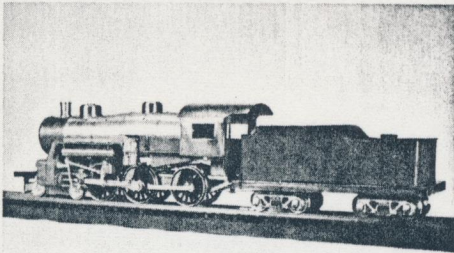


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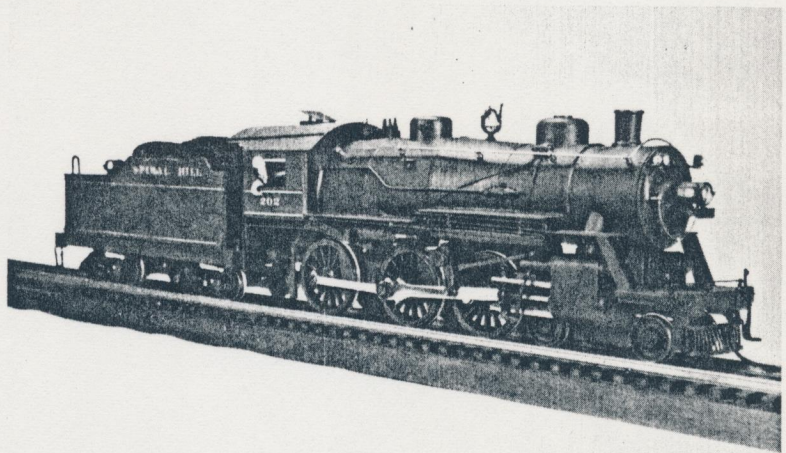
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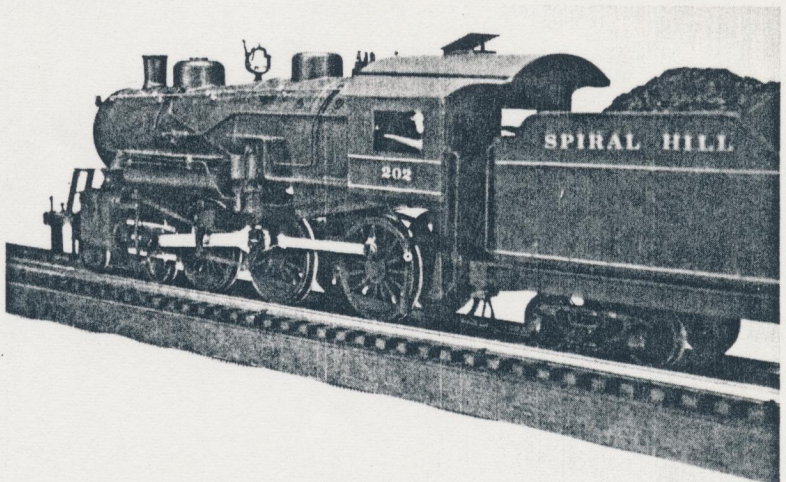
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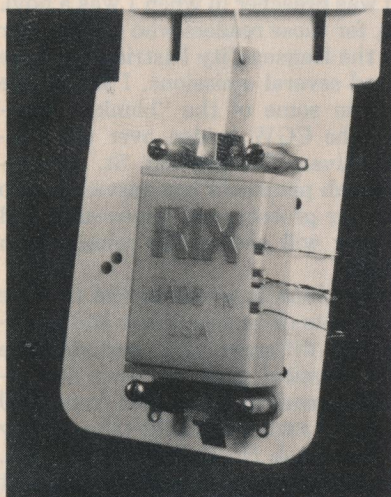
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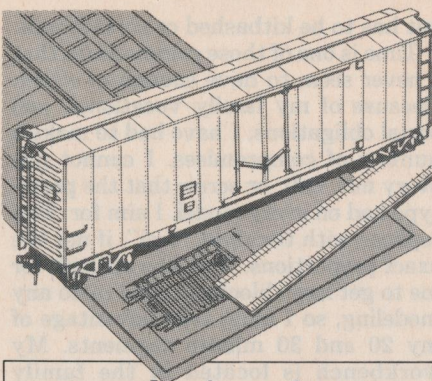
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Test Track..



product reviews

4-6-0 locomotive: S scale

Mfd. by American Scale Model Corporation, 10522 Foley Blvd., Minneapolis, MN 55433.

The 4-6-0 locomotive, commonly known as a Ten Wheeler, was born about 1850, only three years after the first permanently enclosed cabs were adopted, and over 17,000 of the wheel type were built between 1850 and 1935. It was a dual purpose locomotive, and by comparison, 6,800 Pacific and 1,900 Atlantic locomotives were built, so it was quite popular. It was used by just about every railroad in the country and was in service right up to the end of the steam era. It pulled the inaugural runs of some name trains and, as heavier power was required, was reassigned to branch and short line operation, and for suburban passenger runs and for mixed freight service. This is why American Scale Model Corp. (Nord) chose the Ten Wheeler for its first S scale locomotive.

