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FINESCALE RAILROADER

JUNE 2004

VOLUME 8, NUMBER 2

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ON THE COVER

ON30 HAS BECOME very popular and, with it, locomotive kitbashing and detailing has become more lively. Bachmann's new Davenport gas mechanical switcher is as likely a candidate for modification as we have seen. So, beginning on page 28, we feature not only the stock model in a layout setting but also several variations along with articles about building other "critters". Russ Reinberg photographed the 1:48 scale Bachmann Davenport on our cover.

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LETTERS

CORRECTIONS:

For some inexplicable reason, we attributed the AH&D catalog pages in the March 2004 **LOGGING, MINING & INDUSTRIAL ANNUAL** to the wrong person. The correct contributor is **Jerry Barnes** from Plano, Texas. He graciously loaned us the vintage catalog to share with our readers. I apologize for the oversight.—
Russ Reinberg

In our December issue, we erroneously stated that Brian Nolan builds pilot models for Sierra West. That is incorrect. The company's owner, Brett Gallant, builds them himself.

THE MARCH 2004 ISSUE

I'm not usually one to write to magazines, even ones I subscribe to for an extremely long time, but your 2004 **LOGGING, MINING & INDUSTRIAL ANNUAL** is totally unbelievable. It is the

best railroad publication I have seen in my many years of railroad magazine reading. Mallory Hope Ferrell's Coronado Railroad piece is outstanding. The article itself is the greatest but, with the pictures, it is just tremendous. The pair of water cars is another great piece. I had to write to let you know that the issue is the best ever. Keep up the great work.

Larry Freeman
Berlin, PA

I find myself surprised to be writing again but I just received my copy of the **LOGGING, MINING, & INDUSTRIAL ANNUAL** and have to tell you the content, photographic quality, and composition are just fantastic—unsurpassed in the hobby. If I could persuade you to publish an additional two model layout or diorama annuals I could see no reason to purchase any other magazine. Keep up the outstanding work.

Scott Baroody
Via the Internet

Fantastic issue!! I still don't know where all those old, great photos come from. Mal Ferrell just keeps pouring them out. I liked the plans, too. That article on Shay drive shafts was really informative and the American Hoist & Derrick catalog pages were a real treat. I just can't say enough good things about this issue as all the articles were superb, unlike those of some other publications. Keep 'em coming.

Dave Powell
Algona, IA

Just over a year ago I sent an e-mail with my accolades on the first **LOGGING, MINING, & INDUSTRIAL ANNUAL** and challenged you to meet or beat that effort on the next one. Well, it is time to eat my words. You have done it again! The current annual is as good as the last. You once again really have

captured the feel of industrial railroading. From Mallory Hope Ferrell's detailed history of a snippet of 20 inch gauge mining railroading to the outstanding modeling and terrific On30 layout of Gordon North to Dave Revelia's waterfront diorama, the reader is enveloped in nothing but the best possible photographs and descriptive text. The March 2004 ANNUAL belongs on the coffee table right next to last year's. Keep up the great work.

Frank Bernard
Deer Park, NY

FINESCALE RAILROADER is simply the best magazine I've ever subscribed to. On any subject.

Ron Bart
Alpine, CA

The Coronado Railroad article turned out exceptionally well. But as seems inevitable after something appears in print, I found some errors in my drawings.

On the rear view of Number 8, that vertical centerline through the coupler is a reference line I forgot to erase.

Regarding Number 5, I always had thought, because of the photo on the top of page 18, the bell had moved to the headlight bracket. The engine rebuilders used the same photo and did put a bell there. But I had never seen the photo on the bottom of the page. It clearly shows the bell off to one side!

My biggest error was on Number 4. I thought the photo at the top of page 21 showed the back of c/n 651 and the front of c/n 814 so I copied the cab of the front engine for my drawing of c/n 815. Then I saw the crystal clear reproduction of the photo in the ANNUAL and realized the engines were reversed! I can read *Morenci* on the tank and can barely make out the number on the plate. Dang!

I also found some errors in the text. Mal Ferrell refers to the Detroit Copper Mining Company as the Detroit Mining Company—a small distinction.

The photo at the top of page 7 shows the ore bins just below the Coronado mine shaft rather than the base of the incline. Compare the view

with that at the top of page 14, left center, just below the head frame.

