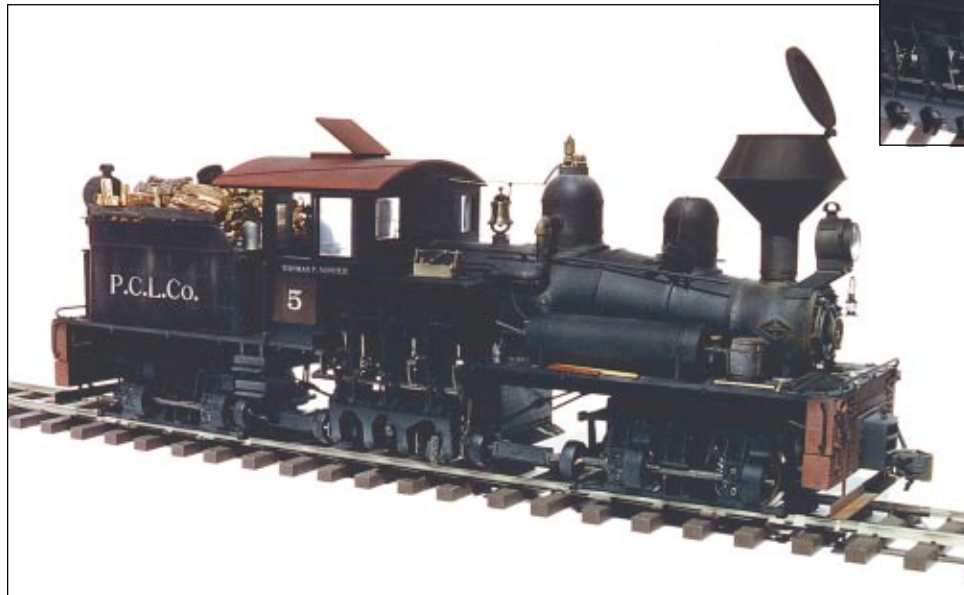


FINESCALE RAILROADER staff member Mallory Hope Ferrell sent a photo and a letter. "Here is a scratchbuilt two foot gauge Bridgton & Saco River coal gondola," he writes, "my first effort at building in $\frac{3}{8}$ -inch [1:32] scale. (Two foot gauge in 1:32 scales out to a track width of $\frac{3}{4}$ -inch, exactly the same as On3.) Some oversize On3 wheelsets, O scale brake cylinders, gladhands, turnbuckles, and other hardware are usable. B&SR Number 37 won Second Place Freight Cars at the National Narrow Gauge Convention in Cincinnati. *Note:* The car has brakes only on the (left) extended archbar truck." In an upcoming issue, watch for an article about more of Mal's models.



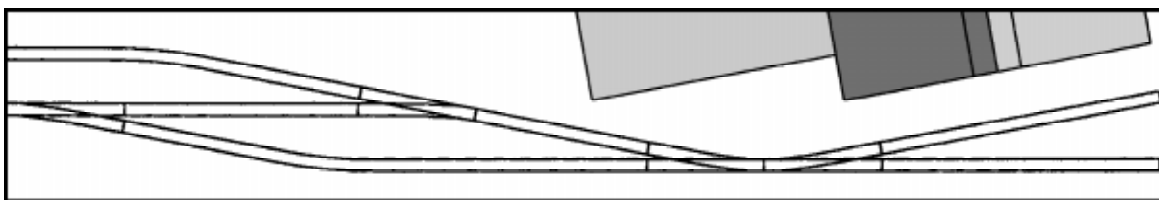
Mike Varble, from Durango, Colorado, detailed, painted, and weathered the 1:20.3 scale Bachmann Shay (below and right). Among the modifications are new whistle and pop valve castings, a scratchbuilt and relocated drypipe, deeper end beams with

