

LINK and PIN NEWS

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July-August

1981

LINK & PIN NEWS is the official publication of the Narrow Gauge & Logging Div. of the T.A.M.R. Yearly dues in the division are: \$3.25

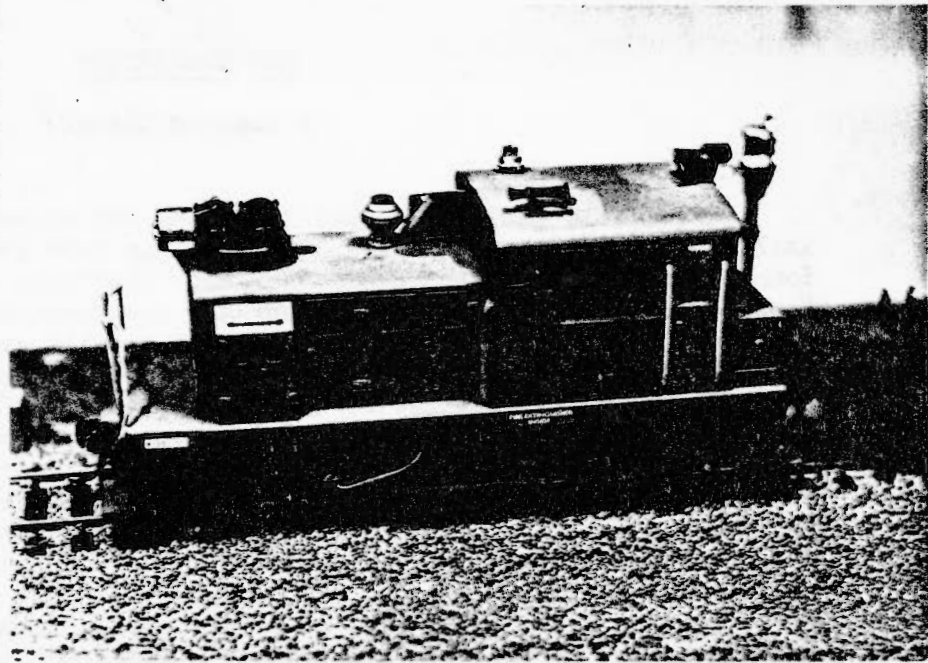
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NGLLMD-WR-TAMR



GREAT PLAINS RR Plymouth switcher #1080. For construction article of this locomotive, turn to page 2. Steve Masih photo.

This issue has come out with a survey and an extra. I have sent this survey to try and find out what is good and what is bad in the NG&L Div. The membership can be better served if I know what you want so please fill out the survey and send it back to me.

We have survived our first 6 months. Our membership is still low but we are doing ok financially. I have included a list of our expenses.

Jan. 1, 1981 Balance	\$28.21
Income	+ 9.93
Expenses	- 14.27
July 1, 1981 Balance	<u>\$23.87</u>

No more extras will be printed until sometime next year as they put a pretty big drain on finances with more than two per year. To try and keep things organized, I have set up a policy in which new members joining any time other than Jan-Feb will receive all the L&P issues that have been sent out in the year that the new member joined. This means that a person who joins in July would receive the Jan-Feb, March-April, May-June and July-August issues and that member would renew the following January.

INFO NEEDED!!! Fellow member Steve Masih is in desperate need of info, photos, etc. of shays. If you can help him out, please do so. Write to: Steve Masih
1525 9th Ave. SE
St. Cloud, MN 56301

AHM CONVERSION

A Logging Diesel

By Steve Masih

This little gem started out as an AHM MDT Plymouth switcher. It was originally produced from the early 1930's to the late 1950's and many can still be found making it a perfect choice for many shortline applications. It is no longer produced by AHM although Mantua's new Davenport side-rod engine has the same basic shell. The AHM loco. is still readily available.

It is quite simple to re-build this model. The first step consists of removing the shell from the frame. Then cut part of the frame down so that body-mounted Kadee couplers will have clearance. Scrap pieces of styrene are used to build-up a pair of mounting plates for the couplers. On the cab end, the forward weight is ACCed to the body after a little filing making the fit between the weight and the body snug. The scrap styrene is then built-up from the bottom of the weight using the body and the weight as support. The rear(my model was designed to run non-cab end forward) support was built-up directly from the shell. This is a "fit-n-file" step. I was continuously testing the height of the couplers against a Kadee Coupler Gauge and ended up filing about 1/16 of an inch away from the body to achieve the correct height. Kadee #5 couplers were then screwed to pre-drilled holes in the coupler mounting plates.

