The *NYCentral Modeler* focuses on providing information about modeling of the railroad in all scales. This 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. mailto:NYCSHS@verizon.net
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](http://www.nycshs.net)

Or you may download a membership form at: [https://nycshs.org/nycshs-membership/](https://nycshs.org/nycshs-membership/)

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 Brian Marotta, Jeff English, Dave Mackay, Paul Pickard, Lawrence Faulkner, Manuel Duran-Duran, Kyle Coble, Dan Seligmann, Seth Lakin, Larry Grant, Ralph Schiring, Alex Schneider, Charles Newton, Hugh Guillaume, Alex Warshal, Mike Vescelus, Charlie Newton, Vic Roman, Noel Widdifield, and Rich Stoving.

We have released over 300 models at up to 20% off MSRP to our members and have sold more than 3,200 models and taken pre-orders for many more. We have offered several HO-scale, N-scale, and O-scale models and are in the process of finding more HO-, N-, S-, and even O-scale models to be released in coming months. Watch our website and Collinwood Shop online store for more information. Website: [NYCSHS.org](http://NYCSHS.org) and Collinwood Shop: [NYCSHS.net](http://NYCSHS.net)

We have released many new NYC models over the last eight years, but if you have some ideas for us, contact us at [NYCBigFour@verizon.net](mailto:NYCBigFour@verizon.net)
We have begun the process of assembling (again) information about the 19000 series cabooses so we can forward the information to our manufacturer to get an idea of costs and lead-time. I thought I knew all I needed to model rolling stock, but after our meeting last month, I’m not so sure. I guess I’ve been too lax in accepting “good enough” for my modeling for quite a while, although it pleases me when it’s done. I’ve never considered myself a “rivet counter”, but I do understand that level of modeling. As I took the lead on this project, it’s up to me to gather the information required, and it’s not going to be as easy as I thought. The challenge is to put together a spreadsheet roster of ALL the cabooses, with notes as to the detail differences, and as many photos as possible to correlate the documentation of these details. Whew! The NYC alone had over 1,200 of these from what I can find so far.

When we first proposed this project, the question from the manufacturers always is “How many railroads had this caboose, and how many paint schemes can we offer?” I get it, for them, sales are the name of the game. The more they can sell, the more profitable the model is, and unit costs go down. I’ve been able to find NYC photos and that has been pretty easy, although I could use more. Not so easy is finding B&A, P&LE, P&E, and the elusive P&MCKY. We’re extremely fortunate to have a great deal of documentation from Jeff English on the Rutland versions, so I have an example to follow.

If you have photos of any of these, I would greatly appreciate that you kindly send me a scan of your picture for the effort. The more detail and information I have, the better the model will be. This is a several year project, please don’t ask me (yet) how much they will cost, and when they will be available, it’s too soon. My email is davidtmack53@gmail.com

I look forward to reporting progress on this as we go along. Thank for the help!
This month (February) has been an extremely busy modeling month for us at NYCSHS. So far we have had an important NYCSHS Modelers’ Committee meeting, put the finishing touches on the upcoming Albany, NY Mini (Mar 28), firmed up plans for the Michigan City, IN Mini (Oct 17), and reviewed the modeling presentation, train show, and other activities for the NYCSHS 50th Anniversary Convention in Cleveland (May 15 – 17).

We sent out our 6th NYCSHS Modelers’ survey to all members and received a little over 550 responses. By the time you read this we will have sent out the results by our MailChimp email system. There are some very interesting things shown about NYCSHS modeling there.

We continue to be frustrated by the lack of interest model manufacturers show about unique NYCS models. They tell us they just don’t sell enough NYCS models to work with us to make unique ones for us.

The modeling committee focuses every month on how to make more models available with our logos.

I think you will enjoy the modeling articles in this issue. They cover a broad span of scales, roads, and phases of modeling. Now, we just need to see some of your modeling!!!

Send us an email today and tell us about the plans for your railroad. You can also call me at 703-407-3059 or email me at NYCSHS@verizon.net, to find out more or to express interest. We hope to hear from you.

Thanks, Noel
Editor, NYCentral Modeler
NYCBigFour@verizon.net
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 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.

Books are in stock now.

MSRP $79.95 NYCSHS Members $63.96

Shipping is $10.00 for US buyers and Ohio residents pay 8% Ohio Sales Tax

Non-US buyers pay actual shipping costs
ORDER FORM  

Know Thy Early Mohawks

Name: ____________________________________________________________

Address: __________________________________________________________

City and State/Province: __________________________________________

Country: ___________________________ Zip/Mail Code: __________________

Phone Number or Email address (Required) __________________________

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, Know Thy Early Mohawks
P.O. Box 328, Shady Side, MD 20764

Single Book Prices

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Non-US Buyers will pay actual shipping costs. They will be calculated in the Collinwood Shop.

Limited Edition Signed Copy

Members price & non-member price: $250 plus $10.00 S&H – Ohio residents add 8% Ohio Sales Tax

Non-US Buyers must pay actual shipping costs. For mail in orders send email to: NYCSHS@verizon.net for shipping cost.

Dealer Inquires Welcome at NYCSHS@verizon.net
Tom Long – Wood Caboose of the B&A in N-Scale

Tom Long is an avid Boston and Albany fan and N-scale modeler, and has been a member of the NYCSHS since 2004. Tom became a fan of the B&A after moving to Framingham, MA in 1991. He attended Joseph P. Keefe Technical High School, just across the street from Nevins Yard. Tom lived at milepost 23 and would walk to and from school along the B&A.

Tom has a Bachelors of Science in Electrical Engineering from the University of Texas at Austin and a Graduate Certificate in Systems Engineering from Johns Hopkins University. He and his wife Karen currently live in Maryland where he works for the Navy as a Systems Engineer. This is Tom’s forth article in the NYCentral Modeler.

Seth Lakin – NYC’s Former MC&CS Waycars – Part 2

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

Howie Mann – Rutland Vans (Caboose) #25 -37

Retired, Howie has devoted his career to the field of transportation. Beginning as a transportation planner with Metro North Commuter Railroad, he has been engaged in one aspect or another of transportation culminating in a substantial portion of years focusing on freight planning. At the New York Metropolitan Transportation Council, Howie was the manager of freight planning. He created a graduate level college course through which he taught concepts, principals, and characteristics of freight transportation and logistics.

Steve Bratina – Rebirth of CASO & CASO Returns at Copetown

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

A native of Schenectady, NY, Bob’s interest in the New York Central began as a boy peering out of the window of his dad’s Studebaker as they drove by the huge ALCO Works. He marveled at the size of the new steam engines he saw, many with NYC markings, and was pleased when Santa left a “real” Lionel 2026 steam engine set.

Bob likes to “talk trains” with friends as a member of TCA (Train Collectors Association), LOTS (Lionel Operating Train Society), and NYCSHS.

Bob wrote 17 previous layout articles about building his NYC Water Level Route layout and restoring Lionel engines. In Part 18 of his O-Gauge Model Railroading column, Bob reviews ways he rerouted his Water Level Route layout to make it more scenic and interesting, including building a new four-foot bridge span.

Retired from careers as a corporate communications manager and special education teacher, Bob and his wife Wanda live in southern Michigan. Bob heads a LLC that provides marketing and communications consulting to global clients.

Russ Briggs – Designing the NYC Mark III Flexi-Van (O-Scale)  Page 55

Like many modelers, I was exposed to trains when was in elementary school. My best friends’ father had a Lionel layout in his basement, complete with heavy-duty ZW transformer and steam engines that smoked and whistled. He also had the aluminum passenger cars with the silhouette people in the windows. This is where I got my interest. For a while I was into O-Scale high rail and then I had and HO-scale basic layout. I came back to O-scale, but 2-rail this time about 1980.

I had read or heard the expression “O-scale is nice and big, you can use a hammer on it” stuck in my head. Then a friend of mine, Jim, and I traded all our HO-scale at a hobby shop, giving us a credit to purchase some O-scale. We started layouts, his in his attic, mine in the basement. My friends, Tom who was in O-scale helped me with my first O-scale layout and Stem taught me the fine points of model railroading. Steve, an engineer and mechanic at the Edaville Railroad Colony, got me to take the NORAC and safety exams and got me certified like him.

3D was moving beyond just visual renderings and animation. 3D printing became a proven technology that engineers and architects could use to visualize parts and structures. I bought my own title of the software to see if could build and print 3D parts for models. The software could output formats that 3D printers require. The software accurately could do all I needed. I have also done projects for fellow modelers, like brass parts for steam locos and parts for Pullman cars. This is Russ’s first of three articles for us.
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 of modeling skills.

All it takes is for you to spend some time to take photos of your layout and then to 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, just take some time to photograph some of your favorites and then just write about how and why you have collected what you have.

We are prepared to help you do this. All you need to do is contact us and we will provide the help and guidance that will allow you to write a great article to share with all of us.

We are interested in any scale and welcome interesting and unusual modeling. We would welcome your layout, collection or modeling article. Of course we want lots of photos and captions for each photo to share with our readers.

Step up and begin writing an article for us today. You will love seeing your name and article title here and seeing your hobby showcased in the magazine.

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**Hall of Heroes** - We have one new author to receive our *NYCSHS Magazine Writer T-Shirt* for his first article in the magazine.

*Russ Briggs* joins us as an author for the first time and we do have a hard core of several modelers who provide articles on a regular basis.

*Why don’t you write one for us??*

*We will provide a lot of help to you so that you can see your railroad in “print” here in the *NYCentral Modeler.**
Howie Mann, one of our current writers for the *NYCentral Modeler*, passed away March 10, 2020. He was the quintessential railroad guy. He was a Transportation Planning manager for New York State with an expertise in freight. He loved and lived trains from the time he and his brother, Jeff, were small children, especially the New York Central. They passed this on to their children and grandkids.

His pet was the New York Central Putnam Division. He missed out on the Put during the 1950’s yet he longed for all the knowledge and history he could find on that line. With that knowledge he built a beautiful HO-scale layout simulating the Put. He was able to capture Van Cortlandt Park in the Bronx, Dunwoodie in Yonkers and a few other areas on the layout. And he shared some of that layout with us in his articles for this magazine.
NYCentral Modeler – “Mystery Photo”

Tell us what you think this might be and who the manufacturer might be. Send your answers to NYCSHS@verizon.net

Coming Soon!!

This is a pub-licitly shot of the ALCo-Schenectady, NYC K-5b, #4915, James Whitcomb Riley, shot at Chicago, IL.

NYC Locomotive Photo Collection “Streamliners”

Watch for an announcement for this up-coming addition to the expanding collection of NYC Locomotive digital photos on flash drives.
N-Scale Locomotives
Bachmann

The new Bachmann catalog has numerous NYC items listed. For info on them, click on this link and look at the pages with each item listed below. Not all of these are new items. The catalog is at:

https://www.bachmanntrains.com/home-usa/catalogs_brochures.php

NYC Baldwin 2-8-0 p. 151

Prices can be found in the online catalog.

Available in the Collinwood Shop at Members’ Discount

Broadway Limited

EMD F-3A/B (Full Lightning Stripe A-Unit DC/DCC w/ Sound, B-Unit (Unpowered))

EMD F-3A or F-3B (Full Lightning Stripe DC/DCC w/ Sound)

EMDs F3s began showing up on the rails just as World War II was ending. As the wartime restrictions were being lifted, a tremendous burden was placed on the railroads as economic prosperity began to take off across the U.S. The days of the glorious steamers were numbered as many railroads were in dire need of motive power replacements. Add the economic advantages the F3s offered to the railroads, and the rest is history. Progress is always served. The 1500 horsepower F3s were remarkably proficient at both heavy freight as well as fast-passenger service. With a body design that defines what many consider to be the most attractive diesel ever produced, the F3 offered a large canvas for the wonderfully imaginative and colorful paint schemes that many railroads proudly utilized to show off their passenger trains. EMD was to build 1107 A units and 694 B units before production was changed to the newer F7s in February of 1949.

Features:

- Paragon3 Sound & Operation System FEATURING ROLLING THUNDER™ with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Integral DCC Decoder with Back EMF for Industry Best Slow Speed Operation in DC and DCC
- Precision Drive Mechanism engineered for continuous heavy load towing and smooth slow speed operation
- Premium Caliber Painting with Authentic Paint Schemes
- Prototypical Light Operation with Golden White LED Headlight
- ABS Body with Die Cast chassis for Maximum Tractive Effort
- (2) Operating MicroTrains #1015 or Compatible Couplers
- Separately Applied Hand Rails, Grab Irons, Rear Diaphragm, and Horn(s)
- Will Operate on Code 55, 70, and 80 Rail
- Recommended Minimum Radius: 9.75 inches

MSRP $329.99 A/B set, $249.99 A or B Unit Expected Delivery In Stores
ALCo PA/B (Full Lightning Stripe A-Unit DC/DCC w/ Sound, B-Unit Unpowered)

ALCo PA or PB (Full Lightning Stripe DC/DCC w/ Sound)

The American Locomotive Company introduced the PA1 locomotive in 1946 to compete with EMD's successful "E" Series passenger diesels. The first PA1 celebrated Alco's 75,000th loco to roll out of the erecting shop. This attractive 2000HP loco was their high-speed passenger diesel. Having more horsepower than their leading competitor, Alco felt that they had a fleet-ready competitive product. PA1's were sleek, stylish, powerful, and were very well suited for America's passenger and fast freight trains. Additionally, their 65'8" bodies became excellent billboard advertising for the railroads that they served with pride.

Features: Same as FA/B above.
MSRP $329.99 A/B set, $249.99 A or B Unit
Expected Delivery Now

N-Scale Rolling Stock

Bachmann

The new Bachmann catalog has numerous NYC items listed. For info on them, click on this link and look at the pages with each item listed below. Not all of these are new items. The catalog is at:

https://www.bachmanntrains.com/home-usa/catalogs_brochures.php

NYC 72’ Smooth-Side Baggage p. 160
NYC 85’ Smooth-Side Coach p. 160

NYC 85’ Smooth-Side Observation p. 161
NYC 72’ Heavyweight Coach p. 163
NYC ACF 4-Bay Center-Flow Hopper p. 166
NYC PS-2 3-Bay Covered Hopper p. 167
NYC 50’ Plug-Door Boxcar p. 169
MDT 40’ Wood-Side Reefer p. 174
NYC 52’6” Flatcar with Trailer p. 178

Prices can be found in the online catalog.

Available in the Collinwood Shop at Members’ Discount

Bluford

P&E (NYC) Bay Window Caboose

Peoria & Eastern was a regional subsidiary of the New York Central System. For much of its existence, it was controlled by fellow NYC subsidiary Big Four but well after the Big Four name was retired, the Peoria & Eastern retained a semblance of independence with their own reporting marks and often their full name on freight cars along side that of their parent. This pair of P&E half-bay window cabooses received NYC’s “Road To The Future” motto. This road name will be available in 2 road numbers.
P&LE (NYC) Bay Window Caboose

Pittsburgh & Lake Erie took delivery of these Phase II bay window cabooses in 1960 in this red paint scheme despite the fact that parent New York Central System had adopted their Century Green colors and cigar band logo three years before. Had they been built in NYC’s Despatch Shops, they most certainly would have been green but P&LE ordered these cars from International Car and specified the old colors.

Features:

Ladders and running boards on appropriate paint schemes for each version. The ready-to-run models will feature magnetically operating knuckle couplers, Fox Valley Models metal wheels, wire grab irons, window “glass”, and plenty of weight. Each comes in two road numbers.

MSRP $39.95 Expected Delivery 2nd Qtr. 2020
Available in the Collinwood Shop at Members’ Discount

Micro-Trains

NYC Pacemaker Caboose

Models feature details such as die-cast metal underframes, ultra-thin foot stirrups, windows, and operating doors and hatches. All models come equipped with Magne-Matic® couplers

MSRP $35.90 Expected Delivery Now

NYC Pacemaker 40’ Boxcars
Four pack with four road numbers

Models feature details such as die-cast metal underframes, ultra-thin foot stirrups, windows, and operating doors and hatches. All models come equipped with Magne-Matic® couplers.

MSRP $109.95 Expected Delivery Now

Scale Trains

NYC PS-4785 Covered Hopper

Designed from builder drawings and field measurements, the Pullman-Standard 4785cf Covered Hopper is perfect for modelers from the 1960s until today. Since the beginning, these cars have crisscrossed North America running in singles and groups in mixed freight trains. The Rivet Counter series model features
different roof hatch, outlet gate, and, and end “cage” support variations per roadname and production group.

Features:

- Multiple road numbers
- Two different roof hatch options: continuous trough or 3-trough
- Photo-etched stainless-steel see-through Apex (slotted) walkway with separate grab irons
- Photo-etched stainless-steel see-through Apex (slotted) end crossover platforms
- Two different end brace and grab iron variations
- Two different “end cage” grab iron and support
- Short track gravity or gravity-pneumatic outlets
- End shear plates (when applicable)
- Factory-applied trainline pipe
- Brake plumbing with separate air reservoir and control valve plus separately applied wireform plumbing
- Handbrakes mounted to stands, end supports, and/or end shear plate
- Body-mounted semi-scale standard Type E knuckle couplers
- Highly-detailed Barber S-2 100-ton trucks with finely rendered raised foundry data
- 36” machined metal wheels
- Minimum radius: 9-3/4”
- Recommended radius: 11”
- Factory-applied metal grab irons, coupler cut levers, and trainline hoses
- Intricate brake plumbing
- Printing and lettering legible even under magnification
- Weighted to Industry standards for reliable operation
- Operates on Code 55 and 70 rail
- Clear jewel box packaging safely stores model
- Color matched to existing Tru-Color Paint colors whenever possible

MSRP $39.99 Expected Delivery 2020

https://www.scaletrains.com/

N-Scale Trucks

Keystone Details

NYC T-Section Type Caboose Trucks

This N scale 4 pack of T Section type trucks were used heavily on NYC Cabooses. This truck uses 33" wheels on 0.553" long axles from your favorite brand. After cleaning and painting the print, a little clean out of the axle pocket BY HAND with a 105 Dremel engraving bit will have the axles rolling perfectly. Designed to use an MT bolster pin.