The bottom photo on page 8 is not Number 1. It is either ACCo. Number 4 or DCMCo. Number 2; I think the former. The engineer is not Dan Arbuckle (and Arbuckle's name was Henry), it's another man whose name I have at somewhere in my archives. The sand dome top is there; it is just the flat version as on c/n 814 and 815.

The top image on page 14 actually shows Coronado Number 2 rather than Number 1. I have seen a very large print of the photo and it is clearly Number 2. Number 1 never operated atop the incline and was in fact scrapped by 1893 though the picture is more likely 1909.

On the bottom of page 20 is Detroit Number 2, not Number 1. At the top of the next page, Number 2, *La Nena*, never had a rear truck or fuel bunker as she was built as an 0-4-0T.

The Longfellow incline is at the bottom of page 30, with the Shannon Arizona Railway trestle crossing just over the tunnel. Compare with the three photos on page 29 and especially the bottom right photo on page 19 and note the shape of the tunnel mouth.

Picky, picky, picky! I know.

Incidentally, Detroit Copper Number 2 now has an extended saddle tank (from where?) and the cab of Detroit Copper Number 3 as well as some other modifications. Here is a current picture:



I love the ANNUAL; it's really awesome. I hope we see people build a lot of little mining Porters because of it. I know I'm going to get back to work on some.

Lawrence Hargis
Hereford, AZ



The Coronado Railroad article perpetuates an error I hope I can correct. The taller photo above, from the Jerome State Park visitors center, has the incorrect caption, "Longfellow Incline, near Clifton, Arizona". The photo always has been suspect because it resembles no other image of that Clifton-Morenci district incline. The real Longfellow Incline appears in the shorter photo below.



Several years ago, Stan Schwedler copied the improperly captioned photo and the misinformation began to circulate. In 1993, David Myrick discovered the actual site of the incline in the taller photo: It was in the Quitojoa mining district between Tucson and Ajo. I hope my letter once and for all corrects the error.

Garrie L. Tufford
Warsaw, MN

*Editor's note: I must come to Mal's defense. I forgot to send him a copy of the text and captions to check prior to publication. He is aware of the above errors; he telephoned to reprimand me!—
Russ Reinberg*

Mallory Hope Ferrell's article on the Coronado Railroad includes a remark about breathing conditions in the tunnel where the *Wallis* ran. Some time ago, I researched the issue and found a "water blast" ventilated the tunnel.

It turns out the water blast is a method, dating from pre-Roman times, of providing a high volume of air either for ventilation or for a blast furnace or forge. When falling water breaks into drops, it carries with it a large volume of air. The farther the distance it falls, the higher the air pressure. So, in the case of the *Wallis* and its tunnel, engineers drilled a vertical shaft from the top of the hillside into the mine, then diverted a stream into the shaft. At the bottom of the shaft, a drain carried water out of the mine. The resulting large volume of air blew out of the tunnel carrying the smoke with it.

Jack Smith
Pleasanton, CA

THE DECEMBER 2003 ISSUE

Tony "Mr. 1:20" Ferraro's evocative little photo essay on his Deer Park Railway has left me nearly speechless. Fortunately a quick whiff of bracing, moonlit, North East Kingdom air resuscitated me enough to peck out this missive. I *really* like the layout's presentation. The better half thought I was fooling her when I said they were

models. "They look just like old train pictures" says she.

Wasn't it architect Mies van der Rohe who said something about less being more? I think the latest **FINESCALE RAILROADER** proves his point. The visual feast in your publication continues its upward spiral. 'Tis a good thing you chose heavy quality paper for your offerings; it tends to minimize some of the wear and tear to which I subject each issue. We humbly appreciate and thank you for your efforts.

"Chuck in the NEK" Tenney
East Burke, Vermont

In the December 2003 issue, you state the D&RGW C-21 locomotives operated between Gunnison and Montrose because the grades were lighter. In reality it was because the bridges and rail were too light for heavier locos. The largest engine I have seen in photos over that part of the line is a K-27.

Tom Cruse
Amelia, OH

In reference to *From the Editor* in the December 2003 issue, I want to add an historic group important in the development of On30: The Thirty Inch Gage Guild. Its members were David Gast, Dick Andrews, Sheldon and Stan Schwedler, and Donn Barber. The November 1962 issue of *Railroad Model Craftsman* included an article about the small On30 layout they constructed for a regional NMRA convention in Phoenix, Arizona. I hope my letter provides some hobbyists with a deeper perspective of the history of narrow gauge model railroading.

