





them far enough apart to convey the impression of the Colorado high country. The old gravel now represents smaller rocks on the hills and some flat areas. And, as with anything outdoors, weeds are an ongoing annoyance and a chore to remove.

My layout still has only one trestle but I had to rebuilt it, a time consuming job. Phil Ronfor's booklet on the Rio Grande Southern has a photo of a trestle with rare concrete footings. I copied them in miniature to prevent rotting on my

photos in books. Then I kitbashed seventeen LGB stock cars; they ride on my own trucks. The axles have ball bearings and most visible components of the brake system. Most recently, I transformed half a dozen LGB boxcars into Rio Grande work cars.

I now am able to run my "dream train". I found it in a Sundance book about Marshall Pass. It consists of a K-36, fourteen stock cars, two more K-36 locomotives, another seventeen stock cars, a fourth K-36, and a caboose. The consist operates smoothly and without derailment at scale speeds in either direction over my layout's thirteen turnouts.

Speaking of turnouts, I improved reliability by building an open channel under the manual push-pull mechanism. That allows me to use a vacuum cleaner to remove dust, gravel, and other debris often interfering with the operation of the points.

If you operate any model railroad, whether indoors or out, you repeatedly find yourself having to improve its appearance, often in areas you failed to anticipate. I have changed the appearance and landscape of my layout by replacing the coarser gravel ballast with crusher fines, building new rockwork, and planting new trees, grass, and foliage to represent meadows. The trees' appearance still is unsatisfactory. Maybe, when they are taller, pruning will improve their realism. I did space

own trestle along with various other repairs.

In the future, it will be necessary to improve or replace the original freight cars; they must meet the higher standards of the newer rolling stock. And, in most cases, I will try to improve the appearance of the existing Kadee® couplers. I still want to complete a scratchbuilt model of K-28 Number 476 and build coaches and baggage cars for a *San Juan* passenger train. The coaling trestle and some structures at Sargents are missing. And, someday, I want to expand the mainline.

My emphasis has been portraying the Marshall Pass line as accurately as possible both in appearance and operation in spite of the necessary compromises facing nearly all modelers. In my case, modeling outdoors creates unique obstacles. Even so, I find my layout one of the most satisfying of occupations.







FIRST PLACE



THE FINESCALE RAILROADER CRITTER CHALLENGE A PHOTOS SPECIAL

If anybody deserves the title “Critter King”, he probably would be the notoriously creative, benignly peculiar, and incongruously artistic **Tom Yorke**, of late from Dunwoody, Georgia. He has built and drawn more small gas mechanical locomotives than most of us can remember but each of the Gn15 models here is new.

Below left is an 0-4-0 logging engine Tom completely scratchbuilt except for the On30 Bachmann streetcar mechanism it rides on.

The green 2½ ton Brookville, **bottom left**, takes its power from a Black Beetle; its radiator, engine, transmission, and cowling from an AMT 1929 Ford; and everything else from Tom’s scratchbuilt patterns.

The two little Plymouths’ superstructures, **above**, fit over HO scale Model Power Plymouth chassis. They are completely scratchbuilt from Tom’s dented, scratched, and battered patterns.

Bottom right is a tiny *Smalspoorlok* Tom built over an On30 Bachmann Davenport mechanism. Tom fashioned a new open cab, hood doors, and exhaust stack.

Finally, the *Gnute*, **below right**, consists of scratchbuilt patterns and hardware over a Fleischmann mechanism.

Tom has offered an article on the corrugated metal background structure. Should we accept?



SECOND PLACE



Some time ago, **Brad Smith**, from Franklin, Wisconsin, authored **FINESCALE RAILROADER's** long running photo series on industrial locomotives. He practices what he preaches:

Brad built a very accurate 1:8 scale, 7.5 inch gauge, 30 ton Plymouth following Narragansett Pier Railroad Number 30. He created patterns and cast 29 brass and aluminum parts himself. He relied on a commercial foundry for the iron parts. Brad did all the machining and sheet metal work. The drive is gas-hydraulic with an industrial two-cycle engine and centrifugal clutch. The weight is a mere 250 pounds.

Brad also has modified a large scale Model Die Casting Li'l Hustler, **above right**, by extending its superstructure, machining a brass dome, and adding detail castings. The model is unfinished.



