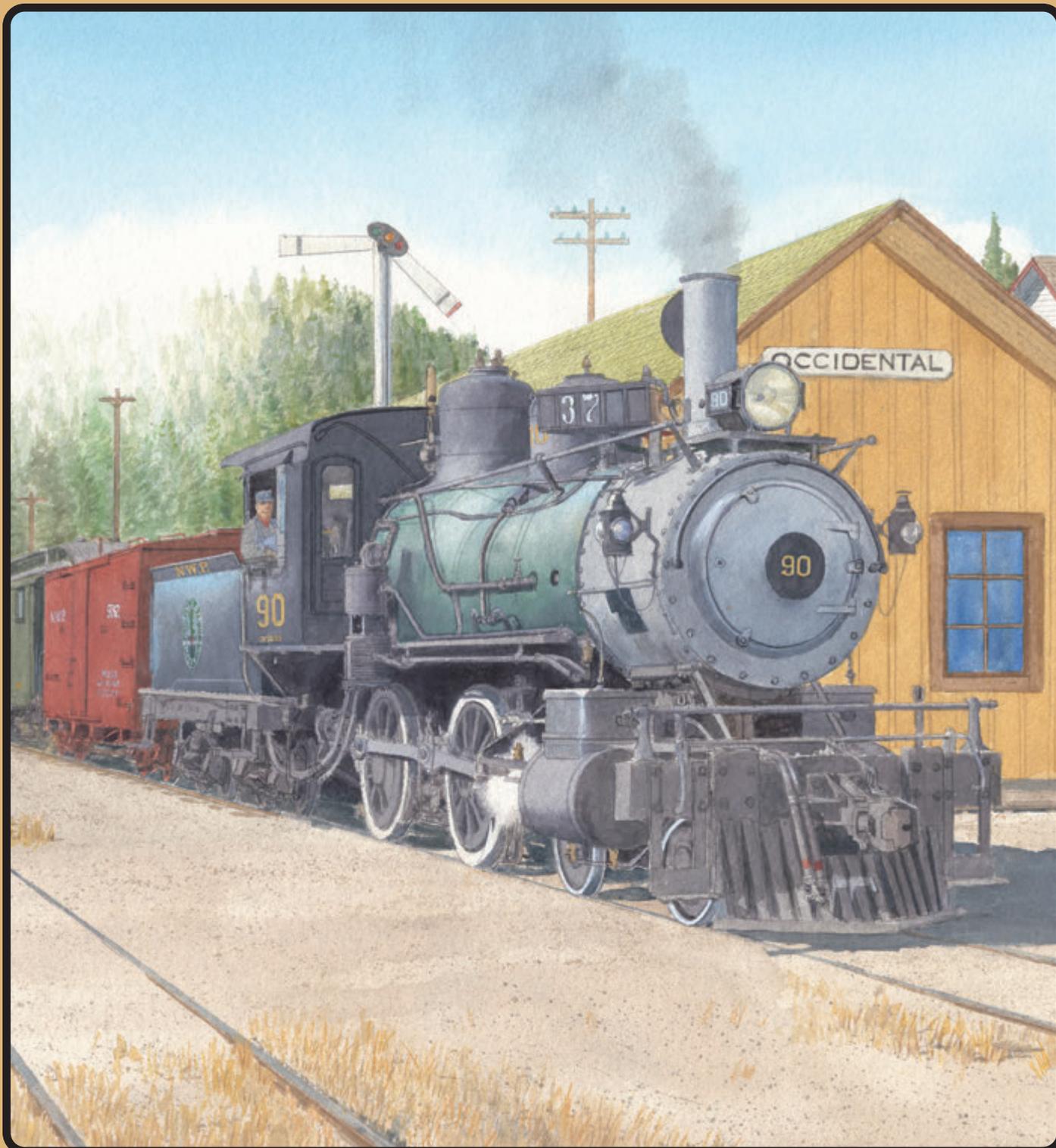


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COVER

John Coker painted this issue's cover. It depicts North Pacific Coast #90 pausing at the Occidental, California, depot. Occidental is located north of San Francisco across the Golden Gate Bridge, and was once a major stop on the 3-foot gauge North Pacific Coast Railroad. Long time GAZETTE readers will remember the late Boone Morrison's series on building the town of Occidental, and its depot, in the 2008-2009 issues. John sells his art and accepts commissions at john@cokerart.com.



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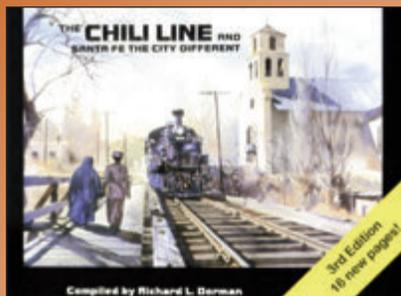
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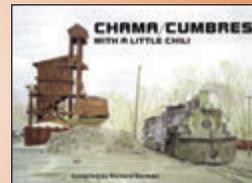
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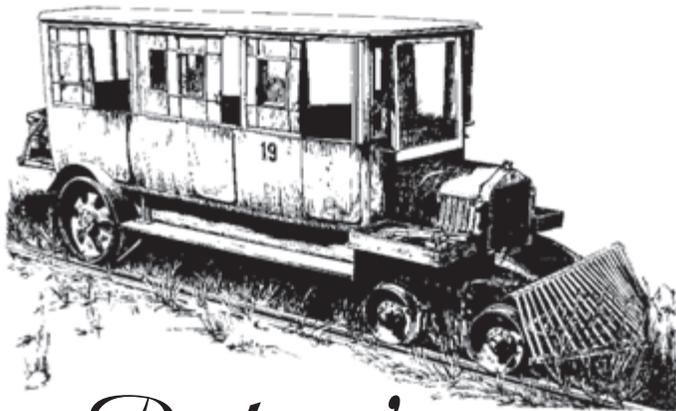
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Robert's Ramblings

IT'S DONE!

Photos by Bob Brown

No, I don't mean My Eureka Mill Railroad, I mean the NMRA's Magic of Scale Model Railroading Exhibit at the California State Railroad Museum in Sacramento. After some 16 years it is ready to open subject to the whims of Covid-19. Charlie Getz briefly describes the exhibit, its history, and the narrow gauge on display, on page 90. Here I want to describe one of the main exhibits that I am most proud of — the Timeline.

The Timeline runs along the curved Gallery wall in two 20-foot-long glass cases about 36 inches high and 12 inches deep. What makes it unique is that we divided it into eras and used artifacts to illustrate each era. There are some 400 artifacts such as kits, magazines, plans, and completed models, many quite historic to illustrate each era.

I can't go into great detail here so, you will have to come and see the exhibit, but let me describe some of my favorite parts of the Timeline and show some photos.

The Timeline starts in the Early Days with a quote from a book-length Tennyson poem titled *The Princess*. It was pub-

lished in 1847, and one stanza describes a garden party at a large estate (think Downton Abbey), including various attractions such as a hot air balloon, fire eater, magician, and a "pretty little steam engine puffing around the garden." A garden railway? I wonder?

Next, we have several English model railway magazines such as *Model Railways*, and *Locomotives*. American modelers were reading this magazine. They were shipped by steam ship, and the April 1912 issue went down on the Titanic. Remember the next time you see Kate Winslet in the 1997 film *Titanic*, that there is a little package of model railroad magazines down there in the mail room. Yes, we have a model of the Titanic, and editor, Henry Greenly's apologetic editorial to his American readers.

The United States' first model railroad magazine, *The Modelmaker*, first published in 1924, is followed by the Depression Years. During the worst depression in our history, the hobby boomed. The *Model Craftsman* (now *Railroad Model Craftsman*) appeared in March 1933 (I was three months old), the *Model Railroader* in 1934, and the *NMRA* in 1935, all illustrated with artifacts. Major manufacturers also got started during the Depression such as Varney, Mantua, Lobaugh, Scale Craft, Walthers, Westbrook, the Structure Company, and many others are all illustrated with kits and models. Some of the kits have been broken out and displayed so you can really see what modelers in the Depression Years had available.

The War Years are next, with several wood Strombecker wooden kits, other paper kits, and, of course, a *Rosie the Riveter* poster. The Post War Years are next, and were bountiful for modelers who were anxious to get back from the war and get modeling again. HP Products started TT gauge, and Varney produced a beautiful O gauge Baltimore & Ohio 4-6-0



Above: The end of the Depression Years and start of the War Years. Note, on the right, how the Mantua Mogul has been spread out with the instructions, parts, and completed model. Also note, at the bottom, the Strombecker wooden kits, and the *Rosie the Riveter* poster.



Left: The Early Days at the start of the Timeline. Note the open copy of Tennyson's poem, *The Princess*. The early magazines, the Titanic model, and a big 4-4-0 model which has no motor and was pushed around the layout. There was a third rail for the headlight and a firebox glow. I was told the layout was built in the early 1920s, and was operated to a timetable with car cards, all by pushing the locomotives along.



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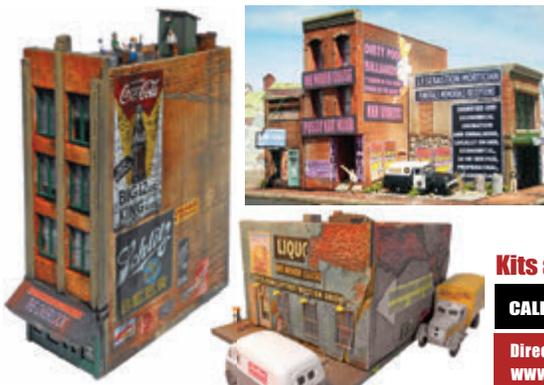
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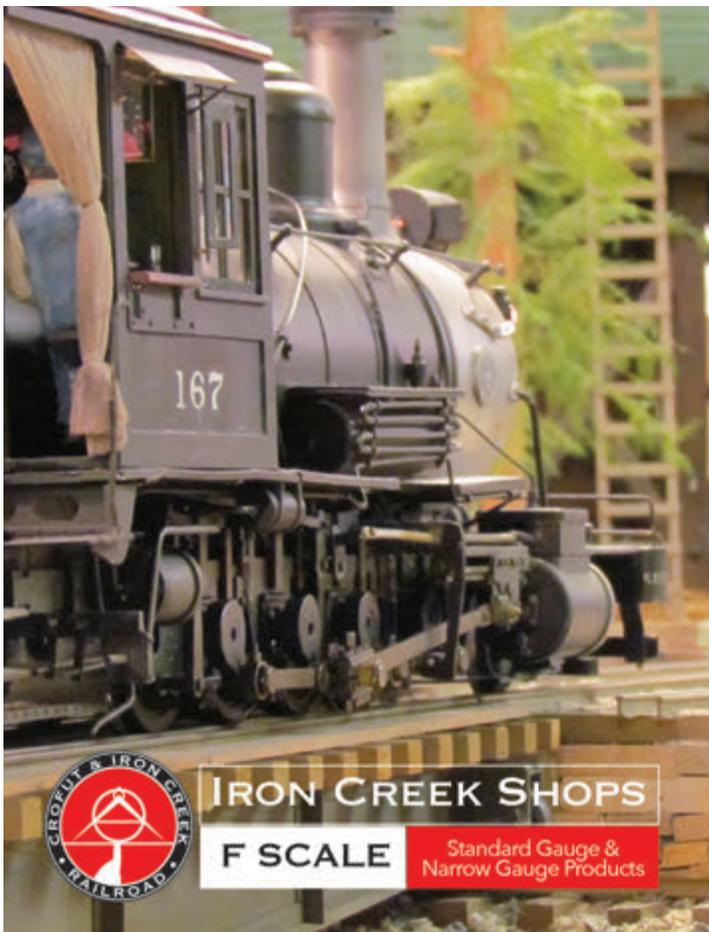


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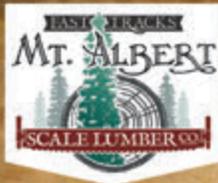
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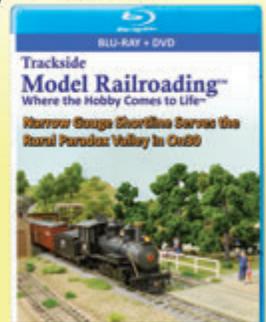
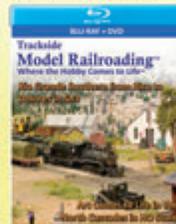
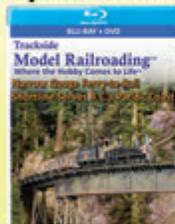
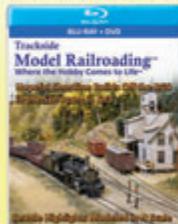
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The Pigeon Hole

Dear Bob,

I think you will find the attached article on Roadside America of great interest. This amazing model railroad inspired so many modelers for decades. I hope you can find space for it in the GAZETTE. <https://www.governing.com/community/Say-Goodbye-to-the-Worlds-Greatest-Indoor-Miniature-Village.html>.

Sincerely,

Forrest R. Van Schwartz
Via email

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

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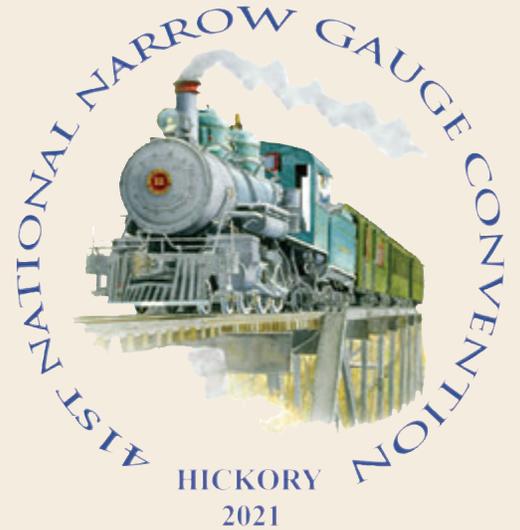


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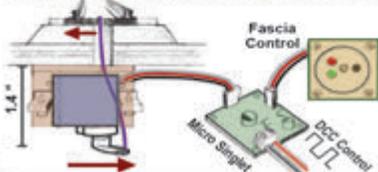
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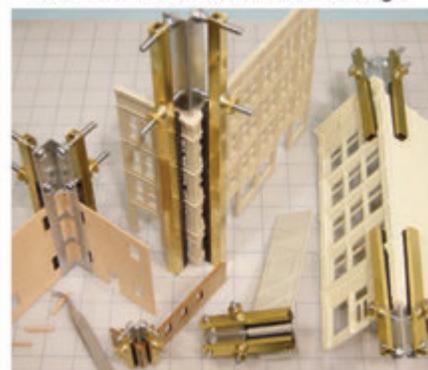
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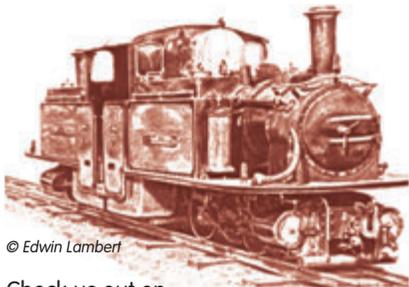


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New in Review

Foley Car Shops, FoleyCarShops@gmail.com, www.facebook.com/Foley-Locomotive-Car-Shops-863206290712324 sells On30 3D printed kits for a 12-foot Four Wheel Gondola, \$22.00 each or 3 for \$60.00, plus \$8.00 shipping; an 11-foot Four Wheel Hopper for \$22.00 each, or 3 for \$60.00, plus \$8.00 shipping; and a 14-foot Four Wheel Work Car/Caboose for \$28.00 each.

Each of the cars includes metal wheelsets and Kadee® couplers with boxes and mounting screws, less adhesives, paints and decals, and instructions to guide any builder not familiar with 3D printed models. While these models are freelanced, each captures a narrow gauge homebuilt look and feel.

The Gondola has nine 3D printed parts, plus the wheels and couplers. The underframe with decking is a single print into which the wheelsets snap in place. The couplers mount to this print as well. I gave my model an overall spray of gray primer, then flat tan for the unfinished “wood” areas, followed by red oxide. The exposed “wood” area was given a wash of thinned raw umber oil paint. The exterior and underframe was given a wash of Payne’s gray before the entire model was dry brushed with a light tan.



The Hopper is only marginally more complex with ten 3D printed parts. It was also quickly assembled using gel ACC, and was finished like the gondola.

The 14-foot Work Car/Caboose has 25 printed parts plus a short length of wire. The underframe and decking were two separate parts that needed to be properly aligned. The roof inserts into stringers on the top of the body, and can be left removable so the interior can be detailed. The window and door inserts are separate prints so they can be pre-painted a contrasting color to that of the body. I assembled the underframe and house, primed and spray painted them with red flat lacquer. Then I sprayed the deck tan, and primed the roof with a coat of dark gray. The railings, grab irons, brake wheel and ladders were pre-painted white, and then painted, before adding them to the model. Holes for the grab irons were easily opened with a bit and pin vice. The only addition made to this car was the clear glazing over the windows.

Each of these models was easily assembled and finished. The gondola and hopper were one-night models. The caboose was assembled over a couple of evenings. The cars as built are exceptionally freewheeling, and track flawlessly without any additional weight or modification. All of the cars capture the backwoods look and feel that is so endearing in narrow gauge. A string of gondolas or hoppers trailed by a bobber caboose would complement any On30 layout. *George Riley.*

Bar Mills, P.O. Box 309, Bar Mills, ME 04004, 207/929-3400, www.barmillmodels.com, sells the HO scale limited edition Cigar Corner for \$349.95, plus shipping. Available direct only, this latest mega-kit from Art Fahie of Bar Mills is Fine Scale Miniatures Tribute Kit #2½ according to his recent ad in the January *Railroad Model Craftsman*. Consisting of six structures, and a 16-figure set from Woodland Scenics, Cigar Corner captures some structure designs straight from George Sellios' F&SM. My favorite component is the Downtown Garage, which Art promises as a separate kit later in N, HO and O scale.

Cigar Corner, similar to the Queen City Coal Company, the subject of my column in the November/December 2020 *GAZETTE*, contains six separately packaged models, each with its own instructions and parts guide. There are also more instructions on assembly and finishing provided. The components include laser-cut basswood, mdf, resin, metal and cardstock parts with separate cast metal and resin details, "glass" and signs. In addition to the figures, buyers can order a special package of Woodland Scenics details at a discounted price when ordering this kit.

Art sent me a pre-production component of this kit some months back so I could assemble it and make the deadline for this issue. I built the Tom Bessey Auto Repair and Samson Auto Wrecking/Barron Von Clonts Sour Mash Whiskey fronts. Unlike the rest of the diorama, this

part features two adjacent background bas-relief structures with a pop-out office for the auto wreckers, and separate small auto repair/coal dealer business in front. Included are a chain-link fence and weathered sidewalk sections. I added the extra Woodland Scenics junked automobiles and details to create a scened mini-diorama.

Construction is typical of the remainder of the kit with laser-engraved concrete block, brick and windows/doors plus full elevations and pictorial instructions. I had no problem assembling my kit, and enjoyed adding some additional details. I added interior graphics and lights, as well as additional roof vents and stacks. I changed a provided torn wall sign for Admiral Television as too new for my 1948-ish time frame, to one for MJB coffee, and included scenery following Art's instructions. I also added an additional wrecked truck body to the weed-grown lot. I used the provided chain link fence (later leveled), and added a side-yard Insta-board fence, also made by Bar Mills. Finally, I added some figures unloading mash whiskey barrels from a truck in the alley.

After about a week of effort, I had a nicely detailed scene for a future urban or industrial setting. I look forward to reviewing the Downtown Garage, and I am sure the entire Cigar Corner would be an impressive mini-scene for any layout. I really enjoyed this kit and thank Art for the opportunity. *Charlie Getz.*

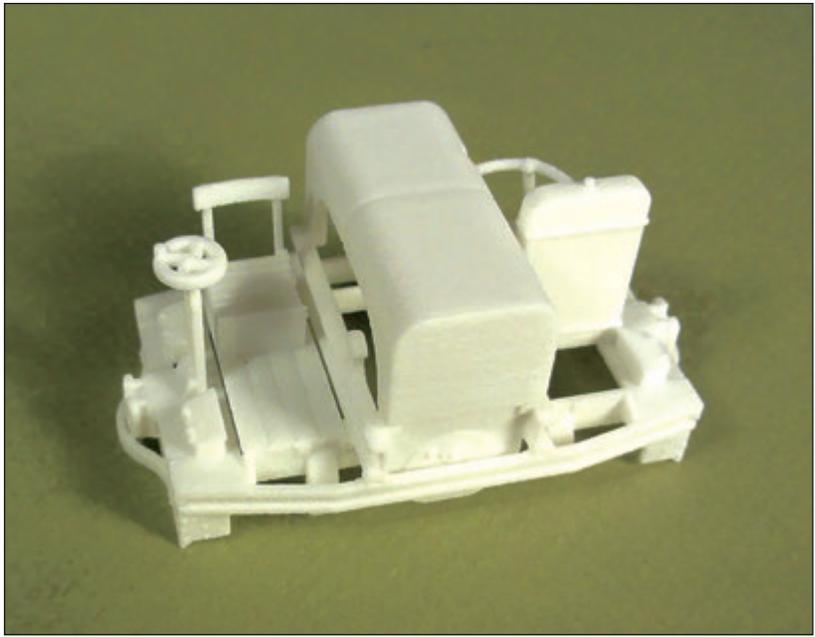


Simon Dawson, www.rue-d-etropal.com.

I have always wanted an O scale Simplex gasoline locomotive. So when I read Jon Haworth's article on his 3D, 7mm scale, 20 h.p. bow-framed model in the December 2020 issue of *Narrow Lines* (the journal of the 7mm Narrow Gauge Association) I perked up. This article tells how Jon detailed his 3D superstructure, added a mechanism and driver, and painted it. He also provided contact information for the locomotive, mechanism, and driver.

For those of you not familiar with Simplex locomotives, over 700 of them were built for the British military during World War I. Some were armored and called "Tin Turtles," and many were sold surplus after the war and used in agriculture and industry.

I visited the web site listed above and ordered a 3D superstructure. While a French site, the prices were in U.S. Dollars. I put my order in the basket (it cost all of \$19.98), and PayPal did the rest. But my receipt came from Shapeways in the U.S. They added postage and the cost was \$32.00. Still a deal. About 10 days later, my Simplex showed up on my porch. I had previously Googled "Simplex Tractor Shapeways," and found an enormous number of models including Simplexes, but not one in O scale.



Next, I contacted Mark Clark of *LocosNStuff* for a mechanism at www.loconstuff.com, and ordered one, and *Dart Castings* at dartcastings.co.uk, for a driver.

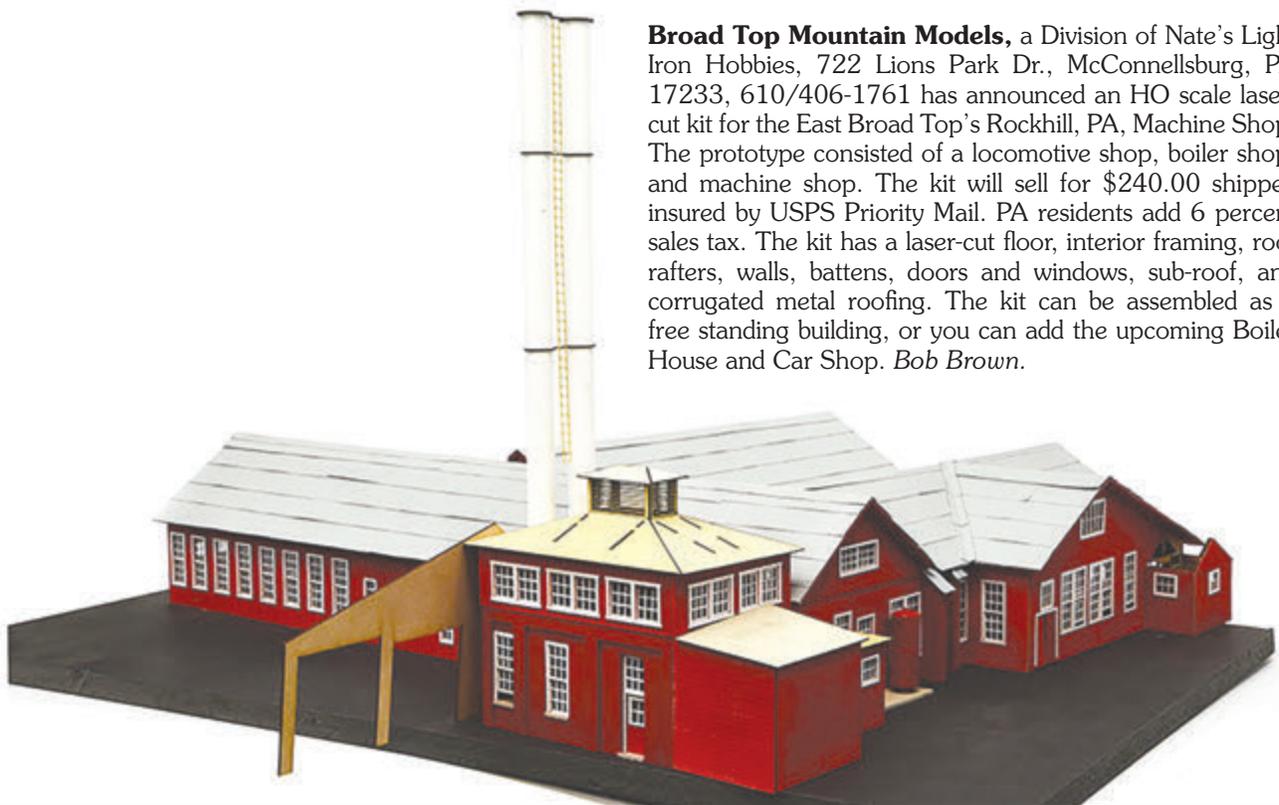
This my first 3D model and I am really impressed with it, and the other models available online. It is smooth, has no texture, and needs no sanding down. I am looking forward to getting it all together, and painted and weathered. *Bob Brown.*

Berkshire Valley Models, 438 Morgan Woods Dr., Fenton, MO 63025, 314/401-4005, www.berkshirevalleymodels.com has a new kit of an O scale 1934 Ford truck with a wood tank for \$27.95. The Ford is the same kit used in other Berkshire truck kits

and consists of white metal castings that have to be ACC'd together. Be sure the parts fit, and use the ACC sparingly. I also found the Zip Kicker useful on some of the smaller parts. Written instructions with an exploded view of the truck are included, along with

several photos of a completed truck. The wood tank has three laser-cut discs held together with laser-cut strips. Then a scribed wrapper is glued around the discs. I had no trouble doing this. The kit includes some thread for tank hoops, but I decided to use paper strips. I found them easier. There is also a cast metal filler lid for the tank, and a little faucet for the rear of the tank. No lettering is provided. This is yet another of Berkshire Valley's excellent line of O scale wagon and truck kits. I look forward to more. *Bob Brown.*

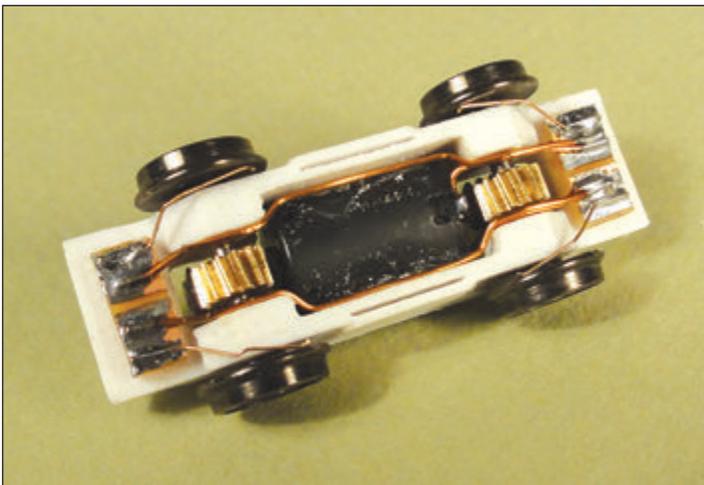
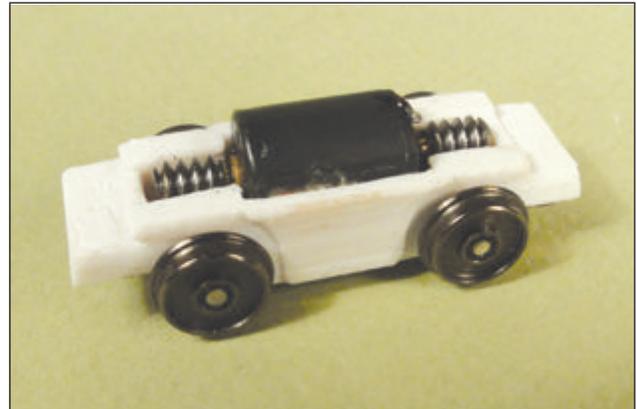




Broad Top Mountain Models, a Division of Nate's Light Iron Hobbies, 722 Lions Park Dr., McConnellsburg, PA 17233, 610/406-1761 has announced an HO scale laser-cut kit for the East Broad Top's Rockhill, PA, Machine Shop. The prototype consisted of a locomotive shop, boiler shop, and machine shop. The kit will sell for \$240.00 shipped insured by USPS Priority Mail. PA residents add 6 percent sales tax. The kit has a laser-cut floor, interior framing, roof rafters, walls, battens, doors and windows, sub-roof, and corrugated metal roofing. The kit can be assembled as a free standing building, or you can add the upcoming Boiler House and Car Shop. *Bob Brown.*

Locos N Stuff, 12 Adelaide Rd., Gillingham, Kent ME7 4NS, UK, borsig1958@gmail.com, locosnstuff.com. I mentioned this source in my Simplex review on page 17. Mark Clark makes a large selection of power trucks, resin and etched brass locomotive and car kits, and has numerous locomotive chassis available. He also sells couplers, controllers, and other interesting items. There are no U.S. models other than a World War I Baldwin. However, it would be worth your time to visit his site.

I ordered an On30 power truck from Mark to power my Simplex. It was designed to fit into my 3D Simplex. However, there is a slight modification needed to the Simplex superstructure to get it to fit. My mechanism cost £50.00, including shipping, and it only took 13 days to arrive.



The power truck's frame is 3D printed and holds a small can motor with a worm and gear drive to each axle. There are pickup wires going to all four wheels. The power truck is only 1¾-inches-long, and the motor barely sticks up above the frame, making it ideal for all sorts of section cars, and little rail cars needing a small power source.

My power truck ran smoothly with no noise right out of the sturdy box it was shipped in. It does start quickly and needs some slowing down. I think when I put the Simplex superstructure on with its hood filled with lead, plus a lead driver, I will tame it.

Now, it's on to mating the power truck to the 3D Simplex superstructure, and I will finally have my long sought after O scale Simplex. *Bob Brown.*

Berkshire Valley Models, 438 Morgan Woods Dr., Fenton, MO 63025, 314/401-4005, www.berkshirevalleymodels.com sells three new O scale water tank kits. All three represent 18,000 gallon water tanks designed for narrow gauge or standard gauge short line railroads. The standard gauge tanks are 3 scale feet taller than the narrow gauge versions. The first tank has a cast urethane conical top and sells for \$57.95 in narrow gauge, or \$59.95 in standard gauge. The second tank has a flat roof and sells for \$54.95 in n.g., and \$56.95 in s.g., and the third tank has an open top and sells for \$52.95 in n.g., and \$54.95 in s.g. All three water tanks include laser-cut wood parts, white metal spouts, water gauge, weights, and tank fasteners. You have the choice of tank bands or wire hoops on your tank. The frost box on each water tank is laser cut, has a laser-cut wood inner wall covered with thin laser-cut pieces of scribed wood. The bents are laser cut from thick wood and have a spacer beam to make sure the bents fit. The corner braces and large cross braces are laser cut for you. There is a one piece laser-cut wood deck for the tank. I assembled my under frame in about 20 minutes.

The water tank is composed of two wood discs held apart by seven laser-cut supports. It is essential these supports are vertical, so use a square. Once dry, an inner wrapper is glued around the discs, again make sure you start with a

vertical wrapper — use a square. Then when dry, you wrap an outer wrapper around the inner wrapper, don't forget to use the square. My outer wrapper fit perfectly, with no gap. You can use the provided thread for wire hoops or use flat bands. I decided to use flat bands. They are provided for you in a one piece, laser-cut, set of paper bands properly spaced. Actually, you get two sets of paper bands which seemed ominous to me. I wiped my outer layer before attaching it with Floquil Zinc Chromate

Red, and also wiped the paper bands. When dry, and again using a square, I glued one end of the bands to the outer wrapper, let it dry, and then wrapped the bands around the tank with spots of glue. It was like gluing spider webs, and I see why two sets of bands were provided, but I had no trouble. The tank is detailed with band fasteners, a roof hatch, and spout and pulley system. There is also a ladder that has an assembly jig. Be careful nipping the jig out if its fret. I lost one side of my jig, but retrieved it, glued it back in place, and had no trouble assembling my ladder. The water level numbers are printed on paper. You just have to trim the strip and glue it into the cast metal U channel and attach it to the tank. There is even a cast metal level indicator. I like my tank and will use it to replace an old tank on my layout. It was fun to assemble and has that run-down backwoods look we all enjoy. *Bob Brown.*



Inter-Action Hobbies, P.O. Box 1021, Chase, BC, VOE 1MO, Canada, 888/850-1742, www.interactionhobbies.com has announced the C.R. Lamb, a new 94-foot-long sternwheeler kit. It will be available in N scale for \$79.95, HO scale for \$149.95, and O scale for \$365.00. The kits are laser cut and detailed. You can see a tutorial on assembling an N scale sternwheeler on Inter-Action's web site. *Bob Brown.*





MY On3 DURLIN BRANCH OF THE D&RGW A VISION



by Dave Adams
Photos by Dan Munson and the author

I never expected to write a second article about my On3 Durlin Branch after my first one in the May/June 1984 *GAZETTE*, unless we moved to another house. We have not moved, but in 1990 my good wife asked, “are you going to do it?” “Do what?” I replied. “Add on to the house for your railroad. I have listened to you describe the space that Bob Brown, Bill Fleisher, Dave Clune and Doctor Miller have for their On3 layouts long enough.” My narrow gauge friends thought this was a great idea, and became part of the house addition construction crew, along with my father-in-law. This article describes my new Durlin Branch.

Title photo: Train No. 124, the afternoon passenger from Chama, passes behind the Holmestake Mining Co. as it enters Durlin.

My layout was to be one of those layouts open for attendees at the recently cancelled NMRA 2021 Rails By The Bay National Convention in Santa Clara, California, July 4 – July 11, 2021. The Committee is now planning a virtual meet, and details of virtual tours are a work in progress.

GOALS AND DESIGN FOLLOW THE TRACK PLAN

The goals for the new layout were emotional, based on what I wanted to see, and have others experience, rather than a rational distillation of the D&RGW. Steep grades for helper operations, coal trains, stock trains, general freight, sidings for meets and passes, spurs for some on-line switching, Chama and some other prototype D&RGW scenes as might be fit in, fall with the aspen leaves turned yellow, reliable operations, and curve radius greater than 36 inches. Hopefully something enjoyable for friends and guests.

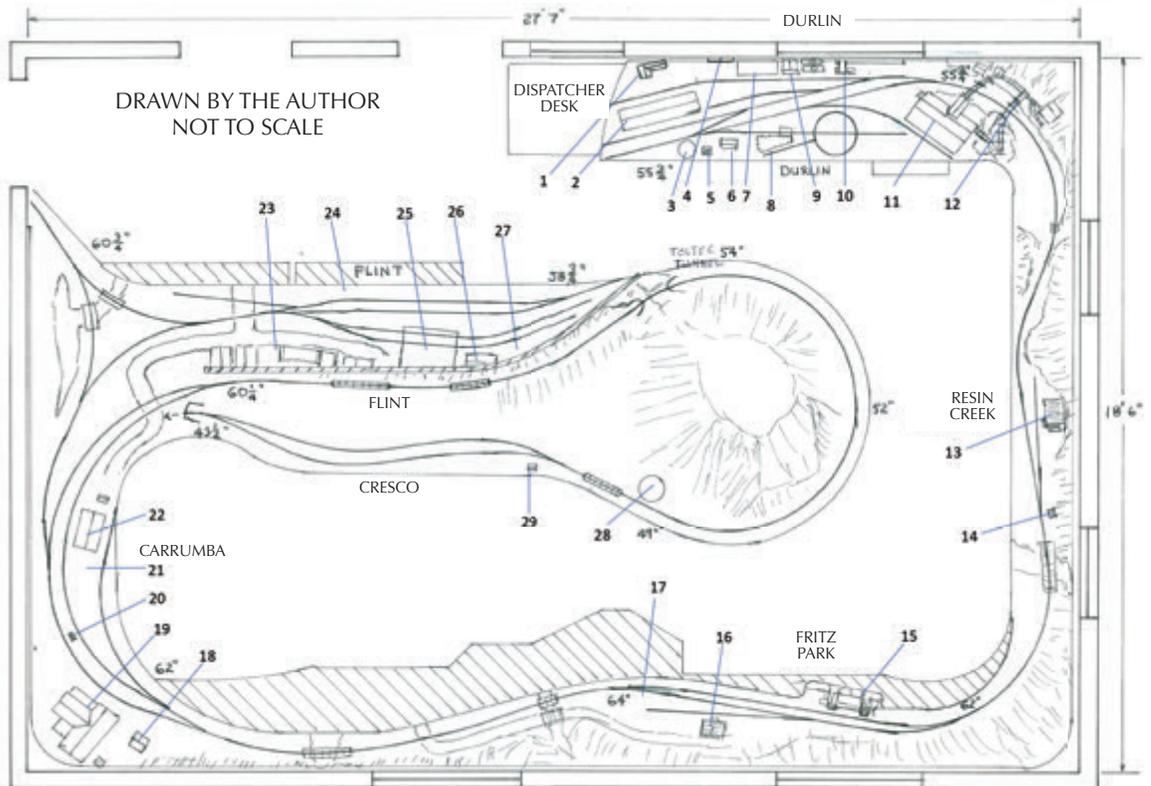
Items to be retained from the old layout were the two headed branch concept that worked well for operations, rolling stock and smaller locomotives representing 1920–1939, scenery based on the 1970s and early 1980s, and the sections of the first layout that made up the town of Durlin. Working Durlin into the new plan would also allow some operation as a respite from benchwork, roadbed and track construction which would take several years to complete.

