

MODELERS NOTES

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Current News

As noted MN 147 Bob and I will be hanging around the B&MRRHS booth off and on at the Springfield show on January 25th. Please drop by and introduce yourself as we always like to meet our readers and authors and we're always looking for new ideas for the Modelers Notes.

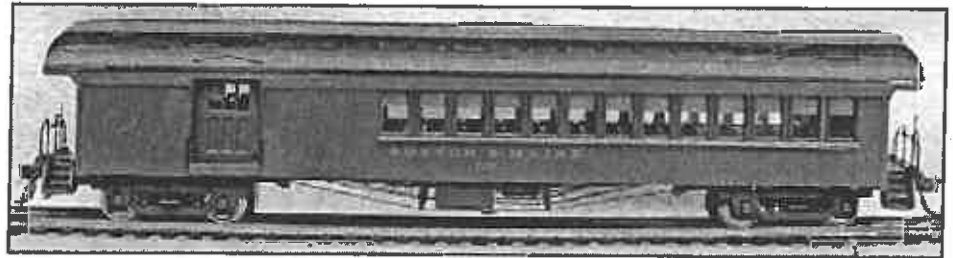
As in the past our informal so called B&M Modelers Group will meet that evening in the Hampton Inn starting around 7 PM. It's Show & Tell Time! Among others Dave McMullian will be bringing his P-4, which has been the subject of nine articles so far, and Pete Magoun his Poor Man's T-1 which you will see in MN149. You're welcome to join us and bring what you wish.

The Vol. 5, MN101>125 CD will be released at the Show as well as a very limited edition of the MN1>100 CD. They will go for \$25 (\$20 for members) and \$39.95 (\$34.95 for members) respectively. Nice thing about having the CD's is that you can blow up the photos and drawings as needed for modeling purposes.



Bowser has come up with another run of F7a's in their Executive line with and without sound, \$179.95 and \$279.95 MSRP respectively. Due in May they offer two B&M road numbers: 4265 & 4268. The models feature air hoses, grab irons, coupler

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Assembling And Powering A BCW Wood Combine

By Jack Kelley

I recently completed building two Bethlehem Car Works (BCW) wooden combine kits and thought I would share with you my experiences on building these cars. The two kits were from BCW's Sparrow Point product line (SP66 and SP67). This would respectively be the B&M's two door and four-door open platform wooden commuter combines and they nicely compliment the previously released open platform B&M wooden coaches (SP38). If haven't built any of these cars you're in for a treat as they go together quickly and fairly easily.

To begin with, the instructions should be read and fully understood. Note that you are encouraged to seal the wood prior to assembly. I used Krylon Clear Satin Spray, which dries in five minutes. One helpful tip is to keep all of the parts on their sprues while spraying and then separate them when dry.

As you begin assembly of the sides, it is best to arrange the parts so that all three of the left side parts are together in one pile and all three of the right side parts are in another pile. (Photo 1) Arrange them, as they should go before peeling off the film! The parts go together in a very specific manner. It would not be difficult to build up a side only to find that you mistakenly built it backwards. Note each side has a long tab and a short tab. I found it easier to think of the long tab as the head end (where the baggage doors are) tab Take your time.

Holding the floor vertically in front of you, and making sure the bathroom floor (bottom right as you are looking at it) is

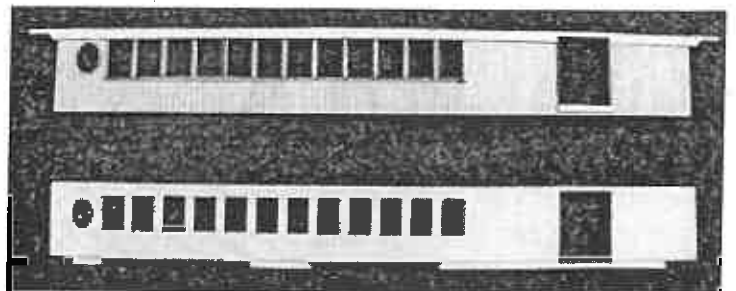


Photo 1



Photo 2

facing you, the long tab slot should be on top. (Photo 2) If so, the right side is the side that has the bathroom window. Assemble this side first, lining up everything and once satisfied you have it right, peel off the tape, realign and press in place. You really only have one bite of the apple so take your time before pressing into place. One thing I noticed was that I had to glue (CA) the finished side to the other two pieces. I don't recall having to do this on the coaches. I understand BCW did this deliberately with the thinking that it would be easier than the press and peel. It isn't. I carefully glued it together. After all three pieces are together carefully press into place the window trim, bathroom window trim and the beltline. (Photos 3 and 4) Now do the same for the left side. This one is easier since there is no bathroom window trim.