MSRP 4-Pack $13.00 Expected Delivery Now

Purchase on Shapeways:

https://www.shapeways.com/product/VKD T4VGNQ/n-scale-nyc-t-type-truck-4pk?li=shop-inventory&optionId=142267074
HO-Scale Locomotives

Atlas

Finger Lakes Railway GE B23-7

General Electric’s “Dash 7” locomotive line was introduced as a replacement for the older “Universal-Series” of the 60s and early 70s. “Dash 7” series improvements included increased fuel efficiency, tractive effort and reliability. The B23-7 was a direct replacement for the 2,250HP U23B model. The first units were produced for Conrail in September 1977 (ironically, 3 months after the last U23B was delivered to Conrail). Production continued through 1984, with a total of 535 units built. Conrail was the largest purchaser of the model, with a total fleet of 141 units.

Several features distinguished B23-7s from predecessor models. The long hood stepped outward in the area of the exhaust stack to accommodate a relocated oil cooler. In addition, the frame was 2 feet longer than that of the U23B. An FB-2 style truck was offered as standard equipment on B23-7s, but some railroads opted to use “trade-in” trucks. Therefore, AAR type B and Blomberg trucks could be found on some models. The six power assembly doors (located near the center of the long hood) indicated that a 12-cylinder GE FDL engine powered the B23-7.

There were three distinct “phases” of GE 4-axle “Dash 7” locomotive production. Models on this run represent both “phase 1” and "phase 2" units. Phase 1 units feature a 36'2" wheelbase and were built through the spring of 1979. Phase 2 units feature a 37' 2" wheelbase, and production lasted from the spring of 1979 through the fall of 1980.

Features:

- Separately applied scale detail parts include: windshield wipers, metal grab irons, coupler cut levers, multiple-unit hoses, snowplow, train line hoses, fine scale handrails, and more!
- See through step detail on sill
- Etched metal radiator grilles
- Painted crew members
- Factory-equipped with AccuMate knuckle couplers
- Coupler pocket designed to accept AccuMate Proto-couplers
- Five-pole skewed armature motor with dual flywheels for optimum performance at all speeds
- Directional lighting
- NMRA 8-pin plug for DCC (Decoder-ready)
- Gold locomotives will be sound-equipped

Clearly not a NYC model but listed because of the paint scheme.

MSRP $289.95 Expected Delivery 3rd Qtr. 2020

Bachmann

The new Bachmann catalog has numerous NYC items listed. For info on them, click on this link and look at the pages with each item listed below. Not all of these are new items. The catalog is at:

https://www.bachmanntrains.com/home-usa/catalogs_brochures.php

NYC USRA Light Pacific p. 49
NYC Baldwin 4-6-0 p. 53
NYC 2-8-0 p. 55
NYC USRA 0-6-0 p. 57
NYC EMD E-7A p. 66
NYC EMD GP-40 p. 72
NYC ALCo S4 p. 76
NYC ALCo FB-2 p. 76

Prices can be found in the online catalog.

Available in the Collinwood Shop at Members’ Discount

Broadway Limited

F-7A/B (Short Lightning Stripe Scheme) A/B Set A Unit DC/DCC w/ Sound, B-Unit Unpowered

F-7A or F-7B (Short Lightning Stripe Scheme) DC/DCC w/ Sound

The EMD F7 was a 1,500 horsepower (1,100 kW) Diesel-electric locomotive produced between February 1949 and December 1953 by the Electro-Motive Division of General Motors (EMD) and General Motors Diesel (GMD).

Although originally promoted by EMD as a freight-hauling unit, the F7 was also used in passenger service.

The F7 was the fourth model in GM-EMDs successful line of F unit locomotives, and by far the best-selling cab unit of all time. In fact, more F7s were built than all other F units combined. It succeeded the F3 model in GM-EMD’s F unit sequence, and was replaced in turn by the F9. Final assembly was at GM-EMDs La Grange, Illinois plant or GMDs London, Ontario facility.

The F7 differed from the F3 primarily in internal equipment (mostly electrical) and some external features. Its continuous tractive effort rating was 20% higher (e.g. 40,000 lb. (18,000 kg) for an F7 with 65 mph (105 km/h) gearing, compared to 32,500 lb. (14,700 kg) for an F3 with the same gearing.) A total of 2,366 cab-equipped lead A units and 1,483 cableless-booster or B units were built. Many F7s remained in service for decades, as railroads found them economical to operate and maintain.

Features:

• NEW Paragon3 Sound & Operation System FEATURING ROLLING THUNDER™ with Authentic Sounds and Prototypical Operation in both DC and DCC environment
• Factory Installed Engineer
• Locomotive Composition: ABS Body with Die Cast Chassis
• Couplers: (2) Operating Kadee or Compatible
• Compatible Tracks: Code 70, 83, 100 Rail
• Minimum Operating Radius: 18 in or greater

MSRP $399.95 A/B Set, Single A or B Units
$289.99 Expected Delivery April. 2020
Available in the Collinwood Shop at Members’ Discount

HO-Scale Rolling Stock

Bachmann

The new Bachmann catalog has numerous NYC items listed. For info on them, click on this link and look at the pages with each item listed below. Not all of these are new items. The catalog is at:

https://www.bachmanntrains.com/home-usa/catalogs_brochures.php

NYC 80’ Pullman p. 85
NYC 72’ Combine p. 87
72’ Heavyweight Coach, Unlettered p. 88
NYC 72’ Heavyweight Observation p. 88
NYC PS-2 2-Bay Covered Hopper p. 94
NYC 56’ Center-Flow Hopper p. 95
NYC 55-ton Outside Braced Hopper p. 96
NYC 50’ Plug-Door Boxcar p. 101
MDC 40’ Wood-Side Reefer p. 106
NYC 40’ Gondola p. 113
NYC Bay-Window Caboose p. 120
Prices can be found in the online catalog.

Available in the Collinwood Shop at Members’ Discount

Kadee

NYC 40’ Youngstown Door Pacemaker Boxcar

Ubiquitous to an earlier era, the typical post-World War II boxcar was 40 feet in length with a 6-foot door opening in each side. These cars roamed the country in general service hauling such things as eastern merchandise, northwestern lumber, furniture, paper, auto parts and grain. The shipper made sure his freight fit into the 40-foot boxcar if it couldn’t be hauled in tank, hopper or gondola cars.

Features:

- Fully assembled and ready for your layout
- Weighted for optimum performance
- 33” solid nickel silver wheels with RP25 contours
- Body mounted McHenry operating scale knuckle couplers
- Minimum radius: 18”
- Three road numbers

MSRP $89.98 Expected Delivery November 2020

NYC 40’ PS-1 Boxcar
New York Central
NYC #167299
6 Ft. 7 Panel Superior
Built 1948, Factory New
Boxcar Red

MSRP $39.95 Expected Delivery “Coming Soon”

Atlas

NYC Heavyweight Coach

FEATURES:

- Full interior detailing
- Scale operating diaphragms
- Full, separately applied underbody detail (brake piping, steam traps, brake rigging, etc.)
- Scale window glass
- Detailed trucks with free-rolling metal wheels
- Recommend 24” Radius Minimum
- AccuMate® couplers
  AccuMate® couplers are made under license from AccuRail, Inc.
- Comes in three road numbers

MSRP $76.95 Expected Delivery 4th Qtr. 2020
Bachmann – Williams

Williams O-Gauge NYC Operating Boxcar - p. W17

Williams O-Gauge CCC&StL 50-Ton USRA Outside Braced Hopper – p. W19

Prices can be found in the online catalog.

Available in the Collinwood Shop at Members’ Discount

HO-Scale Trucks

Keystone Details

NYC T-Section Type Caboose Trucks

This HO scale 2 pack of T Type trucks were used heavily on NYC Cabooses. This truck was designed to use Kadee HO 33" Wheelsets and a 2-56 mounting screw. After cleaning and painting the print, a little cleanout of the axle pocket BY HAND with a 107 Dremel engraving bit will have the axles rolling perfectly. Designed to use a 2/56 bolster screw.

MSRP 2-Pack $13.00 Expected Delivery Now

Purchase on Shapeways: https://www.shapeways.com/product/QDWX84ENR/ho-scale-nyc-t-type-truck-2pk?li=shop-inventory&optionId=142268749

S-Scale Locomotives

NYC EP5

The New Haven Railroad purchased 10 new state-of-the-art electric locomotives in 1955 for their passenger service. The NYC had none of these but it is a nice model in Lightning Stripes.

Features:

- Run on Bluetooth using included remote, Universal Remote or LionChief App
- Runs on conventional DC transformer
- RailSounds remote control
- Dual ElectroCouplers
- Dual motors
- Metal frame
- Metal sprung pantographs (Manually operated, electrically isolated)
- Directions LED lighting
- Length 10”
S-Scale Rolling Stock

American Flyer

NYC 2-Bay Hopper

Features:

- Die-cast metal trucks
- Plastic removable coal load
- Operating couplers
- Length 7 3/8"
- Minimum curve S36
- Four Road numbers

MSRP $59.99 Expected Delivery TBD
Available in the Collinwood Shop at Members’ Discount

Pullman Heavyweight Sleeper (Pullman Green)

Pullman Heavyweight Sleeper (two-Toned Gray)

REA Baggage Car (Pullman Green)

These "go-anywhere" cars are perfect additions for any passenger train. Sleepers from Pullman's pool fleet in both the earlier dark green and later two-tone gray schemes are ready to handle the traffic surge on your railroad. The Railway Express Agency baggage carries head-end traffic on any line.

Features:

- Interior illumination
- Operating couplers
- Dual rail collector and flicker-free lighting
- Decorated drumhead on observation car
- Silhouettes in windows
- Molded underbody detail
- Dover Harbor or Glen Nevis in Pullman Green
- Red Canon/Red Lion in Two-Toned Gray
- Gauge: S Gauge
- Dimensions: Length: 14"
- Minimum Curve: S36
- Pullman

MSRP $89.99 Expected Delivery TBD
Available in the Collinwood Shop at Members’ Discount

O-Scale Locomotives

Lee Marsh Model Co. USA

NYC Niagara (Prototype photo)
Lee Marsh Models announced that they plan to make a productions run of these brass models if they get sufficient pre-orders. They estimate the price to be about $5,000 each. Stay tuned for more details. They have a website but we cannot find anything about this model on it.

Lionel

NYC E-8 A/A

An icon from the 1950s - an equally popular excursion favorite in the 2000s; the EMD's E8 graced the rails of most major railroads in the golden era, ending passenger steam on many lines. Aging but reliable, they formed the backbone of Amtrak's early diesel roster in the 1970s. And today, several dozen have been restored, including many, which still operate regularly.

Features:

- Both units powered!
- LEGACY and Bluetooth control in both locomotives - LEGACY® Control System equipped – able to run in LEGACY® Control mode, in TrainMaster® Command Control mode, or in Conventional mode with a standard transformer
- Bluetooth® Control - Operate with Universal Remote or LionChief® App
- Fan-driven smoke in both locomotives
- Track IR in lead locomotive
- Front Electrocouplers and non-working rear couplers on both locomotives
- Crew figures in lead locomotive
- Mars, roof or ditch lights where appropriate by road name
- Odyssey® II Speed Control
- Dual powerful maintenance-free motors with momentum flywheels
- Traction tires
- Refined Conventional Transformer Control mode with lower starting speeds
- Fan-driven smoke unit
- Adjustable smoke output
- Directional lighting including LED headlights
- Marker lights on front and rear
- Illuminated number boards
- Lighted cab interior
- Die-cast trucks, pilot and fuel tank
- Metal frame
- Minimum curve: O36
- Dimensions - 34” both, 17” each

MSRP $999.99 Expected Delivery 2020

MTH

NYC Empire State Express 4-6-4

On December 7, 1941, with much fanfare, the New York Central launched a newly equipped Empire State Express with two Henry-Dreyfus-styled Hudsons and gleaming, streamlined Budd-built train sets. Passengers on the inaugural run were surprised at the scarcity of trackside observers - until they heard about the event halfway around the world that had overshadowed all other news that December Sunday.

The 1941 ESE was a train with one foot in the past and the other in the future. Its reserved-seat, stainless steel Budd coaches and parlor cars presaged the postwar streamliners, America's last hurrah of luxury passenger travel. But its two specially styled Hudsons, Nos. 5426 and 5429, were clearly a bridge - albeit a beautiful one - between a dying
technology and cars that belonged behind a diesel. Designer Henry Dreyfus blended the stainless fluting of Budd's streamliners with his design for the 1938 Twentieth Century Hudsons, arguably among the best-looking streamlined steamers ever built. After the war, however, more powerful Niagaras bumped the ESE Hudsons to lesser trains, and by 1949 their streamlining had been removed.

Features:

- Detailed, Die-Cast Boiler and Chassis
- Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Handpainted Engineer and Fireman Figures
- Legible Builders Plates
- Metal Handrails and Whistle
- Tender Truck Chains
- Metal Wheels and Axles
- Remote-Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Running Lights
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- Near-Scale Proportions
- Onboard DCC/DCS Decoder
- Proto-Sound 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects
- Operates On O-31 Curves
- Steam DCC Features

This product is compatible with all O Gauge 3-Rail track systems including those systems offered by Atlas and Gargraves and Lionel and Ross Custom Switches.

MSRP $499.95 Expected Delivery April 2020
Available in the Collinwood Shop at Members Discount

4-4-0 ESE NYC (Hi-Rail or Scale Wheels)

Features:

- Detailed, Die-Cast Boiler and Chassis
- Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Handpainted Engineer and Fireman Figures
- Metal Handrails, Whiste and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 16 " x 3 " x 2 "
- Operates On O-42 Curves
- Steam DCC Features

This product is compatible with all O Gauge 3-Rail track systems including those systems offered by Atlas and Gargraves and Lionel and Ross Custom Switches.
offered by Atlas and Gargraves and Lionel and Ross Custom Switches.

**MSRP $899.95 Expected Delivery April 2020**

*Available in the Collinwood Shop at Members Discount*

**SD70ACe NYC (Hi-Rail or Scale Wheels)**

**Features:**
- Detailed, Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Moveable Roof Fans
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Authentic Paint Scheme
- Metal Wheels, Axles and Gears
- Remote-Controlled Proto-Couplers
- Scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- Operating LED Ditch Lights
- (2) Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Horn With Freight Yard Proto-Effects
- Unit Measures: 18 1/2" x 2 5/8" x 4"
- Operates On O-42 Curves
- Diesel DCC Features

This product is compatible with all O Gauge 3-Rail track systems including those systems offered by Atlas and Gargraves and Lionel and Ross Custom Switches.

**MSRP $519.95 Expected Delivery Apr 2020**

**MTH ALCo RS-3 JR Junction Train & Hobby Exclusive**

Available in limited quantities directly from JR Junction on a first come, first serve basis.

MTH will donate $50.00 to the Central NY Chapter of the NRHS to help maintain their antique railroad equipment display.

**MSPR $329.95 plus shipping. Available now.**

*Contact JR Junction at 315-451-6551*

**O-Scale Rolling Stock**

**Atlas**

**Pullman Troop Sleeper (2- or 3- Rail)**

**Features:**
• Die Cast Floor With Underframe Details
• Lighted Interior - Troop Sleeper
• Detailed Die-Cast Allied Full Cushion Trucks
• Flush-Fitting Window Glazing
• Rubber Diaphragms
• Minimum Radius: 36” Radius (2-Rail)
• Minimum Radius: 0-45 (3-Rail)
• Four road numbers are available

MSRP $104.95 2-Rail, $99.95 3-Rail Expected Delivery 3rd Qtr. 2020
Available in the Collinwood Shop at Members’ Discount

Troop Kitchen Car (2- or 3-Rail)

Features:
• Die Cast Floor With Underframe Details
• Lighted Interior - Troop Sleeper
• Detailed Die-Cast Allied Full Cushion Trucks
• Flush-Fitting Window Glazing
• Rubber Diaphragms
• Minimum Radius: 36” Radius (2-Rail)
• Minimum Radius: 0-45 (3-Rail)
• Four road numbers are available

MSRP $104.95 2-Rail, $99.95 3-Rail Expected Delivery 3rd Qtr. 2020
Available in the Collinwood Shop at Members Discount

Rebuilt Express Car (2- or 3-Rail)

Features:
• Die Cast Floor With Underframe Details
• Lighted Interior - Troop Kitchen Car
• Detailed Die-Cast Allied Full Cushion Trucks
• Flush-Fitting Window Glazing
• Rubber Diaphragms
• Minimum Radius: 0-45 (3-Rail)
• Minimum Radius: 36” Radius (2-Rail)
• Four road numbers are available.
NYC Operating Boxcar p. W17

NYC (CCC&StL) 55-ton USRA Outside Braced Hopper p. W19

Prices can be found in the online catalog.