While the track plan would be freelance, there were constraints. No blockage of the three doors in one corner of the room (garage, house, exterior layout

THE On3 DURLIN BRANCH OF THE D&RGW

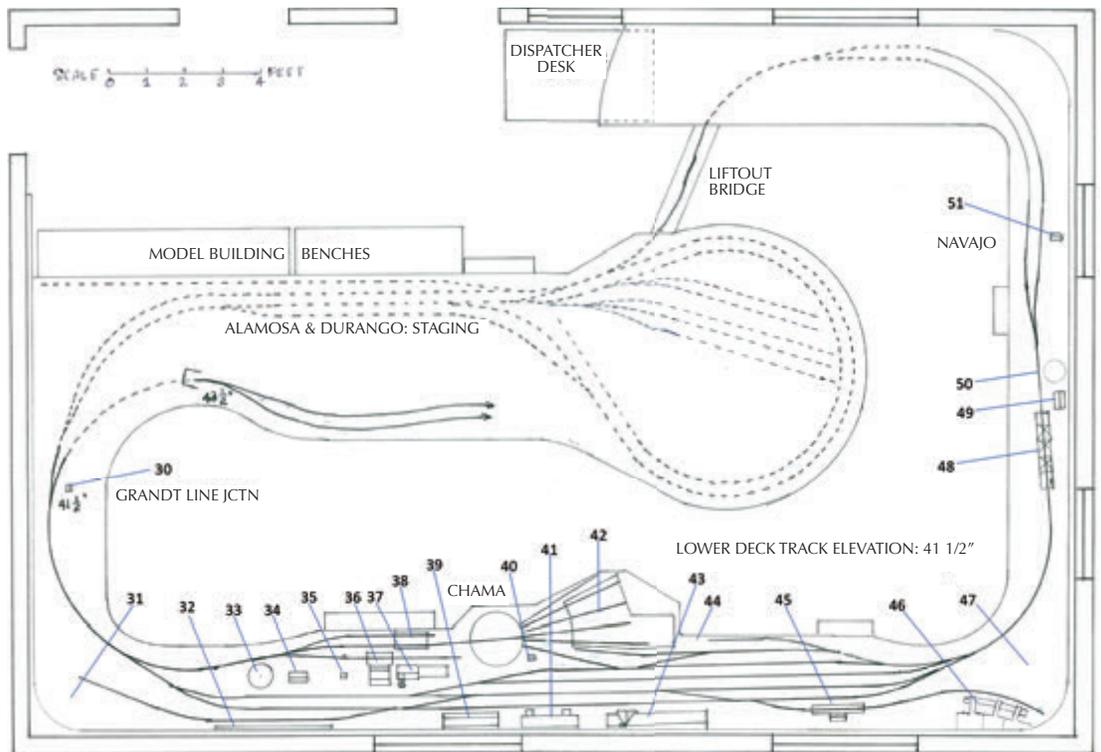
UPPER LEVEL

Durlin	
1	House
2	Station
3	Water Tank
4	Garage
5	Pump House
6	Coal House
7	Coal Dealer
8	Locomotive Coal Dock
9	Oil Dealer
10	Stock Chute & Pen
11	Holmestake Mill
12	Mine complex
Resin Creek	
13	Ore Bin
14	Phone Booth
Fritz Park	
15	Stock Chutes
16	Ore Bin
17	Phone Booth
Carrumba	
18	Coal Shed
19	Section House
20	Water Column
21	Depot Coal Shed
22	Depot
Flint	
23	Businesses
24	Box Car Depot
25	Coal Breaker
26	Power House
27	Stiff Leg Derrick
Cresco	
28	Water Tank
29	Phone Booth



LOWER LEVEL

Key	Town	Structure Type
Grandt Line Junction		
30		Phone Booth
Chama		
31		House & Store House
32		Oil Loading Dock
33		Water Tank
34		Section Car Shed
35		Fire Hose Shed
36		Coaling Tower
37		Sand House
38		Ash Pit
39		Warehouse
40		Fire Hose Shed
41		Warehouse
42		Round House complex
43		Depot / outhouse
44		Oil House
45		Scale Track and House
46		Stock Chutes/Pens
47		House
Navajo		
48		Pin Connected Truss
49		Pump House
50		Water Tank
51		Section Car House



entry), no blockage of the window next to the exterior entry, and the Durlin sections. These constraints and the desire to represent Chama dictated that Durlin would be on the wall with the exterior door and adjacent window, and Chama would be

on the opposite 27-foot 6-inch-long wall. The plan and orientation for Chama evolved from studying different Chama track configurations over the years, keeping the reach-in distance reasonable, and maximize aisle space. The rest of the plan

only needed to connect Durlin to Chama, include staging for Alamosa and Durango, a second branch, and the other goals. A number of double deck plans with a connecting helix were drawn, and foam core models made. These were discussed and



Left: The Durlin Branch looking down its length. That's Chama on the right. Photo by the author.



Below: Flint is above the author's workbench. Durlin is on the left just above the Dispatcher's desk. Note the removable section standing upright in the center of the photo. It is used for trains in and out of Durango staging and continuous running. Photo by the author.

improved by friends, but something was wrong. Helper engines working trains up multi-turn helix would not support the vision of narrow gauge steam working up steep grades in Colorado that was in my mind's eye.

If the entire length of a peninsula down the middle of the room were used for an out and back climb to the second deck, the 18½-inch elevation gain needed to clear the top of the coaling tower in Chama could be accomplished with a 3.8 percent grade. And the need for helpers would be real. By keeping the grade after the end of the peninsula turn back loop fairly close horizontally to the lower part of the grade, half the width of the peninsula could be used for staging on the lower level, while half of the upper level could be the end of the second branch line. With the general routing of the main line set, the sidings, on-line spurs and a few prototype scenes could be planned.

The first siding was located on the lower part of the grade with space provided at the upper end of the siding for modeling of the east end of Cresco siding with its phone booth, station sign, wood pile trestle and water tank. Cumbres would be at the top of the 3.8 percent grade, but the trackage did not fit. Cumbres became Carrumba with a long passing siding, a spur, a wye tied into the siding and structures from Cumbres. Fritz Park is the named place of a third siding and a spur located between Durlin and Carrumba. It is the real top of the hill as the main climbs on a 1.5 percent grade out of Carrumba and then descends on a 4 percent grade from Fritz Park to Durlin.

The fourth passing siding is Navajo on the lower deck between Chama and Durango staging. The east end of Navajo is visible and includes the station sign, car body shed, water tank, pump house and pin-connected through truss bridge.

With the decision to locate the end of the second branch line on one half of the upper deck of the peninsula, a turnout off the turnback curve on the 3.8 percent grade or a connection through Carrumba could connect it to rest of the railroad. A connection to Carrumba would provide a longer run from Chama, and a Toltec Tunnel scene could be attempted where the turnout off the 3.8 percent would have been. At Carrumba, if only one tail of the wye tied into the siding rather than two, the other tail could lead to the end of the second branch on the peninsula.

A friend convinced me I really needed to design in a lift out bridge to form a con-

tinuous run (the cocktail loop) on the lower level. Alamosa and Durango staging could then be combined on the peninsula with a reverse loop included for turning trains and engines. This would avoid backing them to Chama for turning while staging the layout for the next operating session.

The design has been time tested for almost 30 years now and is still fun. I do sometimes wonder how it would have turned out with another six feet on the room length and width, and if I had known then what I know now about Timetable and Train Order operation.

CONSTRUCTION

I used just about every benchwork technique somewhere on the Durlin Branch except for light weight construction. Durlin retained its original sections of L girder with heavy plywood keyed end panels

and supporting legs. The upper and lower decks along the other three walls are cantilevered horizontal 1x2 pine arms of off 2- x 2-inch posts lag screwed to studs behind the dry wall. The posts rise 7 feet vertically from floor and are capped with 1x3 boards slotted on the top to standard and narrow gauges, and on the bottom to capture the 1/8-inch-thick Masonite sheets used for the backdrop. Gussets run under the scenery from the 2x2 verticals to horizontal arms on the upper deck and 1x2 diagonals run from lower deck benchwork to the 2x2 posts providing additional support. The 1/8-inch Masonite fascia screwed to the ends of the horizontal arms dramatically solidified the entire structure. The peninsula is standard L-girder construction supported by legs, with the L girders made from plywood.

Plywood is the sub roadbed in yard areas and spline sub roadbed is used everywhere else. Roadbed is nominal 1/2-inch Homasote sheet in yards and out on the line, profiled and kerfed Homasote cut on my table saw. The profile was cut so the tie ends hang over the top of the bevel cut, which I think provides a good impression of skeletonized narrow gauge track. For staging, Upsom board was glued to the plywood sub roadbed and the rail spiked directly on top, no ties. The idea of no ties for hidden track came from the late Steve Polkinghorn's layout. He said it saved him a lot of work. That idea was carried forward when staging was expanded in 2016, but unfortunately Upsom Board was no longer available, so Luan plywood door skin was substituted, but it did not take spikes very easily.

Ties are Kappler and Mt. Albert products, and the track and turnouts are all

handlaid. The same good friends that helped with the benchwork construction also made tie strips and laid track to speed construction along. The slow part was building turnouts, as I reserved all of those for me to do. I did not want to be upset with any of my friends if a turnout ended up being troublesome.

As construction of the lower bench work and track was completed, the upper level construction followed, staying away from lower level areas lacking trackwork. This prevented a lot of back aches and banged heads. Heavy cardboard protected the lower level track while the upper level heavy construction was done. The lower level on the peninsula was completed before any of the railroad spline sub roadbed for the 3.8 percent climb to Carrumba was constructed. It was a grand occasion when the upper level track from Durlin finally met the track climbing from the lower deck at Carrumba.

SCENERY

The scenery is pretty much old school compared to what modelers are doing now, so no need to describe methods. The best part was how a lot of the hard-shell and rock casting were done — work parties with friends from Canada and Los Angeles, plus the gang from Santa Cruz who really know how to sling plaster and rock molds, and they show up with the “community rock mold box.” I reserved the coloring, texturing and backdrop painting for myself, not because I am any good at it, but because I am red-green color blind and the layouts I seem to like best to provide a consistency in the finishing. Each of the guys from Santa Cruz makes

far better scenery than I, and the chances I could match or blend what they might do with what I do, was zero.

Scenery on the upper deck along the walls was completed before scenery was started on the lower decks. The lower deck was protected with plastic painter's drop cloth from mishaps making the upper deck scenery.

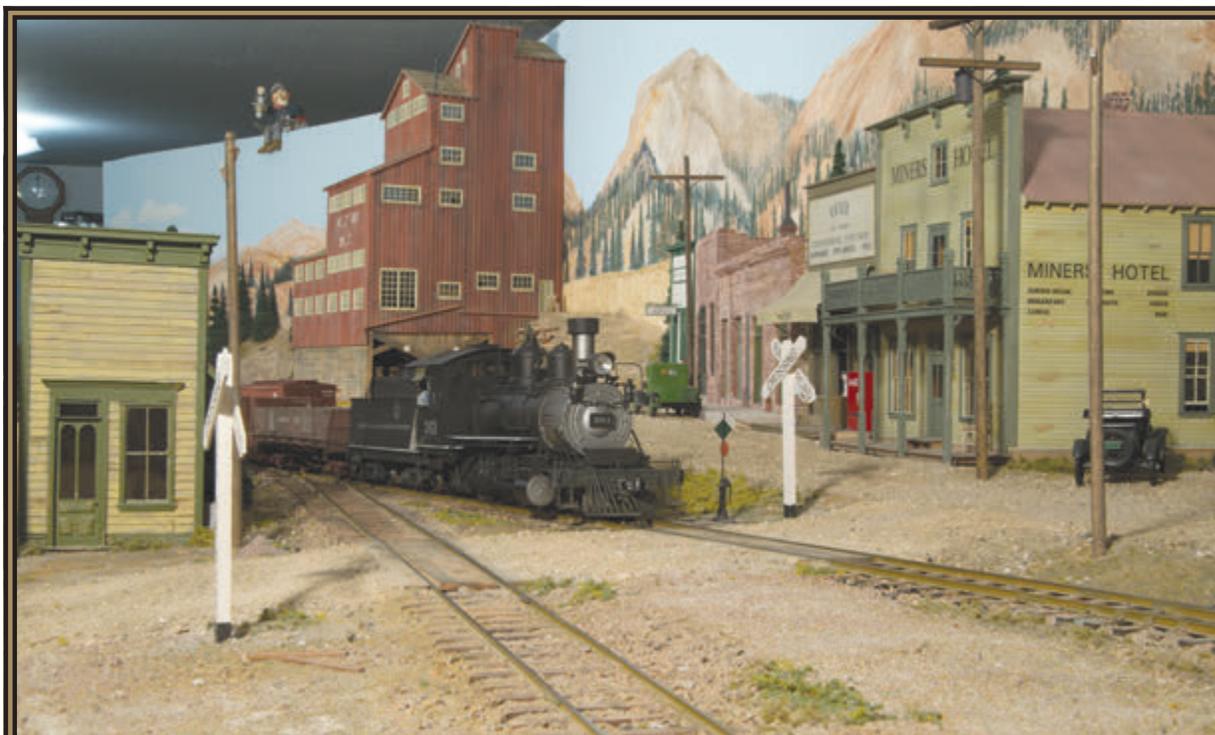
CONTROL SYSTEMS AND OTHER ELECTRICAL TOYS

Operations is important to me, so this layout was originally wired for 5 cab DC control with lots of rotary and toggle switches to control a lot of blocks needed to support helper operations. Cabs were all PFM or Throttle Up Sound Systems with walk around control. The sound and throttle control were great, and all was fine, except we were running electrical blocks more so than trains. In 2001, the layout was shut down and all the track control wiring was removed, except rail feeders and a new twisted pair 12 AWG wiring was pulled for a DCC system, split into sections for trouble shooting (and avoiding the entire railroad from shutting down in the case of a short circuit somewhere). This conversion seemed to double the size of the layout without any new track or space. Sessions now run using up to nine throttles, and the crews control trains and not blocks. Helpers service is a fun assignment rather than a DC block management chore.

The DC sound days showed steam sound to cause people to run at lower

(text continued on page 25)

Right: The engine crew of C-21 #361 is waiting for the conductor and brakemen to signal the dance to swap empty gons for coal loads and handle the general freight for Flint.

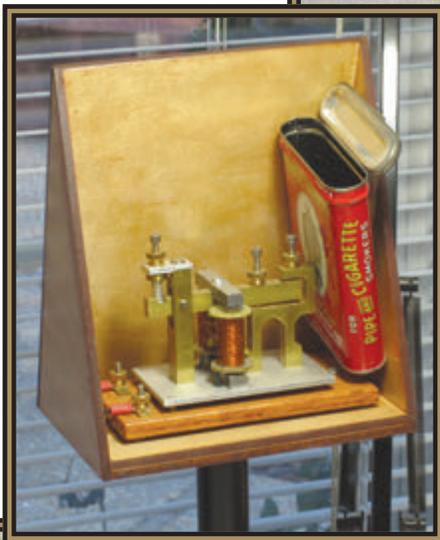




Left: Parlor car DURANGO is bringing up the rear of Train No. 115, while a couple of 2-8-0s await their call.



Below: The Chama section gang making life difficult for the sheep herders, or maybe it is the other way around?



Left: One of several telegraph sounders scratchbuilt by the author. Photo by the author.

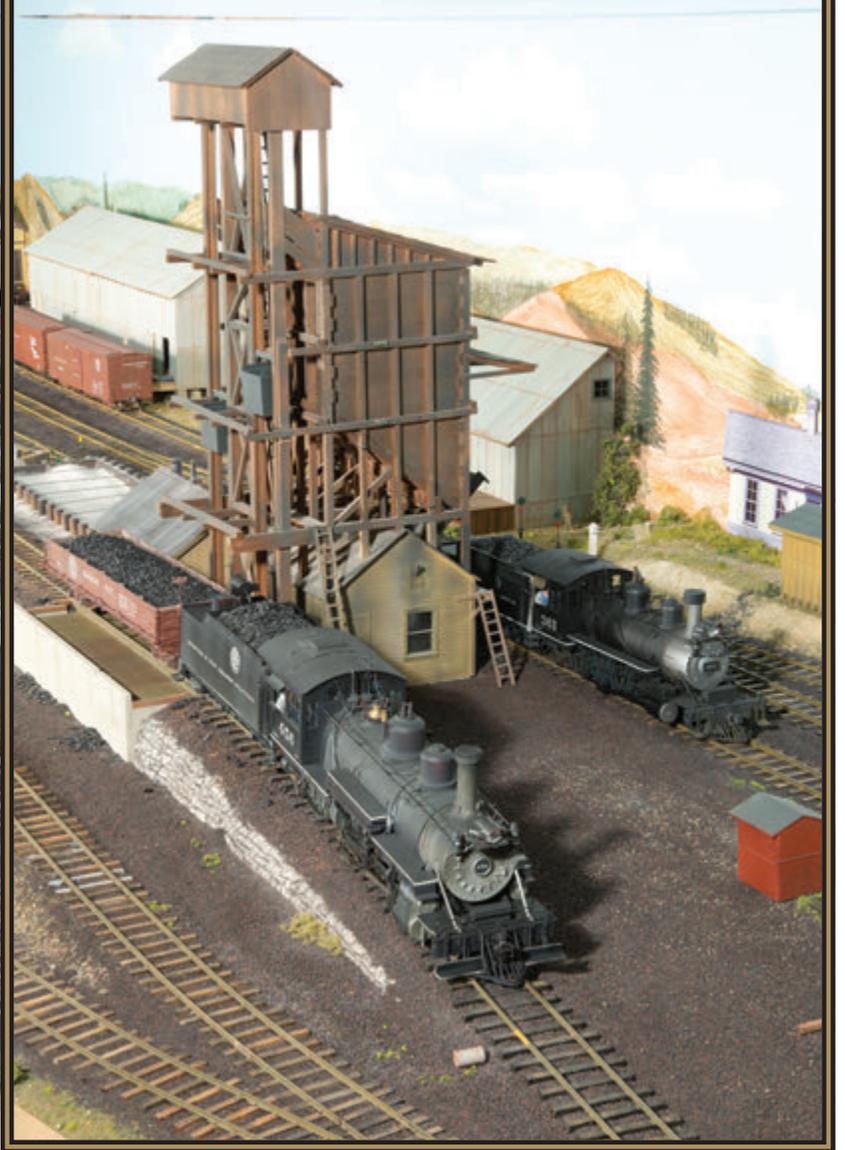
Below: Train No. 115 with K-28 #475 makes an 11:59 AM on time arrival in Chama and will depart for Durango in about 20 minutes.



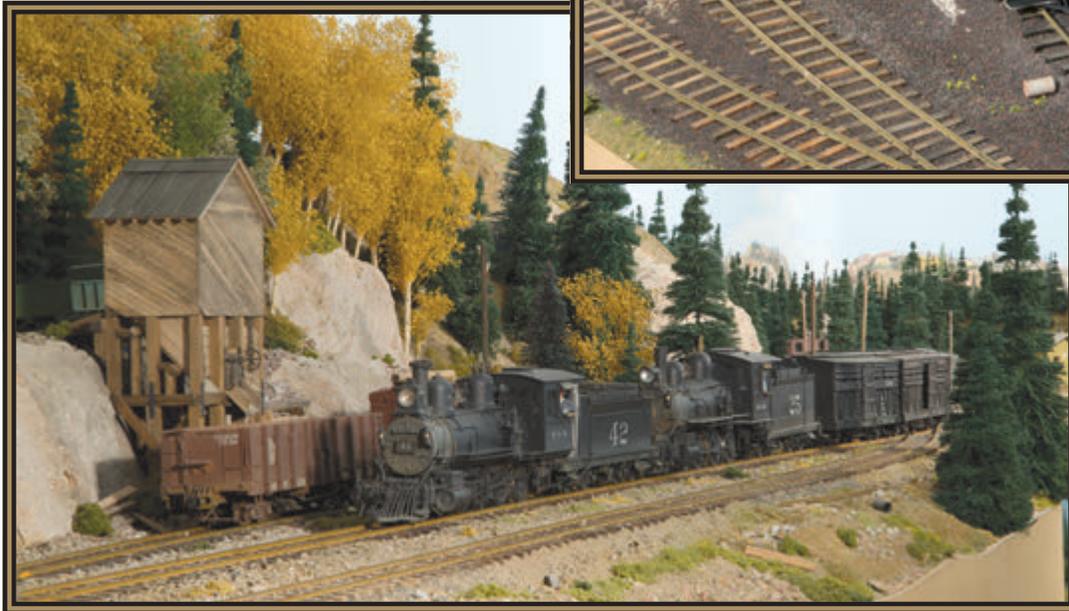
(text continued from page 23)

speeds, which on a track length impaired layout is really a good thing. To extend the run over the road, all the water stops ended up with spout animation and tank fill sound which runs a pre-determined amount of time. Crews no longer blow by water stops. Sound modules are also used to time individual stock car loading at Fritz Park and Durlin. A sound clip re-recorded years ago, when a locomotive was loaded with coal from the Chama tower on the Cumbres & Toltec Scenic RR, is in a sound module and playback times the coal loading event in 1/4-inch scale. LEDs with fiber optics put on a light show simulating cleaning a locomotive's fire over the Chama ashpit. All are fun work for the crews, and lengthen the time of a trip.

The lone train order signal at the Carumba Depot is animated and controlled from the dispatcher's desk. The telephone system was upgraded a few years ago with five scratchbuilt telegraph sounders replacing the buzzers signaling an incoming call. These sounders are driven by a Model Railroad Control Systems circuit and code that sends the call letters for



Above: The Chama coal tower is being re-supplied on one side and emptied on the other.



Above: Extra RGS 42 east has changed crews and picked up new orders in Chama. The extra is arriving at Fritz Park and will set out cars to be loaded, then continue to Durlin for more loads.

Right: MOW equipment on a spur at the east end of Chama.



each station in railroad morse code to the sounder for that station's phone. To assist those crew members who's hearing is not a good as it was, an LED near each phone blinks to the code being sent to that phone's telegraph sounder. Push buttons next to each phone, and labeled with the names of the other stations that phone can call, make it easy for a crew member to initiate an OS to the dispatcher, call Chama for a track assignment for an incoming train, or coordinate joint use of the wye between Carrumba and Flint. The Dispatcher can call any station phone.

STRUCTURES

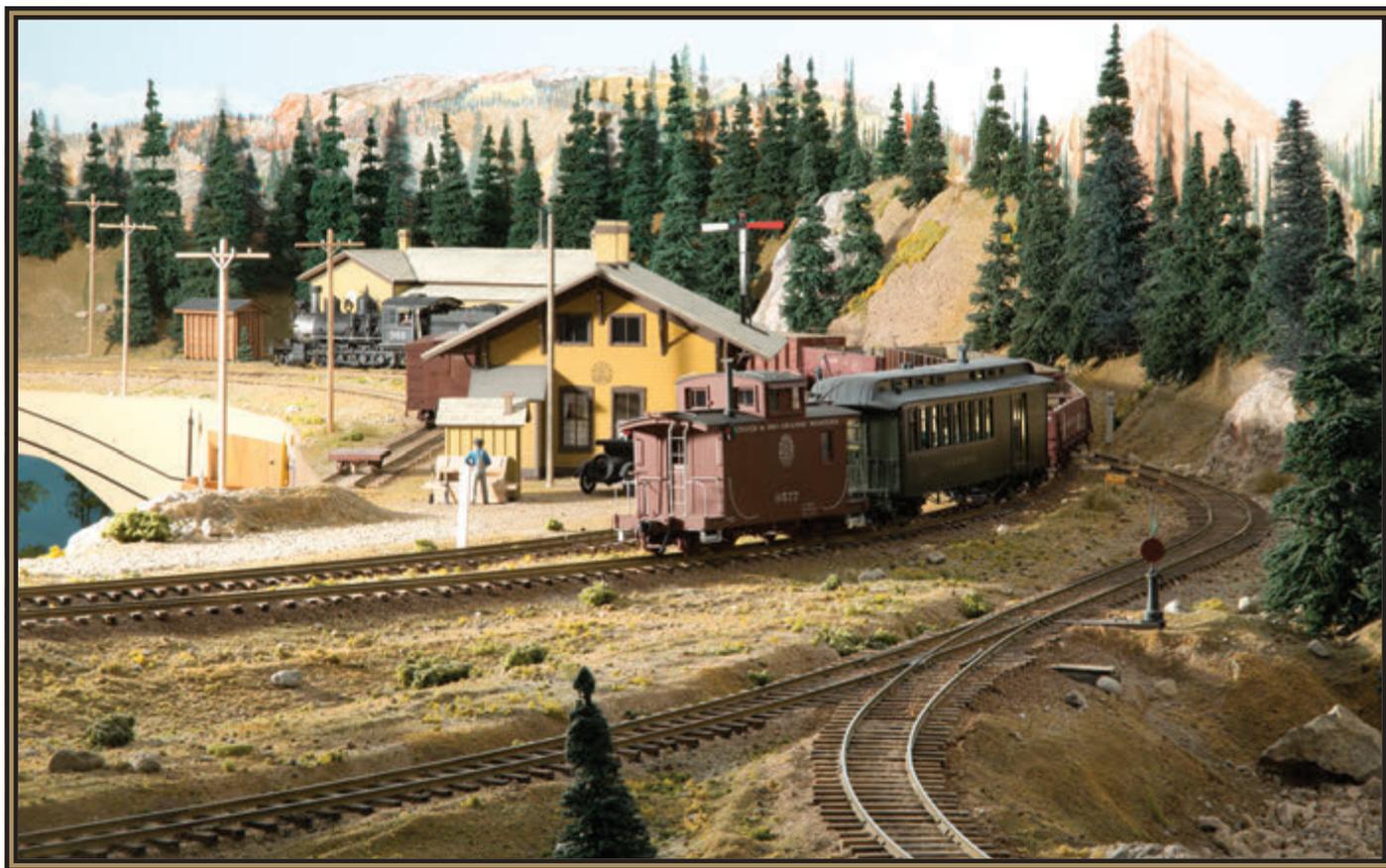
Scratchbuilt or kit bashed structures of D&RG/D&RGW or RGS prototypes are the majority of the buildings and bridges on the layout, followed by those industries the railroad serves, and lastly those few which indicate there might be life around that is not railroad oriented. Three of the non-railroad related structures were built by friends and donated to the cause.

The Chama Round House, Machine Shop, Powerhouse and Blacksmith shop are now under construction as the last

planned structures for the railroad. The foam core mockup should be retired by July 2021.

OPERATIONS

Since realistic operations have always been an enjoyable part of the hobby for me, I retained the familiar car card and waybill system and train sequence operations from the original Durlin Branch, and continued in an expanded form on the new Durlin Branch. We were having fun, but I started to wonder how did the D&RGW and RGS really run trains on



Above: Train No. 22 has taken the siding at Carrumba where helper #456 on the point will cut off, and back into the wye. Once #456 is in the clear, #361 will pull the train forward, and then back it into the leg of the wye leading to Flint.

Left: The passenger train crew has finished turning the train for the run tomorrow morning as No. 123 from Durlin to Chama. T-12 #168 is crossing over to pull up to the tank where they will turn her over to the night watchman for care and feeding.

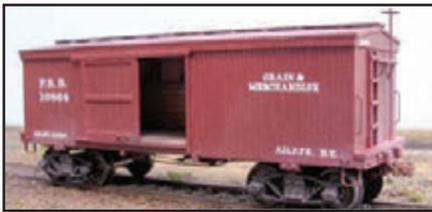
the narrow gauges? Paper representing lots of planning, a system called Time-table and Train Order (TT&TO) and the professional railroaders understanding of the underlying rules and application is the answer. With enough information to be dangerous and borrowing a lot from the D&RG in the teens and twenties, TT&TO was implemented on the Durlin Branch in 1997. Over time the Durlin Branch/Glenwood & Black Creek Operators (Jim Vail's layout) group was formed and learned TT&TO so we could collectively operate once a month on each layout. This same bunch of good folks are the

host helpers when the Durlin Branch operates for out of town groups and Bay Area events. Operations are continually refined based on new (to me) information about TT&TO, prototype practice and the experiences gained hosting TT&TO sessions on the Durlin Branch.

FUN AND FELLOWSHIP

So many friends have helped, supported, inspired and brought the Durlin Branch to life. There is not room to list them all, and I am grateful to each. One friend deserves mention, for without his

generosity the Durlin Branch would run far fewer trains. Half of the locomotives running during an operating session or open house belong to Ken Kukuk, and Ken is only able to attend one operating session a year. It has been this way for the last twenty five years. Wow. Thank all of you modelers and historians that make this such a great and rewarding hobby to be part of. 🚂



PRR XA 28' Box Car

#29426 HO \$ 29.95 #09426 S \$ 42.95
#19426 O \$ 49.95

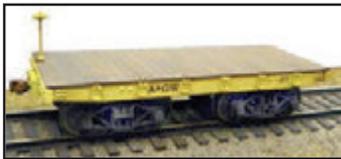
Model the 1880s!

Laser-Cut Wood Kits with Plastic & Brass Details. Box Cars feature Interior Bracing, and Positionable Doors. Less Trucks, Couplers & Decals.



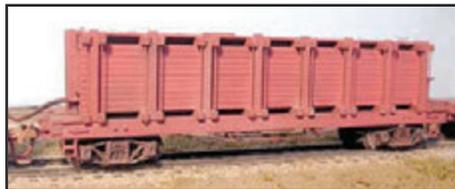
B&O M-2 34' Box Car

#29425 HO \$ 20.95 #19425 O \$ 44.95



A&GW 21' Flat Car

#29526 HO \$ 19.95
#19526 O \$ 29.95



McCabe Water Car

#29276 HO \$ 59.95 #19276 O \$ 89.95



Densmore Tank Car

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34' Truss Rod Flat Car

#29603 HO \$ 19.95 #09603 S \$ 25.95
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WEATHERING WOOD AND SLATE

APPEALING WOOD GRAIN, SPLITS AND CRACKS

by **Sam Swanson**
Photos by the author

Title photo: Defining some of the board-and-batten siding's woodgrain and lengthwise splits is the last step in finishing the exterior of the shed.

An appealing aspect of O scale buildings, even true for the relatively small shed example of this article, is the ample surface area to add a variety of weathering detail and texture. This article illustrates using several #2 paint brushes, a #11 hobby knife blade, needle, and 220 grit sandpaper to finish and weather board-and-batten wood siding and a slate roof.

The structure is an Ohio River & Western tool house and handcar shed

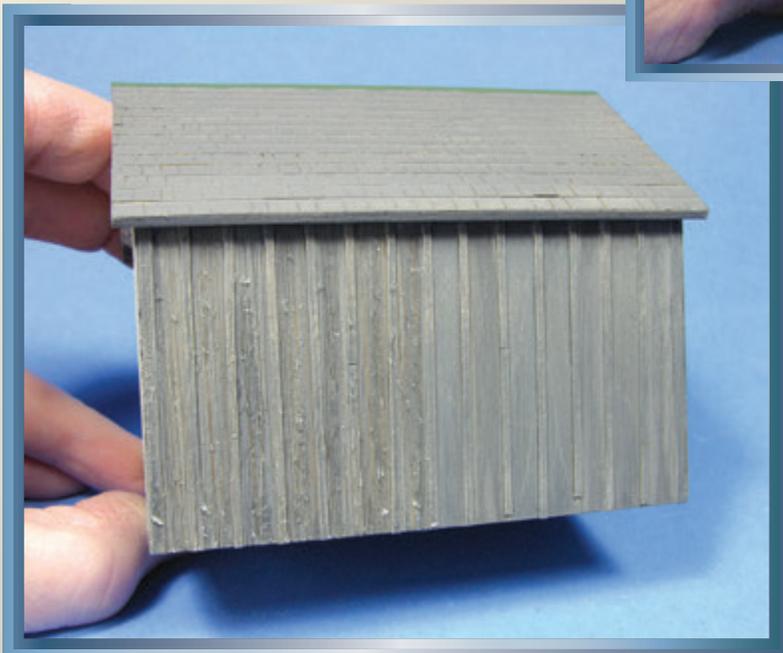
laser-cut kit produced by Matt Woods of Iron and Timber Model Works. I supplemented the walls with scale 1-inch-thick basswood battens (which provided a bit more relief than the laser-cut ones) and left off the front deck and rails (making it more of a storage shed than one directly related to a railroad).

Specific steps in finishing the wood sides and slate roof are illustrated step-by-step in the following photos and captions.



Left: The laser-cut shed's wooden walls were supplemented with scale 1-inch-thick battens left over from another project. Both the walls and battens were primed with grey acrylics. The slate roof is laser cut from a cardstock product, and yet to be sealed with a coat of dark grey acrylic paint.

Right: Before starting my model, I practiced the finishing steps on a mockup of the sides. An alternative would be to work on the backside of your building (defined as the portion of building least likely to be seen). I practiced the seven finishing steps on the shed's backside (save for adding the window), before moving onto the three other sides.

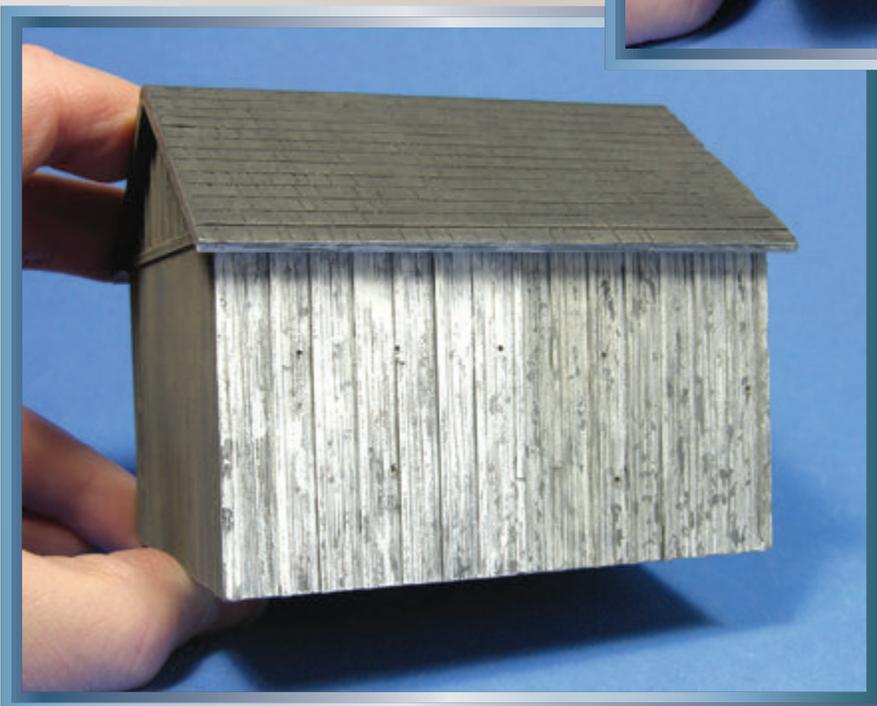


Left: I coated the walls and roof with dark grey acrylic that's streaked along the boards and battens, and down the slate shingles, from the peak to lower edge. Then I used thin paint to create this streaking effect. After the paint dried, I used a #11 hobby knife blade to add woodgrain to the boards and battens (as shown on the left side of the shed). I applied selective wood-graining using a sharp hobby knife, by lightly scoring the surface of random boards with two or three lines along its entire length. Then I applied a masking agent to simulate peeling paint (also shown dry over the distressed portion of the wood).



Left: I used a toothpick to apply dots, blobs, and dashes along the length of each board and batten. My preference is the latex-type art masking fluid, which starts white and dries clear. It's water soluble, and doesn't string like rubber cement, but is a bit more expensive.

Right: Following application of the masking, I applied a thick coat of white acrylic. I used a wide square brush, covering several boards with one downward stroke. After a couple of hours, the paint should be dry enough to remove the masking material (right side of wall). The masking blobs can be rubbed off or pulled off with pieces of masking tape.



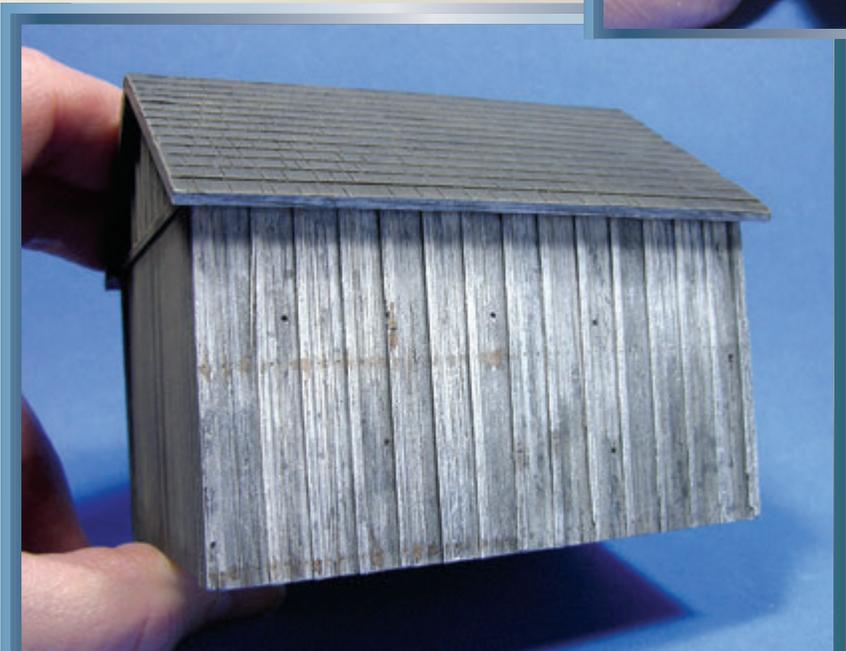
Left: Next, I added additional woodgrain with a hobby knife blade to further roughen the sides along with knotholes, which can be simulated with various sized drill bits. The blade can also be used to scrape some of the painted surfaces to interconnect the peeling areas (or alter their shape). Following this texturing, a thin acrylic black wash is applied (right side of photo).



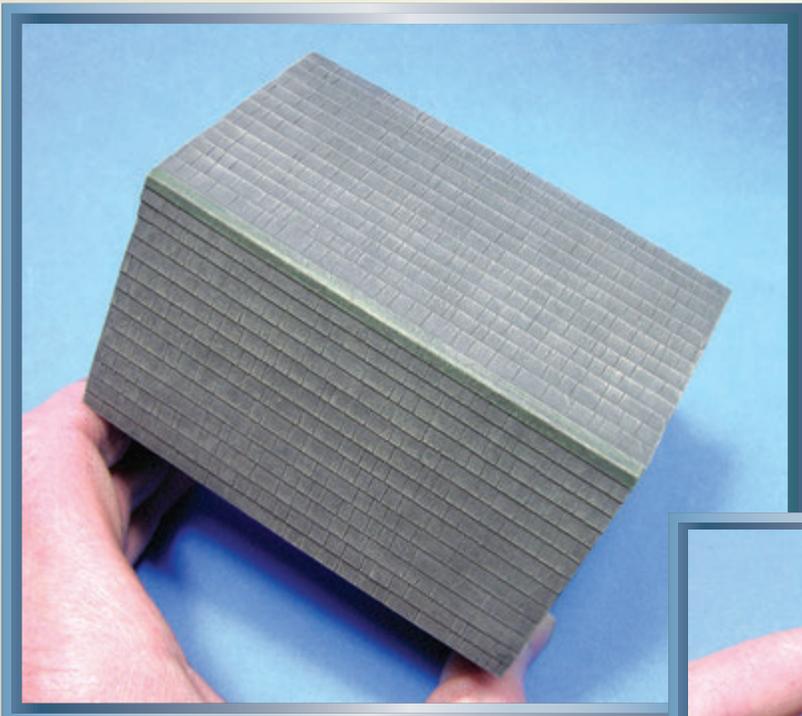
Left: To produce heavily weathered boards (particularly along the bottom of each side), I applied stain selectively along with additional distressing and sanding to further erode and discolor the white paint.



