

Dave Wheeler's 1/16 Scale Hudson



Featured At The NYCSHS 2024 Convention At The Indianapolis Airport Crowne Plaza, April 24 – 26, 2024

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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
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- 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



2nd Qtr. 2024

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Dave Wheeler's 1/16 Scale Hudson

NYCSHS 2024 Convention Display, April 26 - 28

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Celebrating 54 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. nfwiddifield@nycshs.org



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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 900 models at up to 20% off MSRP to NYCHS members and have sold more than 6,000 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

I am quite pleased with the New York Central modeling information I've gotten since attending the annual Amherst Train Show in Springfield, MA. It's quite encouraging to see that we will have more NYC models available for our enjoyment and use. As many of you may already know, Rapido has been working with us to create their recently announced "Enterprise" 2-bay covered hopper. It will be available in both Roman and Gothic NYC lettering, with several numbers offered. It's a great model, and the Society will be doing something we haven't been able to do in many years - we will have our own unique number available for purchase in the Collinwood Shop. The item number is #3292. This is due to a generous, anonymous donation to make it possible. The quantity of this special run Society car is limited, so make sure you get your order in as soon as possible. The Rapido folks told me it will be shipping this fall. Don't delay!

I also heard about another manufacturer starting on a B & A Steam locomotive, details aren't firmed up, and the process is just in the data collection phase, we are assisting with all the materials we can offer to make it happen.

As many of you may know, I model the River Division in 1952. One of the problems with that is obtaining motive power. The local commuter service was Dieselized with the Lima-Hamilton 1200 HP road switchers. If a model has ever been produced in HO, I haven't found it. Imagine my surprise to see a 3D printed body kit being offered online. Needless to say, after looking at the photos, I have one coming my way! If it's as nice as the photo, I think I'll need several.

There are always surprises in the modeling world, and this year is starting off with some very nice ones! I hope your modeling has great things ahead in 2024 as well.

If you want to see some really impressive modeling, you'll have to attend our Annual Meeting and Convention in Indianapolis April 26-29th. There will be a real live NYC Hudson there for your inspection and admiration. I'd tell you more, but then you might not go...





From the Cab

As I work on the layout of this edition, I am also chairing the 2024 NYCSHS convention in Indianapolis on April 26 - 28 and have a great group of volunteer team members. So, we have an exciting convention planned for you.

Join us for some interesting tours, presentations, a well-known annual meeting speaker, a raffle, new NYCSHS 2024 t-shirts, and a huge train show. Details and a reservation form are available here in this issue - register online or download the form and mail it in. But do it soon! The station clock is ticking!

Be sure to read the "New Products" section of this edition as there are many new NYCS models available to order.

Take plenty of time and read the great articles in this edition. There are some new and interesting ideas for NYCS modeling.

Each quarter 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.

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](#)

NYCSHS Website: www.nycshs.org

NYCentral Modeler: Noel Widdifield:

nfiddifield@nycshs.org

NYC Drawings: Tom Gerbracht: tgerbracht@nycshs.org

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

Indianapolis in 2024!!!

Indianapolis Airport Crowne Plaza
Friday, Saturday, and Sunday
April 26 - 28, 2024

Don't Miss Out On This One
Just Look At The Great NYCS Things
You Will Experience



NYCSHS Member Dave Wheeler's Beautiful 1/6-Scale NYCS Hudson



Original Painting by Robert West - Prints For Sale At The Convention Train Show.



Beach Grove Shops Fire Truck Will Be On Display At The Convention.
Restored and Owned by Les McConnell

Friday

Pick Up Your Registration Materials At Convention
Registration Desk

Model Railroad Layout Tours Friday (10:00 – 3:00)

Adirondack Division, New York Central System (HO-Scale)

Set in 1955, this is a freelanced model railroad based on the prototype New York Central System in Northern New York State. From Albany and Rensselaer Yard to the east, through the Adirondack Mountains, then to Ogdensburg, NY to the west (and then on to Buffalo, NY - hidden staging).

The Mon Valley Works (HO-Scale)

The Union Railroad moves cars around the Edgar Thompson Steel Mill (Pittsburgh, PA area) and then moves slabs to the rolling mill and brings coke back from the coke plant. These three sites are five miles apart in real life and are separated by several feet on the layout

Great Northern Railway (HO-Scale)

This is a free-lanced version of the Great Northern Railway and depicts the route from Chicago to Seattle. The main railroad room measures 26' x 36' with an additional staging room measuring 9' x 13'.

**Model Railroad Operating Session
John Poray's Adirondack Division - NYC**

<https://www.operatingsessions.com/Layouts/Poray>

Friday Evening Starting At 6:00 pm

Limited to the first six who register for the convention and sign up for the Session

Only a couple of these slots left!!!!

To participate in the sessions contact:

Seth Lakin at salakin@nycshs.org

Bring Your NYCS Models

Display Tables Available Friday - Sunday

Drop Off Your Models at Collinwood Shop

***Bring donations for the NYCSHS White Elephant Sale at
Collinwood Shop on Friday***

Many NYCS Prototype and Modeling Presentations (Friday) Starting 1:00pm - 9:00 pm

Room	LaGuardia	Lambert	Lindbergh
Friday April 26th			
RM:	Dave McKay	Ralph Schiring	Steve Probst
Time	Topic/Presenter	Topic/Presenter	Topic/Presenter
1:00 PM	Indianapolis RRs - Dave Smoot	Locomotives: Thoughts & Ideas on Modeling – Steve Lasher	Using layout design elements based on Michigan City IN 1950s Seth Lakin
2:00 PM	NYC Junctions on the Indiana Div.: Lawrenceburg Jct. to Raub - Walt Mattes	NYC M-497 Jet Train Craig Berndt	NYCS Passenger trains in N Scale - Tom Long
3:00 PM	NYC Jct. on the IL Div: Osborn to the IL line (a/k/a Cario Branch) Walt Mattes	P&E Ry – Speedway 500 Shuttle Train Operations Eric Powell	The Freight Cars of Muncie Indiana – modeling this unique equipment – Mont Switzer
4:00 PM	A visit with former NYC employees – Moderator: Larry Lewman **	Building my NYC layout – considerations for operations. Russ Weis	P&E East – Part 1 Springf'd OH – Ludlow Falls, OH. 1947 to the diesel era. Larry Zeller/David Oroszi
Dinner Break			
7:00 PM	Modeling the Kankakee Belt Line Carl Wessel	NYC Air Line – Toledo to Elkhart Craig Berndt	Mail & Express Operations on my NYC layout Russ Weis
8:00 PM	NYC Steel Caboose – Joe Burgess	Building & modeling a NYC Hudson in 1.6" scale, with many details. Dave Wheeler	Modeling the "Falls" series 6 Double Bedroom Lounges- Dave Staplin
9:00 PM	Art – A great way to preserve historic railroads Robert West	A journey to Cairo – Illinois via the Big 4 route. John Ruehle	The Kankakee Belt Jim Suhs **
End of Presentations for Friday			

Presentations are subject to change, but all presenters shown have committed at this time.

Saturday

Interesting Tours Saturday (8:00am - 5:00pm)



Indianapolis Union Station
(Seth Lakin Photo)



Franklin Big Four Depot
(John Klinefelter Photo)



Fairland Big Four Depot
(John Klinefelter Photo)



Shelbyville Big Four Depot
(John Klinefelter Photo)



Shirley Big Four Depot
(John Klinefelter Photo)



Anderson Big Four Depot
(Craig Berndt Photo)

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

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

(6-Hour Tour is sold out with 25 attendees signed up for this one.)

Knowledgeable NYC Big Four Tour guides will be on each bus and a detailed tour handout will also be provided on each tour.

***Saturday Evening
No- Host Reception (5:00 pm) and Dinner (7:00 pm)***

Guest speaker - Richard Baldwin

Annual Meeting

Collinwood Shop Open Following Annual Meeting

We are looking for someone to bring the Collinwood Shop products to the Convention hotel for us on Thursday afternoon and return the unsold products on Sunday evening or Monday morning. This would require driving a van or large SUV from NYCSHS headquarters in Middleburg Heights, OH. We will provide help in loading and unloading at both ends.

If this is something you could do for us, please contact us at nfwiddifield@NYCSHS.org

Sunday

Many NYCS Prototype and Modeling Presentations

Starting 9:00am - 3:00 pm

Room	LaGuardia	Lambert	Lindbergh
Sunday April 28th			
RM:	Dave McKay	Ralph Schiring	Steve Probst
Time	Topic/Presenter	Topic/Presenter	Topic/Presenter
9:00 AM	Using layout design elements based on Michigan City IN 1950s Seth Lakin	NYC Steel Caboose – Joe Burgess	Locomotives: Thoughts & Ideas on Modeling – Steve Lasher
10:00 AM	Building & modeling a NYC Hudson in 1.6" scale, with many details. Dave Wheeler	The Freight Cars of Muncie Indiana – modeling this unique equipment – Mont Switzer	NYC M-497 Jet Train Craig Berndt
11:00 AM	Indianapolis RRs Dave Smoot	P&E Ry – Speedway 500 Shuttle Train Operations Eric Powell	Building my NYC layout – consideration for operations. Russ Weis
Lunch Break			
1:00 PM	A journey to Cairo – Illinois via the Big 4 route. John Ruehle	Modeling the "Falls" series 6 Double Bedroom Lounges- Dave Staplin	NYC Air Line – Toledo to Elkhart Craig Berndt
2:00 PM	The Whitewater Valley Division – The Stagers Rail Act Dave Smoot	P&E East – Part 2 Ludlow Falls OH to Indpls IN 1947 to the diesel era. Larry Zeller/David Oroszi	Mail & Express Operations on my NYC layout Russ Weis
3:00 PM	NYCS Passenger trains in N Scale - Tom Long	The Kankakee Belt Jim Suhs **	Modeling the Kankakee Belt Line Carl Wessel
End of Presentations for Sunday			

Presentations are still tentative and are subject to change, but all presenters shown have committed at this time and a few more will be added.

Train & Memorabilia Show Open to the Public
(Free Admission)

Sunday April 28 10:00am - 3:00pm



Modular Layouts
Many Model Railroad and Memorabilia Vendors

Dealer Tables Available

[Click Here for Dealer Form](#)

Collinwood Shop Open During Show

Special Rates for Hotel Rooms

Indianapolis Airport Crowne Plaza
2501 S. High School Road
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Hotel completely renovated in 2023

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

Free Parking & Free Wi-Fi

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List of local restaurants to be provided at registration

[Click Here To Reserve Your Hotel At NYCSHS Rates](#)

Or Reserve Your Rooms By Calling 317-244-6861

And Asking For

Reservations In The NYCSHS Block

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



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 Sold Out**)

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 *New York Central System 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=INDAP&PMID=99801505&GPC=N4Y&cn=no&viewfullsite=true). Or copy the link below. <https://www.crowneplaza.com/redirect?path=hd&brandCode=CP&localeCode=en®ionCode=1&hotelCode=INDAP&PMID=99801505&GPC=N4Y&cn=no&viewfullsite=true> 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.

Steve Bratina – *The New Commodore Tender*

Page 53



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.

Tom McHugh – *Quest For Fire—Research Approach to Modeling*

Page 56



Tom grew up in Delmar, NY and was actively involved in photography of rail subjects until the early 90's, at first relying on his parents for transportation, but then by bicycle to Selkirk and later driving himself around the Capital District to Selkirk, and multiple other rail facilities. He remained active with photography both rail and now primarily aviation and he can frequently be seen (and photographed) with his classic 4x5 Graphic cameras.

His first train was the Lionel USMC set in 1958. He later graduated to HO, and by the 70's he was building Hobbytown of Boston diesels and Ambroid kits. After graduation from Nursing school, marriage, and anesthesia school the first house with a suitable basement came at a time when his son developed an interest in tinsplate, and they built a dog bone track plan. Due to many cross-country moves for career, he has never built his dream layout and is currently working on modules that he hopes to use toward the NMRA Golden Spike Award.

Ed Enyedy – *Creating The Berea Depot*

Page 60



Ed and his wife Suz live in Eastlake, OH with two cats, three squirrels, and six sugar gliders, and her mom, and one son. He is a life-long Cleveland resident who experienced model trains early, playing with his Uncle's American Flyer trains and then getting his own Tyco Chattanooga train set.

His interest in the New York Central started late, beginning with his admiration of Hudson locomotives and growing as he learned about local NYCS history. Other interests include bicycle riding and playing bass guitar. His layout was scheduled for visitors at the 2020 NYCSHS Convention. This is Ed's fifth article in the *NYCentral Modeler*.



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. **Page 66**

Steve Lasher – Modeling a NYC 4-6 Mikado

Page 68



Steve Lasher was born in Cleveland; he developed an early interest in the NYC. After stints of working for the Rock Island and then Cotton Belt, a career change led to a 30-year career in nursing. He currently resides in Jeffersonville, IN and derives great pleasure from making Russ Weis cringe with new improvements and projects

Russ Weis – Signals On My NYC Layout

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Russ Weis is a retired airline pilot, but he always had a love of trains. Growing up in the Detroit area, his father at his request would take him to the Michigan Central station to watch the trains come and go. It is no wonder why he wanted to model the New York Central with Buffalo being the main focal point of the layout for all the possibilities with operations.

Noel Widdifield – If It Doesn't Run Well, Make It Look Good Standing Still

Page 94



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 granddaughters and twin great-grandchildren.

Handsome but Inexpensive!



This model of the famous DeWitt Clinton is made as a bank and also as an ornament and paper weight.

Only **\$1.50**

Did you dad or grandfather have one of these when you were young??

Yourselves 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, Tom McHugh 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
nfwiddifield@NYCSHS.org

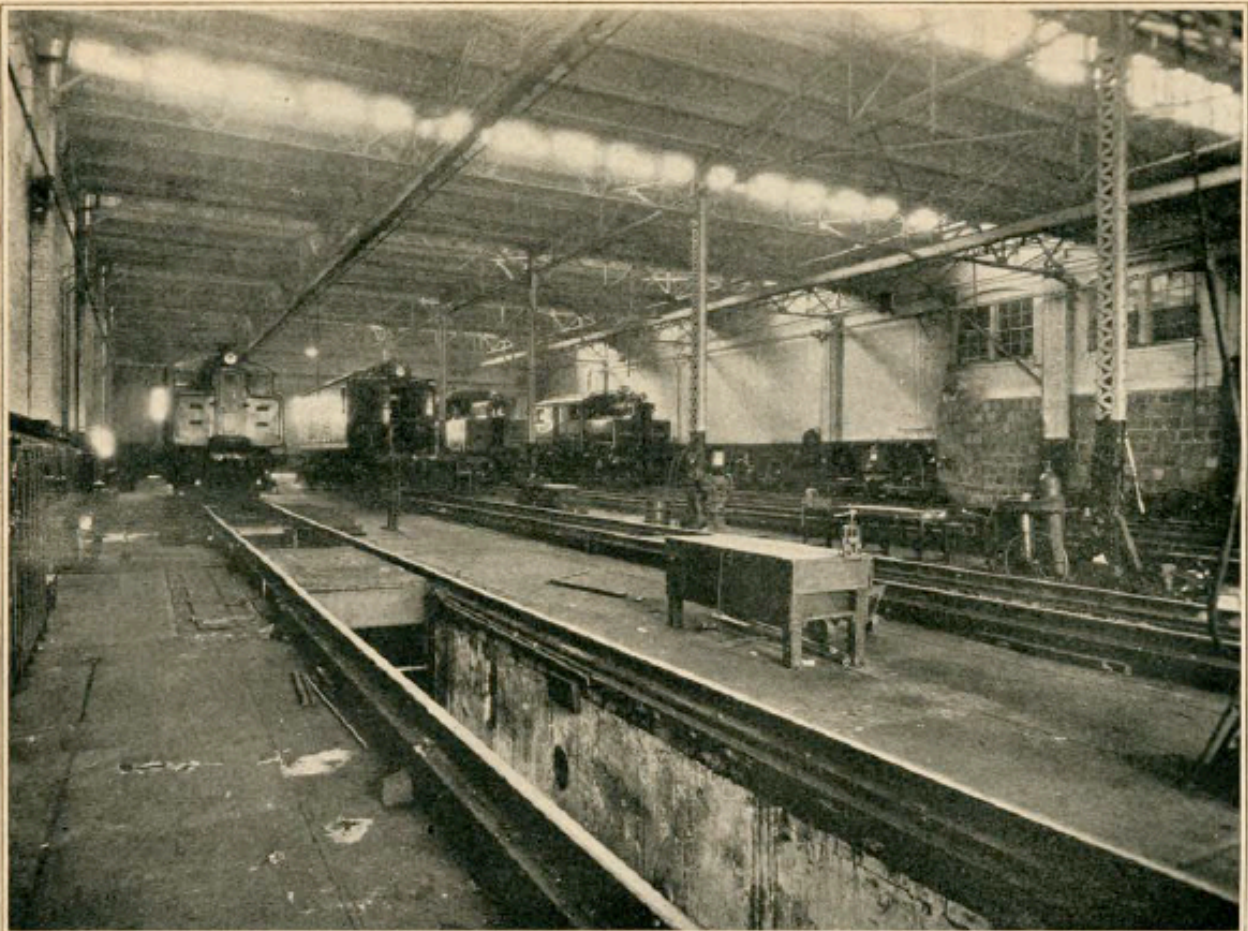
NYC Lines Magazine Jan 1928



These cars
are hauling:
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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



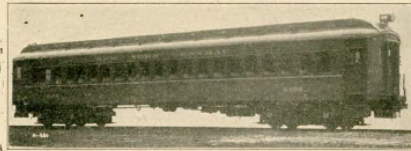
Interior of the New York Central's Inspection Shops at Harmon, N. Y., where the gleaming, powerful engines are kept in condition for service on the Electric Division, between Harmon and New York City.

New York Central Extra Board

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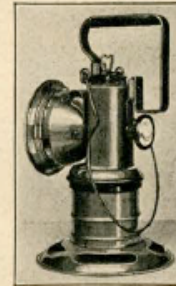


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PITTSBURGH COAL CO.
PITTSBURGH, PA.

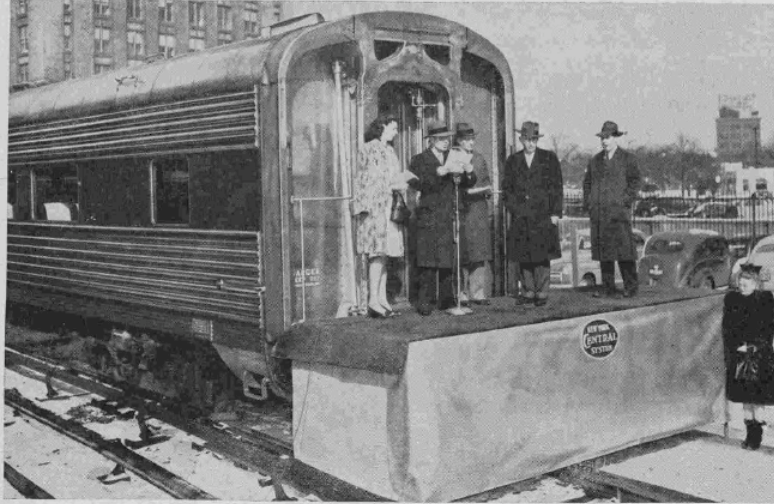
VULCAN IRON PRODUCTS
BLOOM STAYBOLT IRON
XX ENGINE BOLT IRON
IRON FORGING BLOOMS
BAR AND BAND IRON
PRODUCTS MANUFACTURED FROM GENUINE PUDDED PIG IRON
LOCKHART IRON & STEEL CO.
PITTSBURGH, PA.
VULCAN

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

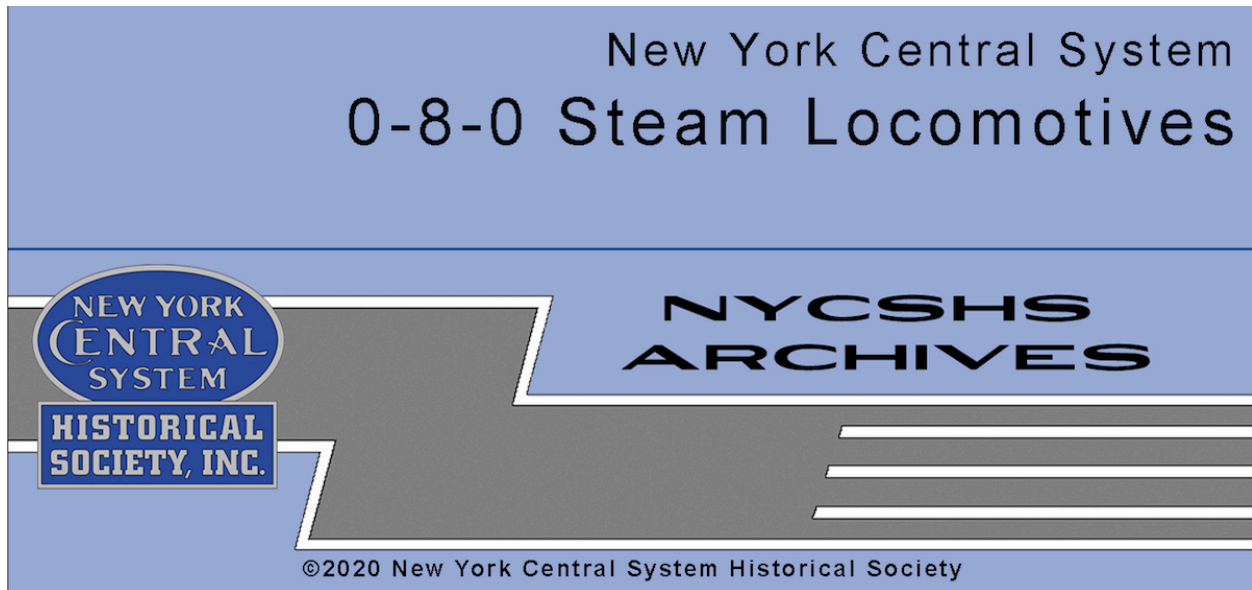


At two miles per hour, a new diesel-electric hump locomotive pushes a train of loaded freight cars over the hump of the eastbound Classification Yard at DeWitt, N.Y. Two switchers, separated by a trailer, are operated as a single unit by means of pneumatically connected controls. This

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

Rapido



NYC Budd RDC-1 Ph1 DC/DCC Ready

Built by the Budd Company of Philadelphia in their hundreds between the late 1940s and early 1960s, the single-car RDC (Rail Diesel Car) fleet was ubiquitous on passenger service throughout Canada and the US on any routes that could not justify loco-hauled operation. The 85ft long vehicles, which were powered by a pair of Detroit Diesel Series 110 engines, could be employed in single formation or coupled together with other examples - all controlled from the lead RDC cab.

In the United States, the Boston & Maine was the principle user of these single-car units, but they were also an important part of the rural lines and short-haul commuter passenger fleet of other railroad companies, including the Santa Fe, B&O, New Haven, NP, NYC, Reading, SP, and many others. Many later went on to Amtrak and various commuter agencies such as the Metro-North among others. RDCs can still be found in small numbers on scenic lines in both countries, as well as some rare regular services.

The Rapido N scale RDC is designed from the ground up based on the success of our HO scale version, as well as feedback from the N scale community on what they look for in a model. These units feature a hidden drive system and exceptional interior detailing, allowing for maximum performance and realism.

For the inaugural release, the all-coach RDC-1 will be available in both Phase 1 and Phase 2 body styles(as appropriate).

Features:

- Designed from original blueprints and field measurements
- Accurate Phase 1 and Phase 2 body details
- Both fabricated and cast trucks, as appropriate
- Single-motor, all-wheel drive for unparalleled reliability
- All-wheel electrical pickup
- Directional headlights and red marker lights
- Flicker-free interior lighting
- Tinted windows and fully detailed interiors
- DC/Silent (DCC Ready)
- Factory-installed couplers mounted at the correct height
- Operating Headlights

MSRP \$149.95.95 Delivery Expected TBD

No longer available in the Collinwood Shop

N-Scale Rolling Stock

Athearn



PS-2 2893 3-Bay Covered Hopper

Pullman-Standard dominated the covered hopper car market beginning in the 1950s, thanks to the design success of their PS-2 series of covered hoppers. Designed to carry bulk commodities, such as grain, cement and plastic pellets, these cars roamed the rails of North America for decades, attesting to their utilitarian functionality.