HONORABLE MENTION



The irrepressible **Bob Cage**, from Benton, Arkansas, welded, bolted, and otherwise cobbled together a 750 pound model of Plymouth's smallest circa 1930 production locomotive, the TL, from steel, plywood, brass, and a little plastic. Bob looked at a catalog illustration with a few dimensions, used modeler's license, and wound up with a half size locomotive operating on 12 inch gauge track (technically 4.8n30). The wheelbase is 18 inches and the driver diameter 8 inches. Bob points out the model still "needs a bell, horn, and headlight which the local hobby shop doesn't stock; and management must decide what color to paint it". The hand fabricated brakes operate; Bob bought the motors, gearboxes,

FINESCALE RAILROADER author **Ed Morris**, from Richmond, Virginia largely scratchbuilt a 1:20.3 scale eight ton Brookville BMD, "Except it has a 1936 John Deere industrial engine in place of the usual International



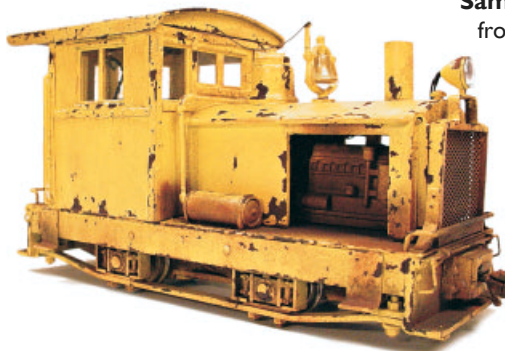
batteries, and electrical parts; he had a shop turn the wheels and punch the louvers.

Harvester engine. The model actually is a composite of two prototypes. The basic design follows the lines of the BMD on page 18 of Jay Reed's *Critters, Dinkys, & Centercabs* while the details are from a photo of an unidentified BMD I found on the Internet.

"The engine is from a 1:16 scale John Deere tractor. I replaced most cast-on detail with brass tube and rod. I scratchbuilt the rest of the model from styrene. Detail parts are from Ozark Miniatures and Precision Scale. The modified headlights and some interior cab detail are from a 1936 Ford model. The switcher runs on a Model Die Casting mechanism; I built new axles and installed Sierra Valley Enterprises scale metal wheelsets. Incidentally, the rail is O scale on hand cut wood ties."



HONORABLE MENTION

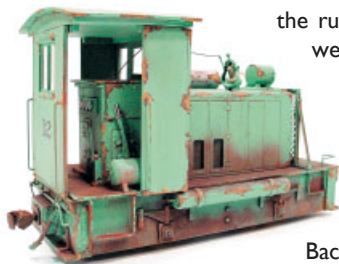


Sam Barbose, Jr., from Shavertown, PA modified the cab and frame from an inexpensive HO scale Model Power standard gauge Plymouth diesel to create an On30 gas mechanical. He built the deck and pilots from styrene, added strip brass bracing, simulated carriage bolts from the heads of craft pins and large scale detail castings, and created the alcove cab from several Boulder Valley Models castings.



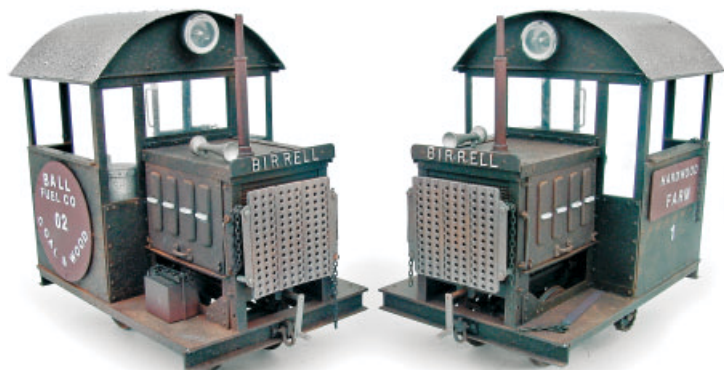
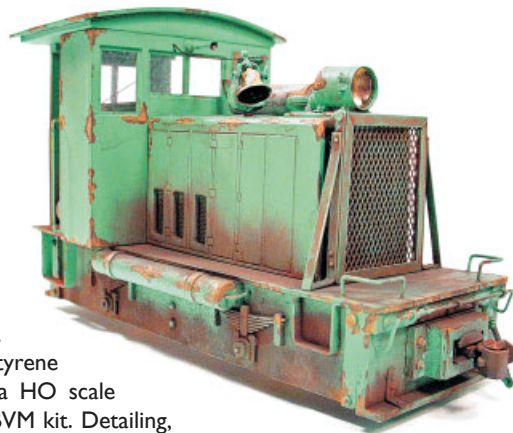
The hood and radiator are modified stock Model Power parts; the details on it are from the scrapbox and handmade. The model has DCC control with directional lighting. The finish results from a base coat of Rustoleum Ruddy Brown primer, a flat brown overspray, dabs of rubber