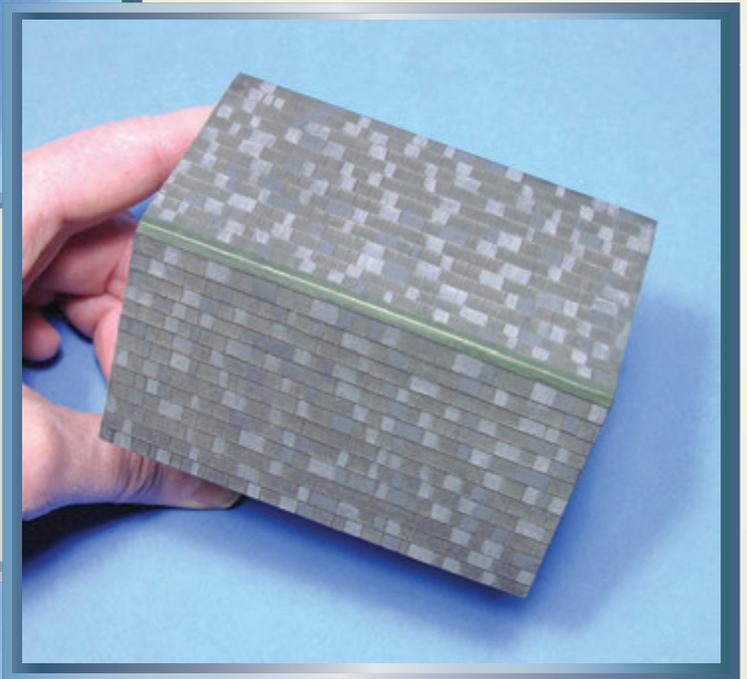
Right: With all the weathering completed (unless you overdo the dry brushing in this step), the final step is to accent woodgrain texture, edges of battens, and the upper board areas protected by the roof's overhang. I apply the same white used for the initial base coat, but so sparingly that it will take two or three dry brushing applications to complete the highlighting.



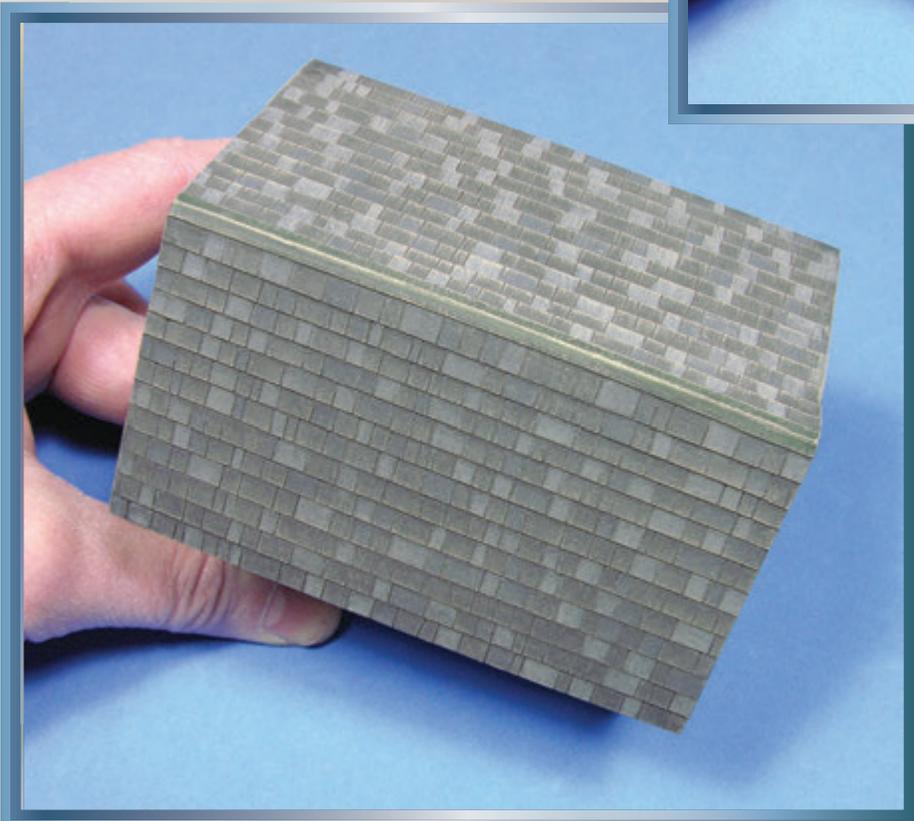
Left: Nail heads can be indicated with a needle in a pin vise and punched along a straightedge or piece of masking tape. To indicate rust staining around the nail head, a thin wash of burnt umber acrylic is applied in dabs and streaks along the nail line (left side of wall). Should the pattern be too bold or uniform, it can be removed with a swipe of a small brush dampened with rubbing alcohol, or over-brushed with a bit of the same white acrylic used for dry brushing highlights.



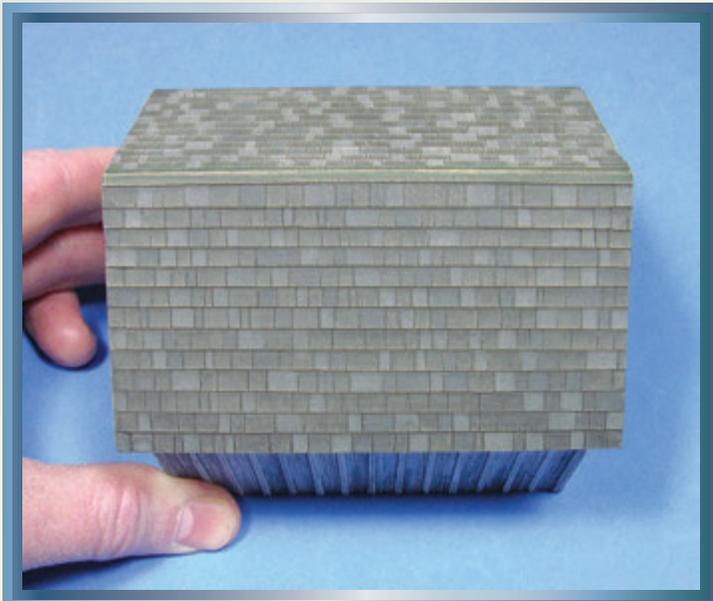
Left: Following the application of black acrylic for the slate shingles and green for the copper ridge cap, a medium tan acrylic was dry brushed over the entire surface of the roof to accent edges of individual slates, along with roof edges (including the peak). Dry brushing was also added along the roof's diagonals, in a repetitive X-pattern. The highlights shown were developed in two to three dry brushing applications (meaning build up the highlights rather than trying to apply them in just one sitting).



Right: Lightening and darkening the base black color and brushing several grey combinations on individual slates results in this type of checkerboard pattern. And even though this pattern doesn't look that realistic, there are a number of old houses that feature this stark contrast. Some slate colors tend towards a purple-lavender grey hue, so I was sure to have a reference photo or two available before undertaking this step.



Left: With just one wash of very diluted black acrylic (as shown on the foreground side of the roof), the checkerboard pattern is muted and laser-cut lines between the cardstock shingle strips darkened. A wide brush is used to apply the wash swiftly over the roof surface (along its length). Then I let it dry for several hours. If the wash was too weak for the dampening effect, apply another wash. The brush I used was wide enough to cover the entire roof in two horizontal strokes. Avoid the temptation to work the wash with the brush, as that can be done in the next step.



Left: Using the same diluted black acrylic and a pointed brush, I selectively apply stain to darken light slates and accent the slots between them (both laterally and along the lower edge of each row). At this point, I may also lightly dry brush the tan again to accent selective areas of the roof.



Right: Following mounting on a carved pink insulation foam base with embankment stonework and lower door, the shed was ready for final details. The hinges and door latch were made from cardstock and wire, and the roof was rain-streaked with some light grey chalk (brushed down irregularly from the ridge cap).



Left: The kit's laser-cut window was finished in the same fashion as the walls, and following glazing with 0.015-inch clear styrene, was yellow-glued into place. My shed is now ready for installation in a model hillside. 🏠

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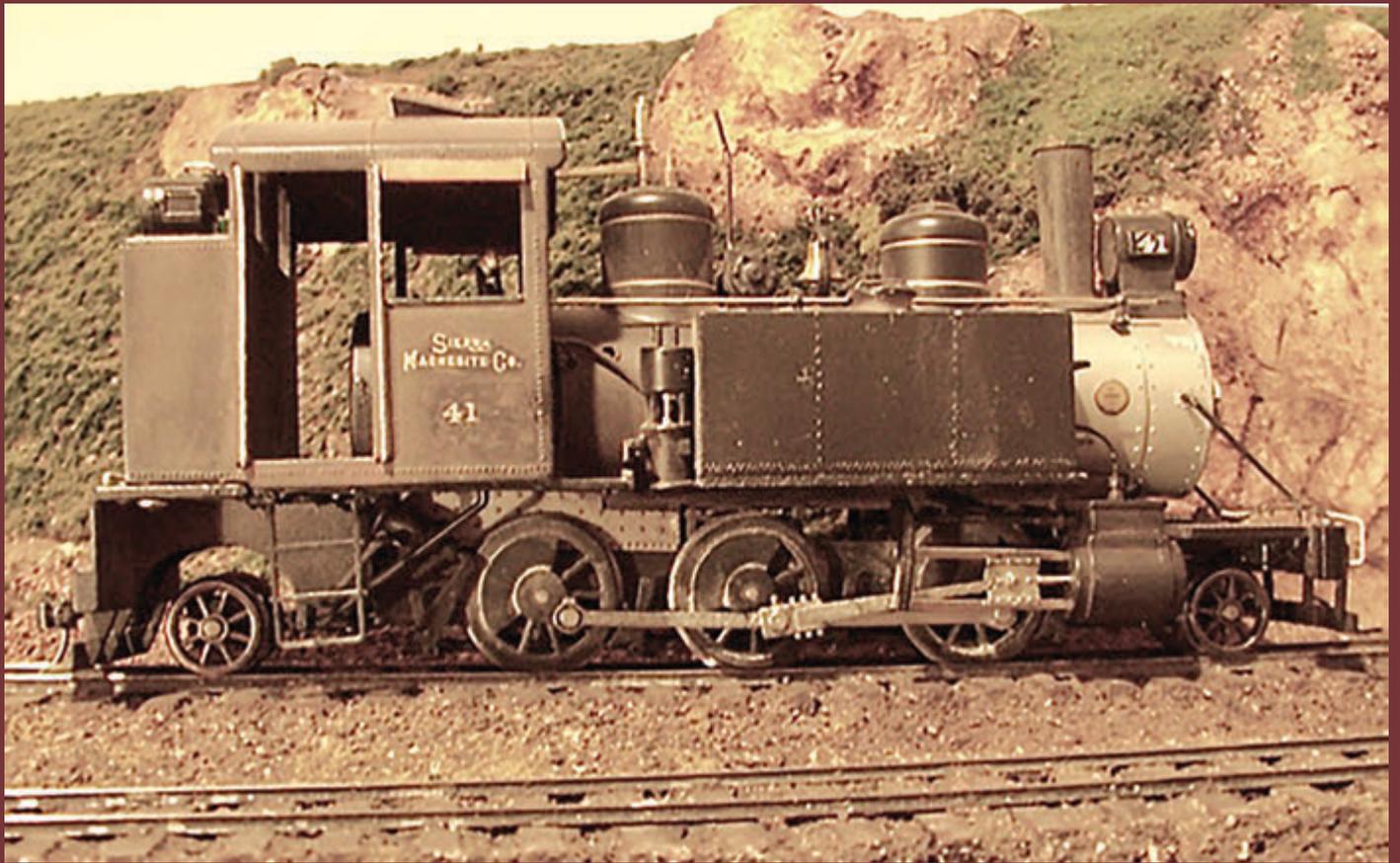
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A 2-6-2T Logging Locomotive

An On30 Kit Bash

by Allen K. Littlefield
Photos by the author

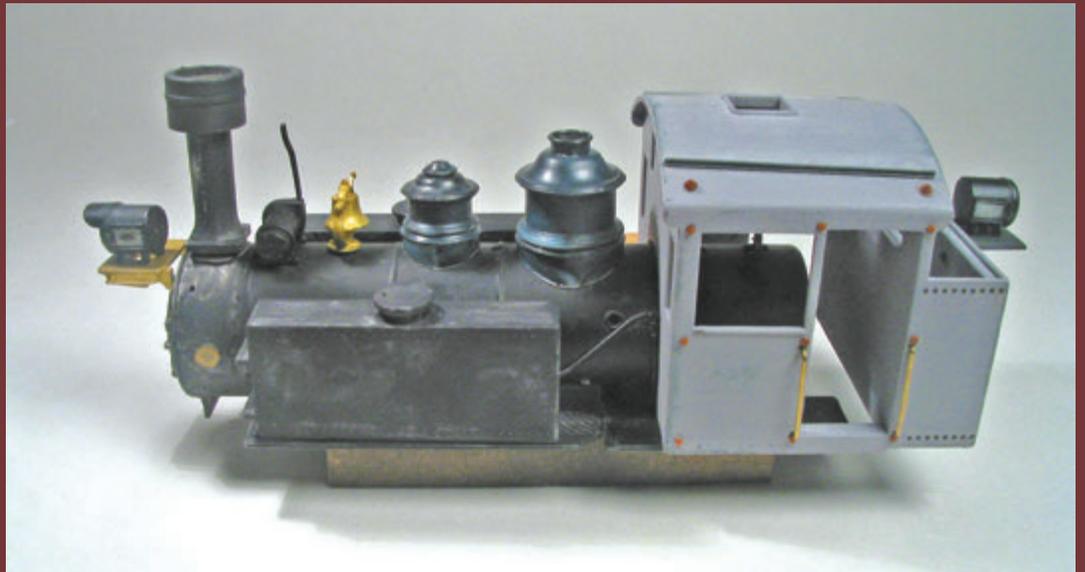
Title photo: Scott Maze bashed this realistic model as a pilot model with the 3D parts described by the author in this article.

As many *GAZETTE* readers know, I like to kit bash On30 locomotives. The On30 Bachmann Mogul makes this fairly easy. These Moguls have a smooth running and reliable mechanism, and are made of plastic, so are easy to modify. When I saw the photo shown here of Al Judy's #6, I decided to build a version of this chunky wood-burning locomotive for my layout. I had a spare Mogul, and I found that Scott Maze and Calvin Witt, who call themselves the "KitBash Brothers," have 3D parts for a cab/fuel bunker, two rectangular water tanks, and a frame extension/end beam that extends the Mogul's frame allowing room for the new cab and trailing truck. You can contact the Brothers at KitBash Brothers on Facebook, and see construction tips at [KitBash Brothers/files/bash#3](#). Here are some tips on how I bashed my 2-6-2T using KitBash Brothers 3D parts/...



Left: The 3D parts have a series of fine grooves due to the nature of the printing process. So, I filed and sanded across these small grooves to eliminate any high spots. Then I sprayed the parts with a filler/primer paint. Auto accessory stores and Lowe's Home Depot carry suitable spray cans of this paint. Then I sanded the paint coating down with strips of fine sandpaper, and polished their surface with fine jewelers files. I added the O scale Micro-Mark decal rivets included with the 3D parts, because I wanted to depict an older locomotive, rather than a newer one, with modern welds.

Right: This photo shows tanks and cab in place on the Mogul with the detail parts I used. I chose fluted plastic domes by Doug MacLeod (www.macleodwestern.com), a Precision Scale brass bell and Bachmann generator. A stock Mogul stack was retained, but I added a Lambert Loco Works printed spark arrestor. (www.lambertlocomotiveworks.com). Tichy hex head bolts were used on cab and roof to simulate bolted-on sheets rather than riveted ones.



Left: The crew is on board and the new running board that supports the side tank can be seen.



Above: The fuel bunker now has extension boards and wood load. The model has been lightly weathered and lettered with dry transfers.

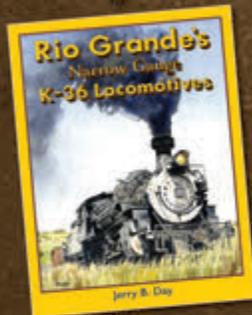
Below: Here is Al Judy's 2-6-2T hard at work on the lumber branch on his On30 layout. It was kit bashed using KitBash 3D parts.



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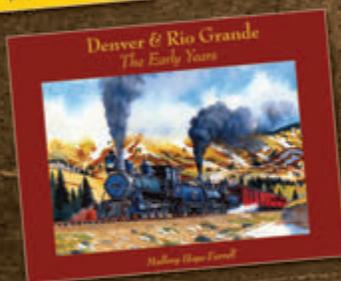
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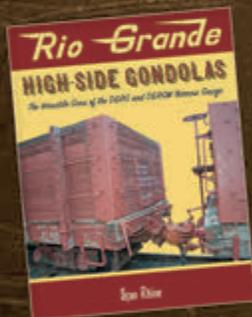
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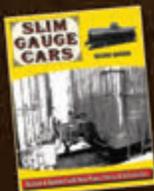
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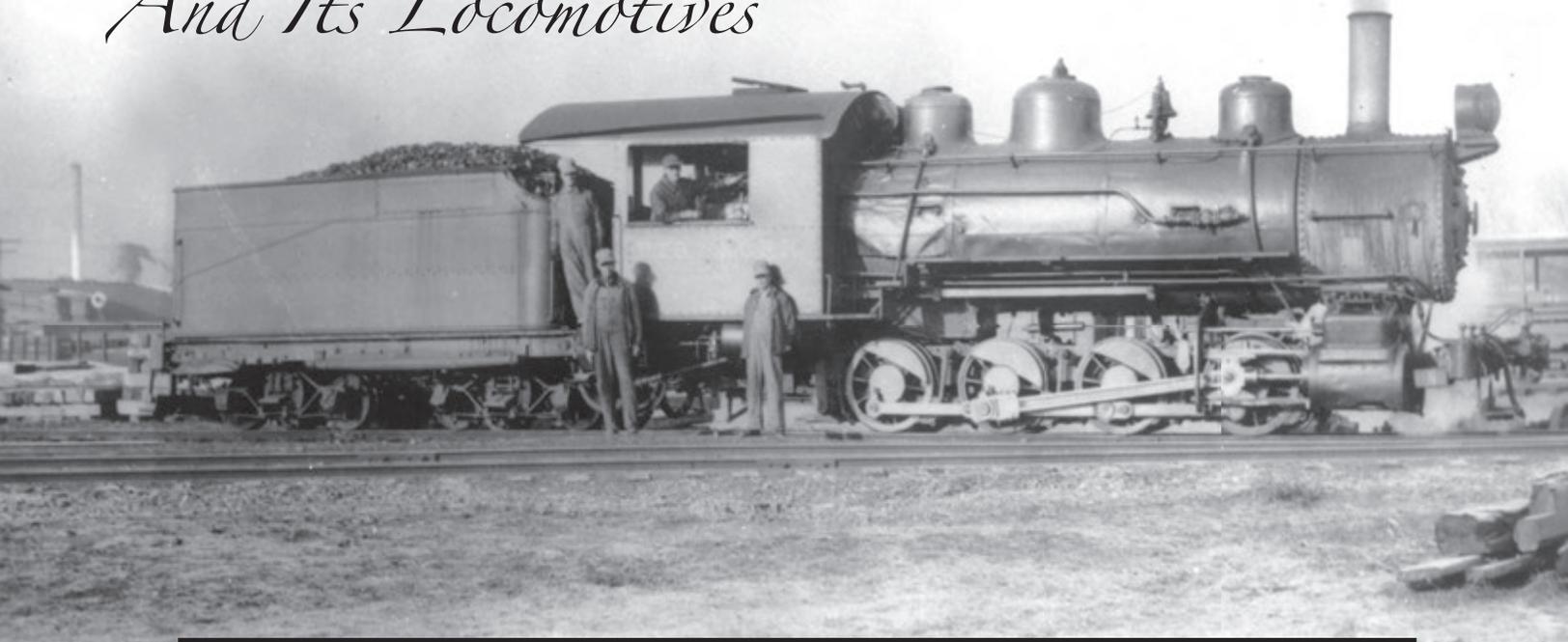
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The East Tennessee & Western North Carolina Railroad And Its Locomotives



Part 4 : A Switcher for The ET&WNC

by Johnny Graybeal

In the first decade of the Twentieth Century, the world of the East Tennessee & Western North Carolina Railroad was figuratively turned upside down. For nearly twenty years, the company had struggled along, barely paying the bills but not always the bond payments, with a small handful of men keeping the trains running. While the national economy waxed and waned, the railroaders carried on, always thinking that things were going to be better "next year." With the new century came new business opportunities, new locomotives, new freight cars, and new, to them, passenger cars. As I described in the January/February issue, the new Consolidations were moving lots of freight out of the mountains at a rate never before seen by this narrow gauge.

In 1904, the opportunity arose to incorporate bridge traffic over the railroad. The Virginia & Southwestern Railway had a standard gauge line that ran into Elizabethton, Tennessee, from Bristol,

Virginia. They also had a line that ran deep into coal country in southwest Virginia. Coal moving south into Tennessee was handed over to the Southern Railway, which greatly increased the freight rate to towns just a few miles south of the state line, including Johnson City, the terminus of the ET&WNC. These towns bristled at the much higher charges and sought relief from any direction. The ET&WNC management wisely chose to add a standard gauge third rail between Johnson City and Elizabethton, which was completed in 1905. Standard gauge traffic could now be hauled over the line using unique swivel couplers mounted on the narrow gauge locomotives.

With freight backing up in both towns, the ET&WNC management chose in 1906 to purchase a switching locomotive to move this increasing tonnage around. Dedicated switchers were common on busy standard gauge railroads, but in the narrow gauge world they were usu-

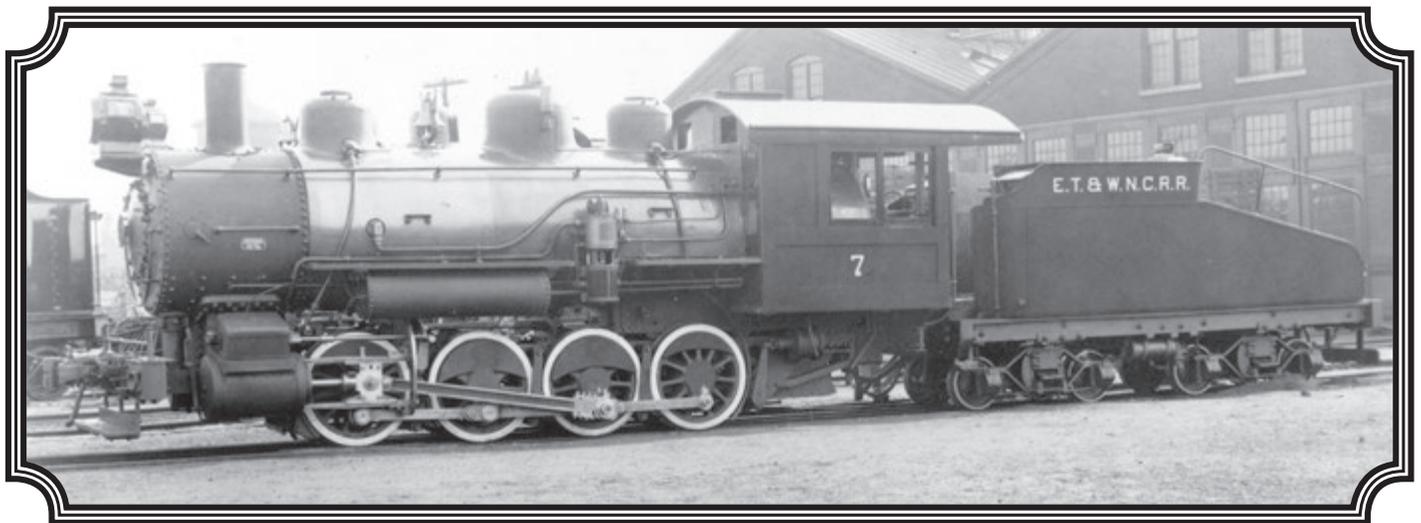
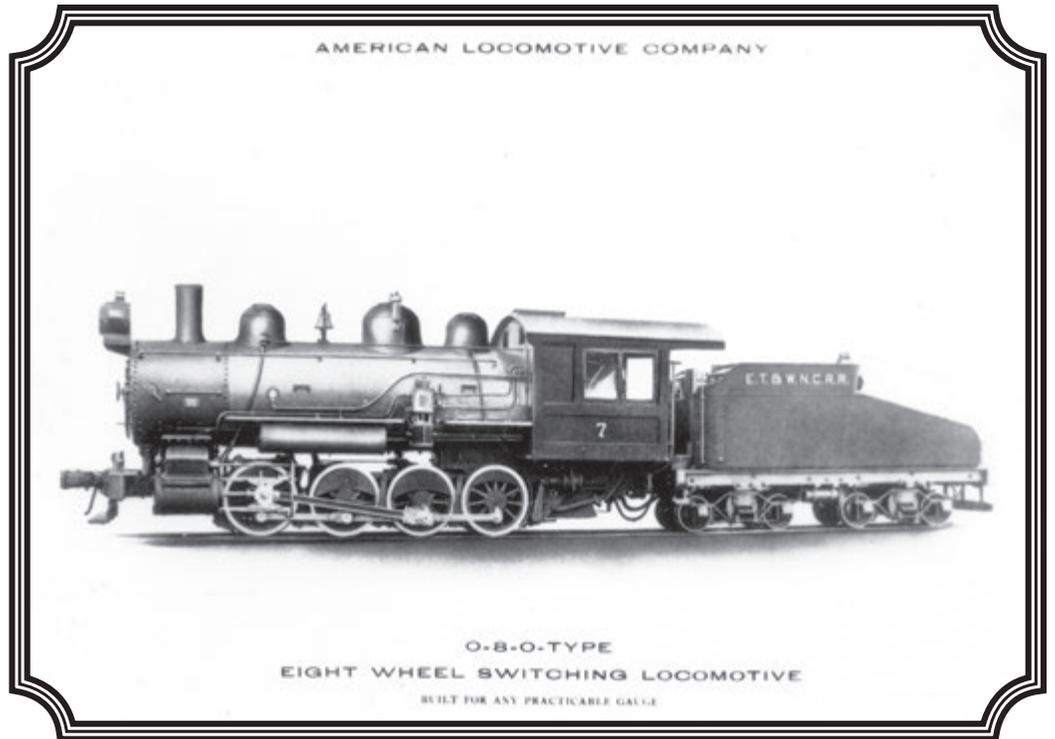
ally an older road engine downgraded to switching duties. One would think that with increased standard gauge business they would have just bought a standard gauge locomotive, but they chose to stay with narrow gauge and use the swivel couplers. Rather than go to Baldwin, the usual source of ET&WNC power, the management turned to ALCO's Brooks works for an 0-8-0 switcher based on their standard 0-6-0 design. ET&WNC #7 was basically a standard gauge locomotive with a narrow gauge frame, and an extra pair of drivers. To facilitate the narrower tread, the cylinders were canted inward so the main rods could connect with the drivers.

Number 7 immediately went to work in the busy railroad yards of the ET&WNC, as there was plenty to do. The ET&WNC interchanged with Southern Railway and the Clinchfield in Johnson City. The Southern connected at milepost 0, but the CC&O paralleled the

Title photo opposite:
This view shows all of the modifications made to #7 in the 1924 rebuild, including a steel cab, built up tender, modified running boards, and lower drivers. Looks like the locomotive has been in a few mishaps over the years. *Photo, collection of Doug Walker or Ken March.*

Right: A builder's photo of #7. One has to wonder if "any practicable gauge" included two foot gauge in Maine?

Below: Another builder's photo taken at the ALCO plant.



ET&WNC from there to milepost 1. The yard tracks were all dual gauge, allowing plenty of space for transloading materials between the two gauges. There were numerous factories adjoining the yard which used lumber and wood products brought in from the mountains. There was a coal transfer trestle that was later purchased by the railroad, enlarged, and used to transload bulk coal, iron ore, and petroleum products. Beginning in 1908, a spur ran to the Cranberry furnace, which used whole trainloads of iron ore from the mine at Cranberry. Elizabethton was a growing city as well, with numerous industries served by the narrow gauge on dual gauge tracks. The Southern Railway purchased a large block of V&SW stock, and then outright leased the company

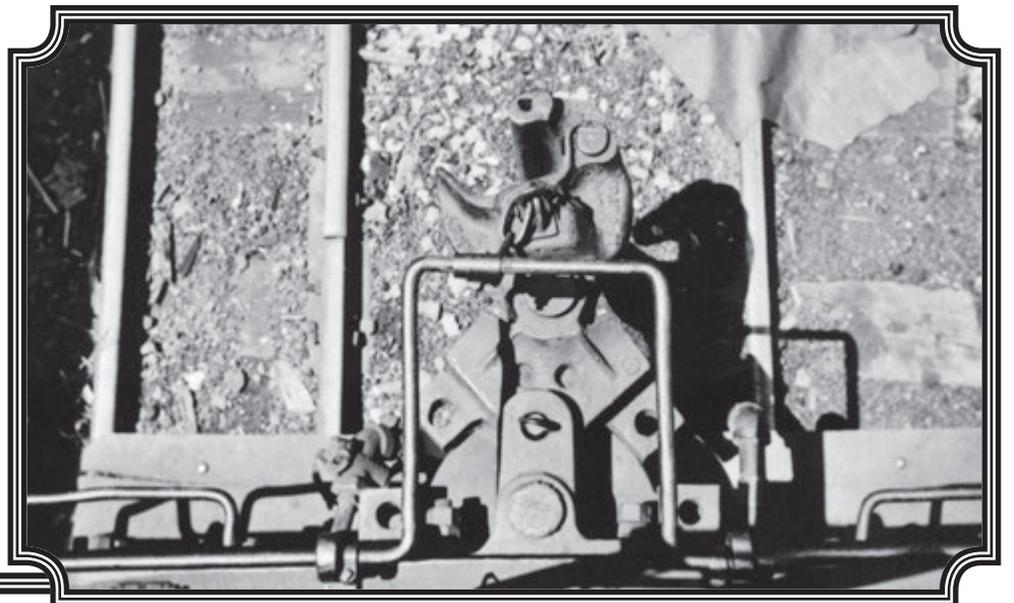
in 1916, which effectively cut off the bridge business, but the railroad continued to get coal delivered to Elizabethton for delivery to their own locomotive coaling facility east of Elizabethton, known on company timetables as Coal Chute. Number 7 could thus be anywhere on the narrow gauge from milepost 0 to 11, over one-third of the total mileage. Timetables clearly stated that Yard Limits extended from Johnson City to Coal Chute, and late trains had to watch out for the switcher, which had right of way over late and non-timetable trains. Crews worked on average 12 or more hours a day to keep everyone served and cars moving. Number 7 did make at least one trip to Cranberry, which caused quite a stir in that mountain community. Seems

it was the first time that a "broad gauge" locomotive had come up over the narrow gauge!

It was claimed for decades that when #7 was built, it was the largest narrow gauge locomotive built for American use. That is not the case, however. The D&RG K-27s, built in 1903, were longer, had more weight on drivers, a larger boiler, all the figures that Ferroequinologists (students of the iron horse) use to determine "largest," so the #7 claim has no validity. We can say however, that #7 was unique in many ways. ALCO used a version of the builder's photo in ads, saying they could build switchers in any "practicable gauge," but no one took them up on the offer. *Railway Age* did publish a drawing of the #7, making a big splash in



Above: This view of #7 in service on the ET&WNC shows that the factory lettering scheme did not last long, being replaced by this simpler arrangement. Note the men all show the tools of their trade, taking pride in their work. *Photo, collection of James McAteer.*



Right: This unique coupler design allowed the ET&WNC to work with cars of both gauges for decades. Just pull the center pin and move the coupler left or right to line up. Wonder what the D&RGW would have done with one of these? *Photo, collection of Ed Bond.*

the railroad world that month, but again, narrow gauge railroads had the used market to turn to for cheap power for switching. Number 7 was also the only narrow gauge 0-8-0 in American use. One 0-8-0 was built by Baldwin for a U.S. customer, but it was converted to a 2-8-0 at an early date, making #7 truly a one of a kind locomotive.

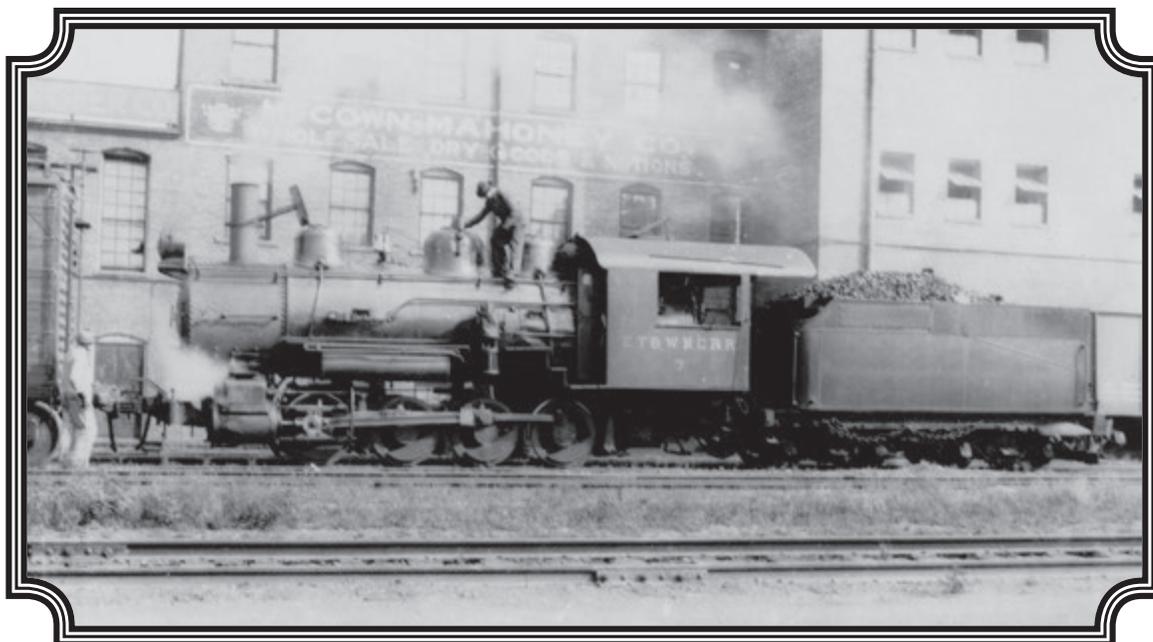
That being said, #7 was extensively modified over the years. As originally delivered, the locomotive had 44-inch diameter drivers, making her able to make good speed as well as pull heavy loads. That swivel coupler on her front and rear allowed her to couple to cars of both gauges with the pull of a pin. When moving standard gauge cars however, that put

the coupler alignment off center, which put a strain on the frame. After numerous problems with cracks in the frame, ALCO designed a new heavier frame for the #7 in 1924. The new arrangement utilized 36-inch diameter drivers, which added to the tractive effort, but reduced

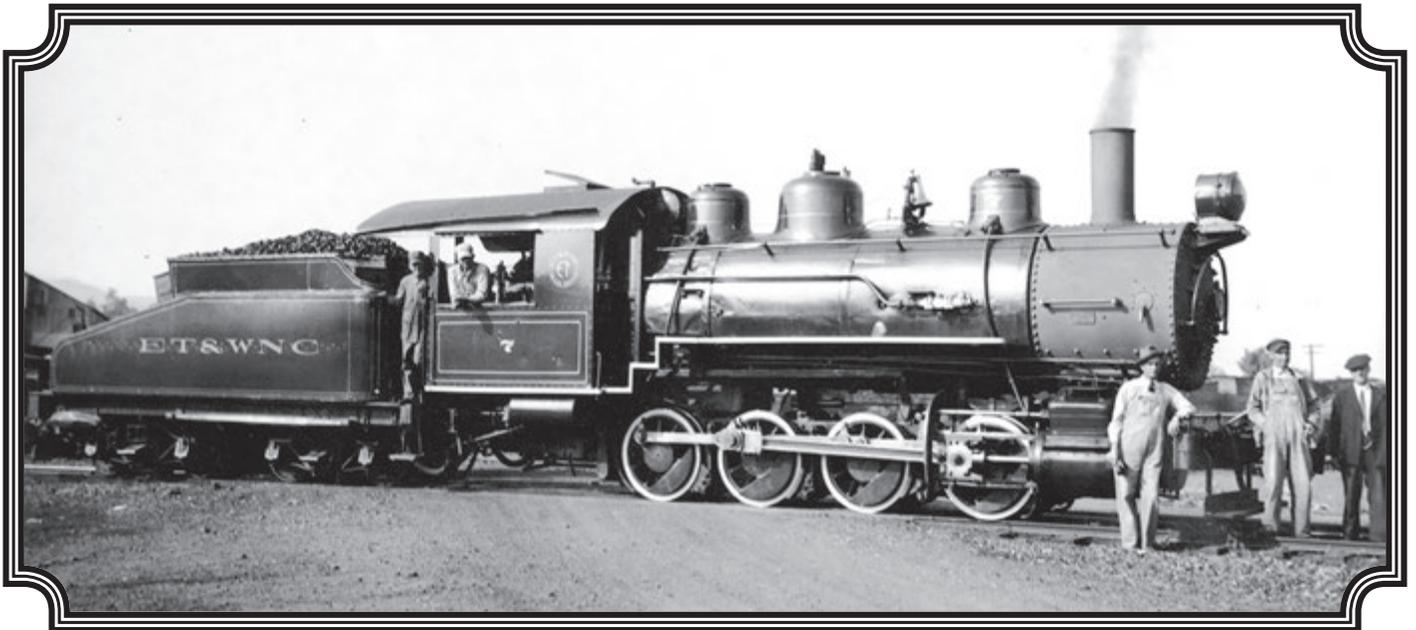
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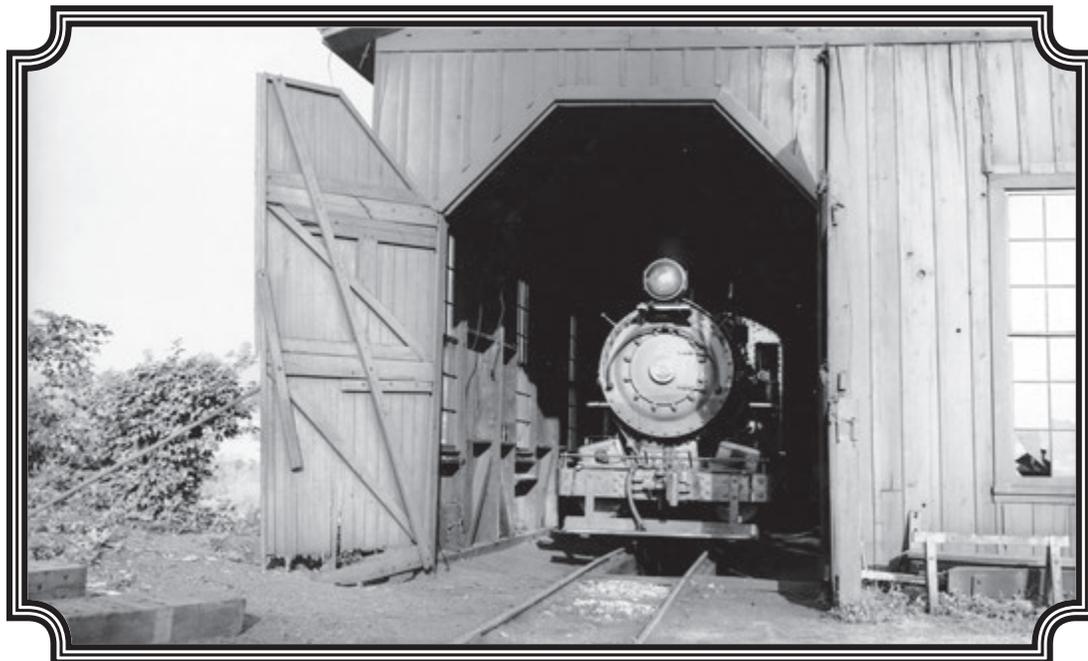
Above: The ET&WNC purchased #828, its first standard gauge locomotive, from the N&W in 1927, to switch the busy rayon plants in Elizabethton. It was significantly larger than #7, but far less dependable, and was parked four short years later.



