



The Keystone Modeler

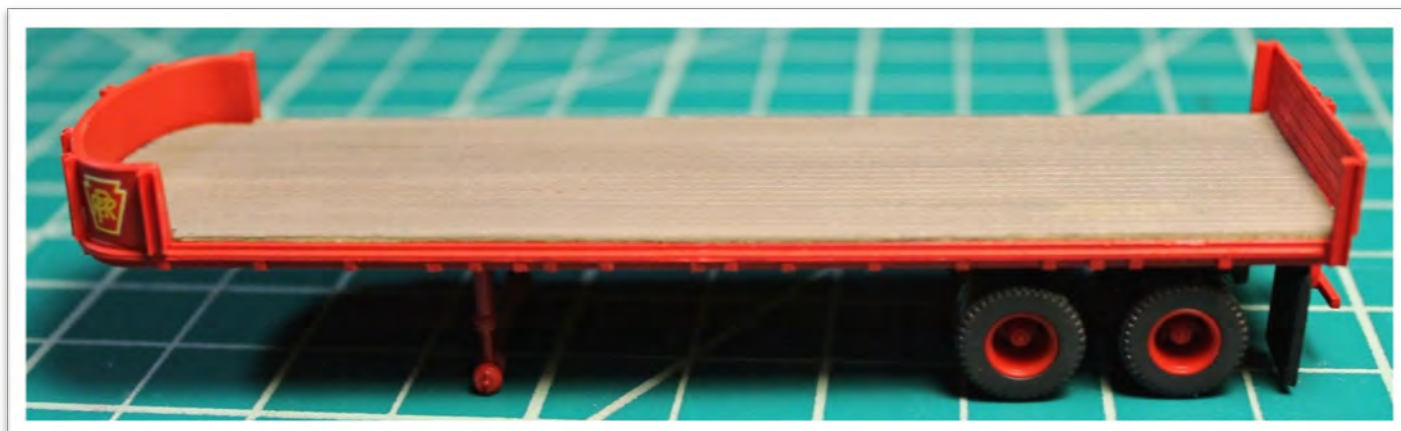
Pennsylvania Railroad Technical & Historical Society


No. 106

Autumn 2018

Inside:

- Enhancing USRA Gondolas
- 33' Flatbed TrucTrain Trailer
- Chicago RPM PRR Models
- Annual Meeting Models – 2





The Keystone Modeler

Pennsylvania Railroad Technical & Historical Society

Published Quarterly by
The PENNSYLVANIA RAILROAD
TECHNICAL and HISTORICAL SOCIETY
A non-profit organization

OFFICERS

President	Steven D. Staffieri
Vice President	Richard Ader
Corporate Secretary	Ralph M. Weischedel
Treasurer	William Doering
General Counsel	James G. Trope, Esq.
Publisher	Frederick V. Shaefer
Editor, <i>The Keystone</i>	Chuck Blardone
Editor, <i>The Keystone Modeler</i>	James R. Hunter
Membership Coordinator	Andrew J. Hart
Membership Expediter	Brady J. McGuire
Public Relations Mgr. / Ad Coordinator	Frank Napoleon
Lewistown Station & Archives Chairman	Richard Ader
Marketing Director	Open
Director of Wholesale Distribution	David R. Scott
Inventory Coordinator	Donald E. Harper Jr.
Donations Administrator	James E. Trunzo
Historian	Christopher T. Baer
Webmaster (Interim)	Bruce F. Smith

BOARD OF DIRECTORS

<u>Term Expires 2019</u>	<u>Term Expires 2020</u>
Bruce F. Smith	Frank Napoleon
Ralph M. Weischedel	David R. Scott
<u>Term Expires 2021</u>	
Marino (Joe) Acri	
Rich Ader	
Dave Evans	
Steven D. Staffieri	

THE KEYSTONE MODELER STAFF

EDITOR

Jim Hunter

jhthistle@gmail.com

ASSOCIATE EDITOR

Jack Consoli

jjacconsoli@gmail.com

NEWSWIRE EDITOR

Steve Hoxie

stevehpr@cox.net

EDITOR EMERITUS

Al Buchan

abbuchan1@comcast.net

CHAIRMAN MODELING COMMITTEE

Elden Gatwood

EldenJ.Gatwood@usace.army.mil

ART DIRECTOR

Tim Garner

t.a.garner@verizon.net

Send comments and corrections to the Editor at:

jhthistle@gmail.com

MEMBERSHIP INFORMATION

PRRT&HS, PO Box 54, Bryn Mawr, PA 19010-0054

PRRT&HS MONTHLY E-NEWS

Keystone-e-news-request@lists.keystone-pubs.org?Subject=subscribe

NUMBER 106

CONTENTS

AUTUMN 2018

FROM THE CAB – <i>Jim Hunter, Editor</i>	3
TKM NEWSWIRE – <i>By Steve Hoxie</i>	4
MAKING WALTHERS BETTER: PRR G25 USRA 70-TON GONDOLA IN HO <i>By Bruce F. Smith</i>	6
33' PRR TRUCTRAIN FLATBED TRAILER IN HO <i>By Curt LaRue</i>	9
PENNSY ON DISPLAY AT CHICAGOLAND RPM <i>By Bob Chapman</i>	14
MODELS FROM THE 50 TH ANNUAL MEETING – PART 2 <i>By the TKM Staff</i>	17

For best viewing, use Adobe Acrobat Reader available for free download at <https://get.adobe.com/reader/>.

FRONT COVER

(From top) Walthers HO-scale PRR USRA G25 70-ton gondola with enhanced details and weathering. (*Bruce F. Smith*) • A 33' TrucTrain flatbed trailer kitbashed from a Mini Metals trailer in HO. (*Curt LaRue*) • Mike Schleigh's G30 war emergency gondola in HO from a Sunshine kit. (*Bob Chapman*) • Buzz Burnley's O-scale K4s #5495 from a Max Gray "Perfections" Line model. (*Tim Garner and Jim Hunter*)

The Keystone Modeler

This publication of the PRRT&HS is for the purpose of disseminating PRR modeling information. The copyright is owned by the Pennsylvania Railroad Technical and Historical Society – all rights reserved. It may be reproduced for personal use only. Not for sale other than by the PRRT&HS.

Manuscripts and photographs submitted for publication are welcome. Materials submitted are considered to be gratis and no reimbursement will be made to the author(s) or the photographer(s) or his/her representative(s). The Society reserves the right to reject, for any reason, any material submitted for publication.

Please contact the editor for information and guidelines for submission. Photo files 800x600 pixels or larger in JPG format are preferred. Statements and opinions made are those of the authors and do not necessarily represent those of the Society.

The Keystone Modeler on CD-ROM

Disc 1	August 2003 to July 2004	TKM Nos. 1 – 12
Disc 2	August 2004 to July 2005	TKM Nos. 13 – 24
Disc 3	August 2005 to July 2006	TKM Nos. 25 – 36
Disc 4	August 2006 to July 2007	TKM Nos. 37 – 48
Disc 5	August 2007 to July 2008	TKM Nos. 49 – 60
Disc 6	August 2008 to Autumn 2009	TKM Nos. 61 – 71
Disc 7	Winter 2010 to Autumn 2010	TKM Nos. 72 – 75
Disc 8	Spring 2011 to Winter 2012	TKM Nos. 76 – 79

Each disc is \$15.00. There is also a disc containing all issues from 1 to 48 for \$60. If you are a resident of Pennsylvania, please include PA sales tax. Include an additional \$15 for shipments outside the US. Send a check or money order in US dollars payable to PRRT&HS to:

Jim Hunter
4306 North Victoria Way
Harrisburg, PA 17112-8641

To **subscribe** to **The Keystone Modeler**, click on the link below and send:

mailto:the-keystone-modeler-request@lists.keystone-pubs.org?Subject=subscribe

To **unsubscribe**, click on the link below and send:

mailto:the-keystone-modeler-request@lists.keystone-pubs.org?Subject=unsubscribe



It's that time of year again when folks who don't know much at all about trains start to visit Christmas displays or decide to get out that old train set to put under the tree. But it's also an opportunity for us to talk to young people about the trains, to teach them about how they operate.

We can talk to them about how the models work and about how the real ones work.

You never know where such conversations might lead. You might get someone interested in a new hobby. You might even get them to look away from their video games (maybe)! Whenever I attend a PRRT&HS meeting or an RPM meet, I see mostly grey hair – old guys like me. Who is going to continue this hobby when we are gone?

In our autumn issue we have included many photos. We have lots of pictures from the annual meeting as well as some sent in to us by Bob Chapman from the Chicagoland RPM. Curt LaRue returns with some additional PRR TOFC, and Bruce Smith sent us a USRA gondola article.

Jim Hunter, Editor

Pennsylvania Railroad Technical & Historical Society

The purpose of the Pennsylvania Railroad Technical & Historical Society is to bring together persons interested in the history and modeling of the Pennsylvania Railroad, its subsidiaries and its acquired companies. Our goals are to promote the preservation and recording of all information regarding the organization, operation, facilities, and equipment of the PRR.

The Society's quarterly illustrated journal, *The Keystone*, has been published continuously since 1968. Each issue of 64 or more pages contains illustrated original authoritative articles about locomotives, cars, other equipment, facilities, and operating practices of the PRR. The Society also publishes its own thoroughly researched books and other materials concerning PRR history. *The Keystone Modeler* is also a quarterly special 30-plus page online publication of the Society.

The Society meets annually, usually during a weekend in early May, providing an opportunity for its members to get together and learn more about the PRR. Local chapters around the country also provide members and guests with regular meetings that feature PRR related programs.

Information about our Society may be found on our website – www.prrths.com. To join the Society, send \$40.00 to:

**PRRT&HS
PO Box 54
Bryn Mawr, PA 19010-0054**

All memberships are for a calendar year, back issues of *The Keystone* for the current year are sent upon joining. Overseas membership has added postage fees.

PRRT&HS Interchange

Selected Society Merchandise of Interest to Modelers

PRR EQUIPMENT DRAWINGS ON MICROFILM

Copies of PRR equipment drawings are available from the Society's microfilm collection. To order drawings, you must know the drawing number and title. Ordering information and lists of arrangement drawings are available on the Society's website. Go to www.prrths.com, select National Society, and then The Interchange. If you require a printed copy of this information, please send your address and a check for \$2.00 made out to PRRT&HS to:

**Richard C. Price
779 Irvin Hill Road
McVeytown, PA 17051**

PRR Product News

ATHEARN

<http://www.athearn.com/>

PRR GP7 (ES-15m) – HO Scale



Athearn

Athearn now is taking orders for GP7's in the 8547-8550 series. These four engines were the no frills version with no dynamic brakes or Trainphone. They initially were assigned in October 1953 to Wilkes Barre, replacing H9s Consolidations for local switching and transfers to Northumberland. The model will be part of the Genesis line with DCC/Tsunami2 sound or standard DC. From the photo, it appears that these will be accurate models with accurately located appliances. Expected to be available in October 2019.

PRR EMD GP9B (EFS-17m) – HO Scale



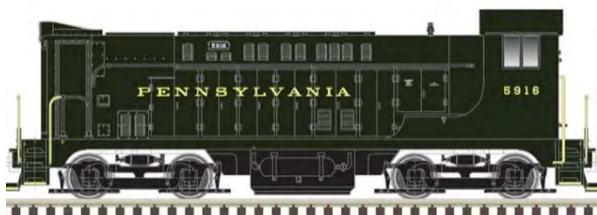
Athearn

Athearn now is taking orders for the Phase III GP9B. This phase had the 48-inch cooling and dynamic brake fans. The model will be part of the Genesis line with DCC/Tsunami2 sound or standard DC. Expected to be available in October 2019.

ATLAS MODEL RAILROAD CO.

<https://shop.atlasrr.com/>

PRR Baldwin VO-1000 (BS-10) – N Scale



Atlas

Atlas has in stores now the VO-1000 Baldwin switcher. Two road numbers are available. The model has an NCE DCC non-sound decoder.

BETHLEHEM CAR WORKS

<http://bethlehemcarworks.com/>

PRR 10 Section 2 Drawing Room Sleeper – HO Scale



(Bethlehem Car Works)

Bethlehem Car Works has announced this 10-section, 2-drawing room Plan 3584 heavyweight sleeper kit. Versions with either ice air conditioning or electro-mechanical air conditioning are available. The kits include correct decals and trucks, less wheel sets and couplers.

Bethlehem Car Works also has announced a 10-section, 1-drawing room, 1-compartment 3973 heavyweight sleeper kit. The kit models "LA REINE" and includes correct decals and trucks, less wheel sets and couplers.

BOWSER MFG. CO.

<http://www.bowser-trains.com/>

PRR Alco RS3 Phase III (AS-16m) Road Switcher – HO Scale

A friend who attended the recent Timonium Great Scale Model Train Show relayed that discussions with Bowser reps indicated that the **Bowser** RS-3 would not be available until late 2019. They attributed the delay to ongoing China manufacturing issues.

BROADWAY LIMITED IMPORTS

<http://www.broadway-limited.com/>

PRR P5A Electric Locomotive – HO Scale



(BLI)

BLI has updated the delivery of the P5A to February 2019.

CENTRALIA CAR SHOPS

<https://www.intermountain-railway.com/distrib/ccs/ccsn.htm>

PRR 4-4-2 Sleeper RTR—N Scale

PRR 13 Double Bedroom Sleeper RTR—N Scale



Centralia Car Shops

CCS has confirmed these two sleepers for production. Both will be available in both Fleet of Modernism (streamline paint) and Tuscan Red, three stripe schemes.

RAPIDO TRAINS INC.

<https://rapidotrains.com/>

PRR EMD SW1200 (ES-12) Diesel Switcher – HO Scale



Rapido

Rapido will have an announcement soon of a SW1200. Delivered from October 1957 to April 1958, the SW1200 switcher shared the PRR ES-12 with earlier SW7 and SW9 versions. The order deadline is June 2019 with delivery expected in the Fall of 2019.

WALTHERS

<https://www.walters.com/>

PRR EMD GP7 (ES-15m) Diesel—HO Scale



Walters

Walters has in stock limited numbers of this model of the GP7 as part of the Proto line. The model represents the first GP7 delivery which were not equipped with dynamic brakes. Available with DCC/Soundtraxx sound as well as standard DC.

