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

www.NYCSHS.org
www.NYCSHS.net

- Check out all of the wonderful NYCS modeling in this issue.
- Extra Board, NYCSHS RPO, What’s New, and Observation Car Bringing You the Latest in NYCS Modeling and News
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Celebrating 50 Years as the Primer Railroad Historical Society

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

Your membership gets you four issues of the popularly acclaimed Central Headlight, the official publication of the NYCSHS. The Central Headlight is only available to members, and each issue contains a wealth of information each quarter. From steam to diesel (and electric), from freight to passenger, from branchline to mainline, the Central Headlight covers them all. Our Annual Meetings focus on the preservation of New York Central railroad history with informative speakers, presentations, and tours. The Society also has many NYC reference books and drawings available for purchase. Membership is open to all; so don’t delay; join today! www.nycshs.net

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

The NYCSHS Modelers Committee

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

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

We have released over 400 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 and Collinwood Shop: 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
It has been a long winter, with the February weather of these past few weeks being quite cold with ice, sleet and snowstorms all in the same week. It didn’t melt for over ten days. I thought the pandemic was limiting my getting out of the house, this was worse. It’s finally gone!

The good news is I was able to get my layout room framed, wired, insulated, sheet rocked, spackled and painted. Every article I’ve ever read advised to make sure the train room is finished before starting the layout. I’ve taken the advice, even though it used up my current budget. It is nice to have a new, clean space to create in. It will take a bit of thought to come up with a layout plan, but I will.

The better news is my staging area benchwork is installed. I’m glad I saved my design notes from my previous layout, as I wanted to incorporate the same operational features and use the same trains and equipment as before. This time it will be with a longer mainline and better trackage. The minimum radius is now 22”, not 18”, and turnouts are #6 and #8, not #4, as before.

I’ve taken some photos and will undoubtedly write up an article for the NYCentral Modeler once the track plan is finalized and the benchwork done.

One of the joys of having the spaces finished was unpacking from my move. I was able to put up my diesel display cases and get the 80 or so Diesels back into their “homes”. Next came the rolling stock shelving and those “special” cars I’ve built or detailed that don’t fit the 1953 time period I model. My freight car and passenger car boxes are next, once I get the staging yard trackage installed.

It will give me the opportunity to do a lot of “RIP” work this spring, as not every piece of rolling stock survived the moved unscathed, and I’ve got a lot of loose couplers, brake wheels, grab irons and other miscellaneous details to fix. I’m glad I can re-join the modeling side of the Society, as I’ve felt a disconnect.

Greetings from the NYCSHS President

Dave Mackay, NYCSHS President
From the Cab

As I put the final touches on this edition, I am amazed at the variety of modeling it showcases. It features the beginnings of a beautiful layout in New Zealand, three passenger car articles, some very nice NYC signal bridges, information about some real-life “kitbashing”, the continuing O-Gauge modeling by Bob Shaw, and the return of the “Harmon Files” after many months of absence.

The questions and comments continue for many of our readers in the NYCSHS RPO section and the several photos of members’ models continue to provide some excellent shots of fine NYC modeling.

And the news that we have our NYCSHS archive photo database back online and the new NYCSHS Digital Shop about to open and offering these thousands of photos for sale, make me very proud of all the Society is accomplishing today.

It is a great time to be modeling the NYCS and we hope you take the time to share your modeling with us.

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

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

The NYCentral Modeler

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

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

We need articles for scales in addition to HO. We have published articles in Z-, S-, N-, HO-, O-, 1/29-, and 1/32-scales. We do need articles in all scales but we need more non-HO articles.

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

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

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

Be sure to check out NYCSHS on Facebook: https://www.facebook.com/New-York-Central-System-Historical-Society-302109173240295/

This is the first of two planned books on the Pittsburgh & Lake Erie Railroad in Allegheny County. The city of Pittsburgh had the potential to be a major industrial center but for the freight discrimination imposed by the Pennsylvania Railroad. Every new rail outlet built to offer an alternative to the Pennsy was eventually taken over by that company. The only route left was a narrow corridor along the Monongahela River threading through steel mills, lead works, glass factories, and other industries. Pittsburgh yearned for independent rail service but was unable to secure it until William McCreery, John Dravo, James Bennett, Jacob Henrici and the Harmony Society, and others banded together to found and construct the Pittsburgh & Lake Erie. Building on four miles of trestle work through South Side—at times into the Monongahela River—to get to McKees Rocks, the P&LE eventually reached Youngstown, OH where connections were made with the Lake Shore & Michigan Southern (New York Central) and the Atlantic & Great Western (Erie), 68 miles from the Steel City.

Growing to over 200 miles of mainline, the P&LE hauled so much tonnage in iron ore, steel, bituminous coal, coke, oil, and limestone that it became the largest revenue per ton mile railroad that ever operated in America.

This 322-page book opens with the story of the pivotal meeting that formed the P&LE when the founders and industrialists went to war with each other. The result was a railroad independent of the Pennsy and answerable only to the needs of Pittsburgh. It is no wonder that the line acquired the nickname “The Little Giant.” With 373 black & white photographs, maps, engravings, and other ephemera form the nexus of this story. Years of research into the history of the P&LE and the local industries and environs served to elicit a wonderful story about the line and its association with the region.
Images of P&LE motive power, rolling stock, facilities, the South Side complex, steel mills and other industries, the “company” villages that housed the mill workers and their families, and steamboats on the Monongahela and Ohio rivers bring the story to life. This title is printed at 175-line screen on 80# Sterling Premium gloss paper as a flat-backed, Smyth-sewn, oblong, laminated hardcover with an additional protective gloss film lamination. Factory shrink wrapped. And as usual, the book is proudly manufactured in the USA.

- MSRP $74.95 NYCSHS Members $56.21 and that is a 25% discount
- Shipping is $10.00 for US buyers and Ohio residents pay 8% Ohio Sales Tax
- If purchased in the Collinwood Shop the shipping charge will be added to the price for US buyers

Non-US buyers pay actual shipping costs

ORDER FORM

P&LE In Allegheny County Vol. 1

Name:_______________________________________________________________________________
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Phone Number or Email address(Required):_____________________________________________

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

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

Mail to:
NYCSHS, P&LE in Allegheny County, Vol.1
P.O. Box 328, Shady Side, MD 20764

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Non-US Buyers will pay actual shipping costs. They will be calculated in the Collinwood Shop.
Phil Darkins – Building the PD Layout in HO-Scale

When he’s not designing or building a model railroad, Phil Darkins is either tramping (that’s Kiwi lingo for 'hiking’) the myriad gorgeous trails and awe inspiring mountains of his beloved Aotearoa New Zealand, appearing in US TV commercials or movies shot in his stunningly scenic home country, driving a bus in NZ’s capital city, performing on stage as a vocalist and guitarist or honouring the beck and call of his wife, Natalie, and their 11 year old daughter, Lily.

Phil’s various USA connections feature an obsession with everything New York Central railroad and include the fact that his software developer son, Leighton, currently resides in Dallas, TX.

Victor Hand – Building NYC Signal Bridges From Photo-Etched Parts

Victor Hand is retired after a career as a railroad planner. His first railroad job was as a fireman on the New York Central, and he worked for Penn Central, Erie-Lackawanna, Amtrak, and Jersey Central. He later worked for the United States Railway Association, where he participated in preparing the operating plan for the formation of Conrail, and managed the property conveyance process when Conrail was created. As a management consultant he worked on projects for most of the major North American railroads, and for railways in South America, Europe, Africa, Asia, and Australia.

Victor has been a model railroader since age nine, when his father bought him some HO trains. He has been collecting information on and buying and building models of the New York Central for many years. He is currently building a large layout centered on the Hudson and Electric divisions of NYC as they existed in the early 1950s. He is also a railroad photographer. His photos have been widely published in the railroad press, and he has authored four books. His latest effort is “A Steam Odyssey”, published in 2013 by W.W. Norton and Co.