cement, and a color coat of Rustoleum Country Yellow. When the yellow had cured for an hour, Sam picked off the rubber cement with masking tape, applied additional weathering, and installed windshield glazing.

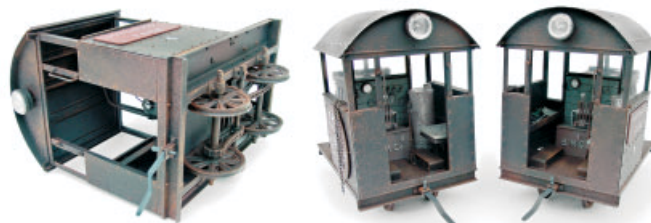


Sam's green 15 ton gas mechanical began as an inexpensive HO scale Model Power Hustler. He modified the frame, installed a new motor and gearing, scratchbuilt the pilots, sideframes, deck, cab floor, inside cab moldings, and exhaust from styrene and brass stock, then added the hood from a HO scale

Bachmann GE 70 ton locomotive. The cab is modified BVM kit. Detailing, painting, and weathering are similar to those of the Plymouth. Sam has written an article about both models; it will appear in a future issue.



Gordon Birrell, from Provo, Utah, built a pair of identical 3/4N2 critters from plans in the May/June and September/October 1995 *Narrow Gauge & Shortline Gazette*. Gordon writes, "Every part is represented in the models. I used wood channels for the mainframe and the rest is styrene angle, channel and sheet. Each loco has 400 rivet head castings and



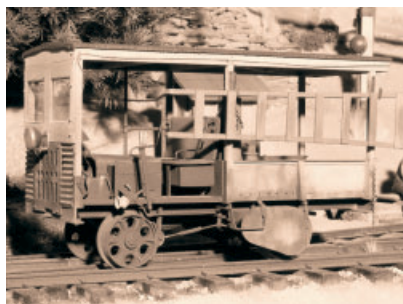
400 nut-bolt castings. The wheels are Ozark Miniatures 36 scale inch diameter pulley castings; I turned one flange off the pulleys to form the wheels. I used Grandt Line chain and different sizes of sprockets for the drive system. The horn, brakeshoes, wheel journals, grab irons, and door handles are from Ozark Miniatures.

The raised letters for the builder's plate over the radiator and on the engine guard in the cab are styrene. The windshield is clear plastic. I painted the models with Floquil colors from spray cans and added highlights with artist's pastel chalks. The dry transfer lettering is from Woodland Scenics. Grandt Line wing nuts hold the engine doors in place.

Bob Poli, from Campbell, California, scratchbuilt a very accurate 1:20.3 scale model of an early West Side Lumber Company speeder. Bob fabricated nearly

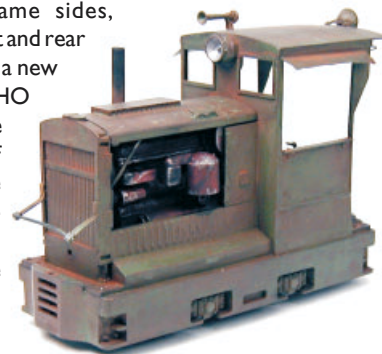


every piece of the model from styrene, brass, and wood, then produced the distinctive sepia tone photographs.