Features:

- Separately applied round roof hatches, brake wheel and walkway
- Separately applied outlets and detailed braces
- Body-mounted McHenry operating scale knuckle couplers



- Machined metal wheels with RP25 contours operate on all popular types of tracks
- Minimum radius 11"

MSRP \$32.99 Expected Delivery April 2025
[Not available in the Collinwood Shop](#)

Bachmann



NYCS 52'6" Drop-End Gondola

First appearing in the 1920s, the Drop-End Gondola allowed for increased loading flexibility. The ends of the car would fold inwards, allowing loads that were longer than the length of the car to be carried, such as pipes or rails.

Features:

- Fully assembled
- Featuring a highly detailed painted body
- Position-able drop-end gates for realistic operation
- Blackened machined metal wheels with RP25 contours
- Magnetically operated *E-Z Mate*® couplers
- Added weight for optimum tracking performance.

MSRP \$42.00 Expected Delivery Now
[Available in the Collinwood Shop](#)



NYCS Post 1944 Three Bay Hopper

New York Central post-1949 in 6 road numbers. We present these cars as they appeared after their postwar rebuilding program. Many remained in service well into the '60s.

Features:

- die-cast slope sheet-hopper bay-center sill assembly
- injection molded plastic sides, ends, and hopper doors
- fully molded brake tank, valve and air lines
- slope sheet braces
- separately molded vertical brake rod and lever assembly (a first on an N scale open hopper!)
- body mounted brake hose detail
- coal load
- body mounted magnetically operating couplers
- close coupling
- friction bearing or roller bearing trucks as appropriate

MSRP \$32.95 Expected Delivery Now
[Available in the Collinwood Shop](#)



NY & HRRR Old Time Gondola



LC & MS Old Time Gondola

The Gondola was an early development in freight railroading. In many ways, it was a natural evolution from the most primitive of horse-drawn carts. These were fairly basic cars, featuring open deck construction with wood planks mounted on an iron frame. Despite this simple appearance, however, they were one of the most versatile car types, capable of hauling just about anything. Examples of loads typically transported by early gondolas included ballast, soil, cut wood, military



supplies, construction equipment, and even produce - from bags of grain or flour to berries picked fresh from the field.

Features:

- Old-Time Gondola design
- Highly detailed painted bodies with precision graphics
- Blackened, machined-metal wheels with RP25 contours
- Magnetically operated *E-Z Mate*® Mark II couplers
- Non-magnetic, blackened-brass axles with needlepoint bearings
- Celcon® trucks
- Added weight for optimum tracking performance

MSRP \$32.00 Expected Delivery
[Now available in the Collinwood Shop](#)
RailSmith - Wheels Of Time



NYCS Heavyweight Baggage

These New York Central heavyweight baggage cars were part of Wolverine's consist and carried express packages & baggage. They were built by ACF in 20's as Lot 2136 and rebuilt at Beech Grove Shops in 1940. They measured 72'-10 3/4" over coupler faces.

Model Features:

Extra fine details, crisp paint & printing, sliding baggage doors {wood, multi-pane, modernized}, nicely weighted for the runner, adjustable draft gear, 6-wheel heavyweight drop-equalizer passenger truck (Type 2410), knuckle couplers, arched roof with utility vents or clerestory roof, different trim ends, brake wheel or lever.

MSRP \$49.00 Single, \$95.00 2 pack. Expected Delivery 2024
<https://www.wheelsotime.com/special-railsmith-models/>
[Not available in the Collinwood Shop](#)

N-Scale Structures
Yelton Models



Berea "BE" Tower

Berea "BE" Tower kit. This N-Scale kit is now offered in N-scale and includes all the walls roof floors basement outside stairs and the full interior for the operators control floor.

MSRP \$37.16 Expected Delivery Now
[Not available in the Collinwood Shop](#)

HO-Scale Rolling Stock
Athearn



PS-2 2893 3-Bay Covered Hopper

Pullman-Standard dominated the covered hopper car market beginning in the 1950s, thanks to the design success of their PS-2 series of covered hoppers. Designed to carry bulk commodities, such as grain, cement and plastic pellets, these cars roamed the rails of North America for decades, attesting to their utilitarian functionality.

Features:

- Separately applied round roof hatches, brake wheel and walkway
- Separately applied outlets and detailed braces
- Body-mounted McHenry operating scale knuckle couplers



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



- Machined metal wheels with RP25 contours operate on all popular types of tracks
- Minimum radius 11"

MSRP \$32.99 Expected Delivery April 2025
Not available in the Collinwood Shop

Rapido



NYC Lot 747-H Covered Hopper NYCSHS Exclusive

Enterprise covered hoppers NYCSHS exclusive road number Gothic lettering. Some changes have been updated from the original announcement late last year. Thanks to an anonymous donor for 1/2 the purchase price, a NYCSHS exclusive road number of the NYC specific hopper is possible. The NYCSHS exclusive number is available for preorder in the Collinwood Shop now.

MSRP \$54.95 Delivery Expected 4th Qtr. 2024.
Available in the Collinwood Shop

Rivarossi - Hornby Hobbies



This is the third run of these 50-foot boxcars. They come with a roof walkway and numbered 48089.

MSRP \$32.99 Expected Delivery Now
<https://www.hornbyhobbies.com/>
Not available in the Collinwood Shop

HO-Scale Vehicles

Rapido



New Look Bus (Deluxe) Greyhound Blue & Silver



New Look Bus (Deluxe) New York Bus Service Blue & Silver



New Look Bus (Deluxe) Semta



New Look Bus (Deluxe) Unlettered Suburban - White & Silver



New Look Bus (Deluxe) Public Service Coordinated Transit (New Jersey)

The New Look Bus was the face of North American public and regional transit in the latter half of the 20th century, with almost 45,000 buses built between 1959 and 1986. Everyone remembers the New Look, also known as the "Fishbowl" Bus.

This time with only front door and high-back seats, these vehicles could be found in express service, intercity service, and even charter operations both in big cities and small towns across the country. Before the big highway coaches of today, the GM New Look Suburban was the go-to for many agencies for these operations too.



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



This model represents the second through fourth generations of the New Look Bus, spanning from the mid-1960s right up until the 1980s, and comes with agency-specific details from advertising panels to roof hatches.

Features:

- Correct tubular profile traced from a 3D-scan of a real New Look Bus.
- Era-correct rear engine door available in early (2nd generation) or late (4th generation) styles.*
- Optional left-side emergency exit door, a trademark of the early production versions.*
- Full interior including separate high back seats and grooved flooring.
- Etched-metal interior stanchions, stamped-metal handrails and separate farebox and steering wheel parts installed.
- Steerable front wheels and REAL rubber tires.
- Three types of bumpers - steel, water and rubber.*
- A wide variety of optional detail parts included.*
- Separate advertisement frames included with each model.
- Preinstalled route destination signs for added realism.
- Working interior lights, headlights and tail lights.**
- Preinstalled route destination signs for added realism.

* Installed as appropriate

** A 9-12-volt DC power supply (not included) is required to power the lighting features

MSRP \$74.95 Expected Delivery TBD

[Available in the Collinwood Shop](#)

O-Scale Locomotives

Lionel Legacy (2024 Catalog Listings)



Once “big power” in the late 19th Century, Ten-wheelers became mainstays on commuter and branch lines where their mid-sized drivers worked well for rapid acceleration in freight and passenger duties. Based on NYC’s F-12 class locomotives.

Features:

- LCS Sensor Track IR Transmitter
- Flywheel motor
- Wireless Tether between loco & tender
- ElectroCouple on tender
- Directional lighting
- Bicolor classification lights
- Traction tires
- Illuminated cab
- Die-cast metal loco body, pilot & trucks
- Die-cast metal tender body & trucks.
- Separately applied builder’s plate
- Synchronized fan-drive smoke unit
- “Glass” windows
- Engineer & fireman figures

MSRP \$799.99 each Expected 2024

[Not available in the Collinwood Shop](#)

<https://catalogs.lionel.com/2024/BB/>



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



Lionel Traditional



NYCS Doodlebug

Dating back to the early 1900s, these gasoline engines were popular for light passenger and freight service until the middle 1900s.

Features:

- Operated by Bluetooth technology
- Railsounds equipped
- Fan driven smoke with on & off switch
- Diecast trucks & pilot
- Metal frame
- Cab illumination
- Minimum curve: O31

MSRP \$399.99 Expected Delivery 2024

Not available in the Collinwood Shop

Lionel Chief



NYCS 1939 2-4-2 – We won't even discuss this one. It is included for humor.(Not April Fools)

O-Scale Rolling Stock

Lionel (2024 Catalog Listings)



Hot Box!!! MDT (NYCS) Reefer

These “fun cars” operate with LEGA control and play through the scenario of an overheated journal. It starts with a whiff of smoke and crew dialog, then the journal erupts in flame, smoke and a loud screeching. After an emergence stop

you will hear the crew put out the flames and give an all clear.

Features:

- Flickering lights, smoke, screeching, and crew dialog
- New sound recordings
- Max/Min switch
- Volume pot
- Diecast trucks and couplers
- Opening roof hatches
- ElectroCoupler
- Min curve O31

MSRP \$299.99 Expected Delivery 2024

In the Lionel 2024 catalog there are several locos and cars issued in the past that are still available and they include a very few NYCS.

Atlas

1938 Two-Tone Gray Two Car Set includes RPO and sleeper.



1940 Two-Tone Gray Four Car Set includes two sleepers, diner, and observation.



Empire State Express (Stainless) Four Car Set includes two coaches, diner, and observation.



Empire State Express (Stainless) Two Car Set includes two coaches.



1940 Two-Tone Gray Two Car Set includes RPO and Sleeper



Streamlined Passenger Cars. Features include Intricately Detailed, Durable ABS Bodies, Stamped Metal Floors, Detailed Car Undercarriage, Metal Wheels and Axles, Die-Cast Trucks, Fast-Angle Wheel Sets, Operating Die-Cast Metal Couplers, O Scale Kadee-Compatible Coupler Mounting Pads,



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



Constant Voltage Overhead LED Interior Lighting, End-of-Car Diaphragms, Separate Metal Handrails, Detailed Car Interiors, Operates On O-42 Curves. Available in 3 NYC schemes in four and two car sets. MSRP four-car set \$479.80, and two-car set \$ 239.90. The cars are a generic representative of passenger cars, shorter than prototypes and **do not represent NYC prototypes.**

MSRP varies by sets. Expected Delivery 4th Qtr. 2024

No longer available in the Collinwood Shop

Announcements

Atlas Model Railroad Co.

Atlas Model Railroad Co Inc, Hillside, NJ announced today the acquisition of Custom Signals of Poughkeepsie, NY. Custom Signals specialized in O scale signal products and building signal systems for layouts.

The asset purchase agreement, finalized on Friday, December 15th, includes in part, the inventory, the Track/Signal Configuration Library, and all Custom Signals tools, comprising molds, dies, designs, plans, and diagrams for all current and proposed products.

Paul Graf, Atlas CEO said, "This purchase will allow the expansion of our signal line from a basic Automatic Block Signaling system (ABS) to a full Absolute Permissive Block Signaling system (APB). It will grow our N and HO signal products and offer all customers valuable assistance in building track layouts using the Atlas All Scales Signal System."

Atlas currently offers a line of products in the Atlas All Scales Signal System. The line was first introduced in the early 2000s while working with Terry Christopher from Custom Signals. It was revamped in 2019 with additional products for use in N, HO & O scales. With this purchase we now have a full line of products for use in N, HO and O scales.

These easy-to-install signals and signal system now make it possible to incorporate the reality of the prototype into your scale modeling experience.

To remain updated on all Atlas products and special announcements, sign up for the Atlas Insider Email at <https://shop.atlasrr.com>

Traxx Mainline Magazine and Games



MAINLINE is a semi-annual magazine offering a unique mixture of 18XX and other railroad-themed board gaming and historical information.

The Spring 2024 issue features the NYCS 20th Century Limited with much of the historical information provided by the NYCSHS.

This issue also features a selection of new and exciting 18XX "magazine games centered around the 20th Century limited and history of the NYCS.

Table of Contents

3 The 20 th Century Limited An overview of the famous train.	21 The NYC & The Erie Canal An Age of Steam map
5 1902: 20 th Century Limited An 18XX magazine game.	23 The Mercury Another NYC streamliner.
6 Why New York? Transportation in New York.	25 Setup Variants for 18 India Add some more variation to your games.
11 1824: New York State An 18XX magazine game.	30 Acknowledgements Thank you's from Traxx.
14 Introduction of the Streamlined 20 th Century Limited The world's most famous train.	



Watch for the release of the magazine coming out soon.

Bethlehem Car Works Acquired By White Rose Hobbies, LLC

White Rose Hobbies, LLC York, Pa has announced the acquisition of Bethlehem Car Works, Inc of Telford, Pa. Bethlehem Car Works produces craftsman kits specializing in HO Scale Pullman passenger cars as well as the Sparrows Point Division, and Kit Bits line of detail parts and accessories.

The asset purchase agreement includes the balance of the inventory, research materials, molds, digital property, design plans, and diagrams for all current and proposed products.

Ryan Thoman, White Rose Hobbies CEO, said "This purchase will allow us to enter into a different space of the hobby industry by offering our own product line. We are planning to add to the existing Bethlehem Car Works product line with new passenger and freight cars, new detail parts and accessories, as well as vehicles for the model railroading market using the latest in resin technologies for small batch production runs."

White Rose Hobbies currently operates a full line brick and mortar hobby shop selling model trains, remote control cars, plastic models, and modeling tools and supplies. The entire inventory is available to shop at www.whiterosehobbies.com

Heartland Hobby Announces



Heartland, our supplier of many of the models we sell in the Collinwood Shop has just announced they have started carrying Micro-Trains Line of railroad models.

They have sent an ad for three new Micro-Trains N-scale products. Watch for more of these excellent N- and Z-scale products appearing in the Collinwood Shop. In the past they have release several NYCS models.

American Model Builders



John Hitzeman, founder and owner, passed away unexpectedly about a year and a half ago. His estate has now gone through probate and the decision has been made by the family to close the business permanently. All production and sales will cease at the end of this month. There are no plans to sell the product line.

We have purchase all of the remaining NYCS kits from AMB and they are still available in the Collinwood Shop until they are all sold.



Victor Roseman 1948 - January 3, 2024

Victor Roseman of Brooklyn NY. He had been in a rehabilitation center most of 2023 as a result of a fire in his apartment in December 2022, and his passing was a result of complications from this fire.

Victor was best known as a skillful model railroader, and a historian, with many article and book credits in both areas. His articles appeared in model railway journals in the United States, France, Germany, Italy, and the United Kingdom.

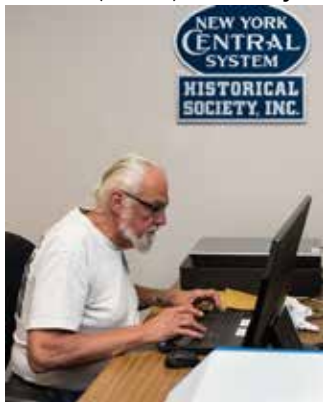


He authored historical references on the Railway Express Agency (REA) and on the Central Railroad of New Jersey (CNJ).

Although Victor did not have a model railroad of his own, he was well known for the dioramas he produced, with his exquisite photography both indoors and outdoors making them seem real. He has presented at various forums on photography and modeling subjects. His work on research and testing for numerous model railroad manufacturers was documented in the leading magazines.

Prior to retirement, Victor taught photography art and design at several New York City high schools and middle schools. He was educated in art and design at the Pratt Institute in Brooklyn NY and was a lifelong resident of Brooklyn.

David (Dave) Nethery



**NYCSHS
Longtime
Member
&
Archive
Volunteer**

**August
19, 1940 -
March 15,
2024**

David Wilson Nethery, a resident of Canton, Michigan, and formerly of Cleveland, Ohio, passed away on March 15, 2024, at the age of 83.

David was the beloved husband of Karin E. Nethery for 38 years. He was a loving and devoted father to David (Antoinette) Nethery, Brian (Christine) Nethery, and Scott (Regina) Nethery. Additionally, he embraced his role as stepfather to David (Molly) Armstrong and Bryan (Megan) Armstrong. David's love extended to his grandchildren, Collen, Mary-Kelsie, Tristan, Teagan, Andrew, Nathan, and

Brooks. David was a man of diverse talents and passions. He earned a master's degree from Case Western Reserve and excelled in his career as a Mechanical Engineer, notably contributing his expertise to Cleveland Twist Drill and Textron Corporation, where he served as a Project Manager for IT.

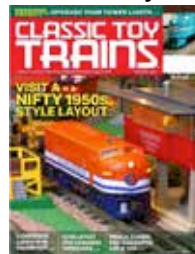
Throughout his life, David found joy in his various interests and hobbies. His deep fascination with trains led him to become actively involved in several railroad historical societies, where he shared his passion with fellow enthusiasts.

Dave will be greatly missed by all NYCSHS members who knew him and worked with him over the many years he supported the Society. Donations in his name can be made to the NYCSHS at:

<https://www.nycshs.net/contributions.html>

Magazines

Classic Toy Trains, Winter 2023



**"Modern Era Notes" by Bob Keller
"Shake up your operations", P.20**

Bob tells how he wanted to run some locomotives that he hadn't run in some time. So he made up trains that weren't prototypical and ran them for pleasure of seeing them run. One of these was his NYC streamlined locos and included a photo of his Williams E7s.

"Sharp O Gauge Layout", pp 28 - 33. by Steve Metken.

The article shows off Steve's O-gauge layout and includes a photo of his Lionel #2344 NYC F3A.



“ Add Some Flair to Your)-Gauge Roster” by Ben Laremount, p. 58

Ben was looking for some colorful locomotives to add to his layout in the Lionel Vol. 1 2023 catalog.

He found what he was looking for when ordered two NYC E8s. He provides some details about the locos and includes a great pot of his two “Century Green” NYC E8s.

Classic Trains, Winter 2023



“Head End, Boston & Albany’s J2 Hudsons”, p. 12, by Kevin P. Keefe

Kevin includes a neat phot of the B&A’s 4-6-4 with the Advanced Kickerbocker and provides a short history of this unique to B&A locomotive.

Model Railroad News, January 2024



“Bowser Announces HO Execute Line Alco RS-3s”, p 21

Product announcement of the RS-3s that were carried in the Collinwood Shop, but the pre-order deadline has passed.

“Exquisite Discoveries Offers Its FotoHut with Figures Kit in HO-scale”, p 66

Perhaps many of you know about this company that offers 3D printed N- & HO-scale

railroad related products. I was impressed. Take a look.

https://www.etsy.com/search?q=exquisite%20discoveries&ref=auto-1&as_prefix=exquisite%20disco

“Bowser Announces HO Executive Line Baldwins”, p. 33

Announcement of the Bowser Baldwins that include the NYC V0-660.

“Enterprise Covered Hopper by Rapido”, p. 34

Announcement of the Enterprise class 747H that were offered in the Collinwood Shop. These include the NYCSHS exclusive hopper that is still available for order in the Shop.

“Rivarossi’s Versatile Boxcar”, pp. 66 – 69

Product review of these 50-foot boxcars offered by Rivarossi. These include a NYCS Green with Cigar Band logo. These are not available in the Collinwood Shop.

Model Railroad News, March 2024



“Budd RDC-1 in Two Production Phases Announced for N-Scale by Rapido Trains”, pp. 12 -13 by MRN staff

Product announcement of the RDCs that includes 11 railroads. Some excellent photos of the model and the actual Budd Rail Diesel Cars. **Indianapolis Power & Light Hoppers in N-scale from N-Scale Enthusiast p 29**

NSE offers these Atlas hoppers with the Reddy Kilowatt character include in the banner on the side of the hopper. Include here because of our upcoming NYCSHS 2024 convention in Indianapolis, April 25- 28.



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



“Dreyfuss Hudson in O from MTH Trains”, p. 34

These releases from MTH include the Hudsons with Scullin and Boxpo drivers and two others that include a “Pacemaker Scheme” Train World exclusive. Red & Silver streamlined Hudson if you can believe that.

“More PS-2893s Coming in HO & N”, page 62
Athearn offers these in both scales, and they include NYC versions.

“Pressure Advantage ACF Flexi-Flo Hopper from Rapido Trains”, pp. 70 - 71

This article is a product review of the N-scale set of covered hoppers being offered by Rapido. Nice photos of three of the NYC versions of the car and a brief review of the model.

“Railroad Timetable No. 3”, p. 93

Short listing of the NYCSHS 2024 Convention and Train Show.

Model Railroader, February 2024



“Tips For Building A Road Bridge”, pp 46 - 50, by Victor Hand, NYCSHS member.

In this article Victor provides some background on the 670-foot bridge that spans 26 tracks on his HO-scale layout of the NYCS in the Hudson River Valley.

He goes on to tell how he built the model of the bridge using compact version of this road bridge on his layout. The article includes many photos of the actual bridge and construction details of the model.

“Model Railroader Hall of Fame Nominees”, pp. 59 - 60, by Cody Grivno

The article explains that for the 90th anniversary of the magazine a list of nominees will be provided, and the issue provides a way for readers to nominate their person to be included. The two provision that the person has made significant contributions to model railroading and that they be no longer living. The first three nominees are named with a short explanation of their contributions to the hobby.

Model Railroader, March 2024



“News & Reviews”, “Broadway Limited HO-Scale EMD GP35”, p. 12, by Cody Givno

Cody does a short review of the history of the GP-35 and provides details of the model.

Railfan & Railroad, January 2024



“Preservation Railnews”, “NYC Electrics One Step Closer to Danbury”, p. 35

A photo of the NYC S-1 on long flatbed truck and a short article on the status of the continuing movement of this historical locomotive.

“New York Central Heritage Debut”, p. 20

A photo of the Metro-North P32DC-AM #211 deputing on the Hudson Line Train 728 on November 14 on the former NYCS four-track main.

“Parting Shot”, p. 82, by Will Gill

Wonderful night shot of the NYCS observation lounge *Hickory Creek* bringing up the markers

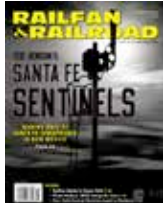


WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



on Amtrak #244 near Bear Mountain Bridge at Manitou, NY.

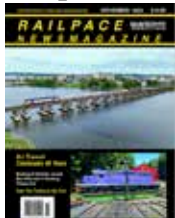
Railfan & Railroad, March 2024



“From New York to Hollywood To Danbury, Central Electrics Land in Danbury”, pp. 68 - 71, by Otto M. Vondrak

Otto gives a good of the history of the two electric locomotives and tells about the plans and then the actual move of them after years of neglect.

Railpace Newsmagazine, November 2023



“NJ Transit Celebrates 40th Anniversary, pp. 24 -27, by Carl Perelman

A photo of the NYC *Hickory Creek* with red carpet rolled out on track 17 of the Hoboken Terminal.

“Cape Cod Railfan Day”, p 37, by Michael O’Connor

Photo of several cabooses including on Bay Window NYCS on that looks an awful like Joe Burgess’s one.

“Back Cover”

Photo of Finger Lakes Railway’s Midcoast Railservice Midcoast train RB-2 with NYCS like lightning stripe markings and NYC like oval on the front.

Railpace Magazine, December 2023



“Night Shoot at the Sterling Museum”, pp. 28-29, by Adam Kuczynski

The author provides a short article on the photography session of the restoration efforts at the Sterling Museum in Sterling, NY.

The article features several photos of the restored NYC caboose 19216 located at the museum. It also provides info on the restored tower also located at Sterling Lehigh Valley railroad Auburn branch and the NYCS Hojack division.

“Landslide Closes Metro-North Hudson Line”, p. 46

Photo coverage and brief description on the closure of the former NYCS four-track line at Scarborough.

Railpace Magazine, January 2024



“Empire State Limited”, pp. 43 - 46, by Stephen M. Koenig

First run of NYC 211 on MTA, Metro North with three photos of the new logoed locomotive.

“Saved From Extinction”, p. 46, by NYCSHS former director Nick Ariemma.

Short description of the latest status of the move of NYCS locomotive S-1 #100. The photo is of the loco being moved by two cranes on Beacon Island in Glenmont, NY.



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



Railroad Model Craftsman, January 2024



“Rapido ALCo RS-11s”, p. 13

A short description of the loco that includes the NYCS offering.

“Test Track - Product Reviews - Rapido N-Scale ACF PD3500 Flexi-Flo Covered Hopper”, pp. 30 - 31 by Harry K. Wong

Harry provides a good history of this AC&F covered hopper and details of the model.

