



# GAS MECHANICAL LOCOMOTIVES

## A PLETHORA OF PORTRAITS

BY RUSS REINBERG  
PHOTOS BY THE AUTHOR

1:48 SCALE

**D**AVENPORT LOCOMOTIVE WORKS, in Davenport, Iowa, built locomotives between 1902 and 1956. In 1950, after nearly half a century of producing its own line of steam locomotives, Davenport acquired H. K. Porter Company and added that manufacturer's designs to its catalog.

Davenport's first gas mechanical locomotive appeared in 1924 and its first diesel in 1927. In the early 1930s, the company was a pioneer manufacturer of small diesel-electric locomotives. Its line ranged from 4 ton gas mechanicals to 112 ton diesels and ultimately proved quite successful. Industries of all kinds purchased the engines.

Commercial railroads also bought Davenport locomotives. Its 44 tonners were the most popular because that was the heaviest locomotive union rules allowed one man to operate. The major railroads owning Davenport diesels included the Rock Island, Milwaukee Road, Santa Fe,

Frisco, and Missouri Pacific. Davenport also built a number of locomotives for the United States Army during and after World War Two. In 1963, a narrow gauge Davenport diesel-mechanical from the Sumpter Valley Railroad became the Rio Grande's well known 0-4-0 Durango switcher Number 50.

Our photos show Bachmann's new On30 Davenport gas mechanical. Most such locomotives lacked side rods, as does the example from the company's *circa* 1923 catalog page (courtesy of **FINESCALE RAILROADER** contributor Richard May). Brad Smith's long running *Industrial Railroading* series included two photos of derelict Davenports, one in our September 1996 and the other in our November 1996 issue. Each had lost its side rods and neither is very similar to Bachmann's later vintage model. Bachmann's Director of Product Development, Lee Riley, chose to produce a Davenport catalog model with side rods because



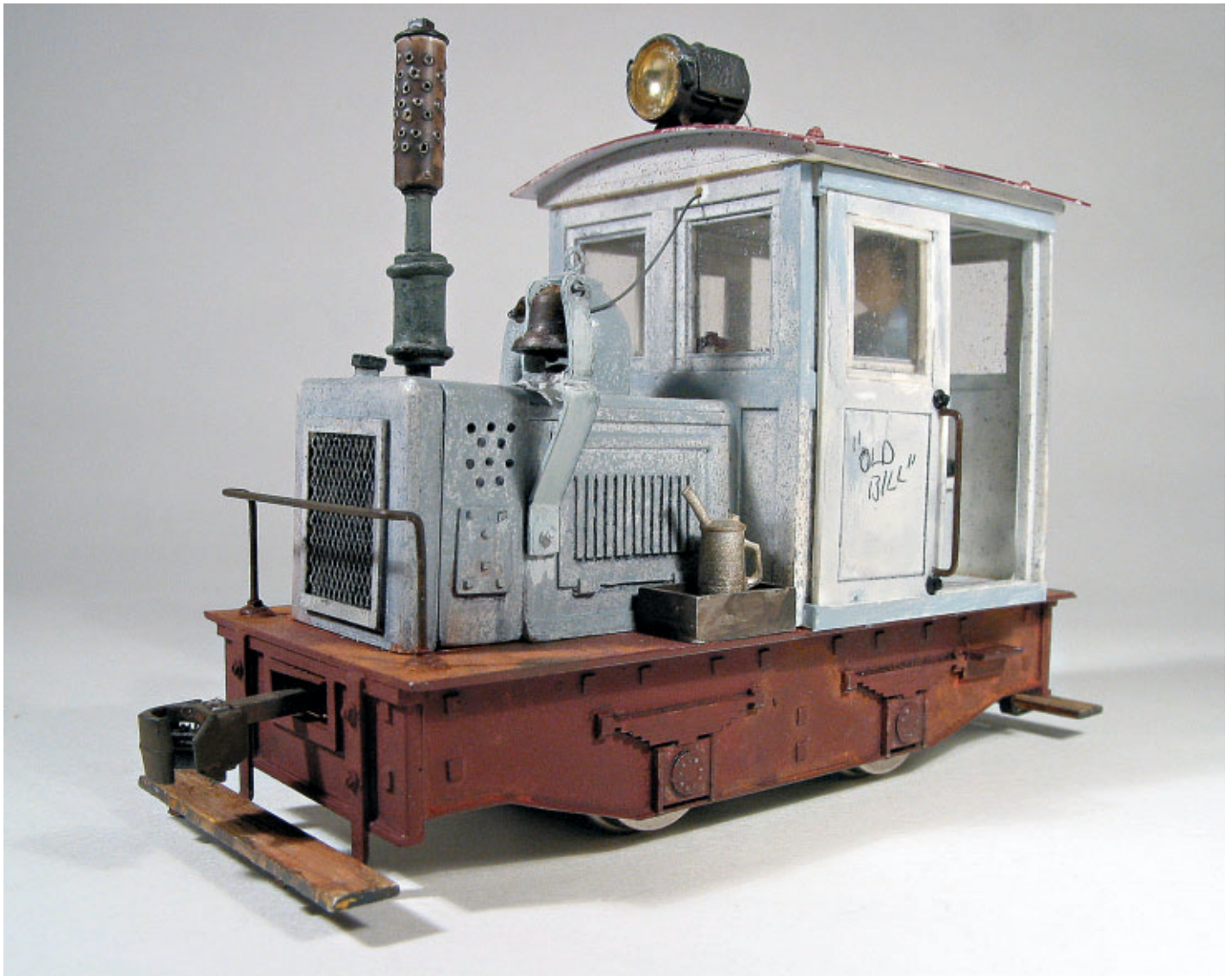
1923 DAVENPORT CATALOG COURTESY OF RICHARD MAY.

