



NYC Card Locomotive Models



NYC M O D E L E R

This Issue Contains Some Different Ways To Model Railroads

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NYCENTRAL MODELER

A QUARTERLY DIGITAL PUBLICATION FROM THE NYCSHS

Join the New York Central System Historical Society (NYCSHS)

Today

www.NYCSHS.org

www.NYCSHS.net

- Check out all the wonderful NYCS modeling in this issue.
- Extra Board, NYCSHS RPO, What's New, and Observation Car Bringing You the Latest in NYCS Modeling and News



1st Qtr. 2024

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Modeling a P&LE Phase V NW2 in N-Scale by Angela Sutton Page 55



Celebrating 53 Years as the Premier Railroad Historical Society

NYCentral Modeler

The *NYCentral Modeler* focuses on providing information about modeling of the railroad in all scales. Each issue features articles, photos, and reviews of NYC-related models and layouts. The objective of the publication is to help members improve their ability to model the New York Central and promote modeling interests. Contact us about doing an article for us. nfiddifield@nycshs.org

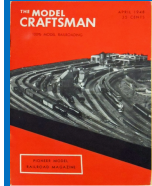


1st Quarter 2024
Volume 14 **Number 1**

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TOOL SHOP



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New York Central System Historical Society

The New York Central System Historical Society (NYCSHS) was organized in March 1970 by the combined efforts of several former employees of the New York Central Railroad. The NYCSHS is chartered as a non-profit corporation under the laws of the state of Ohio. The vision of the NYCSHS is to be the preferred source of information and products related to the New York Central System. The mission of the NYCSHS is to perpetuate the legacy of the [New York Central System](#) by acquiring and preserving its history, traditions, documents, and artifacts; and by disseminating accurate information and products consistent with good stewardship.

Your membership gets you four issues of the popularly acclaimed

Central Headlight, the official publication of the NYCSHS. The *Central Headlight* is only available to members, and each issue contains a wealth of information each quarter. From steam to diesel (and electric), from freight to passenger, from branchline to mainline, the *Central Headlight* covers them all. Our Annual Meetings focus on the preservation of New York Central railroad history with informative speakers, presentations, and tours. The Society also has many NYC reference books and drawings available for purchase.

Membership is open to all; so don't delay. Join today! www.nycshs.net

Or you may download a membership form at: <https://nycshs.org/nycshs-membership>



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The NYCSHS Modelers Committee

We have a NYCSHS Modelers Committee that now has 14 members. We meet on the phone about once a month to strategize about what to do to support NYC modeling for our members.

The members of the committee are Seth Lakin, (Chair), Brian Marotta, Jeff English, Dave Mackay, Paul Pickard, Lawrence Faulkner, Manuel Duran-Duran, Kyle Coble, Dan Seligmann, Larry Grant, Ralph Schiring, Alex Schneider, Frank Bongiovanni, Charles Newton, Alex Warshal, Mike Vescelus, Charlie Newton, Vic Roman, Noel Widdifield, and Rich Stoving.

We have released over 625 models at up to 20% off MSRP to NYCHS members and have sold more than 5,000 models and taken pre-orders for many more. We have offered several HO-scale, S-scale, N-scale, and O-scale models and are in the process of finding more scale models to be released in coming months. Watch our website and Collinwood Shop online store for more information. Website: NYCSHS.org and Collinwood Shop: <https://nycshs.3dcartstores.com/>

If you have some ideas for new models, contact us at nfwiddifield@NYCSHS.org

Greetings from the NYCSHS President

Dave Mackay, NYCSHS President

Greetings and a Happy and Healthy New Year to everyone! I hope that you have renewed your membership for 2024, so we can continue to provide the best publications and offerings about the New York Central for your enjoyment. For those of you that read this online magazine and don't belong to the Society, do we have a deal for you! For a limited time, we are offering new members the opportunity to join for the low, low introductory price of \$25 for the first year.

To take advantage of this offer, you can go to our online store at NYCSHS.net and sign up or download and print a membership application found under membership at NYCSHS.org. You'll get four issues of our much-heralded magazine, *Central Headlight*, which are normally \$12 each. How can you resist?

This year is shaping up to be a fantastic New York Central year, with our annual meeting and convention during April, which has a full schedule of activities lined up already. If you haven't planned on going and signed up, now is the time!

As you can find elsewhere, there are some great models recently announced by the Society and other manufacturers. The Society has the Big Four caboose kits in both plywood sides and the original board siding. Rapido has a NYC SW-9 as well as an Enterprise covered hopper in both original Railroad Roman lettering as well as the later Gothic NYC lettering that we were instrumental in providing drawings and information about. They also have a 40" 1937 AAR boxcar in Cigar Band Century Green paint.

If you haven't seen our latest book offerings, you should check out *Where the NYC's Past is Present: The Adirondack Railroad*, another great book by John Taibi, and *Through the Berkshires to Boston - The Boston and Albany Railroad*, by John Ham.

Don't miss the opportunity to add these to your NYCS library. You'll be glad you did and have a great year modeling the NYC!





From the Cab

As the 2023 slips into the past, we are looking forward to another exciting year at NYCSHS and the *NYCentral Modeler*.

In this edition we explore some interesting “paper” models, books & magazines. A little different from models we normally cover. I think you will find them interesting, and they bring back memories for some.

After being concerned in the last edition that the supply of new NYCS models had greatly diminished you will see that we have a large number of new ones out now.

Each month R.B., Catherine, authors, and I work hard to provide you with the best magazine possible, so we hope you enjoy each issue. Let us know what you think.

The convention in Indianapolis, IN on April 26 - 28, 2024 is planned. It is time to start thinking about joining us there for some interesting tours, presentations, a well-known annual meeting speaker, a raffle, new NYCSHS 2024 t-shirts, and a huge train show. Details available here in this issue.

Winter is here and the modeling season should be well underway for you now, so you should be taking photos and planning an article on your modeling for us.

If you have photos or models that you haven't shared with us in past editions, please consider contacting us and adding your talent and articles to the many who have shown off their NYCS modeling in the past.

If you are interested, please contact me at: nfiddifield@nycshs.org or call me at 703-407-3059. Let us see what you model on the NYCS.

Noel



The *NYCentral Modeler*

This publication of the NYCSHS is for the purpose of providing NYCS modeling information. It is a publication by the NYCSHS Modeling Committee -- all rights reserved. It may be reproduced for personal use only. It is not for sale.

We encourage articles and photos submitted for publication. Materials submitted are considered to be gratis and no reimbursement will be made to the author(s) or the photographer(s) or his/her representative(s). The Society reserves the right to reject, for any reason, any material submitted.

We've always published articles on modeling in all scales, but most articles we have offered pertain to HO-scale. We'd love to be able to share your work in all scales, not just HO.

Please contact the editor for submission information and guidelines. We have a style guide to be used for articles and will send it to any aspiring author. Photos should be submitted at not less than 640 x 480 pixels and in JPG, TIFF or PDF format. Statements and opinions made are those of the authors and don't necessarily represent those of the Society.

We make every effort to ensure all information is technically correct, but do not guarantee it for accuracy. All articles and photos should be sent to: NYCBigFour@verizon.net

We really want to hear what you think concerning this issue and about your modeling or collecting. We will help you tell your story.

Be sure to check out NYCSHS on Facebook!

<https://www.facebook.com/New-York-Central-System-Historical-Society-302109173240295/>

NYCSHS Publications & Info

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NYCSHS *Central Headlight*: R. L. Stoving stoving@ptd.net

NYCSHS Books: [NYCSHS Book Collection](#)

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NYC Passenger Cars: Dave Staplin: staplindave@yahoo.com

Noel Widdifield – NYCS Card Locomotive Models

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Noel has been a director in the NYCSHS since 2011 and has served as the Business Manager/Treasurer since 2013. He is also the editor of this magazine and webmaster of the Society's website, MailChimp, Survey Monkey, and he supports several other functions for the Society. He and his wife, Ann, also a NYCSHS sustaining member, have two children, five granddaughters and twin great-grandchildren.

*Len Gordy – NYCSHS Card Locomotive Models – Article Contributor*

Len is literally a life-long railfan, starting when he watched the 3rd Av El from his crib in The Bronx. All of railroading is of some interest. Moving to Rome, NY, in 1951 at age 6 started a fascination with the NYCS and its predecessors. Rail trips to New York City introduced him to the Mohawk, Hudson, and Electric Divisions. They remain his main research interest. In 1962 he started riding extensively in the US and a few foreign countries. He has large collections of railroad books, both popular and technical, as well as many railroad-issued documents and hardware. He has also accumulated toy and scale trains of all sizes. Married, he has been retired for about twenty years from physicist and engineer positions at industrial companies in Schenectady and then New Jersey, where he now lives in South Orange. A Charter Member of the NYCSHS, he also belongs to many other historical societies.

Steve Bratina – Memories of the Model Craftsman Magazine

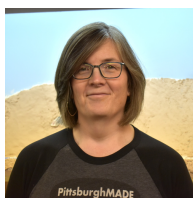
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Steve has been in the live steam hobby since 1982 when he acquired his first locomotive. It was a 3/4"-scale Pennsy G5. Since then, he has built or rebuilt cars and locomotives in mostly 3/4"-scale but has also worked on 1" scale, 1 1/2"-scale, 24'-gauge and full-size steam locomotives. He worked in the railroad department at a local steel mill for eleven years before getting into stationary engineering. He has been doing that work since 1994. To fill his railroad fix, he occasionally volunteers as a brakeman on a local tourist line.

Angela Sutton – Modeling a P&LE Phase V NW2 in N-Scale

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Angela Sutton is a Pittsburgh native and lifelong model railroader currently residing in New Jersey. She is currently working on a model railroad representing parts of the Monongahela and Ohio river valleys in 1949, featuring the P&LE, Pennsylvania, and Union railroads.

Al Werner – Finishing The Elkhart Station

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Al was born in Vincennes, IN, in 1939 and raised in Sturgis, MI from 1948 until 1957. He received a degree in Chemical Engineering and joined Corning Glass Works in 1960. Eventually he became Chief Glass Technologist for Consumer Products Division and retired after a great career lasting thirty-five years. He has been married to the same great woman since 1960 and has two grown kids and five grandchildren. He has enjoyed trains ever since he can remember.



THE NYCENTRAL MODELER TOOL SHOP

Brian
Marotta



Brian Marotta has modeled the New York Central since 1998. He has been collecting N scale for most of his life, when his mother bought him a basic N scale train set when they lived in an apartment and didn't have space for anything larger. As a child in the 1980s, he would spend time watching trains along both sides of the Hudson River with one of his uncles, who provided commentary on the mighty New York Central and its famous trains that used to ply the rails. Modeling a small section of the Hudson Division allows him to have a slice of east coast railroading in his Colorado home.

He juggles his time between model railroading, family time, being active in the outdoors, and working as an aerospace engineer. He is fortunate to have a wife that fully supports his hobby and is always willing to push him down into the basement when he needs time to decompress. His love of trains is also not lost on his 8-year-old daughter, who asked to have her own oval of N scale to run and happily joins him when he is working on his layout.

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Seth Lakin – NYCSHS Travels to Chicagoland RPM

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Seth Lakin grew up a few blocks away from the crossing of NYC's Water Level Route and Michigan Central mainline at Porter, IN. However, his earliest railroad memories are not of NYC trains, but of diesels of the late 1970s and early 1980s Conrail. This is Seth's eleventh article as he continues to share his modeling talents with us. Seth is chair of the NYCSHS Model Committee and is a prolific modeler.

Chuck Beargie – Modeling the NYC Franklin/Oil City Branch – Part 6

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Chuck Beargie has been a model railroader since his high school days, and from the beginning has been a prototype modeler. Through most of the 1980s and 1990s he researched and modeled the Sierra Railroad of California. However, after nearly two decades, his interest in the Sierra started to wane.

He looked around at other prototypes to model, and settled on the town of Jefferson, Ohio, which was on the Franklin / Oil City branch of the NYC. The primary focus is on the 1920s, but other eras are researched and simulated as well.

Chuck's research activity for modeling Jefferson Ohio led him to join the NYCSHS in 2001. The 2000s were challenging times for the Society. He became more active, joining the Board of Directors in 2010 and becoming the Archivist in 2011. He resigned these positions upon relocating from Cleveland to St. Louis in 2015. Chuck has retired as an aero-space quality engineer and is working as an independent contractor in the aviation field.

Robert von Behr – The Case Of The Disabled Diesel

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Bob von Behr taught English and foreign languages on the high school and college level for 50 years. Except for the 18 years when he and his wife, Ginny, lived in Maryland, (not far from the MA & PA Railroad line) he has lived in New York State. Growing up he remembers using the Hudson and Harlem Divisions and also the 42nd Street Ferry and the West Shore to “get out of town.”

Bob still has every copy of *Model Railroader* that has arrived since 1957, along with shelf space for the *Central Headlight* and NYCSHS calendars. This still leaves room in the basement for a 20’ by 20’ NYC layout he is about to start. He admits he likes all eras of railroading and has equipment ready for the NYCS, B&A, B&M and the Rutland.

Imagine Yourself Pictured Here with the Title of Your Article and Page!

We know that you are a great modeler, and we would love to see some of your work here in the *NYCentral Modeler*. Articles are pretty easy to do, and our readers would love to hear about your layout, collection, and your modeling skills.

All it takes is for you to take a few photos of your layout and then write about it. Developing an outline helps keep you on track. Or if you are building something for your hobby, just take photos as you build and then write the article from the photos. If you have a collection, photograph some of your favorites and then just write about how and why you have collected what you have. We can send you some material to help you with writing the article and tips on how to take excellent photos to go with the article.

We are prepared to help you to write a great article to share with all of us. Just contact me at: nfwiddifield@NYCSHS.org

First-time authors for the *NYCentral Modeler* will receive a NYCSHS Author’s t-shirt for your first effort. If you have written for us before, you know the satisfaction of seeing your excellent modeling efforts here on these pages!





NYCENTRAL MODELER

A QUARTERLY DIGITAL PUBLICATION FROM THE NYCSHS

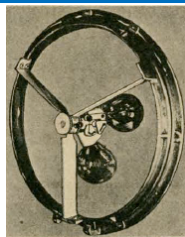
Hall of Heroes

We have a first-time author, Angela Sutton to receive our
NYCSHS Magazine Writer

T-Shirt for their first article in the magazine!

This edition has several veteran writers for the NYCentral Modeler!

Why don't you write one for us???



NYCentral Modeler –“Mystery Photo”

Tell us what you think this might be and where it was used. Send your answers to
nfiddifield@NYCSHS.org

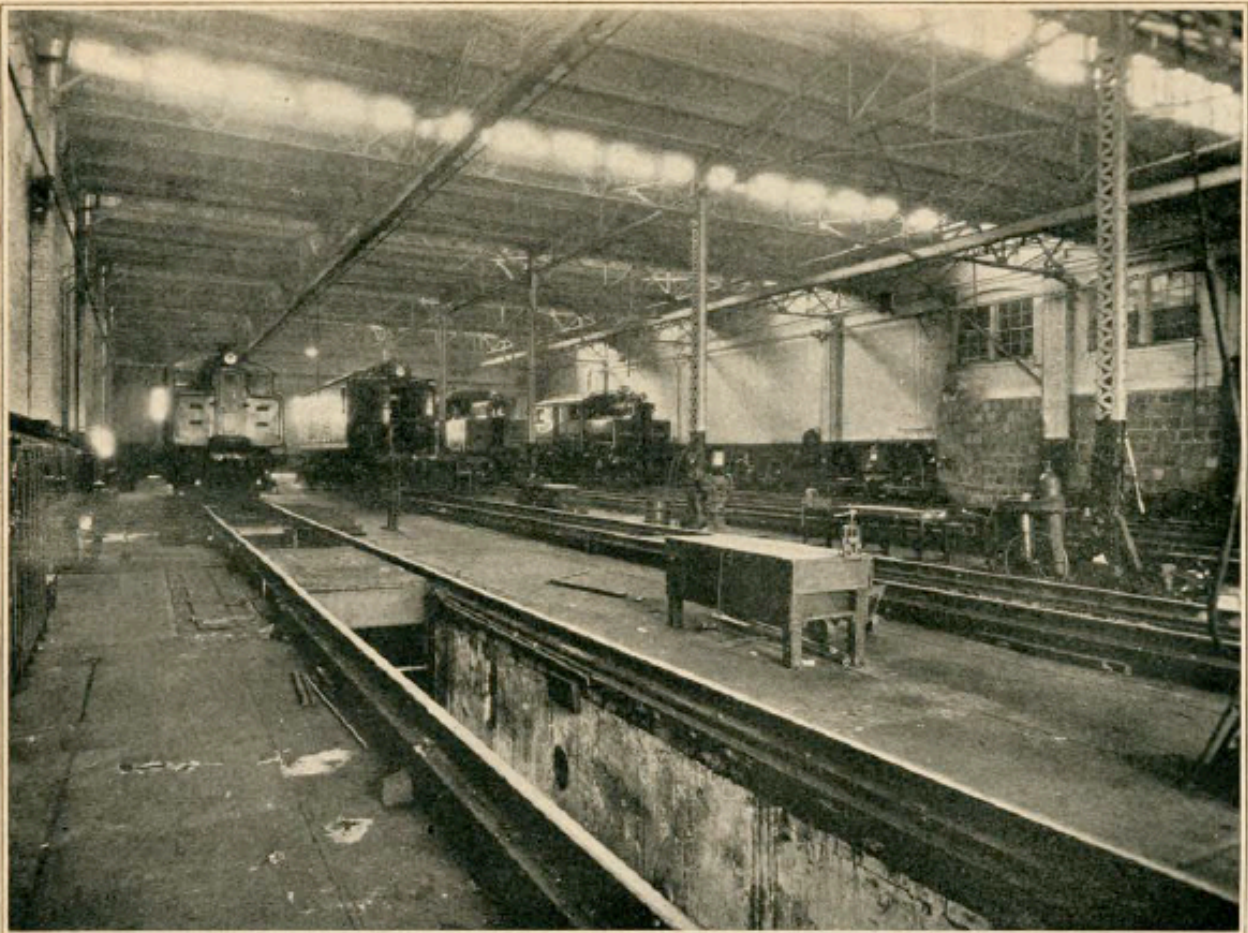
NYC Lines Magazine Jan 1928



These cars
are hauling:
Whole Milk
Skim Milk
Concentrated Milk
Sweet Cream
Ice Cream Mix

We invite your transportation problems

GENERAL AMERICAN CAR COMPANY
Designers - Builders - Lessors of Patented Milk Tank Cars
General Offices: 940 Illinois Merchants Bank Building
CHICAGO, ILLINOIS



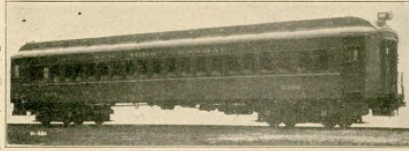
Interior of the New York Central's Inspection Shops at Harmon, N. Y., where the gleaming, powerful engines are kept in condition for service on the Electric Division, between Harmon and New York City.

New York Central Extra Board

Standard Steel Car Company

STEEL and COMPOSITE CARS

For all classes of Service, from our Standard Designs,
or according to Specifications of Purchasers

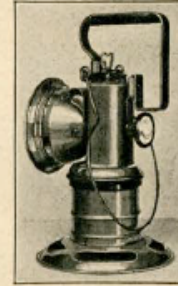


Steel Car Underframes, Trucks
Bolsters, Brake Beams, Etc.

Capacity 50,000 Cars per Annum
Inquiries Solicited

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WORKS: Butler, Pa., New Castle, Pa., Hammond, Ind.

National Carbide Lantern



Greater
Candle Power
Stronger
and better
diffused
light
Sturdy
Construction

Burns
eight hours
on
eight ounces
of Carbide
with only
one filling of
water

Supplied with or without rear light

For Car Inspection, Maintenance of Way
and Signal Departments. Adaptable for
motor car or hand use.

NATIONAL Carbide—in the RED Drum
—best and most economical for all lighting
and welding purposes.

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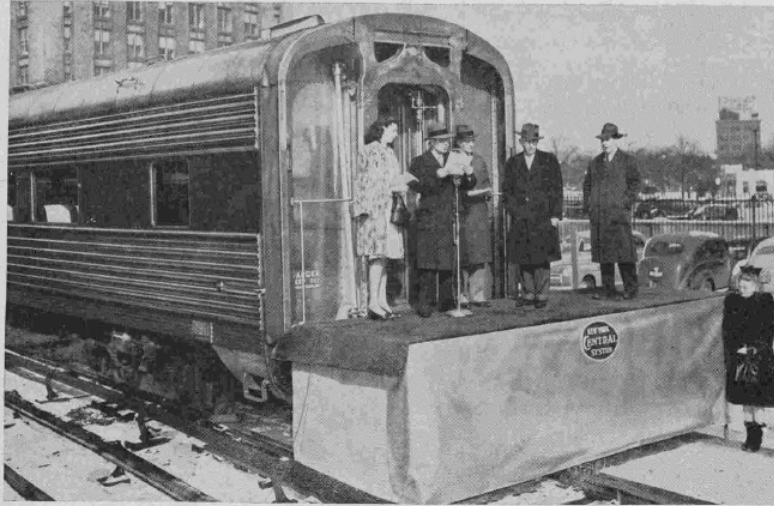
VULCAN IRON PRODUCTS
BLOOM STAYBOLT IRON
XX ENGINE BOLT IRON
IRON FORGING BLOOMS
BAR AND BAND IRON
PRODUCTS MANUFACTURED FROM GENUINE PUDDED PIG IRON
LOCKHART IRON & STEEL CO.
PITTSBURGH, PA.
VULCAN

This is just a small sample of the many illustrations that are found on just one issue of the *NYC Lines Magazine* flash drives available in the Collinwood Shop. (See page 93 for order form.)

NYCentral Headlight Magazine 1940 - 1968

N. Y. Central Gets First Post-War Coach

(Concluded from page one)



A general view of the scene as the new car was delivered to the New York Central and accepted. Left to right, "Miss Wayne University," R. E. Medland, Executive Assistant to President, Pullman-Standard Car Manufacturing Company, who is shown broadcasting, C. L. Jellinghaus, Vice President, New York Central, and E. J. Jeffries, Jr., Mayor of Detroit. At right is the announcer.

New Type Diesel-Electric Hump Locomotives Now Used in Five Major N. Y. C. Yards

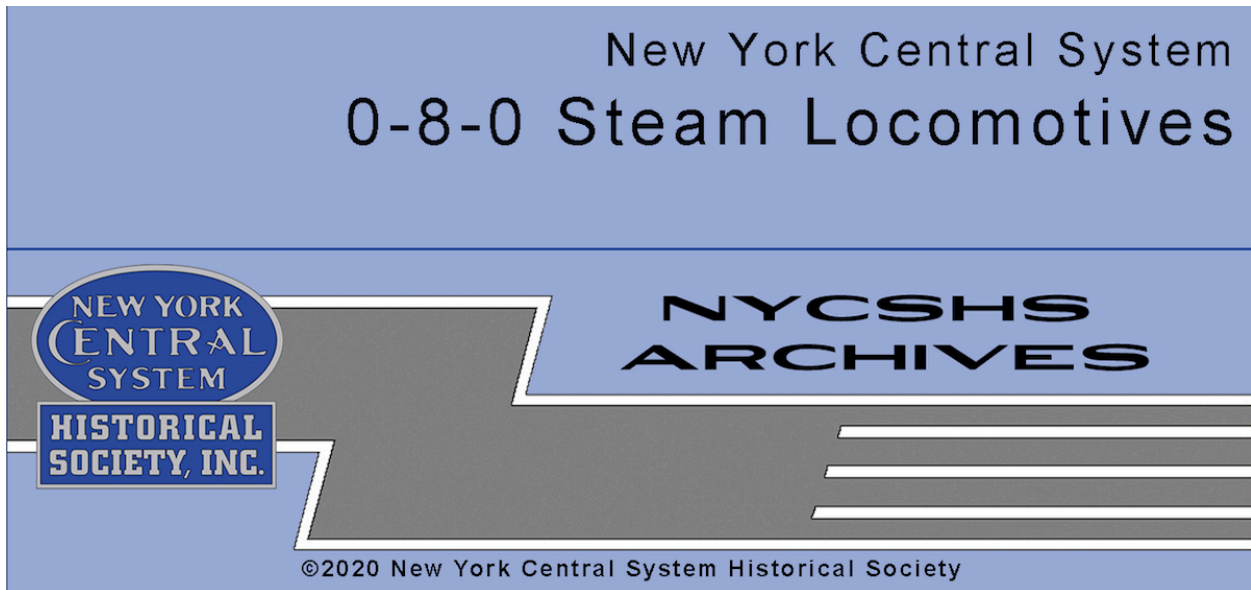


At two miles per hour, a new diesel-electric hump locomotive pushes a train of loaded freight cars over the hump of the eastbound Classification Yard at DeWitt, N.Y. Two switchers, separated by a trailer, are operated as a single unit by means of pneumatically connected controls. This

diesel locomotive has a tractive effort of 181,225 pounds as compared to 95,730 pounds for a Mallet steam hump locomotive. Mallets have been used for many years in conducting these hump operations. Use of the diesel-electric units increases efficiency and economy.

Samples of the great photos and articles that can be found on flash drives of the NYC Lines Magazine and the NYCS Headlight available from the Collinwood Shop at: https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps-_c_180.html (See page 94 for order form.)

The great collection of many different NYCS locomotive photos now on Flash Drives!!!



This drive contains a collection of photographs from the NYCSHS archives. It provides a small number of the several thousand photos that have been scanned by NYCSHS Archive volunteers over many years. The majority of the archive photo collection comes from the many photos saved when the NYCS merged to become the Penn Central Railroad. Additional photos came from individual donors of their collections to the NYCSHS.

These locomotives were built by a number of manufacturers over the years. They were sometimes referred to as "Yard Goats" by the NYCS employees. The collection includes a complete roster of all of the NYC 0-8-0s. An Excel spreadsheet is included with all of the information available for each photo. (Not always a lot of information as the photographers did not always leave good documentation.) The spreadsheet has links that take you directly to the photos. (The links do not work on Mac computers because for some reason Microsoft chose to disable this capability.)

This product is another of the wonderful historical documents produced by the NYCSHS archive volunteers.

Don't miss out on this collection of 165 images from the NYCSHS archives.

[https://www.nycshs.net/Digital-Photo-Collections c 163.html](https://www.nycshs.net/Digital-Photo-Collections%20c%20163.html)



N-Scale Locomotives

Broadway Limited



Broadway Limited Paragon 4, N-Scale NYCS EMD E-7AB, A, B units - DC/Silent, DCC-Sound, & E7B Unpowered

The E7, a 2,000-horsepower passenger train locomotive, was manufactured by General Motors' Electro-Motive Division in La Grange, Illinois. From February 1945 to April 1949, a total of 428 cab versions, known as E7As, were produced, along with 82 booster E7Bs from March 1945 to July 1948. Its 2,000 hp was generated by two 12-cylinder model 567A engines, each powering its own electrical generator to drive the two traction motors on one truck. The E7 marked the eighth model in a series of passenger diesel locomotives with a similar design, known as EMD E-units, and it quickly became the best-selling E model upon its release.

The E7A featured a less slanted front nose compared to earlier EMD passenger locomotives, earning it and its successors, the E8 and E9, the nickname 'bulldog nose' units. Some of the earlier units were referred to as 'shovel nose' or 'slant nose' units. More than 20 different railroads acquired E7s for their passenger trains. Currently, only one E7 example survives, with ex-Pennsylvania Railroad E7A #5901 being preserved, cosmetically restored, and on display at the Railroad Museum of Pennsylvania in Strasburg, Pennsylvania.

