



# *Chicago & North Western Historical Society* **MODELER**

Volume 14, Number 1

July 2022



Loewy body H-1666



F-Units for the Bi-Level 400

CGW NW-2s



## Bill of Lading

July, 2022

### Masthead

<b>AN ARGUMENT THAT HE IS PLUCKED</b>	<b>1</b>
By Michael Mornard	
<b>A LOEWY BODY H-16-66 IN HO</b>	<b>2</b>
By Randy Blezek	
<b>N SCALE F UNITS FOR BILEVEL SERVICE</b>	<b>9</b>
By Dave Prawdzik	
<b>CHICAGO GREAT WESTERN NW-2 19 AND 30</b>	<b>16</b>
By Mike Rizzuto	

### An Invitation to join the CNW Historical Society

The CNWHS is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the C&NW and related roads. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the CNW. Currently the Society has close to 3000 registered members. Members regularly receive a variety of information including a quarterly publication: NWL.

North Western Lines (NWL) is dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original CNW source material. This publication makes otherwise unobtainable data available to the membership at reasonable cost. Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the CNW with a legitimate, respected voice in the railroad and historical communities. By working together, individuals interested in CNW are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with CNW and affiliated railroads.

The Archives Committee of the C&NWHS is very active and maintains a large collection of the C&NW and related roads. For more information see the CNWHS web site.

Merchandise related to the C&NW, as well as back issues of NWL, Car kits and structure kits for modeling are offered through the CNWHS web site.

Chicago and North Western Historical Society Modeler is a publication of the CNW Historical Society (CNWHS) for the purpose of disseminating CNW modeling information.

An Illinois not-for-profit Corporation dedicated to preserving the legacy of the C&NW and its predecessor & successor roads since 1973.

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Apologies if I have inadvertently omitted anyone. Any person left out is entirely the fault of the editor.

# AN ARGUMENT THAT HE IS PLUCKED

by Michael Mornard

-- Shakespeare, "Anthony and Cleopatra," Act 3, Scene 12

Which is where Julius Caesar says he's tired of delays and excuses, as I'm sure you are.

Here we are in late December with the July issue, late as usual. But the good news is that the articles in this issue are well worth waiting for.

I never stop being amazed at the quality of submissions. From the articles in this issue I've learned how to build an early H-16-66, which is a model I have never seen; I've learned about F units pulling bi-level passenger trains; I've learned not only about CGW switchers, but a new source of etched brass detail parts.

I could not put this magazine together without the amazing generosity of our authors. The incredible quality of submissions is the icing on the cake. You all have my deepest gratitude.

There is news from Ye Editor this month as well.

First, "North Western Lines Modeler" now has its own Email address. You can send correspondence (including submissions) to [northwesternlinesmodeler@gmail.com](mailto:northwesternlinesmodeler@gmail.com)

Please note this does not mean I won't receive ones sent to me personally, I'm just trying to centralize everything.

Also, "North Western Lines Modeler" now has its very own Facebook page. Find us at "Chicago & North Western Modeler" on Facebook.

It's my hope that giving the NWLM its own presence will help spread the word. So tell your friends, tell your families, tell everyone you know, and keep those articles coming, please!

# A LOEWY BODY H-16-66 IN HO

by Randy Blezek

I wanted an early style Fairbanks Morse H-16-66. My son Christopher got me the shell for Christmas in 2019 to do a kitbash of a CNW baby trainmaster. I looked through a bunch of pictures online to find one with the simplified paint scheme, curved windows and without the full railings. I was able to find a picture of 1513 in ore service at Escanaba MI in the early 70s that met all of the criteria.



**C&NW H-16-66 in Escanaba, MI in June 1972**

**Photo by Lloyd Rinehart, Lloyd Rinehart collection. All rights reserved.**

**Used with permission.**

Once I had the idea, the actual build was fairly straightforward. -The shell and handrails are stock Atlas Fairbanks-Morse H16-44 early style. -The chassis is an older Stewart Athearn-based Baldwin AS616 drive to get the correct trucks. The ends of the frame are trimmed to fit inside the Atlas walkway. The wheelbase was shortened to move the trucks closer together by making new bolsters with brass box tubing. Brass rod was used for a new center pin for the trucks.