The couplers were removed and the body then cleaned. I air-brushed the body with Floquil's BN Green, my standard color. This green had also been lightened just a little before painting to match my other GPR color-s. The body was let to dry a week by standard practice.

The few conversions to the frame/chassis was done at this time. I took some very fine brass wire and applied it in such a way to make speed recorders on both sides of the engine (see photos). I also test-fitted an extra 1½ oz. of lead in nooks and ACCed it in place also. I also completely re-built the motor and improved running-noise in the process. It now has a deep growl when operating that I feel adds to operation. The frame is now complete and all other conversions will all be cosmetic.

The now-dry shell was installed on the frame. A Roundhouse steam-type electric headlight was ACCed to the cab end and another small piece of brass wire was installed to make the electric conduit. A Details Rotary Beacon and Athearn plastic horn were added to the roof. A Details West spark arrestor (round) was added to an area that a former molded-on vent was. An Athearn bell was added and a piece of brass wire was used to form an air supply hose. Four Athearn GP-9 air-tank ends were glued together to form roof mounted air tanks. I explain this by saying the extra fuel tanks needed took up their original place in the frame. A Details West headlight was placed on the front before the air-tanks to make sure of placement. A Roundhouse jewel was glued into both headlights after enough clearance was made by drilling. Scraps of brass wire were used on the air-tanks and front headlight also.

Decals out of the scrap box were then added. I purposely had the two sides a little different to add charm. I also fashioned the front handrail from scrap.

After I felt the model was finished, I hand-painted the handrails with Testors yellow. Finally a heavy weathering job was added using Earth-Tone artist pastels. A coat of Testors Dullcote protects the finish.

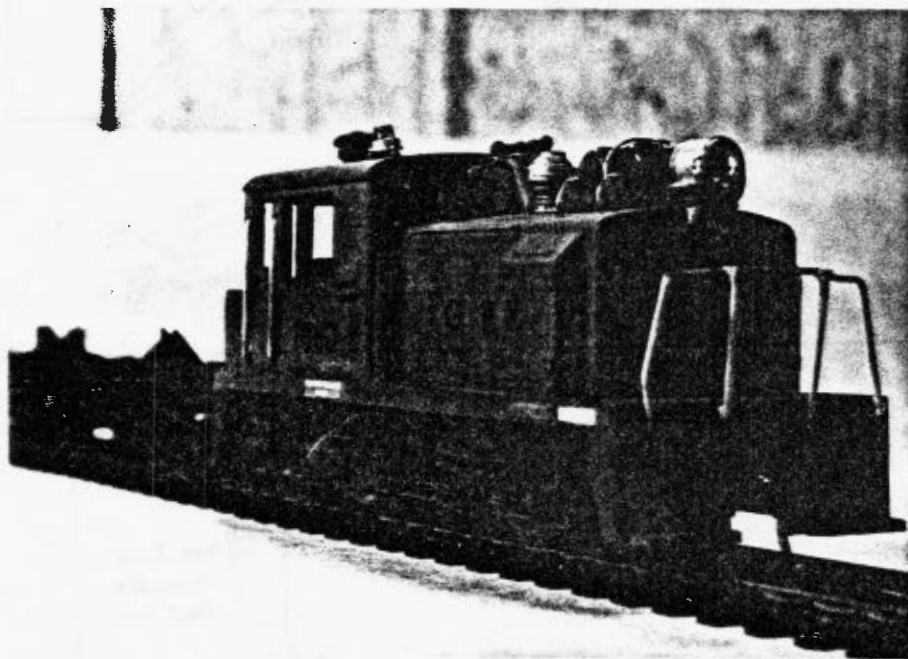
I feel that things can be improved and a second unit is planned. The same things will be done with it as the first unit although I will add the following details:

Details West	Pyle Barrel type headlight	#235-133 (instead of rotary beacon, both ends)
	Cab vents-hood	#235-121
	Snow plow(weed cutter)	#235-150 (one for both ends)
Detail Asso.	no. boards-angled	#229-2603 (for both ends)
	Coupler lift bar	#229-2204 (for both ends)
	Cab sunshades	#229-1301 (both sides)
	cab armrests	#229-2302 (both sides)

I would also replace all the molded-on grap irons with Detail Asso. formed wire grab irons. MU hoses would also be added.