Available in the Collinwood Shop at Members Discount

Lionel

MTD (NYC) Reefer – Four Pack

Features:
- Controlled via LEGACY or TMCC controller
- Die-cast metal sprung trucks and operating couplers with hidden uncoupling tabs
- Manual volume control under ice hatch
- Unique road numbers on each car
- Separately applied underframe and body details
- Opening doors

• Opening ice hatches on roof with positional latches to hold hatches up
• Die-cast metal stirrup steps
• Etched metal brake platform and roof catwalk
• Dimensions: Length 11.5” each
• Minimum Curve: O31

MSRP $349.99 Expected Delivery 2020

NYC Vistavision Dome Car (Hudson Vista)

- VistaVision™ Wi-Fi video camera streams live video from a dome passenger’s vantage point
- Die-cast sprung trucks and couplers
- Kinematic couplers extend for better operation and appearance on curves
- Molded interiors
- Flicker-free LED interior lighting on lower level
- Scale coupler adapters included
- Easy to remove body for quick access to add interior figures or other details
- Power: Electric
- Min Curve: O54
- Dimensions: Length: 21"

The NYC had none of these cars.

MSRP $339.99 Expected Delivery 2020

Friendship Train PS-1 Boxcar
In 1947, the Friendship train made a cross-country journey from California to New York, picking up carloads of provisions at dozens of stops along the way. By the time it reached its destination, over 200 carloads of food were unloaded onto ships bound for war-ravaged France and Italy. Many of the cars were fitted with banners or even hastily repainted in the towns where they were loaded, sending warm messages along with rations. The colorful train was well advertised and its spirit and generosity not lost the people of Europe. The French would respond soon with a "Merci Train" of their own. Lionel is proud to bring back this little piece of American history with boxcars and passenger cars decorated to match documented cars in the train.

**Features:**

- Die-cast trucks
- Operating couplers with hidden tabs
- Opening doors
- Separately applied details
- Easy conversion to scale couplers or 2-rail wheelsets (available separately)
- Road Number: 161500
- Min Curve: O31
- Dimensions: Length: 11 1/4"

*It is extremely unlikely that this car ever existed.*

**NYC Wood Cabooses**

Back in the line at last, the wood-sided caboose returns with our CupolaCam™ technology! Finished in authentic New York Central liveries, these cars will help you keep a watchful eye on your train ahead as you enjoy the Water Level Route from your own seat in the cupola! A perfect complement to our VISION Niagara or your favorite Central steam or diesel power! The onboard camera connects via Wi-Fi to any enabled device allowing you to stream real-time video. You can also record and take still images.

- CupolaCam™ Wi-Fi video camera streams live video from the conductor's vantage point
- Die-cast metal trucks and operating couplers
- LED interior illumination with on/off switch
- Works with all layouts and 3-rail track and control systems
- Minimum Curve O31
- Dimensions: Length 9"

**MRSP $74.99 Expected Delivery 2020**

**MSRP $189.99 Expected Delivery 2020**
Lionel Chief NYC F-3A/A

Running the rails of dozens of railroads from the late 1940's the early 1990's, the F3 was considered one of the most successful cab units ever produced. Now this classic F3AA set is available in four classic road names and includes one powered and one non-powered locomotive. Equipped with the latest in Lionel technology, these locomotives have all of the features, power and choices you desire including RailSounds, fan-driven smoke, ElectroCouplers™ and much more!

SET INCLUDES:

• Powered F3 A unit
• Non-powered F3 A unit

FEATURES:

• LC+ 2.0 Control - operate with Bluetooth™ using Universal Remote or LionChief® App on your smart device OR via your TMCC/LEGACY®Cab OR conventional transformer
• RailSounds® equipped
• Diesel engine and background sounds
• TowerCom dialog
• Dual ElectroCouplers™
• Dual powerful maintenance-free motors
• Fan driven smoke
• Crew figures
• Die-cast boiler, frame, tender body
• Headlight / Rear light
• Numberboards
• Directional Lighting Control
• Whistle/Horn, Bell

• Minimum Curve O31
• Dimensions Length 13” each

MSRP $699.99 Expected Delivery 2020

MTH

RailKing 60' Passenger Cars (4-car, 2-car and Single cars)

Features:

• Detailed, Durable ABS Bodies
• Detailed Car Undercarriage
• Colorful, Attractive Paint Schemes
• Metal Wheels and Axles
• Die-Cast 4-Wheel Trucks
• Fast-Angle Wheel Sets
• Needle-Point Axles
• Operating Die-Cast Metal Couplers
• Overhead Interior Lighting
• End-of-Car Diaphragms
• Detailed Car Interiors
• Near Scale Sizing
• Operates On O-31 Curves
• Features car interior detail, overhead interior lighting, end-of-car diaphragms and intricate under-car detail. All configurations are mounted atop die-cast metal 4 or 6-wheel trucks with operating metal couplers, metal wheels and metal axles.

The NYC had no 60' cars and no dome cars.

MRSP 4-cars $299.95, 2-cars $149.95, singles
Expected Delivery April 2020
Available in the Collinwood Shop at Members Discount
NYCentral Modeler  2nd Quarter 2020

NY 64’ Woodside Passenger Cars 3-Car Sets and Singles

Features:

• Detailed, Durable ABS Bodies
• Detailed Car Undercarriage
• Authentic Paint Scheme
• Metal Wheels and Axles
• Die-Cast 4-Wheel Trucks
• Fast-Angle Wheel Sets
• Needle-Point Axles
• (2) Operating Die-Cast Metal Couplers
• Scale Kadee-Compatible Coupler Mounting Pads
• Constant Voltage Overhead LED Interior Lighting
• Separate Metal Handrails
• Detailed Car Interiors
• Detailed Brake Wheel
• Each Passenger Car Contains 12 Hand Painted Figures
• 1:48 Scale Proportions
• Operates On O-42 Curves

This product is compatible with all O Gauge 3-Rail track systems including those systems offered by Atlas and Gargraves and Lionel and Ross Custom Switches.

MSRP $289.95 3-car set, $99.95 Singles
Expected Delivery April 2020
Available in the Collinwood Shop at Members’ Discount

Large Scale Locomotives

Piko

Features:

• Detailed 2-6-0 Mogul steam locomotive with lights
• Powerful 5-pole precision can-type ball-bearing motor
• Numerous molded-on details including lights, brake cylinders, and smoke stack
• Factory-applied tank piping, cowcatcher, handrails, ladders and more
• Comes with working 5-volt smoke unit
• Comes with DCC installed and digital sound made by Soundtraxx. (* Full-featured operation on Analog DC with nearly all the same functions as on Digital DCC.)
• Operating white directional lighting
• Detailed interior with engineer figure
• Heavy duty, durable hard chrome ball-bearing drive wheels
• Hook and loop type couplers
• Crisp and clean lettering and logo designs
• Created with incredibly tough weather-resistant materials
• Minimum recommended radius: 600mm / 23.6”
• Length: 570mm / 22.4”
• Made in Germany

* Analog DC operation requires well-filtered "pure" DC power supply/control. Poorly filtered DC, pulsed power or PWC will cause problems.

The paint scheme on this loco was never used on a NYC locomotive.

MSRP $649.99 Expected Delivery Aug 2020

NYCentral Modeler  2nd Quarter 2020
Large Scale Rolling Stock

NYC Wood Coach and Wood Combine

Features:

- Realistically molded-in wood board and grain pattern
- Nicely detailed interiors
- Ready for interior lighting. (Use a PIKO #36135 lighting kit, #36164 metal wheels, and/or #36167 Ball bearing wheels)
- Factory-applied brake wheel, handrails, brake cylinder, and roof smoke jack.
- Heavy duty, durable plastic wheels for long term use in all environments
- Hook and loop type couplers
- Crisp and clean lettering and logo designs
- Created with incredibly tough weather-resistant materials
- Minimum recommended radius: 600mm / 23.6”
- Length: 365mm / 14.4”
- Made in Germany

The paint scheme on these cars was never used on the NYC and they never had these cars.

MSRP $124.99 each Expected Delivery August 2020

Magazines

Model Railroad News - March 2020

The Issue

“New York Central caboose kits from American Model Builders” pp. 26 – 27

This is a review of the kits offered by AMB of the fifty 36’ steel-framed wood-bodied cabooses built by the NYC from 1910 era 36’ boxcars and the five 1946 Pacemaker Freight Service cabooses built to run with the 1000 Pacemaker boxcars for that service. Our own Seth Lakin worked with AMB to bring these cabooses to the market.

“Lightning-Striped ALCos –NYC PA-1/PB-1” by David Otte pp. 34 - 41

The review covers the Walthers Mainline HO-scale locomotive. It begins with an extensive history of this famous ALCo beauty. The article then goes on to provide an in depth coverage of these models.

“Broadway Limited Imports’ Noble Niagara Returns with Rolling Thunder” by David Otte, pp. 42 – 51

Again David provides us with an extensive history of the Niagara development and deployment and then moves on to do a through review of the model. The article includes several excellent photos of the model and one color photo of the Niagara arriving at Chicago on September 22, 1949. Performance figures for the model are included and a “Review Reference and Suggested Reading”
box highlights the Society’s New York Central’s Later Power 1910 – 1968” and “Know Thy Niagaras” as excellent references for Niagaras.

“Striped Sharks on the Prowl: BLI’s HO-scale NYC Baldwin RF-16s” by David Otte, pp. 54 – 62

Here again David provides an extensive background on the Sharks and then does an excellent review of the model. The article includes a color photo of a pair of Sharks northeast of Indianapolis, between my hometown of Anderson and Muncie where I went to college. There are several photos of the models including close up shots providing good views of the details. He closes again with “Review References and Suggested Reading with photos and a write up of the NYCSHS NYC Diesel Locomotive Images, Baldwin Cab Units and our NYCS Diesel Locomotives DVDs.

“Hudsons Going Nowhere: Static NYC Steam in HO-Scale” by Tony Cook, pp. 92-93

MRN editor, Tony Cook presents an interesting article on the HO-scale static steam locomotive kits that offered in the late 1950s. Again there are excellent photos of the models and the boxes they came in to the modeler. He mentions that AHM was the maker of some of these kits and I own one of the AHM O-Scale 0-8-0 kits and they are excellent models for their vintage. The article is really about the history of these kits and does not go into detail about the actual kits, but it does make some interesting reading.

All of these models reviewed are either currently for sale in the Collinwood Shop or were offered previously.

This issue also contains several other short articles on new NYC models being offered by various manufacturers.

It also has a short announcement about our upcoming NYCSHS 50th Anniversary Convention in the “Timetable” section of the magazine.

Classic Toy Trains Feb 2020

“50 Great Ideas” by Roger Carp, pp. 26 – 33

This article contains some interesting “tips” but also includes a great photo on page 27 of an 0-gauge NYC GP-7 and a Pacemaker boxcar.

“Thank You Don Heimburger” by Roger Carp, pp. 48 – 49

Roger pays tribute to Don, who was a major contributor to the S-Gauge railroad hobby. After 57 years, Don’s S Gaugin Magazine will be no more as Don retires. Worth a read for the many S-gauge modelers we have in the NYCSHS.

Classic Trains Special Anniversary Edition

This edition of the magazine includes 20 articles looking back at the things that shaped the 20th century of railroading. Worth reading and many references to the NYC.
“Unpacking the Pemco Railway System” by Tony Lucio, pp. 8 – 18

The article takes us through the history of producer of model trains in the past. It includes coverage of an interesting “60-foot” MCRR Merchants Despatch Dairy Line reefer that never existed in real life. A photo on page 15 documents the model.

The reefer is also seen on page 20 in the following article by Tony Cook on the “Pemco’s One and Only Catalog” pp. 20 – 23.

“Tenshodo Geeps” by Tony Cook, pp. 38 – 41

This article contains some shots of Tenshodo’s ads with a NYC GP-7 shown in a photo in the ad on page 39.

“Michigan Central Rodgers Ballast Car by Thorton Waite pp. 44 - 45

Michigan Central ordered 100 ballast cars in 1923 to be built by various manufacturers under license by the Roger Ballast Car Company. The article includes three excellent photos of these cars and provides extensive details about the cars.

Model Railroader February 2020

“Going Home on the Piermont Division” by Howard Zane pp. 42-51

Howard provides a history of his railroad that he has evolved over the past 35 years. It is now a 60’ X 70’ layout with a Northeastern US focus. The layout is shown on the cover in a photo of a NYC Mohawk and a paing of F-units at Bond.

Passenger Train Journal 2020-1


Excellent article with the history of the Beeliners on the B&A. Lots of good photos of the Beeliner and a couple of other photos of other NYC locos and rolling stock.

Railroad Model Craftsman Jan 2020
“An Operating Engine Terminal: by Rick DeCandido pp. 60 – 67

NYCSHS member and past author of several articles on his modeling in the **NYCentral Modeler**, Rich DeCandido, shows how he models a steam era engine terminal in a very small area. Excellent photos and a great explanation of his operating NYC Fillmore Avenue Roundhouse in the spring of 1942. It appears that Rick has an excellent operating layout. Hopefully, we will see some more of his modeling in future issues here.

“Freelanced Tower for East Buffalo by Steve Lasher/Photos by Russ Weis

Last month’s **NYCentral Modeler** authors Steve and Russ present a very informative article about a yard office on Russ’s freelanced NYC layout. It all began as a DPM kit, but Steve turned it into a model of a typical NYC tower found in the mid-1950s. The article includes a couple of NYCSHS photos of the Berea, OH and Elkhart, IN towers.

_Railroad Model Craftsman Feb 2020_

One of the readers of the magazine wrote in to comment on the two “excellent” articles in the Jan 2020 issue by Rick and Steve cited above. He also asked Rick about the “long” building in his photos. Rick responded with an explanation and some more photos of the building.

“Rail Books – Books of Interest” by Otto Vondrak p. 32

A very short writeup on the NYCSHS book, _Know They Early Mohawks_, by NYCSHS director, Tom Gerbracht.

_Catalogs 2020_

https://www.lionelstore.com/online-catalog

Bachmann

https://www.bachmanntrains.com/home-usa/catalogs_brochures.php

“Safety Valve – Central Attraction”, pp. 6 - 8
Announcements

Regarding the NYC S-1b Niagara (a very iconic 4-8-4 passenger train locomotive) issue about it not having tandem side rods, BLI responded:

"We brought it up during pre-production and the second side rod was supposed to be added during final production. Obviously it wasn’t, but we’ll add them on there for you and we apologize that the factory overlooked that.

We can install the tandem side rods for you under warranty - that's not a problem.

Just fill out the online form here and we'd be happy to assist you with: https://www.broadway-limited.com/contacttechnicalsupport.aspx

We can send a pre-paid shipping label as a one-time courtesy to you, not a problem.

Kato Hard Copy costs $19.00

Online listings:

The New Year has begun! We are very excited about the prospects for 2020. The flow of production from our suppliers has accelerated and will continue to do so throughout the year. Several projects are on the way at the present time. In mid-February we will announce the projects for delivery. We anticipate a steady flow of new projects during 2020.

NEW LOCATION

InterMountain has entered 2020 with a very busy, productive January and we want to share with our modeling community family several milestone events that have already been accomplished:

1.) Exhibition at the Amherst Model Railroad Show; Doug, Kirk and Stacey manned the booth which highlighted several new production run samples and news about upcoming products.

2.) InterMountain has production runs coming from three great, primary suppliers who will commence to ramp up production efforts directly following the Chinese New Year celebrations. (More great products coming soon!)

3.) InterMountain has relocated our Tooling and Molding facility along with shipping & receiving to a new location in Longmont.

4.) Our corporate headquarters has also been moved into our newly remodeled office space at 30 East 8th Avenue. Our target date for the completion of the move was 1/1/20, however, we completed the transition a few days early and are already up and running in our new facilities. We are all very excited about these new locations and expect that this will provide new efficiencies and organization for years to come! Thanks to all of you for your support and encouragement as we open this new chapter in our InterMountain story!

New York Central Vintage
Advertisements & Posters
Noel,

Do you happen to remember how much you sold the Hudson number boards for? Was it around $125 or so?

Thanks, Sam Shumaker

Sam,

They are now $75.00 for painted Steel or Aluminum and $50 for unpainted Aluminum and $40.00 for unpainted Steel. You can see all of this in the store at: https://nychs.3dcartstores.com/NYC S-Steam-Locomotive-Number-Plates_c_158.html

We reduced them after selling most of them. We still have several left and will probably be putting them on a special sale before too long.

Thanks, Noel

Noel,

I thought you might be interested in some photos of my caboose with the NYCSHS 50th Anniversary logo installed.

Thanks, Joe Burgess, NYCSHS Director

Hello Noel,

I thought I would also send along a picture of my two NYC engines on my home track. While the track is not quite ready, last month I took them out for a spin and took these photos. These are the engines that I wrote articles on for you. I guess the full size engines never met in real life.

Steve Bratina

Steve did articles on these locos in the 4th Qtr. 2014, 1st Qtr. 2015 and 4th Qtr. 2015 issues. The articles are available on the NYCentral Modeler DVD that you can purchase in the Collinwood Shop.

Editor
Noel,

While scanning a few B&W negatives the other day, I decided to scan the attached images which you can use as "fillers" or "eye food," if you need something to help fill out a page. They are sized at 300 dpi, ready for the printer. The files show head end and rear end train order pickups in front of the Jackson station from the "iron man." The train is JB-1 from Jackson to Bay City, Michigan. I shot these soon after I bought my first Nikon F in 1964. If I were doing these shots again, I would have shot horizontally and backed off to get more of the equipment. Oh well!

Head End Jackson MI, July 1964

Rear End, Jackson, MI, July 1964  (Both photos by Doug.

Have a good weekend, Doug Leffler

Hi and Merry Christmas
I see Broadway has announced two F7 A units and two B units 1640-1641-2420-2421.

Charlie Newton

Charlie,
They are up in the Collinwood Shop. Feel free to order several

https://nycshs.3dcartstores.com/Broadway-Limited-HO-Scale_c_86.html

Don’t forget to sign in to get the discount.
Thanks, Noel

Noel,

Help me here....I think I'm clear on this: my credit card is not charged until Broadway asks for money from you guys? I don't want to get charged before that. I already have an AB reserved and $25 paid up front. I'm OK with placing the order, but that darned Rapido has been sitting on the three FB2's for two years and $300 deposit. All of this is supposed to show up in March.