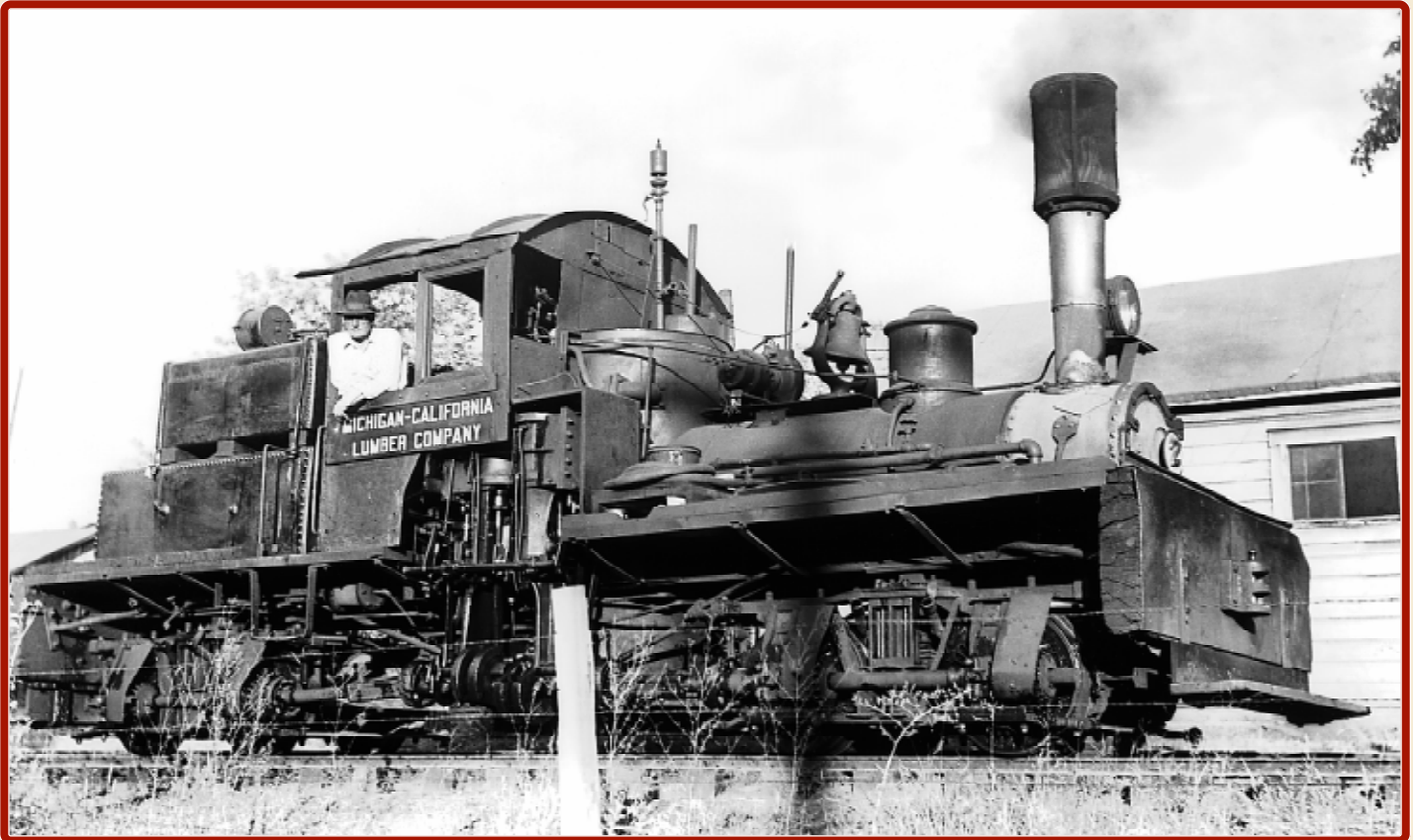


lowered link-and-pin drawheads, retaining boards on the tender along with a real split wood load, and a collection of clutter. Mike is a master of weathering and used a combination of pastel chalks and airbrush techniques to achieve the exquisite finish. The custom dry transfers are by Larry Larsen. Larry also shot the photos.

MODULE OF THE MONTH

Here is a one by six foot shelf for On30 and On3 modelers. An HO scale modeler would use the same space but would have more room for structures. The layout could represent trackage around a lumber mill, mine, or warehouse district. In 1:20.3, you would need about $2\frac{1}{2}$ by 13 feet. For O narrow gauge and HO standard gauge layouts, the scale of the drawing is 1 inch = 1 foot.





Camino, California August 21, 1938. Tom Jinkerson, Engineer (1906-1951). R. Searle Photo.