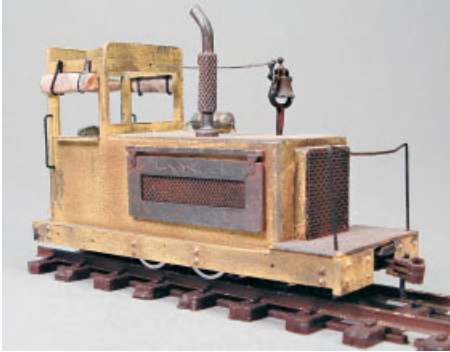
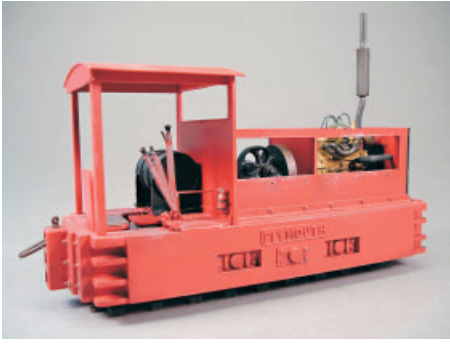


Marc Reusser, from Pasadena, California, modified an On30 Grandt Line 5 ton gas mechanical by removing and rebuilding the "stepped" portion above the frame sides, raising the front and rear pilots, fabricating a new radiator grill from an HO

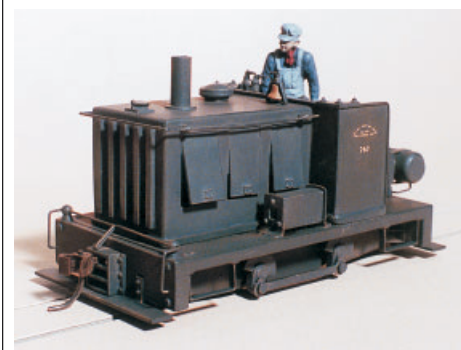
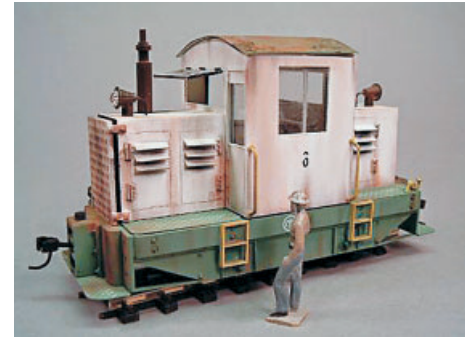
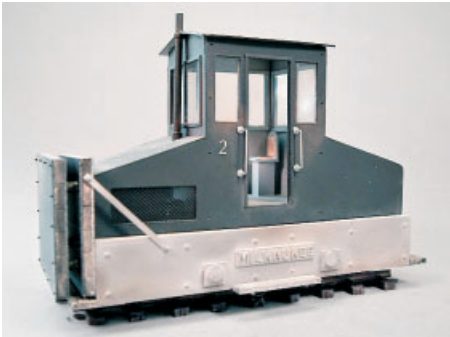
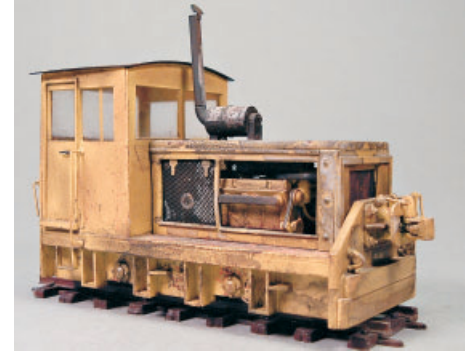
scale warehouse door and styrene channel, and enlarging the hood. All of that required very meticulous and time consuming work. Marc then scratchbuilt a cab from styrene and brass; added Grandt, PSC, and handmade details; mixed his own paints; and weathered the model with pastel chalks and washes.



HONORABLE MENTION

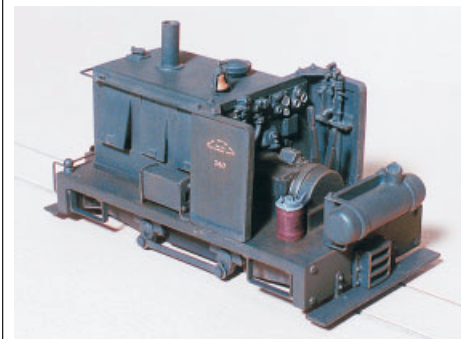


Tad Dowdy, from Grapevine, Texas, has scratchbuilt a number of impressive models, each from styrene and brass, Grandt Line and Ozark Miniatures castings, and "odds and ends from the junk box". The visible engines are from modified commercial 1:48, 1:35, and 1:25 scale car and truck models. The Plymouth and heavily weathered Berkley Machine Works 0-4-0 are 1:25 scale. The blue freelance model is 1:35 scale. The Milwaukee, Mack center cab, and both Brookvilles are On30. Excellent modeling.



