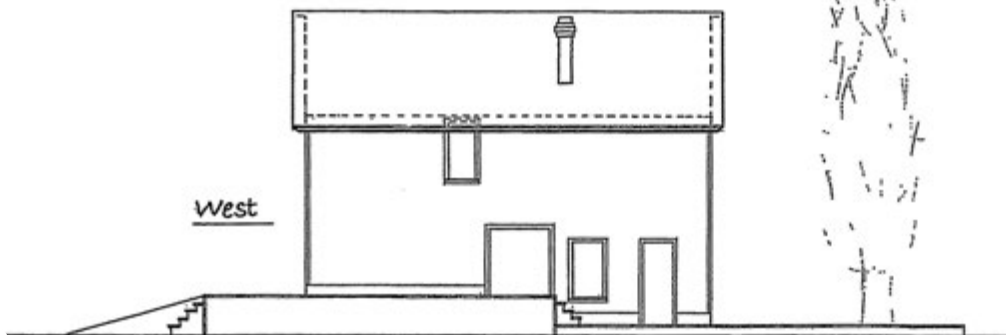
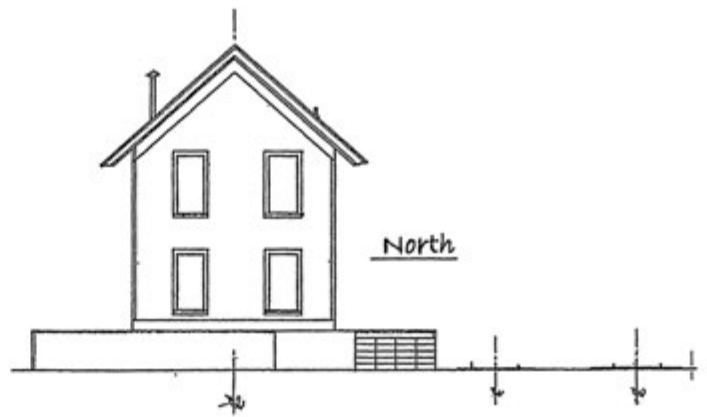
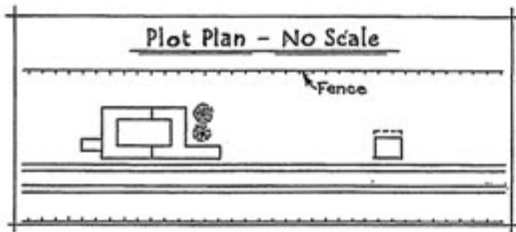
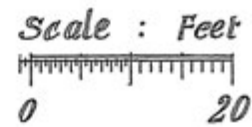
# Franktown, Nevada

Virginia & Truckee Railroad  
Station Stop

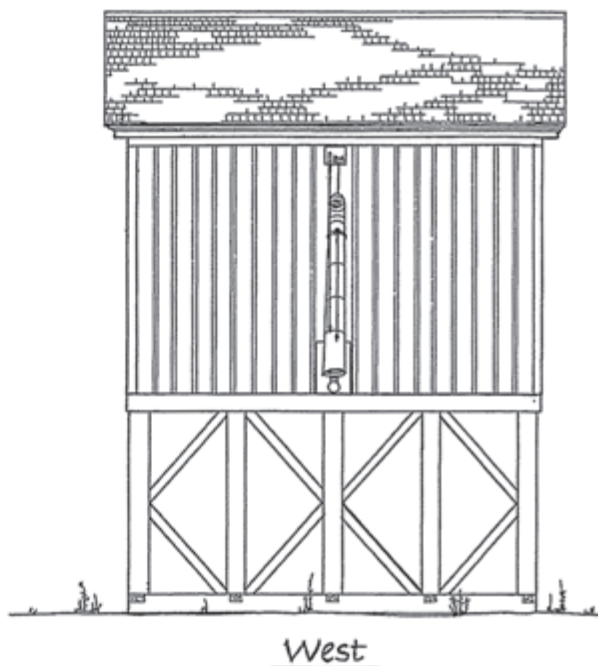
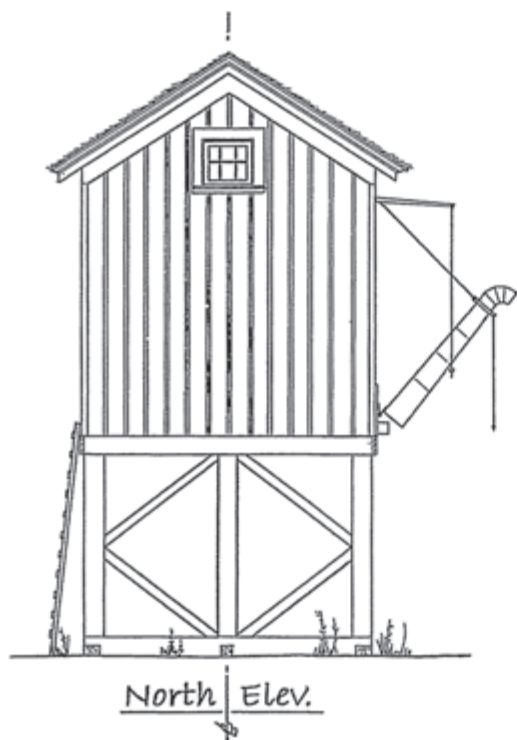
Passenger Depot c. 1875



DRAWN BY GARY CAVIGLIA  
SCALE: 1/20 INCH = 1 FOOT







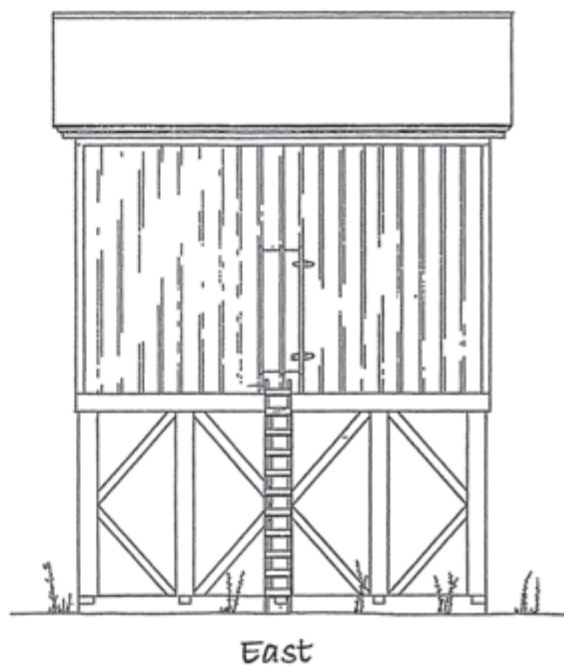
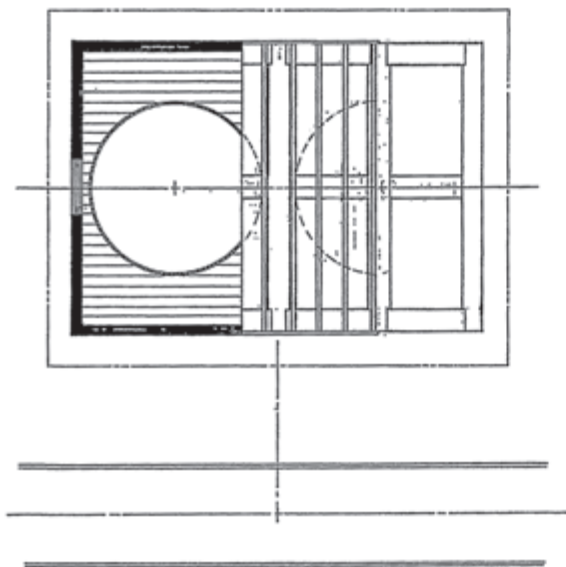
# Franktown, Nevada

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## Enclosed Twin Water Tanks

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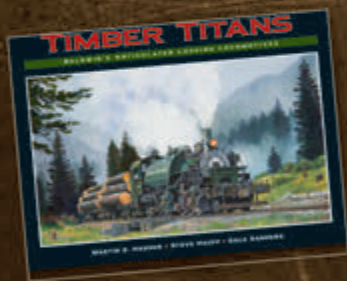
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# LAYOUT IMPROVEMENTS



## ADD A PORCH TO A HOUSE

I always say that a porch is to a house what a nose is to a face. Sure, there's a humorous wrinkle to that statement, and yet I'm making a point. The porch does much to impart character to a house. In the prototype world, porches are modified more often than any other feature. Sometimes porches are shortened; sometimes they're lengthened. Sometimes porches are torn off completely. Sometimes they are added where no porch had been. On still other occasions, porches are closed in to make additional rooms. We can make any of these modifications to our kit houses to give them unique character.

I like kit structures. Out of 227 structures on my HOn3 layout, 16 are kits. Great kits are available and I'm OK with having the same structure on my layout that everybody else has if it's the best fit for a scene. Still, there can be a certain advan-

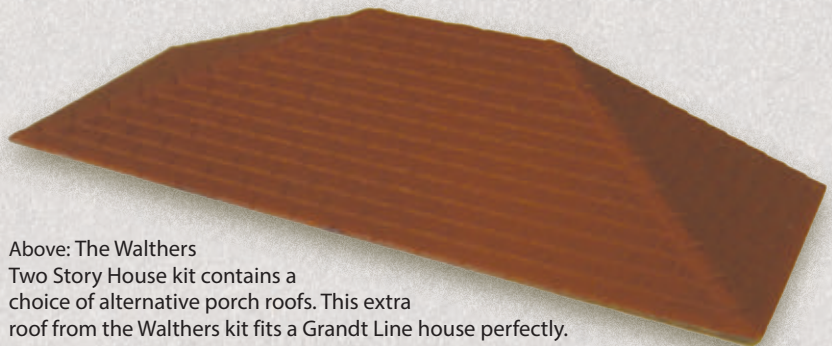
by Dr. Gregg Condon, MMR  
Photos by the author

tage with a kit modification which makes the structure seem like a unique model of a real place.

### A COMMON KIT

The HO scale Grandt Line row houses come three to a kit. I like them so much I have six of the structures on my layout. I built them without modification, and all six are nice features of my finished scenes.

In looking around the finished layout searching for things to be improved, I re-  
(text continued on page 76)



Above: The Walthers Two Story House kit contains a choice of alternative porch roofs. This extra roof from the Walthers kit fits a Grandt Line house perfectly.

Title photo: For several years, six of these kit-built houses have been conspicuous on my layout. I like them just fine.







