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Available Summer 2005



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FINESCALE RAILROADER

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ON THE COVER

WE NEVER BOTHERED to count, but this issue's Critter Challenge seems to have received entries from about eighty modelers. Preeminent critter guru, Tom Yorke, himself entered half a dozen locomotives and his photo of a mostly scratchbuilt Gn15 Plymouth earned a place on our cover. See another view of it and about 160 other photos beginning on page 36.

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When we try to determine a color from old photos, we cannot be certain what film the photographer used.

I also have questions about a reefer in Leadville Mal says he examined in the early 1960s. The details and paint layers he describes may have been from a different car. I have a copy of a letter from Russ Coleman to Bob Brown of the *Gazette*. It relates how, as a high school student (in the 1940s I think), Russ scraped the paint on what seems to be the reefer in question and found red, yellow, and white paint in that order. Some paint probably remained on the car in the early '60s so Mal may have been able scrape it down a layer or two. But it is possible Mal was looking at a different car than Russ. John Robinson told me a few weeks ago that, by the early 1970s, no paint remained on the car Russ Coleman examined.

The general feeling is the South Park's Tiffany reefers were either white or yellow. Recently there has been talk about pale green Tiffany reefers on the Lehigh Valley in the 1890s and suggestions the South Park cars were the same color. On the other hand, how do we know the South Park were not pale gray? After all, that is the "color" evident in black-and-white photos. In other words, none of us really knows the color and, until we find written documentation stating the colors of Tiffany reefers, waycars, and harp stand targets, it seems pointless to debate it.

My thanks to Garrie Tufford for information about film types.

Derrell Poole
Denver, CO

I have just read the 2005 *NARROW GAUGE ANNUAL* and Derrell Poole's remarks about Mallory Ferrell's article, *The Colors Of The South Park*. Along with model trains, I enjoy Civil War reenacting and, through it, met Rob Gibson of Gettysburg, Pennsylvania, one of the foremost authorities on the old photo processes. He runs the only *circa* 1860 photo studio I know of. Among his credits are still photos for such movies as *Gettysburg*, *Gods and Generals*, and *Cold Mountain*; he has been a technical advisor on many others.

The pre-1920 *dry plate* film was

orthochromatic and Mallory's remarks about that film are valid. The old *wet plate* process was and is entirely different and far less predictable. Wet plates were monochromatic and very blue sensitive. Rob showed me a wet plate still life of apples and lemons. The reds are very light and the light yellow lemons appear almost black. You could not take wet plate photos with yellow tinted light.

George W. Rappelyea
Via the Internet

BILLMEYER & SMALL(S)

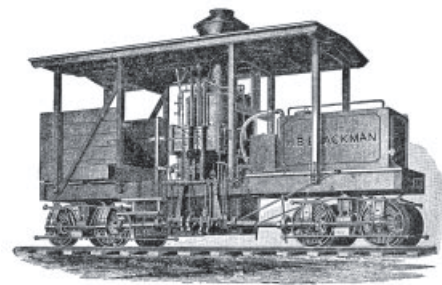
For years, some of us have been debating whether the correct name for the Pennsylvania rolling stock manufacturer was Billmeyer & Small or Billmeyer & Smalls. The name seems to appear in print interchangeably. I think the accompanying advertisements finally answer the question: Billmeyer & Small became Billmeyer & Smalls and again became Billmeyer & Small.



Tony "Mr. 1:20" Ferraro
LITTLE RAILWAYS
Williamsport, PA

THE DECEMBER ISSUE

The December 2004 issue refers twice to Shay c/n 60, the *H.B. Blackman*, but lacks a photo. Fortunately I have one and have enclosed it.



Mal Ferrell
Peachtree City, GA

I want to tell you how much I have enjoyed the December issue. What really pleases me are the construction articles, James McDaniel's large scale caboose, and Bert Horner's Class A Climax. And I am very interested in Barry Bogs' D&SL 2-6-6-0 loco (in *Letters*). I have watched his projects over the years; he scratchbuilt 1:22.5 scale K-class locos years ago and again is at the head of the class with 1:22.5 standard gauge. Please *beg* him to do an article on the loco. It really should be the subject of a feature.