THE MICH-CAL *Deuce*

AN AMERICAN CLASSIC, 2

BY MALLORY HOPE FERRELL

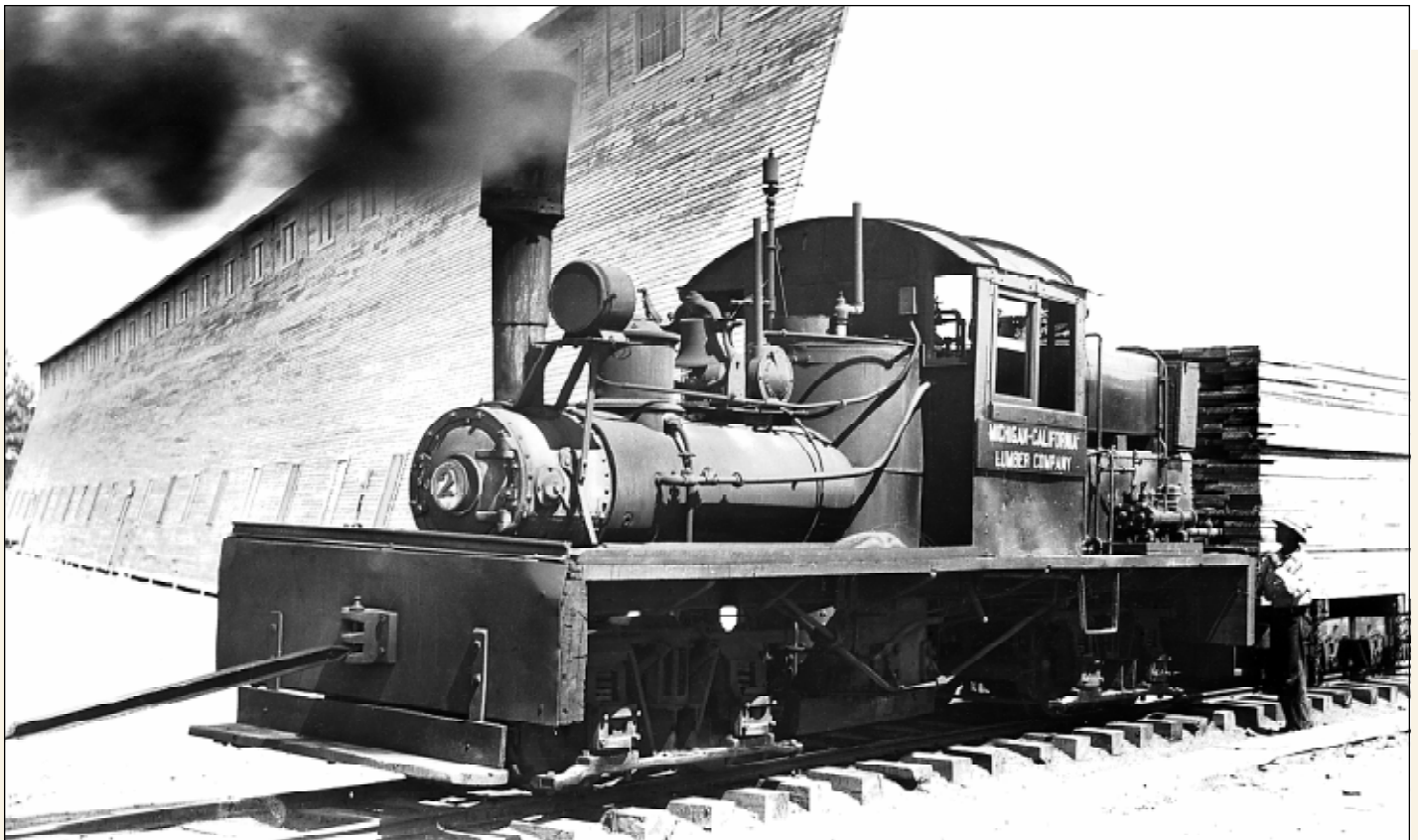
DRAWINGS BY AL ARMITAGE

PHOTOGRAPHS FROM THE AUTHOR'S COLLECTION

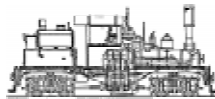
IN THE LAST issue, we followed the life of Michigan-California Lumber Company Shay Number Two from its creation as c/n 122 in Lima, Ohio and its early career in Michigan to its journey west to California. When we left off, El Dorado Lumber Company Number Two had become the Camino switcher.

In 1905, El Dorado Lumber converted Number Two to an oil burner. Tom Jinkerson was the Two Spot's engineer from 1906 until the end of operations. Number Two was "his" engine. In 1913, a fire in the Camino engine-house badly burned the *Deuce* but the railroad rebuilt her and placed her back in service. The same fire burned Shay Number Seven and leased Diamond & Caldor Ry. Shay Number Three. The latter had arrived in Camino the day of the fire. They too underwent rebuilding.

After the fire, Number Two had an ugly oversize metal cab until another rebuilding in the late 1930s. Somewhere along the line, 24 inch diameter wheels replaced her original 26 inch wheelsets. The *Deuce* continued to switch the extensive trackage of the Camino mills, operating under several name changes. El Dorado Lumber Company failed in 1908 following the "Panic of 1907". Operations remained shut down until 1911. C. D. Danaher Pine Company took over in 1911 and reorganized the standard gauge connection as the Camino, Placerville & Lake Tahoe Railroad. Danaher operated the logging camps, railroads, Pino Grande sawmill, cable tramway, and Camino finishing mills until 1918 when the firm reorganized as the Michigan-California Lumber Company. Operations continued as before.



Camino, California August 21, 1938. Note the four wheel disconnects beneath the lumber load and the rooster, a length of 25 pound rail, extending from the link-and-pin drawhead. (R. Searle Photo.)



Here is Number Two switching lumber disconnects at Camino around 1939. The newer lumber cars at left served the operation between the Pino Grande mill and Camino in later years. (Photo from the Mallory Hope Ferrell Collection.)





At Camino, California circa 1939. (Photo from the Mallory Hope Ferrell Collection.)

In about 1939, the *Deuce* underwent a second rebuilding, her ugly oversize steel cab took on a more pleasing contour and a new set of diamond builder's plates adorned the right side of her smokebox and the left side of her cab. The original Lima builder's plates of 1884 were round but the 1895 Hart & Horning photograph shows a boiler brace where the builder's plate should have been.

On rare occasions, when the Two Spot was in the shop for repairs or inspections, a small Vulcan 0-4-0T, Number 11, assumed her duties. The Mich-Cal shops had

rebuilt the ugly duckling engine with parts from a standard gauge Southern Pacific locomotive. They added an oversize sand dome and a headlight, bell, and steam generator on a small platform atop her homemade angular saddle tank. (She was so different, I had to model her in On3 myself.)