(text continued from page 74)

alized that the repetitive appearance of my six houses is noticeable. These houses without porches portray proto-types from Telluride, Colorado, so one cannot say they are unprototypical. But Colorado mining town houses with porches are more common. I decided to add a porch to the Grandt Line house at Coke Ovens. Of all six of these houses on my layout, this one is most conspicuous.

### EASY MODIFICATION

My porch addition began with a piece of Central Valley board fence for the floor, glued atop a piece of plain 40 mil styrene for solidity. This is a wonderful product because it can be used — obviously — for a fence, but also for board sidewalks, siding for sheds, and roofs on lean-to structure additions.

For porch posts, I used the commercial porch post castings from Grandt Line. Other manufacturers also make porch posts. I like gluing plastic to plastic and

since I'm adding a plastic porch floor to a plastic house, I made the posts and roof out of plastic too. Some porch posts are square, and some are round and plastic square strips or rod in scale six-inch cross section would be about right as alternatives to the turned posts. When modifying a completed model, I scrape the paint off the areas to receive glue. Gluing plastic to paint makes a very weak bond.

Roof panels from the Grandt Line house kits are packaged and sold separately for scratchbuilders. I cut three pieces of this roof material for the porch roof. This makes a perfect match for the shingles on the main roof of the house.

Alternatively, a person could cut pieces of 40 mil plain Evergreen styrene sheet and then glue on shingle material or paper to represent rolled roofing.

Still another option — and this is an ideal one — is to use a porch roof from the Walthers Two Story House with Garage kit (part 933 3792). This fine kit comes with two styles of porch roof so that the builder can do a kitbash without bashing (maybe). For the Grandt Line house,

use whichever of the Walthers porch roofs ends up being extra; it's a perfect fit! When I added the porch to the Grandt Line house, I had not yet bought the Walthers house kit. Now that I have the extra porch roof, certainly another structure improvement will be in the works!

### A UNIQUE HOUSE

This project was easily accomplished in an evening. With the addition of a porch, the Grandt Line house takes on an entirely new character. It is now unique, and that creates the impression that it is a custom-built model of a real place. Now when I see the modified structure in my Coke Ovens scene, I get that warm-fuzzy feeling that I have made a good layout improvement! x

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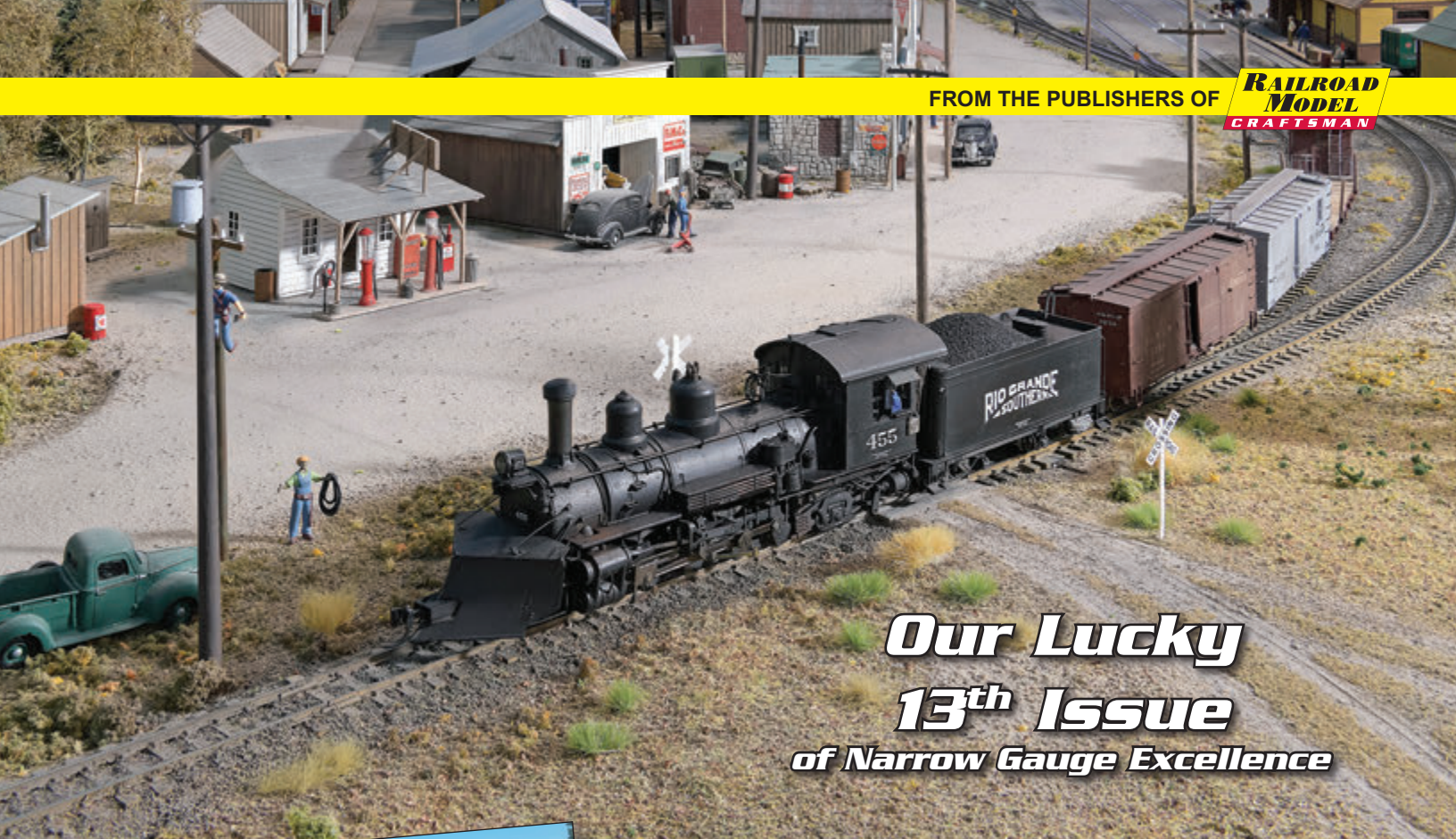
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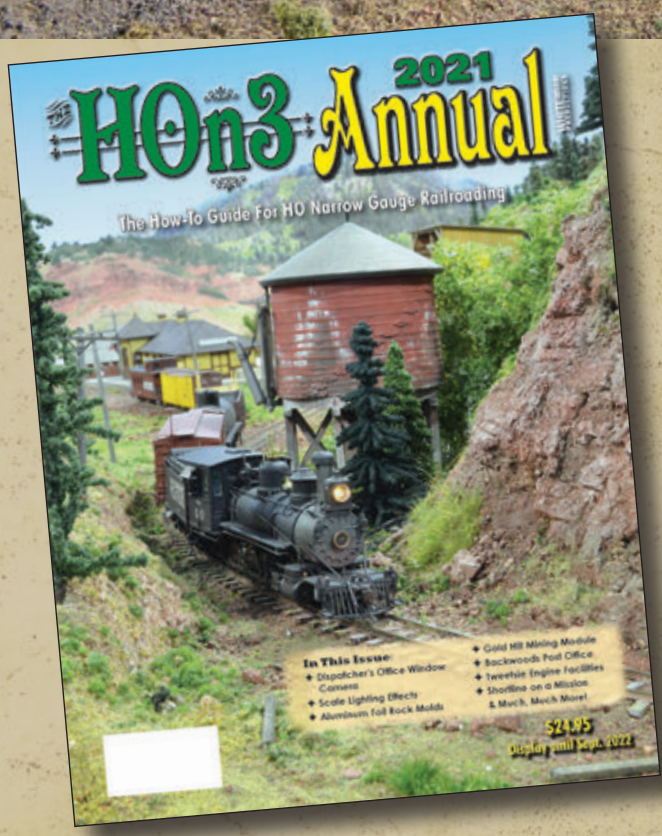
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# THE CHALK CLIFFS ON MY O'n3 COLORADO CENTRAL & SOUTHERN



by Dan Windolph  
Photos by the author

Those who like Colorado narrow gauge railroads are very familiar with the spectacular scenery the little trains traveled through. The Denver, South Park & Pacific had an area that was not well known as a spectacular location, but the Chalk Cliffs are quite interesting in their own way.

The Chalk Cliffs are a geological formation located in Chalk Creek Canyon on the way to St. Elmo and the Alpine Tunnel. Although they appear to be composed of white chalk, they are actually an unusual deposit of feldspar, a form of granite which turns to clay when combined with water. In heavy rain, the cliffs erode, and the resulting wet clay slides down and often covers

the two-lane highway in spots.

Photos of this fascinating formation are rarely found in books on the railroad, but I'm particularly interested in them because I see them every day from the front windows of my home. Their color is constantly changing, depending on the time of day and season of the year. Even though this is interesting, it made it difficult to decide on a color for the cliffs on my layout. I decided the answer was to just use the actual material from them as a guide.

I should note that the railroad didn't actually run at the base of the cliffs, but rather across the canyon from them.

When I started my layout in 1995, the Alpine Tunnel engine house was the first

thing to be installed in the benchwork. At 69 inches above the floor, it was the highest point on the layout and the sheer vertical wall down to the lower track made it a perfect spot to represent the Chalk Cliffs. I didn't do anything more at that point, and built more benchwork around the basement before starting scenery.

Sometime later, a new house was being built next door and, as any self-respecting model railroader would do, I rummaged through the scrap pile for anything useful. I found some strips of a flexible blue foam mixed in with the scrap wood. I asked the builder, who told me it was a product

(text continued on page 81)





Left: The Mt. Princeton station, built from a Classic Miniatures kit, is closer to the rock wall than the original, but it was necessary to have it at the cliffs.



Below: The afternoon train is just leaving the Mt. Princeton station. The pin-connected truss bridge is from The Cimarron Works.

Title photo opposite:  
This view of the Chalk Cliffs also includes the Alpine Tunnel engine house. These are usually photographed as separate scenes, but this photo graphically illustrates the size of the O scale train compared to the cliffs.