George Konrad
Beaumont, CA

Did you read that, Barry?—Uncle Russ

CARDSTOCK

Please do an article about cardstock modeling, what software you use, and how we can create such great coloring. I have access to Adobe Photoshop and model in large scale on a two foot wide, eye level, shelf and would love to create some flats to place against the wall.

The December 2004 is my favorite in many years because of its how-to articles. Don Acton's tip on setting a table saw blade for stripwood is priceless. Let's have more issues like that.

Jack Winegar
Homer Glen, IL

I want to express my interest in your cardstock modeling and in any article that you write on the subject.

I'll do some experimenting myself. I already have used my printer a few

times to produce signs and graphics. However most inkjet printer colors are not waterproof—a problem when making decals or using the output for modeling in general. Finally, colors fade over time although the newer pigment based inks can hold up pretty well. I'm interested to hear what your approach is and what printer you use.

I always enjoy the arrival of a new FINESCALE RAILROADER. I like your pictures and layout a lot. What a relief when compared to the childish work of some other magazines.

Jan Kok
Eindhoven, Netherlands

I just received the December 2004 FINESCALE RAILROADER, read your editorial about cardstock, and all I can say is, "Wow!!" I would love to learn more. It is amazing how combining an old technique with new technology can produce something fantastic. Once I saw an On30 boxcar whose builder used an inkjet printout for the interior walls. If he had not told me I never would have guessed. I would be very interested to learn more about how to create and print the artwork. I keep look-ing at the picture in the magazine and I am amazed. Thanks for showing us.

Alan Carroll
Andover, MA

Yes, please more articles on cardstock modeling techniques.

Spencer Gilmer
Via the Internet

The response to my cardstock mockup has been more enthusiastic than I anticipated. I will write an article for the December 2005 issue covering basic Strathmore construction and staining techniques. Creating computer artwork would be far too complicated and frustrating for most readers; you have to be proficient with Adobe Photoshop and meticulous about the colors you print. I also hesitate to divulge any computer technique that might adversely affect the business of my friend George Taylor, the owner of Paper Creek Model Works and

originator of the concept.

My own inkjet printer is a three or four year old Epson Stylus Photo. I print on Epson Heavy Matte photo paper. That combination has a thirty year life expectancy under "average" conditions—minimal exposure to direct sunlight and fluorescent light—before noticeable fading or deterioration occurs. Newer printers use more durable inks with a life expectancy of one hundred years or more.—Uncle Russ

1:22.5 SCALE K-36

Kiss Models of Germany produces highly detailed European locomotives for daily use outdoors and wants to offer their first American prototype model, a 1:22.5 scale Denver & Rio Grande K-36. But the company needs preorders before beginning production. The model would include Kadee® large scale couplers, two motors if necessary, and be able to pull 16 cars up a 4-percent grade. The price should be below 3000 Euro. See more on the Internet at <http://www.kiss-modellbahnen.de/index.php?language=de>.

If Kiss fails to get enough preorders we all will miss this wonderful engine. Please order a model if you want one.

Heinz Daeppen
US G-Scale Friends in Switzerland

THE PHOTOS SECTION

Attached are photos of a Bachman On30 Climax I recently detailed and weathered. I detailed it for two days, ran it for a day, then finished weathering it. The engines run beautifully and silently. Enjoy and eat your heart out.



The other photos of On30 models include a new passenger car and





caboose I bashed from Chivers kits, scenes from the layout I have been building, my weathered Broadway Limited C-16 and Bachmann Davenport gas mechanical, a scratchbuilt gondola and bobber caboose, and my Bachmann Porter and ore car.

Mac McCalla
Huntington Beach, CA

Here are two On30 models I recently completed—a snowplow and pickle car. Fun.



Dave Powell
Algona, IA

Attached are pictures of the newest member of the On20 Sandy Point Narrow Gauge Railroad's passenger roster. Railbus Number 4 resembles two foot gauge Sandy River & Rangeley Lakes Railbus Number 4. After the chief mechanic completes a headlight and some other details, it will be off to the paint shop and into service.