Railroad Model Craftsman, March 2024



“Safety Valve”, “Third Rail” p.5, by NYCSHS member, Victor Hand

Victor comments on the article, “Dummy Third Rail for Modern Transit” in the February 2024 edition explaining his interest in third rail operations on his NYCS layout.

“Scratchbuilding Palmer Union Station”, pp. 52-59, by NYCSHS member, Doug Nelson

In the article Doug describes how he scratchbuilt the station and includes some very nice photos of the real station, drawings, and the model as he built it.

“Editor’s Notebook”, p. 91

“Victor S. Roseman (1948 -2024)”

The article is a bio of Victor and has more detail than our brief tribute.

The Train Collectors Quarterly, January 2024



“Uncatalogued Lionel Work Train”, pp.6 -7, by Jim Flynn

There is a photo of a NYC caboose 2682 that is part of this work train.

“Pat two: A Cracker Jack Garlick Set”, pp 8 - 14. By Jim Burke

This is an excellent article this historic set that includes a loco replica based upon the famous NYC 999 that headed the Empire State Express setting the land speed record of 112.3 mph.

Trains, February 2024



“News Photos”, p.14

Yet another photo of Metro-North’s third heritage wrapped P32AC-DM No. 211 NYCS.

“Lake Shore Limited: A Survivor”, pp. 42 - 49, by Bob Johnson

Bob provides a good history of the NYCS train from May 30, 1897, to the current version of the Amtrak named train. Photos include the J1C Hudson and the NYCS E-7 led train in March 1955. The article goes on to describe the Amtrak Version in the present day.

“New York Central Electric Locomotives on the Move”, p. 82, by David Picket

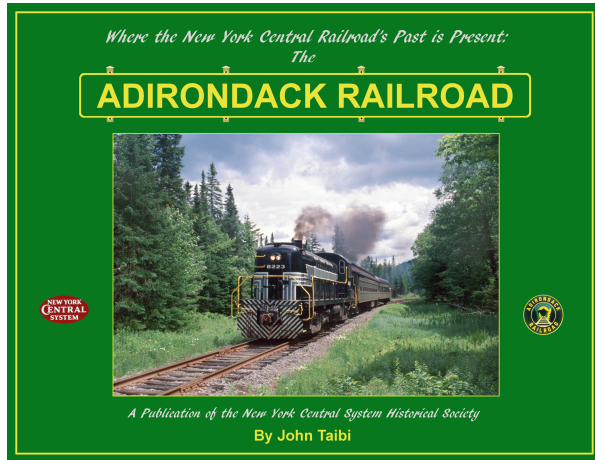
This article provides a little more detail about the continuing project to move the two locomotives by the Danbury Museum.



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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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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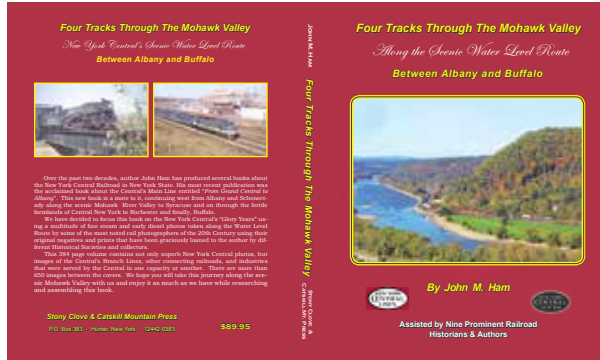


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By John Ham

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

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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.

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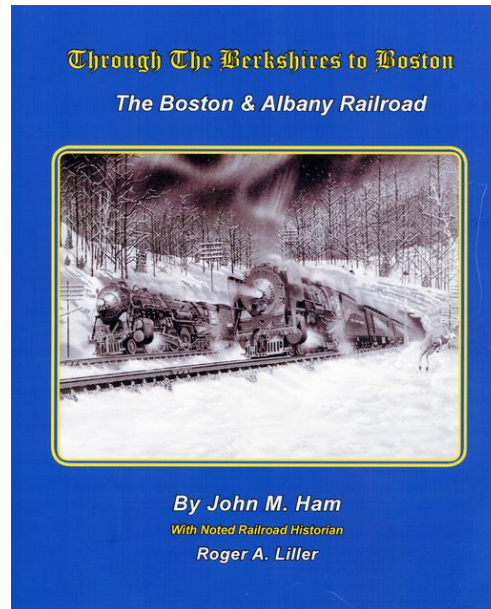
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Through The Berkshires to Boston

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.

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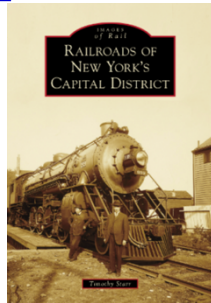
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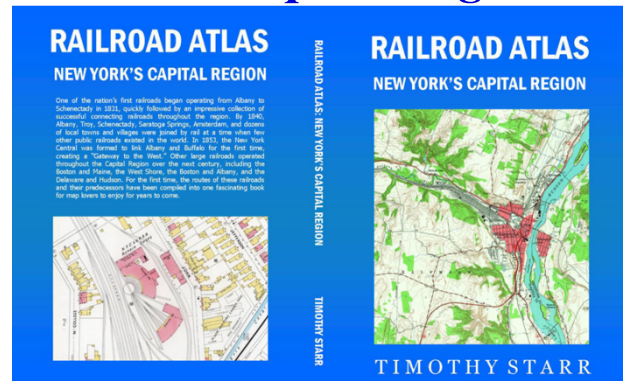
The Troy area is covered with a look at Troy's Union Station and coverage of the railroad traffic through the heart of the city.

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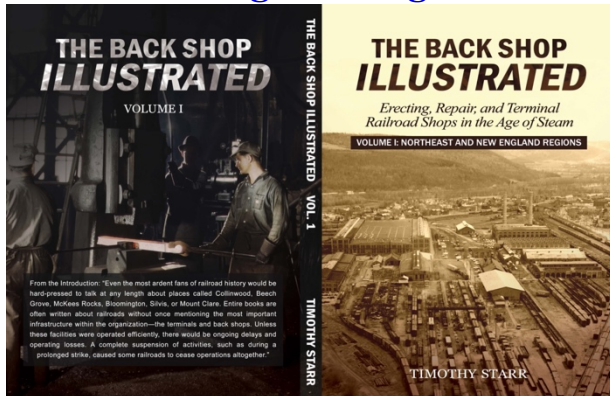
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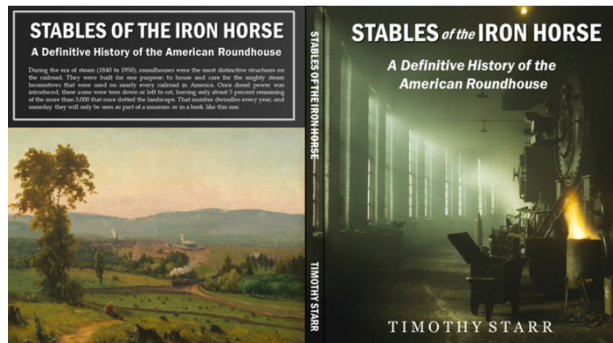
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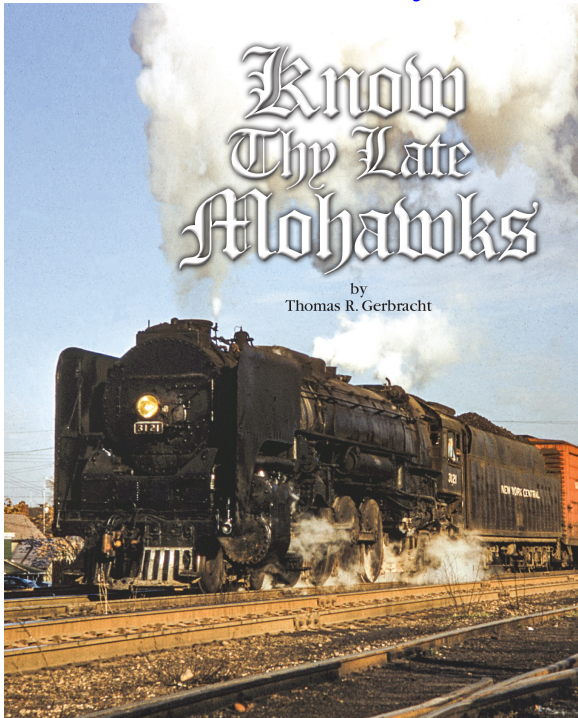
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NYCSHS Announces Another New Exciting Book

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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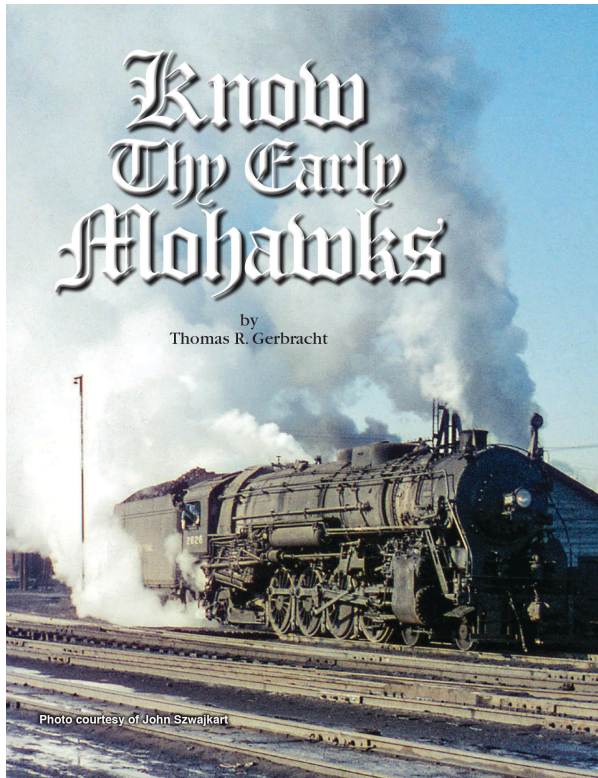
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NYCSHS Announces a New Exciting Book

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- Written by Tom Gerbracht, NYCSHS director and former president
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- Limited publication run
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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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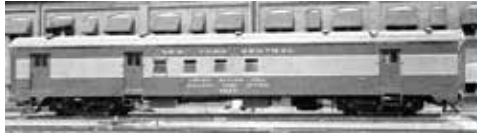
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NYCSHS RPO

LETTERS & EMAILS



Dear Noel,

After the First Quarter, 2024 Edition of the NYCentral Modeler came out, I realized that in my story, "Where Did the Last Fan Go?" I failed to answer that question!

My well-used 1973 edition of the Second Diesel Spotter's Guide answers the question on page 345. Like ordering coffee in different sizes at a restaurant or convenience store, FM diesel purchasers could choose among three different horsepower levels on the 5-axle CPA and CPB: 1600 on the 12 Canadian units (6 A-units, 6 B units) ; 2000 or 2400 ordered on the 30 U.S. units. The diesel engines had, respectively, 8, 10 or 12 cylinders.

Offering a hefty 2400 horsepower in one diesel locomotive was state-of-the-art engineering in 1950, putting Fairbanks-Morse up in the lead of locomotive manufacturers. There are some opinions that these impressive locomotives arrived on the market a little too late. Other manufacturers had begun to dominate with units that were already performing well, and that may account for their low sales numbers.

Apparently, the smaller 1600 horsepower units required less ventilation for cooling. This might explain why the Canadian units had only three fans, while other units had four. Somehow the very fine NYC painting and lettering showed up on some Canadian-style passenger shells while the Tru-Line models were in production. I just happened to find one of these stray shells for sale online.

Keep up the good work! I REALLY enjoy every issue of the "Modeler"!

Bob von Behr

Bob,

Thanks for telling the additional information. Looking forward to your next article. Noel

Noel,

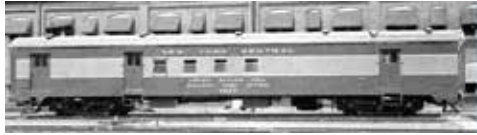
My Big Four caboose kit arrived in yesterday's mail, and I am looking forward to building the kit, though that likely won't happen until after Christmas. Since I model the T&OC, I want to build my caboose with side doors, like the one used on the St. Marys' branch in Ohio. Attached are two photos of the side door taken from the *Central Headlight*, one from 1st Quarter 1975, the other from 3rd Quarter 1977.

I am writing you on two accounts. First, I know you follow the Big Four so I'm asking if you have any information about when the side doors were added to this caboose? Do you have any drawings of this side door? I have the caboose drawings from the NYCSHS and there is nothing in the collection about this modification. Finally, do you know how many cabooses received this modification and what numbers were assigned to those cabooses?

Secondly, if I can secure the information, I need to add the side doors to this kit, would you be interested in an article about this for the *NYC Modeler*? I'd be happy to document my steps in building the kit and adding the side doors. I can take plenty of photos, as well. Let me know what you think.



**Blessings, Doug Chapman, NYCSHS
Archives Editor, NYCSHS Modelers
Committee**



NYCSHS RPO

LETTERS & EMAILS



Doug,

First, I am forwarding you email to Seth Lakin who is the expert on all things "NYC caboose". If anyone has the info you seek, it will be Seth.

Secondly, I am always looking for articles and this one would be very interesting to me and to our readers. Of course, I want an article by you on it.

Thanks, Noel

Hi Doug,

Based on photos there were at least three Big Four cabooses with side doors. 17351 built at Beech Grove in 1913, 17359 built as CC&I 19 in 1896 renumbered in Nov 1953 to X27066, 17652 built at Beech Grove in 1925. Without going back to the photos, they were taken in Bellefontaine or St. Mary's, either side of the St. Mary's Branch. That is all the information I've found regarding these unique cabooses.

Seth Lakin, NYCSHS Director

Noel & Seth,

Thanks for the data on the Big Four side door cabooses and a willingness to publish an article about these unique cars. I'll do my best to get something written by the end of January.

Blessings, Doug

Hello,

I model N-scale trains and am having great difficulty sourcing NYC & Hudson River Railroad decals for a steam loco and boxcar. (1880s-1900 period.) Do you have them or know if anyone makes them?

Thanks, Mark Litalien

Marc,

There are not a lot of NYC&HR decals available, and even less N scale. However, some can be pieced together from various sets. A good source of NYC "Lines" era decals is K4 Supply. Their decals are available in multiple scales. A link to their NYC decals follows.

<https://k4decals.com/search?q=new+york+central>

Seth Lakin

Hi Marc,

We don't have any NYC&HRR decals.

www.tichytraingroup.com carries the following:



Thanks, Mike Veselus

NYCSHS Collinwood Shop Manager

Hello Noel,

Hope you had a wonderful holiday season. Could you please forward this email to the appropriate person to answer my questions - thanks.

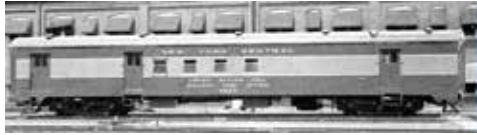
1) Awhile back I ordered and received paints from The Collinwood Shop for NYC Wood Structures. I looked again to order these paints and they are not listed as existing Collinwood Shop items. Are these backordered or will they just no longer be available ?

2) What is the appropriate paint (color and manufacturer) to purchase for painting my NYC Caboose Models ? Where do I find the paint ?

Your assistance is most appreciated.

Regards, Dr. P. Thomas Hiser

NYCSHS Member



Tom,

We no longer have the wood structures paints for sale as they became hard to stock as they dried out. TruColor has them for sale in their store. <https://trucolorpaint.com/>

Thanks, Noel

Tom,

Yes, they do. Below is from the Walthers site. (709-882 NYC MOW Structures Light Green & 709-883 NYC MOW Structures Dark Green). <https://trucolorpaint.com/products/#1598053515495-d4b412ba-a86e>

It's in a drop-down menu. Old bottles did tend to dry out on the shelf. New bottles as I have not seen dry out if they were unopened. Leaving a loose cap, they will dry out over time. I have several colors that are going on 5 years that I used once and still good today.

Thanks, Mike Vescelus, Seth Lakin

Hi Noel,

It's been a while since we last communicated. A fellow HO modeler and friend of mine received a Rapido NYC cigar band E unit for Christmas and is quite excited to pair it up with prototypically appropriate passenger cars. He's a long time and advanced UP modeler, but this is his first foray into NYC. I would appreciate your help with what passenger cars he should pursue to run with this engine.

Thank you. Any photos of or links to 1:1 scale cars and tips on which HO models to look for would be greatly appreciated.



Best regards, Dave Horn

Dave,

1. Headend from just about any western railroad, plus NYC
2. He can run the Walthers Proto passenger cars that were released many years ago, but still appear on eBay and auctions.
 - a. 64 seat coach would be first priority
 - b. Grill diner
 - c. Slumbercoach
3. He can run cars from the Walthers Mainline release, which was more recent, but still a few years back.
 - a. Large window coach
 - b. Dining car
 - c. 10-6 sleeper
 - d. Baggage-RPO
 - e. The observation, though and NYC prototype, was gone by the cigar band era.
4. Walthers 20th Century cars - any of them except twin unit diner. The kitchen dorms were retired by the cigar band era. The club lounges were also sold by the cigar band era.

One issue, which would be noticeable for picky folks is that almost all the above cars were issued in the original 1948 paint scheme. By 1958-59 which is when I think the cigar band appeared, the lettering scheme had changed and many of the stainless cars had black roof cement applied. Walthers released some of the original Prototype cars with these modifications, but not the rest.

If he can afford brass, Shoreham did all of the NYC 1948 Budd cars in brass.

If he has just the one unit, and does not want to invest in a second, then the 1967-68 Empire Service trains would be a good fit. He just needs two or three of the 64 seat coaches listed above.

Dave Staplin
NYCSHS Passenger Car Resource



Thanks Noel,

That's terrific. Please thank Dave Staplin for me as well. Thank you.

Happy New Year, Dave Horn

Noel and Dave,

Thank you very much for the extensive research on the "Cigar Band" passenger trains.

I have been a closet NYC fan since receiving an American Flyer Hudson for Christmas in the mid 50s. It is a long story about how I ended up going all in with the Union Pacific. An NYC Pullman would frequently run in one of my City trains consists and made quite a contrast to the otherwise yellow train. The Pennsy had Pullmans painted yellow for the City trains but, interestingly, NYC kept its own paint scheme.

The NYC Historical Society is to be congratulated for its excellent prototype and modeling information on its website. The UPHS needs to do the same.

**All the best in the New Year. Mike
Michael T. Fleming, MD**

Noel,

This looks like an express boxcar with a door in the end. I assume the door was for access from other cars in the express train, but why?

Ft. Wayne, Indiana, Wabash westbound at Hugo tower.



Craig Berndt NYCSHS Member

Craig,

This is a former troop sleeper that was converted to an express boxcar. The door was for moving from car to car in troop train service. When converted to an express car, it was welded shut and diaphragms removed.

Seth Lakin

Adding Simplified CTC

Russ Weis, Division 8, Mid Central Region, National Model Railroad Association created this presentation to tell us all about how he's



installing CTC on his HO-scale New York Central layout.

Looks like Russ is really into signals. This is his presentation on YouTube:

<https://www.youtube.com/watch?v=OuM9kPH9GeI>

Be sure to read his article on NYCS signals in this issue.

Noel

Noel,

Two things regarding the latest NYCentral Modeler:

1 - NYCentral Modeler is an excellent publication, not just for NYC folk, but for modelers in general. I certainly hope it can be kept up in its present fine form. I will try to provide a few photos of some of my HO modelling scenes that you might consider including in a future edition to help with the cause. I look forward to each issue, so I sure want to see this publication continue. Your work on all this is VERY much appreciated.

2 - Regarding the article on the missing fan on the Lifelike C-liners.....



First note, when Life-Like was acquired by Walthers, Life-Like Canada was spun off and

renamed True Line Trains (True Line was subsequently acquired by Atlas). Apparently, the Life-Like C-Liner 5-axle molds followed the spin-off to Canada and were used to produce the Canadian version of the C-liner, I believe correct to CNR and CPR detail with 3 fans. True Line also used the molds to make the NYC scheme locos, not realizing the difference in that road's fan details compared to the Canadian version.

After producing and selling the NYC versions with the 3-fans, purchasers were notified about the 3-fan vs. 4-fan situation, and newly retooled 4-fan shells arrived free in the mail. I have attached a photo of the new shell and the incorrect version shell still mounted on the frame.

Note that only the revised shells were sent to us. My understanding is that True Line then re-marketed the NYC C-Line 'now with correct paint (??), grills, vents, and US truck side-frames', as opposed to the Canadian version with 3 fans and different truck side-frames.

Not sure if any of the above on the C-liners is worth printing, but it is an adjunct to the article you published. Feel free to pass this email along to the author.

Please keep in mind that this is how I concluded how the reasoning behind the 3 vs. 4-fan story played out. Perhaps there is someone within our readership that can verify my thoughts or add some further info.

**Andy Panko, Niagara-on-the-Lake, ON
NYCSHS Member**

Hello,

Do you have any publication that illustrates (drawing preferred, but photo is OK) of a BIG FOUR (C. C. C. & St. L.) gondola?

Thanks for your reply. Regards, Andy Romer



NYCSHS RPO

LETTERS & EMAILS



Andy,

You can search for photos at <https://nycshs.org/nycshs-digital-archive/>

The site contains all of our photos, and you can purchase them directly there.

Thanks, Noel

Andy,

Try this link to see if this is what you want: <https://www.canadasouthern.com/caso/NY-C-MODELS-FREIGHT2.htm> and scroll down to the 311-G cars, which are 11 panel CCC&StL gondolas. Looks close to what you want, there is a drawing of the car when you click on the lot number.

Best regards, Dave Mackay
NYCSHS President

Hi Andrew,

I was forwarded your email. Looking at the Big Four gondola in the photo, it's a pre-1900ish design. The majority of the freight car photos in the NYCSHS photo archives are post 1915. I did not see Big Four billboard gondola in the 1200 photos that returned in search "gondola".

I can't read the number of the gondola, but in 1899 Official Railway Equipment Register there are many "coal" cars listed in many series. The coal car of today, a slant side hopper hadn't evolved yet. Coal cars then were gondolas with floor doors. All of the cars listed are 28-36 feet in length capable of holding 15-30 tons.

There are a couple resource leads I need to run down in the next couple of days, but I'm confident that we have something to help you build a Big Four gondola. It might not be the same design as the photo, as it's unidentifiable, but I would be era appropriate as the photo.

Seth Lakin

We also sent Andrew the following article on Big Four gondolas.



Photo 1. Big Four Gondola (ACT Industries)
In this column we will explore early cars of the New York Central Railroad and its subsidiaries from the late nineteenth century to the early twentieth century. This was a fascinating time in railroading when wood cars were the most common and steel cars were just starting to make their mark. It is also the time when air brakes were being employed on freight cars and the automatic coupler began to replace the old link and pin coupler.

Large amount of cars in the 1890s and early 1900s were thirty-six feet in length with a capacity of 60,000 lbs. on arch bar trucks, but there was no such thing as a standard car. There were hundreds of different railroads at this time and each with its own master car builder and their own designs. It is this time of changing technology, a wide variety of car designs, size of equipment, and the potpourri of railroads that attracts many people to model this time period; however the variety and lack of a standard car is also what prevents many model manufacturers from producing cars from this era.

Each of these columns will have pictures, prototype information, and drawings to help modelers in their efforts to build accurate cars. For those of you who don't model the 1890-1910 time period, keep in mind that some of these cars lasted into the thirties, and that even though you may not model the specific railroad or region of the car in this particular article, cars were not bound by their home railroad or region. Contrary to popular belief "eastern cars" made their way out west and "western cars" made their way out east.

In this edition, we will look at the thirty-six foot 50,000 capacity wood gondola of the Cleveland Cincinnati Chicago & St. Louis Railroad nicknamed the "Big Four". Gondolas were mainly used to haul coal and stone, but railroads would use them to haul anything that could fit in them. There were drop bottom and hopper bottom gondola varieties as well, but many of them were plain flat bottom gondolas like the one described here. In modern railroading, coal is hauled in

Noel

Gentlemen,

Thank you for your kind assistance. I have (I think) thoroughly searched your references and have been unable to find the gondola.

Perhaps it is there, and it is staring me in the face.

The attached scan from page 270 of David Myrick's RAILROADS OF NEVADA AND EASTERN CALIFORNIA, VOL. 1 shows the gondola in question.

It is shown on in the upper right corner photo, at a distance, so no number or other discernable information is available.



The reason for my interest is that I own a 7.5-inch gauge live steam locomotive, which is lettered for the TONOPAH AND GOLDFIELD, the railroad that served the MOHAWK mine pictured.