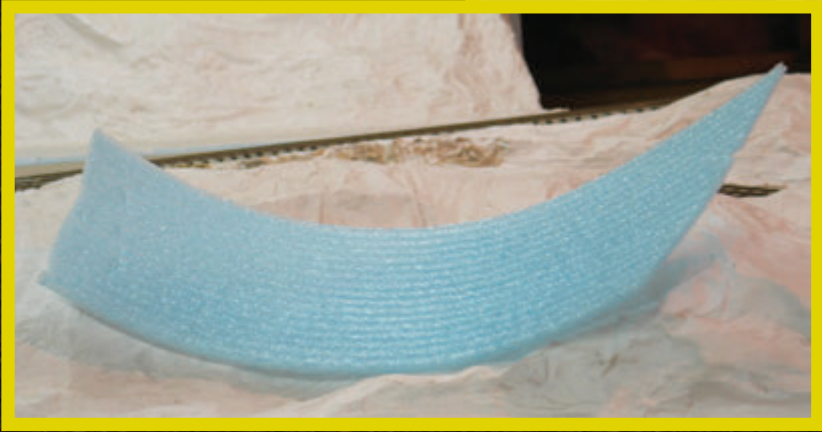
Left: The train is entering a tunnel at the end of the Chalk Cliffs. This tunnel is necessary to access the hidden track below the Alpine Tunnel engine house.



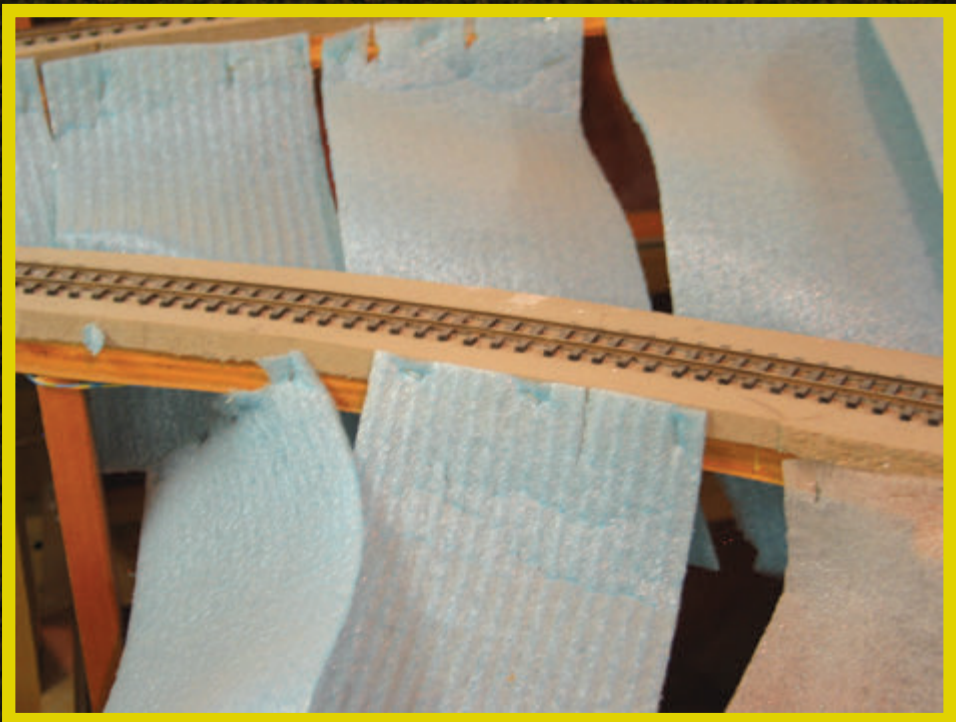
Right: This unique water column, from a South Park Line kit, marks the transition from the white Chalk Cliffs to darker colored rocks.



Below: This is a piece of 5-1/2-inch-wide and 1/4-inch-thick Dow Sill Seal as described in the text. It's very flexible and easily bent to any shape.



Right: Strips of Sill Seal have been stapled to the roadbed and the benchwork. The next step is to use masking tape to fasten crumpled newspaper to the strips. This is followed by covering with Hydrocal-soaked brown paper towels to form hardshell.







The DSP&P referred to its cabooses as waycars. Photos of both white and red together exist but are scarce. The white waycar is from a Don Winter kit; the red is scratchbuilt.

(text continued from page 78)

called Dow Sill-Seal, which was used between the concrete foundation and the wood bottom sill plate of the wall framing to provide a tight seal between the two materials. I gathered up the scraps, figuring I would find some way to use them.

I continued to build more benchwork, then decided it was time to rough in basic scenery, starting with the Chalk Cliffs. I have a lot of nearly vertical scenery around the layout, with mountains going up to the ceiling. I planned on using chicken wire as a support for the scenery, but I would need a lot and it would have been expensive. I also didn't like cutting and bending it because I had to wear gloves to keep from being cut by the sharp ends.

I remembered the blue strips and experimented with using them instead. I found they were easy to cut with scissors or a utility knife. I stapled them to the benchwork or roadbed with just 3 or 4 staples at each end and covered the strips with

crumpled newspaper held in place with masking tape. I then used the traditional method of brown paper towels dipped in Hydrocal to form the hardshell understructure. Once that had set up, I would reach underneath and give a hard yank on the blue strips, which would tear them from the staples so I could trim the ends and reuse them. Some areas weren't accessible from behind, so I left them in place. Eventually I had to buy more Sill-Seal, but it's inexpensive and one roll was more than enough for the whole layout. I later found a generic version on eBay which is even cheaper.

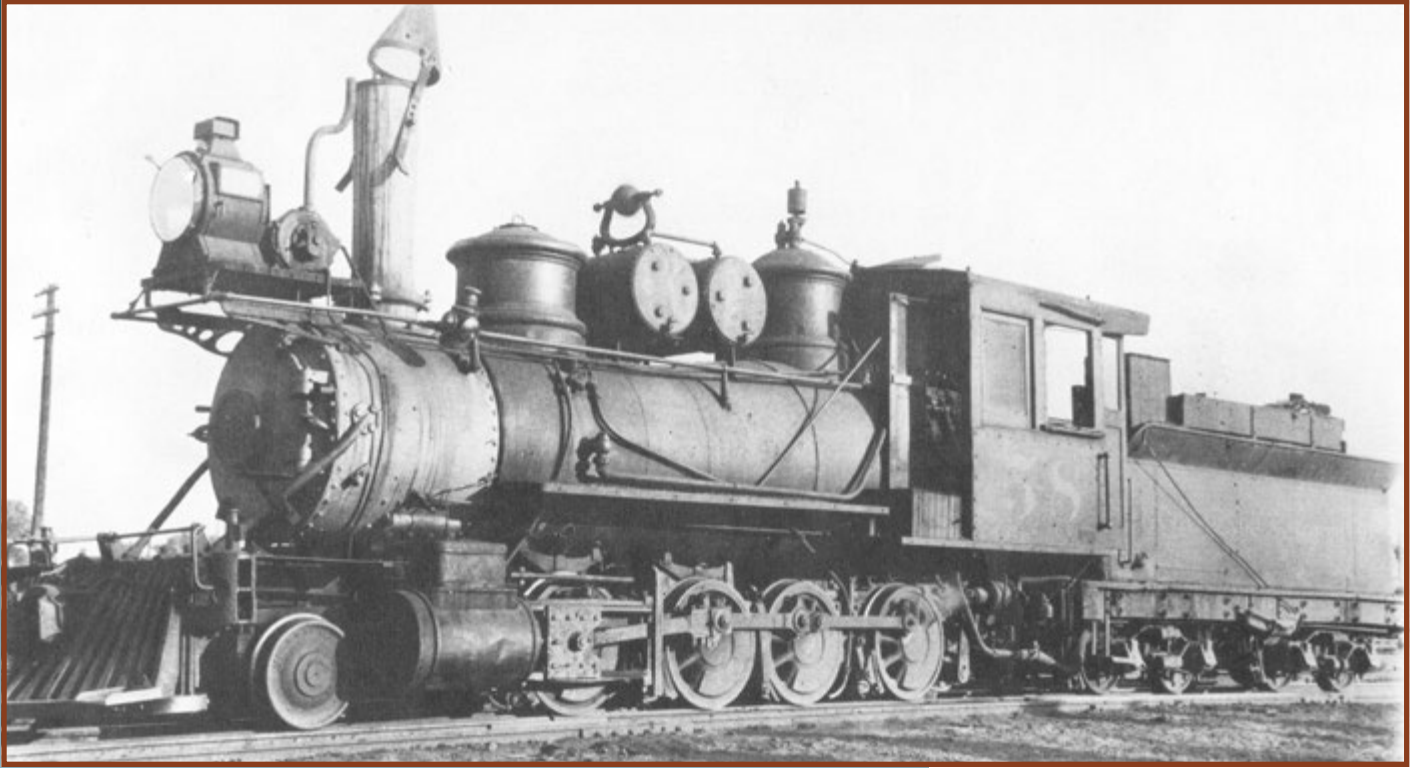
After the hardshell was in place on the Chalk Cliffs, I had a terrific time applying rock castings to the area. I have made my own rock molds and castings for many years, and it was like working a large 3-D jigsaw puzzle gluing the castings in position. I use a hot glue gun for this because I like being able to see how the castings

will fit together rather than just applying molds with wet plaster in them.

I have material from the actual Chalk Cliffs on my version, so matching the color was pretty easy. I painted my cliffs with a dilute coat of white latex interior paint, then sprayed thin coats of dilute India Ink on them, letting it run down and collect in the crevices.

My cliffs are a solid wall of rock castings 9 feet long and from 15 to 18 inches high, so this wasn't a one evening project. I worked on them a little at a time and it was one of the most enjoyable projects I've done on my On3 Colorado Central & Southern. x





# BRASS BASHING IN S<sub>N</sub>3 COLORADO & SOUTHERN #58, CIRCA 1915

by Craig Symington, MMR  
Model photos by the author

Title photo: Colorado & Southern locomotive #58, circa 1915. This photograph was the inspiration and template for the author's brass bashing project. Photo, collection R. Robb.

This project started several years ago while visiting an old friend, Don Dass. Don is an extremely accomplished modeler who once ran a business working on brass models for others. After working on many models, including a sizeable fleet of customized S<sub>N</sub>3 Colorado & Southern models of his own, his interests had moved to ship building. However, Don had one last project that he wanted completed. He had collected an S<sub>N</sub>3 C&S Overland model and a pile of parts as the starting point for creating C&S #58. He wanted this model to match a photo of the locomotive in 1915. During that visit, Don asked me to finish that project for him. Over the years we had collaborated on other projects and helped each other many times, so I was happy to take on this project for Don. What I didn't know at the time was that this would be the most challenging project I'd ever attempted.

This project, now complete, has dragged out over 4 years with many starts and stops. I had never intended to write it up for the GAZETTE, but upon reflection there were many lessons I learned along this journey that could benefit others. Had I known these things in the beginning, it would have been a much easier task to create C&S #58. Through these pages I'll share this knowledge with you, and I apologize for not taking better photos.