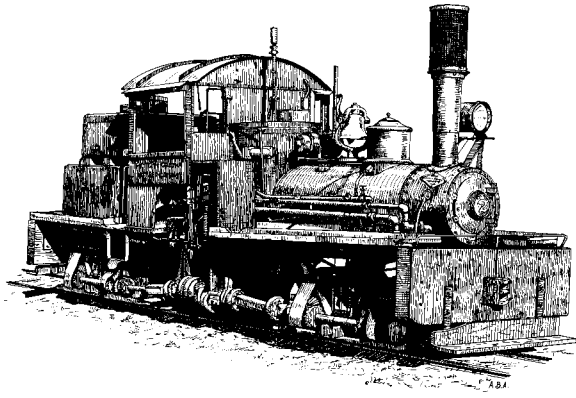
On March 15, 1949, a fire broke out in the powerhouse at South Cable, destroying the cableway itself. By the time logging season resumed in May, following the winter shutdown, management made arrangements to

truck the lumber from Pino Grande to Camino. Crews constructed a new sawmill at Camino between 1950 and 1951 and the railroad from Pino Grande to Camino, as well as the woods trackage, locomotives, cars, Pino sawmill, and cableway became scrap.

It is interesting to note that Mich-Cal Shay Number 5 (Lima c/n 797-1903) sat for sale in Camino near Highway 50 for several years, waiting for a buyer. The asking price was \$500 but there were no takers and the two-trucker fell to the scrappers in 1953. It was the last Mich-Cal engine to meet that fate.

Here is Michigan-California Lumber Company Shay Number 2 at Camino on August 18, 1940. (Photo from the Mallory Hope Ferrell Collection.)



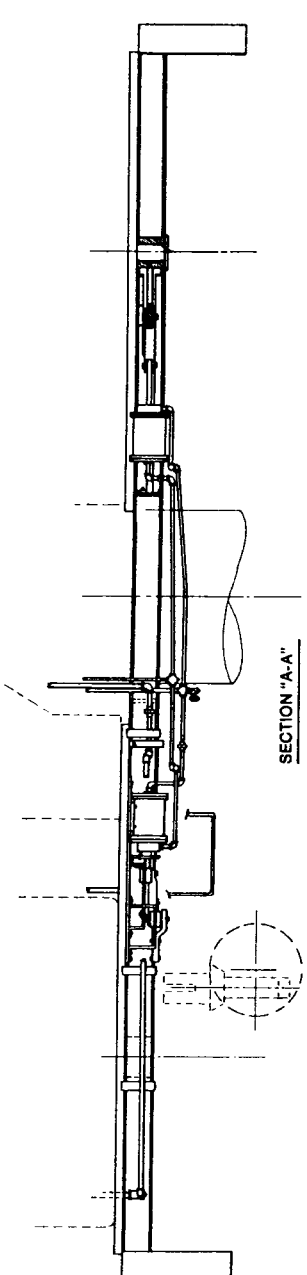
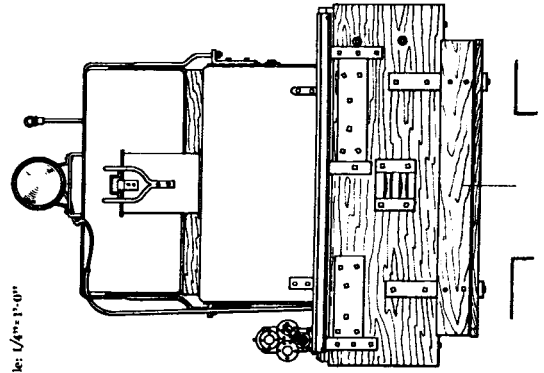


18 Ton
LIMA SHAY
No 122

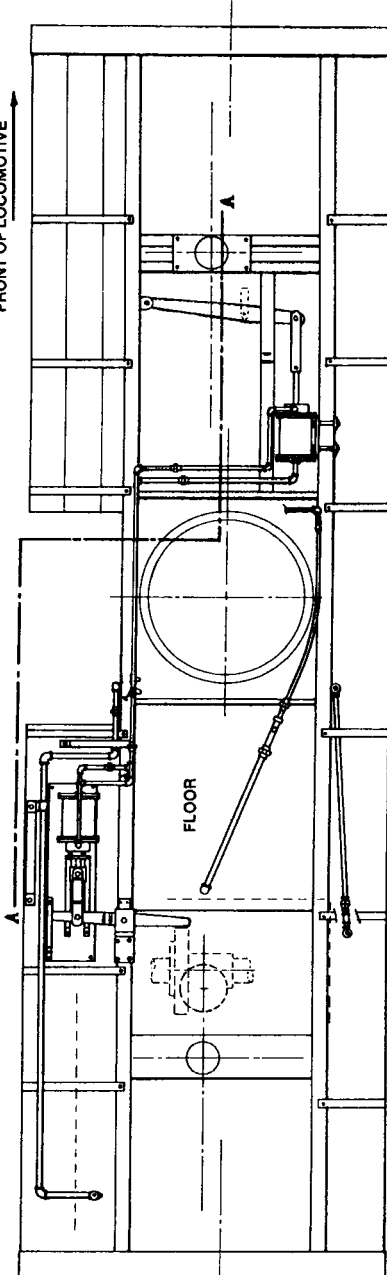
As Rebuilt by MICHCAL LUMBER Co.

