

## **February 2022**

Hello everyone,

Here we are in mid-February and it won't be long until we gather for the convention in Bournemouth. I've heard recently that Mech Models won't be able to attend this year and neither will Russ Kaufman, who has some ongoing health issues but hopes to be with us next year. We all wish him well.

Talking of traders, Neal Carnaby has a new job!

He writes: -

“I am pleased to confirm that I will be able to attend (Bournemouth)! Norman will not be with me as he has taken a new job at Soundtraxx in technical support. He is now living in Durango!

I have also taken on a new job as On-Site manager for Great Train Show. As such, I am flying all around the country to manage shows; I am no longer selling at them! I am planning on selling at Nashville and the NTS in Collinsville/St. Louis. (I will be selling at Bournemouth!)

At the moment I am looking out at the weather and am really glad I don't have to go anywhere. The two attached pictures are of Main St. looking both ways from the store.”



*(All I can add to that, is to say that, as I write this, it's wet and windy outside – A typical English winter day. Ed.)*

A last word on the convention is my customary traffic update. This year it's all bad news if you're approaching Bournemouth from the west. Firstly, the A35 is closed at Holmsley (between Lyndhurst and Christchurch) taking out one of the quieter approaches and involving long diversions. The other approach from the west is the A31 and this has major roadworks at Ringwood. The actual slip road off onto the Bournemouth spur road isn't too badly affected, but traffic queuing back from

the roundabout, trying to take a diversion to Salisbury, may cause problems so allow extra time if you're using either of these roads. Add to that they're still working on making the M27 a 'Smart' motorway!!!

My last appeal for material fell mainly on deaf ears, but fortunately, Russ Kaufmann came up with several more of his Spotlight articles and Marc Starmans has forwarded an very comprehensive article by Hans, which should appeal to lovers of the odd and unusual, so this issue won't be entirely me waffling on. That said, let's get straight on.

## The Baldwin AS-16, AS-416 and AS-616.

*By Hans Starmans*

On a recent Teams video conference within our Dutch PH&LF group a lot of speculation went on whether or not Atlas are contemplating a model of a Baldwin AS-16 diesel in N scale. Is there a market for such a model and, if so, in what road names? Much in terms of feasibility depends on how widespread the real thing was. Never before has there been offered a ready to run AS-16 in N, so that might help.

Now let's elaborate on the type designation in the headline. In the October 1950 issue of Railway Mechanical and Electrical Engineer Baldwin - Westinghouse presented a line-up of standard diesel electric locos in 5 body styles:

The famous "Road Freight" RF-16 Sharknose.

A large RT-24 centre cab transfer unit with two prime movers.

A switcher with the cab on one end of the long narrow hood.

An RS-12 road switcher version thereof with elongated frame and short hood behind the cab.

An "All Service" heavy road switcher in three versions: AS-16, AS-416 and AS-616.

The choice of engines was simple: Either a 6 or 8 cylinder in-line diesel, both offered as normally aspirated or with turbo. The last two digits in the type designations denote the horsepower rating in hundreds. All three AS-16 models shared the same body comprising of a long and short narrow hood, the same 8-cylinder 1600 hp turbo diesel and a length of 58 feet between coupler pulling faces. The differentiation was to be found in the trucks. The AS-16 rode on 2-axle trucks with all 4 axles powered. The AS-416 had 3-axle A1A trucks with the centre axle in each truck an idler. The AS-616 had all 6 axles powered and this was visible in the uneven axle spacing of the unusual Commonwealth truck.

The predecessors of the AS-16 trio were the DRS 4-4-15, DRS 6-4-15 and DRS 6-6-15. They look essentially the same with the most important visual differences to be found in the side sills of the frame, which could either be cast or fabricated. The list of new and second-hand buyers is as follows:

### **DRS 4-4-15 35 Locos**

Erie

Iron Mines of Venezuela

Lehigh Valley

SOO

Missouri Pacific

New York Central

Northern Pacific

Pennsylvania - Reading Seashore  
Lines

Western Maryland

**AS-16 127 locos**

Baltimore & Ohio

Erie

Missouri Pacific

Missouri Kansas Texas

SOO

Nickel Plate

Pennsylvania - Reading Seashore  
Lines

Reading

Western Maryland

**DRS 6-4-15 91 locos**

Chemin de Fer Algériennes

Chemin de Fer du Maroc

Chemin de Fer Tunisienne

Chicago Northwestern

Columbus & Greenville

Kennecott Copper

Norfolk Southern (the old NS!)

Savannah & Atlanta

Southern Pacific

Union Pacific

**AS-416 25 locos**

Columbus & Greenville

Norfolk Southern (the old NS!)