The design of this locomotive follows no given prototype, but is the composite of many different types to adapt the wheel spacing and other features most common to locos used in Canada and the United States. Other factors were designed to make assembly as easy as possible and provide the ability to use a number of these parts in future

additional locomotives. It is supplied as a basic locomotive in kit form, so that lost wax castings can be added to construct whatever prototype the modeler chooses. It is also supplied r-t-r as a basic locomotive as shown in the accompanying photo. This is without piping, bell, headlight and other items, which vary according to prototype to keep the price at a minimum.

To aid assembly, 17 pages of printed step-by-step instructions, a few drawings, and a complete list of parts are supplied. Although sold as a kit, you will find that all of the difficult assemblies have been completed for you, leaving simple glue and moderate solder work.

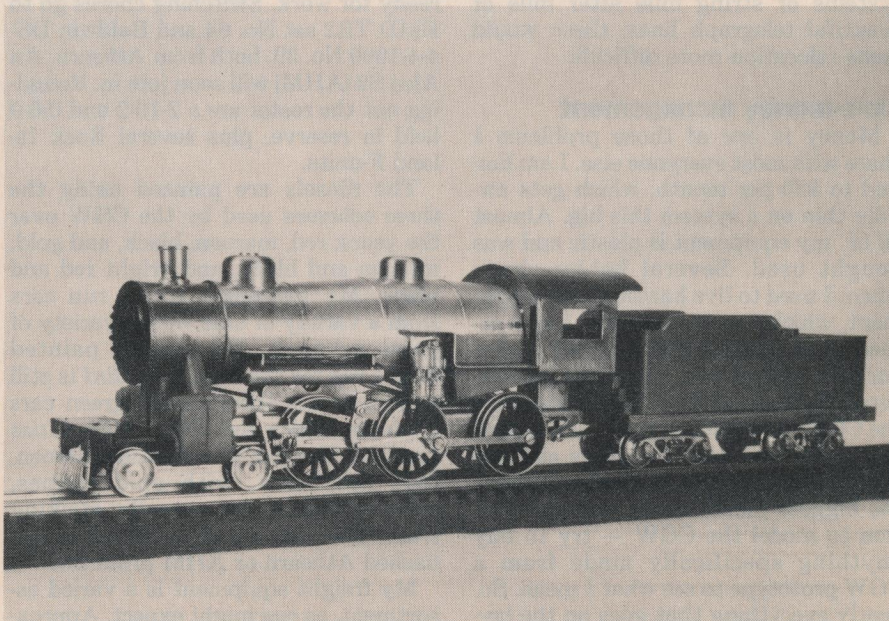
The locomotive consists of a turned brass boiler, complete with boiler bands, a riveted smokebox wrapper fastened in place, and all hand rail post holes predrilled. The boiler front is nicely-detailed molded plastic. The domes and stack are turned brass, contoured to fit the boiler. Brass diamond tread running boards are accurately precut to fit the sides of the boiler. A cross compound (SSL&S) air pump is mounted on a preformed brass bracket. Turned brass air tanks are also supplied.

The cab is thin brass, precut and soldered together with the exception of the roof. This is left off for easier epoxying to the boiler. (We found it could be soldered to the cab first, and it didn't hinder gluing the cab to the boiler.)

The firebox, cylinder block, and tender body are nicely detailed metal filled epoxy castings. The loco frame is fabricated from stamped brass which is formed into a channel. The wheel bearing slots are cut out, and the pilot deck extension, idler gear housing, motor mount support, and reverse link hanger are riveted in place on the frame. All holes are drilled and only simple assembly is left to the modeler. A channel-shaped brass bearing retainer plate is ready to fasten in place with screws.

The pilot deck is molded from plastic and the tubular type pilot is a beautiful SSL&S lost wax casting which is simply glued into the holes predrilled for it.

The drivers are made of injection molded ABS, which has considerable resilience, steel



impossible to move. But being a Methodist preacher, I have to be ready. The benchwork has been built in a semi-modular fashion and can be broken down into 20 sections. The towns and yards are mostly on their own units. When I moved to my present home in June, 1980, I played giant jigsaw puzzle, placing the modules from my former layout in various positions around the floor until I had them where I wanted them. I then connected them with benchwork, track and scenery. When I move to another house, I will do the same thing, either compressing or expanding the system to fit the available space. The modules are either bolted or clamped together, while the legs are nailed to the benchwork with the heads protruding for easy removal. I figure that I can dismantle the entire system in seven or eight hours, including all packing of rolling stock and structures.

My wiring is simple — six wires run from one end of the system to the other. Four of the wires carry d.c. power for the two throttles and two carry a.c. for switch machines and lights. The two power supplies each have a hand-held throttle with 30 feet of cable, as well as stationary controls at the panel at Kansas City Yard. To keep wiring as simple as possible for moving purposes, I decentralized actual control of the 25 power blocks from one large panel to eight local panels located at each of the main areas.

Scenery has also been built with moving in mind. The base is rugged, using Hydrocal® and several experimental plasters from a friend who works in research for U.S. Gypsum. Most detail work is removeable and can be salvaged. I cannot get into fancy signal systems or string mile after mile of beautiful telegraph lines; these would make relocation more difficult.