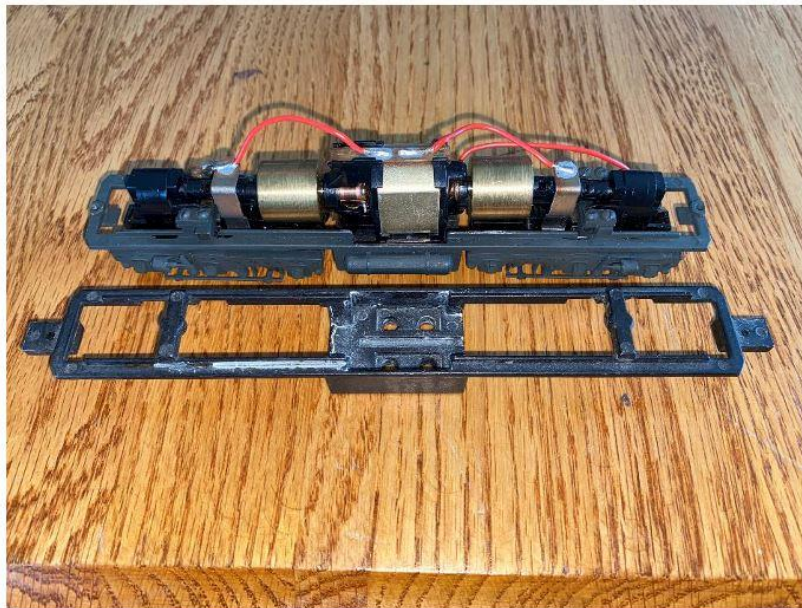
I used coupler pockets from a spare Atlas RS-11 walkway since none come with the Atlas shell kit. I put Kadee coupler boxes inside the Atlas coupler pockets and then marked and drilled the frame for 2-56 screws to hold everything together.



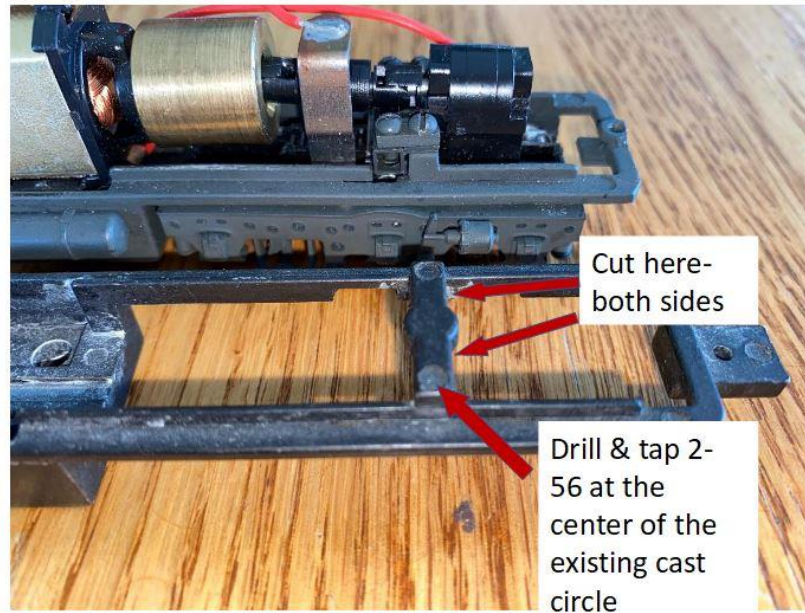
The air tanks are Athearn FM trainmaster that were cut apart and filed flat on the back to fit against the fuel tank. The details that were added are: Details West 186 horn, Detail Associates sunvisors, 1508 MU hoses and a 1502 tall MU stand at the rear. A DA MU receptacle was added to the pilot on the front.

The paints are a little different from the usual C&NW colors. The yellow is Testors flat yellow enamel and the green is Tamiya dark green acrylic. Decals are Microscale. For the windows, I used Tamiya tape and a brand new Zacto blade to trim the outline of the edges and airbrushed them with Testors flat aluminum.