I've repaired and painted S<sub>N</sub>3 models in the past, but I'd always started with complete models. What Don provided me was the basic carcass of an Overland model (likely C&S #65), bits of other C&S locomotives and a bin of detail castings. Foolishly thinking I had all that I needed, I dug into the project. Com-



paring the photograph to the parts I had on hand quickly showed that I was missing a lot of primary spotting features. The tender was close enough and didn't require any modifications, but all the details on the boiler were wrong. Further complicating matters, was that all the detail parts I had on hand were replicas of late era C&S features which are very different from the earlier details.

I started re-detailing the boiler with the headlight assembly. Using some of the detail parts I was provided, plus some brass stock and wire, I created a plausible rendition. Since it was integral to the assembly, I also fabricated new handrails. With the headlight complete, I set about installing the conical spark arrester.

With the easy work done, it was time to tackle the distinctive air tanks and domes. I searched all the sources I knew of, and even reached out to Jimmy Booth of P-B-L Models seeking suitable castings, but none could be found. I then ordered several Precision Scale Co. (PSC) brass castings in HO and O scale hoping something would be close enough to work. I struck out again. During

this time, Don sent me a pair of white metal castings from Wiseman Model Services. I had hoped to keep this project pure with only brass parts and solder. I wasn't convinced that I wanted to go with white metal ones. After even more searching, I gave up and shelved this project hoping I might stumble into brass parts at a future narrow gauge convention or someplace else.

After a long wait and no new parts, I decided to give the white metal parts a try. I ended up having to cut the top off the sand dome and replace it with a top from another. With careful sanding, I managed to make this sectioning completely hidden. Both domes were filed so they would conform to the circumference of the boiler and install without gaps. I'm aware that it is common for overseas modelers to successfully solder other metals than brass, but that was a skill I wasn't anxious to teach myself. Instead, I chose to drill and tap holes in the bottom of the domes so they could be screwed to the brass boiler. I also wasn't sure if these castings would survive my grit blasting and baking cycle that I use when painting brass

locomotives. With the screws, I could remove the domes if needed.

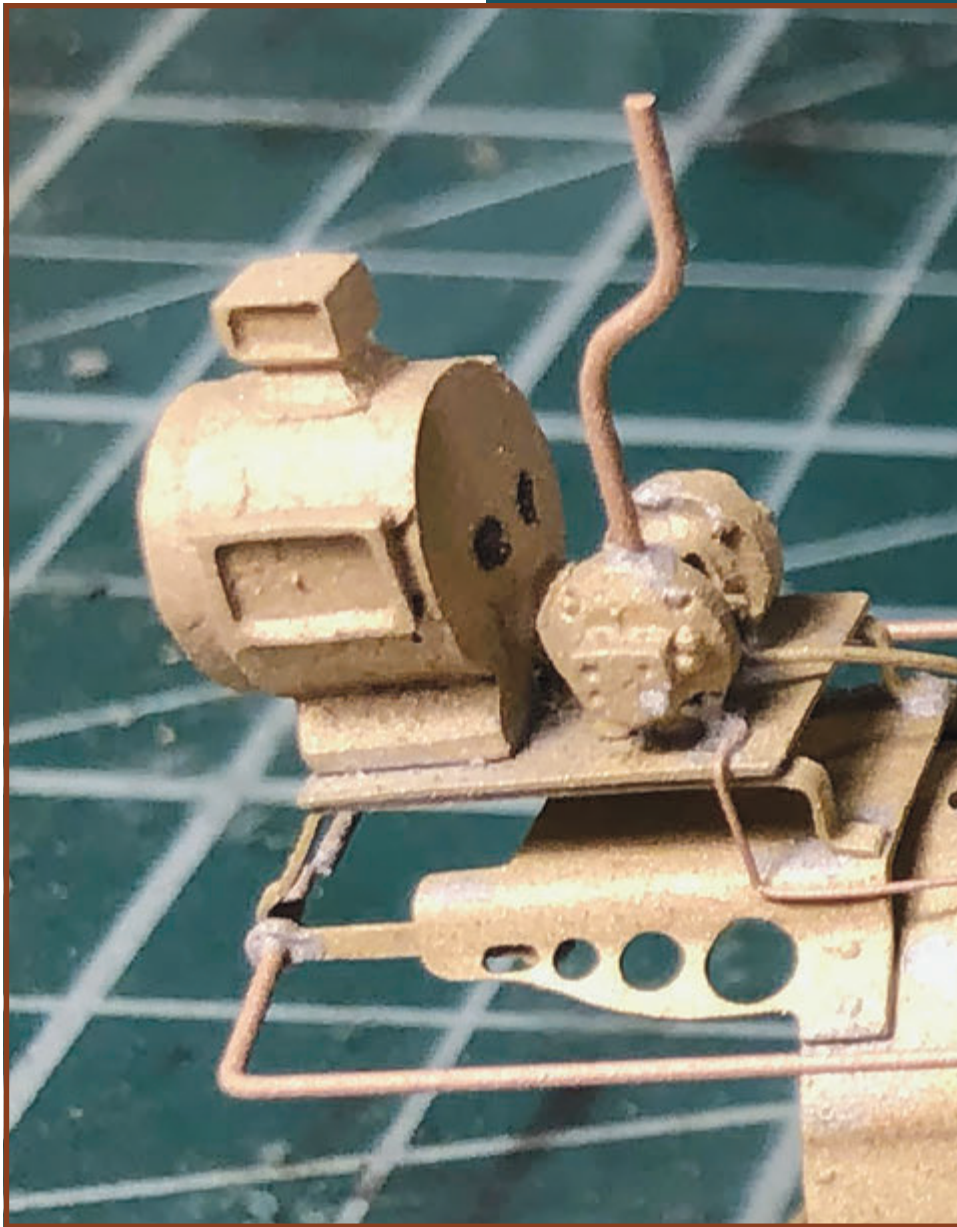
I still had one more problem with the domes. The sand dome was two pieces, and I wasn't confident the screw would hold everything in place properly. I needed to glue the two pieces together. ACC and regular 5-minute epoxy will soften and loosen up with heat, so I didn't want to use them for fear of the dome falling apart during my paint baking process. Because you can use JB Weld on gas engines, and they get hot, I decided to try that instead. I wasn't positive this would work, so I experimented by using JB Weld to glue a brass casting to sheet brass and baked it far hotter than I normally bake brass locomotives. The JB Weld was completely unaffected by the heat. This turned out to be an excellent lesson for future projects. When baking other models, I've had them fall apart when, unknown to me, they have been poorly repaired by the previous owner using regular epoxy. TIP: you can remove epoxied parts easily with a soldering iron.

The last big challenge were the air tanks. These are so distinctive on C&S engines that

Below: At this point I had stripped the domes and some details off the boiler. The new headlight and generator assembly was created, and the spark arrester was installed. With the easy parts done, it was time to tackle the first difficult part of finding domes. In this photo, I'm test fitting the white metal domes and comparing them to the prototype photograph. The domes came from Wiseman Model Services and are accidentally reversed in this photo. I ended up modifying both to fit.







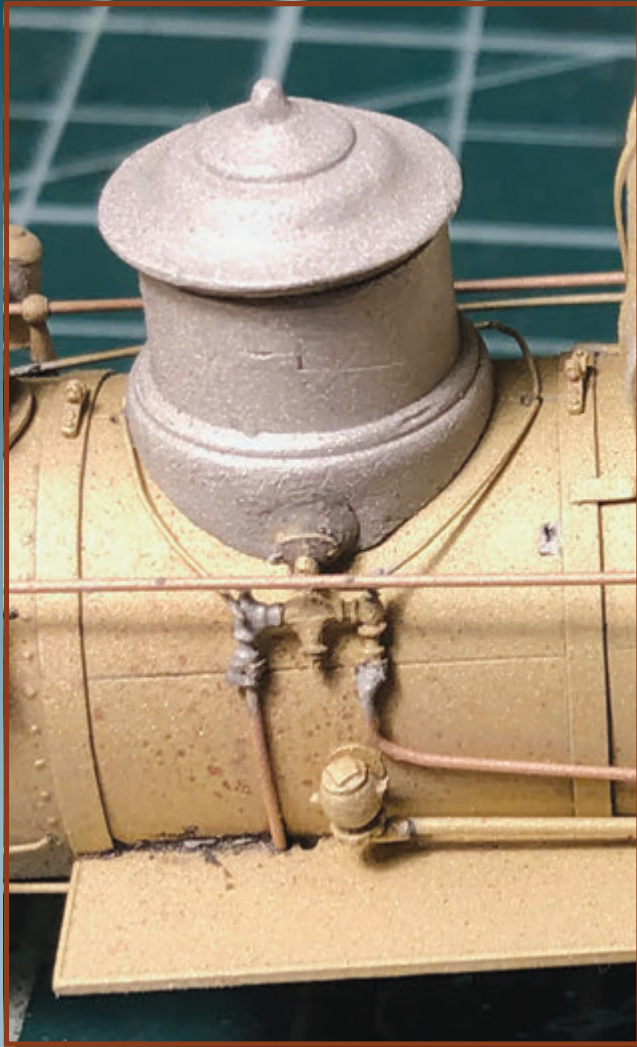
Left: I found a suitable headlight and generator in the parts that Don sent. I removed the stock headlight but kept the fancy bracket with the scalloped edge and ornate holes. On top of that, I used strips of brass to create legs for a brass platform for the headlight and generator to sit on. These parts were mounted, and wire was used to simulate conduit. The prototype photo showed an elongated exhaust pipe from the generator, so I used wire to replace the shorter stock pipe. The whole assembly is integral to the handrails on the boiler, so I created a new handrail from wire and fixed the other stanchions along the boiler.

I had to get this detail right. The problem I had was that none of the half dozen castings Don gave me were anywhere near close enough, and there was nothing else available. After putting the model away again for a long period of procrastination, I buckled down and tried scratchbuilding the tanks. I created a pair of air tank cores using K&S brass tube cut to the right length with the ends capped with brass sheet stock. These cores were then wrapped in .010-inch sheet brass with rivet detail along the edges. I punched the rivet detail with my Northwest Short Line Riveter. The tank wrapper seams are on the underside of the tanks where they won't be seen. After successfully creating the air tanks, I set about detailing them with wire, Precision Scale Co. parts and a bell that I cut off another air tank casting. That completed my attempt at scratchbuilding my own air tank casting. With all the solder burn marks and other ugliness, I still wasn't sure if I was successful, but I decided to solder the

Right: I simply drilled some holes in the smokestack and added what is likely a rare Overland Models casting for a conical cinder catcher. Pins in the cinder catcher casting are press fit in the holes so that the catcher can be rotated out of the way like on the prototype. The prototype photo showed marker lights hanging from the handrails beside the stack, so I soldered Precision Scale Co. castings in the same place. They are cored castings and I ended up lighting them with 0402 SML LEDs. I really like adding these types of features that add character to the model and tell a story.