In this production, A-B sets with Powered A-units (w/ Paragon4 Sound) and unpowered B-

units, and also separate single A and B-units (where appropriate) with our full Paragon4 DC/DCC/Sound system. All of our models have road-specific details and lighting.

Features:

- Pilot prototypical for paint scheme
- Operating Mars Light where prototypical (with decoder installed)
- Large 45-degree numberboards where prototypically accurate
- Small side numberboards where prototypically accurate
- Prototypical horn detail on model
- Accurate air intake behind cab side doors
- Cooling fans and exhaust hatch accurate per each prototype
- Accurate headlight positioning per the prototype
- Multiple MU door options on front of model
- Prototypical accurate truck side frames
- Ladder rest grab irons present where prototypically accurate
- Grab iron ladder present where prototypically accurate
- Eyebrow grab irons present where prototypically accurate
- Grab irons above cab side windows where prototypically accurate
- Front and Rear lift lug present where accurate
- Nose door number plate present where accurate
- Paragon4 Sound & Control System featuring ROLLING THUNDER
- Integral Dual-Mode Decoder with Back EMF for Superb Slow Speed Operation in DC and DCC
- Precision Drive Mechanism Engineered for Heavy Towing and Smooth Slow Speed Operation
- All Wheel Electrical Pick-up
- ABS Body with Die Cast Chassis for Maximum Tractive Effort
- Prototypical Light Operation



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



- Prototypically Accurate Sounds for the EMD E7 Diesel Locomotive
- Micro Trains-compatible Couplers (2)
- Will Operate on Code 55, Code 70 and Code 80 Rail
- Minimum Operating Radius: 9 inches

MSRP \$359.99 Expected Delivery Summer 2024

[Available in the Collinwood Shop](#)

HO-Scale Locomotives

Bowser



Black Lightning Stripe ALCo RS-3 Phase 1, DC Silent, DCC/Sound

Ready To Run Locomotive. Many added details: air hoses, windshield wipers, grab irons, coupler lift bars, operating headlight, window glass, fuel tank, can motor, flywheels, blackened wheels with RP25 flanges and knuckle couplers. Analog (DC) version features 21 pin plugs for DCC. DCC/Sound version features LokSound V5 decoder.

MSRP \$319.95 Expected Delivery Dec 2024

[No longer available in the Collinwood Shop](#)

Rapido



NYC EMD SW9

The SW9 locomotive continued Electro-Motive Division's excellence of small, compact "switcher" engines for yard and local service. From November 1950 to December of 1953, nearly 800 SW9s were built in the LaGrange production facility.

Meanwhile, in London, Ontario, GMDD rolled out 29 for Canadian National and Canadian Pacific. The SW9 was outfitted with the popular 567B prime mover, while a handful received the upgraded 567BC motors that would later be the power of the SW1200 series.

A staggering 69 railroads (industrial, short lines and class one roads) would purchase the SW9!

Features:

- Highly detailed cab interior
- See-through metal etched parts
- Many road specific details
- Heavy die-cast frame
- Die-cast gear boxes for added weight
- Rapido Semi Scale metal couplers
- Full LED lighting, including operating beacons/flashing lights where appropriate
- DC/Silent (21-pin DCC Ready) or DC/DCC/ESU LokSound
- Featuring the Rapido MoPower capacitor
- Four Road Numbers in both DC and DCC w/Sound

MSRP \$349.95 DCC/Sound, DC/Silent \$239.95 Expected Delivery TBD

[Available in the Collinwood Shop](#)

HO-Scale Rolling Stock

Bowser



CASO 70-Ton 14 Panel Hopper

These cars were lot 902-H built by DSI in 1961 for P&LE. Up to 54 cars were assigned to the Canada Southern from 1967- 1971.

Features:

- Crisp details
- Crisp painting and printing



- Metal wheels
- Knuckle couplers
- Three road numbers
- Model is former Stewart mold

MSRP \$29.95 Expected Delivery October 2024
[No longer available in the Collinwood Shop](#)

Intermountain



NYC PS2-CD Covered Hoppers - Cigar Band

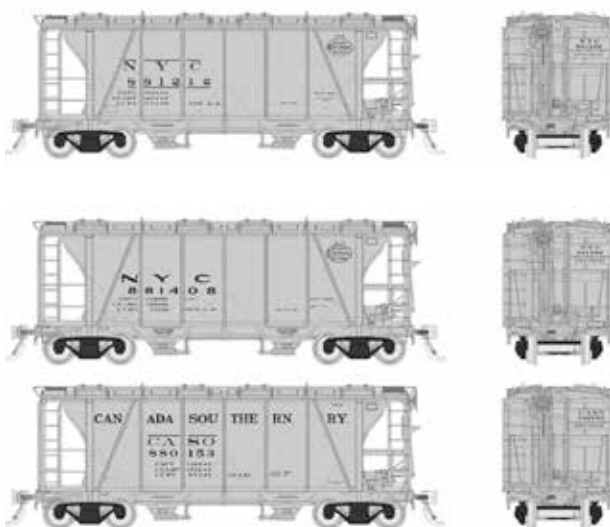
These cars were seen in interchange service nationwide from the late 1960's and early 1970's and many are still in service. Used for the transport of grain and other dry materials, they were used by all of the major and many of the secondary railroads. Early end frame version.

Features:

- Sharp painting & lettering
- Etched metal roofwalks
- Metal wheel sets
- Metal knuckle couplers
- Comes in 6 road numbers

MSRP \$49.95 Expected Delivery TBA
[No longer available in the Collinwood Shop](#)

Rapido



NYC Enterprise Covered Hopper (Gothic, Roman, CASO)

Covered hoppers started to become a major car style just prior to WWII and are one of the dominant car types on the railroads today. Early development of covered hoppers tended to center around two-bay cars, with few mass-produced cars until the 1950s. During the early development of covered hoppers, the New York Central built several different groups of "Enterprise" covered hoppers both for its own use and for its subsidiaries.

The first groups were built immediately before World War II in 1939 and 1940. These cars proved quite successful, and in 1948 the NYC built another group of cars under Lot (the NYC's classification system) number 747-H. The post-war cars were slightly larger than their predecessors with a 2000 cubic foot capacity. They utilized Standard Railway Equipment's steel roof panels which had four offset roof hatches on each side versus the five hatches per side on the pre-war cars. An unknown number of these cars were fitted with smaller, circular hatches for flour and sugar loading.

A total of 750 cars were built in Lot 747-H. They proved so successful that additional cars followed in Lots 783, 784 and 785. The later series differed in using diagonal panel roofs but were otherwise identical to the Lot 747 cars.

At the same time as the New York Central was building their Lot 747-H cars, the Canadian National also built 150 cars to largely the same design. These were also delivered in 1948. Although at first glance nearly identical, the CN cars differed from the NYC's in the design of roof panels, side panels, hatch spacing and construction details. The CN's cars remained in service for many years, with some being later converted to ballast cars for maintenance of way use.



Features:

- Designed from blueprints and field measurements
- Both NYC and CN versions available
- Fully detailed body and underframe
- Rapido semi-scale metal couplers
- Free-rolling trucks with turned metal wheels
- Accurate paint and decoration
- Multiple road numbers per scheme

MSRP \$54.95 Expected Delivery TBA
[Available in the Collinwood Shop](#)



NYC 1937 AAR Boxcar (Round Corner Ends)

The 1937 AAR standard boxcar was one of the most widely produced freight cars ever. From the start of production in 1936 nearly 94,000 cars were built for 64 railroads to variations of this design. Through various secondhand owners, rebuilds and upgrades they continued in service well into the 1980s. At the core of the 1937 AAR boxcar was a body that was 40'-6" long and 10'-0" high inside. Over the years the design of the ends changed. Ends commonly used on early cars used a "Z"-shaped inside corner post, covered by an end with squared off corners. Later cars featured a "W" shaped inside corner post which externally was covered by an end with rounded corners. Additional types of ends were also employed, most notably by Canadian railroads.

Roofs also varied from group to group, with the Murphy raised panel roof being the most common. However, many cars were also built with Viking and flat panel roofs as well. Other hardware variations included doors, ladders, running boards, brake wheels and trucks.

Features:

- Accurately scaled from prototype blueprints and photos
- Multiple end, roof and door variations
- Correct brake wheels and housings
- Correct running boards
- Full underbody detail
- Rapido semi-scale metal couplers
- Free-rolling trucks with turned metal wheels
- Accurate paint and decoration
- Multiple road numbers available for each paint scheme
- Single cars (No choice of road numbers) & six packs

MSRP Single cars \$54.95 Six-pack \$329.70
Expected Delivery TBA
[Available in the Collinwood Shop](#)

HO-Scale Structures

New Creations Victorian



Palmyra Depot

This depot was built on a branch line in the 1800s. Eventually the line became part of the NYC system. The line was abandoned in the 1970s. An effort was made to restore the depot several years ago, but today it is deteriorated, and we were unable to find any reference online to the depot. If you know anything about it contact us at: nfwiddifield@NYCSHS.org

This easy to build kit is made of laser-cut basswood, laser-cut roofing shingles and 3D printed doors and windows. Adhesives and paints are not included. The finished product will occupy a footprint of 5-1/2"x 3". It is 2-1/2" tall.



WHAT'S NEW
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BY NOEL WIDDIFIELD



MSRP \$39.95 Expected Delivery Now

<https://newcreationsvictorian.com/>

Not available in the Collinwood Shop

Magazines

Classic Toy Train Nov/Dec 2023



“Letters” p.6

“Highlighting Lionel’s Hudson, by Michael King

Michael says he enjoys reading about NYC Hudsons and explains that it is his understanding that Lionel’s classic No. 700E is the first example of a model manufacturer produced with an authentic a prototypical road number. The model came with the number 5344 and became Michael’s favorite Hudson. He eventually ended up with the bell from that locomotive that his father, who worked on the NYC as a fireman and engineer, had been given.

Yelton Models



Berea “BE” Tower

Berea "BE" Tower kit. This HO Scale kit includes all the walls roof floors basement outside stairs and the full interior for the operators control floor.

O-Scale Structures

MSRP \$65.61 Expected Delivery Now

<https://www.yeltonmodels.com/>

Nor available in the Collinwood Shop

“Early American Flyer ads - Beautiful artwork created to promote Gilbert’s trainline”. p. 22



The American Flyer ad features a beautiful model of a NYC Hudson in the foreground.



Berea “BE” Tower

Berea "BE" Tower kit. This O-Scale kit includes all the walls roof floors basement outside stairs and the full interior for the operators control floor.

MSRP \$109.37 Expected Delivery Now

<https://www.yeltonmodels.com/>

Not available in the Collinwood Shop

This edition of the magazine includes 36-page section featuring Menards model trains. Included is a “Pacemaker” lettered hopper car that resembles nothing that every ran on the NYCS. It also includes a NYC flatcar.

Menards is offering more and more rolling stock and buildings in O-gauge.



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



Classic Trains - New York Central Remembered, Holiday 2023



This entire 100-page special issue is devoted to the NYCS and contains many articles from previous *Classic Trains* but provides a good look at various parts of the Central over the years.

It is certainly worth reading and looking at the numerous photos of NYCS locomotives and rolling stock.

The NYCSHS paid for an advertisement on the full back cover of this magazine.

Great Model Railroads, Holiday 2024



"City Railroads and Country Railroads, by Dave Rickaby. pp. 54 - 61, photos by the author.

This is an article about Rich Cook's O-scale Pontiac Belt Line railroad and includes some photos of some of his NYCS equipment. It includes details about Rich's journey from HO-scale modeling to O-scale, details about the layout, including some construction details.

Rich's Grand Trunk & Western layout also includes Pontiac Belt Line and there is an interchange with NYCS allowing him to also have models for that railroad.

Little Circus Wagon Magazine Oct 2023



Magazine of the Circus Model Builders



The Great Wallace Ring Show teamed up with the International Circus Hall of Fame for a circus model show. John Dick, Jr. NYCSHS member and circus modeler who many times runs circus trains pulled by NYCS locomotives at train shows is front and center in this issue of the magazine. He also had some of his models on display at the event.



Three animal cages on a flat car. John models in HO-scale.



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



John's model of a canvas reel car on another of his Cells Floto Circus flats.



Cells Floto Circus poster.



John's locomotives pulling a Cells Floto Circus train. This train consists of 30 fully detailed flats and passenger cars. Each car contains accurately reproduce circus wagons and equipment.

Model Railroader, Nov 2023



"News & Reviews", p. 12

"Bachmann HO-scale Hudson"

A one-page review of the latest HO-scale Hudson by Bachmann. The review of the locomotive is very positive. Worth reading.

"Trackside Photos" p. 62

"Stoney Creek & Romeo No.2"

A Dave Rickaby photo of Richard Cookie's O-scale Pontiac Belt Line with a NYC boxcar included.

This photo also appears on page 58 in *Great Model Railroads 2024*, published by Kalmbach.

Model Railroader, Dec 2023



"News & Reviews"

"Scale Trains HO-Scale 40-foot PS-1 Boxcar Kit", p.16, Cody Grivno, Senior Editor

An excellent review of this NYCS boxcar from Scale Trains. He is very positive about the car and says it is an easy-to-build kit.

Model Railroad News, Oct 2023



"New York Central J3a Hudson arrives in HO-Scale From Bachmann Trains", p, 30



A very short review with photos of both Roman and Gothic lettering.

“Review HO”, “The Most Famous Hudson From Broadway Limited Imports” by Ryan Kunkie, pp. 56 – 59

This is an in-depth review of the Commodore Vanderbilt Hudsons offered by Broadway Limited. It includes a good history of the prototype and a review of the model and includes basic performance information. There are excellent photos of the model. **(I have one of them and am very pleased with it.)**(NFW)

“Review HO”, “TP&W’s Gray Ghost GP20”, by Ryan Crawford pp. 64- 67

The article provides the interesting background on the TP&W and on the locomotive painted in NYCS Lightning Stripe livery. It includes a photo of the loco running on the road on May 30, 1996, and it certainly catches the eye of a NYCS fan. The author continues with an excellent review of the model and his experience with it.

It may not be something a NYCSHS modeler will buy, but it is an attractive model, and the lightning stripe model looks like it could be a NYCS one.

Model Railroad News Dec 2023



“Review HO”, “Ironic New York Central Power from Bachmann Trains” by Tony Cook pp. 38 – 41

Another review of the latest Bachmann famous NYCS Hudson.

The article contains a short history of the Hudson, a review of the model, and a short section on positive comments by modelers about the model and finally, the information

that Bachmann announced that we should expect a streamlined Hudson from them in 2024.

The article also features several photos of the model and the box it comes in.

“Review HO”, Berea Tower is new kit from Yelton Models in HO p. 84

This article includes some photos of this latest Yelton model and a very short description of the prototype and model.

The model is also offered in O-scale and is described in a little more detail in the earlier part of this section.

“In The Archive” by Tony Cook, p.94

Tony brings us a short article and some nice photos of the HO-scale Hudson produced by UK-based Rosebud Kitmaster and imported by AHM in the early 1960s. Later it was offered by Con-Cor and some of us old timers remember the model.

Railfan & Railroad, Oct 2023



“The Photo Line” – Brodger Line ALCos, Photos from the White Rive Productions, pp 46- 51

Photos of several railroads’ locomotives including one of NYCS’s RS-3 # 5524 at Albany Union Station in January 1968.

Railfan & Railroad, Nov 2023

“Railroadiana” – “New York Central Chatham Crossing” by Steve Barry, p.21

This is a short review of this book by George Povall that is carried in the NYCSHS Collinwood Shop.



“ On the Menu - A Pleasant Memory: Recalling a Vintage Railroad Comic” by James Porterfield, pp. 76-77

This article has nothing to do with the NYCS, but it brings back memories of the days when a series of comic books were published by the Association of American Railroads and were a very popular item for young boys and girls who were fascinated by railroads.

Rails Across America, Vintage School Comic Books is a 155 comic book anthology of the series of comic books offer back in the 1950s.

The article explores the book and includes a graphic of the book cover. It looks like something that all of us might enjoy. *You editor just ordered his and can hardly wait to read it.*

The Train Collectors Quarterly



“You Wouldn’t Be Interested in an Old Train, Would You? by Jim Burke, pp 7 - 13

The title contains the words spoken to the author at a local hobby shop and that led to an adventure restoring a live steam O-gauge train set that turned out to be the Beggs version of the NYC 999 with set of vintage passenger cars to go with the loco.

The article includes several photos of the loco and cars. It is interesting to read even if you are not an O-gauge fan.

Announcements

Atlas Model Railroad Company, Inc. & MTH Electric Trains (Atlas Dealer Announcement Condensed)

Hillside, NJ-- Atlas Model Railroad Company, Inc. and MTH Electric Trains announced a shared asset deal that will allow each company to use select models from the other company’s O scale tools and molds to complement products being produced by each company.

The first of these shared assets will be passenger car tooling that can complement locomotives being produced by the other company. The program expands upon the sale of select MTH O scale tooling and molds in 2021 to Atlas and the incorporation of MTH’s onboard locomotive Proto-Sound 3 sound system into select Atlas O scale locomotive releases that began in 2022.

White River Productions

The latest issue of *HO Collector* carried the announcement that beginning with the release of the 4th Qtr. 2024 issue of the *HO Collector Annual Edition* at 100 pages, the magazine will then be found as a part of an expanded Jan 2024 issue of *Model Railroad News* and from that point it will be included quarterly in *MRN*.

Kalmbach Media

The Winter issue of *Classic Toy Trains* announced a new editor, Rene Schweitzer, and that they will now be publishing *Quarterly* starting with this issue.

Some More Paper Modeling Thoughts

With the two articles contained in this issue: “NYCS Card Locomotive Models” and “Memories of the Model Craftsman Magazine” our research turned up some



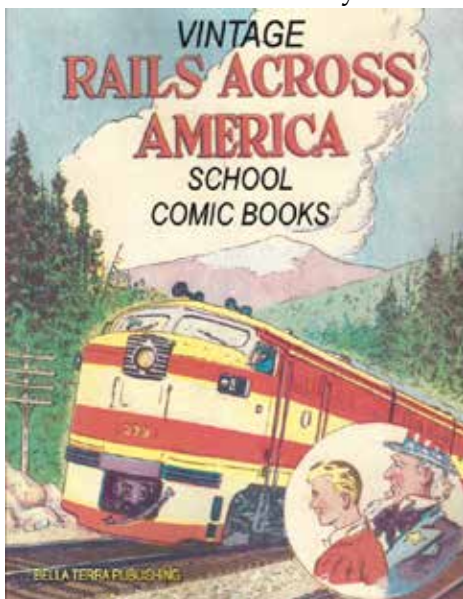
WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



more "paper" railroading items that we wanted to share with you.

We hope that this edition's articles on ways to enjoy railroading and model railroading will inspire you to remember ways that you explored railroads in your past and share them with us.

Railroad trains have always provided fascination for us, and we will continue to explore that fascination with you.



During the years between 1954 and 1966 the Association of American Railroads published a series of comic books distributed to school systems across the United State promoting American railroads and the place they served in the history, culture and commerce in America.



The book illustrated above is a collection of 10 of these educational comic books. We will be exploring these for future editions. If you have information or actual comics, please contact us at: nfwiddifield@NYCSHS.org

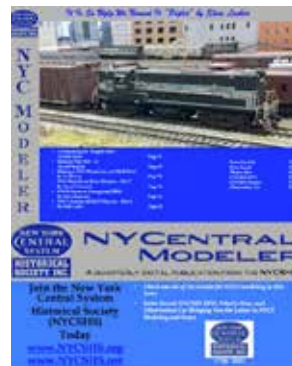
Some NYCentral Modelers From The Past



3rdQtr2013



2ndQtr2018



1stQtr. 2020



4thQtr 2011

We have been publishing these magazines for 13 years and have had 90+ articles from many of your NYCSHS members.

The articles have covered paper, TT-, N-, S-, HO-, O-, Large- scales and provided information about all kinds of modeling.

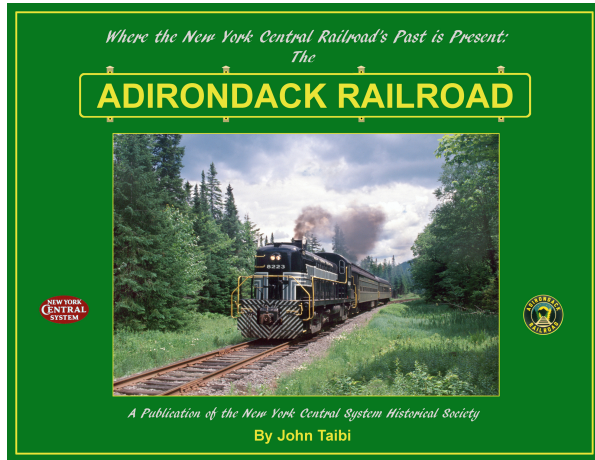
We would very much like for you to send us some photos and/or articles about your modeling. Send to: nfwiddifield@NYCSHS.org



NYCSHS Announces Another New Exciting Book

Where The NYC Railroad's Past Is Present: The Adirondack Railroad

By John Taibi



The New York Central System Historical Society announces another exclusive great book about one of the NYC railroads.

It was the New York Central Railroad that brought the eyes of the World to view the beauty of Adirondack Park. For 73 years, the Central's Adirondack Division trains introduced their passengers to the majesty of the Park's mountains and the awe-inspiring settings in which the Park's many lakes, ponds, rivers, and streams were collectively regarded as attractive "sheets" of water. For these years the New York Central Railroad and Adirondack Park – America's premier railroad and preserve – co-existed harmoniously, each complementing the other. But this marriage ended suddenly in 1965 when passenger operations ceased between Utica and Lake Placid due to the changing travel attitudes of visitors destined to the Park. The automobilists, however, soon discovered that roads could not take them to the heart of the Park where the rails had.

The New York Central's system trackage was reduced in length when the railroad sold its line through the Adirondacks to New York State in 1974. For four years the line lay dormant, but the Adirondack Railway was allowed to operate trains to Lake Placid until 1980. Then, dormancy returned to the Snow Jct. to Lake Placid railroad corridor.

As the 100th Anniversary of the of the completion of the Adirondack Division's predecessor – the Mohawk & Malone Railway – approached, individuals realized that the significant event would be a good time to bring the line back to life. On July 4, 1992, the Adirondack Centennial Railroad was allowed by New York State to run tourist trains from Thendara to Minnehaha. At nearly the same time, the Adirondack Railway Preservation Society was formed, and on January 1, 1994, the Adirondack Railroad (ACRR) became the Adirondack Scenic Railroad (ASRR) that operated under the guidance of Adirondack Park Service (ARPS).

Over time, the ASRR prospered and expanded its operating district to include running trains to Carter, Big Moose, from Utica to Thendara, and from Saranac Lake to Lake Placid. Then, as the ASRR emerged as the Adirondack Railroad in 2020, New York State committed funding for the rehabilitation of the "Lake Placid Corridor" from Snow Jct. to Tupper Lake.

After two years of track and right-of-way rehabilitation, the Adirondack RR once again was able to expand its tourist service to Beaver River, and then directly through the heart of the Park to Tupper Lake. People were once again able to view the magnificent Adirondack Park scenery that had been seen earlier by the New York Central Railroad's generation of passengers.

After taking a fond look back at the glorious years of Adirondack service by the NYC, *The Adirondack Railroad* examines, explores, and interprets the following railroading eras that provided service through the Park while New York State possessed ownership of the line. As in the past, the Adirondack Railroad and America's foremost Park interact in a manner – today – that benefits both the railroad passengers who desire to see the otherwise inaccessible interior regions of the preserve, and the Park that should be seen by tourists to be appreciated. In this way, the Adirondack Railroad perpetuates the memory of the earlier New York Central Railroad service so that

railroading and the Park still complement each other and interact perfectly together.

On October 24, 1892, when the Mohawk & Malone Railway opened for service, Dr. Webb knew that it would be a line where passengers enjoyed Adirondack Park vistas. Now, 131 years later, the Adirondack Railroad provides the same enjoyment for its passengers.

This is Author Taibi's 15th book about railroading, mostly within New York State.

- 360 pages, 601 color photographs, and 191 black and white pictures

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Another New Exciting Book

NYC Chatham Crossing

By George Povall



BY GEORGE POVALL
Featuring the photography of D.R. (Bob) McCulloch



Through the years 1955 to 2007
By George Povall Featuring Photography of D. R. McCulloch

George Povall 80 pages softcover

East of the Hudson, Chatham, NY, was once an epicenter of railroad activity with lines radiating in all four directions. This book covers the New York Central's Boston and Albany and Harlem Divisions activity at Chatham and vicinity from 1955 to 1968. Then came Penn

Central from 1968 to 1974 and Conrail from 1974 to 1999. Finally, the beginning of the CSX era appeared from 1999 to 2007. This book also offers a glimpse into the last days of service to Chatham by the Rutland Railroad. There are over 150 color photos, maps and memorabilia from that time period. The book is about 2/3 NYCS and the rest roads that followed. With the history in outstanding color photos of D.R. (Bob) McCulloch and the author, we view the action as it was happening through the years. Fasten your seat belt and enjoy the ride.

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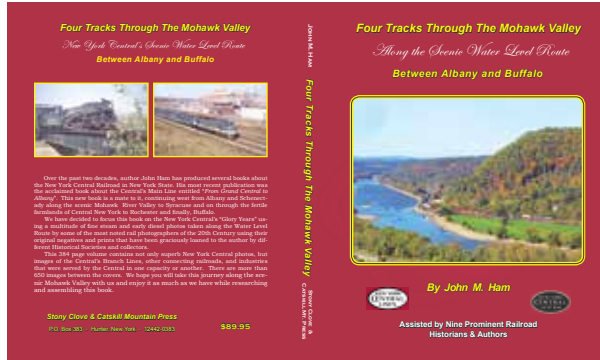


NYCSHS Announces a Big Sale on this book!

Four Tracks Through the Mohawk Valley Along the Scenic Water Level Route

By John Ham

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This new book is a mate to it, continuing west from Albany and Schenectady along the scenic Mohawk River Valley to Syracuse and on through the fertile farmlands of Central New York to Rochester and finally, Buffalo.

The focus of this book is on the New York Central's "Glory Years" using a multitude of fine steam and early diesel photos taken along the Water Level Route by some of the most noted rail photographers of the 20th Century using their original negatives and prints that have been graciously loaned to the author by different historical societies and collectors.

This 384-page volume contains not only superb New York Central photos, but images of the Central's Branch Lines, other connecting railroads, and industries that were served by the Central in one capacity or another. There are more than 650 images between the covers. We hope you will take this journey along the scenic Mohawk Valley with us and enjoy it as much as we have while researching and assembling this book.

This book is a comprehensive history of the Mohawk Division of the New York Central Railroad.

Over the past two decades, author John Ham has produced several books about the New York Central Railroad in New York State. His most recent publication was the book about the Central's Hudson's Division entitled *From Grand Central to Albany*.

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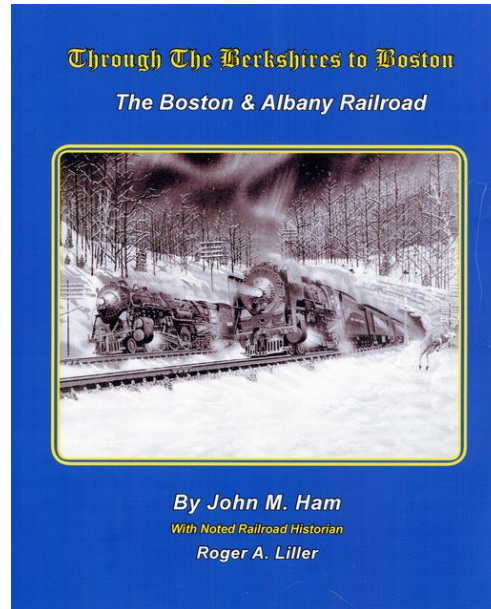
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Another New Exciting Book

Through The Berkshires to Boston

By John M. Ham With Roger A Liller



Over the last five years, author John Ham has produced four books partnering with railroad historian and writer Roger Liller, who grew up along the New Haven Railroad in Connecticut and has spent his life researching the railroads of New England. His knowledge of and memorabilia collection concerning the railroads in the Berkshires gave rise to this publication about the Boston and Albany Railroad.