I'd like to build a BIG FOUR gondola to accompany the locomotive. I can surmise that the car was used to deliver some mining equipment from an Ohio manufacturer.

Sorry about the long-winded explanation. If there are any other places for me to look, please advise?

Thank you, Andrew

Hi Noel,

I just wanted to let you know that I enjoy reading each new edition of the NYCentral Modeler.

I am still building my HO layout. The below picture of the station platform is the only thing I have done so far that may be presentable in the future.



Robert Watso NYCSHS Member

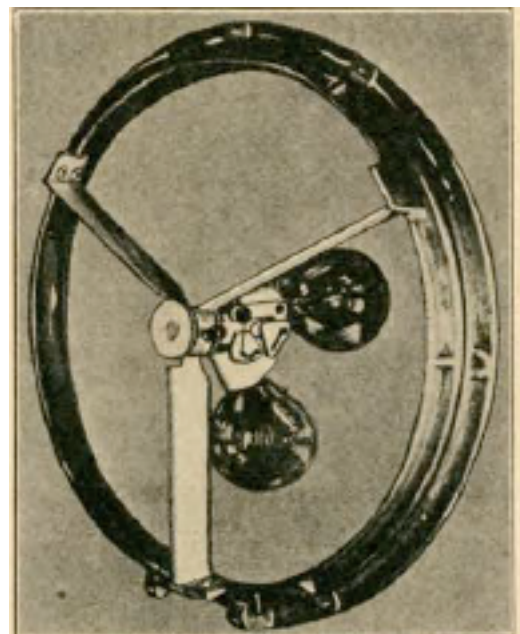
Bob,

Looks very nice. Looking forward to hearing from you when you have a little more done. We would be interested in an article about your planning and what you have done so far.

Let me know if you would be interested in doing one on that.

Thanks, Noel

NYCentral Modeler 1st Qtr. 2024 – “Mystery Photo



Alex Weir's safety headlight device, which drops a second lamp into place automatically if the lamp in use burns out.

Noel,

I'm guessing the mystery photo is a mechanism for a signal, and there are two different colored light bulbs that pivot into position as required.

Regards, Ed Enyedy, NYCSHS Member

Ed made the only guess, but it was a safety headlight device as explained in the image above.

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/>



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



The New Commodore Tender

Article by Steve Bratina

Photos by Steven except as noted

Now that the engine is pretty much complete, I now moved on to the tender. As mentioned, the dimensions were off which made the tender look like a loaf of bread. Finding the side elevation drawing in the old Model Craftsman Magazine was a huge help.

Time to work on this tender seemed to be limited this year. With running on my backyard track, several projects around the house and travelling with my wife Carol, the time just didn't seem to be there. I knew that if this tender was to sit unfinished over the winter, it would need to be at least primed to prevent rusting of the sheet metal work that was finished.

Work on the trucks progressed smoothly and I was able to rebuild them and get them painted in quick order.



The trucks are from the old Carl Hoffman Hudson casting kit which is long out of production.

To allow the truck to track better, the center spring is lighter than the two outside ones. In effect, most of the load is carried by the outside axles and the center one just floats along. This way, it can't teeter and lift the leading axle.

The frame was good but was also repainted. A new sheet metal floor was fabricated with ears to attach the tender

body. With this completed and primed, it was time to move on to the tender body sheet metal work.



Here is a shot of the metal cut for the floor (top) and the formed metal floor (bottom) with the fabricated ears.

The bottom rivet edge of the sides has some of the rivets drilled out to allow an 0-90 screw to pass through. The ear is drilled and threaded for the 0-90 screw which had an almost similar size head as the punched rivet and is not too noticeable. You can probably pick out the screw heads running along the bottom rivet line. As mentioned, an inner water box will be used so sealing up the tender seams is not required. The metal floor is attached directly to the cast bronze frame that was also part of the Hoffman casting kit.

With the two 26-gauge sides cut, I started marking the rivet lines. My rivet punch was set up in the drill press and with a picture of the tender at hand, I started embossing the rivets. All went along smoothly and there seemed to be no issues until I realized

The New Commodore Tender

that a line that I was following was not supposed to be there. With the rivets punched in, there is no way to press them back out, so I now had a scrap piece of fairly expensive sheet metal. Time to regroup and think this through.

A few days later, while reading a very old issue of *Model Railroad Craftsman*, I came across an article about building a tender in HO using card stock for the sides. The builder first printed a scale diagram of the tender on the card stock and used this to guide him in punching the rivets onto this piece. When finished, the other side had beautifully straight and accurate rivet detail for this project. This gave me an idea. Find a detail drawing of a NYC tender, have it blown up to size, have one of the copies printed in reverse and use this as a guide to punch in my rivets.

At the print shop, the owner suggested that I make it into a decal. That way there is no chance of the print moving on the sheet metal. Using a drawing from a *Locofire* issue on the NYC Hudson, I had the decals made up.



The drawing used for the decals Steve applied to the metal tender sides he had fabricated and then drilled and tapped the rivets in place.

With the metal cleaned, I applied the decals as instructed and now had a beautiful guide for riveting. Since the drawing was

for a J3 tender, some of the rivet lines were omitted to suit the J1 configuration.

Things now went along very smoothly as all I needed to do was follow the rivets on the decal.



The rivets have all been applied and look very authentic in this first side completed.

I have a C&NW tender to build next so I will definitely do the same procedure using a drawing from an old *Model Railroader* magazine.

Assembly was again done by drilling and tapping for 0-90 screws. The heads were fairly close to size of the embossed rivets and made for a good joint. For extra strength in some areas, nuts were applied.



The New Commodore Tender



The usual fabrication of the flanged sections was done using formers and a ball peen hammer.

With the weather starting to change, I decided to prime what parts I had done so far.



One tender side primed while the weather was good.

I would say that about 75% of the tender shell is done. The main thing is that what is done is primed and will not rust over the winter. (I will continue to make parts and pieces and plan to have the tender fully finished and all parts primed and ready to paint by late spring. Then the final coats of Gunmetal Grey will be applied before the humidity outside gets too high.



Steve has the tender assembled and primed. It looks pretty authentic but still needs the final coat of paint.

For lettering, I ordered silver letters of correct size from K4 decals. If all goes to plan, the final rebuilt version of my Commodore Vanderbilt should be ready for the track by late summer. The final instalment will be pictures of the finished engine. I am really looking forward to that moment. – Stay safe.



Tender for the streamlined Commodore Vanderbilt. (Photo NYCSHS collection from WRHS)

Quest For Fire – Research Approach to Modeling

Article by Tom McHugh

This is the first in what I hope to be a series of articles. The next will document the actual construction of the model. I spent 20 years in volunteer fire service and 38 years as a Certified Registered Nurse Anesthetist and have authored several peer reviewed articles and presented to multiple professional meetings. Unfortunately, in the beginning I did not adhere to my professional method of keeping research citations, often scribbling on a piece of paper. Lesson learned, research is research, keep it organized, it saves time later. My interest in firefighting ranks closely to my interest in trains; thus, the story begins.

“Remembering the West Albany Shops” by Nick Ariemma, based on the recollections of Richard Barrett, in the *Central Headlight* 1st Qtr. 2022, the description and photo of the West Albany fire train piqued my interest and started me on a quest to research and build a model. The article described a three-car train, a pump car, a water tank car (X-2002,) and a wood baggage car.

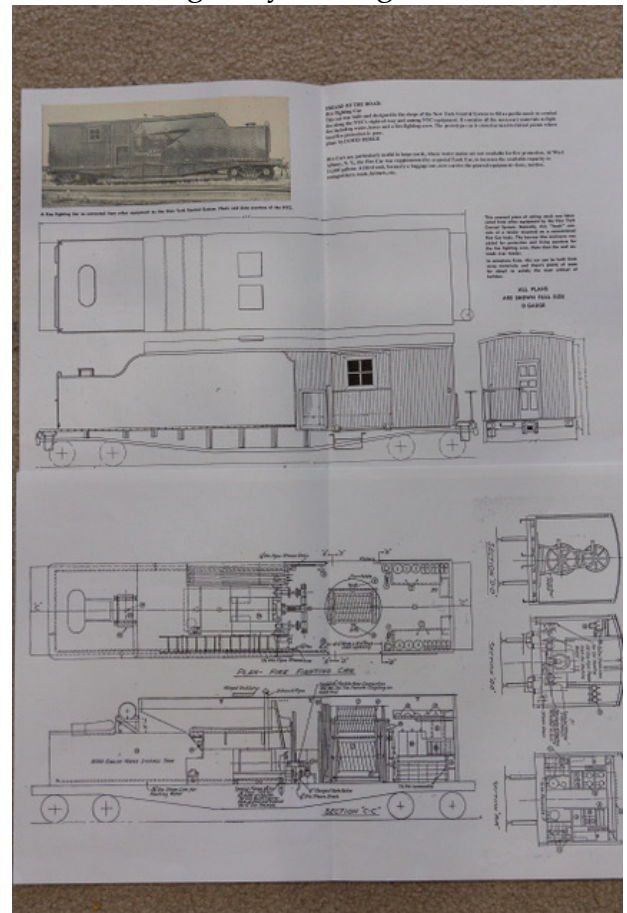


The 26-man fire crew poses proudly with their train. Each member was a volunteer who held down a full-time job in the shops and who responded to emergencies as necessary. They continued to earn their regular salary when on fire duty. Chief Keegan, at far left, and Assistant Chief Nipper wear white helmets in this group photo. (NYCSHS Collection)

Photos by Tom except as noted

So, this three-paragraph section of an article evolved into an off and on search for about 18 months.

Initially, I went to the archives to find photographs. My first search for firefighting was less than ideal with a return of eight images including standard truck pumpers and a jeep with a trailer. Each session on the archives I altered my search terms, *fire train, firetrain, fire car, firecar,* and each time brought a little different result based on how the image had been originally catalogued.



This is the plan Tom obtained from Vintage Model Plans that appear to resemble X-2275. Image from Vintage Model Plan.

Quest For Fire – Research Approach to Modeling

My searches generated images of X-2269, X-2275, X-2276, X-8888, and X-1243. Google™ was also searched using similar terms and eventually I found a plan on [Vintage Model Plans](#) that seemed to be X-2275 and included a two-page description, exterior elevation, interior plan with cross sections and a keyed list of the interior layout.

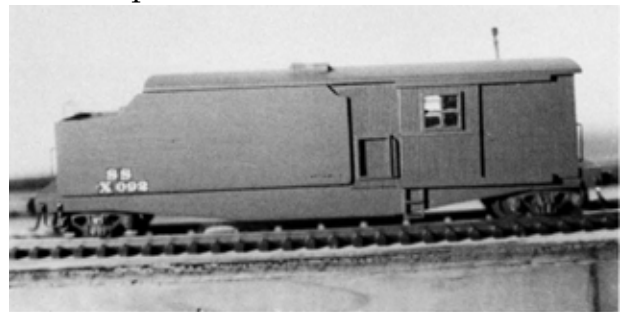
The plan and description are attributed to James Berge but does not carry a copyright or citation. A search revealed him to be a long-time contributor to *Railroad Model Craftsman* and communication from H.T. Guillaume indicates the plan and description appeared in November 1943 RMC.

I also posted to the NYCHS-member group and appreciate multiple responses, especially the suggestion from Seth Lakin for the *Railroad Magazine Index* database which provided a wealth of six articles that also provided further clues. The next step was to retrieve articles which luckily were readily available from Collingwood Shop, *Central Headlight* 1970-2022. Additionally, I purchased “NYCS *Central Headlight* 1940-1968” which is a great resource for many projects but does not have an index. I spent several evenings perusing through the 28 years of New York Central history but struck gold with two issues. The *Central Headlight* of September 1943 describes the first of ten new fire trains equipped with gasoline pumps and carrying foam in addition to water to fight large petroleum fires. The *Central Headlight* of October 1950 for fire prevention month article “Fire Is a Horrid Word” has several photographs and a description of a typical train and lists the locations where the trains are located system wide.

It is always helpful to review source material for details that you may have missed; such was the case with the Ariemma article. Reference was made to a 1952 *Collier's Magazine* article by Leo Chopin, “Smoke Eaters on the Railroad” which described the train and was accompanied by color photographs.

A Google™ search reveal the article was available on-line at UNZ.org. The article was clearly written as a public relations piece and describes “the crack train hurtling down the rails ... at 60 mph”. The article was scanned in black and white and unable to be reproduced and the photos were almost undistinguishable. Resorting to still another search I found interesting thumbnails of two of the photos on <https://www.trainorders.com/discussion/read.php?11,988130> which show the cars in bright red paint. This confirms Richard Barrett's recollection that the railroad painted the cars bright red with white lettering. RS-3 8338, DRSP-6G(Edson, 1978) class of May 1952, is listed as power for the for the train being presented to the press. Obviously the Central wanted to present a good impression.

Multiple issues of the *Central Headlight* provided insight with questions and answers published in the “Tackboard”.



This model from Jim Benedict appears to be of the X-2275 appearing in the “Tackboard”. NYCSHS Collection.

Quest For Fire – Research Approach to Modeling

A gem of a find was a photo of member Jim Benedict's model of what appears to be similar to X-2275 (Drawing z-53522) asking for information and details of the car that appeared on page 5 of the 3rd Qtr. 20 1983 of the *Central Headlight*.

For the model, primary construction would involve a tender body on a flat car. The enclosed section of the car has a rounded roof as can be seen in the image of X-2276 from the NYCHS Archive.



Fire Fighting car #X2276 at St. Thomas, Ontario. NYCSHS Collection.

My thought on this was this was to cut an Athearn Bluebox express reefer for the enclosed section and the extended roof over the front of the tender body. This was the location for the gasoline powered pump.



Tom found this AHM IHB tender to an 0-8-0 on a 50' flatcar that looks like it would work for his pump car when additional structure is added.



The Athearn Bluebox reefer will be cut to construct the enclosed portion and roof of the pump car.

The baggage car X-1243 could be represented by a closed vestibule wood car such as the Ambroid B&M baggage car or a similar 1905 kit available from LaBelle Woodworking.



This is the unpainted Ambroid B&M baggage car without the frame, trucks and couplers.

The third car represented by X-2002 again involves a tank over the length of a flat car. This again could be used as a tender body as the base or could be constructed as a square tank.

As I continue with preparation, I am finding other options to build the individual cars. I am hoping to include some detail of the turntable holding the hose reels and the pump inside X-2275. Useful castings from defunct firms have been acquired by LaBelle Woodworking and Toy Train Heaven and have yielded many gems.



New York Central System Historical Society 2024 Calendar Order Form



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Creating The Berea Depot – Adventures In 3-D Printing

Article by Ed Enyedy

Photos by Ed except as noted

Creation of the Berea Depot model started like most projects – doing research. While the building is still standing and close to where I live, much of it is now enclosed and the first-floor details obscured. I relied heavily on photos, the oldest which I found within the Berea depot itself and dates to the late 1800's. The key detail is the lightning rod/finial at the south end, which is missing in all later photos. Also note the clean sandstone and interlocking tower 50 yards to the north. It is unknown to what event the people have gathered.



The oldest photo Ed could find was this one from the late 1800's with a large crowd for some event at the depot. You can see the lightning rod/finial visible in this photo and not in any other Ed could find. This is a postcard captured from the web.

The postcard (**right top next column**) captured the original door and window arrangement. As built, the trackside doors were both near the tower, plus there was a door along the south extension. This is the configuration I chose to model. If you visit the depot now, the window and door south of the tower have swapped places. The first sign featured white letters on a black background, a color scheme reversed in later years.



1917 trackside photo showing the details of the door and window arrangements not easily seen today or in other photos Ed found. Postcard from Berea Historical Society.



Berea station on Front Street in Berea, OH in the early 1900s. Leland Smith photo.

Leland Smith's photo dates to the early 1900's. Soot from 25+ years of a daily parade of steam locomotives has started to collect on the sandstone.

L-2 (?) Mohawk 2946 dates this photo to 1925 or later. The station is already 50 years old and showing changes. The outer sandstone around the chimney is missing as well as the finial tops. A sign has been added to the south canopy roof (and presumably the north roof), with black letters on a white background instead of

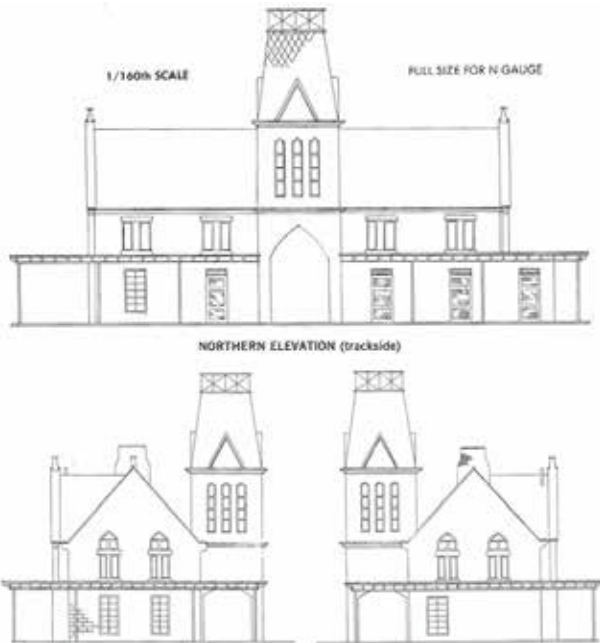
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white letters on a black background.



Richard Cook's fine photo of the Prairie States appeared in the January 1995 Model Railroader.

In the March 1976 NMRA bulletin, Lee E. Vande Visse described the potential of modeling Berea Depot and included basic N-scale drawings and photos showing the station in disrepair.



Drawings of the station trackside in N-scale. NMRA 3/1976 bulletin.

One view missing in all the photos online is the streetside of the tower. I wasn't sure if

there were windows, access to the main structure or if it was just a blank wall. My wife flew a drone over the depot and confirmed it was just plain stone.

Curious about how one gains access to the tower, I asked the restaurant owner, who replied there is a small access door in the tower floor. Six skeletons call the tower home.

Since I model the 1930's, I chose to model the station in all its glory as a proud and comfortable stop for NYC passengers.

A step-by-step outline of Ed's modeling process for creating the Berea depot.

1. First attempt
 - a. Draw a 3D block
 - b. Apply a high-resolution stone texture to the block
 - c. Duplicate the block to make walls.
 - d. Too much memory required.
2. Second attempt
 - a. Draw a 3D block
 - b. Apply a low-resolution texture to the block
 - c. Make 10 blocks with different stone textures.
 - d. Duplicate, scale, rotate and mirror the 10 blocks to build the walls
 - e. Validate 3D block are compatible with 3D printing software and make corrections
 - f. Use a distortion tool to make arches.
 - g. Draw roof shingles, repeat as a pattern
 - h. Draw wrought iron railing and flagpole.

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- i. Draw canopies
- j. Do final inspection of CAD model with Microsoft 3D builder
- k. Print model in 3D printer

Assemble and paint model and make corrections.

For creating 3D computer models, I use Blender because it is free, and I am cheap. It is best described as a powerful drawing program more than a CAD program. I prefer it because it has features to draw any shape desired.



<https://www.blender.org/>

A goal for designing the 3D printed models is to create kits anyone can assemble. I'm just an average modeler and have experienced misaligned walls and gaps in a roof like anybody else. Seams get disguised with downspouts or vines growing up the side of the wall, or a tree is strategically placed to block the fault. 3D printing opens the opportunity to print larger complex parts as a single element.

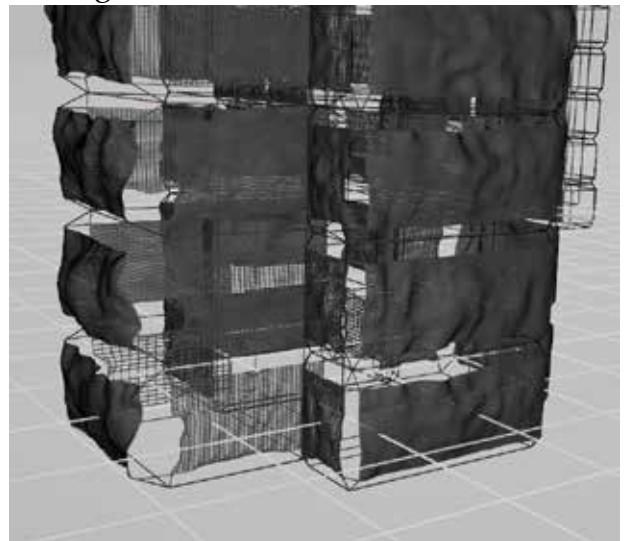
While it takes longer to print models as a single unit (my biggest print took 40 hours), it's worth it for an easier to assemble structure. Originally for the Berea depot, the roof was planned to be a separate entity to make painting simpler. As the modeling progressed, I realized the shape of the walls prevented the roof from being assembled.

This drove the decision to make the roof and walls as one piece. The upper tower was also planned as a separate element and

ended up being part of the main print. For this I was concerned the warpage that sometimes appears with 3D printing would create an unsightly seam on the building's main feature.

The first 3D drawing step was capturing the feel of the stone. I started by drawing a block and adding a high resolution "texture" distortion based upon photographs of real stone. I was all gung-ho and carefully sized each block just like the actual building. A photo of the south wall was imported into Blender as a guide, and I then placed each block on top of it, matching the stone size in the photo. Things were progressing well until about half the wall was completed, and my new high-powered computer bogged down. The model had over 3,000,000 nodes and the processor choked, even though the model was less than 5% complete.

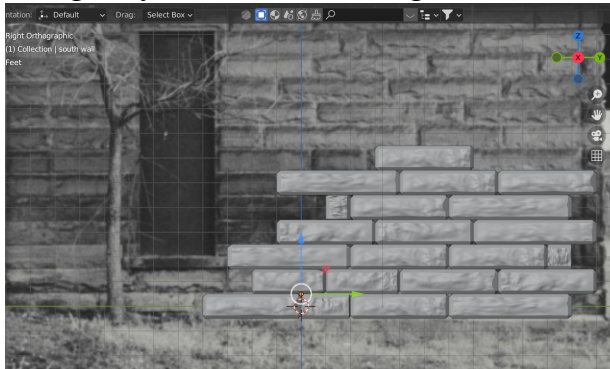
Attempt two centered on a "low polygon" block with fewer nodes. This time I only made the outward facing surfaces of the block suitable for distortion, dividing each surface into a few hundred small rectangles.



Low polygon mesh for the stone.

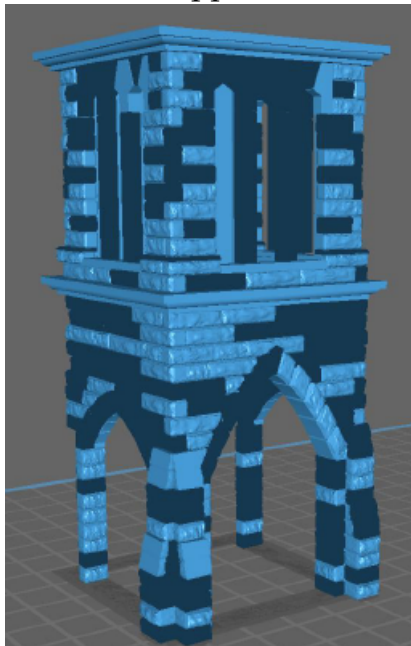
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Each corner of the small rectangle became a node which is able to move. I used a “sculpting” brush to push and pull the points to mimic the stone face. About a dozen blocks were created and then resized, rotated and mirrored for a random appearance. The walls were built literally stone by stone, admittedly a slow process though it yielded outstanding results.



A photo was imported into Blender and used as a guide for placing the stone blocks.

About halfway through, I converted the CAD model to a STL file, the format used for 3D printing, and discovered some of the stones had flipped inside-out.



All the dark blue stones are in error and flipped inside-out.

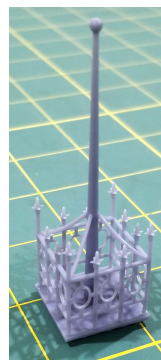
Blender has a quirk of mirroring parts – not only does the part flip, but it performs a mathematical operation saying what was a closed box is now open, making it invalid for 3D printing. This confuses the 3D printer, as it is unsure how to differentiate a solid block from a hole. Thankfully Blender included an operation where I could select the stones in large batches and correct the orientation.

The “freeform” style of Blender paid dividends for the archway stones. I started with a single stone, and then created a pattern following a shaped line. Blender automatically distorted and scaled the stones to match the line. I then modified a few of them with the sculpting tool so they didn’t appear like the same stone over and over again.