Above: I fabricated this sand dome from two white metal dome castings. The top was cut off a different casting and used to replace the top on this one. When I created the dome, I wasn't sure how it would stay together when being baked during my paint process. I ended up using JB Weld to glue the pieces together, and then drilled/tapped the center so that a screw could be inserted from inside the boiler to hold the dome in place. This screw was also long enough to hold the two pieces together. My thoughts were that this setup would allow me to remove the dome during the baking process but that turned out to be unnecessary.

I reused the stock piping that loops around the dome, but the outlet valve and pipes to the wheels were fabricated from scratch. The valve piping was taken from the stock dome that came with the model. The pipes are just wire from my supplies. The valve and wires are soldered together, however they kept pulling the valve away from the dome. I ended up using JB Weld to glue the valve to the dome. This was after I found out that I could bake the JB Weld. In this photo it's very hard to tell what is solder and what is JB Weld epoxy.

Right: I used the white metal steam dome casting almost as it was. The main modification I made was to contour the base to fit the model's boiler circumference. This was done with careful filing of the dome base. In the parts bin I had an appropriate pop valve and whistle assembly, so I simply used JB Weld to glue it in place.

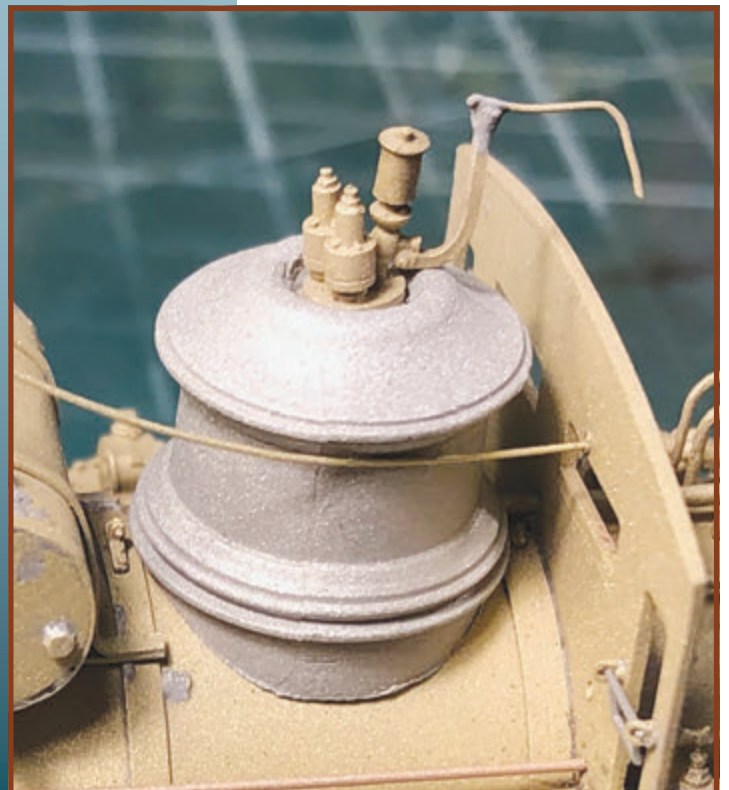
air tank assembly to the boiler and keep going with the project.

While changing the air tanks and domes on the boiler, all the stock boiler piping was messed up or was in the wrong place. I used wire to form and replace many of the pipes. The sand dome has some sort of valve or piping casting at its base for connecting the distribution pipes. The castings I used lacked this, so I cut them off the stock brass dome that came with the model. With much struggling I managed to get these castings and their distribution pipes soldered together, however I couldn't get the casting to sit tight against the white metal dome. Since my earlier heat test showed that I wouldn't need to remove the domes during the painting process, I gave in and used JB Weld to make this connection.

At this point, the boiler assembly looked ugly, but all the main details were in the right places. I added brass marker lights hanging from the handrail to match the photo. A pewter toolbox in the parts bin, likely a Durango Switcher cab roof firebox casting, was cut to size and JB Welded to the walkway creating an accurate rendition of what was on the prototype. The whistle/pop valve was a brass casting that I JB Welded to the top of the steam dome. A whistle rope and other miscellaneous details were added to the boiler to finish it.

The windows on the stock cab weren't completely accurate for C&S #58 in 1915, but were close enough, so I decided not to bother modifying them. The tender was very close to the photo, so no work was

(text continued on page 89)



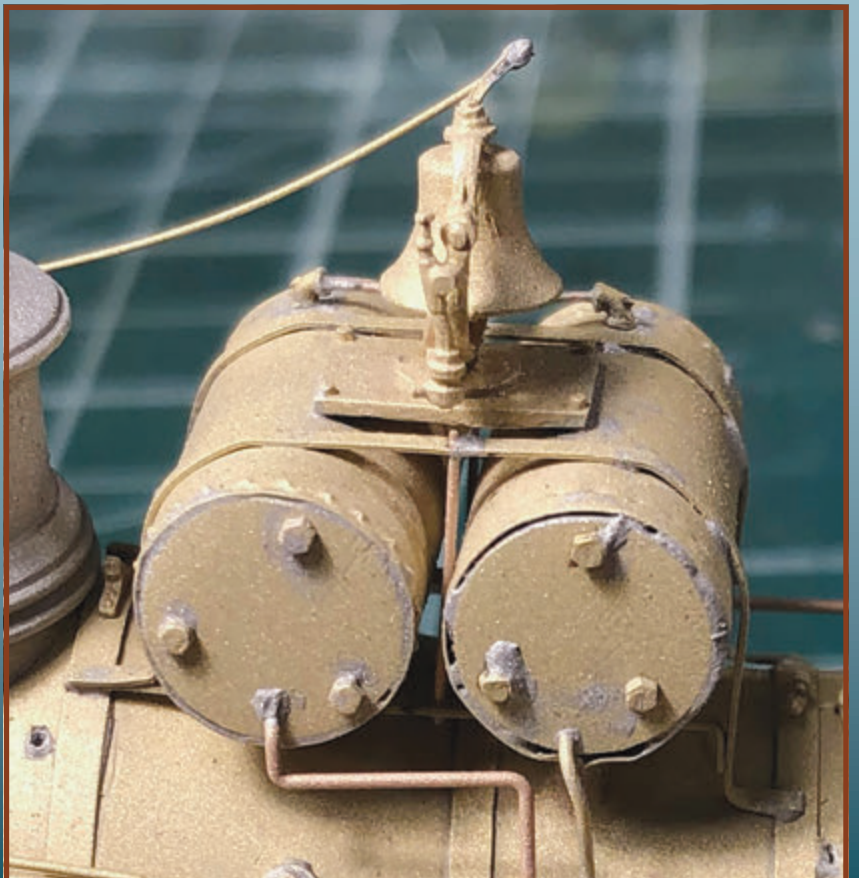
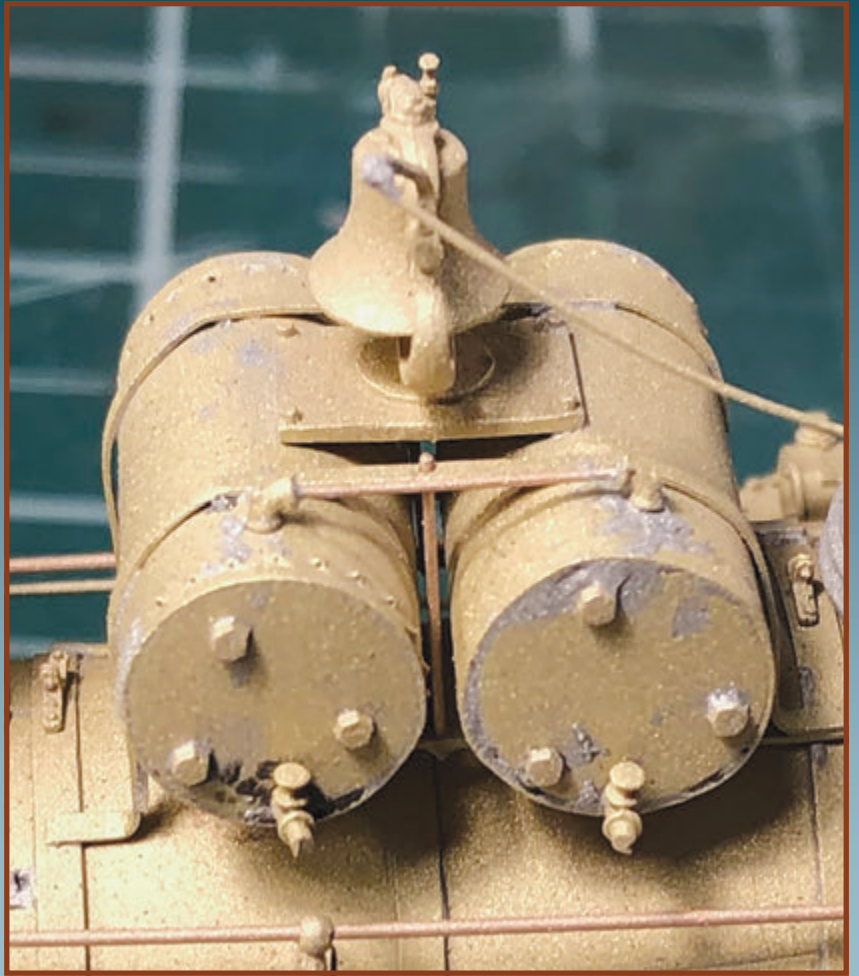


Right top and bottom: The air tanks are the most distinctive feature on the prototype locomotive. Unfortunately, I could not find any castings in any scale that looked anything like them. I ended up scratchbuilding them.