John decided to focus this book on the Boston & Albany's steam era "Glory Years", relying heavily on the scenes taken in the Berkshires. He was able to obtain a multitude of quality steam and early diesel photos that were taken over the years by some of the most noted rail photographers of that period. Many of their original negatives and prints have been graciously loaned to us by different Historical Societies, New England's town and city archives and well-known collectors.

This 336-page publication contains not only superb Boston & Albany Main Line photos, but images of its branch lines, major connecting railroads, and the cities and towns that were served by the B&A in one capacity or another. More than 120 stations are seen on the pages and with 600 photos, maps and timetables are between its covers. We hope you will take this journey from Albany to Boston through the scenic Berkshires with us and enjoy it as the authors had while assembling and producing this long overdue book.

Our new and long overdue book about the Boston & Albany Railroad is nearing completion and some of the artwork has already been sent to the printers for proofing.

It has been an exhausting and tedious task gathering more than 600 top notch steam and early diesel black and white photos, maps and timetables, but with the help of so many knowledgeable friends and historic repositories, we have been able to accomplish putting it together.

Photos by renowned rail photographers Richard Hover and the late Dewey McIlwee.

The book shows more than 120 station stops on the B&A's main line and her several branches, along with significant photographic coverage of Albany, Pittsfield, Springfield, Worcester, and Boston.

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NYCentral Modeler

1st Quarter 2024

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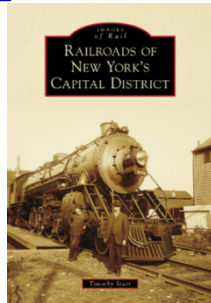
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Another Set of Exciting Books

Railroads of New York's Capital District



This book of 128 pages with over 200 illustrations begins with a look at the pioneer railroads in the area. New York's Capital District became an important railroad hub very early. There were railroads built headed in every direction and this makes this book very interesting beginning with the first chapter.

The second chapter covers Albany and vicinity with information and photos of the NYC's West Albany shops, the Albany Union Station and the railroads that served Albany's industrial area.

Coverage of Schenectady includes info and photos of the GE works, ALCo's locomotive facilities where NYC locos were built, Albany Union Station, and Rotterdam Junction where NYC and B&A interchanged.

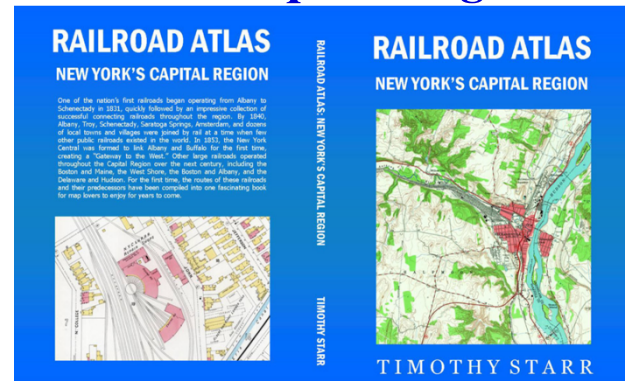
The Troy area is covered with a look at Troy's Union Station and coverage of the railroad traffic through the heart of the city.

The final chapter reviews many of the historic locations and facilities that have long passed into railroad memory. This book preserves many of these and is a very interesting and enjoyable read for NYC fans.

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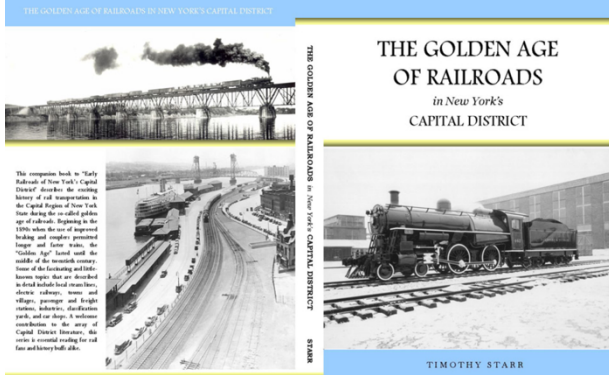
Several large industries that extensively utilized the railroads were added, such as General Electric, Schenectady Locomotive Works, International Paper, the Port of Albany, and the factories in North Albany/Menands.

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More than 100 vintage photographs and maps. Several appendices help readers comprehend just how massive the railroad industry was in the Capital District.

Vintage photographs include layouts of the West Albany yard in the late 1800s and in 1920, the floor plan of the Saratoga trolley station, multiple photos of the three largest stations (Albany, Schenectady, Troy), multiple maps show the railroads photos of all the principal yards in the area, photos of the railroads serving industries, and previously unpublished photos of steam locomotives and trolleys as they served the Capital District.

The book features early photographs by the late Joseph Smith, provided by his grandson Kenneth Bradford. The Golden Age of Railroads in New York's Capital District: 161 pages, 8½ X 11, perfect bound soft cover.

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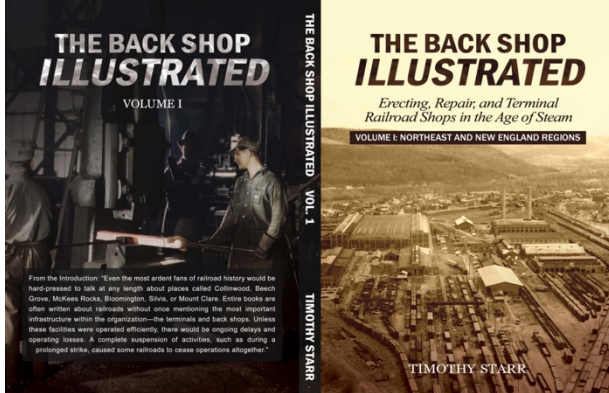
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This fascinating, limited-edition book has 475 black and white photos, maps, and illustrations, and will make a welcome addition to any railroad fan's library. Those with a special interest in the New York Central will be pleased to see descriptions and photos of shops in West Albany, Harmon, Depew, Avis, Springfield (Boston and Albany), and McKees Rocks (Pittsburgh and Lake Erie).

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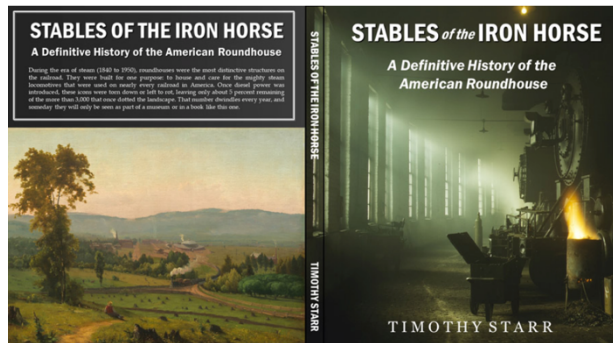
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Stables of the Iron Horse is an important addition to any railroad fan's library. It describes the history of these specialized and unusual structures, from the earliest known examples in the 1840s, to the largest that ever existed, to those that survive to the present. New York Central System aficionados will be pleased to see multiple examples of the New York Central, Lake Shore, Michigan Central, and Big Four railroads, as well as detailed descriptions of locomotive terminal clusters in Albany, Buffalo, Cleveland, Columbus, Cincinnati, Boston, Chicago, and many others.

This beautiful book has a hardcover binding, 248 pages, and 200 pictures and graphics collected by the author over two decades.

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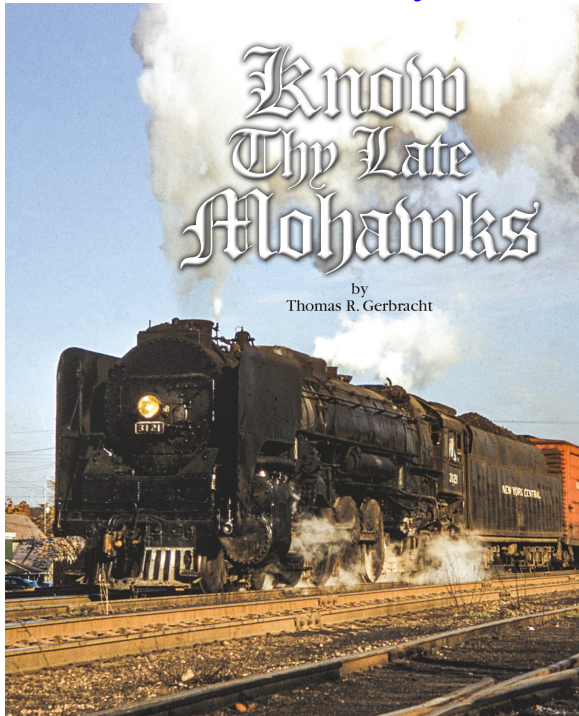
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NYCSHS Announces Another New Exciting Book

Know Thy Late Mohawks

By Tom Gerbracht



The New York Central System Historical Society announces the final book of the Central's steam power triumvirate. This hard cover book completes the documentation of the New York Central's Mohawk class, the L-3 and L-4 Mohawks.

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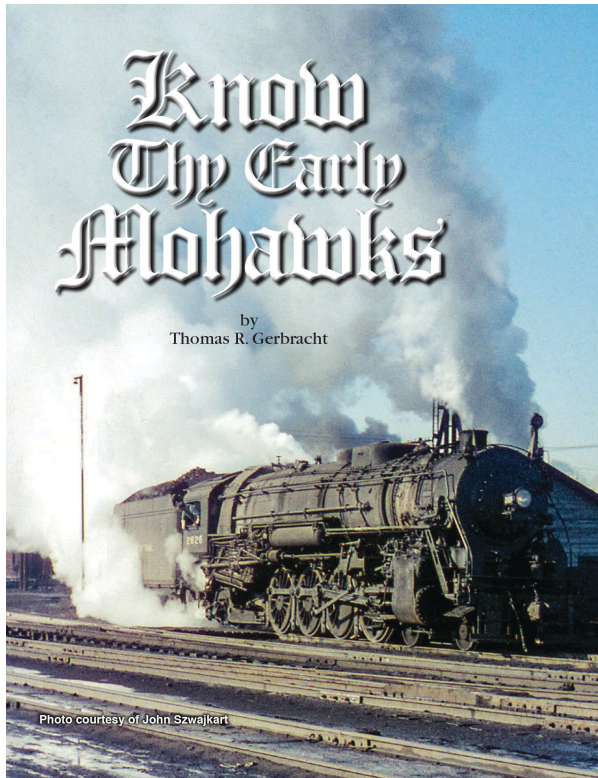
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NYCSHS Announces a New Exciting Book

Know Thy Early Mohawks

By Tom Gerbracht



- Detailed history of NYC Early Mohawks (1916 - 1930) from official Railroad Record Cards and official NYC drawings
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- Written by Tom Gerbracht, NYCSHS director and former president
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This hard cover book completely documents the New York Central's early Mohawks, built in the period 1916 through 1930. The early Mohawks became the

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standard freight hauler on the railroad and lasted into 1957, the very end of the railroad's steam operations. The Mohawk type locomotive was the third type of the famous New York Central steam triumvirate, consisting of Hudsons, Mohawks, and Niagaras. The large quantity of 600 Mohawks operated by the Central, and their long service life, requires two books to adequately describe and document the Mohawk type. The final book describing the triumvirate, consisting of "late" Mohawks, is on schedule for release in 2020.

Know Thy Early Mohawks describes the original landmark design and its evolution through the L-2D class of 1930. The design is compared with predecessor freight locomotives used by the Central and contemporary Mountain types used by other major railroads. The book contains over 200 high quality photographic images, many previously unpublished, and data, drawings, and documentation from the official New York Central files that will be useful to modelers and historians. A 32-page color section is included.

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Noel,

The photo of NYC #648 that is shown on Page 70 of the subject issue is atypical of NYCS HW diners as it depicts this car after its circa-1951 conversion to a diner-parlor. As part of this conversion, a public toilet was added to the dining-room end of the car. That accounts for the half-height single window toward the left end of the car as well as the Globe ventilator on the lower roof deck that otherwise did not exist on these Lot 2043 diners as built.

Although not visible in the photo that was published, parlor chairs with antimacassars are clearly visible through the car windows in the original photo.

I don't know what service this car was converted for at such a relatively late date. One possibility is the Harlem Division trains to Chatham, NY but that would be only a guess.

I want to acknowledge Dave Staplin for informing me about this diner-parlor conversion that was also done to diner #638 from Lot 2042 at the same time.

Regards, John S. Horvath
NYCSHS Life Member

Noel,

Lester Baurer posted in his blog a very nice article on a NYC boxcar. Perhaps our members would like to read about this.
<http://mnrailroadcab100.blogspot.com/2023/10/new-york-central-box-car-157118.html?m=1>

Blessings, Doug Chapman, NYCSHS Member

Hi Noel,

Hope you safely arrived in Florida by now. Just wanted to extend my appreciation for a well-oiled shipping department at the NYCSHS. This is the single best direct shipment I have ever had from a historical society. E-mail confirmation of

the order, e-mail confirmation of shipment, the same from UPS. The books were packed like someone actually cared about the merchandise. That was great service all around. I'll get a check for these books out on Monday. I see you use [Stamps.com](https://www.stamps.com) for UPS shipments which even saves me a ton of money on UPS (we use [Stamps.com](https://www.stamps.com) too). So, a very appreciative "thanks" from this customer. Enjoy your winter sojourn!

John Hudson, Depot Square Books

Hi Noel,

Thanks for sending the invoice for the Adirondack book.

By the way, the Utica & Mohawk Valley Chapter, NHRS has a historical question that you might be able to help us with. (I am also copying Ralph Schiring and Seth Lakin.) Our NYC 6721 steam locomotive is on display at Utica Union Station once again, and a few of our members have some differing opinions regarding the color of the paint that should be on the window framing. Some people say it was always black, while other say red.

A few days ago, I posed the question on the "New York Central Railroad Fan Group" Facebook page and got a few responses. A couple people said red, one said black, and one person gave this interesting response:

"I think it varied from locomotive to locomotive. I looked in my Morning Sun NYC Power vols 1&2. Some of the smaller and older power look like they had red window sashes. The larger, newer power looks to have had black. Given that this is an 0-6-0 switcher, I'm betting red.

I'm wondering whether you folks might be able to offer some expertise on the subject. Any information would be appreciated.

Thanks, Peter Bleiberg, Chapter Treasurer
Utica & Mohawk Valley Chapter, NRHS



Noel/ Peter,

I do not recall red window frames on any of the K-11 Pacifics that I used to hang out on in Dumont. But I have seen photos of 0-6-0s and 2-8-2s with red cab window frames, at least as on the outside. So, I would agree with the responder who wrote: "I think it varied from locomotive to locomotive. I looked through my Morning Sun NYC Power Vols 1 & 2. Some of the smaller and older power look like they had red window sashes. The larger, newer power looks to have had black.

Rich Stoving, NYCSHS Director Emeritus
Editor, Central Headlight

Thanks, Noel, Peter Bleiberg

Noel,

I am not sure if members are aware of the great resources available through the Collingwood Shop. I ordered the **Central Headlight 1970-2022 thumb drive** because I found listings for references to NYC Fire Trains in several issues. I found a wealth of information including a member's photo of a car he had built (in the 80's) asking for details, a description and multiple photos of the West Albany trains and a description of operations. Surprisingly, I also found a citation for an article in *Colliers's* magazine from 1952 again describing operation, although the photos were not of good quality.

Anyway, there is a wealth of information on many classes of rolling stock, locomotives, and non-revenue equipment. How many members know that NYC donated two (2) B-26 Marauders to the war effort, and they carried NYC markings. Or an interesting project I found in 1977 Q1 of an off-track wrecker with a dozer blade based on an M-32 tank recovery vehicle. It was experimental and never entered service, but it was designed to be remotely operated in hazardous wreck scenes. 1981 was a good year with photos of X27210 jet snow

blower built on a "standard caboose". For those with the AMB caboose kits and the new Big Four, 1975 Q1, and 1976 Q3 are a must. Also included is an article describing a coal turbine in RS-11 and FA bodies,

In closing, so far, I have only made it up to 1986 but already have found a wealth of ideas and information. Many of the photos included in the articles are credited to archives other than the NYCHS and provide valuable information that may not be available in the archives. I expect to find many one-off shots that may not have made it out of individual collections. I know I am already contemplating building the off-track wrecker resplendent in yellow with a NYC oval.

Tom McHugh

Editor's note: The thumb drive is for sale in the Collinwood Shop at:

https://www.nycshs.net/Central-Headlight_c_16.html

Noel,

I am to understand that there was an article a back issue of the Central Headlight that comprehensively covered the Central's converted express troop cars. Any leads please.

John Meade

John,

Central Headlight as well as the NYC Central Modeler has been indexed on <https://www.rrmagazineindex.org> it has many titles besides the NYCSHS publications. A search of "troop sleeper" filtered to Central Headlight reveals that an article in 4thQ 2013 for the rebuilt express cars. There could be more with a lot number search.

Seth Lakin NYCSHS Director,
Chair Modelers Committee



John,

In response to your inquiry addressed to Noel: I'm not sure how "comprehensive" it was, but yes, an illustrated article written by the late H. Lansing Vail about the WWII troop sleepers appeared in the Fourth Quarter 2013 issue of *Central Headlight*, pp. 26-29. I am attaching a digital of that issue for your convenience.

**Thanks,
Rich Stoving, Central Headlight editor.**

Noel,

I assume you have to be a member to access the *NYCentral Modelers Magazine*?

Steve Lasher, NYCSHS Member and frequent contributor to the NYCentral Modeler.

Steve,

No. Anyone can go to our website with one of the links or just go to the website and click on the right buttons to get to it. Direct link: <https://nycshs.org/for-the-modeler/nycentral-modeler/>

It is open to anyone.

Thanks, Noel

Noel,

Boy, you must be sitting right on the computer.

Thanks for the quick come-back.

Steve

Hello Noel,

I would like to light up my HO scale Overland Model's NYC signal bridge, photo attached. I have searched high and low looking for online

information someone may have posted regarding their struggle with lighting these signal bridges and have found nothing. The model is a very well-made soldered brass product with three single head targets per track. It is so well made that one cannot access the GRS head to install lighting. Apparently, no one has attempted this.

Are you aware of anyone who has done this?

I believe these bridges were used east of Buffalo. However, I cannot find any prototype information on how these were used to control traffic. I am planning to install tricolor SMD LEDs, but I am not sure if tricolors are needed for the lowest target. They always appear to be red.

Thank you for all that you do for the Society and thanks for listening,

Cort Agnew, NYCSHS Member



Morning, Guys,

Well thanks for forwarding to me, Noel, - just a short "War and Peace" answer and just the thing to get the fingers going on the keyboard first thing in the morning!

Cort,

I've got good news and bad news. I'll let you know when I think of the good news. If you're interested in signals an indispensable source



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for information is the Society's CD *Signal Department* (available from the Society) which has most of the pertinent information you'd be looking for. It's what we used when building the signals for Russell's layout. For instance, it would tell you that the signal heads are mounted offset to the left (as you look at the front of the signal) and are spaced 5 ft apart on a single mast when mounted on either a bracket mast or signal bridge. As you may note, your heads are offset to the right so we're in trouble from the git-go.

On the big bridge in the photos, we decided to use searchlight signal heads from Model Memories that are copies of the old Oregon Railway Supply heads. They're totally devoid of detail but it's easy to install the tri-color LEDs in them and, since in Russ's era (1953-ish) the signals and bridges are painted black, their lack of detail goes unnoticed.

For some of the dummy signals (non-working signals facing in situations where the faces can't be readily seen) and for the dwarfs in the passenger terminal (working) we used searchlight heads from Showcase Miniatures. They are nicely done scale replicas of searchlight heads that can be made to function but on the signal bridges where their cost and delicacy isn't appreciated the ORS heads suffice nicely.

Russ's persistence in the face of potential bodily harm (scratched head and bumps on the noggin) is what has made these functional. It's too complicated for me to go into here except to tell you that they're controlled with Arduino's that are fed with track occupancy information from current detectors on the track feeders. Russell would have to tell you any more than that - I just become catatonic when he goes into the details but, it does work and nicely at that. I would tell you that Russell's system is strictly scenery (expensive) that isn't a perfect replica of prototype practice but it's good enough to look pretty prototypical.

As far as prototypically goes, you need to arm yourself with a copy of an NYC rule book from the era you're modeling. That represents another big bite of learning that Russ's has had to master. In a nutshell, what you'll probably find is that (as on Russ's) the middle head isn't too necessary on the model and would add another layer of complication to make it functional so, on Russ's signals, the middle head is always red. Of course, the triple heads vertically aligned mean it's an absolute signal that governs potentially conflicting routes at a control point or interlocking. Intermediate ABS signal lock different as they usually only have one or two heads and would be vertically offset opposite from one another and have a number plate attached.

The bottom line here, Cort, is that I don't see much way of making your bridge functional and even a little correct for NYC practice without considerable taking apart and redoing with the accompanying prospect that you'll tear up more than you fix. I'd put it back on the market and spend the proceeds for a nice Model Memories bridge that, for a little more money, Don can make functional for you. As you may be sensing now, you've really taken the top off a big can of worms.

You'll have my email address from this message so feel free to email me with any other questions you may have and I'm sure Russell would be glad to help if needed.



Signals on Russ Weis's NYCS layout. Russ's photo.



Howdy Cort,

Whatever Steve said you can take it to the bank. I'm the one who installed the LEDs on 90% of our signal projects. As I recall, and I tried to get the nightmare of wiring the bridge out of my head, but they WERE installed after the bridge was constructed, so you can do it. It is a monumental pain in the ass, but it can be done, that is if you want to keep the bridges you already have.

Should I Assume your bridge in the photo does span three tracks? The photo of mine is the Model Memories four track KIT, that Steve and I (mostly Steve) kit-bashed to span my three tracks, however, the third track is a converging track, hence the four-track bridge.

Model Memories will sell you the tri-colored LEDs - - they have VERY fine color coated wires and as Steve said if you're going to paint your bridge black, it hides a lot.

When we first started the signal project Steve came across this bridge in the attached photo. It IS NOT a NYC prototype, but close, plus we needed targets on both sides of the bridge, so it worked out well and no one has questioned it.



Photo by Russ.

Unless it's going to bug you and/or your guests who see your layout are going to throw rocks at you, with the items Steve pointed out, I'd try one of your bridges and see what you think.



Another set of signals on Russ's layout. Russ's photo.

Steve Lasher

Hi Steve/ Russ/ Noel,

This is such a wonderful explanation to my question. I feel as though I just attended a NYCSHS seminar! I am thankful that you were frank regarding the use of the model in question. I really appreciate the time you put into your response as to why. Very thoughtful.

I have been in touch with Model Memories and will take that avenue. To be honest, I have four to these bridges dohhhh!! I bought them back in 2002 when Overland Models were affordable. The box does state NYC signal bridge. Oh well!

I have so much to learn across the board. I am reminded of that every time I attend a NYCSHS function.

I don't ever expect to get to the level of Russ's layout, but I am certainly appreciative of folks like you and Russ that go the distance!

Thanks again, Cort



Now, how you're going to animate the signals is another chapter, but I have "a guy" who can do the Arduino programming if ya want to go that way.

I hope this helps. Please let me know if I can answer any other questions.

Good luck, Russ Weis

Hey Noel,

How are you? I read a notation in the NYC Modeler where you commented that you rode in the cab of some Hudsons between Indianapolis and Bellefontaine. When you find the time, I would love to hear more about your memories in as much detail as you can remember.

For a while I have been particularly interested in the Central's pneumatic whistle lever used on most of their larger and newer steam locomotives. Do you recall engineers using this mechanism as opposed to the lever on the cab ceiling when you rode Hudsons?

I have attached a photo that I recently took while on board the 2933 (Big Four L-2d). I am proposing that the lever beneath the largest knob (Bell Valve) is this mysterious whistle lever that could be squeezed or pressed downward, sounding a full blast, on or off chord. I could definitely be wrong. I'd love to find out more.

If you don't have this information, do you know of a book that I could read that would detail such appliances on the NYCS.



Best, Damorion Page

NYCSHS Directors and Modelers' Committee,

Do any of you know the answer to his question? I was about 8 years old when I rode the Hudsons and at almost 83 I have pretty limited memories and probably wouldn't have noticed the lever.

Thanks, Noel

Noel/ Damorion,

That is the palm valve mentioned in NYC literature that could be used to blow the whistle. Of course, the lanyard suspended from the cab ceiling with rope attached could also be used. I don't know if this is documented, but I remember that the palm valve would not modulate the whistle, but the lanyard would. (I am not at all sure that I remember this correctly.)

The people that could confirm this are no longer with us.

Tom Gerbracht, NYCSHS Director

Noel/Damarion

Sorry, no clue. The engineer, I rode with let me pull on a rope.

Rich Stoving

Hi, Rich,

I need to build a model of this tower at Veedersburg, Ind., which was originally Big Four up on tall stilts but became Peoria & Eastern and was lowered and enclosed at some point. Has the NYCSHS ever come across plans for a tower like this?



Tony Koester

https://en.wikipedia.org/wiki/Tony_Koester



Noel,

I pointed him to the two photographs we have, one of the towers and one of the depot and station. I did a quick search of the drawing index and didn't come up with anything either. He is actually local to me and part of a local layout group I just joined, so I replied directly to him.

Bob McQueen, NYCSHS Director

NYCentral Modeler 4th Qtr. 2023 – “Mystery Photo”



Noel,

I'm guessing the mystery photo is a paint sprayer/fumigator machine.

Russ Quimby

Russ was the only one to submit a guess about the mystery photo.

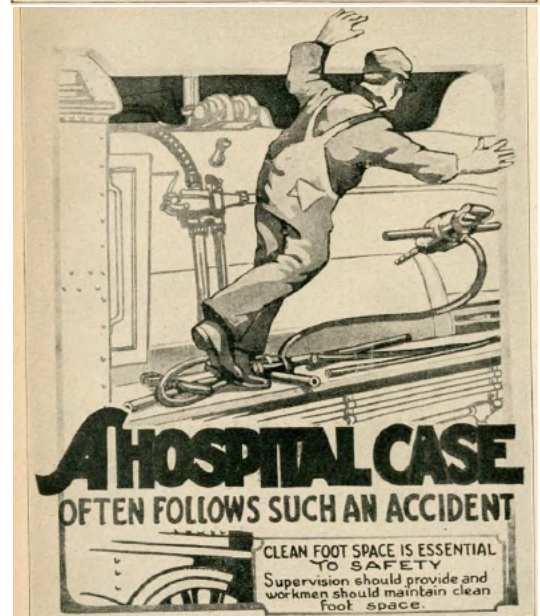
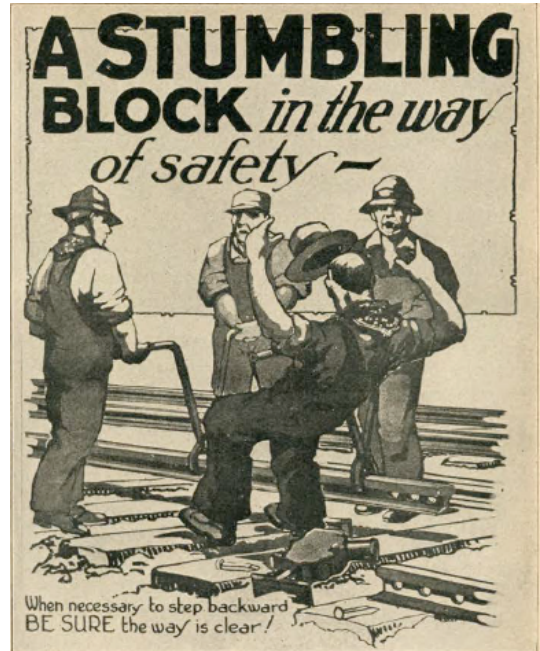
The identity of the photo is a G.E portable semi-automatic arc welder. At that time, it was the latest development in the field of electric arc welding.

