



Ira Heisler's Boston & Albany in N-scale



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SV-4 Running Late Through Pittsfield

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NYCENTRAL MODELER

A QUARTERLY DIGITAL PUBLICATION FROM THE NYCSHS

**Join the New York
Central System
Historical Society
(NYCSHS)**

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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*



3rd Qtr. 2024

On the Cover of This Issue



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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. nfiddifield@nycshs.org

3rd Quarter 2024

Volume 14

Number 3

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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

Alex Snyder, NYCSHS President

Greetings, fellow fans of the New York Central,

Some of you will be surprised that I am writing this column, and even more surprised to see multiple changes on the list of officers. I share your surprise – change is inevitable, but it all came very quickly.

Dave Mackay announced his wish to retire from the presidency at the Annual Meeting in Indianapolis, and subsequently Bob McQueen and Ralph Schiring stepped down from the vice president and secretary positions. We thank all three for the years of service they have given and their important accomplishments and appreciate that they will continue to serve on the Board and in other ways. Watch for Dave's future book on the West Shore. Seth Lakin has assumed the position of Secretary and Noel Widdifield has assumed the position of Vice President.

As your president, one of my principal tasks is to encourage members to move into active participation within the Society. Magazine articles and presentations, in print or electronic, don't just happen – they are the labors of love of people who care about some aspect of the railroad and want to share it.

I identify as a retired electrical engineer who grew up in Kalamazoo, Michigan. That certainly makes me a "Lines West" guy. In addition to the Society, I volunteer at the Illinois Railway Museum as a coach train conductor, and at the Pullman Library on the IRM campus. I've enjoyed modeling NYC in HO scale since 1976.

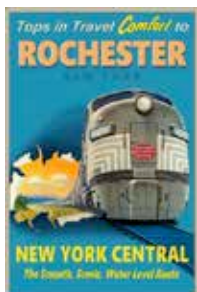


Although being retired gives me considerable flexibility to work for the Society, I want to emphasize that people who are still working can provide valuable leadership as well. Monthly meetings of the Modeling Committee are on Zoom. Modeling chair Seth Lakin keeps them purposeful and focused to coordinate various roles.

Following the usual pattern, my email address for Society business is awschneider@nycshs.org. If you would like to help out, or if you have concerns, feel free to write and I will be glad to work with you.

Alex Schneider

The 2025 NYCSHS Convention Will Be In Rochester, NY on June 6 -7, 2025



Details
Coming
Soon!!





From the Cab

Laying out each edition of the Modeler is a pleasure for me as I get to read the new articles as I edit them. This edition contains nine articles that share a lot of NYCS modeling in the 140 pages. Hope you enjoy this largest edition we have ever published.

The 2024 convention is pleasant history so I can now devote more attention to other NYCS things

Be sure to read the "New Products" section of this edition as there are new NYCS models available to order. We continue to search for new models, but they seem to be slow coming this year.

Take plenty of time and read the great articles we have for you. 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. Send me an email to comment on the articles.

nfwiddifield@NYCSHS.org

Summer is here and the modeling season is probably taking a rest for you, so you have the time for 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: nfwiddifield@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.

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:

nfwiddifield@nycshs.org

NYC Drawings: Tom Gerbracht: trgerbracht@nycshs.org

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

Ira Heisler – The Boston & Albany in N-Scale – Ira's Model Railroad**Page 46**

Ira fell in love with trains when he was about four years old. His parents rented a summer shack for a number of years across Whaley Lake from the NH Maybrook Line. On weekends he would be down at the Pawling depot of the Harlem line. He graduated from Rensselaer Poly in 1964 with a Civil Engineering degree with a transportation major and joined the NYC as an Operating Department trainee. He was a fireman on the Toledo Division, a brakeman in Kalamazoo and in Weehawken, promoted to Assistant Trainmaster in 1965. Later he served on the Penn Central Operating Committee, and as an Industry Planning Analyst in the Marketing Department. His major accomplishments were designing North Bergen Pig terminal around the Piggy-Packer and working on the NYC-ATSF Flexi test train setting a transcontinental speed record in June 1967.

Leaving the railroad, he spent 34 years in and around the shipping business retiring from Reefer Express Lines as SVP - Chartering. He served in the Army Reserve in the 717th railway operating battalion which was sponsored by the PRR. He and his wife have lived in Monmouth Junction, NJ for 35 years in sight of the Amtrak mainline. He is a member of The Model Railroad Club in Union, NJ.

Noel Widdifield – If It Doesn't Run Well, Make It Look Good Standing Still**Page 49**

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

Richard Chait – My O-Gauge Collections – Bringing Back NYC Memories**Page 61**

Richard Chait has been an avid rail fan throughout his life. This is reflected in both his writing and societal activities. Born and raised in Rochester NY, he saw firsthand how the economic growth and railroads were intertwined.

Currently a resident of Northern Virginia, he devotes much of his time to his family, O-gauge collection, and writing. The latter includes several articles published in the Society's Headlight Quarterly as well as a book published by Arcadia Press that details the history of the Central in Rochester.

Doug Chapman – 2024 Train Show Schedule**Page 65**

Doug Chapman has had a life-long interest in the New York Central railroad. It began, when, as a three-year-old, his parents crossed the NYC double-track Detroit to Toledo mainline on their way to his grandparents' house. Today his primary interest is in the Ohio Central Lines - T&OC, K&M, and Z&W.

He is building an HO scale layout of the T&OC operations at Findlay, Ohio, circa 1925, according to Free-Mo standards. Doug is a life member of the NYCSHS, having joined the society in 1978. Presently he serves as a member of the NYCSHS modelers committee and is an archive editor. He has presented clinics on the NYC and T&OC at several NYCSHS conventions and RPM meets. He previously served as the president and vice-president of the Michigan Central Division of the NYCSHS and participated in the cosmetic restoration of Michigan Central #8085, a 4-4-2 Atlantic, Class I-80a, housed at Greenfield Village in Dearborn, Michigan and a Big Four caboose at the Selfridge Air Force Base in Mt. Clemens, Michigan.



THE NYCENTRAL MODELER TOOL SHOP

Brian
Marotta



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

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

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Tom Gerbracht – The Final Touch – Earl's Oil

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Tom has been a railfan as far back as he can remember. His father worked for the New York Central. He had his first cab ride, on a U-2, at age five. He accumulated builders' photos from NYC of many NYC steam locomotives by age six and have maintained his interest in locomotive design and technology for his entire life. Tom authored four books on New York Central Hudsons, Mohawks, and Niagaras for NYCSHS. He served three terms as President of NYCSHS and has authored several articles on steam and diesel power for the *Central Headlight*.

Professionally, he was an employee of GE Transportation Systems. He retired in January 2001 after a 36-year career. He has consulted for GE and others since his official retirement, with his latest contract ending in December 2023. He is a Mechanical Engineer by training and a member of NRHS and TCA. He has a large O-gauge and O-scale layout on common tables, built after his retirement. Tom's layout was featured in the August/September 2008 edition of *O Gauge Railroading*.

Tom has been married to Gloria for fifty-two years, and they have two sons and five grandchildren.

Stan Madyda - Building A NYC Watchman's Shanty Kit

Page 83



Growing up in Hastings-on-Hudson, NY, Stan had the Hudson Division on side of one of town and the Putnam Division on the other side. A summer bungalow located just north of Kingston, NY (MP 93.5) and along the New York Central River Division was where he first started watching trains at age 3. At age 5, he got a Lionel train set and it was downhill from there.

While working at a job shortly after college, he met Bob Arnold, a well-known modeler at the time and joined his U-Line HO model railroad club. There he learned many skills and techniques from accomplished modelers, some with whom he continues to maintain friendships and sees on a weekly basis. If there is a home layout in his future, it will be based on the River Division from Port Ewen to the cement plants in Alsen.

Joining the Danbury Railway Museum when it was formed in 1994, Stan oversees the archives and helps with the restoration of NYC #19322, the museum's wooden caboose. He was also instrumental in getting two former New York Central ACMUs donated to the Museum. Stan is project manager for the two electric locomotives that were in Glenmont, NY and now at Danbury, a project he has been involved with since 2006.

For over 40 years, Stan has worked in the direct marketing field providing mailing list services to catalogs, publications, book clubs and non-profits. Business travel always includes time for museums and prototype railroading.

Robert von Behr – An Old-School Modeler Meets Modern Technology

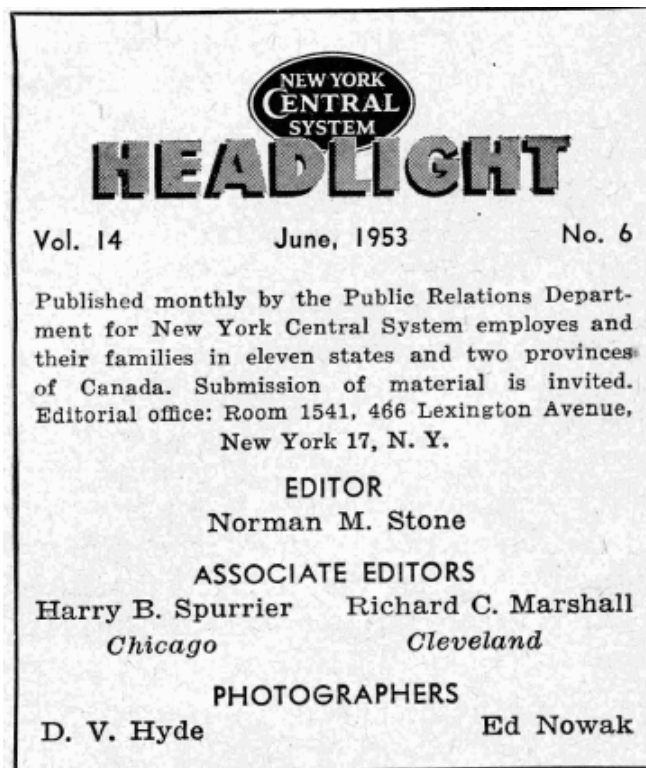
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Bob von Behr taught English and foreign languages on the high school and college level for 50 years. Except for the 18 years when he and his wife, Ginny, lived in Maryland, (not far from the MA & PA Railroad line) he has lived in New York State. Growing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

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

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



Did you, your dad or grandfather know one of these guys??

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

Tom Gerbracht, Dick Chait and Ira Heisler are first time authors. They will receive the NYCSHS Magazine Writer T-Shirts for writing their first article in the magazine! This edition has several veteran writers for the *NYCentral Modeler*!

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



NYCentral Modeler – “Mystery Photo”

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



N-Scale Rolling Stock Micro Trains



NYC Depressed Center Flat Car

This heavyweight depressed center flat car with buckeye trucks was built in July of 1961 and featured a 21' long depressed center section. The car was used to transport bulky and heavy industrial loads, such as large dimensional loads, electrical transformers, and construction equipment, with the depressed center allowing for a few feet of additional vertical clearance. New York Central was a Class 1 Railroad founded in 1853 and operated until 1968, when it was merged with long-time rival Pennsylvania, to form Penn Central.

MSPR \$28.95 Expected Delivery Noe
[Available in the Collinwood Shop](#)

HO-Scale Rolling Stock Athearn



NYC Evans Auto Loader

The Evans Auto Loader was produced by the Evans Products Company in Detroit MI announced in November 1945 and was advertised to link the auto production line, taking autos from the final assembly to the customer - clean, factory new, undamaged and with no lost parts.

The new "Auto-Loader" car was designed to carry six automobiles instead of four, increasing by 50 percent the pay load of conventional freight car auto carriers and that of the previous Evans "Auto-Loader" which has been installed in more than 30,000 boxcars."

"Convention freight car" means forty-foot double-door automobile boxcar. "Previous Evan Auto Loader" refers to the Evans design used on 30,000 boxcars. There were

other designs for boxcars from other companies.

Features:

- Three Road numbers
- Body mounted McHenry® operating scale knuckle couplers
- Weighted for optimum performance
- Fully assembled and ready to run
- Highly detailed, injection molded body
- Accurately printed and painted
- Separate brake wheel

MSPR \$27.82 Expected Delivery Aug 2025
[Not available in the Collinwood Shop](#)

Bluford Shops



N-Scale NYC 52'6" 15-Panel Lightly, Medium & Heavily Dented Mill Gondola

That's right, these models are factory dented! The **Lightly, Medium, and Heavily Dented** versions have multiple deflections in the side sheets above the floor line. The Medium Dented versions have the side sheets visibly puffed outward between the rivet lines as countless small dings to the inside faces accumulated and stretched the sheets into rough domes. The Heavily Dented versions also have the puffed-out panels but to a greater extent - plus many of the ribs have also been deflected outward. The concave dent detail on the inside faces matches the convex outside faces.

With the exception of specially equipped gondolas with timber saddles for carrying coils or other specially secured loads, mill gondolas



began collecting dents with their first revenue load. This was expected and short of punching a hole in a side sheet (an extremely rare event) there would be no reason to replace a bulging panel. Even gondolas which have received a comprehensive servicing would receive a new coat of paint over their dented panels. The corrugations used on the car ends effectively resisted damage. As you can imagine, a steel billet that could punch through an end could potentially fall to the track below causing a catastrophic wreck, so heavy gauge corrugated steel ends were a must.

As a rule, the last time a mill gondola had an unmarred paint job on the interior is when it left the factory. Even when they were repainted, spraying the interior was usually considered a waste of time and paint. In keeping with this practice these N scale models have a mottled rust effect applied to the interior faces regardless of the outside color.

Features: die-cast floors for superior tracking and plastic sides, ends, draft gear, body bolsters and additional brake gear. The cars come standard with our metal wheels and magnetically operating knuckle couplers. Variations include Dreadnaught or PS style fixed ends with Ajax end mounted brake housing and two styles of brake wheels; or drop ends from Dreadnaught or PS (or the identical Car builder's ends) with end mounted lever action hand brakes or side mounted brake wheels as appropriate for each road name.

This gondola comes in light, medium, and heavily dented and two different road number in each dent style.

MSPR \$37.95 Expected Delivery Late 2024
No longer available in the Collinwood Shop

Broadway Limited



Founded by George Pullman in the late 1860s, the Pullman Company emerged as the epitome of the passenger train industry during the Golden Age of rail travel spanning the first half of the 20th century. Renowned for its luxurious passenger cars, particularly its sleeping cars, Pullman became synonymous with comfort and elegance in rail travel. At the zenith of rail travel, numerous railroads opted to outfit their entire fleets with Pullman cars, proudly boasting of their "All Pullman" equipped trains.

Typically positioned as the rear of a passenger train, these cars featured windows or a platform at the rear for passengers to enjoy the view. Beginning in the 1950s, American railroads widely phased out these cars as a cost-saving measure, eliminating the necessity to "turn" trains when departing from stub-end terminals.

MODEL FEATURES:

- Detailed and Accurately Modeled
- Precision Paint, Color, and Lettering Schemes
- Many Separately Applied Details including Hand Rails and Antennae (where applicable)
- Detailed Interiors
- Proper underbody detail per the prototype
- Properly Colored Interiors
- Lighted Interiors
- Operating Sprung Diaphragms
- Composition: ABS with ABS Chassis
- Couplers: (2) Operating Kadee
- Compatible Tracks: Code 83 and 100 Rail
- Minimum Operating Radius: 18 in

The NYC operated a fleet of heavyweight office cars. Most had an open observation platform, inside the car was a small lounge, three bedrooms, followed by a dining room and kitchen with crew quarters at the other end of the car. While the Broadway Limited model follows this interior arrangement, there were many minor details that differ from the model



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



drawings and the prototype NYC business car #11 which that model is lettered for.

MSPR \$99.99 Expected Delivery Fall 2024

No longer available in the Collinwood Shop

Tangent Models



NYCS "937-B Delivery Green 1-1964" Greenville 6,000 CuFt 60' Double Door Box Car

New York Central NYC "937-B Delivery Green 1-1964" was an order totaling 41 cars in the classic NYC Century Green and Black scheme. These cars were delivered in January of 1964, so they were some of the last cars to feature the 41' 3" narrow-truck centers with shorter sills. The Tangent model executes these same prototype features along with a beautiful Apex-style running board and high ladders for the era. On the end of the car, you will notice an accurate Champion-Peacock 1600 power brake with separately applied short release lever and modern brake wheel. The brake step is Morton, while the crossover platforms are Apex-style, matching the NYC prototypes. The underframe is equipped with an accurate Keystone Center-Of-Car Cushioning setup with truck-mounted brake gear details. The model has Tangent's All-New 100-Ton Barber S-2 Plain Bearing trucks with accurate journal box lids for the NYC. (Seriously, road-specific journal box lids. Who does that? Tangent does!) The NYC paint and lettering doesn't take a back seat. From the big and bold "cigar-band" herald down to the most intricate data like the NYC-specific triangle paint code stenciling – It's all there, and it's all correct. These NYC 937-B cars have a return route to the NYC's Rockport Yard in Cleveland Ohio – i.e. Cleveland Engine. It's time to haul V8 engines to or through your railroad with these Century Green beauties.

MSPR \$58.95 Expected Delivery Now

Not available in the Collinwood Shop

<https://www.tangentscalemodels.com/product/new-york-central-nyc-937-b-delivery-green-1-1964-greenville-6000cuft-60-double-door-box-car/>

HO-Scale Structures

NYCSHS



HO-Scale NYCS Big Four Whistle Post (10-Pack)

The Cleveland, Cincinnati, Chicago & St Louis Railway had extensive trackage in Ohio, Indiana and Illinois, commonly known as the Big Four; it was merged into the New York Central in 1930. The Big Four had a unique style of whistle posts. They were placed trackside to tell the engineer when he needed to start sounding the customary two longs, one short and one long blasts from the locomotive's steam whistle or air horn when approaching grade crossings.

Many of these unique whistle posts were still in use well into the 1980's after serving for the New York Central, Penn Central and Conrail. Some known examples are still in use today on former Big Four lines now operated by short lines, These cast iron whistle posts were painted white with a black W and black shield outline.

With deferred maintenance many lost the black shield outline while retaining the black W. These HO-scale 3D printed whistle posts were designed from the existing whistle posts still in the field, Package of 10, they need to be painted before installation on your model railroad.

These whistle 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.

MSRP \$14.00 including shipping Expected Delivery Now

[These are available in the Collinwood Shop](#)

HO-Scale Trucks

Kadee



Kadee HO-Scale Bettendorf T-Section Centering Caboose Trucks with 33" ribbed back Code 88 Semi-Scale Wheels

MSRP \$13.19 Expected Delivery Now

[These are available in the Collinwood Shop](#)

O-Scale Locomotives

Atlas



Atlas O Premier NYC 2-8-0 - 2 & 3-Rail

Features:

- Die-Cast Boiler and Chassis
- Metal Wheels and Axles
- Precision Flywheel Equipped Motor
- Metal Handrails and Decorative Bell
- Decorative Metal Whistle
- Constant Voltage Headlight
- Die-Cast Truck Sides
- Remote Controlled Proto-Coupler
- Synchronized Puffing ProtoSmoke System
- Operating firebox flicker
- Colorful Paint Scheme

- Locomotive Speed Control In Scale MPH Increments
- Die-cast metal tender body
- Wireless Drawbar
- Proto-Sound 3.0 With The Digital Command System Featuring: Passenger Station Proto-Effects
- Unit Measures: 19 1/4" x 2 1/2" x 3 3/4"
- Minimum radius curve: O-36 (3-Rail)
- All new PCB DRAWING BAR design for connection between the engine and tender.
- Lost wax details on boiler body
- Improved Back tender ladder
- Gang plank with diamond plating between tender and engine- stamped brass material
- Boiler features: Headlight/Fire Box Light/Interior Cabin Light/ Marker Front - All LEDs
- Tender contains: LED Taillight (Backup light)

MSRP \$27.82 Expected Delivery Aug 2025

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

O-Scale Rolling Stock

Atlas O Trainman

NYC 60' Baggage Car 3- & 2- Rail



NYC 60' RPO Car 3- & 2- Rail



NYC 60' Combine 3-Rail & 2-Rail



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



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In the early 1940s, WWII was in full swing and materials were in short supply. This left the nation's railroads in a state of disarray, as many of the materials normally used for freight cars was redirected for wartime usage. The concept was to substitute wood for steel, wherever possible. This resulted in cars having a half wood, half steel structure. The Atlas O 52'6" 70-Ton War Emergency Gondola captures the look and feel of the composite gondolas right down to the texture of the wood along the sides.

Features:

- Scaled from prototype blueprints
- Fully detailed Ajax brake system
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- Movable drop ends

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WHAT'S NEW
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Magazines



Classic Toy Trains, Spring 2024

"Take The Next Train to Hedgerton" by Roger Car, pp. 23 - 27

Roger tells the story of Jack Hedge's O-gauge layout with numerous photos of NYCS locos and rolling stock.

"Marx's 20th Century Limited," by Eric Beheim, pp. 30 - 31

The author provides an interesting tale about the history of the models offered over the years of this historic locomotive, a short description of the actual locomotive and how Marx developed their version of this classic loco. There are two very nice photos of the Marx streamlined 4-6-4 Hudson.

"Industrial Layout Honors A Family", by Greg Bird, pp 40 - 44

Greg tells the story of how he moved from his beginning modeling as an 8-year-old to his current layout. His O-gauge layout includes some NYCS locos and rolling stock and the article includes a photo of his NYCS passenger train.

Classic Trains, Spring 2024



"CSX Unveils NYC Heritage Unit", p. 6

There are two photos of the new ES44AH #1853 honoring the NYCS and the Central's founding year.

"Passenger Corridor Revivals I'd Love to See", by Kevin Pl Keefe, pp. 16 - 17

NYCSHS member, Kevin talks about the Federal Railroad Administrations list of 69 routes chosen for its Corridor Identification and Development Program and then covers some of the past NYCS routes and his memories of those routes and trains.

The article includes a classic photo of the NYCS Detroit - Cleveland Mercury with a streamlined NYC 4-6-2.

Railpace Newsmagazine, April 2024



"New England Dispatch" by Jack Armstrong, p. 36

There is a photo of the NYC ALCo/GE T-3 motor 278 and ALCo/GE S-1 100 located now at the Danbury Railway Museum.

Railpace Magazine, May 2024



"New England Dispatch" by Jack Armstrong, p. 37

There is a photo of the Metro North P32AC-DM211 with the NYC wrap honoring the 40th anniversary of Metro North.

"Empire State Limited - Adirondack Scenic", by Stephan M. Koenig, p.42

The railroad obtained a grant of \$10,000 to renovate one of its passenger car's interiors into a configuration reminiscent of the classic parlor cars from the early 20th century.



Railfan & Railroad, May 2024



“The Unexpected Fairbanks-Morse, Part One”, by Gordon Lloyd, Jr., pp 50 – 57.

A photo of a P&LE (NYCS) H10-44, 9100 & 9103 at McKees Rocks, PA on August 26, 1961.

“New Looks for GM ‘New Look’ Buses”, p. 14

The article provides a history of these buses and a description of the models offered by Rapido Trains. They were offered for pre-order in the Collinwood Shop, but the pre-order date is now past.

Trains, May 2024



“Detroit’s Michigan Central Station To Reopen June 6”, pp. 44- 45

This staff article describes the six-year renovation effort of the station. Ford and Google were the lead partners in the restoration.

The article includes two photos of the exterior of the restore station.

Railroad Model Craftsman, April 2024



“Safety Valve: Palmer Union Station”, by Bill K. Frances, p. 5

In this letter, Bill talks about the article and growing up near the area of the station. He also points out a minor error in the article about the removal of a canopy on the B&A side of the structure.



Obituaries

Railroad Model Craftsman, May 2024



“Rapido Trains Celebrates 20th Anniversary”, p. 12

A short article on the occasion of the 20th anniversary of the founding of this important manufacturer of model trains.

Thomas Bailey NYCSHS member 0712

Thomas Edward “Tom” Bailey, 82, disembarked his final train and is home with the Lord as of March 6, 2024. A giant of a man with an equally giant heart, Tom will be greatly missed by all his far-flung family and friends.

Tom loved his family, trains, trolleys, music, history, traveling, the US Air Force, cats, and strawberry ice cream. His lifelong obsession with trains began as a toddler



and was expressed through layouts, outdoor train sets, photography, and more. He taught himself to play the guitar and banjo. He was a lifelong church goer and sang in choirs wherever he lived.

Tom graduated from the University of Michigan in 1965 and was commissioned into the US Air Force. While on his first assignment in Athens, Greece, he met and married the boss's daughter. He spent 30 years in the Air Force and Air Force Reserves before retiring with the rank of Colonel. Later he worked for various defense companies as a proposal writer, editor, and manager before retirement.

He is survived by his wife of 57 years, Suzanne; children, Peter, Rick, and Anne; seven grandchildren, five great-grandchildren, his brother, Jack, sister, Deborah, a 70-year-old train collection, and a 130-year-old banjo.