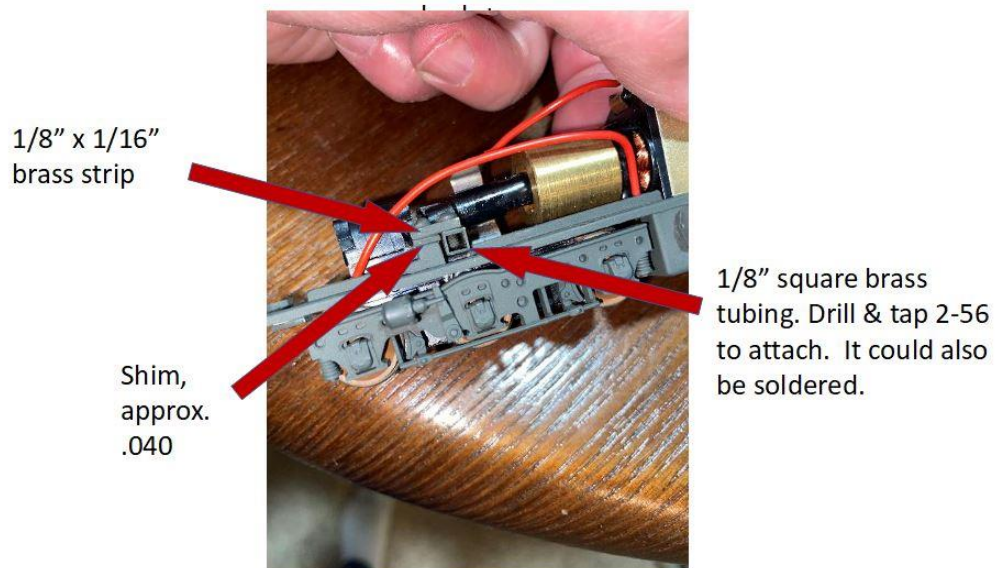
This is the modified Stewart AS616 chassis with an unmodified frame in the foreground. The bolsters were moved about  $\frac{1}{4}$ " closer together,  $\frac{1}{8}$ " on each end.



The existing bolster will need to be cut out. The circles cast into the frame serve as a locator for the screws to attach the new bolster. A screw is preferred to gluing parts to the white metal frame. The rear bolster needs to be narrow enough to fit inside the hood of the shell.

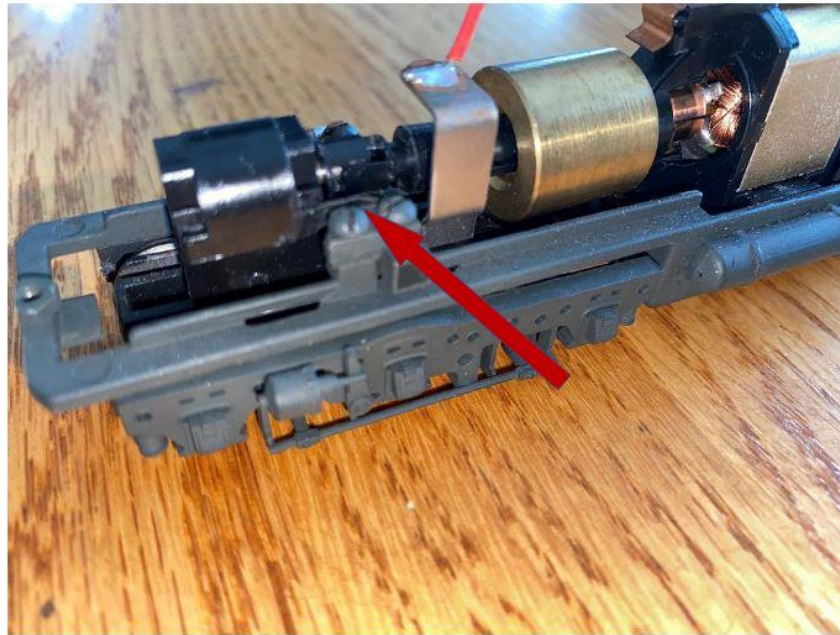


The new bolster is made from 1/8" square brass tubing with a piece of brass rod to locate the truck, either 1/16" or 3/32". The new bolster is connected to the frame with pieces of 1/8" x 1/16" brass strip. A shim is required between the brass strip and the frame. Also, a notch is needed in the web of the frame to clear the new