Time-money management

Money is one of those problems I share with most everyone else. I am limited to \$20 per month, which gets awfully thin on a system this big. Almost all of my equipment is plastic and was bought used. Several hobby shops where I used to live handled used equipment, which was a god-send. I also attend local NMRA division and region auctions when I can. I strip the models, detail them, repaint and letter them for the CGW or whatever road I am modeling. I also use used buildings and kitbash them to meet my needs. Perhaps the biggest money-saver was my decision to model the CGW — try to buy anything specifically made from a CGW prototype to see what I mean. So, nearly everything that goes on the lay-

out has to be kitbashed or scratchbuilt.

Time is one of those commodities that I never seem to have enough of either. Because of my family, vocational, and social obligations, I have had to make a number of compromises. I cannot put every nut, bolt, or screw that the prototype had on every model. I aim for close replicas with the right "feel", if not the exact proportions. It is also difficult for me to get large blocks of time to do any modeling, so I must take advantage of my 20 and 30 minute segments. My workbench is located in the family room, allowing me to spend time with my family and to model at the same time.

Roster and rolling stock

The CGW was basically an EMD railroad. While it did supplement its EMD stable with several Baldwin (ten) and Alco (eight) switchers, eight RS2's, a switcher built from an ancient McKeen car, and even a Baldwin-Westinghouse center-cab switcher, by and large the freight and passengers were moved with power from La Grange. My roster is ruled by 13 covered wagons (F3's, F5's and F7's) built from Globe, Athearn, Varney, Atlas, and Cox shells. Passengers are hauled by steam-generator equipped F7's No. 153 and 154, F3 105C (Varney), and FP7 116C (a reworked Atlas unit). The pool freights usually draw brand-new GP30 203 (Lionel), GP7 120, and a unit or two leased from the CB&Q by the MKT. Locals at Kansas City draw GP7 121 and an available F-unit, while the local at Blockton gets a Baldwin 2-8-0 (Bachmann). She is the only regularly assigned steamer on the property, and her days are numbered, as Alco RS2 No. 53 (AHM) is in the paint shop getting ready for work. Switching chores go to EMD TR2 set No. 64 and Baldwin DS-4-4-1000 No. 39, both from Athearn. An Alco S2 (AHM) will soon join in. Rounding out the roster are a 2-10-2 and 0-6-0 held in reserve, plus several Rock Island F-units.

The diesels are painted using the three schemes used by the CGW over the years: red, maroon, black, and gold; maroon and black; and bright red and black. My passenger trains run cars from a variety of eras with a variety of paint schemes. Equipment painted bright red for the 1924 *Red Bird* is still in use, as are the Pullman green cars from the 1930's and 1940's *Mills Cities Limited*. The post-dieselization maroon, red, and black, with gold stripes, scheme makes for a really striking train. The cars are all modified or kitbashed Athearn or AHM products.

My freight equipment is a varied assortment, as one might expect. Approx-

imately 40% of my revenue producers are lettered for the CGW. The rest are predominately Midwestern road names which interchanged with the CGW somewhere along its route. I especially like to model box cars from roads which vanished with the merger fever of the 1960's, or which are seldom modeled: Minneapolis & St. Louis; Chicago, Minneapolis, & Omaha; Wabash; Nashville, Chattanooga, & St. Louis; Fort Dodge, Des Moines, & Southern; Elgin, Joliet, & Eastern; and Frisco. My memories of CGW freight equipment are of low X-29 style boxcars or regular 40-footers, with little or no lettering on their sides. Another 20-some pieces of MOW equipment fill out the rolling stock.

Future directions

By and large, where I go from here is based upon the decision of the Bishop. As long as I stay where I am (Sheridan, Illinois), I plan to continue with my scenery (I am about 50% complete), my roster (I still have a number of motive-power shortages), and my operation (I really do like to run trains). I have no plans while here for any major track changes.

When I move again, if I have additional room, I would like to add a coal branch to Braddyville, Iowa (a town my Dad was preacher in when I was a boy). Also, for those readers who are familiar with the Kansas City District and have noticed several omissions, I would like to fill in some of the "blanks", especially the CGW bridge over the Missouri River. The present St. Joseph-Savannah peninsula has curves far too sharp for prototypical appearance and probably will need to be rebuilt from scratch.

I also think it would be fun to have several sets of motive power and equipment for different time periods. The CGW physical plant on this line remained generally unchanged from 1940 until quite a while after the take-over by the Chicago & North Western in 1968. Only the motive power and equipment changed. Eventually, I would like to be able to operate rosters for these three time periods: 1945 (all steam); 1962 (my present roster); 1970 (post-CNW merger).

The calendar says the Chicago Great Western Railway officially ceased to be nearly 14 years ago (June 30, 1968, was her last day). Many of her lines have been torn up, her depots removed, her equipment scrapped. But she does live on in the memories of those of us who knew her and on some model railroads. Her name, Chicago Great Western Railway, probably spoke more of her builders' dreams than of the reality of what she was or where she went.