George Wagoner
LIGHT RAIL ASSOCIATES
Denver, CO

After reading the *Detail Your Large Scale Diesels* article in the December 2003 issue, I feel it necessary to correct some misinformation.

Beginning with the section on "CABLES", the part being replaced is not a cable but an air hose. The

author's technique is fine for making more realistic hoses but his definition is wrong. The air hose end is actually a gladhand or air fitting. The instruction for putting the gladhands on the hose is fine but there is no mention of its attachment to the pilot.

The "hanging red cable" across the front pilot does indeed represent an M.U. cable as the author states but it is too long. It only needs to connect two locomotives. The open connector lid should be at about a 45-degree angle to the M.U. housing. The can attached to the stanchion is a holder for the unused connector, primarily a Union Pacific detail to protect the cable.

Speedometer cables: No direct drive locomotive speedometer has been in use for about half a century. The box the article mentions is an axle alternator. It can be on any axle, generally on the number two or three axle. The cable consists of two wires feeding to a terminal board in the locomotive cab. As the driver spins, it creates an electric current that drives the speedometer and many other cab electronics. There is no correlation between the speedometer and the axle generator location. Also, some locomotives have cables on all axles for a wheel slip system to equalize wheel rotation.

Next, "TRUCK LIMIT CHAINS". Such a device does not exist. The author probably means to refer to the handbrake chain and spring. The chain attaches to the handbrake ratchet or brakewheel and, through a series of pulleys, ultimately connects to a brake cylinder piston. Most locomotives have a handbrake on the left side of the short nose. On such an application, the chain would attach to the brake cylinder piston of the lead truck's trailing axle. I have seen the chain on both the left and right side so you should check a particular prototype for accuracy.

The SD45 the brakewheel is on the right rear portion of the long hood so the chain would attach to the trailing truck's leading axle brake cylinder. The spring supports the chain so it droops very little. The model photos show the chain attached to the lifting pad. That pad is for lifting the locomotive off the trucks and should never have

anything attached.

Coupler lift links are another nonexistent part. The coupler lift bar normally would slope downward above the coupler with a four to five inch gap between the top of the coupler and the bottom of the bar. A loop is part of the coupler lift pin and the bar feeds through the loop. When the bar lifts, the pin rises and allows the knuckle to open. The pin drops when the coupler closes. The position of the lift bar in the photo of CB&Q 2099 is in the open position.

I hope your readers will interpret my comments as constructive rather than as the ranting of a "rivet counter". I intend them to teach other hobbyists how to model diesels as accurately as they do steam locomotives. I should add the windshield wipers on Santa Fe GP30 3233 look so good, I would like to learn how to make them. I also would welcome any replies.

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REMOTORING

The article by Gregory Posta in the December 2002 issue has a minor error. The voltage refers to the maximum the motor can handle without burning out. Most d.c. motors, unless otherwise noted, will run from 0 volts to the maximum listing. The second motor in the article may have two different connections including one through a resistor to permit the use of 24 instead of 12 volts but, without seeing the motor, it is impossible to say for sure. The first motor certainly can run from 0 to 24 volts. (That is not the current draw or it would be noted in amps.) I hope that helps those modifying their K-27 models.

Boyd Butler
Kennewick, WA

CUSTOMER SERVICE

What is the value of a model?

Smooth running on rough tracks? Hauling a lot of cars? Finescale construction and accuracy? Super detailing and a beautiful finish? Yes, all those things. But there is one more item and it is equally important: Acceptable customer service if the locomotive malfunctions or is damaged.

Every one of my models is like a baby for me and I love it! How would you feel if your baby were near death? Wouldn't you be sad? And if a doctor delayed treating your baby for a couple of years, how would you feel? In my case, two manufacturers kept me waiting as long as three years before sending the parts to repair my locomotives.

I think we should never forget the value of customer service. We should send a loud and clear message to every manufacturer that the availability of spare parts is absolutely necessary and is as valuable as finescale accuracy, smooth running, and super detailing. It is every bit as important as the model itself!

Heinz Daepfen
Switzerland

THE PHOTOS SECTION

Here is my latest construction project. The prototype is a 5½ ton Plymouth clone by a Japanese company; the company that bought the 30 inch gauge engine used it for a sand reclamation project. The model is a brass and white metal kit available either in On2 or On30 from Orange Company (of Japan). The little model sitting on my mill's table is 2½ inches wide.