Upcoming Events

January 10-12, 2019 Cocoa Beach, Florida

Prototype Rails

<http://www.prototype Rails.com/>

February 9, 2019 Portland, Oregon

Bridgetown Railroad Prototype Modelers Meet

<https://www.facebook.com/groups/2001136043323501/>

March 22-23, 2019 Greensburg, Pennsylvania

RPM-East

http://hansmanns.org/rpm_east/index.htm

Advance Planning

April 27, 2019 San Bernardino, California

Western Prototype Modelers Meet

<http://ppw-aline.com/pages/so-cal-meet>

May 15-18, 2019 Strasburg, Pennsylvania

PRRT&HS Annual Meeting

http://www.prrths.com/conventions/PRR_Annual.html

July 7 -13, 2019 Salt Lake City, Utah

NMRA National Convention and National Train Show

<http://www.nmra2019slc.org/>

July 26-27, 2019 Collinsville, Illinois

St. Louis Railroad Prototype Modelers Meet

<http://icg.home.mindspring.com/rpm/stlrpm.htm>



Making Walthers Better: A Quick Improvement Project

PRR G25 USRA 70-Ton Gondola in HO-Scale

Bruce F. Smith – Models and photos by the author

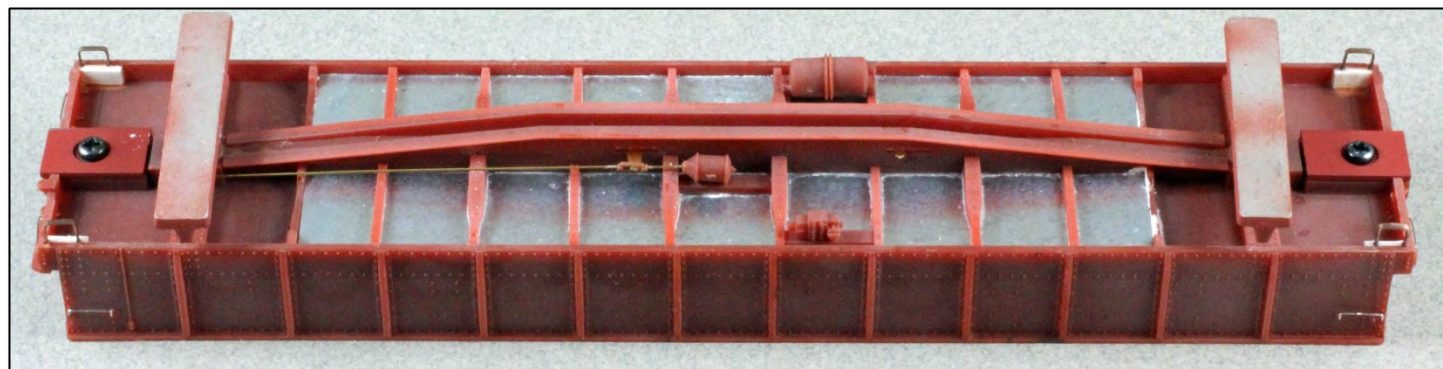
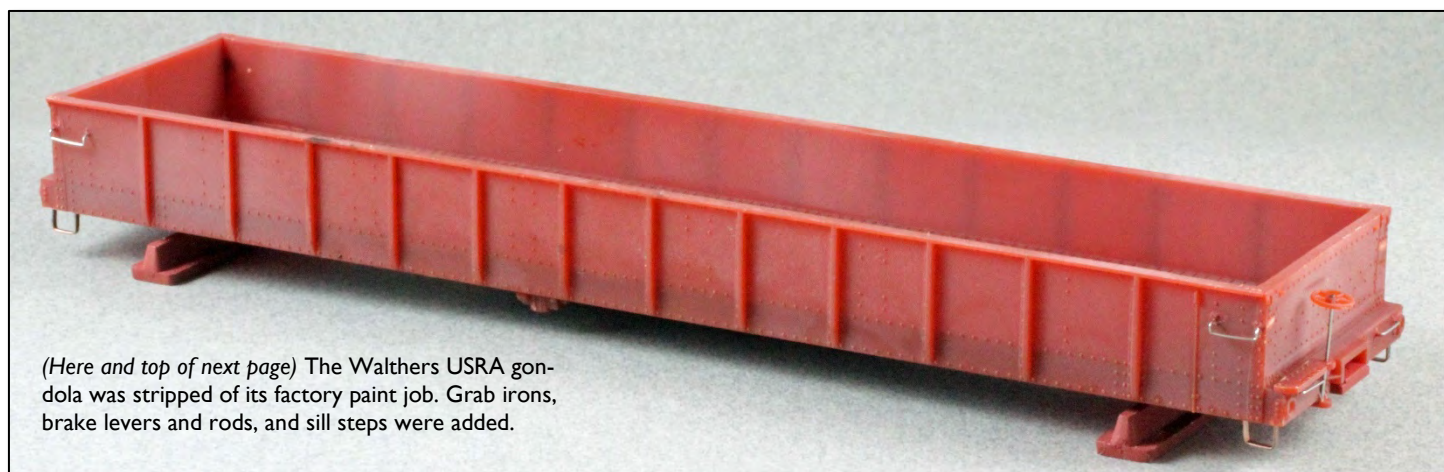
More years ago than I would like to think, my daughter Brianna received a Walthers HO scale USRA 70-ton, 46-foot, mill gondola from a good friend. The car was decorated in the PRR's shadow keystone paint scheme. Straight out of the box, these cars make excellent models, but there are few easy ways to improve their appearance.

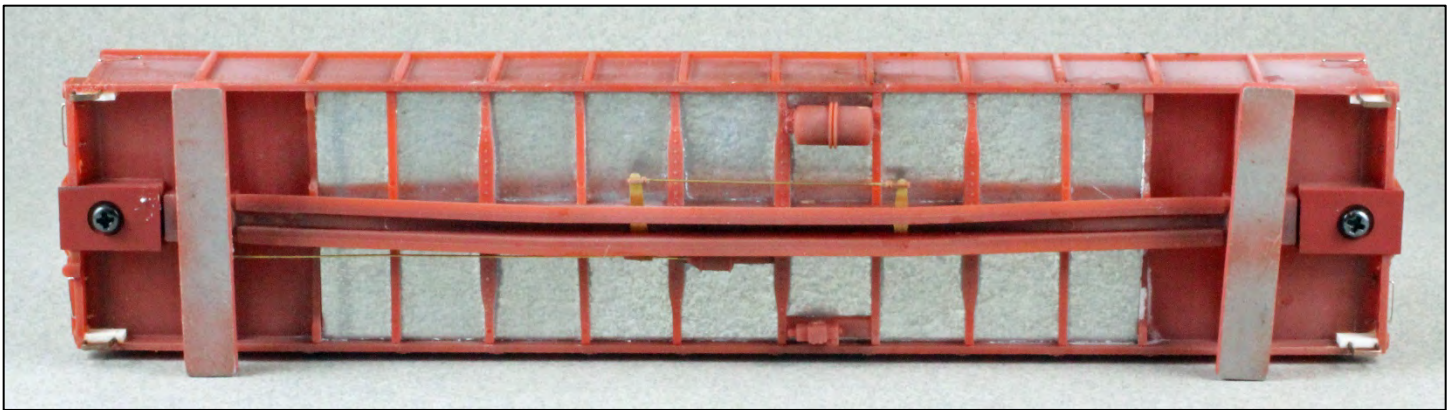
The first thing that I did was to strip the car since the paint scheme was too modern, which would never do for either of us, given our joint modeling period of 1944. If you model the right era for the scheme, you can skip this step. I used 90% isopropyl alcohol, which required several attempts to completely strip the model (remember, alcohol is flammable, so use appropriate care working with it!). A good scrub with an old toothbrush removed the last paint, and I cleaned the car with Dawn brand dish soap and lots of water.

After the car was dry, I added the grab irons that were included in the box. These include drop grab irons at each corner of the side and two straight grab irons on each end sill. Walthers' plastic can sometimes be a bit "hard" and so I drill slowly and lubricate the drill bit with candle wax. I drilled #78

holes, which are slightly oversized and allow better positioning of the grab irons. I used a 0.030" piece of strip styrene as a spacer when gluing the grab irons to the car as it provides a nice stand-off distance for grab irons. If you drill through the car side, you can glue from the back side with a tiny drop of ACC and then cut off the grab iron that is protruding. This gives a bit of the impression of the nut that would have been used to hold the real grab iron on.

Moving on to the bottom of the car, I removed the plastic sill steps and sanded the bottom of the sides smooth. I added fillers of strip styrene behind this area to thicken it to allow bigger holes to be drilled. When the filler was dry, I drilled #74 holes and added brass sill steps from A-Line which were glued in place with ACC. The underbody detail on this car is sparse, but what is there is accurate. Etched brass brake levers from Yarmouth Model Works were added in the holes already present in the center sill. Connecting rods for the levers were made of 0.012" brass wire with ½ of a plastic turnbuckle on the end. I decided not to add any additional piping to this "fleet" car build.





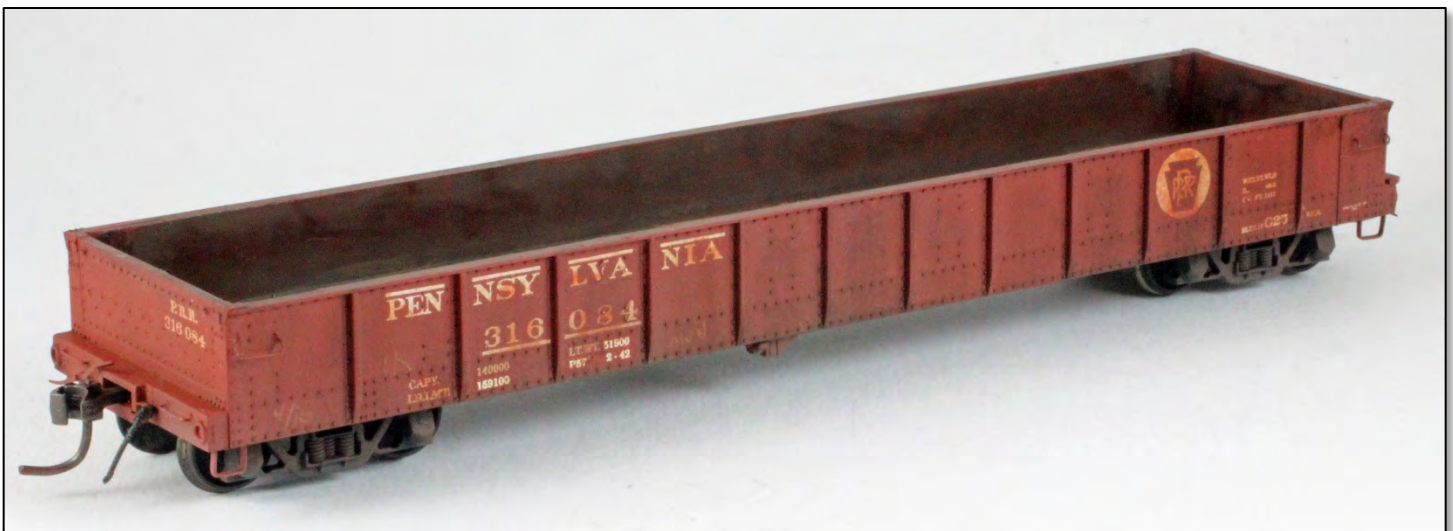
The G25 originally rode on 70-ton Andrews-style trucks, classes 2E-F3 and 2E-F3A. The Bowser Crown truck is an excellent 2E-F2 and a reasonable stand in for the 2E-F3. They are also a drop-in fit on the Walther's USRA car. The wheels were replaced with Reboxx semi-scale wheels. The kit couplers were replaced with Kadee #158 scale couplers. A #75 hole was drilled in each end sill just to the right of the coupler draft gear for Hi-Tech Details rubber air hoses. A quick check of the Carmer uncoupling lever guide at the Yarmouth Model Works web site (<http://www.yarmouthmodelworks.com/index.php/ModelDetailParts/CarmerCutLevers>) indicated that the G25 used a #15 operating lever and a #17 lifting lever (note that these were applied by the USRA and were also used on other USRA 70-ton gondolas). This combination is not available from Yarmouth; however, it is present on the etched frets of Carmer levers from Free State Systems. I drilled a #78 hole in the end sill at the pivot point for the lever and then glued a short piece of 0.019" brass wire into the hole, glued the lever to the pin and trimmed the pin.

After everything dried, I washed the model in Dawn dish soap and rinsed it thoroughly with water. From this point on, I only handled the model while wearing gloves. The trucks were also cleaned, and small pieces of tape inserted into the journal cones where the axles ride. The car and trucks were

grit blasted to provide a clean surface and washed again. Once dry, I painted the car with some of my remaining stock of Polyscale Freight Car Color mix (1:1 mix of special oxide red and zinc chromate). After several light coats and allowing the paint to completely dry, the car was given a coat of Future (acrylic floor finish) to provide a gloss surface for decaling. I used the Westerfield G25 decal set, however, John Frantz, aka Mount Vernon Car Shops, now offers a wonderful G25 decal set in HO scale. The decals were settled with Solvaset, the car wiped down with distilled water to remove any salts from the setting solution and coated again with Future. When the Future was dry, I masked off parts of the reweigh data and re-pack stencil to protect it from weathering. I also added the Hi-Tech air hoses and, after painting the wheel faces and backs grimy black, I added the trucks and wheels. I weathered the exterior of the car with a light application of FCC to fade the paints, followed by washes of acrylic "crud", which is the rinse bottle for my paint brushes. That paint was wiped off with cotton swabs leaving residues around many of the features. That was followed by additional weathering with rust colored chalks. The interior of the car was weathered with multiple coats of Model Master burnt umber and burnt sienna acrylics. The underbody and trucks received a light spray of burnt umber. With that, this well-used-looking car was ready to go to back to work for the PRR.

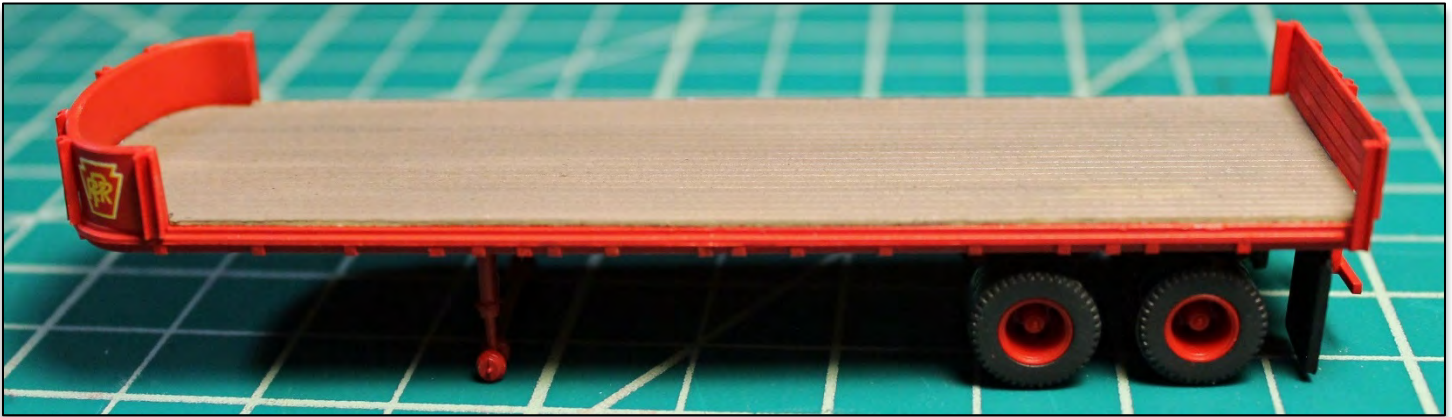


(Above and next page) The car was completed with scale couplers, Andrews style trucks, air hoses, and Carmer uncoupling levers and then it was painted, lettered and weathered.