NYCSHS Member Douglas Leffler sent us this about Tom.

My good friend, Tom Bailey, passed away on Wednesday, March 6, 2024. I have known Tom for over 50 years, and I was very saddened to hear of his passing from his wife, Suzanne.

Tom was a highly skilled model railroader, who modeled the late steam era of the New York Central Railroad. His skills at replicating realistic looking steam locomotives were unparalleled.

One particularly fun railfan trip that Tom and I took along with a few other local railfan friends was a caboose ride on a Hillsdale County Railway freight between Hillsdale and Quincy, Michigan in the early 1980s.

Tom was a real gentleman and a good friend. He will be sorely missed. —Doug



Tom was a highly skilled model railroader, who modeled the late steam era of the New York Central Railroad. This is one of his many models.



One particularly fun railfan trip that Tom and Doug took was a caboose ride in the early 1980s Tom is the tallest guy in the group, standing by the door of the caboose.

Jim Hediger

Long time *Model Railroader* senior editor Jim Hediger passed away February 9, 2024.

Jim was a member of the staff at *Model Railroader* for 43 years and he was one of the first modelers to build a practical double-deck model railroad.

For a complete remembrance of Jim, check out the May 2024 edition of *Model Railroader* as Senior Editor, Cody Grivno tells of his years of working for Jim.



Announcements

WAUKESHA, Wis. — *Trains Magazine*, the company's other rail magazines, and *Trains.com* are among assets that have been sold by Kalmbach Media to Chattanooga, Tenn.-based Firecrown Media, the two companies announced on May 1.

Other Kalmbach titles involved in the transaction are *Classic Trains*, *Model Railroader*, *Classic Toy Trains*, *FineScale Modeler*, and *Astronomy*, as well as Kalmbach's online stores. Firecrown Media owns a wide range of transportation brands including *Flying, Plane & Pilot*, *Boating*, *Yachting*, and the supply chain site *FreightWaves*.

Kalmbach employees were informed of the sale this morning and told that most employees working on the brands will be offered positions with Firecrown after screening. Kalmbach CEO Dan Hickey called it "a difficult day in our storied history" in an email announcing the sale. Firecrown CEO Craig Fuller said in a press release that "The rail titles fit perfectly into the Firecrown portfolio and the breadth of experience of our staff ... Kalmbach has deep ties in the railroad community, having published magazines and books about railroads and model trains for over 90 years. There isn't a deeper connection in the rail enthusiast community than the one that Kalmbach built. The Firecrown staff will work diligently to continue and build on that connection moving forward.

Additionally, the rail and aviation communities have a great deal in common. Besides the obvious — both being transportation modes and having similarities in business models — the enthusiast audience is vast in both categories. We believe that 'railfans' and 'avgeeks' are kindred spirits.

With the acquisition, Firecrown plans to invest significantly in *Trains'* business editorial coverage, increasing the cadence and depth of

coverage of the rail industry. *FreightWaves*, one of Firecrown's brands, provides a playbook to help achieve this."

Fuller and other members of the Firecrown staff met with staff members who will be making the transition to the new ownership this afternoon. A 60-day transition period is planned for the magazines and other properties. More information on Firecrown's plans and what they mean for employees and readers will be forthcoming

Scalecoat Model Paint



"We are pleased to announce the return of Scalecoat Model Paint under New Ownership.

"Please be patient with us as we set up shop and get the paint production under way in Florida.

"The formulation of the paint will not change; it will be the same Scalecoat Paint that you are accustomed to and come to love".

Once more details are available, we will announce them here. *Stay tuned.*

Latest From Facebook Site

"We have updated the name of our business. We are now Iron Horse Model Works The new home of Scalecoat Model Paint. The paint line will still be called Scalecoat Model Paints. Nothing will change with the formulas of the paint. Just a new business name as a throwback to the original company that started Scalecoat Paint. More on the history of Scalecoat to come."

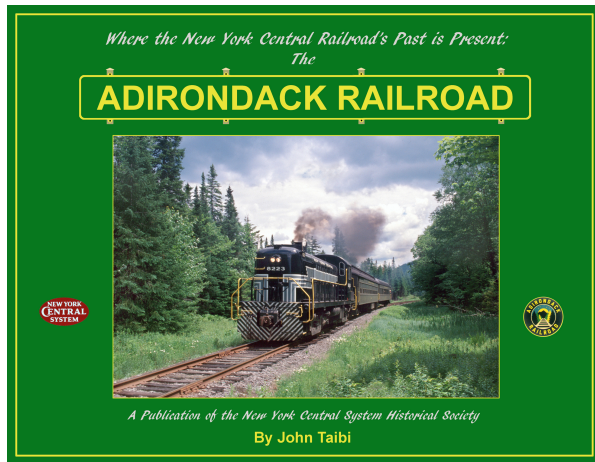
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NYCSHS Announces Another New Exciting Book

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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By George Povall



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



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

George Povall 80 pages softcover

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

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

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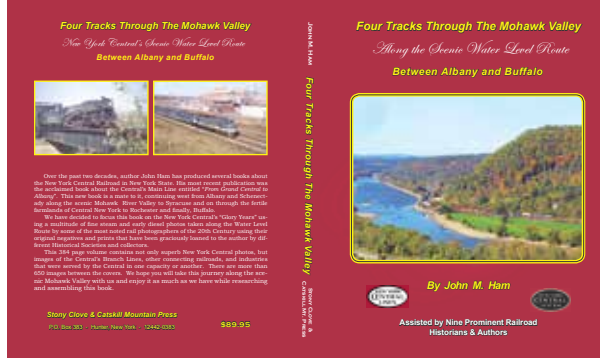


NYCSHS Announces a Big Sale on this book!

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

By John Ham

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

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

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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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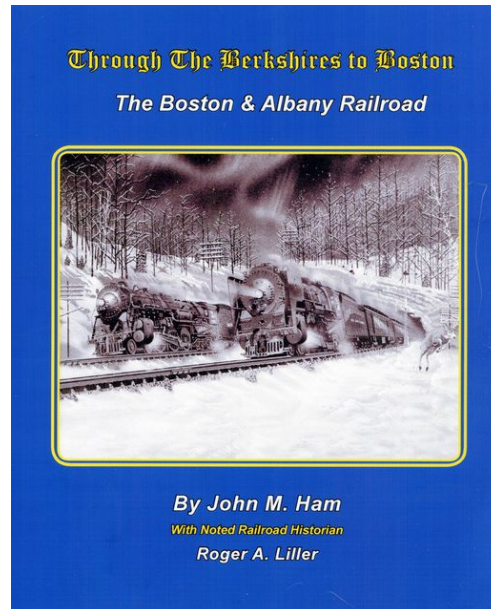
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By John M. Ham With Roger A Liller



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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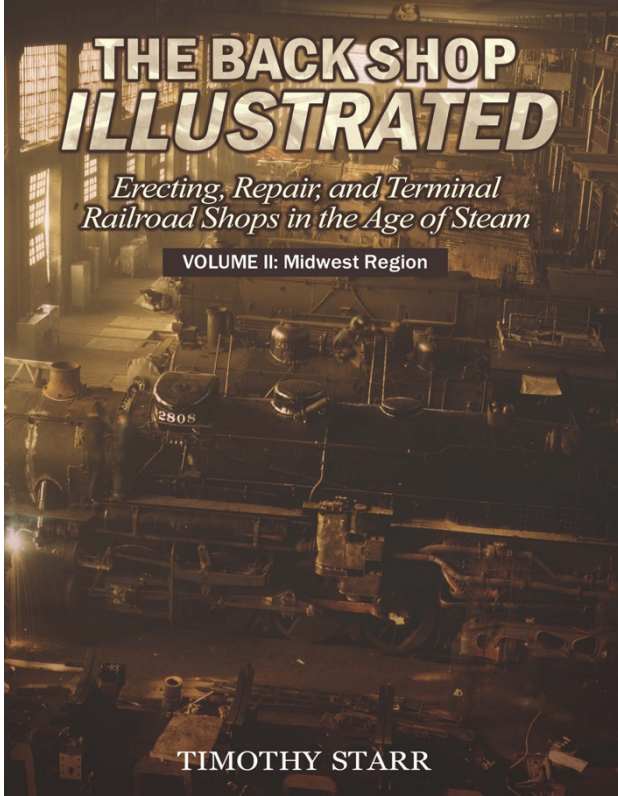
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The second volume of Tim Starr's well-received three volume series about steam railroad repair shops has now been released. The first volume covered the Northeastern and New England sections of the country. Volume 2 describes the back shops of the Midwest, which was arguably the densest concentration of railroad activity in the world.

This book has over 350 fact-filled and profusely illustrated pages of railroad shops that primarily operated out of Chicago, which was the world's leading railroad hub. A total of 19 railroads and 50 shop sites are featured, including those of the Big Four, Lake Shore, Michigan Central, Nickel Plate, Chicago and North Western, Illinois Central, Burlington, Monon, Milwaukee Road, Rock Island, and Wabash.

This fascinating, limited-edition book has 475 black and white photos, diagrams, illustrations, and maps gleaned from over a hundred sources, and will make a welcome, if not essential, addition to any steam railroad fan's library.

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Appendices

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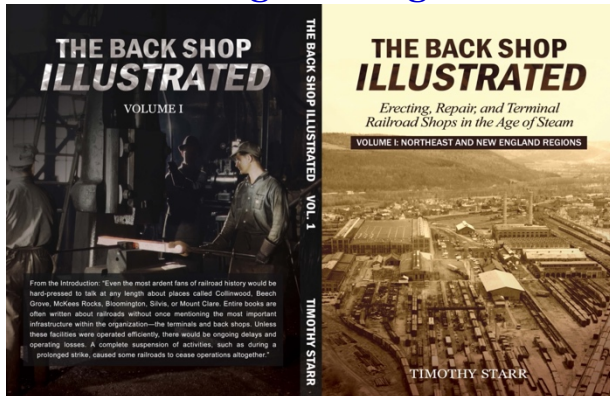
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Another Two Tim Starr Exciting Books

*The Back Shops Illustrated
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Although a railroad's "back shops" were among the most important aspect of daily operations, they often went unnoticed by the general public and unpublicized by historians.

For the first time, a comprehensive history of the largest heavy repair shops in the United States during the steam era has been published. The first volume, titled Northeast and New England Regions, has nearly 300 fact-filled and profusely illustrated pages of shops operated by the New York Central, Boston and Albany, Pittsburgh and Lake Erie, Pennsylvania, Delaware and Hudson, Boston and Maine, and eight other railroads.

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

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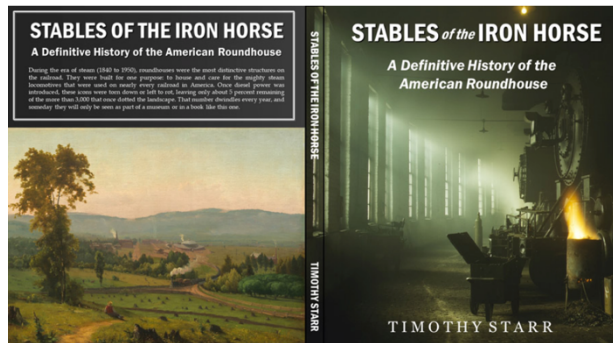
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Stables of the Iron Horse A Definitive History of the American Roundhouse



During the steam era (1840 to 1950), roundhouses were the most distinctive structures on the railroad and often the most distinctive in the entire town. They were built for one purpose: to house and care for the mighty steam locomotives that were used on nearly every railroad in America. Once diesel power was introduced, these icons were usually torn down or left to rot, leaving only about 5 percent of the more than 3,000 that once dotted the landscape.

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

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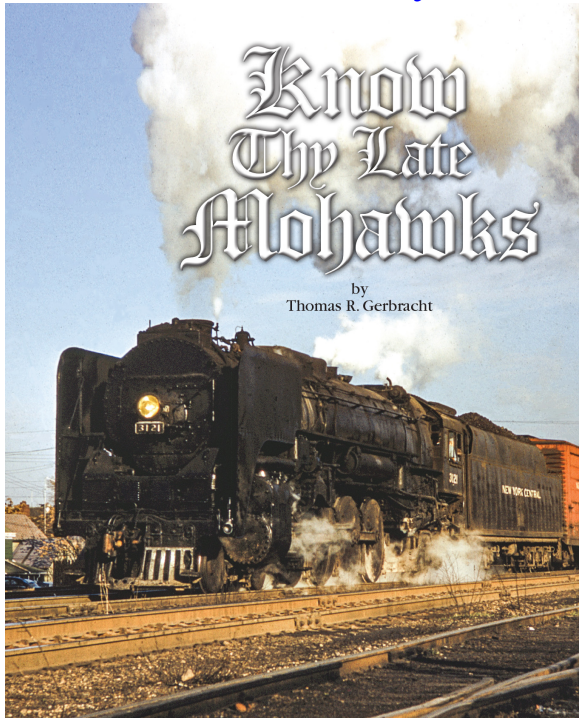
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NYCSHS Announces Another New Exciting Book

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.

- Detailed history of the late Mohawk design of 1940, and the final L-4 design of 1942, using official railroad records and drawings, and profusely illustrated using an outstanding collection of high-quality photographs from the Society's Collection and other collections, many previously unpublished
- Over 300 pages and photographs, including a 32-page color section
- Informative captions
- Useful to modelers and historians

- Written by Tom Gerbracht, NYCSHS Director and former President
- Limited production run, hard cover, using the best paper stock and outstanding photo reproduction, and sewn binding for permanency
- Very limited quantity of numbered and signed copies available as a separate store item

The book describes and illustrates the original late Mohawk design, and the evolution of the basic design that resulted in the L-4 Mohawk, perhaps the best dual service two-cylinder steam locomotive design ever developed. Included is a separate section on late Mohawk tenders, one of the secrets of the Mohawk's success. Oddities are identified, and the final days of late Mohawk operation are also fully documented, including last runs. The late Mohawk design is compared with contemporary steam designs used by other railroads in the Central's service area.

- All proceeds donated to the NYCSHS
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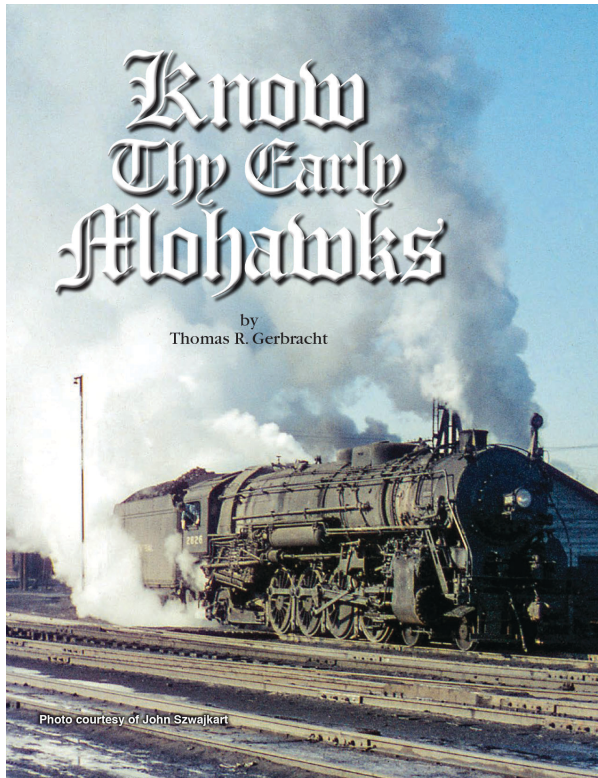
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NYCSHS Announces a New Exciting Book

Know Thy Early Mohawks

By Tom Gerbracht



- Detailed history of NYC Early Mohawks (1916 - 1930) from official Railroad Record Cards and official NYC drawings
- Over 250 pages and 200 photographs, many previously unpublished, data, drawings and a 32-page color section
- Written by Tom Gerbracht, NYCSHS director and former president
- Hard cover with complete Early Mohawks' history
- Limited publication run
- Very limited quantity of numbered and signed copies available as a separate store item

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

Dealer Inquires Welcome at Treasurer@NYCSHS.org

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.

Available in Collinwood Shop

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Hi,

Is that Tangent Models NYC Caboose the old Wright Track product?

Spence Ziegler

Spence,

No, the Tangent NYC caboose is a ready-to-run injected molded plastic model, although undecorated kits are also available. The Tangent tooling is all new. The Wright Trak NYC Caboose is a cast resin craftsman kit first released more than 20 years ago. I have several Tangent RTR and built both Tangent and Wright Trak kits. The Tangent caboose for raffle at the Indianapolis convention is a factory ready-to-run model that was first produced a couple of years ago and still is available. <https://www.tangentscalemodels.com/nyc-despatch-shops-incorporated-and-st-louis-car-company-bay-window-caboose-system/>

If you have any other questions about either, let me know.

**Seth Lakin, NYCSHS Director
Chair, NYCSHS Members Modeling
Committee**

Hello,

I am looking for the mechanical drawing for a Big Four Caboose like this one.



If you have drawings in your collection, I am looking into restoring a caboose of this type

Thanks, Brent Kendrick

Brent,

The New York Central System Historical Society has a fairly complete set of drawings for the Big Four caboose, everything from general arrangement diagrams to details of the cupola and seat cushions, to fusee holders, the oil lamps and brake arrangement. Most of these drawings were used to produce the society's exclusive HO-scale caboose kit.

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

The drawings are available on the Caboose drawing flash drive that is available for sale.

https://www.nycshs.net/NYCS-Drawing-Files-Freight-Cars-2-Flash-Drive-Free-shipping-on-US-orders-Only_p_199.html

Individual drawings can also be made available for sale.

What are you looking for and how do you want to use them? That answer will point us in the right direction for the next step.

**Seth Lakin
Director, Modelers Committee Chair**

Noel,

I am seeking to accurately paint the interiors of three NYC 48 seat coaches and a 48-seat diner. Do you know of a resource that could help? I rode the 5th Avenue Special as a ten-year-old, but for the love of me cannot remember the color of the seats or walls.

Thanks, Lowell Amrine



NYCSHS RPO

LETTERS & EMAILS



Lowell,

The black and white photos of the interiors ACF built 48 seat coach/baggage cars can be found here.

<https://nycshs.omeka.net/items/show/128859>



<https://nycshs.omeka.net/items/show/107182>

<https://nycshs.omeka.net/items/show/107183>

I had the drawings for these seats a couple of weeks ago. I had picked up 30 boxes of drawings from the Illinois Railway Museum and then took them to the society archives. They were a two-tone red striped if I remember correctly.

Which series of diners were you referring to? Most self-contained streamlined diners had 44 seats in the dining room.

Seth Lakin
Director, Modelers Committee Chair

Hey from downunder, Noel,

Thanks for the latest edition of the *NYCentral Modeler*, and special appreciation to Andy Panko for solving a long-time mystery, which now makes

perfect

sense.

Way back when, I bought a TrueLine Trains NYC 5-axle C-Liner and wondered why they sent me an extra shell. It never occurred to me that there might be a difference in the fan details, because there was no explanation provided by TrueLine.

I was also unaware that TrueLine Trains was a re-name of LifeLike Canada, or that TrueLine had since been acquired by Atlas. Interesting to know. Thank YOU, Andy! Incidentally, the only other TrueLine Trains model I own is an 8-hatch CN reefer.

Another unusual item, which I believe is well worth pride of place in my display cabinet. I'm gawking at it as I type this. Now, I have to go find that spare C-Liner shell and swap it out so that my NYC loco has the correct array of *four* fans. I may be some time...

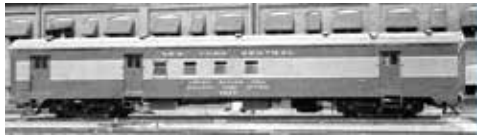


Warm regards from Windy Wellington, New Zealand, Phil Darkins

Andy,

Passing on this from Phil Darkins in windy New Zealand.

Thanks, Noel
Noel,



Thank you for this. Happy to help with sorting out some of the confusing history of these long-gone model companies.

Andy

Hey, Noel and Andy,

Luckily, I only had to open four cartons before the trusty spare C-Liner shell revealed itself! The search was made a lot easier by virtue of a recent DCC conversion project. My electronics expert buddy had asked me to photograph the chassis and circuitry of a range of model locomotive brands, so that he could advise me on what to convert and what to keep purely as display. I have a HUGE collection of locos.

Some might say *I* am loco. 😊 This helped my search for the C-Liner shell because ALL of the original packaging for my 120+ locomotive models is currently in a stack of cartons sitting in the middle of my garage floor i.e. readily accessible. Phew! So, thanks again Andy. The C-Liner now has four fans. Pictures attached of the work bench and process.



Phil

Noel,

I'd like to locate the FlexiFlo article published in the issue of the Headlight from the 2nd quarter of 2012. Can you help?

Thank you, David Grein

David,

I have attached the article you requested.



Thanks, Noel

Mr. Widdifield:

Thank you for your stellar work on NYCentral Modeler ... I look forward to it every month. I can't believe it is free!

I have a question I was hoping you could help me with, or at least direct me to someone who can help me. I am in the process of moving from armchair modeler to actual modeler. I envision having an HO-scale NYC themed branch line with some 2-8-0s roaming around. I was thinking that I could modify the Bachman 2-8-0 to be a passable version of an NYC g-class if I could change the cab to be more of the classic NYC style. Do you know if there is a 3-D printed version of



a standard NYC steam locomotive cab available...

Better yet? Is there one that's been made to fit the Bachman loco I have mentioned? Thanks for your time, and thanks again for the work you do for the society.

Thanks, Steve Bucha Member 6845

Steve,

Thanks for the kind words about the magazine. I am forwarding your request to the chair of our NYCSHS Modelers committee, and he will try to answer your question.

Thanks for being a member, Noel

Steve,

Sorry we have taken so long to get back to you. Seth says that he was not able to find an answer. He thought there was an article that did the same thing you were proposing, but he has not been able to find it.

Sorry, Noel

Noel,

Thanks for looking into it!! If I accomplish it maybe I will write something up about it.

Steve

Hi Noel,

Thank you for the time and effort taken publishing the New York Central Modeler. The articles definitely help the ability to model the NYC and to promote modeling interest. Not everyone has an

extensive library of railroad books and/or time to sort through internet searching.

The photos of forthcoming models along with prototype photos and information are welcome. They complement articles in Central Headlight. Good work for getting Rapido to offer an NYC 2-bay covered hopper. Good work showing pictures of a NYC 72' heavyweight baggage car with 6-wheel trucks should someone have an Athearn or Walthers baggage car. Modeling a Lima-Hamilton road switcher it something new, I think.

Helpful are the hints for modeling techniques, what was considered and what worked well TGR and did not turn out well TGW. As example, I shall choose the Steve Lasher article on making a NYC H-6 from a 40-year-old Akane USRA 2-8-2. Outstanding article and model by Steve, I hope to do as well.

H-6 Akane HO scale 2-8-2 things gone right

- General model, Japanese craftsmanship details soldered starch, mechanism without binding, reasonable price eBay I assume.
- Cab not quite right but not worth replacing.
- Installed a can motor, bench tested locomotive.
- Listed Custom Finishing NYC headlight, Cal-Scale parts, Greenway smoke stack, scratch-built bell mount, etc. loco and tender
- NEW INFO TO ME move tender rear truck reward, no need for NYC to fit 75-foot turntable. Something I had wondered about.
- Good choice Lester solder, comment about use resistance soldering equipment to remove / add brass parts.



- Good advice: add white pastel powder to paint thinner for wash residue.
- Mentioned Key Et. Al. brass NYC H-6 which already have footboard pilot, can motor,
- Fine model and good photographs of the fine model.

Yes, a couple things could be better. The article has omissions, for someone trying to replicate Steve Lasher's model. My Voice of Experience....

- If the brass locomotive axles were lubricated before storage, lucky the locomotive ran at all. The gearbox grease could have hardened, oil on axles and journal boxes forms insulation after about 3-4 years storage. Caution and cleaning needed.
- The Akane locomotive may have precision machined driver axle slots. Running the locomotive without oiling causes excessive wear, Atlas electro-lube oil recommended. Same for running tender steel axles in brass truck side frames. Critical information, better than learning from experience.
- "Small can motor from parts bin" I assume limited by the narrow width of the open frame motor. Worth mentioning a coreless can motor (\$40) is low friction for smoother starts and slow speed running. At least consider an 8000-rpm motor has greater stall torque than 12,000 rpm or 16000 rpm small can motors. Skew-wound preferred for smoothness.
- No mention of the usual lacquer coating to keep brass looking good, did Steve really just prime and paint? Generally partial removal of the lacquer helps to bring out small

details as opposed to details disappear after paint. Dating from before 1965, scrubbing with mildly abrasive Soft Scrub from Walmart is a good base for the Scalecoat II paint, or I assume a good base for the 2-N-1 primer or like Model Railroader for using 2-N-1 paint containing primer - thinner than primer + paint.