Drawn by: A.B. ARMITAGE
 for
 PRECISION SCALE CO.

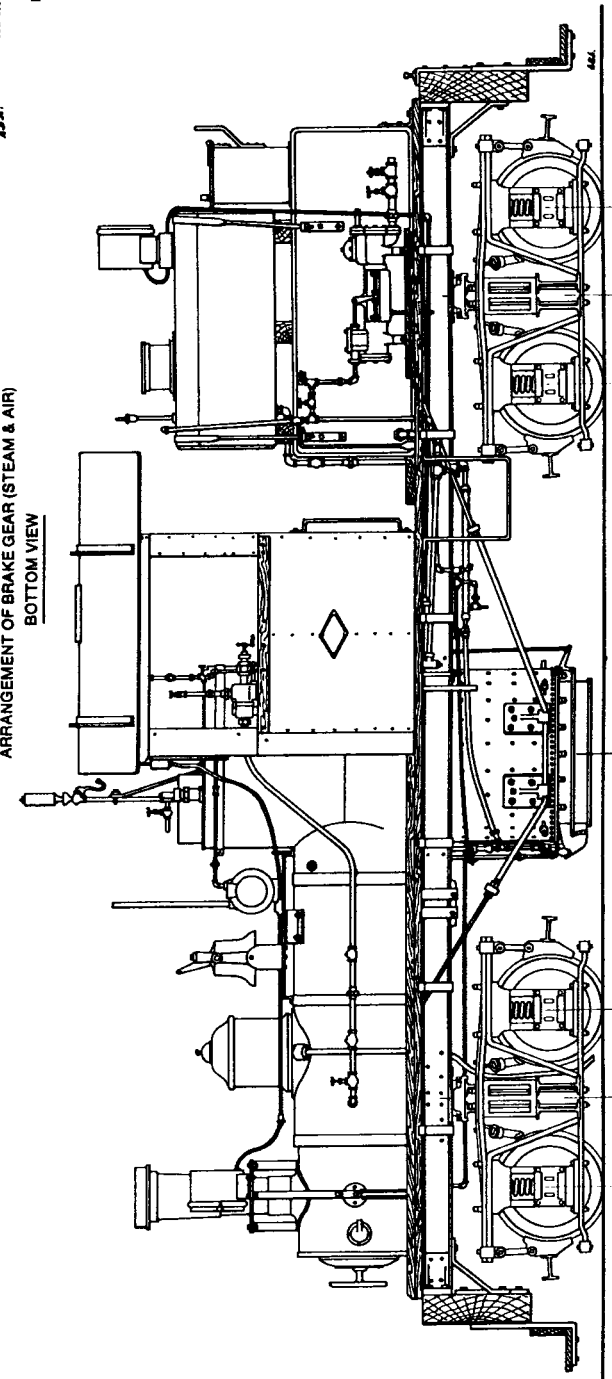
Scale: 1/4" = 1'-0"