The Mantua model would also be a good starting point due to the functioning side-rods. These two little locomotives both lend themselves to many varied detail conversions. I am sure that once you have started one for yourself, you would find many things to make them into for your own railroad.

For you people with a lot of tools, it would be fairly easy to repower either of the locos with small Sagami motors and gearboxes. I'll cover that when my other loco is finished



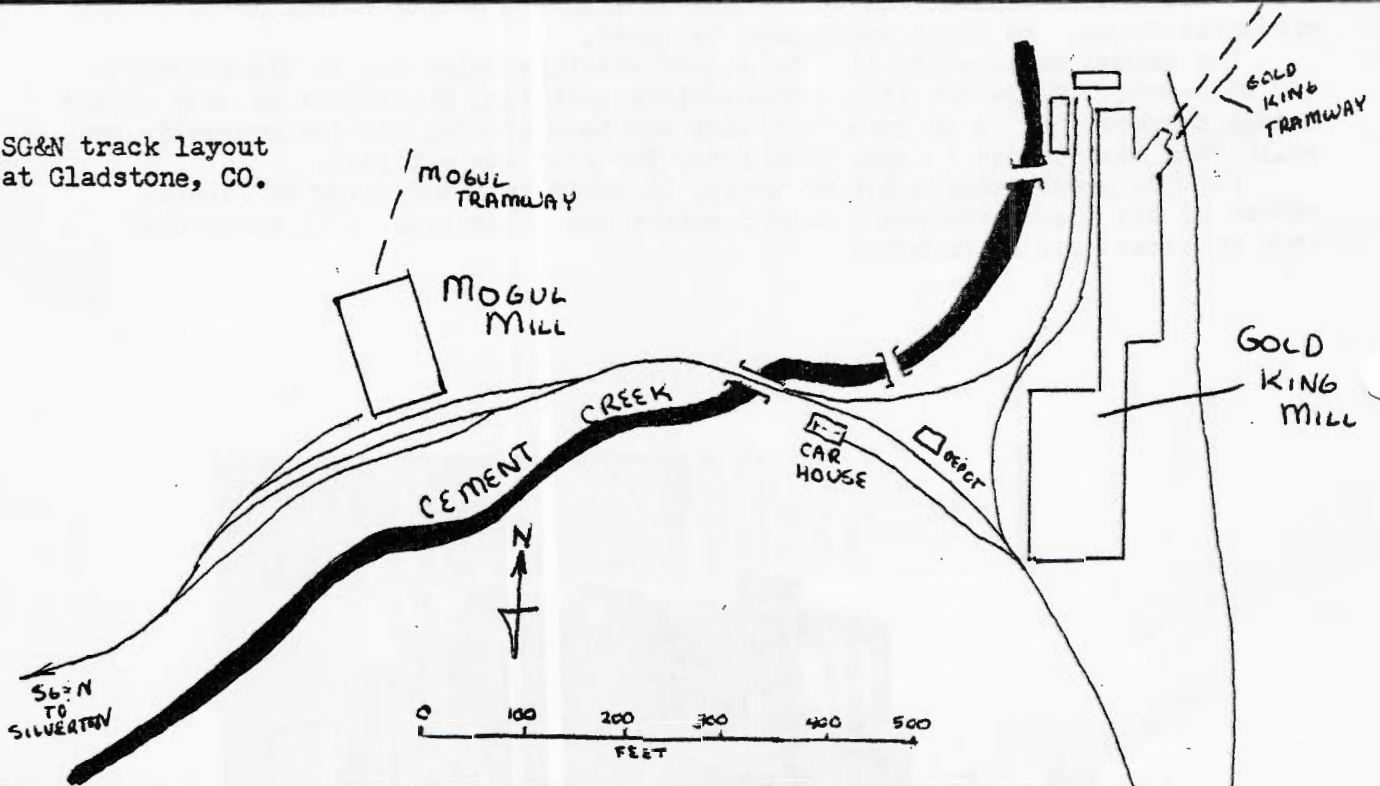
SILVERTON AND ITS RAILROADS Part II
The Silverton, Gladstone and Northerly

Part II of our series takes us to the Silverton, Gladstone and Northerly RR. This railroad extended from Silverton northward to Gladstone (7 miles). The railroad was built mainly to serve the Gold King Mill in Gladstone.