Alan Carroll
Andover, MA

I spent three weeks building a New Zealand K class Rogers 2-4-2. Much of the chassis comes from Hartland Locomotive Works parts; the superstructure is scratchbuilt. The color scheme is as close as we can figure for an 1877 Rogers (even the cab is painted—normal for 1877): plum with polished wood interior and external panels.



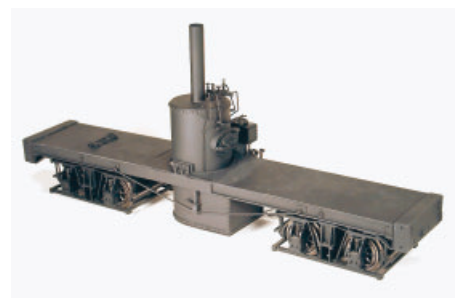
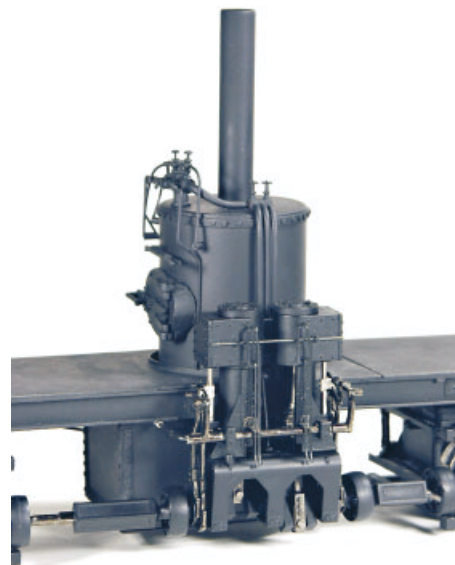
Rogers, in Patterson, New Jersey, built eight such engines for the New Zealand Railways and they ran until the late 1920s. Somebody discovered one in a muddy river in the 1970s, completely rebuilt it, and returned it to working order. In the 1980s a second

such loco underwent complete restoration. I saw both last year.

Dave Fletcher
Australia

At Christmas, I was the new motorman for the River Rail Streetcar system in Little Rock; check out the accompanying photo.

My friend Norm Andersen is building a two cylinder, "covered roof" Shay for me. I took a few snapshots and will try to convince him to write a construction article.



Bruce Stockbridge
Little Rock, AR

I have added a new Shay locomotive to my roster. Don Niday built it. He does nice work, eh?



Rich Schiffman
Houston, TX

Here are some images of my finished Accucraft K-28 and a modified and weathered AMS stock car. Maybe now I can complete my indoor layout.



Ron Howard
Via the Internet

It snows a lot here in Austria but the 1:20.3 scale trains try to run anyway. The captions for my photos are: "Should we tell Mary you'll be late for dinner?" and "C'mon, fellas, lend a hand; we gotta find that rotary. I know it's in there somewhere!"

My friend Manfred Neuraüter from Ludesch, the village next to mine, models in N scale. His specialty is scenery and he is good. Even foreign



museums have asked him to create scenery for them. I hope the photos of his N scale layout make it clear why.

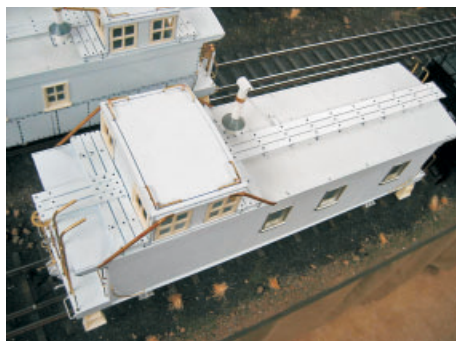
Bert Horner
Thuringerberg, Austria

Here are photos of a 1:20.3 scale Accucraft Rio Grande C-21 I weathered for a friend.



Richard Schmitt
Brandon, FL

The latest from the Bogs Locomotive Works shop are a couple of 1:22.5 scale cabooses to run with my two standard gauge engines. Fabricating them was as intense as building an engine! The composite caboose has as



many rivets as a K-27 tender. It took three hours just to cut and install all the glass. I had forgotten how much work a caboose can be, much less two.

I also have finished work on a 42 foot general service gondola. The photos show two examples of finished cars.