many hobbyists prefer that design.

The following pages will show a few modified Bachmann Davenports and a couple of freelance "critters". If you have customized a Bachmann model, please send us an image or two.

**Right.** Bruce Dombey from Portage, Indiana writes, "More critter mania here in the Indiana dunes." His latest locomotive modification is of a Bachmann On30 Davenport. **Below.** FINESCALE RAILROADER's Mac McCalla simply weathered his model of the same engine.





## CRITTERS LARGE AND SMALL

BY ALLEN K. LITTLEFIELD  
PHOTOS BY THE AUTHOR  
1:48 SCALE

ONLY A FEW years ago, if you modeled in On30 and wanted a small industrial locomotive, you could purchase a Grandt Line 5 ton Plymouth or modify an HO scale diesel. The choices certainly are greater today!

Dallas Mallerich, of Boulder Valley Models, has produced a line of fine cast resin kits and parts for the On30 industrial railroad crowd. His creations significantly have expanded the opportunities for freelance kitbashing. The



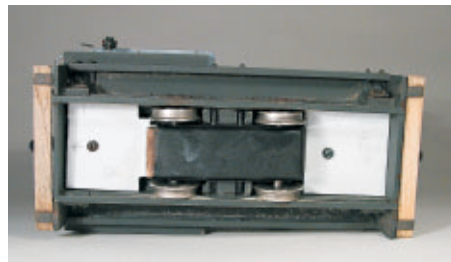
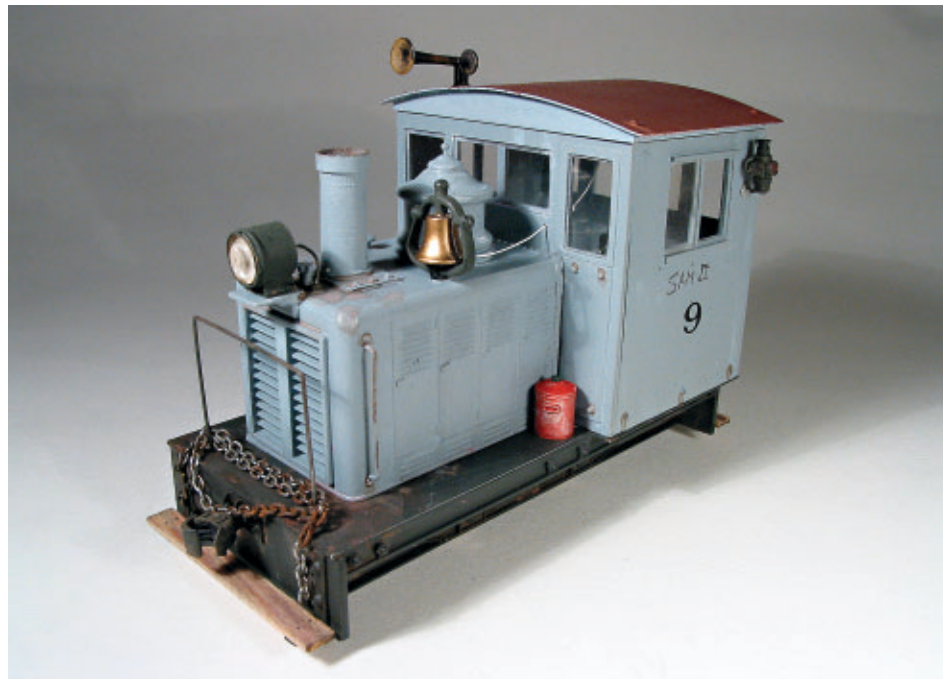
“Mighty Midget”, for example, utilizes a single power truck from an HO scale Bachmann 44 ton diesel. I built the model and customized it (I cannot leave anything stock) by extending the hood and adding a sand dome and some detail parts.

When it was complete, I realized it was possible to build a slightly larger critter from the same (albeit enlarged) chassis and power truck. I found the superstructure from an HO scale Athearn “Li'l Hustler” at the West Springfield Train show last year in one of those wonderful “junk boxes” everyone seems to have under his table.

I carefully cut away the hood from the floor and cab. I fitted a large BVM cab to the hood and mounted it on the larger floor and chassis. The cab roof is removable for interior detail work. S and O scale detail parts were the final touches. The photos illustrate my modifications and anyone with basic kitbash experience should be able to see how I built the model.

Sam Barbose, from northeast Pennsylvania, also has modified a Boulder Valley kit into a wonderful model. It is what inspired me in the first place. Sam’s model is on the BVM website among the Gallery photos along with work by a number of other fine modelers. I named my critter “SB-II” in Sam’s honor.