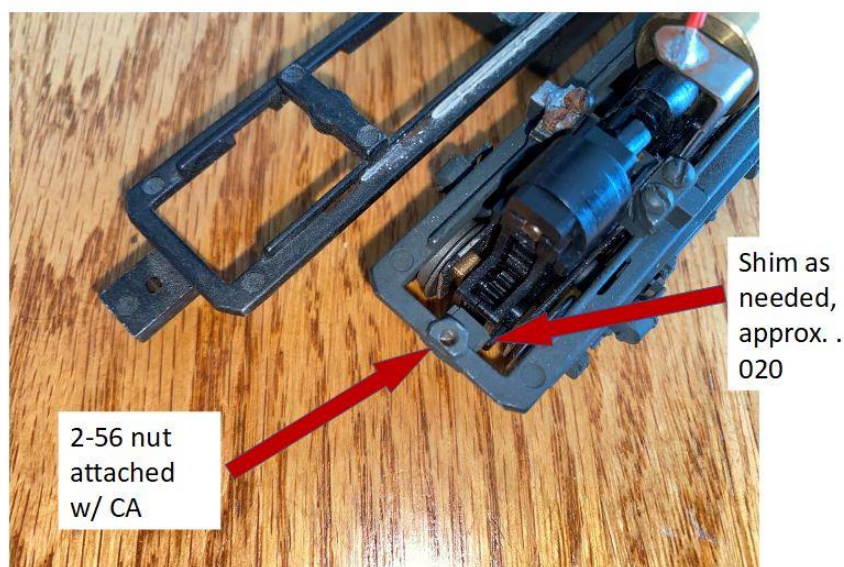




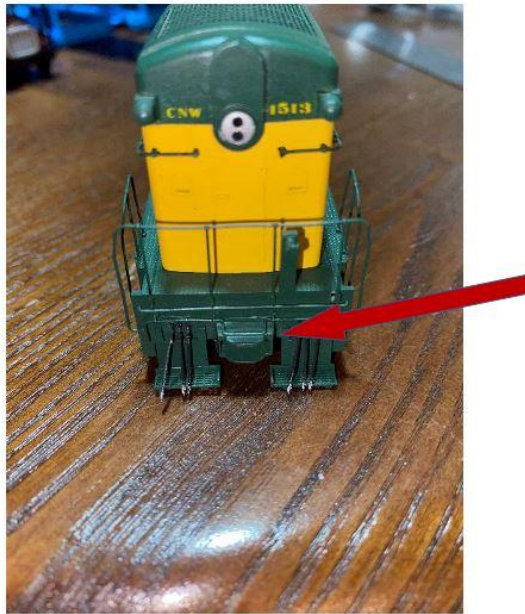
The worm gear cover will need to be filed down to fit the new bolster which is thicker.



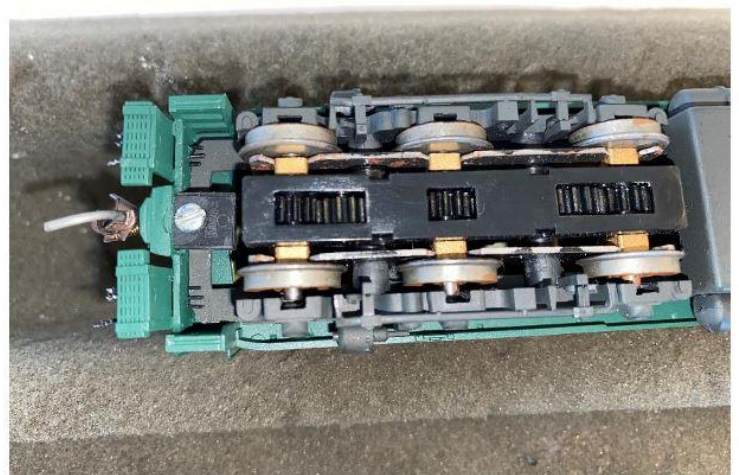
The existing coupler box will need to be removed from the Stewart frame. The frame is thin here so I used a 2-56 nut attached to the frame with CA for the coupler screw instead of tapping. Shim between the frame and coupler box as needed.



The coupler pockets were salvaged from an Atlas RS3 walkway since pockets don't come with the Atlas H16-44 shell kit.

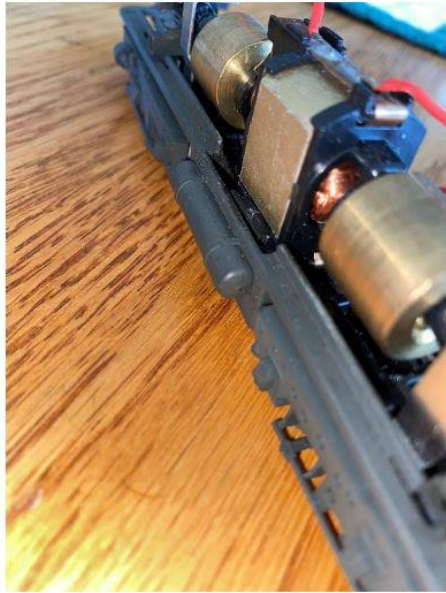


A Kadee whisker coupler box was used and minor fitting is required to slide easily into the RS3 pocket. On the right is the coupler installed on the unit.