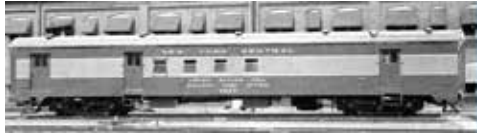
Moving along, the best (meaning "most useful") recent articles are the authors seeing passenger car photos from the era being modeled, but the kit is the as built configuration with significant differences from the photos. Good modeling followed.

Good article reprints. The use of Teletype in 1948 was truly high tech, to keep track of individual cars (and tied to one of the earliest commercial use of computers). Worth an article if personal experience is available?

The Signal System article is of great personal information, Yes, there are speed limits on the railroad approach slow, approach medium, etc. A modeler would not know that necessarily. Having the center target always red is a great idea maintaining realism. Yellow used for turnout position, I assume, calling for reduced speed. The color photos showing black signal masts are useful, and showing the NYC Rule Book signal indication page helps any NYC Modeler.

"Hard to find" comments

1. COLOR PICTURES OF INTERIORS information
2. Contents of the various freight cars at various times for various industries i.e. cement in covered hoppers, later grain in covered hoppers.
3. Modeling specific towns. i.e. when everything came by train, and almost



everything was made in America (and exported....guess what was in those large wooden crates at the Port of Baltimore, wooden crates the size of a Ford Model T).

Good work Noel, Barry Boyce

Russ Weis,

Passing on a comment on your article.

“The Signal System article is of great personal information, Yes, there are speed limits on the railroad approach slow, approach medium, etc. A modeler would not know that necessarily. Having the center target always red is a great idea maintaining realism. Yellow used for turnout position, I assume, calling for reduced speed. The color photos showing black signal masts are useful, and showing the NYC Rule Book signal indication page helps any NYC Modeler.”

Barry Boyce made the comment.

If you wish to respond in any way, just send me an email.

Thanks, Noel

Hi Noel,

Thanks for passing this along - - I'm glad at least one person enjoyed the article. Please, send this reply to Barry.

I look forward to seeing you in a couple of weeks.

Thanks, Russ

Barry,

Noel passed a part of your email to me - - I'm glad you enjoyed the article.

There are a bunch of different signal combinations as I mentioned in the article, but I did want to address your assumption on the yellow being turnout position, as it is not. The very basic high yellow means be prepared to stop at the next signal. A low yellow means the same, however, you are taking a diverging route.

You can get a low clear (green) and you can precede at speed, but you'll be taking a diverging route up ahead.

Either high, or low yellow can also mean that you'll be entering an area with no signals, such as a freight yard, so obviously you'd want to slow your train down.

Steve, one of my regulars who I mentioned in the article, said in the height of train ravel where NYC would have many passenger trains on the main, hence the speed signaling, would sometimes “run the yellow.” If an engineer knew he was following, say, the Century, he knew the dispatchers would keep the Century on schedule. However, his train was running so close to the Century he'd always get a yellow but knew he could stay at scheduled speed because the Century would keep its speed. However, every once in a while, they'd get caught with their knickers down and run a red at the next signal because they couldn't stop in time. Neat story.

Hope this helps, and we'll get a chance to meet in Indy.

Russ



Steve Lasher,

Thank you for a great article on updating a brass model of the USRA Mikado to contemporary standards and NYC prototype.

Attached is a "Distribution of Power" document from the Canada Southern website, reflecting assignments as of April 30, 1955. **(It is not included for brevity)**

It will come as no surprise that steam was limited to Line West, Big 4 and Michigan Central, and the latter had no H-6's. Note that they are split in each region's list, between 1800 series and 6300 series engines. I would love to get an earlier record, say 1952, and see if any were on the MC in 1952, which I model.

Near the end of your article, you had a photo of the Trix USRA Mikado, and you also mention Key and Sunset models. At a somewhat lower price point, I have two Powerhouse models which used similar drives to brass engines but a white metal boiler. Do you have any thoughts on the steps necessary to upgrade these?

Thanks

Alex Schneider
NYCSHS Director

Alex,

Well, thanks, great to know you liked the article. As to the assignment list, the friend that I did it for, Greg Ricciardi, just wanted an updated H-6 so, we weren't too concerned about 100% prototypical accuracy (thank goodness).The

Powerhouse models would be perfectly acceptable.

Usually, good mechanisms and great runners. My advice for dealing with the white metal boilers would be: 1. Get a good supply of new, sharp drill bits. Notice I said "supply" because you're probably going to lose some. 2. Use lubrication on the drills and don't force them. Also, backing them out frequently and clearing chips helps. 3. ACC works OK. Five-minute epoxies are OK, and I prefer the Loctite brand for both of those. For the toughest work, if I can use it, is J B Weld. Great stuff!

Also, I'd have to evaluate carefully what I could do and not do. I've never been really good at removing cast-on detail from white metal castings. Some alloys are easier to work with than others and, it would depend on whether I'd be putting a new part on that would cover up any scars. I'd also have to give some consideration to durability - I don't like parts that are easily knocked off so, that enters into the thinking.

Don't forget, if you have the ability to do some soldering, there's always the possibility of soldering parts into assemblies before attaching to the model with adhesives. One such case might be with the wind deflector on the back of the cab roof. You could cut out the basic shape from brass, solder some U-shaped wires to the brass - then drill some holes through the cab roof and, after bending to shape, using adhesives to hold it place. The wires through the roof ought to make it fairly bullet proof sturdiness-wise.

As I said, thanks for the compliments and I hope I've been helpful here.



Steve Lasher

Hi Noel,

I'm a railfan (primarily IC but I like all kinds) and I'm trying to identify this steam locomotive. This photo was taken in Cairo, Illinois the 1930's and was pulling train 24. Cairo was the NYC's southern terminus of their CCC&StL subsidiary branch. Any information would be appreciated.



Thanks,
Joel Richardson

Joel,

Any chance you might have a photo with higher resolution? It is pretty hard to tell much with this photo. We have some guys speculating but a higher res photo would certainly help.

Thanks, Noel

Noel,

I'll dig around and see if I can find a better-quality photo. I can try the Cairo public library tomorrow.

Thanks, Joel

Noel,

I haven't been able to get to the library yet, but I looked on the internet and found a

possible candidate: a 4-6-2 pacific type locomotive might be what we're looking at.

My reasons:

The Cairo branch of the CCC&StL wasn't one of NYC's main corridors so it's likely that any power on that line would've been smaller than whatever was pulling first-class passenger trains between New York and Chicago. The smokebox appears to match fairly closely. The running boards appear to match. The bell is somewhere behind the smokestack.

There's always a good chance I could be wrong, and I certainly don't know the engine number (obviously) but I do think I might be in the ballpark.



This photo of 4-6-2 No. 3328 (renumbered 4728 in 1936) was taken in Butler, Indiana, but the photographer's identity is unknown. This locomotive was a member of class K-3n, erected by the American Locomotive Company's Brooks Works in 1918. The original rivet-fabricated trailing truck was replaced by the one-piece casting, as shown here, which provided a bed for a booster engine; locomotives so equipped weighed 290,200 pounds. Butler, a small city in rural northeast Indiana, was not a stop for the Central's faster long-distance trains, so this photo shows No. 3328 (4728) heading a westbound local – the type of service to which the Pacific's were assigned after the Hudsons usurped their position on the premier



"varnish." No. 4728 was retired and cut up in 1950.

Any feedback/contrary opinions are welcome.

Thanks, Joel

Joel,

The photo in the reply steam is NYC 3328, is a class K-3n. Built in 1918.

Seth Lakin

Joel,

The 3328 was a K-3n. The NYC had 34 of them, all built for the NYC proper by Alco in 1918.

Rich Stoving, NYCSHS Director Emeritus

NYCentral Modeler 2nd Qtr. 2024 – "Mystery Photo"



Noel,

This is a flood light like I used in the fire dept. There is a male pig in the base which would attach to a heavy-duty extension cord. At some point the connection converted to a twist lock connect to prevent accidental disconnection.

Tom McHugh Mar 29, 2024, 5:03pm

Noel,

Looks like it might have been mounted on a tugboat for night, fog and search operations. You can see them atop the pilot houses on this Steve Cryan print of the NYC fleet.



Thanks, Peter Palica, March 30, 2024, 8:21pm

Hello Noel,

I'd like to guess that the weird looking contraption on page 16 of the *Modeler* is some kind of carman's lantern. It looks like it wants to shine a light upwards after being set on the ground underneath rolling equipment. I could imagine that someone working on the underside of a freight or passenger car, maybe repairing some brake rigging, using it to get some light on whatever he's fixing in the middle of the night. Hopefully, he solves the problem without the train crew having to remove the car or locomotive from an already built train.

Have a good one.

Ralph Schiring, NYCSHS Director April 8, 2024, 5:06pm

It looks like you all guessed the correct identity of the mystery. It was a lantern that could be aimed by hand and was used in many places on railroads and probably was used on the New York Central over the years.

Thanks for all the correct guesses. Noel



the cylinder chest and altering the rear of the loco frame to avoid a short circuit between the trailing truck's rear wheel and the chassis. 1stQtr.2014 NYCentral Modeler. (Bill Winans Photo)

Some NYCentral Modeler Modeling From The Past



Bruce Ryan' S-1 8102 leads a train south on the High Line. That's St. Johns Park freight terminal in the background. 1stQtr.2018 NYCentral Modeler. Bruce Ryans Photo.



Seth Gartner's Minerva Hump & Office. Loaded hoppers being shoved over the hump and scales at Minerva Yard. Brakemen would assemble beside the hump bowl and walk back uphill together. 1stQtr.2014 NYCentral Modeler.(T.D. Barnett photo)



Ed Sussi developed the plans and drawings for the NYC Woodlawn Station HO-scale model and then had Marc Hornkohl of AMB build it for him. Ed Sussi photo.



Dick Karnes' SouthWind Models imported both finished and unpainted brass S-1b Niagaras. All of these require work to actually run. Essential alterations include lengthening the pilot truck to avoid wheel interference with



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 Boston & Albany In N-Scale – Ira's Model Railroad

Article by Ira Heisler

Photos by Ira except as noted

I model the Boston & Albany in N-scale between the Connecticut River at Springfield and Pittsfield, Mass. over the Berkshires in all four seasons in a room that's about 30' X 30'. I have a complete set of topographical maps for the entire 50 miles between the two cities plus books and videos covering the route.



The BA-2 at West Springfield is pulled by three of the new Atlas FA's and two older Kato RS-2's. In trying to model this section of the railroad I used Google street view to show me what is there today so I can't vouch for whether the same buildings were there in NYC times though, with the exception of the boat dealer, I think they were.

The railroad is basically a folded dog bone forming a double track main line with a three-track loop on the west end, and a three-track loop at the east end that has expanded and expanded into a massive storage yard that folds around part of the unfinished side of the basement. I have 16 signaled blocks in each direction. Blocks are twelve to fifteen feet long.

The track elevation crossing the Connecticut River is 43 inches raising to 49 inches at Chester on an approximately 1

percent grade. From there through Middlefield to the summit at Washington the grade is between two and three percent and the track reaches an elevation of 59 inches. The track then drops down to Pittsfield through Dalton on a 2.5 percent grade to reach an elevation of 49 inches at what would be CP 150.



The Bullards crossing engines are Lifelike FA's. Just ahead of them and under the bridge I have modeled Muddy Pond and bit further I have the deep cut and the Summit Hill Road bridge. The Bullards bridge is removable to allow present day higher cars to get under it.

The track then runs through the wall and down a steep 5 percent grade to get under the stairs and into the reverse loop in the unfinished side of the basement and an elevation of 46 inches.

Most trains run with four or five units. Since ALCO's and later GEs were maintained at Syracuse my early locomotive fleet is mostly RS's and FA's though I do have a large collection of EMD's as well. I have even modeled Erie-builts in both passenger and freight versions. Second generations include GP 20's through GP 40's and a large batch of U-

The Boston & Albany In N-Scale – Ira's Model Railroad

25's. I have a small steam fleet including a Con-Cor Hudson modeled as a J-2 and a sound equipped Bachmann J-3(which never ran on the B&A to my knowledge).



BA-4 over the stone arch bridge is my attempt to model one of original bridges from Whistlers Western. The locomotives are Atlas GP-40's and the bridge facing is embossed cardboard over a plastic base.



The RDC is a Kato model. I also have RDC-1 shells to back date the two of them that I have. I tried to estimate the height of the coal tower. If the society has plans, I would appreciate access as I think it may be too short and since that picture was taken, I have added six feet to the legs. Not in the picture is the roundhouse, a turntable and a station. I am thinking about redoing this section as my present layout has the roundhouse on the east side of the turntable which photos have shown me to be wrong.



Crossing the Westfield River are a set of Kato RS-2's eastbound on weekend freight duty as otherwise they were used for commuter runs into Boston from Riverside. Approaching is a mail and express train pulled by Kato PA's. The time for such a shot would be in the late 50's or early 60's as the PA's were gone by the time I joined the NYC in 1964.



The New England States engines are pictured in the fall seasonal section of the railroad and are just east of Washington cut. These engines are a Kato E-8A and a Broadway E-7B. I also have a three-unit Kato F-3 set that I can put on the States that are lightning striped to match the original late 40's paint job. I still haven't found a commercially available observation car to match the Brook class on the States.

The Boston & Albany In N-Scale – Ira's Model Railroad



The Pittsfield in snow picture shows SV-4 pulled by Atlas U-25's with a run-through Burlington U-boat in the consist. I originally scratch-built seven Flexi cars and have since added another ten Trainworx cars so I can run a really nice-looking train. Behind the SV is a local pulled by an Atlas RS-3. The caboose is one of the five American Model Builders kits that I have put together, four NYC and one B&A. I also have two 40-year-old brass cabooses of the same design.

Most non-sound locomotives have Digitrax decoders. The sound locomotives are a mix of Broadway, Bachmann and Atlas.

I model West Springfield, my main yard, Westfield, Woronco, Russell, Chester, the Middlefield grade, Washington Summit, Dalton, and Pittsfield. Track is mostly Micro Engineering code 70 on the mains and code 55 in the yards. Almost all of the switches are Pecos, and all are hand thrown and reachable from the aisles.

My signals are NJ Internationals with red, yellow and green bulbs. They are controlled through Digitrax BD-18's and a system from D&S products that allows all aspects to be displayed as a train progresses and then go dark and only light when a train enters the block. I also have three working grade crossings using Logic Rail

Technologies detectors and flashers and gates from NJ international.

Some interesting ads from the April 1931 NYC Lines Magazine.

Models Span 100 Years

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

This model of Hudson Type passenger locomotives is 9 1/4 inches long

No Other Book Just Like It and Only 50 Cents, Postpaid

THE RUN OF THE TWENTIETH CENTURY

A Story Never Told Before

As Entertaining As It Is Novel

110 Pages, Each 6 x 9
Illustrated

By Edward Hengerford

A FORTY-THREE CAR TRAIN OF LUMBER BOUND FOR CLEVELAND

The lumber was shipped by the Hatcher Lumber and Coal Company, of Kansas City, Mo., from mills in Oklahoma and Arkansas for the Nicola, Stone & Myers Company of Cleveland, and was killed to consignees at Columbus, Ohio. Standing in front of the train are, left to right: A. E. Bopp, Chief Clerk, Traffic Department; L. B. Schwab, City Freight Agent, and J. J. Henry.



If It Doesn't Run Well, Make It Look Good Standing Still – Part 2

Article by Noel Widdifield

Photos by Noel except as noted

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.

In the first part I described how I opened up the model, removed all the electronics and motor, constructed the prime mover, cut up the shell, and had the model to the point of finishing the project. This article shows how I finished the model completing the access doors, painting and decaling it.

In the last article, I explain how I found the materials I needed to prepare the loco shell and construct the EMD 567 prime mover. In this article I will also show how I painted, lettered, and weathered the final model.

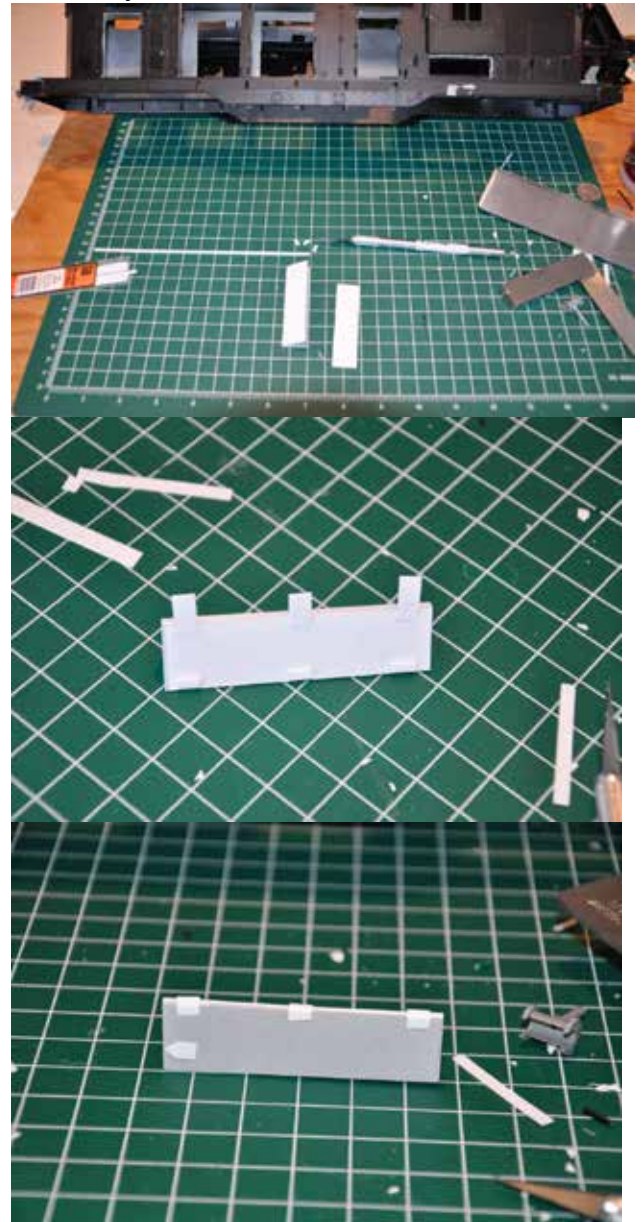
I returned to the access doors to apply hinges and latches made from .040 styrene strips. I needed some louvers on the doors and decided to try Archer's Fine Transfers Surface Details. I used their Surface Details #36 O scale louvers. Archers did not make these in Large Scale, but I found that the O-scale ones are pretty close to the size required on the access doors.



The Archer O-Scale louvers looked pretty good, so I used them on the model.

These come in sheets with lines of louvers on decal film. You just cut out the number you need and apply them like any other

decals. They are made from cast resin and look very realistic.



The access doors that I had removed for the model earlier needed hinges and latches, so I made them from .040 styrene and glued them in place. They were ready for the louvers to be added.

I then added the louvers to each door, and

If It Doesn't Run Well, Make It Look Good Standing Still – Part 2

they looked very realistic after they were applied to the doors.



You can see that the louvers were applied to each door making them look like the real thing.

The walkways on the Lionel GP were just flat plastic, so I used some Plastruct 1/24 Diamond Plate plastic sheet to apply to the walkways to give them a more realistic appearance. I measured each walkway and then used a sharp hobby knife to cut the shapes needed. I applied the tread to the walkways using Polyseamseal Clear All Purpose Adhesive.



Plastruct 1/24 Diamond Plate made very realistic looking walkway treads.



The Diamond Plate material enhanced the walkways so that they now looked very prototypical.

I needed to paint the diamond plate to match the rest of the loco. Because the black finish on the loco appeared to be too flat, I decided to spray it with black satin paint.



This gave the shell a slight sheen that looked more like the black on the NYC freight Geeps in the photos I had of them. Note the shell was masked on the inside to keep the paint out.

If It Doesn't Run Well, Make It Look Good Standing Still – Part 2

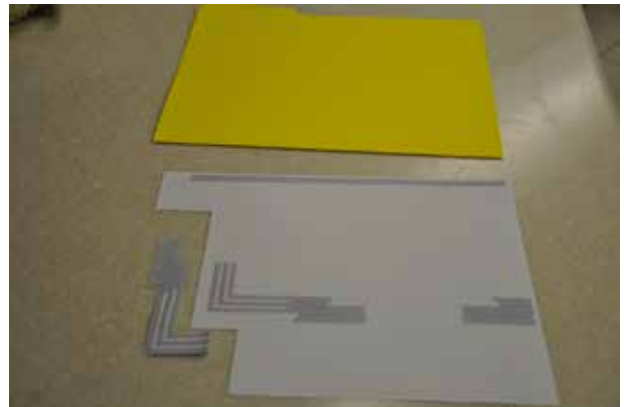
Now I faced the part of the project that I had been dreading since I conceived this project. New York Central Geeps were painted with lightning stripes in 1954, which is the year that my railroad is modeled. I had never painted lightning strips before and knew that they were pretty detailed and complex. During the project I had awakened many a night to lie in bed thinking about how I could create them for the loco.



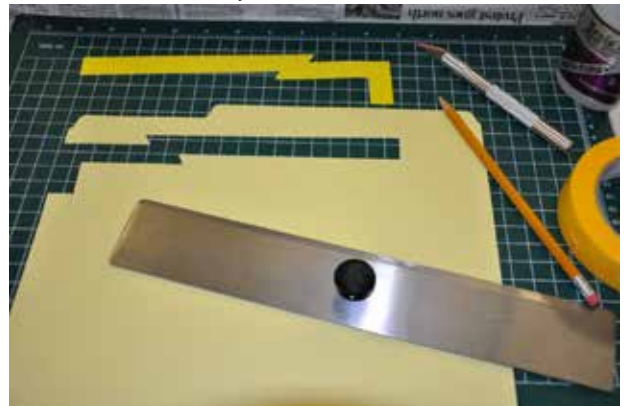
These photos show the complexity of the lightning stripes on the prototype locos.

I was unsure how to go about putting them on my model as there were no 1/29-scale decals available for me to use.

To obtain a pattern, I reproduced the HO scale decals on the copier and then used the copier to blow them up to the appropriate size. I cut out the copied lightning stripes and marked around them on a file folder to obtain a rigid outlined shape. Using a straight edge, I cut out the shapes on the file folder material and then traced them with pencil onto the front and back hoods of the shell.



The yellow file folder is at the top of this photo and at the bottom is the copied paper stripes I will attach to the folder material.



You can see the folder material cut to the shape needed for the lightning stripes.

I used Shurtape one-inch masking tape to mask out the outline for the stripes following the pencil outline on the shell. This tape is designed to hold a secure line for painting edges and releases without leaving residue on a painted surface.

If It Doesn't Run Well, Make It Look Good Standing Still – Part 2

Once I was sure I had all of the shapes for the lightning stripes outlined with the Shurtape, I taped the rest of the shell with standard masking tape, making sure that everything, but the outline of the stripes was well covered. I also taped the inside of the shell to close off all of the access panel openings so that paint would not get inside the shell when I sprayed it.



You can see that I masked the shell with standard masking tape.

I sprayed the shells with a medium gray paint in several thin coats to make sure there were no runs.



The spraying is complete for the background gray for the lightning stripes.

I then carefully removed all of the tape. Once the tape was removed, the shell was painted with the basic gray stripe in the lightning bolt shape that I wanted on the front and back hoods.



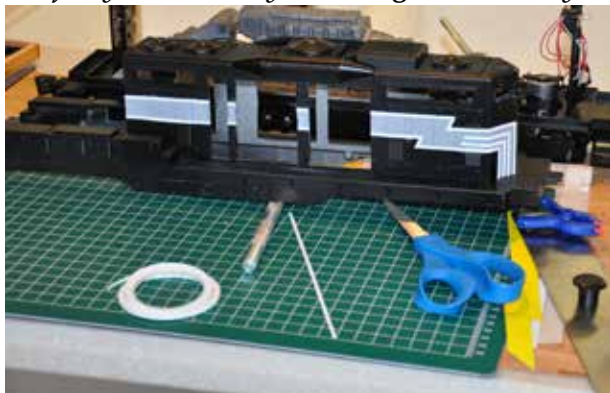
The shell is beginning to show the shape of the lightning stripes after the tape was removed. I was very pleased with the result of the spray painting.

If It Doesn't Run Well, Make It Look Good Standing Still – Part 2

In order to stripe the individual thin white stripes that are found in the lightning stripes, I went to the internet to look for pin striping tape and found some 1/16" wide from Prostripes that is used on autos and are very thin in depth. After they arrived, I cut each strip of tape to the appropriate length and applied the tape to the shell, cutting it to form the correct shapes. I used a brand-new hobby knife blade for this to be sure I would cut sharp edges.