Barry Bogs
Houston, TX

Mac McCalla shot photos of my 1:20.3 scale Accucraft *San Juan* passenger train on the Del Oro Pacific modular layout. I think Accucraft did an exceptional job on the brass models.



Dean Lowe
LaVerne, CA

An acquaintance, Todd Hunter, sent me a pair of photos and the following note: "What is probably the only two foot gauge Lima Shay in existence in North America was under steam this past weekend. The owner, Doug Kuntz, lives on 35 acres of

wooded mountain land near Bradford, Pennsylvania.

"As he tells the story, it is amazing that this little engine even exists. Lima built it in 1921 for a clay pit in Arkansas. It was abandoned three different times. Doug purchased it in Colorado and runs it on a switchback with a 5-percent grade."



Tony "Mr. 1:20" Ferraro
Williamsport, PA

The accompanying photos show the first test setup of my new 1:20.3 scale modules. The tabletop Christmas trees, from Michael's Arts and Crafts, range from 28 to 65 inches tall, a little over a hundred scale feet. Richard Schmitt (under my supervision and tutelage) built the three module curved trestle with bents from my patterns. It was necessary to deviate slightly from prototype practice to fit the space but the illusion is pretty good. The tallest



bents measure 28½ inches to the top of the rail. We'll add scenery next.



Frank Palmer
Hudson, FL

I built a tiny On30 coach from styrene, sprayed it a warm wood toned gray, then applied about ten washes of Apple Barrel Barn Red. (I never did get what I wanted.) I painted the hardware a little darker, hoping to suggest the wood had faded.

The truck finish is simple: Spray the assembly with a dark rust color (Roof Brown or Rail Brown and Rust)

and let it cure. Dry brush with a mixture of Graphite and Gunmetal by dipping the brush in the cap of each color, then wiping off most on a towel. Finish by very lightly dry brushing with Old Silver to pick up the highlights.

The model has eighteen windows, plus those in the doors; that adds up to a lot of microscope slide glass. The coach rolls on a modified Bachmann passenger truck. The plans are by Tom Yorke.



Jerry Lawrence
San Juan Capistrano, CA

I had a little fun with a photo from March LOGGING, MINING & INDUS-

TRIAL ANNUAL, a forest scene, and a self portrait.



Allan Cramer
Manitowoc, WI

My D&SNG boxcar is a 1:20.3 scale AMS model my son Andrew repainted. I designed the decals, Stan Cedarleaf printed them, and I weathered the car. The photo shows the model on part of a very large scratchbuilt trestle.

Tim Knies
Lockbourne, OH





ON30 CLIMAX

Bachmann Industries, Inc., 1400 East Erie Avenue, Philadelphia, PA 19124 (www.bachmanntrains.com) has released a remarkable ready-to-run Spectrum® On30 28 ton Climax. It is every bit the equal of their On30 two cylinder Shay and comparable in every respect (except price) to many brass imports.

The Climax is DCC and sound ready and comes in a choice of three cab styles (a one or two panel wood design as well as metal). Each model includes metal and resin castings to represent either a wood, coal, or oil fired locomotive; a center gearbox distributing power to each truck; an oil headlight or an electric headlight with generator and air pump, each appropriate to the cab style; and a die cast metal frame, cab, and boiler.

The model also features delicately authentic engineering plastic cab steps, a fine screen spark arrestor for

the stack, and a siphon hose to drape over the hooks around the tender. If you prefer link-and-pin couplers, something other than the stock EZ-Mate® magnetic knuckles, or want to



raise the coupler height, simply remove the drawhead pin and make your alteration.

The accurate bell, whistle, pop valve, and other accessory castings are

unique to the Climax. The cab windows slide open and shut. The engraved builder's plate is authentic and its fine lettering legible. The assembly and finish of our sample are excellent.

I extensively tested the operation of not only our sample but two others and have compared notes with a few Climax owners. Our consensus is the models perform outstandingly. The Climax can glide along at very slow switching speeds and, at full throttle, still travel at a reasonable pace. At normal speeds, the mechanism is surprisingly quiet. Operation at all speeds is very smooth and solid. Our sample exhibits neither "rock-n'-roll" nor surging on any appropriate grade.

The Climax is a handsome model



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.