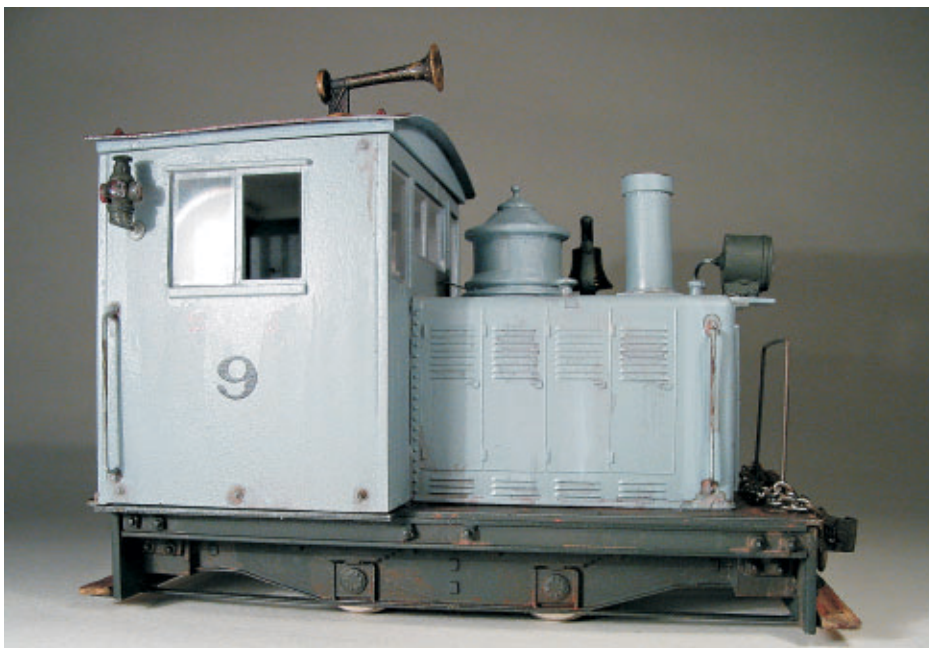
With Bachmann’s new On30

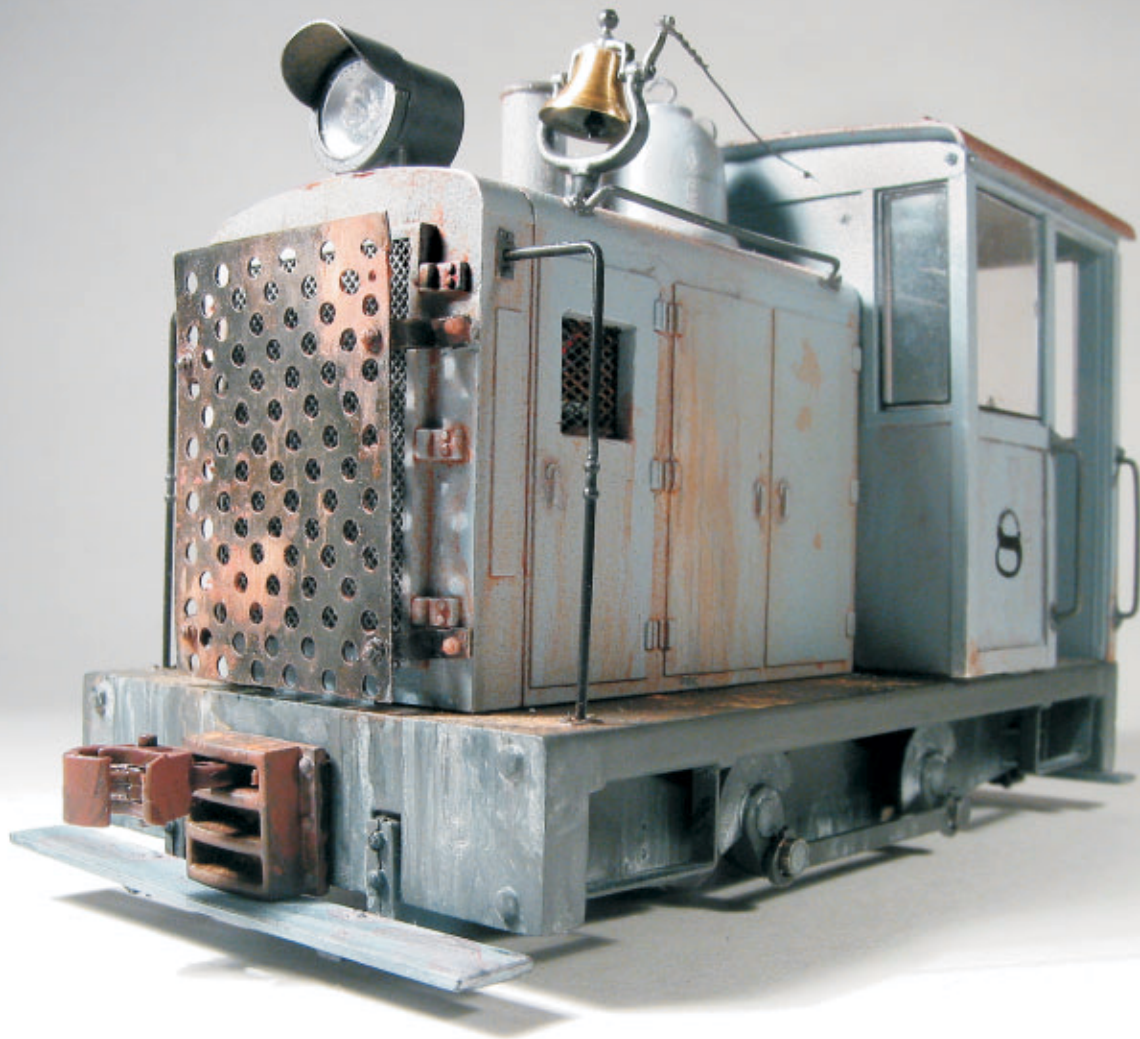


critter, the BVM options, and an HO scale Model Power switcher that easily modifies to On30, the O scale industrialist can build quite a roster.



The photos on this page show a modified HO scale “Li'l Hustler” superstructure on the same chassis as the model on the opposite page.





# MODIFY THE DAVENPORT

BY ALLEN K. LITTLEFIELD  
PHOTOS BY THE AUTHOR  
1:48 SCALE

**B**ACHMANN'S ON30 DAVENPORT "Critter", an 0-4-0 side rod gas mechanical diesel locomotive, seems to replicate a 10 ton switcher Davenport exported to Puerto Rico for the Carmen Centrale, Vega Alta. I gleaned the information from *Critters, Volume 2* by James S. Eakin.

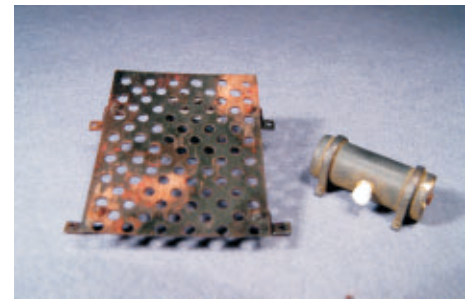
Since the undecorated example I bought has a distinctly bland appearance, I somehow had to make it my own. It certainly needed a sand dome as all my other critters have them so I added a Grandt Line 8 ton Porter dome. Any number of large HO or S scale sand domes would work as well. I also built up a perforated grill guard from thin styrene and made retaining brackets from strap brass. I weathered the assembly before installing it on the model.

Next came a small auxiliary gas tank I cobbled up from my centuries old collection of detail odds and ends. I hung

the tank from the back wall of the cab. I replaced the headlight with one from my Bachmann On30 Shay since it has the same two contact prongs as the one on the critter. Besides, I like the visor. The bell also is a Grandt Line product with a fine wire ringer rope.