I began to apply the Prostripes to the shell very carefully so that they were aligned correctly.



I slowly moved along the entire frame applying the outside stripes first before the center ones. They were much easier to align using the edges of the light gray paint I had already applied.

I then applied the pin striping to each of the access doors, making sure that the stripes on the doors lined up with the stripes on the frame of the hoods. This required a lot

of patience and time, but when I made a mistake, it was easy to fix, and I just made sure that I continued to crosscheck each line as I applied it to the doors.



Some of the doors required only two lines along the edges of the gray paint and others required the full four lines.

Because the number boards all had the number 5000 on them, I scraped the numbers off using a new blade in my hobby knife. I also painted the grab irons and step edges yellow, the fuel and water access ports red, and the rain wipers gray.



I used a fine brush and had to apply several coats of yellow to make the grab irons and step edges look good. Of course, I had to drink all of the orange juice so I could use the containers.

If It Doesn't Run Well, Make It Look Good Standing Still – Part 2



I painted the wiper blades gray, so they looked more realistic.



The fuel and water ports stand out and look more realistic painted red.



The old Geep is beginning to look more like the real thing.

Using Micro Scale 1/29 Data for Diesel Locomotives (1950s - 1980s decals (yes, they had them back then) I applied the appropriate data plates on the locomotive in the correct locations. To do this I studied several prototype photos that I was able to obtain from various sources that were available.



Micro Scale had a complete set of the correct 1/29-scale decals so that made this part a lot easier than doing the lightning stripes.

The next step was to letter the locomotive using C.D.S. Lettering, LTD. dry transfers for New York Central locomotives. These sets come with both large and small New York Central System letters. I use the large ones for my steam locos and the smaller ones for diesels. To my knowledge, these were the only dry transfers that were currently available for large scale trains.



As you can see, I had already used several of these decals on other locos that I had previously worked on at this point.

The challenge with this project was that the lettering needed to go across the shell and the access doors, so great care needed to be taken in placing the individual letters in the correct location on the doors since they were still not attached to the shell. This required imagining where the letters would be on the doors if they were closed. Keeping the lettering level and getting the

If It Doesn't Run Well, Make It Look Good Standing Still – Part 2

spacing correct was the big challenge. I also added the number 5740 to the sides of the cab. I applied all of the lettering and numbers using a #2 pencil to rub and transfer them to the shell.



All of the doors are now lightning striped and lettered and they turned out pretty well.



I applied the road numbers to the sides of the cab. That was one part of the project that turned out to be pretty easy.

The number boards on the NYC Geeps were done in white lettering with a black background.

To create this, I painted the clear plastic number board sections with black acrylic paint and then applied the numbering from the C.D.S. dry transfer sheet.



Here are the number boards before (top) and after (bottom) painting and lettering.

I painted the clear plastic inserts that represented the intake screens and the horns gray.



After painting the intake screens, I secured them in place.



The painted horns were inserted back in the shell, and you can see the number boards.

If It Doesn't Run Well, Make It Look Good Standing Still – Part 2

I installed the plastic window box and cab interior assembly back into the cab and screwed them in place.



The interior assembly and the window box are now back in place and secured.

The access doors were laid out in the order they needed to be installed on each side of the shell. I carefully lined up the hinges on the doors and on the side of the shell, and used CA to glue the doors to the side of the shell making sure that the lightning stripes and the hinges were correctly aligned. I left some of the doors wide open and others partially closed so that it would appear that the crewmembers working on the loco were opening and closing them as needed to complete their work.

And now some photos of the completed Geep.



The completed model after several weeks of dedicated work. I learned some new techniques and relied on some of the skills learned in my HO-scale modeling over the years.



The doors are installed with the hinges and lightning stripes carefully aligned.

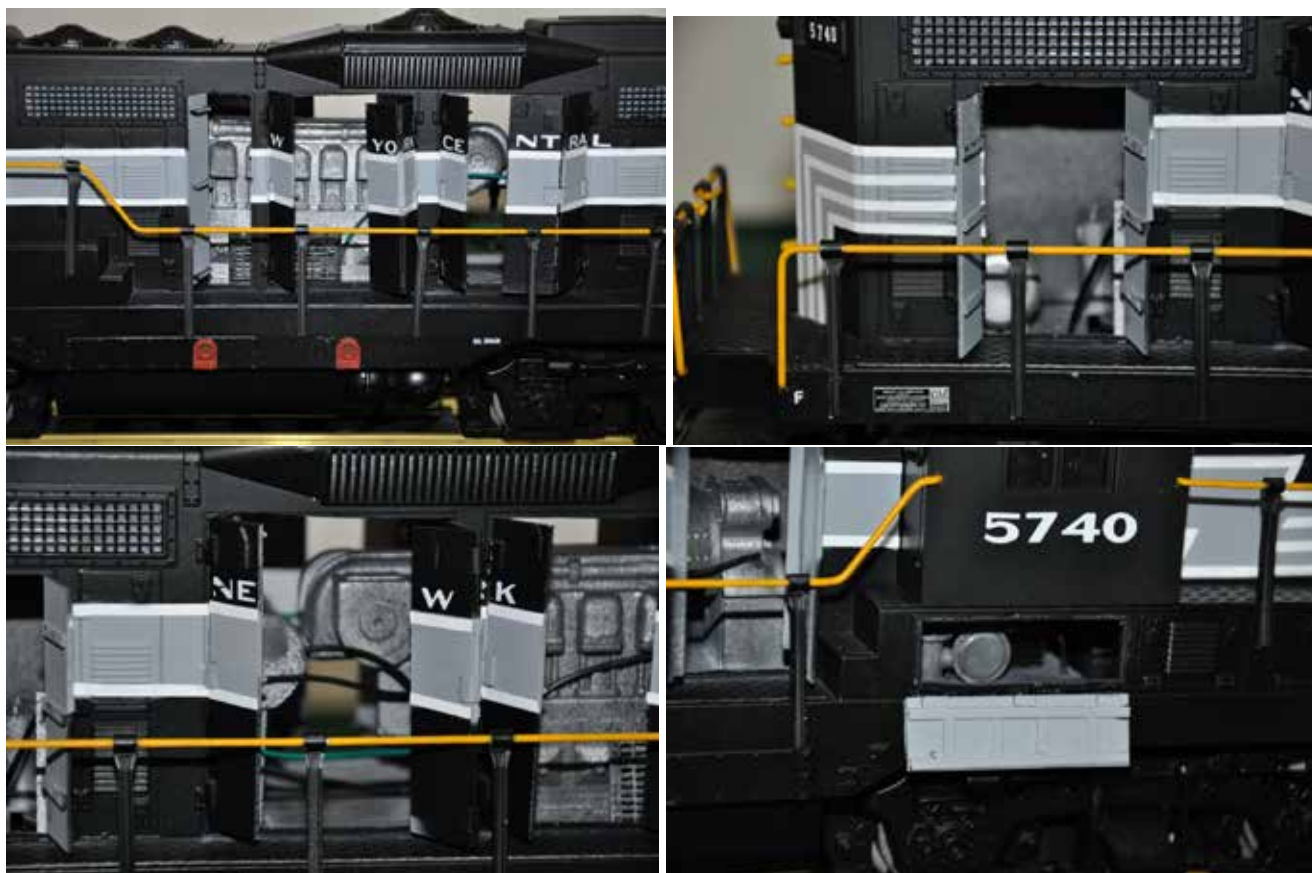
I inserted the grab irons and railings back onto the loco and sprayed the entire loco with a coat of Dulcote to fix the lettering, numbering and lightning strips in place. As you can see in the next photos, the Geep is beginning to look authentic.

I was very pleased with how the model was turning out.



The prime mover is installed, and the shell is back in place, and the railings were in place.

If It Doesn't Run Well, Make It Look Good Standing Still – Part 2



Some shots of the model with the interior visible. You can see that the prime mover and other features are clearly in place.



More closeups of the completed model showing the accuracy of the added lightning stripes and the painting and detailing of the railings, steps and the open access doors.

If It Doesn't Run Well, Make It Look Good Standing Still – Part 2



In these two photos the light weathering is clearly visible and adds to the authenticity of the model

This was a major project requiring an old unused locomotive and a lot of scratch building. It was a very rewarding project that caused me to learn some new techniques about painting and striping a model. The end product was a model that was in place on my indoor railroad, but the techniques I used would produce a model that could also be used outdoors or on a modular railroad.

I find many new projects by continually reading the monthly magazines that cover real railroading and model railroading.

This project required that I step outside my comfort zone and try some new things. It taught me again that when I need something that I don't have, many times, there is another modeler willing to help.

If It Doesn't Run Well, Make It Look Good Standing Still – Part 2

Without the prime mover model from a friend and the photographs from others the project would have been very difficult to complete. I hope that taking the time to document my building projects sometimes inspires others to try different things in model railroading

Not everyone is willing to cut up a loco, but we all can try something new, especially, during the winter months when most outdoor activities come to a halt. We all have about 3 - 5 months of cold weather to work on projects for our model railroads.

I hope that all of us come up with at least one project to work on this year. When you do, please take the time to photograph the project at each step of the way so that you too can write an article to help and inspire the rest of us here in the NYCSHS and we can document your skills and project in the *NYCentral Modeler*.

What's Next????

After I finished the GP-9 and set it up on the track, it still needed something to make it look more prototypical. Since it had all of the access doors opened, I wanted to put some maintenance people on and around the loco so that it would appear that it was being serviced. Had I been at my house in Maryland, I would have gone to my workbench and looked in the people storage bin for some figures to use. Since I have no similar bin of people in Florida, I went to my computer and searched for some figures on the net. That eventually led me to eBay where I found a set of LifeLike "People Working" figures. I had used all four of the LifeLike sets in my

railroad in Maryland and found them to be pretty good figures to start from.

So, in the next edition of the *NYCentral Modeler* I will tell you about crewing the roundhouse with the people who would be working to get this Geep back on the road.

NYCSHS Digital Archive and Store Photos of GP-9s.



EMD GP-9 #6071 at Anderson, IN, Jim Suhs contribution NYCSHS Collection.



EMD GP-9 #6050 at Elkhart, IN. Lee Hastman Photo, Jim Suhs contribution, NYSHS Collection.



EMD GP-9 #6070 at West Detroit, MI, J. David Ingles photo, NYCSHS Collection.

New York Central System Historical Society 2024 Calendar Order Form



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Lockport, IL 60441-4734**

My O-Gauge Collection – Bringing Back NYC Memories

Article by Richard Chait

Photos by Richard

As someone once said, memories can be one of the best things in life. I can attest to that as this article is about memories I have that stem from my interest in railroads, and in particular the New York Central (NYC). That interest goes back a bit to the mid-40s. During that time there was only one efficient way to travel from Rochester, NY where I was born and raised, to the New York City area from where my parents hailed, and that was by train. The NYC to be exact. I took many trips on this line when I accompanied my parents from Rochester's downtown 1914 NYC station to the famous Grand Central Terminal in New York City.

Knowing my love for trains, my parents gave me my first electric trainset when I was very young. It was a 027 MARX train set consisting of a Commodore Vanderbilt engine and a couple of freight cars.



The mid-1940s Marx Commodore Vanderbilt engine from my first train set.

The latter were tinsplate with tab and slot couplers. This set was powered by a small 50-watt transformer. Over the years, I have added to the collections. The additions have included a ZW 275-watt transformer. As presented below, my collection has

provided me with many enjoyable moments.



Tab and Slot coupler that the Marx train used.

Discussed first are those O-Gauge engines scaled to the accepted 1:48 ratio. Here, many believe that Lionel's masterpiece was its 4-6-4 Hudson that was a scale model of the Central's J1e 5344. It was produced pre-WWII and numbered 700e. To this day, this engine commands a high price on the open market. My scaled 4-6-4 Hudson, a descendant of the 700e, is numbered 773. It is shown approaching the station.



Arrival of passenger train with Hudson 773 upfront, reminiscent of NYC travel with my parents in the 1940s.

The observation car brings up the rear as the train departs the station. Both are definite

My O-Gauge Collection – Bringing Back NYC Memories

reminders of the 1940s trips to Grand Central with my parents.



The observation car provides one last look at the station.

The next engine to scale is the Alco PA1 diesel on the station track adjacent to 773.



Also to scale is this Alco PA1 shown on a station siding. Its design is a favorite of many.

The PA1 powered a good number of passenger trains of the Great Steel Fleet that I saw while railfanning on the platforms of Rochester's NYC station during the early 1950s. Good memories here too.

Last in this group of to-scale locomotives is the Baldwin RF-16 shown leading a freight train and passing 773 and the PA1 at the station. The shark-nose design of the RF-16 is readily apparent.



This Baldwin RF-16 freight hauler is also to scale. It is shown with its unique shark-nose design at the town station.



The RF-16 shark-nose appearance is worth a closer look.



As the RF-16 led freight rounds the curve on the through-track of the layout, the woodside caboose comes into view.

I saw the RF-16's unique shark-nose design in person at the Rochester station. It was an eye-catcher as it powered freights swiftly past the Rochester station platforms. I recall those moments when my RF-16 moves around the layout.

My O-Gauge Collection – Bringing Back NYC Memories

Next up is the more conventional, not-to-scale group of the O-Gauge collection. It consists of F3 and GP9 diesel units. Beginning in the late 1940s, the F3 diesel was a big seller for Lionel. While the Central had the F-units powering the freights and E-units for their passenger trains, Lionel, as I remember, seemed to sell F3s for both freight and passenger train sets. The F3 A&B set in my collection is shown in the rail yard awaiting assignment. In the background, note the RF-16 led freight with a host of NYC box cars in tow.



Another freight hauler is this traditional, not-to-scale, F3 A& B set shown in the yard awaiting assignment. Note the NYC boxcars in the background; part of the RF-16 led freight.

As the Central completed its transition to diesel power, the GP9 road-switcher was a workhorse particularly on NYC's branch lines. In the layout, the GP9 powers a mixed consist leaving the yard.

Watching the train move around the layout, I am reminded of the early 1950s on NYC's Ontario Branch east of the Genesee River when GP9s and other road-switchers replaced the F12g ten-wheelers that populated the line since the 1940s. Note the baggage-coach on the rear. As I remember, this type of car replaced the cabooses perhaps to better serve the small

communities along the line. My interest in the Ontario Branch, nicknamed the Hojack line, stems from the fact that its tracks ran along Lake Ontario, close to where I lived at the time. It was easy to bike down to the tracks and watch for oncoming trains.



About to leave the yard, with the F3 looking on, is a traditional GP9 on branch assignment.

Lastly, there is another part to my collection that is of much interest, and that is an assembly of box cars representing the thirteen original states. Amtrak F7s are chosen to lead the train.



Amtrak F7s power a consist of boxcars representing the thirteen original states.

To me, F7s are a good fit as they have a 1970s paint scheme that displays our national colors well. Cars for each state were issued around 1976 for the country's Bicentennial Celebration. They are typified

My O-Gauge Collection – Bringing Back NYC Memories

by the Virginia, New York and North Carolina cars.



This close-up shows the Virginia, New York and North Carolina Bicentennial state cars.

To round things out, a Bicentennial caboose brings up the rear of the train.



A Bicentennial caboose brings up the rear of this special consist.

Perhaps because the Bicentennial train relates to topics covered in American History classes, young visitors to your house seem especially interested in this part of the collection.

As shown in the overview of my 8'x6' layout, there is a lot going on. The O-Gauge trains discussed above are accompanied by an urban setting, a rural landscape, a train station, and Fastracks throughout.



An overview of the very busy layout – complete with urban and rural settings.

All of these memories and the set itself would not have been possible, as the song says, *without a little help from my friends* – my family. Many thanks to them, Richard.

Another NYCS Model in O-Gauge



A shot of John Mercurio's O-gauge layout in the 3rd Qtr. 2017 NYCentral Modeler. John Mercurio Photo.



This is a view of the three bridges on then-NYCentral Modeler assistant-editor's O-gauge layout. Bob was a wonderful editor and modeler. We miss him greatly today. 2nd Qtr. 2020 NYCentral Modeler. Bob Shaw Photo.

The 2024 Railroad Prototype Modeler (RPM) Schedule

Article by Doug Chapman

The second-half season of the Railroad Prototype Modeler meets is rapidly approaching. These events afford model railroaders the opportunity to showcase their modeling activities and enhance their skills. A wide variety of prototype and modeling clinics are presented, showrooms are filled with vendors, and plenty of fellowship exists, all in the context of a judgement-free environment. There are no rules, no rivet-counters, and no competition, just a bunch of folks interested in the world's greatest hobby.

If you are attending an RPM meet, please consider representing the NYCSHS. We can provide you with a variety of materials to promote the NYCSHS, including sample copies of the *Central Headlight*, membership brochures, table covering with the NYCSHS logo, and looping video for your laptop. If you are interested, please contact me.

These RPM meets are the perfect venue to display your models of New York Central equipment. Make plans to attend the RPM nearest you. I hope to see you at an upcoming RPM.

May 31-Jun 1 [New England/Northeast RPM](#), Springfield Sheraton, Springfield, MA. It *was held in conjunction with the Amherst Railway Society.*



Jun 15 [San Francisco Bay Area Prototype Modelers Meet](#), was held in Richmond, CA



Jul 19-20 [St. Louis RPM](#), Gateway Convention Center, Collinsville, IL



Sep 6-8 [Mid-Atlantic RPM](#), BWI Double Tree, Linthicum Heights, MD

The 2024 Railroad Prototype Modeler (RPM) Schedule



Sep 20-22 [Anthracite Railroad Modelers Meet](#), Reading Railroad Heritage Museum, Hamburg, PA



Sep 21 [Colorado Rail Proto Meet](#), Zoe's Café & Event Center, Greeley, CO



Oct 5 [Bridgetown RPM](#), Airport Shilo Inn, Portland, OR



Oct 11-12 [RPM Chicagoland](#), Northern Illinois University Conference Center, Naperville, IL



Oct 10-12 [Central Ohio RPM](#), Union Station, Marion, OH

Central Ohio RPM

The 2024 Railroad Prototype Modeler (RPM) Schedule

Oct 19 [Southern Pacific Historical & Technical Society RPM](#) – The Nugget, Sparks, NV. Held in conjunction with the Southern Pacific Historical & Technical Society Convention.



Oct 25-26 [DFW-Red River RPM](#), Forest Hill Civic Center, Forest Hill, TX



So, bring some New York Central models to display, any era, any scale. All will be welcomed.



Doug Chapman pdchapman@nycshs.org

Phone 248-763-4115



THE NYCENTRAL MODELER TOOL SHOP



I thought that for this installment of the Tool Shop, I was hoping you'd allow me to take a step back to the basics with a review of some of the tools I highly suggest any newcomers to the hobby should have in their toolbox. At least, I hope that there might be newcomers reading these articles that could find this type of information useful. While one could spend a lifetime collecting tools (and some of us do), over the last 30-plus years of building models of various types, I've found myself always grabbing the same select set of tools for most of my projects.

A good place to start is with a high-quality tool kit that contains multiple basic tools that you will use again and again. One such kit that I would recommend is the "Deluxe Railroad Tool Set" made by Excel and sells for \$103 on their website.



The Deluxe Railroad Tool Set by Excel contains most of the tools one needs to get started.

[Deluxe Model Railroad Tool Set](#)

I've had a slightly more basic tool set from Excel since my earliest days in building models, and it has served me well. The Deluxe Railroad Tool Set is well stocked with some of the standard tools one would

expect, such as a couple of different knives, small screwdrivers, a metal ruler, small drill bits, and a razor saw. A nice addition is the sanding stick, which has multiple contours to allow sanding a range of surface shapes and corners. This is a tool that I ended up buying on its own a number of years into my modeling life.

Another must-have tool for model railroading is a Xuron track cutter (**Below**), which can be found at various online sellers for around \$16.



Xuron rail cutters make quick work of cutting track, just be sure to only use them on rail, though. Cutting hard wire or other metal might dent the cutting edges.

[Xuron Track Cutters - YankeeDabbler](#)



THE NYCENTRAL MODELER TOOL SHOP



It's safe to say that once you start laying track, even sectional track, that you'll find yourself needing to cut the track to fit just right. Just like Excel, Xuron makes very high-quality tools, along with a range of side cutters that you might eventually find useful. But the track cutter is one that is essential. I will admit that I've only used it for cutting N scale rail, and I know it will cut HO rail just fine. But for larger scales, a different cutter might be required, so be sure to confer with another modeler if you're a large-scale type.

Naturally, once you cut that rail with your handy Xuron cutter, you'll need to smooth the edges of the cut rail, so you'll want a good mill file. These can be bought at any home building store, but I've included a link to one on Amazon, just in case.



A mill file will quickly smooth out any rough spots in the rail after cutting.

[Nicholson 8" Mill Single Cut Bastard File - Amazon.com](https://www.amazon.com/Nicholson-8-inch-mill-single-cut-bastard-file/dp/B000000000)

And lastly, one tool that is difficult to live without in model railroading is a good soldering iron, such as one from Weller. Granted, you might be able to accomplish quite a bit without one, but to achieve the highest quality operation with your locomotives, you'll want to be able to add feeder wires to plenty of different track

locations. And you might find that you need to solder wire onto the backs of toggle switches to provide power routing to tracks. What I like about the Weller soldering iron stand is that it provides variable temperature control, which is useful for different soldering applications, such as soldering fine wire usually found on DCC decoders. Additionally, you can buy different sized tips, such as a fine tip for tight locations.



Weller's 40-Watt soldering iron station provides variable temperature control. Different sized tips can also be used for smaller applications.

[Weller 40W Soldering Station - Amazon.com](https://www.amazon.com/Weller-40W-Soldering-Station/dp/B000000000)

Of course, this short list of tools hardly scratches the surface of the range and variety of tools available to us in pursuit of building models. However, I hope someone might find it as a useful start to participating in this rewarding hobby. 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

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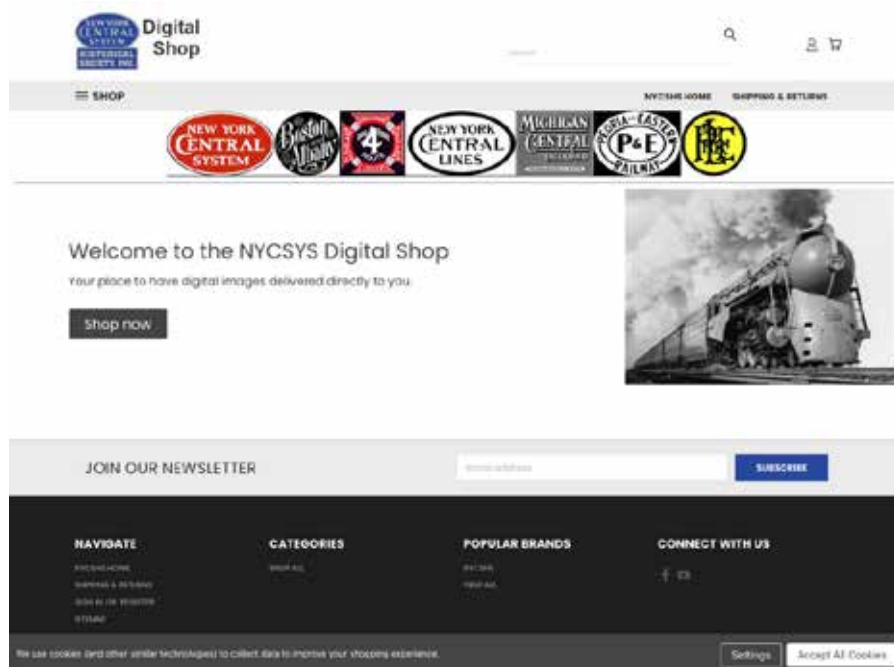


Jeremy Taylor Photo, NYCSHS Collection

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The Final Touch – Earl's Oil

Article by Tom Gerbracht

Photos by Tom except as noted

Overview

I have an O Scale 2-Rail layout and an O Gauge 3-Rail layout, located in our basement on several four-by-eight sheets of plywood. There is no mechanical or electrical connection between the two layouts, except for the plywood tables that they share. The O scale trackage consists of a large oval near the outside edge of the tables, a necessity for the use of the much broader curves that 2-Rail scale generally requires when long wheelbase steam engines are used. Nearer the inner edge of the plywood, there is a 3-Rail O Gauge layout that permits the use of my old Lionel locomotives and also the enjoyment of modern O gauge offerings by MTH.



The use of four, 2-Rail tracks and two, 3-Rail tracks on 4-ft wide plywood base permits two back-to-back dioramas with view blocks where desired. There is aisle access on two sides which permits “reach access” to both track and structures, and aids in any maintenance required.