33' PRR TrucTrain Flatbed Trailer in HO

By Curt LaRue – Photos by the author unless noted



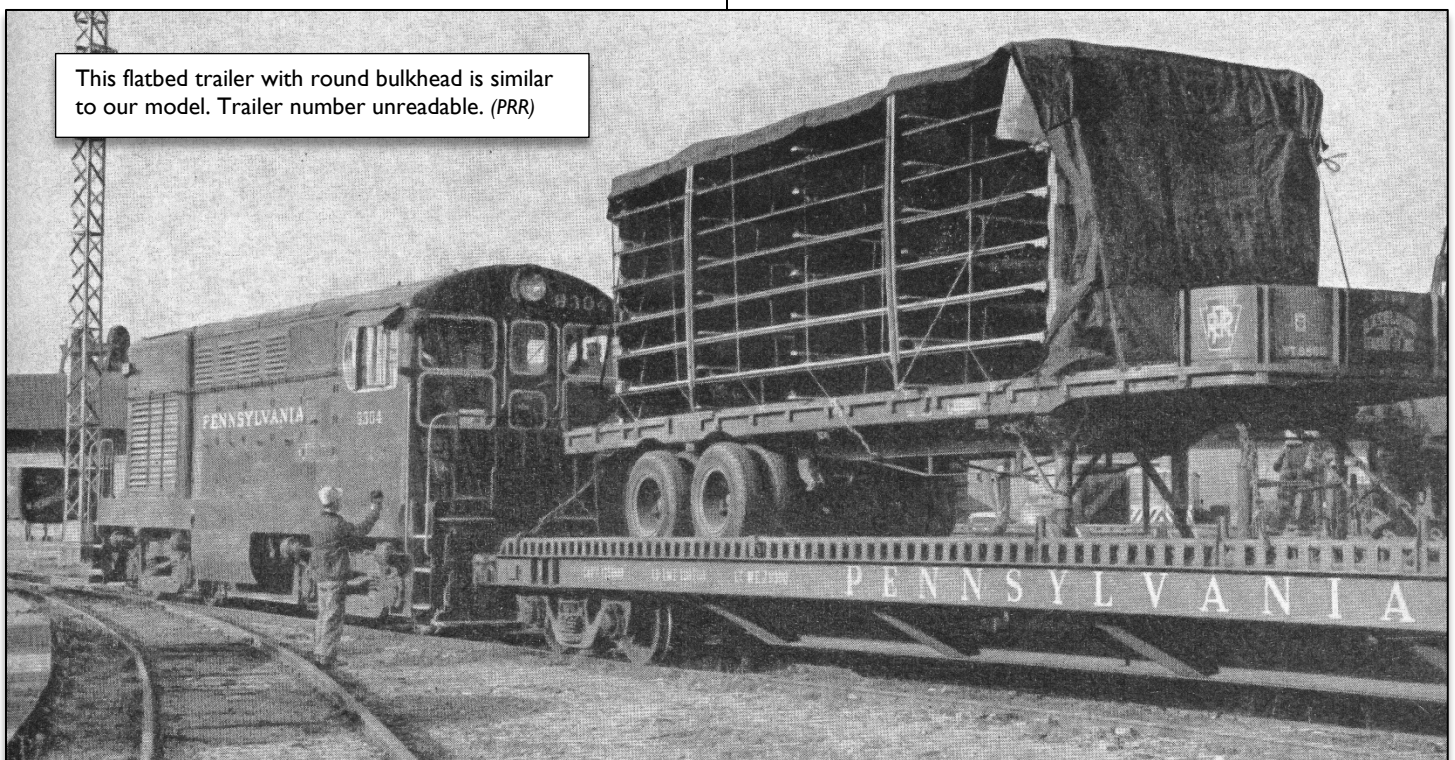
The Mini Metals finished model.

BACKGROUND

Certain types of lading require either top or side loading or unloading or both. Flatbed trailers fulfill this need. Overhead loading and unloading can be done with overhead, mobile cranes, and lift trucks. Some early flatbed trailers were fitted with side stakes but oftentimes the side stakes were not used. This article will cover a relatively simple kitbash of a 33' flatbed trailer. Unfortunately, there are few photos of PRR flatbed trailers. The October 1956 issue of "The PENNSY" magazine had an article regarding the movement of aluminum on a Pennsylvania RR flatbed trailer with some nice accompanying photos. As of April 1, 1959, there were four trailers in this number sequence.

Trailer Description

Length	33'
Width	8'
Height.....	52"
Nose.....	Round
King Pin Setting.....	18"
Sides.....	Stakes
Side Door.....	None
Rear Doors.....	Tailgate
Roof.....	None
Landing Gear	Retractable w/wheels
Wheels.....	Dayton Type/ Cast Spoke
Numbers	33W800-33W804



This flatbed trailer with round bulkhead is similar to our model. Trailer number unreadable. (PRR)



▲ View showing rear tailgate with placement of tailgate reinforcements, step bumper, and lettering placement. (PRR) ▼ Tandem axle trailer showing side stakes in place. This trailer appears to have a rectangular bulkhead in place of a round one. Trailer number unknown. (PRR)



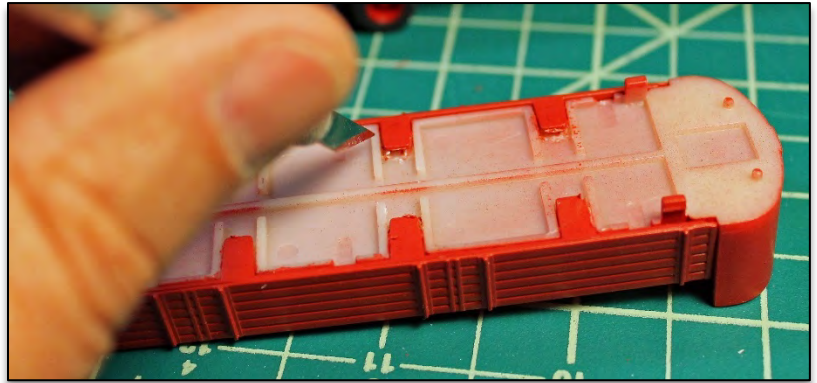
MODEL CONSTRUCTION

The kitbash uses the Classic Metal Works® *Mini Metals* 32' Flatbed Trailer as a starting point. The Mini Metals model has a couple of shortcomings – namely its length at 32' and the width at 102". After adding nose reinforcements and a rear bumper, the finished model scales out at the correct length of 33'. Little can be done with width of 102" rather than the correct 96" without a complicated modification, so I decided to live with the width issue.

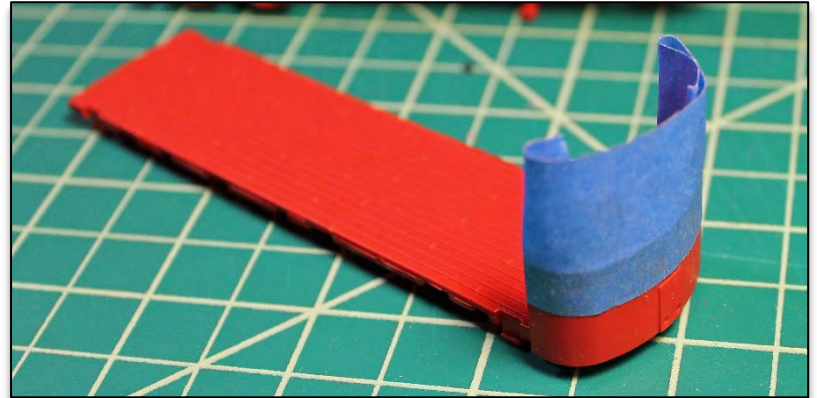
Trailer Body – The Mini Metals model comes assembled. Since we won't be using the sides or deck, the model needs to be disassembled. The deck has pads which are glued to the bottom of the deck. Score around each of the pads with an X-ACTO® knife and with a mini screw driver gently pry the pads and the sides off the deck. The deck has lugs holding it to the underframe. Gently pry the deck off the underframe with a mini screw driver.

Front Bulkhead – I couldn't find any drawings of this type of trailer and have never seen one to measure. After studying the photographs, I estimated the bulkhead to be 24" high. Measure down 24" from the top of the Mini Metals bulkhead in four places around the bulkhead marking each spot with a pencil. Next place a piece of masking tape on the upper part of the bulkhead connecting the four pencil marks. Since we are going to use only the top part of the bulkhead, this will protect the part we need when we cut the bulkhead. With a Zona® razor saw, carefully cut along the bottom edge of the masking tape until the upper 24" comes free. Glue the 24" bulkhead to the top nose of the trailer frame. Make front bulkhead reinforcements from Evergreen #261 .060" channel 2'3" long. I cemented the bulkhead reinforcements vertically in place using sketch #1 as a guide placing the reinforcements with the top flush with the top of the bulkhead and the bottom against the nose rub rail.

Trailer Floor – The upper side of the trailer deck/frame has several lugs which need to be removed. Cut the lugs off and file them smooth. Make a new trailer floor from Evergreen styrene #2060 .020" thick x .060" spacing using sketch #2 as a guide. You may need to sand the new floor a little to get a nice snug fit against the bulkhead. I painted the floor Testors Armor Sand. Since I was using a red trailer as my base model, I glued the floor to the trailer frame at this point. If the trailer model you have is not red, I suggest that you wait until the trailer frame modifications are complete before cementing the floor in place.



Cut around the three sides of the side mounting pads to loosen them a little and then gently pry the pads loose with a small screw driver until the sides pop off.



Place masking tape over the upper 2' of the bulkhead and then using a Zona saw cut along the lower edge of the tape. The tape will protect the upper part of the bulkhead we will use.

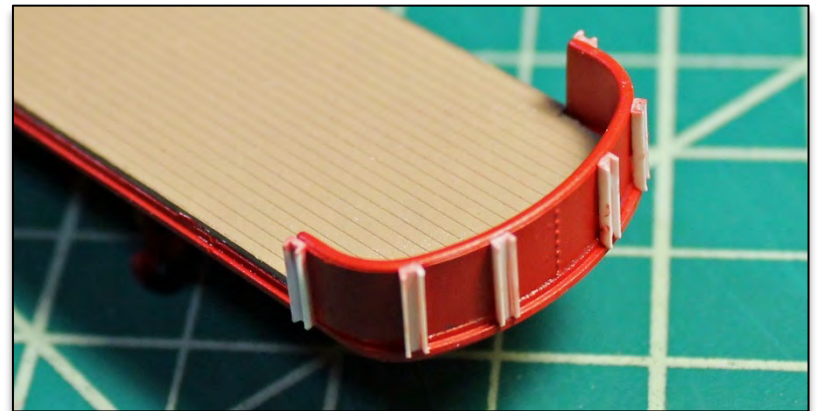
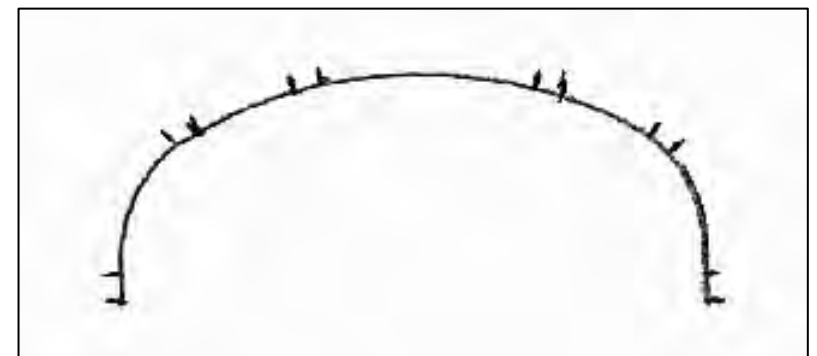


Photo shows placement of vertical nose bulkhead reinforcements



Sketch #1 showing placement of reinforcements.

Side Stake Pockets – After studying the photos, I determined that there were lower stake pockets spaced about every 2' apart down the sides and nose below the rub rail. I cut the lower stake pockets from .030" x .040 styrene strip 3" long and cemented them in place 2' apart and below the rub rail on both the sides and nose. It also looked like pockets 4, 5, 7, and 12 as measured from the bulkhead had additional pockets spaced closer to them. I cut additional pockets and cemented them in place about 6" from pockets 4, 5, 7, and 12. Study the photos for their placement. If you don't wish to add this detail, skip this step.

Rear Tailgate – Cut a piece of .010 styrene 2' high x 8'6" wide. Next cut two pieces of .060" styrene channel 3' long and four pieces 2' long. On the trailer use an X-ACTO knife to flatten the rear 6" of the side rail to create a flat spot to mount the vertical side mounted channels. Mount the longer 3' channels vertically at the flat spot created on the rear side rails. Make the tailgate by cementing the vertical reinforcements in place as in sketch #3 and the photos. Cement the tailgate in place. It should nest between the two vertical posts already installed on the rear side rails.

Kingpin – The kingpin should be 18" from the nose of the trailer. The kingpin on the model is 30" from the nose. To correct this slice the kingpin off the upper coupler of the fifth wheel and remount it 18" from the nose.

Landing Gear – I used the model landing gear.

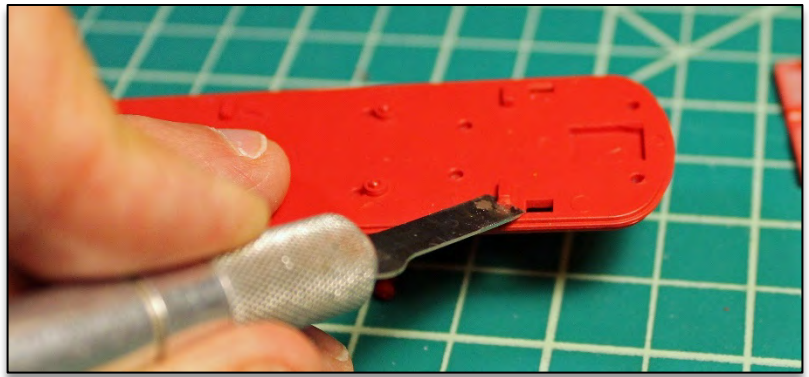
Tires and Wheels – Use the tires and wheels from the model.

Rear Step Bumper – I made a simple rear step bumper with two 4" x 4" x 30" vertical posts and a horizontal .030" x .040" x 60" step. The posts should be spaced 34" apart. Mount the bumper in place on the rear of the trailer as in the photo.

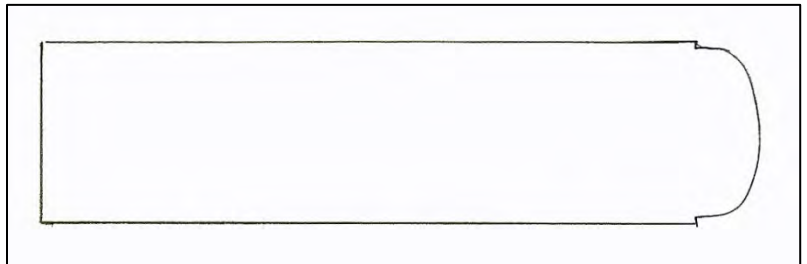
Mud Flaps – I used the mud flaps on the model. If you want, you could replace them with thinner flaps made from .010" styrene.

Paint – I used a trailer pre-painted red so all I had to do was to touch up the parts that I applied which were not painted. I touched up these parts with Testors #1705 Insignia Red. If your trailer was not red, paint the trailer with primer and then Testors #1705 Insignia Red. After the trailer has been painted red, you can now mount the trailer floor on the trailer chassis.