FRONT OF LOCOMOTIVE

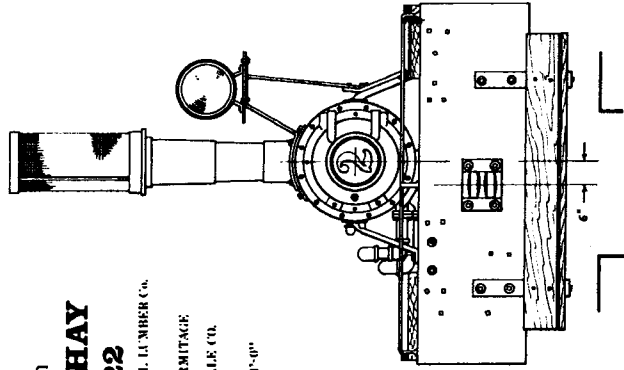
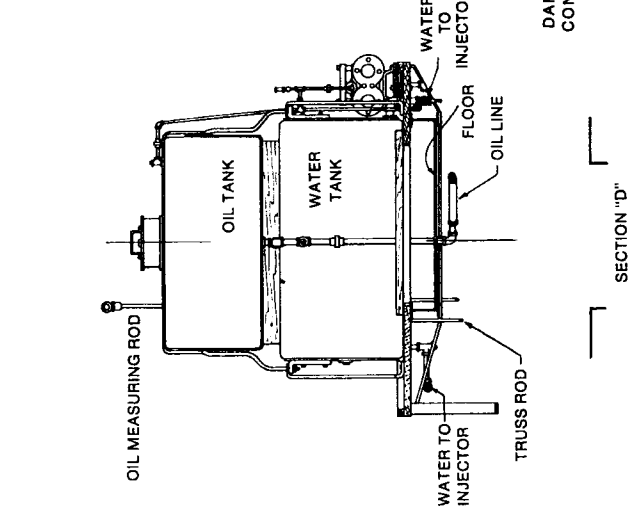
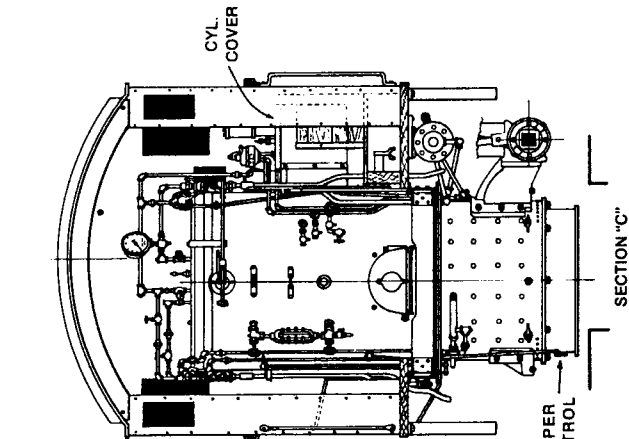
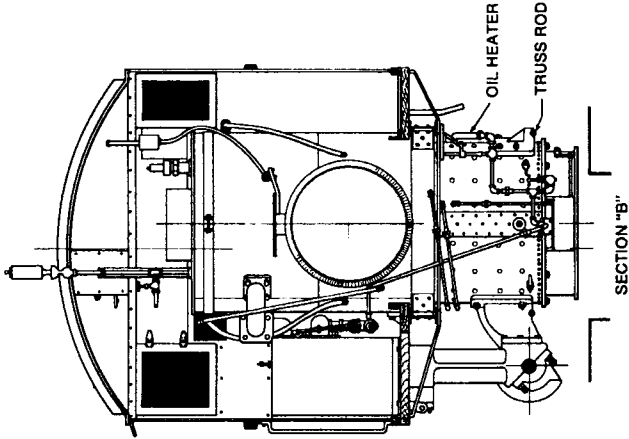
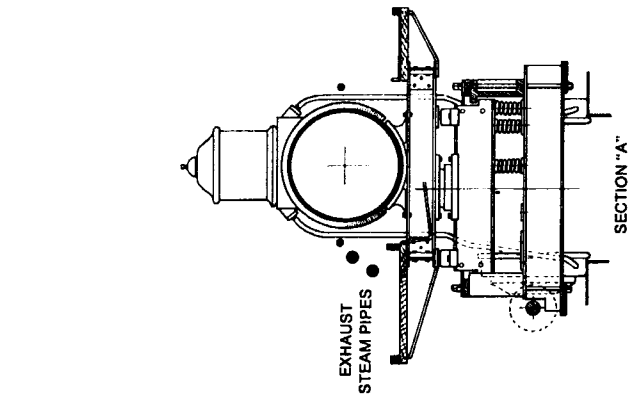