Hopefully we will have more guesses on the Mystery Photo in this edition.

Thanks for the guess, Russ.

Noel

Some Classic Images From The NYCS Past



At the NYC, Safety was always important as illustrated by these clippings from the January 1928 NYC Lines magazine.



The NYCSHS has been steadily increasing its social media presence as a way to provide contact opportunities with society members and non-members alike.

Our first incursion into social media was our Facebook page, which currently has over 6,000 followers/likes. It has provided an opportunity for NYC fans to ask questions, share stories and photos with visitors.

This month we are pleased to announce the introduction of our Instagram account, a place for sharing photos and descriptions of everything we are doing.

Several members of our Modeling Committee now have their own Instagram accounts where followers can stay updated on project progress.

It's easy to follow us from your computer, tablet or mobile phone. Just open your Instagram account using your email address and mobile phone number for added security. Search on: <https://Instagram.com/nycshs/>



-  **nycshs**
NYC System Historical Society
-  **nyc.engineering.department**
M. DURAN-DURAN
-  **the.harmon.files**
Larry Faulkner
-  **nyc.big.four**
Noel Widdifield
-  **notes.from.the.harlem.line**
Dan Seligmann
-  **mackdave53**
David Mackay

Download the *Instagram* app to your phone, set up your account and join the fun.



NYCS Card Locomotive Models

Article by Noel Widdifield

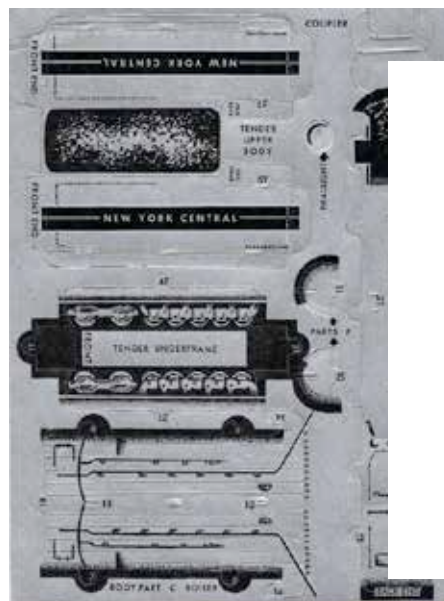
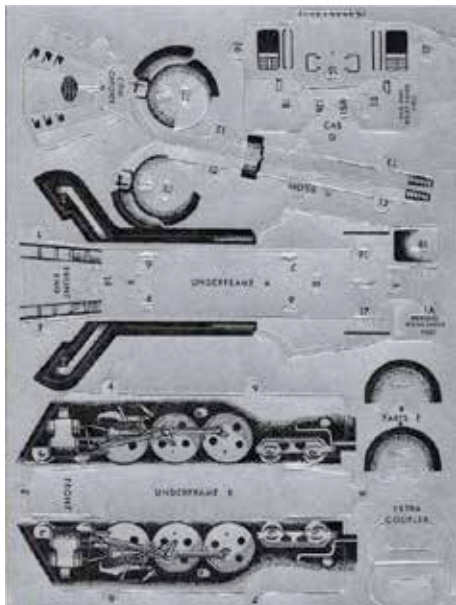
Photos by Noel except as noted

We were donated a couple of card NYC locomotive model sets from member, Dick Palmer. I had not remembered these from my younger days, so I had a lot of researching to find out more about them. These models are

in great shape and must be from the 1950s, and, as you will see, NYCSHS member, Len Gordy, a couple of NYCSHS directors, and Google searching gave me more details about card models.



This is a card model of a NYCS Streamlined Hudson locomotive that was apparently distributed by the NYCS. I can find no references to this NYCS Hudson and the E7 on the internet.



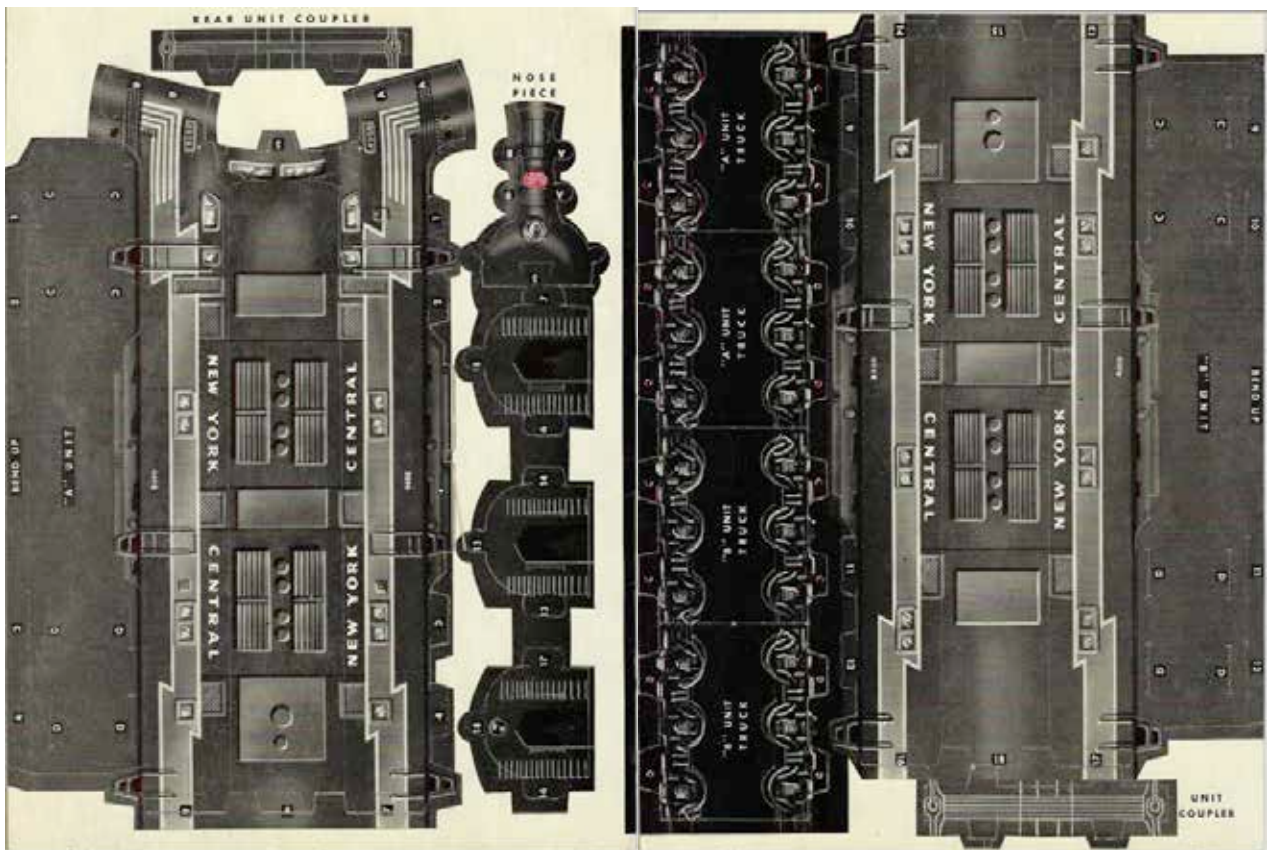
These models are made from thick cardboard and the graphics are excellent.

The colors are very sharp, and the cutouts are very smooth and would have been easy to punch out.

The left one is the locomotive, and the right is the tender.

Too bad I have to put them in the archive as I would love to assemble them.

NYCS Card Locomotive Models



This model of an NYC E7 consists of a thick cardboard with excellent graphics. The colors are very prototypical and sharp. The punchout lines are well defined, and it would be very easy to push them out. The details are excellent. Again, I would love to assemble this model, but the archive gets it.

NYCS Card Locomotive Models

When I queried the NYCSHS directors and members of the modelers committee, NYCSHS Director, Tom Gerbracht replied: "I got something even better, a heavy paper" (almost a thin cardboard) model of a Niagara and tender. I remember I had to use scotch tape to keep the headlight in place. I sure wish I still had it! At intervals, I still look for a replacement on eBay."

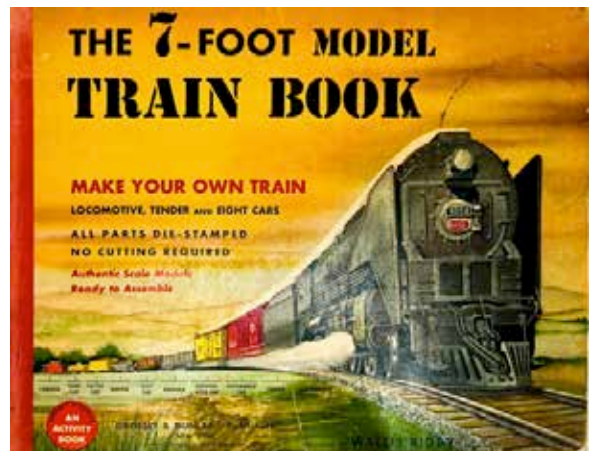
NYCSHS Modelers Committee member Charlie Newton told us: "Seems that E7 one came out around 1947. There was one produced earlier with the Dreyfus Hudson as I recall."

And Rich Stoving also replied: "Oh my, yes!!! Well remembered! When I was 12, in 7th Grade in 1948, every Kiddo (maybe only boys?) in my class, and probably the whole school, which was only grades 6, 7, and 8, (Junior High School), got one courtesy of the New York Central. Nancy, same class, same school, doesn't remember getting one and thinks she and all girls probably got something else. Our hometown, Dumont, NJ, was on the River Division, of course, and surely one quarter of all the daddies in town, including mine, had commutation tickets to New York City via Weehawken and the ferries. Surely a promotion of the PR Department, or whatever it was called then. It was an EMD E7, in lightning stripes, of course. I only remember an A unit, but maybe there was a B unit also. I put mine together as soon as I got home and put it on my bedroom bureau. I don't know whatever became of it, and I'm surprised that any survived the years. Thanks for the memories!" Rich

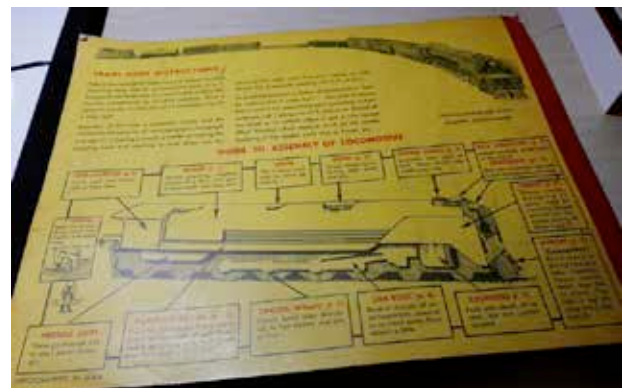
Len Gordy

One of the main examples that Len pointed me to, was the book, *The 7-Foot Model Train Book* designed by Wallis Rigby and published by Grosset & Dunlap Publishers in 1950. As you will see later, Mr. Rigby was big in the card model design business.

This book contained card models of a NYCS Niagara and several freight cars, many of them NYCS ones. (All photos of *The 7-Foot Model Train Book* are from Len Gordy.)

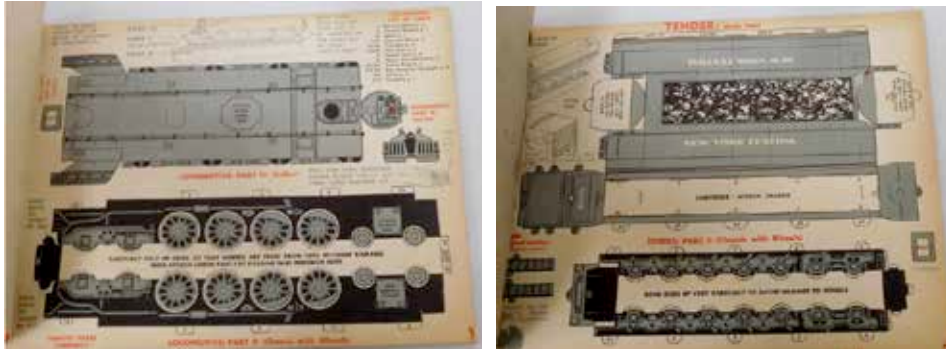


There are several of these books for sale on the internet, usually at \$375.00, but some are listed for \$100.00 or less.

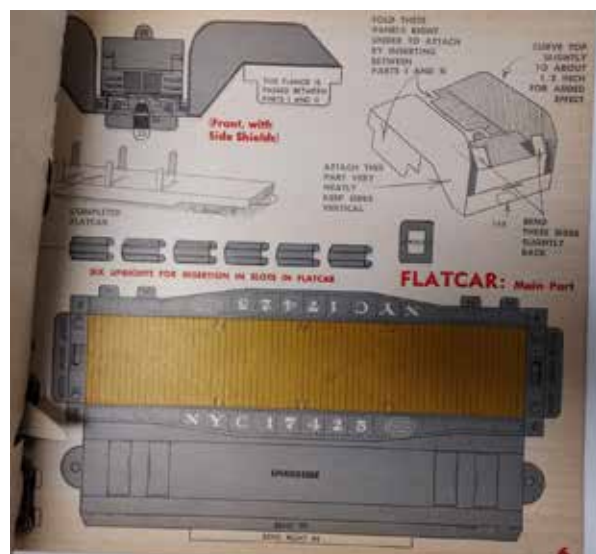
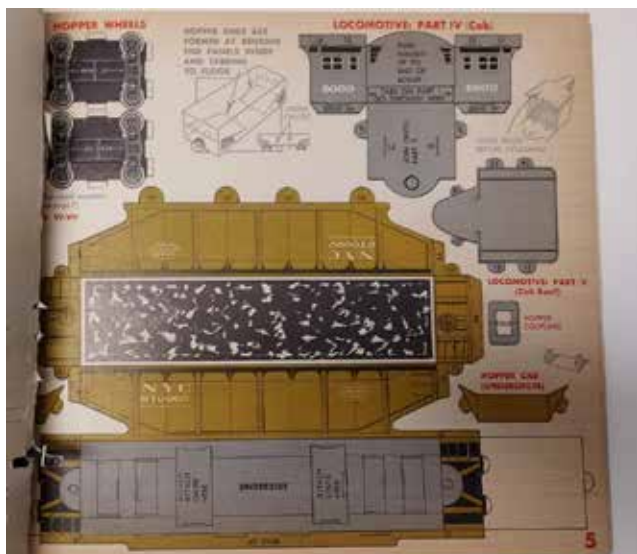
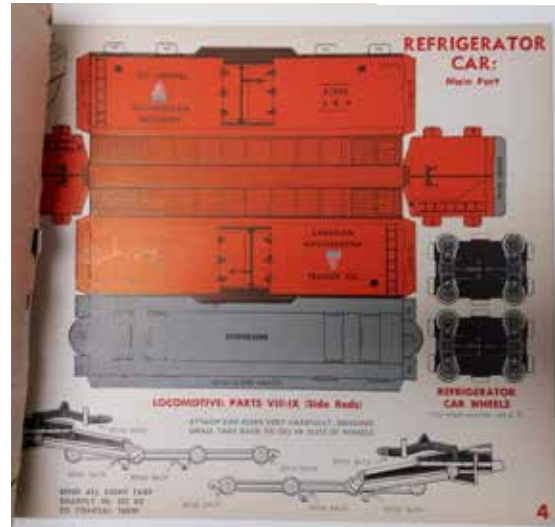
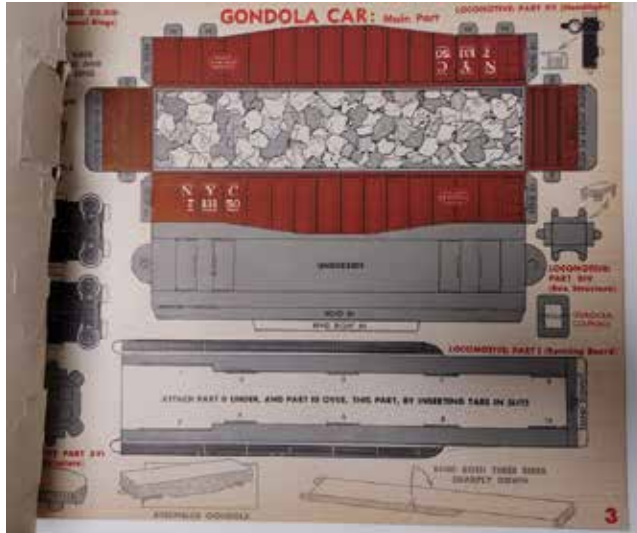


The book includes some train book instructions and a guide to assemble the locomotive.

NYCS Card Locomotive Models



These are two of the pages with the NYCS Niagara and rolling stock card models (Left). You can see that the detail and design are very good. We have been told that the model was fairly easy to press out of the book and



As you can, see the rolling stock include mostly NYCS ones, but there were a few other roads cars included, such as the reefer. There were others including one of a dreaded PRR double boxcar. (All above photos from Len Gordy.)

NYCS Card Locomotive Models



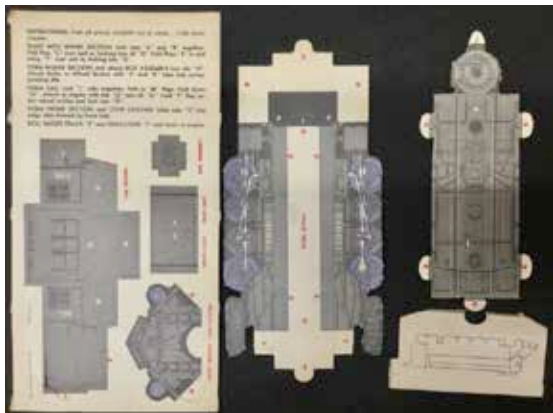
These are a few of the freight cars included in the book for running behind the Niagara. It is interesting that freight cars were chosen for the Niagara models. (All above photos from Len Gordy.)

Other Trains

There are some other paper trains, and a few had NYC examples. Some cereals, such as Nabisco Shredded Wheat and Kix had HO-scale trains printed on the package backside for a while. *Model Railroader* or *Railroad Model Craftsman* may have had an article about these so far, I have not found them.

Nabisco Shredded Wheat

Nabisco had a Lionel promotion where the dividers in the box could be assembled into a diorama called "Train-O-Rama".



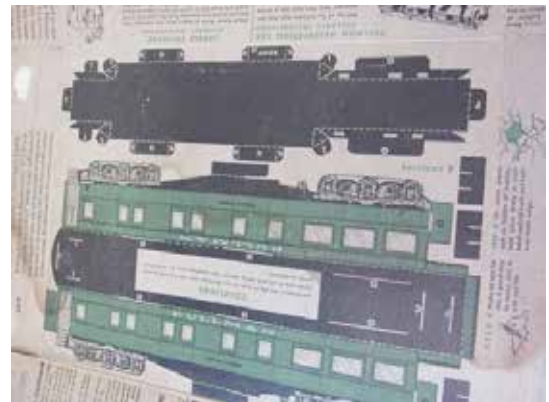
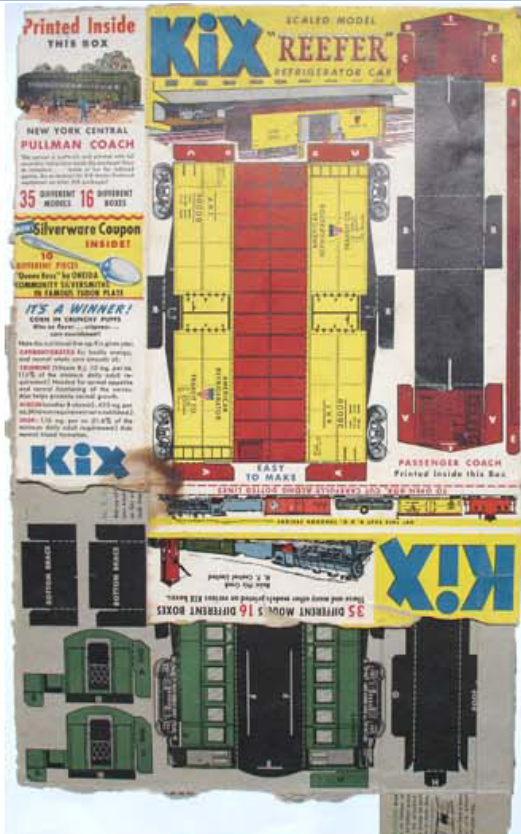
This is an example of one of the Lionel "Train-O-Rama Berkshire #736 models found for sale on eBay. (Not NYCS)

Kix Cereal



This is the Kix box that included the list of train models included in the offerings and the model parts for a NYC Baggage car and a cartoon adventure.

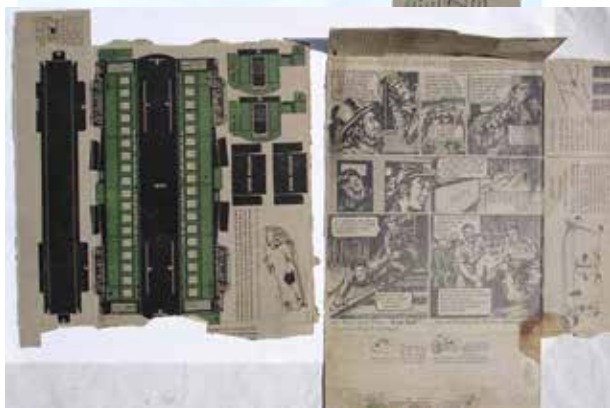
NYCS Card Locomotive Models



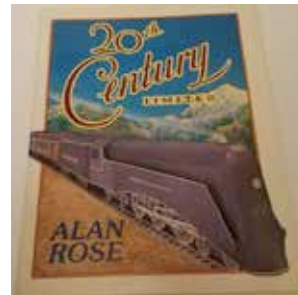
This is the NYC observation car card model. All Kix photos from Len Gordy.

These are some of the many Kix Cereal boxes for sale on the internet. These gave kids a reason to have mom buy them the cereal and then they could have a free loco or some rolling stock.

Some Additional Card Models



This box had the NYC reefer and a NYC coach.



Alan Rose produced this book of card models or the 20th Century Limited in 1984.



And finally, this box included a NYC observation car.



This set was produced in 1/6th scale by British company Micromodels and included a NYC Niagara.

MCS Card Locomotive Models



This life-sized cardboard model of a C62 loco was modeled by Hideo Shima in Japan and it was one of several different locos he did in 2018.

Some History - Card Models - Wikipedia

Originally this was a form of modelling undertaken because of the low cost involved. With card modeling, a means of cutting and glue are all that is needed. Some models are 100% card, while others use items of other materials to reinforce the model. After World War II cardboard models were promoted by a number of model companies. Company ERG Bournemouth Ltd. produced "Cardboard Rolling Stock and How to Build It", and company Superquick are still known for their printed and pre-cut kits.

<https://www.superquick.co.uk/model-kits>



Superquick models no longer makes paper locomotive models but has a collection of English building card HO-OO-scale models available. This kit retails for \$12.24 US.

Books of printed models to cut out and make have been around a long time. Specially printed cards were available from which models could be made. In the UK Micromodels were well known for very small card models.

Models to cut out were also a feature of paperboard folding cartons. For many years, breakfast cereal makers had models to cut out on their boxes.

The hobby has been revived through the use of IT-based printers, especially the inkjet and laser color printers, with the availability of inexpensive cutting plotters and laser engravers. This also reduces the time, effort, and tedium associated with cutting out the many parts. Using a vector graphics package, it is even possible for anyone to create their own models from scratch, though most use special software.

Pre-printed models may be downloaded from the internet. A web ring lists some of these, while others offer a range of models from the simple to the complex.

As you can read, card models have a long history in the model railroad hobby. They were very popular in the 1900s in the US and overseas. They had the advantage of being inexpensive and easier to obtain than the more traditional model trains that we all know today. But there are some parts of this hobby that survive today.

Kraft Trains



NYCS Card Locomotive Models

Kraft Trains HO-Scale



Kraft Trains N-Scale



Kraft Trains.com offers a significant number of O-, HO- & N-scale models but not all are card models. However, they are a major supplier of card railroad models. <https://www.krafttrains.com/index.htm>

Other Sources of Railroad Card Models - Present and Past

Kingsway Models - No website found.

Superquick Models

<https://www.superquick.co.uk/>

InkspotModels - Ink Depot

<https://www.inkdepot.com.au/model-railway-card-building-kits-a-37.html>

Team Track Models

<https://www.teamtrackmodels.com/>

Model Buildings

<http://www.modelrailwaybuildings.com/>

Zelmeroz

https://www.zelmeroz.com/album_model/cardmodels/cardmodel_index.html

Card Models By

<http://cardmodelsbytony.weebly.com/>

The websites above have either free downloadable models or sell them.

I must acknowledge the help that I obtained from NYCSHS member, Len Gordy, who provided many of the photos and information about the hobby in the past.

The article would not have been written without Len's expertise and photos.

All of this was sparked by a donation from one of our members. Did any of you model the NYCS with card models or have them as a child?

This is an opportunity to explore more of the NYSHS connection with modeling NYCS trains. Please contact us with some details and photos if you have them.

nfwiddifield@nYCSHS.org



Memories of the Model Craftsman Magazine

Article by Steve Bratina

My main interest is live steam. That is what I love to work on. I also love to search out live steam history. The history of past live steamers, of their locomotives and of the early meets that went on at now-gone tracks. When I started in this hobby, I was in my early 20s and most of the guys I chummed around with or met at meets were in their middle 50s to late 70s. If I wanted to know something about a person and his locomotives or to find out who built a particular locomotive, I would wait till the next meet and ask or write a letter. For some that never heard of this thing called a letter, this was one way we communicated with people back then.

As time moved on, the people who knew this history passed away leaving me with fewer sources to turn to for answers. My desire for this old history really took off when I was given a huge box of old live steam photographs collected over many years. Some of these old pictures had info on the back but most were just blank. At the time, my good friend Murray Bennell was really the only one left in my area that could help out with identifying people and engines but there were still many he never knew. Murray left us in 2016.

There were live steam magazines in that era, but they never seemed to last longer than a year or two. The *Model Maker* had a fairly good run from January of 1924 until about 1940 when it was eventually folded into *Model Craftsman Magazine*. I believe for a time in the 1930's it was even part of *Model Railroader* but as a separate entity. There was *Live Steam Newsletter*, *The North American Live Steamer*, and *The Miniature Locomotive*. The champ ended up being *Live*

Photos by Steve except as noted

Steam Magazine, which is still going today, however, it dealt more with current things and projects of today.