Each layout has a separate control panel, and the track is segregated into “blocks”. The use of toggles on each layout permits conventional operation using DC controller

handles for the 2-Rail layout and an AC transformer for the 3-Rail layout, and operation using the MTH DCS system on each layout.

Era and Equipment

The era I modeled is the New York Central and NKP in the Erie, PA area in the 1948-1953 late steam era. I have two simple articulateds (“Mallets” to railroaders) for operation on the 3-Rail track. (The “NYC and NKP only” rule is routinely violated. The 2-Rail layout includes a few GE AC4400’s in the fleet, along with Hudsons, Mohawks, and Niagaras. The 3-Rail layout, in addition to NKP Berkshires, also includes a B&O EM1 Mallet, a UP Challenger, and “a few” Niagaras and Hudsons. B&O never came through Erie, so you have some idea of my conundrum in the area of motive power selection.)

The 2-Rail NYC mainline consists of four parallel tracks forming a large oval, while the NKP 3-Rail layout consists of two tracks in a figure eight, with the 3-Rail layout partially on a grade which passes over the 2-Rail track at two locations. The outer maximum radius of the 2-Rail NYC is 79-inches with a one-inch easement, or 78-inches. The minimum radius of the four-track NYC mainline is 61-inches. The 3-Rail layout also has broad curves (by 3-Rail standards), with a minimum radius of 54-inches (O108).

The Final Touch – Earl's Oil



The shape of Earl's Oil disguises the relative sharpness of the 3-Rail trackage. This image shows difference in curve radius of the 2-Rail and the 3-Rail trackage. The "O108" 3-Rail track is a much broader radius than the generally accepted "072" used on many 3-Rail layouts.

Problem and Opportunity

The trackage of each respective layout, and its location on the outer and the inner edges of each table, left room for the development of several dioramas that, if done completely and judiciously, would "set" each train in an environment that would be recognizable as the Erie area and also avoid the "train layout on the floor" effect. In the planning, I wanted to include the Erie Depot, a downtown area, Dock Junction Tower, the Wesleyville roundhouse, the West Springfield track pans, the small NKP station, locomotive storage and service tracks, and the NKP grade into Erie.

Earl's Oil

While the use of commercially available buildings and a few structures that I built were acceptable, there were a few areas on the tables that were pretty stark, and unfortunately one was in a prime viewing spot. (You can only do so much with ground cover....) So, I started a search for some structure that would attract viewer interest and also be appropriate for the era and region. My search led me to consider a generally "vee-shaped" structure that might attract a viewer's attention and interest, and partially hide the more extreme curvature inherent in the 3-Rail trackage.



Earl's partially obscures the 3-Rail curvature in this area.

(I had considered modeling the "flatiron" building in New York City, but rejected this thought as the structure would be inappropriate for the region and the area where the building would be located on the layout.)

The search led me to Bar Mills Scale Model Works and a small vee-shaped craftsman kit known as "Earl's Oil". The kit was available in both O Scale and HO scale. Many of Bar Mills kits exude that "End of Days"/Great Depression flavor, which some O Scalers regard as a part of the "character" of their layouts. Not me! I want my building owners to be profitable and

The Final Touch – Earl's Oil

the motive power to be well maintained with no steam (or oil) leaks. Well, you get the idea. While the kit implied that Earl might be down on his luck or using this hacked together location and service as a retirement gig, I convinced myself that a run-down operation such as Earl's was perfectly appropriate between two sets of mainline railroad tracks, so I bought the kit.

The Kit

The kit arrived in a handsome wooden box with a stapled 8-page set of instructions. (This initially concerned me. I did not want to spend a lot of time on a building activity when I could use that time to regear a Hudson.) The kit was both complete and also included a lot of add-on details, including a "pump house", two resin oil tanks, the "Bar Mills" insta-fence, a billboard, signs, and white metal detail castings.



The fence and decals provided in the kit invite close inspection. Location of the fence is at the discretion of the modeler.

The kit, with laser cut scribed wood, went together with no problems. The kit contained several "fine" details, such as corrugated shingle strips for the roof, and trusses over the "carport". In an effort to increase visibility, the building was brush-

painted in a lighter shade of "grey green" using Floquil, with darker green window frames. A base for the kit was not provided, and the recommendation was to build the kit on a foamboard base. Due to the thickness of the laser cut wood, the kit is quite fragile, and the base helps to stabilize and strengthen the kit.

Once I completed the kit, a degree of "super detailing" was in order. The images of the kit show Earl's personal transportation as a Model A Ford truck. Also, Earl was curiously absent from the diorama. A more suitable vehicle, at least to me, was one of those purple concord grape colored visored Chevy trucks from about 1950, so I bought one and suitably scuffed the paint to remove all gloss. As for Earl, I found a suitable Arttista figure of either Earl or his son. (The apple doesn't fall very far from the tree.) And, of course, every operation of this type in this location with any assets at all requires at least one "junkyard dog". Arttista provided three, a German shepherd and two of questionable breed but suitably aggressive in appearance and suitable for their environment.



Earl and his three dogs are onsite and ready to transact business. His Chevy pickup is partially loaded with 55-Gallon oil drums.

The Final Touch – Earl's Oil

Testing

I carefully placed my masterpiece on the layout and proceeded to run a few trains. The very light weight of the building caused it to vibrate and actually move when I ran a train on either layout. So, I glued it onto the plywood. Then I invited Gloria to look it over, extremely pleased with my creation.

Whoops!

Well, it received a mixed review. Gloria thought it was a great selection for that location on the layout, and she was impressed, as was I, with the fencing signs, and the overall appearance. I congratulated myself on a job well done and went upstairs for dinner. After dinner, I went downstairs to run some trains. I generally run at night with the basement lights off and use the lights from the buildings on the layout. Gloria came back downstairs, took one look at my magnificent accomplishment, and said:

How come it's not lit? You can't see it in the dark.

Huh? This was a complete surprise to me, but in retrospect pretty obvious since I had used lighting to enhance most of the layout.

So, I started what I thought would be a simple task of adding a few lights. It wasn't. Do you remember that I had glued the base of Earl's to the table to keep it from moving when trains passed? The ONLY way to add a light to Earl's building was to access the interior from the underside of the layout, by drilling a hole upwards into what I hoped would be the interior. This was accomplished after several very careful measurements from the edges of the irregularly shaped plywood to obtain the

exact location for that hole. The interior was unfinished, so an interior building light would be undesirable. An external light over the front door would work.

So...the ONLY way to make this work with no visible wiring turned into something somewhat related to microsurgery. When I built the building, I could have built it with its front window either closed or partially open. Fortunately, I chose the "partially open" option. I was able to route two small power wires through the hole in the underside of the table and pulled those two wires through the window using a small homemade hook after tying the wire pair together. I installed a hooded light with a micro bulb over the door and, using tweezers, also pulled these two wires through the partially open window. I cut one wire of each of the two sets shorter than its twin to avoid a possible short, soldered each light wire to its power wire, tape wrapped each, and pushed the two wire pairs back into the building interior through the partially open window.

In order to get more illumination into the area, I also installed two micro bulbs in hooded fixtures to illuminate the billboard.



The addition of lighting to Earl's enhances the scene and is particularly interesting and attractive at night.

The Final Touch – Earl's Oil



Another view of Tom's completed "Earl's Oil" on his O-Gauge layout.

Fortunately, everything went as planned. Following installation of the fence with posters, the used oil storage tanks, and some rough ground cover, the whole scene came together as shown in the accompanying images. While somewhat whimsical, I believe that Earl's adds an interesting area to what I would have used "just watching the Baker valve gear go by....."

Tom's layout consists of both:



Take a look at our NYCSHS website to see some fantastic NYCS modeling videos.



NYCSHS Members' Layouts

We will soon be posting videos of some of our members' layouts. If you are interested in having us post a short video of your layout, send an email to nfwiddifield@nycshs.org and we will arrange to post your video here. Videos must be no longer than 60 seconds.

NYCSHS You Tube Modeling Video Series

The Society has begun a series of You Tube modeling videos to showcase some of our members modeling efforts. These will be posted as they are done and we will try to do them on some regular basis. We hope you enjoy viewing them and will consider being a part of one. You can do that from your home and we will provide all you will need to produce a segment for us.

<https://nycshs.org/for-the-modeler/modeling-videos/>

How About Your O-Gauge or O-Scale Trains???

If you model in either of these, we would like to hear about your modeling or collections.

Contact us to get some help in taking good photos or writing an article to share them with all of us.

Email us at nfwiddifield@NYCSHS.org to join our many NYCS modelers on the pages of the *NYCentral Modeler*.



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

Russ Weis Photos



SW-1 NYC 580 at work at Syracuse



Atlas RS-3 at Syracuse



PT-tanked J3a 5450 waits to go get her train.

All three photos above by Russ Weis

Ed Tobin Photos



Speed and Power: The ties are just a blur as this New York Central E7 shows her gracefulness while heading The Great Steel Fleet. Number 4025 was part of the last order of DPA-1C Passenger locomotives from EMD delivered in February of 1948. It is one of the later versions of the former Life-Like HO models now offered by Walthers Proto. Ed Tobin Photo.



Fresh out of Schenectady: New York Central DPA-2B No. 4203, Alco December 1948, rounds a curve while passing a local freight. This is a Rapido Trains HO model while the caboose is a brass model from Precision Scale Models. Ed Tobin Photo.

Paul DeLuca Photos



A view at Garrison on Paul's Hudson Division layout, using Helicon Focus to get the depth of field, and some photoshop magic to hide the upper-level underside on my multiple deck railroad. The mountain in the background is a photo backdrop on his second level that Paul moved around to cover up the aisle between the foreground and background. The diesel exhaust was added by Craig Wilson. Paul DeLuca Photo.



The Empire State Express on track #2 passes Pacemaker freight NB-1 on track #3 at Breakneck Mountain on Paul's HO-scale Hudson Division layout. The ESE was imported by PSC from Korea around 1988. The plywood Pacemaker caboose is an Overland Models import. There is still much more scenery work to do here as the stand-in tunnel portal was cut out of foam insulation and awaits a styrene face. Paul DeLuca Photo.



The second image is of an Alco Models K3q Pacific painted and weathered by Steve Moore, on a commuter train pulling AHM and Branchline heavyweight coaches. The train is approaching Cold Spring on Track #4. Breakneck Ridge is just out of view here to the right. The trees on the right are made from sedum plant flowers and the puff ball trees on the far hill are made from polyfiber stuffing. Paul coats all of his trees with a variety of Scenic Express flocking and turf. Paul DeLuca Photo.

Noel Widdifield Models



This and the following photos demonstrate the interest that many non-modelers have in electric trains and model railroading. Just check out the age range in this and the following photos.



Over the years, Noel's railroad has attracted the attention of many of his friends, neighbors, co-workings and relatives.

We would be very interested in having some photos from you to include in this section of the NYCentral Modeler.

It only takes a couple of minutes to record your models or railroad. This section provides an easy way for you to share.

Why not take out our cell phone and snap a few photos to share with us. We would love to help you share them with our readers.





The NYCS is a great railroad to model...



Photo and model by NYCSHS Member Paul DeLuca

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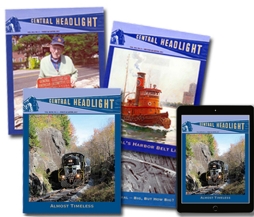
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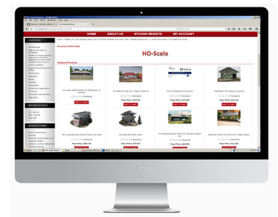
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Article by Stan Madyda

Photos by Stan except as noted

Sometimes things come full circle. Since its inception, I have been involved with the Danbury Railway Museum Library and Archives and get to see just about all the donations that come through the door. A number of years ago, we received a donation from Museum and Society member, the late Marty Grossman. Marty worked for the Central in the New York offices at the time of the merger. He knew things were getting tossed, so one day he did some dumpster diving and came away with three books of New York Central blueprints. One of the books contained structure drawings. He found some other gems but was stopped on a subsequent visit by a guard.

When the Society held its convention in Poughkeepsie, I showed the books to Noel Widdifield and Joe Epperson. They were interested in scanning the blueprints and an arrangement was made whereby the Society would have the scans and the Museum would retain the hard copies. From the structure drawings, several kits were designed by the Society's Engineering Department. One of the kits was NYC - Trackside Structures which was produced by The TrainMaster, LLC. The kit is now out of production.

The structures that come in the kit are a Standard 12' x 18' Section House, Standard Privies for Small Stations and Standard Crossing Shanty. The first three structures are made from wood while the Crossing Shanty is resin.

The instructions are 10 pages and I found when working on a section, it is best to read ahead a bit in order to know what is coming. There are lots of photos, but they

are a bit dark. The good news is they are on the website in color along with photos of the finished buildings.

Privies

I started with the two privies. First step was to brace the walls. The kits provide enough 6 x 6 strip wood for bracing and the instructions show where the bracing should be applied. 6 x 6 wood is approximately 1/16" of an inch. I generally brace kits with 1/8" or larger wood. Since the walls are small, I thought the 6 x 6 would suffice.

The walls are board and batten siding, and the battens are very fine. Battens where the trim material and windows will go need to be removed. I did this using a chisel blade in my hobby knife and a piece of trim material to guide me on how much I should take off. On the back wall of the two privies, I did take off one batten too many. However, they won't be the viewing side.

I next painted the walls with the NYC Light Green Acrylic and the trim with NYC Dark Green Acrylic. I purchased my paint several years ago when the Society introduced them. While the Society no longer carries the paint, Tru Color offers TCP-882 NYC MoW Structure Light Green and TCP-883 NYC MoW Dark Green. Both are acrylic paints formulated for brushing.

At this point I put the kit down for a while as electric locomotives and the work to move them was interrupting my modeling time. When I returned, I notice the walls were slightly bowed. To correct this, I added some 1/8-inch bracing.

I added the doors and windows to the privies. Be careful with the windows as they are very delicate. Window glazing can be glued right to the wall since trying to cut a piece to fit the frame would be very frustrating. Next, I assembled the walls and once that was completed, added the trim material. I started to work on the two lattice dividers. The lattice pieces are very finely engineered. To them, frames need to be attached which are pre-cut one pieces. The framing material gets painted dark green and the lattice light green. I should have read the instructions more carefully as they suggest thinning the light green paint so it will not close up the holes in the lattice. I used full strength and had to go back with a pin to open up where the paint had filled in. Once it did that, I attached the frames.

The roof is next and is comprised of a cardboard to which shingles will need to be attached. But first, there are some cutouts that need to be made to accommodate the lattice dividers and roof vents. A template here would have been very helpful. Lacking one, I carefully cut out the cardboard sub roof for both privies. The shingled roof is one big piece of material with the individual rows already attached to one another. This was a saving in time. I glued the roofing material onto the sub roof and cut out the necessary sections to align with what I had already cut out. Be sure to have some excess shingles on both ends to account for the fascia. Attach the roof and the vent. Use some shingle material to make the ridge cap. The fascia boards for both privies are the same length. Using one of the boards as a guide cut our rafter tails for both structures. Here a template would have been helpful, but the length of each rafter tail is about 1/4 inch. Once the fascia boards and rafter tails

(spaced 1/4 apart) are attached, add the roof vents and the lattice dividers.



This is the smaller of the two privies.



The larger privy. Not too pleased how the shingles turned out. Will have to correct that.



Another view of the smaller privy. The lattice divider is a bit different than the Caryville one on page 85. I like the way Caryville looks.



Another view of the larger privy. The detail of the privy is easier to see in this photo.



This is a photo of the Caryville Station's privy that Larry and Manuel used to help design the kit. Larry Faulkner provided photo.

Section House

This was a pretty straightforward construction. Battens do need to be removed for the trim material. I added bracing then attached the trim as well as the corner post material. If you want to keep the door open, do not brace the full width of the front wall and make sure the inside of the door frame is painted with the dark green color. There is also a floor that goes in, so leave clearance for that. The windows need to be built from the trim material for the out frame and laser cut pieces for the inner frame. Once installed, I still had to put the glazing in for the glass. I had found a tool in the Micro-Mark catalog that is a suction cup. It works great in positioning acetate on windows.

I then built up the walls. I noticed a slight bow and added more bracing. The full-size floor will add additional bracing. I added the floor right after I put two sides together, notching out the corners for the corner posts. If the door is going to be in the open position, paint the interior of the building the light green color. You will also have to notch the floor section to accept the rail. If the door is closed, these steps can be eliminated.

Cut the cardboard sub roof and add bracing. Add the shingles, again with a slight overlap. Once the roof is in place, I added the fascia boards on the side. Each long wall has a fascia board, so I did not add any rafter tails. The structure has a foundation made from 6" x 6" strip wood. I painted this a light gray.



Two views of the completed section house, with the door open. Had I added the door, there would have been a gap at the bottom to allow for the rail to enter the building.

Crossing Shanty

This structure comes as an already formed piece of resin. After washing to structure to remove any residues from the casting process, I painted the walls with the light green color and the trim with the dark green color. A fine tipped brush is necessary to get some of the detail trim painted. I chose to paint the interior a dark brown.

The windows are made up of three pieces – a large laser cut inner frame and a smaller laser cut outer frame as well as the glazing for the window glass. Using canopy glue, I attached the glazing to the larger frame piece and trimmed away the excess acetate.

I then glued the smaller frame to the glazing. Once dry, the windows were installed with the smaller frame fitting into the opening on the casting.

The door is also three pieces with an inner and outer section glued together and a Z pattern to illustrate bracing on the inside. I chose to glue the door in the open position.

The roof is a one-piece casting. The instruction warns to be care of the finial, which I broke off. There is still enough left to make it look good. I cleaned the casting with a citrus based bathroom cleaner to remove any impurities. I then primed the roof and used the dark green color as the final coat.



The crossing shanty is a resin casting representing wood sides. Shanties also had shingled sides like the Mullett River Model Works one I wrote about in the First Quarter 2023 Central Modeler.

Last Minute Details

I went over all the structures cleaning up any spots that still needed a little paint.

While the shingle roofing is a nice shade of gray, I elected to paint all the roofs with the dark green paint. I then did a little weathering with Pan Pastels.

Though the kit is currently not in production, someone with scratch building skills can duplicate these structures.

A Little More History From Manuel Duran-Duran, AIA, CSI

The kit was a limited release and no longer available for sale at the store. There is a chance that one could pop-up from time to time in the secondary market. The kit was based on drawings I did for our articles, my drawings were based on standard NYC drawings in the NYCSHS collection. Larry Faulkner did the research and built the models as usual. In the case of this kit, his article concentrated on building the actual kit, not scratch-building the structures which was the norm on most of his other articles.

What I don't really know is if those drawings were part of the Danbury collection. We should have identified the drawings from the Danbury with a mark or perhaps a file name identifier. A significant amount of the Danbury drawings were duplicates of drawings already in the NYCSHS collection, the main benefit of the Danbury collections was that the drawings were in better condition and the scans of most of them were clear, well defined and high resolution. The Danbury collection also contained a few books that were missing from the NYCSHS collection. So, in all, the Danbury collection inclusion in the NYCSHS archives was a significant contribution and at least for us (Larry and I) it was a great source of information for our projects.



Some Additional Info On The Kit

The Kit #6 - NYC Kit #6 Trackside Structures (HO- Out of Production)



Track maintenance and safety were a priority for the NYC. To keep on top of both took man power and resources. To aid this effort, the railroad used a 12' x 18' section house, privies and a switch cabin along the line. Read below for more information on the 4 buildings included in this kit.

- 4 Structures: 12' x 18' Section House, 2 styles of Privies (pit latrines), Switch Cabin
- Designed from NYC drawings
- HO scale
- Used on main lines and branch lines
- Flexible footprint
- Laser cut walls for accuracy

Building The TrainMaster, LLC HO-Scale Trackside Structure Kits

- All parts shown in the pictures included
- Well-written and thorough instructions; many pictures included in the instructions
- Numerous website pictures to assist in building the kit

This kit was designed and produced in conjunction with the NYC System Historical Society. The buildings are based on NYC drawings of their standard trackside structures. The 12' x 18' Section House was placed every few miles to help with track maintenance; the privies (pit latrines) were needed for the inevitable call of nature; the switch cabin gave trainmen protection from weather at busy spots on the railroad. You will be proud to place several of these on the high iron and secondary lines around your pike.

This is a quality craftsman kit that needs some time and skill to complete.

Kit includes everything needed to build the structures shown, including detail castings. It does not include scenery, glue, paint

NOTE: This limited production kit is sold out. Pictures will remain on the website for reference.

The about information came from a past Station Master website.



Some Other Past Structure Models



Noel's 1930 scratchbuilt 1930's garage. NYCentral Modeler, 4th Qtr. 2011.



Larry Faulkner's NYC DR Tower in HO-scale. NYCentral Modeler, 4th Qtr. 2011.



Ron Pasini's Manhattan Refrigerating Company model, NYCentral Modeler, 1st Qtr. 2012.



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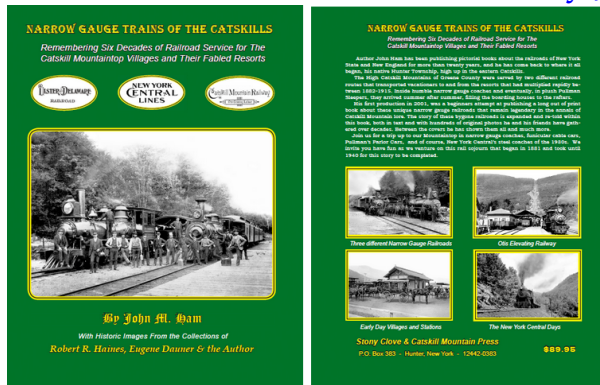
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NYCSHS Announces a New Exciting Book

Narrow Gauge Trains Of The Catskills

By John Ham



Narrow Gauge Trains of the Catskills - by John M. Ham
 304 Pages - Hard Cover Book on glossy paper
 More than 550 Photos, Maps, Timetables, and Contracts

Twenty-four years ago, John Ham published his first book, *“Light Rails and Short Ties through the Notch”*, a book about the different narrow-gauge railroads that were built to support the rapidly growing 19th Century resort industry in the High Catskills where he was born and still resides. He was not at all satisfied with the quality and set up that the printer did with that

book, using matte paper instead of gloss and antiquated photo reproduction methods.

John had pondered a redo of his first book as it was, but so much new material has surfaced since then, he has decided to do a completely different version of it, adding much new and different content.

Much of the text used in that first publication has been re-written for an easier read and to correct glaring errors. To this redone presentation, John has added some of the best available photos of the Ulster & Delaware Railroad’s early Main Line between Kingston

John is aware that he has used pieces of this material in some of his earlier books in one form or another, but this one ties everything together using a multitude of top-quality photos of the 1903-1940 “Resort Ridge Railroad Era” for his last hurrah about the Mountaintop’s rails and historic resorts that are gone, but not forgotten.

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An Old-School Modeler Meets Modern Technology

Article by Robert vonBehr

Photos by Robert except as noted



The finished caboose rests next to the AMB kit box that held all the components months ago.

This is a story about trying to follow directions for a beautifully designed kit, in this case the American Model Builders, Inc. laser kit for an NYC Pacemaker Wood Cupola Caboose. Modelers can imagine my surprise when I realized the mistake I had made years before. The Pacemaker caboose I once carefully modified from an M.D.C./Roundhouse kit and methodically painted and lettered was NOT prototypical; it was several scale feet too short!



The right paint job is on the wrong caboose, kitbashed 40 years ago.

For years, the only photos I had seen of the full-size cabooses had been the 3/4 view of Pacemaker trains "going away" shots. My best reference at the time was a reprint from Railroad Magazine, Oct. 1946, pp. 62-75, and it shows just this kind of photo.



Old article from Railroad Magazine, photocopied sometime in the 1980's

My nice model caboose and the 16 Pacemaker boxcars were four decades old, carefully stored in a cardboard shirt box. Run once on a club layout, they were waiting for me to build the right kind of

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layout. Now that we have a nice, dry basement, I'm closing in on a practical track plan, so that they can get some exercise. In the 1980's, we didn't have access to online photos, articles or chat lines. We couldn't do a search for "Pacemaker caboose" as I can now. One of my HO railroading buddies was the minister of a local church in northern Maryland, where we lived at the time. Behind his house, he would sometimes set up a compressor and airbrush, and we would paint boxcars in the colorful '50's schemes we admired. He preferred Scalecoat paint. One project was eight or more Rutland boxcars in the yellow and green livery for a few of us. The Pacemaker project looked enormous. We must have done 20 or more, along with my kitbashed MDC "wood" caboose. In spite of the humid summer weather, we "got it done" and waited a few days for the paint to set before decaling.

When I googled "New York Central" and "caboose" a couple of years ago, I found "Caboose Classics" photo articles, originally printed in the Central Headlight employee's magazine. These can now be found on NYCSHS Information. The second article was an eye-opener for me. Photos and text showed how the Central stepped up to the demands of World War II.