From here, things went relatively smoothly. The roof consisted of a couple of shingles repeated many times with extra effort to create the alternating diamond and rectangular shaped slate of the original roof.

The wrought iron railing and flagpole atop the tower were designed with several vertical and horizontal thin cylinders, topped with a modified spike I found on Thingiverse.

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



3D printing allows the creation of parts not otherwise manufacturable. This allowed me to construct the flagpole and railings accurately.

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Distorted toroids formed the loops in the railing. I was skeptical such fine detail would print. To my surprise, it has printed with a near 100% success rate, although I have broken several during the cleaning and curing process.

I was stumped when it came to designing the roof canopies. For N-scale, I included them as part of the main structure. For HO- and S-scale, they are formed as separate parts. As much as I wanted to have a continuous roof, it exceeded my 3D printer's size limits. I resorted to placing the seams at the corners and hiding them under the gutters. Assembling the roofs required a little sanding and Squadron putty to hide the gaps.



N-scale version with the roof canopies integral to the walls.



A gutter hides the canopy roof seam.

Before actual printing, the files were imported into Microsoft's 3D Builder. This program has a feature to detect and automatically repair models with errors.

In the first design, the windows and doors were separate items to make painting easier. As I put the preproduction model together, I quickly learned what a pain it was to glue the windows deep into the tower or high on the walls. Prints thereafter had the doors and windows integral to the walls which added the benefit of stiffening the model and reducing warpage.

A number of people asked me how I painted the stones, so I documented the technique in this video.

https://www.youtube.com/watch?v=DE3ecS_nmfM It's just a flat black wash over the base coat, followed by dry brushing.

All told, I invested over 100 hours creating the computer model. My goal is to draw future models faster as my Blender skills improve. I have a long list of requests for more unique structures for others as well as for my own layout. It is fun to make models people treasure. One individual told me he had wanted a model of the Berea Depot since the mid 1970's.



The completed model on Ed's layout.

Creating The Berea Depot – Adventures In 3-D Printing



The almost complete model on location at Berea. BE tower is in the background. Ed missed fully putting the pony truck on the track.



The backside of the tower is deeply stained from coal soot.

Some additional photos of the station that Ed used for reference.

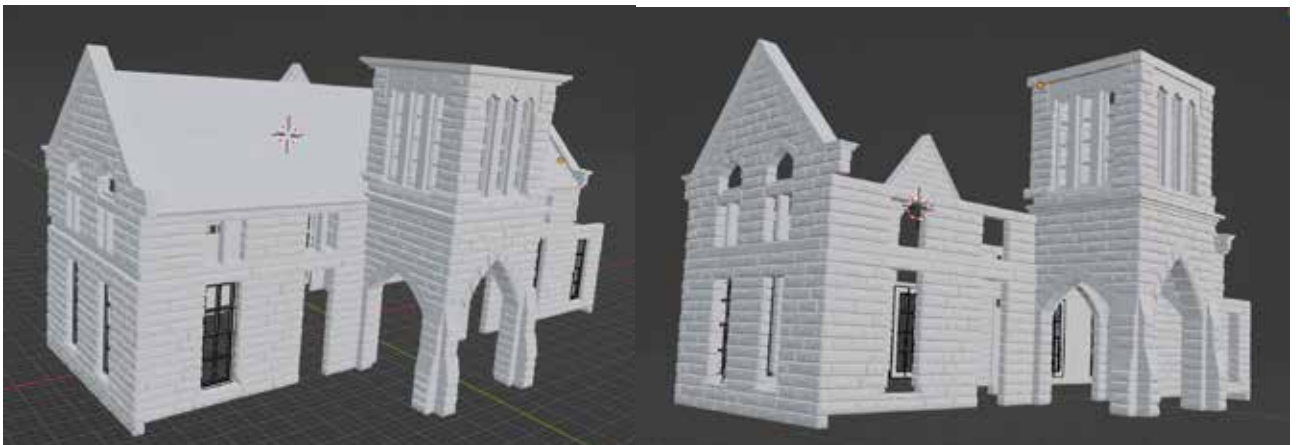


The station was once the property of the REA corporation. The only remaining indication of this is the frame for the REA sign on the second level.



Several of the doors and most of the windows have been boarded over, probably as protection against vandals. The left half of the passenger shelter has been modified into a garage with the use of plywood sheets.

Some of the 3D renderings that Ed created to get to the final model.





THE NYCENTRAL MODELER TOOL SHOP



In modeling the Hudson Division of our beloved railroad, I'm ever on the lookout for rock molds that are different from the usual selection from Woodland Scenics, as one thing the Hudson Division does not lack is rock. So much rock. Recently, a new item in a Micro Mark catalog caught my eye that I thought might help provide another means to modeling varied rock, which is their Foam Clay:

<https://www.micromark.com/Micro-Mark-Foam-Clay>

The Micro Mark website describes this Foam Clay as a lightweight and moldable air-drying clay that can be used to create rock faces, stone walls, and other scenic elements. Traditionally, most modelers have used a two-part resin to create a rubber mold of a real rock, which could then be used as a plaster mold. So, the idea of using an air-drying clay pressed onto a rock, thus skipping the complications of creating a rubber mold, is attractive.

Excited over the possibilities of being able to create a diverse set of rock walls, I purchased a bag of Foam Clay and at \$9.95, I figured it would be a low-cost experiment with a new material. It is certainly light weight, as the whole bag is only 500 grams.



A single bag of Foam Clay is enough to last a lifetime of rock modeling.

I first tried it out with a traditional Woodland Scenics rock mold. This clay is an airy putty that is easy to push into the corners and crevasses of a rock mold. After letting it dry for about 30 minutes, I was able to pull it out of the mold, and then left it to fully dry for a day. One characteristic of it that could come in handy is that if you wanted to alter the shape of the rock, say by introducing a slight curvature, you can do so while the clay is still slightly moldable. Once fully dry, the clay feels a bit like a Styrofoam packing peanut, but much more durable. It will cut easily with a knife, yet you can push on it without it losing its shape. And it is very lightweight, so if you're building a module that you'll be handling at train shows, this offers a great opportunity to save some mass. Finally, it can be painted just as you'd paint a plaster rock.



Pressing the Foam Clay into a rubber rock mold produces very fine features. Once painted, this will make a great rock.

While using the clay in an existing rock mold was easy and straightforward, I've run into a little more of a challenge with using it on real rock. Which has been disappointing since this is the main reason I wanted to try it out. I've found that it sticks quite well to real rocks, which makes it difficult to pull away from the rock without losing the rock's detail. I first tried letting it dry for 30 minutes, and the foam



THE NYCENTRAL MODELER TOOL SHOP



pressed onto the rock surface was still too wet, so didn't separate from the rock without getting pulled apart. I then tried letting it dry for 24 hours, but the clay still clung onto the rock, and I had to tear it apart into a bunch of small pieces in order to get it off. My last idea was to rub soapy water onto the rock surface before pressing the clay onto it. Letting the clay dry for 20 minutes, I was able to pull it off the rock with less damage, but it still wasn't ideal. However, I was still left with a section of clay that I can use so, this technique warrants further experimentation.



This is a useable section of rock after my attempt to use the Clay on a real rock. It doesn't look like much, but after painting and highlighting, it should produce a nice rock face.

Perhaps there is another release agent that can be used that will be more effective at making the clay separate from the rock. Thus far, I'd say I have a mixed review of this new modeling medium. It is great for creating very lightweight and durable rocks when using typical rubber molds. However, trying to use it to create a model of a real rock has proved challenging. I'll provide an update if I strike on the right method for this use. And if anyone out there has any suggestions, feel free to send them my way and I'd be happy to try them out.

One thing I always keep my eye out for are new sets of different types of weathering mediums. I just saw a new water-based paint set offered by AMMO that might be of interest to anyone looking for a comprehensive collection of rust colors. This new set is called Rust & Tracks, and while marketed to the military modeler for painting and weathering tank tracks, the colors are just as well suited for any model railroad application, ranging from browns to umbers to dark grays.



Rust & Tracks paint set offered by AMMO

The paints are formulated to be either brushed or airbrushed. There are 12 colors included, and it sells for \$44.99 on Sprue Brothers here:

[AMMAT20703 AMMO by Mig ATOM Paint Set - Rust & Tracks - Sprue Brothers Models LLC](https://www.spruebrothers.com/AMMAT20703-AMMO-by-Mig-ATOM-Paint-Set-Rust-&Tracks-Sprue-Brothers-Models-LLC)

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.

Modeling A NYC'S H-6 Mikado

Article by Steve Lasher

A friend of a friend and a NYCSHS member, Greg Ricciardi, wanted me to do an H-6 model for him and I suggested a PFM model as a starting point. I knew the PFM/United model would be a sound model - except for one thing - the cab is wrong for an NYC engine. For some reason, the most recent version of the PFM model used the original cab design which was only on one engine - B&O's 4500 - which was the first USRA 2-8-2. Subsequent engines used the more standard gambrel roofed USRA design and that's what was on NYC's H-6's. Changing the cab roof wasn't impossible - just a mouse killer.

Then along came this Akane light USRA 2-8-2 on eBay and, eventually, at a reasonable price. My experience with Akane models over the years has been good. They were soundly built pieces that were innovative for their time in the 1960's. Witness their common use of driver brake hangers - usually, up to that time only Max Gray had them. They held the back cover of MR for several years and were responsible for considerable slobber on my young and money-poor part. For a kid on an allowance, their \$49.95 price may as well command the Federal budget. Ahh...shoot!

Looking at the engine from the eBay photos, it appeared that the slope sheet on the tender was mangled but easily fixed. There would be much to do with this tender anyway.

Detail-wise, everything else could be corrected to an NYC standard pretty easily.

Photos by Steve except as noted



The H-6 -1600 as it came from eBay.

Well...it came yesterday - who would have of "thunk" it, arriving on a Sunday. I couldn't wait to get it out of its original Akane box. It was packed upright with wooden pieces across the top of the slots. Now, is that old school or what?

Inside the top of the box was Akane's label signed off with the signatures and chops of the persons responsible for its construction. It has a birthday, too - July 27th, 1963 - upcoming at the time of this writing, it will be 60 years old. It was all verified by E. Sekino, a noted Japanese model builder and a principal in the Akane company. Pretty neat to find that after all these years.

The model itself verifies Akane's craftsmanship. It's soundly built and frankly, except for more and better lost-wax castings, it would hold its own against modern locomotives costing many times more. It's a beautifully made, quality piece that's really impressive for 1963.

Just to make sure I'm on the right track, I removed what looked to be a cheap, open frame, replacement motor and connected a newer can motor to the gearbox and set it up on blocks for a test run. It was silky

Modeling A NYC H-6 Mikado

smooth in both directions. Greg's going to love this one.

So, where do I start? Just as with the B11, it's an assessment of the model and what can be improved on and corrected with modern parts. A necessity is as many good, clear photos of prototype H6's as I can find. The availability of better parts and my skill level will determine the course of the model building. In some cases, it will be decisions based on how far I want to go vs. the time involved in doing them. In any event, due to the detail variation found on the prototype photos, the resulting model will be an amalgam of NYC practice. I can state, with perfect shame, that the model will be numbered 6345 simply to ease the cutting of the decals to go in the headlight number boards.

New York Centralizing a USRA H-6 isn't a horrible project in itself because NYC never changed the basic engines much. In fact, on a model done to a lower standard like one of the older Ahearn Genesis models, a reasonable model could be made without too much difficulty. But, on this model, that is to a higher standard, it's mainly a project of what detailing do I need to add or change to make it NYC and what do I want to do just to make it look better according to my standards. Some things, such as a deck plate between the engine and tender, aren't specific to the NYC but just need to be done for looks. Along the way I'll make the modifications necessary to accommodate modern items such as DCC and sound.

So, here we go – a list for what I want to do to the engine alone:



Here is the loco waiting for Steve to begin his magic modeling skills.

1. Remove the factory headlight bracket and add new bracket with NYC style modern headlight from Custom Finishing per Greg's request.
2. Remove the factory turnings for the class lights.
3. Change the factory bell for a new USRA pedestal type mount and new bell (Cal-Scale 6000 series parts). (As it turns out, we couldn't source the correct pedestal mount bell and I wound up scratch-building the mount).
4. Remove the factory boiler tube pilot and replace with footboards (Cal-Scale).
5. Add a new lost wax coupler pocket (junk box/unknown).
6. Add new lost wax air hose (Cal-Scale).
7. Exchange the factory flag holders for new, lost wax, replacements with a handbar all the way across (PSC).

Modeling A NYC #6 Mikado

8. Add a new relief valve to the top of the cylinders and drain cocks to the bottom and something to represent the piston rod packing gland (scratch build /junk box).

9. Add new class lights to the top of the smokebox midway between the stack and front (parts box).

10. Improve or replace the smoke stack (Greenway Products).

11. Add lagging clamps to the boiler top (PIA/PSC).

12. Remove and reposition the turbogenerator to a longitudinal position with a new mounting bracket on the left side of the boiler top (original casting - probably Cal-Scale).

13. Add an Elesco low water alarm to the right side of the boiler top(PSC).

14. Replace the Akane washout plugs with lost wax castings (PSC).

15. Replace the air compressor with a newer lost wax casting and add plumbing (PIA).

16. Replace the wire steam supply line to the air pump with lagged pipe and a new air compressor governor (junk box/unknown).

17. Add drain cocks to the air tanks (junk box - ?)

18. On the right side change the power reverse for a more NYC type (Cal-Scale).

19. Change the location of the pipe going to check valve to better reflect NYC practice.

20. Replace the turnings for the check valves on both sides with new lost wax ones (PIA/PSC).

21. Add the little walkway steps over the power reverse and air compressor to better reflect NYC photos (scratch build).

22. Substitute lost wax starter valves - both sides (Cal-Scale).

23. Add wind deflectors to the rear cab roof (junk box/scratch build).

24. Add deck light to rear of cab roof (scratch build).

25. Modify cab window sash positions.

26. Add window awnings - both sides (scratch build).

27. Add cab/tender deck plate (scratch build/junk box).

28. Replace handrail stanchions (Cary and PSC).

29. Replace boiler handrails with 0.015" piano wire (K&S).

30. Other minor detailing additions or changes as desired.

The Tender

Whew! And that was just the locomotive! On the tender some decisions have to be made. NYC apparently kept the original USRA tenders with minor modifications but to no common standard. No two photos look alike. For NYC specifically and per Greg's request, I'll add ATS equipment. Whether or not to add the coal bunker extensions appeared to be hit or miss, so, I'm going to have to think about that one -

Modeling A M&C 7-6 Mikado

interesting, but sort of a mouse killer and, well, examining photos suggests that more were left original - so, I can safely dodge that one.



This is the right side of the tender.

OK, so here we go for the tender:

1. Add footboards (Scratchbuilt) to the rear end beam.
2. Add ATS equipment (box on deck and pick-up shoe and reset box to frame and front truck - PSC and Custom Finishing).
3. Conduit and junction boxes to rear of tank (Cary).
4. Tank stays to rear of tank (PSC).
5. Poling pole to left side frame and train chain (scratch build the pole and A-west chain).
6. Rerail frogs to right side frame (PSC).
7. Air hose to rear for trainline (Cal-Scale).

8. Underframe for the center sill (not done after all - decided it wouldn't be seen or add that much to the looks of the model).

9. Brake equipment as desired (junk box).

10. Slot for cell phone speaker.

11. Modify area under apron and add Soundtraxx DBX- 9000 socket to front tender frame.

12. Remove center of cross braces in tender shell to allow sound decoder (NX Decoder Buddy) installation.

13. Add rear back-up light (junk box).

One bigger project concerned the rear tender truck. It looked far too close to the front truck but, measuring it and the locomotive revealed that, at that spacing, the engine could have been turned on a 75ft turntable. So, it is probably correct - it just looks horrible. With Greg's permission, I used a cut-off wheel to grind away the top of the riveted bolster until it dropped free of the floor. I drilled a new hole slightly farther back and soldered the bolster to the floor. This new spacing looks quite a bit better and we both approved of the new look.

Onward, Men!

Well...it's obvious that if I cover every item listed above, the text will approach "War and Peace" in length and I might not live long enough to finish the text, let alone the model, so, I'll just cover the items I think to be fairly unique and/or interesting.

Modeling A NYC 7-6 Mikado

I still haven't decided whether to work with the existing pilot and pilot deck or, I could make a new one with diamond tread deck but, the original one is well made and fits well so I'm hesitant to pull the trigger on a new one. I'm not sure it would be the improvement I think it would.



The models front end with most work done.

As far as the detailing goes, it's pretty straight forward. If it's something that will experience some handling when it's finished or needs to be strong, I solder it. If it won't be subject to much handling stress, I ACC it. An example would be the lagging clamps. Once in place, their pretty bullet proof so ACC is fine. The wind deflectors at the rear of cab roof are right out there and vulnerable so they are soldered on. By the way, I use the cab roof to draw a line on a piece of brass and use a jewelers saw to cut

them out and file them to finished shape - them solder in place on the cab roof.

My Thoughts on Soldering

Over the years there's been some mystique that has sprung up over soldering. Especially soldering parts on brass models. There's good and bad news on this subject in my mind. First, the good news:

1. It isn't difficult with the proper tools.(see; The Bad News).

2. It's mainly a process of a) clean the part or area with a wire wheel in your moto-tool to bright shiny metal. b) flux the parts or area. c) tin the parts or area. I use my Weller soldering gun for this 90% of the time. I've found (am in love with) a Kester wire solder that has 2% silver in it. It melts at 354 degrees and, with proper flux (I use a good, old paste rosin flux) flows beautifully. Lower melting temperature means less heat needs to be applied to the model and so there's less chance of ruining previously made joints and it's faster. Also, with the 2% silver alloy, it's very strong. d) get the parts in position and heat with the soldering tweezers until the solder flows remembering that the solder will flow towards the heat. If needed to adjust position, the part can be quickly reheated and re-positioned.

Welcome to the neatest, slickest, sturdiest instant detailing adhesive ever!

The bad news:

All that needs to be said I'll say right here - I invested in a set of Hot Tip soldering tweezers in the late 1970's. They were expensive back then but have proved their worth many times over. Most of the

Modeling A NYC H-6 Mikado

soldering work I do would be impossible without them. In fact, most of what I've done on this H-6 would have been impossible if they weren't available. ACC is good and I'm glad it's around, but it wouldn't do - or, wouldn't do well - some of the things I've done on this model. So, if you want to follow in my footsteps, you'll have to be prepared to bite the bullet and shell out for a set of resistance soldering equipment and learn how to use it. I'll predict that if you do, like me, you'll find the money well spent many times over given the results and their versatility.

Happy Birthday, 6345!

According to the label in the box, since, at this writing it's July 27th, 2023. it's celebrating its 60th birthday! It was an amazingly nice piece for 1963 and it's well worth the work involved.



Akene's Box top label.

I will add this disclaimer. 6345 is not a model of that specific locomotive but, rather, an amalgam of NYC H-6's. 6345 was chosen mainly to simplify cutting the tiny decals for the headlight and back-up light number boards. My eyes and hands are not what they once were and cutting out and

applying tiny individual numbers for those boards makes me think of plastic AMT automobile kits as an alternative hobby. In fact, to my knowledge, Microscale's alphabet sets include small enough numbers but they're consecutive (1,2,3,4,5, etc.).

At this stage it's had new lagging clamps applied to the boiler top along with a new Barco low water alarm and the turbogenerator re-aligned and mounted on a new bracket. Last night I put a new, Cal-Scale left hand starter valve in front of the cab. The smokebox front has a new headlight applied and I'm waiting for the new step and door hinges so I can put them on.

I've already put on the new handrails on the rear deck of the tender along with a new back-up headlight and ATS equipment box. I've reshaped and re-attached the slope sheet at the rear of the coal bunker. Also added were tank braces at the bottom of the rear of the tender.

For whatever reason, Akane added a water scoop deflector to the top of the tender and, since they made a rectangular hole to do it and it would be difficult to fill in the hole, it will stay. Since NYC had track pans and this engine is going to have ATS equipment for mainline operation, it's not too much of a stretch to theorize that it's equipped with a water scoop. I do have a better casting for the scoop part under floor so that will get replaced (you're sworn to silence - technically, it's a PRR scoop - to my knowledge, no one makes an NYC prototype).

I removed its original open frame motor and replaced it with a can motor from my

spare motor supply. It's a narrow can motor to minimize the necessity to trim the ash pans to accommodate the new motor. The mechanism is amazingly smooth considering its age and my work on it.

Into Each Model a Little Rain Must Fall

The one weak point of the model is the trailing truck. I remember an Akane ad on the back of MR (you date yourself if you remember when the Akane ads occupied the rear cover of MR) where they bragged about knowing the difference between a Cole and a Hodges truck. Unfortunately, they opted for a coined brass replica for the model. It was a good coining for its time, but modern lost wax castings would look better. To add to the pain, the whole truck was soldered together. The problem here would come in the painting. If you tried to paint it intact and managed to get the wheel masked, you'd then be unable to bake the paint on without damaging the insulation on the wheel. I wound up taking off the rear brace and removing the wheel and fabricating a new rear centering device that uses 1mm screws to secure it in place. As it turns out, K&S 1/16th in tubing that I used for the basis of the centering device is the perfect size to tap for 1mm. Telescoping 3/32" tubing turned with my drill/lathe makes up the center section.

I do plan on adding a brass strip to back and up and over the trailing truck axle to hold some weight. I prefer weight to the coil springs Akane used since weight directly over the axle puts no side pressure on the flanges as the swing of the truck pushes the wheels from side to side. The side-to-side pressure encourages the flanges to find any fault in your track work.

At this writing, the painting is in the future so expect more on this truck in the future.

Well...the future is here. I tried a couple of experiments along the way both in the detailing and the painting.

During the detailing portion, we had trouble securing a casting for the distinctive USRA bell on the smokebox front. There were two possible choices. Bowser lists it in their 6000 series parts but, when Greg called, the sales person denied knowledge of having number 6087. I may have to call them back and hope I get someone more knowledgeable about what they do have.

The other alternative was even worse. Greenway is back in business, and I am thankful for that but, when I looked through their listings and gave Greg a part number, it turns out they used the same illustration for several different parts. When the parts came, they sent an SP style front mounted bell that's not at all what we need. Drat. One of the challenges to doing this kind of re-working is getting the parts. Kudos to Julie and Teresa at PSC and Bowser. Both are good to work with. And it's good to have Greenway back in the game if they'll improve their catalog pages.

Given the above, I scratch built the bell mount and it looks OK, but I'd still prefer a good casting. I made the base separate and mounted a standard - except for the anti-rotation bar - bell on it. Photos suggest NYC occasionally used this style of bell and I like it since it gives the engine a distinctive look.

Painting and Weathering

Securing paint to paint brass models has become a bit of a pickle. Scalecoat has had

Modeling A NYC 7-6 Mikado

only spotty to no availability recently but, it's my favorite for a beautiful finish. I've been forced to look for alternatives and Rustoleum's products have proved to "somewhat" fill the gap.



This photo shows some of the loco's top of the boiler detail.

On this locomotive the entire engine is primed with Rustoleum's "Self-Etching Primer". I used Scalecoat's "Detail Black" for the engine boiler, cylinders, pilot, and tender superstructure while Rustoleum's "Satin Black" was used for the tender floor and locomotive's frame, pilot truck, and trailing truck along with the tender trucks. I will have to say, I tried to scrape the paint off the tender floor truck bolsters and the Satin Black didn't give up easily. I had to use a sanding disk in the Dremel to get it to come off.

Now that Tru-Color has made some of their colors available in rattle cans, I'm going to try it on my next engine in my personal fleet. What I've tried of it so far, it seems to work nicely. I'll see.

The weathering is primarily chinks and powders overcoat with Dullcote. This can be as subtle or as bold as desired and has

worked well for me over the years. It's not that I can't airbrush weathering it's just that I would find it's uses very limited. It can be really easy to get much more than you want with the airbrush. You have to remember that it will become more and more visible as it dries in contrast to the powders, which tend to disappear with Dullcote application which makes them much more controllable.

If you want a bolder look with powders, simply mix them with a little paint thinner and apply like a paint. When applied this way they will not disappear nearly as much as when overcoated. For instance, I use this process to apply white boiler water stains from broken stay bolts on the firebox sides.

As per my usual process these days, I started the weathering process before and as the model was re-assembled. The individual parts such as the cylinders and frame were weathered before they were refitted into assemblies. I find this allows me to weather areas properly that would be difficult or inaccessible once the model was re-assembled. It results in a superior weathering job that more or less appears out of nowhere and requires little touch up when done.