Prolific **Bruce Dombey**, from Portage, Indiana writes, "After breaking in Bachmann's On30 Davenport, I replaced the body shell with a scratchbuilt styrene cabless superstructure and rear fuel tank (left). The gauges and brake stand are from Cal-Scale. Other parts came from local train shows and I scratchbuilt a few more. The finish is Polly Scale paint and pastel chalks."

The second model began as an HO scale SceneMaster power generator and a pair of HO gauge Kadee® wheelsets. Bruce continues, "I shaved off the pointed axle ends, modified the engine, scratchbuilt a lead filled frame, a fuel tank, a seat, and a firewall from styrene, then added some commercial detail parts. The mechanism is from an HO scale Bachmann cable car. The result is a 2½ ton critter similar to early Davenports and Brookvilles, just right for my little sand hauler here in the Indiana dunes."



HONORABLE MENTION



Jim's 7/8n2 Atlas "H" mine loco operates on 32mm gauge track. He joined a pair of LGB tipper cars and scratchbuilt the rest of the model from brass and styrene. The brass chassis has front wheel drive and push pin electrical pickups. The 12 scale inch wheelsets are from Sierra Valley Enterprises and the motor and gearbox from Northwest Shortline. Jim modified all engineers from Figures by Carlo resin castings.

The 7/8n2 Ruth Articulated mine loco, **bottom**, also has a modified Bachmann side tank Porter chassis but Jim rotated the motor to a vertical position and modified the rods. The rest of the scratchbuilt model is brass and styrene.

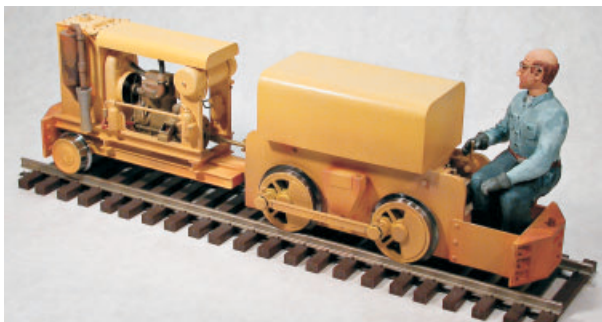


Jim Russell, from Columbus, Ohio, has built some real beauties. He scratchbuilt a 7/8n2 Atlas "H" mine loco, **top**, from brass, Sierra Valley Enterprises wheelsets, and push pin electric pick ups. It also has a modified Bachmann drive and weighs 3.5 pounds.

Jim's Ruth mine loco, **above**, is 7/8-inch scale and runs on 18 inch (32mm) gauge track. The chassis is milled brass; the wheelsets are from Sierra Valley Enterprises. Jim added crank pins to the wheels, then removed the flanges from the fly cranks. The side rods are a combination of machined and fabricated brass and the gearbox is a highly modified NWSL product. Jim built the rest from styrene and brass.

The 7/8n2 World War One Fairbanks Morse Speeder, **top center**, is all brass and rides on Sierra Valley Enterprises wheels. It has push pin electrical pickups and incorporates a modified Bachmann motor and gearbox.

Next is the 7/8n2 Homestake Mining Company's J.B. Haggin in its factory trim (no weather protection). Jim modified a Bachmann sidetank Porter, replaced the drivers with those from an out-of-production Bachmann 2-4-2, and modified the superstructure with styrene and brass.



Peter Todd, from Pittsford, New York, sent photos of three models, each approximately 1:22.5 scale.

Golden Hills Railway Number 2, **above**, combines the superstructure from an unpowered "load" from an LGB flatcar with the motor block from a Rail King speeder. It features automatic constant voltage to the headlight and switchman's lantern, a canvas roof, a lot of tools, and excellent weathering. Peter scratchbuilt the side dump ore car.