Now assemble the ends. Note that these too go together in a very specific manner.

For example, the door with the window goes on the passenger end. (Photo 3)

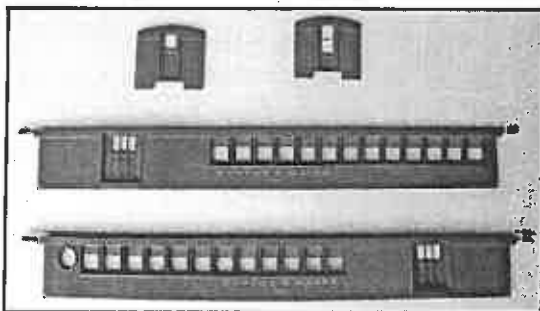


Photo 3

Once the ends and sides are assembled you can paint and seal them for decaling. I use a 50-50 mix of Floquil



Photo 4

Caboose Red and PRR Tuscan Red for the color and glossy Krylon for sealing. Decal the sides and seal all four pieces with Dullcoat. You can seal with Flat Krylon but make sure you shake the can well before using and do it on a dry (not humid) day or else you'll end up with a white film that can only be removed by repeated coatings of Krylon. I recommend using Dullcoat. Finish the sides and ends by adding the grabs and drops. This is also a very good time to add the window strip and shades. I used Evergreen Clear .010 styrene for the "glass" instead of the furnished material and construction paper for the shades. I frost the

bathroom window using scotch tape on the inside and speaking of scotch tape, I have found after years and years of modeling this is the best medium for securing window strips. (Photo 3)

The floor can be as easy or as complicated as you want; depending on the level of detail you choose. Start by drilling seven holes with a #77 drill bit in each of the white metal step assemblies for the end railings and brake staff. It is much easier to drill these holes before attaching the metal steps to the wood floor. Now CA the center beam and attach the trucks using 2-56 screws. I used Walthers four-wheel trucks #933-1077 and nipped off the outside brakes. You'll need three 2-56 fender washers (Microfasteners, Inc) for each truck. This will allow the trucks to move freely on small radius curves (Photo 5). Locate the queenposts equidistant from the ends using CA and apply the



Photo 5

underbody detail. Please note that my underbody detail placement is incorrect. I chose to put everything in the middle in between the two queenposts. Doing so allows for unimpeded free running. You can try to put underbody detail outside the two queenposts, but you'll run the risk of interference from the four trussrods. Personally, I just added some, not all of the piping to give the underbody some character. So it was something between easy and complicated. I finished up by sliding the furnished turnbuckles onto the provided nylon wire (for the four truss rods), which was then threaded through the queenposts and fastened so as not to interfere with the trucks. The trussrods should attach to the floor approximately 16 scale feet HO from the end (Photo 5). The key is not to interfere with the truck swivel. Now remove the trucks and paint the floor and underbody with Floquil Grimy Black, and then seal with Krylon Flat.

The roof is simple. I used .020 wire for conduit and secured it with eye bolts (Detail Associates # 2222). The wire runs right down the middle of the roof where it drops down into the ceiling of the platform roof. CA in place, paint, and seal. (Photo 6)

Now for the fun part. You can finally assemble

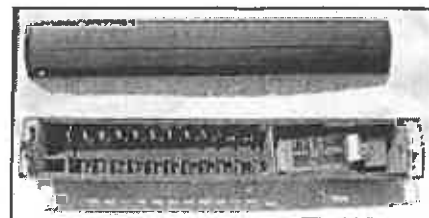


Photo 6

the floor, sides, and ends. CA in place and add in an interior. I used BCW seats spray painted with Krylon Leather Brown and the walls were hand painted Floquil PollyScale Depot Buff. Passengers would be a nice touch too. (Photo 6)

Finish the car by adding the four quarter-rounds to each corner of the car. Also, fabricate and apply the end railings and brake. I built my railings by using a jig and .015 wire. Pre-drilling these holes earlier really made this step a lot easier as doing so avoids breaking something in the process. My handrails are tilted downwards;

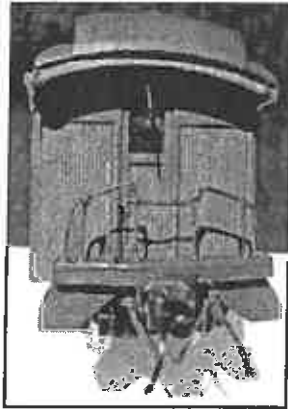


Photo 7

they should have been made level. Paint them Grimy Black and add your couplers. You are now ready to run. (Photo 7)

I was really excited to finish off my wooden open platform commuter fleet, especially now that I had a combine to go with it. I was ready to rock and roll. So down to my club I went where we have over seven scale miles of mainline running. I attached four coaches and my combine to my Overland B-15 and throttled up. Nothing! Well, almost nothing. The drivers spun in place, slipping away. I then removed one coach, then two, then four. Still nothing. One car is all I could pull and that was on level track. Ditto for the PFM Mogul and the NERS Atlantic. What to do?