Thanks, Charles

Charlie,

Your credit card is charged when you make the purchase. We found several years ago that if we don’t either take a deposit or charge full price for items, sometimes people back out and we are left with products we cannot sell or must greatly reduce the price to sell and we lose money. We can’t afford that so we charge the full price when the products are to arrive within a fairly short time or if we expect them to take longer we collect a deposit on the order.

We have no control over when products are produced and manufacturers don’t always deliver when they promise to.

I am glad you ordered the locos and am sure you will be pleased with them. I also have a large deposit on the Rapido locos and am looking forward to getting them. I am sure they will be worth the wait.

Thanks, Noel

Hello there,

I have a quick question regarding the J class Hudsons, specifically #5344 in this case. Did the 5344 or any other J models have grey smokeboxes, or were they all black? I have a model of the 5344 and I'm trying to model it as built.

Thanks in advance, Austin Brodzinski

Austin,

I am not aware that we have any info re the exact colors specified for the smokeboxes of steam locomotives in the NYCSHS Collection, so photos are all that we have for reference.

Based on many photos, there was a wide variety of smokebox shades seen on NYC steam, and it may have varied by the shop and the shop worker that coated the smokebox after an overhaul. Due to heat, smokeboxes were not painted, but were coated with a mixture of graphite and oil. Photos exist of NYC steam with the smokebox front painted but the circular smokebox wrapper graphited.

Your best source of an "acceptable" shade of smokebox for a NYC Hudson would be to refer to photographs, and finish your engine to your liking.

Tom Gerbracht, NYCSHS Director, Author Know Thy Hudsons

Good morning, Noel,

I have meant to respond about this – thank you for the full schedule.

It would appear this meet is for modelers.
Thank you very kindly, Jane (for Harold Usyk)

Jane,

While the NYCSHS Minis are focused on the NYCS modeler, we have had non-modeler members attend and they seem to enjoy getting together with other NYCSHS members. Most of the presentations include much information about the prototypes, as it is the basis for much of our modeling.

I certainly understand and look forward to seeing you both again at the 50th Anniversary 2020 NYCSHS Convention in Cleveland this year.

Thanks, Noel

Hello,

In reference to the MailChimp asking for help in selecting a MCRR depot to offer as a model, you missed the best depot. It is the one at Niles MI. It had class about it.

Thanks, Larry Kettles

Larry,

Niles is a large one of a kind in HO scale it walls be almost 36” long and 14” wide. Twice the length of the Lines West brick and stone depot. Niles is built of cut sandstone, a material that isn’t easily replicated in a kit form. We selected a small depot whose style was replicated at many locations across the Michigan Central system.

Seth Lakin, NYCSHS Modeling Committee

Noel

Please understand that was my hangout for years as a youth. It might look out of place on a 4’ X 8’ layout. Thanks for taking the time to get back to me.

Larry

Hi,

I can't seem to find where to go on the Collinwood shop to vote? I could actually, use both but my 1st vote would be for the West Branch depot.

If you remember, I sent you a little while ago photos of the MC Depot here in Lapeer, Mi. Are you still interested in this one? There were a few of these around MI built the same and altered a bit. Metamora, Lake Orion, Mason, Groose Isle were pretty much identical (some had the carriage port some didn’t I believe) I took some measurements but haven't had time to draw it out neatly. I'm not sure how much you will need.

Thanks, Jim Slater

Jim,

That is because you simply had to download the form and email it in. Had you clicked where it said to click you would have gotten the form. Then a second click below would have given you an email to attach the form to.

I have attached the form and so you can email it to: dstaplin1@verizon.net
I have forwarded you email to those working the models to see if they are interested in the Lapeer, MI depot.

Thanks, Noel

Jim,

Lapeer was not considered as a model candidate at this time because of the brick and stone construction. The same construction as the LS&MS Lines West depot, which was just produced. The modelers committee was looking for a different type of depot. Specifically a smaller Michigan Central wood framed combination depot whose style was replicated across the system. That is why the depot styles of West Branch and Derby were selected.

The minimum number of reservations to produce any type of depot is 50. If there is enough interest to produce a Michigan Central brick and stone depot it would be definitely considered. I already have taken some field notes of the depot in Nashville and the depots in Mason and Leslie are on my list to visit on my next depot road trip.

In addition to Lapeer, Metamora, Lake Orion, Mason and Groose Isle, you can add Cassopolis on the Michigan Air Line, Nashville on the Grand Rapids Branch, Caro on the Caro Branch and Leslie on the Saginaw Branch as depots built to the same style. With Hammond, IN on the Mainline having the same architectural details but having double bay windows, two waiting rooms, an attached baggage house and four short roof towers.

Then you also have a handful of other Michigan Central all brick depots that are similar with out the stone trim.

Seth Lakin, NYCSHS Modeling Committee

Hello,

Always passionate about the NYC, I'm looking for a cross-sectional plan of the NYC track, with the goal of replicating the O-scale track.

Are there specificities to the NYC in laying/maintaining the track after 1950?

I found this site that answers my first questions but which is for the D & RGW, is it identical for the NYC? (http://www.idrgw.com/MOWBooks/1966Book/1966MOWFrames.htm)

Thank you very much for your help.

Sincerely, François Cottebrune, Paris France
Francois,

I am afraid that we have been unable to find anything in the archives about specs on track laying/maintenance after 1950.

Our collection is incomplete, as the NYC did not do anything to preserve any documentation of equipment. All we have is what was collected by employees when the railroad closed down so our collection is incomplete. We continue to search for documents from the railroad and have been very successful in this but we still don’t have everything needed.
Thanks, Noel

Hello,

Thank you for your reply.

This is unfortunately the case for many railways (in France too...). Lots for locomotives, and very little for infrastructure.

I will consider the link plans as correct.

Thanks again, Francois

Hello,

I have invested several hours over several months trying to access the NYCS photos/valuation maps archives without success. In fact, this is the most unfriendly site I’ve ever tried to use. I’m running Windows 10 and have tried the latest versions of Google Chrome and Internet Explorer. My anti-virus software doesn’t appear to be the problem. Please help, as I cannot access information important to my NYC modeling efforts.

Jay Qualman

Jay,

The current online database is a temporary experiment using an out-of-date version of FilemakerPro. Support will be limited, because of that. The NYCSHS board will have to decide what is worth the time and expense of moving to next.

I just confirmed that the online database works on my Windows 10 Home version 1903 OS Build 18362.476 (I updated to build 18362.592 and it still works fine) using Chrome Version 79.0.3945.130 (Official Build 64bit)

Using Internet Explorer Version 11 you can search for photos and maps but the thumbnails do NOT display. I do not recommend using it as stated on the opening page.

You do not provide any detail on what is not working. What webpage address are you on and what is displayed? Is there an error message?

Can you grab a screen shot or save a copy of the webpage so I can see what is happening.

Are you looking for any particular class of equipment or type of photo?

Steve Titchenal, NYCSHS Volunteer

Steve & Noel,

Thank you for responding, Steve, and Noel for passing on my inquiry concerning the Photo and ValMap site.

Trying again, I was still unable to use the site via my latest versions of Win 10 and Chrome (specs are shown below). I could reach the home page (shown) but none of the boxes/links were active.

I then tried the MS Edge browser, which worked enabling me to reach both the photos and Valuation maps. Mission accomplished.
Working with the ValMap area I had two questions:

1. The maps are very low resolution and unreadable. Are the purchased versions high resolution and readable?

2. Are the purchased versions digital downloads or mailed prints, or are either available? And what is the cost as a member?

Thank you both for resolving my issue with a valuable resource and for all you do on behalf of the Society.

Jay Qualman

Jay,

The valuation maps come from many sources and are for many different railroads. The maps in the NYCSHS collection cost $5 each for members. Maps in the PRRT&HS collection are $6 each. Some other maps are available for download directly from the site.

All maps will be provided as digital downloads once payment has been received. The purchased images are high resolution and readable with the exception of some images from microfilm of half size originals that are clearly noted as such. The original scans are usually 300 to 600 dpi and depending on your image viewer may be slow to open. We commonly ship 200 – 300 dpi jpg or pdf images, which are still very readable.

Steve

Dear NYCSHS fellow member:

I have just joined. Your old website, which is no longer maintained, offered maps of the Hudson, Harlem and Putnam divisions. The text is still available, but clicking for the maps yields nothing. Please let me know how I can access maps and related materials like lists of stations, timetables, and historical timelines. My interest is in the passenger lines between Manhattan, Bronx County, and Westchester County. E-mail is always the most reliable mode of communication for me, but I’ll always welcome a phone call from anyone with a special interest in these divisions.

Best wishes, Ray Bromley
Have you looked at our current website at [www.NYCSHS.org](http://www.NYCSHS.org)? You will find info on that site about our photo and Val Map website and how to access that as well. Here is a direct link to the Photo and ValMap website instructions: [https://nycshs.org/detailed-instructions-for-the-nycshs-archive-photo-and-valmap-website/](https://nycshs.org/detailed-instructions-for-the-nycshs-archive-photo-and-valmap-website/)

Thanks, Noel

Hi Noel,

Many thanks for your two messages. I had found the current website, but I hadn’t burrowed into photo-and-valmap. The collection is massive, and so it’s not so easy to find the simple map that I had hoped for (in each case, the whole line on one map, with all the stations marked along the line). That was the simple offer on the old website … click to get the one map of the entire Division

As photo-and-valmap seems to require me to purchase the images, I’ll wait a day or two till my membership in NYCSHS is definitely in the system, so I’m eligible for member discounts.

I have noted the April 18th meeting in Albany. It focuses on modelers, rather than folks like me interested in maps and timetables, but I’ll still try to be there in the hope that I can meet some knowledgeable members and chat about the Hudson, Harlem and Putnam Divisions.

Best wishes, Ray

Be sure to register in the Collinwood Shop to get the member discount. I think you would enjoy the Mini since many of the presentations do contain information about the sources of the models. You would also get to meet several of our members there. While in the Collinwood Shop ([www.NYCSHS.net](http://www.NYCSHS.net)) check out many of our DVDs with large collections of the maps for each section of the railroad.

Thanks, Noel

**Mystery Photo in 1st Qtr. 2020 Edition**

The photo appears to be that of a sight glass used to determine the water level in a steam locomotive's boiler.

-Marvin Cadwell
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 by page name and click follow.

Download the Instagram app to your phone, set up your account and join the fun.
If you shop on Amazon you can donate to NYCSHS with every purchase you make!!

We are not pushing you to buy from Amazon, but if you do you can help the NYCSHS with every purchase you make.

https://org.amazon.com/
It’s amazing how our concept of a “perfect layout” evolves over the years. This progress report tracks the evolution of my 35’ x 14’ layout of the famous NYC Water Level Route. Since 2014, this creative interpretation has undergone numerous revisions, including the latest that simplifies the elevated section and adds three bridges along the right side. Each revision improved operation and scenic interest. Despite limited carpentry skills and basic tools, I’m pleased with the results and hope this article encourages newer members to plan and build railroads, as most O-Gauge layout fundamentals are applicable to other scales. A sincere thanks goes to my friend Fabian Beltran who continues to share his time, layout and scenery expertise during construction. The recent revision will be covered in the next article.

**Background - Narrowing the Options**

Let’s begin with a quick summary about tailoring a model railroad that’s based on
your interests. I chose to model the mid-1940s through the early 1950s, as both steam and diesel were operational then. For my NYC layout, I referred to layouts in publications and on-line, before incorporating these ideas into a new layout that satisfied my priorities shown below.

### TABLE 1

**OPTIONS SUMMARY FOR NYC WATER LEVEL ROUTE**

<table>
<thead>
<tr>
<th>Era</th>
</tr>
</thead>
<tbody>
<tr>
<td>1940's through early 1950's</td>
</tr>
</tbody>
</table>

**RR & Locale**

New York Central - Interpretation of NY City to Buffalo, NY

**Relative Emphasis**

- Track and Operation versus Scenic Realism
- Mainline Running versus Switching

**Operating Priorities**

1. Continuous Running over a Variety of Routes
   - Mainline Passenger Trains ... 6 to 8 Cars
   - Freight Trains ... 10 to 15 Cars
2. Independent Loops - Operate 2 Trains at Once
3. Round House Operation
4. Numerous Sidings to Build Consists
5. Lionel Accessory Operation
   - Trackside Items such as Block Signals
   - Log Loader, Icing Station, Other Items

*From 18-Texas-Made Model Railroad Track Plans by John Armstrong, Kalmbach Book 1983

Because I chose “Track and Operation” as a priority over “Scenic Reality” and “Main Line Running” over “Switching”, much of my layout doesn’t model actual NYC routes. However, the backdrop (right above) creatively represents the Water Level Route by incorporating the Hudson River Valley, Bear Mountain Bridge and Catskill Mountains, along with typical structures and farms found across New York State as well as a skyline of Buffalo, NY in the center, my dad’s hometown.

The professionally painted backdrop creatively represents scenes along the Water Level Route.

A painting in the center of the backdrop portrays downtown Buffalo, NY in the early 1940s. This was my dad’s hometown.

To incorporate these priorities into an O-gauge layout, I use the “RR-Track”™ software program. It lets you create your own layout track-section by track-section on a grid that approximates the available space allocated to your layout. For example, I was fortunate to have 35.75 x 14 feet available for my NYC layout, which converted into a digital image on my computer monitor (next page).
Background - Benchwork

Modular tables were built and configured to form a walk-in layout with pop-up hatches.

My modular benchwork consists of a series of 4 x 8 and 2 x 8 foot tables, plus some custom sections, that were used to create the 35.75 x 14.0 foot configuration. A walk-in configuration was chosen for the NYC Water Route layout to provide these advantages:

- **Easy Access** - The three-foot aisle in the middle allows visitors to view all sides of the layout, and permits access to wall-mounted water softening equipment above the layout. Pop-up Hatches provide additional access.

- **Long Track Runs and Broad Curves** - enable the continuous running of trains over a variety of routes, and the ability to run two trains over independent loops.

- **Turntable, Roundhouse and Yard Operations** - are prominently featured in the front of the layout for high visibility and to place everything within easy reach.
Revision 1: Improving the Original Plan

A walk-in configuration was chosen for the NYC Water Route layout. While the Original Plan was designed for easy access (below) – note the wide inner aisle on the right - long track runs and broad curves; turntable, roundhouse and yard operations and numerous sidings, the imagination in a plan often needs to be changed when being converted into reality during construction.

Visitors can easily view the layout when standing in the wide 3-foot aisle in the center of the walk-in layout.

Most layout changes in Revision 1 focused on making more room for buildings, smoothing track flow and extending sidings, or making them double-ended for easier train access.
Issues with the Original Layout Design are outlined in the first CAD drawing (previous page). Design improvements are outlined in this drawing of Layout Revision 1. (above)

These changes can be seen in a side-by-side comparison of the Original Plan and Revised Plan.

- On the left side, note that *sidings 1, 2, 3 and 5* were reconfigured for smoother operation and/or extended into double-ended sidings.

- *Sidings 4* were lengthened to accommodate additional accessories and buildings, such as a *maintenance shed 13* and *single-stall engine house 14*, which was relocated from next to the roundhouse as it blocked the view of trains entering or leaving the roundhouse.

- Looking at the center section of the layout shows that *switch 6* was relocated to the upper part of the loop, and a double-track curved siding was added to reach a large, *two-stall engine house 15*, which was relocated from the right front side in the Original Plan to make room for additional buildings.

- Note, the three *sidings 7A*, and two *sidings 7B*, were also eliminated to make room for a city by freeing-up the middle of the left and right side loops. The right side of the layout changed significantly, too:

- “S” curve 8 was replaced with straight track on the elevated loop. Track below the elevated loop was reconfigured by replacing *redundant loop 9A* in the original plan with *wye 9B* in the revised version, which creates *independent loop 10* while connecting the right and left sides.

- A Lionel *Bascule Bridge 11* was relocated so it crosses over a recessed
stream next to the truss bridges that were going to support an elevated loop. This area changed and is discussed later. A wider riverbed and three bridges at tabletop level replaced the elevated loop. This improved operation and avoided numerous piers that would block the view of scenery and town.

An operating Lionel Bascule Bridge was relocated in Revision 1 to cross a river.

- Finally, three girder bridges 12 were installed on the left side of the layout (below) to cross a stream that will flow through this area.

Placing three girder bridges over a stream adds interest to the center of the layout.
- Additional girder bridges span the other end of the stream next to the Hellgate Bridge. (below)

Additional girder bridges span the other end of the stream next to the Hellgate Bridge.

**Revision 2: Elevated Return Loop**

Watching trains climb an elevated track adds interest as it breaks-up the monodimensional look of flat track operation. Building a gradual grade that’s two-percent or less is the most important aspect of constructing an elevated track as it permits engines and consists to climb the grade gradually without hesitation. The plan in Revision 2 called for building a gradual grade and track on a board running along the 35-foot backdrop.

Layout Revision 2 called for elevated track to climb 35 feet to a height of 7.50 inches before connecting to an elevated return loop, which was eliminated in Revision 3.
When completed, the track would climb 7.50 inches above the mainline to a 72-inch diameter return loop that would circle around the right side of the layout before descending down the same sloping track.

The completed elevated track is shown here before it was change to an up-and-down configuration.

This can be seen in Track plan, Revision 1 (page 49) on the right side of the CAD drawing. During construction, I realized the numerous piers needed to support the circling elevated loop would block the view of the town and accessories planned for this side of the layout, which led to Plan Revision 3.