Rich Garich
Via the Internet

Recently I put two new Broadway Limited C-16 Consolidations to work



on my On30 layout. I added extra air lines to the tender tank, a more accurate generator casting, a pull cord for the bell, a load of real coal, and Kadee® 803 On3 couplers at the correct height. Since my locomotives were unlettered, I also applied decals to the cab and tender and weathered the models.



I will add additional air lines, air hoses and gladhands to the brake lines, and more interior cab detail. The models run and track very well after you program them for the right start-up voltage. The sound is very good. It's good to be in On30 now! I hope Broadway Limited will produce more Colorado narrow gauge locomotives.



Dave Rouse
Via the Internet



Here are photos of a 1:20.3 scale Accucraft live steam, three cylinder, Mich-Cal Number 5 Shay running light across Myrtle Trestle *enroute* to Camp 2 on my backyard logging line. I scratchbuilt the trestle from home-sawn redwood. The rails are spiked to individual redwood ties.

with a saw, hobby knife, and file. Weathering is from Weather-It, India ink, powered rust, and a little paint. I sprayed the finished car Testors Dullcote. The curves on my railroad are tight so my rolling stock must use truck mounted couplers. The trucks are from Bachmann.



steam Accucraft Shay on Marty Cozad's outdoor railroad. I shot them September 9, 2003 at an MLS Online meet in Nebraska City, Nebraska. I also have included a photo of my unfinished Bachmann twenty foot boxcar-to-sheep car conversion.



Bruce Stockbridge
Via the Internet

I hope your readers will enjoy photos of a little 1870s Rogers 2-4-4T I built for a friend in California.



Dwight Ennis
Milpitas, CA

I recently built a tool and water car starting with the plastic underframe from an old Bachmann car. The rest is mostly wood with some styrene. Detail parts are from Ozark Miniatures. I seriously distressed the floor planks

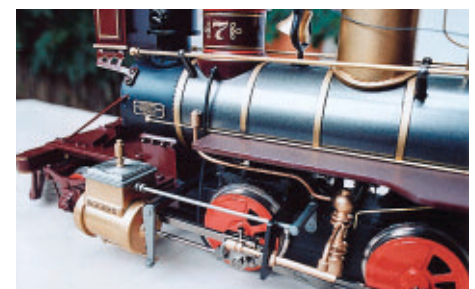


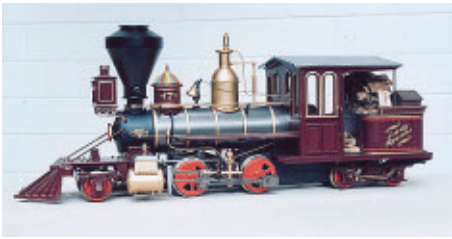
Neil Lynch
Via the Internet

Here are some shots of my live

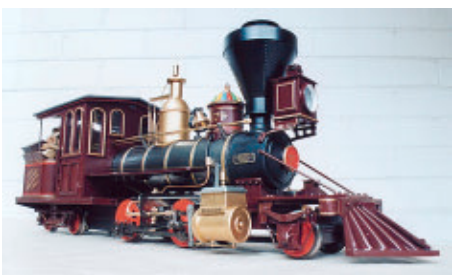


The Hudson Double Ender (Rogers' version of the Forney) was originally built for Mexican railroads and appears with various specifications





in Rogers' catalogue. My model is 1:20.3 scale, an extensively modified version of Bachmann's new Porter 0-4-0T saddletank. I developed the paint scheme with help from Jim Wilke; we based it on Rogers data. I had a hard time giving this one up. It's just too cute!