My first approach was to apply Bullfrog Snot to the rear drivers. This is really good stuff, but the experiment proved unsuccessful because my engines would die on every turnout. I needed something to "push" my engines across the dead spots.

Then I remembered that North West Short Lines (NWSL) produces a product called "The Stanton Drive." (PHOTO 8) This is a self-contained motor with a transmission that strides over a four-wheel truck. All

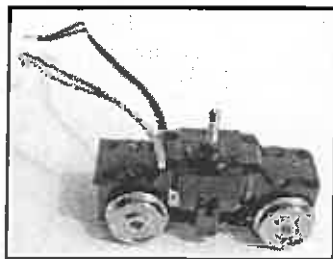


Photo 8

you have to do is to attach flat sideframes to the unit (I used a piece of .040 styrene and CA (PHOTO 9) and do a little wiring. It can be wired for DC or for DCC. Perfect, but pricey. \$84.95 plus shipping and, since they build-to-order, you have to special order it. It takes about two-three weeks.

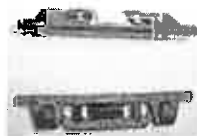


Photo 9

The Stanton Drive comes in many sizes. I ordered the 110-tread 8-foot truck with 36" wheels. The part number is 39297-4. NWSL also offers the 8-foot truck with 36" wheels with 88 tread, but I wanted maximum electrical pickup.

I now wish to discuss my experiences installing the NWSL Stanton Drive in a BCW open platform wooden combine.

To begin the unit comes with four wires. The red and orange wires are soldered together and the black and grey wires are likewise soldered together. This is DC mode.

The first thing to do is to test it and I do this with a 9V battery. Run it in one direction and then reverse the leads and run it in the other direction. I have found, and I have four of these units, that the mechanism balks initially. This would be a good time to lube it and run it back and forth until it runs smoothly which it will.

To mount the drive to the combine please read the provided instructions closely as this is no easy task. There are many different ways to mount the drive. Carefully study the photographs I've included in this article. I found that I had to cut in a large hole on the end with the long slots, as we want to install the drive in the baggage section. Because the mechanism sits way too high, about .060 too high, we have to raise the floor. Therefore, we have to cut out the large hole and then make a .040 styrene platform above. I estimate that the wood floor is about .60mm thick. Therefore, by mounting to the styrene platform instead of directly to the underbody, the drive will now sit .60mm higher than before, which is what we want. The dimensions

