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COVER

Patrick Karnahan painted this issue's cover and calls it "Sierra Summer." It depicts Sierra Railroad #24 on a curve near Ralph Siding. This part of the Sierra Railroad was shared with trains from the Pickering Lumber Company.



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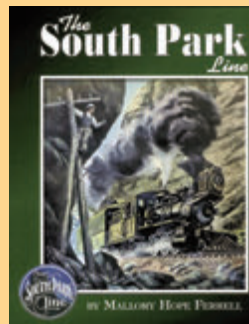


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Robert's Ramblings

Below: I'm kind of proud of this piece of clutter. This is what remains of a prize-winning garage after a bookshelf fell on it during the 1989 Loma Prieta earthquake. Remember? It was the the quake that stopped the World Series, dropped one span of the Bay Bridge, and flattened a dual level highway killing several people. I was pleased by the way my garage "fell down" and left it in place with a label. Note the posh clutter steam tractor on the left.

CLUTTER

I mentioned in my May/June 2022 Ramblings that I really enjoy making little vignettes on my railroad and building interiors in engine sheds, machine shops, and other industrial buildings. I illustrated that Ramblings with photos of vignettes. Then Dog Face George intruded in the July/August issue. So, here are some photos of the interiors I love to do, once I am in the mood.

I was fortunate to meet the late Bill Coffey in the 1950s. When I saw his engine shed detailed with Cerro Bend detailed castings, I got so excited that Bill gave me a baggie of castings and I built a logger's shack with a detailed interior, and tossed all my previous models away.

When Bill started talking about moving back home to Oregon, I asked him to show me how to make RTV molds and make Cerro Bend castings in my own spin casting machine. Bill not only taught me how to do it, but he also provided the spin stable for the casting machine I assembled from an old Mixmaster. So, over the years I have had access to my own detail parts and have been able to clutter up my models. It has been said that when I make a mistake, I put a bucket on it. I have, of course, made good use of the lathes, drill presses, and other large tools sold by C.H. Brommer, Western Scale Models and others over the years. And I am not above using an expensive, detailed model like a steam tractor as posh detail. Here are some photos of my favorite interiors.

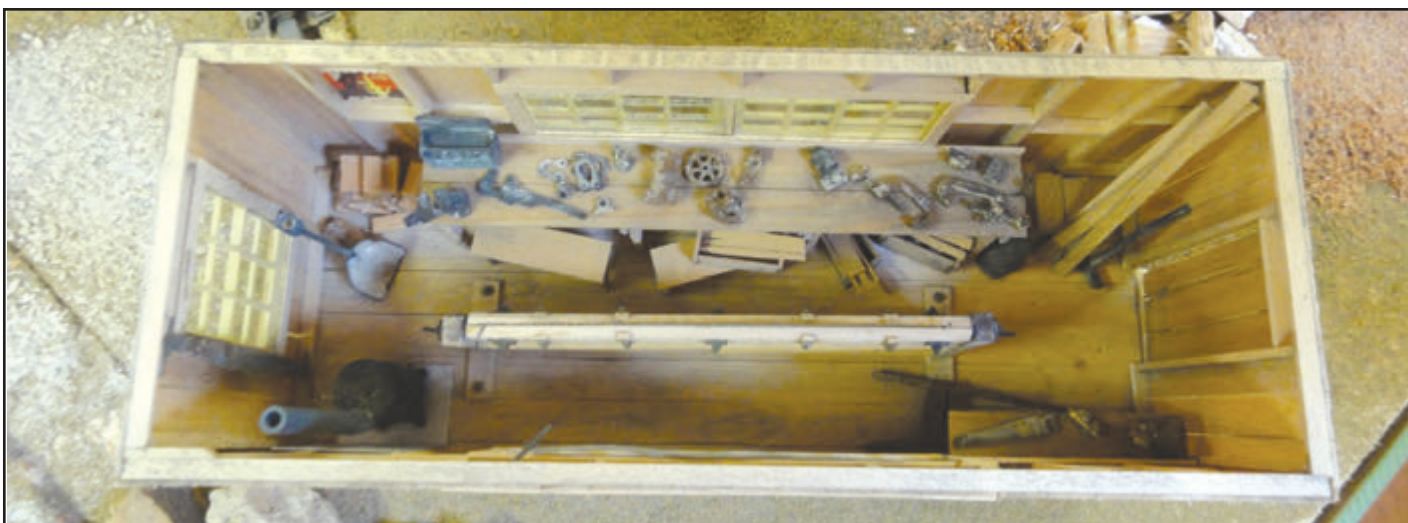


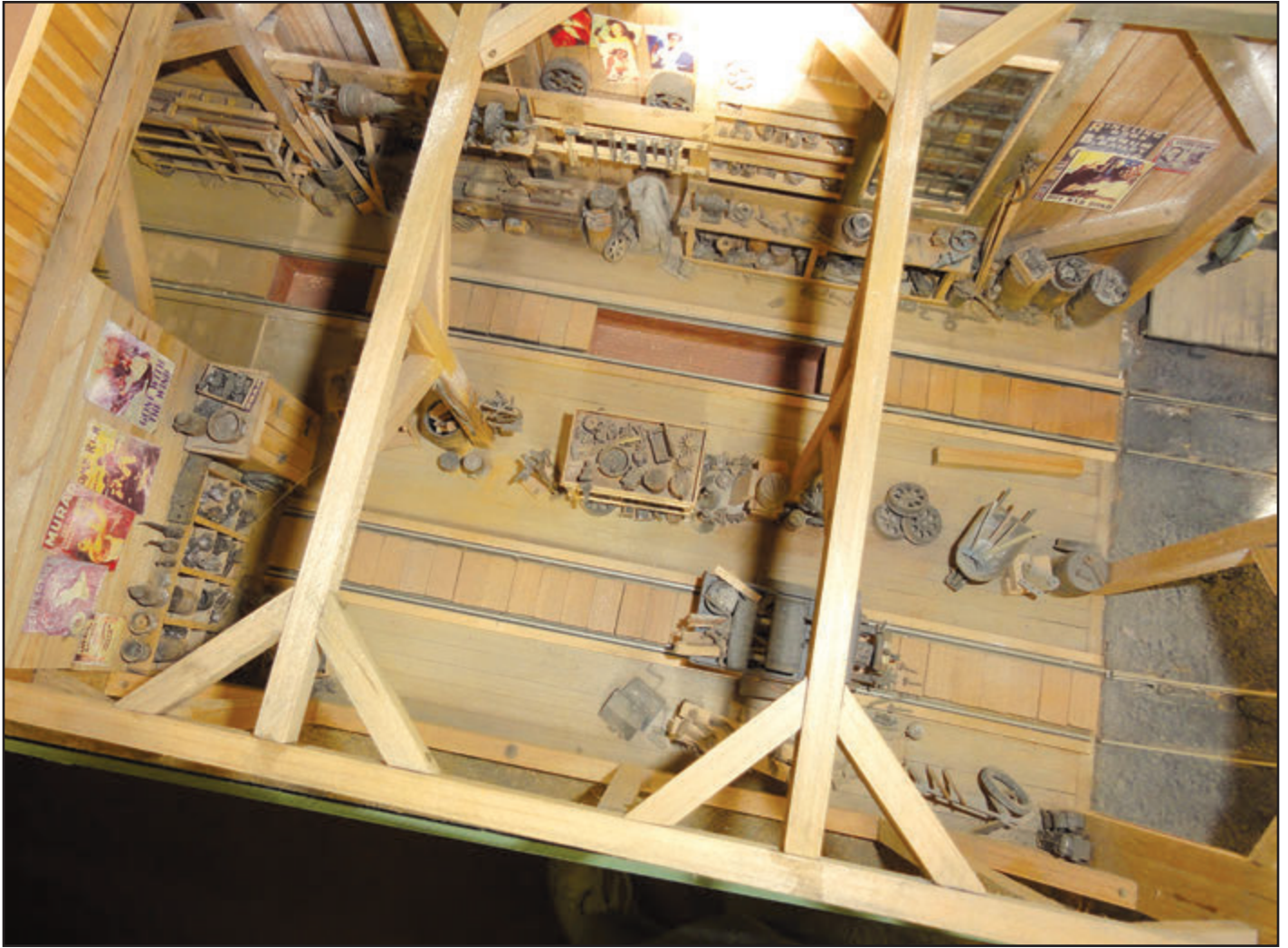
Right: This is my sawmill's blacksmith shop. Note the lack of siding. I prefer leaving the siding off rather than removing roofs to show interior details.

Below: The interior of my stave mill. The open sides look right on this model and my scratchbuilt stave machines can be easily seen.



Below: This little shed is a saw filer's shack. Note the long saw vise for holding a wood saw for sharpening. The roof has a skylight, but I do have to remove the roof on this model to show off its interior.





Above and left: Here are two views of my car repair shop. It also lacks siding. But it is right on the edge of my layout so visitors can easily see the clutter.

Right: The interior of my tractor repair shed, sans walls.



Left: I added this donkey repair shed to one of my engine sheds to showcase my collection of donkey engines.

Bob Brown

GAZETTE Index Update

THE GAZETTE INDEX NOW HAS A NEW WEBSITE!

<https://gazette.timbercreekeng.com>

Long-time producer of the Gazette Index, Maynard VanRoekel, has retired. Plans are underway to maintain and keep the Index available. Check the new website for updates.

Last Run...

✦ **Don Heimburger** passed away June 10, 2022: he was 75. GAZETTE readers will know Don for his advocacy of S gauge and Sn3. I think Don did more to popularize S scale than anyone. He always wanted to be a journalist, and at age 14 started a newsletter for his American Flyer model railroad club that grew into the much-respected *S Gaugian* magazine, later followed by *Sn3 Modeler*. After service in the U.S. Army, he and his wife, Marilyn, started Heimburger House Publishing; and later, Scenery Unlimited, specializing in S scale model railroad products. Heimburger House soon grew into a major publisher including many railroad books. Don authored more than 14 books and he could always be found selling them at Narrow Gauge Conventions. He also wrote many travel articles and books. Our condolences to Marylin and their children and grandchildren.

Bob Brown.



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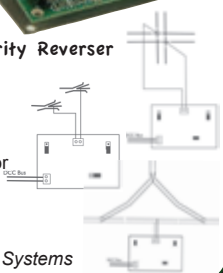
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The Pigeon Hole

Dear Bob,

I'm so impressed by your Dog Face George House model mentioned in the July/August 2022 Robert's Ramblings. You found the beauty in almost abstract shapes and textures, rather than conventional design. It's a little piece of three-dimensional abstract art, as well as a highly realistic, accurate miniature.

I remember how influential your pioneering clutter dioramas were, giving rise to an entire genre of dilapidation and high-count clutter detail. (George Sellios' Ezra Cooper's Garage looked a lot like your O scale garage).

So, congratulations for a beautiful model of an unconventionally beautiful subject, and thank you for your originality, and I'm sure D. F. George would be proud as well.

Sincerely,
Peter Tuttle
Via email

Dear Bob,

My layout is in the garage and is subject to extreme temperatures throughout the year. I have tried every track cleaner imaginable and every one of them had to be redone in a week or two if I didn't run trains frequently.

Several months ago, I carefully cleaned all my tracks and applied a thin coat of NO-OX-ID to all the tracks. I have not done any cleaning since and everything is still running well, in spite of inactivity and extreme temperatures! I have never found anything that even comes close to what this product does. I'm sure that it being electrically conductive is a big part of why it works so well. Since it goes on so sparingly, I have a lifetime supply from that one little jar.

Thanks. Keep up the good work on the GAZETTE!

Sincerely,
Bert Donlon
Via email

Dear Bob,

Interesting review on NO-OX-ID on page 22 in the July/August issue. Car nuts like me are familiar with a similar product called di-electric grease. It's a white colored cream or paste which has an effect very similar to the Sanchem product. Available in multiple different sizes at any full line auto parts chain like AutoZone.

Sincerely,
Jim McLaughlin,
Via email

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

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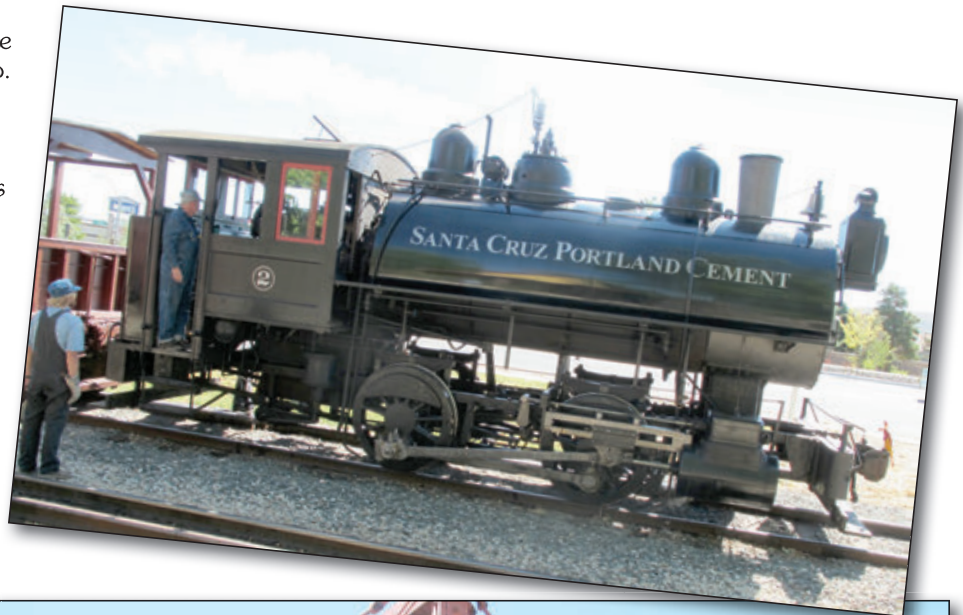
Dear Bob,

The Nevada State Railroad Museum in Carson City, Nevada, put on the Great Western Steam Up July 1-July 4. Keith Brown and I attended this show for three days and had a wonderful time. Narrow gauge was well represented by two small Porter 0-4-0s, the debut of Nevada County Narrow Gauge 2-6-0 #5, the Museum's 2-6-0 Glenbrook, Dan Markoff's Eureka & Palisade 4-4-0 #4, and SP 2-8-0 #18. Standard gauge steam was in the form of a number of V&T locomotives from the Museum's collection, the Bluestone Mining & Smelting Co. Heisler #1, and a Porter 0-4-0T that once operated at the Santa Cruz Portland Cement Company. This was a great setting for renewing old friendships and making new ones. The museum staff, their army of volunteers, the visiting engine crews, historical society folks and the food truck operators and all the people that turned out for this event made the days pass quickly.

One locomotive turned out to be very interesting to me because of a request from Sharon Olsen (the wonderful art director/page layout magician for the *GAZETTE*). She asked that I take photos of the Santa Cruz Portland Cement Company 0-4-0T for her. It is a neat engine, and certainly appropriate for the *GAZETTE*. Here are some photos of the engine that at some time captured Sharon's fancy.

Sincerely,
Dave Adams
Via email

This cool locomotive was long gone by the time I moved to Santa Cruz County. But thanks to your wonderful photos, I can easily visualize it running down the local tracks. Thanks so much, Dave!
Sharon



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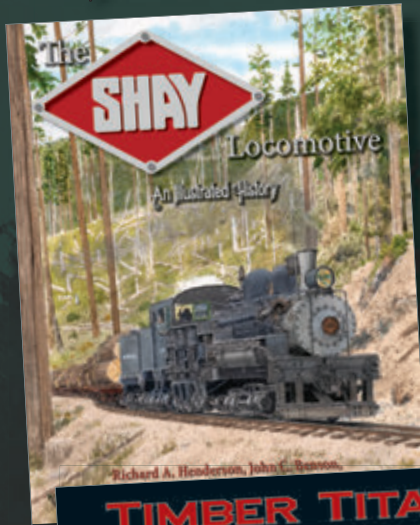




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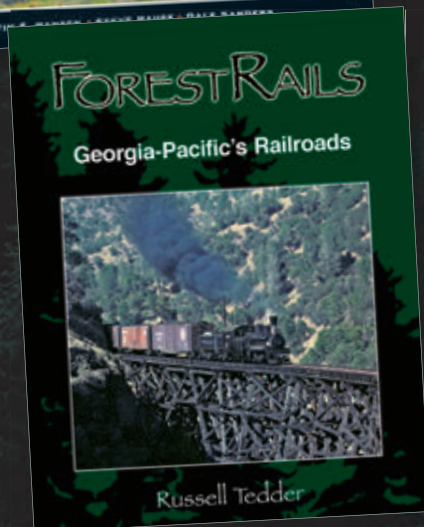


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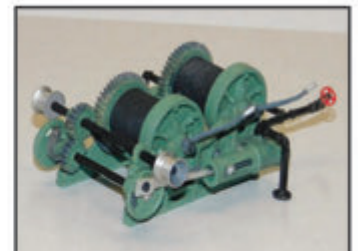
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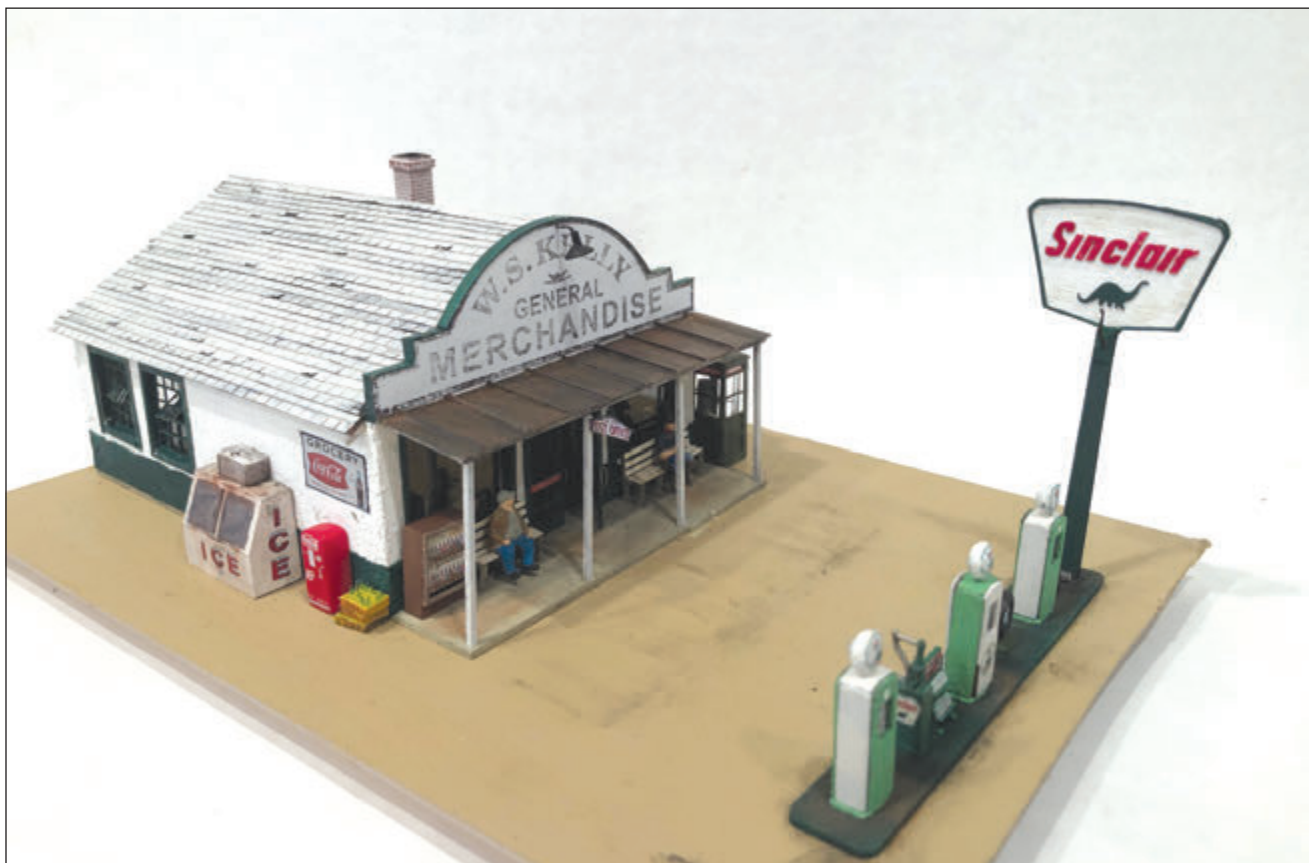
New in Review

Inter-Action Hobbies, P.O. Box 1021, Chase, British Columbia, V0E 1M0, Canada, 1/888-850-1742, www.interactionhobbies.com, is selling the HO scale "W.S. Kelly General Store" for \$72.95 (U.S.) with optional interior details and lights for \$16.95. Based upon a real building still standing in Cogar, Oklahoma, this Depression-era store was featured in the movie "Rain Man" with Dustin Hoffman and Tom Cruise.

The kit contains laser-cut resin-impregnated board, basswood and matt board parts; 3-D printed parts, styrene components, tulle screen, acetate, wood, wire, signs, decals, laser-cut shingles and full-color illustrated instructions. The detail/interior set is absolutely worth ordering as it includes interior lighting and full interior details. The kit can be partially customized when ordering with options for which brand gas you wish to feature. Inter-Action kits are known to be challenging, but this kit was one of the most straightforward I have assembled.

However, there are fine details and assemblies requiring patience and the kit took the better part of a month to assemble, but none of the steps was inherently difficult. Indeed, the hardest steps were optional, such as adding the interior components and detail lights (not included) for the Coke machine, telephone booth and gas sign.

I followed the instructions without problem but did stray from the assembly chronology where it made sense. The walls represent stucco so I added a thin coating of Crescent Creek Scale Stucco to the assembled shell, smoothing around corners. The walls were then painted white with a dark green lower band as I exercised the Sinclair Gas option. I also researched Sinclair gas pump colors, using craft paints to achieve that look. In so doing, I learned that the Sinclair gas pump islands were painted a dark green. Interior walls were also painted and the laminated/layered wall assembly made bracing unnecessary though bracing is provided. I used Paper Creek printed





wood siding (discontinued) for the store's wooden floor. The next step was assembling and adding the myriad of details included both in the main and detail kits. The LED light bar, which must be wired, insures both the detailed store and garage interiors will be visible. I added more details and some figures to each and also a chimney run under the roof chimney opening. I added wood stoves for heat to each portion. There are more signs than can be used and lovely custom decals for the gas globes and Coke cases. Even the prototype's rusted sign on the awning, which I left off, is provided. I followed the instructions suggestions on coloring the shingles, using transfer tape to affix them to the lined roof cards. I added dental X-ray lead-foil insert strips as flashing around the chimney.

Both the Coke machine and telephone booth are modern image so I back-dated the phone booth with olive-green paint and styrene filler panels in the lower portion (I suggest Inter-Action consider adding this option to future kits). The modern Coke machine components were saved for a friend and I substituted a vintage HO-size Coke machine casting I obtained from Coca-Cola of

all sources, at their Atlanta headquarters gift shop. (Inter-Action does offer a vintage Coke machine separately.) I also added an Inter-Action cigarette machine, available separately, to the front porch, shortening one of the lovely provided benches to fit. I installed my own pre-wired 0604 micro-LED lights in the cigarette machine, gas pole light and front façade light.

The details lift this kit above the ordinary. The Ice Machine (also available separately) is superb as are the pumps created from laminated layers with a laser-cut nozzle, chrome rings and decaled 3-D printed globes. The final details are the 3-D printed Coke cases with decals and individual empty Coke bottles (which are microscopic!). I hope these parts will be available separately one day. Provision is made for adding detail lights to various components, as noted, and a provided jig allows formation of door handles from the wire provided. I appreciated the screen doors with push bars for the front entry. The engineering and thought put into this kit is reflected in the overall ease of assembly and precise fit of the parts. All in all, this kit is another winner for Inter-Action. *Charlie Getz.*

Berkshire Valley Models, 438 Morgan Woods Dr., Fenton, MO 63026, 314/401-4005, www.berkshirevalleymodels.com sells O scale kits for a 1934 Mail Truck for \$29.95 each. The underbody, fenders, and running boards are a one-piece white metal casting. The axles and wheels are separate metal castings, as are the spoked wheel centers, bumpers, cab front, headlights, roof, license plates, and four-piece hood. The body is made up of two layers of laser board. The outer layer gives the walls their panels. Laser-cut material is provided for the windows, and there are separate sliding side doors and little angled walls on the front of the body. Three white metal mail bags are also provided. While the instructions are clear, I relied on the construction photos to help assemble my kit. There is a white stripe running around the body with "U.S. Mail" printed on it. Instead of painting this stripe, the kit has printed strips of white paper complete with lettering that you cut out and fit in place. The location of these strips shows after the body has been painted, making it easy to locate them. This results in a nice crisp strip with clear lettering. Uncle Sam posters are provided to decorate your mail truck, and there are decals for the three white metal mail bags. I sprayed my under-frame black, blackened the tires, and painted the body olive green.

Keep your wits about you when painting your model. You will need to paint the basic body and the panel overlay separately so you can install the white stripe between them. Also, while there is a ceiling in the body, don't forget to install the rear door windows before gluing the ceiling in place. I did have difficulty mating the rear of the hood with the front of the cab and have a bit of a gap between them. Other than that, I had no difficulty in assembling my kit, but found I did have to take care and not get my painting out of sequence. The completed model is detailed and realistic. *Bob Brown.*



Oakridge Products, available from Amazon. For years and years I have discarded my used x-Acto knife blades and single edge razor blades carelessly in the waste basket under my workbench. I felt guilty each time I did this thinking of the poor waste disposal worker who might encounter one of my old blades. Then I read Jack Hamilton's Tool Car article in the April 2022 *NMRA Magazine* and found out about Sharps Containers. I checked Amazon and found a one-quart container for only \$13.97. You can get larger containers, but it will take forever to fill up one quart. The idea is once full, you discard the Sharps Container so no one gets hurt.

So now I have eliminated one more source of guilt from my life, and know those disposal workers are safe. *Bob Brown.*



Leadville Designs, 5 Stapledon Cr., Ottawa ON, K2H 9L1, Canada, www.leadvilledesigns.com sells kits for a Carter built combination boxcar as used by the SPC, C&C, and N&C in HO_n3 for \$44.95. Correct HO_n3 brass trucks are available in kit form for \$29.95. The same car kit is also produced in Sn3 and On3, so check their website for pricing. I built the HO_n3 version. In so doing, I could not help but think of the late Jim Vail and how he would have jumped at this kit (and no doubt have done a better job of assembly!). The kit contains laser-cut wood parts, etched brass details, 3-D printed parts, wire, custom decals and full instructions. As with other Leadville Design kits, this one is exquisitely detailed and a welcome release of a distinctive Carter car made in Newark, California. The dual door system allowed perishable commodities to be shipped in a ventilated car while retaining the option of a closed-door car when needed. Even the end door featured dual panels. The kit accurately follows the design as presented in the Bruce McGregor books on the SPC. Every detail is present, including many that will be unseen once installed. The kit is not for the beginner, but also not beyond the capability of one who has previously built craftsman rolling stock kits. The work is delicate and precise with often miniscule pieces requiring a dexterity and care guaranteed to tax even the most skillful builder. I elected to add as many of the fine details provided as my skills allowed, but skimmed where the details did not show. Though I am far from a builder in the Jim Vail class, I was pleased with the result, as imperfect as it is.

Construction begins with the underframe and its simpler brake system. Clevises are formed from the etchings provided and a 3-D printed brake cylinder installed. The two queenposts are brass etchings as the wire formed truss rods lie relatively flat. I added Kadee #714 couplers with little difficulty and assembled the correct Carter trucks from the separate kit. No instructions are provided, but most parts are self-evident, and it helps to have at least three hands. I decided to use superglue and not

solder on the brass parts. Wire and castings are provided for brake shoe hangers though I cheated and left mine off. I added a small washer to space the trucks properly. Two bolster sizes are provided to assist with this.

The body was assembled next. The etched parts diagram and call outs of some of the wood parts numbers were very helpful, but there were a few steps I had to puzzle out. Follow the very helpful hints in the instructions and make sure you understand each step clearly before proceeding. Forming clevises or the corner steps from the very small brass etchings is taxing, but if you want an exquisite result, you will gladly attempt it. I chickened out by using commercial parts that were very close. I also used commercial grab irons though there is nothing wrong with the grab iron forming jig/procedure outlined in the instructions. The body parts fit perfectly and had I not faced deadline, I would have done a far better job of blending the corners. A lot of thought was put into this kit with etched lines on some wood parts to help with placement of brass etched details for example. This is one car where the On3 version would be easier to assemble just due to the size of the parts. If assembled slowly and carefully, the results will rival the finest scratchbuilt car. I added weights to bring the car to the NMRA recommended level.

I painted the car with Floquil Red Oxide though any similar red paint should do. The decals are superb and curiously, not mentioned in the instructions. I added them at Step 40 and encountered no problems though in hindsight, I should have moved the large heralds a tad more toward the center. The brake staff was cut per the diagram but came out too low. After a few weeks of effort and even with re-doing a few steps, the car was complete. It is a handsome car with a dramatic lettering scheme. The finely etched barred doors and brass details add a wealth of texture to this car. More cars in the series are promised, including an early SP narrow gauge boxcar. I look forward to them. *Charlie Getz.*

Berkshire Valley Models, 438 Morgan Woods Dr., Fenton MO 63026, www.berkshirevalleymodels.com has released two more HO wagons in their series. The Hearse (#2112, \$14.95) comes with a wooden coffin and the Surrey (#2113, \$12.95) comes with the fringe on top, as the song says. Earlier released in O scale, these HO versions are just as charming and detailed. They contain laser-cut laserboard and wood parts, white metal castings, acetate (Hearse) and fully illustrated instructions. The labeled parts diagram assists in identifying each assembly step component. I encountered no problems in assembling either wagon, following the instructions closely and painting sub-assemblies as I went. Do test-fit each part first and insure you understand what goes where. The finished wagons are delicate and de-

tailed, but nothing is beyond the ability of the average modeler.