Office des Chemins de Fer Algériennes

Savannah & Atlanta

**DRS 6-6-15 82 locos**

Bessemer & Lake Erie

Chesapeake & Ohio

Chicago Northwestern

Duluth South Shore & Atlantic Railway

Elgin Joliet & Eastern

Erie

Kaiser Steel

McCloud River

Minneapolis & Southern

Northern Pacific

Southern Pacific

Tennessee Coal Iron & RR

Union RR

**DRS 6-6-15B 1 loco**

Southern Pacific B unit, no cab

**AS-616 214 locos**

Bessemer & Lake Erie

Chesapeake & Ohio

Chicago Northwestern

Milwaukee

Duluth South Shore & Atlantic Railway

Estrada de Ferro Central do Brazil

Ferrocarriles Nacionales de Mexico

Houston Belt & Terminal

Kaiser Steel

Oregon & Northwestern

Orinoco Mining Company (Venezuela)  
Pennsylvania  
Pittsburgh & West Virginia  
Rede de Viação Paraná - Santa  
Catarina  
SOO  
Southern Pacific  
Tennessee Coal, Iron and Railroad  
Company  
Trona Railway  
Union Pacific  
Union Railroad

### **AS-616B 7 locos**

Milwaukee B unit, no cab  
Southern Pacific, B unit, no cab

Baldwin was the largest locomotive builder in the world until the end of WW-2, but they were not very fortunate with their diesels. Within 15 years from Pearl Harbour (December 7th, 1941) the Explorer tolled the last bell. Factors contributing to the downfall were a tainted record for dependability of their turbo diesels in particular and Baldwin's persistence to limit electric components to a bare minimum. Hence the machinery was controlled from the cab by a pneumatic system rather than the customary electric system, which precluded double heading with other makes.

Some sources also point out that Baldwin was late to recognize the diesel's potential, which is not quite true. As early as June 1925 Baldwin launched a demonstrator containing features of later successful diesels, such as nose suspended traction motors in A1A trucks with 40" wheels.

In contrast to the modest little 300 hp boxcar diesel by Alco / GE from the same year, Baldwin's loco was aimed at mainline work and rated at 1,000 hp. The problem was in the 12-Cylinder 2-stroke Knudson diesel with its highly unusual configuration of two V-6 engines stacked on top of each other by the cylinder heads. It failed to deliver the promised rating and hence there were no takers.

A switching demonstrator followed in 1929, this time powered by a 1,000 hp Krupp diesel and a third demonstrator was launched during WW2. The latter featured a revolutionary concept of eight smaller diesel generators housed in a single body over 90 feet long and riding on a 4-8-8-4 chassis. Again, no takers in both instances. The concept has been revived 65 years later in a Siemens diesel locomotive with 4 smaller diesel generators, to be engaged upon demand whilst at the same time achieving the best possible fuel savings. The 4-8-8-4 chassis was quickly retrieved from the scrap line to be rebuilt into the first Centipede for the Seaboard Airline. Baldwin's attempts may have been in vain, but they sure tried.

Besides some brass models, Baldwin diesels have been produced in N by Arnold Rapido, Atlas, ER and Broadway limited. Arnold Rapido's switcher from the early 60's now endears with its crude concessions. The VO 1000 by Atlas is superb and it is fair to say the same of the beautiful Sharknose A and B unit by ER, although they do their work somewhat slowly and noisily due to an extraordinarily high 1 in 32 reduction ratio. Broadway Limited's Centipede is also a fine model, albeit not entirely free

of quirks. Both PRR units are to be coupled back-to-back by a cumbersome coupling rod (*though provision is made for conventional couplers. Ed.*). The cowcatchers swing out too far in curves and may cause derailments when both units are prototypically employed in pusher service. Straight from the box pickup is haphazard despite 16 live wheels per unit. The blackening on the wheels is overdone and needs to be run off before the units start to operate dependably.

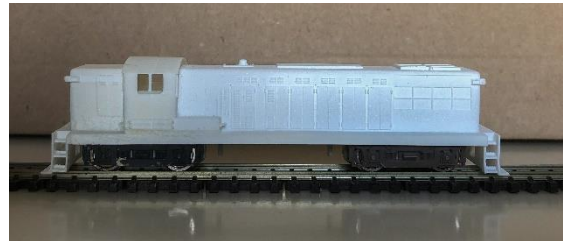
From the 3D print circuit, we have accumulated two “Babyface” A units, the precursors to the Skarknose The RT-624 centre cab transfer diesel is by James Norris. Then there is a VO 660 with shortened hood, to be dropped on a Bachmann Alco S-4 chassis and an AS 16. The latter is destined to become an AS-616 riding on the characteristic Commonwealth 3-axle trucks, for which the side frames are also on stock. All these 3D projects have been on the back burner for years now. They were all pushed aside by a constant flow of “pop-up jobs” in recent years as well as unfavourable outside circumstances. So, my apologies to James are in order. From now on I’ll redeem myself by devoting more time to these and approaching new requests cautiously!



*Baldwin RT624*



*Baldwin VO660*



*Baldwin AS16/616*



*Baldwin 'Babyface'*

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## Spotlight

*By Russ Kaufman*

### Saving History

This month we feature the reintroduction of the N-Sale Architect "Worcester Union Station" kit which, in addition to being one of the largest N-Scale kits ever produced, models one of the most successful station restoration projects in recent history.