An extra set of air tanks from an Athearn Trainmaster were cut apart, filed flat on one side and then glued to the frame. Direct wiring between the trucks and motor is recommended also.



Little extra detailing is required on the Atlas shell. I added Detail Associates 1508 MU hoses and a 1502 tall MU stand on the long hood. An extra receptacle is all that is needed on the short hood.



A Details West 186 horn was added along with sun visors on both sides of the cab. I painted the window inserts using Tamiya tape and trimming with a new/sharp Xacto #11 blade. The colors on the shell are Tamiya yellow and dark green.



And when the dust settled, here's how she looks.





# KITBASHING/DETAILING C&NW F7 DIESEL LOCOMOTIVES #4081A AND #4081C FOR '400' BILEVEL SERVICE IN N SCALE

by Dave Prawdzik



In June 1957 C&NW intended to purchase Bi-Level passenger cars for the '400' service similar to the first 16 delivered in September and October 1956 that were in commuter service at the time. Unlike the first B-Levels the '400' Bi-levels were built with the need for HEP power for electric heat, lighting, air conditioning instead of steam for heating. They were ordered from Pullman-Standard in the late fall 1957 and in revenue service October 16, 1958. With the need for HEP power C&NW rebuilt/converted 4 E8's and 2 F7's for electric operation of the B-Levels. The steam generators were placed with Cummins Diesel motors and a Marathon 480 volt alternator. This was another first for C&NW and North American railroads. Ultimately all other E8's and F7's units in passenger service were converted with HEP power. This is how I proceeded to detailed 2 Kato's N Scale undecorated F7's into C&NW's #4018A and 4081C for '400' Bi-Level service. Further information on C&NW's "400's" go to CNWHS picture archives and also Jim's Scribbins 'The 400 Story'.



Picture 1, This model modification started with 2 Kato undecorated F units.

Picture 2, After drilling 54 #80 holes, 10 for lift rings and 44 for grab irons, I also removed some molded on items.



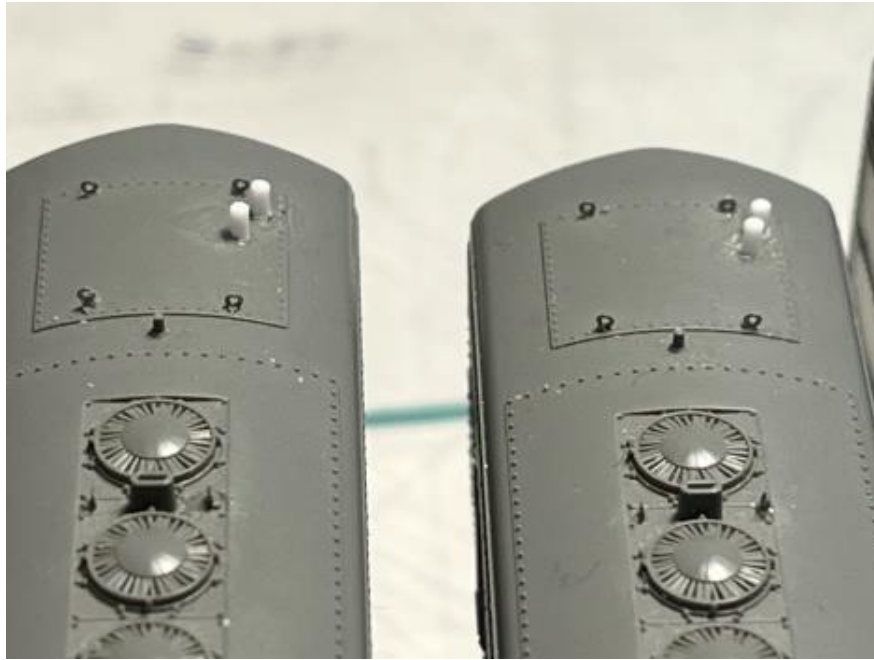




Picture 3, Drilled holes over cab for grab irons and ladder rests.