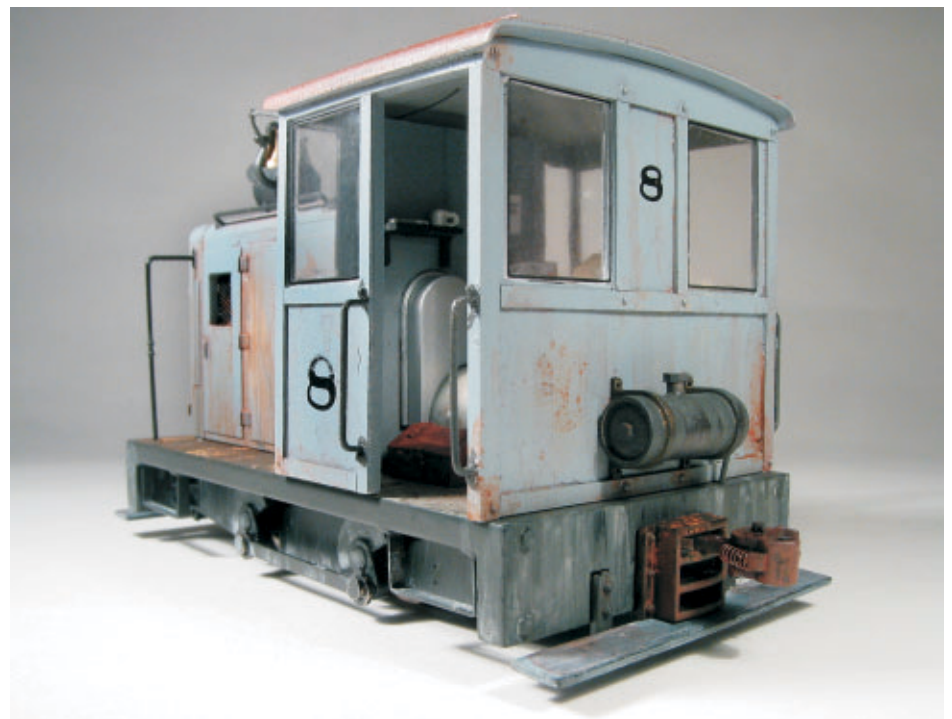
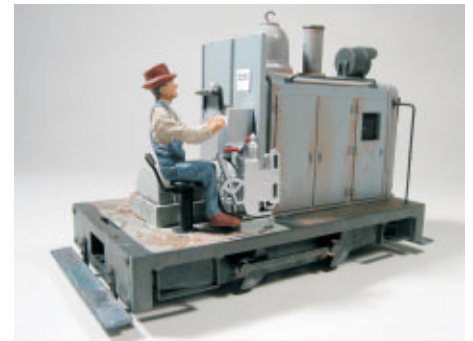
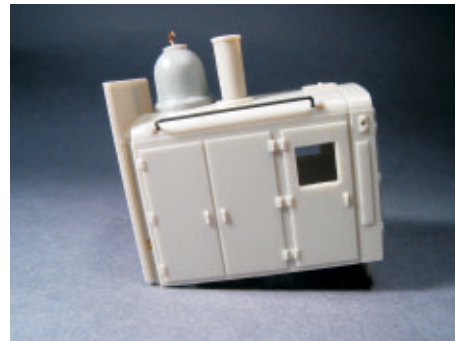
I opened two vents on the hood and added screening to the first access doors on either side. I also added handrails along the upper edge of the hood and grab irons to the cab after outlining the cab with thin styrene strips. That helped to reinforce the area around the rear cab wall so my carefully drilled holes would accept nut-bolt-washer details and 0.020-inch diameter wire.

The cab comes with wonderful details including a nice swivel chair, a panel with gauges, and a brake control pod. I added a shelf with a coffee cup, an open end wrench, a bulletin on the firewall, a toolbox on the floor, and a horn



on the roof.

I painted my model with Dove Gray primer from spray can; the roof is Boxcar Red. I placed only one toolbox on the right side running board and was conservative with the clutter we often see festooning critter models, preferring to let the weathering become the focal point. I think I the little wrench now better represents my railroad's personality and fits well with my four other critters.









# INDUSTRIAL SIZE CABOOSES

LARGE SCALE AND SMALL



## A FOUR WHEEL MINING CABOOSE

BY RICHARD SCHMITT  
PHOTOS BY GARY NICHOLS  
1:20.3 SCALE

SEVERAL YEARS AGO, FINESCALE RAILROADER had photographs of a handsome little 1:20.3 scale tool car by Gary Watkins, the owner of Sierra Valley Enterprises. It was the prototype for a new model in his line of Munger Mining rolling stock and seemed to be just what I wanted for the caboose on my own Eureka Mining Company industrial line. I sketched out plans from the photos of Gary's model and scratchbuilt my own 1:20.3 scale version. I fabricated my model prima-



rily from distressed basswood along with some brass rod and strip, a collection of Ozark Miniatures detail parts, and Kadee® couplers I modified to fit link-and-pin drawheads.