**Revision 3: Simpler Elevated Track**

The solution can be seen in a CAD drawing of Revision 3 (below).

Layout Revision 3 is illustrated in this CAD drawing and the following images.

The idea was to still have elevated track begin to rise at the beginning of the backdrop (1) on the left (#1 above & below).

In Revision 3, the 35 foot elevated track begins to ascend on the left side of the layout.

It would stop rising at 6 inches in front of the painting of the Buffalo skyline (#2 in drawing above) and (below) before descending to table top level on the right side. (#3 in drawing above & below)

The elevated track climbs to 6 inches at the painting of Buffalo in the center of the backdrop.
Finally the elevated track descends to tabletop level on the right side before rounding a curve and crossing the new bridges.

Additional access to the elevated section and bridges can be made at switch (#4) in the Revision 3 CAD drawing (previous page).

Revision 3: Add Bridges and River Bed

The three new bridges are in the same location as the elevated bridge (below) in the discarded Original Plan, but at layout-top level and span four feet.

In the Original Layout Plan, truss bridges on piers were proposed to support an elevated return loop at a height of 7.50 inches. Revision 3 places three bridges spanning 4 feet in the same location, but at one inch above tabletop level.

Step 1 to modify the layout table began with marking “X” on sections to remove (right top upper) and removing the short support board under the existing riverbed (second photo below).

Modifying the table to make a riverbed with retaining walls began by Xing out areas to be cut and removed.

Next, the short support board under the existing riverbed was removed after detaching surface-mounted bus wire blocks and Lionel control modules.

Bus wire blocks and Lionel control modules that were mounted to these boards were disconnected and reinstalled after new boards were installed.

Step 2 of the modification called for screwing an 8-foot board (below) under the existing boards before they were removed.
Step 2 of the modification involved screwing an 8-foot board under the existing boards before they were sawed off to reinforce the table and riverbed.

The new board supports the overall layout and new riverbed after the old boards are cut out Step 3 - After clamping a board to the table top for a saw guide, a saber saw was used to cut out the table top (below) and side boards to make room for the riverbed and retaining walls (second below).

A clamped board served as a sabre saw guide when cutting out the tabletop.

View of table after removal of the tabletop and support boards to make room for the riverbed and retaining walls. Two table legs on each side of the existing riverbed were relocated back on the benchwork to make room for longer retaining walls.

Note that the two table legs on each side of the original short riverbed were moved back to make room for the longer retaining walls.

Riverbed and retaining wall boards were installed in Step 4 (below) and the bus wire blocks and Lionel controls were reattached to them. Next, stone retaining walls will be installed along with a riverbed.

Riverbed and retaining wall boards were installed, and bus wire blocks and Lionel controls were reattached to them, to complete Step 3.

After temporarily positioning the bridges, you can see the route the track takes after descending along the backdrop and rounding a curve before crossing the three spans.

Encouraged by the good looks of these views of the three bridges after being temporarily placed in position (above),
I’m looking forward to completing the project and relating the process in the next edition.

This is a view of the three bridges after being temporarily placed in position to check for proper height and alignment. Next steps call for adding a plaster riverbed, simulated water, "stone" retaining walls, and other scenic details.

Bob’s article is one of the kinds of articles that I would like to see more of from you New York Central modelers. Our recent NYCSHS Survey Monkey survey indicates that you wish to see more of these “how to” articles.

I would encourage you to contact us about articles that you could provide on visioning, planning, constructing and operating your NYC railroads. We can give you lots of help in writing one of these. Contact me at NYCBigFour@verizon.net or 703-407-3059. If I don’t answer your call leave me a message and will get back to you.

An Ad from the NYCL Magazine August 1924
Article by Russ Briggs

Introduction
I have been in O Scale 2-Rail since 1980 and have modeled New York Central Railroad and New Haven Railroad ever since. One of my best friends is also an O Scale NYC Modeler. We both have and operate NYC Steam, diesels, freight, and passenger equipment of many types that have been made in recent years and since the 50’s and perhaps earlier.

One area of NYC interest has been the mail train that ran in the 50’s and 60’s. One common mail train of the 60’s was one that included Flexi-Van flats and trailers. This is something we both have wanted to have. The only one offered in O-Scale was the Quality Craft Mark IV kit consisting of drawings, wood and white metal parts. I decided to start from scratch and develop a Flex-Van flat and trailers using other materials.

Much research was conducted, and photo and drawings of Flexi-Vans were located. It was decided that the Mark III Flexi-Van would be the best one to construct given that it is shorter than the Mark IV and has the trucks placed in a normal position under the platforms.

The Mark IV has a lot of overhang between the truck and end sill. This makes coupler swing extreme, requiring very large radius curves on most O Scale railroads. The Mark III will operate well around 60” radius curves.

Photos by Russ

Russ's completed NYC Mark III Flexi-Vans are loaded and ready to go on his layout after Russ completed designing and building them from scratch.
Construction Techniques and Materials Explored

Once the prototype car was decided on methods of building them were explored. This process has gone on for a few years then got sidelined for a while. The initial thought was to use rectangular ABS for the center sill and use cut styrene for fish belly tapered sides and bottom. To add the weight needed steel square stock would have been inserted. Then platforms, turntable, and 5th wheel keeper would have been built from styrene and possibly cast in resin. A prototype model was not built using these methods. A CNC milled brass center sill was considered but ruled out as too expensive.

Then five or more years passed and new technologies became available. 3D printing and laser cut styrene looked like the most promising methods to make the needed parts for the project. Being a graphic artist and 3D modeler, I have the skills and computer programs to build 3D models of the parts needed. Drilling, tapping and soldering skills were also used in the construction of the center sill. This project uses a nice blend of modern and still viable older non-computer skills.

A concept model of the Flexi-Van flat spine car was built in the 3D modeling program. The 3D model was built in O scale feet and inches, not real world size scaled down. A center sill was modeled that captured the tapers in the fish belly shape. The platform and turntable were drawn with more detail. This was an important step to have a base 3D model to design and “test fit” the separate components that would be 3D printed and attached to the center sill.

Mockup Model Constructed

A mockup model was made to prove the design and test fit the parts. The center sill was made using 2 pieces of brass rectangle stock and hand cut styrene. Measurements were recorded of the styrene to develop the 2D line drawing for laser cutting the sides and bottom. The initial test prints of the 3D printed end platform, turntable and 5th wheel keeper were fastened to the mockup.
Materials and Parts Used to Build the Models

The Mark III models use 3D resin prints for the end platforms, turntables, 5th wheel pin keeper, brake equipment brackets, trailer ends, and other details. Side sills and bottom are laser cut styrene. Trailers are cast resin, with laser cut styrene roofs.

The center sill ended up being made from brass strip stock, cut to length and soldered together. Holes were drilled and tapped for mounting trucks, platforms and 5th wheel keeper.

The final design parts were sent to a few different 3D printing services to be produced. Artwork for the laser printed parts were drawn and uploaded to a vendor to be cut. Decal artwork was drawn and custom printed for me by a model railroad decal service that uses a high-resolution digital color printer.

The trailers are cast resin sides and front with a 3D printed rear and a laser cut styrene roof. Styrene bracing was used inside; a cut sheet styrene was used for the floor. LED’s were used for the taillights for lens color only.

Trucks are ACE 33” 70 ton roller bearing with steel wheels. Couplers are Monarch.

Part 2 of this article will cover the design and construction of the Flex-Van flat car. Part 3 will cover the creation of the patterns for the trailer sides and front end, making molds and casting parts. Part 4 will cover painting, decal application and final assembly.

The completed Flexi-Van cars and trailers can be seen in this photo. Look for parts 2, 3, & 4 of Russ’s modeling in the next few issues of the NYCentral Modeler.
NYCSHS 2020 CONVENTION STATUS

TO THE MEMBERSHIP

March 21, 2020

As you are all aware, the current State and Federal efforts to combat the Covid-19 Virus outbreak have resulted in major upheaval of business and social affairs. This includes the planned 50th Anniversary Convention and Annual Meeting of our Society which has been scheduled for May 15 through 17, 2020 at the Holiday Inn – Independence, Ohio.

Given the uncertainty of the severity and duration of the Covid-19 outbreak and with due recognition of the demographics of our membership, your Society and the Holiday Inn have been developing contingency plans as the Convention may not be able to be held as originally scheduled. These take the form of postponing the Convention to a date in mid-August or September. We are working with the Holiday Inn to ensure that suitable accommodations are available for the new dates, should they be required.

While this situation continues, we will not knowingly do anything that might have a negative effect upon or jeopardize the health of our members. Accordingly, the Board of Directors and Convention Committee will continue to develop alternate plans, which will be transmitted to the membership so that you may adjust your own plans.

Given the importance of our Golden Anniversary, your Board of Directors and Convention Committee collectively favor postponing this event as opposed to outright cancellation. However, in either event, full refunds will be offered to those who have already registered for the affair with the option of leaving such payments for the new dates in event of postponement. We recommend that you wait for information on how this unfolds before deciding.

We will promptly advise the membership upon the completion of contingency plans.
Schedule

Friday, May 15, 2020
• Registration 9 am – 9 pm
• Self-Guided Layout Tours 10:00 am – 4:00 pm
• Presentations 3 pm – 9:00 pm
• Collinwood Shop open

Saturday, May 16, 2020
• Buses Load for Tour 8:00 am
• Visit Former NYC Station Museums
  o Conneaut & North East, PA
  o Route – Cleveland Flats & Lakefront, Ashtabula Harbor, GE Plant at Erie
• Return to hotel 5:30 pm
• Banquet 6:00 pm
• Guest Speaker Henry Posner - 8:00 pm
• Special Speaker – Rich Stoving
• Annual Meeting
• Collinwood Shop open after meeting

Sunday, May 17, 2020
• Presentations 10:00 am – 2 pm
• Train & Railroadiana Show 10:00 am – 3:00 pm
• Collinwood Shop 10:00 am – 3 pm

Historic Sites
• Grafton Tower
• Cleveland Terminal Tower
• NYCSHS Headquarters (Friday noon – 5:00pm) (Sunday noon – 4:00pm)
• Cuyahoga Valley Scenic Railroad
• Shaker Rapid Transit
• Midwest Railway Preservation Soc.
• Cleveland Museum of Art
• Western Reserve Historical Soc.
• Great Lakes Science Center
• Rock and Roll Hall of Fame
• Pro Football Hall of Fame
• MAPS Air Museum
• Stan Hywet Hall & Gardens
• National First Ladies Library

Hobby Stores & Layouts
• Depot Trains & Hobby - Cleveland
• Train Station – Columbus
• Working to sign up more – Check the NYC website for current info

Hotel Rooms

Hotel rooms are available at the Holiday Inn Cleveland South $99.00 plus 16.5% tax per night. To qualify for this reduced rate hotel reservations must be made prior to April 13, 2020. Website for hotel is: hirockside.com
Reservations should be made at 216-524-8050, Ext. 298 and ask for a room in the Railroad Historical Society block.

NYCSHS Website: www.NYCSHS.org to download registration forms.
Register in our store: www.NYCSHS.net

Presenters
• Alliance Division/LEA & WRR - Chip Syme
• Should We Build a NYC Hudson Replica? – Brian Hebert
• NYC & Interurban – Blaine Hays
• Michigan Central/Northern District – Kevin Keefe
• NYC Interlocking Towers Review – Dan Maners/Shel Lustig
• Estate Planning for Model Railroaders & Railroadiana Collectors – Frank Bongiovanni
• Railway Bridges of Cleveland – Mike Lytle
• NYC’s DES-13, EMD’s NW-2 Modeled– Seth Lakin
• LS&MS Standard Brick & Stone Depots– Seth Lakin
• NYC Diesel Paint Schemes – Dave Mackay
• NYC & Other Fairbanks Morse Diesels – Frank Bongiovanni
• RPOs on the NYC – Dr. Frank Scheer
• Cleveland Union Terminal and Terminal Tower – Chuck Klein
• The Kankakee Belt – Jim Suhs
• NYC Type U Switchers – Rich Stoving
• The Ralston Steel Cars on the NYC – Doug Chapman
• NYC RDCs – Sheldon Lustig

We are still signing up presenters. If you have a presentation you would like to give, contact Frank Bongiovanni at bongiovanni1@hotmail.com

Disclaimer: The schedule & list of speakers and layouts is the best that the committee understands as of 3/1/2020 and may change due to factors beyond its control. Some of these presentations may change.
Please Print

Name of Attendee_______________________________________________________________Member #_____

Name(s) of Additional Attendee(s)_________________________________________________________________

Address_______________________________________________________________________________________________

City______________________________________________State/Province______ Zip/Postal Code_____

Country_____________________________Telephone_______________Email___________________________

Emergency Contact Name (Other than traveling companions)______________________________

Emergency Contact Phone Number___________________________Relationship_______________________

Number of Attendees__________ Total Amount Paid $__________________

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

Beef____ Chicken____ Vegetarian_____  

Please send payment & registration to: NYCSHS Convention 2020  
Ralph Schiring  
16623 Oak Street  
Omaha, NE 68130-2051

Please make checks payable to NYCSHS, Inc.

Registration Fee:  
NYCSHS Members’ (Including family members) cost is $179.00 each for all activities including the Saturday evening banquet. Non-members can register at $179.00 plus a fee of $44.00 for a total of $223.00. The extra fee covers membership in the Society for one year, including all rights and benefits, along with one year of the Central Headlight.

Hotel Rooms (Double or King) have been made available at the: Holiday Inn Cleveland South $99.00 plus 16.5% tax per night including breakfast. To qualify for this reduced rate hotel reservations must be made prior to April 13, 2020. Website for hotel is: hirockside.com. Please call 1-216-524-8050 Ext. 298 - asking for a room at the Holiday Inn Cleveland South in the NYCSHS block. You are responsible for making your own reservations. They are not included in this registration.
Rebirth of the CASO

Article by Steve Bratina

The original idea for the Canadian Southern (CASO) free-mo group was in July of 2007. A complete history can be found on the http://casofreemo.org site of Terry Link. Terry was one of a group of eight who began this modular project.

Photos by Steve except as noted

From its original construction in 2007 to the final set up of the complete “layout” in 2012 at the Barrie Ontario show it was considered one of the finest prototype displays of its time.

The original members line up for a picture at their first showing at the St Thomas station. L to r they are Mark Hill, John Mellow, Richard Chrysler, Terry Link, John Spring, Pierre Oliver, Dylan Harris and Tim Warris. Later, Dave Higgott and Trevor Marshall would join the group. (Tim Warris photo)

Two more members would join later to bring it to ten. Each member built a module or modules for a specific area along the CASO. Looking at Terry’s site, the builders of the twelve “locations” are identified. Along with these, two end loops and one staging yard were also built.

The late Richard Chrysler working on his module that would become the Windham station. He had relatives that lived in Windham. (Tim Warris photo)

The group used a theatrical prop warehouse for two work sessions on the CASO modules. (Tim Warris photo)

The group had ample room and shop tools to help in initial construction. (Tim Warris photo)

The website for the CASO Free-Mo. They say it is our plan to model prototype scenes of the Canada Southern Railway (CASO) using the principles of the Free-Mo module standard.
With the resources available today and the high quality modeling it is possible without too much effort to capture the flavor of the former mighty CASO. To that end we have a number of guidelines to which we expect new prospective participants to adhere.

Talking with several of the original cast, I found out that some of the constructors were more interested in the building of their module that in the running of it. Their interest began to wane, as all that was really left to do was display the railroad at model shows. The majority had no home layout at the time of its construction so this was their model railroad “fix”. Some of the members were involved in a previous modular project known as the Ontario and Eastern; another ground breaking modular HO-scale display. Eventually, members moved on to home layouts or other scale interests altogether.

Richard Chrysler, an incredible modeler who was involved with both the O&E and CASO groups, along with building his own spectacular home layout, sadly passed away in 2012. At this point, after the Barrie Ontario show in 2012, the complete modular layout set up never occurred again. Some modules were sold to other people and left the area. Some were kept only to be used as static displays or with a local free-mo gathering.

Jumping ahead to 2018, my live steam interests slow a bit during the cold winters. While I continue to work on 3/4” and 1” projects and such, the warm weather months are when I seem to do most of my building of cars and restoring locomotives. So for those cold days, I turn to model railroading to fill the gap. I go to most of the local model railroad flea markets and pick up projects to work on and usually resell. It was at these shows that I noticed the Modular group known as S.O.F.A. (Southern Ontario Free-mo Association) Since I didn’t really want to build a module from scratch, I thought I might be able to purchase a used one and start from there.

After some checking around, John Spring who was one of the original CASO members, mentioned he had Richard Chrysler’s module of Windham station that I could have. Great, now I have a small module that I can take to shows. When I went to visit John to pick up the module, he said that Mark Hill, who built the 4 Waterford Ontario modules, was willing to sell the set to me if I was interested. Well, yes I was so now instead of 54” of module, I have 270” of modules. Next I find that I can obtain the Waterford track pan section that Dave Higgott built. Add another 108”. So you see, from my simple module for a show idea, I now have a part of a modular railroad.
Rebirth of the CASO

Getting all the pieces home, I went over each section and looked at what was needed to bring the module back to as built standards. I have a real interest in the history of the things I own. Any live steam locomotives I have purchased and rebuilt I have tried to find as much of the remaining history on the engine and builder that I can find. I also try to keep the piece as original to as built as possible. The same for these modules I have. Each is a signature of its builder so in the case of Windham and the Waterford track pan sections, they were for the most part complete so I am trying to maintain their original look. The scenery details on the Waterford station modules that Mark Hill built were not fully finished so I had to fill in the missing parts such as the highway bridge, coal tower, canning factory siding and other smaller details. After working on these things during the winter of 2018/2019, spring would soon arrive and time to go back to live steaming but not before one outing for some of the modules.