Left: Number 7 is shown here moving a standard gauge boxcar on July 20, 1931. Note that the front coupler was lower than standard gauge. ET&WNC locomotives had a coupler height of 28 inches, but still able to mate with 33-inch SG, and 26-inch NG coupler heights.

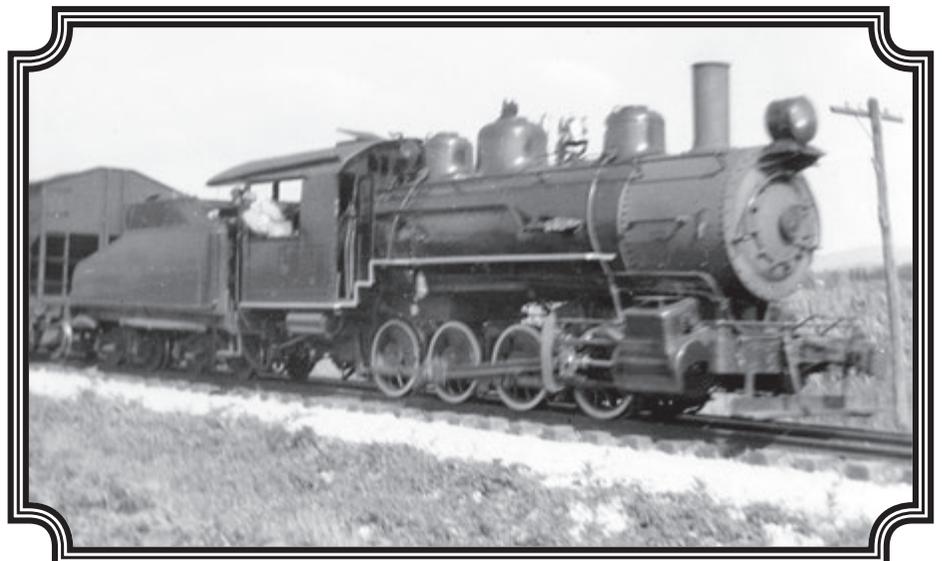


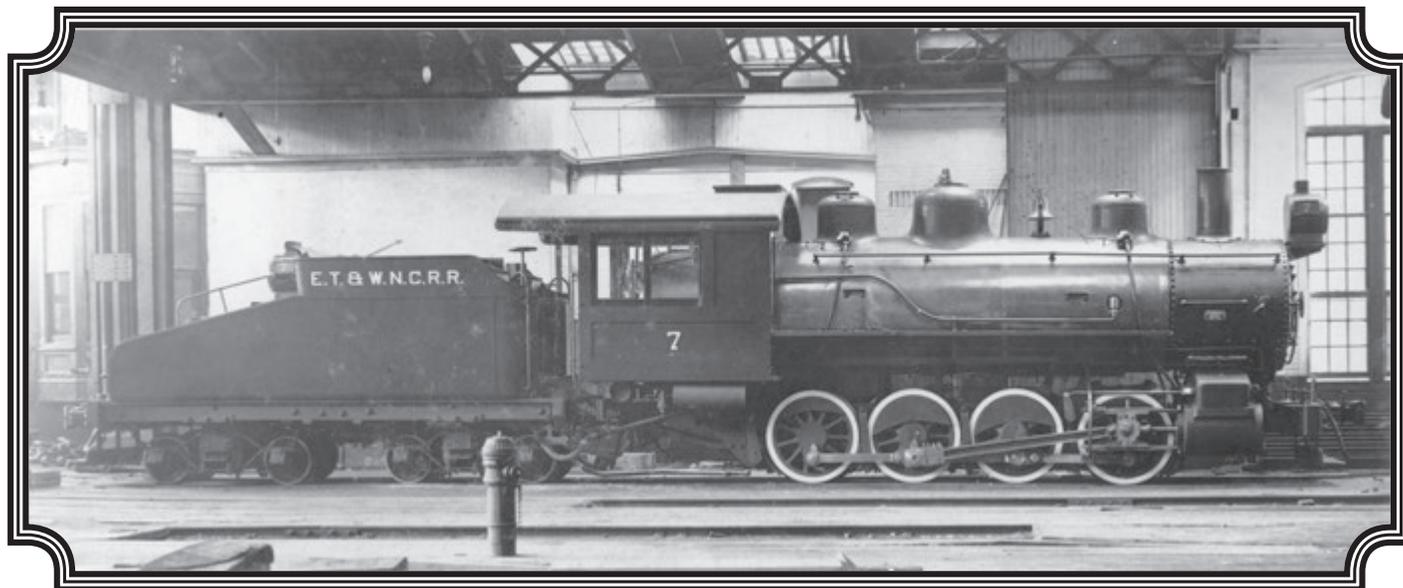
Above: This view shows #7 after her second set of modifications in 1936. The tender has been returned to its original configuration. Fresh paint and a new lettering scheme make the locomotive shine in the sun. *Photo, collection of Doug Walker.*



Left: Number 7 sits inside of Stall 3 in the Johnson City engine house. This stall was usually reserved for repairs that took more than a few days, and several ET&WNC locomotives were scrapped on the track just in front of this door. *Photo, collection of Doug Walker.*

Right: Number 7 backs a standard gauge hopper car full of corn into place in the late 1930s. During the Great Depression, corn was grown in any available spot, including railroad right of ways. *Photo, collection of Doug Walker.*





Above: Number 7 all spruced up at the builders with a wood cab, sloped back tender, and fancy lettering.

(text continued from page 42)

the speed. The sloped back tender was modified at this time, with the sides being built up to make it a square tender, holding more water. The wood cab was replaced by a steel cab as well.

In 1925, it was announced in the press that a huge rayon plant was to be built just west of Elizabethton. This was a blessing to the ET&WNC as narrow gauge traffic out of the mountains had begun to drop off sharply due to improved roads. Large shipments of building materials kept the switcher busy from the first day of construction. This plant opened in late 1926, and another facility started going up right beside it. The ET&WNC management decided that it was time to move up to a standard gauge locomotive, and bought #828, a 2-8-0 Consolidation from the Norfolk & Western Ry. This typical 2-8-0 was much larger than the “huge” narrow gauge #7, a testimony to the limits of narrow gauge. Number 828 was intended to replace #7 in switcher service, but it was not to be. Number 828 turned out to be the first “lemon” ever purchased second hand by the ET&WNC. The locomotive was often out of service and was sidelined as “Not Needed” in May 1931. She never returned to service. Number 7 went back to full time duty and soldiered on, moving more and more standard gauge cars.

Number 7 was a big locomotive, and it took a big man to handle her. Big John Lewis was the engineer on the switcher for many years, and was very adept at manhandling the Johnson bar, even un-

der back head pressure. One day C.C. “Brownie” Allison, a relative of another engineer, was pulled out of high school classes to fill in for a sick crewmember. He might have still been in school, but he was already a qualified engineer, at least in this emergency. He was told to take #7 for the day. Brownie, being a small man, was dreading struggling with that reverser all day. Big John saw his dilemma and just pointed his big lunch box at Brownie, and then at another locomotive. Brownie gladly traded jobs with him, seniority list notwithstanding, leaving the big #7 to the big man.

In 1936, #7 was one of the first locomotives painted in the new green paint scheme adopted by Master Mechanic Clarence Hobbs, which was based on the look of Southern Railway passenger locomotives. It was the first locomotive to receive the ET&WNC Railroad oval on the cab, but it was different from the one on the Ten Wheelers. The tender was modified again, returning it to the sloped back configuration, to facilitate backing movements now that water was available from a tank in front of the rayon plants.

Number 7 came out of service for repairs on September 14, 1938. This was done each year for an annual inspection per ICC regulations. An inspection of the interior of the boiler found pitting that was deemed too extensive to repair. Number 7 was retired and cut up for scrap in June 1939, ending a career that had lasted for 32 years.

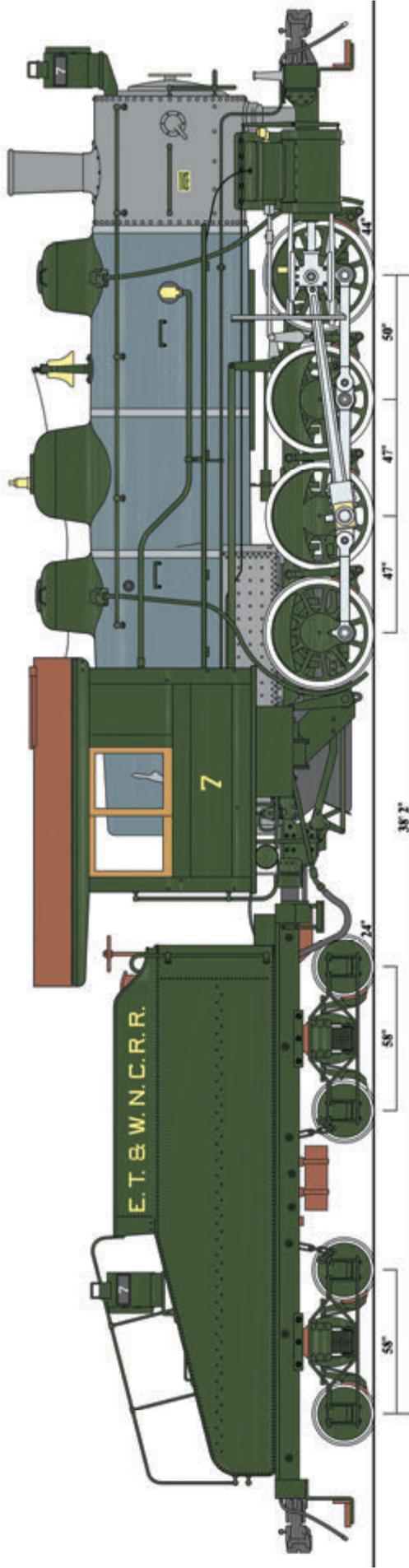
ET&WNC #7 does hold the distinction of being the most successful narrow

gauge switching locomotive in U.S. service. She may have been the only one, but that does not take away from over 30 years of dependable daily, except Sunday, work. She kept the ET&WNC a narrow gauge only railroad for twenty years, and replaced her replacement. Once #7 was deemed unrepairable, the railroad moved swiftly to buy another used standard gauge locomotive to replace her. Number 204 arrived in January 1939, and began the process that allowed the narrow gauge ET&WNC to be abandoned in 1950, and convert the railroad into a standard gauge short line that lasted another half century.

Those wanting to model #7 in HO_{n3} do have an option. The old Roundhouse standard gauge 0-6-0 boiler looks similar to the #7's boiler. The HO_{n3} Roundhouse 2-8-0 frame actually has the right diameter drivers. The tricky part is reproducing the canted cylinders of the prototype, but it has been done. The Roundhouse HO_{n3} tender will work for the 1924–36 version of the tender. Some work will need to be done to accurately reproduce the extended cab roof. ■

East Tennessee & Western North Carolina #7

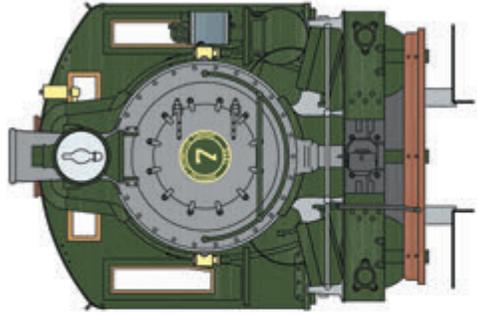
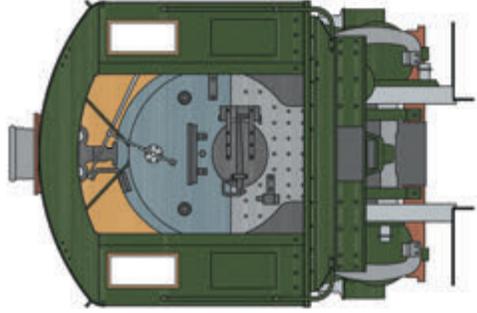
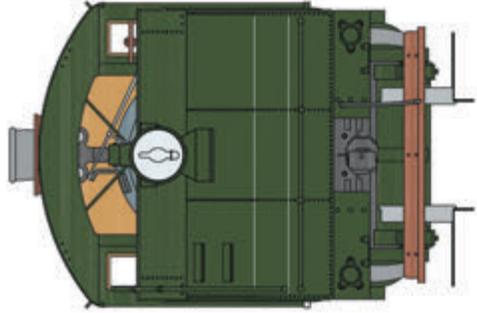
DRAWN BY DAVID FLETCHER
SCALE: 3/16 INCH = 1 FOOT



EAST TENNESSEE & WESTERN NORTH CAROLINA No. 7

ALCO - BROOKS 0-8-0
CONSTR No. 39951, 06/1906
36" GAUGE
LIVERY - DARK GREEN - SPECULATIVE

DRAWING RECONSTRUCTED FROM ALCO PLANS -
PUBLISHED IN THE RAILWAY AGE, AUGUST 31, 1906, PAGE 257.
SUBMITTED BY DAN RANGER.

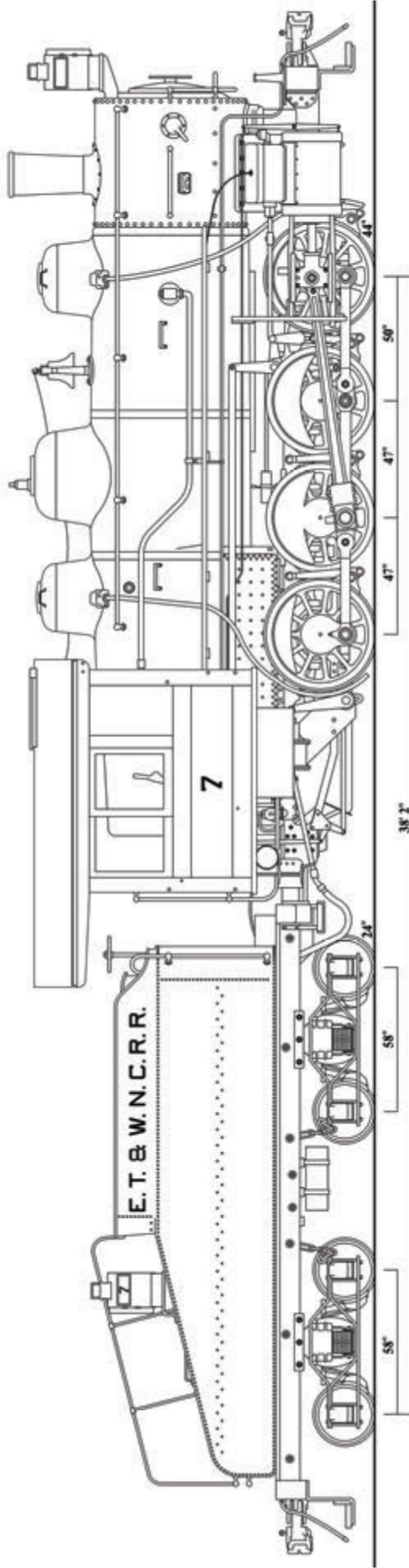


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DAVID FLETCHER 2020

East Tennessee & Western North Carolina #7

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



EAST TENNESSEE & WESTERN NORTH CAROLINA No. 7

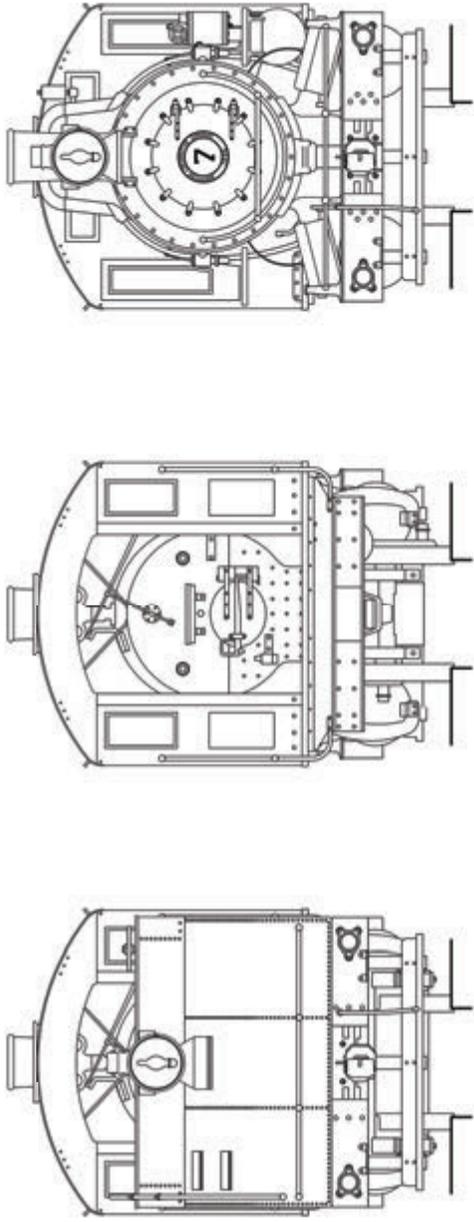
ALCO - BROOKS 0-8-0

CONSTR No. 39951, 06/1906

36" GAUGE

LIVERY - DARK GREEN - SPECULATIVE

DRAWING RECONSTRUCTED FROM ALCO PLANS -
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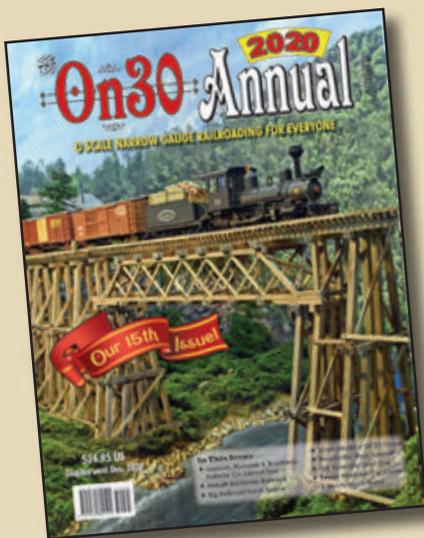
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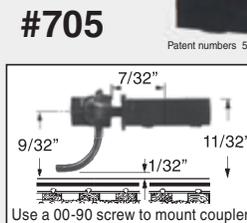
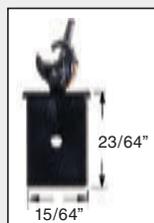
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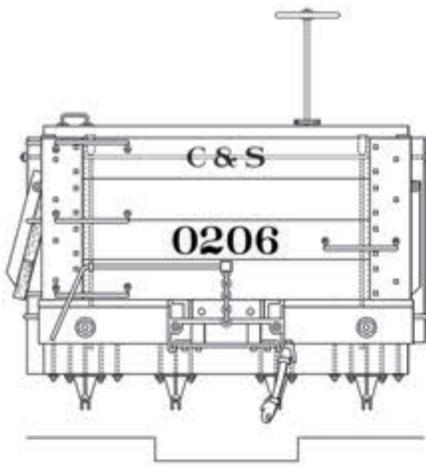


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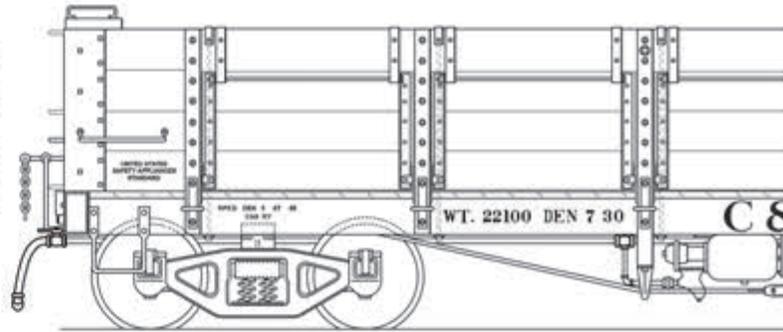
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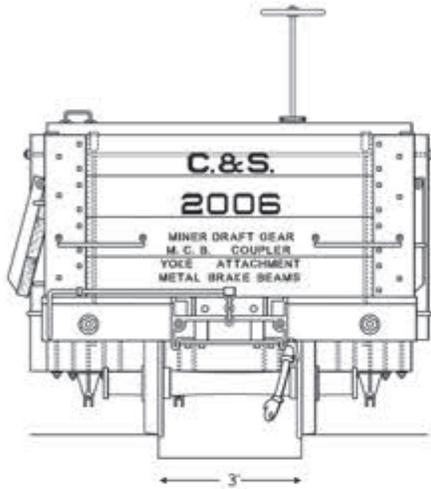
Hypothesized lettering c.1935 based upon typical C&S MOW practice. Lettering and reporting marks were variable at the end of operations.



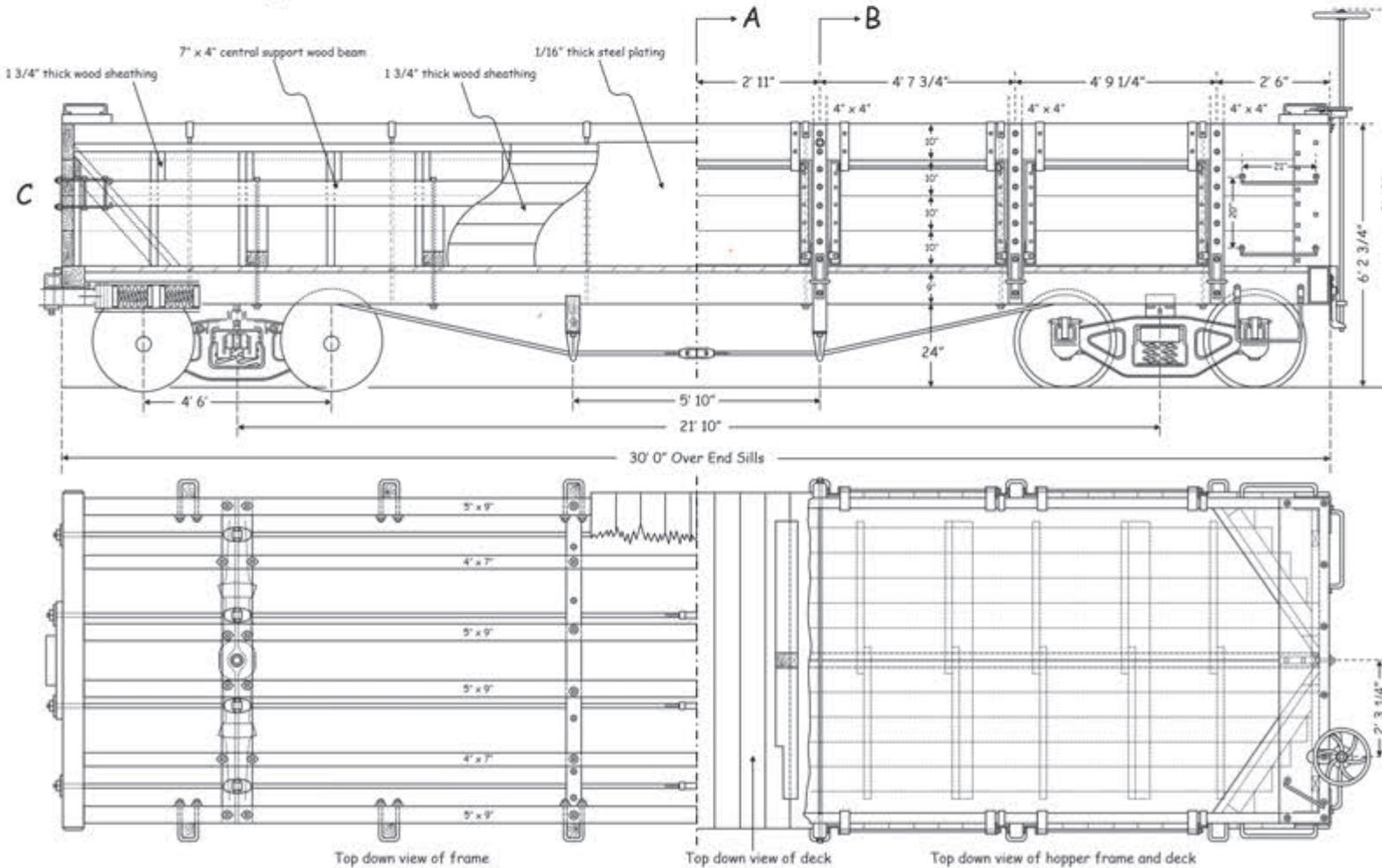
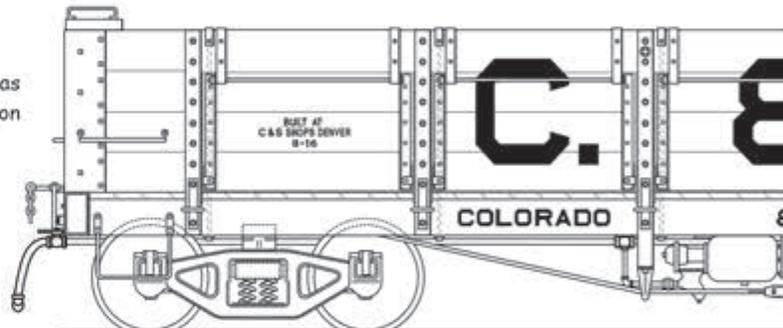
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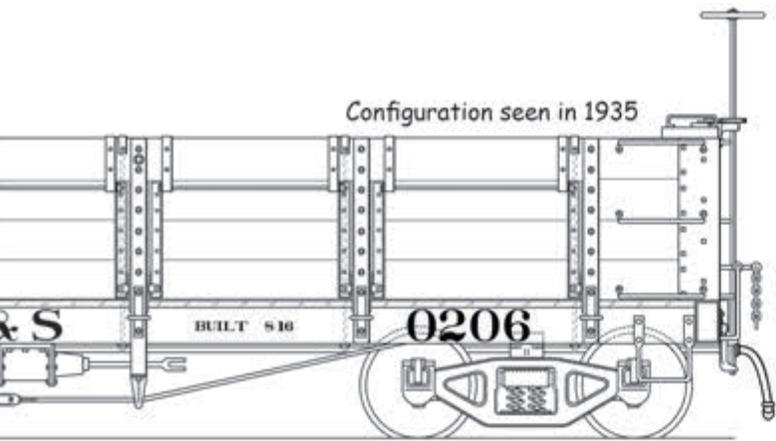
1. C&S Shop Drawing #2149 dated 5-11-1911
2. Narrow Gauge Pictorial Volume VIII,
Poole, D.W. & Martin, K.

DRAWINGS BY ROBERT
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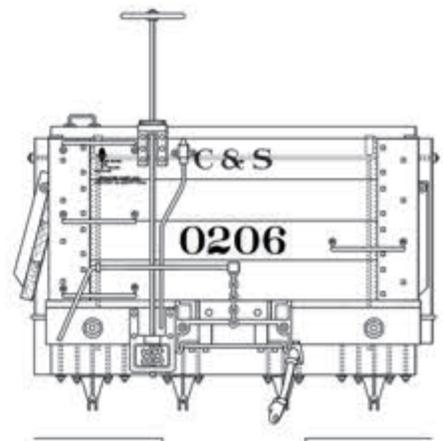
Hypothesized lettering as built in 1916 based upon typical C&S practice.





Configuration seen in 1935

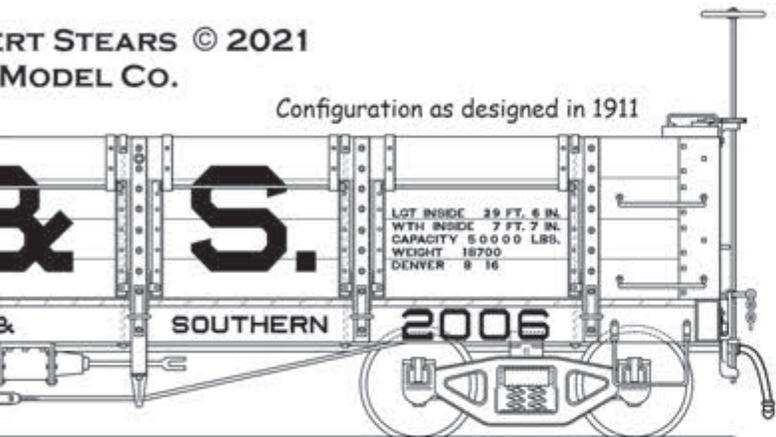
Painted boxcar red with white lettering.



Wood frame with cast steel trucks and bolsters made by the Bettendorf Axe Corporation.

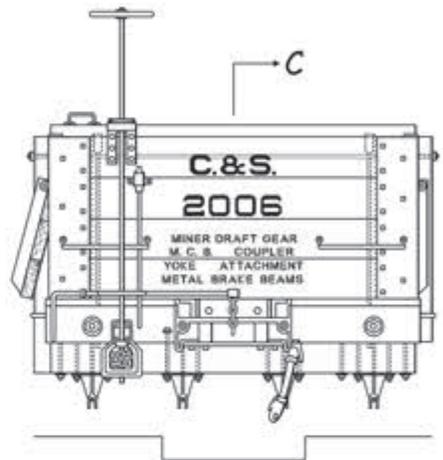
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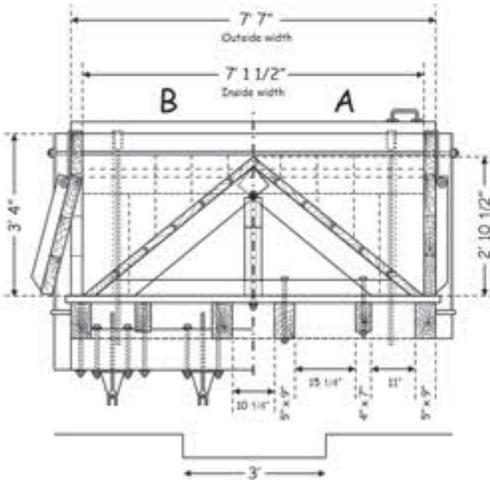
Configuration as designed in 1911

Painted boxcar red with white lettering.

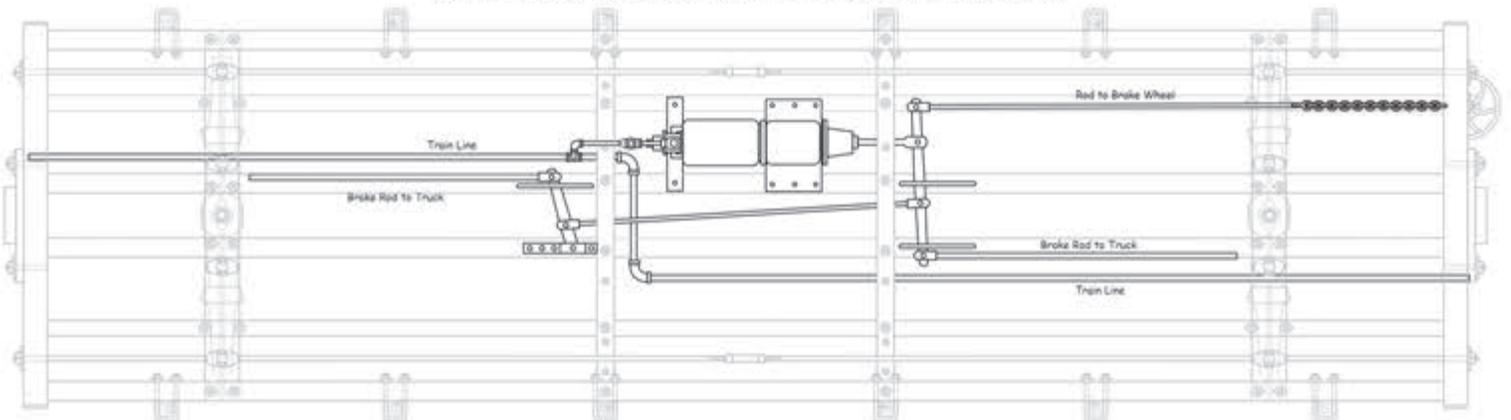


COLORADO & SOUTHERN NARROW GAUGE DUMP/CINDER CAR

In 1907 and 1908 the Colorado & Southern Ry. built 90 wood "Type II" coal cars numbered 4408 - 4497 using cast steel bolsters and trucks manufactured by the Bettendorf Axle Corporation. In 1911, the C&S designed a modification for a number of these coal cars with new side dump doors and an arched hopper floor. For unknown reasons, this project was delayed until 1916 when the C&S converted ten of these coal cars into side dump cars numbered 2000-2009. In 1920 these ten converted dump cars were relegated to non-revenue service and re-numbered 0201 - 0209. Number 0209 was destroyed in 1920. The remaining nine side dump cars were possibly used as cinder cars until the end of operations. In 1920, the C&S converted an additional 37 of these "Type II" coal cars into side dump cars which were sold to the parent CB&Q between 1920 and 1923. These additional dump cars retained their C&S numbers.



Bottom up view focusing on the brake rigging (Center truss rods omitted for clarity)



SELF-PROPELLED LOG UNLOADING MACHINES

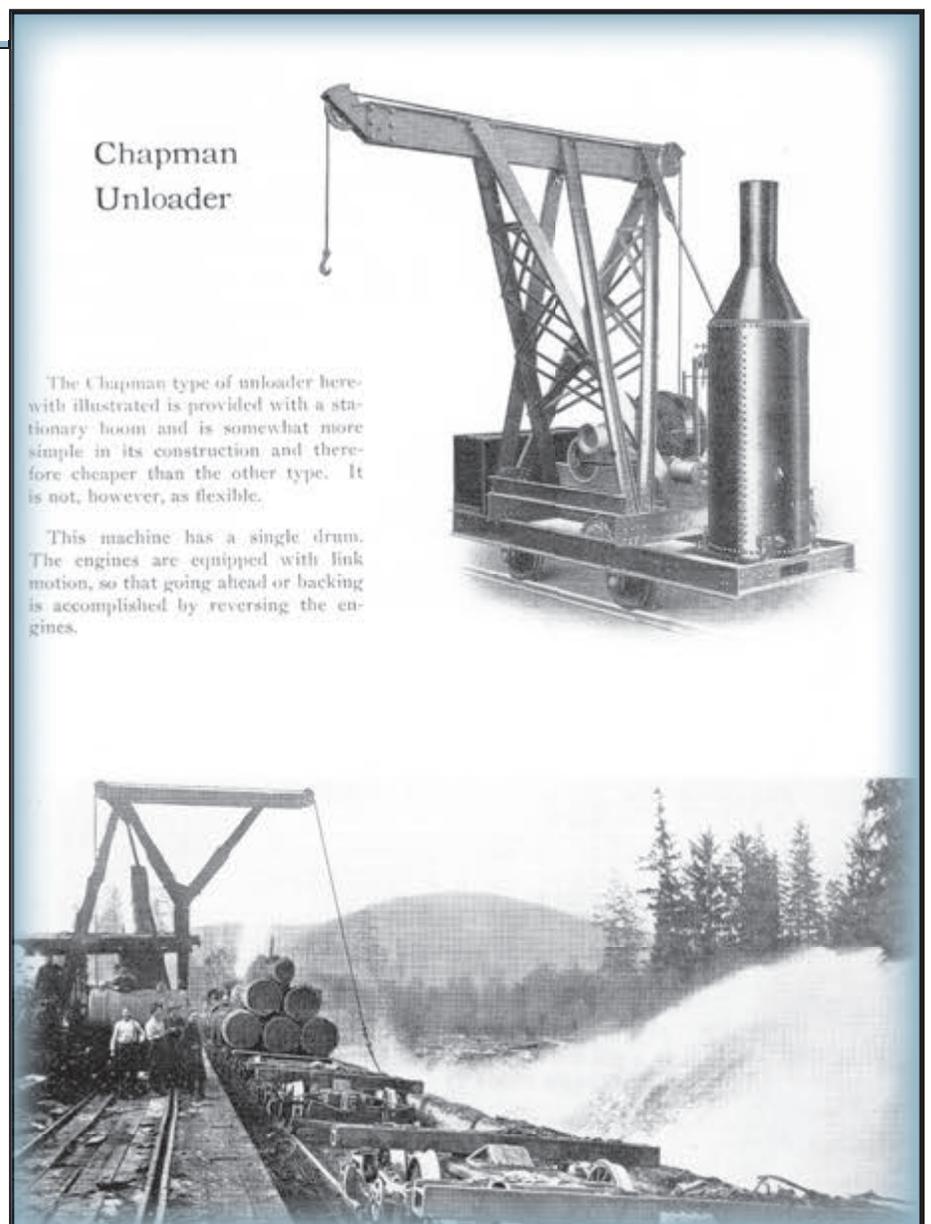
PART 2: WILLAMETTE IRON AND STEEL "CHAPMAN TYPE" AND HOME-BUILT "KICKER" MACHINES

by Peter J. Replinger
Photos from the author's collection

The Willamette Iron and Steel Company of Portland, Oregon, also built a self-propelled log unloader known as the "Chapman type." Companies I know that used this machine in Washington include the Donovan-Corkery Logging Company, the Eastern and Western Lumber Company, the Saginaw Timber Company, the Schafer Brothers Logging Company, the M.R. Smith Shingle Company, and the Wynooche Timber Company. The Valley and Siletz Railroad used one in Oregon on their dump on the Willamette River near Independence. The Pickering Lumber Corporation used one at Standard, California, near Sonora. The Chapman type machine could also "tight line" logs of cars like a Washington Iron Works Machine.