And Now, For the Crew

It's been a pet peeve of mine for a long time that the selection of crew members for steam era crewmen was so limited and, what was available was very "characterized" in nature. In many ways we're not a lot farther along than the Weston figures from years ago. I hate putting the same crew in every engine and I prefer them to look at least a little plausible. So, along comes Modelu with 3D

Modeling A NYC H-6 Mikado

printed figures made from full body scans of real people and, WOW! am I one happy camper. They are now available in the US from Yarmouth Model Works.

Although you can purchase them painted for an additional fee, it turns out that figure painting is fun in its own right. Flat colors are recommended but Dullcote still turns out to be a necessary part of the process. It turns out weathering is part of the game for figures, too. I found an old article from MR to be helpful and it suggested painting the flesh color first and working your other colors up to it and that does seem to work best. Also, in HO, it doesn't pay to try to put in much detail - in fact, eyebrows and the like tend to work against you so don't fret about them too much. Flat and dull colors seem to give the best look. A final dark wash to bring out detail like creases and overcoating with Dullcote should yield some really nice figures for your crew. Bravo Modelu! And keep it up! We need more alternatives.

The Last Word



6345 at West Buffalo on Russ's layout. (Russ Weis photo)

It's been a real treat to get to do this model for Greg. As I stated, we initially thought the United version would be a good starting point. As it turns out, several importers have brought in USRA light Mikados. They were available from Key,

Sunset, and perhaps others. None were perfect and would have presented their own challenges but could have been made into excellent models. This Akane model happened along at the right time and price. As it turned out, it lived up to Akane's reputation for fine models.

Greg has been the perfect partner in this process. It hasn't been and won't be cheap. Having said that, whatever price we settle on won't begin to reflect the time involved. It is and has been a labor of love and friendship.

I told Greg that I will have accomplished my goal that when he looks at the engine, he gets a whiff of coal smoke and valve oil. I think we got there.



6345 heads east at West Buffalo {Russ Weis photo}



In the picture, a yard engine, H-6 no. 6364, is on the rear end of a 97-car DSL-1 as it is pulled and shoved (by Geeps 5630 and 5660): past the depot to BN yard. (Jeremy Taylor photo.)

Modeling A NYC H-6 Mikado

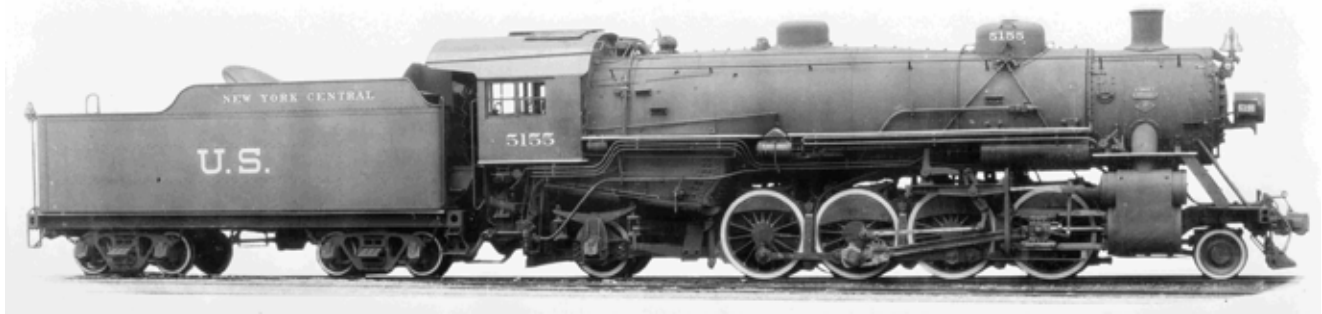


The NYC local freight above makes a round-trip daily between Corning and Dresden, N.Y., and is shown chuffing slowly uphill on its southward lap at Himrod Junction. Its power is a trim light USRA Mikado, no.1848, which is one of almost 150 such machines on the Central, with the H-6a classification. (Jeremy Taylor photo.)



Renumbered 1951, USRA design, extended tender coal boards, Built. 1918 (Lentz Bros. Studio, NYCSHS Collection.)

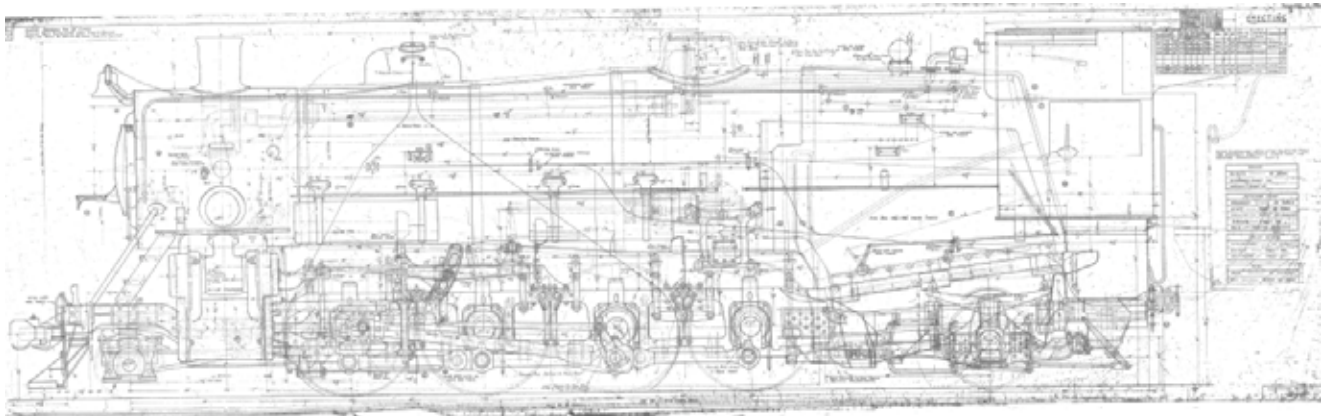
Modeling A NYCS H-6 Mikado



RS broadside, marker lights in original location, Cole trailing truck, Built. 1918. (Builders' Photo, NYCSHS Collection.)



Builder photo, USRA Mikado B side. P&LE # 7011.(Contributed by Jeffrey Moreau., NYCSHS Collection)



Builders drawing of USRA H-6 Mikado from the NYCSHS archive files. This and other drawings of the H-6 and related Mikados and other locomotives are available for purchase in the Collinwood Shop. (USRA drawing, NYCSHS collection)

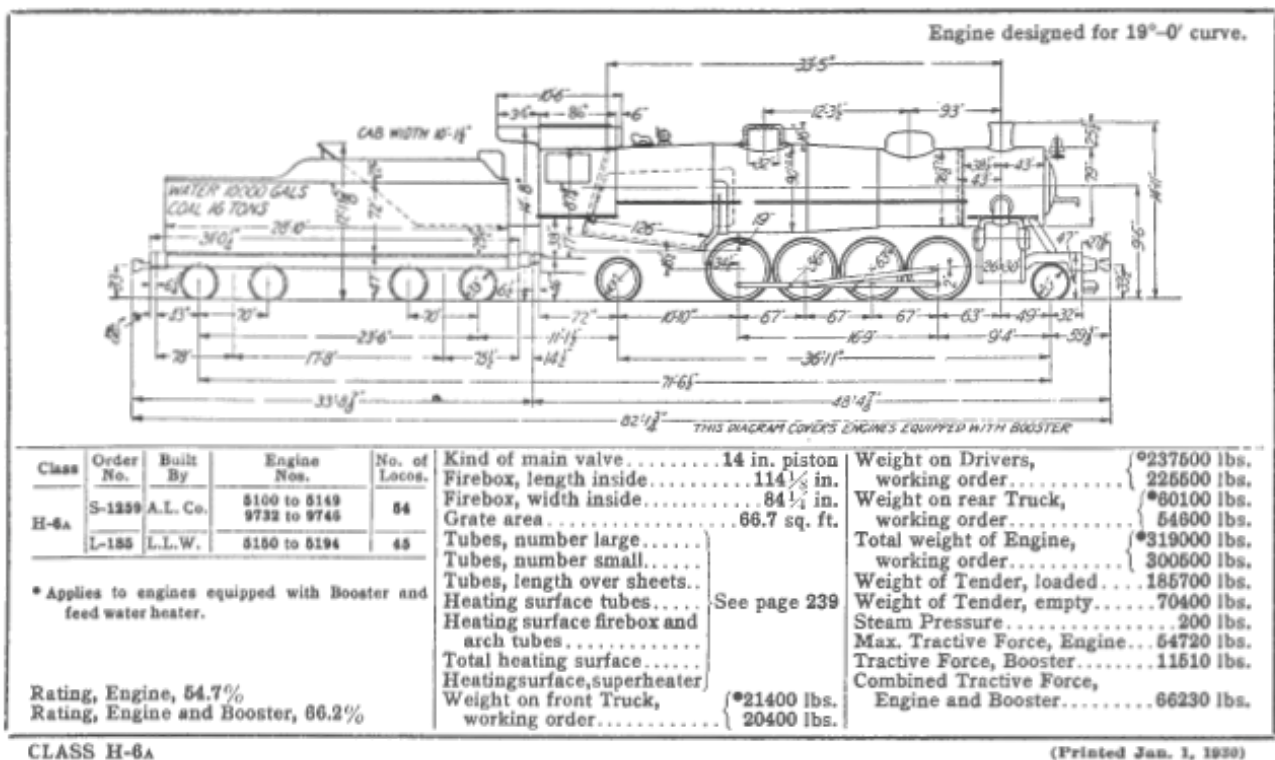
The United States Railway Administration (USRA) was created in December of 1917 to coordinate the operations of the U.S. railroads during World War I. One of the enduring legacies of the USRA was the production of standard designs for steam locomotives and rolling stock for universal use by many of this nations' railroads. Prior to this, most of the

Modeling A NYC S H-6 Mikado

nations' railroads custom ordered all of their locomotives and rolling stock, and the economies of standardized parts and mass production were not realized.

The USRA produced standard designs for 0-6-0 and 0-8-0 switching locomotives, 2-6-6-2 and 2-8-8-2 compound articulated freight locomotives, and light and heavy versions of the 4-6-2 Pacific, 4-8-2 Mountain, 2-8-2 Mikado and 2-10-2 Santa Fe-type locomotives. The light versions were built with axle loads of about 54,000 pounds for service on light rail and were designated with the suffix "A". The heavy versions used a 60,000-pound axle load and were designated with the suffix "B". 1856 original locomotives of all types were produced during the reign of the USRA. Due to the basically sound design of these engines, and further 3251 copies were built to USRA designs after the war ended. A total of 97 railroads used one or more of the USRA steam locomotive designs.

According to online research the NYC received 95 of the H-6s but 11 of these were diverted to the Pere Marquette. 25 went to the Big Four, 20 to Michigan Central and 15 to the Toledo & Ohio Central.



From *Steam Locomotives of the New York Central Lines Part 1 New York Central & Hudson River R.R. NYCSHS DVD. Available in the Collinwood Shop.* https://www.nycshs.net/NYCSHS-Books_c_53.html

Modeling A NYC H-6 Mikado

Marklin/Trix HO-scale NYC H-6



These are no longer available from Trix but one was listed on eBay for \$428.00. While the additions of the coal boards on the tender are accurate for an NYC model, many other changes and additions to the model are necessary to model an NYC prototype.



YouTube videos of the Trix NYC H-6



<https://www.youtube.com/watch?v=QOTHgARo3wE>



<https://www.youtube.com/watch?v=nqowZQ10r1c>

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

Raffle Tickets Just \$5.00 or \$10.00 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

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 Train Show in Indianapolis on April 28, 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 Train Show in Indianapolis on April 28, 2024.

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

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 Train Show in Indianapolis on April 28, 2024.

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

Scratchbuilt HO-Scale NYC 9100 Series ACF Baggage Car



All raffle tickets are \$5.00 each and all proceeds go to the NYCSHS.

This model was donated by the NYCSHS member John Ruehle. The winning ticket for this will be drawn at the NYCSHS Annual Convention Train Show in Indianapolis on April 28, 2024.

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

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 you want.

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)

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Make all checks or money orders out to NYCSHS

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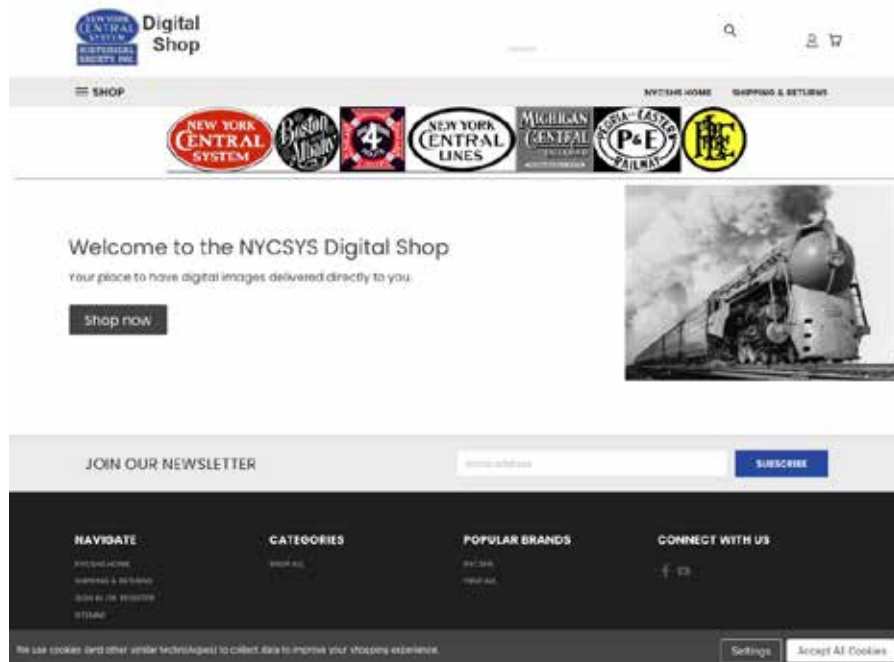
NYCSHS Digital Shop



**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/>

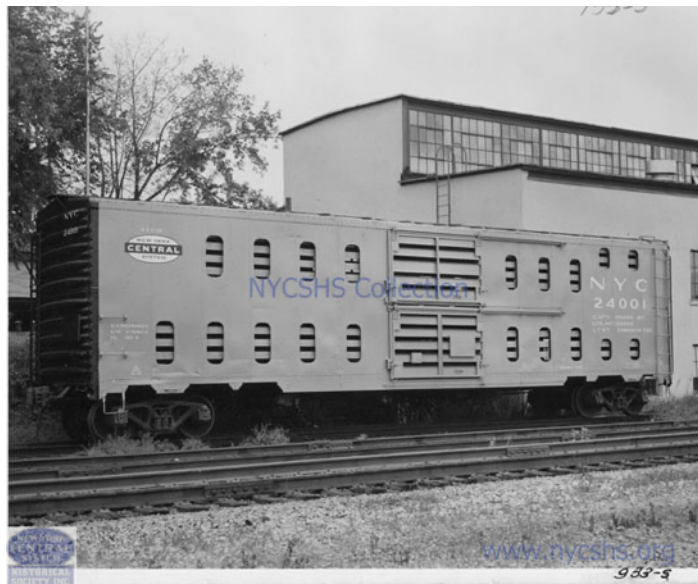
NYCSHS Digital Shop

**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.

Signals On My M/C S Layout

Article by Russ Weis

It was suggested to me to write about my presentation on signaling in the Modeler for the members who could not attend last year's convention to see it, so I hope you'll enjoy this.



Model Memories modified 4 track bridge.

I have a fairly large layout where we usually have about fourteen guys to operate it. Track work is finished, and the ground covering is done, but I'm still working to finish a number of buildings.

A couple of years ago Steve Lasher, a regular worker/operator on the layout (you may recognize Steve's name from a number of articles he's written for the *NYCentral Modeler*) brought up that the layout should have signals. Okay, I've always liked my Lionel signal bridge from way back, let's do it. So, who has NYC type signals? For all of us NYC modelers we're in luck as Model Memories (modelmemories.com) makes NYC prototype signals, and Showcase Miniatures (showcaseminatures.net) has a tri-light kit.

Photos by Russ except as noted



Showcase Miniatures tri-light signal heads, scratch-built by Steve Lasher.

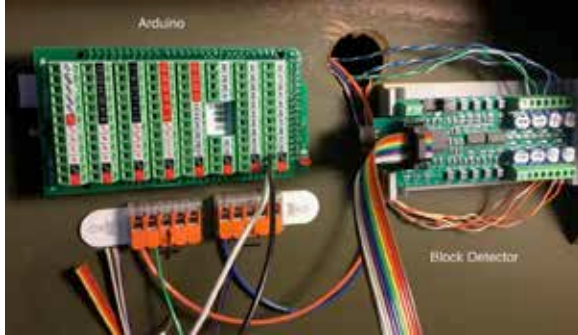


Model Memories cantilever signal.

Now the question, how do we animate them? Enter my long-time friend Jim Petro who just so happens to have a friend, Dennis Dury who is a retired Union Pacific signal maintainer, and also knows how to program an Arduino processor. What's an Arduino you ask? In short, it's a mini computer that you can program to do just about anything. What I like about an Arduino is that it is not tied to any computer's operating system, it's a stand-alone system. The Arduino operates on 5 VDC, so you'll

Signals On My NYC Layout

need to come up with that power source. Lucky for me, I have an old computer power supply that has 12 VDC tap for Tortoise switch machines, and also has a 5 VDC tap, so I was all set.



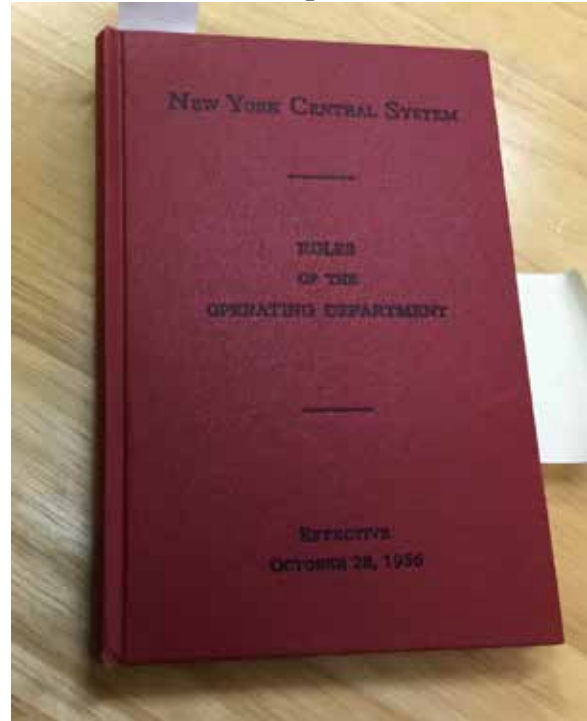
Arduino processor and BOD.

A number of my signals I bought ready to go from Model Memories, but as I gained more confidence, I bought them unpainted and installed the LEDs myself. All of the LEDs I purchased from Model Memories so they would match in color and intensity. They are tri-colored, and the nice thing is the leads are color-coded, which makes the wiring a breeze. Now you might think what's the big deal installing the LEDs myself but think about a three-target interlocking getting twelve wires across the top of a bridge, then down the support! Oh yes, then keeping the wires crammed in one corner to hide them. Even though the system operates on 5 volts, you'll still need resistors for each color lead.

The Central was a speed signaling system, one might say, to keep those many passenger and freight trains on schedule over its busy main line. My layout was built for operating and although it is large, there are not many places where a crew can notch up to eight and let it roll. With that, it was decided to have the center target on a three-target

interlocking always display red. So why have the center target always red?

You may not know that Steve is a retired Rock Island/Cotton Belt engineer who gave me a 1956 NYC rule book that had all the different aspect combinations.



NYC Rule Book

Even for Steve, the Central's various signal combinations were complicated and had his head spinning. Going back to the question, why center red? Having the center target display either green, or yellow in combination with the other two targets could yield one of NINE different approach rules/speeds. For my layout it wasn't needed, plus all of my operators, including myself, would have to go to signal school to keep them all correct. Plus, how do you know to run your model train for approach slow, or approach medium?

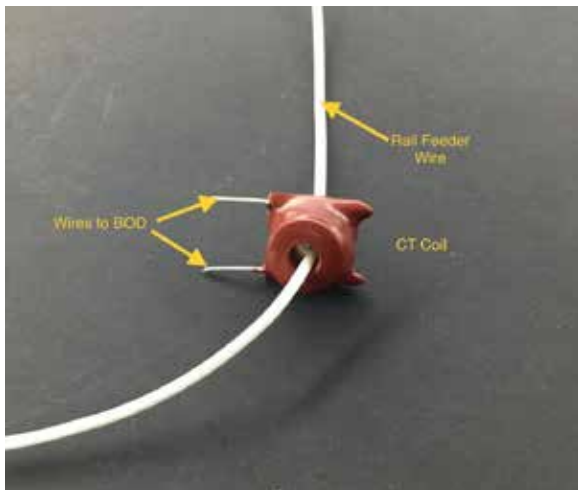
For the most part the signals operate prototypically as Dennis also has a copy of the NYC rule book, plus his

Signals On My NYC Layout

programming/signal knowledge make it a good combination.

Let's see how all the magic happens. First, we need to have a block detection system, and there are many different companies available to choose from.

Jim, who is very electrically savvy, and about three years ahead of me with the various stages of layout construction, is always my "scout" to see if it's clear on the trail, or in this case, what worked well with his signaling project. Jim uses RR-CirKits Block Occupancy Detectors (BOD) and their CT coils, so why reinvent the wheel. They work great on his layout as they do on mine.



Typical CT Coil.

You could also use photo cells instead of CT coils; however, the reason I chose not to use them was the possibility that during an operating session someone could possibly cover a cell when cutting a car on an adjacent track and send false information to the other signals.

Of course there are always trade-offs, and the trade-off for more reliable operating signals using CT coils is more work. A CT coil is just a winding of wire

shaped like a donut that you put one of your track feeders through the hole.



Rail Gaps to Isolate Spurs From Main.

The coil senses the resistance when a train is in that block. So, you'll need one of these coils for every signal but, only on one rail. Note: whatever rail (A or B) you choose, use the same rail throughout your layout, it just makes it easier. Here's the big one: you'll also need to install an axle resistor on every car - not axle - on the layout. This is so your CT coil will detect resistance (the whole train) in the block. If we don't add the axle resistors, once our engine(s) are out of that block the signal will show green; however, the rest of our train is still in that block.

And unlike using a photo cell, any industrial siding/spur you'll have to cut a rail gap, so that when you spot a car on the spur, that car's resistor doesn't show that the main is being occupied.

Now that we have our blocks detected we can proceed with animating our signals. Dennis, having a diagram of the layout and where the signals are located, goes to work programming the Arduino. Once done, Dennis mails the programmed Arduino along with a spreadsheet that has which signal aspect goes to which Arduino pin. The

Signals On My MJS Layout

spreadsheet also has the different signal blocks and turnout positions as the Arduino needs that information, too. As you can guess, there are a great number of wires that all need to go to the correct pins, or you're going to get erroneous indications. I used a ten-conductor ribbon wire which is easy to rip apart to get whatever combination of wires you need. I'd like to say I never mix up any wires, but there are only so many colors in the rainbow and light grey and white are very close!

BCT East Pinouts				
BCT East Pin Assignments	Pin	To / From	Name	Pin
BKBA1	A0	From Bailey Ave	SGDW1 RED	22
BKBA2	A1	From Bailey Ave	SGDW1 GREEN	23
BKBC1	A2			
BKRC2	A3	To PCT West	SGDW2 RED	24
	A4		SGDW2 GREEN	25
	A5			
BTX01	A6		SGDW3 RED	26
BTX02	A7		SGDW3 GREEN	27
	A8			
TU1	A8		SGDW4 RED	28
TU2	A9		SGDW4 GREEN	29
TU3	A10			
TU4	A11		SGDW5 RED	30
TU5	A12		SGDW5 GREEN	31
TU6	A13			
TU7	A14		SGDW6 RED	32
TU8	A15		SGDW6 GREEN	33
SG10E UPPER RED	2		SG12FA DIN	35
SG10E UPPER YELLOW	3		SG12EB DIN	37
SG10E UPPER GREEN	4		SGDW10 DOUT	39
SG10E LOWER RED	5			
SG10E LOWER YELLOW	6		SG10E D	ant
SG10E LOWER GREEN	7			
SGDW7 RED	8		SGDW9 RED	14
SGDW7 YELLOW	9		SGDW9 YELLOW	15
SGDW7 GREEN	10		SGDW9 GREEN	16
SGDW8 RED	11		SGDW10 RED	18
SGDW8 YELLOW	12		SGDW10 YELLOW	19
SGDW8 GREEN	13		SGDW10 GREEN	20
Return to:				
Dennis Crury				
662 St Andrews Drive				
Dayton, NY 12403				
775 741-7825				

Assigned Wires to go to Assigned Arduino Pin Numbers.