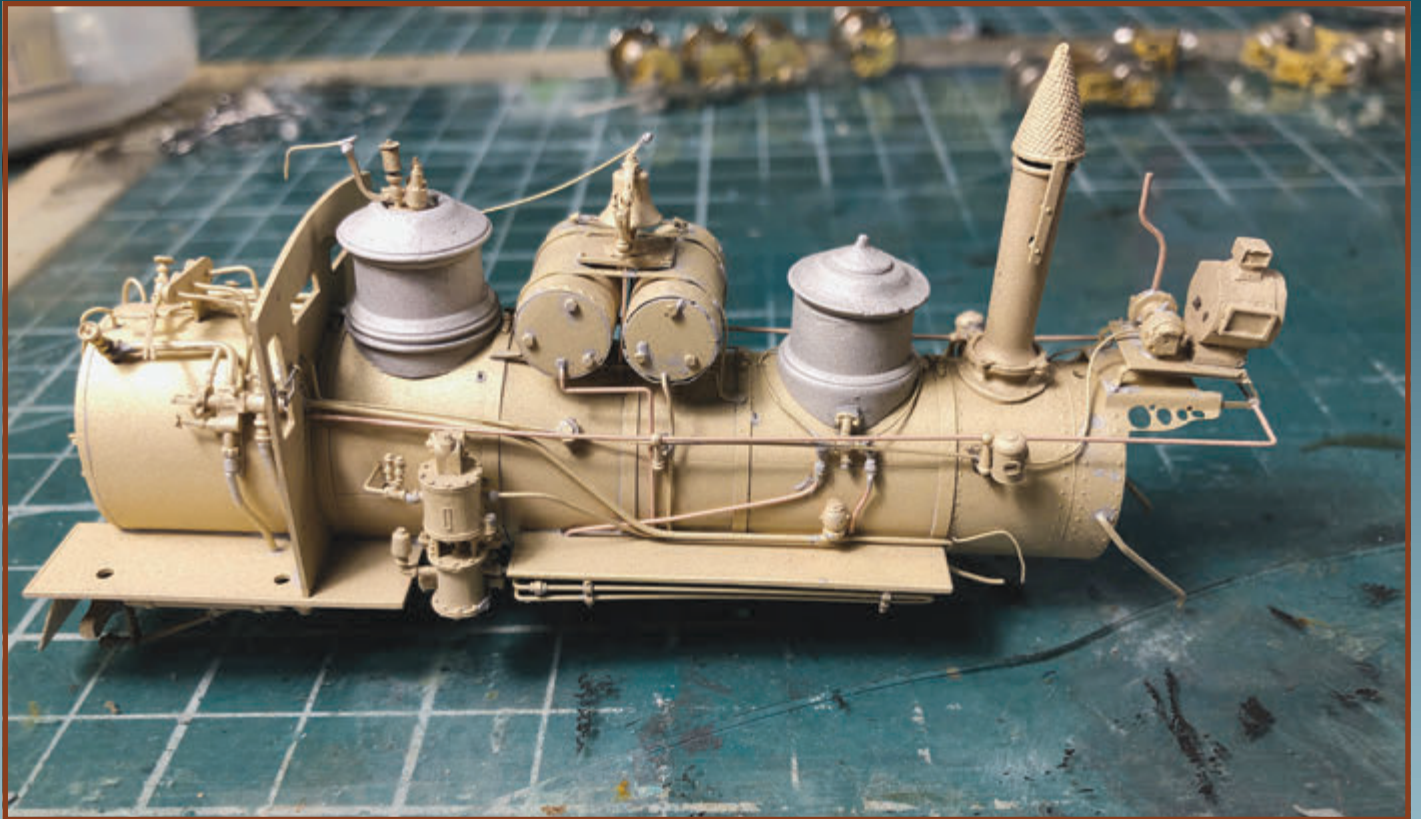
The actual tanks are K&S brass tubing with the ends capped with brass sheet stock. I created a .010-inch wrapper for the tubing. This wrapper was run through my NorthWest ShortLine Riveter to emboss rivets along the edges. I then wrapped the tubing and soldered the assembly together.

I used brass strip stock to create the straps that hold the tanks together and create the feet that hold the whole assembly to the boiler. One strap has the legs and wraps around the top and sides of the tanks. Another strap runs under the tanks and is soldered to the first at each end. Between the tanks I drilled, then soldered, a brass wire to simulate the tie rod between the straps. I left this wire "proud" of the strap to give the impression of having a NBW on the end.

The ends of the tanks have hex bolts that I presume are the ends of tension rods on the prototype. I drilled holes in the tank ends and installed Precision Scale Co. hex nut castings into the holes. On the fireman's side, there is a pipe on the top joining the two tanks together. I created this from wire and Precision Scale elbow castings. The fireman's side also has Precision Scale globe valve castings to simulate the drain valves. On the engineer's side, I used wire to plumb the tanks into the locomotive's air system. The bell and its platform were cut off an Overland air tank casting and installed on my scratchbuilt tanks. Finally, a wire was added to simulate the bell's rope.







Above and below: After all this soldering on the boiler, it was burnt and looked terrible. After I used my grit blaster to clean it up and prepare it for paint, it looked pretty good. All the JB Welded pieces stayed together, and the white metal parts survived the blast medium. I was delighted to see that the model was turning out almost as nice as a factory job.

Not mentioned in the other photos, but on the fireman's side you can see a modified white metal casting that I used to simulate the toolbox. This one was likely a casting for the Durango switcher firehose that I found in the parts bin. I just made it smaller, and it fit perfectly. It was also JB Welded in place.







Above and below: The model was painted with ScaleCoat, Floquil, Humbrol and Model Master paints. The decals are from ThinFilm. SMLeds were added to the headlight and marker lights. The headlight received an MV Products headlight lens with the foil removed. The lens openings in the marker lights were filled with Canopy Cement that was beaded up in the openings. Once dry, it looks like a credible clear lens. The coal load is a block of foam that was shaped, painted black and had real coal glued to it. The coal load is removable. Not seen is a Digitrax decoder in the boiler used to control the motor and lights.





(text continued from page 85)

needed there either. The locomotive frame needed some tinkering to get it working properly, but no modifications were needed.

I then assembled the model with a feeling of accomplishment and a lot of trepidation. I had reworked this model more than any other in my modeling career. All the extra solder and burn marks made the boiler look downright ugly. Had I failed or succeeded? My grit blaster was going to answer that question. I disassembled the model for grit blasting and painting. I started blasting the boiler first. To my surprise and relief, it came out amazing! My amateur attempts at detailing looked nearly as good as any stock brass model. I was thrilled and motivated to push this project to the end. TIP: with care, a grit blaster is a great way to remove excess solder from brass models.

I ran the model through my usual paint process. The parts were masked and grit blasted. Then they were cleaned in my ultrasonic cleaner. Some masking is done, and the paint process began. I used a mix of Scale-Coat, Floquil, Humbrol, and Model Master paint on the model. The decals are from Thinfilm, and I baked the paint in my home-made brass cooker between coats.

Don doesn't have a layout and his fine models are in a display case, so I added a non-sound DCC decoder to control the motor and lights. An SMLED was used for the headlight and similar SMLEDS were used to light the marker lights. These were wired up on the white and yellow decoder wires. I programmed them using the programming track set-up described in the January/February 2022 GAZETTE.

During the final assembly, I added glazing to the cab windows. An MV Products headlight was used for the headlight lens. The marker light lenses are just beads of Canopy Cement in the casting holes. The wires and blemishes were touched up and the project was complete.

This project was a long one but, in the end, I learned a lot and that knowledge will save me years (literally) on the next project. I learned that JB Weld can be used in place of solder without repercussions. I also learned that scratchbuilding in brass isn't as hard as it might seem, especially when forced to do so. The last lesson was that I'm going to continue to enjoy modeling in my primary scale (HO) where detail parts are plentiful!

I hope you've enjoyed reading about this brass bashing project and picked up a few tips. Hopefully I've encouraged you to try what seems impossible. Heck, I even surprised myself with this project! x



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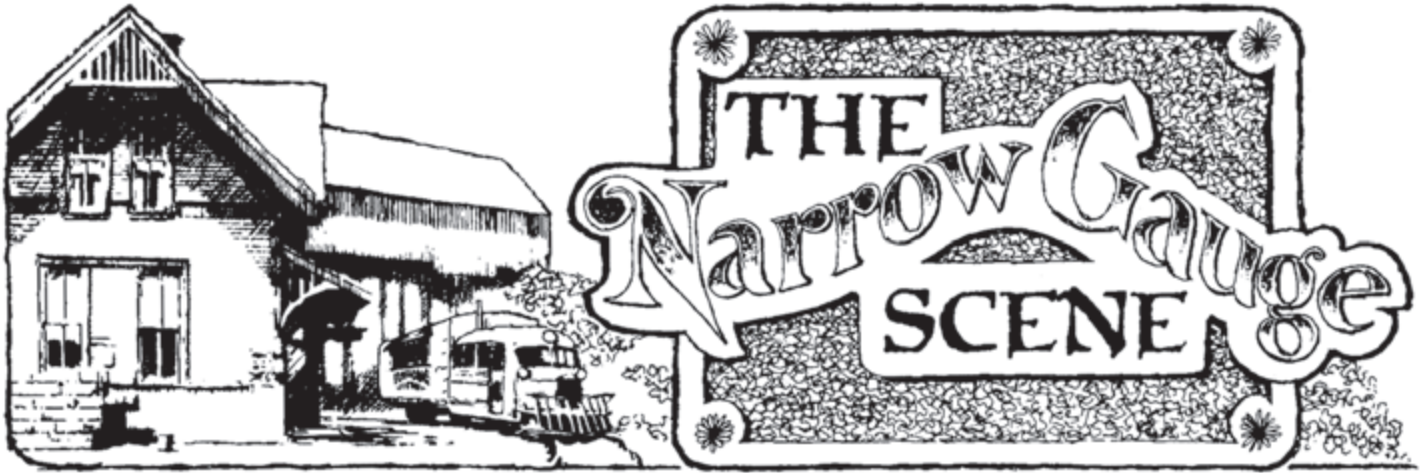
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by Charlie Getz