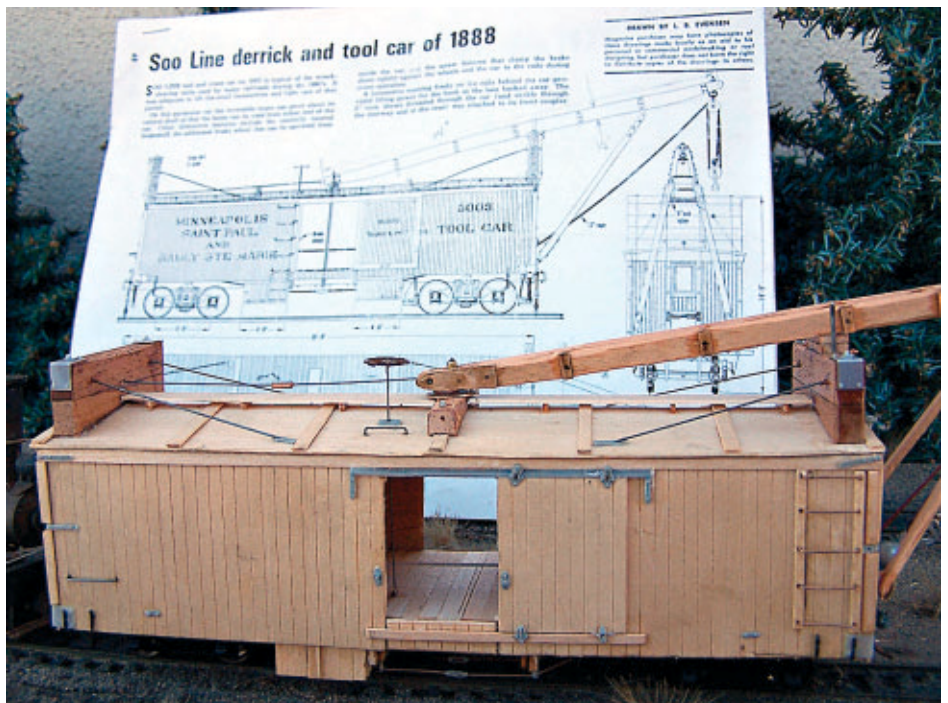
David Fletcher
Melbourne, Australia



At the end of last year, I found plans for a standard gauge SOO Line crane car and decided to scratchbuild a model similar to it in On30. The photos show the car before and after

staining, painting, lettering, and weathering. Fun.

Mac McCalla
Huntington Beach, CA





On30 D&RGW C-16 CONSOLIDATION

Broadway Limited Imports, P.O. Box 376, Ivy, VA 22945 has created quite a stir with the introduction of an On30 (1:48 scale on HO gauge track) Rio Grande C-16 2-8-0. Hobbyists eagerly have anticipated its arrival for about a year. Jim Ellis and Allen Littlefield already are modifying C-16s for articles in **FINESCALE RAILROADER**.

Our sample presents us with a dichotomy because the quality of its manufacture and operational performance are superb but the detail and some proportions are more impressionistic than precise. Those characteristics, together with the Consolidation's excellent sound system, are reminiscent of LGB's first and extremely successful American prototype large scale locomotive, the now famous D,SP&P and C&S Moguls. But where the critical overall dimensions of the Mogul were incorrect, those of the C-16 are accurate.

A conversation with Broadway



Limited's Director of Sales, Tim Nissley, confirmed the company's intent was to produce a very high quality model to meet a specific retail price. Since the inclusion of a topnotch sound system and various operational features were paramount,

the manufacturer placed a little less emphasis on detail, consistent with their other Powerhouse Series locomotives. Future offerings, according to Tim, probably will put more emphasis on accuracy in every area.

So I will evaluate our painted, unlettered version of D&RGW Number 278 for what it is: A robust locomotive with exceptionally clean die-cast and injection molded components. The DCC equipped engine operates very smoothly and quietly right from the box even though the very clear and comprehensive operator's manual suggests first lightly lubricating the moving parts.

Broadway Limited's quality control



appears to be fastidious. The finish of our sample is perfect and every feature performs flawlessly, from its sixteen level adjustable momentum effect to the extensive adjustments you may make to its sound system. Our sample glides into motion, creeps without stalling, and smoothly and quietly accelerates to a reasonable top speed.

Each of the model's features will





operate with or without Broadway Limited's optional SideKick® sound controller but the two button box simplifies everything. For example, while the locomotive is moving, you may flip the direction switch of your power pack to activate the whistle. Resetting the switch to its original position turns off the whistle. If you have a SideKick, you merely press the red horn button.

The SideKick similarly simplifies programming each of the model's features. Among them are assorted bell and whistle sounds, volume adjustment, variation in the chuff as the engine accelerates, and a Doppler effect (where the chuff pitch changes as the locomotive passes you).