For the TH&B Society meeting, I took Mark Hill's Waterford sections and one piece of Dave Higgott track pan section to display. John Spring helped by bringing along some of this finely detailed locomotives and cars from his CASO collection.

The TH&B Historical Society was putting on a slide night of Waterford Ontario. I was able to bring the station modules and one-track pan module to display for the evening. John Spring brought some of his well-detailed CASO engines and rolling stock to set up on the modules. Even with the coal tower missing, I think the display went over quite well. While it was only static, I was working on a plan to somehow get trains rolling over these tracks again.

The display took up about 30' and made me think of ways to get the trains running again over the modular track. In the foreground is Dave Higgott's curved section that would lead to the track pans.

Fast forward to November of 2019. The H O Model Engineers Society (H O M E S) club in Hamilton Ontario has a yearly layout tour of the local modelers in the area. The club is situated at the Eva Rothwell Center, which was at one time school. The location still has a 40’ by 60’ gymnasium. There is lots of room for a modular reunion. Long story short, I rented the gym for the same day as the layout tour and did some calling around.
It ended up that only Dylan Harris was able to bring the CASO sections he had but that was still going to make a good size display.

From end to end we had, three sections of the staging yard, Mark Hill’s four Waterford sections Richard Chrysler’s Windham section, Laura Springs elevated curve, Dylan’s Kettle Creek Bridge sections, an unfinished curve, Dave Higgott’s Waterford track pan sections, and one of the original loops. It took up a fair bit of the gym but at least we have some of the old CASO back together and running.

This shows the whole set up in the gym. To the right is the new curve that Dylan is building to replace a curved section that used to be part of the original layout. The DCC system we used was an old Wangrow (NCE) that I purchased a few years ago at a train swap meet. Dylan’s NCE power cab controller worked with no problems. (Dylan Harris photo)

Dylan brought along one half of the staging yard. A full yard was built by the CASO Group to allow for some switching of cars instead of just running loop de loop.

Mark Hill’s Waterford modules. My first building project in many years was a semi prototype coal tower that was located at Waterford. If you look closely, you can see that in building the upper coal chute, I measured twice and then cut it too short.
Laura Spring built this high bank curve to allow the modules to be set up in rooms where the length would not allow for a dead straight run. Another module built by Pierre Oliver also was a 90-degree curve to create a U shaped layout.

The local is passing the Waterford station. I still need to get those windows put into my vehicles. This also shows some of the scenery repairs I need to do such as fixing the "floating" platform.

The Kettle Creek bridge module built by Dylan Harris. This is a very impressive model when seen in person.

The club and I decided not to advertise the layout on the flyers, as it would be an added bonus to those visiting the club. Besides, if there were any issues in getting this thing up and running, there would be no disappointments for any of the visitors.

Dylan showing some of the finer points of his bridge module. Amazing that it can be transported to shows without being completely damaged in transit.
Rebirth of the CASO

Dave Higgott’s Waterford track pan modules. I have installed removable wheels on the ends of each of these three modules so I can move the sections to and from the vehicle by myself. Being able to set this whole thing up using just me was one of my goals for this project.

All in all, the day went very well. It took about four hours for Dylan, my brother-in-law Mike, and me to set the whole thing up and get the first engine out and running. For a modular set up this size, there was almost no track issues but then again, these sections have been run several times in the past so most if not all of the track bugs are out of it. I still have some scenery repairs to do and some details to fix or add but it really looked good, ran really well and was a very enjoyable day.

So what now? Well, my sections will be set up for the upcoming Copetown RPM in February. I plan to run it as a switching display and hope to see many of the original members drop by for a look. What about setting the “pure” CASO modules up again? I am hoping to rent another room in the spring for a two-day gathering and maybe get two more of the original modules out. We will see. I know that I am really enjoying this part of the HO hobby and in the restoration of the CASO section that I have. I am working on scratch building a few Central engines for this display and hope to have one done for February.

Finally, I really appreciate John Spring letting me have Richard’s module since I know how close he and Richard were. I also want to thank Mark Hill and Dave Higgott for the support they have given to me with regards to their modules. I want to thank Terry Link for keeping the CASO website alive and for his support helping model the CASO. Finally I want to thank Dylan Harris for joining me at the HOMES club layout tour and getting the trains rolling over the CASO again.

We were unable to find any logos for the CA So Railway Company, but did find this stock certificate. If anyone has a logo for the Canadian Southern, please send us a copy. (Editor)
The Copetown RPM meet is a yearly event that brings together some of the finest modellers in the region. They gather to show their latest works or to display older masterpieces to other modellers or people just interested in fine craftsmanship.

This year was no exception as the display tables on the Saturday had pieces from many familiar names and also some that were new to the game. Saturday is for showing of models and projects, modular layout displays, the occasional vendor and for clinics on aspects of model railroading while Sunday is when the Canadian vendors show their wares. It also is another day for the modules on display to get a second workout.

This year, the CASO Modular Group returned for the first time in 12 years.

At that first showing, the group only had two reverse loops, Windham, Shedden, LaSallette, LaSallette East and Yarmouth Crossing ready.

This time around, we had two of the three Waterford track pan sections, the four Waterford sections, Windham, the super elevated curve, Kettle Creek Bridge and one reverse loop. We were 43 feet along the one wall, turned 90 degrees and went 25 feet along the other wall. While not all of the CASO were present, it still made for an impressive showing for the old CASO.

We operated for both days and had no issues with either the original track work or the wiring, which is a testament to the quality of the original modules, all of which are at least 10 years old.

During set up, it was found that we had to delete the Waterford track pan curve section since its length and amount of...
curve would just take up too much floor space at this rather small location.

Luckily, the Waterford Bridge, which was used as a scene break, hid the fact that the curve was not there.

Here is a view looking from the curve down through Waterford and on to the water pan section.

In all, it was a great event, was a great outing for the group, and even brought some of the original members back for a group photo on the Saturday.

A group photo of some of the original CASO members, including Brian Dickie, John Spring, John Mellow, Dave Higgott, Mark Hill and Dylan Harris.

The late Richard Chrysler's NYC 2-8-0 going over the crossing at Windham, a module that he build for the group.

Richard's engine crossing Kettle Creek with a small freight.

Dylan's Mikado passing Windham station.

Laura Spring posed with the module she built years ago.

The TH&B was represented with 104 switching the interchange.
On the Sunday, we turned TH&B 104 around and she switched from the west end.

I don’t know what our next outing will be but our next time back here will definitely not be 12 years from now!

Copetown is a rural neighborhood of the city of Hamilton, Ontario, Canada, located northeast of Brantford. William Cope, a United Empire Loyalist from New York State settled there in 1794.

Now is the time to order your view into NYC history.

NYCLines Magazine

NYCS Central Headlight

You can read all about the history of the New York Central Railroad as it happened when you buy these two new flash drives from the NYCSHS.

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Each is available in the Collinwood Shop for hours of reading pleasure about our favorite railroad.

Go to: https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps_c_180.html
Order Your NYCSHS 2020 Convention T-Shirt Today

Again this year we have worked with Daylight Sales to develop a unique t-shirt for the convention. The shirt features a NYCS Blue Logo on the left front and a graphic for our 50th Anniversary Year on the back. The shirts come in short and long sleeves in sizes S, M, L, XL, XXL and XXXL. The long sleeve shirts come with and without pockets.

They are available for order now and can be picked up at the Convention to save postage. You may also order them to be shipped after the Convention. All are available in the Collinwood Shop.

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New York Central System 50th Anniversary

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The freight house that sits on the Porter County Model Railroad Club's layout is a massive structure.

As a young aspiring model railroader and railfan in the late 1980's and early 1990's, my regular after school activities was sitting trackside along Conrail's ex NYC Chicago mainline or flipping through pages of *Model Railroader* at the public library. One of the many articles that I read multiple times over was Richard Ivins' Build a HO Brick Freight Station that appeared in the February 1992 issue. In that article, six Design Preservation Models, Cutting's Scissor Co kits were kit bashed into one large freight house. While not modeled after any specific prototype the model captures the look of many large city freight houses. I was in awe how one of the buildings I saw in the Walthers catalog could be turned into an urban centerpiece.

Like many other model railroaders, I am involved with a model railroad club. The Porter County Model Railroad Club, located in Valparaiso, Indiana is my club. Members favorite railroad are almost as diverse as the flavors of ice cream at the local scoop shop. So the club's layout was designed and being built as a generic eastern railroad set from anywhere from the 1940's to 1980's. By not having railroad identifiers such as on buildings and bridges we can change out the rolling stock, vehicles and some signage to adjust the time period and the railroad being portrayed. That way different club members trains whether powered by a NYC Mohawk, a B&O EM-I, PRR Geeps or the latest motive power from EMD and GE will look at home on the railroad. Another guideline that the club is following is that every structure on the layout is to be kit bashed or modified in a way that it no longer resembles the kit's box art. This way the layout does not turn into what has been dubbed a Walthers catalog layout, a layout populated with structures identical to the ones seen in the Walthers catalog.

About half the freight house has a second story, a total of 18 truck docks fill the street side of the freight house.
When the club moved to a new location a few years ago, the layout plan called for a large freight house in the main city. Thinking back to the MR article from twenty some years before, I knew the perfect freight house, so I took up the task of building it.

Foam core board with photocopies of wall sections glued on and poster board roof form a full sized mock up of the building will look like.

To start with, I photocopied the DPM kit walls and glued them to foam core board and made a mock up of the freight house. This way track planning and other layout decisions could be made while the freight house was being built. This also gave the opportunity to make changes to the freight house before the kits were cut up.

The walls section of the kits have been cut apart, rearranged and pieced back together.

There were a few changes that were made after the mock up was built. Some of these included lengthening the freight house to add a man door and window in the middle of the row of truck doors, reworking the second story end and changing the roofs from hip roofs over both sections to a flat roof on the double story section and a gable roof over the single story section. With a plan in place it was off to the band saw to start slicing the kits up into sections that would end up being pieced together to form the new freight house.

Club member Jim Higbee measures the pieces that will become the street side of the freight house.

Not wanting to build an identical model to the one featured in the Model Railroader article, I looked to brick NYC freight houses for detail inspirations. After studying NYC freight houses at Chesterton, Gary and Goshen, Indiana, Hillsdale, Michigan and the NYC controlled Lake Erie & Western combination passenger and freight depot at Kokomo, Indiana some common
Adding NYC Details to a Kitbashed Freight House

similarities showed up. Adding these NYC characteristics to the kitbashed freight house would give it a NYC look while retaining the nonspecific identity to be included on the club’s layout.

I then cut strips of brick that were four bricks wide to use as trim pieces along the roof and to hide the joint between the kit walls and the gabled end.

The completed building was painted with Rust-Oleum Colonial Red spray paint. While detail painting was done using acrylic craft paint. Colors included a dark green for the doors and windows, a medium gray for stone trim pieces and dark brown for the roof brackets.

Some of these details include gabled ends and triangular eve brackets on the walls, details that can easily be created on the model. To model the gabled end, I took a piece of Walthers brick sheet, cut a triangular piece to fit the end of the Design Preservation Models walls.

The single story of the model was given a gabled overhang roof. A piece of Walthers brick sheet was cut to fit. Brick trim was made from a few rows of bricks cut from the sheet.

NYC freight house at Goshen, Indiana is now used as a warehouse.

Roof brackets are cut from strips of styrene.

A Northwest Short Line Chopper made quick work for cutting pieces of strip styrene to make the triangular roof brackets. In all there are four pieces that make up the bracket. A .080”x.125” top piece that is .600” long, a .020”x.080” vertical piece that is 1.430” long, a .080”x.080” angled piece that is .850” long, and a .080 long piece of .040 ¼ round that is the concrete piece that sits at the bottom of the vertical piece. In all forty-two brackets needed to be made for both sides of the freight house.
Adding NYC Details to a Kitbashed Freight House

Triangular roof brackets on the Goshen, Indiana freight house were one of the details common to all the NYC brick freight houses that I studied.

The roofing that is used in the Model Railroader article is painted drafting tape. Shingles are used on all the prototype NYC freight houses that I visited. I found a photo of three tab shingles on line. I copied and pasted multiple images into a photo-editing program to create a photo of HO sized shingles to cover the roof. I then had the photo department at the local big box store print the photo on poster-sized paper. Then it was attached to the styrene roof with rubber cement.

The canopy over the dock doors on the second story section is .040” thick corrugated metal styrene sheets. While the roof of the second story is flat styrene sheet with Woodland Scenic fine cinder ballast glued on.

Some of the doors on the model were cut open and crates and pallet details were placed inside.

The side of the freight house that faces the isle is the truck dockside. I cut out two of the truck dock doors and positioned a number of Tichy crates to be loaded onto a truck as soon as it arrives.

The NYC freight house in Chesterton, Indiana has since been converted into a railroad themed bed and breakfast.

A NYC SW1 pulls a string of boxcars from the freight house.
Finally on the trackside of the freight house I built a wooden loading dock from scribed sheet and strip styrene following a plan that appeared in a 1960’s *Model Railroader* that the club has adopted as the standard loading dock.

Watch For Seth’s Next Article in the 3rd Qtr. 2020 Edition of the NYCentral Modeler

Seth will be showing us how he modified The N-Scale Architect’s NYCSHS, Lines West Station. His article will be in two parts and cover the modification and construction of one of the smaller versions of this station.

One of the many drawings (below) in the NYCSHS archive files. Big Four of course!!
Modeling the Putman Division — Part 2

Article by Howie Mann

In the first article in the 4th Qtr. 2019 NYCentral Modeler, of the Putnam Division series of articles I covered who I am and my interest in the New York Central Railroad, specifically the “Put”. In this article I will cover the research I did including field trips and the decisions made for specific layout building concepts.

Research

Almost everything a rail fan/modeler does lends itself to research. This includes reading the railroad books, participating in NYCSHS annual conventions, and discussing subjects with friends, relatives and organization associates.

Over time I have built up a decent collection of books related to the “Put”. Recently, and this is one reason I joined NYCSHS; I bought and then read and enjoyed the new book, “From Gotham to The Berkshires” by John M. Ham. It is marvelous and comprehensive tome that also includes a section on “The Old Put”. It has plentiful and terrific photos as well as tons of information about both lines. The NYCSHS magazine, Central Headlight, is also an invaluable source of information.

During the 2019 convention my son bought for me “New York Central Railroad” by Brian Solomon and Mike Shafer. While not specifically about the Put it provides comprehensive background on the Put’s parent road.

Here are other books I have that I treasure and that I read over and over:

• The Putnam Division – New York Central’s Bygone Route Through Westchester County, By Daniel R. Gallo and Frederick A. Kramer, 1981

Photos by Howie

• More of the Old Put, By Joe Shiavone, 2009
• The Last of The Old Put, By Joe Shiavone
• New York Central’s Stations and Terminals, By Geoffrey H. Doughty, 1999

Personal Visits

In the first article in this series I presented photos of the Put taken by my brother from about 1972. Luckily for us we happened to be there for the passing of a short northbound freight. I would consider these visits as part of the research. In addition and much later as you may know the Put was converted into a trail. I was able to experience the right of way directly from the saddle of my bike numerous times over many rides. Often a rail trail will have commemorative plaques as well as the actual structures preserved such as stations, tracks, signals and other prototype equipment.

Video

It was while I was looking for video content of the Put that I came across a YouTube video of the Put showing an RS3 with a short passenger train at the Van Cortlandt Park station. This was very useful because I intended to scratch build a model of it. It provided me with details of the station sometime during the 1950s. (https://www.youtube.com/watch?v=ymufTTP5K4)
Howie and his wife ride either the South County or North County Rail Trail in Westchester County.

Doing Something Different

With my previous model railroad, the Plainview Central, I started with a 4’x 8’ table in a small room. This proved to be difficult to operate due to the constraints of the room dimensions. I vowed that I wouldn’t make that mistake again in my next layout. However, in spite of the lack of space I did manage to graft a short extension to the PCRR, extending the main line and trolley line.

Hopefully you can get an idea of the cramped nature of the Plainview the Central.

Around The Wall

To avoid the difficulty of getting to all the areas of the railroad I used an around-the-room arrangement on the Put. Now, in spite of the size of the room I can easily move around and follow my trains and operate the trains with friends and family.

An overall view of the same space, but with an around-the-wall layout setup.

A view of another section of the layout room set up for the Put.
Like many model railroaders I display photos of trains and static display of rolling stock that I cannot convert to DCC.

Layout Sketch

The sketch I have provided here is almost the final version. I had to make some changes due to overestimating the space I needed for the maximum curve I could get. My curves are about 23” or 24” radius. My goal with the sketch was to provide me with an idea of where and how I could accommodate industries and stations. Even now I am thinking about the placement of stations and freight customers. I recently finalized the placement of a station and industry on the stub ended siding located to the right of the lift out and the item labeled “house column. This arrangement suits a passenger shuttle operation from that location over the lift out to the station located at what is labeled “Mahopac?” To make it a more interesting operation a freight crew has to wait for the doodlebug to vacate the station on the siding before it can use the siding to switch the industry located at the end of the siding.

Another change was relocating the dairy from where it’s shown toward the back of the layout to the front of the shelf. The items labeled “VC Station” (Van Cortlandt Park) and “VC Girder Bridge” were also changed with the girder bridge being eliminated and the VC station being relocated to the right on the diagonal shelf near the labeled BN Tower which was eliminated in favor of a tower (JS tower) at the junction of the main line and Yonkers Branch. The Yonkers Branch itself now has a team track platform giving me an additional freight location. The original Yonkers Branch or Getty Square Branch did not have any freight customers. Please note the dashed line marked “to Hudson Line”. I am thinking about adding a staging yard that would be at the end of this line.