Several companies designed a "kicker type" of unloader that did not need a strap attached to the log deck, and could unload a car in half a minute, or less. The companies that I know of who used home-made log unloaders include Crown Zellerback at Ladysmith, British Columbia; Schafer Brothers Logging Company of Montesano, Washington; Pudget Sound and Baker River Railway at Similk Bay, near Anacortes, Washington; Weyerhaeuser Timber Company at their Longview and Vail/McDonald operation, at South Bay near Olympia, Washington, and at their Klamath Falls operation in Oregon. The Crown Zellerback machine was built on an old Shay frame, while Schafer used a locomotive steam crane frame. Weyerhaeuser's Longview machine was built on the former frame used

(text continued on page 55)



Above: A 1920 Willamette Iron and Steel Company catalog illustration showing the Chapman Type Log Unloader. The bottom photo shows the Donovan-Corkery unloader near Aberdeen, Washington. Photo, collection of Phil Schnell.



Left: Eastern and Western Chapman-Type log unloader at Coal Creek Slough near Stelle, Washington. Photo, collection of John T. Labbe.

Below: Saginaw Timber's unloader dumping logs in the Chehalis River near Cosmopolis, Washington. While this unloader looks like a Chapman, it may be a Smith and Watson Iron Works knock off. Photo, Smith and Watson Iron Works Archives, collection of Merv Johnson.



Right: Pickering Lumber Company Chapman at Standard, California. Photo by John Cummings.



Below: Weyerhaeuser "kicker" machine near Olympia, Washington. It was built on an old Marion steam shovel. Photo by Lee Merrill.





Above: Weyerhaeuser "kicker" shown here, on the Columbia River at Longview, Washington. It was built on an old steam crane used in building the Panama Canal. *Photo, Weyerhaeuser Archives.*

(text continued from page 52)

in building the Panama Canal. When it entered service in 1929, representatives from Canada and California visited to see it in action, and it wasn't long before the machine was copied by many other logging companies.

The Chapman type log unloader could dump up to 300 loads of logs a day into the Columbia River, and keep Weyerhaeuser's three big sawmills and a pulp mill at Longview functioning. The

Weyerhaeuser's/Vail unloader was built from an old Marion steam shovel with its gearing speeded up. It had a large arm with a claw tip to shove the logs off the cars. The cars were unloaded every eight seconds. This machine was converted to Diesel in 1953, and regularly unloaded 150 to 200 loads a day. I want to thank Phil Schnell and Dennis Thompson for their help in preparing this article. 🚪

Below: Puget Sound and Baker River Railway "kicker" at Similk Bay near Anacortes, Washington. *Photo, collection of Dennis Thompson.*



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U.S. membership: \$30/year

WEBSITE www.anthracerailroads.org



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The Friends of the Burlington Northern Railroad exist to preserve the history and chronicle the operation of the Burlington Northern Railroad and its successors, as well as the Montana Rail Link. The organization is interested in studying the history of the Burlington Northern Railroad from its inception in 1970 and following the merger between Burlington Northern and Santa Fe from 1996 to the present. Activities include an annual convention, access to photo/data archives, and discounts on calendars and other publications from the FOBNR Store. Members also receive four copies of **The BN Expediter** with their annual membership.

U.S. membership: \$25/year

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BURLINGTON ROUTE HISTORICAL SOCIETY

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.

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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 four 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.

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Canadian membership \$28/two years

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CHICAGO & EASTERN ILLINOIS RAILROAD HISTORICAL SOCIETY

Formed to preserve the history of the Chicago & Eastern Illinois Railroad. Activities include social gatherings and an annual convention, photo and data archiving, and more. A museum and archive is maintained in Watseka, Ill. Members receive **The Flyer** twice a year, as well as occasional newsletters. The C&EIHHS also publishes a calendar each year.

U.S. membership: \$30/year

WEBSITE www.ceihs.org



CHICAGO & NORTH WESTERN HISTORICAL SOCIETY

Formed to preserve the history of the Chicago & North Western as well as the Chicago, St. Paul Minneapolis & Omaha; the Minneapolis & St. Louis; the Chicago Great Western; the Litchfield & Madison; the Fort Dodge, Des Moines & Southern; the Des Moines & Central Iowa; and others. Activities include an annual convention as well as regional meets, photo and data archiving, and more. An archives building is under construction at the Illinois Railway Museum in Union, Ill. Members receive **North Western Lines** four times a year, and the society produces a yearly calendar for sale.

U.S. membership: \$40/year

WEBSITE www.cnwhs.org

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COTTON BELT RAIL HISTORICAL SOCIETY

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U.S. membership \$25/year

WEBSITE www.arkansasrailroadmuseum.org



DENVER, SOUTH PARK & PACIFIC HISTORICAL SOCIETY

The Denver South Park & Pacific Historical Society is a registered Colorado 501(c)(3) organization established in 1998 to support the preservation of the history and artifacts of all the predecessor lines that became the narrow gauge portion of the Colorado & Southern Railway. The society encourages artifact and equipment acquisitions, as well as dissemination of knowledge about these railroads and their effect on the history of Colorado and the nation. Members receive **The Bogies and the Loop** magazine four times a year.

U.S. membership \$35/year

WEBSITE www.dspphs.org



ERIE LACKAWANNA RAILROAD HISTORICAL SOCIETY, INC.

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Founded in 1973, the GNRHS preserves the history and heritage of "The Empire Builder" James J. Hill and his Great Northern Railway. Society members receive a quarterly magazine called **The Goat**, along with reference sheets, modelers pages, and a yearly calendar. Members are also entitled to a purchase discount in the GNRHS online company store. Conventions are held annually to discuss the history of the Great Northern Railway, and to visit historical GN sites. Archives for historical items are located in St. Paul, Minn., and Burien, Wash. Membership information can be found on our website.

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WEBSITE www.gnrhs.org



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

U.S. membership: \$30/year

WEBSITE www.gmoHS.org



ILLINOIS CENTRAL RAILROAD HERITAGE ASSOCIATION

Dedicated to preserving and disseminating the historical record of the Illinois Central Railroad, its predecessors and successors including the Chicago, Central & Pacific; Illinois Central Gulf; Paducah & Louisville; Mid-South Railroad; Iowa Pacific; Indiana Rail Road; Grenada Railway; Mississippi Central Railroad; Natchez Railway; and the IC lines operated by Canadian National. Activities include social gatherings and an annual convention, photo and data archiving, and more. Members receive four issues of **The Mid-American**.

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U.S. membership: \$25/year

WEBSITE 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

WEBSITE 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 four 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

/groups/KatyRailroadHistoricalSociety

WEBSITE www.katyrailroad.org



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. Activities include social gatherings and an annual convention, photo and data archiving, and more. Members receive **L&N Magazine** four times a year, and the society produces a yearly calendar for sale.

U.S. membership: \$35/year

@LNrailroad

WEBSITE www.lnrr.org



MILWAUKEE ROAD HISTORICAL ASSOCIATION

Formed to study and preserve the history of the Chicago, Milwaukee, St. Paul & Pacific Railroad (The Milwaukee Road) from its inception in 1850 to its acquisition by the Soo Line Railroad in 1985. Activities include social gatherings and an annual convention, photo and data archiving, and more. Members receive **The Milwaukee Railroader** four times a year, and the society produces a yearly calendar for sale.

U.S. membership: \$35/year

/groups/MilwaukeeRoadHistoricalAssociation

WEBSITE www.mrha.com



MISSABE RAILROAD HISTORICAL SOCIETY

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

U.S. membership: \$35/year

@MissabeRailroad

WEBSITE www.missabe.com

RAILROAD HISTORICAL SOCIETY DIRECTORY

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



MISSOURI PACIFIC HISTORICAL SOCIETY, INC.

Formed with the purpose of obtaining, preserving, and sharing information and material relating to the Missouri Pacific Railroad and its subsidiaries, including Texas & Pacific; Chicago & Eastern Illinois; St. Louis, Brownsville & Mexico; International Great Northern; Gulf Coast Lines; St. Louis, Iron Mountain & Southern; New Orleans, Texas & Mexico; Missouri-Illinois; Kansas, Oklahoma & Gulf; and Midland Valley Railroad. Activities include an annual convention, photo and data archiving, an online company store and more. Archives are maintained in St. Louis, Mo., and at the Museum of Transportation. Members receive **The Eagle** four times a year and a color calendar.

U.S. membership: \$40/year

@MoPacHistorical

WEBSITE www.mopac.org



MONON RAILROAD

HISTORICAL-TECHNICAL SOCIETY, INC.

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

U.S. membership: \$50/year

WEBSITE www.monon.org



NATIONAL MODEL RAILROAD ASSOCIATION

Advances the global scale model railroading community through education, advocacy, standards, and social interaction. Activities include social gatherings, regional and national conventions, photo and data archiving, and more. Members receive **NMRA Magazine** and **NMRA Bulletin** 12 times a year, and access to members-only website content.

U.S. membership: \$75/year

@NMRA.org

WEBSITE www.nmra.org



NATIONAL RAILWAY HISTORICAL SOCIETY

Supports train, railway, and station preservation projects with hundreds of thousands of dollars awarded in Heritage Grants, as well as education, publishing, and shared resources. Activities include social gatherings and an annual convention, photo and data archiving, and more. Members receive **NRHS Bulletin** and **NRHS News**.

U.S. membership: \$50/year

@RailPreservation

WEBSITE www.nrhs.com



NEW HAVEN RAILROAD

HISTORICAL & TECHNICAL ASSOCIATION

Members receive our quarterly 40-page **Shoreliner**. This magazine is filled with articles about the New Haven RR, its history, equipment, and operations. **Shoreliner** is illustrated with color and b&w photography and historical narrative that brings the New Haven back to life in all its past glory. An additional bonus magazine called **The Speedwitch** is published as material becomes available. It contains modeling articles and news. For more information, visit our website and browse our online store we call "Readville Shops."

U.S. membership \$40/year

WEBSITE nhrhta.org



NEW YORK CENTRAL SYSTEM HISTORICAL SOCIETY

Organized in March 1970, the NYCSHS is, as a non-profit corporation, chartered to perpetuate the legacy of the New York Central System by acquiring and preserving its history, traditions, documents, and artifacts; and by disseminating accurate information and products consistent with good stewardship. Members receive the **Central Headlight** magazine containing a wealth of information each quarter. The society also publishes a free quarterly online modeling magazine, the **NYCentral Modeler**, providing articles, news, and photos. Annual meetings focus on the preservation of NYCS history with informative speakers, presentations, and tours. Many NYC reference models, clothing, books, drawings, photos, and valuation maps are also available for purchase.

U.S. membership: \$44/year

WEBSITE www.NYCSHS.org

STORE www.NYCSHS.net



NICKEL PLATE ROAD

HISTORICAL & TECHNICAL SOCIETY, INC.

The society preserves the history and heritage of the Nickel Plate Road (NKP). It publishes a quarterly magazine devoted to NKP equipment, operations, facilities and history; an electronic modelers notebook; a monthly electronic newsletter; and a yearly calendar. It maintains an extensive archive of photographs, plans, documents, and data. The society has an informative website and a member mail list. It produces and sells through the Company Store NKP models, books, DVDs, and other products, and sponsors an annual convention and local chapters.

U.S. membership: \$40/year

@nkpts

WEBSITE www.nkpts.org



NORFOLK AND WESTERN HISTORICAL SOCIETY

Preserving the history of the Norfolk and Western, Virginian and related railroads. Members receive a highly acclaimed, all-color, 32- to 48-page quarterly magazine, **The Arrow**. We have a 7,000-square-foot Archive building in Roanoke, Va., that contains roughly 200,000 cataloged items available online and many more in process. We feature a huge collection of original drawings from the railroads, including locomotives, cars, and structures as well as property and many photos. The society has a commissary with a wide variety of model products, books, and other material. U.S. membership \$50/year

@NWHS

WEBSITE nwhs.org



PENN CENTRAL RAILROAD

HISTORICAL SOCIETY, INC.

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

@PCRRHS

WEBSITE www.pcrrhs.org



THE PENNSYLVANIA RAILROAD TECHNICAL & HISTORICAL SOCIETY

Organized to further scholarly learning and interest in the Pennsylvania Railroad (PRR) and its predecessor companies by stimulating and encouraging the collecting, researching, recording, and preserving of all technical, historical, and practical information concerning the PRR. The society publishes a free online modeling magazine, **The Keystone Modeler**, to promote the accurate modeling of the Pennsylvania Railroad so future generations may better appreciate and understand the company. Archives are housed in the former PRR passenger station at Lewistown, Pa. Activities include local chapters and an annual meeting. Members receive **The Keystone**, an 80-plus page illustrated journal, four times per year.

U.S. membership: \$40/year

WEBSITE www.prths.org

RAILROAD HISTORICAL SOCIETY DIRECTORY

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



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

RLHSoOfficial

WEBSITE rlhs.org



RUTLAND RAILROAD HISTORICAL SOCIETY

The RRHS was formed in 1987 to collect, preserve, and disseminate information about the Rutland Railroad in Vermont and New York. The subject of Jim Shaughnessy's iconic book, *The Rutland Road*, it discontinued operation in 1961 but a majority of the right-of-way was preserved and is operated by successful modern short lines today. Members receive four issues per year of our journal, the **Newsliner**. Articles cover business history, equipment, physical plant operations, employee recollections, and the importance of the railroad to the municipal and rural areas it served. Prototype modeling is included. A spring annual convention rotates around on-line communities. U.S. basic membership is \$20/year; other rates apply elsewhere.

U.S. membership: \$20/year

WEBSITE www.rutlandrr.org



SANTA FE RAILWAY HISTORICAL & MODELING SOCIETY

Formed to preserve, study, and share information about the rich history, fascinating operations, and distinctive equipment and facilities of The Atchison, Topeka & Santa Fe Railway. The society promotes and encourages the gathering, cataloging, preserving, and publishing of information about and modeling of the Santa Fe. The society publishes books and reprints, has two archives, a website with public resources and a members-only section, and a Company Store with a 20 percent membership discount. Members receive **The Warbonnet**, a 48-page color magazine four times a year.

U.S. membership \$40/year

/groups/SFRHMS

WEBSITE www.sfrhms.org



SOUTHERN RAILWAY HISTORICAL ASSOCIATION

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

U.S. membership: \$35/year

@Southern.Railway.Historical.Association

WEBSITE www.srha.net

V&T

VIRGINIA & TRUCKEE RAILROAD HISTORICAL SOCIETY, INC.

A Nevada non-profit corporation organized in 2010, dedicated to the research and dissemination of V&T history. Members receive the **V&T Telegraph**, the society's quarterly newsletter with articles, rare photos, and fine scale drawings; invitations to the yearly V&T history conference; and announcement of society publications. More than a dozen publications are already in print and available through the website.

U.S. membership: \$30/year

WEBSITE www.vtrrhs.org



WESTERN MARYLAND RAILWAY HISTORICAL SOCIETY, INC.

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

WEBSITE www.westernmarylandrhs.com

RAILROAD HISTORICAL SOCIETY DIRECTORY

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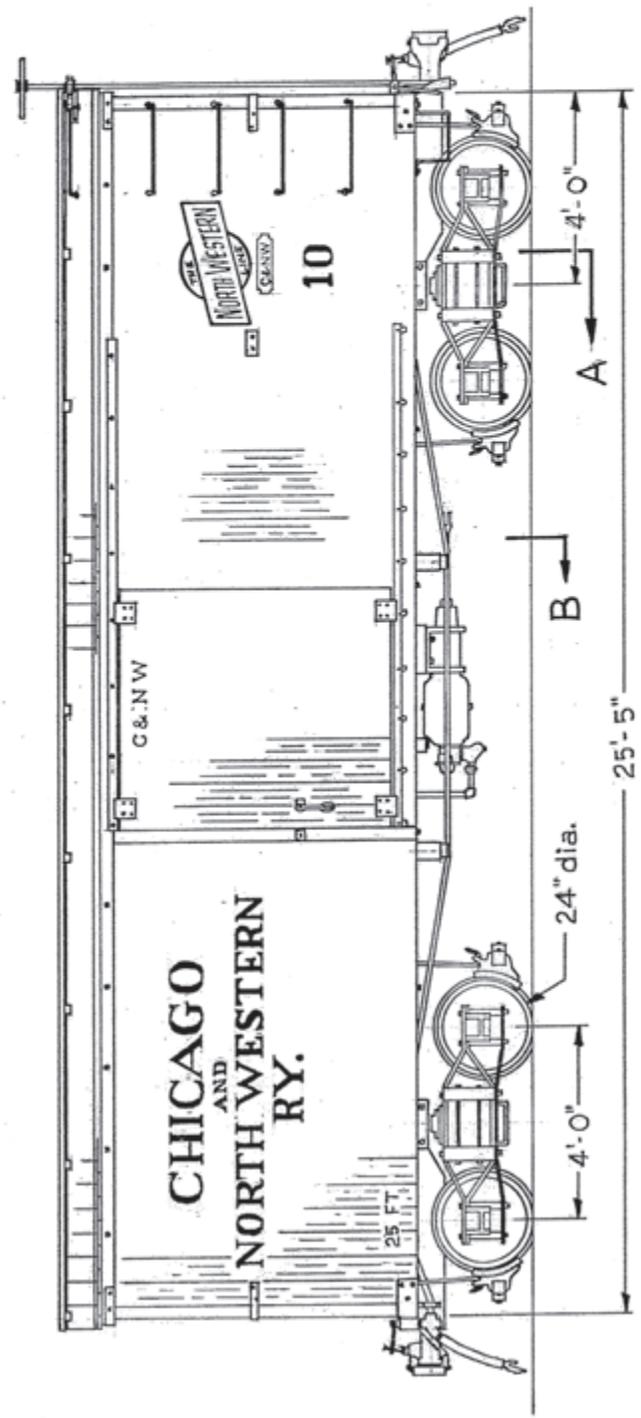
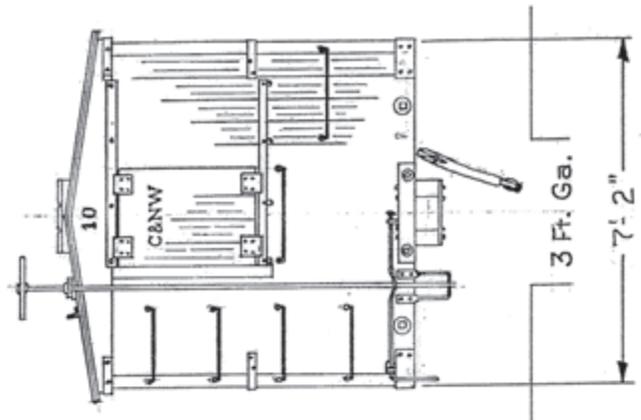
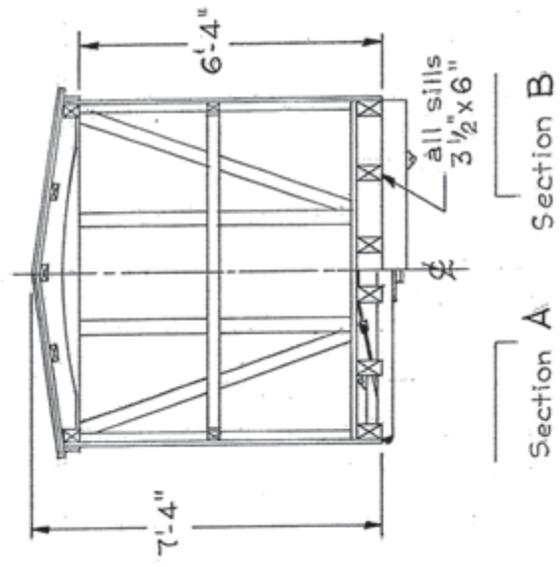
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Chicago & Northwestern Ry. narrow gauge Box Car No. 10

Scale: 1/4" = 1'-0"
 Drn. by: Herman H. Darr 30 May 1980 ©

Car built circa 1880, used between Woodman and Fennimore Wisconsin until 1926. Paint, C&NW mineral red, white lettering. Air brakes probably 6" x 8" Westinghouse KC Car remains measured at Mid-Continent Ry Museum, North Freedom, Wisc. June 1971 by Paul Martineau. Details from photos. Capacity 15000 lbs., assigned even nos. 2 to 20.

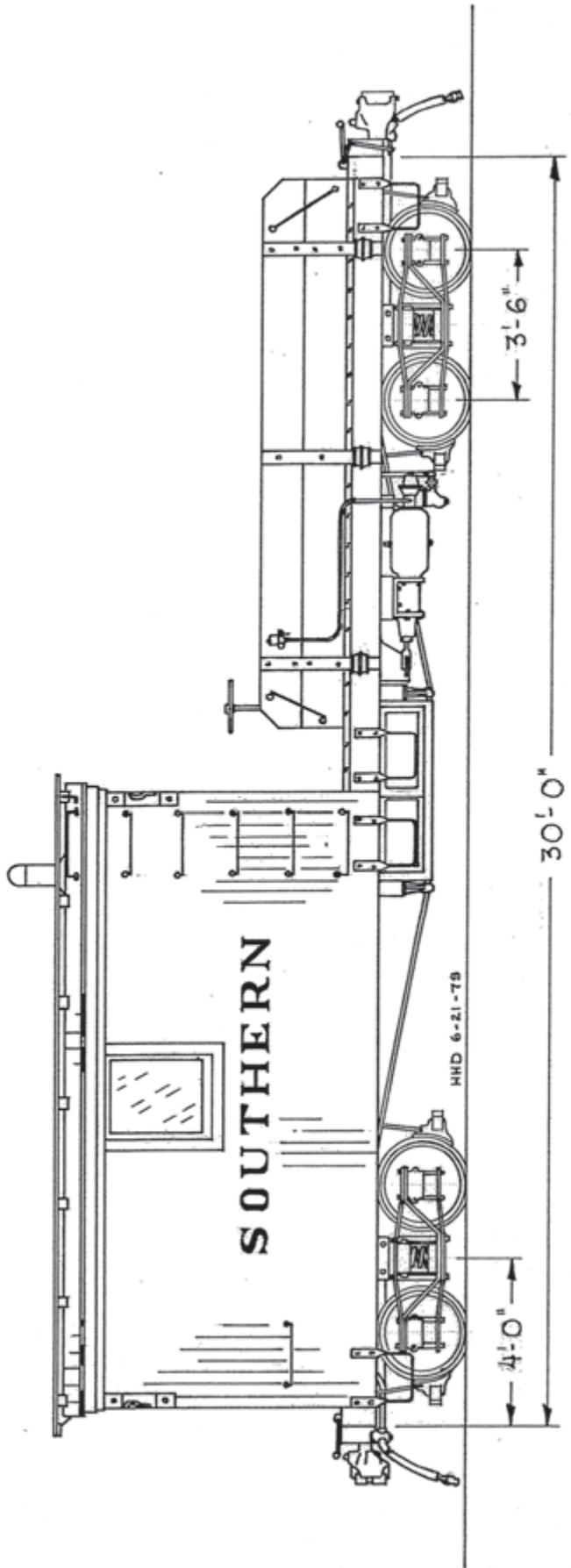
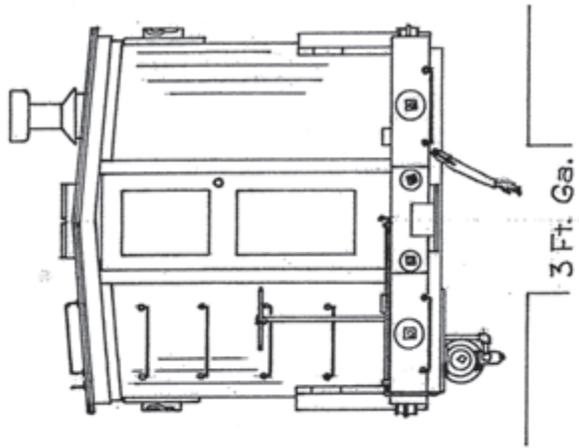


DRAWN BY HERMAN DARR
 SCALE: 1/4 INCH = 1 FOOT

Danville & Western (Southern Ry)
Truck and Block Car (3 Ft. Ga.)

Scale: 1/4"=1'-0"

Drn. by: Herman Darr 21 June 1979 ©



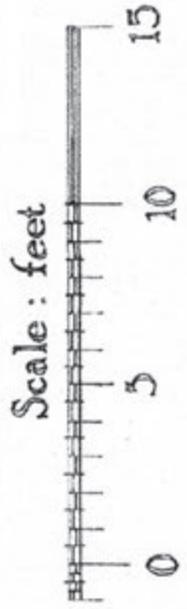
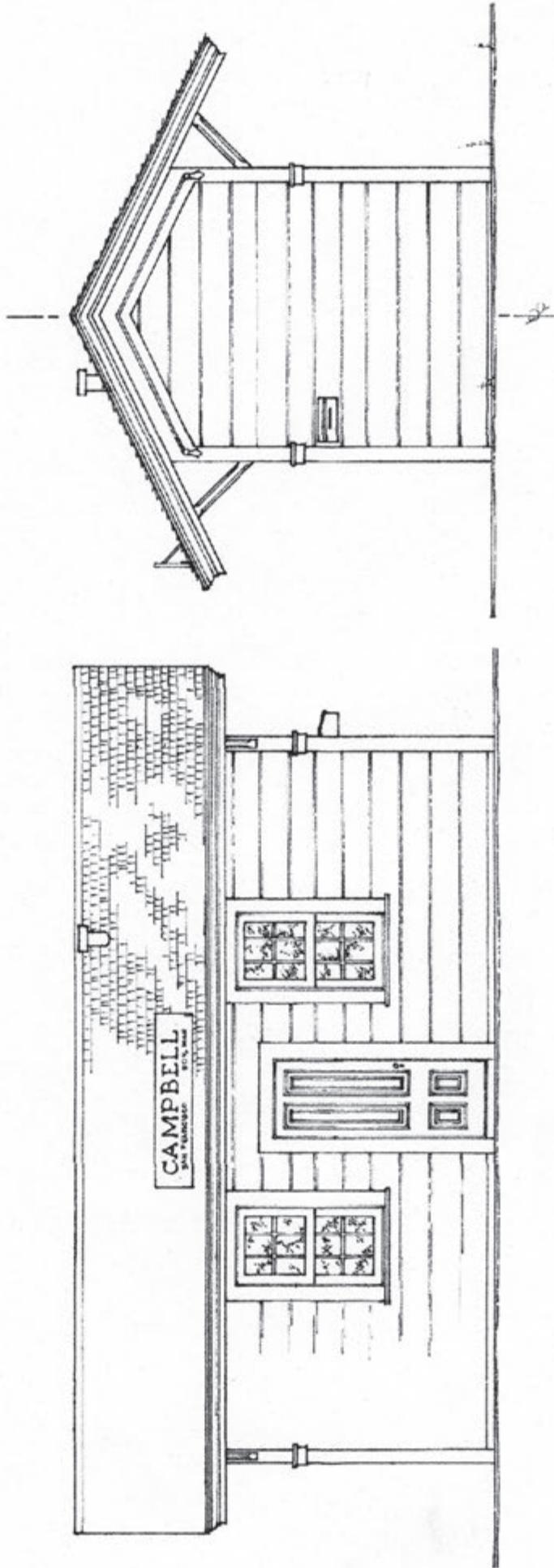
South Pacific Coast

Passenger Depots

based on

Campbell Calif. Depot

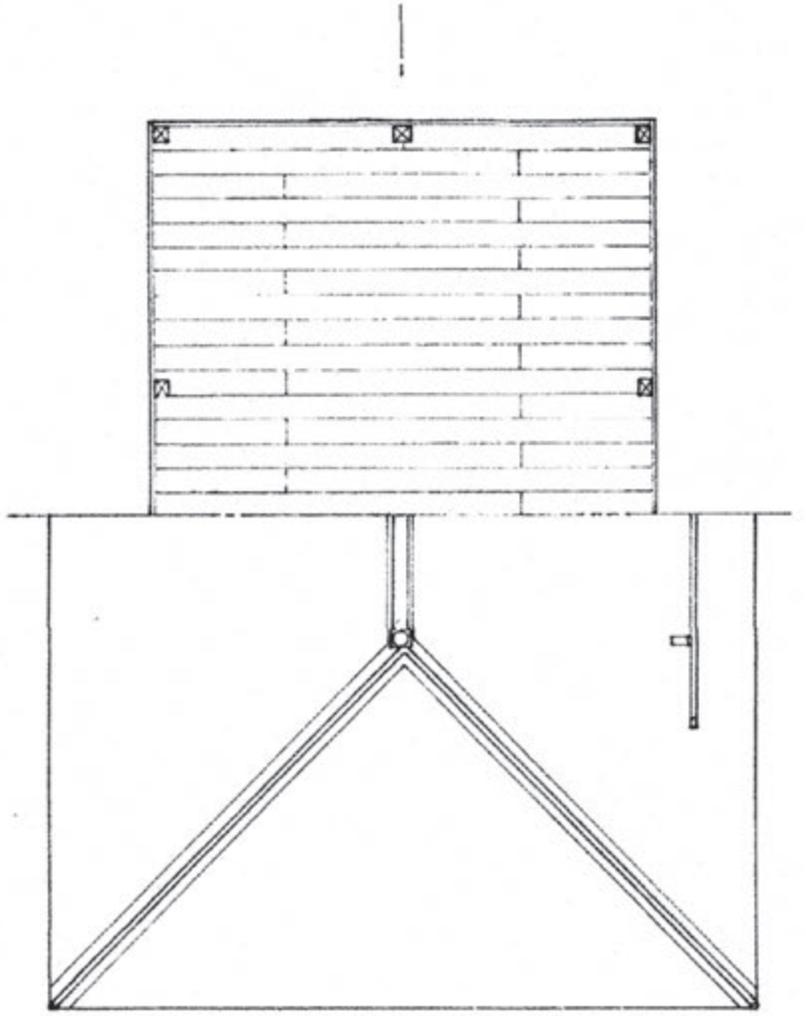
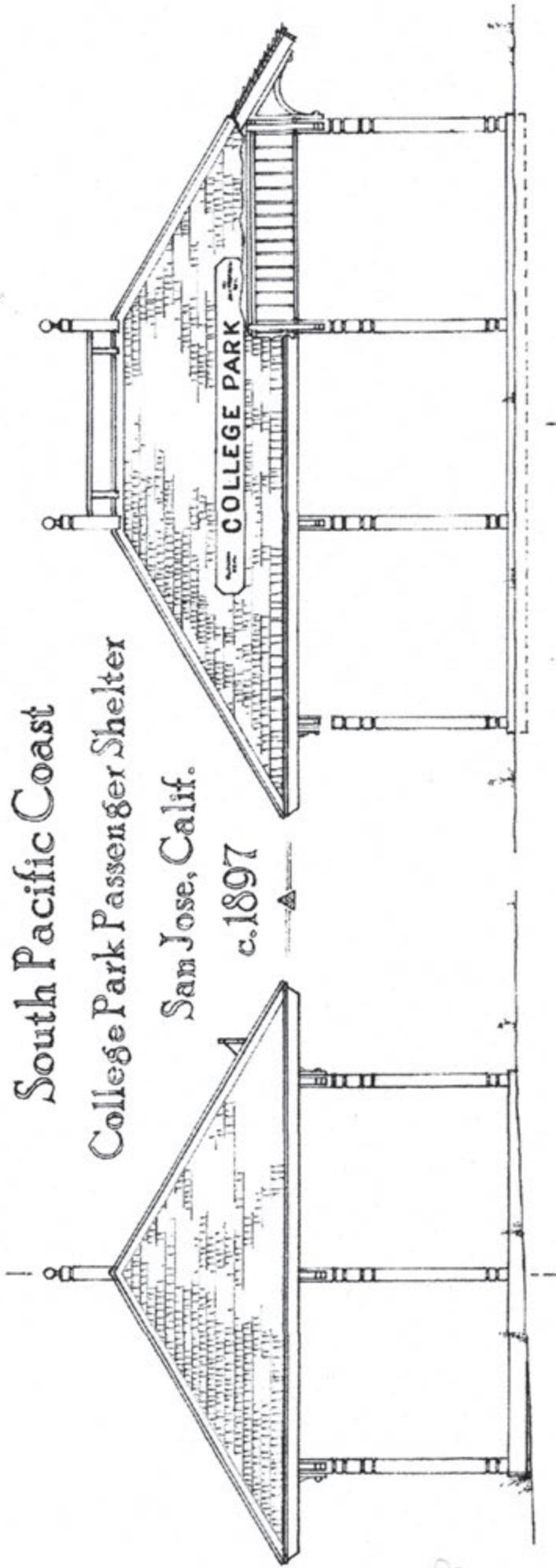
c. 1830



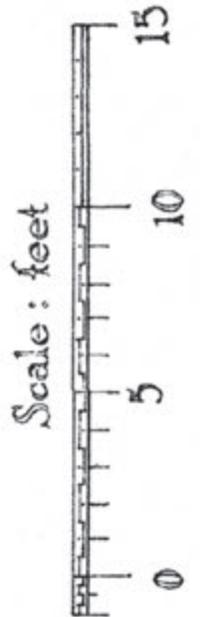
DRAWN BY GARY CAVIGLIA
SCALE: 3/16 INCH = 1 FOOT

South Pacific Coast
College Park Passenger Shelter
San Jose, Calif.

c. 1897

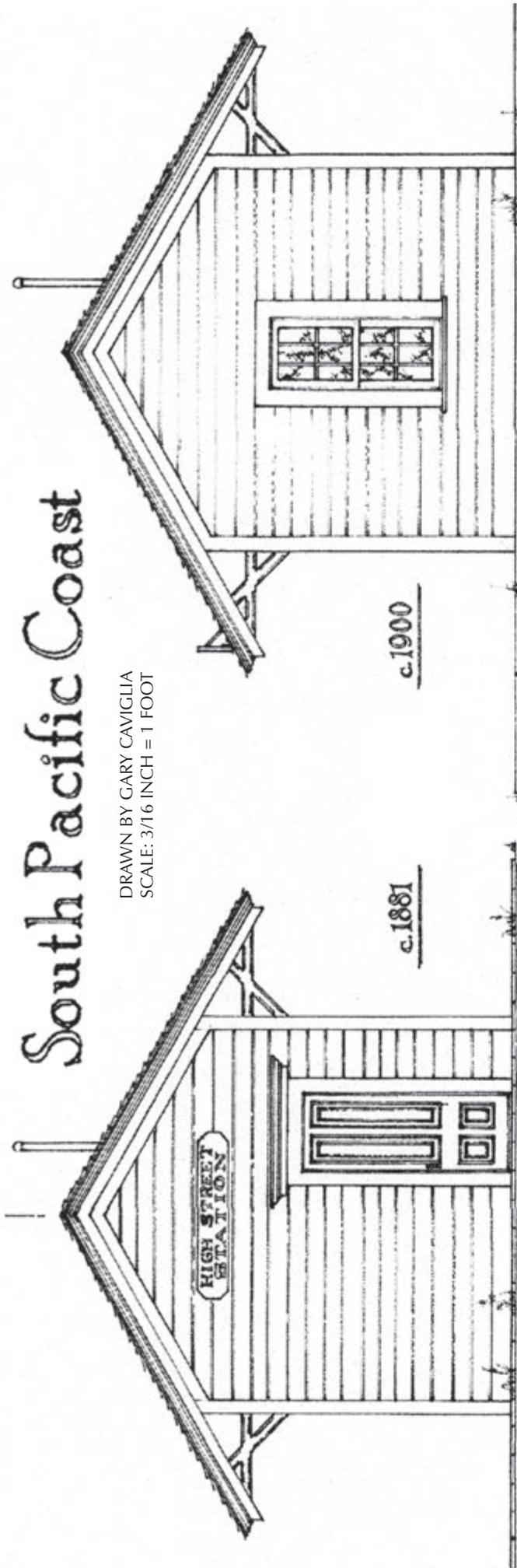


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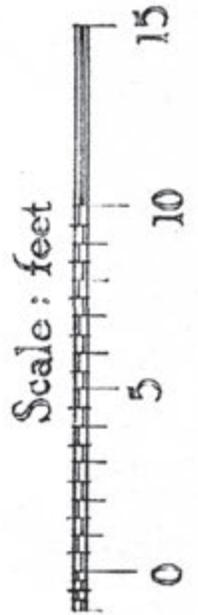
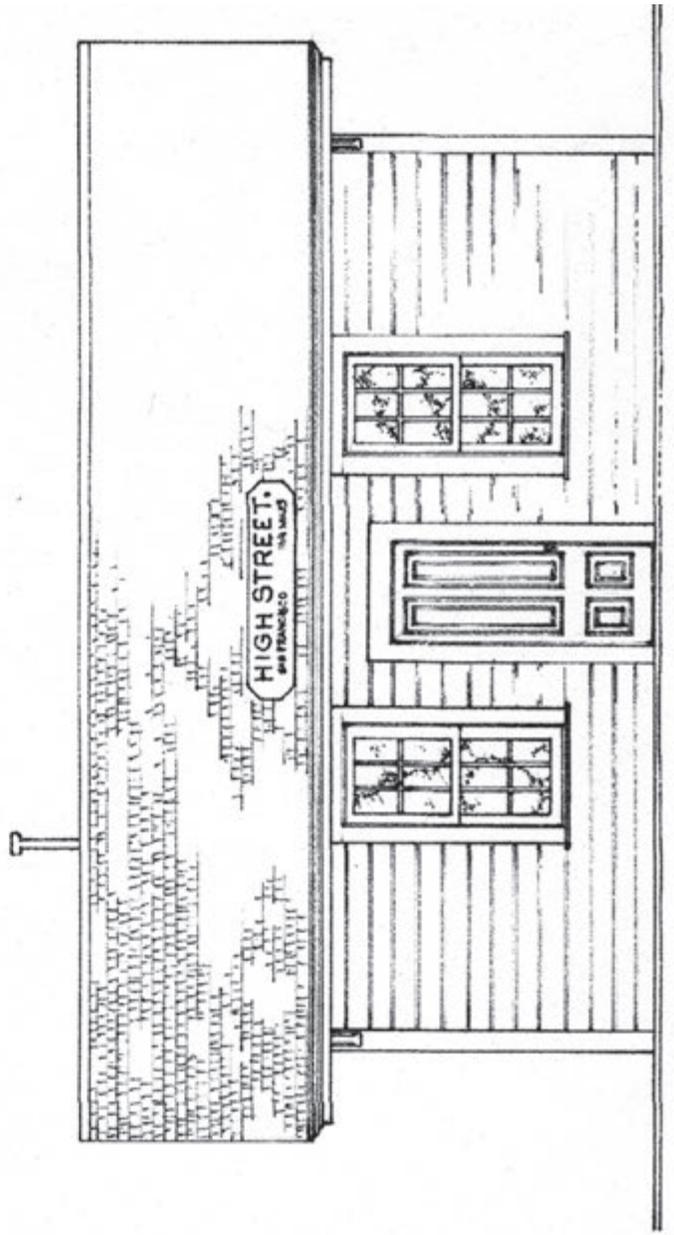
South Pacific Coast

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



Passenger Depots

based on
High Street Commute Depot
Alameda, Calif



THE METHODIST CHURCH

BODIE, CALIFORNIA

DRAWN BY NEIL A. PFAFMAN
HO SCALE

In the 1880s, Bodie was the second or third largest town in California, and probably the wildest. There were no churches in Bodie before 1882 to serve the population mainly made up of men. Catholics held services on Sunday mornings in the Miners Union Hall, and the Reverend G.B. Hinkie held Methodist services there in the afternoon.