Bob Shaw – Buffalo Blend – Tunnel Top Scene Adds Depth to Backdrop

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

Bob likes to talk trains with friends as a member of NYCSHS, TCA (Train Collectors Association) and LOTS (Lionel Operating Train Society).
Bob wrote 21 previous layout articles about building his NYC Water Level Route layout and restoring Lionel engines. In Part 22 of his O-Gauge Model Railroading column, Bob discusses building a whimsical three-dimensional tunnel-top street that “blends” with the two dimensional cityscape of Buffalo, NY painted on the backdrop.

Retired from careers as a corporate communications manager and special education teacher, Bob and his wife Wanda live in southern Michigan.

**Dean Apostel – Creating a Powered Baggage Car in HO-Scale**

Dean’s uncle worked for New York Central in the East Rochester yards for many years. Both his father and he witnessed the Central during the late 1920s through the 1950s. This is an era he believes all of us would have wished we had witnessed. He has always liked the New York Central and has fond and memories of the railroad connected to his family.

He runs an auto parts business in Los Angeles and has designed and tooled many mechanical parts. His specialty is DCC conversions on both diesel and steam, and he models in HO-scale. He says that while new, and at times naïve, around the function and detail of railroads, he has the desire to learn and appreciates the Society’s generosity with information they offer to those in need of NYCS information and guidance.

**R. B. Phillips – Modeling NYCS Passenger Cars In HO-Scale**

R.B. was born in 1952 and grew up living next to the Mohawk Division of the Central and has only occasionally been out of earshot of active railroads ever since. R. B.'s first train was Athearn HO with Atlas track, in the summer 1958, soon to be followed by more sensible (for 5 3/4 year old’s) O-27 trains from his Father's 5 & 10 store.

He would watch Central trains on long summer evenings at a small town crossing (complete with Blue Coal dealer) from 1958 through 1963. The *Ohio State Limited*, still a good train, usually closed the evening. Though school, hot rodding, and career travel interfered, he returned to his NYC in 2006 by sketching then building a layout that fit his old four-track roots (Utica, Whitesboro, and Little Falls NY) into a compact 14” x 11’. His work life was first in an astronomy vein with a physics, an astronomy, and another physics degree working in international radio astronomy before quitting in 2004 to support missile defense, until retiring in 2019.
Tom Long – N&CC Heavyweight Pullman Sleepers 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 Bachelor 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 fifth article in the NYCentral Modeler.

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

We know that you are a great modeler and we would love to see some of your work here in the NYCentral Modeler. Articles are pretty easy to do and our readers would love to hear about your layout, collection 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.
Hall of Heroes - We have three new authors to receive our NYCSHS Magazine Writer T-Shirt for their first article in the magazine.

The new authors are Phil Darkins and R. B. Phillips.

Why don’t you write one for us???

NYCentral Modeler – “Mystery Photo”

Tell us what you think these structures are and where they might be located. If you are really good, you can give us a date for the photo. Send your answers to nfwiddifield@NYCSHS.org
One of the great ads from the
New York Central Lines Magazine

Did Your Grandfather or Great-Grandfather Wear These?

Ad from the May 1905 Edition
The newest collection of NYCS locomotive photos. Now on Flash Drives!!!

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

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

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

Don't miss out on this collection of images from the NYCSHS archives. This collection contains 165 images. [https://nycshs.3dcartstores.com/Digital-Photo-Collections_c_163.html]
It has arrived!!

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

NYC Locomotive Photo Collection “Streamliners”

You can find it at: https://nycshs.3dcartstores.com/Digital-Photo-Collections_c_163.html
Or just look in the Shop under the Digital Photos section.

Accurail B&A 3-Bay Hopper (Lot 824-H)

40'8” All Steel Self-Clearing Offset Hopper

https://nycshs.3dcartstores.com/Accurail-HO-Scale_c_70.html

Watch for an announcement for other up-coming addition to the expanding collection of NYC Locomotive digital photos on flash drives.
Z-Scale Rolling Stock

Z-Scale Monster

These cars are made by Micro Trains and have been out for several years but there is a sale on them now.

MSRP $99.95 Sale Price $79.96 for Four Pack
http://www.zscalemonster.com/mt/994-00-000/

Are there any Z-Scale NYC modelers out there? We would like to hear from you.
nfwiddifield@nycshs.org

N-Scale Rolling Stock

Athearn

The PS-2 2600 cu. ft. covered hopper first entered service in the 1960s. The car was popular for cement and sand service and could still be found in use well into the 2000s. The most common service was cement and sand. Occasionally used as buffer cars in instances where a bulk load was not protected by a bulkhead, for example an unprotected lumber load on flat car would require a buffer car between the load and the locomotive.

FEATURES:
- Fully assembled and ready for your layout
- Etched metal roofwalks
- Flush or overhanging roof per prototype
- Factory installed wire roofwalk grab irons
- Prototype specific details including flush or overhang roof and round or trough hatches
- Weighted for optimum performance
- McHenry knuckle spring couplers installed
- Minimum radius: 9 ¾”

MSRP $29.98 Expected Delivery Now

Bluford Shops

NYC Alert Safety Wherever Bay Window Caboose

This caboose sports one of the more unusual paint jobs on the NYC cabooses. This was part of the NYC's safety program and several cabooses were painted in "safety" green and white
The green carbody had white lettering and logo. The herald sports the Aerotrain and features the "Alert" logo rather than the traditional NYC logo. Notice the green cross signifying safety.

Features:

- Ladders and running boards as appropriate
- Barber-Bettendorf Swing Motion caboose trucks
- Magnetically operating knuckle couplers
- Fox Valley metal wheels
- Separately applied smoke jack and brake wheel
- Wire grab irons
- Window "glass"
- Weighted for trouble free running
- Fully assembled and ready to run

MSRP $39.95  Expected Delivery Late 2021

Available in the Collinwood Shop at Members Discount

HO-Scale Locomotives

Rapido

NYC EMD E-8A

EMD’s E-8 were the quintessential North American passenger locomotive of the 1950s through the 1970s. 450 E8A and 46 E8B units were produced. The first E8s were delivered in 1949, with the last E9 being produced in 1964. These units pulled passenger trains from coast to coast, and later became the backbone of Amtrak’s fleet in its early days. Many more were later used in commuter service before being retired. Today several units live on in museums and tourist railroads throughout North America. The NYC had 62 A-units.

Features:

- 3D laser-scanned body shell
- Accurate nose and roof contours nose
- Accurate back ends
- No dynamic brake options
- Dual steam generators, widely spaced
- Single-headlight configuration
- Freight pilot
- Vertical Farr grills
- Single MU door nose, right of headlight
- Side Portholes
- Cab-side walkway
- Cab-side lifting lug covers
- Non-skirted fuel tanks
- Pilot MU hoses
- Hyatt bearing trucks
- Heavy die-cast chassis
- Smooth running drive system with all wheels powered
- Complete lighting effects – headlights, class lights, backup lights, ground lights, cab lights and more
- Numerous road-specific detail parts in both plastic and etched metal

MSRP $339.95 Expected Delivery TBD

Available in the Collinwood Shop at Members Discount
• With or without dynamic brakes as appropriate
• Front and rear footboards
• See-through steps
• Same powerful drive as WalthersProto(R) locos featuring:
  • Five-pole skew-wound motor
  • 14 to 1 gear ratio
  • Helical-cut gears for quiet operation and easy multiple unit operation
  • All-wheel drive and electrical pickup
  • Machined brass flywheel
• Heavy die-cast metal chassis
• Constant and directional LED headlights
• Available with ESU Sound for DCC and DC layouts
• 21-pin DCC plug
• Four road numbers
• Molded drill starter points - add grab irons to your model easily with the GP9 Phase II Diesel Detail Kit