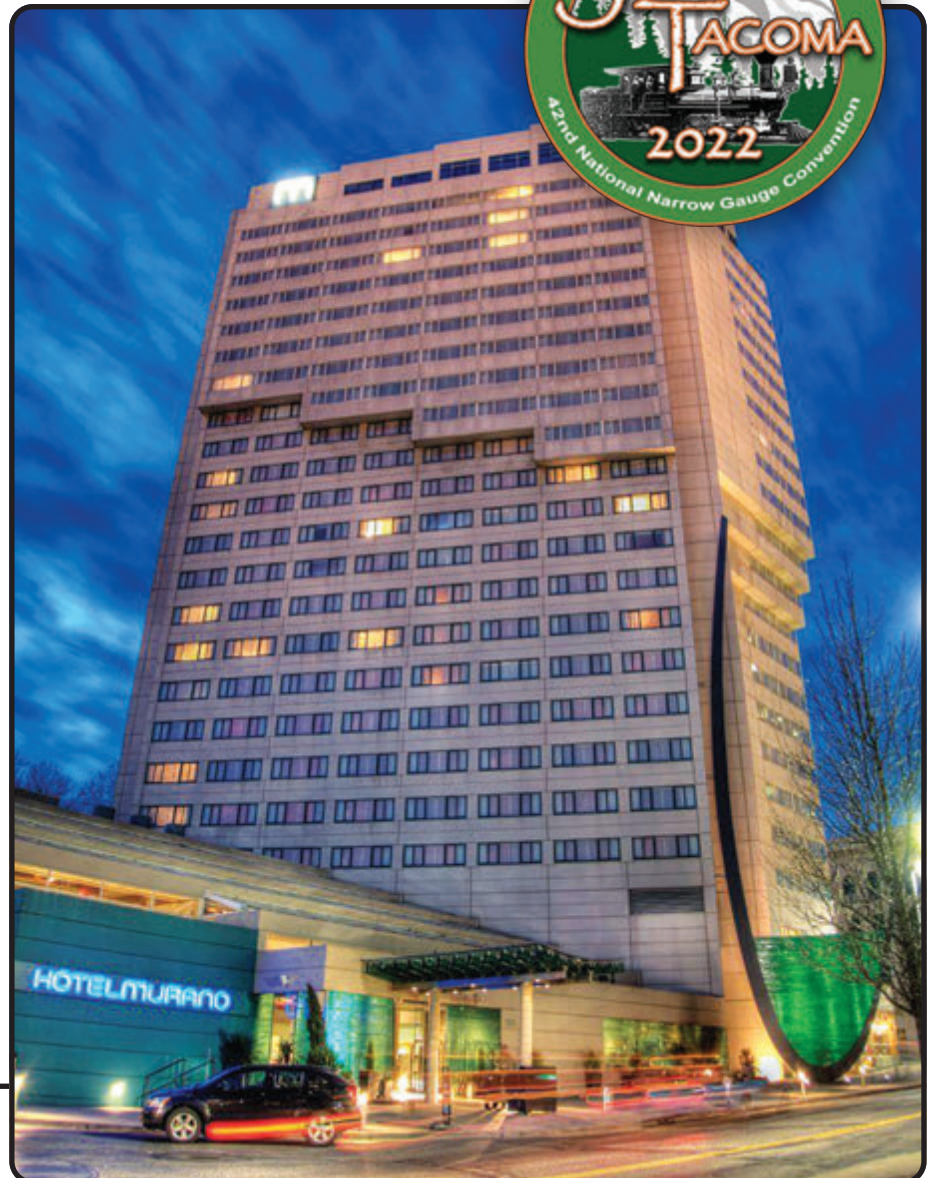
Photos provided by Convention Committee

## 42nd NATIONAL NARROW GAUGE CONVENTION THINGS TO DO IN SEATTLE/TACOMA

Before Covid-19 disrupted our lives, I described, on occasion, things to do at the upcoming National Narrow Gauge Convention, (NNGC). Last year, I did not do so because of the lingering uncertainty of Covid restrictions, but this year, barring last minute developments, things look positive for business as usual, or almost as usual. I am also happy to report that last year's NNGC at Hickory went well albeit to a smaller than normal crowd.

This year, the 42nd NNGC will be held at the Hotel Murano in Tacoma, Washington, south of Seattle on Puget Sound. Located 22 miles south of Seattle's SeaTac airport, Tacoma is roughly halfway between Olympia, the capitol of Washington to the South, and its famous big city neighbor to the North, Seattle. The Seattle area is not only famous for beautiful lush green scenery, but also for rain and poor traffic. From past NNGC's in the Seattle area, I can attest that Seattle's freeways can rival Los Angeles or Houston for rush hour delays. The Committee has wisely altered the convention schedule in recognition of that reality and even promises warm dry days. Held from Thursday, September 1, through Sunday, September 4, Labor Day weekend, the first thing to note is a shift in the normal schedule of days. Past narrow gauge conventions have begun on a Wednesday, ending Saturday night. This one begins Thursday, ending Sunday night to take advantage of the Labor Day weekend making Monday a travel day. Thus, the award ceremony/business meeting will be held on Sunday night.

In addition, the operating hours are altered for traffic reasons and layout tours are



Right: The majestic Murano Hotel, site of the convention.



scheduled by areas/days to minimize cross-city travel. The Committee also highly recommends that you carpool with your buddies to gain access to the High Occupancy Vehicle (HOV) lanes and to share any bridge or ferry tolls. On-site events start each day at 8AM to 10:30AM with layout/prototype tours from 11AM to 4PM, and the on-site evening session from 6PM to 10PM. The forum is the Hotel Murano, described by the Committee as a chic hotel in the center of downtown Tacoma that just happens to have a large, attached convention center, clinic rooms, bars, and a nice restaurant. Although sold-out, there is a back-up hotel nearby, the Marriott Tacoma Downtown Hotel. Both offer a \$139.00/night rate with the Murano charging for parking, but at 50 percent off. A third hotel, the Courtyard Tacoma Downtown is also nearby, but not part of the convention rate.

Tacoma is served by a free (at press time) light rail service, the Tacoma Link, that circles the downtown, easing traffic and parking issues, for shopping and restaurant purposes. Besides SeaTac airport, Tacoma is directly served by Amtrak's Coast Starlight or Cascades trains. Margaret and I have taken the Coast Starlight from the SF Bay Area to Seattle, and it is a great trip. We shared a Roomette, though for me, or the average model railroader, that lower berth is tight! Renting a car is easy whether you arrive by train or plane. You will need a car to visit layouts or attractions, or you will have to carpool. If you want a train ride into downtown Seattle, Tacoma is also served by Sound Transit's Sounder South transit line. You can even take it to and from the SeaTac airport or most places in the greater Seattle area. A route map is available on their website.

Once in Tacoma, you will enjoy the usual

components of a Narrow Gauge Convention. In the morning and evening, the Dealer/Manufacturers' room will be open, and clinics will be offered. The list of dealers is impressive as are the number and quality of clinics. At press time, the clinic list had not yet been finalized, but I am sure, consistent with past Conventions, it will be outstanding. The Committee plans to have some outstanding modular layouts displayed in the entrance to

the vendor room, to whet your appetite before exploring the vendor tables. The contest is always a great way to share your skills, and entry forms are available on the convention website. Awards will be presented at the closing reception on the Sunday evening as mentioned.

When Bob and I attended past NNGC's in Seattle, we have been impressed by the quality and quantity of layouts in the area.

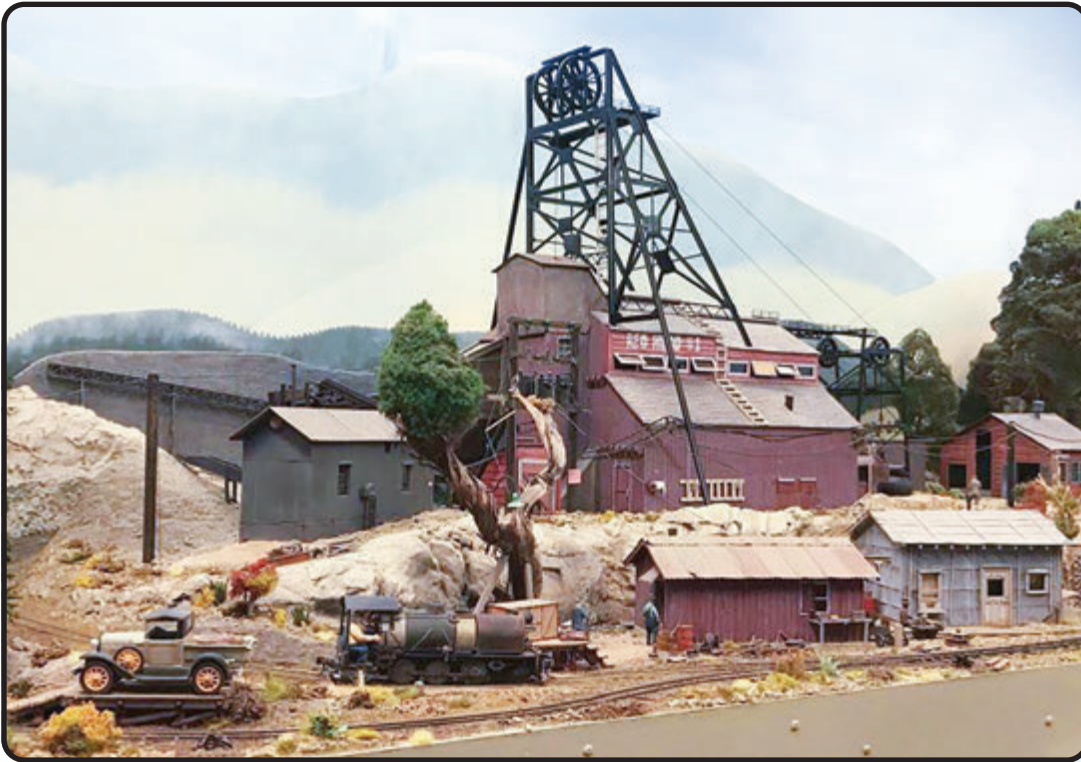


Above: Bill Busacca's Sn3 Rio Grande Southern.



Left: Dale Kreutzer's RGS. Unique in modeling the southern portion of the railroad.





Left: Greg Wright's 1:35 scale mining layout (see page 32).

Below: Russ Segner's Sn3 logging line.

Over 30 will be open for this convention and I assert this area is the center of quality S/Sn3 layouts! I was impressed with the number, especially some outstanding RGS layouts, my favorite narrow gauge. Many of them are old favorites that have appeared in magazines over the years, but there are new ones to explore, too. All scales are represented, but less common scales abound including Max Maginness' Sn42 (set in New Zealand) and Greg Wright's 1/32n20 mining operation. DiVoss' HOn3 Everett & Monte Cristo, featured in the GAZETTE, models a little-known prototype. Mike O'Connell formerly of Chooch fame is building a massive O Proto48 layout in a specially built building that used to house Chooch Enterprises. As you can imagine, his exquisite structures are a centerpiece of this new layout, and the photos are stunning. I could easily get myself in trouble by listing some of my favorite past-visited layouts, but the photos provided by the Convention Committee tell the tale. The scheduling of layouts grouped by area reduces traffic impacts but may lead to congestion at certain layouts. A little advance planning can help. A hint: try to visit the most remote layout first, working your way back to the hotel, as many do the opposite. If nothing else, you will astound the first layout's owner!