Number 03 began as an early Model Die Casting speeder. Peter replaced the motor and its mounting brackets, substituted wood pilots for the original cast-on front and rear footboards, fit additional weight inside the frame, built decking on each side, and added a styrene roof.

Railtruck Number 1, **bottom**, is a freelance model combining the motor block from a Bachmann handcar, a brass channel underframe, and a 1:24 scale die cast truck body from an unknown manufacturer. Peter scratchbuilt the front truck and pilot, created automatic constant voltage illumination for the headlights and rear lantern, scratchbuilt the wood stake bed, and added very tasteful clutter and weathering.



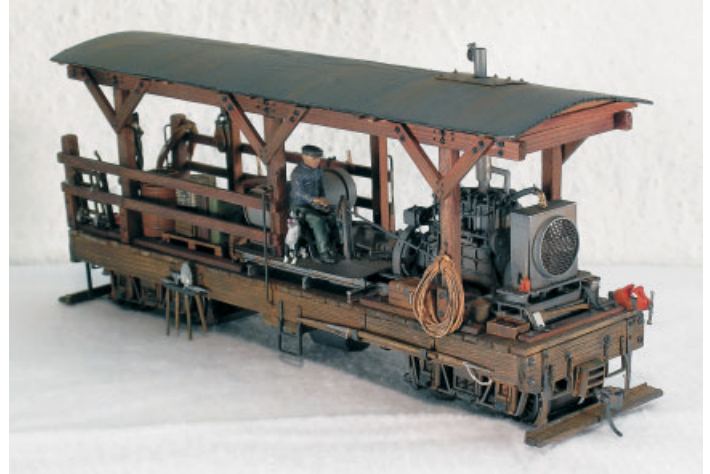
HONORABLE MENTION



Above. A visit to the quarries in Marble, Colorado inspired our talented friend from Hagen, Germany, **Andreas Becker**, to freelance something a shop crew might have created to haul marble between the quarry and a D&RGW interchange. The Gn15 model is 1:22.5 scale and runs on HO standard gauge track. Two Ford Model T motors supposedly power the loco; each has a separate fuel tank and gearbox, necessary for such heavy duty service.

The frame, motor, and mechanism are from an old Fleischmann HO scale model. Andreas cut an inch from the frame, then built up the superstructure from items from his scrapbox, a few Precision Scale and Ozark Miniatures castings, and the engine from a 1:18 scale Hubley Model T Ford. He fabricated a radiator from styrene and headlamps from copper plumbing parts. All sheet metal on the model is from an old printing plate. All wiring on the Model T engine, down to that of its battery and starter coil box, is as accurate as possible. The figure is from SLM. **Michael Olfisch** shot the photos.

Below. **Larry Winter**, from Portland, Oregon, writes about his unique On30 freelance critter, "Doesn't look like much but the dog sure likes it." The model consists of a pair of Climax trucks, an electric motor, the engine from Bill Roy's Holt tractor kit, and a scratchbuilt wood frame and superstructure. Larry drilled and pinned each joint, built the engine platform from strip brass, peppered it with nut-bolt-washer castings, loaded it with detail, and applied excellent weathering.



Don Gage, from Mission Viejo, California, has built no less than six large scale critters. **Above left:** A roughly 1:20.3 scale "Baldwinesque" industrial locomotive with a USA Trains drive. The hood is from the German manufacturer, Regner. The critter **above center** began as an LGB *Feldbahn* locomotive but now has a Baldwin industrial appearance. It, too, is approximately 1:20.3 scale. Don based his third 1:20.3 scale model, **below center**, on a set of plans from Russ Reinberg and photos in Plymouth catalog reprints. The 3.5 ton low overhead Plymouth gas mechanical, **above right**, combines a K-Line speeder mechanism with a scratchbuilt styrene, wood, and wire superstructure. Don's first Gn15 attempt, **below left**, was a modified Herb Deeks mining locomotive. His second Gn15 model, reminiscent of a rail riding lawn tractor from the 1930s, has a hood from Smokey Valley, Sidelines parts from Black Dog Mining Company, and a PFM "SPUD" mechanism. Winky was Brookeville's smallest locomotive: 1.5 tons and two foot gauge. Don exercised some license by building it in 1:24 scale, 15 inch gauge. Each of his models has fully detailed interiors and instruments.