ARRANGEMENT OF BRAKE GEAR (STEAM & AIR)
 BOTTOM VIEW

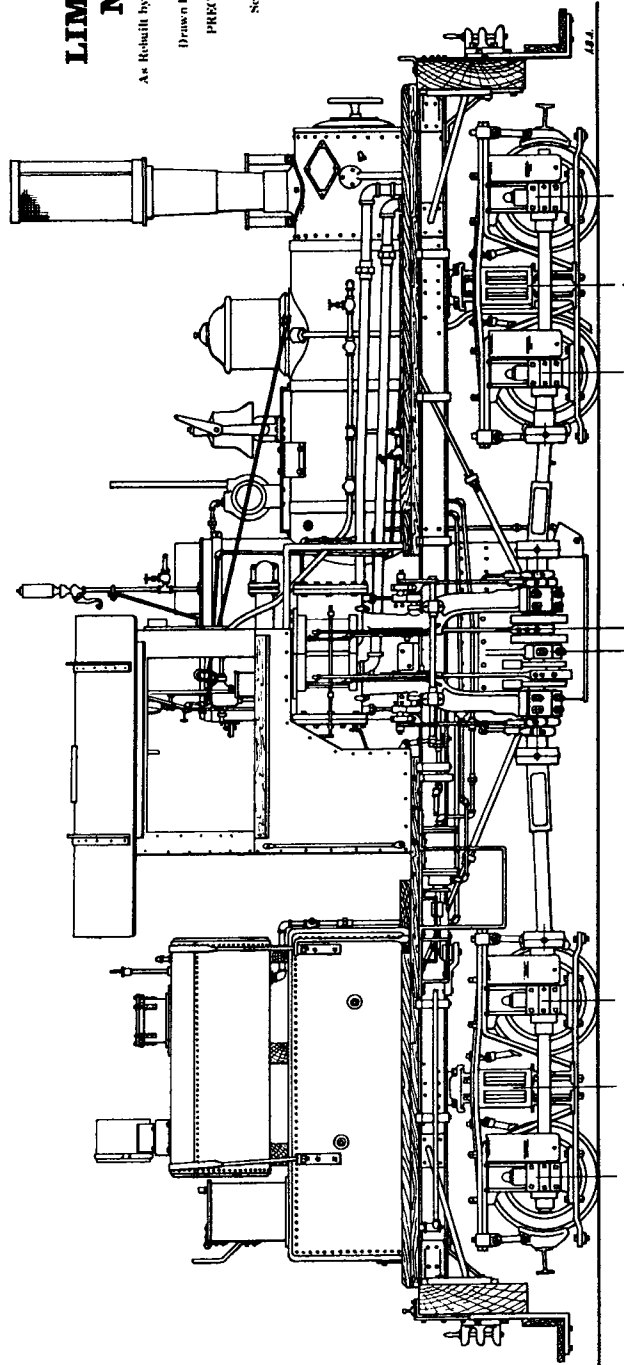


L.S. ELEVATION

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18 Ton
LIMA SHAY
№ 122
 As Rebuilt by MICHAEL LUMBER Co.
 Drawn by: A. B. ARMITAGE
 for
 PRECISION SCALE CO.
 Scale: 1/4"=1'-0"



©Copyright 1977

The *Deuce* continued to see some service around the Camino drying yards until 1951. Then, after half a century of service, Mich-Cal management placed the Two Spot and two 0-4-0T locos, Porter Number 6 and the ugly duckling Vulcan Number 11, on short pieces of track behind the company's office building in Camino. There they sat for the next 45 years.

The Number 2 is probably the oldest Shay in existence. Historians still must establish the birthright of a similar boot-boilered, wood rail Shay abandoned in a South Carolina swamp. Even with the backing of the Smithsonian, the lumber company that owns the property refuses to allow entry into its "private hunting preserve"!

Of the other two display engines, the smaller 0-4-0T (Number 6) with a "Number 1" front plate from the ex-ARL&L Heisler, has gone to the Placerville Fairgrounds. The fairgrounds also has Diamond & Caldor Railway Number 4 from nearby Diamond Springs. The ungainly Vulcan Number 11 went to a Sierra Pacific Lumber Company board member. For many years, published information has indicated that engine was Vulcan c/n 244. But a firsthand inspection of her number plate, surviving in a collector's hands, clearly shows her to have been Vulcan c/n 265 of July 1901. (During that period, Vulcan Iron Works put the construction number and date on the front number plate.) It seems once something

gets "into print", it becomes difficult to correct.

In 1996, Mich-Cal Lumber Company's new owner, Red Emerson of Sierra-Pacific Lumber, donated the Number Two to the Turtle Bay Museum in Redding, California. She moved away from her old haunts in August and went on display with four three foot gauge disconnects (two built into a "flatcar") with log loads. The LaMoine Lumber & Trading Company had abandoned the disconnects in the woods.

Over the years, many fine models of the *Deuce* have appeared in different scales. They range from huge live steamers and large scale models to beautiful brass On3 and HOn3 reproductions. The research for this article so inspired me that I've finally begun to build my own model of the *Deuce* from a Precision Scale On3 kit. I hope I'll be able to show off the results before too long. To lovers of geared locomotives like myself, she is truly an American classic—a very unique little Shay.

Next time, an album of *Deuce* portraits.

SUGGESTED READING:

Pino Grande, Logging Railroads of the Michigan-California Lumber Co., Polkinghorn, R.S. (Revised Edition), R. Robb Ltd., Union City, CA 1984
Western Railroader, Vol. I, No. 10; Vol. III, No. 9.

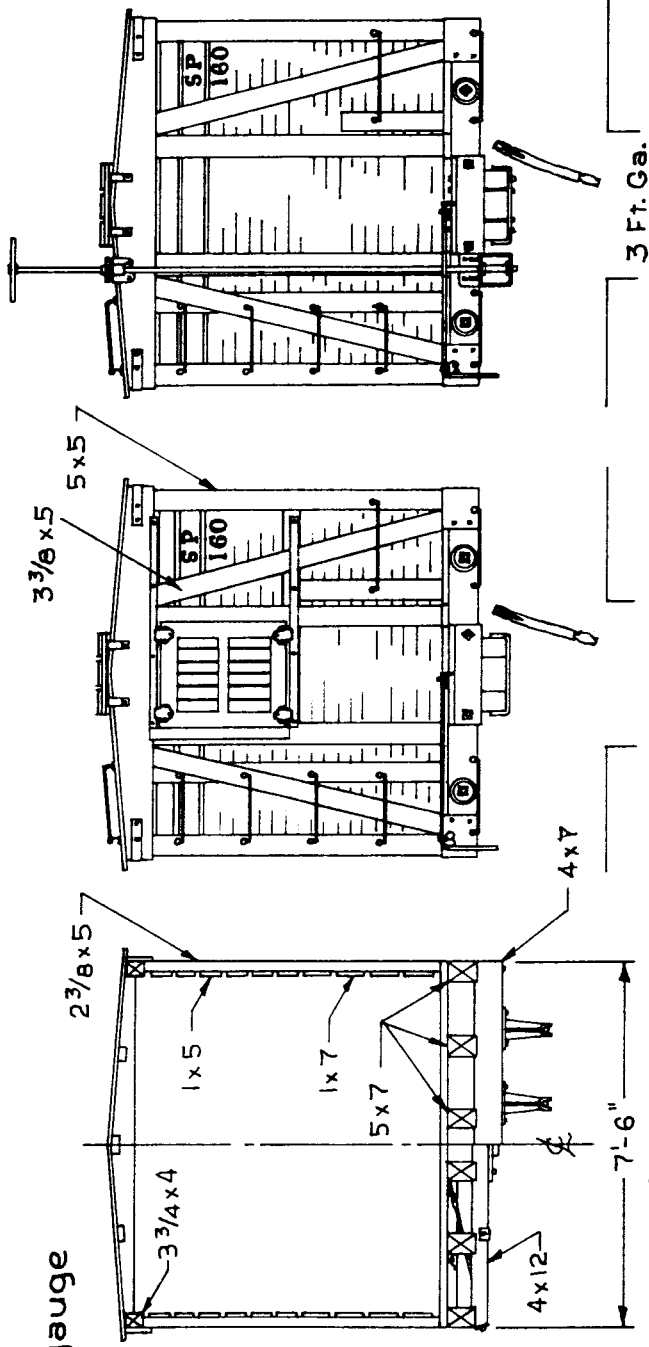
Here are Mich-Cal Shays Numbers 1 and 2 at Camino on June 2, 1947. (Photo from the Mallory Hope Ferrell Collection.)