While I am familiar with the excellent reputation, accuracy, detail, and quality of Broadway Limited's HO standard gauge models, the On30 C-16 is the first sample Broadway Limited has sent us for review. It impresses me. If your goal is to own a perfectly accurate model, you should look to On3 for a C-16. But if you are one of the thousands of modelers Broadway Limited had in mind when designing its On30 C-16, the loco-

tive should delight you. It absolutely achieves its intent and for that reason earns our highest rating. It is superb.—*Russ Reinberg.*

1:20.3 SCALE HEISLER

Bachmann Industries, 1400 E. Erie Avenue, Philadelphia, PA 19124 has added a two truck, 36 ton Heisler geared locomotive to its superb line of narrow gauge steam replicas. The Heisler is the third of the "big three"

geared engines along with the Shay and Climax. As with each new 1:20.3 scale Spectrum® model Bachmann has released, the Heisler incorporates improvements in manufacture and detail to become the line's current flagship. It represents a stock catalog model from the 1920s.

Some models have standard trucks; our sample represents a prototype with outside counterweights. (The counterweights do not simply detach from the drivers to convert to the other design.)





Features include die-cast gear-boxes, eight wheel electrical pickup and drive, an enclosed “all weather” cab with complete interior, specific detailing (such as oil or coal fuel bunker) appropriate to each roadname, directional head- and backup lights, and an operating smoke unit. The doors, windows, and roof hatch function. Each model is DCC ready should you wish to add such a system.

As the hobby industry’s metallurgy technology has improved, Bachmann has incorporated an increasing number of die-cast metal parts into its locomotives. The Heisler’s frame, entire drive train, numerous detail castings, most truck parts, and even the front and rear pilots are metal. The bell, pop valves, whistle, and various other fittings are cast or turned brass. The tender rails are stamped metal and all piping, handrails, cut levers, even the bell and whistle cords, are brass rod. The rest of the model consists of superb quality injection molded plastic.

Some notable touches include flexible rubber sand lines, highly detailed cab backhead complete with oil can, and removable knuckle couplers for those preferring to mount aftermarket couplers in the link-and-pin drawheads on either pilot. The finish of our unlettered sample is outstanding. The level of detail and overall appearance of our sample equal or exceed those of many expensive brass models.

As has become customary, the model includes not only a detailed instruction booklet but also a DVD. Bachmann’s Lee Riley produced the excellent, entertaining, and unusually

informative video.

Our sample operates smoothly at all speed ranges but something causes a hesitation at each revolution of the drive shaft. It should be easy to fix, maybe just a slightly protruding screw head (break in might cure it), but I was unable to figure it out. With that exception, our model’s performance is excellent, even at the slowest speeds. The Heisler is available in four roadnames as well as painted-unlettered in two trim styles. The MSRP is \$799.95. Once again, a Bachmann geared engine earns our highest rating. It is superb.—*Russ Reinberg*

ON30 DAVENPORT 0-4-0 GAS MECHANICAL

Bachmann Industries, 1400 E. Erie Avenue, Philadelphia, PA 19124 has another excellent and charismatic addition to its line of On30 locomotives. Its 1:48 scale Spectrum® Daven-

port 0-4-0 gas mechanical represents a *circa* 1940, 30 inch gauge, catalog model with side rods. It is the first non-steam engine in Bachmann’s On30 line. Beginning in the mid 1920s, gas mechanical and diesel motive power began to replace steam on logging, mining, industrial, and agricultural lines; many continue to operate today.

The DCC ready model features a die-cast chassis, side rods, and counterweights; injection molded plastic superstructure and cab; various metal detail parts including a separate bell you may install; a directional headlight; a skew wound motor; and low speed gearing.



Both our samples operate excellently. Each is able to start moving at barely a crawl and the top speed, while faster than that of an actual engine, is reasonable. They appear to be Bachmann’s best performing small scale 0-4-0s, approaching the level of





some models featuring expensive Swiss micro-motors.

Kitbashers should find the Davenport an outstanding starting point for modification. The models are available in five roadnames as well as undecorated. The MSRP is \$90.00 each. Bachmann's On30 Davenport gas mechanical is an excellent product.—*Russ Reinberg*

1:20.3 SCALE PORTER

Bachmann Industries, 1400 E. Erie Avenue, Philadelphia, PA 19124 also has supplied a sample of its new H. K. Porter 0-4-0 saddle tank switcher. The locomotive is a 1:20.3 scale, three foot narrow gauge reproduction of a medium size stock model from a *circa* 1920 Porter catalog.