The Hearse is perfect for an Old West Boot Hill scene and comes with a somewhat challenging coffin "mini-kit" as it must be assembled from individual laserboard parts. I placed mine in the Hearse though it could be used as a separate detail. I painted my Hearse black with a few red touches. The Surrey is truly tiny but the well-fitting components ease assembly. The fringed top is a laser-cutting triumph. Horses and drivers are available separately, but I chose to park both wagons, so did not include either. I enjoyed building these latest wagons and look forward to new releases in the series. Though addicted to building them, I am still trying to figure how to use these wagons in my proposed 1948 miniature world. *Charlie Getz.*



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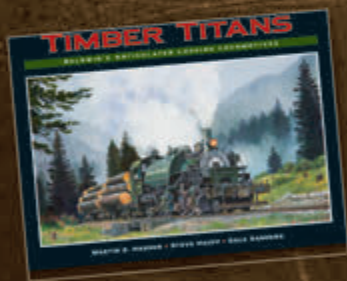
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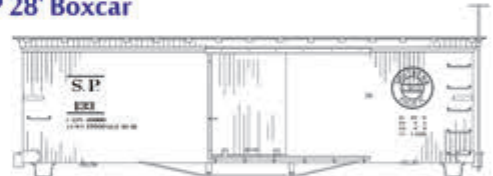
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Sleight of Hand

by Sam Swanson
Photos by the author

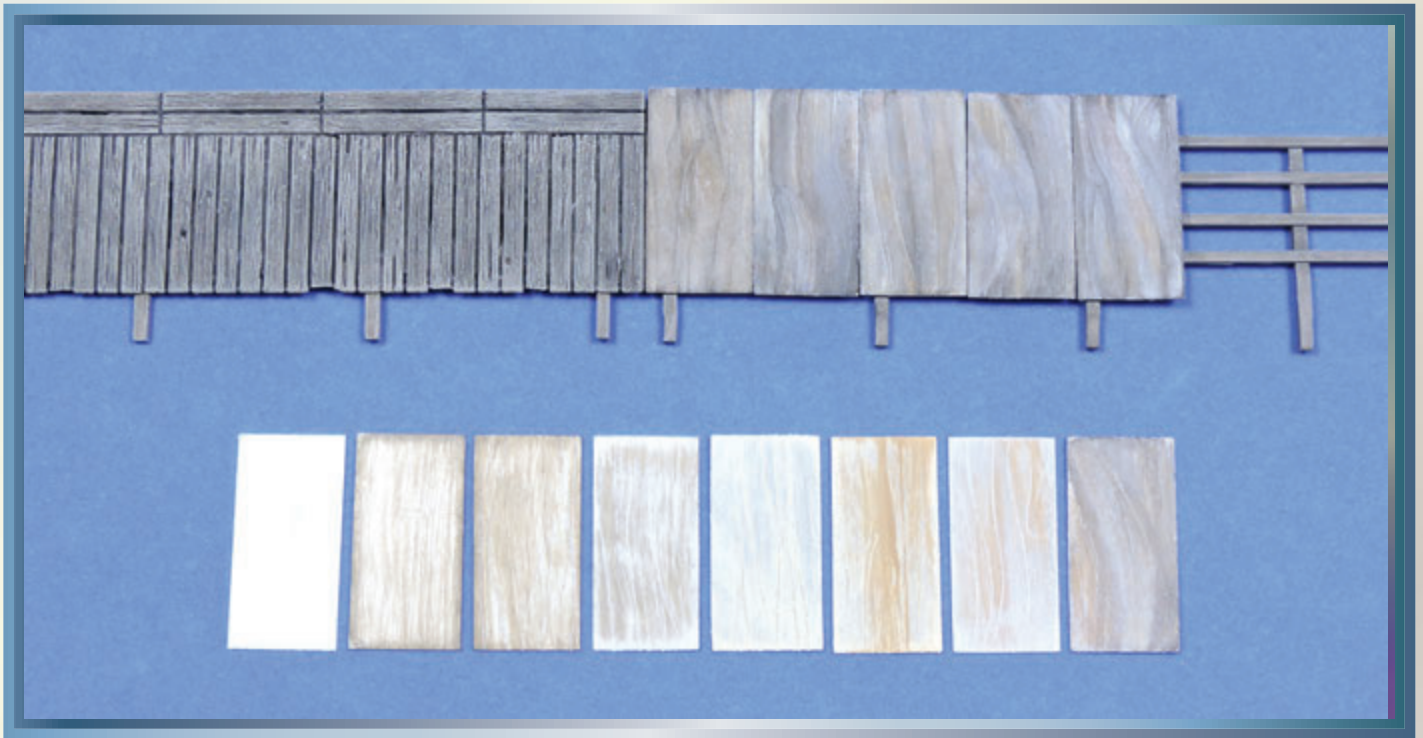
Modeling plywood sheathing has intrigued me since reading Bob Hayden's article in the January/February 2010 *GAZETTE* about his boxcar scratch-bashing projects. Following Bob's article, I tried modeling a boxcar in On30 (see sidebar), as it seemed an appropriate upgrade approach for my frugal Appalachian short line.

And because I also model Maine in HO_n30, I wanted to try a few variations in producing and coloring styrene to see if panels with texture and coloring could be replicated for a variety of structure projects as well. I had previously tried simulating plywood with cardboard, as

described in Fine Scale Miniatures kit fashion, but didn't obtain results that replicated it realistically enough.

For HO, Evergreen 0.015-inch sheet styrene (9015) works well to simulate nominally scale 1-inch-thick plywood. After cutting the panels to scale 4- by 8-foot dimensions, I sand, scribe, paint, drybrush, and stain them to look like new or weathered panels. Construction and finishing steps for a couple of structure projects are illustrated in the following step-by-step photos and captions (and could be used for rolling stock sheathing as well).

Title photo: As with the weathered fence extension along the G&LR right-of-way near the Elk River station, sheets of plywood will be used to upgrade a portion of Ridley's Mill interior.



Above: Following sanding of the raw styrene sheet with 220 grit paper, I primed panels with various combinations of Vallejo Sand Yellow (71.028) and some dark streaks with Concrete (71.131) and scribed in grain lines with a needle in a pin vise. Then panels were brush-painted along the grain with a light coat of FolkArt Buttercrunch (737) acrylic and while still wet, streaked with FolkArt Coffee Latte (2559) to simulate dark grain portions. Drybrush with a warm or off-white to accent grain and edges as desired. To weather, stain with diluted flat black to indicate greying (applying several coats for very weathered panels).



Left: Determine the plywood panel arrangement by measuring the wall to be sheathed and cutting the panels to size. For triangular or narrow pieces, starting with a standard size scale 4- by 8-foot panel, adding the woodgrain, and then cutting down to size may be the easier approach. To inspect the woodgrain prior to cutting panels to size, brush on a very thin coat of black acrylic.

Right: After scribing an X-pattern into the back of each panel, I used Elmer's Carpenter's Wood Glue to affix them to the cardboard backing. Outer edges of panels were then spot glued with Loctite CA, to insure sound adherence between the dissimilar materials.



Left: I brushed on a light grey solvent-based matte enamel by following the woodgrain of the plywood and sheathing planks (front wall of shed in the photo). Then as shown on the shed's side, brush-painted a tan-grey color over the face and seams. Once that was done, I applied another thin black wash to accent the grain and define the seams.



Left: Using mostly a dry brushing type action (where most of the paint is removed from the 1/4-inch-wide flat brush by brushing on a paper towel), white paint was spottily applied along the grain of each exterior element. Then overall and selective thin acrylic black washes were applied to imply wear and accent woodgrain. The photo shows weathering after two black wash applications.

Right: A couple more rounds of selective washes were used to finish the model, indicating grain, imperfections, and seams. I added nail holes in both boards and plywood panels using a needle in a pin vise, and then rusted some with spotty dabs of burnt umber acrylic. To contrast the weathered panels, a stack of new plywood sheets is stacked and ready to be installed as part of the Ridley's Mill scene.



Right: This gas station was part of a box of castoffs I bought at a flea market. Because it doesn't fit with my modeling era, it would be a good exercise for practicing plywood used to board up window and door openings.



Left: Following weathering the gas station with some black, green, and brown washes, I cut plywood panels from 0.015-inch sheet styrene that matched the openings' dimensions. Following wood grain scribing and adding knots with a drill bit, I stained the panel on the left with a black acrylic wash to check the plywood details.

Right: For the front door (installed) and front window panels, I used one piece of 0.015-inch styrene and just scribed the panel line (rather than trying to connect two separate pieces). Each of the panels was secured with Loctite CA.





Left: Following plywood panel installation, thin grey acrylic paint was used to color them, and then thin black washes were selectively added to accent the knot holes and areas between and along prominent grain lines. Additional black washes were then used to darken the building's openings framing, along with indicating rotting and stained areas along the bottom edge of several plywood panels.

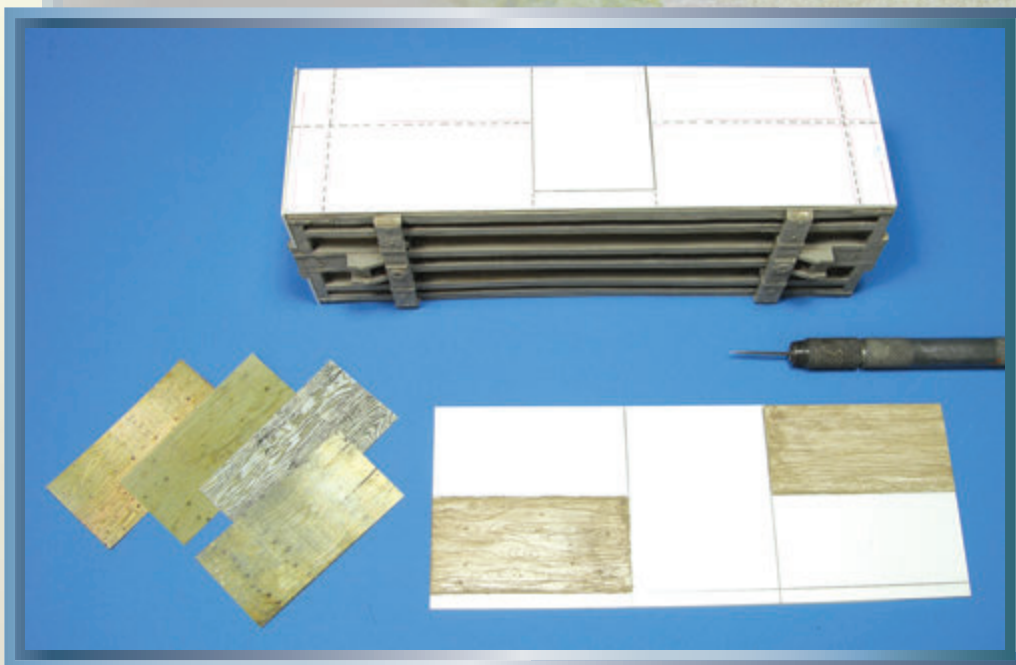
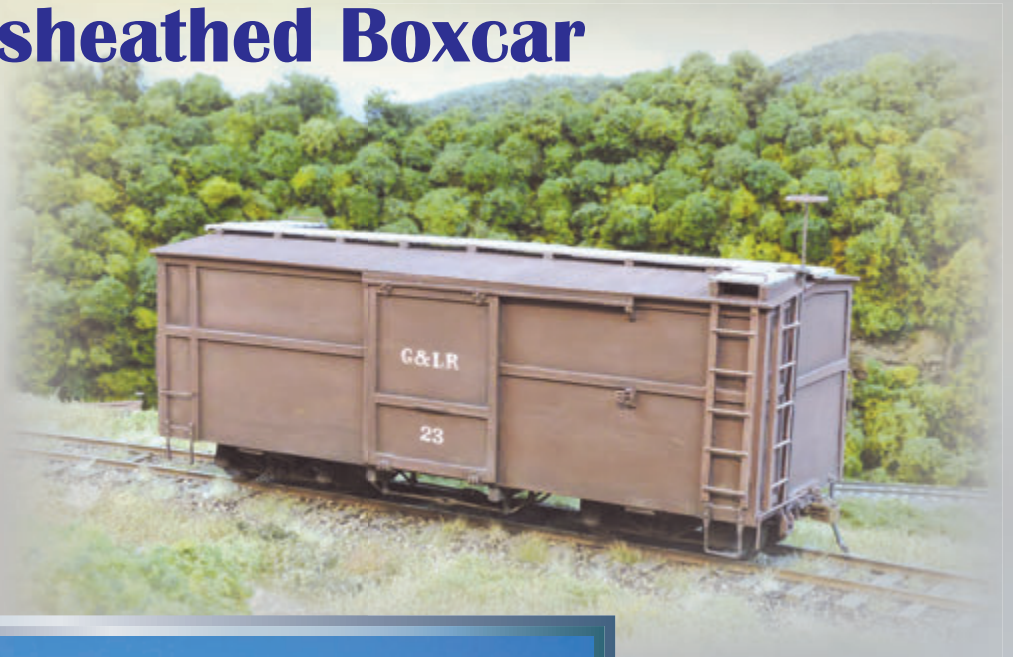
Below: Painting the concrete block wall (maybe a grey shade somewhat a bit too close to the weathered plywood color), adding a paper sign, and some Woodland Scenics fine ground foam atop a roof made with a rectangle of 150-grit sandpaper completed the abandoned look of the gas station. 🚚



Plywood-sheathed Boxcar

by Sam Swanson
Photos by the author

Following Bob Hayden's article, I built an On30 version of a plywood-sheathed boxcar for my Greenbrier & Lost River RR, with a few departures (as noted in the five photo captions following).



Left: After developing the box comprising the car, I found some plywood panels on internet sites and printed them to O scale (four paper panels on the left). I then practiced replicating the graining patterns on a 0.03-inch-thick styrene panel with a needle in a pin vice. To see the woodgrain and knot holes (developed with a drill bit), the two practice panels were washed with a thin coat of dark brown acrylic.

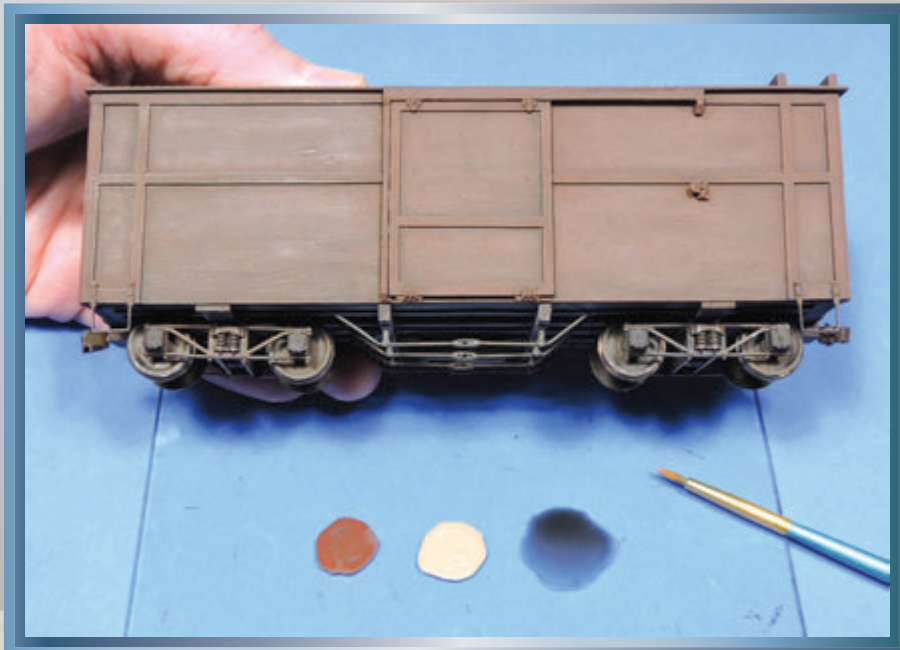
Right: Areas of the boxcar sides and ends shown penciled into panels on the previous photo were scribed, and individual panels and the door were detailed with knots and woodgrain. The edge-sealing boards, which are basswood, were glued over the seams once the panels were initially painted. I affixed the strip wood (which I find easier to use than comparable styrene strips) with yellow wood glue and then secured them with CA once alignment was checked.





Left: I sprayed the boxcar exterior with a couple of light grey solvent-based primer coats using a spray can. Once that was dry, exterior components were washed with several overall and spot applications of thinned black acrylic. Then light grey acrylic was dry brushed over the entire model, using a 1/2-inch-wide soft square brush. The framing board and roof sheathing edges, along with the woodgrain, were accented with this approach (which could be toned down with careful swipes of a brush lightly moistened with rubbing alcohol).

Right: Painting the boxcar exterior with a custom red brown began by mixing several craft acrylics and applying thin applications over the panel areas and roof sheathing with a 3/8-inch-wide angled brush. I painted along the woodgrain with just one coat, then followed with a small, pointed brush to apply paint to the framing boards and hardware details. Allow the first application to dry a couple of hours before follow-up coats to darken specific areas, if desired.



Left: To accent plywood woodgrain and highlight roof board and hardware edges, I dry brushed tan acrylic directly over select areas. The tan was also selectively added to lighten the red-brown base color so that boards (particularly those comprising the roof) could be individually lightened as well. This iterative painting, along with selectively black-washing components, customized the boxcar's exterior finish (and is best accomplished before adding grab iron, ladder, and brake system details). The final step (following detailing and dry transfer lettering) was to add a bit of dust along the lower edges of the car's sides and ends, as reflected in the sidebar's title photo. 🚂

Operations On Pat Thoney's On30 Quincy & Torch Lake Railroad



by Dr. Gregg Condon, MMR
Photos by Todd Condon

The operator at the Quincy scale house calls the office in the back room of the roundhouse and the Finnlander says: “This is Thorvald Kaminen at the scale, Train 1, Engine 6, seven cars—four loads for mill number one at 225,200 gross pounds, and three loads for mill number two at 169,100 gross pounds. Ready for departure at 6:10 AM.” Clerk Sven Svenselrud replies, “Gottcha down on the sheet there fer sure hey.” And thus begins the run of the first rock train of the day on Pat Thoney’s Quincy & Torch Lake Railroad where it is forever October of 1942. We are visiting the Upper Peninsula of Michigan where the residents are known as Yoopers, and their dialect is an endearing part of the culture. We will follow Train 1 in our ’37 Chevy and shoot photos of whatever railfan opportunities we find.

Train Number 1 will haul its seven cars for six miles down to Mason and shove them into the two mills as the Trainmaster has directed. The Trainmaster has also decided that Train Number 1 will bring two cars of coal from Mason back to the Quincy Mine (Train Number 2 on the return). So, after delivering the seven

loads of copper rock—they call it rock, not ore—Engine 6 will take two empties down to the massive coal dock on the shore of Torch Lake. There the empties will be switched for two cars of coal, and along with five empty rock cars, will be the consist for the return trip to Quincy. Hence the apt title for Chuck Pomazal’s book about the Q&TL, *Rock Down, Coal Up* (available from the Quincy Mine Hoist Association, www.quincymine.com).

Pat’s layout is an exquisite On30 model of the 3-foot gauge Quincy & Torch Lake. Superintendent of Motive Power, Al Peeso, has built all six Q&TL engines. To construct each loco, Al started with a Bachmann or Broadway Limited On30 model, in some cases used only the running gear. The engines are such extensive kit-bashes that they are to a great extent scratchbuilt. I covered the construction of

three of the locomotives in the July/August 2018 *GAZETTE*. We’ll present the other three in a future article.

But this article isn’t about the layout, it’s about a day in the life of the layout. Model railroading is all about preserving the fascination of railroading in miniature. For most of us, that focuses on the motive power. Obviously, we also preserve in model form the rolling stock and structures. Some of us go to the extent of preserving not merely the railroad, but the geography and physical manifestations of the culture that provided the context for the railroad. The geography and the culture—in model form—are a big part of the spirit of the thing.

Just as we can preserve railroading via scale models, we can preserve railroading through simulation of a railroad’s operations. Operations is business simulation and historical reenactment. In operations, the locomotives and cars, along with the structures and scenery, all become props in the greater exercise of bringing the railroad to life—and allowing us to be part of that life. Admittedly, this simulated experience must be different from the prototypical life. We can’t

Title photo: The layout fascia is carpeted. Each working location has a track diagram, pocket for throttles, push buttons for local sounds, and a holder that accommodates drinks, uncoupling tools, and train-order clipboards.

go back in time. We don't get cinders in our eyes up on a swaying car top, nor do we sweat profusely in a stifling cab. We won't get killed if we make a big mistake—though we could offer that possibility to operations skeptics if that would give them a more palpable stake in the game! Operations isn't the only way to enjoy model railroading, but it sure is one of the ways.

ROCK TRAINS

The major role for the Q&TL was to take copper-bearing rock from the two mine shaft houses on Quincy Hill down to the two mills on the shores

of Torch Lake. For every six or seven cars of rock that go down to the mills, two or three cars of coal come back up. The Quincy coal dock is massive with three movable cranes to unload coal from large lake boats and store it in the huge shed, and later load it into the rock cars of the Q&TL. The engine that brings a train down to Mason is also the engine that switches the mills and the coal dock in preparation for the trip back to Quincy.

Pat follows the prototype practice of numbering the Mason-bound trains in sequence. First rock train of the day is Train 1, and its return trip is Train 2. The second rock train of the day for Mason is Train 3,

and so on. For the mills to function for a day, they need three trains of rock, though that can vary as the General Manager (Pat) decides. The pair of 2-8-0 locomotives usually handles the rock trains.

SWITCH JOBS

In prototypical fashion, not all six locomotives run each day. Daily switching on Quincy Hill is handled by a pair of 2-6-0s. Operating within yard limits, the two switch crews keep out of each other's way. An interesting prototype, the Q&TL had a switchback at both ends of the railroad, and so does Pat's layout. At each end of the railroad, the switchback limits

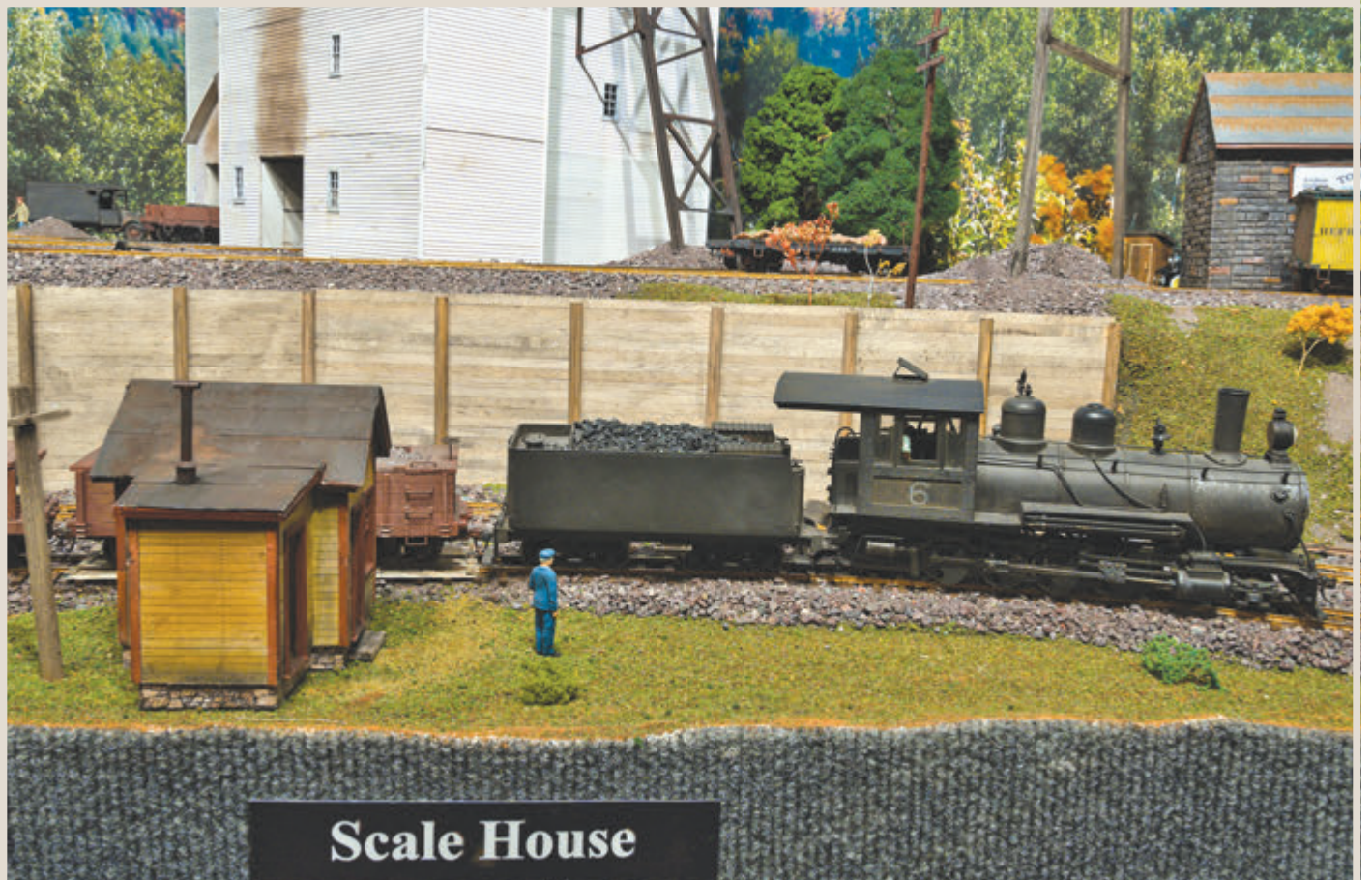
(text continued on page 35)



Left: It's 6 AM and the first move of the day on the Quincy & Torch Lake finds #3 emerging from the roundhouse to begin switching the mines on Quincy hill.

Below: Mogul #3 stops to take water. The Quincy water tank is as iconic to the Q&TL as the roundhouse.





Opposite top: Number 3 begins pulling loaded rock cars from Quincy Number 2 shaft. The shaft house is 150 feet tall—equivalent to a 15-story building. That's over 37 inches tall in O scale!

Opposite bottom: The road engine on the first rock train of the day is one of the consolidations, #6. Here she spots the first car at the scale house.

Right: Up the hill from the scale house is a machine shop. The flatcar has tracks upon which mine cars full of drill bits can be delivered for sharpening.

Below: Number 3 is switching the Number 6 shaft house.



(text continued from page 33)

a move to a locomotive and three cars. The main Quincy yard is by the roundhouse. A switchback goes up the hill to the mines. Mine structures include shaft houses Number 2 and Number 6 (the last two used by the prototype). Each shaft house is accompanied by a hoist house

that is fed by a coal-consuming boiler house. Facilities on the hill also include blacksmith and machine shops, warehouse, locomotive coaling chute, Earl's Fuel, ice warehouse, and commercial coal facility. At Mason, a switchback goes down to the coal dock and standard-gauge interchange.

Switch crews go about their work taking cars of coal where needed, taking empties to the shaft houses, and pulling loads from the shaft houses to take down to the main yard where they make up mainline trains. The switch crews place removable loads in rock cars at the mines. Rock train crews remove loads from cars at the mills and place them in a special container—an antique railroad spittoon. Operations with a grin!

LOCAL FREIGHT TRAINS

Once a day—but sometimes not every day—a local freight is run. This train handles the few cars of interchange transfer freight that come off the standard-gauge connection on the Mason lakefront. These are cars of merchandise and fuel for the sidings at the intermediate village of Paavola and for Quincy. A 2-6-0 handles the local freight.

PASSENGER TRAINS

The first and last trains of the day are passenger runs. The long side-door caboose is used in conjunction with one of the short cabooses. This was some-





Above: As today's first rock train pulls out of town, it passes Quincy village.

times done on the prototype. The model Q&TL awaits completion of the distinctive caboose-cupola coach.

The passenger trains run for the benefit of Quincy personnel and company mail. The Quincy Mining Company owns the common carrier Q&TL. Managers and technicians are often needed at the opposite end of the railroad, and some workers at the Mason mills commute from Quincy.

PERSONNEL AND PAPERWORK

In addition to General Manager/Dispatcher/Trainmaster (Pat), a typical day's operation on the Q&TL involves a crew of four or five. At a given moment, the Q&TL is likely to have two switch crews working at Quincy, and two rock train crews at work out on the line. In addition to those four, another crew member or two can be on hand to alternate jobs or to be part of a two-man train crew. In off moments, one can go to beans at the munchie table and play railfan.

Below: A rare reefer is spotted at the Quincy icehouse.



Quincy No. 155 3-38-1M Quincy & Torch Lake Railroad

ROCK SHIPMENT

Train No. 1 Loco No. 6 Cab No. 1 & Date 10/01/1942

CAR NO.	GROSS LBS	LOAD	DESTINATION	MILL
136	56,200	Coal	Mason	1
28	56,400	Coal	Mason	1
52	56,300	Coal	Mason	1
62	56,300	Coal	Mason	1
107	56,500	Coal	Mason	2
80	56,200	Coal	Mason	2
94	56,400	Coal	Mason	2
7 Total Rock Cars				

Instructions:

- Check with Dispatch for loco assignment and Yard Master for train location.
- Stop at scale and weigh each car by rolling die for each car.
- Multiply number on die by 100.
- Place hundreds weight after 56, and car number on sheet.
- Check with dispatch to travel to Mason.
- Empty rock cars into Mills according to list.
- Place loads in shafts

RETURN TO QUINCY

Train No. _____ Loco No. _____ Cab No. _____ & Date 10/01/1942

NO. OF CARS	TARE	LOAD	DESTINATION
<u>2</u>	56 500	Coal	Quincy Yard
<u>5</u>	0 0	Empty	Quincy Yard

Instructions:

- Use any empty rock cars in yard to equal coal loads needed on sheet.
- Take empties to Mason Coal Dock and exchange like number of loads.
- Empties must be placed at far end of loaded cars. Use Oil track for space.
- Use empties in yard to fill train according to total cars from above.
- Check with dispatch to return to Quincy.

Operating Rules are on back of clipboards

FIGURE 1

Departures

#	Train Type	Location	Destination	Cars Needed			Loco
				Freight	Rock Load	Poor Load	Ades
1	Rock Ore	Mason Yard	Mason		7		5 or 6
Work Done, last shift, currently in Mason							
3	Passenger	Round House	Mason				
Crew builds train at roundhouse. Leaves for Mason							
5	Rock Ore	Scale Track	Mason				any
Work done last shift, currently at scale house ready to depart							
7	Rock Ore	Cars loaded from hill	Mason		6		any
Yard build train per needs. Call crew when ready							
9	Freight	Storage Tracks	Mason		7		5 or 6
Cars are on storage track 2. They will drop cars for tomorrows job.							
11	Poor Rock	Cars loaded from hill	Gooseneck				any
Yard build train per needs. Call crew when ready							
13	Rock Ore	Cars loaded from hill	Mason		6		any
Yard build train per needs. Call crew when ready							
15	Rock Ore	Cars loaded from hill	Mason		6		any
Yard build train per needs. Place with caboose on scale							
17	Poor Rock	Cars loaded from hill	Gooseneck		7		5 or 6
Yard build train per needs. Call crew when ready							
Other Yard Work							

FIGURE 2

Rock trains are governed by the form in Figure 1. The form is very much like the prototype form that accompanied each train. "Instructions" are included for both legs of the run to tell "newbies" what to do—information that the prototype daily workers would know by heart. Figures 2 and 3 are descriptions of the trains that arrive and depart Quincy.

To lend a note of realistic function to operation of a rock train, each car is stopped on the scale. A container on the fascia holds a die which is rolled to indicate hundreds of pounds, and that number is written after 56,000 to list the gross pounds of rock in each car. For example, a roll of the die resulting in three dots would indicate a carload of 56,300 pounds. The form also indicates to which of the two mills each car goes. The "return" portion of the form indicates number of cars of coal and number of empties in the up-bound train. I was railfanning down at the scale house and heard fireman Ole and engineer Sven talking. Sven said he was getting divorced. Ole said he hoped Lena would have enough to live on. "By golly," said Sven, "it's all good. The judge said he's giving Lena \$300 a month; maybe he'll give me a few bucks occasionally, too."

Arrivals

#	Train Type	Location	Destination	Arrive Quincy Yard		
				Coal	Empty Rock	Empty Poor
2	Rock Ore	Mason Yard	Quincy Yard	2	5	
4	Passenger	Round House	Quincy Yard			
Crew returns cars to roundhouse side track						
6	Rock Ore	Scale Track	Quincy Yard	1	5	
Empties back on hill to load, coal to demands sheet						
8	Rock Ore	Cars loaded from hill	Quincy Yard	2	5	
Empties back on hill to load, coal to demands sheet						
10	Freight	Mason	Quincy Yard	2		Misc Freight
Cars arriving on train #9 get placed on storage tracks						
12	Poor Rock	Cars loaded from hill	Quincy Yard			6
Place empties back in shaft 2 and 6, three cars each						
14	Rock Ore	Cars loaded from hill	Quincy Yard	1	5	
Empties back on hill to load, coal to demands sheet						
16	Rock Ore	Cars loaded from hill	Quincy Yard	2	5	
Empties back on hill to load, coal to demands sheet						
18	Poor Rock	Cars loaded from hill	Quincy Yard			6
Place empties back in shaft 2 and 6, three cars each						
Other Notes						

FIGURE 3

TRAIN AUTHORITY

At the start of the operations day, Trainmaster Pat assigns two people as switch crews on Quincy Hill, and they go

to work. The last task of the switch crews each day is to prepare an outbound rock train which is placed in the yard for movement the next day. So, when

(text continued on page 39)



Above: Later in the morning, #6 places three cars of rock in mill Number 2.

Right: After placing rock cars in the two mills, #6 has run through the switchback down to the coal dock to retrieve two cars.



(text continued from page 37)



Above: Number 6 is on the Mason turntable, preparing for the run back to Quincy.