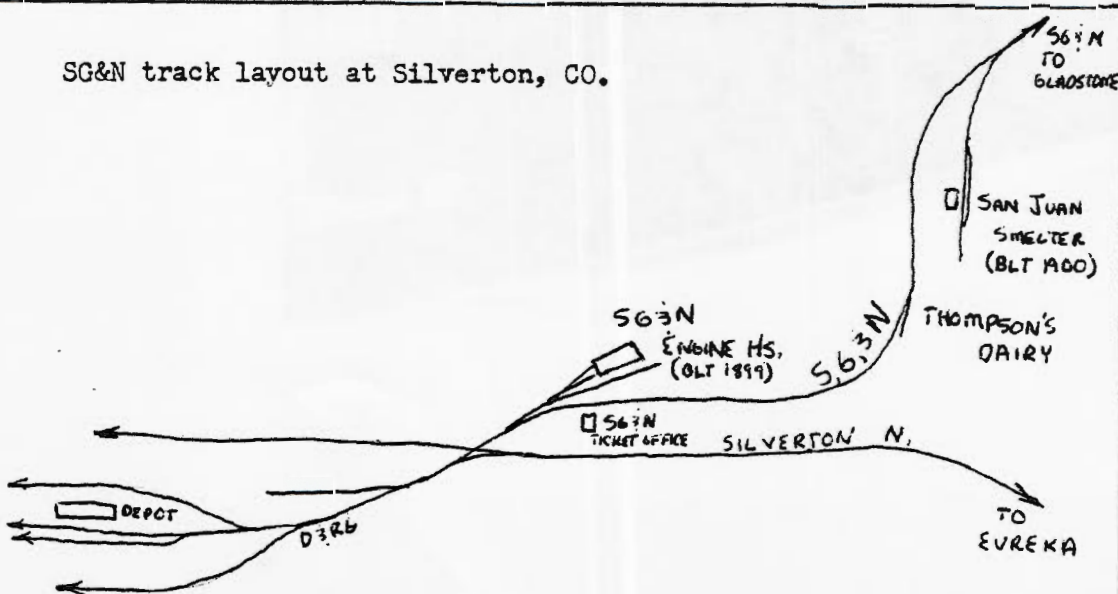
The road was incorporated in early 1899 and construction began in April of that year. The line was built by the Rocky Mtn. Construction Co., a Maine corporation. 45 lb. rail was used. The road was completed in early July of 1899 and was handed over to the operating company on July 21. The cost of the line was about \$177,000.

The road started operation in 1900 and first year dividends to the stockholders amounted to \$35,366.21. The road operated in the black until 1909 when the road operated at a loss of -\$7692. The Silverton N. leased the road on Jan. 1, 1910.

SG&N track layout at Gladstone, CO.



SG&N track layout at Silverton, CO.



SILVERTON, GLADSTONE & NORTHERLY RAILROAD ROSTER

Road NUMBER	Builders # and date	NAME	TYPE	CYLINDERS	DRVRS	ENG. WEIGHT	T.E.	
SG&N No. 32	Baldwin #5185, 1880	Gold King	2-8-0	15"x18"	36"	56,200	13,025	1
SG&N No. 33	Baldwin #5225, 1880		2-8-0	15"x18"	36"	56,200	13,025	2
SG&N No. 34	Baldwin #24,130, 1904	Gold Prince	2-8-0	16"x20"	37"	88,100	18,800	3

REMARKS

1. Originally D&RG class 56, #77, the Rinconida; valued at \$4744, July, 1886; Sold to RGS as #32, November, 1891, for \$1200; purchased by SG&N for \$3252, August, 1899; scrapped in Silverton about 1911; boiler shipped to sawmill at Tefft Spur.
2. Originally D&RG class 56, #78, the Sandia; valued at \$4383, July, 1886; Sold to RGS, November, 1891, as #33; to GM Dilley & Son, Palestine, Texas, September, 1899; returned by Dilley and sold to SG&N, October, 1900; scrapped in Silverton, 1923.
3. Purchased new; Baldwin class 10-26-E-316; originally painted olive green and aluminum; acquired second-hand by SN(#34), January, 1915, when entire railroad was sold to Otto Mears.