Should a problem occur, it's nice that we live in the age where we have Zoom and FaceTime so Dennis can see the layout and which signals are not displaying what they should for him to easily correct the problem. If the problem was in the program, Dennis would email the update, a local friend who knows basic Arduino programming stops by and does the update, and the problem is solved.

Like any new project you've worked on, there was a learning curve, but after the second signal installation, the next dozen was a walk in the park.

Signals do add interest to your layout, especially when they work fairly prototypically, although Steve says they are just expensive scenery, but that's the engineer coming out in him.

Dennis' fees are very reasonable, and he'll hold your hand from start to finish. Don, of Model Memories will work with you, too. He custom made a line-side signal for me, plus sold the extra parts to kit-bash his four-track bridge that Steve and I used on our three-track main.

If you ever have thought about adding signals to your layout, I hope this has given you some inspiration, and I highly suggest using the Arduino system as it's been a very reliable, simple system for me.

Good luck, Russ



**To Order NYCS Signals Departments
Flash Drive -
[https://www.nycshs.net/NYCSHS-Books c 53.html](https://www.nycshs.net/NYCSHS-Books%20c%2053.html)**

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

Dave Wheeler



These are some views of Dave's NYCS Hudson that will be on display at the NYCSHS 2024 convention at the Indianapolis Airport Crown Plaza. It is a 1/6-scale model and Dave has been working on it for almost six years. The loco is seven feet long, 25 inches high, & 17: wide at the cab roof.

Back in the 3rd Qtr. 2015 we published an article from Dave called, "Fond Memories

and the Building of my Favorite NYC Diesel Locomotive".

After a hobby of railroading, large prototype, Lionel and HO-scale he decided to venture into 1-1/2" scale constructing a NYCS GP-7.



The building of one of these engines requires a lot of work and time, engineering, welding, metal fabricating, wiring, sound system installation, testing, painting and lettering.



5644 with Dave, Jr. at the controls at the South end of Mirror Lake, White Creek.

Dave grew up in Ypsilanti, MI, and has lived there all of his life with the exception of the last five years. His wife, Mary, (of 48 years) and he now live in Ann Arbor. He is an electrical engineer, with a specialty in electrical power and controls. He has been retired for almost five years. He owned

three corporations simultaneously, all of which were contracting firms.



Another view of the almost completed Hudson.



Dave's work bench with some work in progress.



Dave pays a lot of attention to details on his Hudson.

Don't miss seeing Dave's 5412 at the Indianapolis Convention April 26 - 28. In addition to number 5412, there will be a Beach Grove NYCS fire truck, 20 presentations in three rooms over two days and two fabulous bus tours. Of course, there will also be the annual dinner and meeting, with famous photographer and newsman, Dick Baldwin telling about his

numerous photo trips covering the NYCS in Indianapolis. And finally, there will be a big train show on the 28th with modular layouts, vendors and the Collinwood Shop open all three days. Register now and don't miss out.

https://www.nycsHS.net/NYCSHS-2024-Convention-Registration-Click-Here_c_250.html

And now since I have no new photos from any of you readers, you will have to look at more of my layout photos. All 1/29-scale.





NEW YORK CENTRAL SYSTEM
HISTORICAL SOCIETY, INC.



The NYCS is a great railroad to model...



Photo and model by NYCSHS Member Paul DeLuca

Are you a fan of the
New York Central System?

Are you interested in
prototypical modeling?

Don't go it alone!

Great NYCS modeling support
from great NYCS modelers.

New York Central System Historical Society members' benefits include:

- **Central Headlight**, popularly acclaimed quarterly print magazine.
- **NYCentral Modeler**, quarterly digital modeling magazine.
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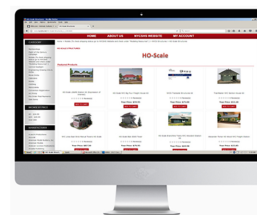
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If It Doesn't Run Well, Make It Look Good Standing Still – Part 1

Article by Noel Widdifield

Photos by Noel except as noted

Now that I am no longer treasurer of the NYCSHS after eight long years, I can devote more of my time to doing what I really enjoy.

Although I tore down my 1/29-scale indoor NYCS layout and my 1/20.3 outdoor narrow-gauge layout, I still have many of the articles that I wrote for Large Scale Online, an online magazine that provided several years of enjoyment and information to those many modelers in Large Scale.

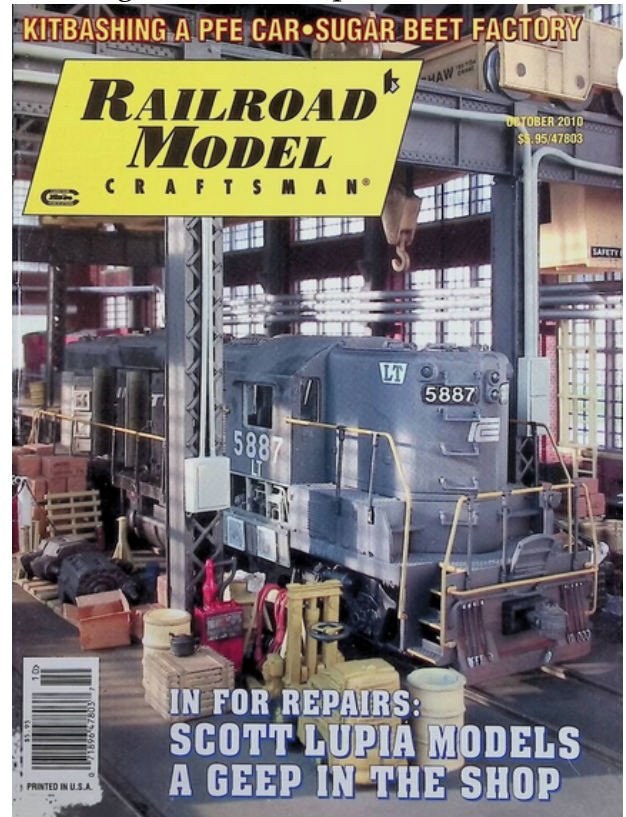
This is one of those articles and I want to share it with you as it is somewhat unique.

Back in late 2010, I was reading one of the several model railroading and railroad magazines that I receive each month and came across an article in the October 2010 Railroad Model Craftsman that really got my attention. The article by Scott Lupia is titled "When Good Engines Go Bad" and describes how Scott used a Proto 2000 GP-7 HO model and a Walthers EMD 567 prime mover model to develop a model of a diesel locomotive that had suffered a prime-mover failure and caught fire.

He created a model of a GP-7 with all of the service doors open as the maintenance crew dealt with the after-effects of the fire. This allowed him to show off the model of the prime mover that is usually hidden behind the closed doors on the GP-7 model. For some reason the article caused me to begin to think about doing something similar in Large Scale.

I decided that I didn't want to duplicate the prime mover failure, but I liked the idea of having the locomotive most of the access

panels open for servicing on the loco, allowing a view of the prime-mover.



Cover of the RMC magazine with the article by Scott Lupia that motivated me to take on this project.



The article in the RMC that I used to do a similar project in 1/29 scale.

If It Doesn't Run Well, Make It Look Good Standing Still – Part 1

I began to think about how I would find a GP-7 Large Scale locomotive that I could cut up to duplicate what Scott had done in HO. So, I posted a query on the LSOL.com Message Boards asking if someone had one for sale. The question generated a lot of discussion, but no one came forward with a GP-7 for me to buy.

That night as I was lying in bed waiting to go to sleep, I remembered a Lionel GP-9 I had purchased many years ago that was in the box under my railroad because it no longer ran. And, it really didn't look as good as the ones I had purchased later from USA Trains.

It would be perfect for what I needed. I got up and went to the train room and pulled the box from under the benchwork.



The box containing the Lionel GP-9 that I used for this project.

In the morning I also remembered that at one time I had a pair of diesel locomotive prime mover models produced by Aristo Craft many years ago.

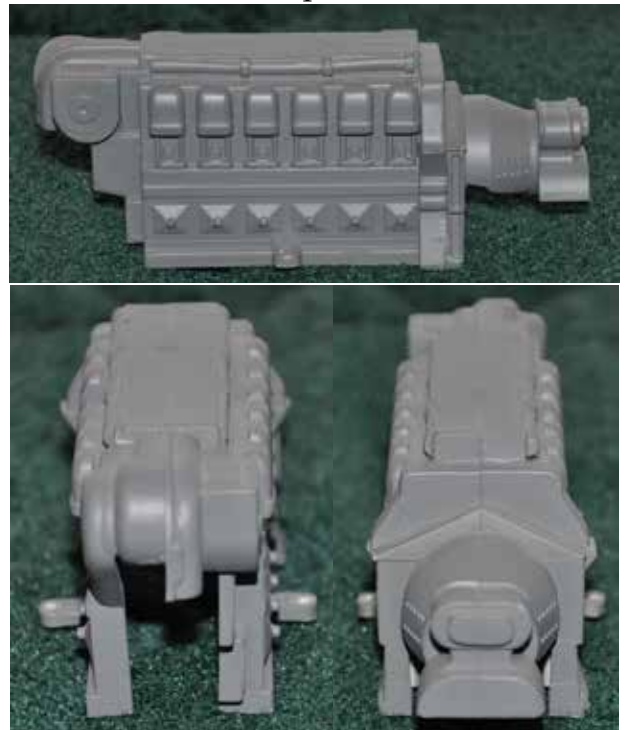
After much searching, I was unable to find them. Well, I thought, so much for that idea. Then I remembered that LSOL.com members were aware of what I was planning to do, so I posted that I had found the Lionel loco.

I also noticed on the LSOL message board that David Maynard had posted a picture of a GP-7 with all of its access doors open, so I obtained the photo from him.



This photo was just what I needed to have an idea what the diesel looked like with the prime mover visible.

I then asked if anyone had one of the Aristo prime movers. In less than an hour Peter Eaton responded and offered to send me one of the two in his possession.



The Aristo Craft prime mover models that I obtained for the project.

If It Doesn't Run Well, Make It Look Good Standing Still – Part 1

I accepted his offer, and he mailed the model to me for free.

Later that day Robert Kubasko posted a picture of cutaway of a GP-7 from Ozark Mountain that had all of the machinery inside labeled and visible. I was in business.



This was the graphic I needed to understand what was inside a GP-7 so I could proceed with the project.

EMD built 2,734 GP-7's and 165 BG9-B's making them one of the best-selling diesels in their time. Almost every railroad in the U.S., and many overseas railroads had them on their roster. There are even some of them running today. The NYC bought 169 and the P&LE bought 35 of them.

They were built between January 1954 and August 1963, so the unit would be a very new model for my model railroad set in September 1954.

There were 1750 hp GP-9 units, an improvement over the 1500 hp GP-7's. They also had dynamic brakes that were not found on the GP-7.

The New York Central acquired 160 units and the Cleveland Union Terminal (NYC) acquired four more. The Canadians purchased another 12.

I was ready to begin the project, so I took the Lionel GP-9 and the prime mover model with me when we journeyed to Florida on the Auto Train for the winter.

When I arrived at our home there, I wasted no time in removing the GP-9 from the box and figuring out how to begin.

The model had been modified before I purchased it so that it had New York Central markings from the late 1960's done with vinyl lettering. The road number (7566) was not accurate for a GP-9, and the number boards had the number 5000 in them. Since the model was a GP-9 that would be what I would model.

The other issue with the model was that in order to allow it to negotiate tight radius turns, the trucks and part of the front and back lower frame pivoted.

All of these problems made the model not very useful to me as an operating locomotive. This allowed me to overcome my concern about cutting up a relatively expensive although an inoperative loco. And, of course, the final product would not be powered since I would add the model prime mover to the frame where the electric motor and wiring would be on an operating loco.



The Lionel GP-9 as it came new. Not a very accurate model, but it would do for what I had in mind. Nothing like cutting up an expensive model for this project

If It Doesn't Run Well, Make It Look Good Standing Still – Part 1

So, I began by separating the shell from the frame by unfastening the eight screws that held it in place.



The GP-9 with the "guts" being removed.

Once the shell was removed, I disposed of all of the electronics, heat sinks and the lead weight by removing all of the screws and cutting and discarded all of the wiring on the frame. I left the electric motors attached to the trucks since they would not interfere with what I had planned.



This photo shows all of the electronics that were inside the locomotive that I discarded.

I next removed all of the hand railings and grab irons from the shell. This left me with a shell and a basic frame.

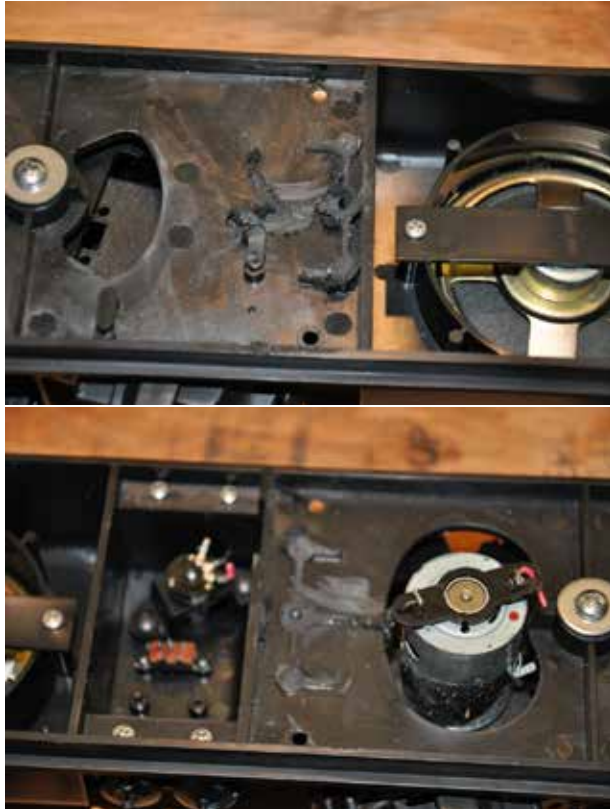


The shell and the frame can be seen here. This is what I had to work with to start getting the model ready to "install" the prime mover and making it visible.

Using a Dremel with a sander drum I ground down all of the parts on the top of the frame that would interfere with putting a deck in place between the two remaining electric motors.



If It Doesn't Run Well, Make It Look Good Standing Still – Part 1



These three photos show where I ground down the parts on the frame that would have interfered with installing a deck for the prime mover. Nothing like a Dremel tool to make short work of chopping things down.

Putting the frame aside, I began to disassemble the shell by removing the short hood, the cab, the clear plastic window shell and the cab interior.



The engineer had to go as he was too small, and he wouldn't be needed with the loco in the shop.



To make room for what I need to do to fit the prime mover into the loco, I had to remove the details from the cab too.

Now I needed a floor piece for the prime mover and other equipment to set on, so I fabricated the floor from a sheet of .100-styrene.



I used my hobby knife to score the sheet in the shape I needed and then broke it to fit on the frame.



I used needle nosed pliers to break notches in the styrene to fit around the screw fasteners in the frame.

If It Doesn't Run Well. Make It Look Good Standing Still – Part 1



I placed the prime mover on the sheet to make sure that it would not interfere with the shell when it was replaced on the frame.

Now I was faced with the part of the project that I was most worried about. I needed to cut out the access panels that I wanted to be open on the loco. This meant attacking a very nice shell with some cutting tools.

Moving back to the shell, I first marked the access doors that I wanted to remove and then using my electric drill with a 1/4" bit, I drilled the holes to allow me access to cut out the doors.



I used some sticky paper cut in small squares to mark the doors I wanted to cut.

Before drilling each hole, I used a sharp hobby knife point to mark the center for each hole so the bit would not slip. I drilled several holes in each door panel.



This is the first panel that I drilled making sure that I carefully aligned the holes along the edge of the door.



As you can see, I drilled the holes in each panel carefully, making sure that I only drilled so that the edges of the holes aligned with the edges of the doors.

I took care to be sure that I stayed inside of the panel edges in each door as I drilled.



I used the Dremel to cut out the first panel, being extra careful that I stayed on the lines. I used a sharp hobby knife point to mark the center for each hole so the bit would not slip.

I used my Dremel with a cutoff wheel to cut between all of the drilled holes on each panel. I was very careful not to cut too close to the edges of the doors.

Because of the torque of the Dremel this was a little difficult, but I managed to make all of the cuts without damaging the shell.



You can see the access door openings have been cut out after the drilling. Some filing is still to be done.

If It Doesn't Run Well, Make It Look Good Standing Still – Part 1



The doors were easily removed as you can see in this photo.

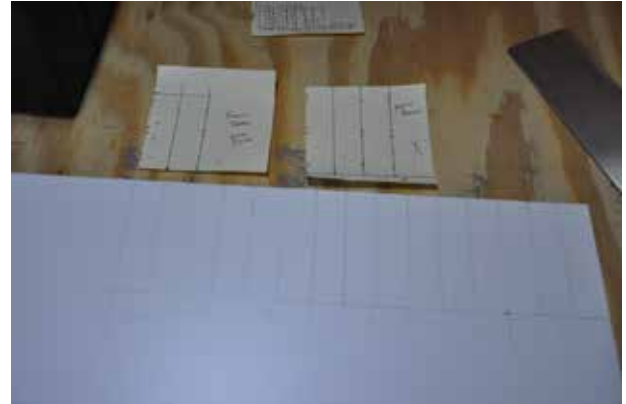
I removed the access doors and discarded them. After cutting out all of the panels, I used a flat file to smooth all of the edges along the panel openings. This took a long time to get the edges smooth and straight, but the result was worth taking the time to do it right.



You can see that all of the panels have been removed and the door edges are smooth.

With the openings all complete, I turned to fabricating the individual access panels. I used a sheet of .040 styrene and marked the panels on it with pencil. I had made pencil drawings of each panel and transferred the dimensions to the styrene.

The majority of the panels were the same size, and the remaining panels were smaller but all the same size. After cutting them out, I measured them against the shell to make sure they fit.



I used the pencil drawings I made to transfer the drawings to the Styrene sheet



In this photo you can see the pencil drawings, the tools used to cut out the doors and some of the styrene doors ready to be installed.

Eight of the panels were hinged as two door units. These were fastened together by using small “hinges” made from .010 styrene. The hinges were glued to each of the two door panels with Plastruct Plastic Weld.



You can see the two panel doors and the .010 styrene “hinge”, and the handy hobby knife I used for all of the cutting on this project.

If It Doesn't Run Well. Make It Look Good Standing Still – Part 1



In this photo you can easily see the “hinges” in place to hold the two doors together.

At this point when I tried putting the shell back on the frame, I realized that I needed to extend the floor on the frame all the way to the long hood end of the frame.

So, I fabricated another floor from the .100 styrene sheet. This piece needed to fit around the electric motor, so I cut it out in the shape of a square C. I glued it in place on the frame. For fastening any of the pieces of unlike material together, I used Plastruct Bondene.



You can see the floor that will go inside the unit to support the prime mover and the added section to be installed in the front section of the loco.

Obtaining photos of the EMD 567 prime mover turned out to be more difficult than I thought it would be. After several searches of the internet, I was finally able to find some photos of the prime mover and also some photos of models of it, but none were too clear, so I just worked with those I found, and they turned out to be adequate for the project.



Photo of the prime mover I had already obtained, and we have seen before but note what can be seen of the prime mover itself.

Since the prime mover would be inside the shell and only visible through the open access panels, I decided that I could make it look pretty realistic with the references that I had. The Aristo model was an important place to start, but I needed to add a lot of accessory equipment to the basic model.



The Aristo Craft prime mover. Photo from Aristo Craft's old website.



Two views of the engine water tank. It looked to be hard to replicate.

I started by fabricating the engine tank and used .040 styrene to make by tracing around a nickel to create the shape for the ends and then formed the shell of the tank from .010 styrene. After

If It Doesn't Run Well. Make It Look Good Standing Still – Part 1

cutting the ends and sides, I cut a brace to go between the two ends for strength and then rolled the shell around the ends and secured it with Plastruct Plastic Weld.



Not much use for nickels these days, but back in 2020 I could still find one, so I traced around one for the water tank ends.

Using parts from my scrap bin, I fabricated the other tanks, lube oil cooler, lube oil filter, strainers, air reserve, load regulator and air compressor. I did this by looking at the photos and creating shapes that resembled each part.

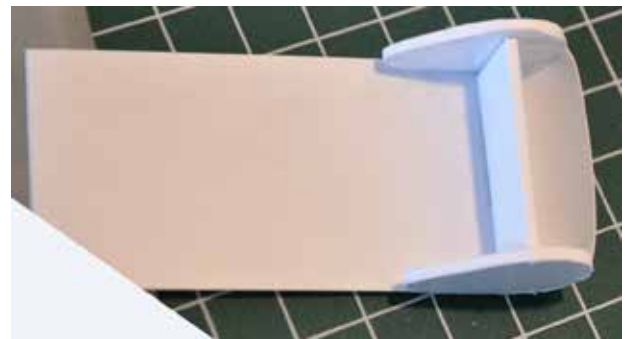
Of course, since all of these parts would be viewed through the small access hatches, I didn't need to be completely detailed in creating them. The idea was to make them appear to be correct.



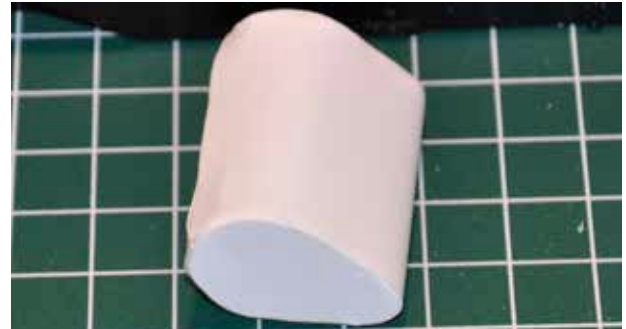
These are the ends of the water tank that I cut from the .040 styrene.



I attached the tank ends to a piece of styrene to be used as the cover for the tank and let them dry.



I placed a brace between the two tank ends to provide stability.



Wrapping the sheet around the ends provided a finished tank for the model.

Using parts from my scrap bin, I fabricated the other tanks, lube oil cooler, lube oil filter, strainers, air reserve, load regulator and air compressor. I did this by looking at the photos and creating shapes that resembled each part. Of course, since all of these parts would be viewed through the small access hatches, I didn't need to be completely detailed in creating them. The idea was to make them appear to be correct.

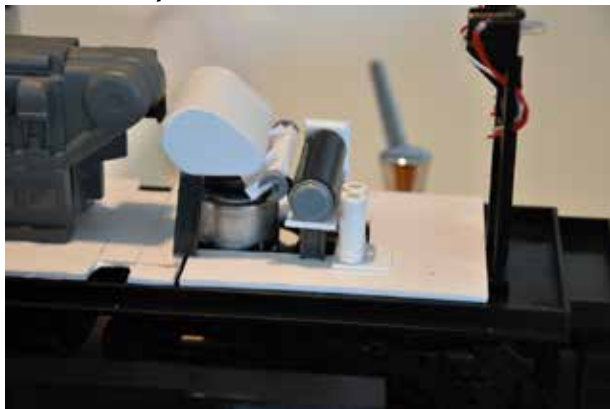
If It Doesn't Run Well, Make It Look Good Standing Still – Part 1



Here are the parts to be used to complete the fabrication of the details inside the engine compartment.



The pump housing took some guesswork and some scrap parts to complete the other items found on the fabricated cooling system, including the other tanks, lube oil cooler, lube oil filter, strainers, air reserve, load regulator and air compressor.



The assembled water pump glued to the sheet styrene that I had attached to the front end of the frame. I thought it looked pretty accurate.

I assembled all of the parts and ended up with a pretty good reproduction of the prime mover and all of the accessories associated with it. I glued all of them in place and fabricated support beams and posts from scrap styrene.

They all were glued to the floor, and I put the front hood shell in place to see how it looked. I was satisfied with the result.



The prime mover and all of the auxiliary equipment are installed on the floor of the frame.



The shell is in place and the prime mover is visible through the open access panels.

I now was ready to begin to work on the locomotive shell to finish the access doors and begin to think about how I wanted the final product to look. In the next part of the article, we will see how that all played out.