Follow Pat's Q&TL on Facebook: Quincy and Torch Lake RR.

Below: After making two round trips to Mason, #6 backs into the roundhouse. A north-country autumn sunset signals Taps for another day on the Q&TL.

the day begins, a mainline rock train is ready to go, and the switch crews spend the day keeping them coming. When a mainline train is ready for departure, the switch crew informs Dispatcher Pat, and he assigns a road crew. Train orders are spoken and indicate whether the run is straight through to Mason or includes a meet at the intervening siding at Paavola.

A departing road crew asks permission from the yardmaster to thread his way out of Quincy. The yardmaster at any moment is whichever switch engine crew will be affected by a mainline train. Mainline trains report their locations via telephones located in the roundhouse, scale house, Paavola, and a telephone shack in Mason.

An enlivening feature of the Q&TL is location-specific sound. There are push-buttons along the fascia that operators can activate to play sounds for water tanks, coal chutes, and the like.

A train running from Mason back to Quincy, stops at the Quincy scale house. The arriving road crew obtains instructions from the yardmaster as to which tracks to occupy.



RAILFANNING

Railfanning the Q&TL is a great experience! As an intense HO_{n3} modeler, I stand in admiration of this On30 layout. The detail is big enough to seem big. The wheels go "clunk" on rail joints. The sounds are robust and throaty. With DCC, lights, sound, and keep-alive, there are few-to-zero distracting mechanical hiccups.

More than mere fun, operations on Pat's Q&TL is a heart-warming mind-trip back in time to the urgency of World War II when an aging 1890 physical plant strived mightily to play its vital function in the survival of the nation. It's the last hurrah for a little-known antique railroad that is operating in a remote and geographically beautiful place. But while the lights are on in Pat Thoney's train room, all is well on the Q&TL! 🚂

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AN On30 WATER CAR

by Phil Holden
Photos by the author

One of the greatest aspects of this hobby is scratchbuilding. For many years I have constructed my own logging rolling stock in HO scale and recently decided to dabble in On30 by building a small display layout to take to our local train shows. See the March/April 2022 *GAZETTE* for the article on this layout.

In my scratchbuilding endeavors I had made a few pieces of On30 rolling stock, however the next project needed to be something interesting. The plan was to utilize one of my 20-foot flatcars to create a wooden water tank car with a steam driven water pump.

Construction of the flatcar started with scale 6- x 8-inch timbers for the

end beams and center sills. The side sills are 6- x 12-inch and are notched to fit the end sills. After the side and end sills were glued together, I installed the two center sills followed by 4- x 6-inch needle beams and 4- x 12-inch bolsters which sit flush to the center sills. Scale 6- x 8-inch buffer blocks were added to the end beams, and I fabricated the truss rod (low profile) plates by using .015- x .080-inch strip styrene with .020-inch rod set perpendicularly to secure the truss rods on the needle beams. After all of this was complete, I painted the frame in my railroad's color.

For the truss rods, I used .030 fishing line and Grandt Line brass turnbuck-

les. I needed to use these for the next step as the plastic turnbuckles do not have the strength. To create the space in the turnbuckle between each truss rod I melted one end of the line to form a small ball and inserted it through the inside of the turnbuckle. I then did the other end of the turnbuckle with the same process and subsequently glued the truss rods into the inside top of the bolsters. You will see that from the detail photos I use only two truss rods. This is due to the tight turns on the display layout; the center rods would interfere with the trucks. Also notice how the center sills and draft timbers were modified for clearance.

Title photo: Shay #7 eases the water car around the author's layout.

The next step was to attach the Ka-dee #5 couplers in #262 coupler boxes. In addition, I added draft timbers to the sides of the coupler boxes with scale wood. I should mention that I also model in HO scale, so at times I will use HO scale lumber where it will work. To that end, the wood used for this detail was HO scale 6 x 10s.

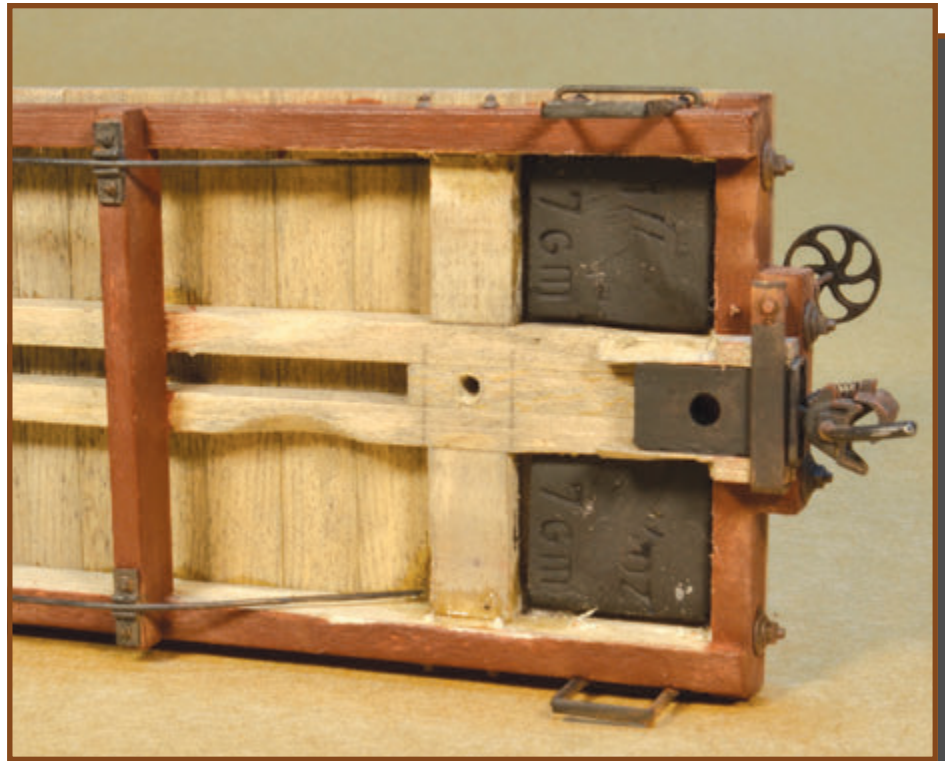
To complete the flatcar's frame, I added scale 3- x 12-inch top boards followed by lead weight added to the underside. I use discarded thin motorcycle wheel weights in the 1/4-oz. size that I obtained from a local bike dealer. Depending on your trucks and wheel diameter you may need to carve some relief into the wheel weights to provide clearance.

For the final details on the flatcar, I used both 1:48 and 1:87 scale NBWs. For the brake ratchet/pawl and brake wheel I used Grandt Line #94 along with .015- x .060-inch brass flat bar stock for the underside brake rod support and lastly #93 stirrup steps. Since this is not a contest model, I decided to omit any underside brake hardware as you would not see these details.

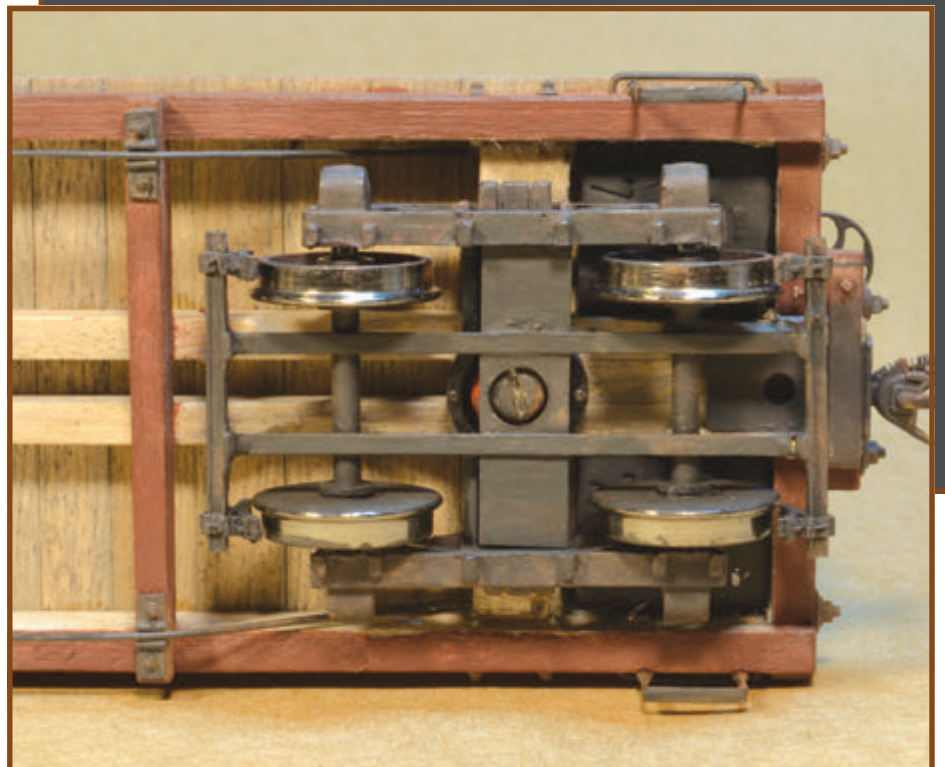
I used Bachmann archbar trucks and removed the top molded-on spacer where the truck would mount to the car's bolster. This was done to lower the car for the hunkered down look that is so prevalent in narrow gauge models. To give a little space between the truck and bolster/center sills, I used Kadee Gray 0.010' washers which placed the car at the correct On30 coupler height. I fabricated the brake beams using Grandt Line #29 brake beam/shoe details and .015- x .060-inch brass flat stock for the supports.

Now that the flatcar was complete, it was time for the water tank. To create some structural strength, I started with a core of .060-inch styrene to which I added stained scale 3- x 12-inch boards to create the tank. For the external supports, I again used some HO scale lumber in 10- x 16-inch and 10- x 12-inch sizes. The support tie rods are .020 Phosphorus Bronze wire and Grandt Line #139 .020 cored NBWs. I also added a water hatch on top of the tank with scale wood and hinges from a Grandt Line #5095 hinge assortment.

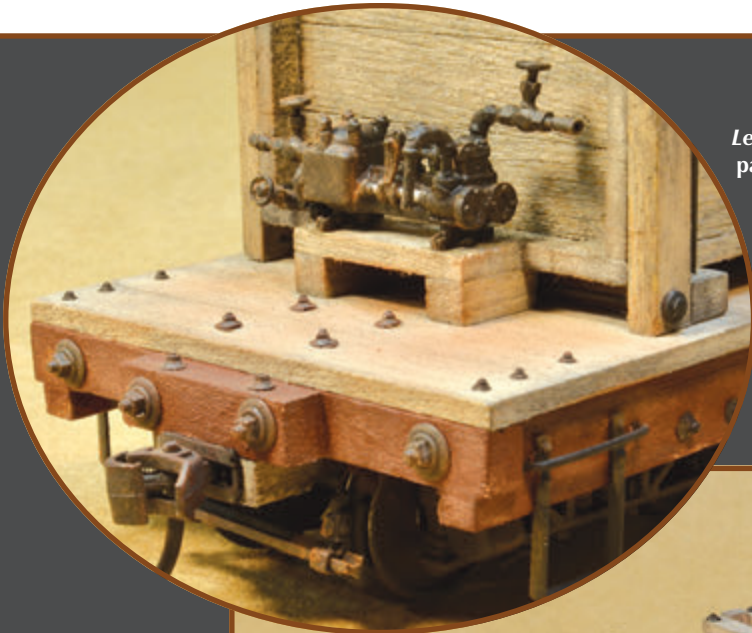
The next step was to add the water pump and all the plumbing. I used a #4006 pump, #4840 globe valves along with #48393 elbows from Precision Scale to complete the process. I also added a ladder to the other end of the car utilizing an O scale ladder kit from Evergreen Scale Models.



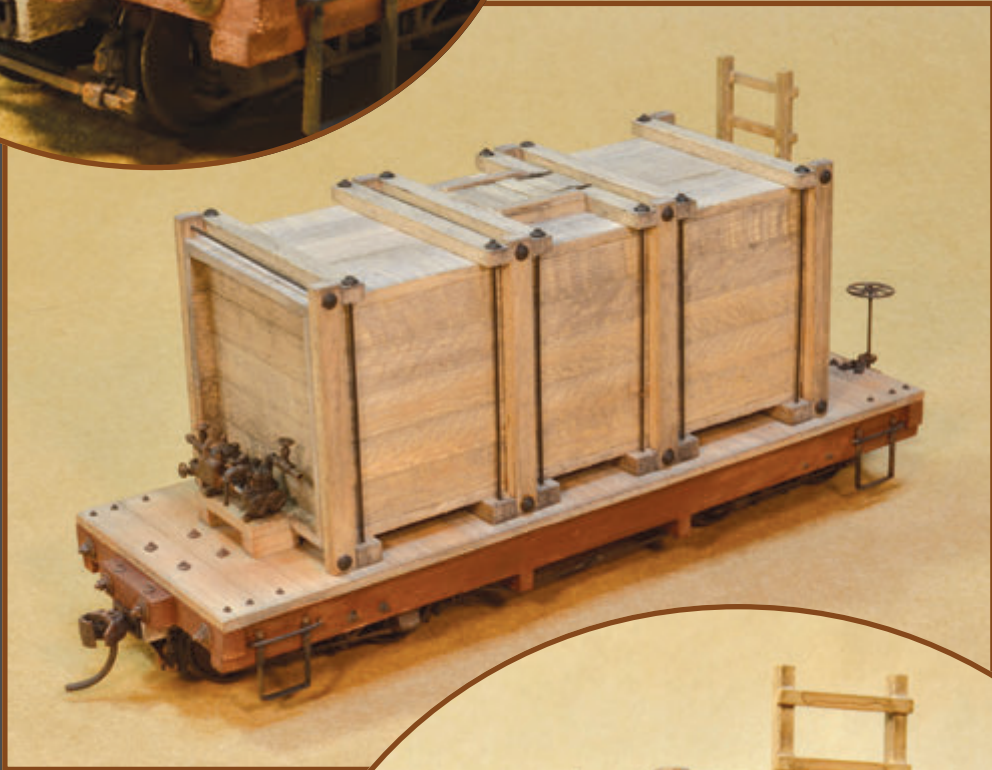
Above: These weights make sure the water car tracks well.



Below: This On30 Bachmann archbar truck was modified to fit the water car.



Left: Precision Scale Co. parts were used to create this water pump.



Above: The pump end of the completed water car.



Right: The ladder adds interest to this end of the water car.

After a bit of weathering, the On30 water car was finally done and has become a welcomed addition to the fleet. This is a project that can be accomplished in a few evenings work and is not that difficult to do. I wonder what is next, maybe a tank car... Give it a try! 🚂



ALONG THE WATERFRONT

On the Sn3 Loon Lake Railway & Navigation Co.

Part 2: Watercraft And Wharf Side Industries

by Peter Smith, MMR
Photos by the author

I discussed creating water effects and the construction of the dock and cargo transfer system on the waterfront of my layout in the July/August 2022 *GAZETTE*. In this issue, I'll describe the various watercraft and the industries along the waterfront.

The Fleet

There are four boats alongside the pier; a steam powered, 82-foot, harbor tugboat, the *VENTRICE O.*; a 48-foot

cannery tender, the *KATHIE SUE*; a nondescript, open-deck, cargo scow and a stern wheel logging tug, the *SKOOKUM*. This is the story behind each of those craft.

I was not looking forward to becoming a boat builder. Modeling the com-

pound curves on a ship's hull seem intimidating. So, I farmed out the construction of my first boat to Spencer White, a professional boat builder that the late Paul Scoles had employed on several occasions. I was constructing a small fishery at one end of my pier and needed a fishing boat of sorts to tie up in front of the fish monger. Bill Roy of McKenzie Iron & Steel Co. offered a set of plans for a cannery tender and I sent them off to Spencer and asked for a waterline model of the same. Cannery ten-

Title photo: The cannery tender, *KATHIE SUE*, was scratchbuilt by Spencer White, a professional boat builder, using plans from Bill Roy of McKenzie Iron & Steel Co.

ders were used to shuttle between fishing boats and the coastal canneries.

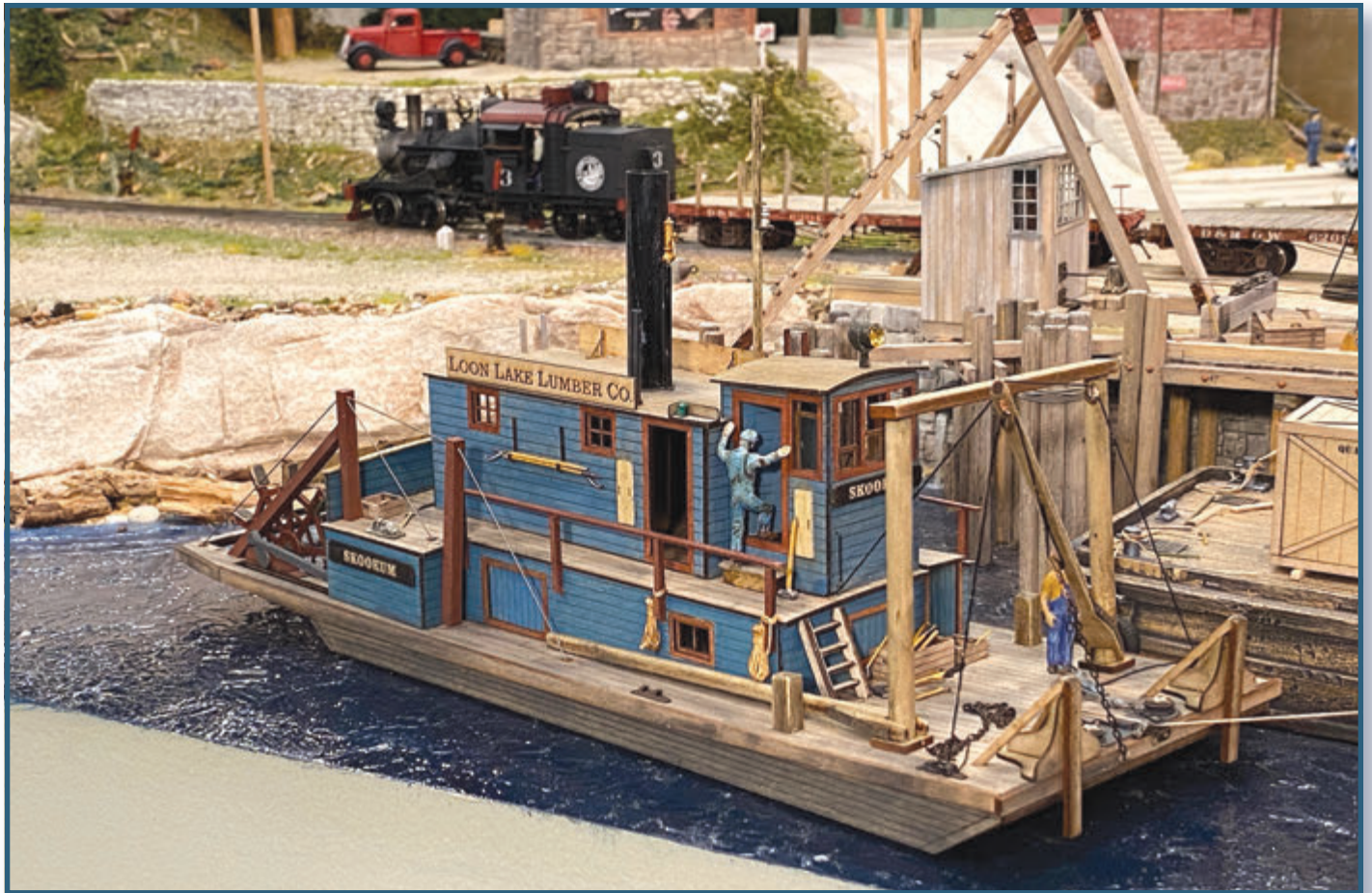
While I was waiting for my tender to arrive, a friend offered me a Lindberg Models Kit #7412 of an ocean going, U. S. Coast Guard, Diesel tugboat. No scale was listed on the box, but it appeared to be close to HO. It was motorized and designed to float and operate on a pond. It was too modern looking for my 1930's railroad, but the boat's hull was timeless. After tossing around several conversion ideas, I settled on making it an old steam powered harbor tug. Back dating the tug was achieved by increasing the height of the smokestack and the pilot house. I replaced the plastic (steel) deck with a wood decking product that is available from both Bluejacket Shipcrafters Inc. and Micro-Mark. It represents teak wood decking with thin black seams between the boards. I use it a lot to represent



Below: If you enjoy creating interesting flat carloads, an open deck cargo scow is just the ticket. Here, the stevedores are blocking and bracing a tractor, getting ready for a run upriver. The load comprises an AMB steam engine, a Crow River HO clamshell bucket, crated machinery, a Fordson tractor and stacked lumber. The barge is a urethane casting by Frenchman River Model Works.

Above: The VENTRICE O. is a heavily modified, 1:72, Lindberg model of a U.S. Coast Guard Ocean Tug. The author backdated it to resemble a small steam-powered harbor tug. She is seen pulling away from the pier, creating a small bow wave in the process.





Above: The logging tug SKOOKUM is the latest addition to the harbor fleet. This stern-wheeler is used to ride herd on log drives down the river, breaking up log jams and such on the way to the mill or to a rail transfer point. The model is a Train Troll kit, and it was assembled by a friend, Bob Lenz.

wood flooring in many of my structures. I discarded all the superstructure above the main deck and rebuilt a new version out of styrene in 1:64 scale. I added a lifeboat and a davit for launching the boat. Of course, I was after a waterline model, so the lower part of the hull had to be sawed off. Interestingly, three excellent figures came with the kit, and they measured 6-feet in height in S scale, so they became part of the crew. The tug is an asset that belongs to the railroad company, so the Loon Lake Railway & Navigation Co. logo is prominently displayed on the smokestack in maritime tradition.

I now had two watercrafts but nothing to handle the cargo traffic which was the main reason for the dock complex. The perfect coastal freighter for this job appeared in a drawing by Robert D. Bailey in the July/August 2004 *GAZETTE*. It was the Steam Schooner S.S. MARIAH.

She was 135 feet long—as long as my entire dock! I settled for a wooden barge which worked out rather well.

There are three vendors offering suitable barge kits: American Model Builders, Train Troll and Frenchman River Model Works. I chose the Frenchman River version. They market the same barge as an HO, S, or O scale model; thus, the length of the barge is determined by the scale of the layout it's placed on. The model is a one-piece urethane casting and it worked out to be 68-feet in S scale. You simply add a scupper rail along the side and a few bollards and tie down castings and you're done. The detail on the urethane barge casting is exquisite. All the dents and scrapes accumulated over years of service are rendered in the casting. The manufacturer recommends you spray the whole thing black, let it dry and then start rubbing it down with fine steel wool until you achieve the look you desire. Talk about simple. I loaded my barge with an AMB steam engine, a Crow River HO clamshell bucket, a pallet of lumber, crated machinery, a farm tractor, chains and lots of scrap dunnage. Then I tied it up to the pier. It sure beat building a boat from scratch.

The latest addition to the fleet is the sternwheeler, logging tug SKOOKUM. This is a Train Troll kit and she's a beauty. It follows no specific prototype. A friend, Bob Lenz, built this up for me and it's a fascinating addition to the harbor scene. A boat of this type would be used to escort a log drive down the river, breaking up log jams and such on the way to the mill or to a rail transfer point. She is tied up at the base of the stiff-legged derrick getting ready for a run upriver. By the late 1930s, a tug like this would have been a rare sight and very near the end of its useful service life. By the way, Train Troll produces a variety of boats in four different scales.

Wharf Side Industries

Currently there are just two industries wharf side—the Bunyan Millworks and Brown & Sons Fisheries. There is a large empty lot at the left end of the harbor that is programmed to receive a boat works and a marine railway. It will probably resemble Sam Swanson's lovely Reed Bros. Boatworks as described in the January/February 2017 *GAZETTE*. In

(text continued on page 48)



Above: A spur track serves the loading dock of Bunyan Millworks. The rear portion of the complex is constructed of styrene using Grandt Line window and door castings. Since the output of the Millworks is windows and doors, Grandt Line castings are shown crated up on the loading dock.



Right: The front portion of the complex is constructed of wood. The clapboards are pre-painted and weathered pieces of 1x6 strip wood applied over milled clapboard siding. Evergreen styrene was used to construct the rear addition to the building.



(text continued from page 46)

the meantime, I have installed a tiny crab shack on the property. The crab shack is a Berkshire Valley kit that the owner cut for me in S scale.

The Bunyan Millworks is the largest employer on the waterfront. It is an industry that would logically have sprung up in a timber town to take advantage of a ready supply of lumber and good proximity to truck, rail and ship transportation.

The Millworks is really two buildings, the three-story, clapboard structure in front and the two-story, annex to the rear. The former is constructed of wood and the latter of styrene. The clapboards on this building are individual wood boards. The effect is very realistic as the boards abut the corner moldings and window frames, rather than the frame sitting atop the clapboard siding. I tape about eight 1x6 wood strips at a time to a piece of cardboard. I stain them first with a black/brown dye, then dry brush

on a little color, and weather them sparingly with pastels. I then glue them to the milled, clapboard siding which acts as a sort of template.

The fenced-in yard behind the Millworks sports a dust collector and stacks of air-dried lumber. The loading dock is filled with crated windows and doors awaiting the next empty box car. These are simply crated up Grandt Line castings. A four-car siding runs alongside the building. A truck loading dock with a depressed ramp is located on the opposite side of the building.

The Fishery structure is a wood shell covered in cedar shake shingles with Grandt Line window and door castings. The shingles are laser cut from cedar cigar wrappers—a product once offered by The Building & Structure Co. I affixed the shingles to the side of the building with yellow glue. After it dried, I distressed the shingles by dragging a small steel brush down the wall in the di-

Above: This little structure sits at the water's edge at the far left of the harbor scene. It is a Berkshire Valley kit which they custom cut in S scale for the author. It adds a little interest to what is otherwise is an empty plot of ground which will eventually be the site of a boat works and marine railway.



Right: This view of Brown & Sons Fishery shows an accumulation of clutter plus an overturned dinghy and a net drying rack. The fish crates and push carts are kits from Train Troll.

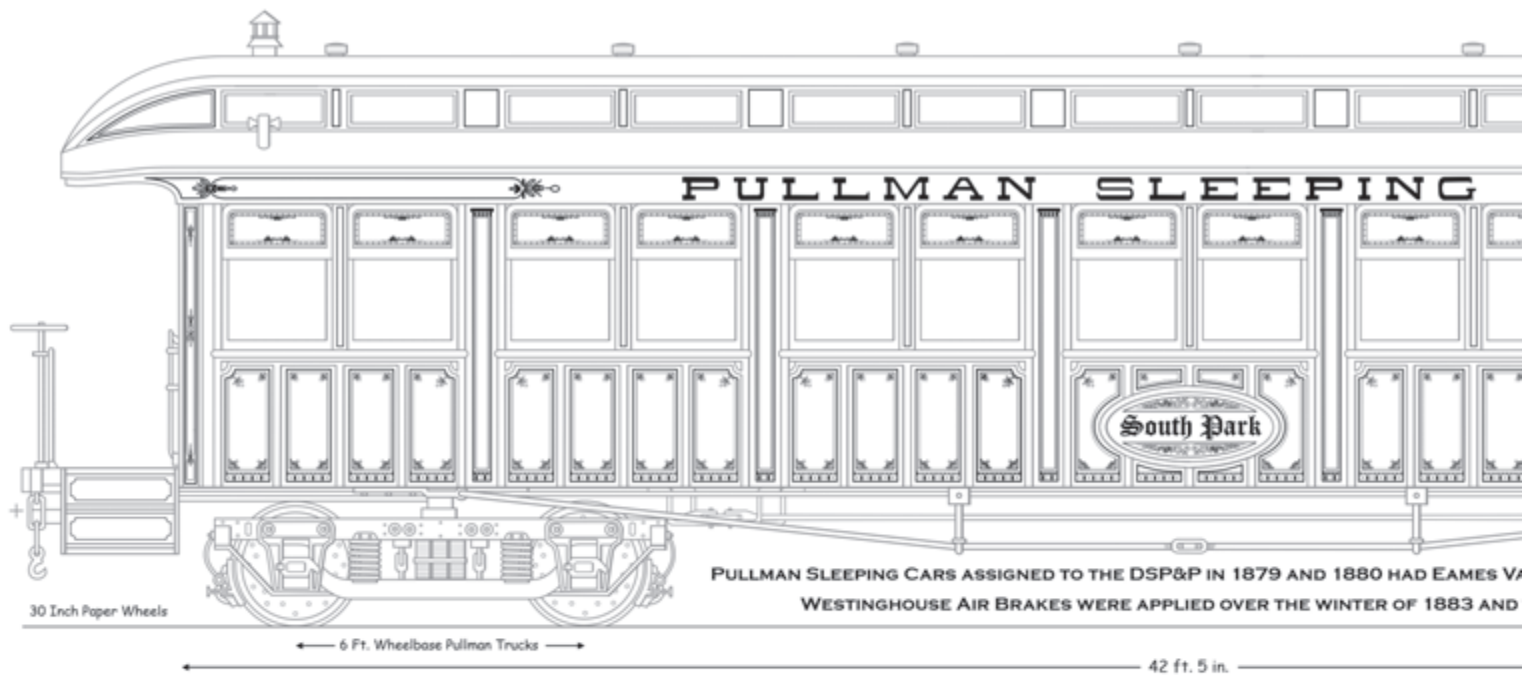
Below: The shingles on the side of this scratch-built structure are laser cut from cedar veneer cigar wrappers. The original owners of The Building & Structure Co. acquired the wrappers from a cigar company in Tampa and produced the shingles in HO and S scales. Nothing beats cedar to represent cedar.



rection of the grain. I then stained them with alcohol dye, then a thin grey wash, followed by a light, dry brushing of white paint to highlight the shingles.

The Fishery is surrounded by an array of clutter; pushcarts, a fishnet drying rack, net floats, an overturned dinghy and lots of empty, wooden crates. The excellent little fish crates are available from Train Troll, and they find a lot of useful applications around the layout. The pushcart is also a Train Troll item. The cart is marketed as HO scale but is more than large enough to pass for S scale. A small, scratchbuilt jib crane was installed to lift the catch from the cannery tender to the dock and then onto pushcarts for movement into the building for processing. The blue and white van next to the cannery is a modified Hartoy vehicle. I found the "Cannon Fish" logo on the internet, printed it on decal paper and applied it to the side of the truck.

To the casual eye, the waterfront looks complete, but that empty lot at the left end of the scene is just begging for some attention. It's just a matter of time before a construction crew moves in, boots out the Crab Shack squatters and gets something started. 🏗️



BEGINNING IN LATE 1879 AND EARLY 1880 FOUR PLAN 73 NARROW GAUGE PULLMAN SLEEPING CARS WERE SOUTH PARK, SAN JUAN, BONANZA, LEADVILLE

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Became C&S #910 in 1911
- 

Burned in 1881
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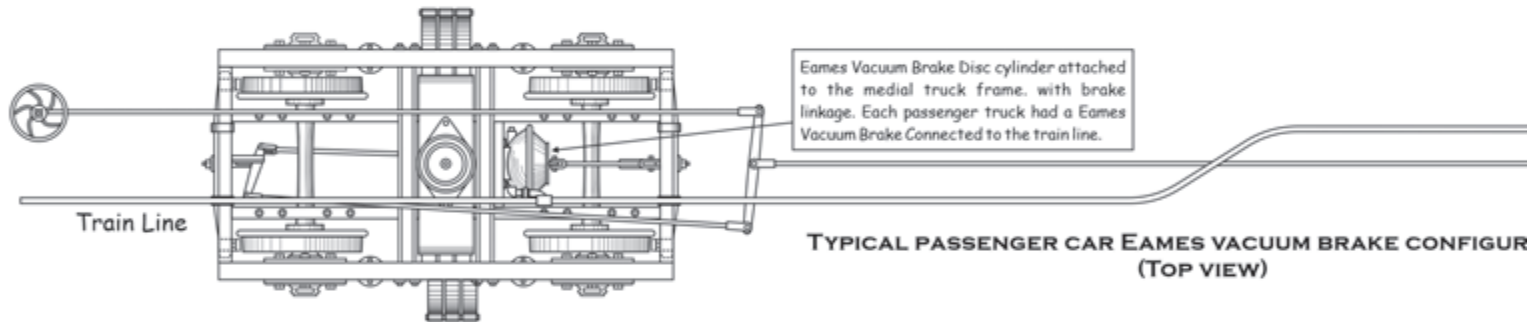
Became C&S #43 in 1906

In the 1860s and 1870s several competing designs for railroad braking systems were being promoted in the United States and in Great Britain. With the adoption of the Westinghouse compressed air brake system by the transcontinental Union Pacific and Central Pacific railroads, this compressed air brake design (with subsequent improvements) became the de facto standard. However, a railroad braking system using a vacuum mechanism designed by John Smith was adopted by a few railroads in New England and in Great Britain.