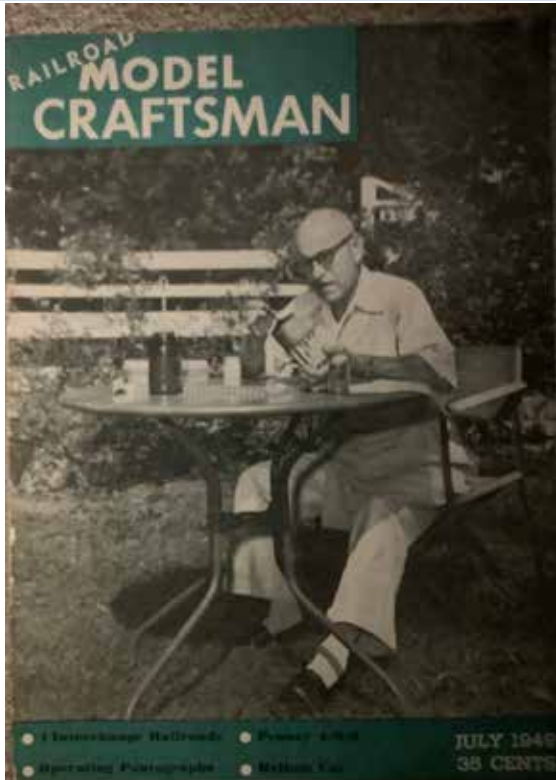
Enter *Model Craftsman Magazine*. I saw my first issue at a model train show about 15 to 20 years ago. It has a bit of everything in it from model planes, gas powered race cars, power and sail boats and trains. What caught my attention was an article about building a live steam locomotive. I began searching out more of these magazines. During this quest, there was only one vendor at these local shows that seemed to continually come up with old *Craftsman* issues. I would buy what he had, usually two or three, and find not only these building articles, but there were pictures of live steam engines sent in to the magazine by it's builder with a little description of what he was showing us. Some of these engines were recognizable from stories I was told but some were able to put a name to a face and engine from the pictures I collected.

While Paul, the book seller at the shows, was able to find me a couple of issues each time, I struck gold when I found Rail <http://railpub.com/> on the web.

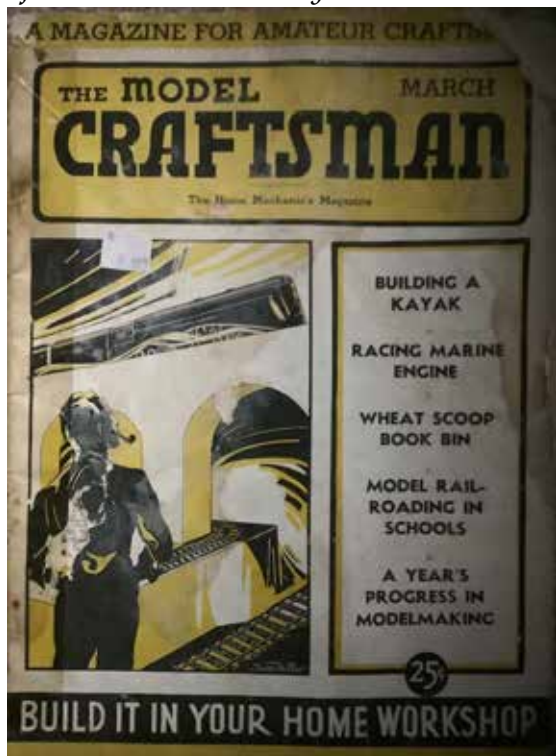


Not sure how I came to find it but in his listing of books and magazines, was a whole selection of *Model Craftsman* from the first issue in 1933 up to July of 1948 when the magazine dropped live steam, boats, planes and cars and became *Railroad Model Craftsman*.

Memories of the Model Craftsman Magazine



July 1949 issue of the Railroad Model Craftsman and it was only 35 cents then.



The earlier The Model Craftsman sold for only 25 cents and the cover illustration promises trains.

My collection grew and as it did, I was able to identify more people, engines and read about more of the early history, which was current history back when that issue came out. The magazine also helped with providing plans for pumps, fixtures, tips and techniques for the live steam engines I was working on. One of its main accomplishments was providing me with a side elevation of the then new Commodore Vanderbilt locomotive.



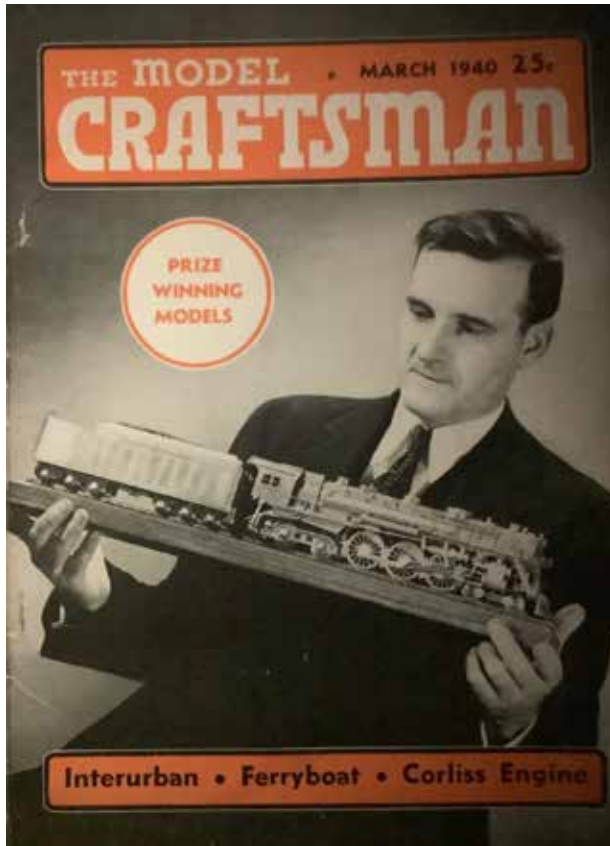
This is a page from Model Craftsman that gave Steve the side elevation for his Commodore Vanderbilt project.

This was in the March 1935 issue. It was from this drawing that I was able to blow it up to 3/4" scale and use it for not only building the Rexall locomotive, but also for the rebuild of the Commodore. As mentioned in my article about the Commodore Vanderbilt, I obtained this issue of the magazine sometime after I originally built the engine and with the help of this drawing, found that my dimensions were off enough that the engine always seemed to look too high.

I was so pleased with finding that copy that I ordered another from Rail Pub, his last copy, just to make sure I had a good one to save. When it arrived, I turned to pages 8 and 9 only to find that those pages were cut out! I guess the original purchaser way

Memories of the Model Craftsman Magazine

back then wanted to keep that drawing too.



This March 1940 edition of The Model Craftsman showcases a NYC Hudson on the cover that promises some “Prize Winning Models”.

In later articles, there were plans for NYC locomotives, cars, structures and such that I used for my HO modelling. While the materials and techniques used are somewhat outdated, the information I have gathered from these old Model Craftsman has been priceless to me and well worth the cost. I still pull out several at a time every now and then to read with a good cup of coffee. It sure beats watching TV.

About Railpub

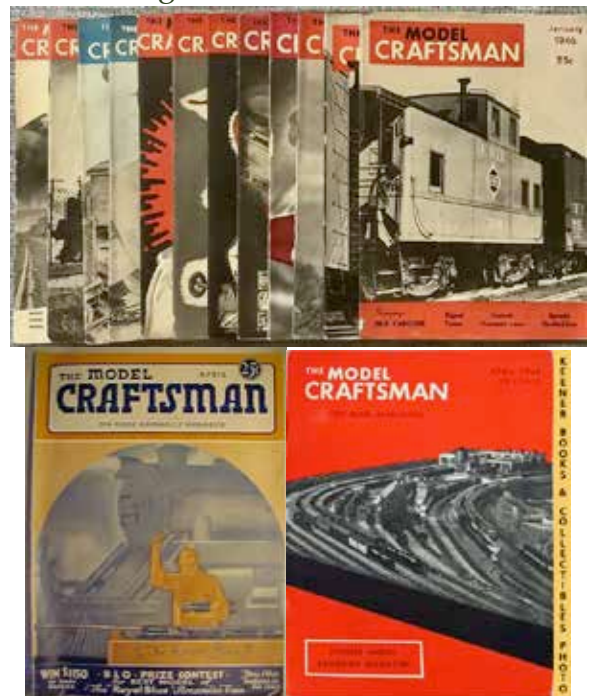
Railpub was founded in 1994 as an outgrowth of the owners' interest in

railroad related publications and books, both enthusiast and modeling.

Since that time, they have added to the categories they offer and now include books and publications on canals, ships, steamboats, trucks, buses aircraft and other forms of transportation, as well as farm equipment, firefighting equipment, mining and logging, and industrial histories, processes and engineering texts. They have over 400 publication titles and thousands of book titles in stock.

Located outside of Boston, Massachusetts, Railpub ships to customers world-wide. All items are sold through mail, phone or internet orders only.

Their website currently says, “Going Out Of Business Sale”, so they probably won't be there long.



These issues of The Model Craftsman are currently for sale on the web. The prices might surprise you. Some as low as \$5.00 and the full year set at the top goes for \$49.95.

New York Central System Historical Society 2024 Calendar Order Form



Please Print

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Number of Calendars Purchased _____

Check or Money Order Amount Attached \$ _____

Make all checks or money orders out to NYCSHS

Calendars are \$18.00 each. Shipping is free. Ohio residents must pay 8% Ohio Sales Tax or \$1.44 per calendar. (US currency only.)

Mail this form and check or money order to:

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2024 Calendar Order
17038 Roosevelt Ave.
Lockport, IL 60441-4734**

Modeling a P&LE Phase V NW2 in N-scale

Article by Angela Sutton

Photos by Angela except as noted

Pittsburgh and Lake Erie ordered two batches of EMD NW2 locomotives: 8705-8714, class DES-13B, "Phase IV" (two-step hood) locomotives delivered at the end of 1947, and 8740-8749, class DES-13E, "Phase V" (single taper hood) locomotives delivered in early 1949.



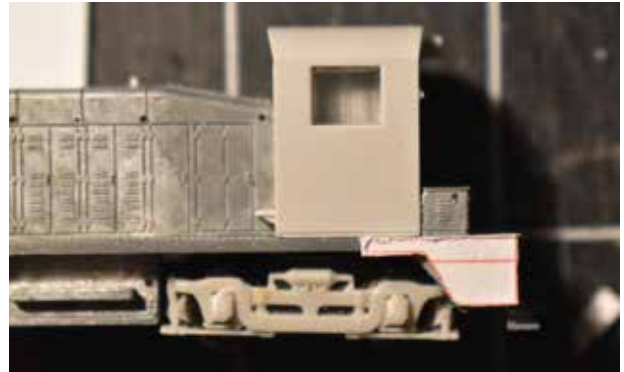
Undated photo of the P&LE NW2 in the area where there was no NYCS logo on the engine.

The early group had full-length walkway railings, while the Phase Vs had only the railings near the front steps. They were delivered in Pacemaker green with black underframes, and no safety striping or contrasting handrail paint. They also came new with additional storage boxes on the front walkway and the rear wall of the cab, as well as towing chains on the left rear side and a poling pole hung under the walkway at the front right. In later years, they acquired grille guards, rain diverters, and safety striping, and lost their chains and poles. P&LE sold their NW2s off in the early 1970s.

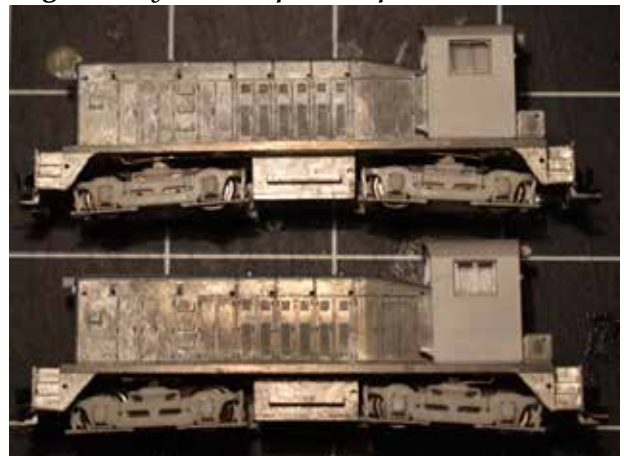
I model the spring of 1949 in the Monongahela River valley and picked up a pair of Broadway Limited N-scale NW2s to work up as P&LE switchers for the Beck's Run Yard area. Broadway produced the Phase V body with the correct short front grille and arched cab windows. Their base model was also used for BLI's SW7s, and the NW2 model incorrectly has the

triangular step gussets and sandbox filler location of the later SW7. The first I caught in time to correct, the second I discovered in the process of working up the model.

The first step was to file the step gussets closer to the NW2 "swoop" S-curve. I made styrene templates using published drawings taped to the model as a guide. The difference the two is subtle but noticeable side-by-side after filing.



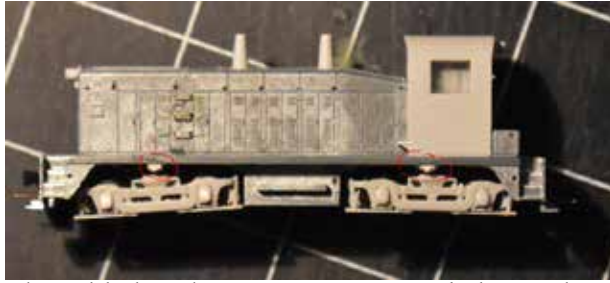
Angela's styrene template taped to the model.



You can see the difference in this photo between the two all though it is pretty hard to see.

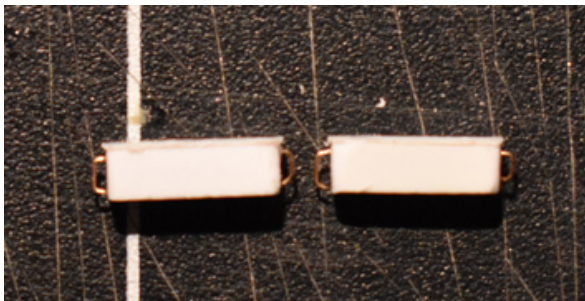
I removed the molded-on fireman's side ladder grabs and added BLMA 15" drop grabs as a replacement. Then I added jacking points at the trucks from built-up styrene strips (**Photo next page**).

Modeling a P&LE Phase V MW2 in N-scale



The added jacking points are circled in red in this photo and were constructed from styrene strips.

Next, I added the storage boxes made from strip styrene. The larger front box received a separate lid of .005" thick styrene, and a small grab iron made from .008" phosphor-bronze wire on each side.



Angela's front storage boxes made from styrene and the grab irons are bronze wire. All this in N-scale!!!



This photo shows the front storage boxes in place on the front platform on the model.

The smaller rear box over the cab window is a simple section of .040" square styrene strip.



The small rear storage box was placed above the left rear window. It is circled in red in the photo.

At this point, I painted and decaled the model. My stab at Pacemaker Green was Model Master Acryl Medium Green, 4734/FS34102. I had seen this paint cited online as a good match. It is close but needs a few drops of black to get to a slightly darker olive. Of course, Model Master is now discontinued - I am planning to investigate Tamiya colors for future P&LE diesel models. In addition to the black underframe and trucks, I also painted the inner cab liner black both to help it disappear and to prevent shine-through from the rear LED headlight.

Decals are a mix of several MicroScale sets - NYC steam (60-78), NYC cab diesels (60-49), and NYC later diesels (60-88). The "SYSTEM" lettering and the P&LE reporting marks on the cab were in the steam set. Letter spacing on the steam tenders was a bit tighter than the diesel lettering, so "SYSTEM" had to be added one letter at a time in order to get the spacing correct. It was at this point I realized that the sandbox filler was in the incorrect (SW7) location higher on the hood, as the 'N' (fireman's side) and 'M' (engineer's side) landed directly on the filler. It took

Modeling a P&LE Phase V NW2 in N-scale

quite a bit of Microsol to get them to lay down; if I ever need more P&LE NW2s I would also correct the filler hatch location. Most of the remaining lettering came from the later diesel set, although the frame lettering came from the cab diesel set.

After painting and decaling, I reassembled the model. I added the factory details – horn, bell, grab irons, and railings – as well as BLMA wipers. The poling pole is a 10-scale foot section of .030" styrene rod, tapered at each end. The hanging loops are .005" brass wire, twisted around .020" wire and inserted through holes drilled in the pole at a scale 6' apart.



The poling pole is shown on cap of a Tamiya paint bottle and the Lincoln penny gives you an

idea of the size of things in N-scale. The poling pole is made from .030" styrene rod, with .005" brass wire hanging loops

The pole hangs from more .008" PB wire bent into a 'V' hook shape and inserted into .030" square styrene strip blocks secured to the underframe. The chain is a section of A-line 40 links per inch blackened chain link, hung from a trio of hooks bent from spare photoetch sprue. I left out the factory side windows and glued on sections of styrene strip, painted satin black, to represent armrests.

A pair of Micro-trains 905 Z-scale couplers for scale appearance completed the build. I weathered the model with Tamiya panel-line paint to bring out detail, upper-surface streaking with Model Master Acryl Sable 4720 to represent water spots, and Tamiya weathering powders applied with a damp paintbrush. The effect is to represent the soot and grime of the steam era without affecting the underlying color too much, as the locomotive is only a few months in service as represented.

Photos of Angela's completed model.



These two fireman's side photos show the completed N-scale P&LE NW2 – Phase V on some of the installed track in Angela's still to be finished layout. And yes, there were green P&LE locomotives. Note the weathering detail on the locos.

Modeling a P&LE Phase V NW2 in N-scale



These two photos give us looks at the completed loco from the engineer's side. Again the detail is excellent and clearly Angela's modeling skill is very evident. Two fine detailed locomotives added to Angela's collection.



Modeling a P&LE Phase V NW2 in N-scale

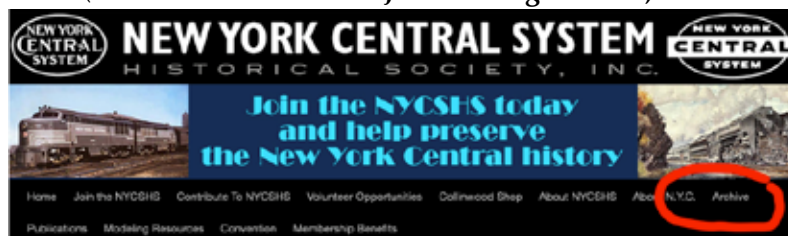
Some Photos of the P&LE EMD NW2 Phase V locomotives.



NYC NYCS EMDDDES-13e (NW2 Phase V #8745 - J. David Ingles slide, NYCHS Collection)



NYC NYCS EMDDDES-13e (NW2 Phase V #8746 - J. David Ingles slide, NYCHS Collection.)



You can find any photo in the NYCSHS archive collection at www.NYCSHS.org and then by clicking on the "Archive" button shown here circled in red.

Building The Elkhart Station – Part 1

Article by Al Werner

Al Werner is a great modeler, but he is not one to write an article, so I am piecing together an article about his excellent modeling skills from his emails and photos.

This one covers his work on the station before the information in the article I had already written.

The follow-up article will be in the April 1, 2024, edition.

Al's words from here on.

My idea of constructing this structure goes back a long time to my hometown in Sturgis, Michigan and it is about thirty miles east of Elkhart, Indiana.

I was allowed to ride the train in the morning and take snapshots until returning late in the afternoon. I shot many Hudsons, Mohawks, and Niagaras plus a parade of wonderful passenger trains. The station was a busy place and had a news stand and place to eat. It was a great place for a young railroad enthusiast.

Now, it is seventy years later, and I am retired and live in Upstate New York. Over a long period of time, I built a large model railroad and enjoyed everything about it. But a few years ago, I elected to have it taken apart because the time spent with the Central had come back in the form of happy memories, so I relived my happy memories spent on the Central. It didn't take much to settle on Elkhart for a centerpiece. About the same time the NYCSHS offered a kit for a Lines West Station by the N Scale Architect. This structure was built in a

Photos by Al except as noted

number of sizes and the Elkhart station could be one of them.

So, I bought two kits, not inexpensive but worth the price. The kit can only be described as superb in all respects. Following is a description of how I built this thing which is now over half completed.

I am one who sometimes starts a project and puts it aside to do something else. Once I put the unfinished station aside, I couldn't find it. After much digging, I finally found the unfinished Elkhart Station. It took a lot of effort but below is a photo of the lost station. In the same box as the station, I discovered three more cabooses kits. Talk about hitting the jackpot.



Al's lost station ready for to finish it.

After finding the station hidden away in my work area, I decided to finish it. The photo above shows the beginning of my work before I went off on another project.



Al removed the kit-supplied bay window in preparation for installing a scratch built one.

Building The Elkhart Station – Part 1



These are two pictures of the new bay for the station. The brick paving is truly beautiful. He says that Micro Mart did well.

The first bay was made out of two ticket bays from the kits. It seemed like a good idea at the time. However, while perusing photos taken of the prototype I concluded that the bay didn't look right. So, I removed it and made a new one out of sheet styrene and Tichy window castings. It isn't perfect but much nicer than the original. I placed it in the opening, and it fit!



Above is the new bay for the station. Next comes attaching it to the structure and installing the lighting.

I didn't know what the correct term was, but I called them roof overhang brackets. There were a bunch of them! I got them attached to the west end of the structure. Very fussy work. They had to be painted one at a time, then placed with care to the wall and overhang.



Al found a bunch of these roof braces in the kits. He carefully painted and installed them.

Below is a photo of the station with the first component of the roof on top. To my absolute amazement it was exactly the right length to fit against the second-floor structure.



The framing for the second story roof is completed. Note that both sections came out to the exact length. Amazing!! Notice that he didn't attach them to the bay. He figured that if something came loose, he wouldn't be able to access it, so, the bay was the last thing to attach.

Building The Elkhart Station – Part 1

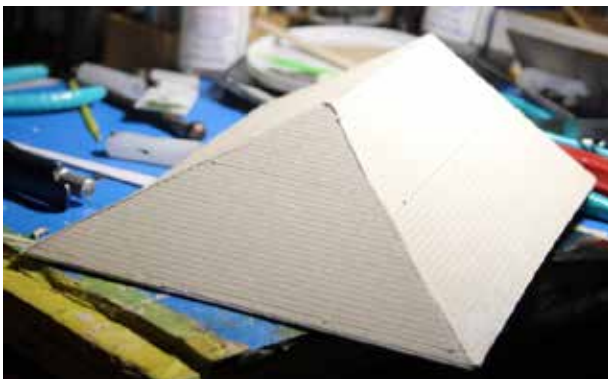


You can see in this photo that Al has begun to add the roof in this photo.



Al has the completed roof attached in this photo. Things are beginning to look like a station.

The sub-roof, as you can tell from the pictures, is made up of many small pieces of wood, and is not real flat. I laminated a piece of 0.040 plastic sheet to make a very flat surface. I used an adhesive called Scotch No Run White Repair Glue. We shall see. I gave it several hours to cure.



The west station roof was fabricated by Al and ready to install.



Al used pieces of plastic sheet cut to fit the roof on the left side of the station.

I spent a lot of one day building the west station roof. Another day I built the east roof. When both are completed, I airbrushed them Engine Black. The work was fussier than I thought it would be.



Al has completed the framework for the bay section of the station's roof. He says that he had just enough material to complete this section.

I just finished the framework for the roof over the bay building and the roof over the east extension. I began to realize that the original architect for this structure was a genius. I have no doubt that the folks at the N Scale Architect also did an amazing job of capturing this standardized design.

They made a kit where everything FITS, and the instruction sheets were superb.

Sometimes it can be the little things that are the most difficult. In my case, believe it or

Building The Elkhart Station – Part 1

not, it was the CHIMNEY. It is a rather substantial brick affair. A study of old photographs indicated that it might have been moved at least once. I decided to fabricate a box out of scrap sheet wood and cover it with brick paper. After several attempts I gave up. The box was flimsy and refused to stay square, so, I went out to my shop and made a solid block on the table saw. It was easy to laminate brick paper to the block with Elmer's Glue. The top will be trimmed out with painted plastic strip. I devoted almost an entire day to a darn smokestack. Next are the lighting and wires.

Now, I am in the final phases of building a model of the Elkhart, Indiana NYC station as it was in the mid-fifties. It has taken a lot longer than I had planned due to health issues.

I have built a fair number of model railroad cars and structures over the years. For a time, I won quite a few contests attending NMRA meets, which was great. The station has been my first structure for some time. I am now eighty-three years old, and I have still learned a lot of new methods and techniques over the last year. The NYCHS encourages a terrific model building program.

I have been giving some thought to documenting what I have learned.



Al's start on his model railroad that will replace the one he tore down recently. It will be an adventure as all of Al's modeling projects are.

We leave Al here for now, as he goes off the start constructing his model railroad centered on Elkhart, Indiana. After a little work on the railroad construction, he actually continued to work on the station and has provided us with his progress on the station for our next issue.

Stay tuned for the next phase of Al's Elkhart station project in the April 1, 2024, edition of the *NYCentral Modeler*.



Photo of Elkhart Station. Photo from Amtrak.

The station currently across the street from the "National New York Central Railroad Museum".

The National New York Central Railroad Museum, located in Elkhart, Ind., recaptures the glory days when America's railroads were symbols of progress and goodwill ambassadors across the country.

<https://elkhartindiana.org/government/nycrr-museum/>



Order Form For NYC Big Four Caboose Model Kits



Tongue & Groove



Plywood Side

These LASERKits® caboose kits represent a caboose that was used by the Cleveland, Cincinnati, Chicago, and St Louis Railway, commonly known as the Big Four.

We are offering two American Model Builders Big Four caboose kits.

The NYCSHS is offering a HO-scale kit of a Big Four caboose in two different versions produced by American Model Builders, makers of LASERKits®. This kit is exclusive to the NYCSHS and will not be available through normal hobby distributors.

The MSRP of these kits is \$64.95 and the NYCSHS member price is \$51.96 each plus shipping for either tongue & groove, or plywood siding caboose. The NYCSHS is offering these kits to members and non-members, and it will be the NYCSHS 2024 Convention model.

AMB Big Four Caboose Kits

Name: _____

Address: _____

City and State/Province: _____

Country: _____ Zip/Mail Code: _____

Phone Number or Email address(Required): _____

NYCSHS Membership # _____ Number of Caboosees You Purchase:

CCC&StL Tongue & Grove Caboose _____ CCC&StL Plywood Side Caboose _____

MSRP \$64.95 each, NYCSHS Member Price \$51.96 each and that is 20% off MSRP.

Shipping is extra at \$12.00 each on US Orders and Ohio residents must include 8% Ohio sales tax on total order. \$ _____ Non-US Orders Available online only!!

Total amount enclosed \$ _____

To order online go to <https://www.nycshs.net/nycshs-models.html>

For additional information contact us at: salakin@nycshs.org

Mail to: NYCSHS Treasurer, P.O. Box 298, Hudson, MA, 01749

In Collinwood Shop



THE NYCENTRAL MODELER TOOL SHOP



If you're anything like me, keeping your hobby desk work area organized is a constant battle. Typically, I get to a point where my five square foot work area is whittled down to about one square foot of open area and force myself to clean up and reorganize. Tools, unfinished projects, random bits of wood or plastic, glue bottles. You name it, it's probably sitting out on my desk at any time. However, once I do clean the work space up, it becomes relaxing to look at again and the promise of new projects beckon. In an effort to break this cycle and maintain a consistent level of organization, I was on the lookout for hobby desk organizers a few years ago.

While there are a number of products from different companies dedicated to hobby desk organization, the ones offered by Hobby Zone ([HobbyZone USA Modular Workshop System Solutions](#)) stand out for the variety of organizers offered and the modular approach taken to integrating the different organizers into a single work space.



Modular Workshop System provides the organization of workspace tailored to your needs. It is practically unlimited upgradeable. It allows for making your workshop larger, using new modules that are available.

The Hobby Zone system includes modules for different types of drawers, paint bottle holders, shelves, utility (tool holders), and what they call showcase modules (a small shelf module with a clear plastic door on the front). The variety of all the different types of modules is impressive, with

multiple configurations of drawers, paint holders and utility modules.

Additionally, Hobby Zone also offers other products for general desk organization, such as different types of paint brush holders, a paint bottle stand (for securely holding paint bottles), and an adjustable multimedia holder that can hold an iPad or tablet at different viewing angles.

I have two modules on my desk; OM07 utility and OM09 showcase.