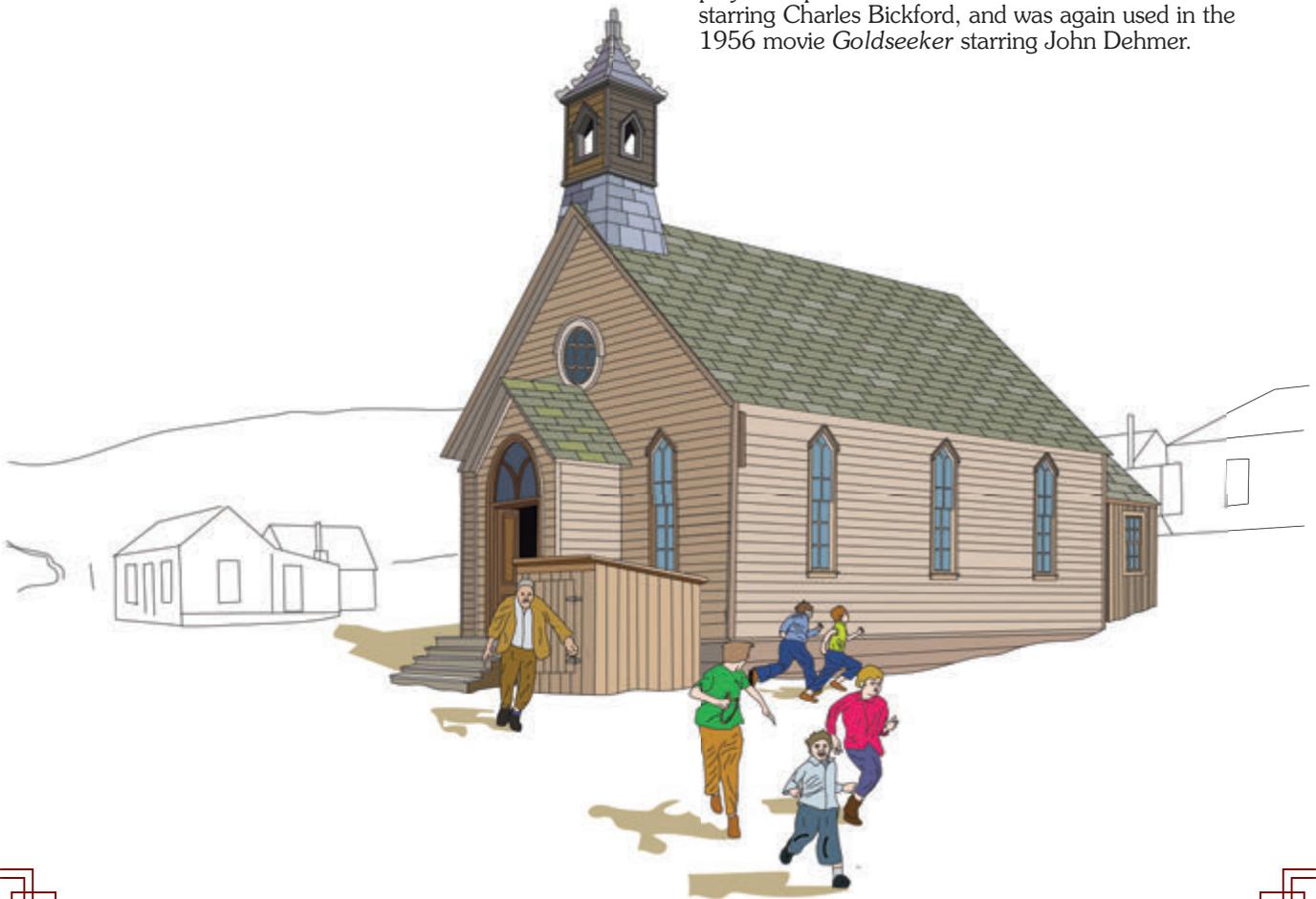
Both groups wanted their own place of worship so the Reverend F.M. Warrington purchased a lot at the corner of Green and Fuller Streets in September 1882 where a church could be built. The new church was ready to move into on September 15, 1883. The hand made pews could seat up to 100 people, and an oil cloth hung over the pulpit

proclaiming the 10 Commandments. On Christmas Day in 1883, a church bell was heard for the first time in Bodie.

In 1932, E.J. Clinton of San Francisco restored the church, and held the last service there. Since then, the church has seen a few weddings and a memorial service or two. Someone stole the oil cloth with the Ten commandments.

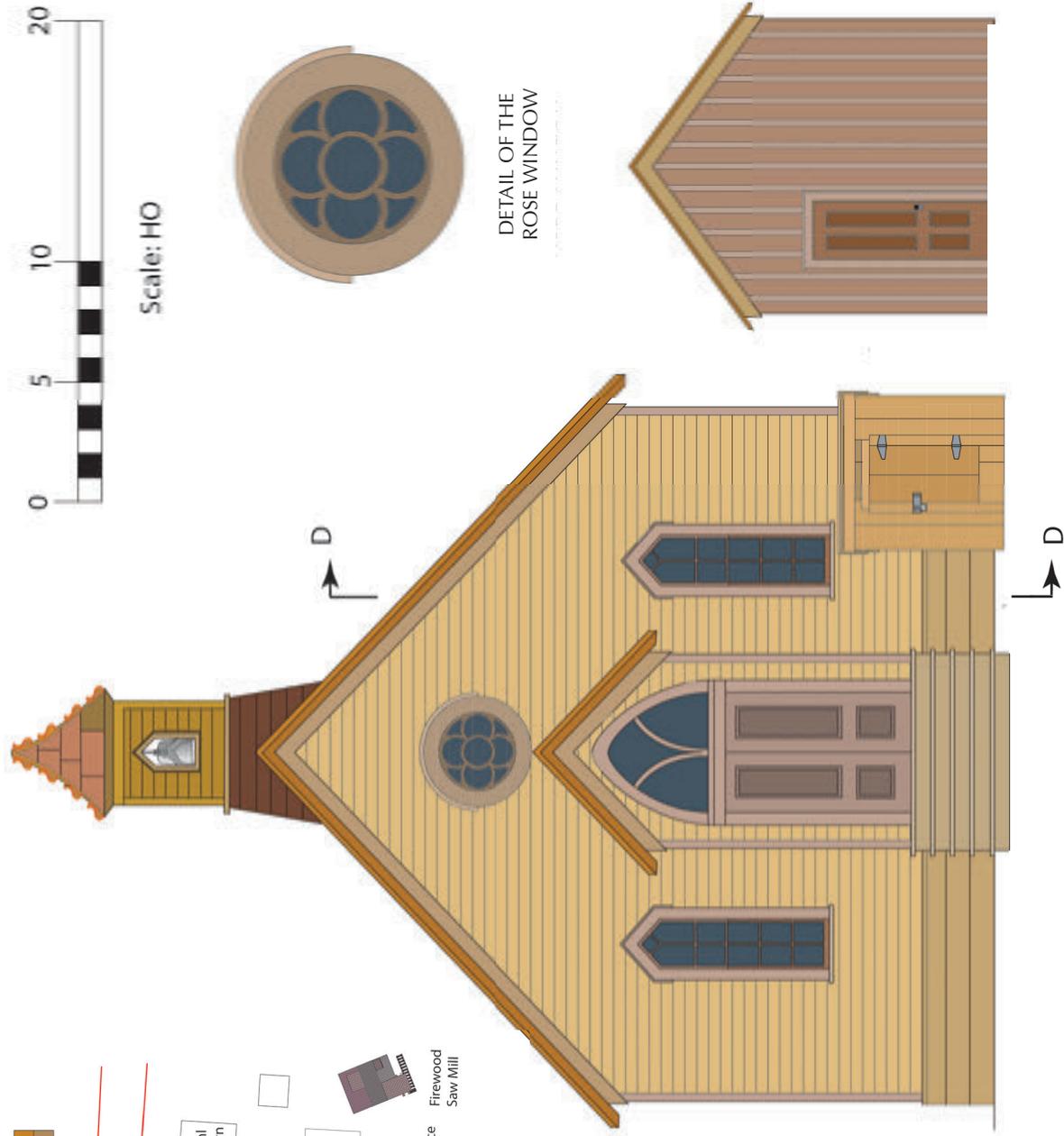
The little shed in front of the church may be an old mine shaft, or a gateway for sinners to the nether world. Maybe a collection box built by an optimist. I do know that the shed was built before 1920, and that it has a lock on the door. The shed is probably no more than a frost housing over a fire hydrant.

When Hollywood discovered Bodie, the church played a part in the 1924 movie *Hell's Heroes* starring Charles Bickford, and was again used in the 1956 movie *Goldseeker* starring John Dehmer.



THE METHODIST CHURCH BODIE, CALIFORNIA

DRAWN BY NEIL A. PFAFMAN
HO SCALE

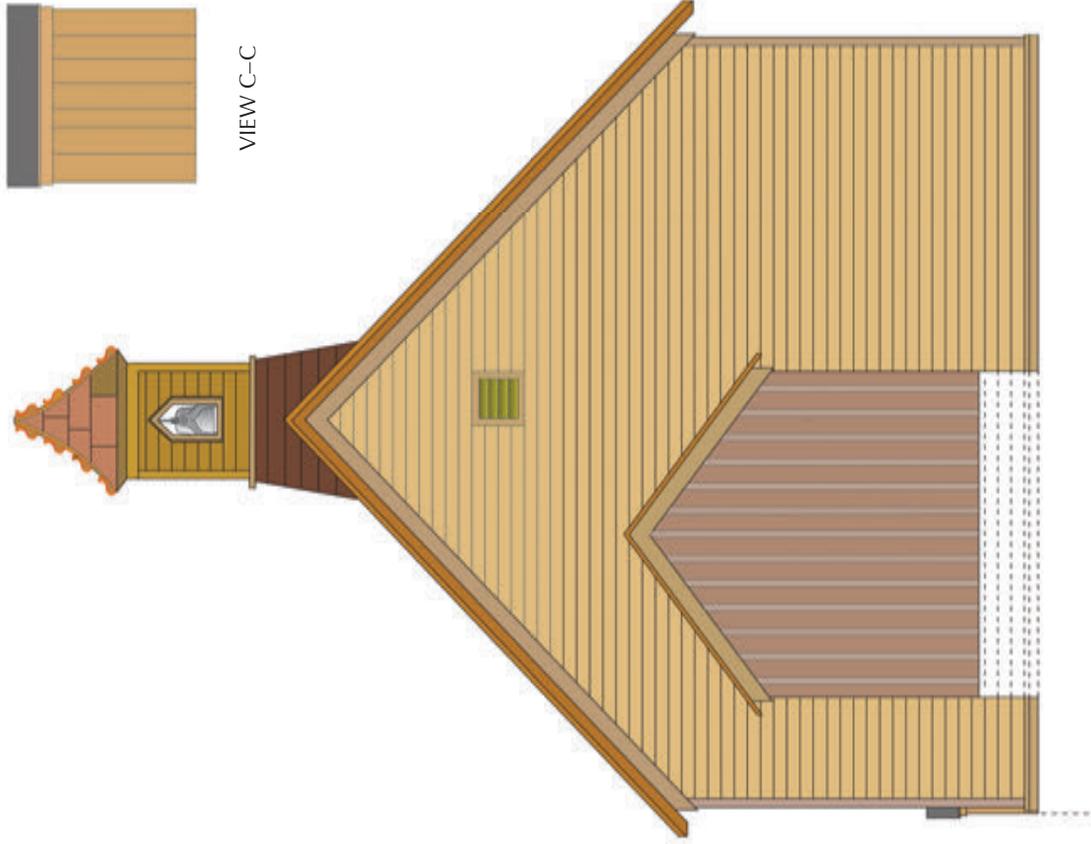


SOUTH ELEVATION

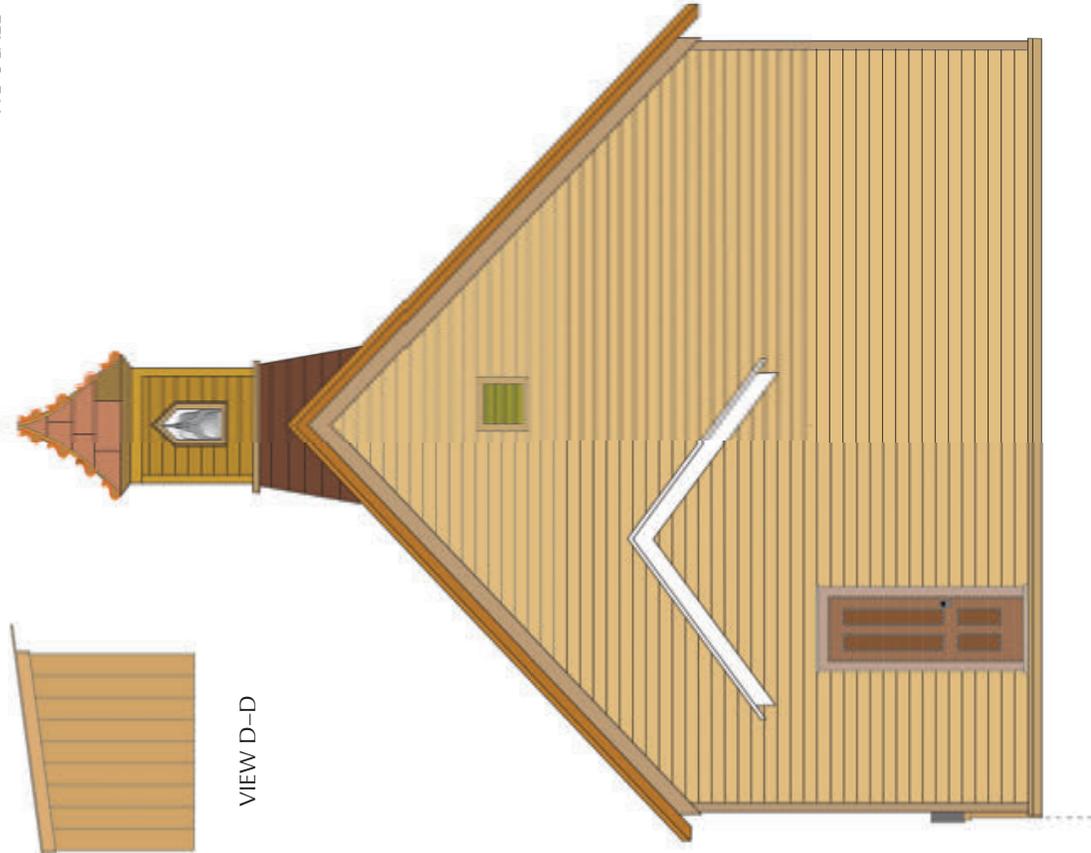
SECTION B-B

THE METHODIST CHURCH • BODIE, CALIFORNIA

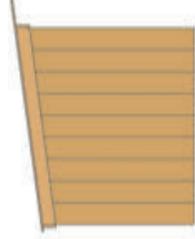
DRAWN BY NEIL A. PFAFMAN
HO SCALE



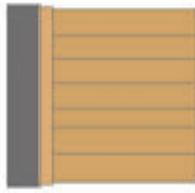
NORTH ELEVATION



SECTION A-A



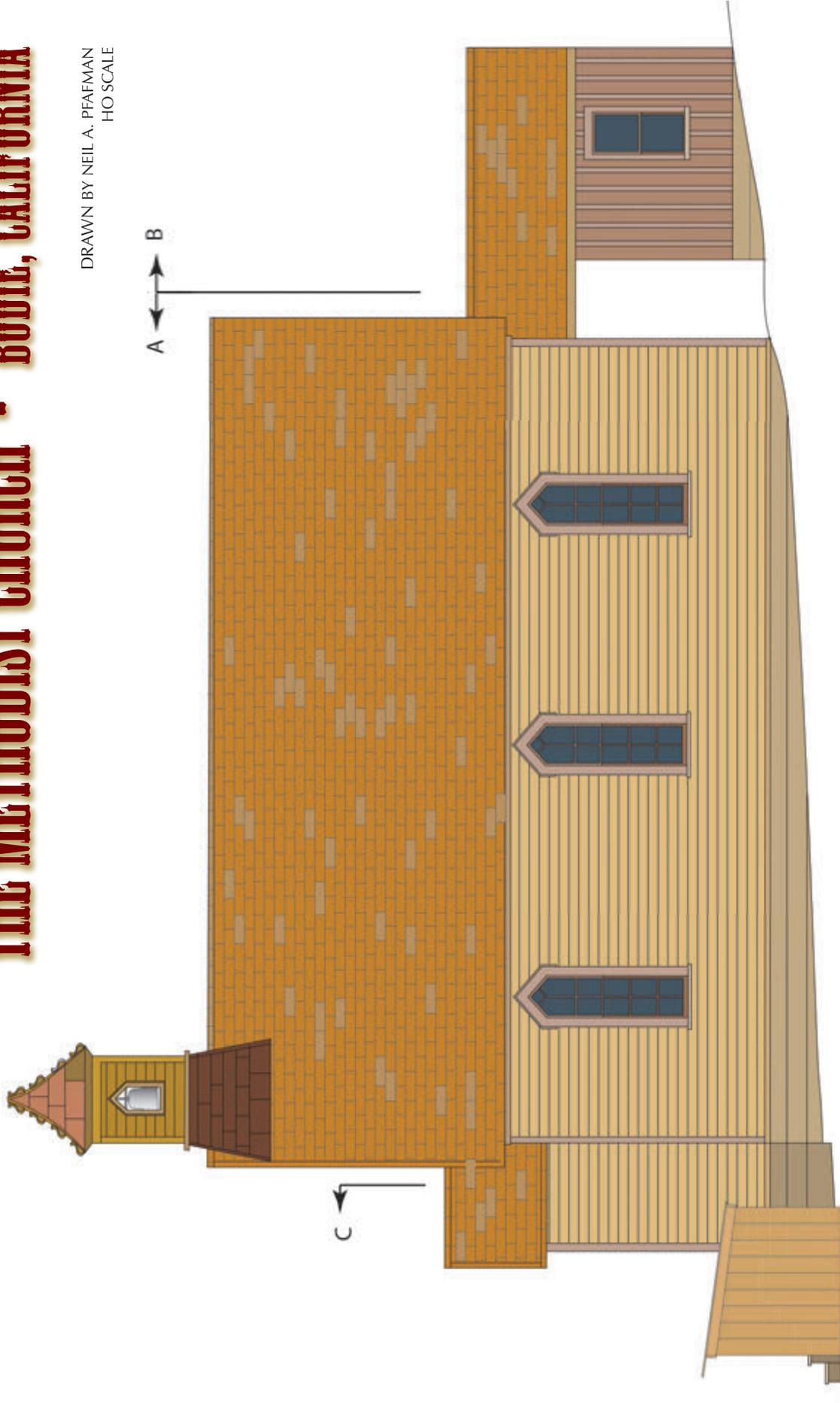
VIEW D-D



VIEW C-C

THE METHODIST CHURCH • BODIE, CALIFORNIA

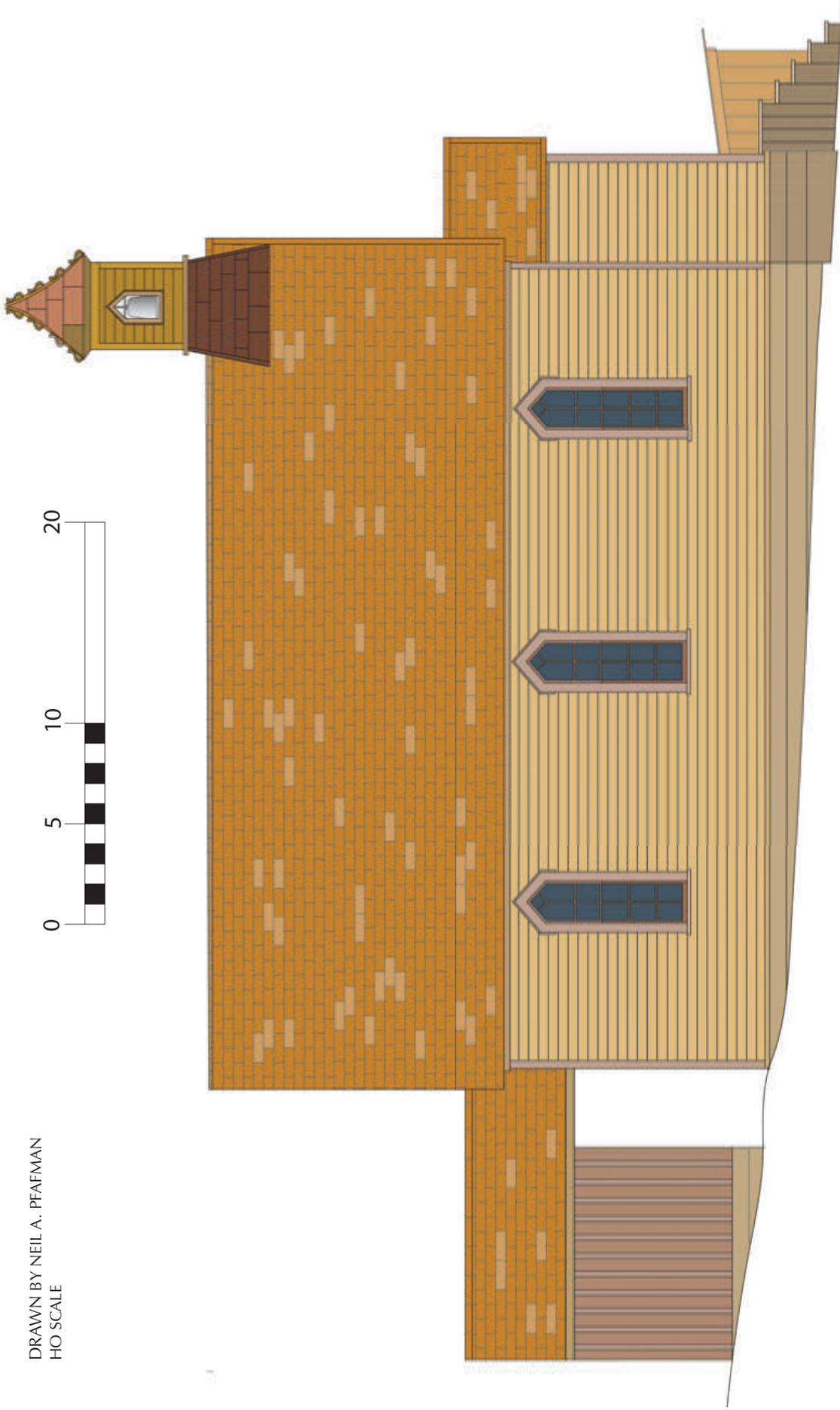
DRAWN BY NEIL A. PFAFMAN
HO SCALE



EAST ELEVATION

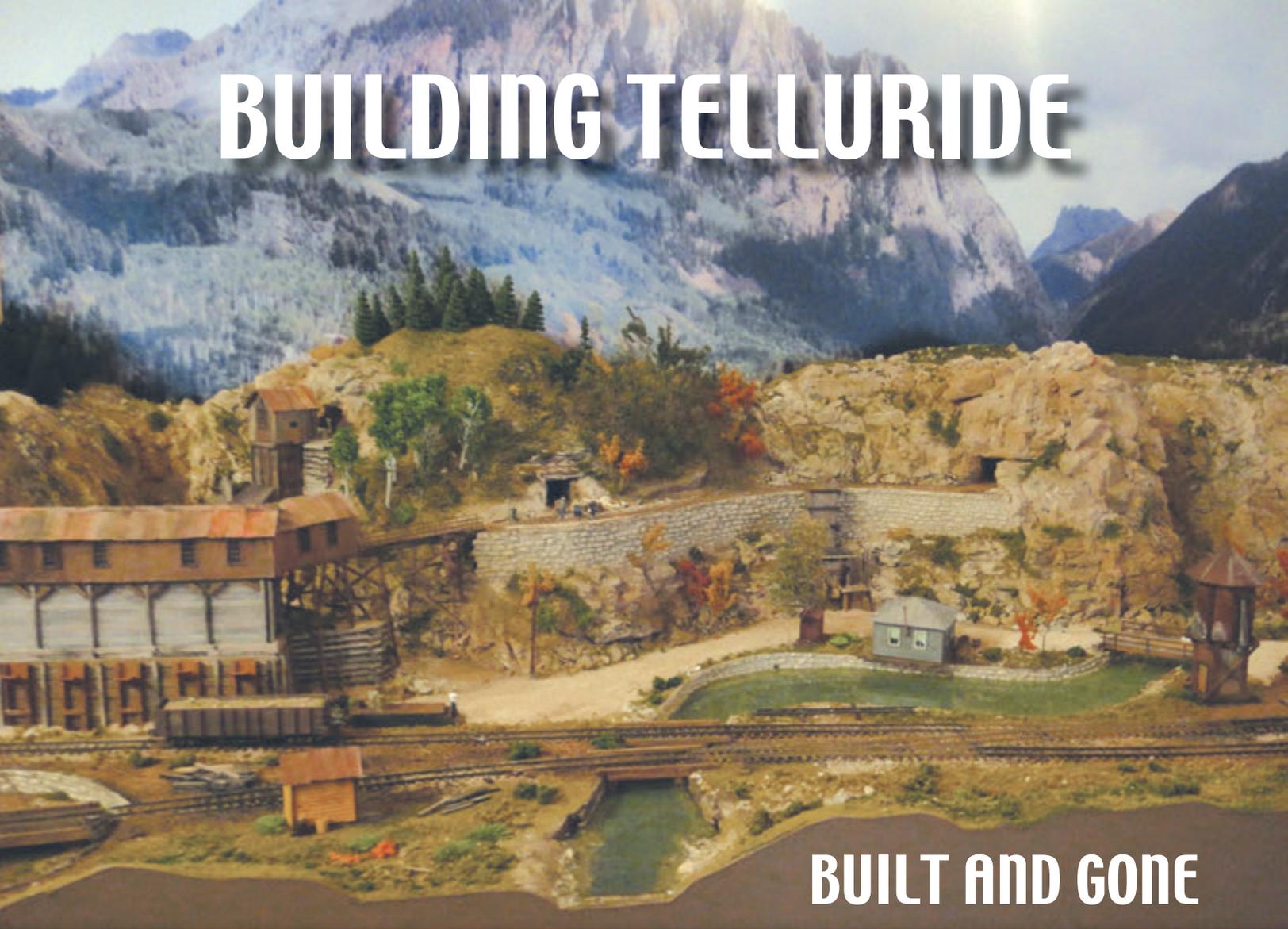
THE METHODIST CHURCH • BODIE, CALIFORNIA

DRAWN BY NEIL A. PFAFMAN
HO SCALE



WEST ELEVATION

BUILDING TELLURIDE



BUILT AND GONE

by Dr. Gregg Condon, MMR
Photos by the author except as noted

On the prototype Rio Grande Southern, Telluride was the end of the branch line. I have Vance Junction on my layout, but quietly eliminated the branch. My Vance Junction scene has a spur track going around a hill and ending at a mirror, and I hope nobody asks about Telluride. And yet, my imagination has often configured the Telluride scene that I would have built if there had been room. Well what the heck, I decided to build it and promptly get rid of it. This project didn't take very much time away from my RGS permanent layout and its on-going improvements. Just for fun, I kept a time log. At the end of the project, I found I had worked on Telluride for 208 hours all in the month of October. That's more than 50 hours per week every week for a month. Such model railroading intensity is fun for me. It's what you might call a compelling hobby! Telluride's materials cost \$915.

Telluride is the second project this year in which I have taken a "vacation" from my HO_n3 RGS layout. The other off-layout project was Da Yoooper Mine, presented in the July/August and September/October issues of the *GAZETTE*.

A Dedicated Scene Shop

Telluride was built in a dedicated scene shop. I prefer to build portions of layouts in a space configured just for that purpose, and then place the completed scenes in the layout. This scene's shop was in half of our garage, which I arranged for the short duration of the project. The Ford could sit outside for a few weeks. As it turns out, the autumn weather didn't cooperate! An early snowfall and plunging temperatures prompted me to retreat from the garage. Where to relocate the scene's shop? Train room and HVAC/workshop are already full. My wife ob-

Title photo: The left end of Telluride is finished.

served that the only space available was our dining room, so we shoved the furniture against the walls and put down a tarp. Yes, I'll nominate her for sainthood!

Features of the Scene

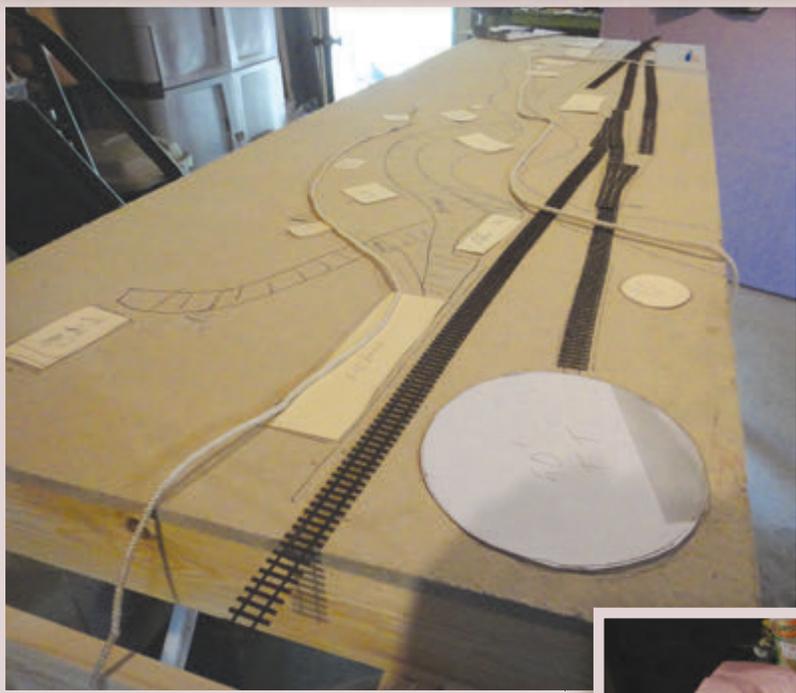
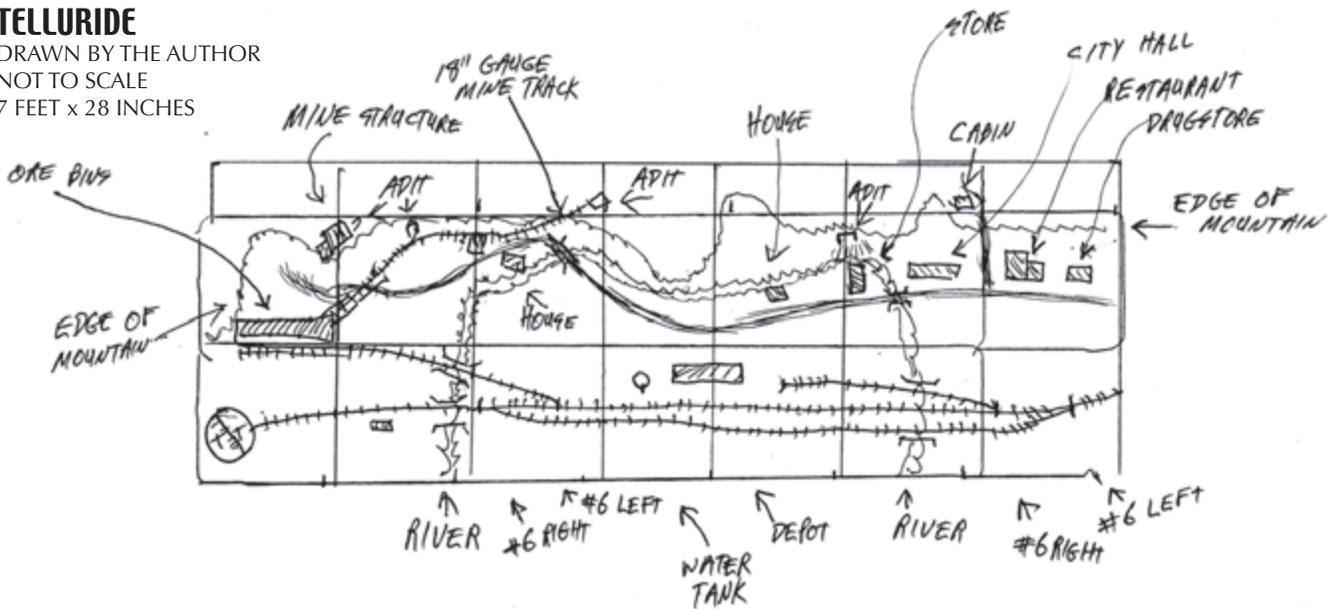
This model Telluride scene resembles the prototype in almost no respects. "Following a prototype" often means building a caricature and not a one-for-one replication. To model the prototype Telluride in HO, the distance from the first turnout to the end of track in Pandora would be around 180 actual feet — you know, more than half a football field! I had a distance of seven feet to work with.

Building Telluride

The Telluride scene is a mining town in the mountains and the depot is a very compressed version of standard Rio

TELLURIDE

DRAWN BY THE AUTHOR
 NOT TO SCALE
 7 FEET x 28 INCHES



Left: Planning the scene. Components were moved around until their configuration looked good. No paper plan was made.

Below: River and turntable pit have been "excavated." Mountain contours are being shaped. Mine adits are in place.



Grande architectural practices. The scene is 28 inches wide (so it will fit through a 30-inch doorway) and 7 feet long so that it is somewhat convenient to fit it into a large vehicle. Among structures, one house follows a Telluride prototype, one house is a kit bash, one store and the water tank are kit-built, and the rest of the 16 structures are scratchbuilt "Imagineering." All 16 structures were completed in October along with the rest of the scene.

For scenery, the mountains are generic Colorado with a LARC backdrop. The meandering creek which is lined with timbers and rock walls, is borrowed from Georgetown. The cliff-hanging mine, the

cliff-hugging extensive mine trackage, and the large ore bin, are all pages right out of Creede, Colorado.

Basic Construction

To be robust for transportation, Teluride began as a box grid of one-by-four lumber with a half-inch plywood top surmounted with half-inch Homasote. Structural members were screwed and glued, rather than nailed together. Below-grade scenery goes only through the Homasote down to the plywood. Above-grade scenery is layered two-inch insulation foam held together with Loctite adhesive applied with a caulk gun. A touch of cloth scenery (cloth spread with construction adhesive) spans some gaps in the foam. Many dings and divots are filled with Red Devil One Time Spackle.



Above: The Cliff Hanger Mine at Creede, Colorado.



Left: Cliff Hanger Mine under construction with edges of the layered foam left square for structure support. *Photo by Tod Condon.*

Below: The HO scale version of the Cliff Hanger Mine. *Photo by Tod Condon.*

Scenery Materials

Ten pounds of Plaster of Paris went into rock molds. Loose rock on slopes is a combination of Paver Locking Sand and Leveling Sand, both available in bags at home improvement stores. I drew from my “pallet” of over 100 containers of actual Colorado soil and mine tailings, and hobby shop sands and foliage. The final scenery layer is held in place with diluted white glue.

Track turnouts and flexible sections are Code 70 from Micro-Engineering.

(text continued on page 75)





Above: This ore bin at Creede, Colorado, provided inspiration for the author's scene.



Right: The ore bin and trestle at Telluride are complete. Photo by Tod Condon.

Below: There is a prototype for everything. Here is Clear Creek flowing under the corners and back porches of houses in Georgetown, Colorado. An intriguing scene.





Above: RGS #42 is spotted in front of a Telluride house and store. The house follows a Telluride prototype. Photo by Tod Condon.



Right: The model Telluride depot is an extreme selective compression of Rio Grande Southern prototype features.



Above: A long mine track runs from two adits to the ore bin, a scene inspired in Creede, Colorado. Photo by Tod Condon.

(text continued from page 72)

Code 70 is 90-pound rail in HO and Code 55 is 75-pound rail. Even Code 55 is too big to match the RGS' largest rail size. I am so accustomed to Code 70 that it looks OK to my eye, and I find Code 55 too fragile to fuss with except on isolated sidings. We choose our poison, as they say.

Scene Composition

In composing the scene, I placed sections of flex track and turnouts in their approximate intended locations. I cut out cardstock "footprints" of the structures I intended to build, and shoved them around until I liked their configuration. Pieces of clothesline were moved about the scene until I liked their locations as the main road and river. I create a scene

in the theater of my mind, and build the benchwork large enough to accommodate my intentions. Final scene configuration is the product of moving components around until I like their location. Plans on paper are never part of my process for building either structures or layouts.

Telluride is sheer simplicity railroad-wise. There is a main line, run-around track, gallows turntable, and two sidings. Many a prototype end-of-the-line was this simple, and the layout is adequate for a train to arrive, do its switching, and re-configure itself for departure. The goal was to create a mountain scene in which the railroad would appear as an incidental. The Telluride scene isn't about the railroad; it's about the railroad in its context of a mountain environment.

Conclusion

Telluride fulfilled my long-held desire to build that scene which arguably coulda/shoulda been part of my layout. It was fun to conceptualize, to build, to photograph, and now to share with you. It was a great exercise in layout-building efficiency for a single month. On the last day of the month, Paul Neiffer took Telluride home to make a part of his a-building layout. And once again, our dining room is a dining room! 🚂

SCRATCHBUILDING COLORADO CENTRAL #10 FOR MY O_n3 COLORADO CENTRAL & SOUTHERN



PART 8: THE TENDER

by Dan Windolph
Photos by the author

The last major step in building Colorado Central #10 is the tender. CC #10's tender is quite short, which is typical of the era. This meant that a Kemtron tender would be much too long. Also, Kemtron tenders are scarce. They also have a wood floor and I prefer a brass underframe.

I initially planned to make my tender shell from sheet brass and punch in the rivets. However, I have a number of flat, etched wrappers I have accumulated over the years, and I found one with a rivet pattern similar to #10's.

The wrapper is for a D&RGW C-21, which was too long and had to be short-

ened quite a bit. After careful measuring, I cut a large piece out of the center and then soldered the two shortened halves together. I also soldered a brass strip behind the joint for reinforcement because edge to edge butt joints between thin brass sheets are inherently weak.