Believe it or not, there are other things to do in the area besides trains, especially if you travel with non-rails. Apparently, this area is known for glass as Tacoma has the Glass Museum and the Chihuly Bridge of Glass, named after the famed glass artist, Dale Chihuly. There is a Chihuly Gardens and Glass attraction in Seattle as well. Seattle being the home of Boeing, the Museum of Flight is a world-class museum devoted to all things



airplane and worth a visit. Also, the world-famous Pike Place Market is located in downtown Seattle and a must-stop if for no other reason than to watch the fish toss between dealers. This is also the location of blocks of wines, cheese, and everything culinary. The nearby waterfront is home to some excellent cafés and restaurants. Of course, Seattle is known for the Space Needle, a tall observatory and restaurant left from the 1962 Seattle World's Fair. In addition, there is also the Sky View Observatory which along with the Space Needle, offer stunning views of the area, albeit for a price.

Seattle's Pioneer Square is home to some

striking architecture and a walking tour of Underground Seattle, like Underground Atlanta. There you will see byways from Seattle's earliest era. This area is dicey, however, so watch your valuables and visit when busy during daylight. Margaret and I also enjoyed the nearby Union Station, a good example of the Terminal Stations I described over my last two columns. A Seattle Harbor Cruise is a popular excursion, as is a day trip to nearby Mt. Rainier which looms over the skyline. The 2022 Washington State Fair will be opening during the same weekend as the convention in nearby Puyallup, Washington. Even the Beach Boys will be performing on Labor Day!



In Tacoma, the downtown hosts bars, restaurants, and other attractions, literally just a few steps from the hotel. The old Tacoma Union Station is no longer served by passenger trains, but is now the Tacoma U.S. Courthouse. Its grandiose lobby is open to the public during weekday office hours. It includes some Chihuly glass installations and is just a couple of blocks from the convention venue. The Foss Waterway Seaport is a heritage museum that features hands-on displays, a wooden boat shop, as well as a functional dock. It is also a short walk from the convention venue. The Washington State History Museum features an enormous HO scale model railroad depicting local landmarks from Tacoma's Asarco Tunnel to Stampede Pass in the Cascade Mountains, and includes trackage and equipment from the Northern Pacific, Great Northern, Union Pacific and Milwaukee Road. It is a huge layout and is just three blocks from the Hotel Murano. Car nuts will love the LeMay Museum — America's Car Museum— just a few moments on the Tacoma Link. Art lovers will enjoy the world-class Tacoma Art Museum. Other sights include the Tacoma-Narrows bridge, Point Defiance Park and the Tacoma Dome, home to professional sports.

Old town Tacoma hosts some great restaurants, just a few blocks away. Try Over the Moon Café for up-market northwestern dishes, or El Gaucho for great steaks. For locally caught fish, try The Fish Peddler. The Tacoma water-front is home to some great, affordable restaurants with stunning views, just a short drive from the venue, such as Duke's Seafood and Anthony's at Point Defiance. There is even an In/Out Burger in downtown Seattle for those who have not tried this legendary hamburger place. Hint: order your burger "animal style" for extras at no extra charge.

Of course, I must add local hobby shops and train stores. Yes, in this internet age, they still exist and I always enjoy a visit, as you never know what treasures you may find. In this age of Google, I will not provide addresses or hours, but do check them out. In Burien, is the Electric Train Shop. Over in Kirkland, home of all Costco brands, is Eastside Trains, a shop Bob and I have visited which is comprehensive. Less known is Skyway Hobbies in Renton which is not a train store, but has plastic kits and hobby supplies. In Tacoma is On-Line Trains and Rob's Trains + Hobbies, both located at the same address and both open only on Saturdays from 10-2. I'm curious as to what is there. Of course, the usual Hobby Lobby/Hobby Town shops are scattered throughout the area in case you need something for a repair or project.

You can register, and explore the layouts, clinics, schedule and more at the convention website at [seattlenngc.com](http://seattlenngc.com). I want to thank Chair, Robin Peel, and the Committee for some of the information and the pictures used in this column. Bob and I will not be able to make this one, but we hope it is as enjoyable as it sounds. Let us know what you



Above: Mike O'Connell's cast buildings on his Proto48 layout.

did and how it went.

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

Charlie





# BOOK REVIEWS

The Schafer Brothers, Pioneer Loggers of the Satsop Valley, 2021. By Peter J. Replinger, second edition, P.O. Box 1486, Shelton, WA 98584. Softcover, 258 pages, \$39.95 plus \$5.00 shipping. Make checks out to Peter J. Replinger.

This second edition has an added five pages and a map that was left out of the first edition. It tells the story of the early days of the Schafer Brothers Lumber Co. that was taken over by the Simpson Logging Company. It seems every time Simpson wanted to log out an area, they built a short new logging railroad to do it. The book is arranged by topic and is full of excellent photos of logging railroads and logging camps.

There are some 12 maps listed showing each logging line mentioned. The chapters discuss, among other interesting subjects, Transition from River Logging to Railroad Logging, Soldiers in the Logging Camps (World War I), Log Dumps, Logging by Schafer, and the Sale to Simpson. Chapter 20 describes Carl Schafer's efforts to preserve an ex-Schafer Bros. 2-8-2. There is an appendix listing such topics as Major Events, the Schafer Company in 1931, Schafer Employees, and the Logging Camps. Equipment rosters include detailed rosters, with photos of each locomotive, including one of the author's HO models. The rolling stock has builders' photos and in service images of log cars and cabooses. A donkey roster is

full of donkey photos, and the last section includes builders' photos of locomotives with specifications. There is also a plan for an unusual horizontal water tank, and several pages of advertising for Schafer Bros. Lumber & Door and an Index. This book is jammed full of great logging photos of locomotives, rail cars, donkey engines, log cars and logging camps. Well worth adding to your library. Bob Brown.

Fair Winds of Death by B.R. Wade, Jr., 2021. Wade Publishing Co., LLC, 1782 Trinity Rd., Belington Rd., West Virginia 26250, [www.wadepublishing.com](http://www.wadepublishing.com). Hard cover, 490 pages, \$28.95, softcover \$19.95 plus \$5.00 each. You can request an autographed copy and the novel is available in eBook, and at Barnes & Noble.

This new mystery novel has nothing to do with narrow gauge or short line railroads — model or prototype. However, it was written by one of our fellowship of fine modelbuilders, or as some say, one of the family that is the GAZETTE. The author Bill Wade is the owner of B.T.S. and I am impressed that he has written a mystery novel. The story is set in the 1970s as the Naval Investigate Service, or NIS, investigates a series of murders on naval stations. Bill served as a yeoman in the NIS for two years and has drawn on this experience to write his novel. I too served as a naval yeoman, and can appreciate the details in this novel's setting around naval life.

If you are a mystery fan, I know you will enjoy Bill's new book, and I understand a sequel is in the works. Bob Brown.

Atlas of South Puget Sound Logging Railroads, 2022. By Peter J. Replinger and James S. Hannum, M.D. Available from Peter J. Replinger, P.O. Box 1486, Shelton, WA 98584. Hardbound, illus., 255 pages, \$53.00, plus \$5.00 shipping. Make checks out to Peter J. Replinger.

This new book contains historic and newly created maps of saltwater log dump logging railroads once located in Mason, Pierce and Thurston Counties in Washington state. These counties seemed to be chock full of logging lines busy cutting the timber and hauling it to saltwater dumps. The chapters are arranged by county starting with Mason, then Pierce, followed by Thurston County. The railroads described go way back in

logging history so there are numerous photos of 4-4-0s, 2-6-0s and 4-6-0s, early Shay, Heisler, and Climax locomotives, and many 0-4-0 tank engines, including the famous 0-4-0 tank engine MINNETONKA. The photos are clear and well printed, and the maps are easy to follow. The text connects many of the photos to the maps so you can easily see where events took place. There is a section showing artifacts or remains of some of the railroads as they look today. The text is almost academic, referencing other sources and referencing the various photos and maps. It's a fact-filled go-to book, ideal as a reference of the logging railroads of three counties in Washington.

I always look at logging books for modeling ideas and inspiration. This book is full of both. There are numerous images of locomotives, rolling stock, bridges, log dumps, engine terminals, sawmills; including, in some cases, track plans.

The logging railroads shown run the from a pole road to modern Diesel operations with small and large Shays, Heisler and Climax locomotives, along with large and small rod engines. The book ends with an index, and extensive logging bibliography. But remember this is basically an atlas, so the maps are featured throughout the text showing exactly where these early logging lines once operated. This is another must-have for any logging historian or modeler. Bob Brown.

Ron's Books, P.O. Box 714, Harrison, NY 10528, 914/967-7541, [ronsbooks@aol.com](mailto:ronsbooks@aol.com), [www.ronsbooks.com](http://www.ronsbooks.com) continues to sell reprints of prototype catalogs reproduced by Silver Lake Images, LLC, in their Manufacturer's Catalog Archive. Each catalog sells for \$35.00.

Baldwin-Lima-Hamilton Diesel-Electric Locomotives contains 79 pages including the various plants where these locomotives were made. I found this an interesting section because these factories made much more than locomotives, including the Sherman tanks of World War II.

Whitcomb Locomotives has 91 pages of little 0-4-0 mining locomotives perfect for a narrow gauge modeler. The parts of the locomotives are illustrated, and they are shown at work in mines and quarries. There is a nice collection of cabs mine locomotives and those with cabs. Perfect inspiration for modelers.

Westinghouse-Equipped Locomotives, Volume 1: Diesel-Electric 10 to 80



Tons. This catalog has 102 pages of center cab Diesel locomotives with several neat end cab versions. Both trucked and 0-4-0s are shown. As in other catalogs specifications, parts are illustrated along with page after page of industrial and short line small Diesels.

Railway Electrification, Volume 2: PRR & Cleveland Union Terminal. No narrow gauge or short line here. Just 68 pages of behind-the-scenes information on two large, electrified terminals and data on GG-1s and other large electric locomotives. I found the section on experimental electric locomotives interesting. Bob Brown.

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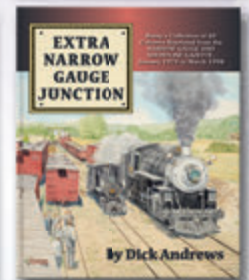
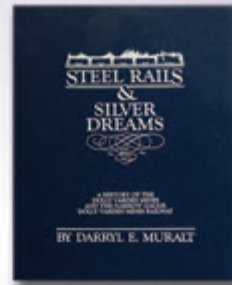
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