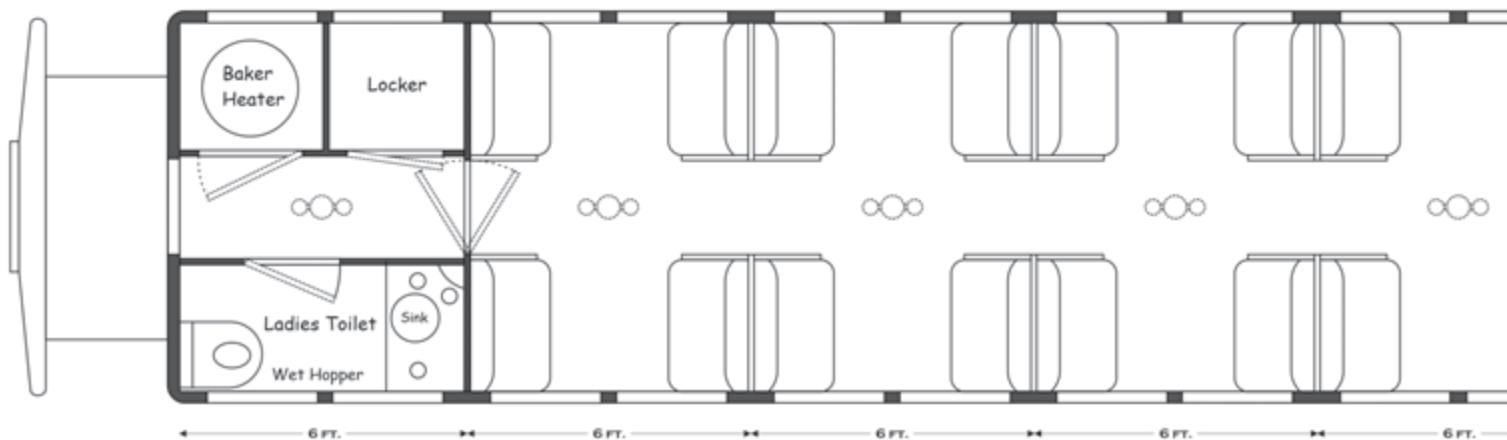
(as illustrated here). Each Eames vacuum disc cylinder on the train line with the vacuum generated by the train's much larger diameter of the Eames vacuum cylinder released atmospheric pressure to be directed toward stopping the good braking system for short trains at sea level, vacuum could be compromised by the lower atmospheric pressure at the high elevations of most Colorado mining camps. It held that the DSP&P trains equipped with the Eames vacuum down grade emitted the deafening sound of the steam ejector in the locomotive cab that was a sound to behold. In 1883-1884 the Union Pacific owned DSP&P equipment the Westinghouse compressed air system. With this Denver, South Park & Pacific and the Denver & Rio Grande had common Westinghouse compressed straight air brake

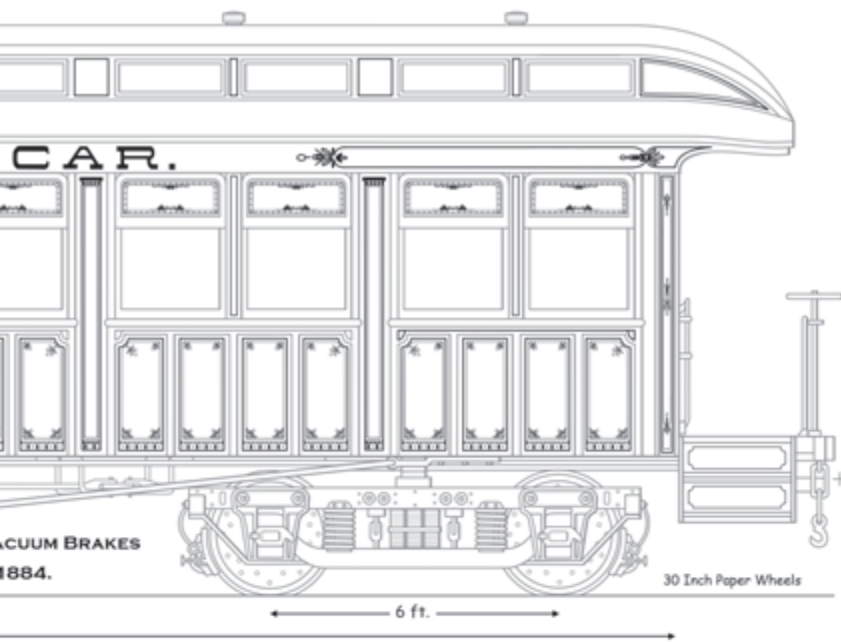
In 1875 a new vacuum braking system was developed by Frederick W. Eames. The Eames Vacuum braking system differed from the earlier vacuum brake design patented by John Smith by the use of a much larger diameter metal cylinder which contained a flexible fabric reinforced rubber disc. The center of this internal flexible rubber/fabric disc carried a smaller plate fitted with an eye ring which attached to the brake linkage. Freight cars may have had only one of these Eames vacuum disc cylinders while passenger cars had a vacuum disc cylinder connected to each truck

The Plan 73 and Plan 73A Pullman Sleeping Cars, trucks and end platforms were probably painted "maroon" or "dark plume" with gold colored lettering in the simplified Pullman "Eastlake" decoration style. Plush red seats, polished wood and etched glass windows graced the interiors.



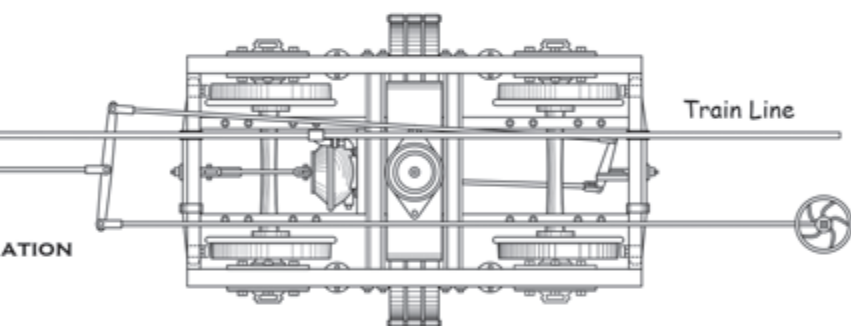
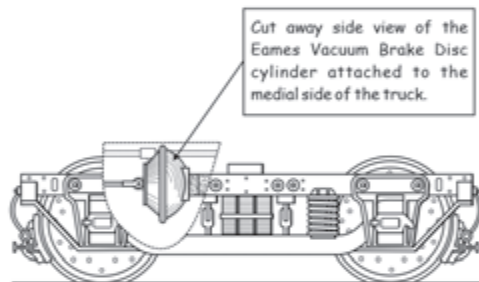
10 FEET DRAWINGS BY F



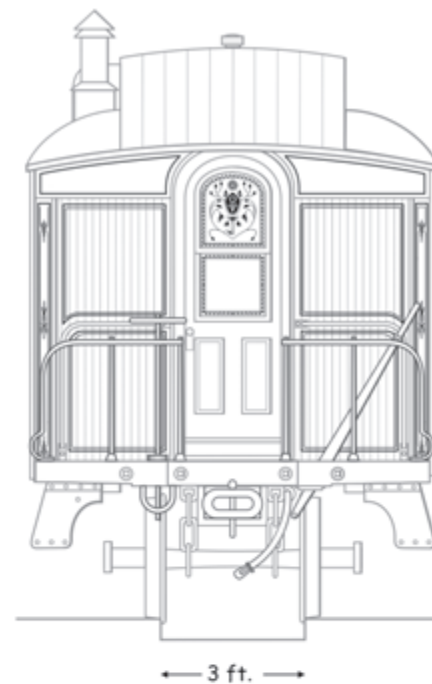
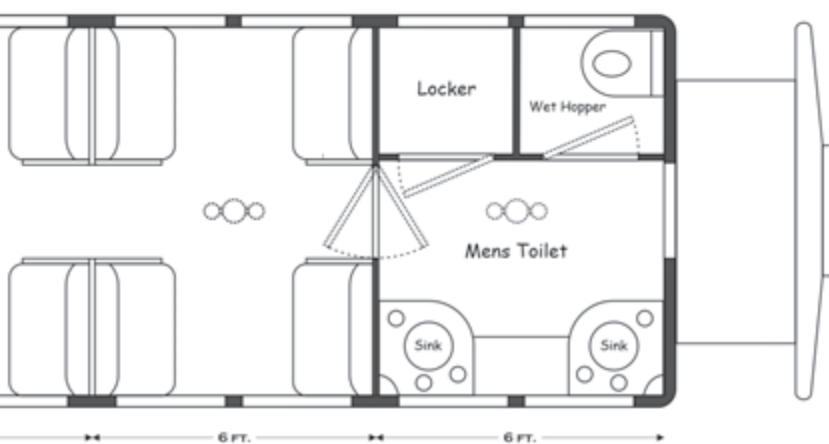


ASSIGNED TO THE DENVER, SOUTH PARK & PACIFIC R.R.

was connected to locomotive. The resulted in greater train. Although a in brake operation as encountered at s been described brake descending from the vacuum During the winter was converted to conversion the e equipment now s.



ROBERT STEARS © 2022



PULLMAN NARROW GAUGE SLEEPING CARS.

PLAN 73

PULLMAN SLEEPING CARS FOR THE DENVER, SOUTH PARK & PACIFIC.

Delivered in October 1879, sleeping car SOUTH PARK was the first narrow gauge sleeping car built by the Pullman Palace Car Company. SOUTH PARK was the first of four sleeping cars built in October and November of 1879 as Pullman's lot #61 for service on the Denver, South Park & Pacific Railroad (DSP&P). The other narrow gauge DSP&P Pullman Plan 73 sleeping cars included in lot #61 were BONANZA, LEADVILLE and the SAN JUAN. All of these narrow gauge sleeping cars were built to Pullman Plan 73, which was modified a year later and apparently used thereafter only in the modified form.

These four Plan 73 Pullman sleeping cars were probably used as parlor cars until the DSP&P inaugurated regular daily sleeping car service to Leadville, Colorado in June, 1881.

The DSP&P inaugurated regular sleeping car service to Gunnison, Colorado in October 1882. To accommodate the new service, the DSP&P had two new Plan 73A narrow gauge sleepers (KENOSHA and HORTENSE) assigned by Pullman.

These sleeping cars were not owned by the DSP&P, but were operated under contract with the Pullman Palace Car Company. The sleeping car business to the Colorado mining camps was lucrative, and Pullman was making most of the money. Many of the railroads forced Pullman to form "associations" that gave them a share of the profits. The Union Pacific did this in May 1884, and ownership of the DSP&P Plan 73 and Plan 73A sleepers passed to the Union Pacific Association.

In November 1887 sleeper service on the Gunnison Division was completely discontinued with sleeper service to Leadville terminated by 1889.

In January 1889 the DSP&P/UP Association sleeping cars were withdrawn from service and rebuilt for other service, or placed in storage. In March 1892, three of the remaining Pullman narrow gauge sleepers were sold by the Union Pacific Association to the Union Pacific Railroad and converted to coaches.* These three narrow gauge coaches were sold to the Union Pacific, Denver & Gulf Railway.

The DSP&P Pullman Sleeping cars were delivered with Eames vacuum brakes. As such, the DSP&P and D&RG Pullman sleepers (which used Westinghouse air brakes) were not interchanged. The DSP&P Pullman Sleeping Cars were converted to Westinghouse air brakes over the winter of 1883-1884.

*Pullman Sleeping Car SAN JUAN burned in the Denver Shops in 1881.

THE 45 ¼-INCH GAUGE ARCATA & MAD RIVER RAILROAD

CALIFORNIA'S OLDEST RAILROAD

by Peter J. Replinger

The Arcata & Mad River, while neither long nor impressive, is nevertheless a railroad of great historic importance. Begun in 1854, just four years after the discovery of Humboldt Bay, it was destined to become the first common carrier railroad in California, if not the entire West Coast, with the longest history of continuous operation of any western railroad.

The town of Arcata, then called Union, was situated on the north shore of the bay, requiring a wharf some two miles long to reach deep water. To handle cargo over this long pier, some sort of railroad was indicated. So, on December 15, 1854, the Union Plank Walk, Rail Track and Wharf Company was incorporated. Early trains consisted of a small four-wheel car drawn by a horse. Not very spectacular, but a railroad, nonetheless. Among the horses that served as motive power, one, due to the imaginative name of "Spanking Fury" remains indelibly impressed on the railroad's history.

The track, for reasons lost in time, was constructed to the odd gauge of 45 ¼ inches. The rails were wood, and cars continued to trundle back and forth hauled by horses for some twenty years. But in June 1875, a one-mile-long extension was built to serve the Jolly Giant mill to provide this extended service. The Company was reorganized as the Union Plank Walk and Railroad Company and a small locomotive named BLACK DIAMOND was constructed, probably by the Eureka Iron Works, in Eureka. To support the added weight of this locomotive, the wooden rails were topped with strap iron. Again in 1876, the road was extended another mile to serve the Dolly Varden mill.

On June 15, 1878, the railroad was taken over by the newly organized Arcata Trans-

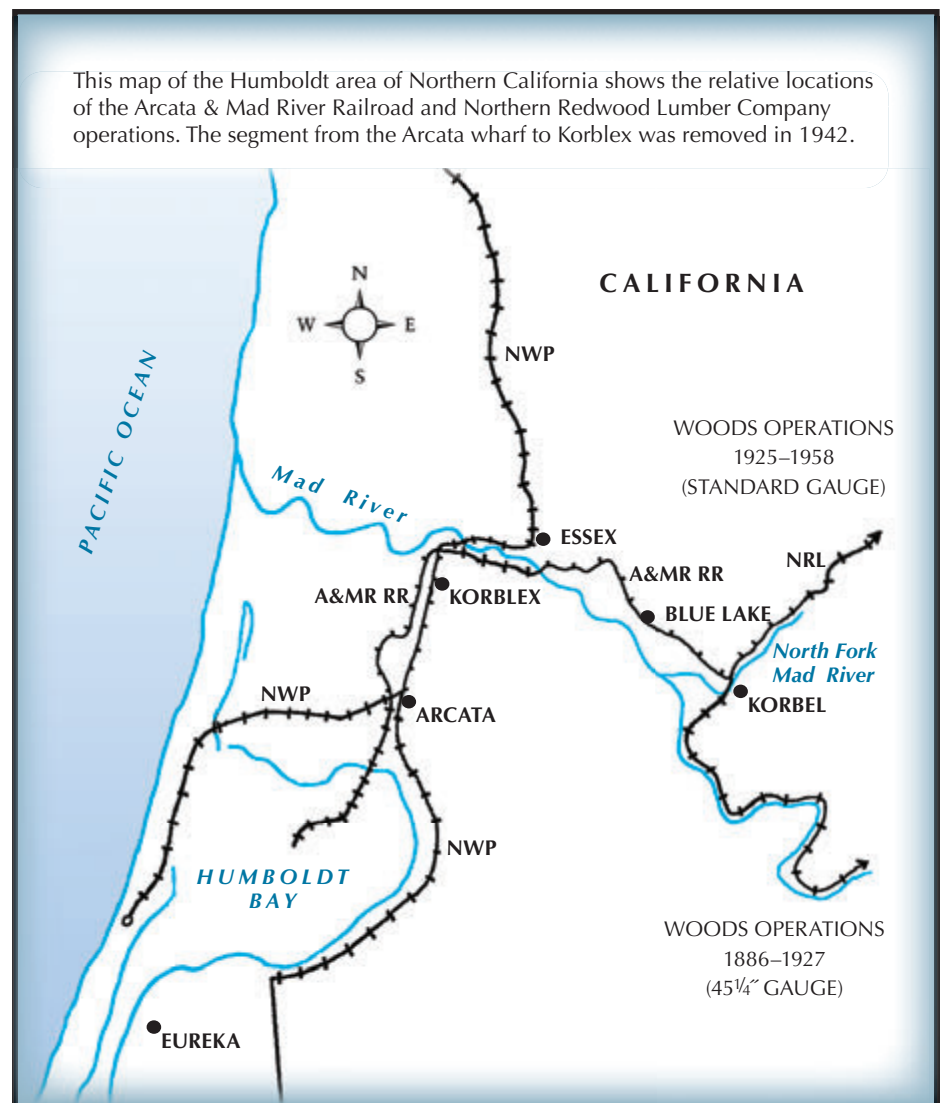
portation Comany, and in 1880 it was again extended as far as Warren Creek to serve the Isaac Minor mill.

The Arcata & Mad River Railroad Company was incorporated on July 22,

1881. A small locomotive was purchased from the H.K. Porter Company. She was designated #2 and named ARCATA. To support this locomotive, the wooden rail was replaced by steel

(text continued on page 56)

This map of the Humboldt area of Northern California shows the relative locations of the Arcata & Mad River Railroad and Northern Redwood Lumber Company operations. The segment from the Arcata wharf to Korblex was removed in 1942.





Left: The steamer ALTA, at Fairhaven in 1878, provided a connection between the Arcata wharf and Eureka. Photo, Lynwood Carranco collection.



Below: Original A&MR #2 was turned out by Porter in 1881 and named ARCATA. She is shown here with early day four-wheel freight cars. Photo from B.H. Ward, John Labbe collection.



Left: Ships line the Arcata wharf in 1891, while the tug MARY ANN helps a loaded vessel down the bay. Photo, Lynwood Carranco, John Labbe collection.



Above: A&MR freight train on the Mad River bridge behind #3 NORTH FORK (later renumbered #2). On September 13, 1896, a passenger train dropped through this structure killing seven people and injuring many more. Photo, California Redwood Association, John Labbe collection.

Below: A&MR, headed by #5 BLUE LAKE (later renumbered #4), crossing the North Fork of the Mad River about 1901. Photo by A.W. Ericson, Lynwood Carranco/John Labbe collection.





Above: The A&MR engine house in the early 1900s. The engines have been renumbered. Number 4, BLUE LAKE is on the left. The new #5, built by Baldwin in 1901, was named the HOOPA. Number 2, NORTH FORK (formerly #3), is on the right. *Photo, Lynwood Carranco, author's collection.*

Below: Switching at a Northern Redwood Lumber Company woods spur. The locomotive is the rebuilt NORTH FORK. *Photo, California Redwood Association.*





Above: Narrow gauge Heisler #22 of the Northern Redwood Lumber Company before the woods lines were standard gauged in 1922. Photo by Jim Gerts, John Labbe collection.

(text continued from page 52)

rails and the “Annie and Mary” as it was affectionately dubbed, became a full-fledged railroad.

Aside from additional extensions to reach new mills and the addition of numerous woods spurs, operations remained much the same until 1903 when the railroad was sold to the Northern Redwood Lumber Company. In 1914, the A&MR was dual gauged, by adding a third rail, between Korbel and Korplex. This allowed standard gauge cars from the Northwestern Pacific railroad to serve the mill. The connecting mainline of the private Northern Redwood Lumber Company was dual gauged around 1920 and all the new woods lines were built to standard gauge after 1922. The narrow gauge lines slowly disappeared as the areas they served were cut out and the trackage removed. The Heisler locomotives used in the woods were rebuilt to standard gauge.

The Depression shut the mill down in 1933, and it was several years before the company could reorganize and start up again. The line from Korplex through Arcata and onto the two-mile long Humboldt Bay wharf was removed about 1942.

With the purchase of the Northern Redwood Lumber Company by the Simpson Redwood Company in 1956, responsibility for the railroad reverted to the new owners. The woods lines were removed in the fall of 1956, but the Arcata & Mad River remained in operation as a common carrier doing a good business serving a few local industries until mid 1984 when a business slump forced many customers to shut down. In the early 1970s, the line served twelve customers, but since the mills had closed, there was no need for the seven-mile link. I remember a visit to the line in the early 1970s when they were getting out close to twenty loads of lumber per day. The railroad ceased operations in November 1984 when Simpson announced it would abandon the railroad. They had found trucking its products from the Korbel mill to Korplex to be placed on Eureka Southern rail cars (who had taken over the NWP) was less expensive than running the train. The line remained intact for some time, giving the option for the Eureka Southern Railroad to purchase the line, an option that was never exercised. ■



LOCOMOTIVES OF THE WHITE PASS & YUKON ROUTE

Part 4: The Twins

by Rob Bell

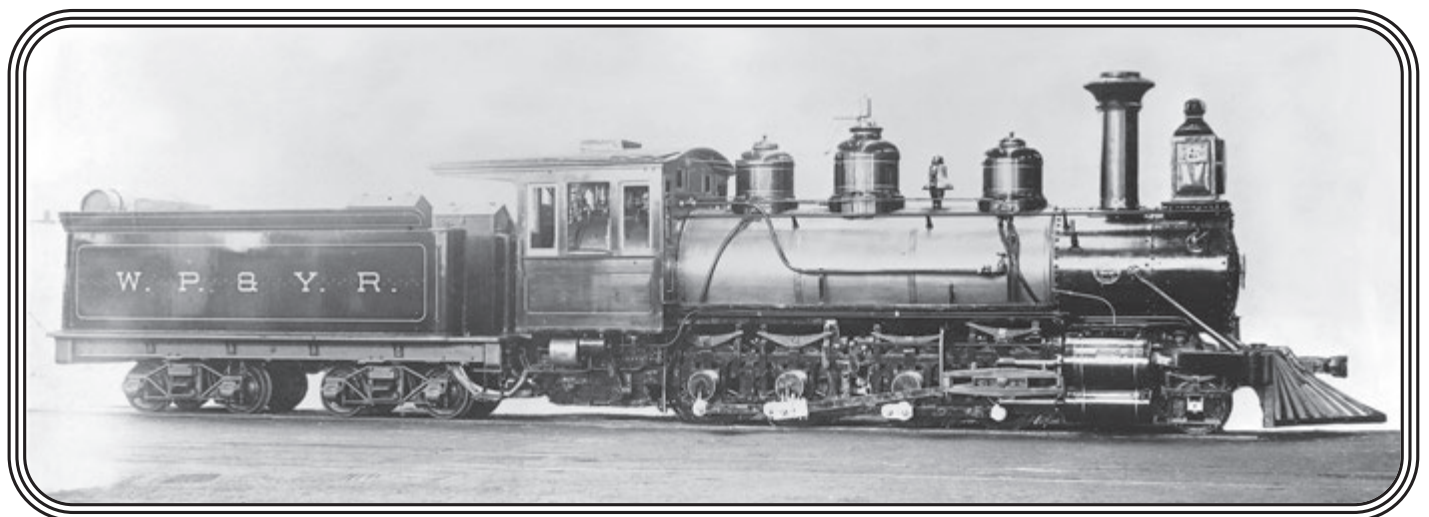
The fabled White Pass & Yukon Route (WP&YR) was and is a narrow gauge railroad like no other in North America. Born out of the need to transport goods and materials north to support the Klondike Gold Rush, the railroad was overdue to the narrow gauge fad of the late nineteenth century. The isolation and the unique scenery have secured its continued existence well into the twenty-first century. In 1898 the railroad was young and the need for cheap locomotives was immediate. The White Pass acquired five used engines from the Columbia & Puget Sound Railroad in Washington between July and September. Several of these locomotives had a laundry list of previous owners with questionable maintenance histories. Their stories have been covered in detail in the first three articles of this series. None of these locomotives were particularly well suited for the steep grades, sharp curves, frigid cold, and generally wet conditions found in southeast Alaska. The White Pass placed an order in December 1898 with the Baldwin Locomotive Works of Philadelphia, PA for a pair of brand new engines built to handle the unique conditions of the line.

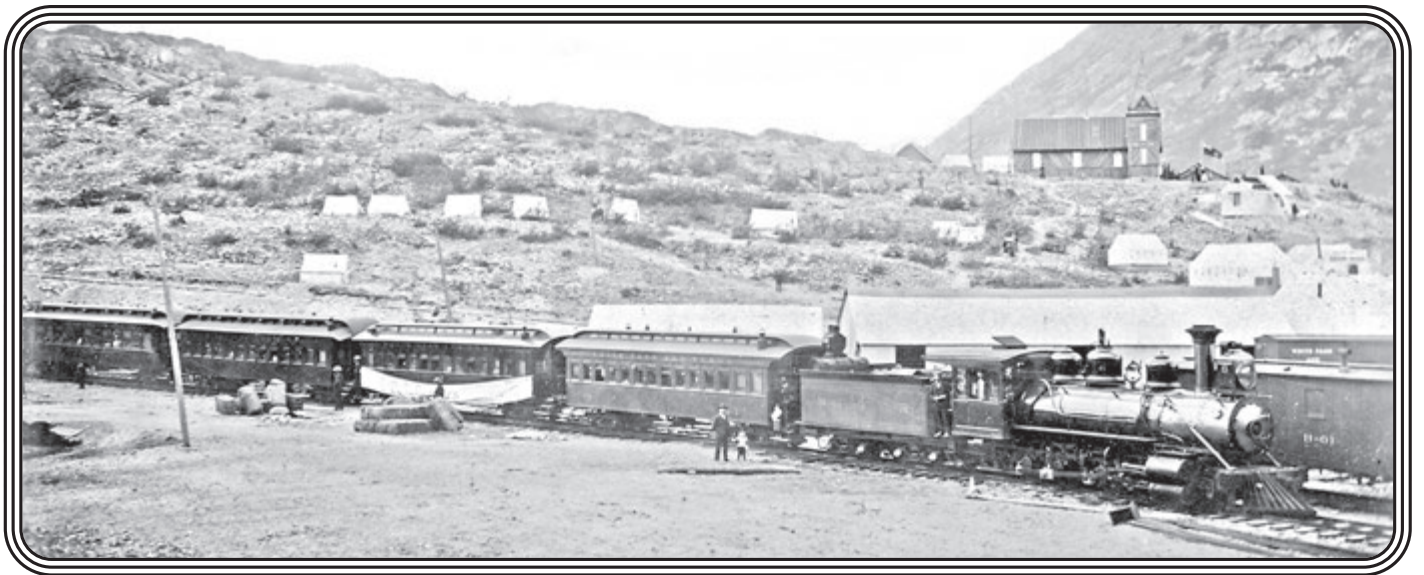
The Baldwin Locomotive Works was the premiere steam locomotive manufac-

turer at the turn of the twentieth century. Baldwin had numerous patents and one of those was for the Vauclain compound steam locomotive, named after Samuel M. Vauclain who had in 1889 patented a way of using both low- and high-pressure steam to power a locomotive more efficiently. In 1896, Mr. Vauclain became a member of the Board of Directors at Baldwin. It was during this time that there seems to have been a push to sell Vauclain compound locomotives, with many large class 1 railroads buying them at the time. Baldwin built two Vauclain compound locomotives for the White Pass in January of 1899.

The premise of the Vauclain compound was to use both a high-pressure piston and a low-pressure piston connected in parallel to a common cross-head driving the main rod of a steam locomotive. The low-pressure piston was roughly 66 percent larger than the high-pressure piston to equalize the forces being applied. Steam first entered the high-pressure cylinder and expanded, applying force, and moving the piston. This steam is then exhausted through a complex valve assembly into the low-pressure cylinder and used again. When starting a Vauclain compound, a manually operated starting valve applied high

Below: The Baldwin Locomotive Works builder's photo of WP&YR #6. The author "discovered" this photo in 1993 when he requested copies of several construction cards from the Railroad Museum of Pennsylvania. The museum did not have the negative, but for a nominal fee, the museum had a new negative made from the photo on the construction card and added it to their collection. Photo courtesy Railroad Museum of Pennsylvania (PHMC), negative #1147, Rob Bell collection.

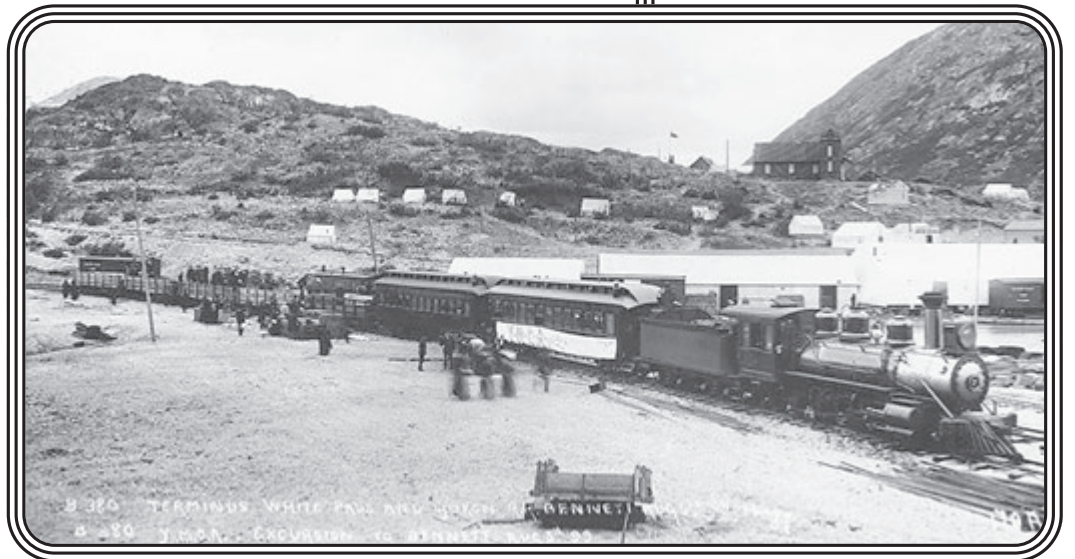




Above: WP&YR locomotive #6 has pulled the first passenger coaches into Bennett, British Columbia, in July of 1899. Bennett was where many of the Klondikers built boats to proceed north to various gold strikes in the Yukon Territory. St. Andrew's Presbyterian Church can be seen in the background and aside from railroad structures; it is the only building left in Bennett from the gold rush days. *Photo by H.C. Barley, Bruce Pryor collection.*

Opposite top: WP&YR locomotive #7 poses with the crew at Bennett, British Columbia, before returning to Skagway. The locomotive looks nice and shiny, but dents in the cylinder covers show that she has already had some minor incidents. *Photo H.C. Barley, Dedman's Photo Shop, Rob Bell collection.*

Left: WP&YR #7 has hauled a YMCA sponsored excursion train to Bennett, British Columbia. The date is August 5th, 1899, and the train consists of two passenger coaches and five flatcars fitted with seats. St. Andrew's Presbyterian Church can be seen in the background again; it would be abandoned in 1902. *Photo by E.A. Hegg, Bruce Pryor collection.*



pressure steam into the low-pressure cylinder also. The system did not produce more power; rather it increased efficiency both in fuel and water usage. However, the added efficiency was offset by increased maintenance costs. The combination of the low- and high-pressure pistons invariably caused uneven wear on the crosshead, and the complex valve coupled with the starting valve added to the maintenance costs.

