

# *Spring 2005 Baldwin Trophy Winner*

## *Mike Evans' D&H RS-3 #4045*



**Delaware & Hudson #4045** represents an Alco RS-3 built for the D&H in 1950. It was one of the #4037-4048 series, which was the only group of RS-3s that were delivered with friction bearing trucks and no dynamic brakes. These units were also delivered with exhaust stack length-wise (air cooled turbo charger). Later units were delivered with cross-wise exhaust stack (water cooled turbo charger). In years beyond my modeling era, most RS-3's were converted to water cooled turbo chargers and roller bearing trucks.

The major discrepancies between the prototype and the Atlas model are fuel tank, air tanks, pilots, truck bearings, headlight, and exhaust stack orientation (and shape). Since I started with the first run of the Atlas RS-3, the molded grab irons had to be removed and replaced with wire grabs and NBWs.

Masters for the fuel tank, pilots, exhaust stack and air tank ends were fabricated out of styrene & NBW castings. The fuel tank sight glass, coupler buffer and exhaust stack screen were salvaged from the Atlas model and modified for use. RTV was used for molds; the parts were then cast in resin.

Frame - the protruding sides of the metal frame were removed and the cast fuel tank attached. Fuel fillers, air breather, air tanks and piping were added. Hand-brake chain guides were fabricated (rivets scraped off an extra boxcar) and installed with chain.

Cab - Window frames were removed and stock window cut to create open windows. Armrests, roof hatch and seats were fabricated with styrene, figures, windshield wipers and horn added.

Hoods - horns were removed & holes filled, crosswise exhaust stack was removed, and replaced with resin casting after repairing the area. Cast on grabs and lift rings were removed and replaced with wire grabs & NBW's. Cast on headlight was removed and replaced with a commercial part. Headlight lens was made using clear styrene. Marker lights were added using epoxy for the lens.

Walkway/pilots - all cast on details were removed from the pilots. A resin casting replaced the bulk of the pilot. Grab irons and coupler lift bars were fabricated from wire and lift bar brackets fabricated with styrene. Kato end-railings were used with safety chain added. MU conduit and pipes were formed with wire and elec wire insulation was used for the MU hoses. Air hose was a commercial casting.

Trucks - roller bearing trucks were replaced with friction bearing trucks (from the Atlas RS-1), sand hoses were fabricated from wire.

The model was air-brushed with Accupaint and weathered with a variety of paints (both brush painted and air-brushed). The model was also weathered with chalks. Concord Jct. decals were used for the bulk of the lettering with pieces from other decal sets. The goal was for the appearance of a well used unit, yet only three years old.

Mike Evans, MMR