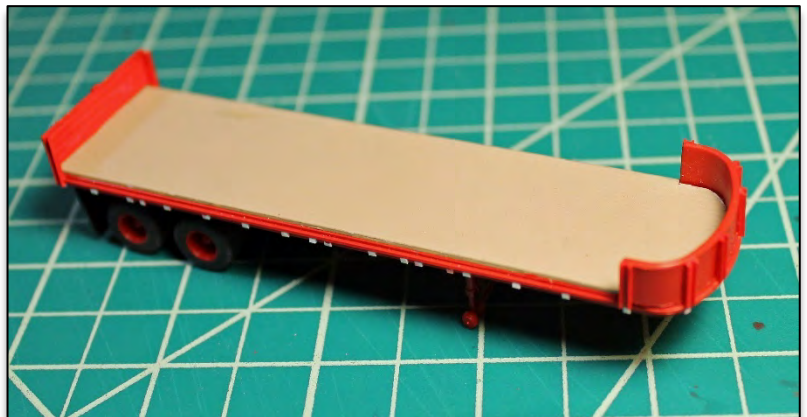
Lettering – I used The Mount Vernon Shops decal set for TrucTrain trailers. Two keystones should be mounted on the front bulkhead as in the photos. An Excelsior Leasing decal should be applied in the center panel of the bulkhead with the trailer number above it.



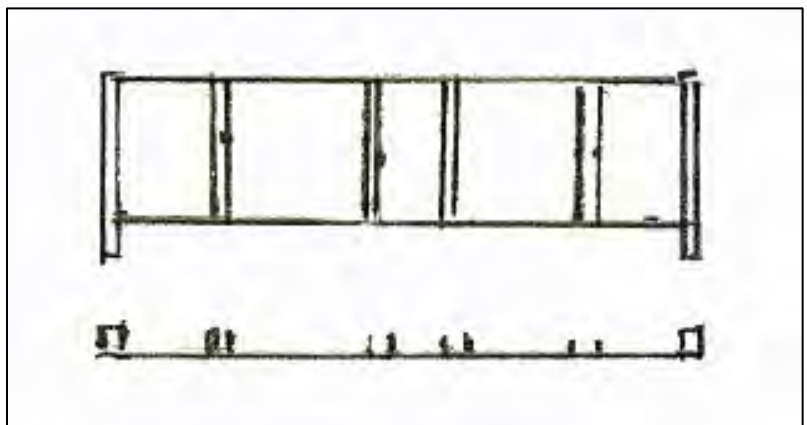
Remove lugs from top of trailer chassis/frame with an X-Acto knife and file or sand the top of deck smooth.



Sketch #2 is a guide to the shape of the trailer floor.



Cement .030" x .040" x 3" stake pocket extensions in place on sills below the rub rail on sides and on the nose. Nose stake pocket extensions should line up with bulkhead reinforcements.



Sketch #3 shows the layout of the tailgate.

I numbered my trailer 33W804. This is from the number series 33W800 - 33W804. The rear tailgate gets an Excelsior Leasing decal with the trailer number above it in the second panel from the left looking at the rear of the trailer. The second panel from the right gets a key-stone mounted in it.

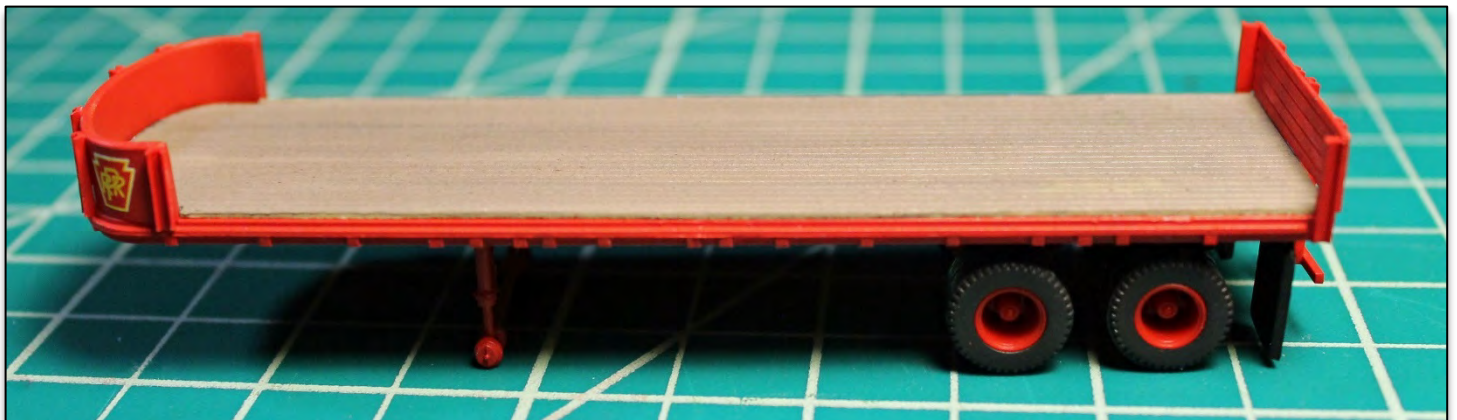
Alternate Approach – Many years ago I made a model of this type of trailer using the Ulrich flatbed trailer kit as the base model. I had several of these kits and they were readily available. If you have an unbuilt kit or can find one at a flea market or on eBay, it is a usable alternative. However, there are several deviations from the Mini Metals conversion. First the bulkhead will need to be cut down to 24". Next the rib at the front center of the bulkhead needs to be filed off. The trailer deck/floor has several slots to hold the side stakes in place. These either need to be filled or a new floor made from styrene as on the Mini Metals model. Finally, my model came with disc/Budd type wheels. These need to be replaced with spoke wheels. I used A-Line wheels and tires.



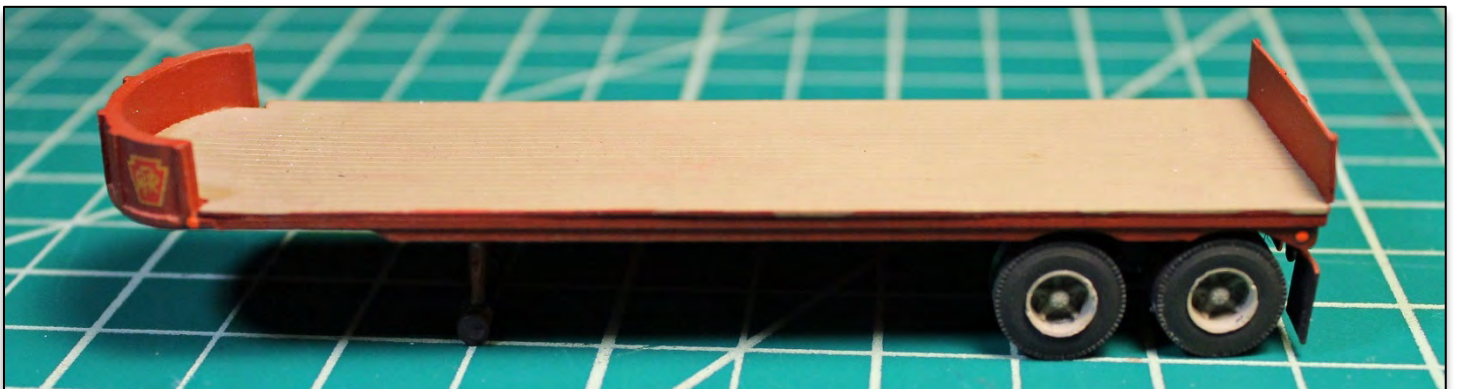
View of bulkhead showing lettering arrangement.



View shows lettering arrangement on tailgate, placement of rear tailgate reinforcements, and rear step bumper.



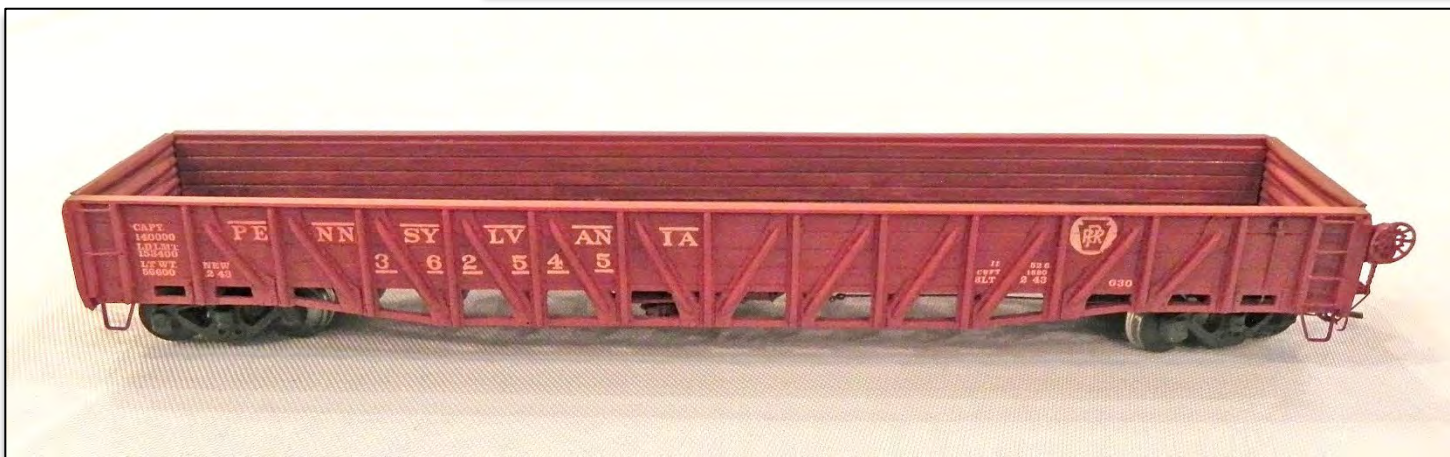
▲ Mini Metals finished model. ▼ Finished model based on Ulrich kit.



Pennsy on Display at Chicagoland RPM

By Bob Chapman

The Chicagoland Railroad Prototype Modelers meet celebrated its 25th anniversary the weekend of October 18-20 with over 300 modelers attending. The meet featured 38 clinics, and a large display room housing dealers, model displays, and large modular layouts in both HO and N scales. Among the models on display were the following eight models of Pennsy prototypes – all HO scale. Here's a look.



Mike Schleigh built Pennsy class G30 war-emergency composite gondola #362545 from a Sunshine Models kit.



John Johnson displayed shadow-keystone class X29D boxcar #24875; the model is a super-detailed Branchline kit.



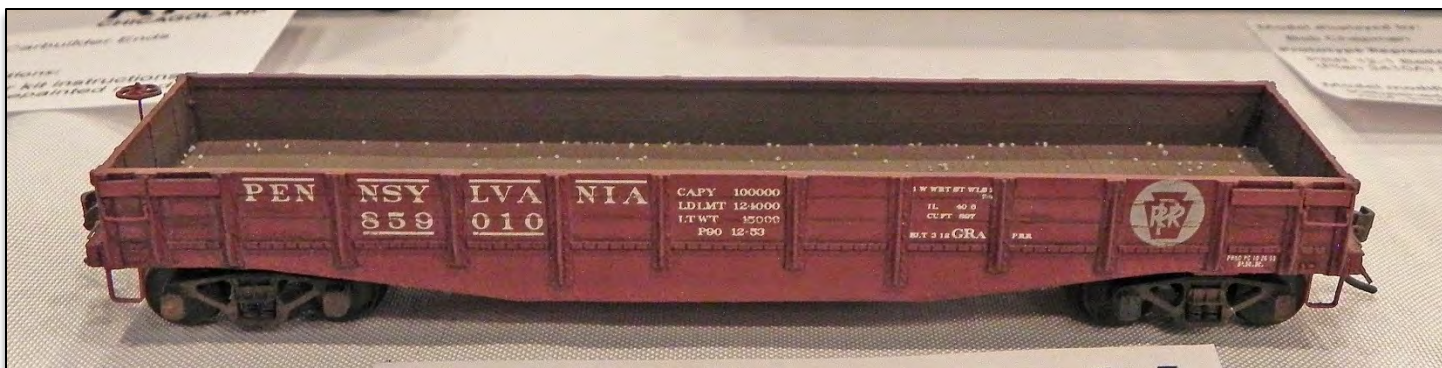
Jeremy Dummier showed his USRA class X26 boxcar #44564, built from a Tichy kit with detail and fine weathering added.



Tom Palmer built class X31A boxcar #70251 from a West Shore Line kit in the 90s.



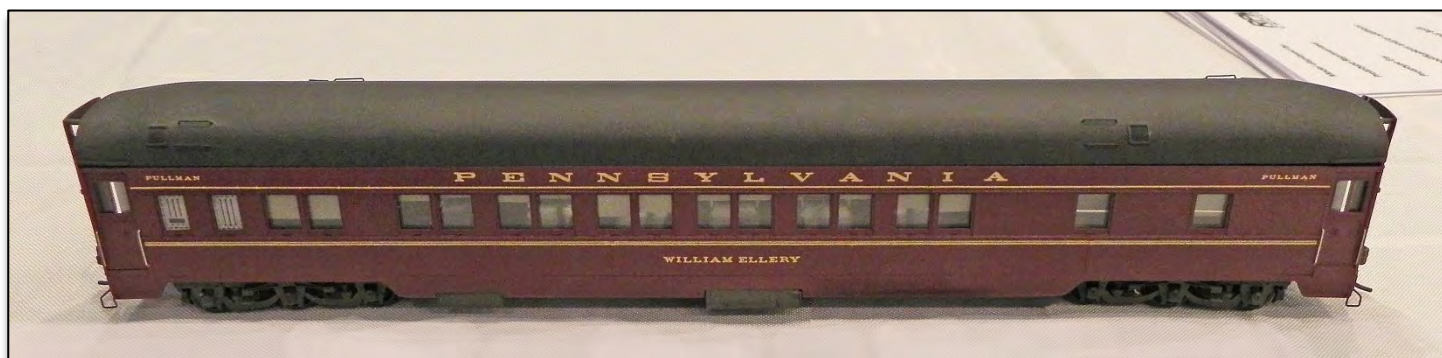
Bob Chapman's class G29B war-emergency composite gondola #349019 began life as a Sunshine Models kit.



Another gon from Bob – this time a Westerfield class GRA, #859010.



Heavily weathered is Bob Chapman's Westerfield class H21A #196761.



Not all was freight, evidenced by Bob Chapman's Betterment 12-1 Pullman "William Ellery," a Branchline kitbash with wood roof and styrene skirting.