The two Vaucain compound locomotives built for the WP&YR were 2-8-0

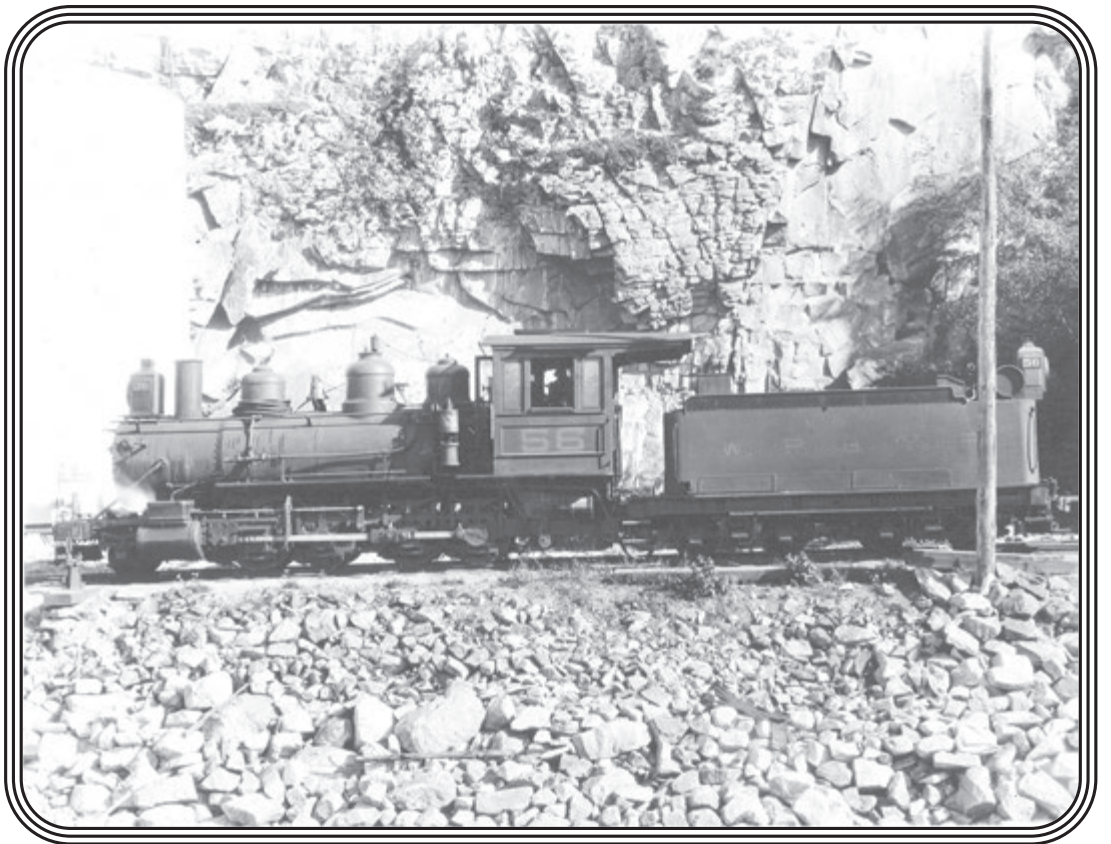
consolidation types, numbered 6 and 7. They were construction numbers 16455 and 16456, respectively. The twins had 11½- x 20-inch high-pressure cylinders mounted below the 19- x 20-inch low-pressure cylinders. They had 38-inch diameter drivers and produced about 21,000 pounds of tractive effort which was quite an increase over any of the used engines the WP&YR had acquired. Both locomotives were put to work as soon as they arrived in Skagway in

(text continued on page 60)

Opposite bottom: WP&YR #56 pauses at the White Pass summit sometime after the 1900 renumbering with two boxcars, two coaches, and a baggage car in tow. *Photo H.C. Barley, Skagway Museum Townsend Collection-039, high resolution scan by Chuck Morse.*



Right: WP&YR #56 is between the fuel tank storage and the Skagway wharf in July 1928. Notice that the locomotive has footboards front and rear indicating her use as a switcher. In four years, she will be badly damaged in the 1932 Skagway roundhouse fire. She would be rebuilt and last until 1938. Photo courtesy Railroad Museum of Pennsylvania (PHMC), negative #33677, Rob Bell collection.



Below: WP&YR locomotive #56 has been rebuilt after the devastating Skagway roundhouse fire of 1932 with a new cab. The locomotive's tender was modified to a slope-back design in 1936, and the engine was scrapped in 1938, providing a two-year window for this photograph to have been made. Unknown photographer, Rob Bell collection.



(text continued from page 58)

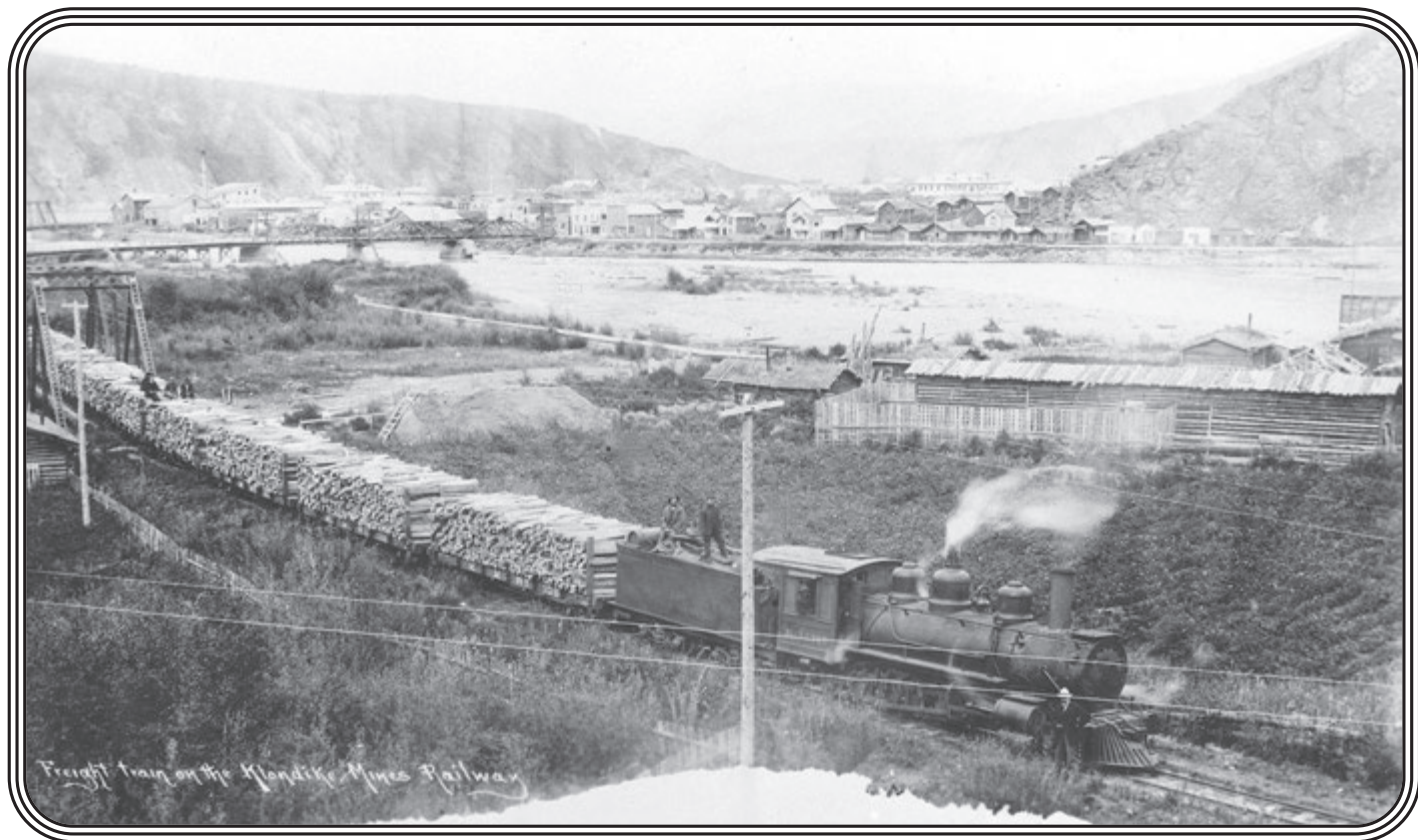
March 1899 bucking snow and hauling materials for the railroad's construction. Number 6 pulled the first passenger cars to Bennett, British Columbia, in July of 1899—a train consisting of 4 coaches. Number 7 pulled a Y.M.C.A. excursion train to Bennett on August 5th, 1899, consisting of two coaches and five flatcars fitted with seats. The two Vauclean compound locomotives were renumbered 56 and 57 in 1900 and continued to labor together on the White Pass until 1906 when #57 was sold.

The Klondike Mines Railway (KMR) at Dawson City, Yukon Territory (YT),

bought #57 from the WP&YR in 1906 as KMR #3. The engine was loaded on a barge in Whitehorse, YT on either September 30th or October 1st and pushed over 300 miles north on the Yukon River by the steamer Bonanza King, arriving in Dawson City on October 4th. The KMR soon discovered a problem with the big number 3; it was much wider than either of their first two engines. The locomotive was a full nine feet wide across those massive compound cylinders and she couldn't get past a couple of rock cuts. The road grade would need to be widened the next year when the line opened for that season. In the meantime, #3 would loan her

tender to the KMR #2 due to its larger capacities of water and fuel.

Between 1907 and 1910, KMR #3 saw very little use, if any, because the expected freight quantities did not materialize for the railway. It wasn't until the 1910 season, when the line started hauling massive amounts of cordwood, that #3 started pulling her weight. Cordwood was being stockpiled for the steam thawing plants and the gold dredges. The KMR operated 24 hours a day during the 1912 and 1913 seasons. Yet, when the last trains pulled into Klondike City in late October of 1913 and all four of the KMR engines were parked in the engine



Above: KMR #3, reunited with its tender, but now lacking its headlight, pulls a string of nine flatcars loaded with cordwood through Klondike City. Printed from a broken glass negative, this is the only photo I know of #3 under steam on the KMR. Eric L. Johnson dates the photo to 1910, as the "Government Bridge" (left of center) was demolished in April of 1911. At the extreme left is the steel railroad bridge across the Klondike River from Klondike Island to Dawson City. The rear of the train is on the bridge across Klondike Slough, between Klondike Island and Klondike City on the south side of the Klondike River. *Photo by E.O. Ellingsen, scanned from the National Archives of Canada, negative C4887, courtesy Eric L. Johnson.*

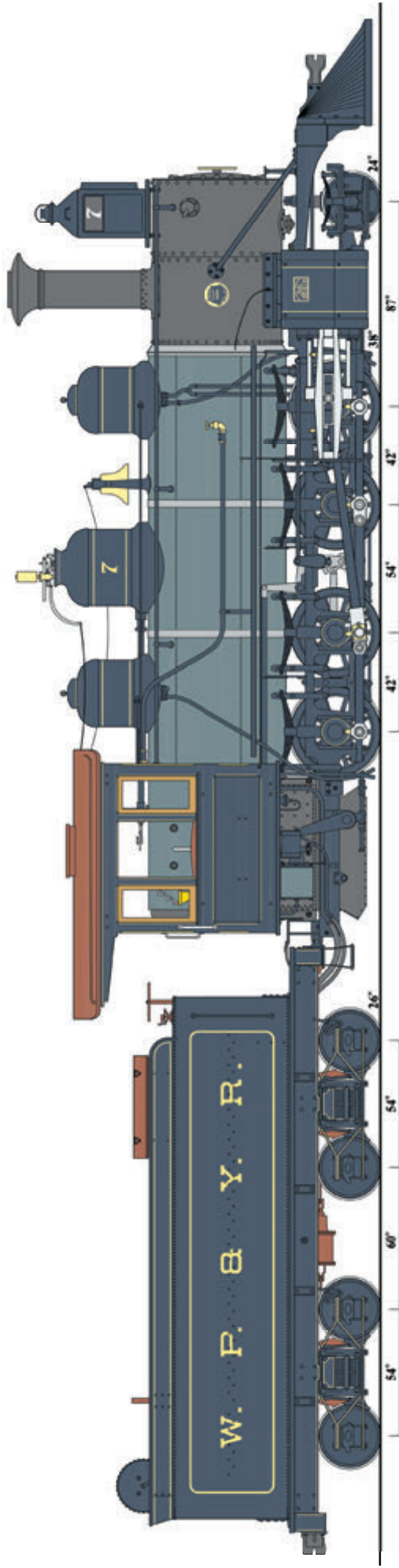
house, it would be almost thirty-years before they would be disturbed. In 1925, the KMR and all its assets would come under control of the Yukon Consolidated Gold Corporation (YCGC). The United States Army bought #3's tender in 1942 for use back on the White Pass & Yukon Route which the Army had leased during World War II. The Army assigned the tender to Rotary #2, and in 1949 the tender was placed in the Skagway River as riprap. It would be forty-eight years after KMR #3 had been parked in the engine house, that she would be donated to the Dawson City Museum by YCGC in 1961 and moved to Minto Park in Dawson City. By 1991, KMR #3 and two sister KMR locomotives were housed under a shelter and still reside there today.

A year after #57 was sold to the Klondike Mines Railway; the White Pass rebuilt the 56 from compound cylinders to "simple" with 17- x 20-inch cylinders in 1907. Photos showing footboards installed on the pilot indicate that #57 was used primarily as a switch engine by 1928. The locomotive was badly damaged in the 1932 Skagway roundhouse fire along with three other engines. Number 57 was rebuilt and put back to use, showing that WP&YR still had use for the locomotive. Her rebuilt cab had two cab side-windows instead of the

original three. In 1936, the shop crew cut down #57's tender into a slope-back style tender. Number 57 continued as the Skagway switcher until she was retired and scrapped in 1938, her tender was reassigned to another White Pass locomotive.

The first new locomotives that the White Pass & Yukon Route bought were certainly successes on the lines where they served. The 6/56 and the 7/57 were a substantial improvement over any of the locomotives the railroad had acquired second hand. The 6/56 was rebuilt with simple cylinders and continued to serve the railroad for over thirty more years. While the 7/57 did not stay on the White Pass very long, she survives today as a unique example of a Vaucrain compound locomotive in the Yukon Territory.

As always, I would like to acknowledge the contributions of Boeries Burkhardt, David Fletcher, Robert Hilton, Eric L. Johnson, Chuck Morse, Bruce Pryor, and John Stutz. Without their assistance and generosity of information and photos, these articles would not be possible. In the next issue I will examine a truly unique locomotive from the White Pass fleet accompanied by another of David Fletcher's drawings. ■



WHITE PASS & YUKON RAILWAY 2-8-0 No.7

FINAL DISPOSITION - KLONDIKE MINES RAILWAY No.3, 1906

TODAY PRESERVED AT DAWSON CITY, YUKON TERRITORY

BALDWIN CLASS 10-17/32E 9, DRAWING 1

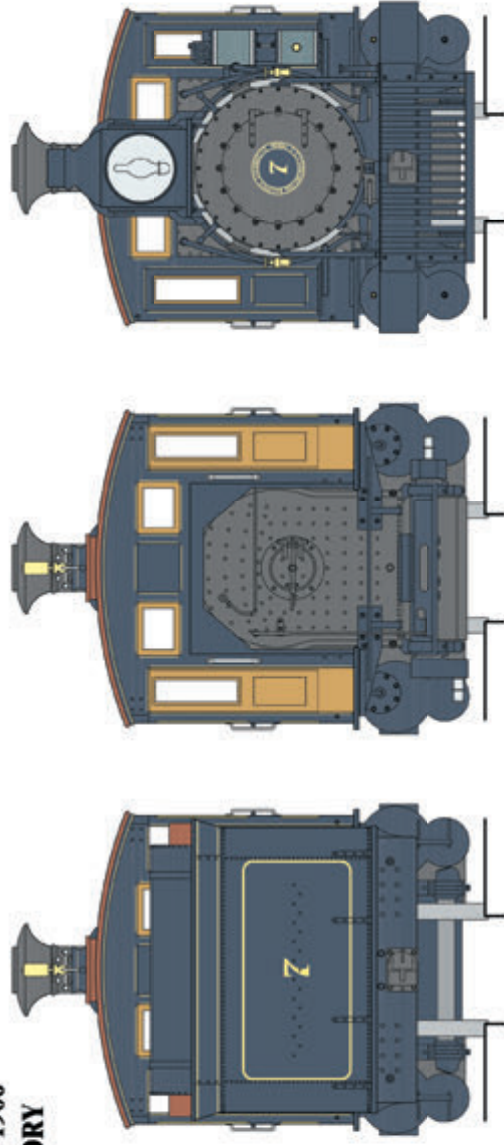
CONSTRUCTION No. 16456, JANUARY 1899

TENDER - 8 WHEEL, FRAME 290, BILL 1313, 3000 GALS

36" GAUGE

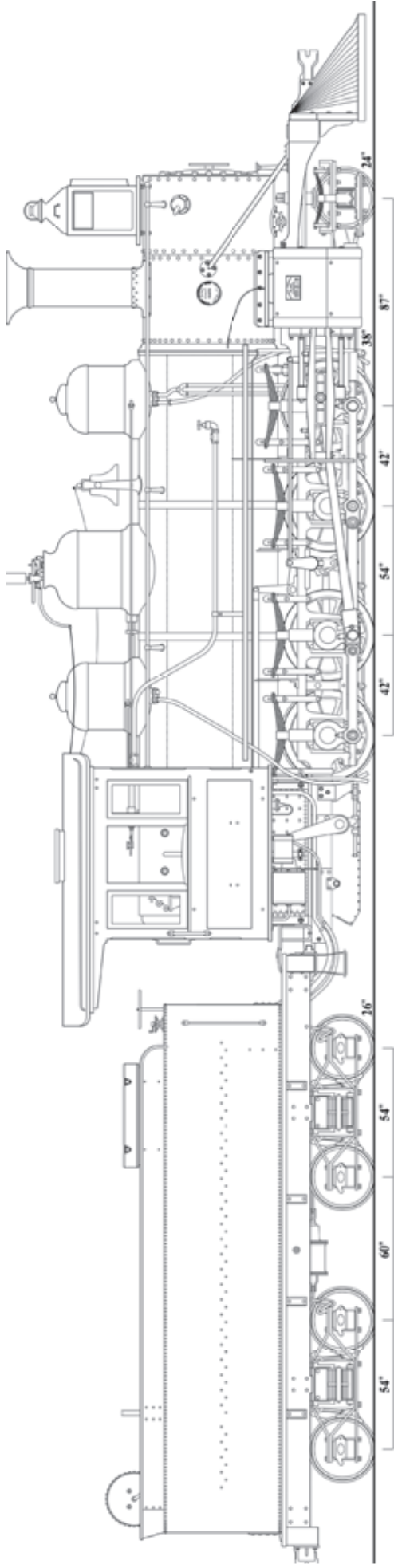
LIVERY - BLACK & GOLD, STYLE 214

DRAWING RECONSTRUCTED FROM ERECTION DRAWINGS -
 ERECTING CARD No. 1385 JUNE 1900 (10-26E 108 DRAWING 12)
 (THIS IS THE 'SIMPLE' VERSION OF 10-17/32E DRAWING 1)
 ERECTION CARD No. 4200, AUGUST 1902 (10-17/32E 14-15 DRAWING 3)
 USED FOR THE COMPOUND FRAME AND CYLINDERS
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DRAWN BY DAVID FLETCHER
 SCALE: 3/16 INCH = 1 FOOT





WHITE PASS & YUKON RAILWAY 2-8-0 No.7

**FINAL DISPOSITION - KLONDIKE MINES RAILWAY No.3, 1906
TODAY PRESERVED AT DAWSON CITY, YUKON TERRITORY**

BALDWIN CLASS 10-17/32E 9, DRAWING 1

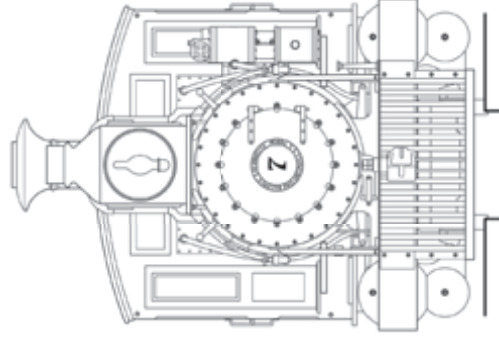
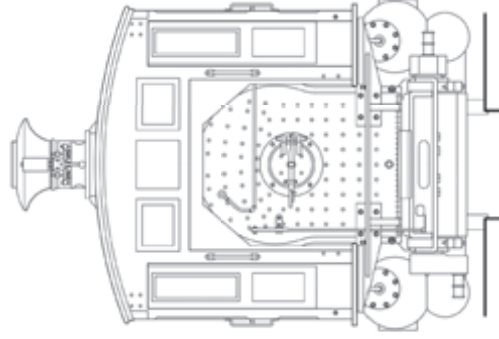
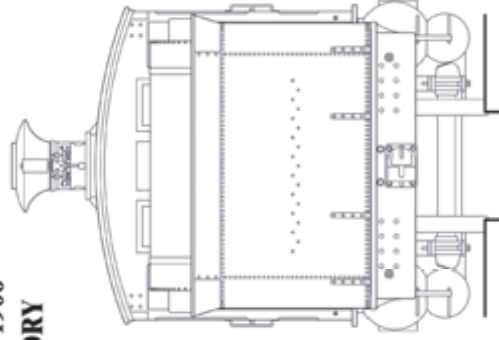
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TENDER - 8 WHEEL, FRAME 290, BILL 1313, 3000 GALS

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www.aclsal.org
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PO Box 1608, Sykesville, MD 21784
www.borhs.org
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Devoted to the history of Boston & Maine, Maine Central, and associated railroads. Members enjoy **B&M Bulletin** three times a year, a bi-monthly print newsletter, calendar, archive, monthly meetings, and cosmetically preserving a B&M 0-6-0 switcher locomotive and combine.

U.S. membership: \$40/year
P.O. Box 9116, Lowell, MA 01853
www.bmrrhs.org
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Preserving the history of Burlington Northern Railroad and its successors, as well as the Montana Rail Link. Members enjoy **The BN Expediter** four times a year, an annual convention, photo/data archives, and discounts on calendars and other publications from the FOBNR Store.

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P.O. Box 271, West Bend, WI 53095
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The BRHS is an Illinois non-profit corporation whose members have banded together to share a common interest: the Chicago, Burlington & Quincy Railroad; its two subsidiaries, the Colorado & Southern and the Fort Worth & Denver; and their predecessors. Member publications are **The Zephyr**, a newsletter featuring society news; the **Burlington Bulletin**, featuring articles about operations, equipment and communities; and a yearly calendar. Activities include spring and fall meets. Our growing permanent archive can be found in Baraboo, Wis. For further information, and how to join, visit our website.

U.S. membership: \$40/year
www.burlingtonroute.org
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BYTOWN RAILWAY SOCIETY, INC.

Since its founding in 1969, the Bytown Railway Society has promoted and supported interest in Canadian railways and railway history. Membership in this registered non-profit, all-volunteer society includes six full-color issues of its **Branchline**, Canada's Rail News Magazine. This magazine features articles of historical railway interest and up-to-date news on Canadian railways. In addition to the renowned annual **Canadian Trackside Guide**®, the society regularly publishes books related to the history of Canadian railways and traction systems. The society has monthly meetings, including virtual meetings, and maintains a collection of historic railway vehicles.

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CANADIAN NATIONAL RAILWAYS HISTORICAL ASSOCIATION

The Canadian National Railways Historical Association (CNRHA) was founded in 1989 (originally known as the CN Lines Special Interest Group) to document the history and operations of the Canadian National family of railways and promote their accurate modeling. Basic membership includes 48-page, full-color issues of **CN Lines** magazine (published twice yearly). CNRHA also publishes hardcover books, including an award-winning two-volume study of CNR system dieselization. CNRHA focuses on all constituent parts of the Canadian National system during periods of CN ownership, in Canada and the U.S., including steam, diesel, electric, marine, and associated operations.

U.S. membership: \$32/two years
Canadian membership: \$28/two years
www.cnrha.ca
[f /groups/716637332394403](https://www.facebook.com/groups/716637332394403)



CENTRAL VERMONT RAILWAY HISTORICAL SOCIETY

Dedicated to preserving the history and artifacts of the Central Vermont Railway and associated companies. An important purpose of the society is to bring together people who share an interest in all facets of the CV, its predecessors, and its successors. Our quarterly magazine, **The Ambassador**, is filled with articles about the Central Vermont, its history, equipment, and operations. It is illustrated with color and b&w photography and historical narrative that bring the Central Vermont back to life in all its past glory. We also plan an annual convention held in a community served by the railroad. For more information, visit our website.

U.S. membership: \$35/year
www.cvrhs.org



CHICAGO & EASTERN ILLINOIS RAILROAD HISTORICAL SOCIETY

Dedicated to the history of Chicago & Eastern Illinois Railroad. Members enjoy **The Flyer** twice a year, occasional newsletters, social gatherings, an annual convention, photo and data archiving, and more. A museum and archive are maintained in Watseka, Ill. The society also publishes a calendar each year.

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www.ceihs.org

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www.cnwhs.org
f @cnwhs



COTTON BELT RAIL HISTORICAL SOCIETY

Formed to restore SSW 819, the last steam engine built in Arkansas; establish the Arkansas Railroad Museum; and preserve the history of the St. Louis Southwestern. We operate the museum in the building where the 819 was built. Members receive the **Cotton Belt Star** quarterly.

U.S. membership: \$25/year
www.arkansasrailroadmuseum.org
f @ArkansasRailroadMuseum



DELAWARE, LACKAWANNA & WESTERN RAILROAD HISTORICAL SOCIETY

Formed to preserve the history of the Delaware, Lackawanna & Western Railroad and its predecessors. Members receive **The Roustabout** newsletter four times a year and occasional special publications. A convention is held annually in different locations along the Lackawanna.

U.S. membership: \$40/year
www.dlwrrhs.org
f @DLWRRHS



DENVER, SOUTH PARK & PACIFIC HISTORICAL SOCIETY

The society is preserving the history of the narrow gauge lines of the Colorado & Southern Railway. Currently, their signature project is the restoration of the railroad facilities in Como Colo., and members receive **The Bogies and the Loop** society magazine four times a year.

U.S. membership: \$35/year
P.O. Box 371373, Denver, CO 80237
www.dspphs.org



FRIENDS OF THE EAST BROAD TOP

After an eight-year hiatus, the EBT is running again, with steam pending—come join the fun! Visit our museum in Robertsdale. FEBT restores structures, curates a historical collection, holds area events, and publishes the **Timber Transfer** quarterly, and **Newsletter** monthly. Our store provides members a 15% discount.

U.S. membership: \$35/year
www.febt.org www.eastbroadtop.com
f @ FriendsOfTheEBT



ELECTRIC RAILROADERS' ASSOCIATION, INC.

The ERA is a non-profit educational organization for people interested in the history and progress of electric railways. Members receive **The Bulletin** each month, and **Headlights** annually or a book every two years. We are currently offering copies of our 372-page book **The Elevated Railways of Manhattan** for \$65.50 including shipping and of our new 432-page book **The Elevated Railways of Brooklyn and the BMT Subway**, also \$65.50 including shipping. Join now for 2022 and/or order our Manhattan and Brooklyn EI books on our website, by phone at 917-714-7087, or by check payable to "Electric Railroaders' Association" mailed to P.O. Box 3323, New York, NY 10163.

U.S. membership: \$60/year
with the monthly Bulletin sent via email or \$110/year with the monthly Bulletin sent by regular mail
www.erausa.org
f groups/era1934



ERIE LACKAWANNA RAILROAD HISTORICAL SOCIETY

Dedicated to the history of Delaware, Lackawanna & Western; Erie Railroad; Erie Lackawanna; and related lines. Members enjoy **The Diamond** four times a year, social gatherings, an annual convention, photo and data archiving, and the society produces a yearly calendar for sale.

U.S. membership: \$45/year
P.O. Box 431, Avoca, NY 14809
www.erielackhs.org



GREAT NORTHERN RAILWAY HISTORICAL SOCIETY

Preserves the history and heritage of the Great Northern Railway. Members receive "**The Goat**," quarterly including reference sheets, modelers pages, a yearly calendar and annual conventions. Members are also entitled to a discount in the GNHRS online store.

U.S. membership: \$30 / year
P.O. Box 251154, Woodbury, MN 55125
www.gnrhs.org
f @GNRHS



GULF, MOBILE & OHIO HISTORICAL SOCIETY

Dedicated to the history of Gulf, Mobile & Ohio Railroad. Members enjoy **GM&OHS News** three times a year, social gatherings, an annual convention, photo and data archiving at the Mercantile Library of the University of Missouri at St. Louis, Mo., and the society produces a yearly calendar for sale.

U.S. membership: \$30/year
P.O. Box 382303, Germantown, TN 38183
www.gmohs.org



ILLINOIS TRACTION SOCIETY

Preserving the history of the Illinois Traction System and Illinois Terminal Railroad. Members enjoy **The Flyer** twice a year, **The Phone Booth** newsletter twice a year, social gatherings, an annual convention, photo and data archiving, and the society produces a yearly calendar for sale.

U.S. membership: \$25/year
264 Victoria Ave., Decatur, IL 62522
www.illinoistractionsociety.org



KANSAS CITY SOUTHERN HISTORICAL SOCIETY

Formed in 1981 to preserve and disseminate history and current events of the Kansas City Southern, and its predecessors. Activities include an annual convention, monthly newsletter, **The Crow**, and a bi-annual journal, **The Belle**, with photos, articles, member stories, and a yearly calendar.

U.S. membership: \$30/year
www.kcshs.org

Not affiliated with the Kansas City Southern Railway Company.



KATY RAILROAD HISTORICAL SOCIETY

The KRHS is dedicated to actively preserving and promoting the history and heritage of the Missouri-Kansas-Texas Railroad (known to many as the Katy). For more than 40 years, our members have produced publications and products of interest to historians and modelers alike. These are available through the society. Conferences are held annually to discuss the history and legacy of the Katy, modeling-related topics, and tour historical M-K-T locations. Members receive **The Katy Flyer** four times per year, and the society publishes an annual calendar. Membership information can be found on our website.

U.S. membership: \$22/year
www.katyrailroad.org
f /groups/KatyRailroadHistoricalSociety

RAILROAD HISTORICAL SOCIETY DIRECTORY

To add your listing to the directory, please contact Mike Lindsay at mlindsay@whiteriverproductions.com



LOUISVILLE & NASHVILLE RAILROAD HISTORICAL SOCIETY

Organized for the purpose of collecting, organizing, preserving, and sharing information and material relating to the L&N, its predecessors and its successors. Members enjoy **L&N Magazine** four times a year, social gatherings, an annual convention, photo and data archiving, and the society produces a yearly calendar for sale.

U.S. membership: \$35/year
www.lnrr.org
f @LNrailroad



MARYLAND AND PENNSYLVANIA RAILROAD HISTORICAL SOCIETY

Formed in 1985, the Maryland and Pennsylvania Railroad Historical Society is dedicated to preserving historical records of the Maryland & Pennsylvania Railroad and predecessors' roads. Members receive our **Timetable** magazine four times each year and a calendar for purchase is also published each year. We have an annual meeting each summer.

U.S. membership: \$35/year
445 Richardson Road, York, PA 17408-5034
www.maparailroadhist.org



MILWAUKEE ROAD HISTORICAL ASSOCIATION

Preserving the history of the Chicago, Milwaukee, St. Paul & Pacific Railroad (The Milwaukee Road). Members enjoy **The Milwaukee Railroader** four times a year, social gatherings, an annual convention, photo and data archiving, and the society produces a yearly calendar for sale.

U.S. membership: \$40/year
P.O. Box 307, Antioch, IL 60002
www.mrha.com
f /groups/MilwaukeeRoadHistoricalAssociation



MISSABE RAILROAD HISTORICAL SOCIETY

Formed to preserve the history of the Duluth, Missabe & Iron Range Railway, and its predecessors, Duluth & Iron Range and Duluth, Missabe & Northern. Members enjoy **Ore Extra** four times a year, social gatherings, an annual convention, photo and data archiving, and more.