Brian's OM07 Brushes & Tool module allows him to store his paint brushes and some hobby tools conveniently and safely



The OM09 Showcase Module comes in kit form and comes with a hinged clear acrylic cover for protection of items in the showcase. It can be configured with other modules or used as stand along storage or display.

As you can see, the utility module does a good job of holding a lot of tools and paint brushes, along with pairs of pliers, scissors, etc. I use the showcase module for storing



THE NYCENTRAL MODELER TOOL SHOP



projects that I'm working on, such as locomotive shells that I'm in the process of painting and decaling. The modules are made from very sturdy MDF, and do require assembly, but I found this to be straight forward. Also included are rare earth magnets that you push into holes around the sides of the module. Lining the magnets up with an adjoining module lock them together very tightly. Although one word of advice, pay close attention to the polarity of the magnets as you install them as they aren't easy to remove from the holes once you've pushed them in.

So, if you've been wanting to tame your hobby desk or have some flexible solutions to storing all of the random things that modelers tend to accumulate, take a look at the Hobby Zone system.

If you have some tools that you find especially useful, let us know about them. Send the info about them to: bmarotta77@gmail.com. Brian Marotta, NYCentral Modeler, Tool Shop Editor

Editor: We had some extra space, so I am including one of my favorites.

MicroLux Mini Arbor Table Saw



I have owned two of these for many years.

The MicroLux® is a variable speed table saw that cuts metal, plastic, and wood. Includes a self-aligning rip fence, calibrated miter gauge, blade guard and an 80 tooth fine cut blade for balsa and basswood up to 1 inch thick, hardwood up to 1/4 inch thick (hardwood up to 1 inch with optional carbide blades. Blade dia. 3-1/4 inches.

Features:

- High torque, electronically rectified DC motor
- Variable speed, from 3,600 to 7,000 rpm.
- Tilting arbor for angle cuts up to 45 degrees.
- Cuts a full 1 inch at 90 degrees, 3/4 inch at 45 degrees
- Blade height adjusts from 0 to 1 inch.
- Two miter gauge slots for cutting from left or right side of blade.
- Up-front controls for on/off, speed, blade height and tilt.
- Table extension for cross-cutting long sheet stock.
- Compact size. Only 10 inches long x 11-1/2 inches wide x 7 inches high. Weighs approx. 11 lbs.

I purchase the first one of these many years ago and then when I needed another saw in our winter home, I purchased a second one.

When I tore out my layout, I gave the first one away with a lot of my locos and rolling stock but still have the second one.

They served me well building many scratchbuilt buildings on my 1/29-scale layout. They never failed to deliver.

Available from Micro-Mart at: https://www.micromark.com/MicroLux-Mini-Tilt-Arbor-Table-Saw-for-Benchtop-Hobby-Use_2

NYCSHS 2024 Convention
Indianapolis Airport Crowne Plaza
April 26 - 28, 2024



Many NYCS Prototype and Modeling Presentations (Friday & Sunday)

Check NYCSHS website for details - www.NYCSHS.org

Friday Model Railroad Layout Tours (open 10:00 - 3:00)

Friday Model Railroad Operating Session - *Limited to first six who sign up.*

Interesting Tours **Saturday** (8:15am)

8 Hour Bus Tour - Indianapolis NYC/Big Four facilities in Franklin, Fairland, Shelbyville, Knightstown, Shirley, and Anderson. Some stops and some drive by. These are existing depots, some open for tours, a BigFour restored caboose, remaining NYCS locations and drive by for those that are not accessible. Photo opportunities at all locations.

Or

6 Hour Bus Tour - Indianapolis Union Station tour, Indianapolis NYC/Big Four Facilities, and lunch at Shapiro's downtown deli.

(This tour is limited to the first 25 people who sign up for it. - You must select it when registering.) Designed for those who want a shorter bus ride.

No- Host Reception (5:00 pm) and Full Dinner (7:00 pm)

Guest Speaker Richard Baldwin

Annual Meeting

Sunday

Model Train and Memorabilia Show (10:00 - 3:00)

Open to the Public

Modular Layouts

Many Model Railroad and Memorabilia Venders

Special Rates for Hotel Rooms

Indianapolis Airport Crowne Plaza

2501 S. High School Road

Indianapolis, IN 46241

Hotel completely renovated in 2023

\$125.00 per night, plus tax Thursday, April 25 - Sunday April 28

Free Parking & Free Wi-Fi

Fee Shuttle from Indianapolis Airport

Keurig Coffee and Teas in Room

Free Fitness Center - 24 hours per day

Meals available in hotel and nearby restaurants

List of local restaurants to be provided at registration

Please continue to monitor the NYCSHS website www.nycshs.org

Last time we had a convention in Indianapolis was April 2004!!

Register Online: https://www.nycshs.net/NYCSHS-Convention-2024--Indianapolis-IN-April-26--28-2024_c_23.html



New York Central System Historical Society

2024 Convention & Meeting

Indianapolis, IN – April 26 - 28, 2024

Registration Form

Please Print

Name of Attendee _____ Member # _____

Name(s) of Additional Attendee(s) _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

Country _____ Telephone _____ Email _____

Emergency Contact Name (Other than traveling companions) _____

Emergency Contact Phone Number _____ Relationship _____

Number of Attendees _____ Total Amount Paid \$ _____

Banquet Choices: Number of each selection. (Must add up to the number of registrations.)

For You: Filet Mignon ____ Chicken Marsala ____ Pasta Primavera ____

For Spouse/Guest: Filet Mignon ____ Chicken Marsala ____ Pasta Primavera ____

For Additional Family/Guest: Filet Mignon ____ Chicken Marsala ____ Pasta Primavera ____

Bus Tour Choices 8-hour _____ or 6-hour _____ (**6-Hour Tour- Limited to first 25 who sign up**)

Model Railroad Operating Session – Friday evening – Limited to first six that sign up. I am interested ____

See NYCSHS website for details of the tours. NYCSHS.org

Please send payment & registration to:

NYCSHS

Convention 2024

Ralph Schiring

16623 Oak Street

Omaha, NE 68130-2051

Please make checks payable to NYCSHS, Inc.

Registration Fee:

NYCSHS Members' (Including family members) cost is \$199.00 each for all activities including the Saturday evening banquet. Non-members can register at \$199.00 plus a fee of \$44.00 for a total of \$243.00. The extra fee for non-members covers membership in the Society for one year, including all rights and benefits, along with one year of the *Central Headlight*.

Hotel Rooms (Double or King) have been made available at the Indianapolis Airport Crowne Plaza \$125.00 per night plus tax. To qualify for this reduced rate hotel reservations must be made prior to March 29, 2024. Please call 1-317-244-6861 asking for a room at the Indianapolis Airport Crowne Plaza in the NYCSHS block. For a direct link to the hotel for booking your room, copy this link: [Click Here](https://www.crowneplaza.com/redirect?path=hd&brandCode=CP&localeCode=en®ionCode=1&hotelCode=IND). Or copy the link below.

<https://www.crowneplaza.com/redirect?path=hd&brandCode=CP&localeCode=en®ionCode=1&hotelCode=IND>
[AP& PMID=99801505&GPC=N4Y&cn=no&viewfullsite=true](https://www.crowneplaza.com/redirect?path=hd&brandCode=CP&localeCode=en®ionCode=1&hotelCode=IND) You are responsible for making your own reservations. They are not included in this registration.

Details may change as we get closer to the convention.

Five Sets of Models To Be Raffled Off At the 2024 NYCSHS Convention.

Raffle Tickets Just \$5.00 Each

Two HO-Scale Big Four Caboose Kits Tongue & Groove and Plywood Side



Buy Tickets Online: https://www.nycshs.net/NYCSHS-Indianapolis-IN-April-26--28-2024_c_23.html

Download a Form: https://nycshs.files.wordpress.com/2023/11/four-models-to-be-raffled-off2024a_page_1.jpg

These model kits were donated by NYCSHS Director Noel Widdifield on behalf of the NYCSHS Board of Directors. The winning ticket for these will be drawn at the NYCSHS Annual Convention banquet in Indianapolis on April 27, 2024.

Tangent Models HO-Scale New York Central (NYC) "Lot 782 Century Green with Right NYC Logo 1963+



Road #21536

This model was donated by the NYCSHS Board of Directors. The winning ticket for this will be drawn at the NYCSHS Annual Convention banquet in Indianapolis on April 27, 2024.

Buy Tickets Online: https://www.nycshs.net/NYCSHS-Indianapolis-IN-April-26--28-2024_c_23.html

Download a Form: https://nycshs.files.wordpress.com/2023/11/four-models-to-be-raffled-off2024a_page_1.jpg

HO-Scale MCRR (NYCS) Victorian Era West Branch Depot Kit - Built



This model kit was built and donated by NYCSHS Director Seth Lakin on behalf of the NYCSHS Board of Directors. The winning ticket for this will be drawn at the NYCSHS Annual Convention banquet in Indianapolis on April 27, 2024.

Buy Tickets Online: https://www.nycshs.net/NYCSHS-Indianapolis-IN-April-26--28-2024_c_23.html

Download a Form: https://nycshs.files.wordpress.com/2023/11/four-models-to-be-raffled-off2024a_page_1.jpg

Scratchbuilt HO-Scale NYC 9100 Series ACF Baggage Car



All raffle tickets are \$5.00 each and all proceeds go to the NYCSHS. These tickets can only be purchased by NYCSHS members. Feel free to purchase as many tickets as you want.

This model was donated by the NYCSHS member John Ruehle. The winning ticket for this will be drawn at the NYCSHS Annual Convention banquet in Indianapolis on April 27, 2024.

Buy Tickets Online: https://www.nycshs.net/NYCSHS-Indianapolis-IN-April-26--28-2024_c_23.html

Download a Form: https://nycshs.files.wordpress.com/2023/11/four-models-to-be-raffled-off2024a_page_1.jpg

HO-Scale NYC Hudson



This locomotive was donated to the NYCSHS by Bachmann for the raffle at the NYCSHS 2024 Convention.

Buy Tickets Online: https://www.nycshs.net/NYCSHS-Indianapolis-IN-April-26--28-2024_c_23.html

Download a Form: https://nycshs.files.wordpress.com/2023/11/four-models-to-be-raffled-off2024a_page_1.jpg

Raffle tickets are \$5.00 each for the first four models and \$10.00 each for the Bachmann Hudson, and all proceeds go to the NYCSHS. These tickets can only be purchased by NYCSHS members. Feel free to purchase as many tickets as



**New York Central System Historical Society
Convention Raffle
Indianapolis, IN – April 26 - 28, 2024**

**Raffle Ticket Form - NYCSHS Members Only
You need not be present at the convention to win!**

Please Print

Name _____ Member # _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

Country _____ Telephone _____ Email _____

You need not be present at convention to win!!!

Two HO-Scale Big Four Cabooses (both T & G & Plywood) Models Kits

Number of Tickets _____ @ \$5.00 each. Total \$ _____

HO-Scale Tangent NYC Century Green Caboose RTR Model - Road # 21536

Number of Tickets _____ @ \$5.00 each. Total \$ _____

HO-Scale MCRR Victorian Era West Branch Depot Finished Model

Number of Tickets _____ @ \$5.00 each. Total \$ _____

HO-Scale NYC 9100 Series ACF Baggage Car Finished Model

Number of Tickets _____ @ \$5.00 each. Total \$ _____

HO-Scale NYC Bachmann Hudson Model

Number of Tickets _____ @ \$10.00 each. Total \$ _____

Complete this line to verify that you are a NYCSHS - Member # _____

Total Amount Paid For All Raffle Tickets ordered \$ _____

Please send check and form to: Ralph Schiring
NYCSHS 2024 Raffle
16623 Oak Street
Omaha, NE 68130-2051

Please make checks payable to NYCSHS, Inc.

**All raffle items can be viewed in the Collinwood Shop: Copy the link below:
https://www.nycshs.net/NYCSHS-Indianapolis-IN-April-26--28-2024_c_23.html**

**or on the NYCSHS website:
<https://nycshs.org/>**

Must Be Received by March 25, 2024 !!!!Any Check Received after March 25 Will Be Returned

New York Central System Historical Society 2024 Convention T-Shirt Order Form

Please Print

Name _____ Member# _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

Country _____ Telephone _____ Email _____

Number of T-shirts Purchased:

Short Sleeve S ___ M ___ L ___ XL ___ XXL ___ XXXL ___ XXXXL ___ XXXXXL ___
Short Sleeve /Pocket S ___ M ___ L ___ XL ___ XXL ___ XXXL ___ XXXXL ___ XXXXXL ___
Long Sleeve S ___ M ___ L ___ XL ___ XXL ___ XXXL ___ XXXXL ___ XXXXXL ___
Long Sleeve /Pocket S ___ M ___ L ___ XL ___ XXL ___ XXXL ___ XXXXL ___ XXXXXL ___

Shirt Pricing

Short sleeve S -XL **NYCSHS Members \$14.82**, 2XL \$17.82, 3XL \$19.86, 4XL & 5XL \$21.20
Short sleeve/pocket S -XL, \$18.12, 2XL \$21.01, 3XL \$23.20, 4XL & 5XL \$24.54
Long sleeve S-XL **NYCSHS Members \$18.79**, 2XL \$21.46, 3XL 4XL, & 5XL \$24.12
Long sleeve/pocket S -XL, **NYCSHS Members \$22.12**, 2XL, \$24.78, 3XL, 4XL, & 5XL \$27.46

Pick up at the convention and no shipping charge added. Order now and they will be shipped to you in May and shipping must be added. Ohio residents must pay 8% Ohio sales tax.

If you wish them shipped, add \$12.00 shipping charge for up to 6 shirts and an additional \$2.00 each for each one over 6 shirts.

Check or Money Order (US currency only)

Amount Attached \$ _____

Make all checks or money orders out to NYCSHS

This form must be received by April 1, 2024.

Don't Delay!!!

Mail this form and check or money order to:

NYCSHS
2024 T-Shirts
P.O. Box 298
Hudson, MA 01749



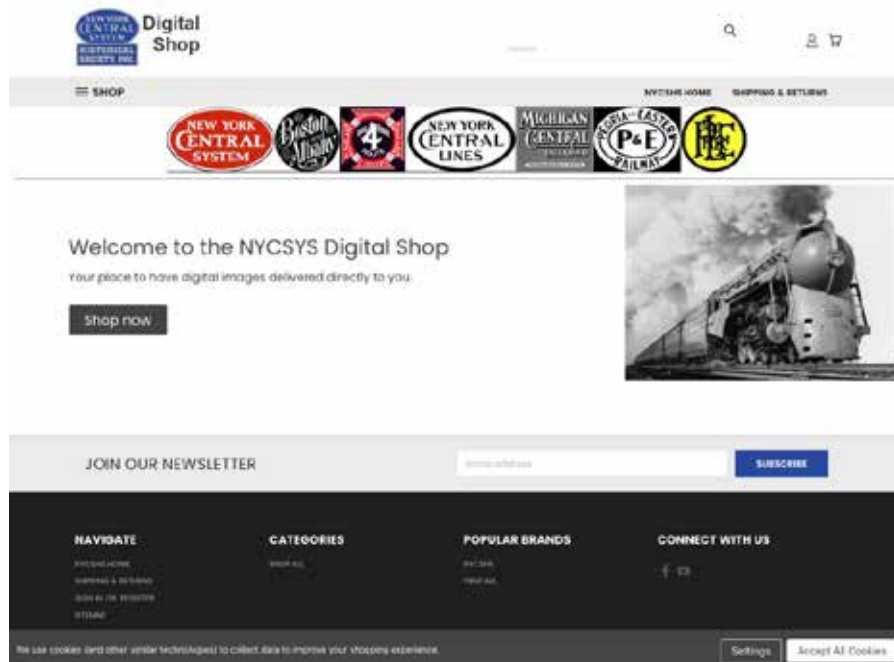
NYCSHS Digital Shop



**Almost 90,000 photos on-line and
available to purchase.**

The new NYCSHS Archive Digital Shop puts thousands of photos at your fingertips, just a couple of mouse clicks away. Drawings and maps coming soon.

Here is your chance to see NYC railroading as it really was, to rekindle your NYC memories, guide your layout dreams, to help your modeling, and to further your understanding of the NYC.



Link to Digital Shop: <https://nycshs.omeka.net/>

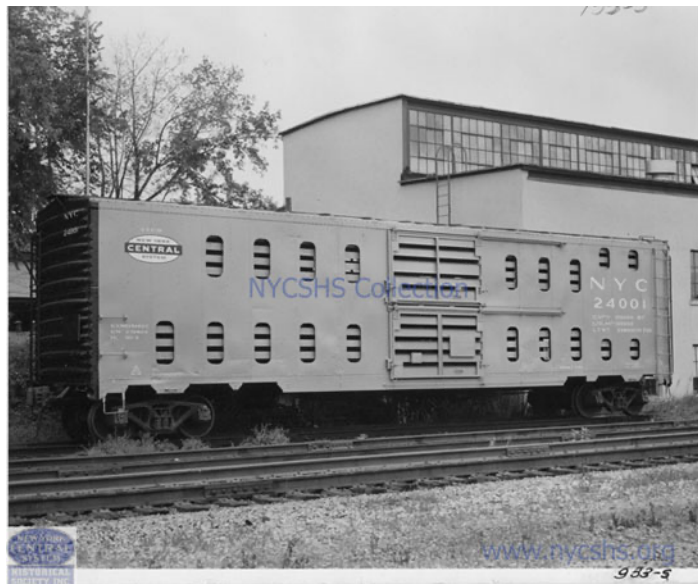
NYCSHS Digital Shop

Here is an example of what can be found
in the NYCSHS Digital Shop!!!

*There were two NYC stock cars that were rebuilt
from 50' boxcars as experiments.*



The first experimental stock car is the NYC 24000 lot 908-S rebuilt from a lot 694-B double door auto boxcar (NYC 62300-62599) in 1961. These cars had regular panel roofs and 5-5 ends.



The second experimental stock car is NYC 24001, lot 933-S rebuilt from a lot 735-B box (161000-161999) 40-foot boxcar in 1963. It was stretched just like some of the other NYC boxcars as it was rebuilt from a 40-foot car and was stretched to a 50-foot car. This car had 5-5 ends and Murphy diagonal panel roofs.

A special thanks for this to Seth Lakin, NYCSHS Modelers' Committee Chair.

NYCSHS Travels To The Chicagoland RPM



Several NYCSHS directors and members helped and attended the Chicagoland Railroad Prototype Modelers meet in Naperville IL Friday and Saturday, October 27 -28 in Naperville, IL. From left to right: Jeff English, Seth Lakin, Ralph Schiring, Doug Chapman, Jim Suhs, Paul Stoving, and Frank Bongiovanni. Clinics were made by Doug Chapman, Roger Hinman, Seth Lakin and Alex Schneider.

The Chicagoland Railroad Prototype Modelers (RPM) was held on October 27th and 28th was held in Naperville, IL (Chicago west suburb). Seth Lakin arranged two tables for the society. The Chicagoland RPM is considered the epitome of the Railroad Prototype Modeler Conferences across the country, and this is the first year following a pandemic pause. More than 450 people attended during the weekend. 32 Clinics were presented, and more than 1,000 models were displayed. Several society members were in attendance. Doug Chapman, Dick Dawson,

Roger Hinman, Steve Holzheimer, Seth Lakin, Alex Schneider, Matt Smith, and Mont Switzer all presented clinics. Directors Bongiovanni, Lakin, Schiring, Stoving; Director Emeritus Suhs; and Modeling Committee Members Doug Chapman, Jeff English and Alex Schneider all helped at the society table. Several society books and calendars were sold. One new member was recruited, and one gift membership was received. Several contacts were made over the weekend. Other historical societies in attendance included Burlington, Missouri Pacific, and Santa Fe.

NYCSHS Travels To The Chicagoland RPM

RPM Photos



Seth Lakin's NYCS cabooses and Diesel locomotives.



Seth's Kato NYC NW2 phase IV and NYC, ex-MCRR 32.6" waycar models.



NYC GP7 & RS 1 models by Michael Ferris.



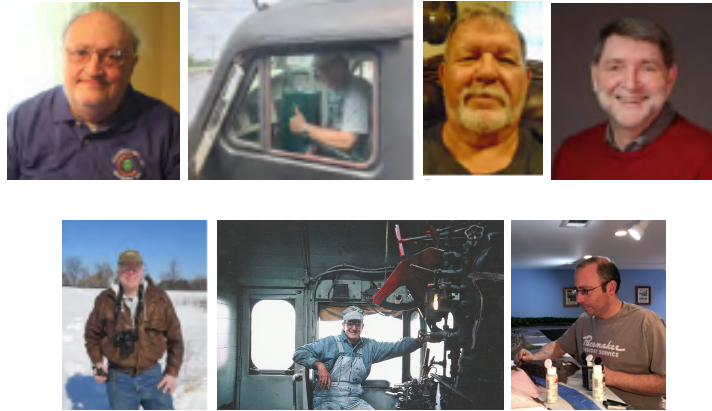
NYC Business Car #30 model by Michael Ferris.



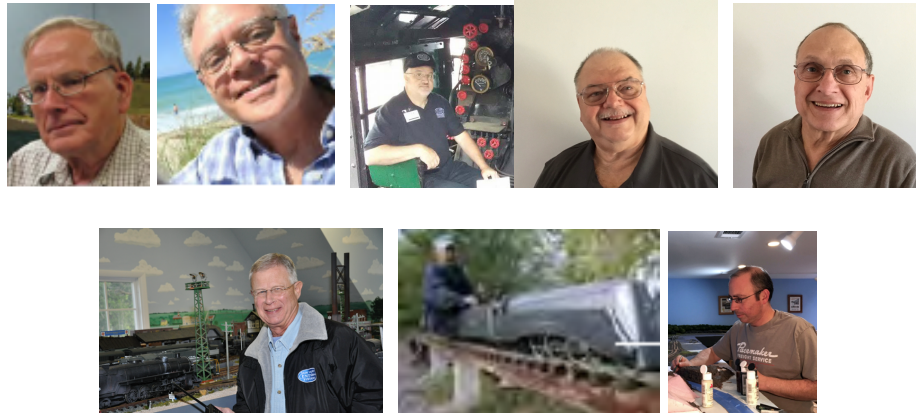
This HO-scale layout was provided by Midwest Mod-U-Trak. There was another layout by N Scale Mod-U-Trak for which we have no photo.



NYCentral Modeler 2023 Authors – Hall of Heroes



1st Qtr. 2023 Authors (From top left to right) – Al Werner, Michael Byle, Peter Banks, P. Doug Chapman, Stan Madyda, Bob Chapman, and Bryon Marotta



2nd Qtr. 2023 Authors (From top left to right) – Tom Bailey, Bill Young, Chuck Beargie, Steve Lasher, Russ Weis, Noel Widdifield, Steve Bratina, and Brian Marotta

NYCentral Modeler 2023 Authors – Hall of Heroes



3rd Qtr. 2023 Authors (From top left to right) Steve Lasher, Russ Weis, Bob Chapman, John Runkle, P. Doug Chapman, Robert von Behr, Alex Schneider, and Stan Madyda



4th Qtr. 2023 Authors (From top left to right) – Doug Leffler, Dennis Regan, Roger Hensley, Bob Chapman, Tom Long, Al Werner, Noel Widdifield

Hall of Heroes - All have received our NYCSHS Magazine Writer 7-Shirt for their first article for us.

NYCentral Modeler 2023 Authors – Hall of Heroes



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nfwiddifield@NYCSHS.org*

This section showcases some of our NYCSHS members' modeling. We request that you send us some photos of your models with a short caption. They will be showcased in this section. Send photos to: nfwiddifield@NYCSHS.org

Martin Kaufman



Ex-NYC-P/C N6A Transfer Caboose from a resin kit



Hello from the Penn Central Modelers- I just completed an ex-NYC-P/C N6A Transfer Caboose from a resin kit- I was told by one of your NYCHRRS member to drop you a line to show the completed project. Photos by Martin.

Bob Chapman



As follow up to Steve Lasher's 2nd Qtr. 2023 article on the B-10 0-6-0's, this photo might be of interest for the photo section. Steve Lasher's fine upgrade of the LMB class B-10 0-6-0 brought to mind a similar project here. In 1933, Cincinnati Union Terminal purchased its fleet of 0-6-0's second hand from the New York Central. Here's CUT #6 towing the Cincinnati Mercury around CUT's turning loop on Bob's Cincinnati-oriented layout. The 0-6-0 is re-detailed with CUT features from LMB's B-10. Photo by Bob.

Rich Stoving



This U-3c 0-8-0 is a 57-year-old Akane brass import that Rich painted way back in 1966. Three layouts later and not a scratch on her. The factories are from Walthers building flats plastic kits. This is on a section of his layout that is only 10 inches wide, front board to "sky"! Photo by Rich.

David Smith



This is a photo of David's 1/32 scale scratch-built NYC Caboose that he did 40 years ago. He

says they have the wrong trucks and he never got around to obtaining the correct ones.

David was originally deep into S scale and still has a plethora of NYC brass models that he supposes he should offer to sell but doubts there is a market for S scale Hudsons, Niagara, Mikes, and Berkshires.



This is a photo of the caboose on a shelf with some other of David's NYC 1/32-scale rolling stock.

Paul Woods



This is included as a teaser. Paul's initial plan to build a basic sub-framework, upon which he would put lightweight baseboard sections that carry the actual trackage, has not changed. However, he has added thin sheeting, 1/4" thick, not in his original plan, to the sub-framework. He is pleased that he is now up to the stage of cutting large quantities of plywood strip and 10-mm square pine for framing and promises an article on how to build these. Photo by Paul. Editor: We look forward to Paul's article.



The NYCS is a great railroad to model...



Photo and model by NYCSHS Member Paul DeLuca

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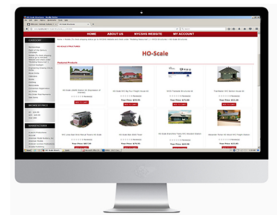
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Modeling the NYC Franklin/Oil City Branch – Part 6

Article by Chuck Beargie

Photos by Chuck except as noted

Welcome back to my series on how I am modeling the NYC Franklin/Oil City branch through the town of Jefferson, Ohio in the late 1920s. With this article I will describe how I modeled the South Denmark covered bridge and the Oakdale Cemetery.

South Denmark Covered Bridge

Ashtabula County is well known for its covered bridges and has a major covered bridge festival every fall. The county has 19 covered bridges in all. Although most are over a century old, seven of them have been built in just the last 30 years. Despite the fact that none are within sight of the railroad, I knew I just had to have a covered bridge on my layout. But which one to model? After reviewing several options, I chose to model the South Denmark covered bridge for a couple reasons. First, it was a nice size and fairly basic without any of the fancy trimmings that some of them have. Second, it crossed the same Mill Creek that the railroad crossed (see details in my previous article), only it is located about four miles further upstream.



South Denmark bridge.

I could have checked with the county to see if they had any drawings available, but I elected to just measure the structure and make my own drawings. I didn't need anything too elaborate, just enough basic information to build the model. I did not

intend to model it that precisely, just enough to have it look like the real thing.



Simple drawing used to create model, only one side elevation and one end elevation.

I made up a bill of materials with an estimate of how much strip wood I would need. Once I acquired all the strip wood, I cut it to the general lengths I would need and then stained it all.



Some of the many pieces of strip wood stained and drying.

All the strip wood was Midwest Products, and I purchased their white glue to assemble the bridge. I also purchased a needle applicator so that I could apply the glue in small amounts with precision.



Midwest Products Balsa & Basswood Glue, and Fineline needlepoint applicator.

Modeling the NYC Franklin/Oil City Branch – Part 6

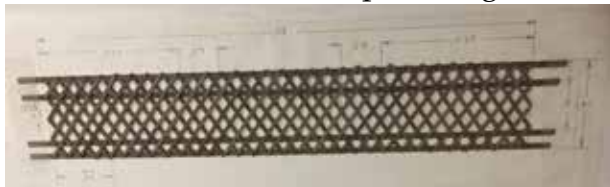
I taped a layer of wax paper over a copy of the drawing to aid in construction.