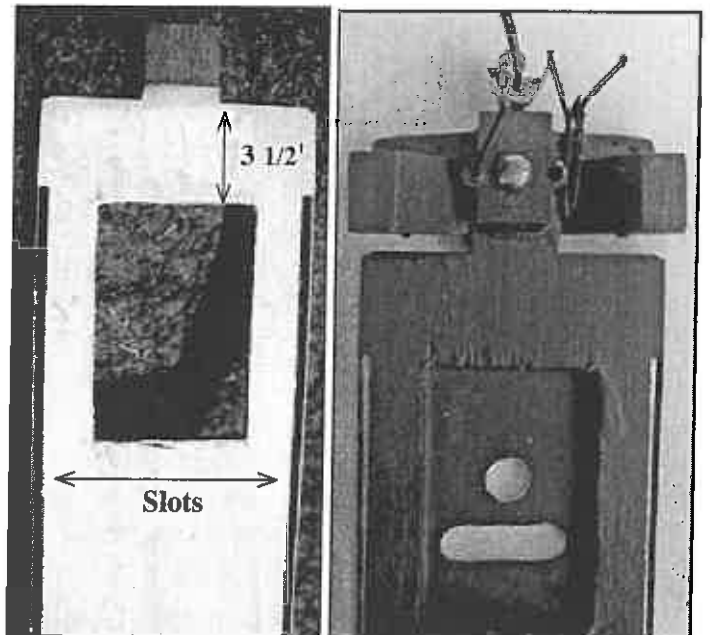


Photo 10

Photo 11

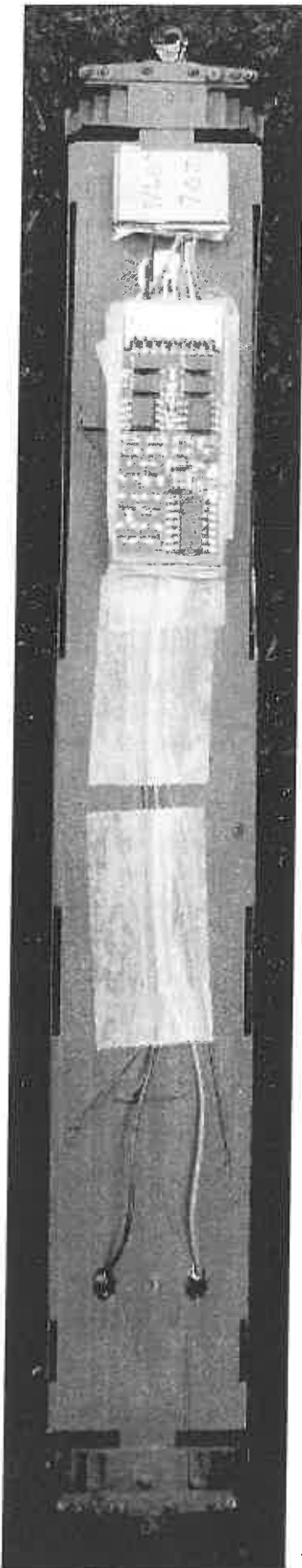


Photo 12

in HO of the cutout is 3 ½' from the end, 2' on the sides, and 11' from the end. You will also have to remove part of the wooden centerline so that the drive will swing freely. Note I also removed the Talgo coupler mount from the drive (Photos 10 and 11).

Next we have to make a hole in the styrene so we can mount the Stanton Drive to the floor. The hole should be drilled 7 HO scale feet from the end, same as the other end. Widen the hole to a width of 5/32" so that the Stanton Drive fits flush with the styrene. Test to ensure that it swivels smoothly. Behind this, drill out a rectangular hole for the four wires and secure the drive using the provided nuts and washers. (Photo 11)

If you run DC, you are ready to run. If you want DCC, there are a few more steps to do. First, we have to separate the four wires of the drive. This is a good time to add pick-up from the coach end truck. To keep things consistent, I used a stranded red wire going from the bathroom side truck and temporarily joined it to the red wire of the Stanton Drive. Now join the red wire of the decoder to the two temporarily joined red wires. Permanently solder all three together and protect them with shrink-wrap. I used a black wire for the left side and

attached it to the two black wires. Now you'll have your pick-up on all trucks, properly color-coded. (Photo 12)

We complete the DCC wiring by joining and shrink wrapping the gray wire of the drive to the gray wire of the decoder; and likewise for the orange wires. By the way, the gray and orange wires are for the motor. This completes the installation of the Stanton Drive.

Note, I found it easier to install the Stanton Drive prior to permanently attaching the sides as working on a flat surface was a lot easier. I hope you found this article helpful and should you require any assistance you can email me at jkelly01938@yahoo.com.

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lift bars, operating headlight, can motor, flywheels, nickel silver wheels with RP25 flanges and KD® couplers. Analog (DC) version features NMRA 8 & 21 pin plug for DCC, DCC/Sound version features LokSound Select Dual-Mode decoder which allows locomotive to be used on DC or DCC layouts.

For the purists amongst us the photo below should settle the argument about the rear end treatment of our lone E-8. Whereas the E-7's rear end was maroon with no wrap around striping, the E-8 #3821 was painted black with wrap around maroon like the F models to the right.



The stripes on the side of the E-8 were slightly smaller and located lower following a lower rivet line than on the E-7's.

The horns on B&M 3821 have an interesting history. As delivered to the B&M, #3821 had two Leslie A-200 air horns with both chimes facing forward. This changed by October 1950 when #3821 shows up in photos still with the two Leslie A-200 horns, but now the horn over the engineer is facing forward and the horn over the fireman is facing to the rear. The next change shows up in a photo of #3821 taken July 14, 1954 that shows the two Leslie A-200 horns replaced by a new set of Leslie S-3L (2 chimes facing forward and one to the rear) placed over the engineer and nothing over the fireman. But by April 1956 photos show the Nathan M-3RT1 horn, which was more commonly found on a B&M SW9 Switcher. The Nathan horn remained on the unit until sold in May 1962