Picture 4, Drilled holes for lift rings and 2 .040 thousand holes for the HEP unit exhaust pipes.



Picture 5, Lift rings and .040 thousands polystyrene rods for exhaust pipes glued into place.

Pictures 6, Homemade grab irons made from .008 thousands brass wire are in place but not glued in.



Picture 7, Grab irons removed and Gold Metal Models sunshades installed and glued into place.



Picture 8, I hand painted the side louvers silver.

Picture 9, I glued some of the hand grabs on, taped off areas and airbrushed Tru-Color C&NW early Yellow, waited a couple days to let the paint cure.



Picture 10, The Taping off of the yellow and silver areas to be protected, airbrushed with Tru-Color C&NW Green and set aside for the paint to fully cure.





Picture 11, With the paint cured the reinstallation, gluing the balance of grab irons and hand painting and also all the touch ups as needed.



Picture 12, This is the time to cut remove the legs of the homemade grab irons from inside the shell so not to interfere with the drive mechanism.



Picture 13, I printed out sample lettering for proper size and spacing of the decals to be made.



Picture 14, The application of the side and number boards decals.

Picture 15, With the nose heralds applied with a few coats of decal setting solution applied I let the decals set for a few days before a protective coating was applied.



Picture 16, F Units #4081A & 4081C are ready to join revenue service with the new '400' Bi-Levels.





# CHICAGO GREAT WESTERN NW2 #19 AND #30

by Mike Rizzuto

Starting production in 1939, EMD created a 1000 hp switcher known as the NW2. The Chicago Great Western bought 16 units during 1948-1949, numbered 16 through 31, and #42. (I am not sure why the last was numbered 42. My thought is it was received after the CGW received all their Baldwin switchers) I model the CGW in the 60s, specifically engines you would find on the Chicago District. I started my project by researching pictures found in Lloyd E Stagner's book, Chicago Great Western in Color. I also looked at the website, <http://www.rrpicturearchives.net/>, for some NW2s that were in Chicago during the 60s. After looking through pictures, I decided on CGW 23.

I chose a Broadway Limited NW2 undecorated model as my base for my project. After making my purchase, I noticed I made a mistake. CGW 23 was a phase 4 model, not phase 5, like the BLI product was. By this time, I had already purchased the BLI model, so I had to go searching for a phase 4 car body. I could not find any phase 4 models, so I purchased a Kato phase 2 Nw2 model. Since it has been many years since Kato made a NW2, I purchased a used Union Pacific Model, which I planned to strip and add the appropriate details.

This left me with two NW2 models. Originally, I had planned to only make one. But after doing some further research, I found CGW 30, 31, and 42 all had the phase 5 car body. So, I decided to make two models, CGW 30 and CGW 23.



*Figure 1 KATO NW2 phase 2 UP and BLI NW2 Phase 5*

To make CGW 23, I had to find the correct multiple unit pilot handrails, so I decided to work on CGW 30 first while I searched for the correct handrails. I started by adding the details that came with the model. The BLI model came with brass and plastic handrails, horns, windows, etc. All I had to

add was an air hose and the CGW appropriate details. For the air hose, I used a Details West air hose (AH-267). The cab antenna, I used a Cal Scale firecracker antenna 190-549, some .080 x .156 styrene, and .015 brass wire. I cut the styrene just a little bigger than the base of the antenna, sanded one side to fit the profile of the cab, and attached it with glue. I used KV models Diesel Cab Awning brackets KV-1001H, along with the appropriate wind deflectors. I went back and added a set of KV models SW long hood door handles.