As Seth Larkin also explained in the thorough set of kit instructions, wartime demands for more freight and passenger service called for more equipment. In 1944, the East Rochester (N.Y.) Shops rebuilt 50 boxcars into cabooses. Unemployed or under-employed during the Depression, they were sturdy metal-framed wood-

sided 36-foot boxcars of pre-World War I vintage.



Several articles with photos, many from the NYCSHS.

The shop used the methods they had for building the "standard" low-cupola style caboose. They ended up with a model, referred to as Lot 732, just over 41 feet long but resembling the existing series. This was the caboose I needed for my boxcars. Other wartime conversions and rebuilds on the system were not so thorough. In other cases, boxcars had windows, steps, end doors and platforms added, but not much else. The "Headlight" article describes them as "cold in winter, hot in summer and dirty and rough riding at all times."

In contrast, the 50 that were rebuilt at East Rochester rode smoothly and, I read somewhere, they were popular with crews.

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They had up to date Barber-Bettendorf high-speed trucks with leaf springs, and a longer wheelbase which helped with stability, even at speeds around 65 m.p.h. Additionally, they had Waughmat "Twin-Cushion" draft gear. That meant that there was less of a jolt from slack between cars when longer trains started or stopped. Each boxcar had the cushioned draft gear as well, to protect the loads. As expected, after the War, consumer buying picked up and packages, crates and parcels of all sorts were shipped, with various time requirements, much like UPS and Fed Ex now. In 1946, five of these Lot 732 cabooses were given plywood siding to look sleek and modern, then painted and lettered to match the brand-new boxcars ordered for the Pacemaker service.

I felt I should have a better, more prototypical caboose, so I eyed the AMB kit offered through the NYCSHS Collingwood Shops hobby store. The price seemed high, with shipping and trucks included, and I don't remember even building one simple peel-and-stick woodshed or outhouse, let alone a caboose! I sold my 1980's converted caboose on eBay, and I felt I could handle the cost. I had paints and couplers on hand, and decals were included in the kit, so I jumped in and ordered.

The box that arrived was modest in size, but there were a dozen pages of instructions and literally hundreds of pieces neatly cut into several types of materials, from wood to composition to plastic.



The instruction sheet from the AMB kit.

I wisely spent a week or so getting to know the kit and becoming familiar with the materials and the steps, all 31 of them. I was impressed! When I finally began construction, I masked and painted the sides, ends, window and cupola parts while they were still attached to the flat carrier sheets.



The frets, with their flat surfaces, are easy to paint and mask.

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It was easy to apply the NYC 20133 decal at this time, while each side was still flat. Lately, I've been using Rustoleum Brand spray cans of "Painter's Touch Ultra Cover" Matte Clear (#20066 18744) and Gloss Clear (#20066 18771) over the decals.

One thing seemed missing. There was no reference in the instructions to the interior of these lengthened cabooses. That led me "down a garden path" of long searches and a whole adventure of scratchbuilding for the benefit of 1/87" sized railroad crews. The short version of the story is that the windows are small enough that no one can really see into the car when it is completed. If someone wants to install bright lighting, a modeled interior is a worthwhile idea to consider. After hours of searching on several occasions, I found a hero, Otto Vondrak. Growing up along the Harlem Division, he followed his fascination with trains to become the editor of Railroad Model Craftsman magazine.



A faded diagram of the interior of Lot 732

cabooses was put up online by Otto Vondrak, who is well known now as the editor of Railroad Model Craftsman.

Somehow, somewhere online, I ran across a faded diagram of the 732 cabooses and their interior that he had posted. As I had suspected, the extra space was given to a second set of bunks. No interior photos showed up in my searches. Why not start with the cupola? I thought if I completed one assembly to my satisfaction, the rest would come smoothly.

That is actually steps 16 through 19. Years ago, I had built or rebuilt cupolas on a couple of NYC and Rutland kit bashes, so I wasn't too shy about working on this one. With a sharp X-acto blade in my hobby knife and a slow, patient method, the cupola parts came out and needed little or no sanding or filing. That is a great contrast to kits in the early years of our hobby! Mostly I used a toothpick and a bottle of Super Glue wood glue on the parts, which I could fit together tightly and easily. If I was unsure of any parts adhering as I wanted, I also had a tube of Super Glue "Fix-All Adhesive," a nice, workable gel. Here I first encountered "peel and stick," since the four sides of the cupola have inner walls and (now painted) outer walls. Getting the glazing into the windows at the correct time was important, and I paid strict attention to the sequence of steps. This involved curving the already-painted cupola roof by following instructions before attaching it and then dealing with the four corner grab irons- and the twelve carefully spaced holes needed to insert them.

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These are the glues and paints that Bob used for the model.

It's worth noting that the lower part of the cupola assembly sticks down into the interior at least five scale feet. Also, once it's assembled, there is no access to add a model figure in the window area. Later, when I had gotten the caboose roof attached, I found that the cupola fitted in neatly and didn't really have to be glued. I could insert it or remove in about half a minute. I was pleased with the results and surprised that it seemed quite solid. I had made a point of painting or staining each side of each component that did not have a self-stick surface. I found a small, clear plastic parts box in which I kept the cupola for most of the time I was working on the kit, just for safety.

The real step one involves the body. Four solids but not overly thick wood pieces, A1, A2, and two A3's, make up the basic sides and ends. They didn't need any sanding, although I kept an Emory board handy. The accuracy of the edges and window openings was amazing to me. I

used wood glue to put them together, with a rubber band or two to hold them as the directions suggested. I also used part A4, the floor, to help keep them aligned, being careful not to get any glue on that part just yet. These sections are notched, so that they fit together more tightly, an up-to-date version of dovetailing or other methods used to make things like dresser drawers over the years. This design also provides more glue surfaces. The result was a good basic body, which seemed almost as strong as the ones some of us remember in the old Strombecker wood kits for trains and airplanes, but more detailed.

Having had plenty of time to dry, the painted sides (W1 and W2) and ends (T1) were applied next. Eyeing the instructions carefully, I had noticed where holes should be drilled for grab irons, as the instructions suggest. I started these holes while the parts were still flat. The sides have window muntins for the upper halves of the windows, and it was those details that clearly and easily guided my masking tape application, since the top halves of the windows were red on the prototype, with gray below. (I keep forgetting that the NYCS publicity department insisted that the color was "vermilion.") Quite thin but solid, these parts, made of some laminate or composition that I don't recognize, have very effective adhesive on one side, so the famous "peel and stick" came next. I believe I put the ends on first, in order to see that I could complete the easier step first. I was nervous about getting these outer walls lined up squarely with the basic support walls, and I tried putting thin wire on the non-adhesive part until just before adding the sticky outside walls and putting

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the two surfaces together. There is a note to make sure that the sides are "flush with the sub walls at the top." Sitting on an eye-level shelf in the family room, the caboose body looked very neat and impressive to me, and it seemed to have some structural stability.

Because of a notice on page 95, I quickly realized that the roof braces at each end are fragile, so I jumped ahead to the roof parts. The inner walls have five precise notches to take the roof ribs, which are all numbered (wood) parts A5, easily glued in. The two ends bring the total to seven roof supports. For a while, I simply attached the two roof sheets with three rubber bands to provide cover and protection for the delicate ends. Each sheet is fairly thin, and they are made to stick together, which makes them stronger. The outer sheet has a rough canvas surface, which I covered with acrylic "chalkboard" paint. The inner sheet has embossed beading or "Dutch siding" as the Rochester shops provided for the ceiling detail. It was painted to match the upper interior walls. Later on, I peeled and stuck the two roof sheets together, but I waited till the end to detail the roof with the complex roof walk, smokestack and grab irons.

The window and door details came next. The glazing and the individual window parts have adhesive on one side, and they hold together well. The glazing covers only one half of the window, so you end up with the realistic effect of inner panes and outer, but I found this part confusing. Material is also included for the optional effect of window screening with additional window frames. I kept looking at

prototype photos to make sure the window frames added outside did not stick out too far from the "plywood" siding. There are even thin peel and stick window sills to add. Worried about how all these layers would hold together in the long run, I eventually hit the sides with an extra coat of clear spray, to keep out moisture and retard peeling. Since the plan of NYCS was to paint over the plywood to make it look smooth like metal, I was not afraid to "overpaint" the sides and ends. I did not proceed to the roof installation yet because I wanted work on the interior.

With the body basically ready, I temporarily placed it over part A4, the main flooring part, to see how I would add weight and possibly an interior. Before calling in a decorating team as they have on TV, I masked the lower half of the interior walls, which had been stained brown. Then I brush-painted an acrylic cream color, with the results seen in the photos. This could have been done more easily before the parts had been glued together and were still flat. I then got the not-so-brilliant idea of using my available tape-on weights onto the floor to pass for the bunks. They never ended up the right shape or size, but they do help give the caboose over 4 ounces of total weight.



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The floor sections are shown (page before & here) with the weights added to the interior section.

I was ad-libbing at this point because I hadn't found the correct interior plan. From a box of various plastic parts, I took a silver-colored cylinder, added a flat surface for cooking HO scale meals, and located it under the piping for the stack. The desk or table was made from little styrene parts and a teeny-tiny, printed paper was glued to the top. Two wood blocks under the cupola had flat metal ladders attached, for access to the upper level, and a weight at the opposite end from the heavy bunks was installed vertically. Lots of online searching told me that almost all cabooses had a "John," so I figured it was located in a corner.



The interior seen upside down.

In a car like this, or a passenger car, I'm eager to have the body and frame screwed together so that I can separate them in case window glazing, miniature people or, worse, the weights get loose. Two corners, diagonally opposite each other, have wood "closets" about 3 by 3 scale feet, so they can receive wood screws driven in from below, just in case. I added two figures close to the windows, but they didn't show up well when I looked in from outside. I kept lightening their complexions until they looked as pale as Parisian mimes, but they just disappeared inside the completed caboose.

With the cupola done and the roof basically in place, I could slip the body off the wooden floor piece. It now held a lot of detailing, but underneath it was just a smooth piece of wood. It still needed the detailed peel-and-stick subfloor, bolsters, brake gear and the distinctive fishbelly center sills, so it went into a box. There it sat with the trucks and waited, while the body sat on display on a shelf.

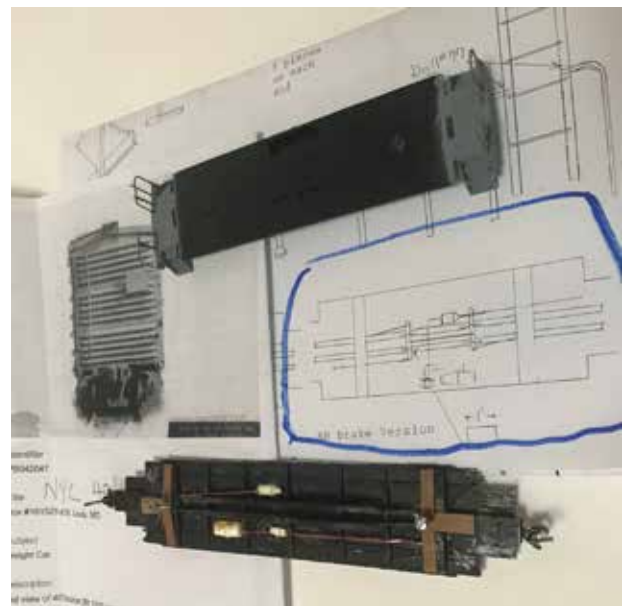
For weeks and weeks, the body sat on a shelf in the family room, on top of a flat car, often with the removable cupola mounted. Looking at the instructions, I hesitated, because I was pretty much stuck on pages 9 and 10, the underframe. The dozens of thin parts that were to be assembled just didn't look strong enough to survive in regular use on a model railroad. An old concept came to mind: "CAST Versus FABRICATED." Metallurgists, engineers and anyone in construction is probably familiar with the difference. If you have the ingredients and facilities to make a

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large casting, it should be stronger and more resilient than something similar but assembled out of various parts. In the case of the New York Central system, the post-World War II arrival of Fairbanks-Morse Erie-Built diesel passenger and freight locomotives brought this question to the front. Some arrived with cast steel trucks, while some of the passenger units originally had fabricated trucks. Apparently, these were replaced with Alco-style cast steel trucks. The Pacemaker cabooses and boxcars all had cast steel sideframes. At that point, I wished I had a cast underframe myself to place under the neat, accurate body, but I looked hard at a scrap box of old caboose parts, mostly plastic, that was in the basement.

Finally ready to complete the underframe, I settled on a fabrication of the wood floor from the kit but using plastic end platforms from an ordinary old AHM Santa Fe style caboose and metal end railings and ladders. That way, I skipped around the ladders fabricated out of composition board and individual wire steps as shown in the kit. Like the roof, the floor is really made of two parts. There is the solid wood floor, now holding some of the furnishings, and part F1, a well-detailed type of white plastic with lines cut in to help with placing of underbody parts. It also has a fairly sturdy tab at each end to support the end platforms. Using the plastic underframe from the old model, I could cut the platform and steps. At least they were a solid casting. As I checked, I found that the old Santa Fe type steps were close enough in size and design for me to use them on this NYCS version.

The next step I took was cementing the two underbody parts together, and since they were dissimilar materials, I used some Super Glue wood glue on the wood, letting it become tacky, and then put some Super Glue gel on the white plastic part. The strange assortment of available clamps shown in a photo was used to keep the two parts together for a couple of days while I started detailing the platforms and steps.



The underframe with brake detail and railings

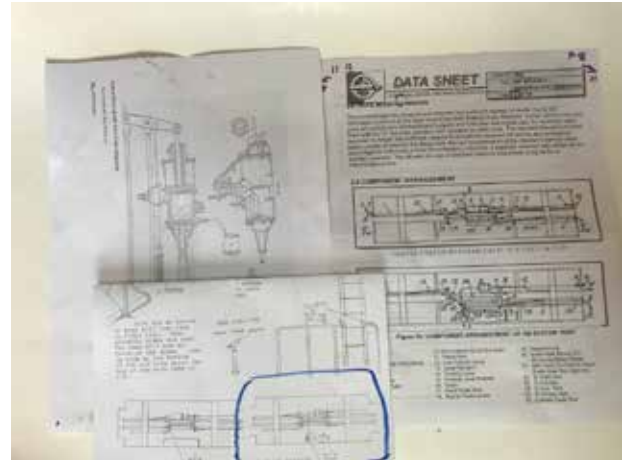
I did remember to drill holes for the wire railings while the old plastic underframe was in one piece. Including the brake staffs, there were six holes at each end to keep the pin vise busy. At that point, I completely forgot the two grabirons on each end. When I found out, I used the pin vise on those eight more horizontal holes while they were held in a metal vise on a work table.

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Not so Fast! I had forgotten the bright yellow grabirons on the ends. The 18" size from Tichy was used.

I held off attaching the platforms to the underframe while I detailed the underbody. I spent hours looking at and printing out typical underbody and brake layouts for the 1940-1950 era with AB brakes. There was no set pattern; each railroad or builder had a particular arrangement. In the end, I went with the simple three-part brake diagram in the instructions: a reservoir and valve on one side, the cylinder on the other side and some suggestions of piping.



I did a long search of possible AB brake rigging on these cabooses and settled on this page, then also consulted the diagram for step 24 concerning the underbody.

The gray-painted girder or C-channel running just below each side really hides details, including the tops of the trucks, but the kit provides for a nice display of parts if it is viewed from below. The main underbody feature must be the pair of "fish belly" center sills. Instead of the (fabricated) parts provided by the kit, I chose two black plastic castings from Accurail, but I did use the kit's cross bearers, (called frame pieces in the kit) the bolster and coupler pad parts, and the peel-and-stick side bearers.



Underbody components.

There are two peel-and-stick cross pieces that cover the bolster and coupler area for a

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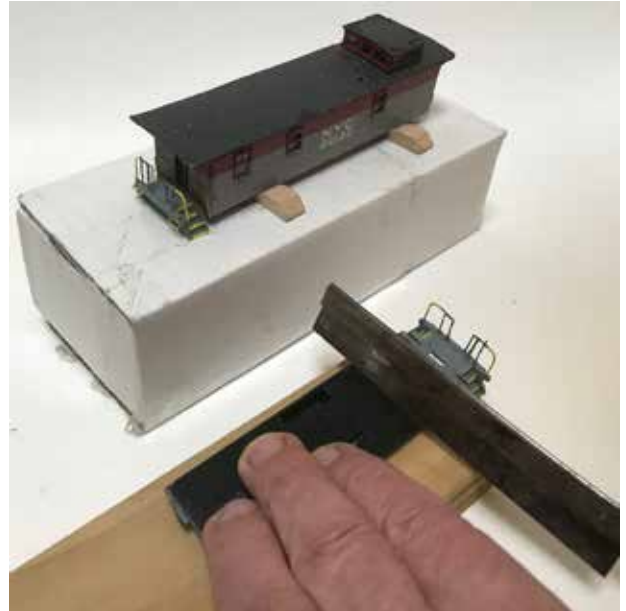
neat effect. Now the end platforms could be cut off the old AHM caboose frame and "transplanted" onto the Pacemaker caboose. The kit's floor extensions or tabs fit under the plastic ends quite closely, with a minimum of fussing and sanding. The body had to be slipped on to show how far inboard the steps were to be cemented.

I was now eager to see this model in motion, so I drilled holes for the trucks and pushed it around a test track. I tried this with and without the body, which, at this point, could be attached or removed smoothly, with a good fit. The suggested Tahoe Model Works #105 Barber-Bettendorf trucks, available from the Collingwood Shops, look and roll well. They are also available with a choice of scale-depth flanges along with the slightly deeper ones used on most model railroads. They do, however, have an unusually large center hole for mounting. I added sleeves from Kadee to the truck screws for a better fit. I found I had them in envelopes Number 23 and 213. If nothing else is available at the time, some stirrer straws can be made into washers or sleeves with careful cutting. -- Kadee # 5 couplers went in easily, and with just a couple of truck washers, they were the right height for my other equipment.



Kadee # 5 couplers fit the caboose and looked great.

I like to drill a hole and run a short screw or dowel through the hole in the coupler draft gear and just into the frame to make the coupler really secure.



After a planning breakthrough, the plastic "donor" frame with end railings now attached is ready to have the ends sawed off.

Now the model could be tested on the "Styrofoam Central Railroad" in the basement, a 3 by 4-foot oval with 18-inch curves. It ran perfectly, both at the end and in the middle of a train, after I had adjusted the truck screws for just enough stability and play. The leaf springs are cast in and do not move, but the trucks proved themselves. I painted the wheels a red-brown color with a leftover Testor's paint stick (No longer manufactured, like so many paint products). Then I weathered the trucks with a couple of shades of chalk powder.

While it tracked well, the model looked incomplete, and the roof was still held on by three rubber bands.

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There were four levels: the body, the frame with Kadee couplers, the donor frame and the cupola on top of the little parts box that kept it safe for months.

By now I had peeled off the protective paper on R3, the upper roof section and added it to R1, the inner or lower roof, with all the little holes and slots carefully aligned with aid of four toothpicks, so that the roofwalk supports could come in neatly near the end of the project.

It was time to cement the roof onto the body permanently with the Superglue wood glue and rubber bands- Again!- and one or two clamps. When that was finished, I could admire it or even run it, and it would look pretty good, only lacking some end and roof details.

The neat-looking color photo on the kit box kept inspiring me, so I was looking forward to completing the model. The stack, roofwalk and ladders were missing, and I couldn't forget the long channel under each side. They had to be added in a proper sequence, because I had added one extra

step of my own, since I wanted the body to be removable. Which detail was to be attached to which structure? Looking at 'easiest first,' I cut some thick black thread to represent the safety chains that I noticed in the center of each platform, in the center between the platform handrails. I have some model chain as fine as 40 links to the inch, which is impressive. However, at a proportion of 1 to 87, that comes out to heavy individual links of 2.4 inches, and I decided instead to use the thread with brush-on adhesive to stiffen it. I looped it around itself to form the shape of the letter "T" or "Y" and attached it to the railings with Superglue.

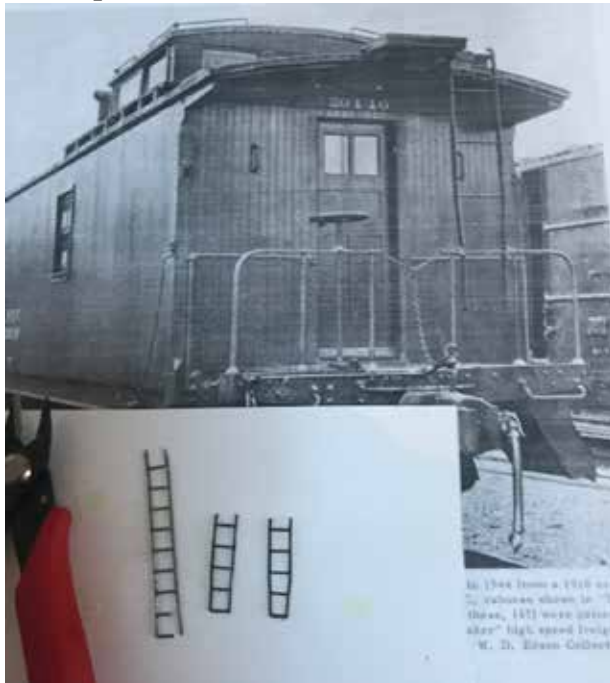


Adding model "chain" to the platforms, actually thick black thread, since 40 links to the inch metal model chain comes out with 2.4-inch links, enough to chain a prisoner in a galley ship!

Just as in the 1980's, I am content with HO caboose ladders made of stamped brass or other fairly tough metal. Being right on the end, they are exposed to bumps from other equipment or fingers. After a couple of tries, I found it easy to make the tapered bottom. Even if it did it wrong, I'd only lose two rungs worth of ladder material. With metal nippers, you can separate the

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two lower rungs from the left or right side. Then you can nip or nibble out about one half a scale foot of each exposed rung. Needle nose pliers can slowly bend the two sides of the ladder into a taper, which stops one rung above the bottom rung. Next, the rungs have to be made horizontal and fastened in their new positions with Superglue or any ACC. It finally became clear to me that safety on platforms is a great concern in wet weather, even if the equipment is standing still. Snow, ice and even rain can make handrails and steps very slippery, and falls must be prevented. The narrower bottom rung keeps, or kept crew members from sliding as they would start up the ladder.



Forming the ladders with the taper- The clippers are shown, but not the model needle nose pliers that helped form them before they were ACC'd.

Now was the time to fasten the two parts together, the body and the frame or running gear. I test-fit the two wood

screws to make sure the body would "sit tight" and had to find slightly longer ones. It was decided to have the ladder attached to the body, so that was epoxied and painted over just under the roofwalk. The styrene C-channels came next, and they were low enough to be attached to the underframe, using mostly Testers' "Cement for Plastic Models," which might still be available. I planned on having the model lying on its roof for this operation, and I was concerned about cement dripping and making a bond with the body.

A sheet of plastic wrap from the kitchen fitted neatly into the space between the two sections and solved the problem. In the morning, the wrap came free, and the two parts could be separated. Sometime before, I had painted the visible part of each channel a matching gray, so it looked good and matched well with the body, with no gaps.

I used some darker paint on the upper side of the piece to emphasize the shadow effect. I had also predrilled a hole at each end to receive the distinctive curved yellow handrails that were dangling but already attached at the top end to the body. I had bent each one around a small prescription bottle to get the curve I wanted, then with two small needle-nose pliers, I had bent 90-degree angles before nipping off the ends to the desired length with a metal clipper and attaching them with ACC. The bottom end of the railing will have enough play to go in or out if the two halves are separated and rejoined.

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Cementing on the C-channel- I used Evergreen # 265, 5/32 or 4.0 mm, which might be too large, but I like the shadow effect. Thin plastic wrap allowed adhesion to the frame but not to the body. That part of the frame seemed to be a styrene plastic, like the channel, so I used Testers' Liquid Cement for Plastic Models, applied with a toothpick.

The end was in sight, but with a bit of repetitive work ahead. I had held or placed the caboose upside down on its roof many times in order to check or work on something on the underbody. Now it was time to detail the roof and complete the model. For fun, I counted and checked.

There are 25 roof supports in four sizes, marked E4, 5, 6 and 7. They are to be removed intact from the thin wood carrier sheet and cemented to the roof (and probably 25 at least on the prototype caboose). Four of them stretch the width of the caboose, to support the platforms in front of and behind the cupola. Three of them, shorter than a tiny finger nail clipping, run along each side of the cupola. I started with the eleven T-shaped supports for the long roofwalk at one end of the caboose, working on about three at a time. I placed the model (just the top or body part) on an upturned lid from a cardboard box along with the carrier sheet, so the parts would be confined and not sail off into space and onto the floor somewhere. I used a pointed X-acto blade and the end of a small screwdriver to make sure each part

was free. Three at a time, they were checked for fitting in the slot, then attached with wood glue. Next came the four long pieces at the cupola. Then I held my breath and worked on the little ones. The easier ones went in last, at the two corners where the ladders come up.