Models from the 50th Annual Meeting – Part 2

The TKM Staff

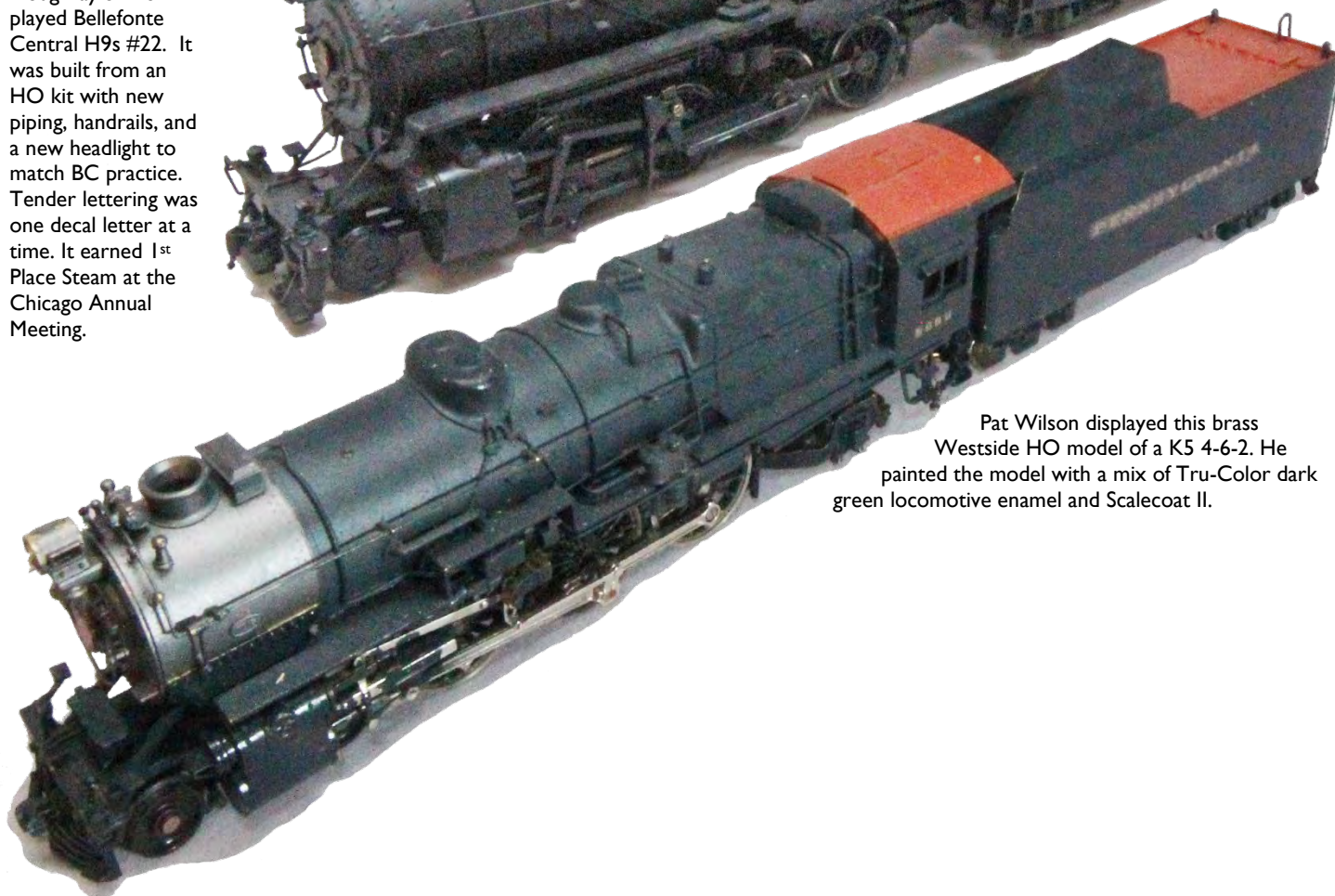
In May, the Pennsylvania Railroad Technical & Historical Society held its 50th Annual Meeting in the PRR shop town of Altoona, Pa. In the model room, there was a large assortment

of quality models on display. By far, freight cars made up the largest category. In this issue of *TKM*, we share the remaining models displayed there.

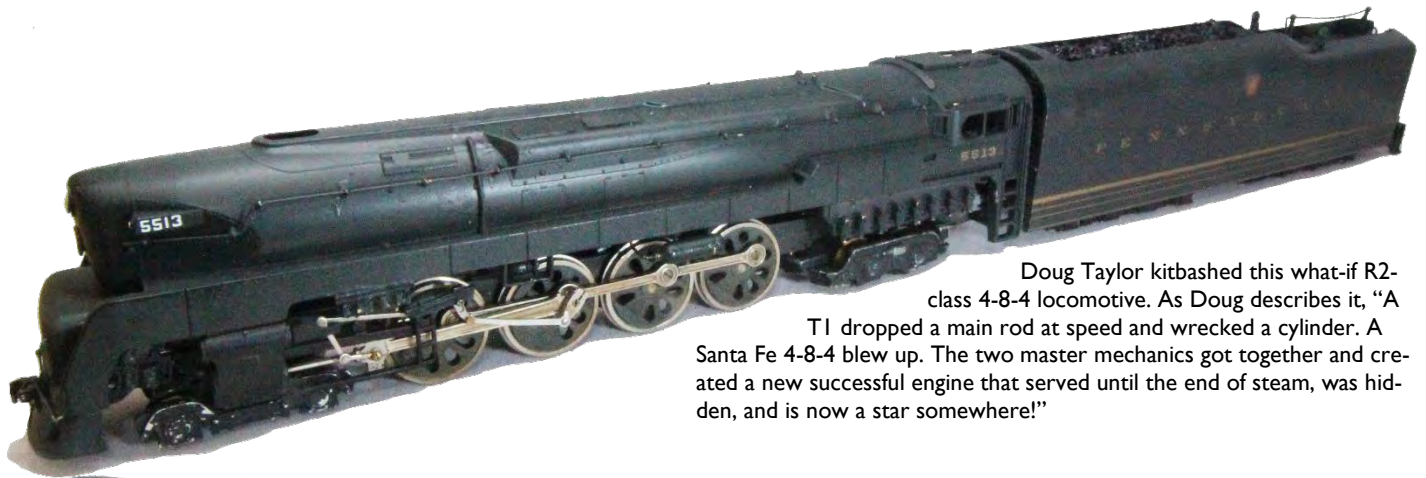
Doug Taylor kitbashed this model of K2b #3371 as it appeared in 1947. He used a Penn Line frame and cylinders, Mantua 72" drivers, Cary boiler, and Cal-Scale detail parts. This model has been serving on the layout for 30 years.



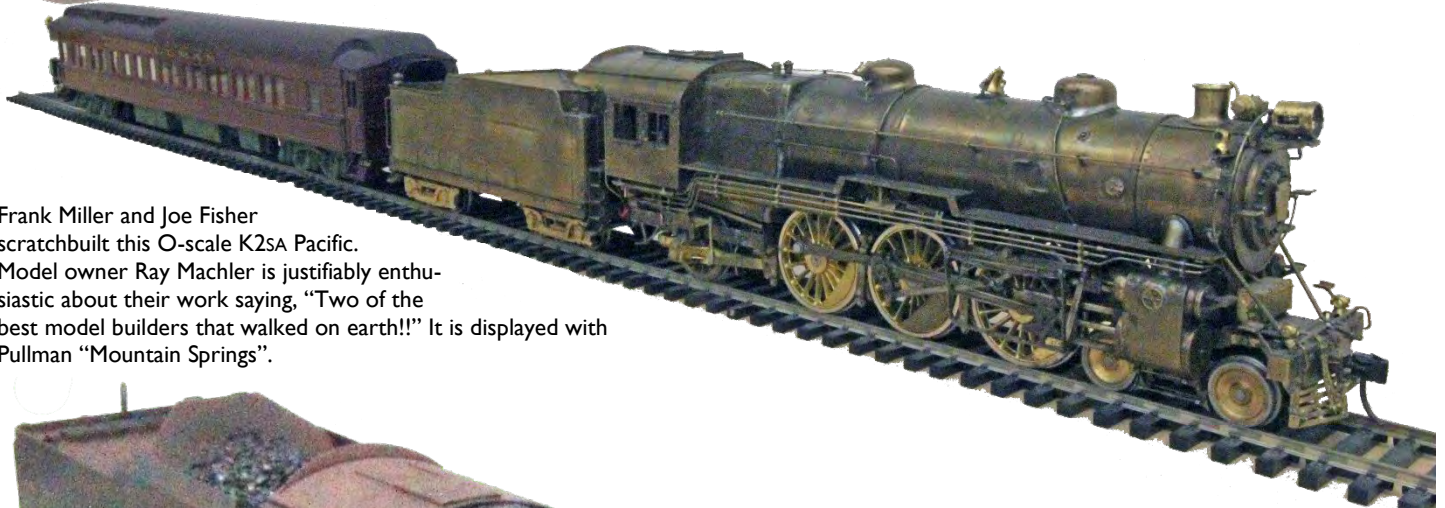
Doug Taylor displayed Bellefonte Central H9s #22. It was built from an HO kit with new piping, handrails, and a new headlight to match BC practice. Tender lettering was one decal letter at a time. It earned 1st Place Steam at the Chicago Annual Meeting.



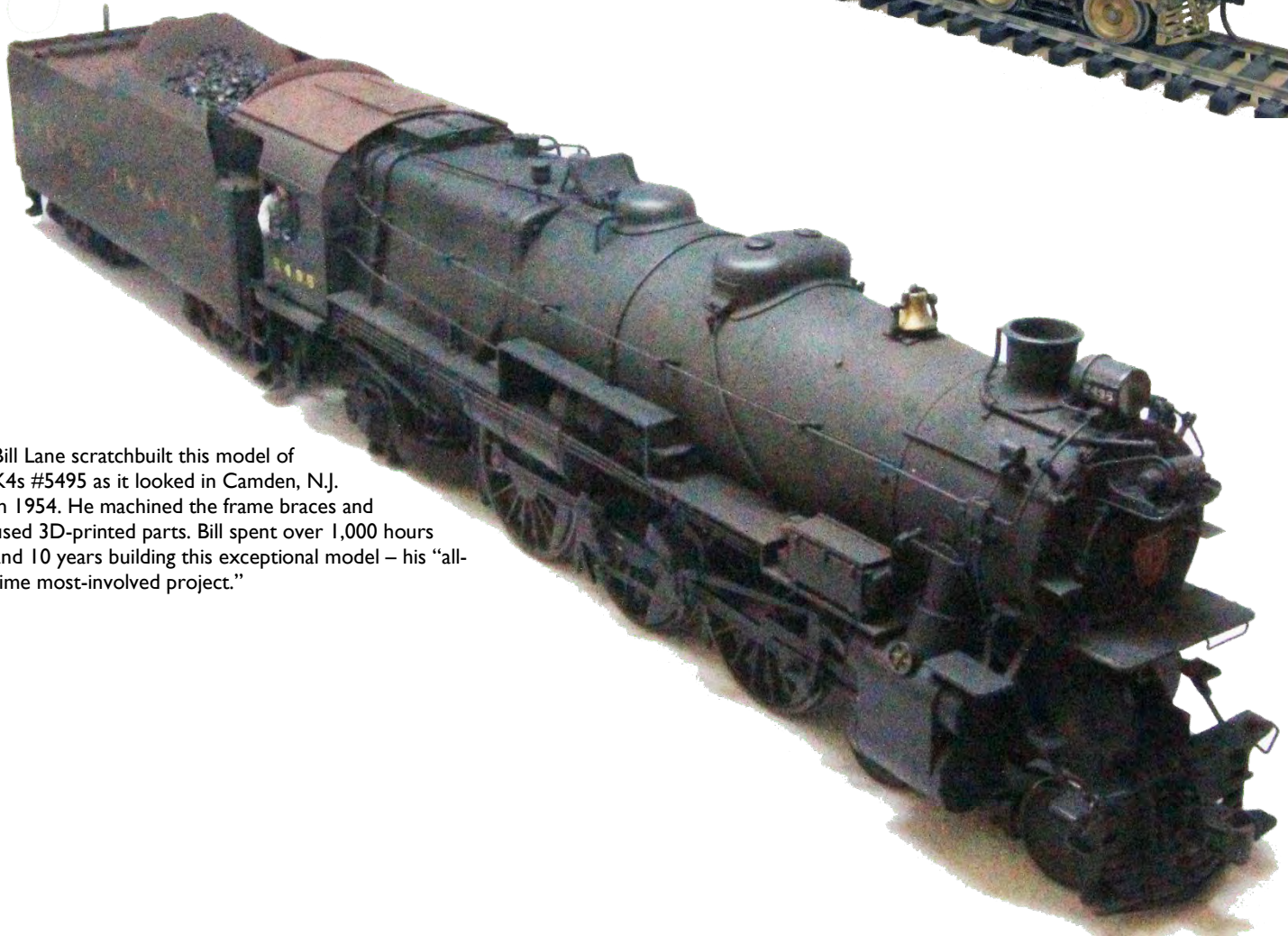
Pat Wilson displayed this brass Westside HO model of a K5 4-6-2. He painted the model with a mix of Tru-Color dark green locomotive enamel and Scalecoat II.



Doug Taylor kitbashed this what-if R2-class 4-8-4 locomotive. As Doug describes it, "A TI dropped a main rod at speed and wrecked a cylinder. A Santa Fe 4-8-4 blew up. The two master mechanics got together and created a new successful engine that served until the end of steam, was hidden, and is now a star somewhere!"



Frank Miller and Joe Fisher scratchbuilt this O-scale K2SA Pacific. Model owner Ray Machler is justifiably enthusiastic about their work saying, "Two of the best model builders that walked on earth!!" It is displayed with Pullman "Mountain Springs".



Bill Lane scratchbuilt this model of K4s #5495 as it looked in Camden, N.J. in 1954. He machined the frame braces and used 3D-printed parts. Bill spent over 1,000 hours and 10 years building this exceptional model – his "all-time most-involved project."

Bruce F. Smith displayed this kitbashed HHI-class #374 as it appeared at Enola in June 1944. These locomotives were originally Norfolk & Western class Y3, but #374 had the front engine from a class Y5 – the only PRR engine so equipped – which Bruce has modeled.



Bruce also brought this weathered ready-to-run HO Broadway Limited ILSA as the engine would have looked at Enola in June 1944. Bruce was the lead on the ILSA PRRT&HS Modeling Committee project. He weathered the model with acrylic paint and chalks.

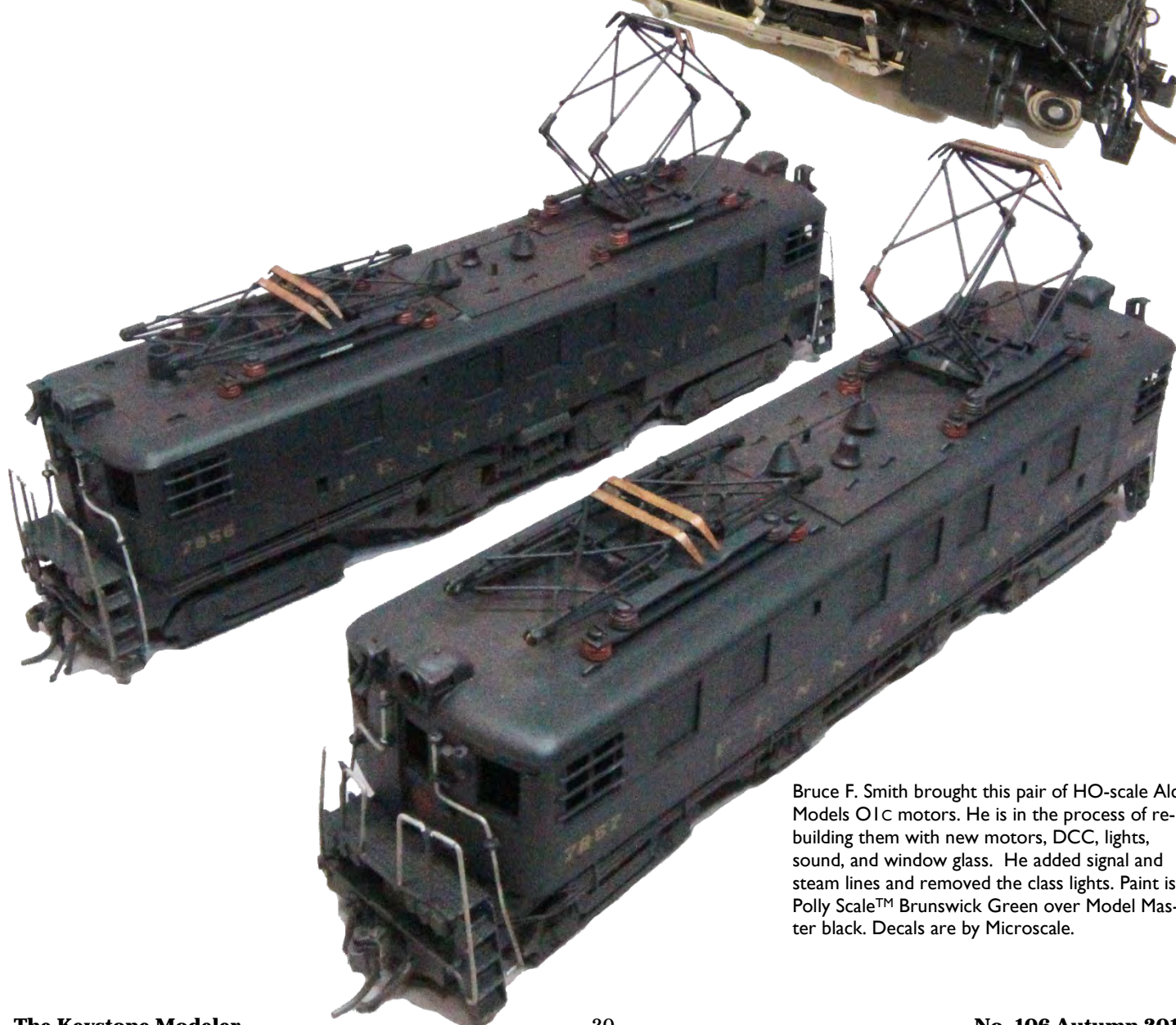


This O-scale model of K4s #5495 is by Buzz Burnley. It started at a very early Max Gray "Perfections" Line model. He added lots of details and did the painting and weathering. It took 1st Place in O-Scale Steam at the 2005 Annual Meeting.