MSRP $199.98 Expected Delivery Now
Available in the Collinwood Shop at Members Discount

HO-Scale Rolling Stock

Accurail

B&A (NYC) 36’ Double Sheath Wood Boxcar

Features:
• Steel Roof
• Wood End
• Fishbelly Underframe

MSRP $19.98 Expected Delivery Now
Available in the Collinwood Shop at Members Discount

Athearn

NYC F89-F Bi-Level Auto Rack

Introduced in the early 1960s, the Trailer Train (now TTX Company) F89F flatcar has been a mainstay of contemporary railroading. A product of Bethlehem Steel Company’s (BSC) Johnstown, PA plant, over 9,000 of these (89’ 8” over the strikers) cars were built throughout the 1960s. Visually distinctive from other long flatcars of their era thanks to their “C” channel side sills, these versatile cars were adapted for many types of service and loadings over the years, ranging from Trailer-On-Flatcar (TOFC), to auto racks, to structural steel loading. While the majority went to Trailer Train, many were built for various railroads, typically for auto rack service. Many were “de-racked” in later years, being reassigned and equipped for other service - TOFC, vehicle loading, pipe service, etc.

FEATURES:
• Die-cast underframe
• Authentic undulating safety railing
• Accurate Whitehead and Kales Auto Rack
• Early or late train lines and cut levers per prototype and era
• Customer installed end bridge plates (included in box where applicable)
• Detailed deck
• Wire-formed brake plumbing
• Separately applied hand brake per prototype
• Separately applied wire grab irons where applicable
• Prototypical ride height
• 70-Ton roller bearing trucks with animated rotating bearing caps installed
• Trucks with animated rotating bearing caps
• Minimum radius: 22” —
  Recommended radius: 24+”
Accurately painted and printed for prototypical realism
Highly detailed, injection-molded body
Coupler lift bars, trainline hoses, brake hoses, and hardware
Body-mounted, McHenry® scale double-shelf knuckle couplers
Machined metal wheels with RP25 contours operate on all popular brands of track

MSRP $64.99  Expected Delivery Now

NYC Bay Window Caboose

FEATURES:
- Fine end handrails and ladders
- Clear windows
- ALL-NEW Barber-Bettendorf Swing Motion caboose truck per prototype
- Separately applied smokestack and brake wheel
- Fully-assembled and ready to run
- Highly-detailed, injection-molded body
- Painted and printed for realistic decoration
- Weighted for trouble free operation
- Body mounted McHenry operating scale knuckle couplers
- Minimum radius: 18”
- Machined metal wheels with RP25 contours operate on all popular brands of track

MSRP $34.99  Expected Delivery Jan 2022

Bethlehem Car Works

NYC 60’ Type 3 Baggage Car
Kit comes less trucks and couplers. The roof, sides, and, and, and floor are 3-D printed with added detail parts. Kit comes with correct decals.

MSRP $89.95  Expected Delivery Now

Available in the Collinwood Shop at Members Discount

Bowser

LS&MS (NYC) 2-Bay GLa Hopper
PMcK&Y (NYC) 2-Bay GLa Hopper
In 1898, Pressed Steel Car Co. built the first all-steel hopper car designated the GL. The Pennsylvania Railroad would purchase several thousand of this design. Due to production backlogs at P.S.C.Co. and flaws in the initial design, the Penny came up with its own all-steel, bottom-discharge hopper car in 1904 designated the GLa. Approximately 30,000 GLa’s were produced between 1904 and 1920. The Pennsy also built Glas for numerous coal companies who were anxious for the well-built and reasonably priced cars. Until the 1960’s, this design was one of the three most numerous classes of PRR freight cars. Although by this time, these cars began to rapidly disappear from the PRR roster, a few made it into the Penn Central and even Conrail rosters, lasting into the early 1980’s.

Features:
One piece plastic molded body, under frame, brake wheel, air tank, brake cylinder, triple valve, free rolling trucks with metal wheels and McHenry knuckle couplers. Ready-to-run.

MSRP $28.95 Expected Delivery Now
The NYC had similar cars, but with different details.
Available in the Collinwood Shop at Members Discount

NYC 40’ Trailer 2-Pack
- New York Central #1 (yellow logo and Flexi-Van placards; end doors)
- New York Central #2 (large Flexi-Van & logo on green; end doors)
- New York Central #3 (yellow logo and US Mail placards; end doors)
- Pittsburgh & Lake Erie (yellow NYC logo, Flexi-Van placards; end doors)

MSRP $34.99 Expected Delivery April 2021
Available in the Collinwood Shop at Members Discount

P&LE (NYC) 50’ Evans Cushion Coil Car (Angled Hood)
Designed to speed loading and unloading while protecting large steel coils in transit.

Features:
- Limited edition - one time run of these road numbers
- Based on cars in service 1970s to early 2000s
- Prototypes carry larger steel coils used to make automobiles, appliances and food packaging
- Matching, removable hoods in angled, round and glass fiber styles with lifting and stacking brackets - additional hoods available separately
- Fully assembled with etched metal walkways, grab irons, underframe cushioning device, separate brake gear and more
- Detailed body with V-shaped load cradle and separate restraints
- Heavy die-cast metal frame for enhanced performance
- 100-ton roller-bearing trucks
- Correct 36" turned metal wheelsets

MSRP $59.98  Expected Delivery Sep 2021
Available in the Collinwood Shop at Members Discount

HO- & N- Scale Accessories
Showcase Miniatures

These are offered with two new head and three new ladder assemblies. They are updating their parts choice lineup so that you will be able to build-your-own signal.

(Steve Lasher comments on the signals offered by Showcase Miniatures.) Their searchlight signal heads are US&S models I think but, you can't tell the difference at any reasonable viewing distance. What's nice is that they include both US&S and GRS style sunshades which is the only real way to tell the difference in HO scale. They now offer the small targets and sunshades that NYC went to around 1959-60. Their offerings of ladders and detail parts are excellent and they'll even sell the finials, etc. separately along with their custom made, thin wall, 1/16th inch tubing. So, as far as it goes, they have the NYC modelers pretty well taken care of with searchlight style signals.

From the illustrations in their newsletter their tri-lights are GRS models with the offset arms and should be just right for modeling NYC signals west of Buffalo.

MSRP TBA Expected Delivery TBA
https://www.showcaseminiatures.net/

O-Scale Locomotives
MTH

NYC ALCo RS-3
ALCo built the RS-3 to compete with EMD, Fairbanks-Morse, and Baldwin Locomotive Works. In 1949, EMD introduced the EMD GP7. In 1950, Fairbanks-Morse introduced the 1,600 hp (1.2 MW) H-16-44. Also, in 1950, Baldwin introduced the 1,600 hp (1.2 MW) Baldwin AS-16. In the case of ALCo, Fairbanks-Morse, and Baldwin, each company increased the power of an existing locomotive line from 1,500 to 1,600 hp (1.1 to 1.2 MW) and added more improvements to create new locomotive lines. All of this was to be more competitive with EMD. ALCo's 1,500 hp (1.1 MW) line was the RS-2, although 31 were built in 1950 with 1,600 hp (1.2 MW). Fairbanks-Morse's 1,500 hp (1.1 MW) line was the H-15-44. Baldwin's 1,500 hp (1.1 MW) line was the Baldwin DRS-4-4-1500. EMD, however, kept its competing GP7 at 1,500 hp (1.1 MW). But in 1954, EMD introduced the GP9. It was rated at 1,750 hp (1.30 MW).