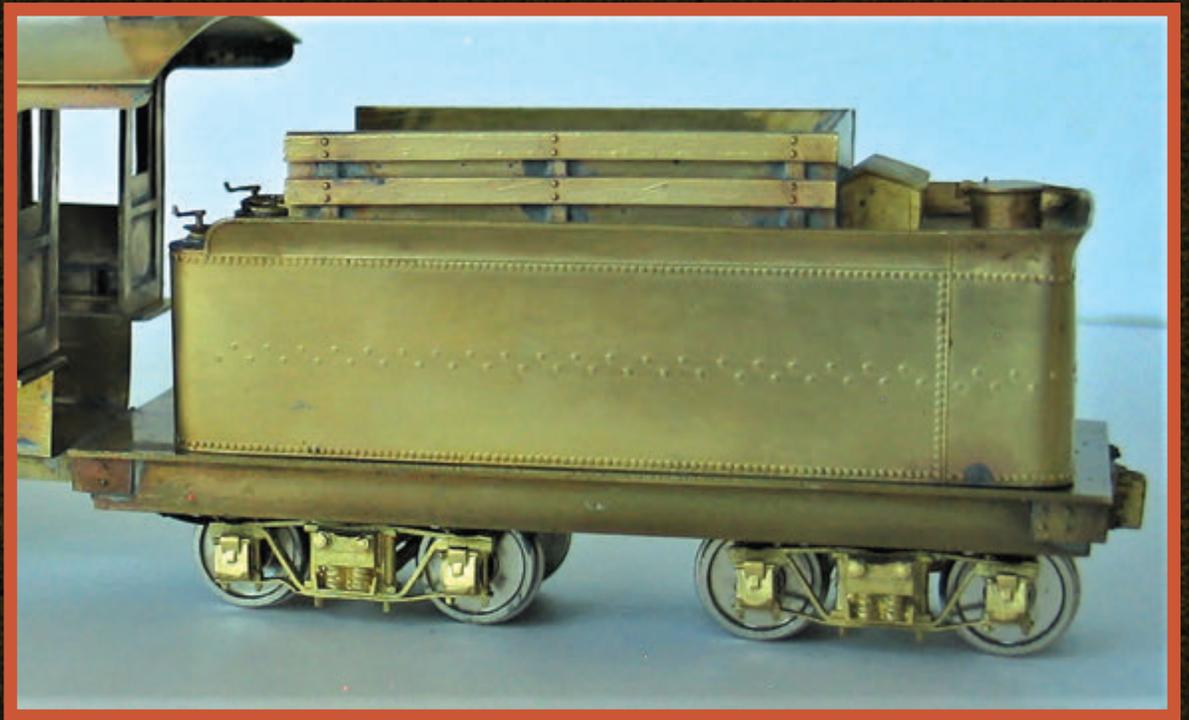
I then bent my wrapper to the proper shape around a brass rod and fabricated the top from brass sheet. After the shell was complete, I soldered brass angles inside to act as combination braces and mounting strips. I drilled and tapped these strips for 0-80 screws to hold the shell to the frame. The floor is .032-inch-thick sheet brass, with brass bar stock and

Kemtron end beam castings completing the frame.

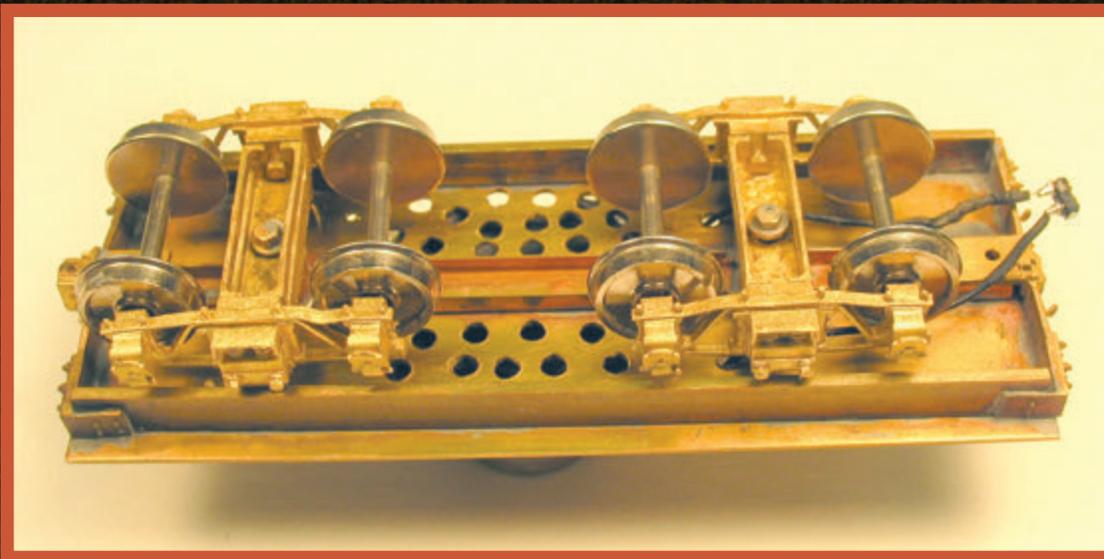
After the shell was complete, I fabricated brass sheet to cover the coal bunker area. This forms a box which encloses the speaker for better sound quality. This makes it difficult to add a coal load later, but the noticeable difference in sound quality is worth it.

I drilled holes in the floor for the speaker. I don't put much underbody detail on tenders because I don't want the trucks hitting anything and causing any mechanical or electrical problems.

(text continued on page 79)

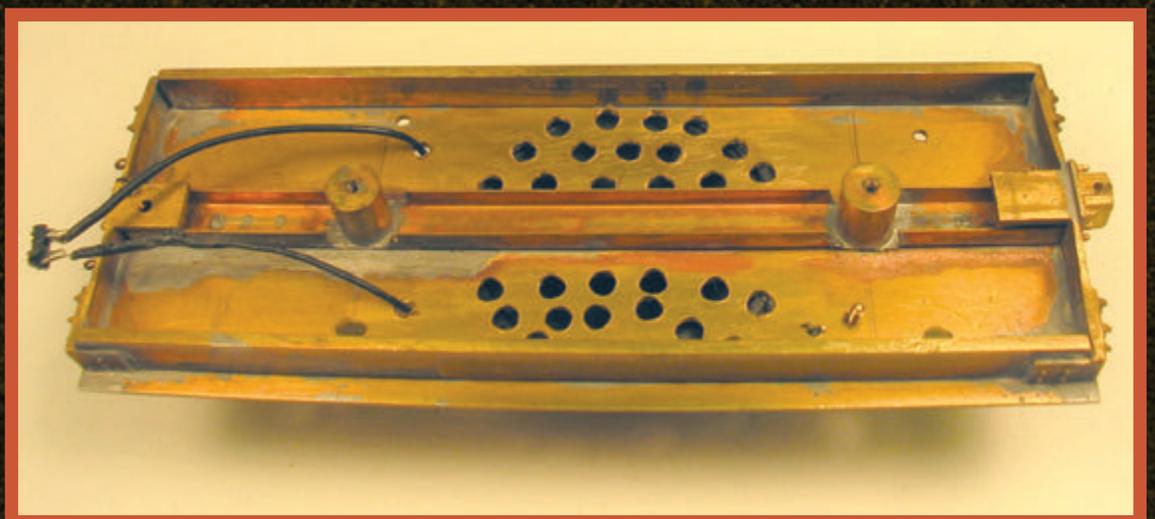


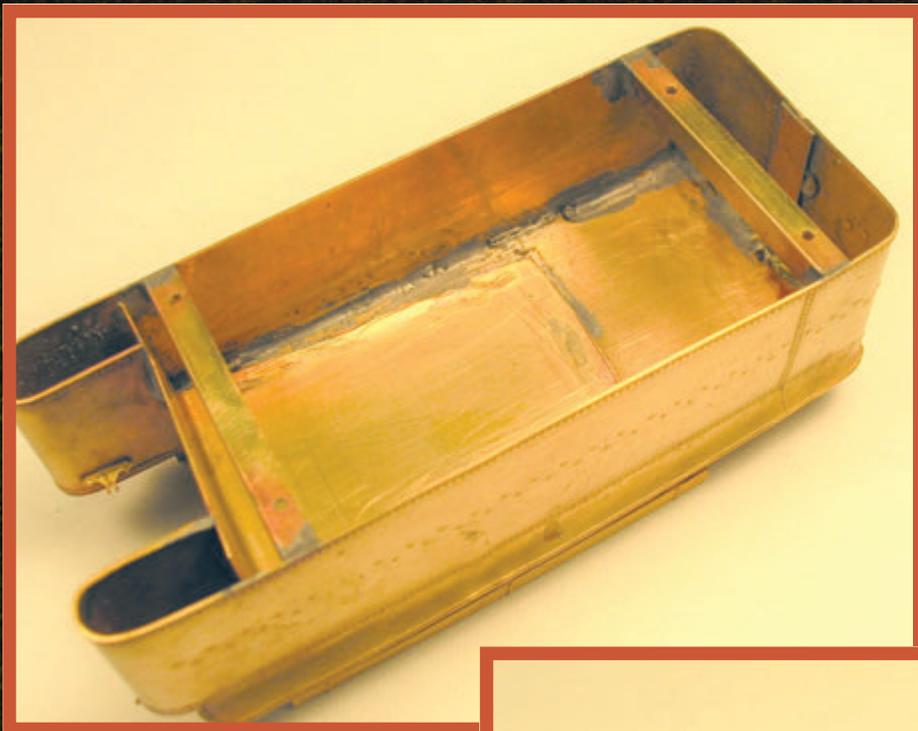
Above: The completed tender has Backshop trucks and Precision Scale wheelsets.



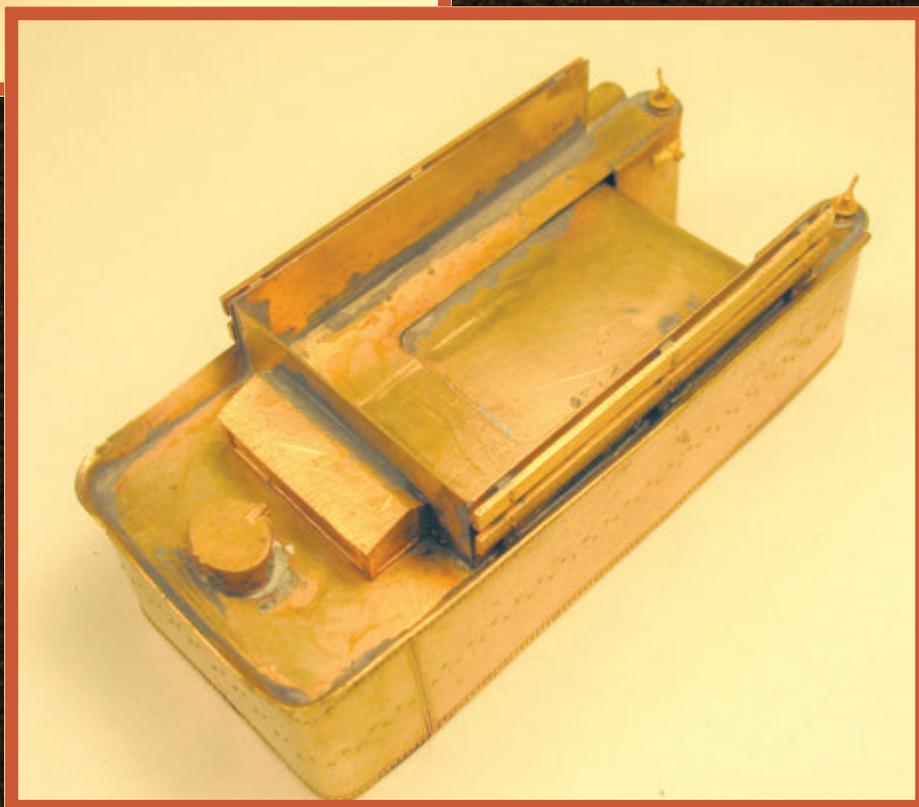
Left: The finished underframe shows trucks held in place with fabricated shouldered screws.

Below: This photo of the underframe without trucks shows the basic construction of bar stock side frames, channel center piece and Kemtron end castings. Floor is .032-inch-thick sheet brass. Bolsters are brass rod drilled and tapped for 1-72 screws.



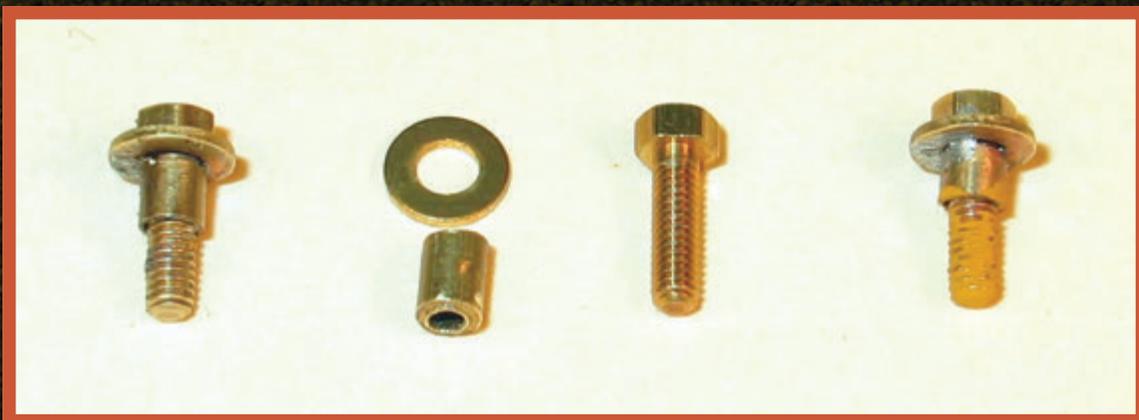


Above: Brass angles act as interior braces and for mounting the shell to the floor. Holes are drilled and tapped for 0-80 screws. The brass strip at the rear is to back up the joint where the two shell halves meet.



Right: Top view shows the plate soldered over the coal bunker opening to form the speaker enclosure.

Below: This photo illustrates the process of making shouldered screws. The screw on the left is completed. The brass tube on the left is completed. The brass tube has to be opened up to fit over the 1-72 screw. The orange material on the far-right screw is Tix Anti-Flux, which prevents solder from running into the threads, as described in the text.



(text continued from page 76)

Still keeping things simple on the underframe, I turned short lengths of brass rod to act as bolsters. I drilled and tapped them for 1-72 screws, and then made my own shouldered screws to hold the trucks in place. This type of screw can be difficult to find, but making them is fairly simple, as shown in the photo. I've also used this method to make driver crankpin screws, which are also hard to find commercially. This is a perfect place to use solder paste.

Note the use of Tix Anti-Flux, which is the orange color on the visible threads in the photo. It dries quickly and prevents the solder from flowing into the exposed threads. It's useful for keeping solder out of unwanted places. This is especially helpful when soldering next to a working part, like a hinge.

The coal fences on the tender are Precision Scale castings backed with brass sheet, and the other details are from the Backshop and Kemtron.

This completes the construction of the major components of CC #10, although some small details will still be added. I'll discuss these and other thoughts and ideas next time, along with photos of the completed locomotive. 🚂

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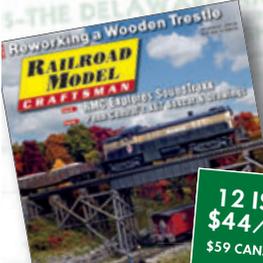
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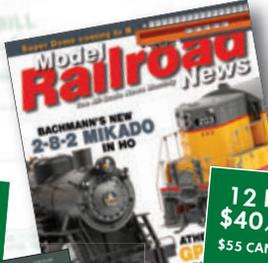
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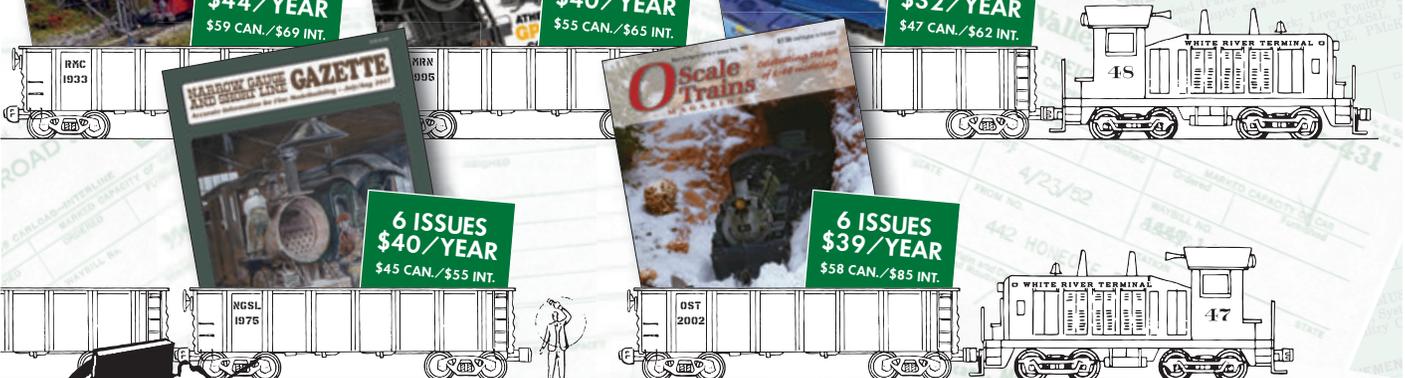


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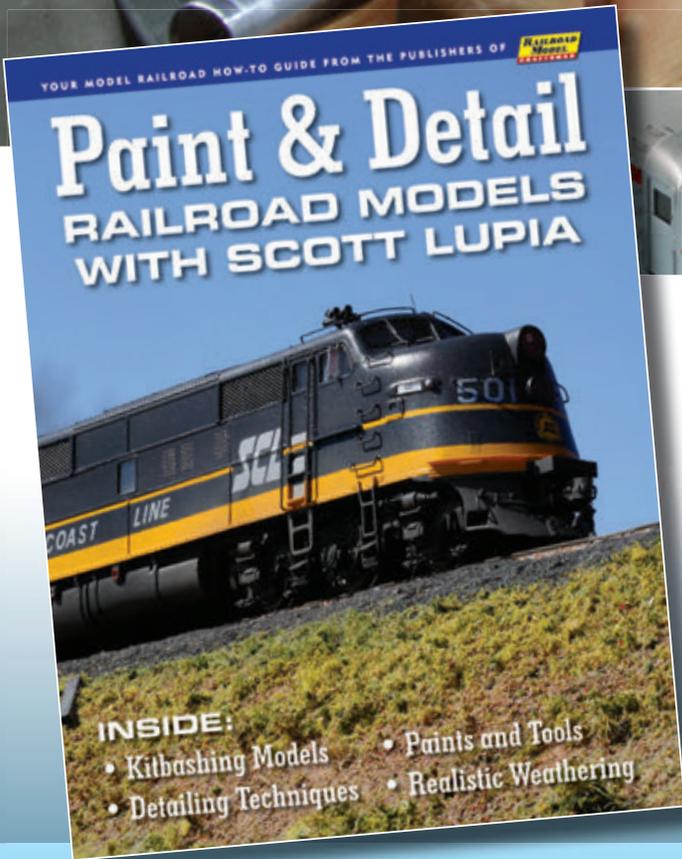
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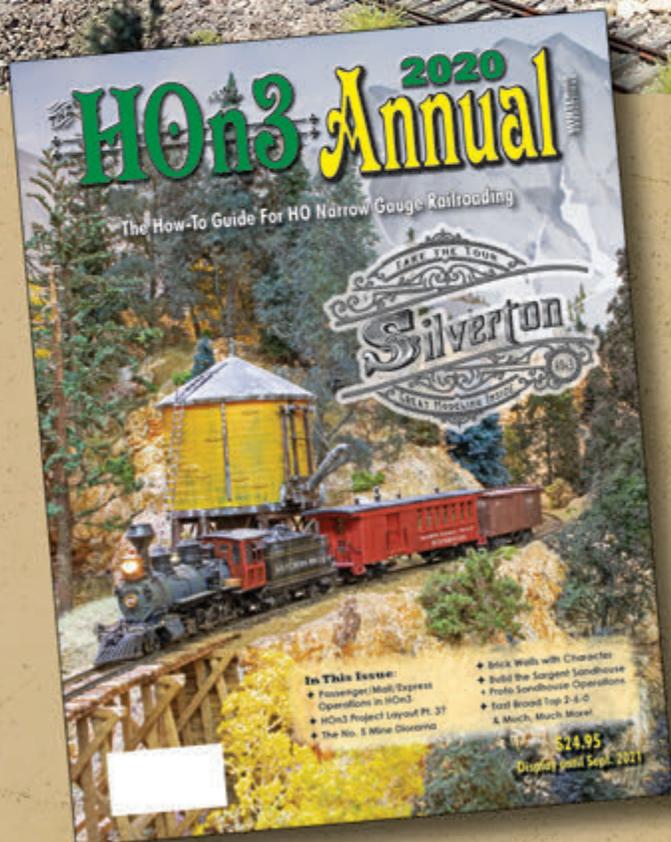
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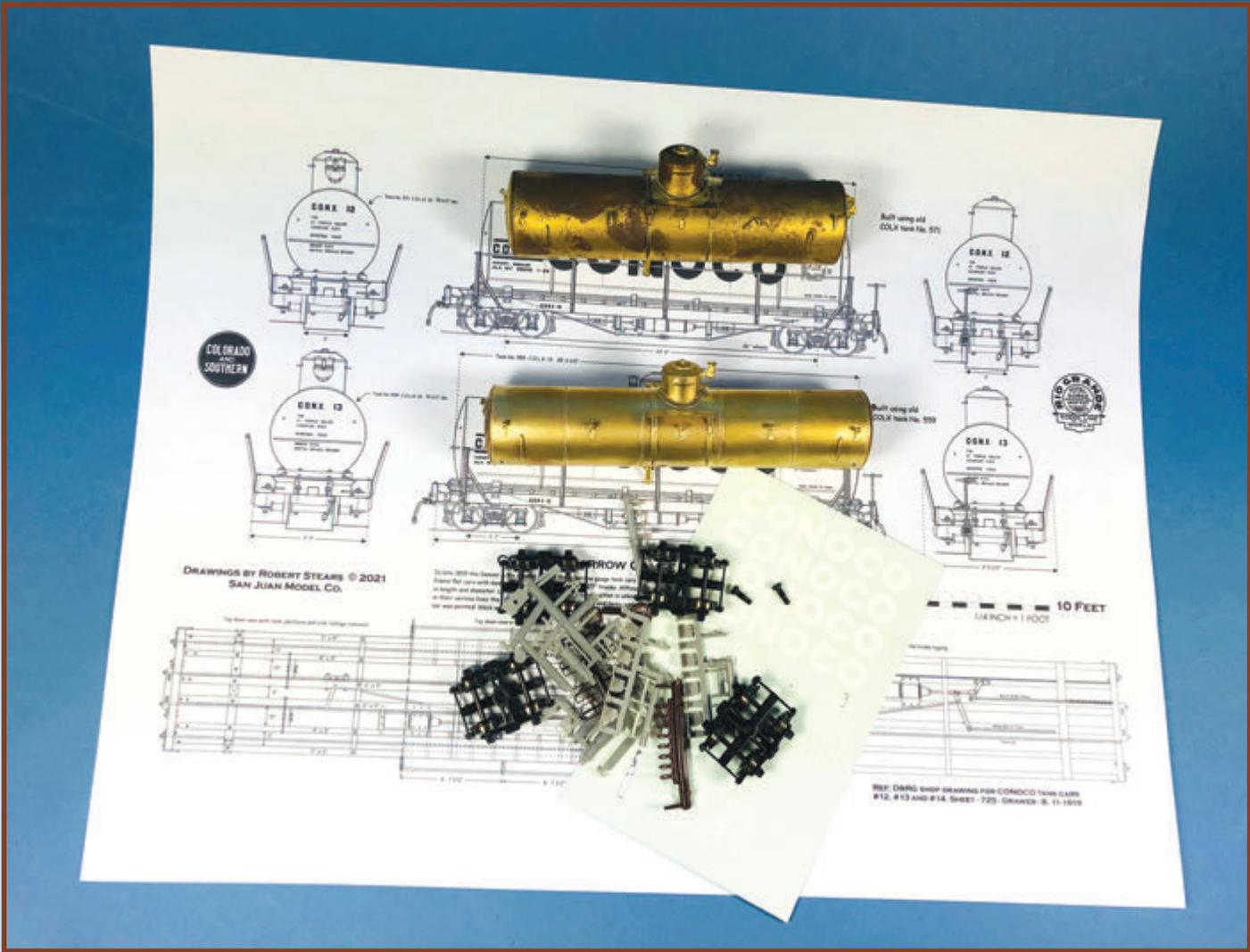
CONOCO TANK CARS #12 AND #13 NUMBER 14 CAN WAIT

by Craig Symington, MMR
Photos by the author

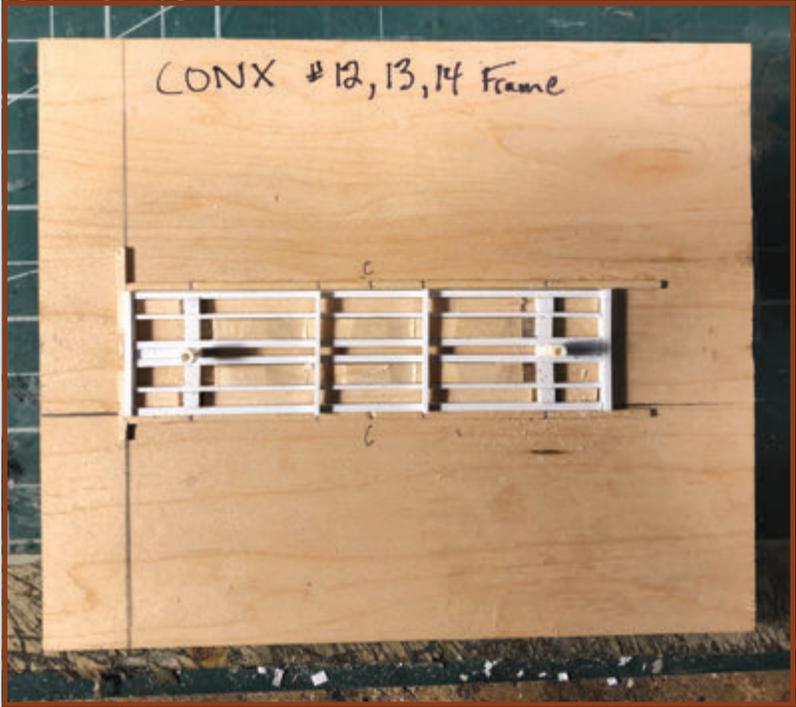
Title photo: Conoco tank cars 12 and 13 have been set out on the author's HO_{n3} layout at Vance Junction waiting for the local crew to bring them to the Conoco dealer in Telluride.

I've always been interested in the oddball equipment that the narrow gauge railways collected and I enjoy the challenge of trying to replicate these cars in miniature. When I saw Robert (Bob) Stears' plans in the November/December 2020 *GAZETTE* for Conoco tank car number 14, I knew this was a prototype that I wanted to model. A few years before his passing, Jim Vail had given me a box of brass tank car bodies that Dick Truesdale of Westside Models had given him. Since then, I had been looking for a suitable project for these tanks, and here it was. With Bob Stears' plan in hand, I compared the brass tanks to the drawing. Unfortunately, none were even close to the dimensions of CONX 14. I thought that the project was over until I noticed that the plan listed the tank sizes for CONX 12 and 13. All three cars shared the same frame, but the tanks were all different. In that box

(text continued on page 88)



Above: With plans in hand, I dug through my parts to make tank car “kits” for CONX 12 and 13. I also used a variety of Evergreen styrene strips, wire and brass strips. If you want to assemble your own “kit,” the tank in the HO3 Precision Scale Co. kits for the Frameless and Narrow Frame tank cars would be a suitable stand-in for CONX 12. The tank for CONX 13 is longer and skinnier than number 12, and I don’t know of a suitable substitute. It would probably have to be scratchbuilt or 3D printed.



Left: Since I was making more than one identical frame, making a jig helped with assembly and consistency. Since I still intend to make CONX 14 someday, I had a third reason to make this jig. The dimensional lumber in the prototype plan are odd ball sizes. Since a one-inch difference in HO scale is hard to see, I chose to use the next closest lumber sizes offered in Evergreen styrene. The end beams are 6- x14-inches, so I made my own by gluing 6- x 8- and 6- x 6-inch “timbers” on top of each other. The outside and center beams are 6- x 10-inches, and the intermediate beams are 4- x 10-inches. The truss rod beams are also 4- x 10-inch styrene. I used a .060-inch square block for the coupler box support and to set the distance in from the end beam where the bolster would be assembled. The screw hole for the truck is .125-inch OD styrene tube. The rest of the bolster is made up of .125-inch square blocks. Missing from the photo is the 1- x 12-inch cap that I put over the bolster blocks.

Right: I notched the end beams to accept Kadee #714 couplers and used Blackstone 3' 7" D&RGW freight trucks with these models. With the larger elements together, I weighed both cars. They came in at around 1.5 oz. each, which is about perfect for an HO_{n3} car this size. I didn't end up needing to add any additional weight in the tank. If you make your CONX 12 using the plastic Precision Scale Co. tank, don't forget to add some weight to the car. The frame weighs nearly nothing.

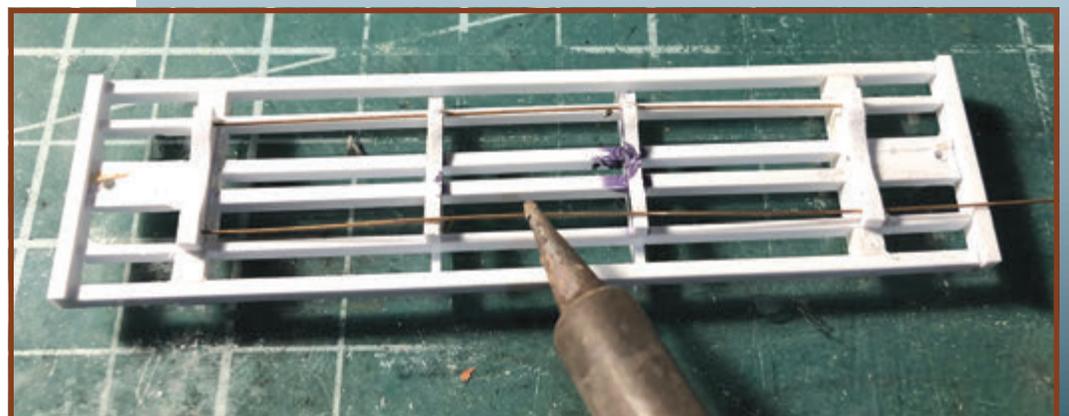
I find that the trickiest part of scratchbuilding rolling stock is getting the trucks to swivel freely, and have the coupler at the correct height. I ended up adding a 4- x 10-inch block on the bolster king pin to set the trucks farther from the frame which would allow them to swing freely, and to raise the coupler height. I checked the coupler height using my home-made gauge.

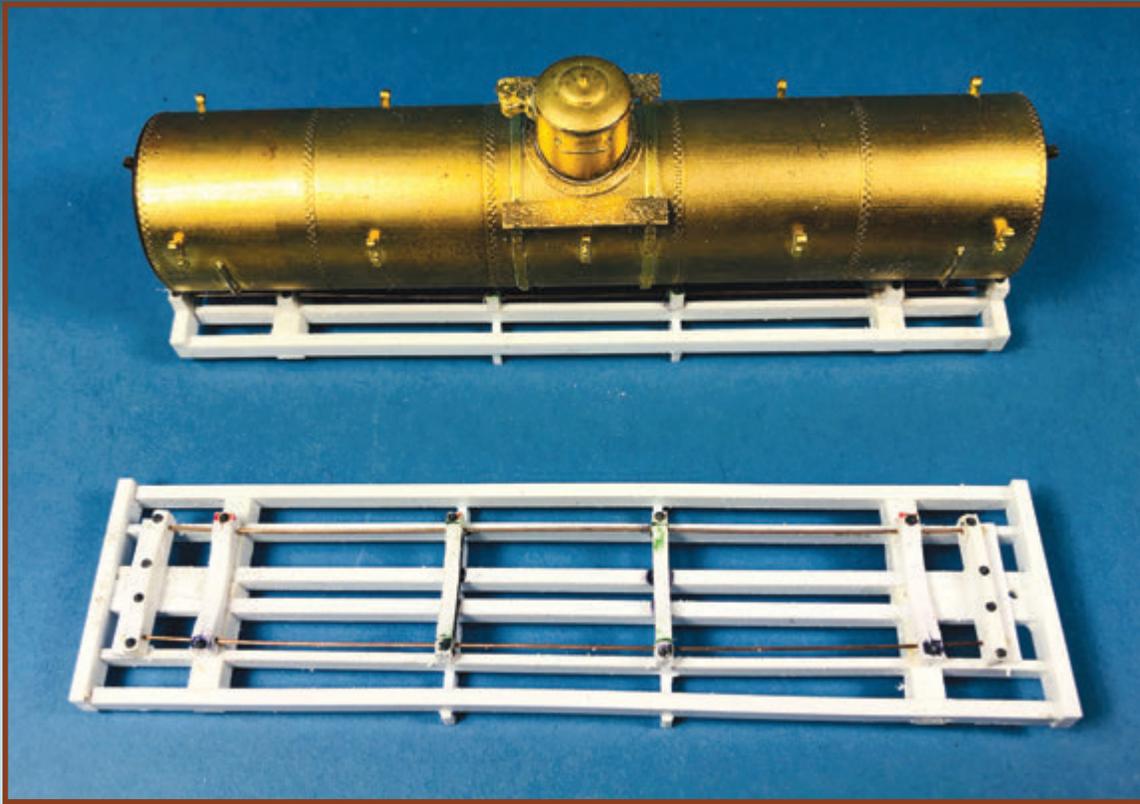
NOTE: On the finished models, I shaved the coupler blocking down some more to get a better match for the coupler height.



Left: The next task was to build the frame and saddles for the tank to sit in, and on top of, the car frame. Each car has 4 saddles. To get them all curved the same, I cut 6- x 10- and 4- x 10-inch blocks oversized. I taped the blocks tightly together and used a curved file to match the contour of the tank. Once I was happy with the curve, using the tank as a guide, I glued the saddles in place on the frame.

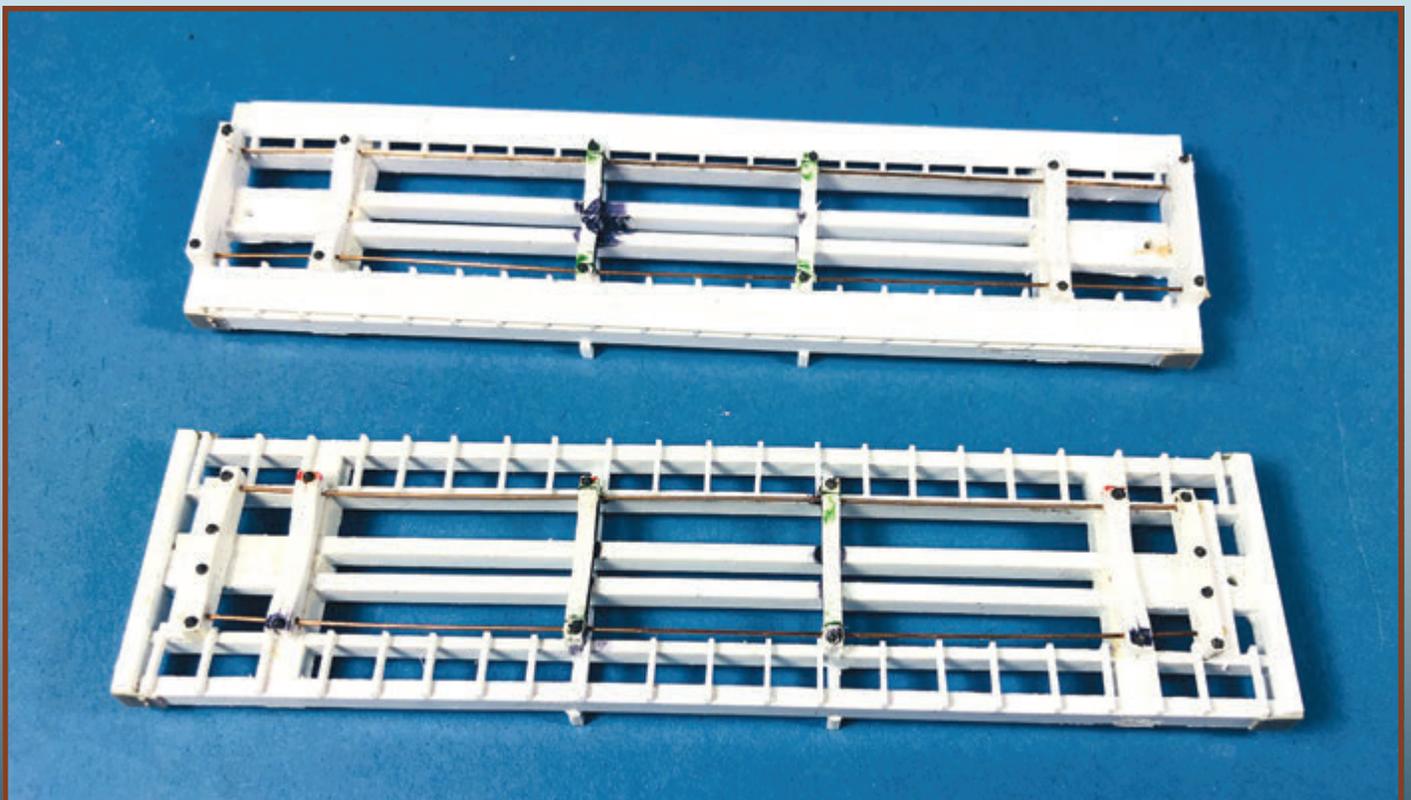
Right: The tanks on the prototype cars had end blocks to keep them from sliding on top of the frame and from buffeting forces on the train. These end blocks were joined together with rods that run through the four saddles. The entire assembly worked together to form a cradle for the tank. Because of the imperfect nature of scratchbuilding, it wasn't practical to pre-drill all the blocks before assembly. Undoubtedly, something would be out of alignment and the tension rod would have an un-prototypical bend in it. Drilling the center blocks once they were installed was also impossible. What I decided to do was drill holes in the end blocks and then using a soldering iron, I heated .015-inch phosphor bronze wire so that it melted its way through the styrene saddle blocks and into position. Once in place, I used Squadron putty to clean up the melt line left in the styrene. This worked surprisingly well.