U.S. membership: \$35/year
506 W. Michigan Street, Duluth, MN 55802
www.missabe.com
f @MissabeRailroad



MISSOURI PACIFIC HISTORICAL SOCIETY

Preserving the history of Missouri Pacific Railroad and its subsidiaries. Members enjoy **The Eagle** four times a year, an annual convention, photo and data archiving in St. Louis and at the Museum of Transportation, an online company store, and a color calendar.

U.S. membership: \$40/year
87 Grasso Plaza Shp. Ctr., #247, St. Louis, MO 63123
www.mopac.org
f @MoPacHistorical



MONON RAILROAD HISTORICAL & TECHNICAL SOCIETY

Formed to preserve the history and heritage of the Monon Railroad (Chicago, Indianapolis, & Louisville Railway). Members enjoy **The Hoosier Line** three times a year, social gatherings, annual convention, photo and data archiving, equipment preservation display maintained at Salem, Ind., and more.

U.S. membership: \$50/year
206 S. College Ave., Salem, IN 47167
www.monon.org



NATIONAL MODEL RAILROAD ASSOCIATION

Advancing the scale model railroading community through education, advocacy, standards, and social interaction. Members enjoy **NMRA Magazine** and **NMRA Bulletin** 12 times a year, regional and national conventions, photo and data archiving, and members-only web content.

U.S. membership: \$75/year
P.O. Box 1328, Soddy Daisy, TN 37384
www.nmra.org
f @NMRA.org



NATIONAL RAILWAY HISTORICAL SOCIETY

Supporting train, railway, and station preservation projects with hundreds of thousands of dollars awarded in Heritage Grants, as well as education, publishing, and shared resources. Members enjoy **NRHS Bulletin** and **NRHS News**, an annual convention, and more.

U.S. membership: \$50/year
505 S. Lenola Road, Ste. 226, Moorestown, NJ 08057
www.nrhs.com
f @RailPreservation



NEW HAVEN RAILROAD HISTORICAL & TECHNICAL ASSOCIATION

Members enjoy **Shoreliner** four times a year, which includes color and b&w photography and historical narrative about New Haven Railroad history, equipment, and operations. **The Speed-witch**, containing modeling articles and news, is published as material becomes available.

U.S. membership: \$40/year
P.O. Box 289, Accord, MA 02018
www.nhrhta.org
f @NHRHTA



NEW YORK CENTRAL SYSTEM HISTORICAL SOCIETY

Perpetuating the legacy of the NYCS. Members enjoy **Central Headlight** and **NYCentral Modeler** quarterly, and annual convention, online store, digital shop, NYCS models, clothing, books, drawings, photos, and maps. Large archive, railroaders, and modelers.

U.S. membership: \$44/year
P.O. Box 130, Gates Mills, OH 44040
www.NYCSHS.org www.NYCSHS.net
f @NYCSHS



NICKEL PLATE ROAD HISTORICAL & TECHNICAL SOCIETY

Preserving the history and heritage of Nickel Plate Road (NKP). Members enjoy **NKP Magazine** four times a year, electronic publications, a yearly calendar, an annual convention, and more. Society-produced NKP products are available for purchase at the company store.

U.S. membership: \$40/year
P.O. Box 583, Ansonia, OH 45503
www.nkphs.org
f @nkphs



NORFOLK & WESTERN HISTORICAL SOCIETY

Preserving the history of Norfolk & Western, Virginian, and related railroads. Members enjoy **The Arrow** four times a year, an archive of roughly 200,000 cataloged items with many more in process, and access to a wide variety of model products, books, and other material.

U.S. membership: \$50/year
P.O. Box 13908, Roanoke, VA 24038
www.nwhs.org
f @NWHS

RAILROAD HISTORICAL SOCIETY DIRECTORY

To add your listing to the directory, please contact Mike Lindsay at mlindsay@whiteriverproductions.com



NORTHERN PACIFIC RAILWAY HISTORICAL ASSOCIATION

Dedicated to preserving the history of the Northern Pacific Railway, NPRHA members enjoy an annual convention, *The Mainstreeter* four times a year, a 13-photo yearly calendar, photo and document archives, and numerous products for modelers and historians through the NPRHA online store.

U.S. membership: \$35/year

P.O. Box 2937, Kirkland, WA 98083-2937
www.nprha.org



PENN CENTRAL RAILROAD HISTORICAL SOCIETY

Formed to preserve the history and heritage of the Penn Central Transportation Company. Activities include social gatherings and an annual convention, photo and data archiving, and more. Members receive *Post* three times a year.

U.S. membership: \$35/year

P.O. Box 43, Flagtown, NJ 08821
www.pcrhrs.org
@PCRHS



THE PENNSYLVANIA RAILROAD TECHNICAL & HISTORICAL SOCIETY

Organized to further scholarly learning and interest in the Pennsylvania Railroad (PRR) and its predecessor companies. Members enjoy *The Keystone* four times a year, a free online modeling magazine, *The Keystone Modeler*, local chapters and an annual meeting. Archives are housed at our ex-PRR station in Lewistown, Penn.

U.S. membership: \$40/year

P.O. Box 640515, Pittsburgh, PA 15264-0515
www.prrths.org



RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY

Join more than 2,400 members of the R&LHS, founded in 1921, and the oldest organization in North America devoted to railroad history. With your annual membership, you will receive two 128-page issues of *Railroad History*, the most authoritative journal of its kind—in May and November—combining scholarly writing and in-depth book reviews with a vibrant format. Also, four issues of the *Quarterly Newsletter*, devoted to shorter historical stories and R&LHS activities. You can also join one of our 10 optional chapters, and attend our annual convention, with insider access to some of the most noteworthy railroading sites in the country.

U.S. membership: \$35/year

www.rlhs.org

@RLHSoOfficial



RIO GRANDE MODELING & HISTORICAL SOCIETY

A Colorado non-profit corporation formed in 2001, dedicated to preserve and disseminate the historical record of the Denver & Rio Grande Western Railroad and its predecessors. Members receive the official quarterly magazine of the society, *The Prospector*, as well as the *Green Light* newsletter delivered eight times a year to the member's email. Activities include social gatherings and an annual convention, photo and data archiving, and more. The society promotes a website with a company store, public resources, and members-only section. U.S. basic membership is \$45/year, other rates apply elsewhere. To learn more about the society, please visit our website.

U.S. membership: \$45/year

www.rgmhs.org

@rgmhs.org



SANTA FE RAILWAY HISTORICAL & MODELING SOCIETY

Formed to share information about the AT&SF Railway with publications, two archives, regional mini-meets, and an annual convention. Members receive a quarterly magazine, 20% discount on Company Store products, and web resources.

U.S. membership: \$40/year

1205 S. Air Depot # 101
Midwest City, OK 73110-4807

www.sfrhms.org

/groups/SFRHMS



SOUTHERN RAILWAY HISTORICAL ASSOCIATION

Formed to preserve and disseminate history related to Southern Railway, its predecessors and affiliates. Members enjoy *Ties* four times a year, and the *Among Ourselves* quarterly newsletter, social gatherings, an annual convention, photo and data archiving, and more.

U.S. membership: \$35/year

P.O. Box 22941, Chattanooga, TN 37422
www.srha.net

@Southern.Railway.Historical.Association



VIRGINIA & TRUCKEE RAILROAD HISTORICAL SOCIETY

Dedicated to the research and dissemination of V&T history. Members enjoy *V&T Telegraph* four times a year with articles, rare photos, and fine scale drawings; an annual conference; and access to more than a dozen society-produced publications available for purchase through the website.

U.S. membership: \$30/year

P.O. Box 143, Carson City, NV 89702
www.vtrrhs.org



WESTERN MARYLAND RAILWAY HISTORICAL SOCIETY

The Western Maryland Railway Historical Society was founded in 1967 for the purpose of preserving a portion of America's rich railroad history. The society is one of the few organizations of its kind to own and operate its own museum in ex-WM buildings. It serves as a focal point of our society activities and events. This affords members and the public alike the unique opportunity to enjoy and study our collection to its best advantage. We provide programs for community organizations; publish a quarterly magazine, the *Blue Mountain Express*; hold annual conventions; and do special runs of WM model cars.

U.S. membership: \$30/year

www.westernmarylandrhs.com

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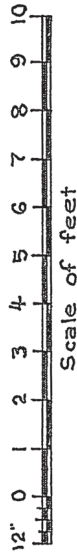
These are just some of the many services White River Productions offers. The best part is that a society doesn't have to sign up for everything just to have access to the services it needs.

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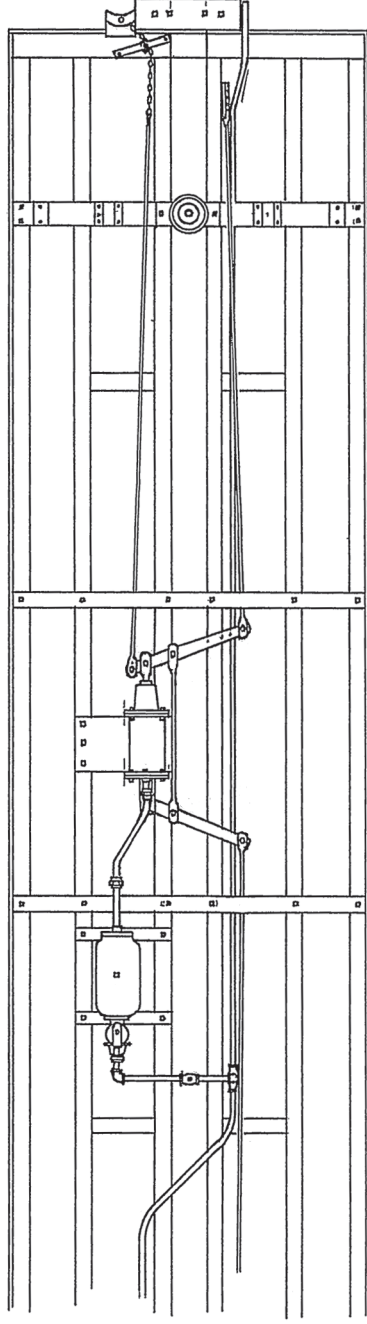
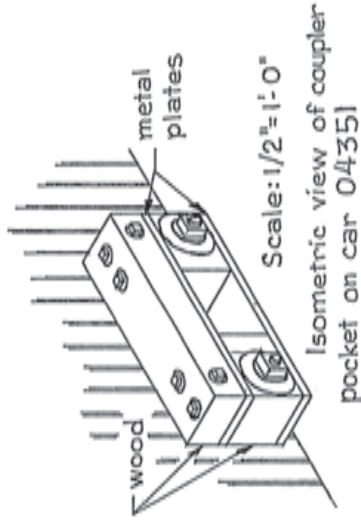
DENVER & RIO GRANDE 4100 SERIES BOXCARS

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

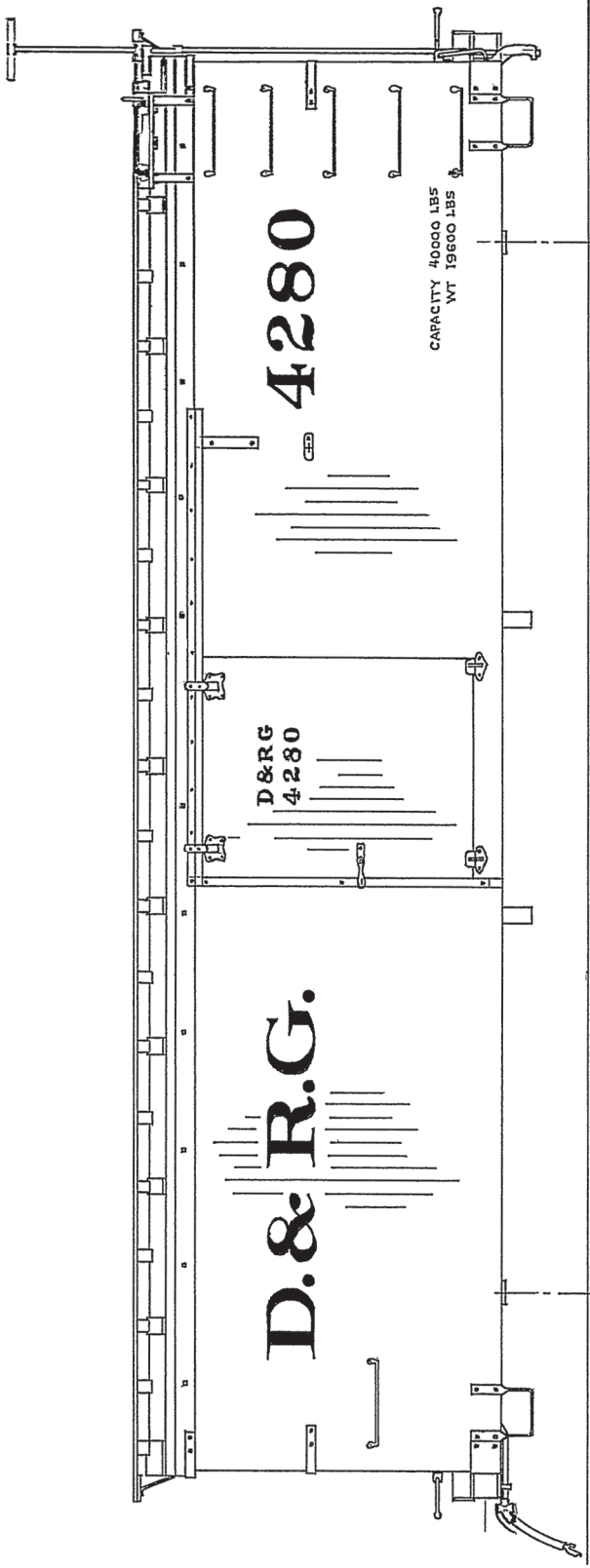


4100-4499 built 1882-1883 as 24 Ft. 10 ton capacity cars, rebuilt 1895-1908 as 30 Ft. 20 ton capacity cars.
4500-4549 built as 24 ft. 10 ton capy. cars. Rebuilt to 30 ft. 20 ton capy after 1903. Remaining cars sold to U.S. Navy 1942.
4900-4999 built 1902-1903. Many cars of 4100-4999 series converted to maintenance of way cars.

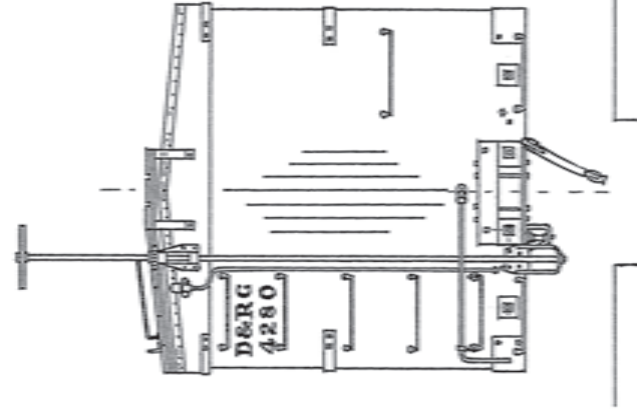
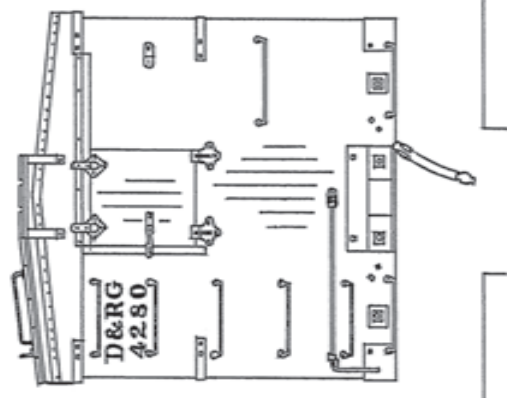
Paint: Box car red, white lettering
Air brakes: Westinghouse 8"x12" KD
Center continuous draft rigging on most cars. Cubic capacity 1197 to 1220 cu.ft. Length inside 29'-6"; width inside 6'-9³/₄"; Height inside 5'-11¹/₂"



Bottom view of car showing brake gear
(queen posts and truss rods not shown)

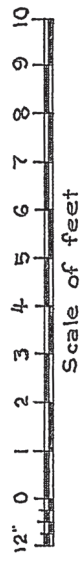


Lettering style shown used 1903 to 1921, Safety appliances shown used after July 1911. Rebuilding with metal roof and doors shown started in 1910's. The above lettering used mostly on cars after rebuilding.

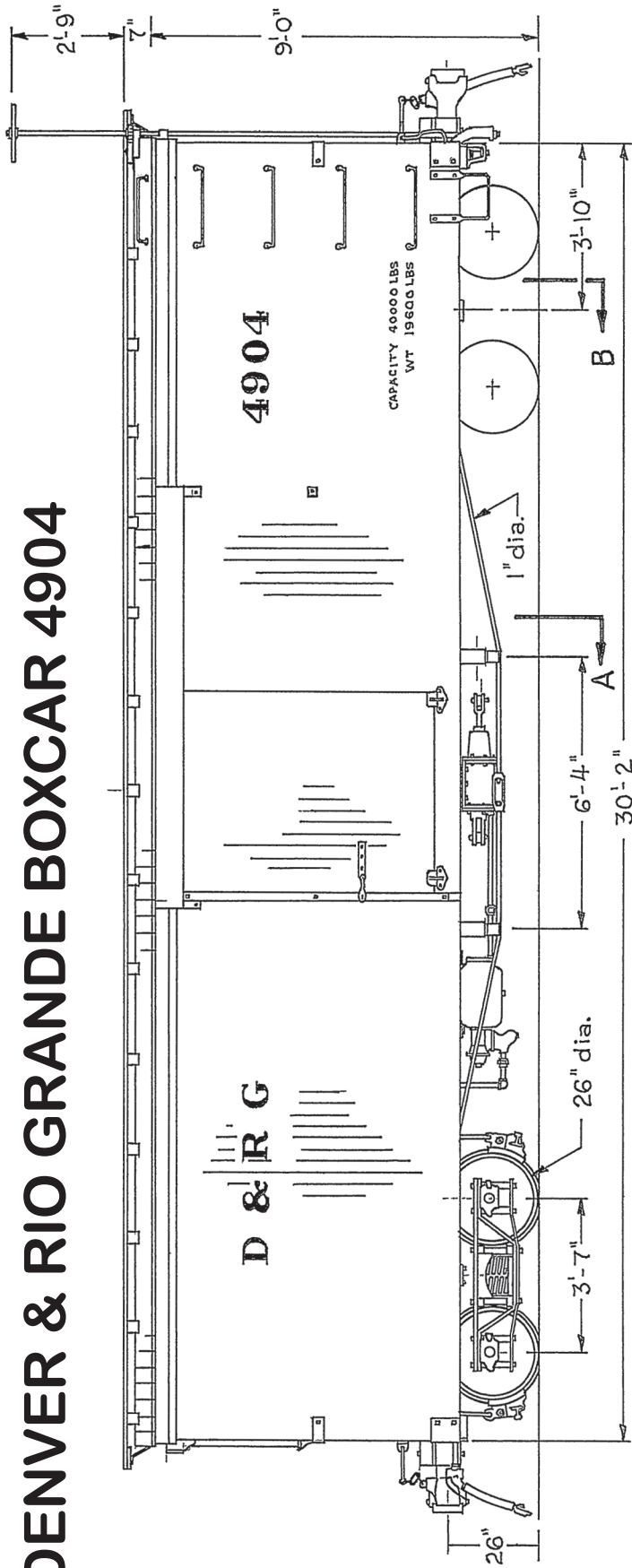


DENVER & RIO GRANDE BOXCAR 4280

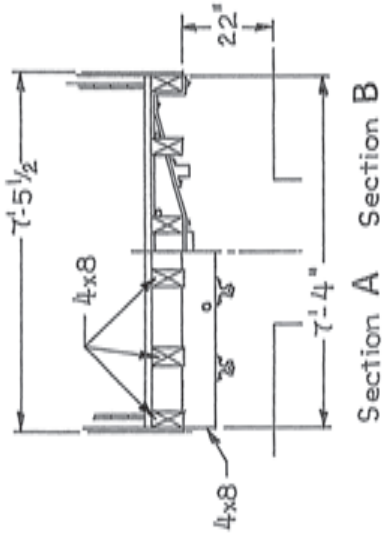
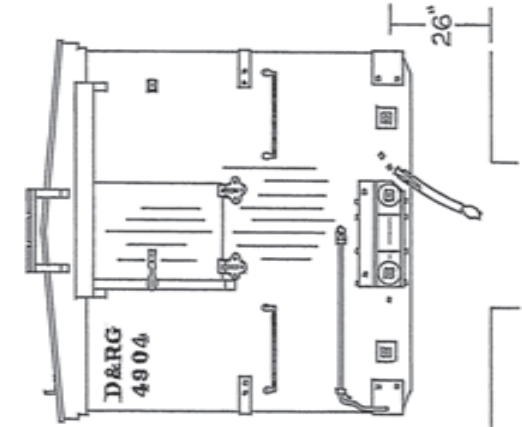
DRAWN BY HERMAN H. DARR
SCALE: 1/4 INCH = 1 FOOT



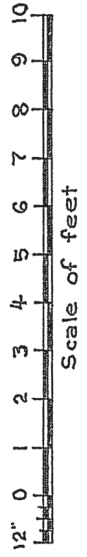
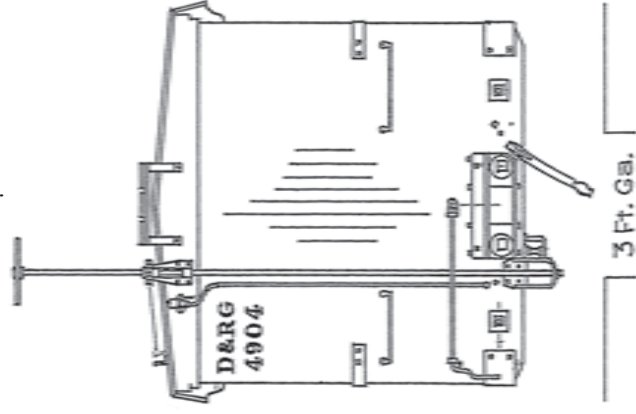
DENVER & RIO GRANDE BOXCAR 4904



Car 4904 shown circa 1903-1911. Lettering style shown used 1890's to 1921. Safety appliances shown used fill 1911.



Section A Section B



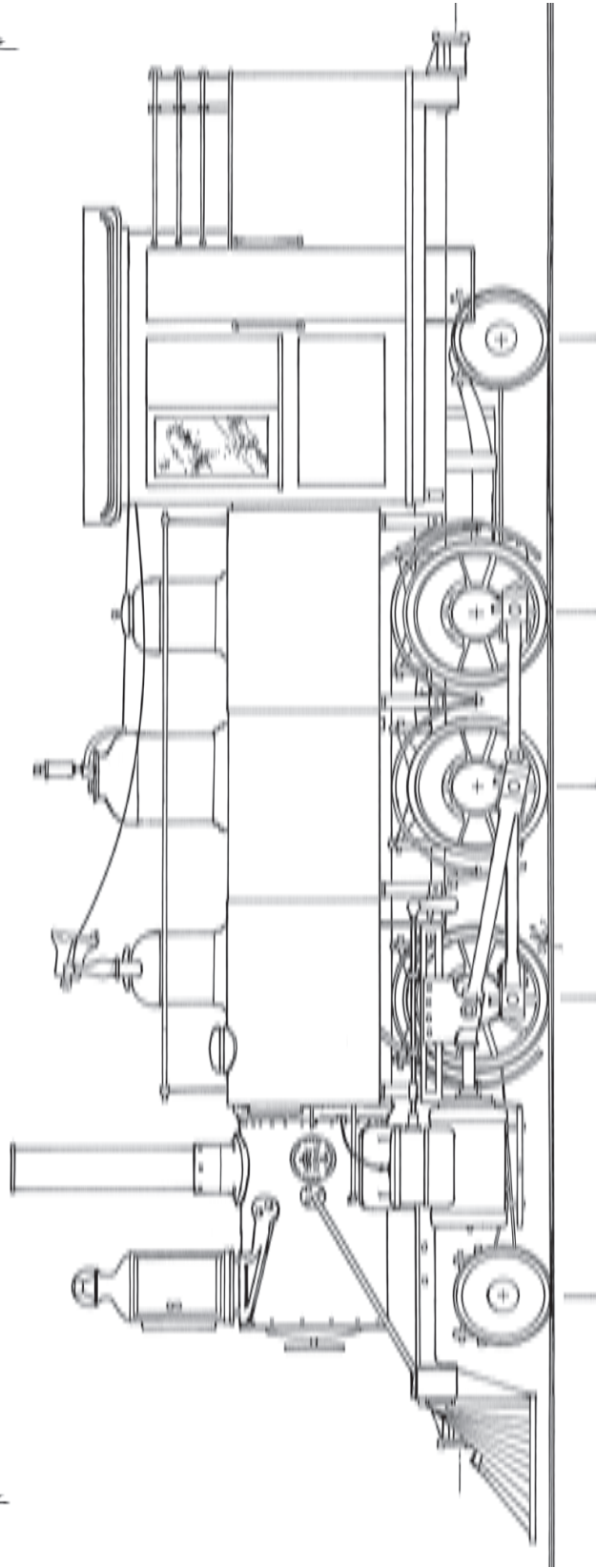
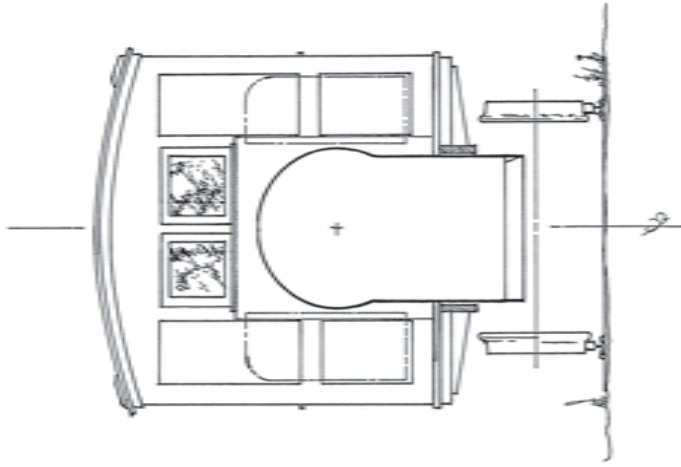
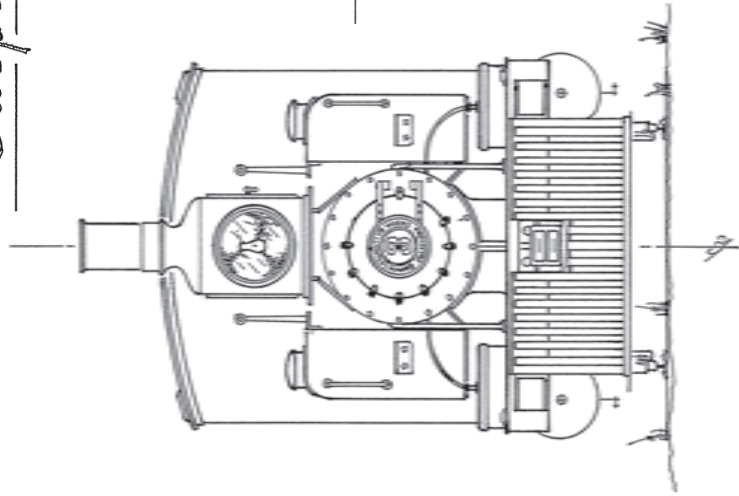
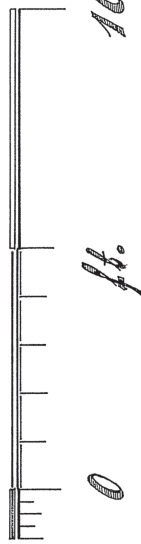
DRAWN BY HERMAN H. DARR
SCALE: 1/4 INCH = 1 FOOT

Casper, South Fork & Eastern Railroad

No 3 Smilax

BALDWIN LOCOMOTIVE WORKS - 1894

DRAWN BY GARY CAVIGLIA
SCALE: 1/4 INCH = 1 FOOT



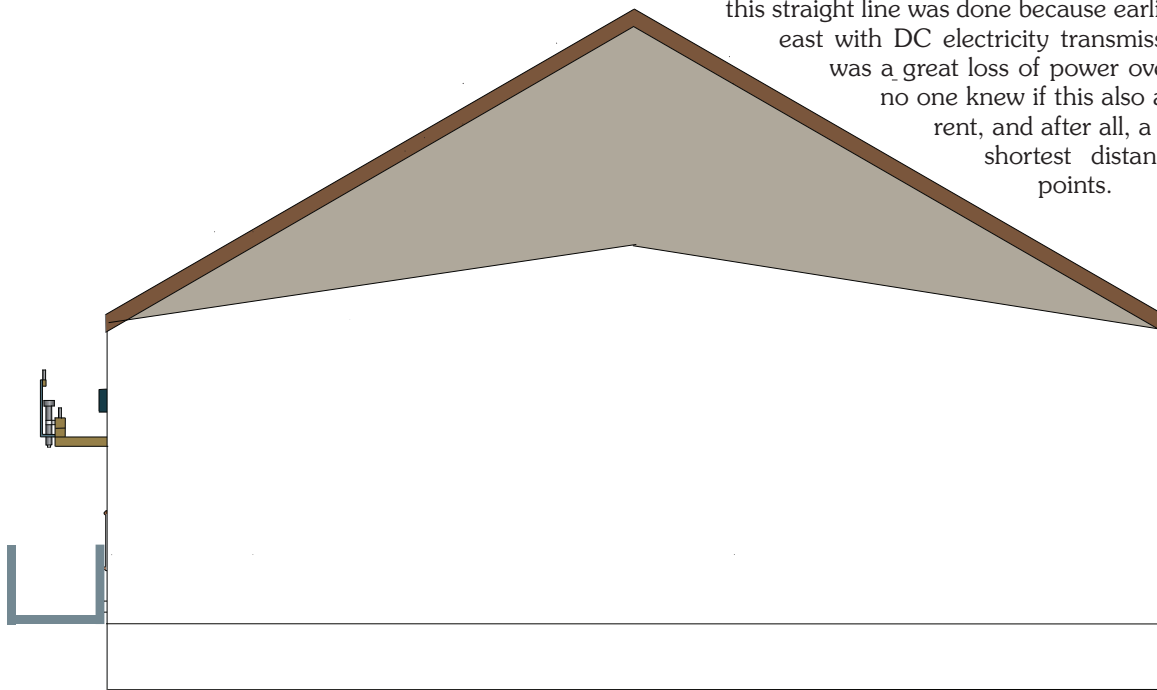
THE HYDRO BUILDING

BODIE, CALIFORNIA

DRAWN BY NEIL A. PFAFMAN
HO SCALE

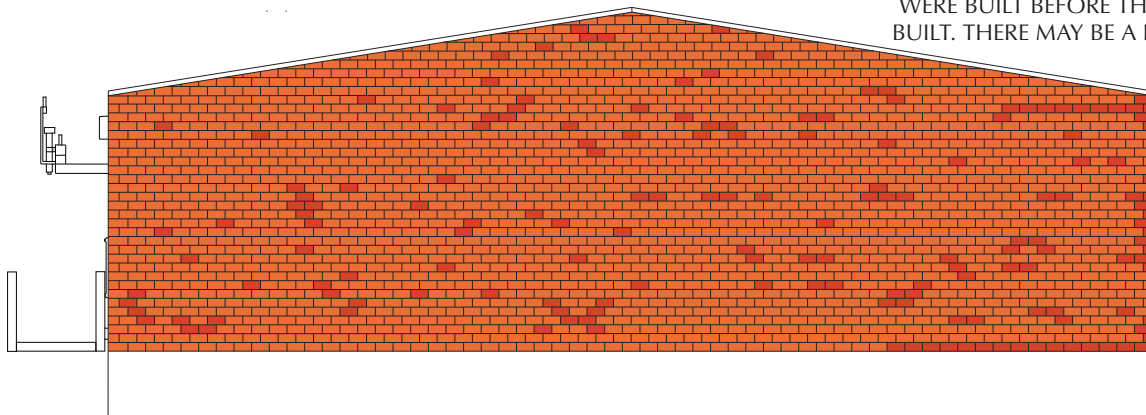
The Hydro Building was built about 1880 as a warehouse for Page & Wheaton, before the Bodie Store (Wheaton and Hollis Hotel) was built. In 1890, part of the building was used to house the power station.