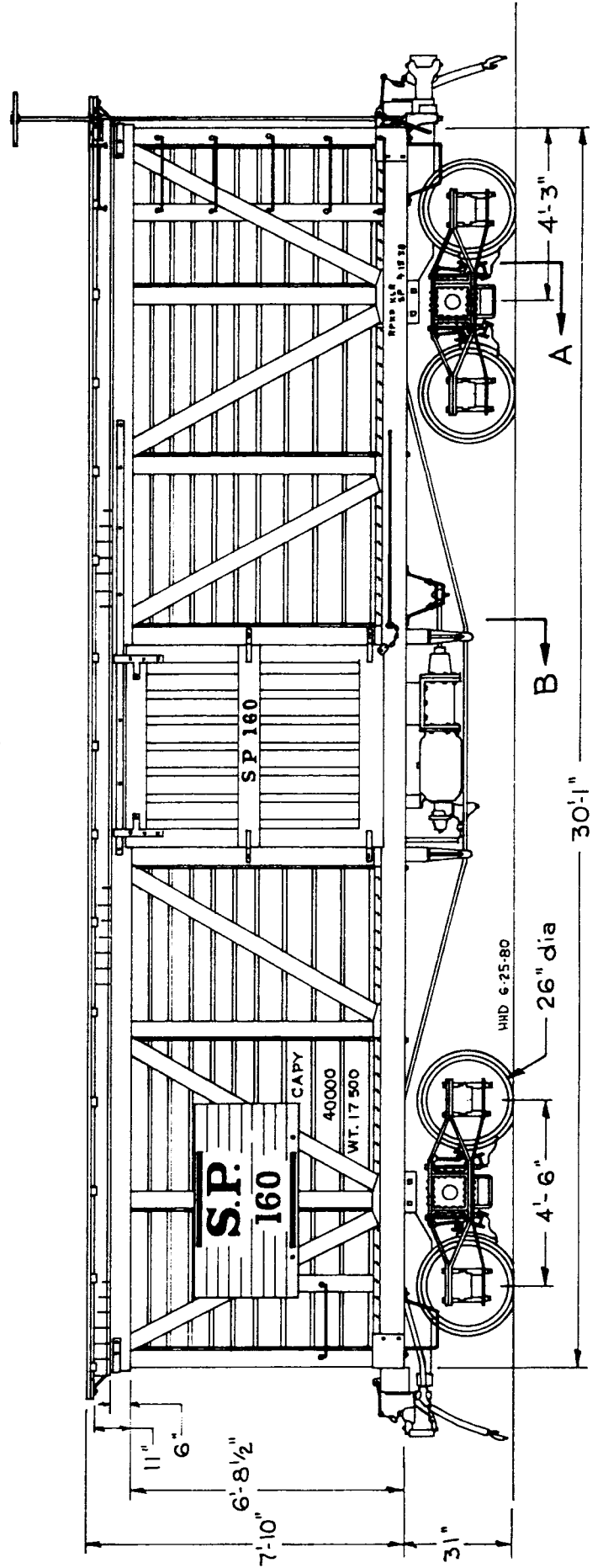
Southern Pacific narrow gauge Stock Car no. 160

Scale: 1/4" = 1'-0"
 Dnn. by: Herman H. Darr, © 25 June 1980

Paint: box car red, white lettering
 Air brakes: 8"x12" Westinghouse KC
 Dimensions from car body 6-24-78
 Details from photographs



Section A Section B



INDUSTRIAL RAILROADING



PHOTOS AND
INFORMATION
BY BRAD SMITH

The photo at the left lacks any information as to date, location, or subject although the sign on the building and the lettering on the loco provide clues. The little 0-4-0 saddle-tank switcher appears to be a product of the Baldwin Locomotive Works.

The Rarest Railroad Photos, 5

PHOTO BY DONALD J. POTTER



The Santa Fe roundhouse at San Bernardino, California in September 1940.