The next day, I took out the roofwalk sections, T19, the long one, T20 the short one, and the two laterals, both T21. This is a good time to be sure you have enough paint on the roof, and that the sides of the supports are a good color. Once the roofwalk is affixed, it's awkward to paint under it. These parts had paper to peel off, since they had adhesive, or "stickum," as old-timers liked to say, on the bottom. With a fine brush or Q-tip, I put a very small amount of wood glue on the supports and let it become tacky before pushing the roofwalk down firmly on each section.

I took the cupola out of its safety box and made sure the roofwalk sections did not block it from being inserted. I was particularly careful gluing the lateral roofwalks along the cupola. They are only three boards wide and do not provide much contact space for any kind of adhesive. Later on, I carefully gave them another coat of black paint, to try to seal them in place. (That was with the cupola removed, of course.)

At this point, I only had to insert the smokestack or smokejack. However, I had fallen out of love with the one supplied in the kit. Judging by the photo of the model, it stuck up twice as high as the cupola, not safe for the low clearances in Northeastern urban areas. I happened to have some

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others on hand and found a somewhat shorter one, also metal and showing signs of age and weathering. The one in the kit could be clipped to be shorter, perhaps with a different flare added at the bottom.

To paint the handrails, I had taken out a paint pen left over from the smelly oil-based era to coat the metal. Then, at different times in the assembly, I took out a bottle of acrylic yellow to try to cover the whole part before mounting it. If paint scuffed off, I would cut little arrow-shaped pieces from 3 by 5 cards to slip under or around the railing to keep the paint only on the area desired and not on the surrounding. At one point right at the end, I had a tiny mystery to solve. One of the small handrails or handholds on either of the end doors had disappeared.

Apparently, it wasn't attached correctly. I sighed and fashioned a new one, gave it a prime coat and a yellow coat, but by the time it was well attached, it needed touching up. A very thin "arrow" about an inch and a half long was cut and placed underneath, and a micro brush with yellow acrylic cautiously dabbed on a little more color. Working under the overhanging roof, I had little room for this delicate patch-up.

For weathering, I mostly use pastels, sandpaper and a brush to apply the different coloring. Next, I spray a fixative like Dullcote or hardware-store clear spray, then add another coat of weathering. Sometimes I even brush on ashes from the woodstove. They can become very fine, like gray dust, especially after burning maple. I have one set of twelve square "gray" pastels that run from almost white to black and another set of "earth tones" that

go from dark brown, through earthy red and orange to beige. Both are from Alpha Color. After several years, they are still only half used up. Hobby shops and art and craft stores or departments are a good source for colors useful for weathering, but it's surprising how many makeup colors in the cosmetic section look like dark gray or dust or rust colors. I still have a small 6-color eye-makeup box with applicator that my mother discarded fifteen years ago!

Looking at this caboose now, I'm disappointed that I went too far with the weathering, so I may or may not get back to it. The only thing left to do was photograph the finished model and put it in a place of honor temporarily, at least, in the family room.



Finished! The caboose on shelf in the family room-perhaps with too much weathering. A touch-up or two with gray powder may still be needed.

As far as lessons learned, I was impressed with laser technology and the fine results it can provide. At times, I was disappointed at myself with my slow progress, but the goal was enjoyment rather than facing a deadline.

Taking a vacation from the kit, or working on a different part of it, can keep a modeler

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active. I enjoy looking at the photos of the caboose interior, but the effort did not pay for itself, since the small windows don't allow any viewing. I was unable to speed things up by using different parts or by making the body removable. Anyone about to start such a kit should drill a lot of mounting holes- but not all at once.

Some of the assembly is repetitive, and we should pace ourselves. The satisfaction in seeing the different aspects come together makes it rewarding. With this kit, I was constantly reminded of the challenge of building a full-size caboose, and I often felt as if I was solving the problems of building a real one. I'm very glad that I purchased- and completed- this kit.

Now I want to build a Lot 732 caboose with regular siding. However, the AMB caboose kits seem to have become scarce as the year 2024 gets going. Some of the model manufacturers or parts suppliers work hard to keep up with the demand, although the demand is unpredictable.

With no alternative, I'm now planning a kitbash for this next caboose. A cut-down floor from a wood passenger car kit could provide the frame and at least one of the end platforms. Another method would be to use the floor from a 36-foot boxcar, just as the NYCS East Rochester Shops did in 1944. I'm eyeing an unbuilt Accurail kit.

I could substitute another floor under the Accurail body, perhaps even with truss rods, to backdate it and/or use the boxcar in work car service, since truss rods were banned from interchange service before World War II. The remaining frame from

their kit has the right wheelbase and overall length, and most of these 36-foot car kits come with the fishbelly frame pieces. Platforms and steps needed to be added, and AB brake substituted for the older-style K-brake system supplied in the kit.

For the body, the MDC wood caboose, cut, stretched and spliced, and with a "crew cut" above the windows to make the sides lower, would look good, and most of those kits (or the modern ready-to-run models, manufactured overseas, could be used). Sides and ends could be scratchbuilt out of wood or styrene, as well. Metal and plastic caboose end castings have been made over the years, and some cupolas have been made as separate parts; some of these could be modified to the NYCS style.

Gathering the parts and piecing them together can be time-taking, but so is building a well-detailed kit. The results are worth the effort, and the challenge is what keeps a lot of us railroad fans happy, alert and productive.



A side view of the finished caboose rolling along the Hudson, with background painted by the author in art class from a color photo postcard.

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A diagonal view of the finished caboose rolling along the Hudson, with background painted by author in art class from a color photo postcard.



The final photo of Rick DeCandido's finished model of this unique NYC USRA center-cupola caboose. A nice addition to his collection. 4th Qtr. 2013 NYCentral Modeler. Rick DeCandido Photo.

Here is the good news about all of the former AMB NYCS caboose kits



Lake Junction Models Just Bought The AMB Caboose Kits

We Have Six Of These Great NYCS Kits Now Available Again



Other NYCS Caboose Modeling

Let's take a look at some previous articles in the NYCentral Modeler for other models of the NYCS cabooses. NYCS cabooses have been an important subject for modeling, and we can see that many of our members took the time to model them.



Tom Long modeled the NYCS 1900-series caboose in N-scale and this is his finished model. 3rd Qtr. 2018 NYCentral Modeler. Tom Long Photo.



Thomas's Lange's scratchbuilt caboose in service on this NYCS layout in Germany. 4th Qtr. 2021 NYCentral Modeler. Thomas Lange Photo.

The 2024 NYCSHS Convention

Article by Noel Widdifield



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



Original Painting by Robert West
Paintings for sale at Train Show



Beach Grove Shops Fire Truck
On Display At Convention.

The 2024 NYCSHS convention at the Indianapolis Airport Crowne Plaza on April 26 - 28, is fading into history, but it was hailed as one of the best.

This achievement was due to the dedicated committee of volunteers who stepped up, followed through with all of the jobs that were required, and made the convention a success.

The committee included Fred Barth, Craig Berndt, Joe Burgess, Doug Chapman, Mike Davis, Seth Lakin, Tom Long, Charles Malinowski, John Poray, Dave Smoot, Bill Stewart, and Mike Vescelus.

Others working in the background at the convention, monitoring the presentations, packing up the Collinwood Shop items for sale, hauling material from Headquarters, monitoring members' models table, staffing registration and new membership tables, and audio-visual support, included Dave Mackay, Steve Probst, Ralph Schiring, Robert McQueen, Chuck Beargie, Ann Widdifield, Gloria and Tom Gerbracht, Paul, Maggie, and Erica Stoving, Tom Stage, Bob Wasko, and Jim Suhs. If I missed anyone, please let me know and I will acknowledge them in the next edition.

Photos by Noel except as noted

The convention had some very unique attractions that included:



Dave Wheeler, Jr. preparing the 1/6-scale NYCS Hudson for unloading. Tom Gerbracht Photo.



Dave, Dave, Jr. and some committee members moving the Hudson up to enter the hotel. Tom Gerbracht Photo.

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Dave and Dave, Jr. smiling after the Hudson was in place for display. Tom Gerbracht photo.



Dave Wheeler's magnificent Hudson model set up for display throughout the entire convention. Tom Gerbracht photo.



Les McConnell's Beech Grove fire truck was on display all day on Friday and Sunday and Les

was on hand to tell the history of the truck and his long-time interest in fire trucks. Ralph Schiring photo.



Les gave Karen Vescelus, Maggie Stoving and Ann Widdifield a ride around the parking lot as we worked to take down all of the material from the show. Paul Stoving Photo.



NEW FIRE TRUCK was delivered to NYC's Beech Grove, Ind., Shops while safety conference was being held there. Out to inspect the new fire fighting equipment are (from left): H. C. Briscoe, Gen. Fri. Car Foreman; F. J. Kossuth, Supt. of Car Maintenance (New York); O. L. Easton, Gen. Supt. Shops; R. B. McDaniel, Safety & Fire Protection Engineer; L. W. Black, Asst. Fire Chief (in truck); G. M. Schmidbauer, Supt. Car Shops; C. Stevenson, Gen. Passgr. Car Foreman; F. P. Neesley, Supt. Diesel Shop; G. M. Beischer, Master Mechanic of the Central's Southern District; and F. E. Kissel, Gen. Foreman—Locomotive.



The registration table with the "Big Board"

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constructed by Dave Smoot shows all of the presentations and presenters. Ann and Noel are in the photo, but Tom and Gloria Gerbracht are at lunch. But Jim Suhs's two Coca Cola bottles are in view. Joe Burgess Photo.

There were twenty-one presentation opportunities covering many NYCS prototype and NYCS modeling briefings in three presentation room on both Friday and Sunday. Most of the subjects presented were focused on the CCC& StL (Big Four) railroad, but there were a few NYCS topics included.



Each of the presentation rooms was packed for every briefing as can be seen here. Dave Smoot is covering some of the many NYCS activities in the Indianapolis area over the past years. Joe Burgess photo.

On Friday there were three layout tours, and these were visited by about 20 members at each location.



Phil Burnside's HO-scale layout, Mon Valley Works. 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. In addition, the CSX mainline runs by Edgar Thompson Works and interchanges with the Union Railroad. There are two staging yards and a switching yard along the CSX mainline. Seth Lakin photo.



Ron Phillip's HO-Scale free-lanced version of the Great Northern Railway depicts the route from Chicago to Seattle. This multi-level layout has 600' of double track mainline and a large classification yard at Minot, ND. The Minot terminal features a 130' turntable and 12 stall roundhouse. Most structures are kit built but there are several scratch-built including a 5' long snow shed. Seth Lakin photo.



John Poray's HO-scale Adirondack Division, New York Central System. 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). A portion of the NYC branch line from Lake Clear Junction, NY to Saranac

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Lake, NY is modeled. The long-gone Delaware & Hudson branch comes back to life, connecting Albany with the NYC branch in Saranac Lake. The railroad is a single-track main line with many passing sidings. Seth Lakin photo.

Friday evening there was an operating session at John Poray's home and six convention attendees enjoyed a few hours on the HO-scale Adirondack Division.

We were very privileged to have the artist Robert West attend and he brought along several of his NYCS themed paintings, including the one featured on the 2024 Convention ads. He also made a presentation about his work on Sunday.



"IJ Tower" was also featured in many of our ads for the 2024 convention. Dave Smoot photo.



"1957, The American Dream".



"Kankakee"

Dave Smoot provided several of his own Robert West paintings for display in the Collinwood Shop for the entire convention which brightened the shop



Robert West displays one of his many NYCS paintings in the convention train show on Sunday. Tom Gerbracht photo.

Saturday was a very full day and offered two tours, a cocktail hour, banquet, featured speaker, and annual meeting.

The tours included one visiting several NYCS Big Four depots, and one touring Indianapolis Union Station, lunch at Shapiro's Delicatessen and a drive around NYC Beech Grove Shops, Hill Yard, and

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several other former sites of the NYCS in the Indianapolis area.

The longer tour departed the hotel and drove straight to Fort Benjamin Harrison/Union Traction Depot.



At the turn of the Twentieth Century, the Big Four Railroad's "Bee Line" division was the preeminent transportation provider between Indianapolis and the county seat cities of Anderson and Muncie. But a new form of transportation, the electric interurban railway, would soon capitalize on the dynamic economic growth of these and other communities in Indiana's "Gas Belt" region. The largest of those enterprises, the Union Traction Company of Indiana, completed its Muncie-Anderson-Indianapolis main line in 1900, directly paralleling the Bee Line (Big Four) for most of its length.

Leaving Fort Benjamin Harrison, we continued to Anderson, IN.



The handsome Anderson, IN passenger station was constructed in 1887 on the original Bee Line, which spiraled through the southern sector of the business district. As traffic ballooned, the Big Four built a second, arrow-straight route several blocks to the south. All

passenger trains stayed on the original line to reach the depot, but eastbound freights typically used the new line and westbound freights the old.

After about 15 minutes taking many photos of the beautiful Anderson station, the attendees continued on the Madison County Historical Society.



At the Madison County Historical Society Noel and Tom Gerbracht discuss the model railroad constructed by NYCSHS member Roger Hensley with Noel's high school friend and NYCSHS member John Dick.



Half of the NYCSHS tour group in the Historical Society event room listening to Madison County Historian, Steve Jackson presenting a history of the depot provided by Roger Hensley.

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From Anderson the group journeyed to Shirley Indiana for a short visit to the Shirley/Peoria & Eastern Depot where they are restoring a NYCS Big Four caboose. Members were reunited with Maurice Lewman who spoke at one of our past convention banquets.

NYCSHS member Andy Shirley arranged the tour and answered many tour members' questions.



The Shirley depot has been restored and contains many interesting artifacts from the town and the railroad. It was interesting to see a vintage station that has been lovingly restored. In this photo you can see Maurice Lewman greeting one of the attendees in front of the depot. His family made sure he could be there to greet and brief us.



The Big Four caboose that is pretty much restored on the exterior but still has work to be done on the interior.



At the Shirley depot Maurice greeted us with his son, Larry for a tour and short history of Shirley by Maurice.

The travelers reboarded the buses and stopped at Greenfield for lunch where all traces of the NYCS have disappeared.

After a refreshing fast-food lunch, the group continued on to the Fairland Big Four depot.



Fairland, organized in 1852 and named for the

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surrounding "beautiful land," became a railroad junction with the arrival of the Cincinnati & Martinsville Railroad on June 14, 1866 (see the following Franklin section for additional details). Between 1876 and 1880, the C&M was operated by I&C successor Indianapolis Cincinnati & Lafayette, which merged with the connecting Cincinnati, Lafayette & Chicago in 1880 to become the Cincinnati, Indianapolis, St. Louis & Chicago. The CISTL&C was to become a major component of the new Cleveland, Cincinnati, Chicago & St. Louis - the Big Four - in 1889.

The two large tour buses loaded with 60 NYCSHS fans taking photos of the depot generated much excitement and resulted in several townspeople taking photos of the strangers before they reboarded the buses to continue the journey to Shelbyville, IN.

Arriving in Shelbyville members swarmed the passenger and freight depots located there.



Shelbyville's new (1949) passenger station was a busy place in the postwar years when passengers were assembling for an arriving train as a local freight chuffed through town. It appears totally vacant now.



The long narrow design of this freight house is typical. Boxcars would be spotted along one side while draymen with horse and wagon outfits, and later trucks, could pull up along the other side. It was built in 1903. It appeared to be currently unused.

As we continued our pilgrimage to the Franklin, IN Big Four depot we were told that there was a treat in store for us there. The depot is now a candy and ice cream shop but does have a significant collection of NYCS and Big Four memorabilia.



The Franklin Big Four depot as it appears today, relocated along the Louisville & Indiana in downtown Franklin. Tom Gerbracht photo.

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Tom and Gloria Gerbracht purchase some ice cream from Kim Smith shop owner along with husband Craig.



Several NYCSHS members including NYCSHS secretary, Ralph Schiring listen to Craig Smith explain some of the items in their collection.

From Franklin the two busses on the long tour departed and returned to the hotel by separate routes.

The second and much shorter tour departed the hotel at 8:30 in the morning and drove straight to Indianapolis Union Station.



The nation's first union station in Indianapolis was in 1852-53. It was replaced by the handsome structure we see today. It was designed by Pittsburgh architect Thomas Rodd and opened in 1888.



This is a photo of the attendees who took the six hour tour. The photo is taken in front of the former Arrival/Departures Board Desk. Dave Smoot Photo.

The station is now an upscale hotel. Our tour of the station was arranged by Patti Overton, director of sales at the Indianapolis Airport Crowne Plaza.

From the station we walked to Shapiro's Delicatessen for lunch.

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An Indianapolis institution, Shapiro's Delicatessen has been operated by the same family for over 115 years. Shapiro's offers an extensive menu, but they are most famous for their large, slow-cooked corned beef and pastrami sandwiches.

From there the tour proceeded to the site of the NYCS Hill Yard that once consisted of 3 interconnected yards - West Hill, Middle and East Hill.

The tour then proceeded to drive around the Beech Grove Shops and then back to the hotel.



Ralph Schiring explains the tour sites on Tour 1 somewhere in the Indiana farmland. Joe Burgess Photo.

Arriving back at the hotel the members on this second tour were soon joined by the two busloads from the first tour for a reception that included a pay-as-you-go bar with some delicious appetizers.



Two of the three buses that carried the convention attendees on the two tours. Paul Stoving Photo.

The attendees then moved into the ballroom for a dinner of either filet mignon, chicken or pasta.

Immediately following dinner, NYCSHS president, Dave Mackay introduced our guest speaker, Richard Baldwin, who with John Fuller, presented a slide show of NYCS activity in Indianapolis from the early 1950s to present day.



NYCSHS president, Dave Mackay presents a certificate of appreciation from the Society for Richard's presentation. He was also presented with two gift certificates for two of his favorite restaurants.

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The 2024 NYCSHS annual meeting, the announcement of the director's election results, the vote on two amendments, and short presentations from each of the directors and their area of responsibility followed.

Sunday morning at the hotel dawned early with vendors arriving to set up for the Convention Train Show.



The train show vendors and modular railroads are all set up and ready for the opening of the show. Paul Stoving Photos.

During the convention there was a table set up in the Collinwood Shop for attendees to display their NYCS models.

Several members had their models on display there.



One of Steve Lasher's HO-scale kitbashed steam locos on display. Seth Lakin Photo.



Steve Lasher's HO-scale kitbashed diesel was on display at the members' model's table. Seth Lakin Photo.



Steve Lasher NYCS observation cars on display. Seth Lakin Photo.



Tom Long's N-scale models on display. Seth Lakin Photo.

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At 1:15 we held the drawing for the raffles in the Ballroom with Dave Mackay officiating and Maggie Stoving drawing the winning tickets.



Maggie Stoving draws one of the winner numbers as Ralph Schiring, Dave Mackay and Noel watch. Paul Stoving Photo.

The raffle included five items.

The Bachmann NYCS Hudson HO-scale model donated by Bachmann was won by Alan Del Gaudio.



The HO-scale ACF NYCS 9100 Series Baggage car donated by John Ruehle was won by Robert vonBehr.



The HO-scale Tangent Caboose donated by the NYCSHS was won by Dale James



The HO-scale MCRR Victorian Era West Branch Depot built and donated by Seth Lakin was won by Andrew Panko.



The two HO-scale AMB NYCS Big Four cabooses donated by Noel Widdifield were won by **??**. **Please contact us if you won them.**



Through the convention the Collinwood Shop was open long hours each day and provided the members and guests opportunity to purchase NYCS goodies.



In this photo the NYCSHS 2024 Convention t-shirt is plainly visible on the wall.

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You can see the large selection of NYCS items that were for sale in the shop with Robert West's beautiful NYCS paintings decorate the wall in the shop. Last two photos: Paul Stoving Photos.

As Sunday afternoon arrived, we began the sad process of shutting down for the year after a wonderful 2024 convention.



Dave Wheeler pulls the Hudson towards their van as Dave, Jr. watches. It is a truly beautiful model and Dave has done an excellent job of getting it in shape and ready to begin to run under its own power on steel rails soon.



2024 Convention Shirts Still Available



They come in S - 4X short & long sleeve, with and without pockets and with the famous James Whitcomb Riley poster advertising one of the famous NYC Big Four trains.

If you don't have one of them, you can order them today at:

https://www.nycshs.net/NYCSHS-2024-Convention-T-Shirts--Click-Here_c_248.html

Or download a form to mail in and order at:

<https://nycshs.org/wp-content/uploads/2023/11/2024t-shirtslettered.png>

Next year's convention will be held in Rochester, NY on June 6 - 8, 2025 at the Hyatt Regency, Rochester, NY.



Watch for details coming soon!!!!



OBSERVATION CAR PHOTOGRAPHY SECTION



"If It Doesn't Run Well, Make It Look Like It Is Standing Still" - Part 3



This is the third of a three-part article on making a useful model out of an old 1/29 scale Lionel NYCS GP-9 that no longer ran. So be sure to watch for the 4th Qtr.2024 edition of the NYCentral Modeler to see the Geep come alive in the yard.

Chuck Beargie Continues To Build His HO-Scale Layout



Chuck returns with silos and a speeder shed on this Franklin/Oil City branch through the town of Jefferson Ohio in the late 1920s

Coming in the October 2024 edition of the NYCentral Modeler!



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCENTRAL MODELER

A QUARTERLY DIGITAL PUBLICATION FROM THE NYCSHS



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.
- **Annual Conventions** held at former New York Central RR locations.
- **NYCSHS Archives** at our Headquarters in Middleburg Heights, OH.
- **Online Store**: Books, NYCSHS Archives Flash Drives, Apparel, Memorabilia, Art Prints, and NYC Scale Models, several exclusive NYCSHS releases at nycshs.net.
- **Archives Digital Shop**: searchable NYCSHS image database and ordering of historic digital photos and maps at nycshs.omeka.net.
- You will benefit from the expertise of NYC historians, researchers and modelers.
- Regular memberships only \$44 per year.



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Print & Digital Versions

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First Time Memberships only \$25 for 2024!

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We are now taking 2024 memberships
Don't miss out on all the fun and knowledge available with memberships in
the NYCSHS.

Modelers, Fans, Researchers, Former Employees.
You find them all.

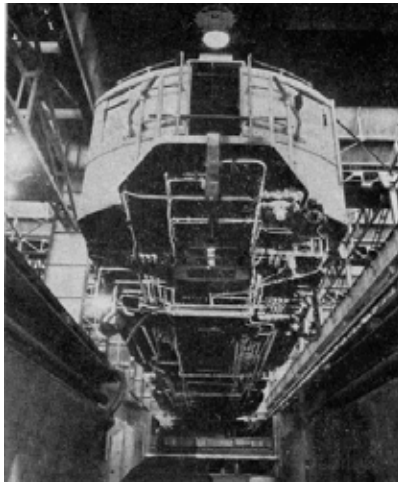
Click here to join or renew for another year!! <http://www.nycshs.net>



OBSERVATION CAR PHOTOGRAPHY SECTION



Scans from the "NYCS Headlight" Flash Drive



Twenty New York Central electric locomotives, formerly assigned to the Cleveland Union Terminal, are being rebuilt for service on the Electric Division between Grand Central Terminal and Harmon and North White Plains, N. Y. The work is being done by General Electric Co. at Erie, Pa.



Modelmaker's skill

Modeler's skill is revealed in this realistic replica of a New York Central Hudson class steam locomotive, built by Carl A. Chase, of Rochester. Scaled 1/16-inch to the inch, it was built over a six-year period in Mr. Chase's spare time. The model is six feet long, weighs 220 pounds and is coal-fired. It has a working turbine generator and steam brakes. Water for engine supplied by duplex steam pump and axle pump.



OBSERVATION CAR PHOTOGRAPHY SECTION



A tunnel has been built under the "hump" at the Central's DeWitt Yard, Syracuse, N.Y. The tunnel, pictured above, permits locomotives to reach the yard's diesel service station without having to cross the hump track and thus interrupt classification of freight cars. Besides being one of NYC's major freight classification yards, De Witt is a key point for fueling of diesels in freight service.



SIZE of giant casting, recently shipped over the Central, is illustrated when compared with man of average height at United Engineering Co., New Castle, Pa., where shipment originated. NYC handles big loads with special cars, equipped with four sets of wheels

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



Scans From The NYC Lines Magazine September 1919

**NEW YORK CENTRAL
MAGAZINE**

GRAND CENTRAL TERMINAL, NEW YORK CITY

Published monthly by, and distributed to, the 100,000 officers and employees of the NEW YORK CENTRAL RAILROAD.
Devoted to the interests of the railroad workers, their families and home communities, and to securing the best service for the public.
To subscribers, 15 cents a copy; \$1.50 per annum.