The power lines were strung in a straight line up and over the mountains from here to the powerhouse on Green Creeks, some 13 miles west. This was the first attempt to transmit AC electricity over a long distance and it is said that people thought the electricity would jump off the line if they tried to go around corners. I don't know what they thought about up and down. Sounds good, but I think that this straight line was done because earlier attempts in the east with DC electricity transmission proved there was a great loss of power over a distance, and no one knew if this also applied to AC current, and after all, a straight line is the shortest distance between two points.

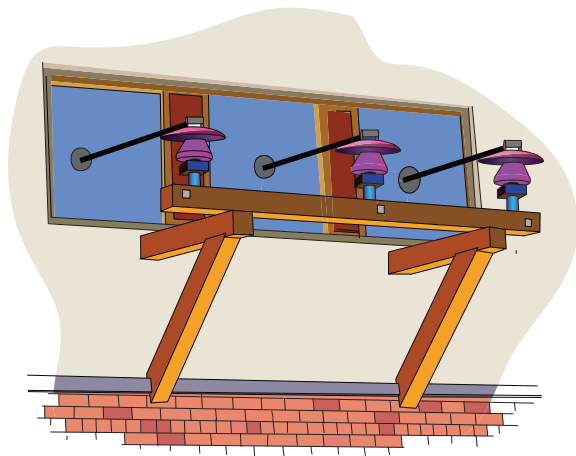
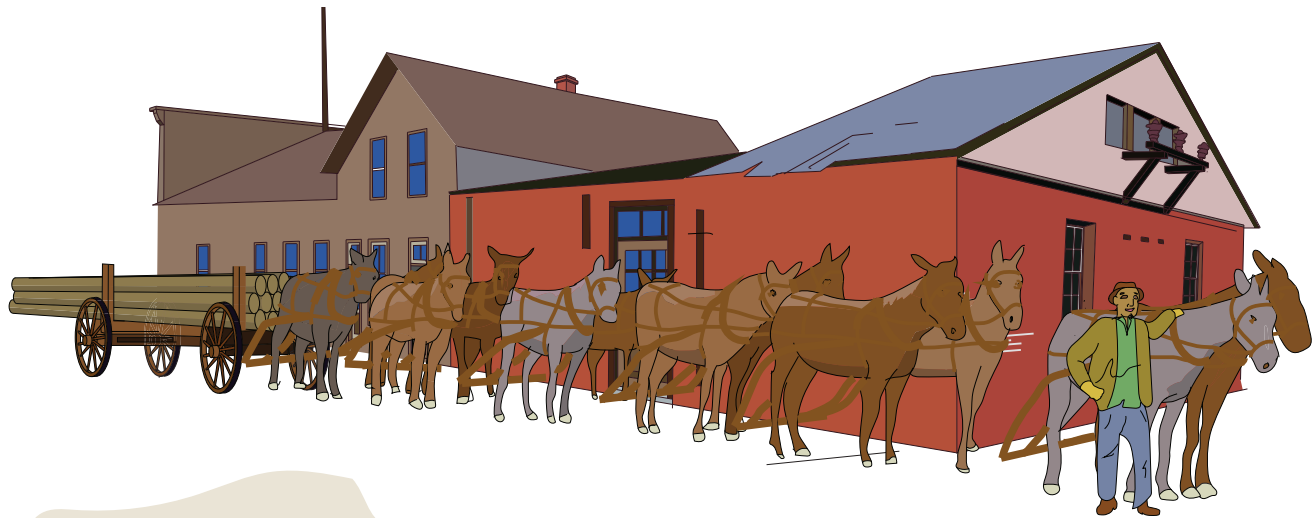


WEST ELEVATION—HYDRO BUILDING

THE WAREHOUSE AND HYDRO BUILDING WERE BUILT BEFORE THE BODIE STORE WAS BUILT. THERE MAY BE A DOOR IN THIS WALL.



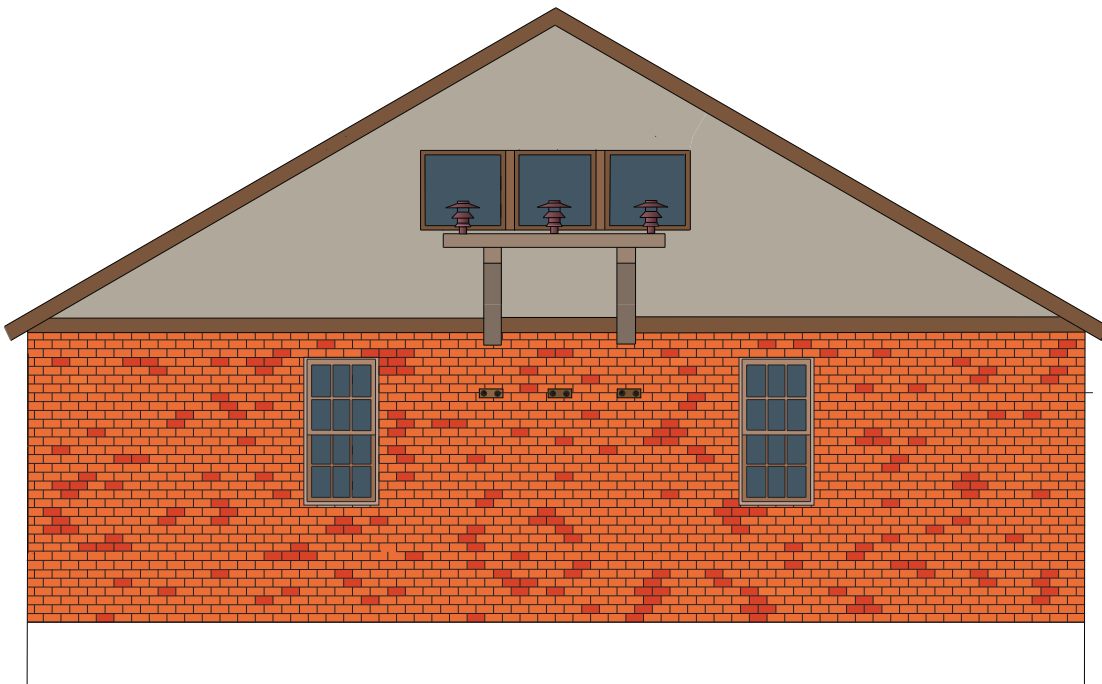
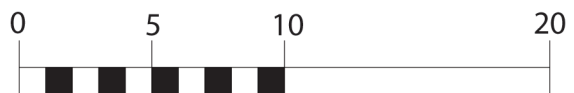
WEST ELEVATION—WAREHOUSE



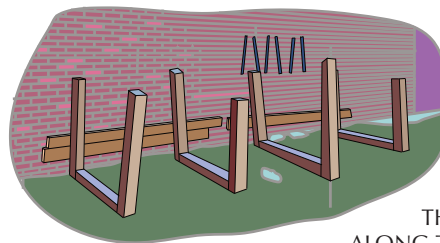
POWER IN. NOTE THE CIRCULAR HOLES IN THE GLASS TO ALLOW THE POWER LINE INTO THE BUILDING.

THE HYDRO BUILDING BODIE, CALIFORNIA

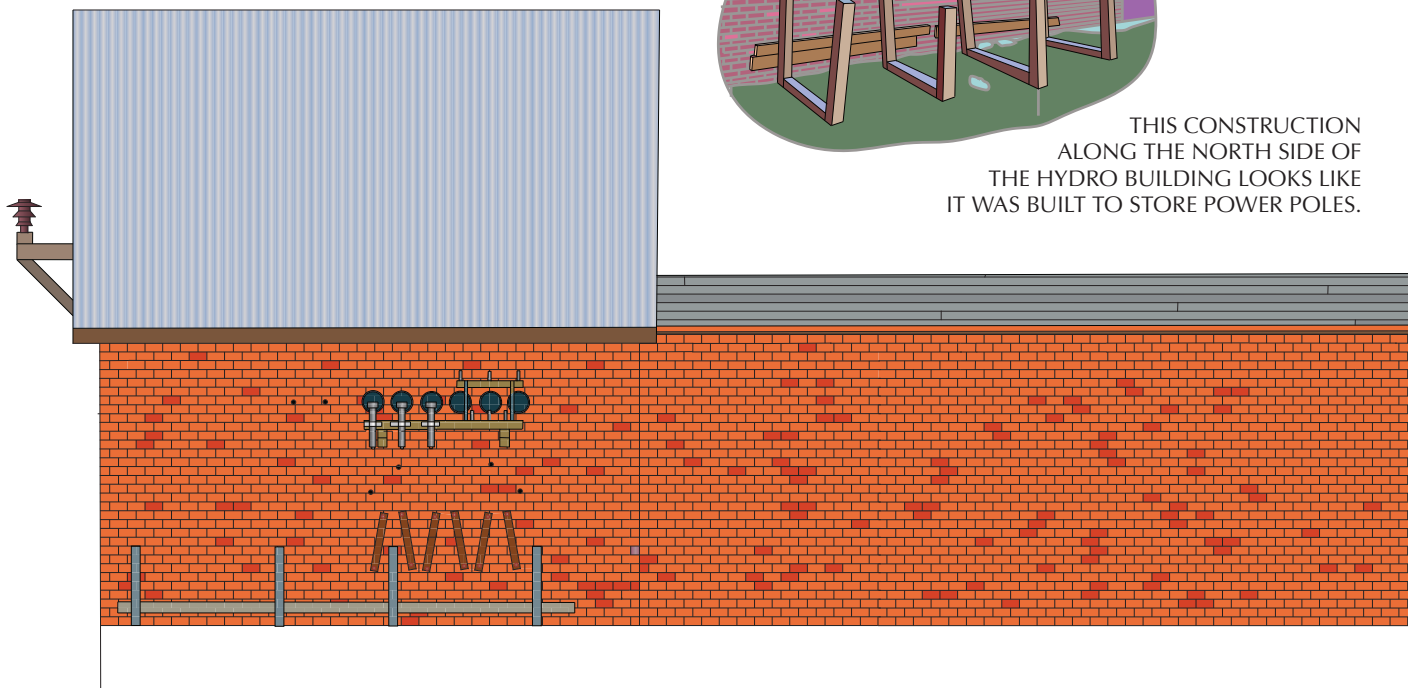
DRAWN BY NEIL A. PFAFMAN
HO SCALE



EAST ELEVATION



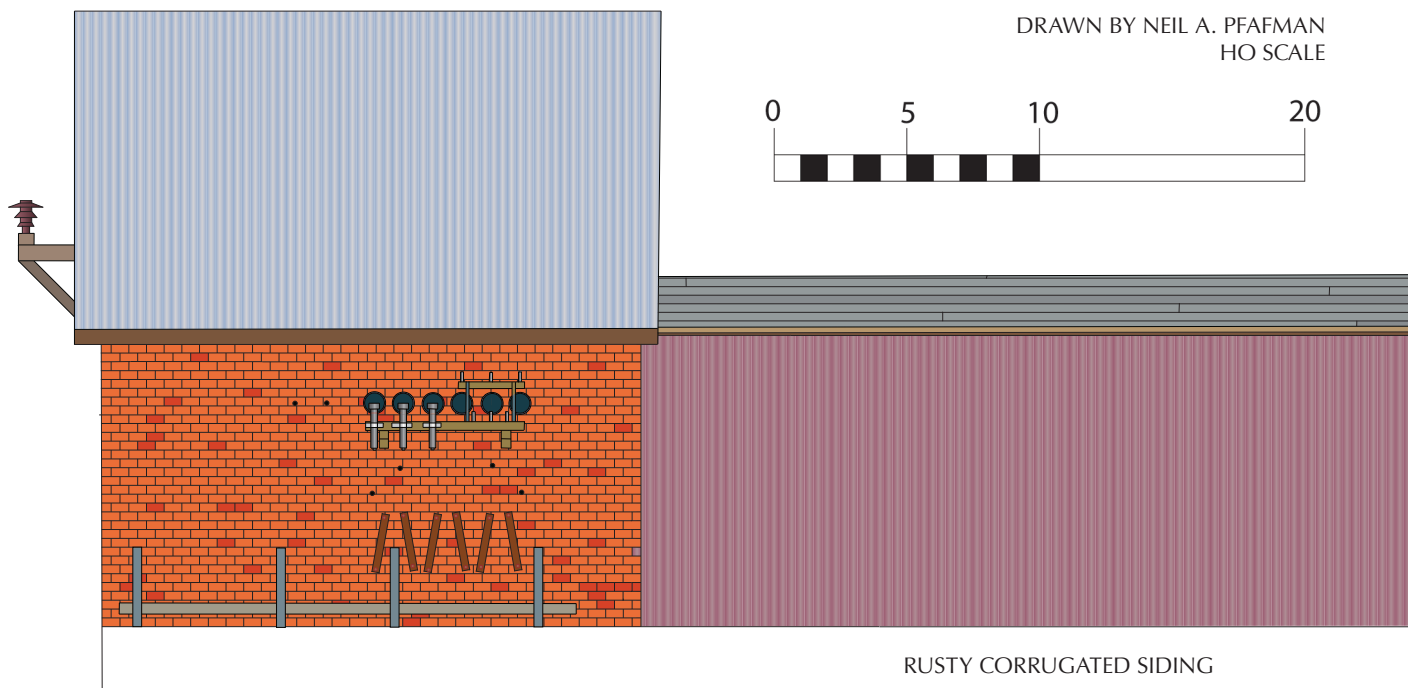
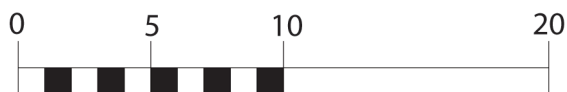
THIS CONSTRUCTION
ALONG THE NORTH SIDE OF
THE HYDRO BUILDING LOOKS LIKE
IT WAS BUILT TO STORE POWER POLES.



NORTH ELEVATION AS ORIGINALLY BUILT

THE HYDRO BUILDING • BODIE, CALIFORNIA

DRAWN BY NEIL A. PFAFMAN
HO SCALE



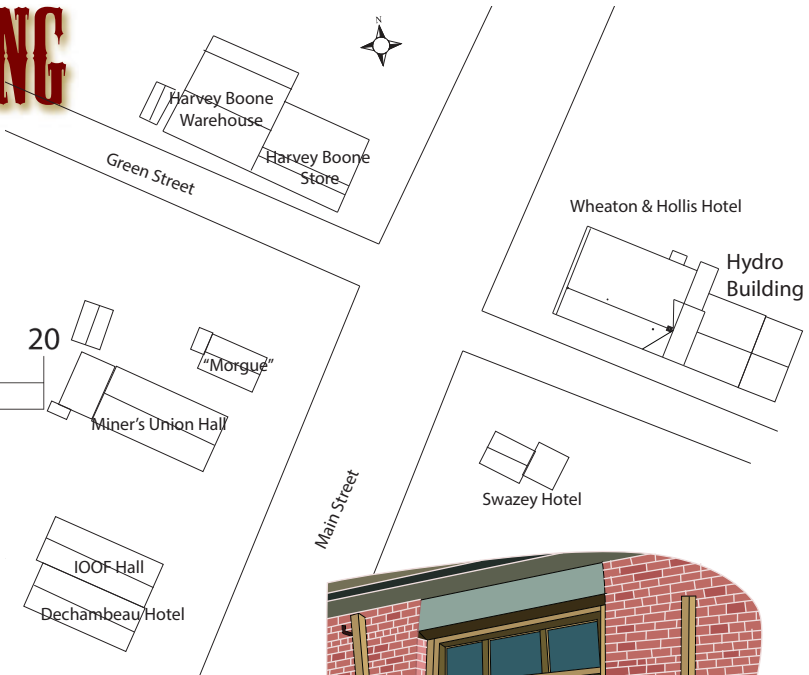
RUSTY CORRUGATED SIDING

NORTH ELEVATION AS IT APPEARS TODAY

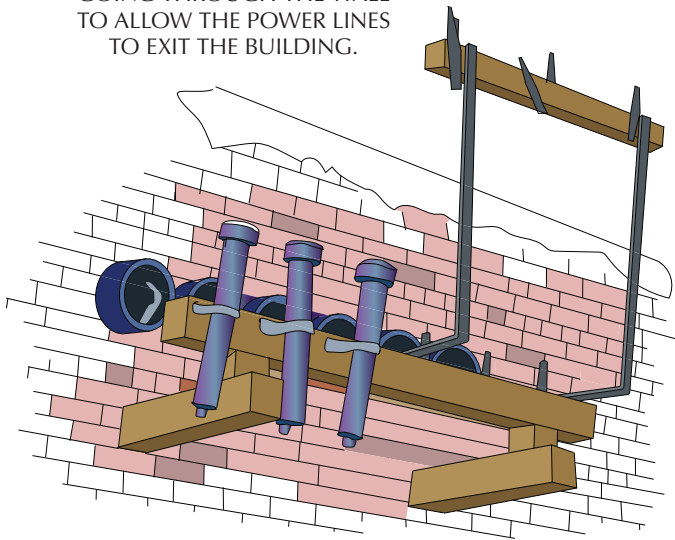
THE HYDRO BUILDING

BODIE, CALIFORNIA

DRAWN BY NEIL A. PFAFMAN
HO SCALE



POWER OUT. NOTE THE PIPES GOING THROUGH THE WALL TO ALLOW THE POWER LINES TO EXIT THE BUILDING.



DOOR ON THE SOUTH SIDE OF THE WAREHOUSE



SOUTH ELEVATION

THE IDAHO SPRINGS DEPOT on my On3 COLORADO CENTRAL & SOUTHERN

CLASSIC STYLE

by Dan Windolph
Photos by the author

The depot is probably one of the most interesting and recognizable of any railroad structure. Even the smallest town was proud to have a depot, showing it was important enough to be a stop on the railroad. They were variously known as depots, stations, or telegraph offices, but from the smallest to the largest they were the center of activity during the Golden Era of railroads.

Those of us who model the Colorado and Southern owe a debt of gratitude to Harry Brunk for his *GAZETTE* series, Up Clear Creek on the Narrow Gauge.

One of the articles in his series which appeared in the May/June 1983 issue featured the Idaho Springs depot. It isn't fancy or ornate, but its classic style appealed to me, and I wanted to model it.

I enlarged his drawings of the depot to 1/4-inch scale, and it quickly became apparent this was a large building, especially for narrow gauge. More importantly, there were no commercial castings available to duplicate the unique style of the doors, windows, and eave braces. I reluctantly shelved the plans and went on to other projects. I looked at them

Below: The board running along the edge of the roof is an unusual feature listed on the plan as a "drain board" or "gutter." I cut the Idaho Springs sign from the enlargement I made of Harry Brunk's drawing. I intend for it to be a small tribute to Harry. Even though it won't be visible when the depot is in place, I'll know it's there.





Above: The freight end of the depot shows the modified Grandt Line windows, and the eave supports. The freight platform is individually planked over wood forms.

Below: I put a new, sharp blade in my Zona saw to minimize breakage when sawing pieces out of the window castings. It worked.



occasionally through the years but didn't see an easy way to get what I needed to duplicate those details.

I recently decided I needed that particular depot for my growing town, and it was time to figure out how to get those missing details. Grandt Line now had beautiful castings for the basic style doors I needed, although I would have to add trim to match the prototype. The windows were the major problem, as no castings came close to what I needed. I noticed that the masonry double-hung window had the right number of panes and was the right width, but was much too long. My solution was to cut a row of panes out of the top and bottom of the window, as shown in the photos.

I put a new sharp blade in my Zona saw and carefully cut out sections, then glued the castings back together. It was tedious, but I managed to do it without breaking any of the fragile pieces. I used Bondene plastic cement from Plastistruct to glue everything together and the resulting windows are very solid. Be-

cause the castings are meant for a masonry building, the window frames are a little too deep for a wood structure. I didn't intend to detail the interior, so this didn't bother me.

Now that I had everything I needed, I had to add the trim to the windows and doors. I used Evergreen styrene for this, as shown in the photos. I also used styrene strips to fabricate the eave braces. I thought about making a pattern and casting copies, but I didn't want to buy mold rubber and resin for such a small project. I made a simple fixture out of basswood and straight pins, which worked very well.

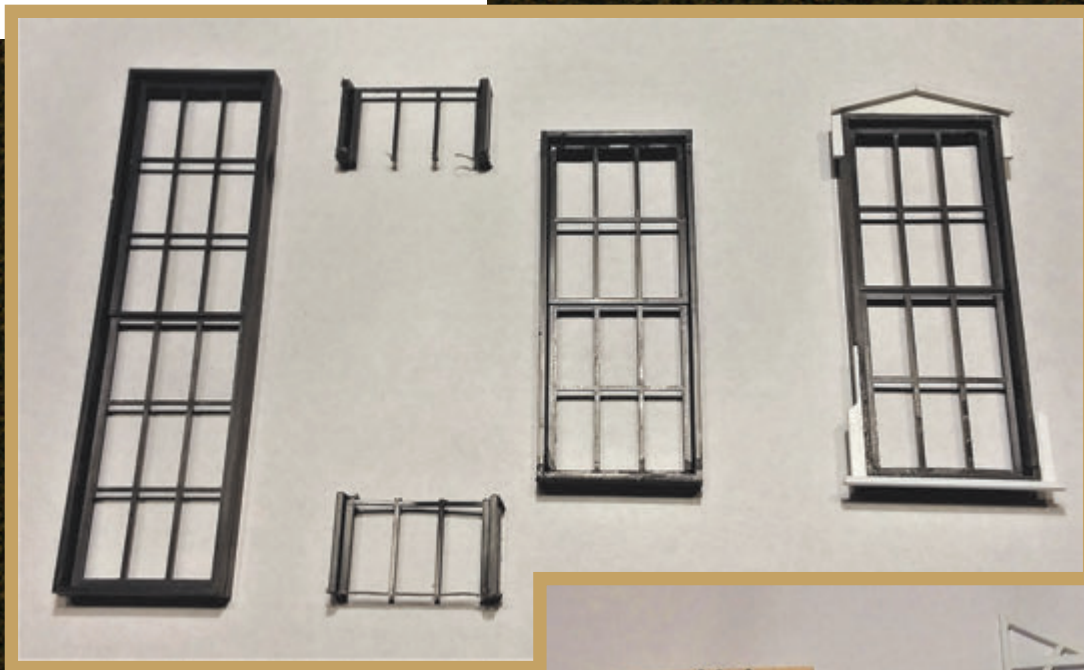
The building is NorthEastern clap-board siding with interior bracing, and

(text continued on page 80)

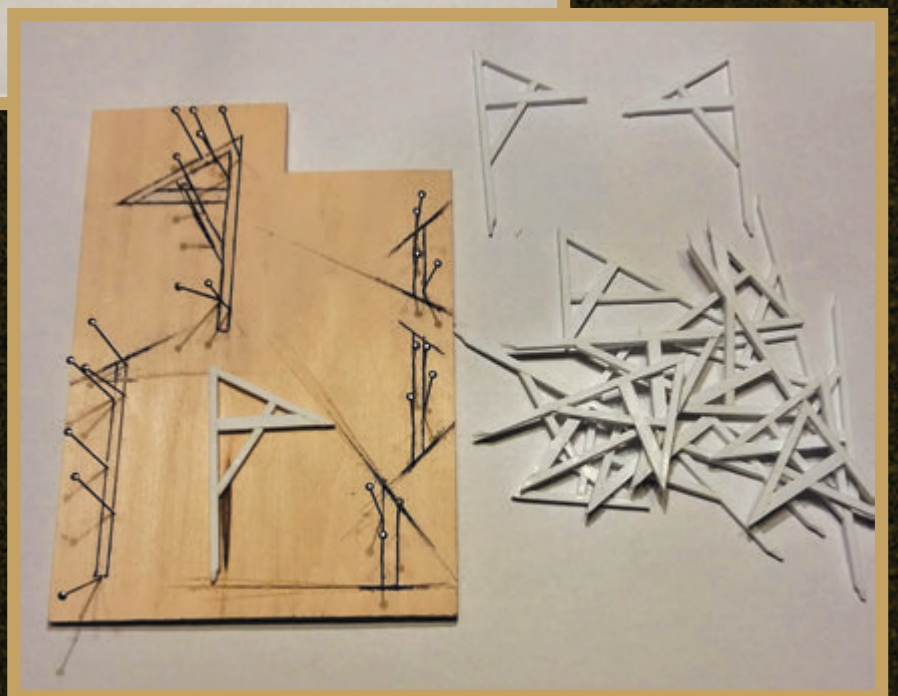
Right: The Grandt Line door and window castings are black, with the added Evergreen styrene trim pieces shown in white.



Left: The unmodified Grandt Line masonry window casting is at left. Next are the sections cut from the top and bottom of the casting. Next is the shortened window after the top and bottom sections have been glued together. Far right is the completed window with styrene trim in white.



Right: This simple cutting and assembly fixture for the eave braces is a scrap piece of basswood and straight pins. Evergreen styrene was used for the braces.





Above: This trackside view is the most interesting side but won't be seen when the depot is in position on my layout.

DEPOTS ON THE COLORADO CENTRAL AND SOUTHERN:

- Idaho Springs — Scratchbuilt
- Gunnison — Model Masterpieces kit
- Sargents — San Juan Engineering kit
- Alpine Tunnel — Scratchbuilt by my wife, Pat
- Mt. Princeton — Classic Miniatures kit
- Como — Scratchbuilt
- Forks Creek — Classic Miniatures kit
- Ophir — Scratchbuilt
- Rico — Modified Lionel kit

Below: Initial construction of the sides and ends was done on my dining room table. Final assembly was done on top of the washing machine and dryer as described in the text. This is a long building..



(text continued from page 78)

the roof is artists' illustration board with Grandt Line shingles. The bay was the most difficult part of the building, consisting of wood, styrene, and Grandt Line castings. I debated about spending so much time building the bay because it won't be seen when the depot is in position on the layout, but I enjoyed the challenge.

The depot was too long to assemble on my workbench, so I used the largest flat surfaces that were available—the tops of the washer and dryer, now known as auxiliary workbenches. Once assembled, it was too long to fit into my spray booth, so painting it took a little juggling.

While writing this article, I realized just how much I like depots. The Idaho Springs depot will make the 9th depot on my CC&S. The layout occupies most of the basement, so the various depots are well spread out, but I think this will be the last one. Probably. 🚂



Above: This unusual photo is an example of my model assembly line production approach. Whenever possible, I try to combine working on similar items rather than do them individually, whether construction or painting. I had a few passenger cars ready for painting at the same time I needed to paint the details for the depot. Because Floquil Coach Green is no longer available, I use Model Master Dark Green on my passenger cars. I keep a lot of bottles on hand, so it seemed natural to paint the depot trim the same color. I mounted the pieces on strips of masking tape fastened to 1- x 2-inch wood strips for ease of handling as shown in the photo. After a busy few hours of airbrushing, the top of the clothes dryer was used to allow the paint to set for a few days.

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OLD PLACERVILLE PETROLEUM DISTRIBUTORS

PART 2: TEXACO DISTRIBUTOR

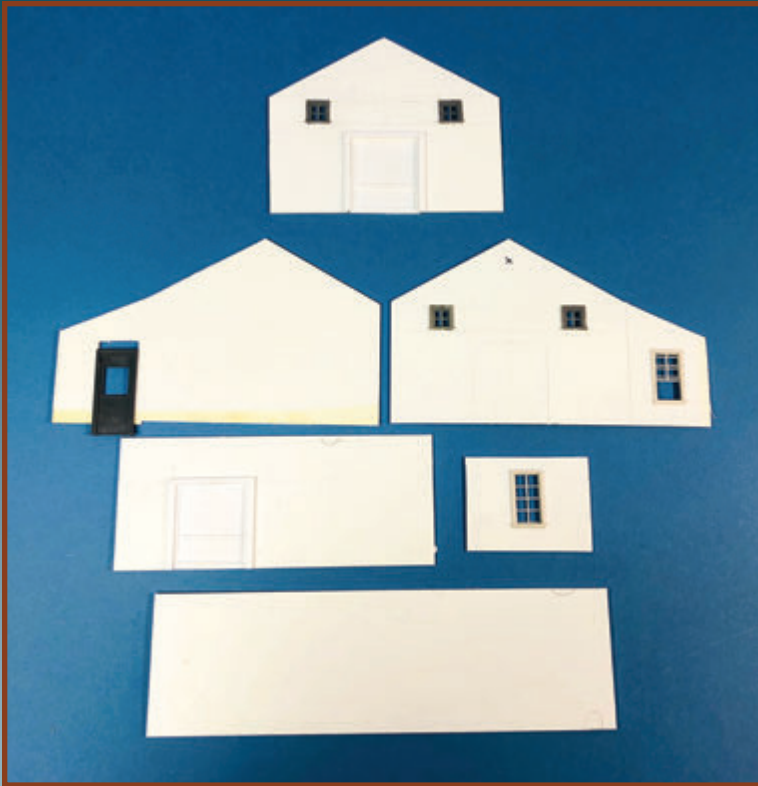
by Craig Symington, MMR
Photos by the author

Title photo: This is the street side, customer facing, view of the Texaco distributor. It's made up of a main warehouse and a loading shed to the right. The warehouse side was at ground level while the loading shed was on posts to allow for trucks to back up to the platform to be loaded. When I install it on my layout, I'll contour the scenery accordingly.

In the previous issue of the *GAZETTE*, I described how I built an HO model of the Conoco distributor buildings at Old Placerville, Colorado. I'll continue this story of the petroleum distributors at Old Placerville by describing how I built a model of the Texaco distributor. I'll conclude this series in the next issue by describing how I built the tanks and put the scene together.