In the end, EMD won the road switcher production race. EMD produced 2,729 GP7s. ALCo produced 377 RS-2s, and 1,418 RS-3s. Fairbanks-Morse produced 30 H-15-44s, and 296 H-16-44s. Baldwin produced 32 DRS-4-4-15s, and 127 AS-16s.

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Magazines

Classic Trains Digital
2/3/2021

“The Way It Was - Remembering New York Central Locomotives” by Jim McClellan
Steam trains and their sights and sounds are burned into my memory. I grew up in Worthington, Ohio, just north of Columbus, in the 1940s and ’50s.

NMRA Magazine Feb 2021

“A Tale of Two Tanks” pp. 12 - 15
By NYCSHS Member Victor Hand
Vic tells us how he created models of the Spuyten Duyvil and Peekskill water tanks for his progressing Hudson and Electric Divisions of the NYCS layout. It includes several photos and drawings by Vic of the two tanks.

“Over-weathering vs. “Normal” by Mont Switzer” pp. 20 - 23
In the article Mont explains and shows the difference in weathering correctly and over doing it. The article includes several photos of NYCS models.

Model Railroad News Jan 2021

“Remembering New York Central Locomotives” by Jim McClellan
Photos from the David P. Morgan Library at Kalmbach Media. Ten classic NYCS locomotive photos.
“InterMountain’s Modified AAR 1937 Boxcar, by David Otte pp. 74 – 79
David provides a review of the many boxcars produced in this series and has photos and comments on the NYCS version.

“PS-2 2893 goes Genesis for next Ahearn” p.15
Short review of this new model coming from Ahearn early next year.

“New HO-Scale Budd Baggage-dorm car coming to Rapido Train’s Stainless Steel Series” p. 22
Review of the new car from Rapido that includes a NYC version offered in the Collinwood Shop.

“Rapido Trains Announces E8 for HO-Scale” pp. 14 – 15
Short review of the new E8 that includes the NYCS version in Cigar Band livery.

“Prototype Profile – EMDs Sleek E8” by Tony Cook pp. 28 – 29
In this short article Tony provides the background on the many E8s produced by EMD including the 60 for the NYCS.

“Rapido’s Flexi-Flow Hopper, by Tony Cook pp. 30 -36.
The article is a review of the Rapido hopper with a lot of info on the prototype and the model that can be found for sale in the Collinwood Shop at the NYCHS member’s discount.

“A USRA Classic: Rapido Trains’ Double-Sheathed Wood Boxcar’ by Chris Atkins pp. 64 – 68
In this detailed article on the car, Chris covers the details of the prototype and reviews the model. Although he does not specifically address the NYC version, it is a good review of the model. It is for sale in the Collinwood Shop at the members’ discount.

Railroad Model Craftsman Feb 2021

“Product Review – Test Track – Kato’s NYC 1948 20th Century Limited” by Harry Long pp. 22 – 25 (NYCHS Member Dave Staplin is thanked by the author for his assistance with the article.)
Harry provides an excellent look at this new offering from Kato and also an excellent short background on the NYC’s 20th Century Limited. This model was offered in the Collinwood Shop when it came out and we had several members who took advantage of our NYCHS discount.

“The Company Photographer – Smartphone Photography” by Jeremy Dummler pp. 84 – 89
Jeremy gives some excellent advice on taking good model railroad photos with a smartphone. The article includes several photos of NYCS rolling stock.

Building a Layout: From Dream to Reality, and Back Again, by Otto M. Vondrak, RMC editor and NYCHS member, pp. 91 – 93
An interesting article by Otto taking us from model railroad dreaming to developing some concrete plans and drawings to make a layout real.

Railroad Model Craftsman Mar 2021
“Rapido ACF PD 3500 Flexi-Flo Hopper” by Harry R. Wong. pp. 30 - 31

A complete review of these interesting and modern (for the NYC) hoppers.

Train Collectors Quarterly Jan 2021

“A Primer: American Flyer ‘20th Century’ Boxcabs” by Rob English pp. 10 - 13

The article covers the models that American Flyer began to release in 1925 in “wide-gauge” that were modeled after the NYC’s 20th Century Limited. It is an interesting article covering the release of these models from 1925 – 1934. (Editor’s note: I have one of these in O-gauge by American Flyer that my father had as a boy. It is probably from around 1913 – 1916)

New Catalogs for 2021

Walthers 2021 HO-N-Z Model Railroad Reference Book

Walters has released their catalog for 2021. It is a 900 + page book detailing all of the products they have for sale. It retails for $17.98

Lionel & American Flyer Pricing Guides 2021

Lionel & American Flyer Catalogs 2021

Announcements

Scale trains announced that they are acquiring tooling from MTH for some of their HO- and S-scale models. They believe the acquisition will broaden their electric, diesel, steam, and turbine locos, freight and passenger cars, subway sets, track systems and more. www.Scaletrains.com

Blueprint Drawings From The NYCSHS Collection

These are several of the drawings we provided to a manufacturer contemplating offering a 50' NYC Express reefer. This is something we do on a regular basis hoping to encourage manufacturers to offer NYC products.

https://kalmbachhobbystore.com/catalog/toy-trains

Kalmbach Media
Noel,

I am a new member and just received the current issue of the NYC Modeler. I noticed the inclusion of a historic ad for Waltham pocket watches, attached is a photo of mine that I received from my father many years ago. He was not a NYC employee but worked at the Ritz theater on Pearl Street in Albany. There was a watch maker in the same building that was “authorized” to work on railroad employee’s watches. This watch is approximately 100 years old and still keeps excellent time, while I don’t use it every day, when I do wear it with the chain in either a vest or even jean pocket it does make a statement.

Tom Mc Hugh

Tom,

What a wonderful thing to have as a daily reminder of your dad. I will probably include your note in the next issue’s RPO section.

Thanks, Noel

Noel,

That was my intent. Happy to be on board, my uncle worked at Albany Union Station for 30 years as a baggage handler, retiring in 1958, I think. I have his retirement certificate somewhere in a box (multiple cross country moves). As a teenager for my model railroad stationary, I had Salamanca Press make a block for a letter press of E-units with the Oval, they used the image on the certificate as a reference. I used that to print stationary in “shop” class probably in 1968. Still have the plate, no one uses letter press anymore.

Tom

I will get it to you, since CSX was at one point licensing NYC to manufacturers want to check out trademark, as a 15 year old didn't think about that. Search of US Patent and Trademark shows that NYC and Oval herald are “dead” as far as ownership by anyone.

Noel

Noel,

I grew up close to Selkirk (Perlman) and used to photograph in the area extensively, there was an overpass that overlooked the engine shop, fuel dock, and the hump yard. Last time I was up (2010?) there the overpass was closed to road traffic. I stopped in the local police station (I used to run fire and rescue in the area growing up) to ask about walking past the barriers to photograph. Their advice was no, as even if you stopped on the side of the roads that surround Perlman, CSX calls them to run you off. I remember reading in Trains back in the 80s they were singularly unfriendly to railfans.

Tom
Noel,

These were probably done around 1968-70 timeframe when I was active in Teen Association of Model Railroading (TAMR) and doing pass exchange.

Only project I ever printed (press was located in shop class) was some envelopes, never used commercially. As I said apparently NYC System and Oval Herald are now dead as far as Trademark. Also included is the proof that the shop did to show how it would print. Company was Salamanca Press, no hit on Google except for small local paper. I assume it was photo-engraved from the image on the retirement certificate and then the type face on the oval was hand engraved as the “UNION” is not uniform in the stroke on the letters. My father was an engraver/linotype operator in the 20’s and I still have some of his engraving tools in the toolbox.

Tom

Noel,

I enjoyed the article in the recent NYC Modeler by Mr. Chuck Beargie on the NYC Branchline.

Over the years I have collected many post cards, photos, documents and more on this particular branch and found the start of this series quite interesting.