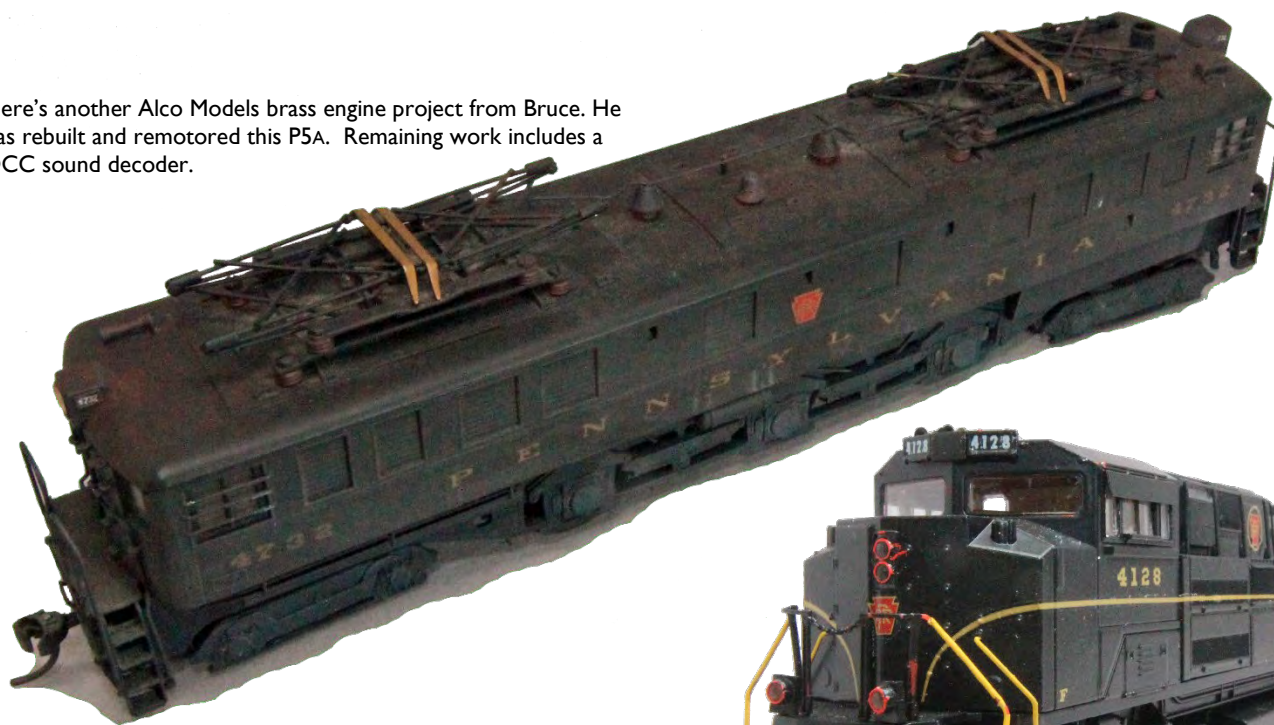
Buzz also brought this O-scale H9s (made from an H8sB) as it looked in the mid-1950's. This took 1st Place O-Scale Steam at the 2012 meeting.

Bill Lewis displayed these two 11sa 2-10-0 Decapods in N-scale.



Bruce F. Smith brought this pair of HO-scale Alco Models O1C motors. He is in the process of rebuilding them with new motors, DCC, lights, sound, and window glass. He added signal and steam lines and removed the class lights. Paint is Polly Scale™ Brunswick Green over Model Master black. Decals are by Microscale.

Here's another Alco Models brass engine project from Bruce. He has rebuilt and remotored this P5A. Remaining work includes a DCC sound decoder.



Ivan Frantz brought a what-if model – an EF 4400 ACe decorated in a PRR freight scheme.



Ron King displayed this pair of Fairbanks-Morse Train Master demonstrators. These are Atlas HO-scale models with extra details and weathering. PRR bought eight Train Masters in 1956 after seeing the demonstrators.

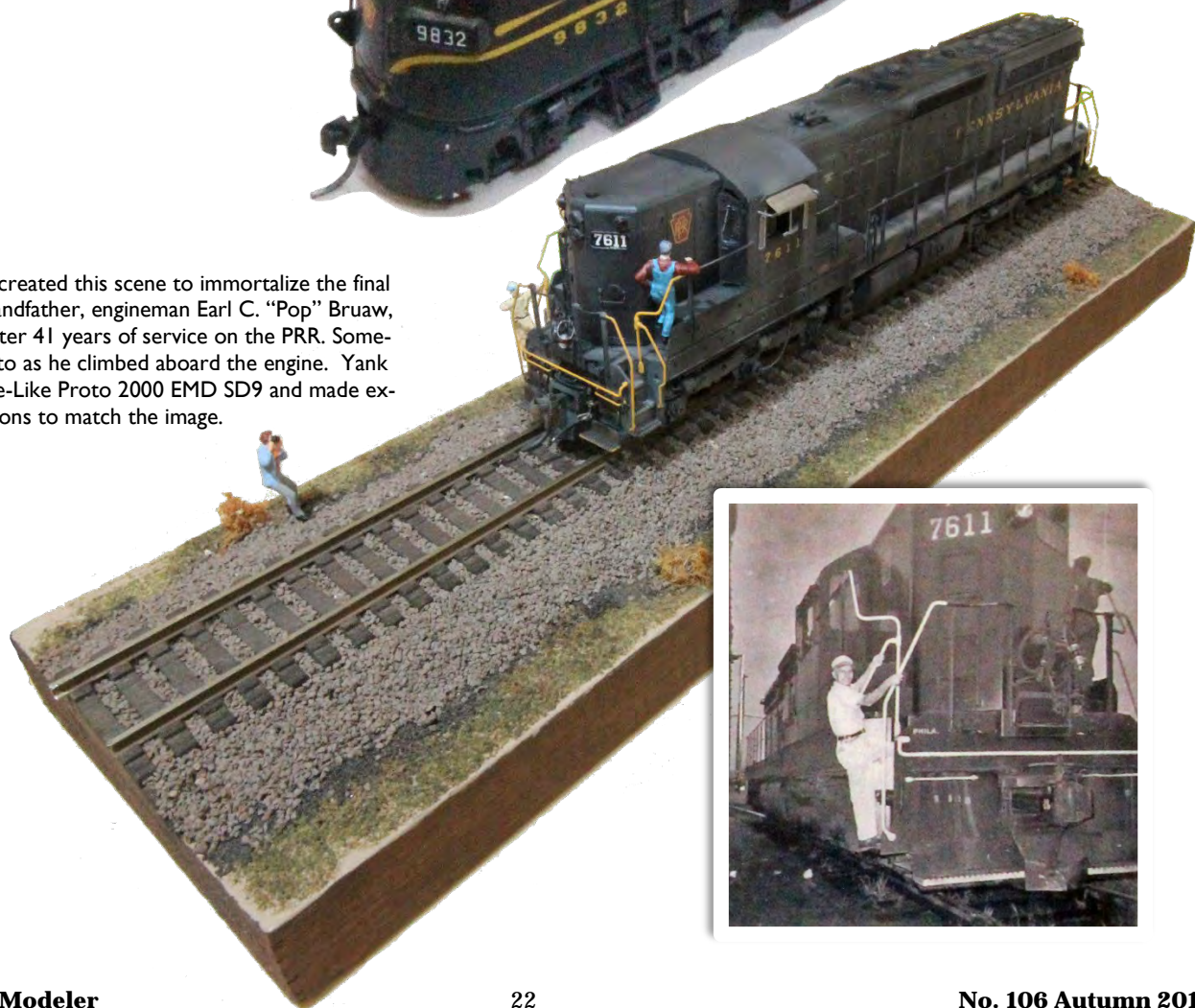
Doug Taylor is calling this what-if in HO-scale a BLT-20. It is a kit-bashed model that combines an EMD DD-40 mechanism with a pair of Life-Like EMD BL-2 bodies.



Tim Nielsen brought this A-B set of EMD F7 diesels (PRR class EF-15a) as they would have looked in 1952. He added Kadee couplers, diaphragms, Train-phone, lift rings, LED lighting, and LokSound decoders. He installed four Dumbo speakers with custom enclosures.



Yank Yankolonis created this scene to immortalize the final trip of his late grandfather, engineman Earl C. "Pop" Bruaw, in August 1959 after 41 years of service on the PRR. Someone took his photo as he climbed aboard the engine. Yank started with a Life-Like Proto 2000 EMD SD9 and made extensive modifications to match the image.



Bill Millham has modeled Pittsburgh & West Virginia Baldwin AS-616 #40 as it looked between 1954 and 1960 using custom decals he created. This unit was leased by the PRR in 1954 and never returned. PRR purchased the unit between 1961 and 1962 then repainted it in PRR colors.



Bill Lewis modeled EMD E7 units 5844 and 5901 in N-scale as they appeared in the late 1940s through the early 1950s. He added Trainphone equipment and put MV lenses in the marker lights. The prototype 5901 is the only surviving E7 and is on display at the Railroad Museum of Pennsylvania in Strasburg.



Bill Lane "brass bashed" this Pennsylvania-Reading Seashore Lines N5 cabin car in S-scale. He added new end railings, moved the stack, and added Mt. Vernon Shops decals to capture #200 as it looked in Camden, N.J. in 1954.



Patrick Wilson started with a Red Ball brass N5 cabin car model in HO. He added Trainphone equipment and decorated the model with Scalecoat II paint and Mt. Vernon Shops decals. It represents #477110 on the Pittsburgh Division.

Patrick Wilson enhanced this Red Ball brass N6b model with Scalecoat II paint and Mt. Vernon Shops decals to represent #981749 on the Monongahela Division.



Jack Consoli kitbashed these two HO-scale N5C cabin cars from Märklin/Trix ready-to-run models. He replaced the swing couplers and added end and under-frame details. With Floquil paint and Middle Division decals, they represent service on the Monongahela Division in 1952.



Jack also displayed this N5E cabin car of the same period. It started as an Alco brass model. He added rain gutters, grab irons, new end railings, moved the stove pipe, added underframe details, window glass, and an interior. He used Floquil paint and Middle Division decals.





Doug Nelson built this N-scale P70kR coach using East Wind Mfg. etched acrylic sides and an American Limited core kit. He added 2D-P5 trucks, diaphragms and customer decals.



Doug also showed us his N-scale S70 business car #7504 "Quaker City" circa 1950. He used a Micro-Trains observation with a round roof, radio antenna, roof vents, ice bunker, and window shades. He added etched glass lavatory windows, MTL 3D-PI trucks, acrylic paint, and Microscale decals.



Also from Doug is this B60B baggage/express car from the 1950s in N-scale. This is a resin kit by Hell Gate Models. He added grab irons, stirrup steps, generator, diaphragms, and PRR 2D-P5 trucks from American Limited. He used acrylic paint and decals by Hell Gate Models.



This Walthers 10-5 Pullman sleeper in Streamline paint is from Bill Millham's model of the *Penn Texas*, circa late 1949 to early 1950.



This pre-war 4-4-2 Walthers Pullman was painted and decaled by Bill. It ran on the PRR to connect with the 1948-1949 *Golden State Limited*. That train ran on the Chicago, Rock Island & Pacific and the Southern Pacific to California.



"Cascade Ravine" is a 10-5 Pullman sleeper that ran from New York City to St. Louis to be interchanged with Frisco's "Meteor". This Walthers car also belongs to Bill Millham. It has simulated "shadowlining" on the car. This was a painting technique to make smooth-side cars look as if they had stainless steel fluting on the sides.

Greg Snook built these HO-scale GPA hoppers from resin kits. He added Hi-Tech air hoses, Mt. Vernon Shops decals, Yarmouth stirrup steps, and other details.



Bruce Smith kitbashed the FXL and FM to represent 1944 in HO scale. The crawler crane is a combination of Woodland Scenics and Sheepsfoot parts. The FM flat is a Sunshine kit with sideboards and a wood deck. The FXL living and idler car is a scratch-bash of Westerfield and Sunshine kit parts.



R. L. Branin built this display of PRSL camp cars and a PRR wreck train. It represents Irving Avenue Yard in Bridgeton, New Jersey in 1955. That's R. L. with the Ford Model A pickup with his new driver's license.



Neil Campbell showed this HO scale class X43A box. It includes a CB&T body, Athearn floor, Intermountain underframe, Bowser truck with Intermountain wheels, Kadее roof walk and couplers, Bowser AB brakes, Branchline ladders and details, and Tichy grabs.



This is a sample of John Frantz's work. This is a ready-to-run Tangent model of a G43 gondola as is looked in the late 1970s. John matched the stenciling and weathering to a photo of the prototype car by his father, Ivan.



Here's an X37 box car kit by Neil Campbell. He used Yarmouth stirrup steps, Kadее couplers and brake wheels, Bowser trucks, and Intermountain wheels. He painted with Scalecoat II freight car color and used Middle Division decals.



Neil built this X37A kit. He added Yarmouth stirrup steps, Kadее couplers and brake wheel, Bowser trucks, and Intermountain wheels.

John Frantz took ready-to-run HO covered hoppers from Bowser and Atlas to match ex-PRR equipment in York, Pa. in the late 1970s. There are two H34C cars to the rear and an H30 in front. He used custom stencil-cut marks, numbers, dimensional data, and lube stencils.



Doug Nelson shows us once again how good N-scale can look. He took an Eastern Seaboard Models kit of the PRR G26 mill gondola and added a fabricated steel beam load with Bethlehem Steel signs.



Doug is also working on a Train Cat N-scale etched-brass kit for the GRA gondola as it appeared in the 1950s.