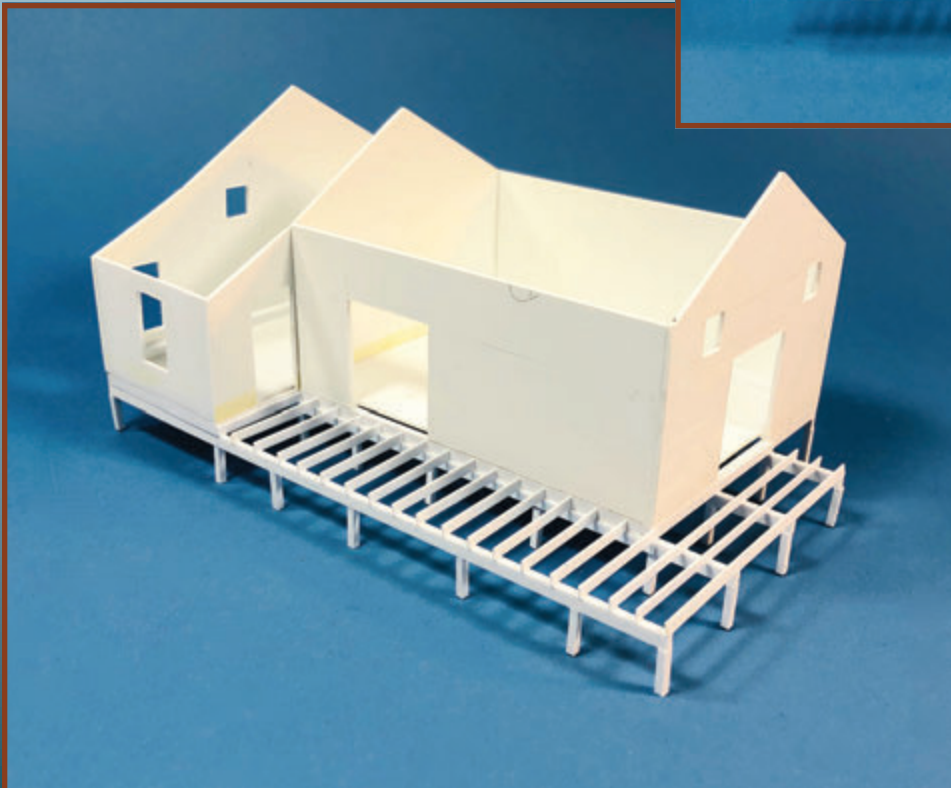
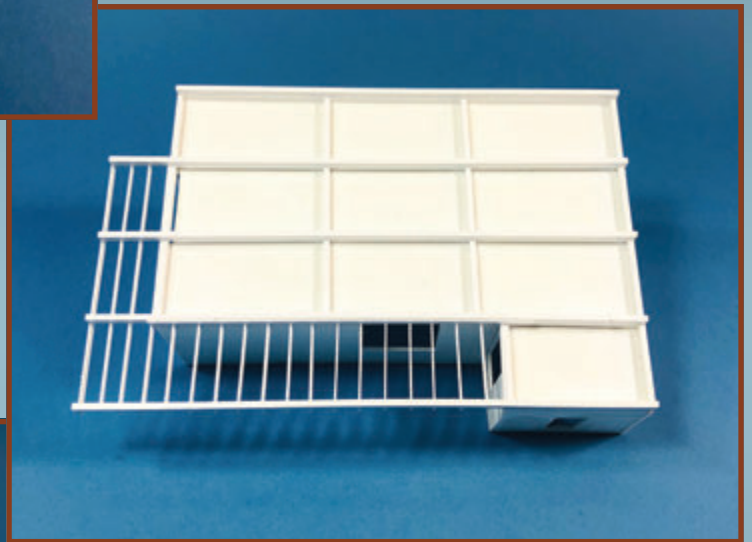
I used photos that Tom Casper supplied of the remaining buildings of the Texaco dealership, Mike Blazek's plans and the photos in the *RGS Story* (Sundance Publications) as reference material for this project. I have not found a single photo of this building while the Rio Grande Southern was in service, so I had to make some educated guesses based on the later reference material. Follow along with me as I describe how I built this structure.





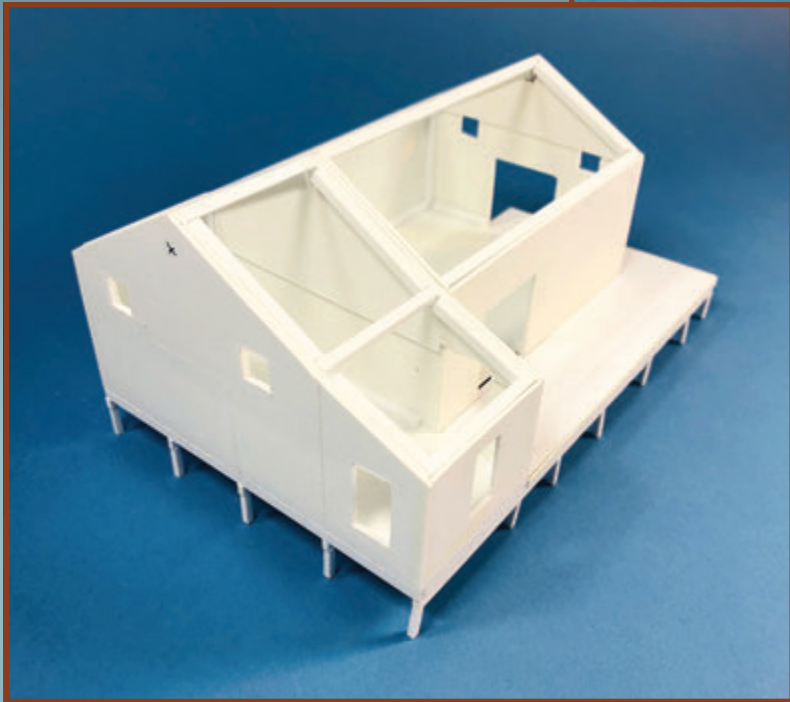
Left: With a complicated structure like this one, I like to build all the walls on the flat. This makes it a lot easier for marking and cutting the openings from .040-inch styrene. I scratchbuilt the two loading doors from Evergreen #4060 V-groove material with 2x6 and 2x4 framing. The loading door frames were made from 2x8 material with 2x6 trim. The small windows on both ends of the building are Grandt Line #5241 and the two larger windows are Micro Engineering #80-067. The man door is a Grandt Line #5292. The walls were assembled with .100-inch-square styrene corner braces.

Right: To stiffen the floor and add timbers that would be seen from the sides, I added 6x10 floor beams. I then added 2x8 joists for the loading dock framing. This probably will never be seen, but I know it's there, so I added them anyway. The individual boards also create some slight irregularities to the soon to be installed decking that creates a more realistic look after painting.



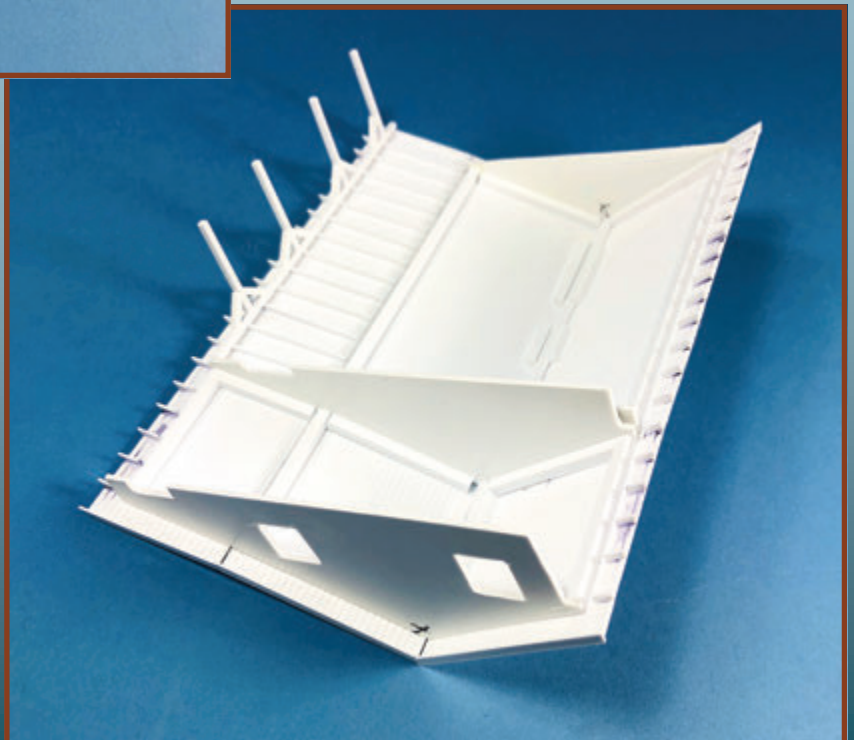
Left: 6x6 posts have been added to the underside of the floor beams and the structure is starting to take shape.

Right: I've added 2x8 decking to the loading dock. The lengths are no longer than 16 feet and the joints are staggered over the joists following common construction practices. The loading dock edge is trimmed in 2x10 material. I know that it would have been a lot easier to use grooved sheet styrene, but I find that the texture of the individual boards looks so much better than the perfect look of sheet material.



Below: The underside of the roof shows the gable end panels and .125-inch framing that was wedged inside the walls. The roof panels are made from Evergreen #2060 V-groove with the grooves on the underside to make the soffits look like there is individual boards for the roof decking. I framed the end fascia with 2x6 material and added 2x6 rafter tails to the roof edges. I also added a 6x10 beam and 6x6 posts to the overhang above the loading dock.

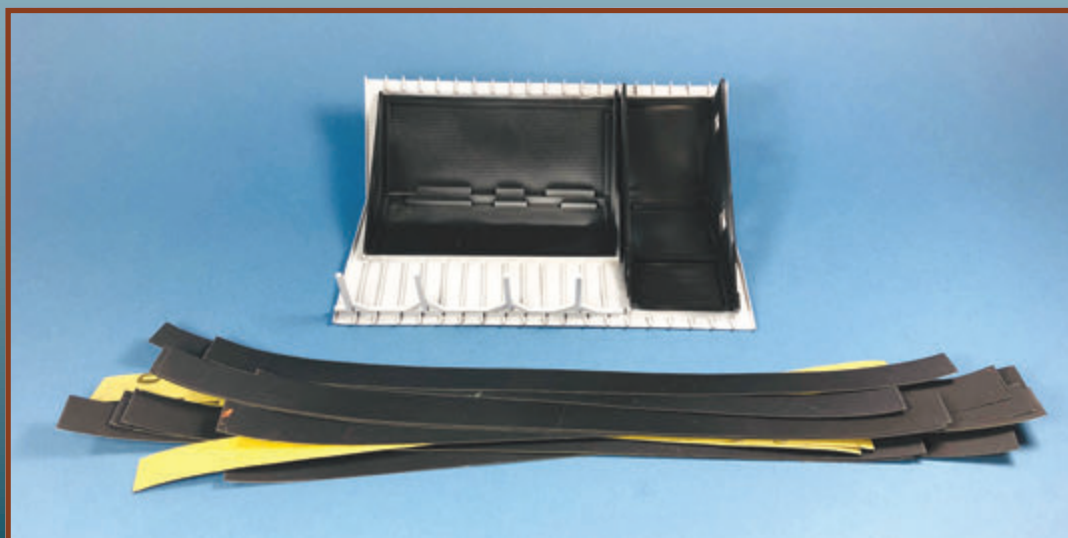
Above: I find that scratchbuilding roofs is tricky. I like to make them removable so that I can paint the building in sub-assemblies. This makes painting much easier and eliminates a lot of masking. For this roof I cut .040-inch styrene triangles to a press fit within the gable ends. I then used .125-inch-square styrene to frame in the roof and create a substructure for the roof sheeting to glue to. I was very careful not to allow glue to seep onto the wall sections and accidentally glue these roof substructure assemblies in place. With this structure I ended up with a removable roof framing section for the warehouse end and another on the office end. Once this was done, I carefully glued the roof sheeting to this framing. If done right, lifting the roof panels off brings all this framing with the sheets and creates a roof that "plugs" inside the walls of the structure. This is my usual technique for making roofs.





Left: I puttied the peak of the roof to give it a crisper edge, 6x6 braces were added to the end walls and the model was ready for paint.

Right: I painted all the bits and pieces for the warehouse and prepped them for assembly. The corrugated wall panels were painted and weathered in preparation for installation (described in the previous *GAZETTE*). The windows and doors were painted white and window glazing added. The end roof braces were also painted white. The loading dock and floor framing were painted in various mists of brown and gray paints. Between each coat, the paint was scratched with a P-B-L scratch tool. The result is a weathered wood look. Since I didn't intend to detail the interior, I painted it black to hide it from being viewed through the windows.

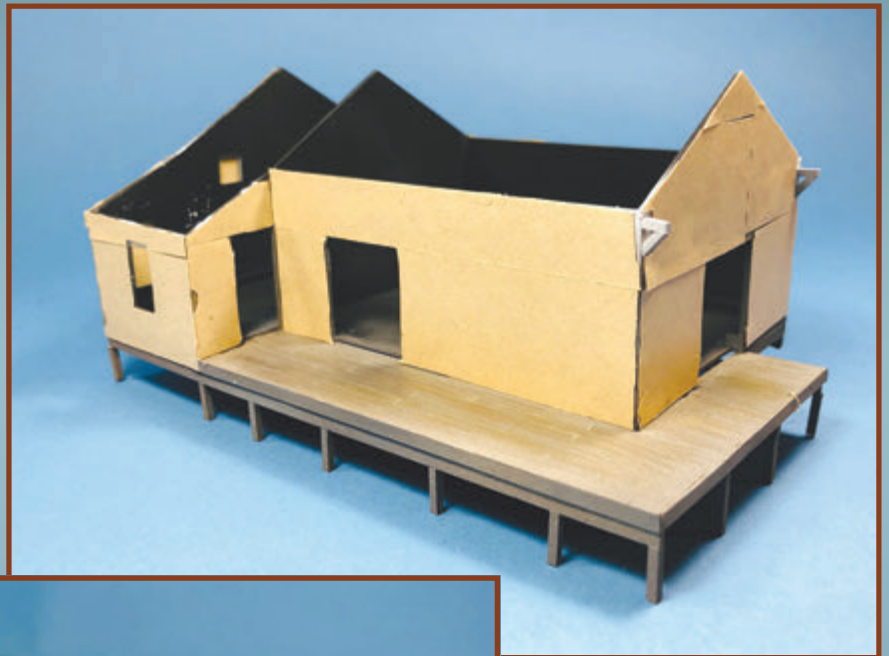


Left: The roof pieces are painted separately and ready for assembly in this photo. I painted the underside of the roof edges and posts with white paint. I misted it using my airbrush to give it a weathered look. The interior of the roof was painted black. 600 grit sandpaper was painted (described in the previous *GAZETTE*), then was cut into 3½-foot-wide strips to represent rolled roofing.



Left: In my college years I worked as a roofer to pay for school (and trains) and have installed a couple real rolled roofs, unfortunately I'm well-schooled in how this is done. I installed the roof core on the building walls to make the roofing installation easier. Starting at the roof's bottom edge, I applied the sandpaper following the prototype techniques and let the joints fall where they naturally occurred. Each row was overlapped slightly until I reached the peak. Once the simulated asphalt material was applied, I used a fine brush to paint black along the joints. This didn't need to be neat because the real roofing isn't. The black is the tar oozing from out of the joint. When I was done, I weathered the roof with some Bragdon chalks to make it look less uniform.

Right: The walls were covered in double stick tape. I removed the protective wax paper as I installed the corrugated metal on each wall.



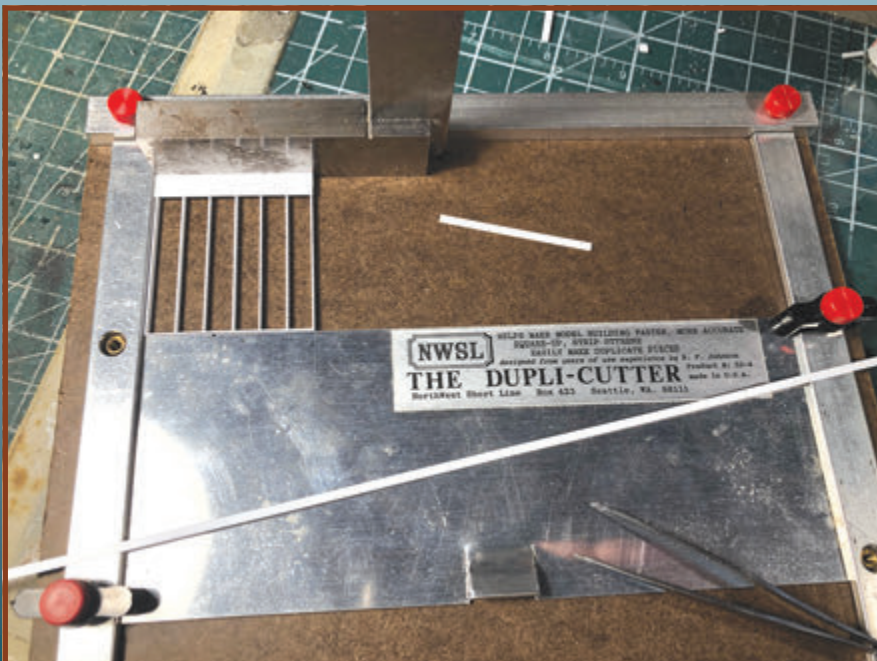
Left: This is the backside of the Texaco Distributor and the side that faces the RGS tracks. After the corrugated metal was applied, I weathered it with Pan Pastels. The windows and doors were also installed at this time.



Left: Another view of the structure showing the street and customer facing side of the building.

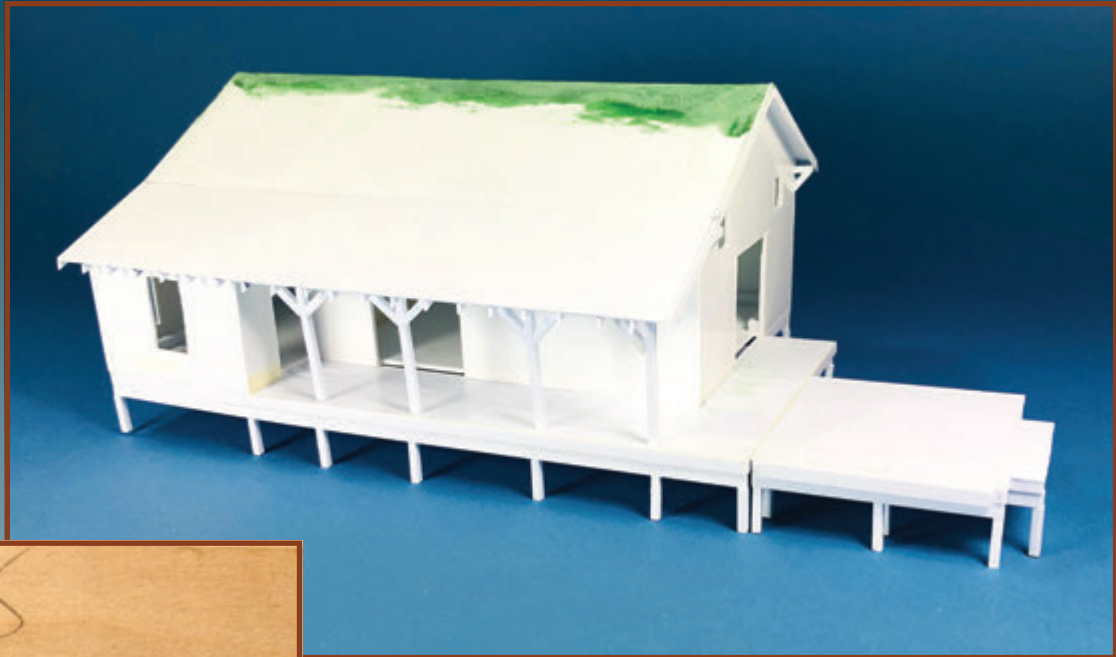


Right: I downloaded a period correct sign from the internet and printed it on photo paper in various sizes. I then picked the size that I thought looked best, and cut out the disk for the logo. The real signs were often porcelain signs in that era and would have a shiny surface, so the photo paper was ideal. I used a black sharpie to turn the edge of the paper black and glued it to the building using Pliobond.



Left: There was a loading dock attached to the main warehouse building. It was a simple stick frame construction building that I simulated using dimensional styrene pieces. To keep the subassemblies square, I setup a jig in my NWSL Dupli-Cutter.

Right: The loading dock floor was made with 2x8 framing and decking that was built over 6x10 beams and 6x6 posts. In this photo, I was checking to make sure it meshed properly with the warehouse deck. The photos of the prototype suggest that this loading dock was a later addition.

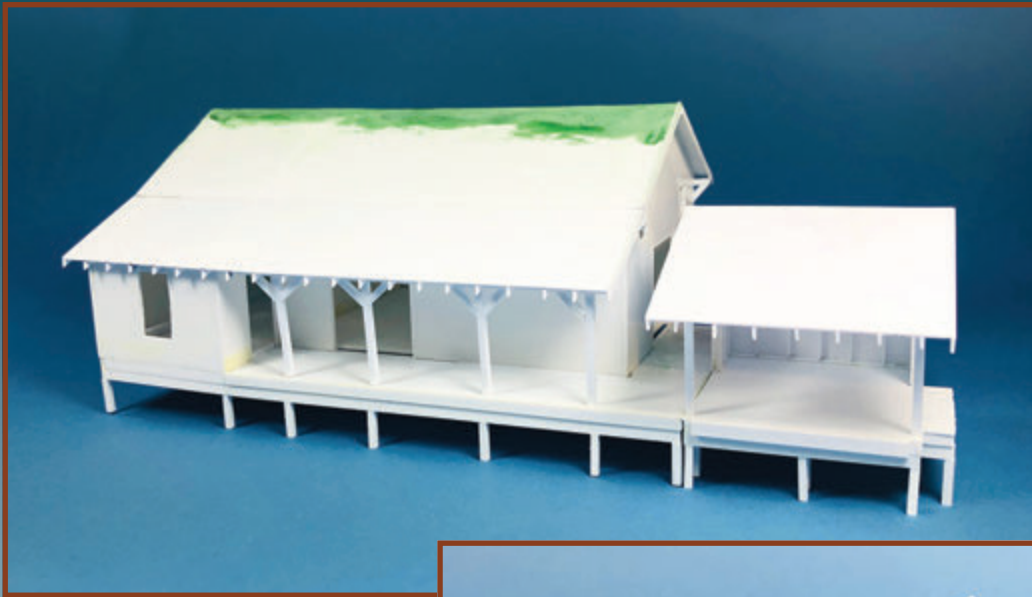


Left: Photos of the loading dock show that the interior framing is wide open to view. I decided that it would be best to make a jig so that all the trusses would be identical. I made these trusses from 2x6 material.



Right: I made the loading dock walls from 2x6 material covered in 2x8 sheathing. The posts and beams are 6x6 material. Once the walls and beam were installed, I glued my trusses in place.





Left: With the structure of the loading dock complete, I test fit it one more time. The prototype photos show that the roof lines are nearly identical, so I wanted to make sure this looked right.

Right: I painted the loading dock using various brown and gray paints to make the white styrene look like weathered wood. I then painted the fascia, posts and select beams in white paint. This matched what I could see in the prototype photos. Corrugated metal siding and rolled roofing were selected for cladding the structure.



Left: The siding and roofing were applied using double stick tape. Once done, it looked really bare, so I painted some Grandt Line #5041 55-gallon barrels in Texaco colors to fill the loading dock. This structure will get permanently glued to the warehouse when they are both installed on my layout. 🚚



by Charlie Getz

Photos by the author

BUILDING VINTAGE “MECHANICAL” KITS

A lot of the kits I build do double duty. Besides finding them of interest and hopefully, of future use on my decades-long planned layout, they usually are review items for the *GAZETTE*. Such projects are doubly satisfying in serving both purposes and explain why modifications are sometimes made or extra details are added. But occasionally between deadlines, I get to build projects just for me and just for the fun of it. Recently, I converted two junked train show vehicles into cement trucks by marrying their truck chassis to toy cement truck drums, obtained years before at a 5 and 10 store. (Remember those?) Other times I have repaired or modified train show bargain rolling stock, as described in past columns in the *GAZETTE*.

My friend, Kevin Feeney, haunts Train Shows primarily on the East

Coast. A seasoned traveler and expert on using bonus miles to score airline tickets, he will happily jet off to a weekend train show just to wander the aisles for the bargains to be found. When he comes across something of potential interest, he will shoot me a cell phone photo asking if I am interested. He jokingly refers to himself as my “personal shopper!” Not really a joke as he has found any number of great finds. On one occasion, he found two rare very early kits for American rolling stock but made in Japan. No, not of brass, but like the craft kits of the early to mid 1950s with wood and stamped lithographed metal components. What set these cars apart from their American contemporaries was the method of assembly. Both utilized a cleverly engineered and mostly “mechanical” method of assembly. By that I mean

the use of nails, screws, tabs, and slots to attach the disparate parts to each other with little or no glue used.

The kits were a Katy 40-foot steel sheathed boxcar from a company called the “New One Model Toy Works Ltd. in Tokyo, and an ATSF SFRD steel-sided reefer from “Hobby Shop Shinohara” in Yokohama. These Japanese kits were different from each other and from American kits in some ways while similar in others. Both contained beautiful, lithographed metal sides with rivet detail, albeit oversized. The New One kit was almost entirely metal, complete with shiny components and a bag of miscellaneous parts. Trucks and very strange couplers were included. The one-page instruction sheet was amply illustrated with minimal English instructions showing each step. The Shinohara kit was a combination of

Below: The AT&SF refrigerator car by Hobby Shop Shinohara on the left coupled to the Katy New One Model Toy Works Ltd. boxcar on the right. Both stand up to today’s models.



wood shapes with lithographed metal sides and stamped ends. No couplers or trucks were included though trucks were pictured. It reminded me more of the traditional kits of the early 1950s except that the fine-grained wood appeared to be a mahogany or teak. An onion-skin paper illustrated instruction sheet covered the basics of assembly.

Before I built the kits, I wanted to learn more about them and thus contacted my friend, Kenichi Matsumoto, in Tokyo. Kenichi, former editor of *Train*, Japan's leading model railroad magazine, is a fount of knowledge on Japanese products and his reply did not disappoint.

According to Kenichi, New One Models was established by Mr. Shin-Ichi Ikuma. The first name, "Shin" means "New" and "Ichi" means "One." So, Ikuma used them to create his company's name. As soon as the Pacific War ended, many American GIs were stationed in Japan (including my father) as part of the Occupation force, and hobby shops were

started or restarted to serve these GI modelers. Kawai Models and Tetsudo Mokeisya were among the first group in Tokyo. Shinohara Hobbies and Toby established operations in nearby Yokohama. Shinohara Hobbies, whom I assume later made track, started with a small booth in the Post Exchange (PX) of a U.S. military base there.

Tenshodo was rather a late comer among them. Tenshodo was, and is, a jewelry store on the Ginza in Tokyo. Because jewelry was not in demand in post war-torn Tokyo, the model division of Tenshodo started its business in June 1949, the same month and year as Kenichi was born and a year after I was born, also in Japan ironically. At its beginning, Tenshodo did not have its own workshop or factory. They mostly utilized craftsmen who had been amateur modelers before the war, and under contract, created small quantities of handmade products for Tenshodo to sell.

Following WWII, "New One Models" became the first model builders in

Japan with a commercial base production using die-casting, printed cardboard, pressed tinplate, and machine-milled woods. Kenichi surmises that New One obtained some of the U.S.-made freight car craft kits from the GI modelers and designed their products by copying those U.S.-made kits in part. At the beginning of Tenshodo's model division, New One became their main supplier. They kept this partnership throughout the 1950s.

In May 1952, for Kenichi's third birthday, his father gave him his first HO train set which he bought at Tenshodo's shop on the Ginza in Tokyo. It contained an 0-6-0 tank engine, two freight cars and a red caboose. All of them were New One products. New One also supplied products to the shops near U.S. military bases and offices. In Tachikawa, my birthplace, New One supplied the Nozawa Instrument Shop which later became "Takara," a supplier in the brass model world.

Among Tokyo's hobby outlets, one, located in the large office building just

Below: The Katy boxcar in bits and pieces.



in front of the Tokyo Train Station and near General MacArthur's headquarters (where my father worked), was a branch of a famous stationer's shop named "Haibara." While Kenichi did not know the reason, they also became a showcase for New One's trains. Because Kenichi grew up on the opposite side of the station, visits to that shop are a fond memory from his youth.

Many GI modelers also brought back New One's products to the United States when they returned from service. Kenichi surmises my two cars might be a part of that story.

In the late 1950s, the New One company dissolved their relationship with Tenshodo, switching their business partner to Aristo-Craft in the U.S. Aristo-Craft was started by Nat and Irwin Polk who owned Polk's Hobby Shop in New York City. Polk's Hobby Shop advertised for years in major American model railroad magazines selling their line of products nationwide. For Aristo-Craft, New One made several low-priced HO die-cast steam locomotives. By the early 1960s, Polk's was importing European and Japanese models under the Aristo-Craft banner. The New One line of die-cast locomotives, beautifully packaged in bright lithographed boxes, became an alternative to the brass imports of the era and included many unusual and old-time prototypes. They had a 2-4-2 and an 4-2-2 for example. I have a complete set of these engines and recall obtaining my first one in about 1962. I often wondered who "New One" was; now, thanks to Kenichi, I know.

Apparently, New One turned from the model train business to making home movie projectors and retired from the model train business rather abruptly and completely. This may explain why the last advertised locomotive from Aristo-Craft, an 0-4-4T Mason, never appeared. This is the story Kenichi provided concerning the New One Company and to a lesser extent, Shinohara Hobby's kit activities. A full article by me on New One and the Aristo-Craft locomotives will appear in a future issue of *HO Collectors* magazine. Shinohara Hobbies must have turned to track manufacturing at some point. I assume that the freight car kits were produced by them for sale in their shop in Yokohama. It is also possible the reefer kit made the trip to the U.S. with a returning GI.

I tackled the New One boxcar kit first. It was so different building an HO car using tabs and screws not glue. An L bar with tabs fit atop the lithographed



Above: Some of the many parts of the AT&SF reefer.

sides which tabs were bent to fit into slots in the sub-roof. This secured the sub-roof to the sides, creating part of the complex roof profile. Staple-style grabs were inserted, and the ends bent inside to secure them. Then, corner steps were riveted on from beneath into the metal floor. All holes were pre-drilled. The rudimentary brake gear details were inserted into holes in the floor and a small hammer used to flatten their pins from within. Roof ribs of formed brass were next bent over the metal roof and crimped in place. Next, the roof was screwed from underneath, fastened by the roof walk to the body. The floor was then screwed

from beneath to tabs bent from the sides. (I added weights to the inside floor). The ends were slipped into the roof and over the sides, screwed by tabs, to the floor. All pieces thus interlocked. The couplers (I substituted Kadees) and trucks were finally screwed to the floor. The kit trucks were out of gauge, so I substituted another pair. Even the brake wheel and housing were attached to the end wall by a tiny nail driven into a provided small block of wood behind the end wall to secure them. The kit is a marvel of primitive HO engineering. Though certainly crude by today's standards, the result was an acceptable and charming boxcar.

I painted the roof, doors and ends black.

The Shinohara kit was less impressive engineering-wise, but still ingenious. Although using a wood block sub-structure like then-contemporary American kits, the car was designed to be nailed together with two sizes of nails, not glued as most contemporary American-made kits. I substituted ACC mostly but did nail a few pieces for strength. I must admit that nailing such tiny nails while not pounding the whole car to pieces would be a challenge. The wooden floor and roof sides were pre-marked for spacer bars to be inserted and "nailed" in place. I elected to use superglue. The bottom channel and side sills were metal shapes also notched and pre-marked to ease assembly. Grabs, door hinges, latches and steps were inserted, and tabs bent to secure in place. I had to fudge on the door latches as the supplied ones were too short. Like the New One kit, the metal roof and ends interlocked with the sides to create a uniform appearance. Although pictured in the instructions, my kit contained no trucks, as I earlier noted. So, I added a pair from my collection plus Kadee couplers. The result was another attractive and acceptably detailed car.

If you question the connection between this topic and the "Narrow Gauge Scene," I admit it is a stretch. But it is interesting to learn of the antecedents of many of the suppliers of narrow gauge brass trains and track. So that is my rationalization. Also, there is great fun in assembling vintage kits requiring skills that often are vastly different from those required today. These kits were manufactured to be built, not sit in a box. And since these two cars appeared, Kevin found yet another early kit from Japan: this one, an old-time coach. Maybe another time I'll build it, but that's all for now. Until the next time—write if the mood strikes.

Charlie

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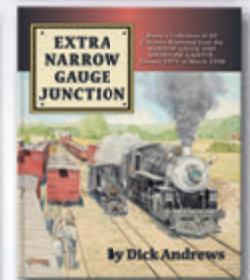
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Scale Modeling is All about the Details. Correctly scaled, (FineScale) details are what make a scene come to life!

Since Bob's magazine has been running a series featuring Pete Smith's beautiful town of Rock Harbor on the L&R&N, we thought we would treat you to one more photo, this one from an angle you haven't yet seen... Here's a shot looking down Quay Street, the main drag in Rock Harbor... Note how the concrete pavement has been strained by the passing of years of vehicles with leaky engines, transmissions and differentials that was so typical back in the day...

In the foreground, on the dock lead track, we watch as Heisler Number 3 shunts a load of Big Horn beer out onto the pier, destined for the next town up river.. Out on the main, a log train has slowly rumbled past as it drifts off towards the mill, its West Side Lumber Co. #1 type caboose bringing up the rear..

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