I would like to converse with Mr. Beargie and offer to him anything that I have for his research into future installments. Or even perhaps to just talk about the line’s history as it is of a specific interest of mine.

If you would be so kind as to forward him my name, number and email address, I would appreciate it.

Thank you very much, Vince Skibo

Vince,

Great to hear from you. I am forwarding your email to Chuck. Be sure to include me in all of your emails so I can include some of them in our RPO column.

Thanks, Noel

Vince,

My apologies for the delay in responding to your email. There was a death in our family and I am now on my way back to Ohio for his services.

Yes, surely, I would like to discuss the history of this branchline with you. My particular focus, as per the article, is the town of Jefferson. But I do run operating sessions using an employee timetable from 1928, so I am interested in how the whole branchline was operated.

I will retire in June and be moving to Kansas City MO. For the next several months, I am busy training my successors and packing up to move. I hope I will have more time in the fall for the hobby.

Best regards, Chuck
Hi Chuck,

Thanks for responding and no problem. I completely understand. I got to see a lot, but I’m about done with it now and just want to spend my time at home writing and restoring photographs.

Your article was quite enjoyable. It is refreshing to read about such branch-lines, especially this one which I am somewhat partial to. I think we have some similar interest and I would love to share some information with you.

Vince

Good day,

My name is Jacob and I work with Micro-Trains Line Co. out of Talent, Oregon.

We’d love to purchase the photo of P&E 4301 (Photo Number PB053.037 – screenshot shown at bottom of this email).

I could not find where to pay for digital image of the photograph on the Collinwood shop, but we’d like to get the $7.50 paid to you guys for the file if possible.

Can you give me a hand?

Also, I wanted to ask what the pixel dimensions are of the digital image if you have that information.

Thank you most kindly for your help!

Sincerely,
Jacob Wyatt
Production Graphic Artist

Micro-Trains Line Co.

Jacob,

Are you seeking this photo to use for the development of a model your company is making? If so, we will provide it to you free as long as you credit us for the photo if you use it and for any advertising you do for the model you produce. Let me know. Our online photo site is about to go down for restructuring.

Thanks, Noel

Noel,

Thank you so much for getting back to me. My apologies for the delay; I am not in the office on Fridays.

Thank you as well for the offer to give the photo to us for free!

When we advertise cars, as a rule we never show the photograph that we use as a source, rather we only show images of the finished model. My supervisor wanted me to make sure you would still want us to credit Collinwood Shop if we’re only showing the model. We are happy to do that, but just wanted to make sure that is what you’d want too.

Thanks again, Jacob

Jacob,

We would appreciate you saying something about getting the information for the car from a photo provided by the NYCSHS. Please attach the screenshot of the photo you desire as it was not included in your earlier email. We very much want
to help manufacturers provide accurate models of the NYCS. By noting our help with the model, you let people know that we want to help manufacturers produce accurate models.

Thanks, Noel

Hi Jacob,

I've attached a copy of the picture that you were interested in per Noel's request. If you need it without the New York Central System Historical Society watermark in the bottom left corner, please let us know. Please credit the society for providing you the picture. Stay safe and happy holidays.

Kind Regards, Robert McQueen Director

Noel,

If I may make a suggestion. Rather than trying to get an in depth story out of every modeler, how about just getting photos from more modelers?

I had an article published, but I could also have some photos published. For example:

“This is the town of Westport on my ECI (HO). I modified the town to bring it up to today’s NYC standard, but it is a nice town. Nicer than the actual town is today.”

Roger Hensley

Roger,

As you probably know we feature several photos from modelers in each edition. But getting anyone to submit is really difficult. We ask in each edition for photos with short captions and get none. As I am laying out the edition each time, I have to go to members I know will come through and beg for photos. I will include yours in the April edition, but I very seldom get any photos sent to us, without begging for them from people who have come through before.

Thanks, Noel

Noel,

I just finished the latest. It looks as if you are doing pretty well without my help. :-)

Roger

Railroads of Madison County
- http://madisonrails.railfan.net/

Noel,

Well, the NYCentralModeler is impressive as always. You do such great things with it.
In reading Dave Mackay’s article on stockcars, I noticed that he mentioned that he's now in Lexington, KY. That's only an hour away - sure seems a shame we couldn't get together. Could you give us Dave's contact info, assuming it's ok with him?

Thanks again, Steve Lasher

Steve,

I passed your info to Dave and you should now be in touch.

Thanks, Noel

Hello Noel,

I got your email from the NYCSHS FaceBook page and I am researching the Port Morris Branch of the NYC with a view to building a HO scale layout set in the Bronx modelling Melrose to Port Morris.

To be honest, info is pretty limited here in the UK and wondered if you were aware of any articles that appeared in the NYCSHS Magazine regarding this branch of the Harlem Division?

If so, how do I get hold of them? Any info or help you can give me would be very much appreciated.

Thanks, Matt, Bath, UK

Matt,

The best way to find articles published in the Central Headlight is to go to the Collinwood Shop and purchase one of our DVDs, “Central Headlight DVD 1970 – 2017”.

It contains all of the articles published during that period and may provide you with the information you are seeking.

It can be found at: [http://www.nycshs.net/Central-Headlight_c_16.html](http://www.nycshs.net/Central-Headlight_c_16.html)

Thanks, Noel

Mystery Photo in 1st Qtr. 2021 Edition

Responses

December 31, 2020 8:53 pm

Noel,

I believe it is the link between the link employed to couple cars together before the advent of the knuckle coupler.

Marvin Cadwell
January 22, 2021 3:43 am
Noel

I'm not sure of the name but I think it's a reach rod. It connects the levers on the brake beams on freight car trucks.

Mark Vinski

Looks like Mark nailed it. Check out the complete photo on last page. “Truck lever for Freight, Tender, and Passenger Trucks”.

NYCSHS Photos From The Archives

The 1892 passenger station at Niles, MI in this 1953 photo by Jeremy Taylor. The J-3 Hudson 5425 pauses with westbound train 355, The Michigan. NYCSHS Collection.
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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!!

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We are not promoting Amazon, but if you use it for shopping, why not donate to the NYCSHS as it costs you nothing and helps us a lot!!
How much can a NYCSHS member cram into 2.9 x 1.8 metres? LOTS! Especially whilst activating AIR RIGHTS! This triple deck albeit relatively tiny, yet complex, beast took two years to design – using SCARM™ – and as many again to construct to this point. Modular in design, each of the passenger car, freight car and locomotive terminals lift out, which permits easy access for modelling and maintenance.

The overall concept is essentially an illusion. Trains are made up, begin their journeys and poof! Disappear! Only to re-emerge as if by magic. Viewers will be left wondering, “Where did all those trains go?” If you’ve been good, I’ll show you the magic workings... one day.

It’s called the PD Layout because a recording studio owner, with whom I am a quasi-business-partner, is named Phill. And I’m Phil. And Phill sounds a lot like Phil so he asked his employees to refer to me by my initials: ‘PD’. Then, when Phill agreed to take the electronics lead on a proposed 100% automated layout, he referred to it as, ‘The PD Layout’. And the name stuck.

The PD Layout is part of a much bigger enterprise. It is the experimental stage in the development of what is proposed to be an enormous HO scale model railroad layout; to be located in a yet-to-be-identified large commercial building in downtown Wellington, NZ.

The idea is simple: test all manner of ideas, designs, structures, concepts and operational modes – in a miniature environment – and apply only the most successful to the ‘Big Bertha’ version.

Yes, the idea is simple but the practical application is simply not.

Firstly, it has to be 100% automated and that is a big ask; even in this digital-can-do-anything age; so, we’re working on that. Cue the magnets, resistors, diodes and infrared beams. Order the software.