The DCC ready model features die cast and blackened side rods, a heavy duty can motor, a metal gearbox, all wheel electrical pickup, a smoke unit, and a polarity switch for operation according to NMRA standards or with any other manufacturer's products. Other features include metal handrails and grab irons,



complete interior detail and illumination, and sliding windows. The LED headlight is directional.

As with other Spectrum® models, the fit and finish of our sample are excellent. The locomotive's operation is smooth and silent. It is capable of very slow speeds for switching and of realistic starts and stops. Bachmann's 0-4-0 Porter combines excellent operation with a good appearance. It is available in two roadnames or painted-unlettered. The MSRP is \$179.00.—*Russ Reinberg*

1:20.3 SCALE STOCK CAR AND TANK CAR

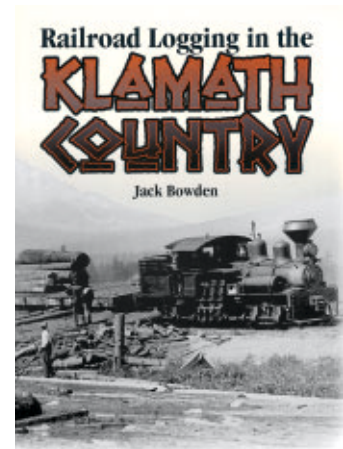
Accucraft Trains (American Model Supply), 31112 San Clemente Street, Hayward, CA 94544 has added a pair of freelance models to its superb and highly accurate line of injection molded plastic Denver & Rio Grande

Western rolling stock. The 1:20.3 scale models represent a Colorado & Southern stock car and Conoco tank car. Each has a molded plastic frame and superstructure along with dozens of individually applied plastic and metal detail parts, cast metal trucks, and turned, blackened metal wheelsets with close to scale size flanges.

The nature of the stock car is "schizophrenic" in that it combines the virtually perfect 1:20.3 scale Rio Grande model we reviewed in our June 2003 issue with a Colorado & Southern paint scheme identical and appropriate to that of a completely different prototype (such as the car on pages 18-19 of our **2004 NARROW GAUGE ANNUAL**). Some purists may balk but modelers and manufacturers have been repainting one prototype with the paint scheme from another for decades. The deliberate discrepancy aside, the stock car is truly superb and stunning in appearance. The MSRP is \$165.00.

The tank car consists of the superbly accurate AMS D&RGW 6000 series flatcar we reviewed in our December 2003 issue and a beautifully molded and detailed tank almost identical to that of the often modeled C.O.N.X. Number 5 tank car from the Colorado & Southern. Lettering is for a fictitious C.O.N.X. Number 7 and the paint scheme is correct for some C.O.N.X. cars from the mid 1930s. While the flatcar itself is technically incorrect for such a tank car, it is pretty close to that of C.O.N.X. Number 5. The overall impression the entire model conveys is of Number 5





and the model should satisfy a large majority of hobbyists. The quality is superb. The MSRP is \$145.00.—*Russ Reinberg*

BOOK REVIEW

Oso Publishing Company, P.O. Box 1349, Hamilton, MT 59840 (www.oso-rail.com) has sent a copy of Jack Bowden's *Railroad Logging in the Klamath Country*, a 352 page hardbound volume with a short history of the more

than thirty lumber companies in the region. The author has included a map of each line and more than 140 photographs and drawings illustrate each chapter. You also will find rosters, reproductions of advertisements, his-

FINESCALE RAILROADER reviews all products as objectively and impartially as possible. It is our policy to alert manufacturers to our criticisms before publication so they may respond as part of the review.

toric published material, and correspondence. While elegance marks neither the book's text nor photographs, its selling point is information. That, along with Oso Publishing's usual excellent binding, paper, and printing quality, is more than enough to earn an excellent rating. Virtually every logging railroad enthusiast should include *Railroad Logging in the Klamath Country* in his library.—*Russ Reinberg*

PRODUCT PORTRAITS

Bachmann Industries, 1400 E. Erie Avenue, Philadelphia, PA 19124 is shipping an upgraded version of its very popular 1:20.3 scale side dump ore car. The new model features a metal underframe and an oxide red rather than the previously green superstructure. It represents a prototype from Migor Manufacturing, a large company with factories in New Jersey and Canada, but is very similar to a ten foot long Western Wheeled Scraper Company prototype as well as some others. The quality is excellent and the MSRP is \$30.00 each.