Fred Monsimer built an HO scale model of the F38 heavy-duty flat from an Eastern Car Works kit as it appeared in 1956. He added a host of details and is working on a nuclear reactor containment vessel load.



Matthew Hurst built two Funaro & Camerlengo X28A boxcar kits. He added Free State Systems Carmer cut levers and upgraded the brake gear. He used chalks for the weathering.



John M. Johnson built these three HO boxcars from kits and kitbashes. He improved them with wire grab irons and other details.





Matt Hurst built this X23 boxcar from an HO-scale Ambroid kit. He used Red Caboose doors, scratchbuilt door tracks and metal fixtures, and improved the ladder and brake gear. He painted with Scalecoat 1 PRR freight car color, used Champ decals, and weathered with chalk.

Tim Nielsen displayed two G31 HO-scale 70-ton gondolas. He added Motrak Models scrap metal loads for Tangent gondolas.



Tim also showed a G43 corrugated-side gondola with a Motrak Models scrap metal load. He used AK Interactive rust streaks – light rust.

Doug Nelson kitbashed an X42 Mail Storage Car in N scale from two Intermountain 50' box car kits. He used acrylic paint and decals from Mt. Vernon Shops. He won the February 2018 Dremel Kitbashing Award from RMC.



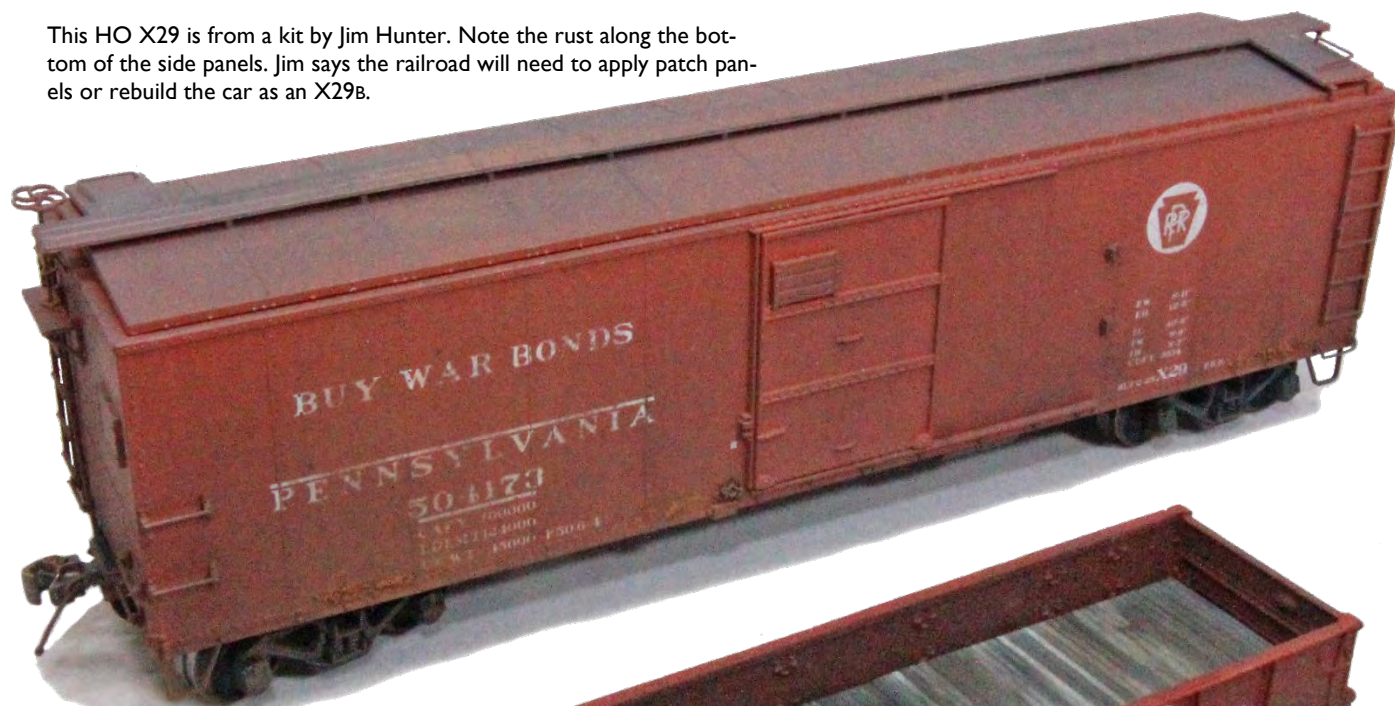
Matthew Hurst displayed these three HO-scale X29 express boxcars as they appeared 1946-1947.



Jim Hunter, your *TKM* editor, displayed this kit-built GLA two-bay hopper in HO-scale. He installed sprung trucks and Ka-dee couplers. He used Scalecoat II paint and Sunshine decals.



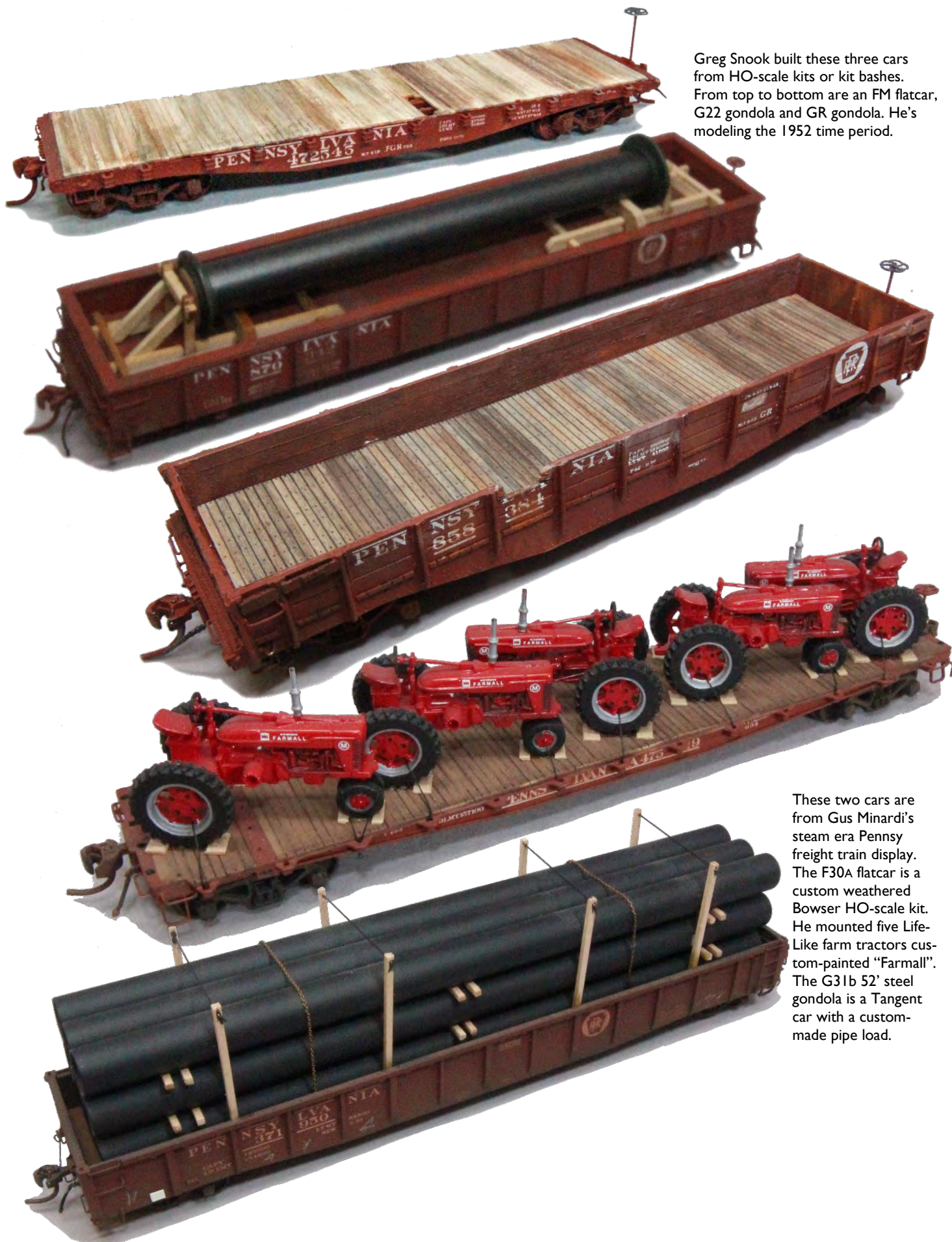
This HO X29 is from a kit by Jim Hunter. Note the rust along the bottom of the side panels. Jim says the railroad will need to apply patch panels or rebuild the car as an X29B.



Jim Hunter built this G25B in HO from a Westerfield kit as it appeared in 1951. It has sprung trucks and Ka-dee couplers.



Jim also brought this GSH gondola in HO as it looked in 1951. He started with a Bowser kit. He fashioned six different grab irons, added corner steps, and a support section along the bottom of the sides. He hand-painted the commercial load.



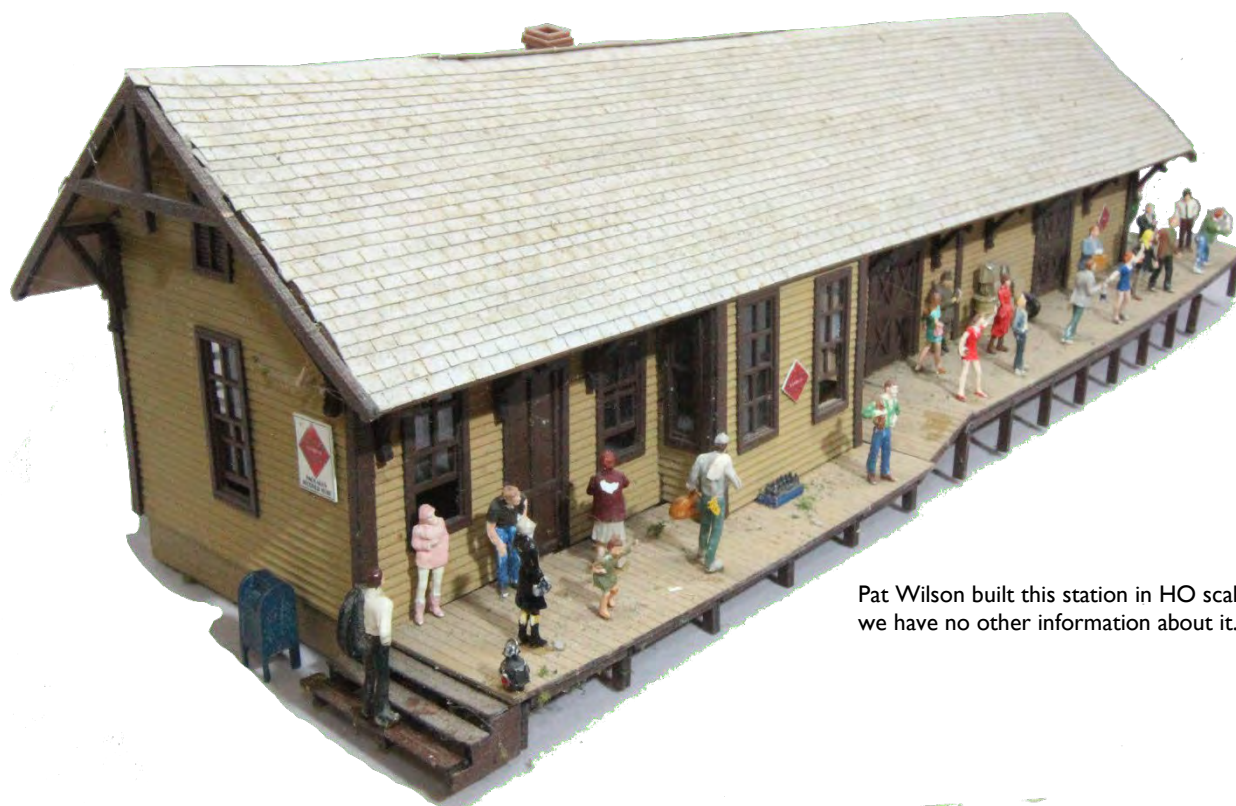
Greg Snook built these three cars from HO-scale kits or kit bashes. From top to bottom are an FM flatcar, G22 gondola and GR gondola. He's modeling the 1952 time period.

These two cars are from Gus Minardi's steam era Pennsy freight train display. The F30A flatcar is a custom weathered Bowser HO-scale kit. He mounted five Life-Like farm tractors custom-painted "Farmall". The G31b 52' steel gondola is a Tangent car with a custom-made pipe load.

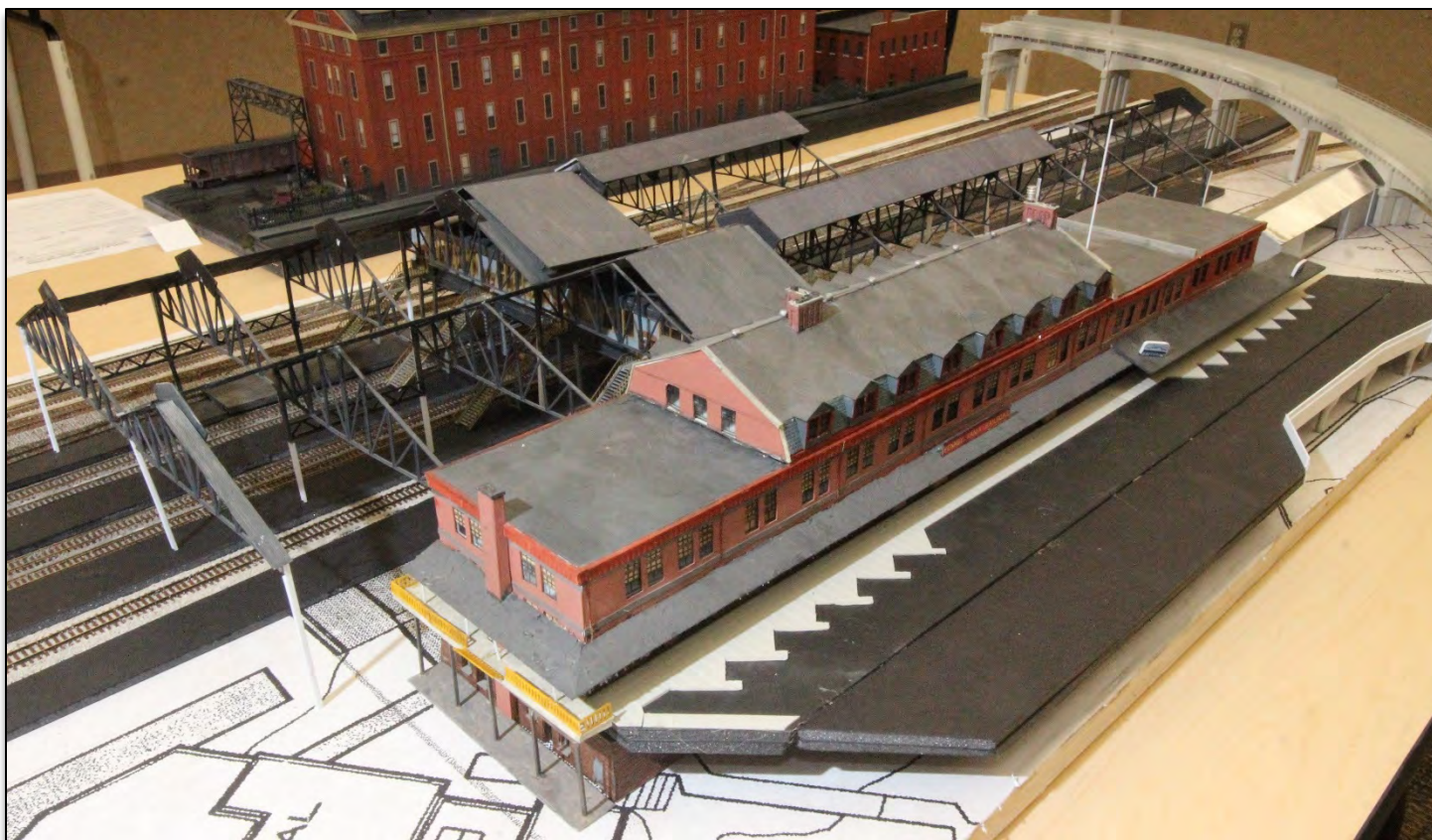


◀ Danny Seymour scratchbuilt this model of "CY" Tower in Newark, New Jersey in HO scale. He drafted the roof panels on a computer.