Vol. I SEPTEMBER, 1919 No. 8

Keep Your Eyes and Baby's Eyes Clean and Healthy
by applying **Murine** Night and Morning.

If Your Eyes Tired, Itch or Burn— if Sore, Irritated, Inflamed or Gravelled, use **MURINE** often.

Wholesome - Cleansing - Healing
Refreshing - Soothing

Write for our free "Eye Care" book,
Murine Eye Remedy Co.
9 East Ohio Street, Chicago

Sets From the Face

THE NEW WIZARD

The only clock in the world that sets its dial itself for any minute of any hour. Just push a button and you get 12:00, 1:00, 2:00, 3:00, 4:00, 5:00, 6:00, 7:00, 8:00, 9:00, 10:00, 11:00, 12:00.

FANESSE WIZARD CLOCK CO.
115 Broadway, N. Y.,
Frank 11 Building, 9th Floor

"DON'T YOU GET HURT!"

NATIONAL RAILROAD ACCIDENT PREVENTION DRIVE
OCT. 18-31, 1919.

Cars left on yard tracks so they "just clear" cars on adjoining track create a hazard for employes riding on side step or ladder

Look both ways before stepping out of a doorway leading to track

THE JOBSON-GIFFORD CO.
CONTRACTING ENGINEERS

Railroad Structures
Bridges
Buildings
Concrete and Masonry Construction

Engineers
Designers
Bridge Builders
General Contractors

"SLIPPERY CROSSING" - The Terrible Cause

General Office: 30 EAST FORTY SECOND STREET
NEW YORK CITY

UNION MADE ALLIGATORS NEVER LEAK

ALLIGATOR Cans, Sides and Hats are the perfect protection to your all important machine tools, wires and shoes. Light in weight. Prove how leak resistant.

ALLIGATORS are Guaranteed
No single guarantee is so complete as the ALLIGATOR guarantee. It covers every possible leakage. It is the only guarantee that is so complete.

Write for our free "Alligator" book.
Alligators Never Leak

Hamilton Watch
"The Railroad Timekeeper of America"

No Place for a Loading Watch

Saniolas
King's SAFETY Goggle

New York JULIUS KING OPTICAL CO. Chicago

Some of the many interesting ads in the Lines magazine. Always interesting.

The NYC Lines magazine was published and distributed to the over 100,00 NYC employees. It was published from 1919 to 1932 with only a gap of one year during the coal strike from April 1921 to April 1922. Look for it in the Collinwood Shop https://nycshs.3dcartstores.com/NYCShs-Archive-Products-Photos-and-Val-Maps-_c_180.html (See page 106 for order form.)



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCentral Modeler Final Thoughts

Working on putting together the latest issue of the *NYCentral Modeler* is a fun and challenging time for me. Each issue brings the apprehension of wondering if there will be enough articles to fill out the issue, and each time, we get what we need to do the issue. This issue has some very interesting modeling articles and some others that should be of interest to each of you, even though they are not directly related to modeling. Filling the left-over space at the end of each article can also be a challenge and we search for items to add that will be interesting to you. Of course, 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 summer is always a time for less actual modeling, but we can plan for our projects for the NYCS layouts we own or hope to complete in the fall. Keep us in mind as you do. Take photos, make an outline and send us the resulting article or set of photos of your hobby. We want to see what you do.

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

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



Thanks, Noel



OBSERVATION CAR PHOTOGRAPHY SECTION



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

(AMB went out of business, but Lake Junction Models is now offering them along with the other former AMB NYCS cabooses)



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.

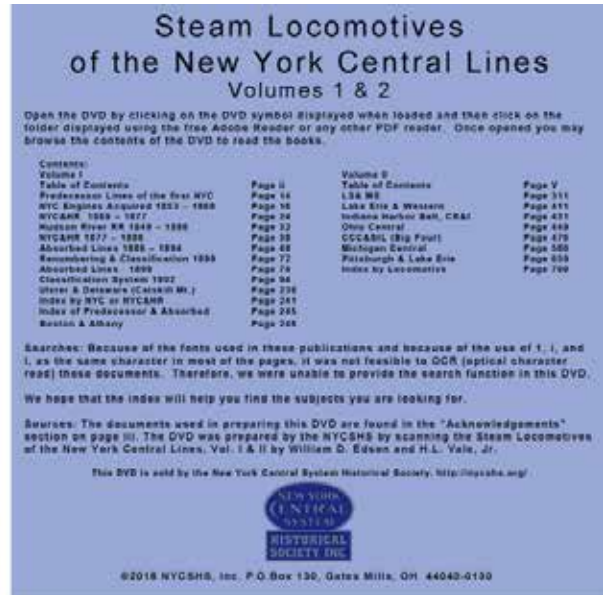
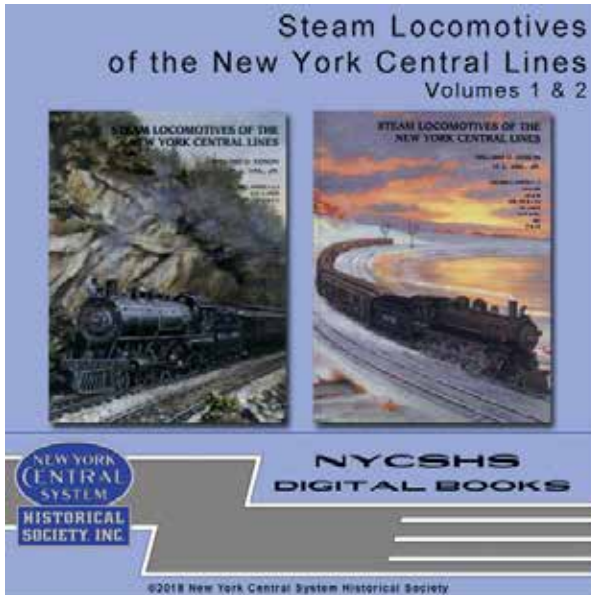
<https://nycshs.files.wordpress.com/2024/02/bigfourcaboose-orderform.1.pdf>



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

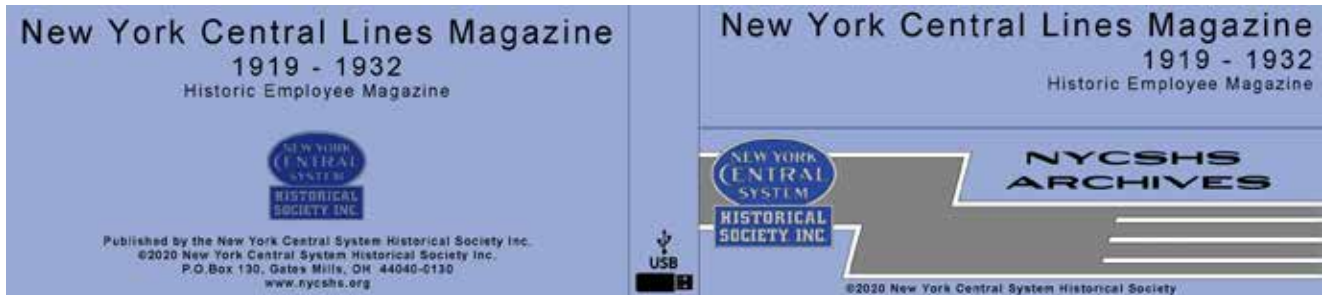
Because of the unique information in these two volumes and the fact that it was produced by the NYCSHS; the price is the same for members and non-members.

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.

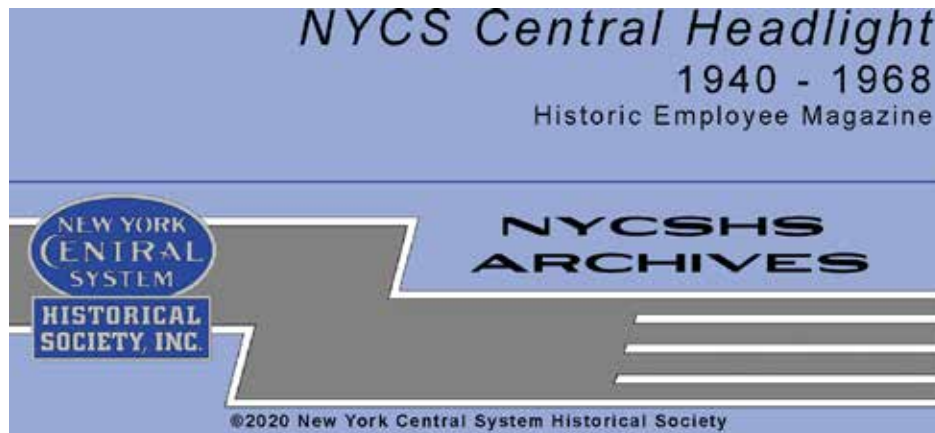
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OBSERVATION CAR PHOTOGRAPHY SECTION



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



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

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

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

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

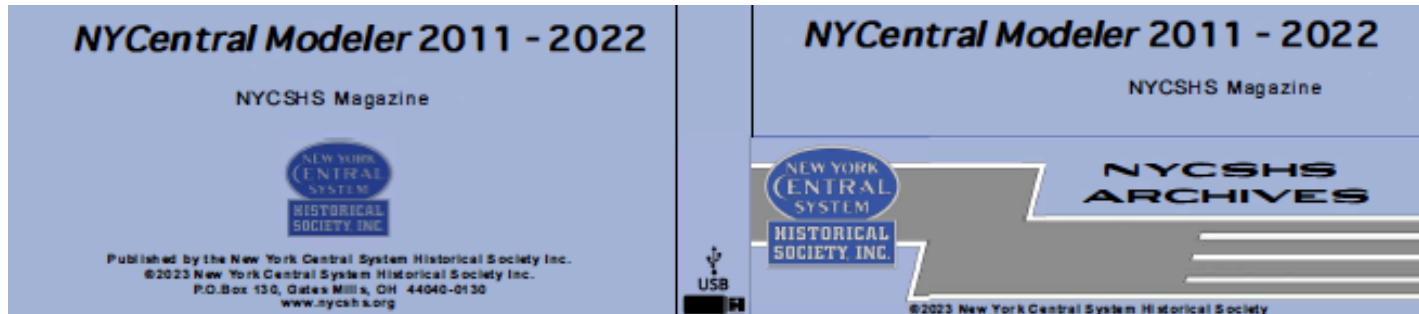
Available on a flash drive in the Collinwood Shop:

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



NYCentral Modeler 2011 - 2022 Flash Drive

All wonderful NYCS modeling on this Drive



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

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

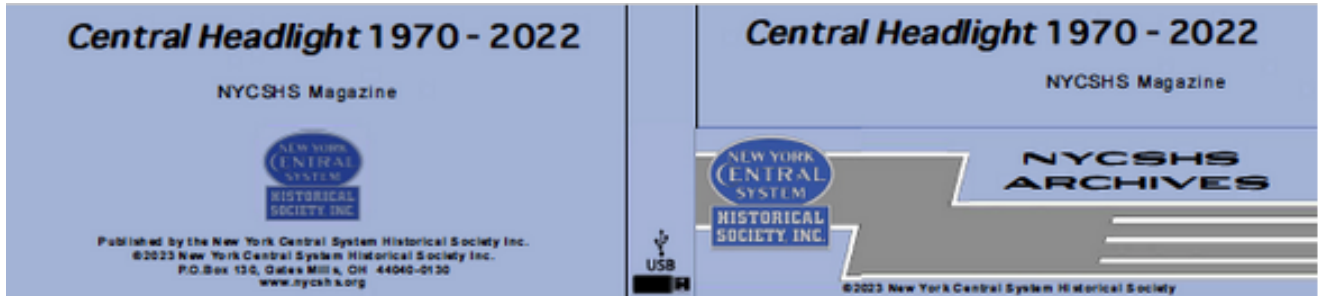
Don't miss out on this complete set of *NYCentral Modelers* produced through 2022. It contains many wonderful articles about modeling the NYCS and features articles written by both NYCSHS members and non-members who model the NYCS.

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

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



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



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

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

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

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

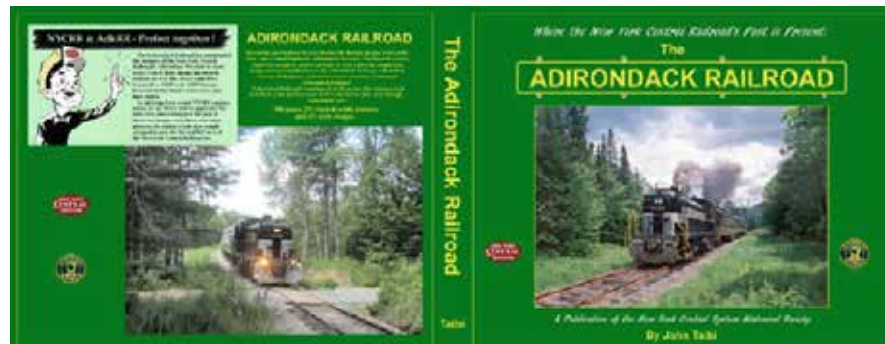
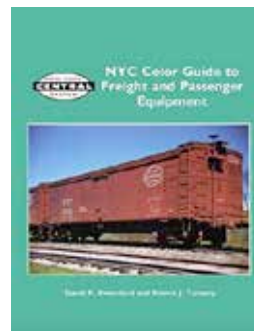
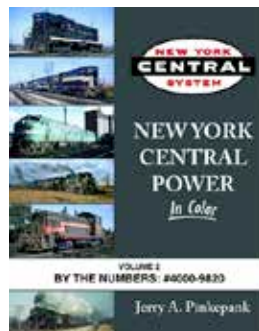
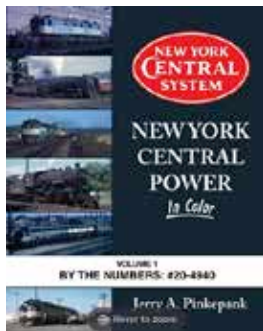
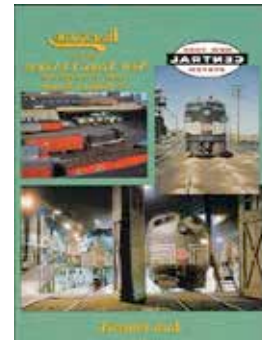
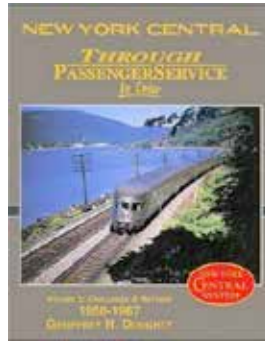
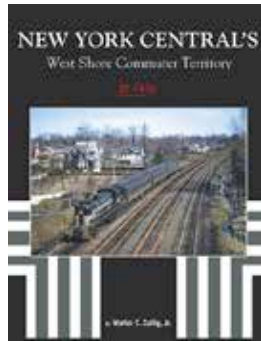


OBSERVATION CAR PHOTOGRAPHY SECTION



NYCSHS Has Many NYCS Books For Sale

20% Off on all Books for NYCSHS Members

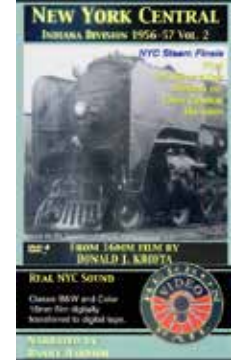
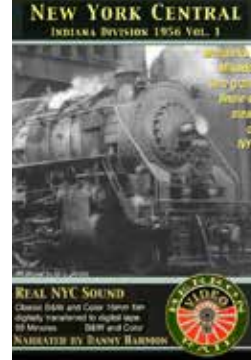
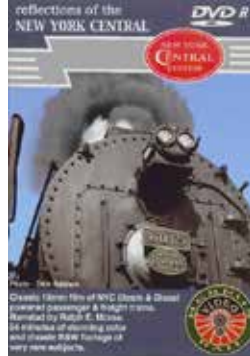


Just a small sample of the NYCS books to be found in the Collinwood Shop

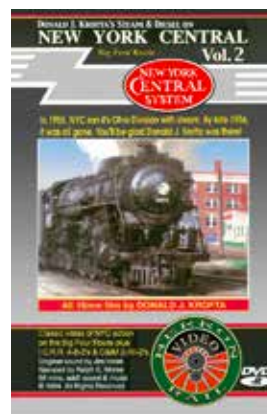
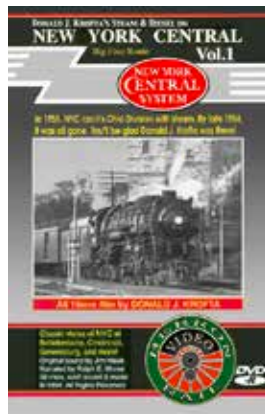
The Collinwood Shop has a very large collection of NYCS books available for purchase at the NYCSHS members' discount of 20% off MSRP. Shop for these wonderful books today at: https://nycshs.3dcartstores.com/Books_c_20.html



NYCSHS Carries All Herron Rail Videos Complete Line of NYC Videos



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



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

All these videos are priced the same.

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

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

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



OBSERVATION CAR PHOTOGRAPHY SECTION



New York Central System Diesel Locomotives (DVD Version)



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

Now Available in a Digital Version

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

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

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



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

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

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

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



NYCSHS 50th Anniversary Early Bird NYC Jacket

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

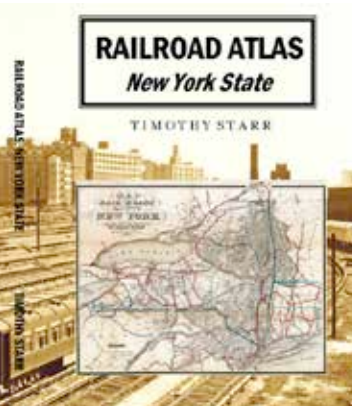
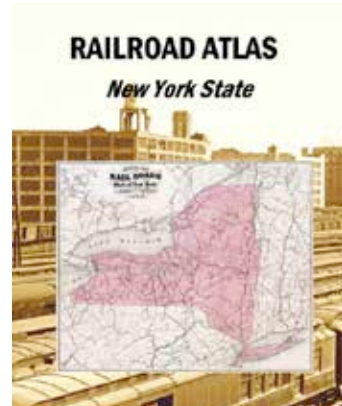
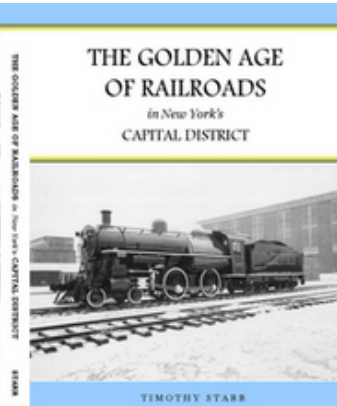
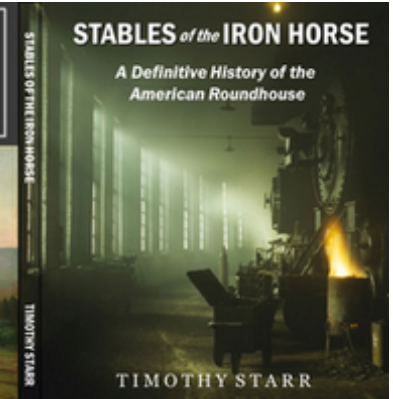
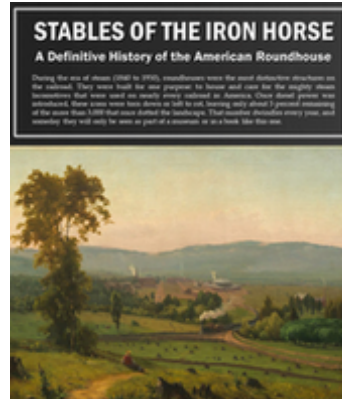
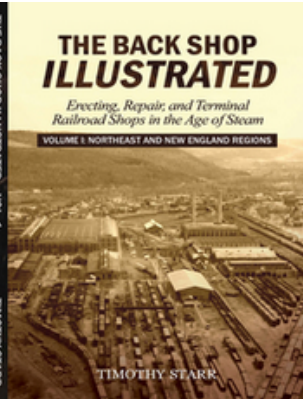
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OBSERVATION CAR PHOTOGRAPHY SECTION



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# _____

Address: _____

City and State/Province: _____

Country: _____ Zip/Mail Code: _____

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

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

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

Mail to:

NYCSHS, LS&MS Depot

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

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



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCS Whistle, Mile & Stateline Posts



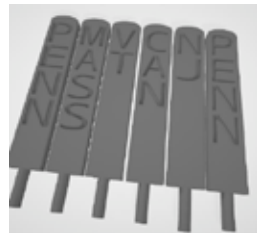
Whistle Posts - Narrow - Rectangular - CCC&StL Iron(Not Pictured)



Big Four Whistle Posts



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, someone with graphic skills, and backup people for the website and the Collinwood Shop.

We all are busy, but it only takes a few hours a month to help us out. We have gotten several 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!!!** nfiddifield@nycshs.org

Watch the website, www.nycshs.org, for more information and updates. For questions and inquiries, contact Noel Widdifield at nfiddifield@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 4th Qtr. 2024 edition. You will probably be doing a more with your layout or modeling during these coming fall 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 Aug 15, 2024. nfiddifield@nycshs.org

Preview Of 4th Quarter 2024 issue



Chuck Beargie returns with his continuing articles about his NYC Franklin/Oil Branch



Noel brings the 3rd and final article on the GP-9 bash.

Always looking for good articles and photos for the 4th Qtr. 2024 edition. Let us see your handiwork.



NYCSHS 2025 Convention & Annual Meeting

New York Central System Historical

Society

2025 Convention & Annual Meeting

The city of Rochester, New York, will be our host for the 2025 NYCSHS Convention on June 6, 7, and 8. At one time, Rochester was served by five different divisions of the New York Central, including the main line, West Shore, Falls Road, Auburn Road, "Hojack" (Ontario Division, former RW&O), and "Peanut" (Tonawanda and Batavia Branch). Today, the former NYC main line is operated by CSX Transportation, with passenger service provided by Amtrak. The old Falls Road is operated by Genesee Valley Transportation as the Falls Road Railroad, while the Auburn Road is operated by Finger Lakes Railway (FGLK). A small portion of the Hojack is also operated by Ontario Midland Railroad.

We will be enjoying a private passenger excursion on Finger Lakes Railway from Canandaigua to Geneva as part of our convention activities. <https://fingerlakesrail.com/> This will be followed by a visit to the Rochester & Genesee Valley Railroad Museum in nearby Rush to explore and ride the largest collection of historic trains in New York State. We will also have a full slate of presentations on various aspects of New York Central history and modeling, along with a train show and an evening banquet with keynote speaker. Other activities are in the planning stages and will be announced as updates are available.

Rochester is easily accessible by Amtrak Empire Service from New York City, as well as *Lake Shore Limited* from Chicago or Boston, or *Maple Leaf* from Toronto. Convenient flights operated by major airlines are available through Greater Rochester International Airport (ROC). Our convention hotel is the Hyatt Regency Rochester, located in the heart of the city and convenient to both Amtrak and the airport.

While you attend the convention activities, your family might enjoy visiting The Strong National Museum of Play, George Eastman House, Susan B. Anthony House, Memorial Art Gallery, Rochester Museum & Science Center, Seneca Park Zoo, Seabreeze Amusement Park, Rochester Public Market, Genesee Brew House at High Falls, Ontario Beach Park on Lake Ontario, Red Wings Baseball at Innovative Field, and more. Besides the busy CSX main line, there are also a number of options for the visiting railfan within an hour of downtown, including Livonia, Avon & Lakeville, Bath & Hammondsport, Falls Road Railroad, Finger Lakes Railway, Ontario Midland, Rochester & Southern, and others.

We look forward to welcoming you to the Flower City for our 2025 NYCSHS Convention!

NYCSHS 2025 Convention & Annual Meeting

Sites.

Amtrak Rochester Station
CSX Chicago Mainline(NYC Syracuse Division)
Despatch Shops Inc. former site
CSX Yard(NYC Goodman Street Yard)
Rochester and Genesee Valley RR Museum
Medina RR Museum
Finger Lake's RR, Geneva, NY
Batavia, NY, famous run of 999, 112 mph run
Wayneport, NY, former site of 4 track coal facility
George Eastman Museum
Susan B Anthony Museum
Innovative Field Rochester Red Wings Baseball
Seneca Park Zoo
Seabreeze Amusement Park
Rochester Institute of Technology
Genesee Brewery

Saturday excursion on Finger Lakes Railway from Canandaigua to Geneva and return on former NYC Auburn Road line.

Watch for more details coming soon.