If It Doesn't Run Well, Make It Look Good Standing Still – Part 1

For many years I modeled in HO-scale and built four layouts as I travelled to USAF bases and finally settled in northern Virginia where I finished my Air Force tour in the Air Staff and Joint Chiefs of Staff.

One day my wife and I stopped at a Train Store where I saw an Aristo Craft NYC F-A and marveled at the size of the model. I didn't purchase it, but my wife went back to the store and bought it and gave it to me for my birthday.

That started me on modeling the NYCS in 1/29-scale. And once we built a home on Chesapeake Bay, I made sure I had a room big enough for an indoor layout for my Large-Scale collection and the HO-scale stuff went in boxes and was eventually given to other modelers.

This article is the first of three articles about this project. The next one will detail how I found the materials, prepared the loco shell and painted, lettered and weathered the final model. The second article will be in the July 2024 edition and the final article in the October 2024 edition providing details on the crew of guys that would be working on the model to get it back in shape for service.

Differences Between EMD GP-7 & GP-9

According to original "Diesel Spotters Guide" on pg. EMD-25, "The GP-7 has three or four louvers below the cab and two vertical rows of louvers under the radiator shutters at the far end of the long hood. The GP-9 had one or no louver beneath the cab and lacks the two vertical rows under the radiator shutters. EMD designed the GP-9 as an improved version of the GP-7, with an increase in power from 1,500 hp to 1,750 hp, and a

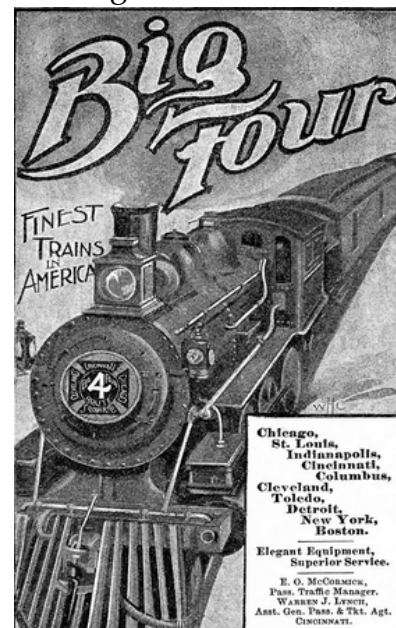
change in the prime mover to the latest version of the 567 engines, the 567C.

For my purposes the resulting model of the GP-9 was good enough for a locomotive that was sitting outside the roundhouse on my layout.

As you will see in the last article, it looks pretty good and attracts a lot of attention from visitors.

I hope this series of articles will inspire some of you to share your modeling with us. We are always looking for articles and photos of your modeling in any scale.

Send me an email and let us help you get started in contributing your NYCS modeling with all of us here at NYCSHS. Contact us at nfwhiddifield@NYCSHS.org and we will get your modeling featured here in this magazine.





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OBSERVATION CAR PHOTOGRAPHY SECTION



"If It Doesn't Run Well, Make It Look Like It Is Standing Still" - Part 2



This is the second of a three-part article on making a useful model out of an old Lionel NYCS GP-9 that no longer ran. So be sure to watch for the 3rd Qtr.2024 edition of the NYCentral Modeler and watch what happens to Noel's almost discarded model.

Stan Madyda Returns to Build The No -Longer - Available TrainMaster, LLC, Trackside Structure Kit.



Remember This NYCSHS Exclusive Kit From Our Long Past? Stan found the kit that the Danbury Railway Museum received as a donation and decided to build it again. Take a walk down memory lane as Stan builds this classic set of four buildings and tells us all about it.

Coming in the July 2024 edition of the NYCentral Modeler!



OBSERVATION CAR PHOTOGRAPHY SECTION



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The NYCS is a great railroad to model...



Photo and model by NYCSHS Member Paul DeLuca

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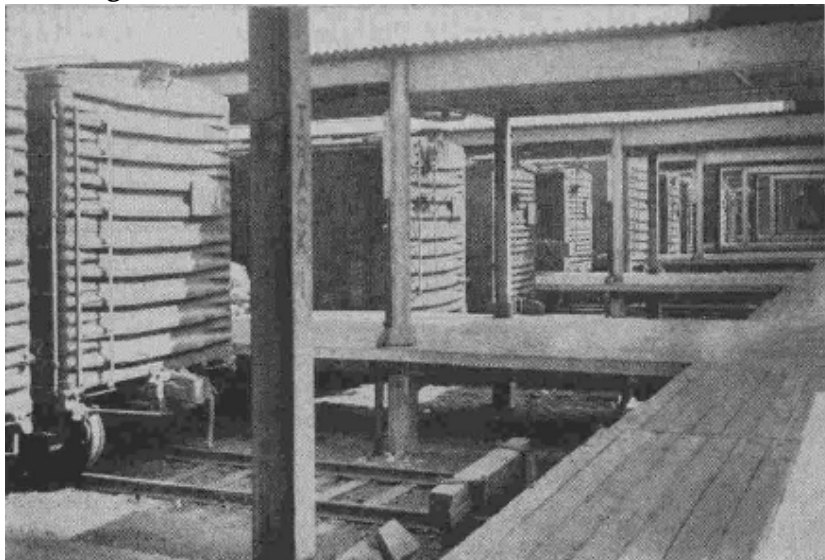
OBSERVATION CAR PHOTOGRAPHY SECTION



Scans from the "NYCS Headlight" Flash Drive



Indianapolis, the hub of freight traffic of the Big Four District of the New York Central, is served by one of the most efficiently planned and up-to-date freight (1947) stations in the United States. This is a view from the north end of the freight house yard, showing the outbound house at the left and the inbound house at the right.



South end of the freight house at South Street, Indianapolis showing the island and end platforms.



OBSERVATION CAR PHOTOGRAPHY SECTION



Central Headlight

Vol. IX, No. 6

New York Central System

June, 1948

Automatic Teletype Relays Now Used in NYC's Modern Cleveland Communications Office



In the left photo the young woman is using a bellows from the blacksmith shop to blow dust from the intricate mechanisms for duplex teletype sets in the communications room in Cleveland. On the right is part of a battery of twelve automatic teletype relays that are also in the communications room. The woman in the far left is the printer operator, in the back left is the Clerk of the Communications Department, and on the right back the printer operator is scanning a copy of a message.



The photo on the left has the operator demonstrating the simplified switchboard arrangement that the message traffic can be routed through the Cleveland Communications Center since the installation of the automatic relays.

All of these photos show the latest improvements (June 1948) that were recently installed at this "clearing house" of NYCS message traffic. It is certainly primitive as viewed today but in 1948 it was state of the art.

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 106 for order form.)



OBSERVATION CAR PHOTOGRAPHY SECTION



Vintage NYCS Advertisements & Posters



These ads illustrate some of the things that made the NYCS great in years past. This two page ad touts the "new" material that is making the NYC passenger cars more comfortable with fiberglass insulation.



Black and white with the left ad telling about how "black magic" coal makes the NYC run in the days of steam. It was a very important product powering the many NYC steam locomotive and it also was a very important source of revenue being hauled by the NYC. The "Trains in White" referred to the army hospital trains during WWII with a crew of military nurses dressed in white.



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCentral Modeler Final Thoughts

As I put this issue to bed, I am reflecting on these great articles we have for you about modeling the NYCS. Steve Bratina returns with his continuing work on live steam locomotives and this time a tender for his *Commodore Vanderbilt*. New author, Tom McHugh begins a series on the NYCS fire train and Ed Enyeda returns to share his modeling of the Berea depot. Prolific author Steve Lasher provides another article showcasing his excellent skill by kitbashing a brass locomotive. Russ Weis shares his interesting work on the signals on his beautiful NYCS layout. Finally, you get to read the first of three articles by me on making good use and a good model of an old loco that no longer ran.

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 spring 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 nfiddifield@NYCSHS.org



Thanks, Noel



OBSERVATION CAR PHOTOGRAPHY SECTION



AMB NYC Big Four HO-Scale Tongue & Groove & Plywood Side Caboose (NYCSHS Exclusive - AMB Out Of Business - Only a very few left - Order today before they are gone.)



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.

Online Store Order

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

Download from to mail in and pay.

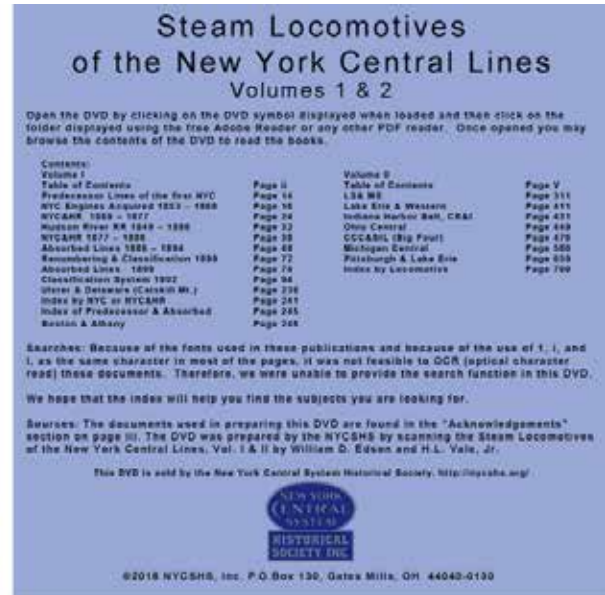
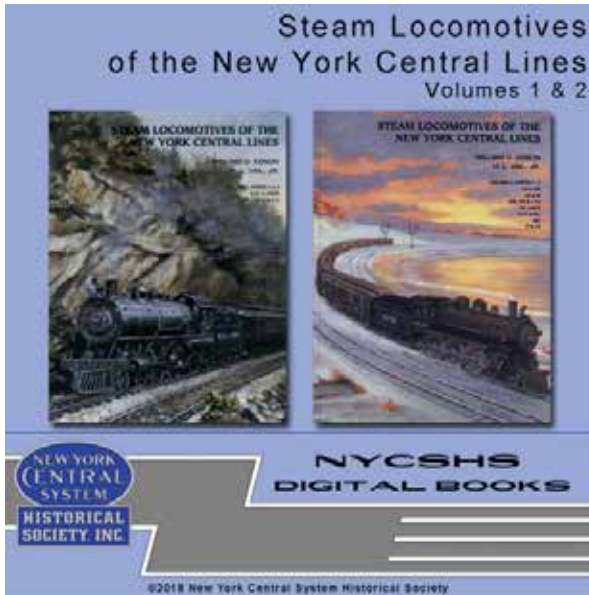
<https://nycshs.files.wordpress.com/2024/02/bigfourcaboose-orderform.1.pdf>



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

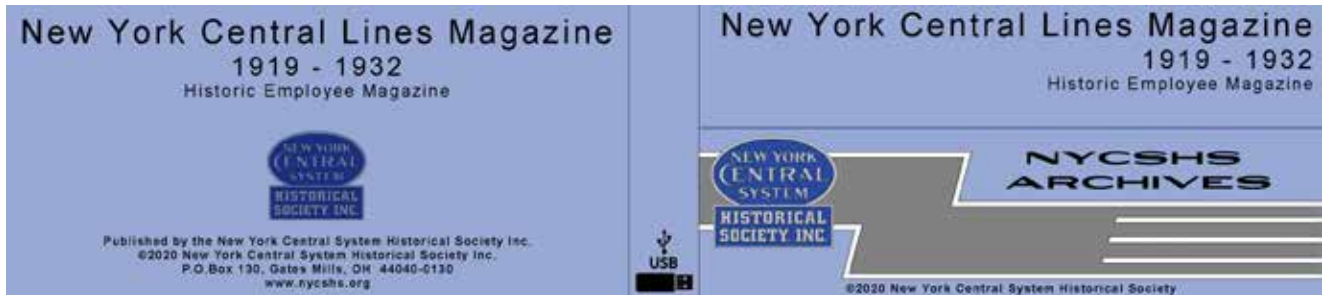
Because of the unique information in these two volumes and the fact that it was produced by the NYCSHS; the price is the same for members and non-members.

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

http://www.nycshs.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.

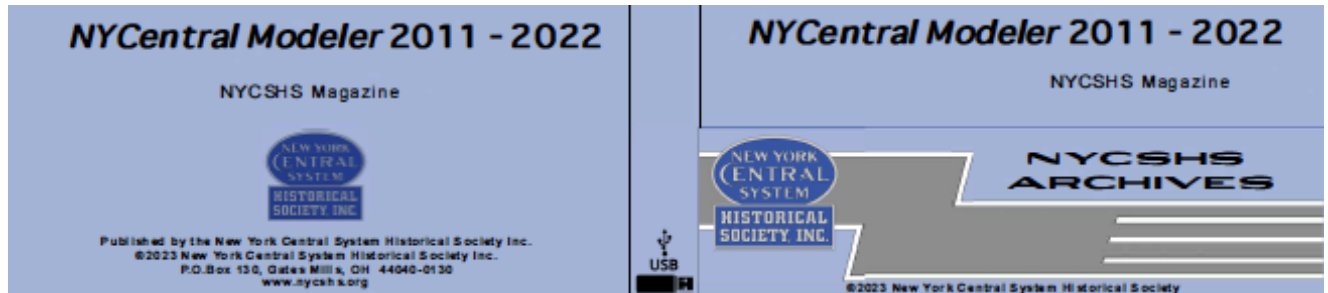
Available on a flash drive in the Collinwood Shop:

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.

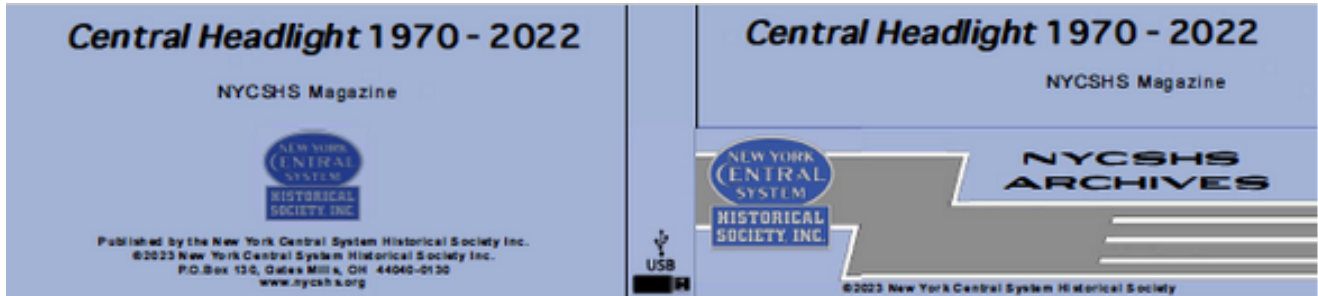
Don't miss out on this complete set of *NYCentral Modelers* produced through 2022. It contains many wonderful articles about modeling the NYCS and features articles written by both NYCSHS members and non-members who model the NYCS.

***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

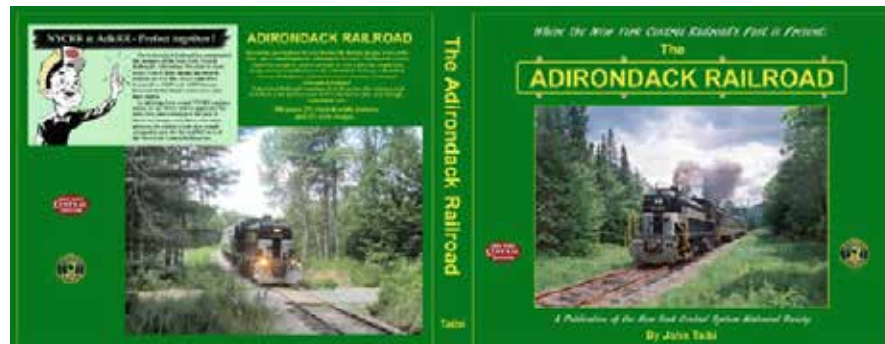
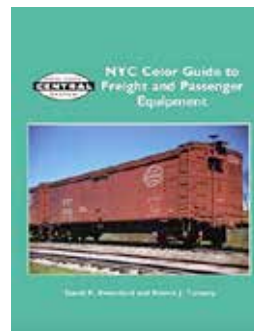
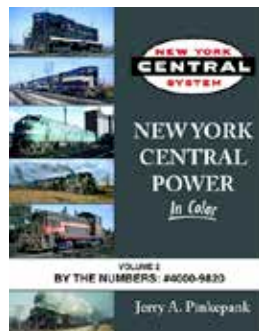
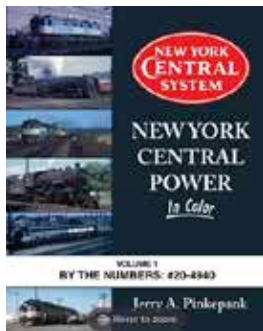
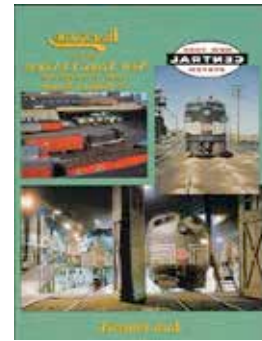
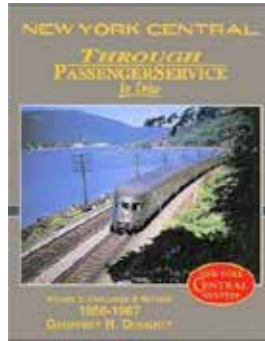
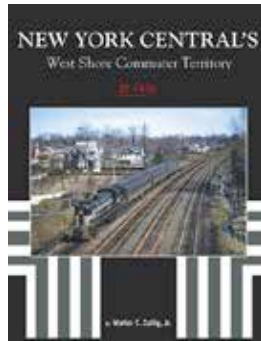


OBSERVATION CAR PHOTOGRAPHY SECTION



NYCSHS Has Many NYCS Books For Sale

20% Off on all Books for NYCSHS Members

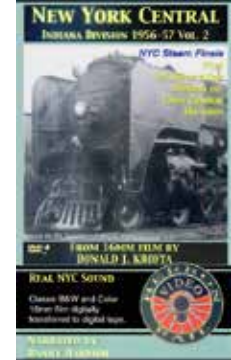
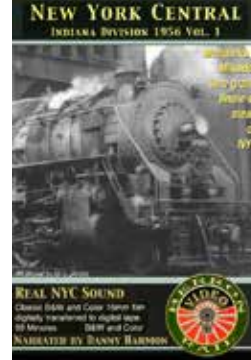


Just a small sample of the NYCS books to be found in the Collinwood Shop

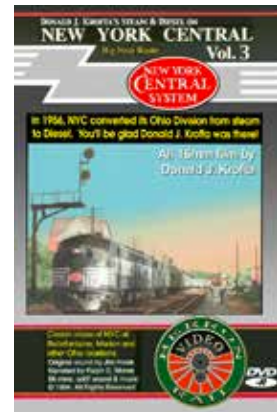
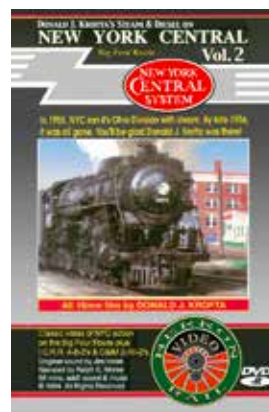
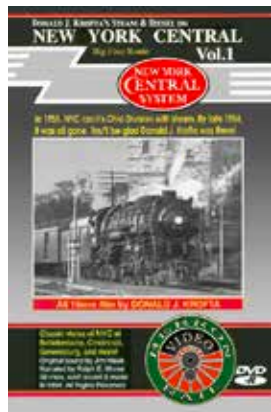
The Collinwood Shop has a very large collection of NYCS books available for purchase at the NYCSHS members' discount of 20% off MSRP. Shop for these wonderful books today at: https://nycshs.3dcartstores.com/Books_c_20.html



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

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

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NYCSHS 50th Anniversary Early Bird NYC Jacket

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

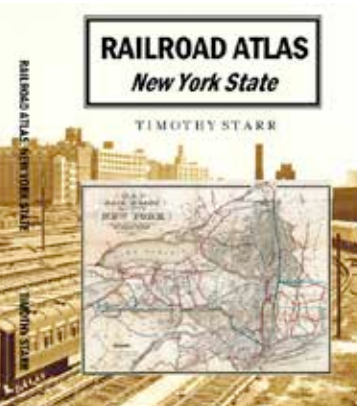
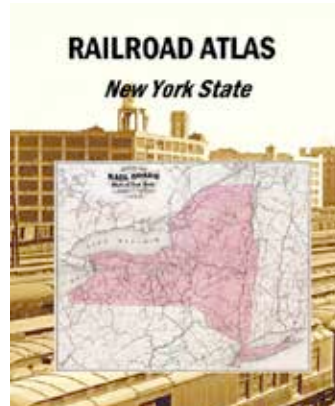
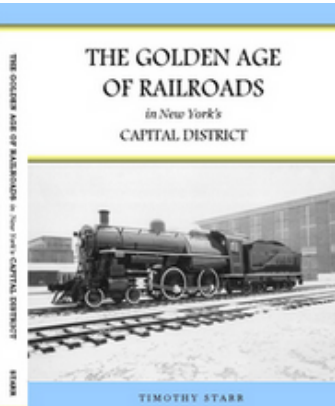
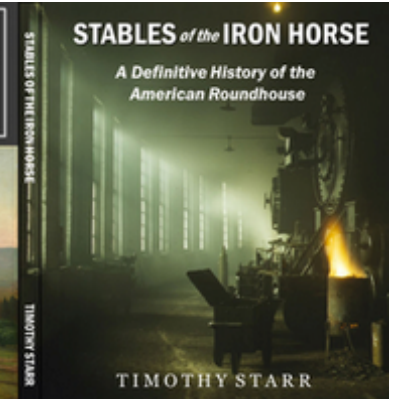
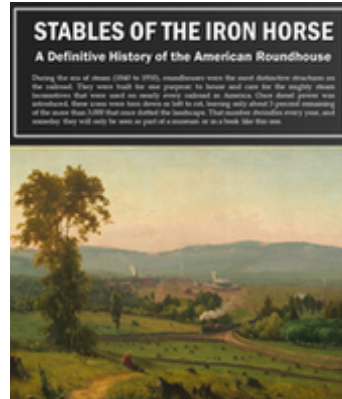
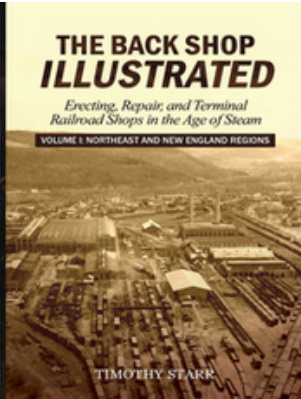
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OBSERVATION CAR PHOTOGRAPHY SECTION



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.

<https://nycshs.files.wordpress.com/2021/11/timstarrorderform.pdf>

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# _____

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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:
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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.			

Click here to order. https://www.nycshs.net/HO-Scale-Structures_c_139.html



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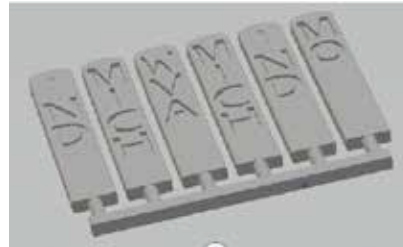
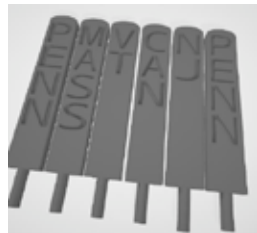
NYCS Whistle, Mile & Stateline Posts



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.

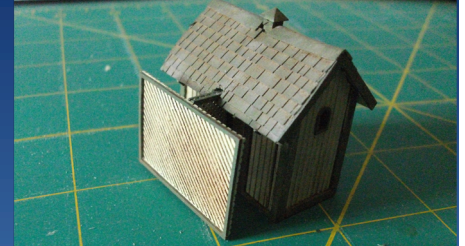
We all are busy, but it only takes a few hours a month to help us out. We have gotten a few new volunteers now working with us. They believe that the Society is a priority for them. **How about you? Why not join the fun and excitement of involvement in something that is worthwhile. Just do it!!! nfwiddifield@nycshs.org**

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 3rd 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 May 15, 2024. nfwiddifield@nycshs.org

Preview Of 3rd Quarter 2024 issue



Stan Madyda shares his Trainmasters Structures modeling in next issue.



Noel returns with 2nd article on the GP-9.

Always looking for good articles and photos for the 3rd Qtr. 2024 edition. Let us see your handiwork.