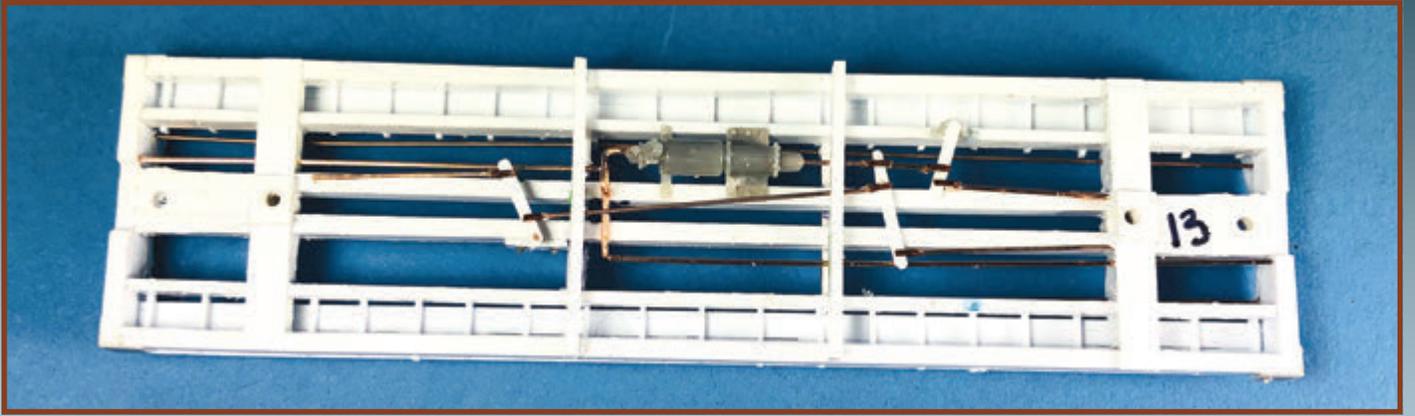




Left: To finish the tank saddles, I added Grandt Line #5123 NBW castings to simulate the bolts on the ends of the tensioning rods. Using the drawings as a guide, I added Grandt Line #5096 NBW castings where the tank car saddles would be bolted to the flat car frame.

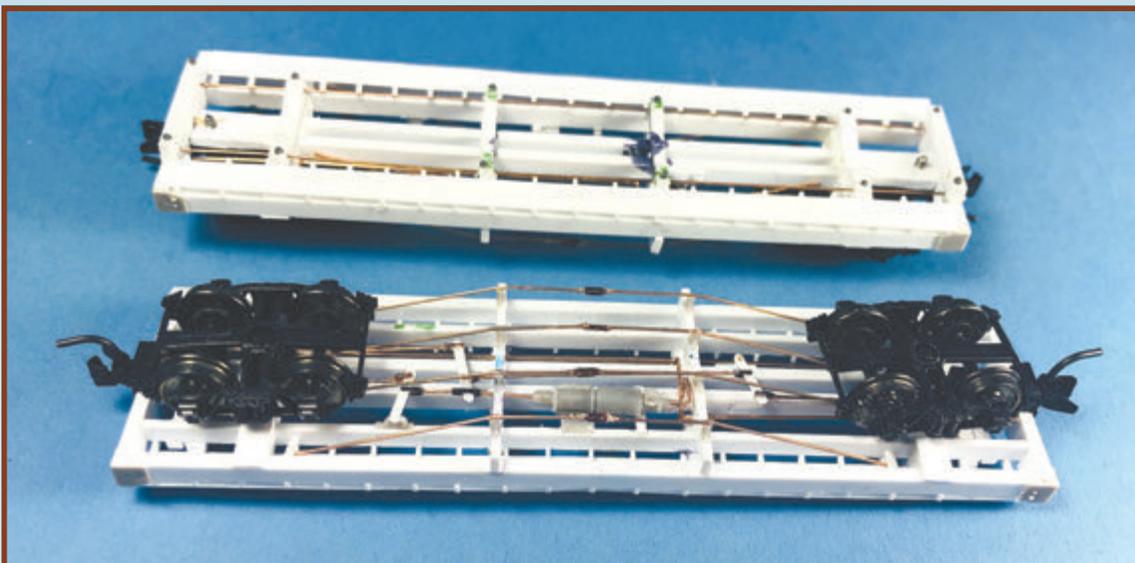
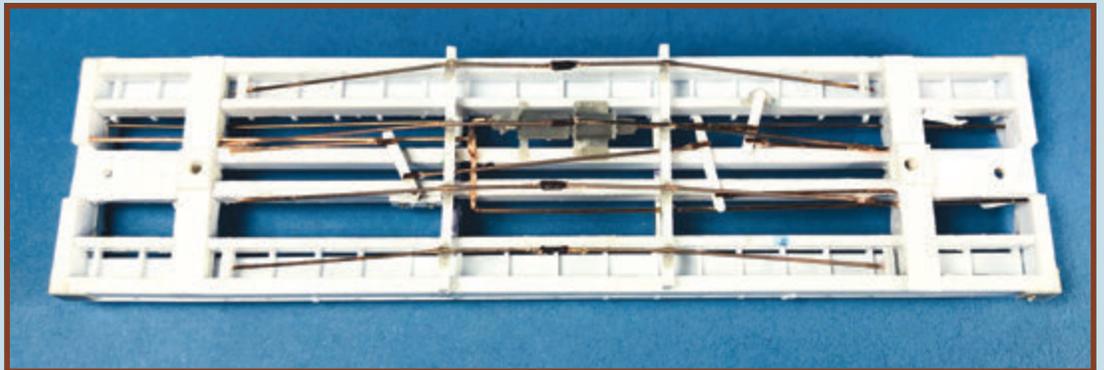
Below: It was now time to install the walkways down the sides of the cars. Using the drawings, I installed a lot of 2- x 4-inch blocks on edge between the outer and intermediate stringers. On top of those blocks I added a parallel set of 1- x 8-inch boards for the length of the car. The photo shows one car with just the blocks in place, and the other car with the boards installed over the blocking. Notice that the longer tank on CONX 13 (top) requires the tank saddle to be the full length of the car, while CONX 12's saddle (bottom) is shorter and inset from the car ends.



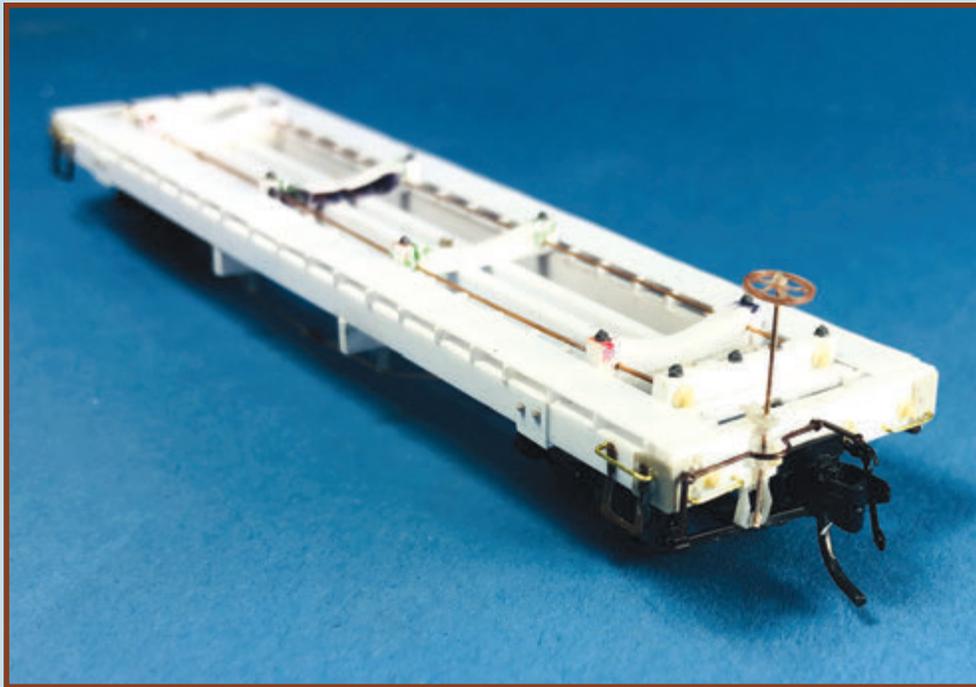


Above: I realize that few people ever see the brake details on an HO3 model, but I just don't feel right leaving them off. So, I scratchbuilt all of the brake rigging on the cars following the drawings. The first thing I did was bend and install .020-inch phosphor bronze wire for the main airline that runs the length of the car. I temporarily removed one of the truss rod beams to make this easier to do. Then I installed a brake cylinder from a Grandt Line #5040 Westinghouse NG Brake Set. More .020-inch wire was used to "plumb" the cylinder into the main airline. Number 70 holes were drilled in the truss rod beams to allow the brake rods to pass through them. I made the brake rods from .015-inch diameter wire. The clevises on the ends of the rods were made from Grandt Line #5039 turnbuckle castings with one end cut off. The brake levers are 1- x 4-inch styrene with the corners chamfered off. Where the rods would connect to the trucks on the real car, I simply glued the rod ends to the car's center beam to keep them out of the way of the truck swing.

Right: Most HO3 models use fishing line threaded through turnbuckle castings to simulate truss rods. Since this car has an open deck, the ends of the fishing line would be hard to disguise and look terrible. I decided that I'd have to use .015-inch-diameter wire instead of fishing line. Since I was going to use wire, I thought it would be a good idea to install the wire on the Grandt Line #5039 turnbuckles in such a way that the hole in the turnbuckle would remain open, and I could install a piece of strip wood through the hole like the prototype does to keep them from working loose. I managed to accomplish this, but it was a lot of work and very difficult. If I were to do this again, I'd just run a single piece of wire through the turnbuckle and forget about keeping the hole open. It would have been a lot easier and make for a stronger joint. In the end, I couldn't get the wood through the turnbuckles anyways. I used Grandt Line #5051 5-inch queen posts.



Left: With the underbody details complete, I reinstalled the couplers and trucks to help protect all those delicate details that I painstakingly installed under the frame. It was now time to focus on detailing the side and top of the car frame.



Left: I wanted to dress up the frame by simulating as many of the details that the prototype had. I added 1- x 12-inch styrene with Grandt Line #5045 NBW castings to simulate the ends of the bolsters. The corner braces included in the Grandt Line #5231-8V Victor Miller casting set were close enough to match CONX 12 and 13. I added Grandt Line #5123 NBW castings on the frame ends to simulate the ends of the truss rods. Grandt Line #5130 stirrups were used on all corners. Using a grab iron folding jig from a Grandt Line boxcar kit, I made grab irons for all four corners. The side grab irons are longer than the end ones. Precision Scale air hoses were also added as well as Grandt Line #5185 uncoupling levers. The brake wheel and its assembly are from the Grandt Line #5040 set I used for the brake cylinder. This completed the detailing of the frame.

Below: When I started this project, I thought that the railings were going to be the hardest part to make. In fact, the brake rods and truss rods were much more difficult, and the railings turned out to be fairly easy. The stanchions are made from Simpson Models #332-HO .010- x .034-inch brass strip stock. I drilled a #78 hole in one end, then twisted the other end 90 degrees and added a slight bend to simulate where the railing leans outward from the tank frame. To install the stanchions, I glued the end stanchions in place. Then I threaded the remaining three stanchions on a piece of .010-inch diameter wire and put the wire in place between the end stanchions. I left the wire extra-

long so that I could move the stanchions around without everything falling apart. I then glued the center stanchion in place and split the gap for the remaining two stanchions. Once the glue was dry, I soldered the rod to the tops of the stanchions. This made a very strong assembly. I then clipped the .010 wire to length.

NOTE: The photo makes the rods and stanchions look crooked. That's just a weird optical affect from the digital camera. They are as straight as I could possibly get them.



Right: These tanks we intended for some unknown model that Westside Models had released. Because of that, they had all sorts of details that needed to be removed. I used my resistance soldering iron to remove them. With the details removed, I had lots of holes and old solder to contend with. I find that the easiest way to fill holes in brass is to flux the hole and fill the hole with solder. I try to leave a raised button of solder over the hole. I then file that button smooth to the surface of the tank. This leaves scratch marks from the file that will show through the paint, so I follow that up with a medium and fine grit Cratex blocks. This brings the surface back to a polish where the solder plug will never be seen. I use this method when I'm brass bashing locomotives too. With the tanks cleared of the old details, I set about adding new ones. This task was simply to add .020-inch-diameter wire handrails on the tank ends, and new straps for holding the tank to the car frame. I made these straps from Simpson Models #970-HO 10- x .046-inch brass strap. The brass straps were cut so that their ends fit into the frame. I didn't bother trying to detail their connecting hardware since it will never be seen, and I wanted to paint the tanks separate from the frame.



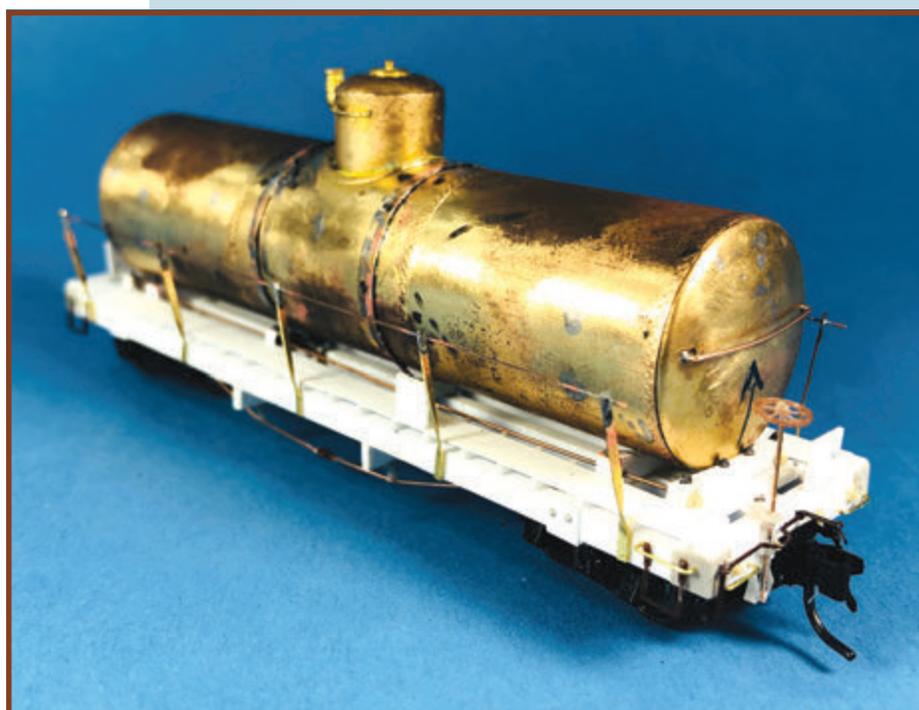
Left: Here is what the finished tank car frame looked like prior to painting. You can see that I also added stacked 2- x 8-inch styrene for the hazardous cargo placards.

Below: The assembly of CONX 12 is complete and the car is ready to go to the paint shop.

(text continued from page 82)

of tank bodies, I found a perfect match for number 13 and a very close match for number 12. My project was back on track! I switched directions and decided to build 12 and 13 and leave CONX 14 for another day.

I searched my book collection, and all the online sources that I knew of, but I could not find a single photo of CONX 12 or 13. I reached out to Dave Grandt, the expert on all narrow gauge tank cars. Dave was kind enough to share photos of similar cars with me, but he had never seen a photo of CONX 12 or 13 either. I then exchanged emails with Bob Stears. He had never seen photos of the cars either and had drawn his plans based on a D&RG shop drawing that he found in the Denver Public Library collection. Bob shared plans with me that he had made specifically for CONX 12 and 13, and were going to be in a future issue of the *GAZETTE*. Photos of the prototype would have been handy, but with such





Above: This is how CONX 13 looked after it was fully assembled and waiting to go to the paint shop.

Below: I painted the tanks and frames separately. I painted the tank like I would paint a brass locomotive. The bodies were grit blasted, painted with Scalecoat I Black paint and baked in my brass cooker. I painted the frames using several light coats of gray and brown Humbrol paint. I used a PBL scratch tool to scratch the walkways between coats to simulate weathered wood. With the "wood" complete, I gave the top surfaces a spray of Floquil Black, and brush painted the metal underbody details with the same black paint. This resulted in a weathered wood look on the underside and a weathered black paint on the top. The frames were then over-sprayed with a flat clear coat, and the tanks with a semi-gloss. I tried to create a slightly weathered look that represented the material types. Wood would weather quicker than the metal tanks. The decals are from a ThinFilm HOn30 CONOCO set.

esteemed sources coming up empty, I simply moved forward with the best information that I had.

With drawings and photos in hand, I dug through my scrap box of parts to see if I had all of the other major components needed for this project. Luckily it turned out that I had plenty of Grandt Line detail parts, the correct trucks, decals and a mountain of styrene and brass material for the models. With that, I set out to create CONX 12 and 13 in miniature. I want to thank Dave Grandt and Bob Stears for their Title help. 🚂





by Charlie Getz

Photos by the author

NARROW GAUGE AT THE NMRA MAGIC OF SCALE MODEL RAILROADING EXHIBIT

This column is a follow-up to my “Moving the San Juan Central” in the January/February 2021 *GAZETTE*. In that column, as you may recall, I addressed not only the history of this seminal HO_{n3} project railroad built by Malcolm Furlow on behalf of *Model Railroader*, but its ultimate destination to the California State Railroad Museum (CSRM) as part of an exhibit on scale model railroading.

This exhibit, The Magic of Scale Model Railroading (or just “the Exhibit” as we call it) is sponsored by the National Model Railroad Association (NMRA), and was designed by The Sibette Group, and fabricated/installed by Gizmo Art Production of San Francisco. While I will be writing a comprehensive article for the *NMRA Magazine* on the history, elements and features of this Exhibit, in this column, I want to focus on the narrow gauge portions of interest to our readers. In so doing, please understand that the Exhibit is not a narrow gauge exhibit, but rather one that just happened to end up with significant narrow gauge elements.

A little history. In 2004, the NMRA decided to build an exhibit on model railroading. Bob Brown and I serve on the Howell Day Museum Committee of the NMRA. At that point, the design of the exhibit, the location, and even the scope of the exhibit was not defined. For years, the NMRA hoped to build a museum on scale model railroading, but the multi-million-dollar price tag always seemed to be a barrier to such plans. We on the committee felt that starting with an exhibit in an established museum would probably be a more cost effective way to tell the public the story of our hobby. As Bob Brown

often says, “If you want to sell the hobby, show the public what we do.” Such an exhibit would also serve as a precursor for any future museum and serve as a learning tool for such a project. Much as starting with a small model railroad instead of trying to fill the basement with a dream layout, this exhibit we felt would establish our bona fides in the museum industry, but also provide a good sense of what was involved in creating a museum.

We initially engaged a design firm in Tennessee, where NMRA headquarters are located, to develop an exhibit plan. They came up with some very innovative ideas and we simultaneously decided some important policy issues. First, we wanted the exhibit to be at a prestigious and well-attended railway museum somewhere in the United States. Secondly, we wanted the exhibit to focus on scale model railroading, which the NMRA is all about. Thirdly, we wanted the exhibit to be entirely funded by donations and not by Association dues.

After much searching and negotiation, the California State Railroad Museum in Sacramento offered free space in what they call their gallery level at the museum. This space had proven difficult for CSRM to utilize. The space was used for traveling exhibits simply because the museum itself could not determine a good use for the space. It sits above the curved roundhouse-style portion of the Museum and features elaborate, but intrusive roof trusses, segmented spaces and essentially consists of two large rooms separated by a curved gallery overlooking the roundhouse floor. We were offered one large hall, the curved gallery and a small part of another hall.

Bob Brown developed a good plan for the exhibit and the essence of that plan is eventually what was installed although in a very different format. One thing we did discover with this exhibit is that well-intentioned amateurs are simply that. When the design professionals get involved, generally their ideas are far superior to the amateurs. However, there were occasions when their lack of knowledge of the hobby became an issue and our ideas were accepted as superior to their own initial thoughts.

Although we began the process in 2004, it was not until 2009 that we were able to sign an agreement with CSRM about the exhibit, and not until 2019 that actual installation began. If you are curious as to all of the ins and outs and complications, please read my future article in the *NMRA Magazine*. Otherwise, suffice to say that the end result justified all of the waiting. And although the Exhibit was never intended to be a narrow gauge focused exhibit, serendipity resulted in many narrow gauge elements to the Exhibit. After all, we could only exhibit what we could obtain. The Exhibit is broken into parts due to the fragmented nature of the space. The entry is past a children’s train-themed play area, which occupies most of one large hall, and this entry features an impressively tall large-scale trestle scene with a narrow gauge train on top. A smaller N scale version is tucked within the large-scale trestle. The adjacent curved gallery is home to the Timeline, the subject of this issue’s Robert’s Ramblings, and a series of dioramas/model railroads, designed to inspire and illustrate the diversity of model railroad



Above: A portion of the On30 Smuggler's Cove layout.



Left: The Gallery with Jim Vail's sawmill on the left, and a portion the Timeline case in the right background.

interests, with most of the layouts being narrow gauge.

In order, the On30 Smuggler's Cove is first in line. This magnificent New England-based seaport layout was described in a three-part series beginning in the March/April 2013 issue of the *GAZETTE*. Built by Australian modelers Geoff Knott and Michael Flack, of

Red Stag Logging fame, the series was briefly interrupted by Knott's untimely death. Smuggler's Cove was built expressly for the Exhibit as the Australasian Region, NMRA's contribution. An earlier diorama was offered, but the unforeseen delays with the Exhibit proved a problem and the original layout was sent to Dave Revela's Finescale Museum in Florida. Its

replacement is a masterpiece of construction and detailing, depicting a fictional New England seaport town served by a typical two-foot(ish) railroad.

Chama, in Sn3 comes next. This diorama depicts Chama yard circa 1955, and for years was the traveling exhibit for PBL until retired to Chama, New Mexico for the Narrow Gauge Preservation



Above: Boone Morrison's recreated O scale Occidental, California. That's Mike Blumensaadt's Civil War diorama on the left.



Left: A portion of the Train Wall with some HOn3 trains barely visible on the third shelf from the bottom.

Foundation's visitor center once located there. The NGPF generously, and with some local reluctance from the Chama Chamber of Commerce, sent Chama for the Exhibit. Jimmy Booth of PBL drove it out and we performed a little restoration work. Next in line is the HOn3 San Juan Central, the subject of last month's column. Across a short aisle away from the SJC is a Bob Brown, MMR, reconstructed model of Occidental, California, built by the late Boone Morrison in O scale for his On3 North Pacific Coast layout. For years, Boone wrote a column on the NPC and its California narrow gauge heritage for the *GAZETTE*.

Next to Occidental, is a small N scale diorama entitled the "Monitor," exactly recreating a Matthew Brady Civil War photo showing a mortar on a flatcar with boxcars and troops all around. Builder Mike Blumensaadt, MMR, copied each element of that photo in 9 mm gauge. Beyond these dioramas is a portion of Irv Shulz's turn of the last century, Michigan-based iron ore model railroad. The HO Ore Dock scene features a small station and a ship being loaded from a wharf-side ore bunker.

The last two pieces return to HOn3 and narrow gauge, both from the Estate of Jim Vail. The first is Jim's truncated,

but impressive West Side Lumber Company sawmill from his layout, described in the January through May 2007 issues of the *GAZETTE*. This scene was originally sold to a local modeler, Mike Davis, who graciously donated it back to the Exhibit. Bob Brown and I added a small farmhouse scene in one bare corner to fit the space and otherwise fixed some details, but left the sawmill much as built by Jim. The last exhibit in this area, also by Jim, is his Holmes Lime Company described in the March and May 2014 issues of the *GAZETTE*. This compact facility illustrates a local industry that served the 3-foot gauge South Pacific Coast Railroad.

After the layouts/dioramas, a turn takes you into the remaining large hall with a panel on the NMRA, a series of written testimonials from model railroaders, a display of the covers of over 80 model railroad magazines past and present, a bookcase of vintage model railroading books with the salvaged Gorre control panels from the Gorre & Daphetid, a wall with hundreds of components and a lesson on how to become a model railroader, an operable layout under construction, a display on Operations, and the Modeler's Corner with models from Whit Towers, John Allen, Irv Shulz, and Mel Thornburgh, among others. Dominating the hall is the Wall of Trains, with some eighteen, 40-foot long shelves of complete trains in all scales and types.

Amongst this impressive wall's many trains are an HOn3 coal train with two K-27's pulling a string of gondolas and a caboose from Kevin Shanahan, whose Ophir Loop-based RGS layout has been featured in the *GAZETTE*. There is also an HOn3 Silverton Train circa the 1950s, complete with K-28 and phony diamond stack pulling passenger cars in Grande Gold, provided by the Narrow Gauge Preservation Foundation. On these trains, the locomotives are brass imports, painted and weathered. The coal cars/caboose are by Blackstone and the passenger cars are LaBelle. At the bottom of this wall, are a large-scale narrow gauge mixed freight train, as well as a logging train, plus a series of California/Hawaiian narrow gauge boxcars, all from Bob Brown's collection.

The Exhibit should be open when you receive this issue, but because of Covid-19, do check before visiting. Bob deserves a lion's share of the credit for his many contributions to its design and message. By any measure, it is impressive and though not intended to promote narrow gauge as much as scale model railroading, the many narrow gauge components are pretty impressive in their own right. I know Bob and I would enjoy hearing your impressions if you visit the California State Railroad Museum in Sacramento, California, to see the NMRA's Magic of Scale Model Railroading Exhibit. Well, that's all for now; until next time — write, if the mood strikes.

Charlie

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BOOK REVIEWS

Ron's Books, P.O. Box 714, Harrison, NY 10528, 914/967-7541, ronsbooks@aol.com, www.ronsbooks.com continues to issue reproductions of industrial catalogs published by SilverLake Images LLC, in their Manufacturers' Catalog Archive series. These catalogs are soft cover, printed on quality paper, and the photo reproduction is excellent. Each catalog sells for \$35.00.

I have catalogs 7, 8, 9, and 10 for review, and Ron's lists 11, 12, 13, 14, 15, 16, 17, and 18 as coming out in 2021.

The *Robert and Schaefer Co. Locomotive Coaling Plants* has 72 pages of photos of large mainline concrete coaling plants. I would call them coaling towers. There are numerous photos along with several plans, but all for large facilities. However, there are several large wooden towers as well, along with details helpful in modeling. I did find the electric mechanism used to move coal interesting, but no Chama-like towers.

Heisler Locomotives Volume 1: Geared & Fireless Locomotives has 124 pages of Heisler catalog pages showing Heislers at work and their details, such as trucks, gearing, and engines. After a section that takes you through the things you should consider when buying a Heisler, you learn about their design and balance, features of construction, boiler steaming, large smokebox, roomy cab, and availability of spare parts. Really makes you want to buy one. Then the catalog also features fireless Heislers. You learn what they are, and how they work. You find that they can handle heavy work, use only

one crewman, are explosion proof, and are clean, quiet, and safe. This is followed by some 30 photos of 0-4-0 and 0-6-0 fireless Heislers at work. I found this catalog the most interesting.

Trolley Coaches Volume 1: Westinghouse has 90 pages of information on busses powered from overhead wires, what I call a trolley bus. There are pages of photos from around the country of trolley busses with people getting on and off the coaches. We also see the coaches in streets, parks, and other pleasant settings. There is data on performance, and dimensions on each bus, so you know how many passengers they can carry, and how efficient each coach is. The motors, gearboxes and controls are also described. Not sure how many trolley bus layouts we have, but interesting information.

Gregg Railroad Cars has 58 pages of illustrations of freight cars. There are no plans, but plenty of details should you want to model one of the cars in the catalog. Foreign four wheel cars are also included. The sections include boxcars, gondolas, stock cars, flatcars, dump cars, tank cars, hopper cars, and specialty cars, including a chicken car. The last chapter discusses the trucks, wheels, couplers, and hardware used on Gregg cars.

These catalogs are full of data and illustrations that, depending on what you want to research, or model, will prove invaluable. But remember they are designed to sell a product.

Future catalogs include Vulcan Gasoline Locomotives, Western Wheeled Scraper Co., Western Dump Cars, Plymouth Locomotives, and Beyer-Garratt Locomotives. *Bob Brown.*

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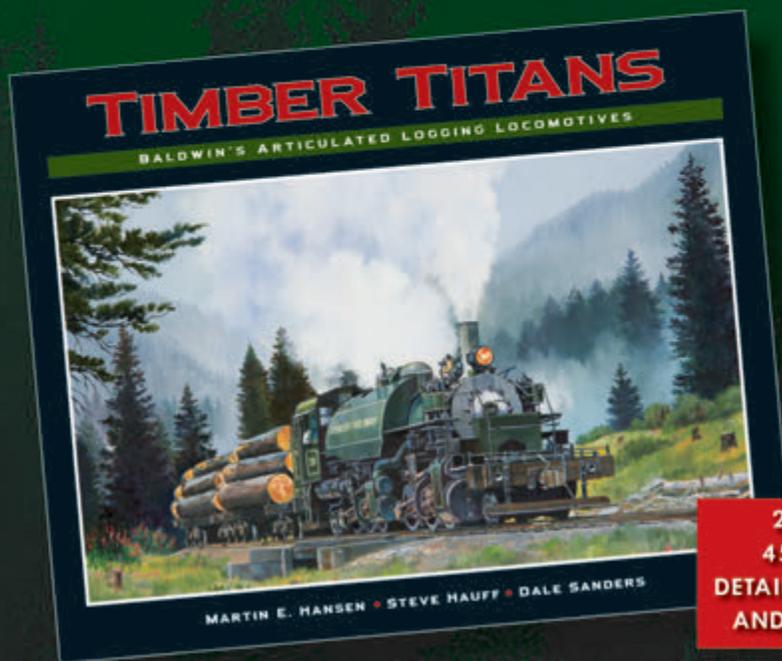
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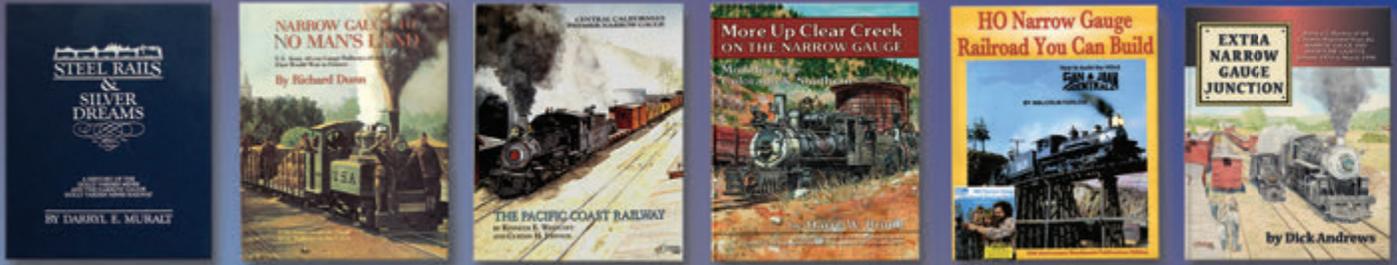
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K27 R.G.S. #455, Sunrise Herald, Pre-Wreck, New, Never Run	\$ 1,950
P.S.C. Pilot Model K36, Rare "Crown", Equalized Drivers, Pro Pt., Lettered, D.&R.G.W. #484 Flying Grande, Tsunami	\$ 2,200
B.L.W. K27, F.P., #453, Circa 40's, Tsunami, Slit. Use	\$ 1,750
On3 P.F.M. "Crown Model" K36, Pro Painted, D.&R.G.W. #486, Circa 40's, Slit. Use	\$ 2,000

Due to some lead times, prices subject to change without notice. All special pricing applies to inventory on hand. Prices are cash discounted. We do not keep customer credit card information on file.

Misc.

NARROW GAUGE FREIGHT and PASSENGER EQUIPMENT

ACCUCRAFT On3/On30	
Last of the Box Cars, R.G.S., D.&R.G.W., Data Only	\$ 75/Ea.
On30 ACCUCRAFT Plymouth D.&R.G.W. #50 and Industrial Loco	\$ 500
BERLYN LOCOMOTIVE CO. - Last of the Great Stuff they produced!	
Sn3 R.G.S. Rotary 02, 3-Piece, F.P., Brass Set	\$ 750
On3 D.&R.G.W. Excursion Car #313, Silver Vista Brass, Interior, 1 Left	\$ 495
PRECISION SCALE CO. On3 BRASS CARS	
Closed Vestabule Silverton Coaches, 1 Blk. Stripe, Circa 1955, 319, 323, 325, 326, 327	\$ 495
B1, Green, B1 Painted as Silverton Commissary Car (Only 1 of each)	\$ 495

P.S.C. On3 Model A Rail Inspection Cars - \$ 250 ea.

All Black • Black w/Tan Fenders • Black w/Full Top

COMING - ACCUCRAFT On3/On30

D.&R.G.W. C-25, Ptd. No Ltrs., Ltrd. 30s Geen, Ltrd. 40s Black	\$ 1,950
Coaches, Yellow 1 Stripe, Yellow 2 Stripes, Green D.&R.G.W., Red D.&R.G.W., C&S, R.G.S. Red	\$ 100
4-CAR SETS - Box Cars: D.&R.G.W. Royal Gorge - 2 different sets; Flying Grande - 3 different sets; C&S & R.G.S. - 1 set	\$ 147/set
4-CAR SETS - Flat Cars: D.&R.G.W. - 2 sets; C&S - 1 set; R.G.S. - 1 set; S.P. - 2 sets. NCNG, EBT. PAC. COAST NEV. CA. - 1 set each	\$ 128/set
4-CAR SETS - Tank Cars: Conoco Silver - 2 sets; Shell Oil - 1 set; Std. Oil, Associated Oil, NCNG - 1 set each; Conoco Black - 2 sets	\$ 147/set
D.&R.G.W./R.G.S. Short Caboose, 30s, 40s, R.G.S.	\$ 109/ea.

SAN JUAN CAR CO. On3/On30 - Ready to Run - Last Ones

Flat Car w/Pickup Truck	\$ 100.00
On3/On30 6000 Series Flat Cars	\$ 100.00
Last of Run Tank Cars, C.Y.C.X., U.T. LX, Gramps	\$ 100.00
Drop Bottom Gondolas, 700 Series, 800 Series, 30's, 40's	\$ 100.00
Very last of the San Juan Pipe Gons, Idler Flats & Pipe Loads, Pairs	\$ 160.00

Precision Scale Co. F.P. Brass Cars

On3 Combines, Factory Paint, Lights, Interiors, Kadees

- Silverton Coaches, 1 stripe, 2 stripe, Aspen Gold •
- Green Coach Open Platform • Green Coach Closed Vestibule •

17713-1 #212 Green w/Roof Walk & Hand Rail	
17713-2 #212 Green w/Roof Walk & Hand Rail, Removed	For On30 we will include San Juan Pass. Trucks.
17715-1 #212 Silverton, One Black Stripe (Circa 1955)	
17715-2 #212 Silverton, Two Black Stripes (Circa 1950)	
17717-1 #215 Pagosa Jct., Red	
17717-2 #215 Pagosa Jct., Green	

Now In Stock ... \$ 495

17713-1 #212 Pro. Paint Red, Wells Fargo, Circa 20s \$ 795

On3/On30 - MMI Die Cast Locomotives

K-27s, 30s, 40s, Green	- Few Left - \$ 799
K-27, In-Board and Out-Board Piston, Black and Graphite, Lettered with Moffat or Flying Grande, 11 Road Numbers	\$ 799
K-27, R.G.S. 455 and 461, Sunrise Herald	\$ 799
K-27, R.G.S. 455 Steel Cab "ATW", After The Wreck Version, Sunrise Herald, Plow attached	- Few Left - On3 Only \$ 799
K-28, Green Tri Color Herald, 470, 475, 479, 473, Bumble Bee	\$ 799
K-28, Moffat Herald or Flying Grande, 10 Road Numbers	\$ 799
K-37, Moffat Herald or Flying Grande, Black & Graphite, 10 Road Numbers	\$ 799
K-37, A few remaining Moffat or Flying Grande, Green Boilers	\$ 799

- Check our NEW WEBSITE and ONLINE STORE -
NEW, UPDATED EVERY DAY www.i-sng.com

★ COLLECTIONS WANTED ★

NOTE:

We are adding 'Out of Production' HO and O Gauge Structure Kits to our website.
We now have over 800 different kits listed. **Also Books!**



SOUTHWEST NARROW GAUGE



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42 Years and We're Still Truckin' Along..

Commemorating our 42th Year!



1979 - 2021

But some of our tooling's not.. Our 3'-7" Caboose tool is worn out.. Our 3'-7" Freight Truck is about the same.. So we've decided to re-tool some of our trucks.. As one piece with added details like our WSLco HD Archbar #TK-4.1.. And hopefully, by the time you see this ad, we'll have the first one ready to ship!
'Creeks don't rise and trees don't fall and all that..

THIS IS A SAMPLING OF SOME OF THE 18+ SCALE TRUCKS THAT WE HAVE CREATED OVER THE YEARS..

West Side Lumber Co.
2 Spring 3'-7" Arch Bar Truck



Our Part Number: PBL-TK01

West Side Lumber Co.
3 Spring 3'-7" Arch Bar Truck



Our Part Number PBL-TK2

Swayne Lumber Co. / West Side Lumber Co.
Type 1 Heavy Duty Arch Bar



Our Part Number PBL-TK-4.1

D&RGW 4'-8" A.S.F. Andrews Truck
(Long Stock Car, Long Reefer's)



Our Part Number PBL-TK5

D&RGW 3'-7" Caboose Truck
Arch Top Original
NEW!



Our Part Number PBL-TK7.2

D&RGW 3'-7" Caboose Truck
Flat Top Original
NEW!



Our Part Number PBL-TK7.2

D&RGW 3'-7" Caboose Truck
Flat Top Modified
NEW!



Our Part Number PBL-TK7.3

The trucks in this column are the ones slated for updating.. We'll be updating our D&RGW 3'-7" Archbar truck too..

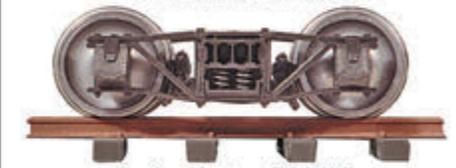
What you see above are 3D "printed" samples, an imprecise art when compared to parts made in hard tooling..

4'-8" Bettendorf Truck
("Gramps" Tank Cars)



Our Part Number = PBL-TK10

D&RGW 4'-8" H.D. Archbar
(U.T.L.X. Tanks, Some Flats.)



Our Part Number = PBL-TK12

D&RGW 4'-0" Archbar
As used on the "6500" Flats



Our Part Number TK-14

D&RGW Heavy Duty Arch Bar Truck
As used under the "6200" Class Flat Cars



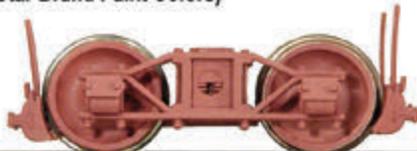
Our part number TK-15

THE ESPEE'S 20 TON, 4'-0" ARCH BAR TRUCK

With Outside Brake Hangers & Rods! - Our part number PBL-TK13
(Painted Two of our Special Star Brand Paint Colors)



S.P. Freight Car Red - STR-30



S.P. "Sunburn" Red - STR-31

We are THE SOURCE for STAR BRAND PAINTS.. Email for more info!



PBL-TK3

NOTE: If these photos seem "off" to you it's because they were captured for our web site over a long period of time as each truck type was created, with no consideration to scaling them at the time, (Because web pages don't care..) Hence the variations in appearance and scaling..