I started construction by building one of the side walls. The side walls are built up of five layers. The first layer is the four horizontals. These were left long to tape them down into position on the wax paper over the drawing. The second layer is all the diagonals in one direction spaced out a couple feet apart.

Modeling tip: Each piece was added with a tiny dab of glue applied with the Fineline applicator at each joint and then the piece held in place for about 15 seconds. And then the next piece, and the next piece, and assembly can go fairly quickly, almost as fast as working with styrene.

The third layer is all the diagonals in the opposite direction, added to the assembly in the same way as the second layer. The fourth layer is set of four horizontals the same as the first layer.

Two additional horizontals were added just above the bottom two to act as guard rails inside the finished bridge. The assembly was then allowed to set up overnight.



Side wall with three layers completed.

The fifth layer is the external vertical boards. It was very similar to putting a layer of boards on a flat car, except I had to work around the window openings. This completed one side and it was allowed to set up overnight. The horizontals were then trimmed to length.



Chuck's bridge side wall completed.

A second side wall was constructed the same as the first.

The next step was to construct the floor of the bridge. This was also done in layers upside down over the drawing. The first layer was all the floorboards traverse to the length of the bridge. The second layer was nine joists evenly spaced on edge running lengthwise to the bridge. The third layer was traverse joists on edge spaced to match up with the bottoms of the diagonals of the side walls. The assembly was then allowed to set up overnight.



This is a view of bottom of bridge floor.

The floor assembly was then flipped over and two sets of three longitudinal boards were applied flat over the floor deck boards, each set positioned where a standard vehicle wheel would tread. I now had the sides and floor completed. I let them set up overnight.



Both side walls and floor assemblies are completed and stained and ready for final assembly as the bridge.

Modeling the NYC Franklin/Oil City Branch – Part 6

The next step was to complete the combining the side walls to the floor assembly and let it all set up overnight.



Here you can see the side walls attached to the floor section and remaining untouched until it is fully dried and ready for the next step.

I next constructed the sub-roof from a sheet of Midwest Products thin plywood, marked with the location of the trusses, scored down the middle and folded to create the top ridgeline.



You can see here the sub-roof made from Midwest Products plywood, and then marked, scored, folded and stained.

I made a cradle out of pieces of styrene to hold it upside down and used unopened soda cans to hold it in place. This allowed me to install the roof trusses more easily.



Shown here are the styrene cradles that will hold sub-roof while installing the roof trusses.



You can see the sub-roof in styrene cradle with soda cans for weights. It appears that Chuck is a big fan of cherry flavored Dr. Pepper.

I then built each individual roof truss in place on the underside of the sub-roof. The roof was then attached to the side wall / floor assembly and allowed to set up overnight.

I had some old Campbell shingles to cover the roof. But the adhesive was old so I white glued them on and ran a small amount of superglue around the edges to assure that they would not start to curl back off the sub-roof. It's been nearly five years since I built the bridge and I have not had any shingles come off.

It took just a few pieces of strip wood to finish off each end wall, fitting longer pieces along each corner post and smaller pieces up into the end gables.



This is a view of the completed bridge on the bridge abutments on Chuck's layout. This was a test of the fit for the bridge before the completion of the abutments and surrounding scenery.

I estimate that the bridge has about 600 pieces of strip wood and took several months to build.

Modeling the NYC Franklin/Oil City Branch – Part 6

The bridge was installed over the creek toward the front of the layout. The creek runs downhill towards the back of the layout and under the Mill Creek railroad bridge. With the larger covered bridge up front, and the layout at almost eye level, it helps to create a little bit of forced perspective, making the layout seem larger. I like the way the trains look as they cross the Mill Creek bridge, as I get the illusion that I am watching them from a comfortable distance.



Completed South Denmark covered bridge with all the scenery in place. Note the Chuck and his wife are in the boat about to pass under the bridge. Another example of Chucks modeling and attention to detail.

Oakdale Cemetery

As the railroad leaves the town of Jefferson heading north, it passes the Oakdale Cemetery on the west side of the tracks. The line originally had a trestle over Smith Creek in a slight valley. The trestle was the site of a major train wreck in 1889 during a railroad strike. The trestle was eventually filled in with the creek running through a masonry culvert.

On my layout the cemetery would be in the back corner behind the corner curve. This is good, as this area is too far of a reach to have any kind of industry back there. Since it is mostly background scenery, I generally just freelanced most of the cemetery. The

only exception was that I wanted to model the distinctive gateway into the cemetery.



Gateway arch at entrance to Oakdale Cemetery.

Modeling the NYC Franklin/Oil City Branch – Part 6

I originally modeled it using the arch from a Mouse Models cemetery kit, along with some scrap brick sheet material for the posts, and some styrene for the post caps. However, the arch got damaged during the move from STL to KC. The thin plastic casting broke into a dozen pieces. I did not want to try to find another kit and pay for a full kit just to have an arch. Besides, the Mouse Models casting did not have the “Oakdale” lettering on it. So, I sent a good picture of the prototype arch to my brother who squared it up using Photoshop. I then used Paint to clean it up and turn it into a black and white image.



The cleaned-up artwork for arch the Chuck's brother provided for him.

I sized the image in MS Word and printed it out onto clear overhead projector film. I sprayed it with Dullcote to seal it and cut it out of the film sheet. I superglued some thin, soft black wire along both the top and bottom edges of the arch to give it some additional rigidity. I then glued the arch to the posts using canopy glue. I had to use some props to hold the arch in place while the glue dried.

Modeling tip: Use the same technique to model window mullions and the window muntin on structures. Using MS Excel, add heavy borders around the appropriate number of cells, then adjust the cell height and width to match the building window opening. Make test prints onto plain paper and test fit it. Keep making test prints till it's right. Then print it onto the overhead

projector film (reference 3M CG3460 or CG3490). Cut the window out of the film leaving a little around the edge to attach it to the back of the building wall using canopy glue. This one piece serves as the window glazing, window mullions and window muntins.

Looking back, I am glad the original arch broke during the move, as it gave me the motivation to make an improvement to the scene. Even though it is a background scene, it is now clearly visible that it is the Oakdale Cemetery.



The Oakdale Cemetery gateway arch on Chuck's layout. Note the fence and gravestones in the cemetery.



The back page of the 1928 employee timetable for the Franklin branch showing the NYC Franklin/Oil City Branch.



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Where Did The Last Fan Go?

Article by Robert von Behr

Photos by Robert except as noted



Bob's TruLine Trains FM C-liner model in front of the NYCSHS 2020 cover with the loco prominently featured.

I've been fascinated by the ten-wheel FM C-Liner passenger units for a long time, now. I missed seeing them on my trips up and down the Harlem Division to Chatham from Grand Central, but the NYCSHS has printed photos of them on the Harlem in the early 1960's. The NYCSHS 2020 calendar has a dramatic shot of C-Liner 4500 coming out of the page at the viewer. I finally found a Tru-Line Trains unit at a good price, and soon I had a shell for another one, so I could run them back-to-back.

There was a funny sort of problem, though. The shells had excellent paint and detailing, but they had the same number, 4502, AND the shell came with three exhaust fans, while the powered unit had four. Otherwise, they seemed identical. Where did that last fan go? Double-checking, I became certain that the NYC ordered them all with four fans. Changing the numbers wasn't a problem, since I've enjoyed decaling models for a long time. I took a look at the AHM FM C-liner shells that I

had in a spare parts box. Could one of these "donate" a fan to the Tru-Line model? For their time, the AHM units had quite good detail. Out came the trusty Dremel power tool. It had a small router bit already installed. I decided to cut through a circle around the AHM fan.



Bob's TruLine Trains shell is in the back awaiting the router and the AHM units in the front and with trusty Dremel and knives waiting to start the job.

While I'm pleased with the results, I'm not proud of the neatness. I must have gone for the extraction with more enthusiasm than accuracy. As a Red Cross platelet donor, I shudder when I think of the big hole I made in the roof of the "donor" diesel. I'm glad that the technicians are more careful when they insert their needles into my arm! By making about a dozen holes around the AHM fan and using a heavy X-acto blade to cut between them, I soon had the fan out and ready for trimming and filing or sanding. I don't have a speed control on the Dremel, so the plastic can stick at high speeds. I keep a wood block handy to run the bit in for cleaning, or else, when it is cool, I can pick the plastic out with any nearby tool with a blunt edge.

Where Did The Last Fan Go?

I approached the Tru-Lines model with more care and respect. A couple of dainty holes were pierced and then enlarged with small files.



You can see that Bob's steady hand with the Dremel resulted in a somewhat ragged hole in the shell.

Next, I wrapped some coarse sandpaper around the handle of a hobby screwdriver with just the right diameter to ream the hole out. Then came the test fitting, a little fine sanding on the donor and the recipient, until it was a good, tight fit. Plastic cement from the inside secured the transplanted fan, and I superglued a short piece of wire to represent the hinged metal arm that raises each fan cover.



You can see the completed job with the fan inserted in the right-hand model. Bob did a good job of cleaning up that ugly hole.

Since the roofs of railroad equipment are generally not washed, I figured that weathering would hide any real differences. In the photo of the completed job, the replacement fan is in the lower right.

Being a thrifty person, to use a kindly term, I wanted a dummy frame for the second unit; both units did not have to be powered. Just a few years ago, so many manufacturers made dummy units to accompany their powered diesels. Now they are hard to find. An AHM model could possibly be stretched, but I happened to have something with six-wheel trucks. Lima Models had made an ALCO DL-500, a 1200 horsepower, double-ended passenger locomotive for export purposes. The prototypes had left Schenectady and arrived in New York harbor at least once on flatcars via the Erie-Lackawanna. Some had gone to Spain and others to Australia. They looked like small versions of ALCO PA's but with a flat second cab in the rear to eliminate the need for turning. To run on lightweight 5-foot track, they were made with six-wheel trucks with rather small brake cylinders. I never liked the Lima motor, so I put the ALCO DL-500 shell on an Atlas Alco RSD model for smoother running quality on my free-lance branch line. The discarded mechanism has sat in another parts box for over 20 years.

Comparing the Lima running gear to the C-Liner shell, I saw it was too short, because the C-Liner has a rather long front end. An extension would have to be made to hold a coupler at the cab end of the dummy unit. (I had already decided to connect the two passenger units back-to-back with a simple drawbar.) Sheet brass has come in handy for my recent fabricating jobs, so I cut a

Where Did The Last Fan Go?

piece about two inches long and as wide as the inside of the shell. It is basically a rectangle with one end rounded in order to fit into the cab end and hold a coupler. I attached it to a small piece of wood sheet for added stability. At the back end of the brass piece, I drilled two holes to fit into the plastic frame and attached it with two small screws and some Walthers Goo.



The motor and running gear on the track in front of the modified shell.

I kept the motor over the rear six-wheel truck but took out the heavy weights in the center at the fuel tank area and removed the gearing from the motor to the truck, enabling its six wheels to roll smoothly. I filed down the brake cylinders on the sideframes and replaced them with larger ones. The next challenge was to add a four-wheel truck to the front end. I had some spare C-Liner truck sideframes from a Proto 1000 model, so I attached them to an old AHM unpowered truck, which was able to fit into the Lima frame. Then I added just enough weight to get the model to six or more ounces.

From some old model, I had gotten a soft rubber diaphragm and cemented it onto the dummy unit. I also drilled a hole through the diaphragm and the rear door so a screw could be inserted and attached to the frame inside. This diaphragm hides the mounting screw and keeps out a lot of daylight between the units.

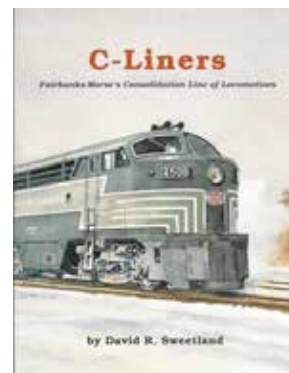


You can see the finished product after Robert installed the rubber diaphragm on the rear door of the second A-unit.

At the same time, the weight allows the models to go around curves well. The trucks of both models then got a coat of silver paint as seen in builder's photos and appropriate for the 50's era. When I get some trackwork done, they can pull a version of the New England States, as they did in real life for a glorious though short career.



Robert's models all completed to his satisfaction and ready to run. Once he finishes that trackwork, these two Fairbanks Morse C-liners will be heading up a New England States train.



Where Did The Last Fan Go?

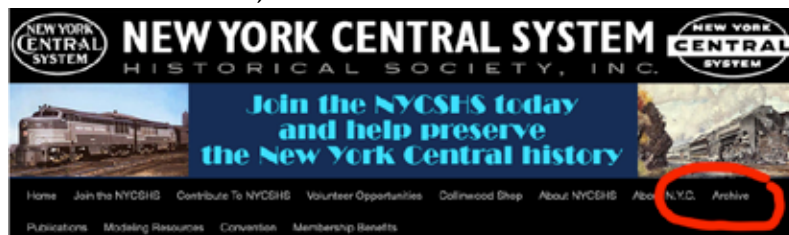
Some Photos of the FM C-Liners (CPA-24-5) From The NYCSHS Archives



NYC NYCS DPA-6a #4505 at Oscawana, NY - Train # 167 "The Upstate Special", 7/6/1952, NYCSHS Collection.



NYC NYCS DPA-6a #4505 at Cleveland, OH NYCSHS Collection.



You can find any photo in the NYCSHS archive collection at www.NYCSHS.org and then by clicking on the "Archive" button shown here circled in red.



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Ed Enyedy Creates The Berea, OH Depot With 3D Printing



Follow Ed as he does the research, creates the 3D drawings and them prints and finishes the model.

Coming in the April 2024 edition of the NYCentral Modeler!





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The NYCS is a great railroad to model...



Photo and model by NYCSHS Member Paul DeLuca

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Modelers, Fans, Researchers, Former Employees.

You find them all.

Click here to join or renew for another year!! <http://www.nycshs.net>

Scans from the "NYCS Headlight" Flash Drive



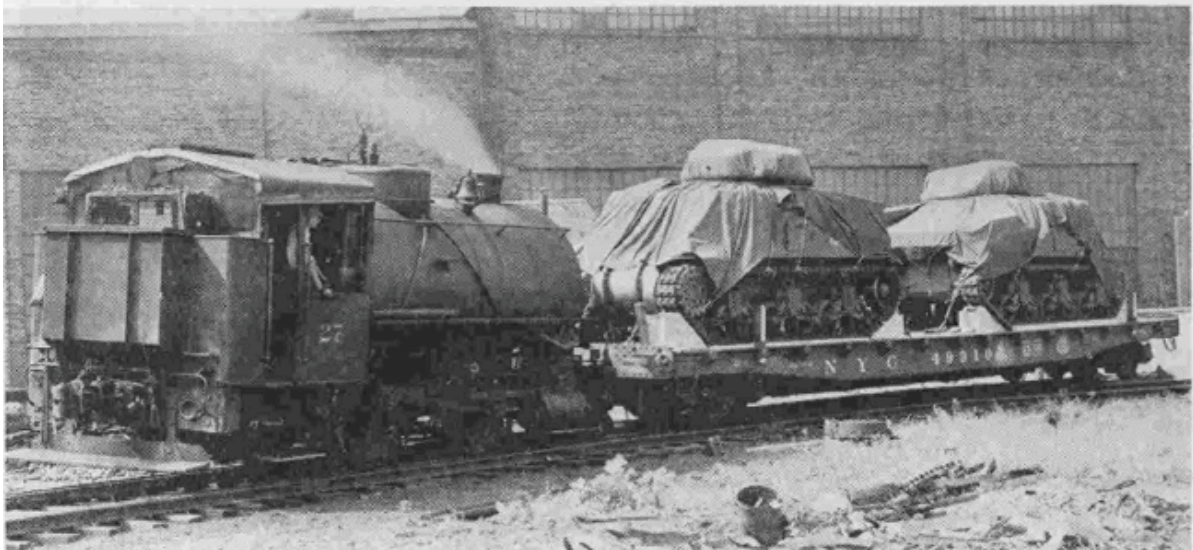
OBSERVATION CAR PHOTOGRAPHY SECTION



Vol. II, No. 9

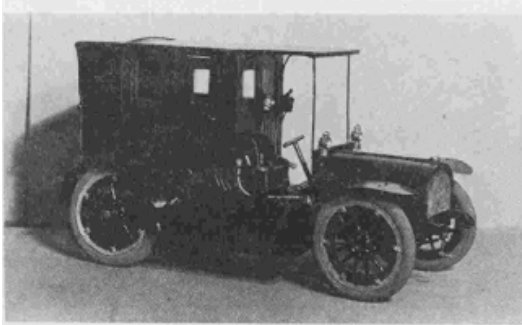
SEPTEMBER, 1941

Indiana Tanks Start on Way to Great Britain



The first two tanks released to Great Britain leave the Hammand, IN Pullman Standard plant on NYC flat car 499105.

Grand Central Terminal's First Taxicab

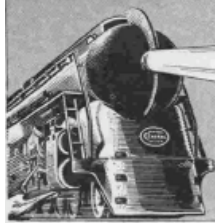


The scale model of the first taxicab (left) that operated at Grand Central Terminal was created by hand by August Schisler and was made from hand measurements of the actual cab.

B.A. Susan is at the throttle of a NYC train that he and his dad built in 1/12-scale. The train is located in their home in Tulsa OK(right). They are some distance from NYC locations.



OBSERVATION CAR PHOTOGRAPHY SECTION



CENTRAL HEADLIGHT

Vol. II, No. 10

OCTOBER, 1941



Eighty thousand freight cars are handled in six months by the NYC's Marine Department. NYC's diesel Tug 33 rounding lower Manhattan from the Hudson River into the East river with a covered barge



Diesel tug 34 approaches a Hudson River pier(left). (right) the Big Four American Legion Post #116 entered this railroad hand car in the National Convention of the Legion in Milwaukee.

Buy one of the NYCS Central Headlight Magazines 1940 - 1968 flash drives and enjoy 100s of these types of photos, ads, and stories.

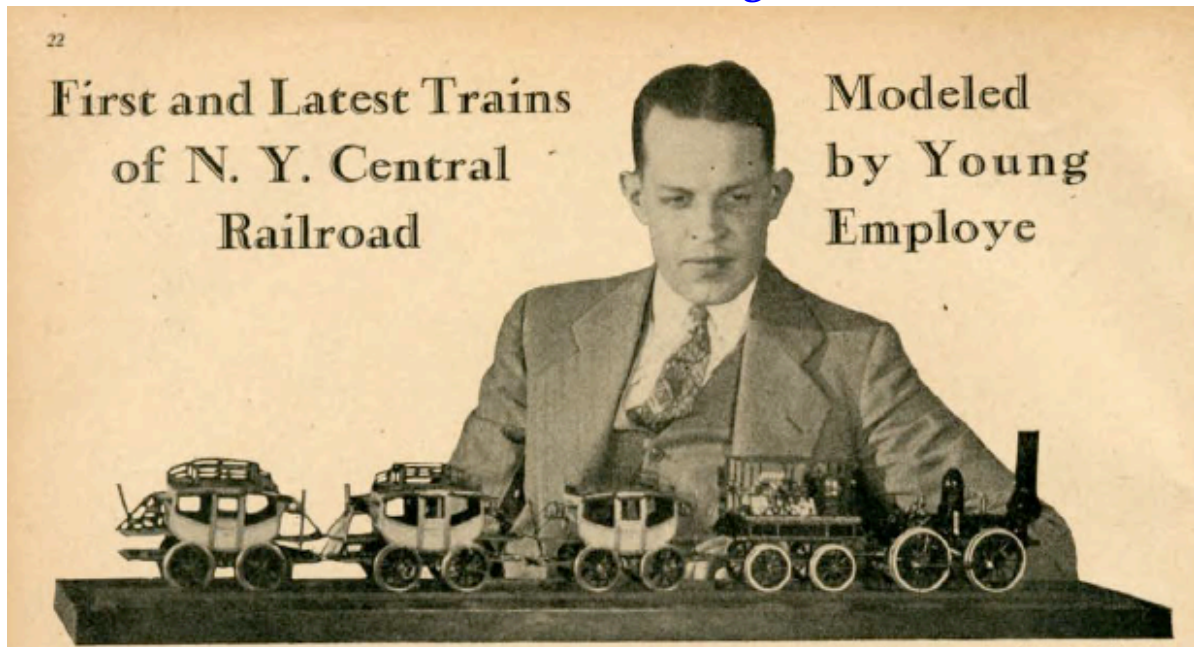
https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps-c_180.html (See page XX for order form.)



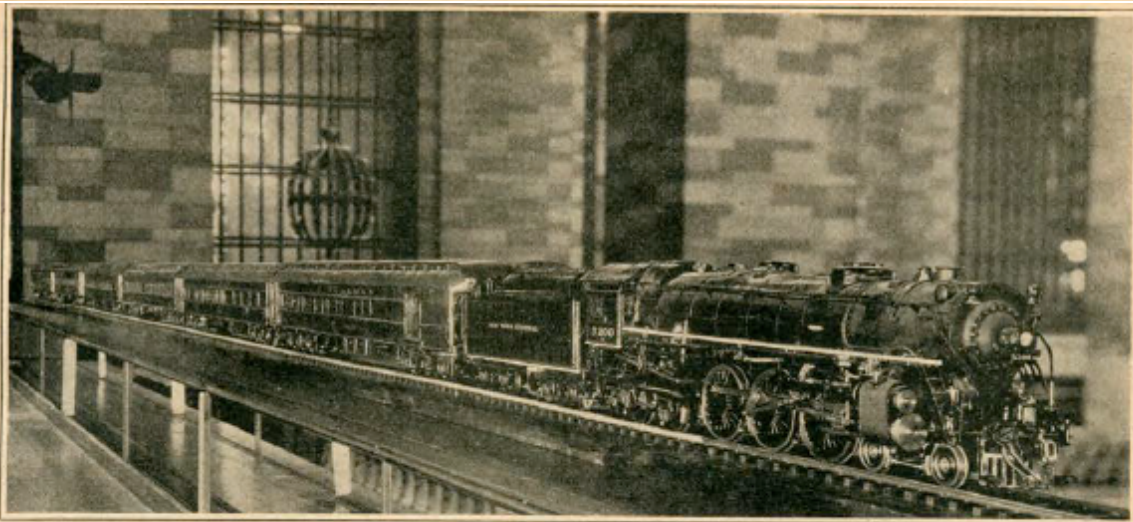
OBSERVATION CAR PHOTOGRAPHY SECTION



Scans From The NYC Lines Magazine Jan 1928



22
First and Latest Trains of N. Y. Central Railroad Modeled by Young Employee
Reginald H. Claudius with his model of the DeWitt Clinton, a remarkable reproduction of the first train on the Mohawk & Hudson Railroad, the original unit of the New York Central.



Locomotive 5200 in miniature, pulling a model of the Twentieth Century Limited, as exhibited on the East Balcony at Grand Central Terminal. The entire model train was made by Reginald H. Claudius, a draftsman in the Assistant Electrical Engineer's Office in New York.

Some examples of the modeling skills by NYC Lines employees back in 1928. It would be interesting to find some of these for our NYCSHS model collection. Not many members would be able to create these models today. Beautiful realistic models and all made from scratch.

The NYC Lines magazine was published and distributed to the over 100,00 NYC employees. It was published from 1919 to 1932 with only a gap of one year during the coal strike from April 1921 to April 1922. Look for it in the Collinwood Shop https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps-_c_180.html (See page 93 for order form.)



OBSERVATION CAR PHOTOGRAPHY SECTION



Vintage NYCS Advertisements & Posters

The Cradle that never rocks!

Neither get out for more the sweet serenity of their slumber on the 20th Century Limited.

QUICKLY, it is not that with a 20th Century sleeping car you are on the 20th Century Limited, the most wonderful of all trains for instant rest and sleep.

Forgetting, then, as the sleeping car is the world's most famous and most comfortable place to sleep, that you are on the 20th Century Limited, the most wonderful of all trains for instant rest and sleep.

From the moment you board the 20th Century Limited, the most wonderful of all trains for instant rest and sleep.

From the moment you board the 20th Century Limited, the most wonderful of all trains for instant rest and sleep.

Ride THE 20th CENTURY LIMITED

NEW YORK CENTRAL SYSTEM

PRODUCTION SPURTING TO SEVEN-DAY WEEK

THE COMMODORE

"NEW YORK'S BEST LOCATED HOTEL"

MANAGED BY GEORGE W. VAN ALLEN

THE COMMODORE HOTEL, 110 NASSAU ST., N.Y.C.

These ads illustrate some of the things that made the NYCS great in years past. The 20th Century Limited ad promotes the quiet and comfortable sleeping on the famous train and the Commodore Vanderbilt one lets readers know that it runs every day of the week.

Pan-American Exposition Traveling.

The Lake Shore and Michigan Southern Ry.

INTERCHANGEABLE MILEAGE TICKETS ON THE NEW YORK CENTRAL LEASED AND OPERATED LINES AND ON SEVERAL CONNECTING LINES. AGGREGATING OVER 4000 MILES OF TRACK.

YELLOWSTONE PARK AND ALASKA

CHARLES GATES

Omaha Sioux City

World's Greatest Mail Route

THE "FOUR-TRACK SERIES"

THE NEW YORK CENTRAL SYSTEM

In the late 1800's the New York Central was promoting travel adventure to national parks and the Midwest on the LS&MS and the fact that with interchangeable tickets you could travel anywhere on the NYC railroad. Of course, the Four Track lines are also mentioned in these vintage ads.



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCentral Modeler Final Thoughts

This has been a really fun issue to put together. We have an excellent article from first time author, Angela Sutton, one on a modeling magazine from the past, several from some of our long-term article contributors, and one that I had the pleasure of writing with great help from long-time NYCSHS member, Len Gordy.

I have been modeling the NYCS, off and on for just over 75 years, starting with an American Flyer Pacific set. It was a PRR Pacific, but dad changed the lettering to NYC when he gave it to me for Christmas way back then. And through the Society, I have met some really excellent NYCS modelers in all scales. Each quarter, I look forward to the articles and photos that you send with anticipation of learning new things about the NYCS and new skills in modeling.

Our NYCSHS Modelers' Committee meets each month to find or develop new models to offer to our members. Led by Seth Lakin they seem to come up with something new pretty regularly. Stay tuned for the next model they develop for us.

The winter is always a time for modeling as we plan and execute our projects for the NYCS layouts we own or hope to complete. Keep us in mind as you do. Take photos, make an outline and send us the resulting article or set of photos of your hobby. We want to see what you do.

Your articles are the only way we can continue to make this magazine possible. If you don't feel that you can write an article, just send us the photos with some captions telling us what the photos are about. ***Share your skills, your models, and your layouts with us.*** We want to see what you are doing to preserve the legacy of the NYCS in miniature. We especially would like to see more O-, N-, S-, Large-Scale and O-gauge articles. Of course, we love the HO-scale ones as well. If you don't write the articles, there won't be a NYCSHS modeling magazine. And we have seen a real decline in articles from you over the past couple of years. Thankfully, we still have some faithful contributors. Please send us your articles and photos so we can continue this great magazine.

We continue to get articles from some of our past authors and some new ones, and I know that they would really like to hear some feedback on what they do. Please take a minute to send us an email telling us what you think about the magazine and the articles. Send it to nfwiddifield@NYCSHS.org

Thanks, Noel





OBSERVATION CAR PHOTOGRAPHY SECTION



AMB NYC Big Four HO-Scale Tongue & Groove & Plywood Side Cabooses (NYCSHS Exclusive)



The NYCSHS is offering a HO-scale kit of a Big Four caboose in two different versions produced by American Model Builders, makers of LASERKits®. This kit is exclusive to the NYCSHS and will not be available through normal hobby distributors.