This station was originally built in 1911 for the Boston & Albany Railroad and was also served by the New Haven and Boston & Maine Railroads. At its peak, it served 140 trains a day but declining passenger service led to its closure in 1972. By the early 1980's the station

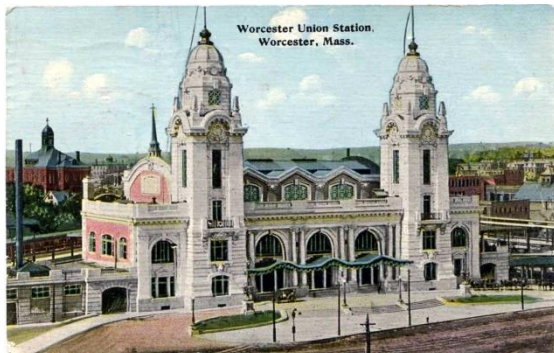


had fallen into ruin with its stained-glass skylights missing and interior littered with fallen plaster and broken support beams.

In 1992 a non-profit organization was formed with the intent of restoring the station and in 1994 the station was purchased by the Worcester Redevelopment Authority (WRA). The \$32.2 million WRA project to renovate the station began in 1996 and it was reopened to passengers in July 2000.

The project architects, Finegold Alexander & Associates, were kind enough to share with us their detailed drawings from this renovation which are the basis for the kit that we first introduced in 2003.

The latest rendition of this kit includes all of the custom castings, 100's of laser-cut pieces and full-colour skylights of the original kit as well as new windows and doors, architectural features and over two dozen additional scenic details!



Worcester Union Station 1911 from a postcard of that date

The N Scale Architect Kit

## The Work Bench

Nothing much to report here since last time. I'm working on the construction of a carousel (merry-go-round) for my German market scene, which made a public appearance alongside Alan Cross' Mohawk Valley at Gosport's mini show. The model is a kit by DM-Toys and is motorised using a can motor with a gear box mounted on top to give a low rotational speed.



DM-Toys geared motor drive

I'm now sitting here thinking about that Titchy Trains rotary snowplough kit I've got in the stash upstairs. I wonder if DM would sell me just the motor/gear unit?

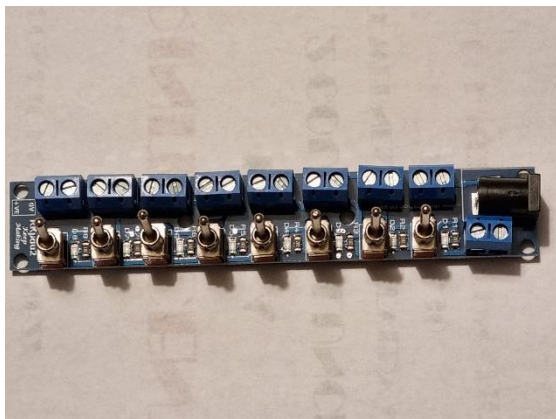
Talking of things electrical and the like, you probably know by now that I hate soldering and it's put a block on a number of projects in the past. Well, last

weekend I was able to go to the Festival of British Railway Modelling at Doncaster racecourse. Among the trade stands there I found a new firm that seemed to provide at least a partial solution to my worries.

RK Education ([www.rkeducation.co.uk](http://www.rkeducation.co.uk)) specialise in all sorts of interesting connectors and switch panels. A couple that offered a solution to a number of my problems were the RKpdu1 power distribution board and the RKpdu2 switched distribution board.



*RKpdu1*



*RKpdu2*

Both these unit have a single input, either simple cables or a jack plug from a power source. The RKpdu1 has eight pairs of output terminals and the RKpdu2 eight pairs of switched outputs. In both cases all the internal wiring is by a circuit board with all the terminal

blocks pre-mounted and, joy of joys, all the outputs are screw terminals. No more soldering!

To make things even simpler, the boards are supplied with self-adhesive, stand-off mounting pegs that fit into pre-formed holes in the circuit board. Really well thought out and even available on Amazon!

These are just two of a large range of connector blocks, distribution blocks and other goodies in many formats, so the website is well worth a visit.

One thing that did strike me at Doncaster was that there seemed to be a bit of a resurgence in 'model making' as opposed to the 'ready to plonk' models. There were a number of firms selling 'bits and pieces and components and several selling laser-cut products in a variety of scales. Perhaps the lockdowns have rekindled the desire to actually make something, or perhaps it's a kick back at the spiralling costs of new models.

Thoughts of new models brings me to another tip off from Neal. It appears that Broadway Limited are to follow their 'Big Boy' with a Y6B. Now that's a thought! No details of price or release date yet, perhaps Neal will have more info at Bournemouth.

I think that's all for now. See you at the Trouville if you can make it, and please, send me some articles!

Ralph