Secondly, it has to be 100% accessible and that is a big ask; because it means creating a modular design where virtually everything can be easily taken apart, moved to a workstation where all modelling and electronic installation and maintenance can be carried out with relative ease. And, if a scene remains part of the main baseboard, the removal of modules in its vicinity allows access by way of cut-outs [aka manholes] in the baseboard. Phew! Whose idea was this?
Building the PD Layout In HO-Scale

Third, it has to be portable so it’s mounted on a wooden-framed dolly with six heavy duty braked castors, which makes it easy to move around. Everything comes apart into manageable modules, meaning that at least two blokes can manhandle each. The largest is the Base-Level board, which is 3 m x 1.8 m and reinforced using both wood and steel. It lifts out of the dolly and can be laid directly on the floor without damaging any of the many turnout motors mounted underneath.

The baseboards are all MDF, which is relatively heavy but generally easy to work with. Most of the support systems between levels are either MDF or Radiata Pine. One notable exception is the system used beneath the first ramp; it’s made from cut sections of cardboard bus ticket-roll cores. Being a bus driver, I have collected dozens of these thick tubular cores for use, in many guises, on the layout.

Fourth, it has to be 100% affordable and that is just a big joke really. Especially on a bus driver’s wage. That’s where Phill’s recording studio kicks in. Phill and Phil have to get a number of big bucks recording projects up and running just so the layout can be built. So far so good; progress is steady and constant. But, sheesh, she’s a complex beast. Here’s the story so far...

**Designed with SCARM™**

SCARM™ is European model railroad design software, which you might know as Atlas™ Track Planning software, because they’re one and the same. SCARM™ has made the complexity of the PD Layout possible and that is how this project began; just fiddling around on the free version of SCARM™, trying to discover what the software could and couldn’t do. So far, it’s been discovered that SCARM™ can’t install a turnout on a gradient, which is a tad annoying, but that’s pretty much all that it can’t do. And you can easily get around that irksome point (pun intended) anyway so it doesn’t really matter.

The subscriber version of SCARM™ introduces a whole new world of opportunity, which has been grabbed with both mice [left and right] and countless hours spent experimenting. And that means A LOT of hours; the design of the PD Layout began three years ago! It was a full two years before anything was built. Until then the PD Layout had been merely a theoretical concept on a PC screen.

It probably goes without saying that the ‘fun’ started when theory began to translation into reality. Many a concept did not materialize because of myriad issues. One in particular became a continuing lesson in the psychology of aesthetics, and that was laying curves. It seemed that no matter how much time and energy was spent using SCARM™ to design the ‘perfect’ curve – complete with easements - the curve laid was never quite as ‘pretty’ as the one eventually created by ‘eye’. This became an exercise in laying and relaying and relaying curves. Initially, the SCARM™ design was followed precisely yet did not please the eye, then it was re-laid under the assumption that the first attempt must have
been ‘off’, as in somehow not faithful to the drawing. And the second re-laying occurred after adhering to the drawing only to the point of laying the start and end positions of a curve and then laying the track by eye, to create the most pleasing flow.

Easements were [wisely] insisted upon by fellow NYCSHS member, Len Gordy, who is part of a small group of advisors and interested parties assisting with development of the PD Layout. And ever-progressive easements are precisely what makes the finished curves look so good. Thanks, Len!

Another aspect of theory clashing with practice, which incidentally was also curve related, was the necessity to apply a minimum radius to the drawings. Because of the illusory nature of the overall layout concept, which will be explained later, trains are required to move in reverse almost as often as they move forward. And, because the ‘secret holding tracks’ are sometimes ‘S’-shaped, there is a heightened risk of longer cars derailing.

So, after tests were carried out on several types of [generally] longer cars in variable-car-length consists, it was found that the optimum minimum radius was 610 mm (24 in.) The result of this discovery was that the main baseboard had to be widened to accommodate an identical track design.

The minimum radius issue was one of a variety of reasons that construction was not started earlier; the design had to reach a sufficiently robust point for building to proceed with enough confidence.

Small Yet Complicated

So now let’s look (top - next page) at the design in cursory detail and explain how the layout can be so relatively small yet profoundly complicated...

We’ll start at the bottom and work our way up. On the Base-Level there is only a small section of track designed to be visible on the finished layout. This is a station/depot scene. It’s not based on any prototype and the station building can be interchanged because it sits outside the physical boundary of the layout. The station structure is to be installed on a ‘clip-on’ baseboard, which will probably include a wider city scene.

The majority of the Base-Level is designed to become an array of hidden tracks, which can usually only be accessed from the sides or through baseboard cut-outs below. When all of the overhead portable baseboards and scene modules are removed, major maintenance can be carried out from above and by access through a series of manholes. There’s a reverse loop so that ‘disappearing trains’ can magically re-emerge from their ‘hiding places’.

There are two short staging tracks at the eastern end of the main baseboard. There is certainly no immediate need to use a separate staging yard on a separate baseboard but it seems wise to make provision for one.
This is Phil’s basic track plan. Light blue tracks are hidden from view; they are where trains ‘hide’. Red represents visible tracks, which serve the station/depot, including a freight siding.

‘C’-shapes represent tunnel portals, the grey rectangles are Atlas™ rerailers and white boxed figures marked on the tracks are the elevation at the top of the rail; in this case 9.5 mm.

Other data on the tracks refer to length of track, radii, product codes of track items etc. Peco™ code 100 predominates on this level; it represents the prototypically large & heavy NYCS high iron.

Most turnout motors on this level are Smail™, with a couple of strategically located RailCrew™ motors serving the reverse loop. Staging access is provided in case a separate staging board is built.

Cue the Magic

Here’s a brief explanation of the illusion: After trains are made up in the yards, they travel down to the base level where they pass through the station and go into ‘hiding’. Up to seven trains can ‘hide’ while two others remain visible: one in a terminal and the other at the station. After seven trains have ‘disappeared’ they begin re-emerging, as if by magic. Where did they go? How did they all come back? How come the yards were full, then emptied then full again? It’s a simple magic trick but making that illusion happen – automatically – is the challenge.

The concept is that you hit the ‘GO!’ button and a PC runs the layout without you touching anything. Of course, accidents happen, derailments occur, diodes and resistors fall off axles, spiders inspect your infrared beams, mice eat your cables; all manner of stuff can go awry and that is when you have to step in, put things right and start again.

So, the ultimate payoff is incident-free operation, where the layout runs itself, in random fashion, where no two sessions are identical and all you do is watch the magic unfold.

Clearances! Ah! There’s the Ramp!

The ramp, which connects the layout’s base to its second level begins and ends out of sight and sports a variable gradient of between 0.9 and 3.0%, the variation of which is necessitated by a minimum overhead clearance, which at 67 mm is cutting things pretty fine for an Accurail™ triple-deck auto-rack with its top ramps correctly stowed.

The determination of the minimum vertical clearance became a recurrent challenge. It seemed that every time an adjustment was made to some seemingly innocuous aspect of track placement, there would be an eventual impact on vertical clearance somewhere on the plan. It became something of a game to make a change here and then look for the inevitable impact on the auto-rack over there.
The ramp emerges from ‘mystery’ and is visible as it wends its way around the rear of the station scene, passing above and behind a freight depot, which will include a free-standing railroad rooming house, along with various other small industrial structures. The ramp features a short and level siding where a switcher can wait to perform its part in the acceptance of incoming traffic to the terminals above; Near the top of the ramp, a RailCrew™ uncoupler will allow a train’s power to cut off and make its way into the Locomotive Terminal but not before the waiting switcher has coupled onto the rear of the incoming consist; then it begins pushing the consist up into the appropriate terminal.