Two versions of this HO-scale caboose are being offered, one with the standard tongue & groove siding, the other with plywood siding. The kits feature 100% laser-cut components with laser-scribed side and end walls, Tab & Slot and Peel & Stick construction, laser-cut underframe, end platforms, end railing, and brake wheels, cast resin platform steps and brake gear with fully illustrated instructions that provide information on painting and decaling the assembled model. In addition, the HO-scale kit provides for optional details such as side windows that can be modeled open or closed and a complete set of screen doors and windows. Decals provided allow the modeler to letter their caboose in all the common lettering schemes from 1904 through the 1960's.

The MSRP of these kits is \$64.95 and the NYCSHS member price is \$51.96 each plus shipping for either tongue & groove, plywood siding or a combination of the two is needed. The NYCSHS is offering these kits to members and non-members, and it will be the NYCSHS 2024 Convention model.

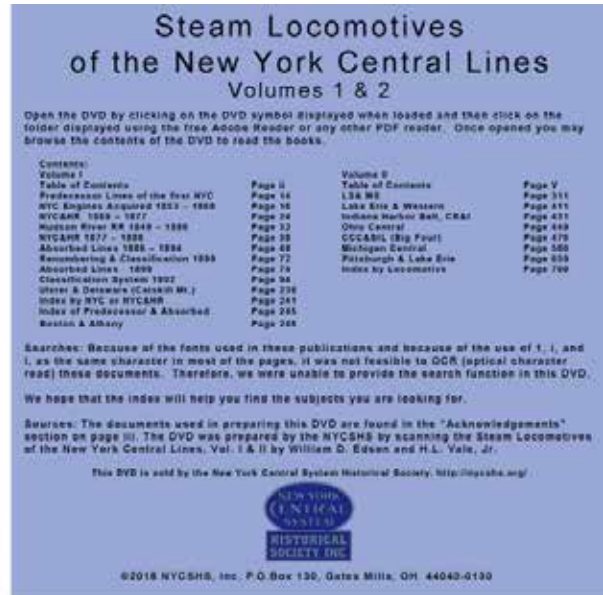
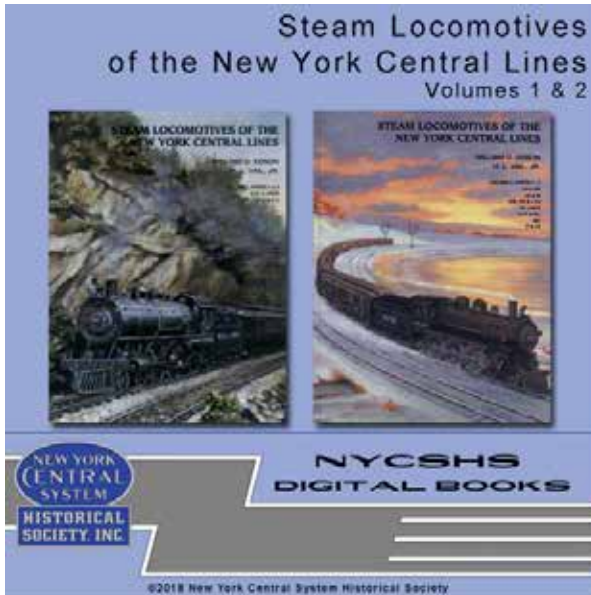
<https://www.nycshs.net/nycshs-models.html>



OBSERVATION CAR PHOTOGRAPHY SECTION



Steam Locomotives of the NYC



Steam Locomotives of the New York Central Lines, Volumes 1 and 2 by William D. Edson and H. L. Vail, Jr., assisted by Edward L. May. The ultimate authority on all steam and electric locomotives from the DeWitt Clinton of 1831 to P&LE 9406 of 1948. These books represent a lifetime of research for each of the compilers and are a fitting memorial not only to the legacy of the New York Central Lines but also to their untiring efforts to preserve that legacy for us all. These books are full of individual listings for every steam or electric locomotive, including year and month of construction, builder's construction number, all known re-classifications and re-numberings, and retirement date, and in many cases ultimate disposition.

The hardcopy versions of these two books have been out of print for many years. All of our copies of these books have been sold and they will not be reprinted in the hardcopy version because of the cost of doing so. This softcopy version has been made available to allow those who never were able to purchase the hardcopy version to have this valuable NYCS resource. If you have any interest in NYC steam locomotives this is the resource for you.

MSRP and NYCSHS Members Price \$59.95

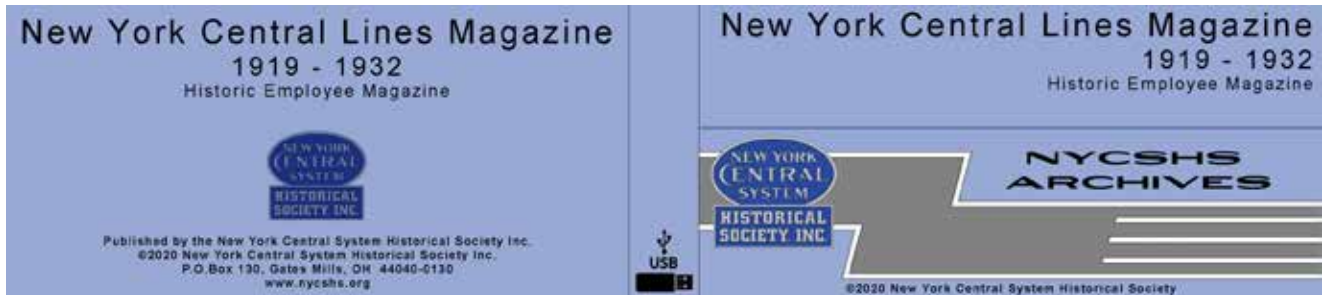
Because of the unique information in these two volumes and the fact that it was produced by the NYCSHS; the price is the same for members and non-members.

Free shipping. Ohio residents must add 8% Ohio sales tax.

http://www.nycsbs.net/NYCSHS-Books_c_53.html



NYC Lines Magazine 1919 - 1932 Flash Drive



The NYC Lines Magazine was published by the railroad starting in February 1919 and continued until the final edition in October 1932. It was published monthly and distributed to the 100,000 officers and employees of the New York Central Railroad. It was a magazine devoted to the interests of the railroad workers, their families and the home communities. It contained articles about the railroad, the employees, and events that impacted the employees and the railroad. You will also find hundreds of ads that will give you understanding of the products shipped by and supplied to the NYC in that timeframe. It makes fascinating reading for anyone interested in the New York Central Railroad during those years that it was published.

This DVD or Flash Drive contains all of the editions of the Magazine published. **This is a complete set** that was reproduced from scanned images of each page of every edition. It is also searchable so that research is very easy. This product is another of the wonderful historical documents produced by the NYCSHS archive volunteers.

Don't miss out on this history of the NYC Lines as written by the company for the NYC employees.

The MSRP is \$79.00 and the **NYCSHS member's price is \$63.20 and that is 20% off MSRP.**

Shipping is free for US customers, but Ohio residents must pay 8% Ohio sales tax.

Non-US customers will pay actual cost of shipping.

https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps-c_180.html



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCS Central Headlight - 1940- 1968 (Historic Employee Magazine)



The New York Central Railroad published an employee magazine starting in 1919 until 1932 when they stopped publishing for financial reasons brought on by the 1929 stock market crash. That magazine was called the *New York Central Lines Magazine*.

They began a second magazine called the *New York Central System Central Headlight* in 1940 and continued to provide it until 1968 at the end of the NYCS as an independent railroad.

It was published monthly by and distributed to the 100,000 officers and employees of the New York Central Railroad. It was a magazine devoted to the interests of the railroad workers, their families and the home communities. It contained articles about the railroad, the employees, and events that impacted the employees and the railroad.

It makes fascinating reading for anyone interested in the New York Central Railroad during those years that it was published. It is an excellent companion publication to our previously published *NYCL Magazine 1919 – 1932* also available in digital form from the NYCSHS.

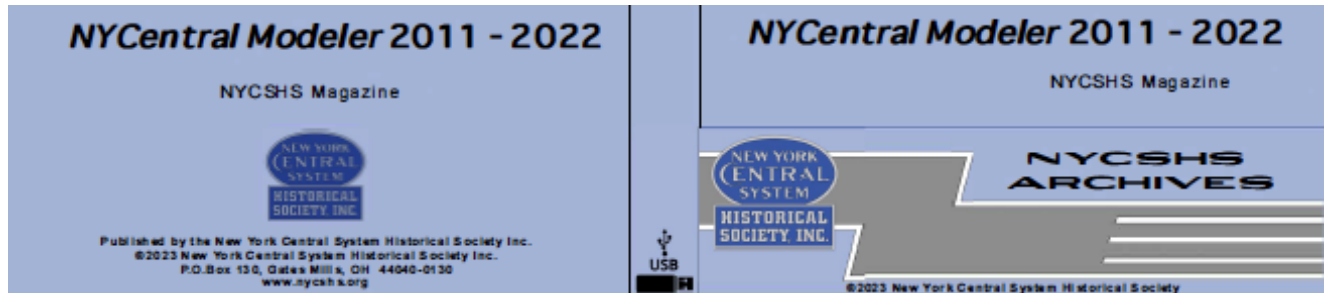
Available on a flash drive in the Collinwood Shop:

https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps-c_180.html



NYCentral Modeler 2011 - 2022 Flash Drive

All wonderful NYCS modeling on this Drive



The *NYCentral Modeler* was introduced in 2011 as a free to all, online digital publication dedicated to the modeling of the NYCS. It is published quarterly and represents some very fine modeling of the NYCS by both NYCSHS members and non-members. Over the years the quality of the magazine and the articles in it have greatly improved.

This flash drive provides all the editions published up through 2022 and will be the first in many of the *NYCentral Modeler* digital editions that will be offered in the future. It contains all the editions of the Magazine published. **This is a complete set** that was reproduced from scanned images of each page of every edition. It is also searchable so that research is very easy. This product is another of the wonderful historical documents produced by the *NYCentral Modeler* staff. These past editions are no longer available for download from our website.

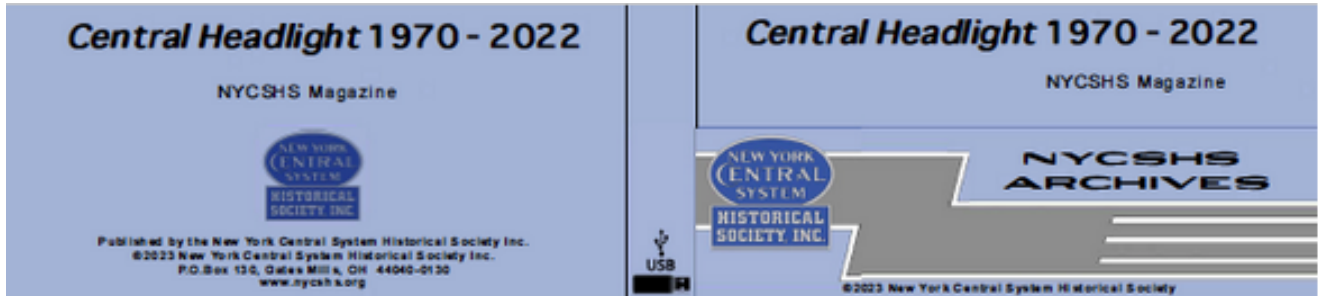
Don't miss out on this complete set of *NYCentral Modelers* produced through 2022. It contains many wonderful articles about modeling the NYCS and features articles written by both NYCSHS members and non-members who model the NYCS.

***This new version (2011 - 2022) of this is now available.
Order Yours Today***

<https://www.nycshs.net/nycentral-modeler-magazine.html>



Central Headlight 1970 - 2022 on a Flash Drive
Recently expanded to include all of the magazines!!!!



The New York Central System was a one of the largest American railroads operating in the northeast. Headquartered in New York City, the railroad served most of the Northeast, including extensive routes in New York, Pennsylvania, Ohio, Michigan, Indiana, Illinois and Massachusetts, plus additional routes in the Canadian provinces of Ontario and Québec. The origins of the NYC can be traced back to 1826 and the Mohawk & Hudson Railroad. In 1853, Erastus Corning merged 10 railroads across New York State to form the New York Central railroad between Albany and Buffalo. The Vanderbilt era began in 1867 with the merger of his Hudson River Railroad with the NYC. Also in 1869 Vanderbilt acquired the [Lake Shore & Michigan Southern](#), which ran from Buffalo along the southern shore of Lake Erie through Cleveland, Toledo, and South Bend to Chicago. While operated as separate companies, the NYC&HR and LS&MS gave the Commodore a high-speed water level route under one management providing through service between New York City and Chicago. The New York Central & Hudson River and the Lake Shore & Michigan Southern were merged in 1914 to form the New York Central Railroad Company. Several leased and affiliated lines made up the core of the New York Central System, including:

- [Lake Shore & Michigan Southern](#)
- [Michigan Central](#)
- Boston & Albany
- Big Four Route (CCC & StL)
- [Pittsburgh & Lake Erie](#)
- [Toledo & Ohio Central](#)
- [Toronto, Hamilton & Buffalo](#) (part ownership with CP)
- Monongahela Railway (part ownership with PRR and B&O)
- Peoria & Eastern

This flash drive contains all of the issues of the *Central Headlight* from the first issue in December 1970 through 4th Qtr. 2022.

Order Yours Today: https://www.nycshs.net/Central-Headlight_c_16.html

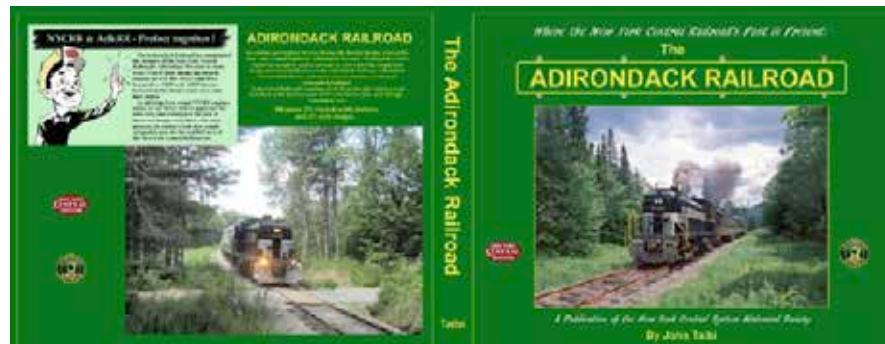
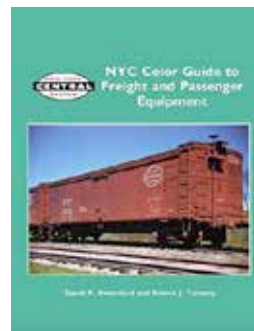
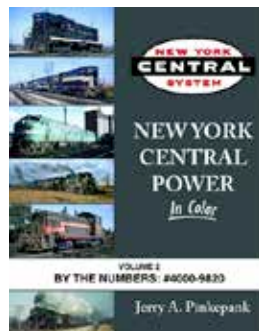
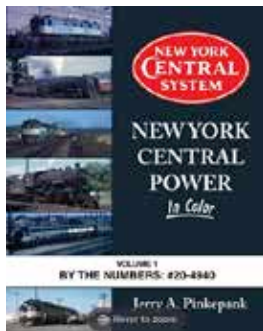
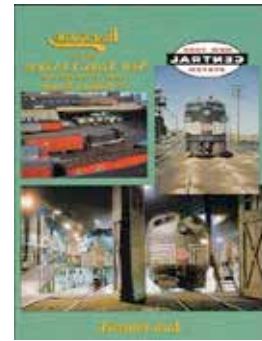
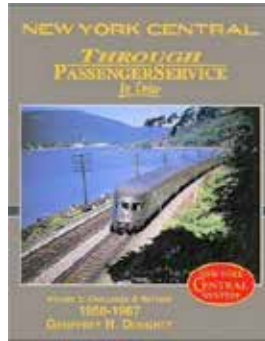
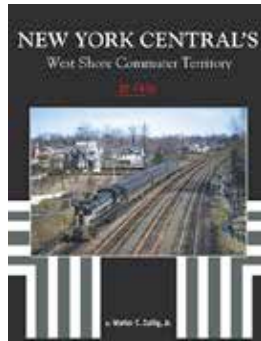


OBSERVATION CAR PHOTOGRAPHY SECTION



NYCSHS Has Many NYCS Books For Sale

20% Off on all Books for NYCSHS Members

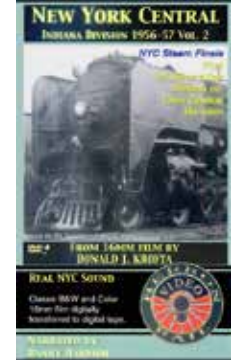
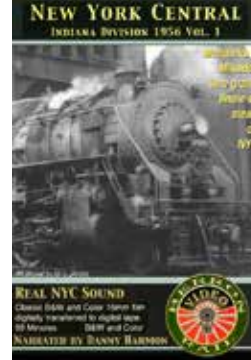


Just a small sample of the NYCS books to be found in the Collinwood Shop

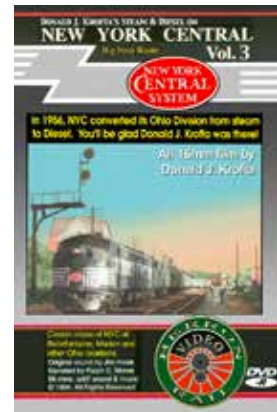
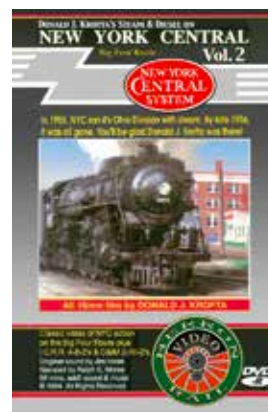
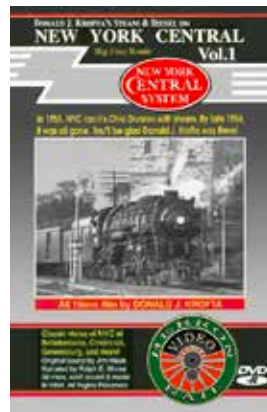
The Collinwood Shop has a very large collection of NYCS books available for purchase at the NYCSHS members' discount of 20% off MSRP. Shop for these wonderful books today at: https://nycshs.3dcartstores.com/Books_c_20.html



NYCSHS Carries All Herron Rail Videos Complete Line of NYC Videos



Reflections of the NYC Vol. 2 & 1 - NYC Indiana Division 1956 Vol. 1 & 2



Niagara's Last Stand - Donald J Krofta's Steam & Diesel on the NYC Big Four Vol. 1, 2, & 3

All these videos are priced the same.

This is your chance to pick up one or all these wonderful NYC videos representing much of the history of our favorite railroad. Many hours of enjoyment available at the members' price of 20% off MSRP.

The MSRP is \$39.95 and the **NYCSHS members' price is \$31.96** and that is 20% off MSRP. Shipping is extra and Ohio residents must pay 8% Ohio sales tax.

https://nycshs.3dcartstores.com/Movie-DVDs_c_18.html



OBSERVATION CAR PHOTOGRAPHY SECTION



New York Central System Diesel Locomotives (DVD Version)



**By William D. Edson with H.L. Vail, Jr. and C.M. Smith
Published by the NYCSHS in 1978 and Re-issued in 1995**

Now Available in a Digital Version

MSRP \$35.00. **NYCSHS Members' Price is \$27.00 and that is 20% off MSRP.**

Shipping is free, but Ohio residents must pay 8% Ohio sales tax.

To order: https://nycshs.3dcartstores.com/NYCSHS-Books_c_53.html



**NYCSHS 50th Anniversary MTH HO-Scale Pacemaker
50th Anniversary Boxcar**

Special Sale Price on These Cars - Only \$15.49 while the last!!

All this and more in the Collinwood Shop 50th Anniversary Items

http://www.nycshs.net/NYCSHS-50th-Anniversary-Celebration-_c_196.html



NYCSHS 50th Anniversary Early Bird NYC Jacket

All this and more in the Collinwood Shop 50th Anniversary Items

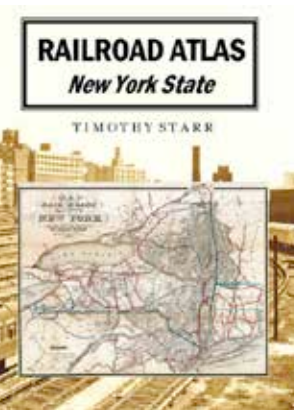
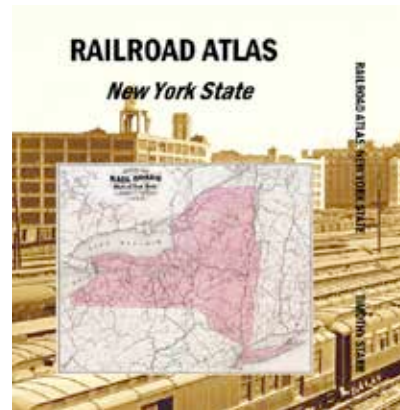
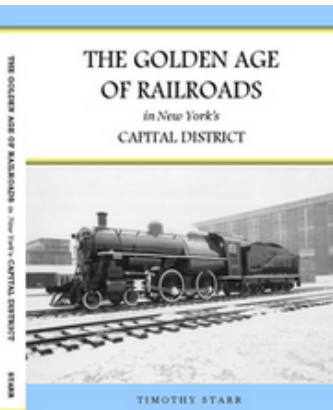
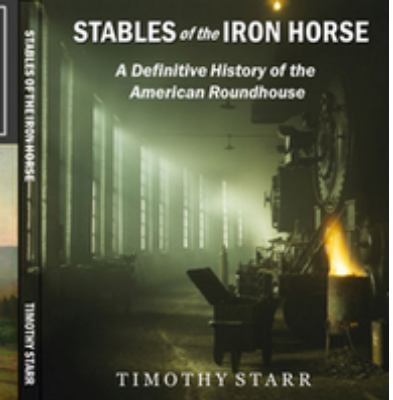
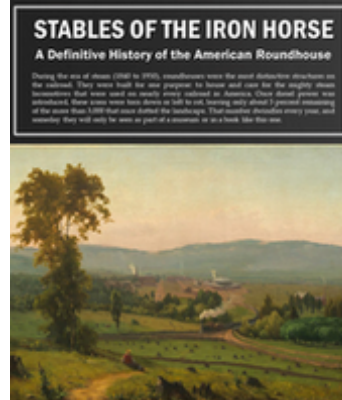
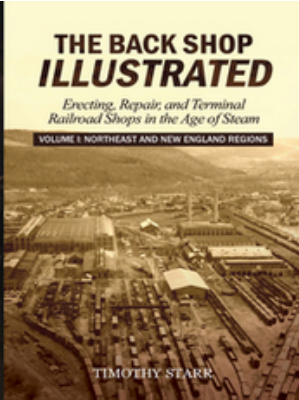
http://www.nycshs.net/NYCSHS-50th-Anniversary-Celebration-_c_196.html



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCSHS Member Tim Starr Books



Order any of these Tim Starr books in the Collinwood Shop

https://nycshs.3dcartstores.com/NYCSHS-Books_c_53.html

Or download a form to order and pay to our Post Office Box.

To Download a Form and Send in a Check:
<https://nycshs.files.wordpress.com/2021/05/limalwv011.pdf>



OBSERVATION CAR PHOTOGRAPHY SECTION



HO-Scale MCRR Victorian Era West Branch Depot Kit



ORDER FORM

Name: _____ Phone# _____

Address: _____

City and State/Province: _____

Country: _____ Zip/Mail Code: _____

NYCSHS Membership # (For Discount) _____ # of Copies _____

Amount Enclosed: _____ Ohio residents add 8% sales tax.

For additional information contact us at: NYCSHS@verizon.net

Mail to:

NYCSHS, LS&MS Depot

P.O. Box 1597, Leesburg, VA 20177-1597

Single Book Prices

NYCSHS Member	Non-Member Price	Shipping Cost	Ohio Sales Tax
\$102.00	\$120.00	\$15.00	8%

Total Cost is \$135.00 for non-members and \$117.00 for NYCSHS Members + Ohio Residents add 8% Ohio Sales Tax.



OBSERVATION CAR PHOTOGRAPHY SECTION



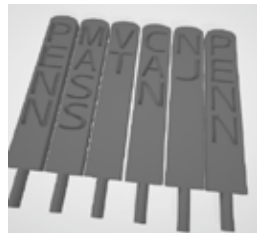
NYCS Whistle, Mile & Stateline Posts



Whistle Posts - Narrow - Rectangular - CCC&StL Iron(Not Pictured)



Mileposts - Concrete - Wood



Stateline Posts (Eastern & Western)

These whistle, mile & Stateline posts were created from New York Central System drawings to accurately depict those posts that were found on the system. These were 3D printed by the NYCSHS for purchase by NYCS modelers. They lasted well beyond the end of the New York Central System and can still be found today in use on the successor railroads. They make fine additions to your layout.

Whistle posts are markers alongside a railroad track designating a point at which trains are to whistle (as for a station or crossing). They were used throughout the NYCS system.

Mileposts are markers that are used to measure the distance along the railroad. Placed at mile intervals, New York Central's mile markers had a letter that represented the station where the count had started and a number that was the distance to that station. The wooden mileposts were designed from a 1904 New York Central & Hudson River standard plan. Waterslide decals are supplied for you to customize your own mileposts. Paint the mileposts white then apply the decal as you would with any other model railroad waterslide decal, then seal with a coat of flat clear overcoat, then apply trackside on your model railroad empire.

Clean, sand, paint, decal, weather and install on your layout.

https://www.nycshs.net/NYCS-Structures-Click-Here_c_129.html



Do you love the NYC? How about helping the NYCSHS preserve the memory? Do your part.



If you have read this edition of the *NYCentral Modeler*, you can't help but be impressed by the fine modelers out there in our membership. You also should have been impressed with all the things we are doing to help you model the NYCS. **We have been publishing great articles from many of you in all scales. We note that several other Historical Societies' modeling magazines have gone out of production from lack of member articles. Don't let that happen to us.**

We really do need your help to keep all the momentum going in the Society. A lot of work is being done to improve our support to members. We need articles and photos for this magazine. We need some people to work with us on the Modeling Committee. We could use more help in the NYCSHS archives, backup people for the website and the Collinwood Shop, and someone with some strong IT knowledge to help with the Headquarters' IT upgrades.

We all are busy, but it only takes a few hours a month to help us out. We have gotten a few new volunteers now working with us. They believe that the Society is a priority for them. **How about you? Why not join the fun and excitement of involvement in something that is worthwhile. Just do it!!!** nfwiddifield@nycshs.org

Watch the website, www.nycshs.org, for more information and updates. For questions and inquiries, contact Noel Widdifield at nfwiddifield@nycshs.org

NYCentral Modeler

As we enter the winter modeling season, the NYCHS would very much like to include an article by you in the next issue that will be released in the 2nd Qtr. 2024 edition. You will probably be doing a more with your layout or modeling during these coming winter months. And if you will be building things for your railroad or running your trains, this would be a good time to take some photos and do an article for us. We really would love to hear about your modeling or see your layout. We offer a good opportunity to showcase your talents or collection. Even if you don't feel you can write an article, just send us some photos of your modeling. We need them for all our publications, but to make the next one, send them to us by February 15, 2024. nfwiddifield@nycshs.org

Preview Of 2nd Quarter 2024 issue



Ed Enyeda shares his modeling of the Bera Depot in this issue.

Always looking for good articles and photos for the 2nd Qtr. 2024 edition. Let us see your handiwork.



Steve Bratina returns with his "New Commodore Tender" article.