*Figure 2 model with all the details added*



*Figure 3 conductor's side*



*Figure 4 Front and rear of model*



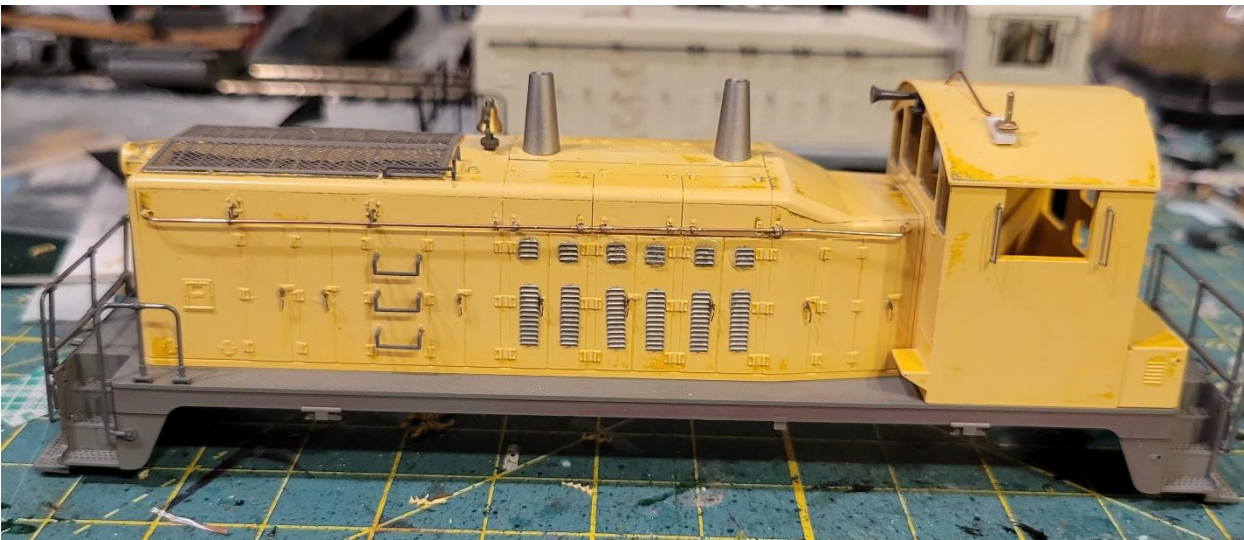
*Figure 5 Engineer's side*



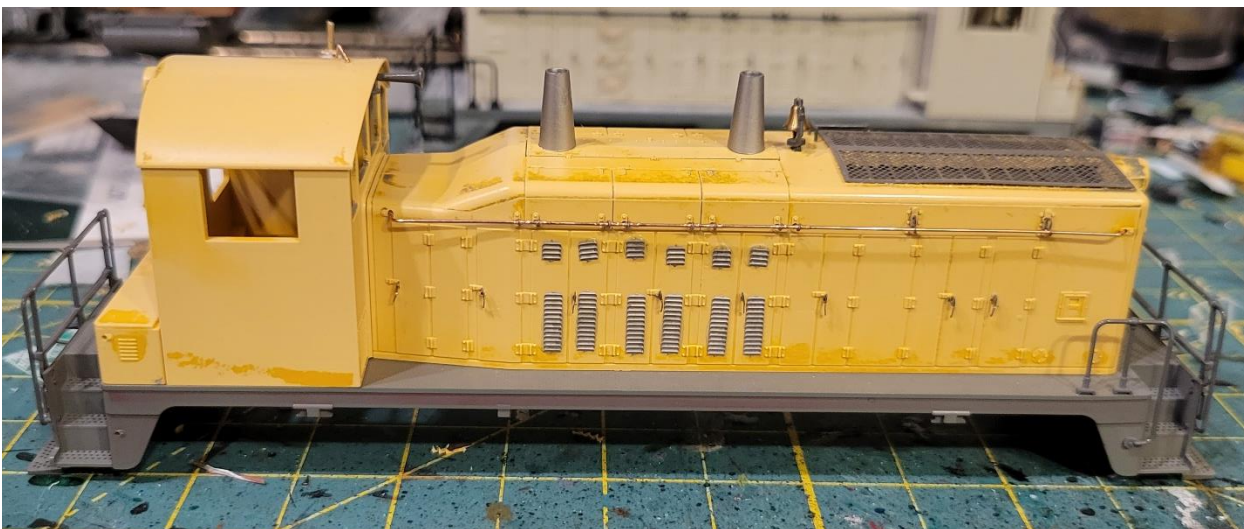
For the 4 pane all weather window on the engineer's side, I used a 3D printed frame from Shapeways. To finish off the detail, I used a Plano Model Products GP7 Louver set for the engineer's side, next to the walkway.

Once the details were finished on CGW 30, I went back to the Kato model to finish CGW 23. At this point in the build, I could not find any correct MU pilot handrails, so I switched gears and wanted a NW2 which would have been maroon during the 60s. I decided to go with CGW 19. I first stripped the model of its Union Pacific paint scheme. As you can see from the pictures, the paint actually stained the plastic, that is some good paint!

