

Large Scale Models of DSP&P Locomotives

Part 1: The Accucraft DSP&P 2-6-6T Mason Bogies

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Builder's photo of DSP&P #4 "San Juan", courtesy Accucraft

Advertised in 2007, the first prototype of Accucraft's 2-6-6T Mason Bogie, in 1:20.3 "F" scale, made an appearance online in the summer of 2009, with deliveries to customers occurring in late 2010. The models were patterned after builder's photos and plans of the early "light" DSP&P Mason-built locomotives. This double truck design won the

1888 World's Fair prize for "Best Piece of Machinery" built in that decade.

The models come in two liveries: a dark green version of DSP&P #4 "San Juan" and a chocolate brown DSP&P #6 "Tenmile". Both have simulated Russia Iron boilers and simulated ash or oak cabs with the exquisite arched win-



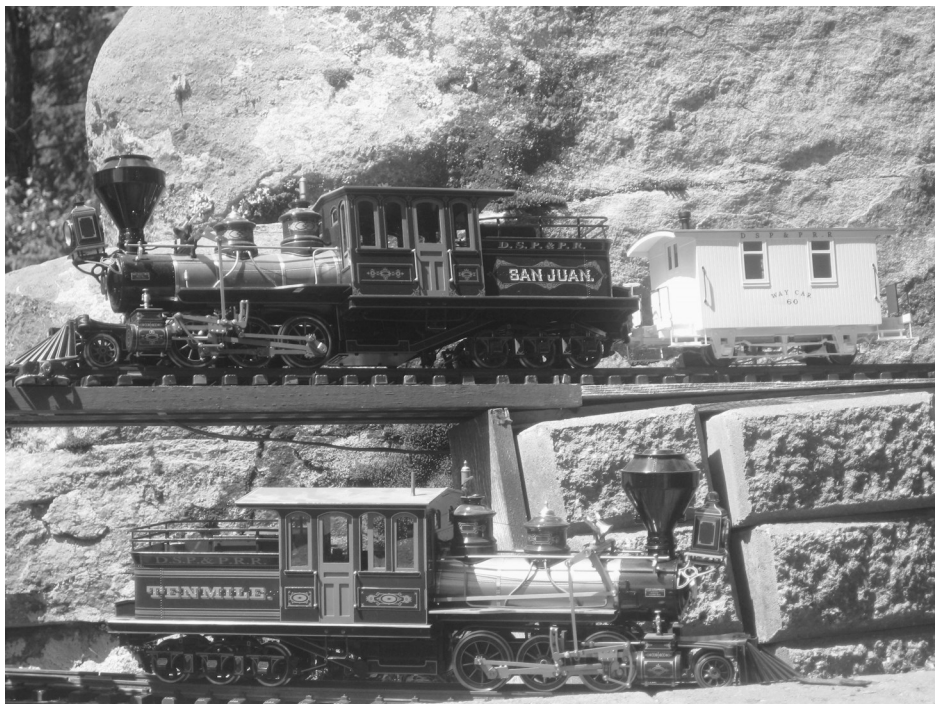
Builder's photo of DSP&P #6

dows. Both were available as electric or live-steam versions. David Fletcher's initial artwork for these models is at <http://4largescale.com/fletch/d61a.htm> and his plans for both engines were published in "The Bogies and the Loop" in July 2004 and September 2004.

The body of the model is built from heavy brass with steel drivers, side rods, and linkage. The engine swivels under the boiler and the center drivers are blind, just as on the full scale Mason Bogies that were delivered to the DSP&P in 1879. The level of detail is excellent, especially the Nesmith smokestack, domes, headlight, pilot, and rivet patterns. Paint and lettering, especially the stripes and decorative flourishes, are superb. All four doors are spring loaded and one window on each side slides open.

The final "R" of D.S.P. & P.R.R. is missing on the coal bunker flare on the "San Juan", as on the Mason Machine Works builder's photo. The second "R" is present on the "Tenmile" model,

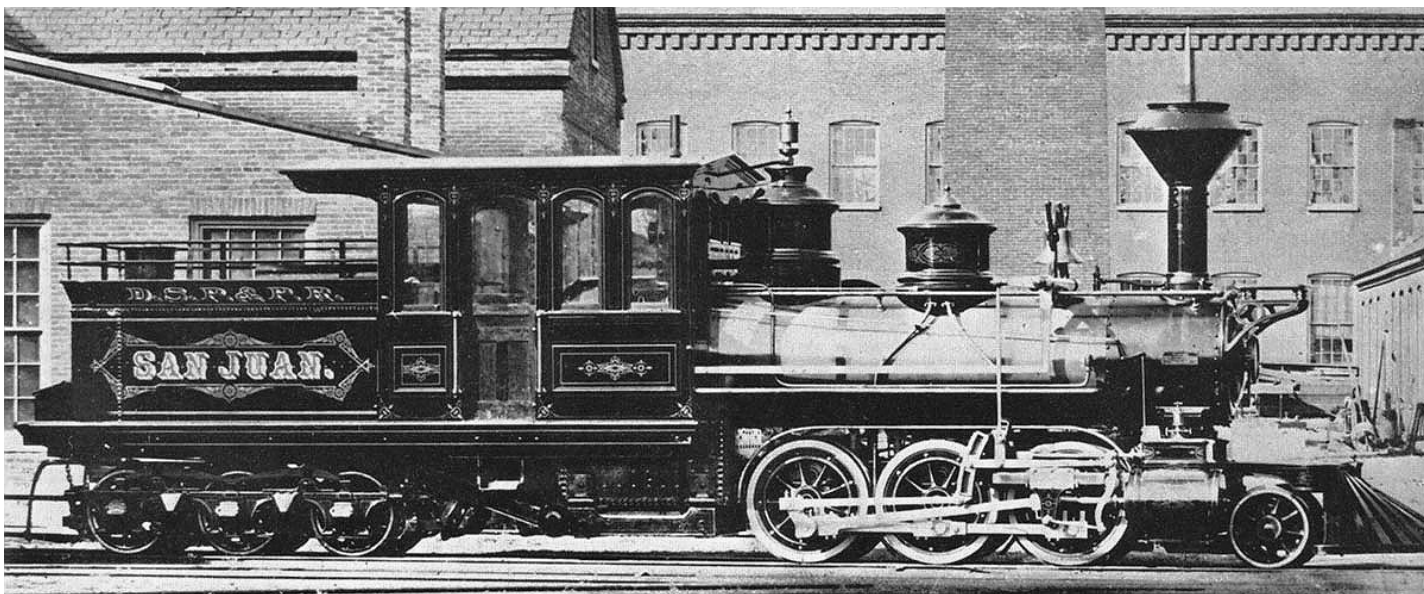
The electric versions are sound-ready but not plug-and-play – there is a rat's nest of open ended wires in the coal bunker and a brief reference to the colour codes in the maintenance manual. There is no coal in the coal bin, which lifts out to access the wiring harness. Coupler pockets are designed for link-and-pin fittings (not supplied). My



"San Juan" and "Tenmile" on the author's outdoor railway

electric versions of #4 and #6 are quiet and smooth running with plenty of drawbar pull.

I have no personal experience with the steam powered units. Online reports suggest 30 to 40 minute run-times, depending on loading and weather. There are some good videos of these steamers on YouTube. The engine has a single flue boiler, two cylinders with piston valves, sight glass, pressure gauge, safety valve, lubricator, Walschaerts valve gear, reverse lever, and throttle.



Mason builder's photo of DSP&P #4 for comparison to model