Determining Construction Technique

The space I had to work with lent itself to using a combination of shelf and L girder construction. I was fortunate that I could reuse the L girder benchwork that was part of the Plainview Central. This meant I needed to build one new benchwork and install shelves for the balance of the layout. The gap between the two benches was filled with a lift out.

I had no problem building the new benchwork since I had had the experience. Logistically, the only issue was how to get the lumber home since I drive a Prius. As it turns out by folding the seat down I could still get an eight-foot length in the car. The shelf sections use conventional brackets deep enough to accommodate an 18-inch wide shelf. Later on in the construction of the layout it turned out
that the transition sections of shelf and bench were difficult to do in terms of matching the heights of each. The shelf sections consisted of two-inch foam and mostly cork sheet laid on top secured with foam glue. I did not use cork roadbed on all of the shelf sections because I wanted to simulate the Put’s lack of use of ballast and I wanted a non-mainline look. One bench uses a ¼ inch plywood top and here I did use cork roadbed. The other bench is covered with thin cork sheet.

This is the rough sketch that I developed to design my new layout. It is primitive but it worked great for me to figure out the overall concept and implement my design. Sometimes simple is better. It allowed me to build out the base for the railroad and it brought together all of my desires for the railroad. But, as stated in the article there were changes made, including removing items and relocating sidings and stations and towers.
In this image you can see one of the transition areas that goes from L girder bench to shelf. This turned out to be difficult to join since I had to make sure the heights of each were the same.

Operating Technology

DCC vs. DC

Using DC on the Plainview Central convinced me that DCC was the way to go on the new layout. I literally wanted all the “bells and Whistles”. Now that I have a DCC layout I can’t see going back to DC with all the wiring for the blocks and lack of flexibility in operations. I use the NCE system, which I find useful and understandable.

Track Size

Track size is yet another area where I wanted to try something different and a little more prototypical. On the Plainview Central I used Code 100 Atlas sectional track. On the Put I use Code 83 Atlas flex track. The smaller rail size, I think, makes a big difference in terms of prototypical looking track. On the PCRR I used Atlas Custom Line turnouts, all wired to electrical switch motors to move the points. Some of those turnout motors were connected to the top of the layout but the others were connected to under table mounted turnout machines. They were difficult to install and now at my age I think it would be even more difficult to install. The Put uses manually operated Walthers turnouts. I really like the Caboose Industries ground throws. I installed them on all of the turnouts. Considering the manual nature of the Put’s operations I thought that actually throwing the switch replicated the prototypical operation. As an aside, I am thinking seriously about installing operating train order boards at three stations.

Locos And Rolling Stock

My layout is set in the 1950s. Two of the first items I bought for the new layout was a Bachmann NYC RS3 upgraded with Soundtraxx Economis and NYC S4 equipped with Sound Value. These engines run well and have great sounds, with the RS3 having more of them than the S4. I use one more powered piece of rolling stock, a doodlebug. I had a Bachmann Spectrum Baltimore and Ohio model. I couldn’t bear running B&O on a New York Central route so I recently removed the factory lettering and applied Microscale decals. One issue with the doodlebug is that it is single ended and the doodlebugs on the Put were double ended. I can live with that. My doodlebug most closely resembles the car it is numbered for, M-14.
My treasured RS3, which ran regularly on the Put. It’s from Bachmann and has a Tsunami Economi decoder.

This is my only diesel switcher, a Bachmann Sound Value equipped loco. Yes I know it says P&LE but that’s close enough for me.

I bought this doodlebug for the Plainview Central lettered for the B&O. I just had to releter it for the New York Central. I used Microscale decals.

The freight cars I use are all forty feet long and consist of various types of boxcars, tank cars, milk cars, and coal hoppers (two of which I bought from NYCSHS).

I have a number of these forty-foot boxcars to serve industries and customers.

This and one other coal hopper were purchased through NYCSHS.

Another forty foot freight car. This one I found at my local model railroad club.
The NYCSHS archive crew has been busy scanning photos and documents in order to produce a series of DVDs with some of this material recorded. We are very pleased to continue to offer these DVDs to you to help with your research and modeling of the NYC. Take a couple of minutes to look at some of these products that are available in the Collinwood Shop.

Here are the latest:

- **NYC Lines Magazine 1911 – 1932**
- **NYCentral Modeler 2011– 2018**
- **NYCS Diesel Locomotives/ Steam Locomotives of the NYC – Lines- System**
- **NYC Signals Department**

These and more can be ordered online in the Collinwood Shop

http://www.NYCSHS.net

Or you may order the latest by mail using the forms on the following pages.
**Introduction**

The 19000-series wood side cabooses were a hallmark of the New York Central and its subsidiaries. Contrary to being a uniform fleet, the 19000-series cabooses actually encompassed a number of different styles and configurations. On the B&A the 19000-series cabooses were classified as type CA-5 and numbered 1117-1299.

This the official diagram for the B&A CA-5 series caboose.

In looking through a number of books I noticed there appeared to be several variations just within the CA-5 class. Since I model the Boston & Albany in 1947, I wanted to model the variations appropriate for that era. To aid in this effort I acquired a number of photos from Bob’s Photos; several are included in this article and are used with permission. Based on my research, there appear to be four distinct variations of the CA-5 caboose.

**Variations**

The first variation was what we generally think of the standard 19000-series caboose. They had three windows on each side of the car body and a low cupola with three windows on the front and back.

We see variation 1 of a B&A caboose, with the standard three windows on the end of the cupola. Photo courtesy of Bob’s Photos.

The second variation is similar to the first except for the cupola. In this variation the cupola appears to be a bit taller and has four windowpanes on front and back of the cupola. The sides of the cupola also have four windowpanes. Note this is the variation reflected in the CA-5 diagram.

Shown is variation 2 of a B&A caboose with four windowpanes on front and back of the cupola. Picture courtesy of Bob’s Photos.

The third variation was a transfer-type caboose, lacking the cupola. It has the same car body as variations 1 and 2, with
three widows on the each side of the car body.

This is variation 3 of a B&A caboose with 3 windows on the car body side and no cupola. Picture courtesy of Bob’s Photos.

The fourth variation is also of the transfer-type and lacks a cupola. Technically this particular version is a different style of caboose that predates the standard 19000-series, but it’s so close in design I’ve grouped it with the other three. This variation has a car body with four widows on each side. The window spacing is also slightly different than that of the other 3 variations.

Determining numbering of each of the variations was a bit of a challenge. Many of the cabooses underwent window and cupola changes throughout their life, so it is possible to that a particular caboose fell under a different variation type depending on the time period. As with all models it is important to gather as many good reference photos as possible.

Modeling the Variations

Now that the major variations have been identified, it was time to model them. For each type I started with the Robert Ray 19000-series N-scale caboose kit. Building this kit was covered in the 3rd Qtr. 2018 issue of NYCentral Modeler, so I won’t go through every step in building the kit; only the modifications needed to make each variation of caboose will be covered.

Variation 1

Variation 1 is the easiest to build, just build the kit per the instructions and then letter it for B&A. The paint scheme was the same boxcar red sides and roof walk with black roof as was used in the 3rd Qtr. 2018 issue.

I haven’t been able to locate any good close up pictures of this variation, but an HO model of one was produced in brass a few years ago and provides a good reference.
For the decals, I used a “B” and an “A” from the car names in old Northeast Decals NYC streamlined passenger car set. The “&” is from the “PL&E” letter included in the decals that come with the caboose kit.

**Variation 2**

Variation 2 is bit more challenging. For this version, the car body remains the same as variation 1 but the cupola had to be modified for the slightly different window arrangement. On the real caboose, the cupola is also slightly taller. However, I chose to overlook it, as modifying the cupola height would have required major undertaking and I was satisfied with just capturing the overall look and feel; this is n-scale after all.

The first step to modify the cupola was to remove the two vertical window frame members on the inner and outer widow pieces.

These photos show the before (bottom) and after (above) of the removal of the dividers between the three windowpanes from the standard variation 1 cupola ends. The top photo is the inner pieces, while the bottom photo is the outer pieces.

I then fabricated a new center section approximately 18 inches wide to put between the two end widows on the cupola using scrap wood from the kit.

These photos show the completed cupola after it was modified into the cupola style used on the variation 2 caboose.

I didn’t use actual measurements for deciding the width of this piece, 18 inches is just what looked good to me. I then made thin muntins for all end and side windows on the cupola. Once the glue was dry on all the small pieces, I assembled the cupola.
For this caboose, I decided to use the all boxcar red paint scheme (including trucks) shown in the photo of B&A #1266 on page 219 in the Robert Willoughby Jones’ book *Boston & Albany, The New York Central in New England*. 

A new roof walk must also be created, as the roof walk parts included with the kit aren’t sufficient to cover the entire length of the cupola-less roof. For this I used a Micro-Trains 40’ wood roof walk, cut down to the correct length; it should just slightly overhang the roof end. I used an extra roof walk for the sidepieces that link the roof walk to the end ladders. Based on various reference pictures there should also be some number of round roof vents; however, I’ve seen conflicting numbers and locations. Since I haven’t been able to satisfactorily nail down the correct number and locations, I left these off the model for the time being.

Variation 3

Modifying the kit for the variation 3 caboose is reasonably simple. The car body is built per the instructions, but a new roof minus the cupola hole has to be fabricated. For this I bought a thin sheet of basswood from the local hobby shop and used the roof from the kit as a template.

Variation 4

Variation 4 is probably the most challenging of the conversions. Creating this model requires adding a fourth window and modifying the other three window locations on the sides of the car body, as well as fabricating a new roof. As noted before, I was unable to find any good close up reference photos of this version, so I used the side view of the HO brass model as a reference. Using this good straight-on side view, I was able to calculate the positions of the four windows on each side. Note these are not
in the same locations as the existing side windows. For this caboose, the front edge of window opening for the outer windows is approximately 6 feet from the car body end, while the front edge of the inner window openings is approximately 19 feet from the car body end.

You can see the markings for the variation 4 windows on the unmodified kit sides. I carefully cut out and moved around the siding material until the widows were in a satisfactory position.

This picture shows the window openings on the caboose sides modified to the new window locations for the variation 4 style caboose.

Next it was onto the window frames.

Based on the brass model, it appears the side widows didn’t have the ability to be opened, and thus employed a single fixed four-panel pane window instead of a fixed upper pane and recessed movable lower pane. To model this I carefully added a muntin to the lower pane of the window.

You can see the original 2-pane windows (top) that can be opened and (bottom) the modified, single pane, permanently closed windows used on the variation 4 style caboose.

Once all the frames were ready I added them to the window openings.

For the roof and roof walk, the same techniques employed for version 3 were used. For this version I did add the round roof vents based on the pictures of the brass model. I calculated their dimensions based on the pictures of brass model. I then fabricated the vents from styrene rod. I drilled out a small hole in the bottom of each vent using a #80 bit and inserted a small piece of brass wire to hold the vent onto the roof of the caboose.

These are the round roof vents after assembly but before filed down to the correct size.

Once the glue was dry I filed down the styrene to approximately 2 feet in
diameter and about 6 inches high (mostly just what looks right). I then drilled holes in the caboose roof and added the vents.

This is the fully assembled variant 4 caboose with new roof walk, vents, and modified windows.

All the photos I’ve seen for this type of caboose appear to have the standard boxcar red body with an all black roof, so I went with this paint variation for this model.

Conclusion

These 4 variations provide a good realistic variety to my B&A caboose fleet. There are many other variations that could be modeled, including grab irons, under frame details, and such. Additionally, B&A used a unique Bettendorf T-section truck on many of their cabooses early on. These appear to have been mostly replaced by more standard Bettendorf friction bearing caboose trucks by the period I model. This actually works out well for me, as the T-section trucks aren’t available, while Atlas does make the friction bearing trucks in n-scale. Once these trucks are added, along with Microtrains 1015 couplers, these 4 cabooses were ready to bring up the rear of my B&A freights.
We introduced this feature in the NYCentral Modeler to showcase some of our NYCSHS members modeling. We are requesting that you send us some photos of your models with a short caption. We will showcase these models in each new edition. Send photos to: NYCBigFour@verizon.net

Brian Marotta Models
I was reading the latest issue of the Modeler magazine this morning, and saw your request for model photos from people. It made me remember that you had sent out a request to some of us back in the summer for such pictures and I never got around to it. So I set out tonight to snap some in progress pictures of a couple of projects for you. I think that I sometimes tend to have a tendency as a modeler to want to show off pictures of a completed project, but showing the in progress pictures are just as valuable.

This Alco S-2 is an Atlas model that I've repainted and decaled into a New York Central locomotive. Since Atlas hasn't done a run of the S-2 that includes NYC yet, I've been forced to do it myself.

These other two pictures are of a Pecos River brass Niagara that I picked up on eBay at least 8 years ago. While they were painted and lettered by Pecos River, they did not get it right. So I removed the factory applied lettering, repainted the engine, and decaled it. Both of these still require flat coats and weathering before I call them done.

Larry Faulkner Models
These photos are of a model of CR Tower that was located at the southern end of the Harmon station complex controlling the interlockings and routing trains through the busy station area. I installed real glass in the windows to get these nice reflections of the sun outdoors. Lighting is the next phase as we wait for 3D printed interior components to be done for this series of Electric Division tower models. Articles will follow when these are completely finished.
We spend an inordinate amount of time trying to get our members to share their modeling with us. We cannot continue to publish the magazine without your help. You take the time to read it, how about contributing to it. This column was an attempt to make it easier to share photos rather than writing articles, but we have gotten very few photos.

Since I continue to have difficulty in obtaining model photos from you, I will include a few of my own again.

I love painting figures for my railroad so I will include a few here.
Visit the NYCSHS Collinwood Shop

As a NYCSHS member, you enjoy a 20% discount on many of the items in the store. We offer a wide-selection of models, engineering drawing CDs and DVDs, movie DVDs, NYCSHS calendars, a large collection of books on the NYCS, hats, T-shirts, sweatshirts, jackets, polo shirts, dress shirts, towels, blankets, plaques, patches, mouse pads, cups, and art prints -- all with the NYC logo.

Our model selection includes NYCS locos, rolling stock, and buildings, and they all are at 20% off MSRP. For some of the locos, this means a savings of more than $50 each.

To take advantage of this 20% savings, you must join today. Memberships start at only $44 per year and bring many benefits in addition to the 20% savings in the “Collinwood Shop”. Join using the application on page 60 or Click here to join at the “Collinwood Shop”. 
New York Central System Historical Society
P.O. Box 264, Emerson, NJ 07630-0264

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New York Central System Historical Society  
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May the NYCSHS share your name and contact information with other NYCSHS Members? Yes ☐ No ☐

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The NYCSHS archive crew has been busy scanning photos and documents in order to produce a series of Flash Drives with some of this material recorded. We are very pleased to continue to offer these Drives to you to help with your research and modeling of the NYC. Take a couple of minutes to look at some of these products that are available in the Collinwood Shop. – Computer manufacturers are no longer providing DVD drives with their computers, so we have begun to offer Archive and NYCSHS Collinwood Shop Products on 3.0 Flash Drives. Buy them and just plug them into one of your USB ports on your computer and enjoy them just as you would a DVD.

From Horsecars to Interurbans – Oneida Railway Company

CCC&StL (Big Four) Valuation Maps – Full Coverage

These and more can be ordered online in the Collinwood Shop

http://www.NYCSHS.net
NYCS Central Headlight Magazine 1940 – 1968

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 – 1940 also available in digital form from the NYCSHS.

NYCS Structures  (Reissued on a Flash Drive)

These and more can be ordered online in the Collinwood Shop

http://www.NYCSHS.net
Seth Lakin  Modifies the N-Scale Architect’s Lines West Station

In the next issue we will see how Seth reduced the Lines West Station to model the smaller stations also found in places like Delta, Lenawee Junction, Mishawaka, North East, Stryker and Sturgis.

Stan Madyda Models Some Loads for a Red Caboose NYC 42’ Flat

Stan built these models for John Stamato’s Valley Railroad. This is just one of the two that Stan modeled. What looks like a simple project required a lot of detailed modeling by Stan. Came see what he did in the next issue.
Ron Buser, Retired NYC, PC, CR & CSX Employee Plans a Model Railroad

Ron finds himself by the tracks, waiting for a hot eastbound morning van train and thinks about the model railroad he might build someday. We promised this article in this issue but had to delay it to the 3rd Qtr. 2020 edition. Don’t miss it!!

Results of the NYCSHS Modeling Survey # 6

We continue to try to provide the best support to our NYCS modelers and again this year have conducted a Survey Monkey modelers’ survey of our membership. We are delivering this to the NYCSHS Modelers’ Committee for review and action and will be reporting out the results of the survey and the actions proposed that will result from the survey responses.

Watch for a complete report on the survey and the actions being proposed as the result of that survey in the next edition of the NYCentral Modeler coming to you on July 1, 2020.

Don’t miss the 3rd Qtr. 2020 edition!!!
We are taking 2020 memberships now!!!
Don’t miss out on all of 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
Some excerpts from the New York Central System Central Headlight Flash Drive

These pages are from the June 1956 edition of the NYCS Central Headlight available on a flash drive in the Collinwood Shop. You can find them as NYCS Central Headlight 1940 – 1968. They are fully reproduced and are searchable on the flash drive.