I constructed the caboose board by board including the underframe, cabin walls, sliding side doors, and personnel door. I installed a complete handbrake system under the car. I also scratchbuilt such details as a padlock, handrails, crowbar, and roof vent. The figure is from SLM.

I stained the exterior boards with a



mixture of Floquil Cherrywood and Red Oak stains. The interior is Cherrywood alone. I covered the scribed wood roof

with cloth tape, painted it Floquil Engine Black, then applied washes of Roof Brown and Weathered Black. I

weathered the exterior with the same washes and with my own rust colored paint mix. The lettering is dry transfer.

## LOGGING CABOOSE 02

BY JERRY SHEEHAN  
PHOTOS BY THE AUTHOR  
1:22.5 SCALE



**T**HE STARTING POINT for my 1:22.5 scale logging caboose was an LGB work shed car. I suppose, if my crew were of modest height or if they were to stoop, the model could qualify as 1:20.3 scale but that might be giving it undue credit.

Construction mostly involved adding details but did require a little initial modification: I moved the closed end of the cabin forward, flush with the end of the underframe and sheathed the door on the opposite end with wooden coffee stir sticks. I removed the existing door steps along with every other rivet from the corner braces. Then I detailed the deck boards by scribing in separations, grain, and chips; similarly distressed the side and end sills; and installed a full cabin interior.

The model's scratchbuilt exterior assemblies include brake rigging and coupler cut levers. Interior scratchbuilt details consist of window seat boxes, a conductor's desk, a water barrel and rack, a coal box (with real coal), and a 55 gallon drum stove and flue.

Here is a list of the commercial detail parts on the model:

- USA Trains couplers modified to mate with link-and-pin couplers
- Ozark Miniatures
  - Grab irons (including straightened grabs for the door ends)
  - Re-rail frogs
  - Chain binder
  - Door knobs
  - Crescent wrench
- Trackside Details corner steps
- Precision Scale Company
  - brakestaff bracket
- Russ Simpson brake staff ratchet
- Ryan Equipment Company brake beams and brakeshoes
- Dean Lowe metal wheelsets
- Model Shipways chain and hooks
- Little Railways worn broom
- Bachmann figures
- Miscellaneous dollhouse items:
  - Coffee pot and cups
  - Kerosene wall lamp
  - Spittoon
  - Marilyn Monroe calendar and pinup pictures
  - Chair

I finished the model with a variety of spray paints and washes. The cabin exterior has a base coat of gray auto primer with red and black washes. The

cabin interior has a coat of light green acrylic. The deck is gray auto primer with a wash of dilute India ink. The side and end sills have a coat of gray auto primer with a wash of dilute

brown ink. I sprayed the underframe and wheelsets with Krylon® Ruddy Brown primer. The roof is tissue paper I brush painted flat black to represent tar paper.





# MODIFY A BACHMANN CABOOSE

BY JIM ELLIS  
PHOTOS BY THE AUTHOR  
1:48 SCALE

I LIKE CABOOSES. When I was young, my father used to take me along when he ran errands in town. The Southern Pacific

mainline was near our house and, when a passing train caused us to stop at the railroad crossing, my dad always hailed the arrival of the caboose. I grew

up thinking there must be something special about that unique last car. Later, when I obtained a driver's license, I finally realized the real reason my dad was always so happy to see the caboose pass by.

While the overall appearance of Bachmann's stock On30 caboose never really appealed to me, it did seem to have great kitbash potential. I needed at least two cabooses for my Cascade Creek mining railroad so I bought a couple of Bachmann models and decided to alter their appearance. I wanted both an "ordinary" and a "drover's" caboose, the latter to haul a few passengers and some baggage or freight. I decided to build the drover's version first.

I began by disassembling the model into four subassemblies: Roof, body, interior, and frame. The frame seemed to be the easiest to modify so that is where I started work. I used diagonal pliers to cut down the HO scale