How does that transition between the power heading to the loco’ terminal and the train heading to its own terminal occur? As the ramp track crosses the Base-Level’s twin mainlines it enters a tunnel and splits – out of sight – into four feeder tracks:  
1 – The Locomotive Terminal entry track, which leads to the turntable on level 2.  
2 – The Locomotive Terminal ready track, where ‘refueled and serviced’ head end power leaves the terminal.  
3 – The Passenger Car Terminal entry/exit track on level 2.  
4 – A second ramp, which leads to/from the Freight Car Terminal on level 3.

The three turnouts feeding these tracks are mounted on their own sub-base with an array of RailCrew™ motors governing their points. Like most baseboards on this layout, the sub-base is removable for heavy maintenance. It is laid on a 2.0% gradient and features independent wiring for both track and turnouts with twin plug-in connectors: one for each wiring bus. Later in this article, we will investigate more closely the design and installation of this sub-base, as it was a particularly finicky - but fun - project, requiring not insubstantial innovation.

Yellow represents any track on a gradient; in this case it’s a ramp, which connects upper-level yards with Base-Level tracks. The gradient varies from 0.9% to 3% to 2.5% as a matter of necessity for the sake of providing a minimum 67 mm vertical clearance above the rail heads. The clearance at the through-girder bridge, crossing the mainlines, is super tight; this is where Mallery’s ‘Bridge & Trestle Handbook’ is coming in handy, to design prototypically correct bridge supports for an unusual situation.

The ‘Switcher Park’ is where a switcher waits to receive an incoming train. See text for explanation.

At the ‘sou-east’ end, the ramp is in a tunnel and at the ‘nor-east’ is split into four tracks; three are shown here. From the bottom up, first is the Locomotive Terminal inbound track, then the Locomotive Terminal ready/outbound track and lastly the Passenger Car Terminal in/out track.

The four feeder tracks emerge through a series of tunnel portals built into the face of a scene divider. The divider provides a demarcation point between, not only two scenes but also, two levels - namely levels 2 and 3.
Scene Divider/Loco Hider

Things get visually complicated here because the scene divider also acts as a ‘mask’ for an array of nine locomotive storage tracks, which fan out behind it. These tracks are largely invisible. They begin as roundhouse entry stalls, passing through the scene divider and under the Freight Car Terminal tracks above. Only short sections of roundhouse stall-fronts are presented in three-dimensions; their remaining structure will be painted - in perspective view - onto the scene divider. Thus, there is a secondary visual illusion on the layout.

This allows up to twenty steam or forty diesel-electric locomotives to be stored on the layout. Why? Dunno; seemed like a good idea at the time, space was available, there was nothing else to do with the space and, as my compatriot Phill is always sardonically remarking, “Lay more track!” He can’t believe how much track has been laid on this tiny layout but I can because….well…I laid it! There’s 10 m of MicroEngineering™ Bridge Track, 34 m of Peco™ Code 100 and 56 m of Peco™ Code 83; and that doesn’t include the turnouts.

The scene divider roundhouse is known as the layout’s ‘New Roundhouse’ and is to be constructed by kit-bashing three Atlas™ kits, most of which won’t get used at all: just the nine stall entrances on most, but with a more substantial 3-D structure, including roof detail and split-level glazing, on the 8th and 9th stalls. The layout’s designated ‘Old Roundhouse’ is a Walthers™ 3-stall kit, with one’s rear end removed to allow track to flow through to a machine shop. This is an overture to roundhouse extensions which prototypically took place as steam locos developed into much larger beasts. Cue the Niagaras.

The Locomotive Terminal is a transition era set up, featuring a Tichy™ coal tower, Walthers™ cinders tower, diesel fueling facility and various administrative structures. The whole area will feature cinders as paving and ballast, much like NYCS’s Collinwood facility was back in its heyday. Historical photos are serving as inspiration for how this scene will eventually look i.e., bleak!

Removable Modular Baseboards & Scenes

Before we move on to other features found on level 2, it should be mentioned that both the invisible locomotive storage tracks and the Locomotive Terminal scene are on separate removable baseboards. And like the mini-baseboard of three turnouts mentioned earlier, each features self-contained wiring, which connects to the layout’s power buses via plug-ins. Much of this wiring is already completed.

Now we’re starting to get ‘busy’ in a visual sense but, trust me, it’s not as complicated as it looks! Yeah, right.
There are two odd-shaped independently removable baseboards; on the left is the Locomotive Terminal and the right is the Locomotive Storage baseboard. Between them is a blue line which represents a scene divider; it’s also the ‘west’ edge of the Freight Car Terminal, which is yet to be shown [hang in there; it’s coming].

The rail heads on both of these boards are 142 mm above Base-Level.

There’s a Walthers™ 110’ turntable, lots of structures including a Tichy™ 400-ton coaling tower, etc. The yellow (elevated) tracks are for coal-delivery, the shaded black tracks are two ExactRail™ box girder bridges, the grey tracks are for invisible storage of locomotives and the yellow shapes represent baseboard cut-outs for hand access from beneath.

Cobalt™ and RailCrew™ turnout motors have been used, with RailCrew™ uncouplers yet to be installed.

See text for explanation of the ‘New’ Roundhouse.

There are two Peco™ three-way turnouts, which are code 100 rail; most of the track is Peco™ code 83 except for all of the MicroEngineering™ code 83 bridge track.

The third removable baseboard on level 2 holds the Passenger Car Terminal tracks. And this is where things go a bit crazy but there is method in the madness. [If you find this all a bit too much, you may have to build a bridge... and it’s apt because man, have we got bridges for you to get over!]

All but two of the Passenger Car Terminal tracks become trestles, which run over the ‘west end’ of the station scene on the base level. Plus, there are two other trestles; besides, in fact, right beside them (!) These are an extension of the Locomotive Terminal tracks. So that’s a total of eleven trestles/bridges! They range from 85 to 150 scale feet each.

Why so many bridges? In the case of the Locomotive Terminal, there simply isn’t enough room to move the locomotives in and out of the terminal in any prototypically appropriate manner unless at least two tracks are extended somehow. And trestles do the trick!

And room at the loco’ terminal is at a premium because of the huge turntable and the three-track coal tower. And the turntable is huge because we have to get Niagaras on it, don’t we? And the coal tower is three tracks because I’ve long wanted to build the Tichy™ 400-ton coal tower and that’ll be an end to the argument, alright? See? Madness < Method. Nice. Moving on...

As for the Passenger Car Terminal, its nine trestles/bridges provide a ‘suggestion’ of a much larger yard that continues on into imaginary space, and more actual space is required because we need to make up at least nine trains for the layout’s illusion to work convincingly; so, we need extra room for appropriate levels of rolling stock.

On the subject of bridges, a variety of brands are being utilized not only for the girders etc., but for their support systems. And this is where experimentation with and evaluation of different brands becomes important for meeting the layout’s longer-term goals.
We have ITLA™, MicroEngineering™, ExactRail™, Walthers™, CentralValley™ bridges and support systems with which to experiment and they are all being brought together in a complementary array, which will allow us to evaluate their suitability for aspects of the ‘Big Bertha’ version of this project. At this stage, it has to be said that any of those brands are more than suitable; it’s merely a matter of which one best fits a given application; that is what we’re evaluating.

The Passenger Car Terminal isn’t just bridges though! There’s a large car maintenance facility and a commissary scene taking pride of place amongst all the ‘steel’ and ties. Inspiration for the look of this yard will come from shots of Mott Haven, especially in the use of boardwalks between tracks and the nature of overhead lighting. No third rail though; I don’t have a single shoe in my collection…yet!

Passenger Car Terminal
SCARM™ colour-coding is especially useful now, as things become visually demanding. On the same level (142 mm) as the Locomotive and Storage tracks, we have the Passenger Car Terminal; in purple.