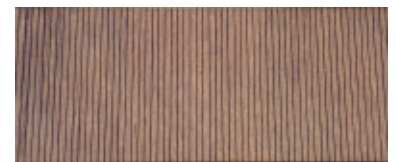


Ozark Miniatures, 3461 S. 5225 W., Cedar City, UT 84720 (www.ozarkminiatures.com) has sent several samples for review.



The large scale cast metal signs will endure long term outdoor exposure and the old west versions feature etched wood grain. Our samples are of excellent quality and range in price from 99-cents to \$4.00.

The exterior car siding is of imported luan plywood, each piece measures 8 by 40 scale feet, and is available for 1:29, 1:24, 1:20.3, and 1:13.7 scales. All but the 7/8-inch scale sheets cost \$9.95 each; the latter is \$12.99 per sheet.



Our 1:20.3 scale cast metal caboose window samples have very little or no flash but one or two were slightly distorted. You should be able to bend and file them to near perfection in just a few minutes. The windows come in three sizes, each of typical scale proportions for use on cupola sides (1 foot 11 inches by 2 feet 4 inches), on cupola ends (2 feet 1 inch by 2 feet), and on cabin sides and ends (2 feet 11 inches by 2 feet 2 inches). The MSRP of each size is \$2.50 per pair.

PRODUCT PORTRAITS

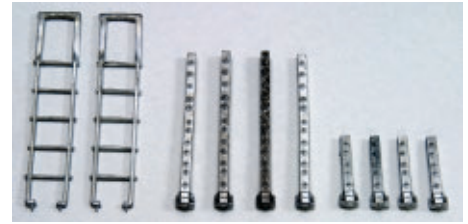


Ozark's 1:22.5 scale D&RGW reefer ice hatches (\$18.00 per package of four) and 1:20.3 scale long gondola stakes (\$6.99 per package of four) and short gondola stakes (\$2.99 per package of four), both with pockets, are of similar quality to the windows.

So are the 1:20.3 scale caboose end ladders (\$4.00 per pair).

Finally, Ozark's new 1:20.3 scale ten stamp mill kit consists of good quality red Canadian cedar, white metal castings, and brass rod. The finished unit requires a space of 6.25 by 8.5 inches and does require some

drilling, gluing, filing, and sanding. Construction is simple enough for a beginner and the resulting model looks impressively complex. The MSRP is \$119.95.



Kadee® Quality Products Company, 673 Avenue C, White City, OR 97503-1078 (www.kadee.com) has introduced sill mount coupler pockets for both 1:20.3/1:22.5 (part number 779) and 1:32 (part number 1779) scales. The pocket mounts against a flat, vertical surface or end sill such as that on a switcher locomotive or industrial rolling stock. The difference between the two items is the size of the coupler Kadee includes with the pocket. The MSRP is \$7.95 and the quality of our samples is superb.



Crimson Models, 5 Fox Train Drive, St. Catharines, Ontario, L2S 3T7 Canada has begun limited production of 1:20.3 scale polyurethane resin figures. The company's owner, Dave Daniels, casts them from his own hand carved masters. The price each, currently payable only by U.S. money order to Dave Daniels, is \$9.00 plus \$4.00 shipping. Our samples are a very good and welcome addition to large scale.



Fun & Games, P.O. Box 243, Jefferson City, MO 85102-0243 (www.scalefigures.com) has three new large scale figures from original masters by Joe Crea. The quality and overall appearance of our samples is very good and helps to round out the previously limited selection of large scale figures. The painted Seated Engineer, Standing Fireman, and Seated Workman cost \$18.00 each; a limited number of unpainted versions is available. The price is \$9.00 each.

authorized reproductions of Frank Vietor's copyrighted *October Evening*, *Orbisonia* painting to encourage donations of \$50.00 or more. The print alone appears to be worth that price and the EBT urgently needs your support.



Garden-Texture, P.O. Box 690444, Charlotte, NC 28227 (www.gardentexture.com) has released a 34 page 2004 catalog of large scale buildings, bridges, trestles, and scratchbuilding supplies. It includes two dozen new items since last year's edition. The check or money order price of \$4.00 (U.S.) or \$6.00 (foreign) is refundable with your first order.