Some excerpts from the NYC Lines Magazine DVD

Cover and ad from the February 1929 NYCL Magazine. These covers and ads make this NYCSHS DVD very interesting reading. It is wonderful to be able to learn about the NYC in the days when our parents and/or grandparents may have ridden or watched the NYC as youngsters.
New York Central Magazine was published and distributed to the over 100,000 NYC employees. The covers provide a glimpse of life at that time. This ad brings back some interesting memories for those who saw these products in the homes of our parents and grandparents as we were growing up. For many of our younger members these are only things that disappeared before they were born. The NYCSHS has published a DVD containing all of the issues of the magazine. 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 www.NYCSHS.net
These poster ads illustrate some of the things that made the NYCS great in years past. The one on the left illustrates how the NYC continued to provide excellent service on its trains even during WWII. The one on the right provides information about the Grand Central Terminal where over 54,000,000 travelers passed through each year during the war.

One of the 20th Century Limited 50th Anniversary envelopes provided to us from Ed Tobin.
The upcoming 2020 NYCSHS Convention will be held in Cleveland, OH. The poster pictured reminds us that it is never too early to begin to think about the next convention. This one promises to provide exciting tours, presentations, new models and lots of NYCS enthusiasts. The 2019 convention was a huge success and this upcoming one promises to provide lots of excitement too. We are returning to our roots in Cleveland for the 50th Anniversary Convention. More details on the website: www.NYCSHS.org

For Details Go To: https://nycshs.org/nycshs-events/

To download a registration form, go to: https://nycshs.files.wordpress.com/2019/10/nycshs2020registrationform.pdf
To register online go to: https://nycshs.3dcartstores.com/Convention-Registration_c_23.html
AMB HO-Scale NYC Caboose Kits

(Tongue & Groove - Lot 732) (Lot 732 Pacemaker)

The Lot 732 caboose was built on the steel fish belly frames of 1910 era 36’ boxcars in 1944. The 50 cabooses in the Lot were numbered 20100-20149. While they look like a standard 19000 series caboose they are longer with a distinctive steel C channel along the bottom of the body. In 1946, five cabooses were rebuilt with plywood sides, different brake equipment and were painted gray and crimson for Pacemaker service.

These NYCSHS exclusive HO-scale kits are laser cut and are a joy to build. They are less trucks but Westerfields Models has the correct trucks. Offered here in the store at: http://www.nycshs.net/American-Model-Builders-Laser-Kits-HO-Scale_c_76.html. The kits come with the decals for the appropriate caboose.

Non-members price is $64.95. NYCSHS Members Price $51.96 and that is 20% off MSRP for members. Shipping is extra and Ohio residents pay 8% Ohio sales tax.

New Book From
Morning Sun Books.

Lot’s of NYC Action!!

Railfanning the Northeast 1934 – 1954 Vol. 4 NYC, NH and LIRR
https://nycshs.3dcartstores.com/Morning-Sun_c_102.html
AMB N-Scale NYCS 19000 Wood Caboose Kit

**Features:** 100% laser-cut components with custom laser-scribed Birch plywood side, end walls, and cupola; Tab & Slot carbody construction; Peel & Stick windows, doors, and trim assembly; laser-cut underframe, end platforms, ladders, end railing, hand grabs, window glazing, truss rods, and brake wheels; cast resin platform steps and brake gear; plastic smoke jack; custom decals by Tichy Train Group; and fully illustrated instructions that provide information on painting and decaling the assembled model. No trucks or couplers included.

Non-members price is $37.95. **NYCSHS Members Price** $30.36 and that is 20% off MSRP for members. Shipping extra and Ohio residents must pay 8% Ohio sales tax.

http://www.nycshs.net/American-Model-Builders_c_165.html

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**Central Headlight DVD 1970 – 2017**

The imagines are on indexable PDF files. The Index can be opened in any web browser. **The price is $39.00 for NYCSHS members and $59.00 for non-members.** Free Shipping.

http://www.nycshs.net/Central-Headlight_c_16.html
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
The Alco PA series locomotives are considered by many to be the most attractive diesel locomotives ever produced. The PA locomotives were built by a partnership of American Locomotive and General Electric between 1946 and 1953. They offered two models, the PA-1 initially followed by the PA-2. Both were powered by Alco’s 16-cylinder 244 diesel engines generating 2,000 HP in the PA-1 and 2,250 in the PA-2.

The PA locomotives were designed to compete with General Motors’ EMD E-units in the passenger locomotive market. While one could argue the ALCos won in style, they did not win in reliability. Their 244 prime movers could not unseat the EMD 567, and the PAs were demoted to secondary service on many lines. Most were retired as passenger service declined in the 1960s, and nearly all were scrapped.

Features:
- Correct nose and roof profiles 3D-scanned from the prototype
- Loads of roadname-specific details
- Non-dynamic brake versions,
- Full underbody piping and conduit
- Separate grab irons and handrails installed at the factory
- Etched-metal grilles, where appropriate
- Lit number boards, headlights and green and white class lights
- Lit control stands and full cab interior
- Operating Gyraltie or red Mars light, where appropriate
- Rapido’s proven drive system adapted from the FA-2
- DCC with a TCS Sound Decoder featuring Rapido’s exclusive Alco 244 sounds, programmed to operate seamlessly with Rapido’s other sound-equipped locomotives.

View in Collinwood Shop at: https://nycshs.3dcartstores.com/Rapido-HO-Scale_c_119.html
NYCSHS Backpack or Shoulder Bag

The deluxe backpack has three roomy zippered interior compartments, two outside mesh pockets, padded shoulder straps for comfortable weight distribution, convenient top loop for quick carrying, and adjustable straps and buckles for carrying additional items outside the pack.

The shoulder bag has three zippered pouches—two large and one small, a small Velcro pouch and four pen/pencil pouches under the outside cover. The outside cover has two adjustable plastic snap closures.

MSRP $25.00. NYCSHS Members’ Price $20.00
Shipping is added and Ohio residents add 8.0% sales tax.
http://nycshs.3dcartstores.com/Memorabilia_c_22.html

New York Central Systems Plaques

Wooden Plaques are painted in accurate colors representing all of the major components of the NYC railroad. These beautiful works of art are available in a variety of logos of the New York Central and its subsidiaries. Purchase one or more to hang in your train or railroad memorabilia room. These are not the flimsy metal logos, but are crafted from wood and painted in accurate brilliant colors. They are being used to decorate the conference room in the new NYCSHS Headquarters. Members’ prices are the lowest you can find anywhere.

MSRP $75.00 - $80.00 NYCSHS Members’ Price $63.75 - $68.00
Shipping is added and Ohio residents add 8.0% sales tax.
http://www.nycshs.net/Memorabilia_c_22.html
Colorful NYC Mohawk and E-8 Three-Dimensional Art

These 24" X 22" Wooden 3-Dimensional NYC Locomotive Plaques are painted in accurate colors. These beautiful works of art are available in two locomotive versions. The E-8 is available in Lightning Stripe and Cigar Band in traditional Black & Silver, Gray & Silver or Green.

Locomotive Plaques are painted in accurate colors representing these NYCS locomotives. These beautiful works of art are three-dimensional plaques that stand out from the wall and have working lights. Purchase one or more to hang in your train or railroad memorabilia room. They are crafted from wood and painted in accurate brilliant colors. They are being used to decorate the conference room in the new NYCSHS Headquarters.

They are sold at train shows and have only just become available to us and are priced at 15% below retail for NYCSHS members.

MSRP $245.00 - $255.00  NYCSHS Members’ Price $216.75 - $208.25
Members’ prices are the lowest you can find anywhere.
Ohio residents add 8.0% sales tax.
http://www.nycshs.net/Memorabilia_c_22.html
NYC 19000 Tongue and Groove Wood Side or Plywood Side Caboose Kits (HO-Scale)

Other than the NYC Hudson locomotive, the 19000 series cabooses with their distinctive low cupola were an icon of the New York Central Railroad. These cabooses lasted from the early 1900s well into the 1960s.

These models are craftsman kits and require purchase of trucks and couplers that are not included with the kit. The kits come with a set of decals so that you can number the caboose as you wish.

The MSRP for these kits is $59.95 each, but are offered to NYCSHS members for 20% off at $47.96 each plus shipping and handling costs. Ohio residents must pay 8% Ohio Sales tax.

http://nycshs.3dcartstores.com/American-Model-Builders-Laser-Kits-HO-Scale_c_76.html

American Flyer S-Gauge – From Lionel

The 2020 AF catalog lists several NYC items available for this year!!!

Take a look at the following:

Go to: https://nycshs.3dcartstores.com/American-Flyer_c_184.html
MTH S-Gauge/Scale 2020 Catalog Items

Go to: https://nycshs.3dcartstores.com/MTH-S-Scale_c_72.html

Upgraded S-Scale Helper Service Models

MTH O-Gauge/Scale 2020 Catalog Items

Go to: https://nycshs.3dcartstores.com/MTH-Electric-Trains-O-Scale_c_71.html

And: https://nycshs.3dcartstores.com/MTH-RailKing-O-Scale_c_75.html
Bethlehem Car Works Passenger Cars

Lot’s of NYCS passenger cars.
Go to: https://nycshs.3dcartstores.com/The-Bethlehem-Car-Works-Inc_c_108.html
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 and for the NYC employees.

The MSPR 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.
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 – 1940* also available in digital form from the NYCSHS.

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 DVD provides all of the editions published up through 2018 and will be the first in many of the *NYCentral Modeler* DVDs that will be offered in the future. It 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 *NYCentral Modeler* staff. These past editions are no long available for download from our website.

Don't miss out on this complete set of *NYCentral Modelers* produced through 2018. It contains many wonderful articles about modeling the NYCS and features articles written by both NYCSHS members and non-members who model the NYCS.

The MSPR is $36.95 and the NYCSHS member’s price is $29.56 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.**
New York Central Diesel Locomotive Images

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

These CDs provide excellent photographs for pleasant viewing or provide details for modeling of these locomotives.

We have several more being assembled and they will soon be added to the collection of available CDs containing locomotive images. Right now we are working on Hudsons, Niagaras, 0-8-0s, Fairbanks Morse road engines and switchers.

The MSPR is $79.00 and the NYCSHS member’s price is $55.30 and that is 30% 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.

More Locomotive Photo Collection CDs coming soon.

Over 35,000 NYCS Photos and Tens of Thousands of ValMaps are Available Online Now
These are all Available for Research or Purchase and are Easily Accessible.
Take a few minutes to browse the photos and/or ValMaps available by following the instructions below. Don't miss out on this valuable resource.

To simply view the photo or Val Map offerings from the NYCSHS, just go to the website and enjoy.

Click Here to View Photo/ValMap Website
Check Out The Newest NYCSHS Archive Releases

All New NYCSHS Archive Products Will Be Release on USB Flash Drives in Jewel Cases

From Horsecars to Interurbans
Oneida Railway Company By John Taibi Digital Book
Available at: https://nycshs.3dcartstores.com/NYCSHS-Books_c_53.html

Cleveland, Cincinnati, Chicago, and St. Louis Railway
Complete Big Four ValMaps – Digital Map Set
Available at: https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps-_c_180.html

These are the first two of our upcoming digital releases on 3.0 drives replacing the DVD format we have used in the past. They are compatible with all old and new computers using 2.0 or 3.0 USB ports. Plug them into your USB port and they work just like the DVDs did.
From Gotham to The Berkshires

(NYC's Harlem Division)

The story of the old New York & Harlem Railroad began way back in 1831 when New York City authorized construction of a horse-drawn streetcar system for Manhattan Island. Over the decades this evolved into a major commuter railroad connecting New York State's upstate communities with the City.

This new book is not a detailed narrative of the New York Central System's Harlem Division, but a photographic look at the history of this railroad that was the driving force in developing the region along the eastern border of New York State from New York City to the heart of the Berkshires in Western Massachusetts.

Several noted photographers as well as railroad historians have opened their collections to us. They are the major source of the nearly 600 images, maps, and timetables that lie between the covers of this publication. These folks have literally saved the history of this under-publicized major railroad. We are proud to present their work within these pages.

Stony Clove & Catskill Mountain Press
P.O. Box 383 - Hunter, New York - 12442

$64.95

MSRP $64.95 NYCSHS Members' Price Now Reduced to $45.00!
Shipping is extra and Ohio residents pay 8% Ohio Sales Tax

http://www.nycshs.net/Stony-Clove-Catskill-Mountain-Press_c_92.html
NYCSHS Announces Herron Rail Videos Complete Line of NYC Videos
Brand New!!!!!

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 of these videos are priced the same.

This is your chance to pick up one or all of 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 MSPR 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.
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: http://nycshs.3dcartstores.com/Engineering-Drawing-CDs-DVDs_c_17.html

Books, Books, Books

All NYCS Books can be found at:
http://nycshs.3dcartstores.com/Morning-Sun_c_102.html
NYCSHS 50th Anniversary Year Offerings

NYCSHS 50th Anniversary Hats (Lightning Stripe Gray or Black)

NYCSHS 50th Anniversary Mugs (Front & Back)

NYCSHS 50th Anniversary Beer Stein

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

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 Year Offerings (Continued)

NYCSHS 50th Anniversary Polo Shirt

NYCSHS 50th Anniversary 2020 Calendar

NYCSHS 50th Anniversary Early Bird NYC Jacket
All this and more in the Collinwood Shop 50th Anniversary Items
http://www.nycshs.net/NYCSHS-50th-Anniversary-Celebration-_c_196.html
NYCentral Modeler Final Thoughts

Spring is in the air and that means that some of us will be turning our thoughts to outdoor events and activities. But does that mean that we will no longer be thinking about the NYC and modeling? Not in my mind.

Most of my days are consumed with activities involving the NYCSHS. I do business management, financial management, webmaster duties for the NYCSHS website, backend management of the Collinwood Shop, develop all of our MailChimp emails, edit this magazine, do much of the final development and production of the archive products for sale in the Shop, support the modeling committee as a member, and do much of making the arrangements for conducting the Mini’s. I am also a modeler in a sad transitional state.

Right now my modeling consists of getting ready to tear down my long-time fully landscaped, signaled, and operating 1/29-scale railroad. I have over 50 NYC locomotives, around 150 pieces of rolling stock, and about 40 buildings, mostly built from scratch. My automobile and truck model collection displayed on my railroad consists of almost 75 vehicles and my “people” on the railroad number almost 100. To see my layout go to: https://www.youtube.com/watch?v=LreFh4b-Bz8

My plan is for my good friend Dave Fuller and I, with the help of two hired hands, to collect all of the locos, rolling stock, vehicles, people and buildings and box them up for sale, with the exception of about 20 locomotives that I will be displaying on shelves in my homes.

Then will come the painful job of tearing up the track, taking down the layout benchwork and hauling all of it to the local dump. Not a fun prospect but it is something I need to do in order to sell and move out of a large home that requires a huge amount of my time to maintain. We are downsizing before we are forced to do that by age.

It is a sad thing to have to do, but it is something that all modelers will face at some point in their lives. The good thing fortunately, is that I have come to terms with it and am looking forward to a new phase in my life as I come up on my 80th birthday this year. By the time you will be reading this, I will have it all finished and will have moved on to admiring my modeling on shelves in my Virginia and Florida homes. I have the shelves fully tracked, ballasted, landscaped and ready for my models to move in. I even have backdrops in place on the shelves. I will have become a collector rather than an operator, but as we all know there are many ways to enjoy model railroading.

As for activities at the NYCSHS, the 50th Anniversary Convention in Cleveland will be an exciting event in May. The two Minis’ in Albany and Michigan City will be fun and I hope to see many of you at those events.
We have just completed our sixth NYCSHS Modelers Survey with good responses. Expect to hear about that in a MailChimp from us in late April.

As you already know we have a large number of products featuring the NYCSHS 50th Anniversary for sale in the Collinwood Shop and they will be on display at the convention as well. I hope you take the time to look them over and purchase some of them to show the world that we are a dynamic and fun organization. The NYC Pacemaker 50th Anniversary boxcars make a positive statement about the Society as they run on your layout, your club’s layout, your next operating session, or simply displayed on your desk or shelves. Buy a couple to show your pride and help the Society at the same time.

Finally, I want to share with you an important change in how we are providing the products coming from the NYCSHS archive.

Until about 2005, most desktop and laptop computers were supplied with floppy disk drives but floppy disk drives became obsolete with the widespread adoption of CD and DVD drives supplied with computers.

Today, almost all new computers come without these drives and the external versions have disappeared. All computers come with USB ports and flash drives are the means to obtain the info previously provided on CDs or DVDs. In fact CDs are pretty much obsolete as well. Flash drives are now appearing as version 3.0 replacing the older drives. Luckily, the 3.0 versions are backward compatible with the 2.0 slots.

As the result of all of this, we are now supplying all of our digital products on 3.0 flash drives. We still have a small supply of some of our products on DVDs and will continue to provide them until they are gone, but once they are sold out those products will only be produced on flash drives.

The flash drive is used by inserting it into one of the USB ports on your computer and at that point the material is accessible just the same way as it was on CDs or DVDs. You can view the material, download it or copy it just as you did from the CDs or DVDs.

This change will have very little impact on the price but will provide useable information in a format that will be good until they come up with something else new.

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

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

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

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As we continue in the spring modeling season, the NYCHS would very much like to include an article by you in the next issue that will be released in the 3rd Qtr. 2020 edition. You should still be doing a little with your layout or modeling during these spring months. 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 layout. We need them for all of our publications, but to make the next one, send them to us by May 15, 2020. **NYCSHS@verizon.net**

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**NYCentral Modeler**

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**Preview Of 3rd Quarter 2020 issue**

Anthony Briggs has promised an article on his O-scale NYC Flexi-Vans.

Always looking for good articles and photos for the 3rd Qtr. 2020 edition. Let us see your handiwork.

Seth Lakin begins a two-part article on modifying the N-Scale Architect’s Lines West Station.

And