▼ Greg Gutsell built a standard PRR tool shed in HO scale from a kit by Mainline Laser Kit. He added knot holes, sliding doors, and a broken window. He distressed the sides with wire brushes and steel wool before staining the wood with washes of alcohol and dark brown pastel chalks.

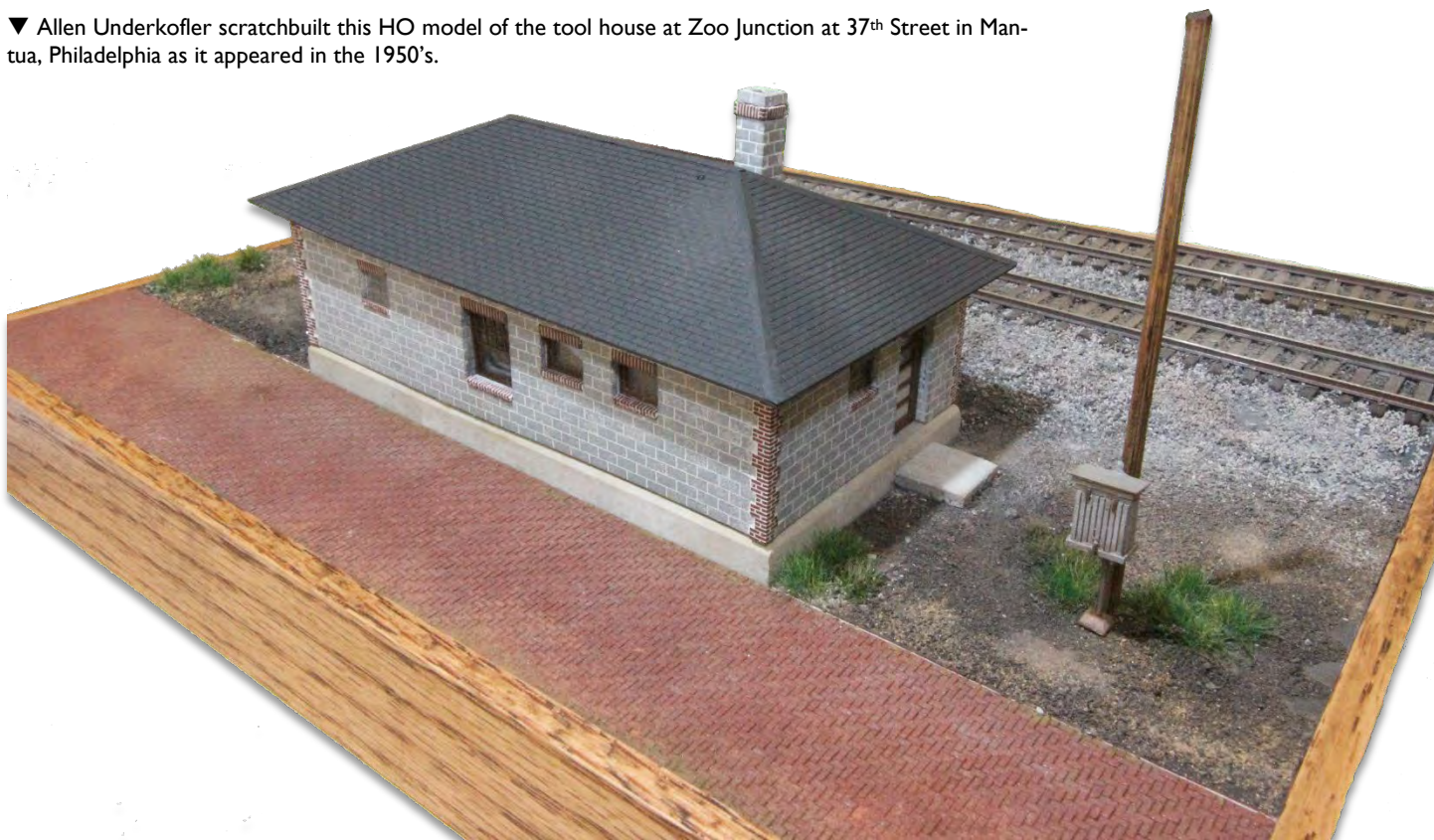


Pat Wilson built this station in HO scale. Unfortunately, we have no other information about it.



▲ Bob McKay is building this amazing N-scale model of Harrisburg Station circa 1965. He is using HAER plans. It won Best in Show at the 2012 Annual Meeting.

▼ Allen Underkofler scratchbuilt this HO model of the tool house at Zoo Junction at 37th Street in Mantua, Philadelphia as it appeared in the 1950's.



Several members brought entire trains to display. While they are crowd-pleasers for the members, they are difficult to photograph for TKM. Here are a few of the trains on display at the 2018 Annual Meeting.



Bill Lewis assembled this N-scale model of the 1947 “Friendship Train” and 1947 “Freedom Train” on display at Harrisburg Station.



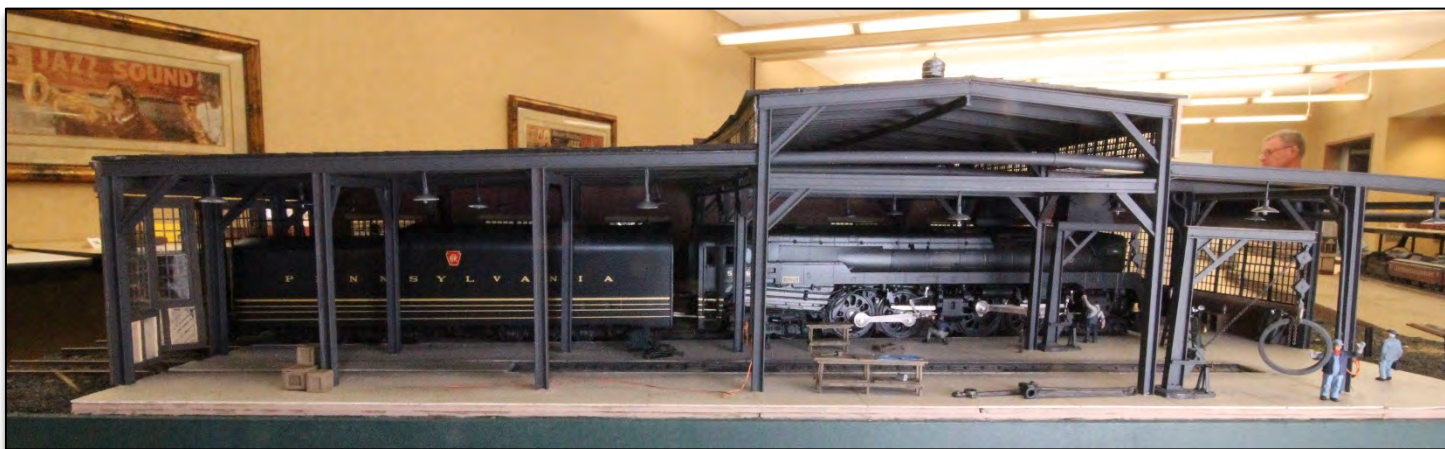
In the front are four N-scale trains by Francis Treves. His objective was to model the passing trains that appeared in the 1956 Griff Teller PRR calendar painting “Dynamic Progress”. This painting includes the Aerotrains on the far track and a TrucTrain on the near track.



Bill Millham brought the *Penn Texas* in HO circa late 1949 to early 1950. The consist is from a train heading east, east of Pittsburgh.



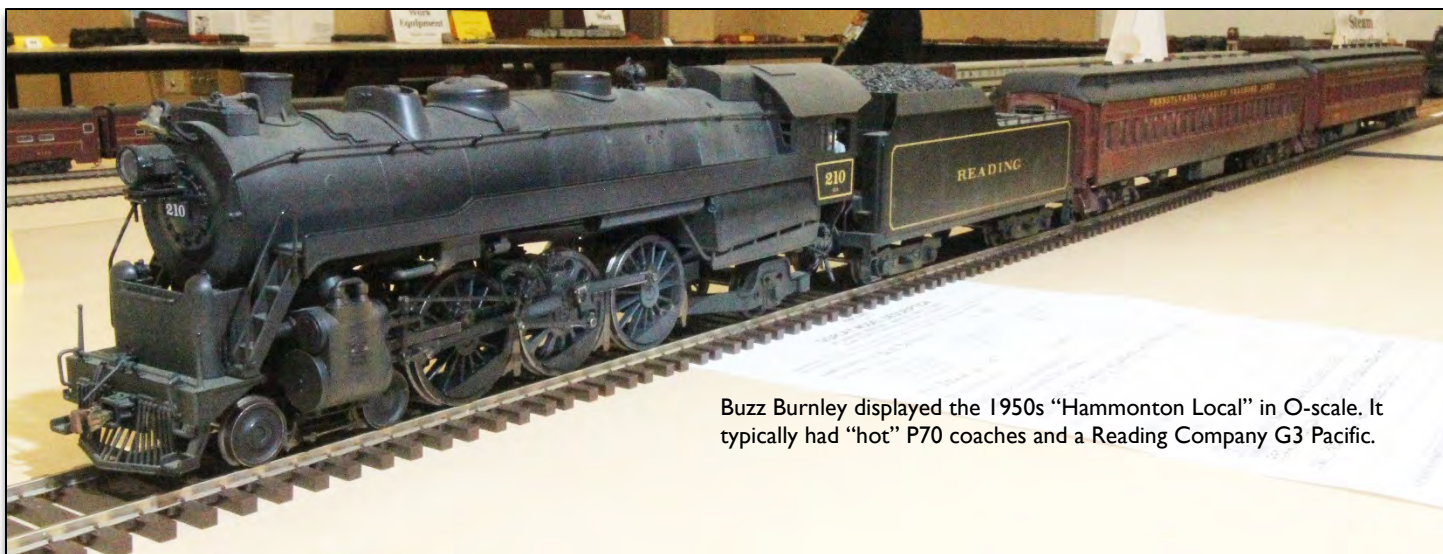
George Pierson displayed an HO-scale local freight behind an H68 circa 1920. The period freight cars were well done.



Matthew Hurst shared his HO-scale Harrisburg enginehouse diorama in 1946 inspired by Grif Teller's painting "Servicing the Giant." This display won Best in Show at the 2003 Annual Meeting.



Richard Collins showed off his tugboat and car float. These are Walther's kits. To the tug, Richard added railings, portholes, davits, and a lifeboat.



Buzz Burnley displayed the 1950s "Hammonton Local" in O-scale. It typically had "hot" P70 coaches and a Reading Company G3 Pacific.



David C. Wilson displayed three scratchbuilt structures on this diorama – his Pitcairn coaling tower, Pitcairn passenger shelter, and Rochester, Pa. watch tower.

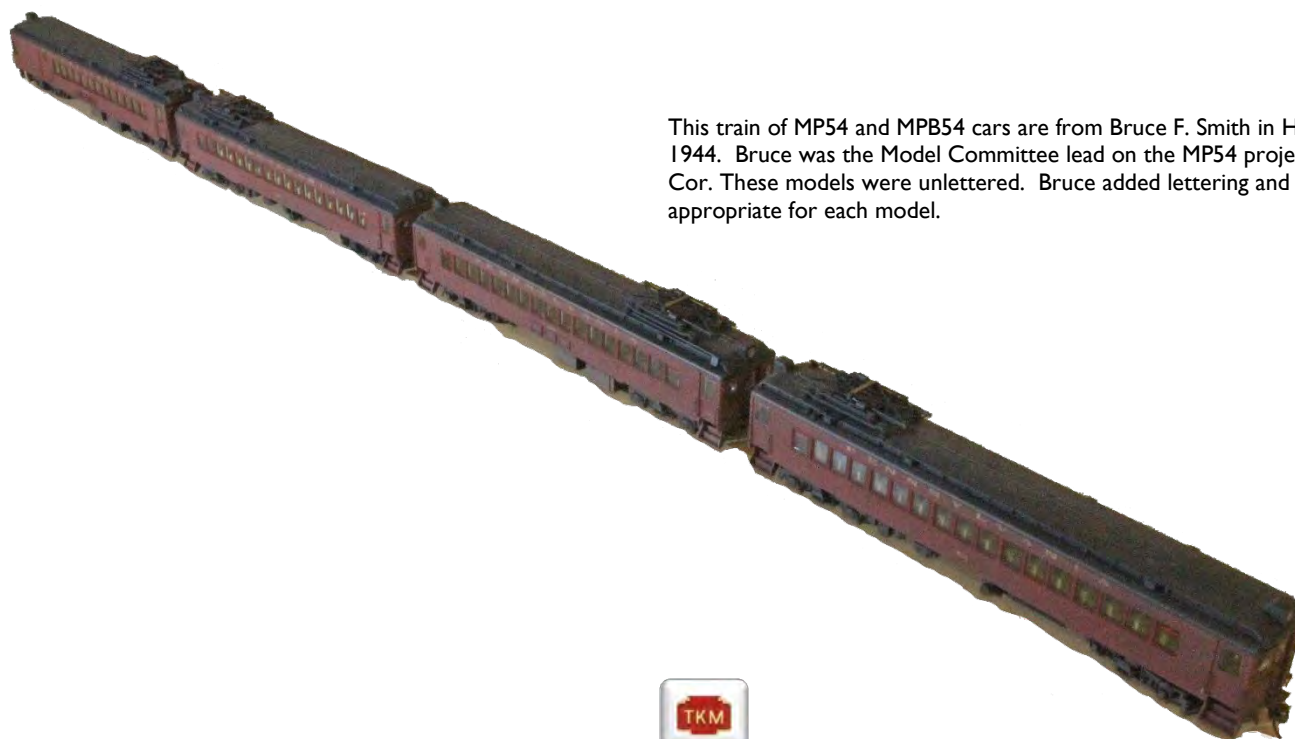




Bill Lane exhibited two S-scale PRSL trains in Camden, N.J. in 1954. In front are a train of P70 coaches behind a Baldwin AS-16 diesel. Behind is a Reading train behind a G-15B Pacific.



The train to the rear is a steam train by Gus Minardi. The two in front are by Bruce F. Smith.



This train of MP54 and MPB54 cars are from Bruce F. Smith in HO, circa 1944. Bruce was the Model Committee lead on the MP54 project with Con-Cor. These models were unlettered. Bruce added lettering and weathering appropriate for each model.