For the details of CGW 19, I used the same details I used on CGW 30, adding a set of EMD switch louvers from Plano Model Products, a KV models NW2 detail set for Kato switchers, a NW2 radiator fan set, and an SW7 details set. (I only used the top radiator, handrails eyelets, and long door handles from the kit)



*Figure 6 Conductor's side*



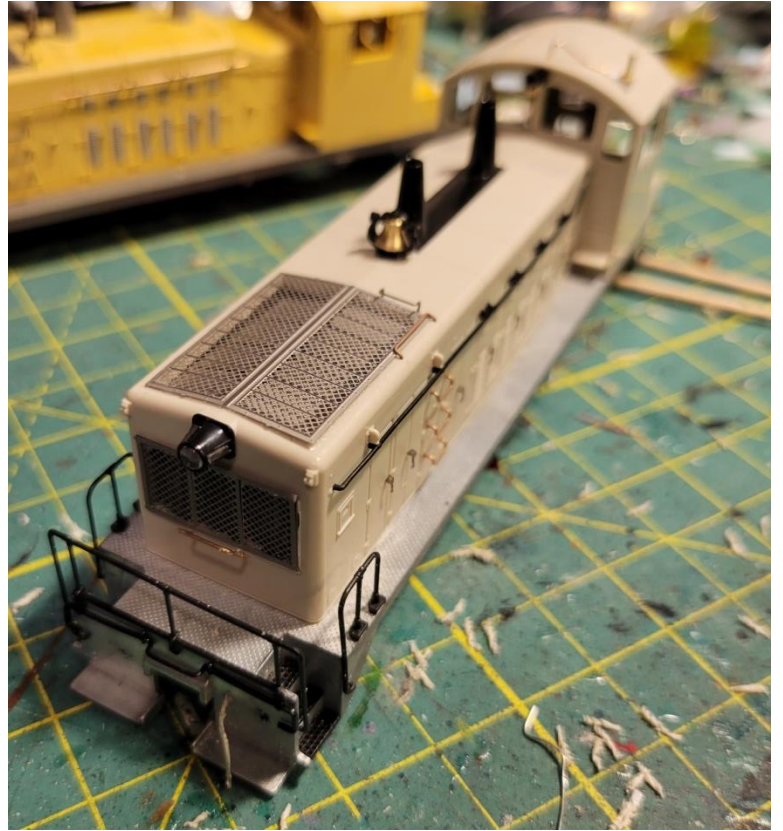
*Figure 7 Engineer's side*



*Figure 8 Front of model. In writing this article, I realized I put the air hose on the wrong side.*

I liked how the photo etched radiator looked on CGW 19, I decided to go back and give CGW 30 the same treatment.

*Figure 9 CGW 30, now with radiator grills!*



Once both models were detailed to my liking, I used Tamiya grey primer to prime both models

*Figure 10 Primed models.*





Once the primer dried, I painted both models in their appropriate colors. For CGW 19, I used Tru Color Paints CGW / Soo Maroon and Tamiya Flat black for the frame and wheels. For CGW 30, I used Tamiya Flat Black for the frame, wheels, and top part of the body. For the red, I used Model Masters Insignia Red. The decals I used were Microscale Details CGW diesel F units decal sheets. (87-593) The safety stripping on CGW 30, I cut up the yellow frame lines which were provided in the decal sheet.



Figure 11 Both painted models.



*Figure 12  
Adding the  
safety stripping.  
You can see  
the all-weather  
window in  
better detail  
here.*

To finish off both models, I used Tamiya Semi-Gloss Clear for a clear coat. For the sunshade and radiator cover, I used tan masking tape, cut to length. I finished off the models with Kadee scale couplers. Both models DCC sound, using a Soundtraxx TSU-1100 in the Kato, and a Soundtraxx TSU-PNP8 in the BLI. Unfortunately for my Kato, when I was buttoning up the model, I first shorted the decoder, then broke and lost the wishbone for the motor. I ended up using an old SW9/12 Proto 2k frame for the KATO model, mostly because I had a spare laying around.





*Figure 13 CGW 30*



*Figure 14 CGW 19*

I hope my build process can help any fellow CGW NW2 modelers who may want to build their own models for their layouts. I will be at the Chicago meet up in November, and will have these models at the Elmhurst Model RR Club open house, I hope to see you there! I would like to thank Alex Desimone for his help with finding the correct all-weather windows.