Track is Peco™ code 83 using the MicroEngineering™ code 83 on the bridges. (See text for why so many bridges.) The commissary was created by combining most of two Walthers™ Railroad Post Office kits and modifying the docks to fit. The repair shop will be a straightforward combination of two Walthers™ Car Shop kits with an internal gantry crane installed.

The bridges are a mixture of through-girder and deck-girder styles from MicroEngineering™ and Walthers™.

Under and in this baseboard, Smail™, Cobalt™ and RailCrew™ turnout motors are installed, along with RailCrew™ uncouplers.

Build a Bridge!

Now we arrive at the truly insane aspect of this layout; the bit where the second ramp rises up and over ALL of the aforementioned bridges with none other than SUPER-TRESTLE, which leads to the Freight Car Terminal. How in Hell are y’all gonna achieve that? Dunno. Haven’t worked it out yet. It’s gonna be one heck of a structure and here’s why…

1. First challenge: The central section of the trestle is curved with a minimum radius of 610 mm (24 inches)
2. Second challenge: It’s on a 2% gradient, meaning that each and every support/bent/tower is bespoke!
3. Third challenge: It’s above an array of eleven other trestles/bridges and a station/depot scene immediately below, so its supports presumably have to be placed not only between each of the bridges below, but they have to span the two tracks on the base level AND be directly supporting the twelve joints between the curved Super Trestle’s 11 x 30’ box girders!

Yes, it’s ‘Mission: Impossible’ but we’re doing it. How? Don’t know. That’s why: to
find out. And you’ll be reading about how it was achieved right here…eventually. We’ll leave out the swearing though. Oh, I did find a copy of Paul Mallery’s ‘Bridge & Trestle Handbook’, on eBay so that’ll help, I’m sure.

Paul Mallery’s Bridge & Trestle Handbook – the industry bible for model bridge building - will no doubt come in handy when constructing the PD Layout’s SUPER TRESTLE.

2nd Ramp. This is now so visually busy that even colours have to be highlighted! 😊 We’re focusing here on the orange track; it is essentially a ramp on a steady 2% gradient, which connects the Freight Car Terminal and first ramp. This is where the madness really kicks in because the ‘sou-west’ curve is a trestle which crosses all the bridges crossing the Base-Level mainline tracks; the support system for this deeply complex situation will be ‘interesting’ to say the least. As Paul Mallery says in his book, “A trestle is a series of bridges supported on piers… when spans are short and piers are a major part of the structure.” And, man, is this trestle gonna have piers!

The trestle will be a genuine support structure whereas the section to the right of it will consist of faux bridgework, which is attached to the first of two baseboards that make up the base for the Freight Car Terminal [See next diagram].

Bridges for the trestle are to be heavily modified Central Valley Model Works™ and MicroEngineering™ kits.

The ramp's terra firma tracks are Peco™ code 83; the remainder MicroEngineering™ bridge track.

The ramp rises to a railhead of 234 mm above Base-Level.

The Freight Car Terminal is the third level of the PD Layout and its features include...

1. Two removable and independently wired and plugged baseboards; one with most of the turnouts on it, which we’ll call the ‘Throat Baseboard’ and a separate Yard Baseboard, which does have one afterthought turnout on it, which was not on the original plan but it fitted in so we went with it on the fly.

2. An industrial park using background structures and perspective artwork on the scene divider.

3. Tenement blocks background structures also on the scene divider; reminiscent of Harlem back in the day.

4. A variety of freight depot structures including a dedicated close-clearance twin-track Pacemaker LCL dock.

5. A car maintenance shop with internal overhead cranes and Peco™
inspection pits kit-bashed into a Walthers™ structure.
6. A combination Tichy™ twin-track Icing Facility that is complete with a Walthers™ icehouse.
7. A TOFC loading area (for mid-sixties era only).
8. A FlexiVan un/loading facility (for late fifties and sixties era).

Freight Car Terminal

This (previous page) essentially shows the Freight Car Terminal tracks and structures, but it also shows the divisions between removable baseboards carrying, from left, the Passenger Car, Locomotive and Freight Car terminals.

As mentioned earlier, the blue line represents a scene divider between the Locomotive and Freight Car Terminals but, as you may recall, the two are on different levels; locomotive rail heads at 142 mm and freight cars at 234 mm.

At lower left, are diagrams of bridgework required to serve the Locomotive and Passenger Car Terminals, and to the right of lower centre, the curved through-girder bridge on the ramp between the Base Level and terminals.

The ‘r’ shaped drawing shows the delivery ramp which serves the Locomotive Terminal’s coaling tower.

All of the turnout motors and uncouplers serving the Freight Car Terminal are RailCrew™. All but one of them are situated in the independently removable ‘Throat’ baseboard; shown at the lower right quadrant.

This section is where faux bridgework will suggest that the left end of this board is an elevated yard supported by piers whereas the righthand end is on solid ground above the four tunnel portals which serve the Base-Level and ramp between it and the yards above.

The twin-track icing platform is Tichy™ with a Walthers™ icehouse. The other structures are from a wide variety of manufacturers; each chosen to fit into a specific – and tight – space.

This is how SCARM™ presents a 3D render of the Freight Car Terminal directly from the drawings. From L. to R., we have industrial structures, a green freight house, grey icehouse and icing platform, car repair shops and a dedicated LCL freight facility which will feature Pacemaker cars on two close-clearance tracks for through-car loading/unloading. The terrain is all a bit random because I’m not at all interested in building detailed pictures of a layout; I want to build a detailed layout.

Fellow NYCSHS member, Len Gordy from New Jersey, has suggested that a fourth
level could be added to the PD Layout by installing an ITLA™ New York City ‘EL’ running across the Freight Car Terminal!

That would be awesome and may yet happen; I have the kits; They’re right here! Note to self: order subway cars.

Subsequent articles will cover details of how the PD Layout has been constructed and how scenes have been created. Much has been done but there is much more to do and time is a-wasting…

To date, the layout is yet to be activated with a DCC system and hasn’t even run fully in DC mode because there are trestles awaiting construction. Once they are done, the layout will be close to fully operational and the process of tuning every inch of track – and every piece of rolling stock – will begin in earnest. As you will no doubt appreciate, that can be its own challenge but, hey, we’ve done it before and we’ll do it again…only better.

The story of ‘tuning’ the lower baseboard tracks is quite a yarn of its own. Lessons were learned, especially around re-purposing track and turnouts from previous layouts, and avoiding getting a little too clever with complexity. But that is another story…

Returning to the purpose of this beast, it is a process of discovery so, many lessons have been and will continue to be learned as development continues. That is the point; to learn what works and how best to construct things and to find out by doing rather than merely designing. Once the beast is fully operational, it can not only stand as a pre-cursor to a far larger – but not necessarily more technically complicated – layout, it can act as miniature proof of pedigree for those who may want to invest real money in building ‘Big Bertha’, if you get my drift. Wink, wink, nudge nudge, say no more.

Construction Techniques and Methodologies on the PD Layout

The PD Layout is a practical experiment to discover which methods of construction are better suited to specific circumstances. A variety of support systems have been employed, including cardboard bus ticket-roll cores, plastic, pine, steel, and MDF. Steel, wooden and aluminium reinforcing have been used, as have lamination, bracing and anchoring methods. Sound insulation has been applied by laying 2 mm thick Eco-floor™ fabric before adding either 3 mm Rapido Noise-Killer™ roadbed [on the Base-Level] or 5 mm Woodland Scenics™ track bed [on all elevated levels].

Access is a major issue with such a complex and confined set up. To provide solutions to minor challenges, such as derailments or mechanical failures, a number of manholes and handholes have been cut into just about every available space in not only the Base-Level but in the Locomotive Storage baseboard as well. These allow operational problems to be addressed without having to remove modules; the modular nature of the layout being primarily for the purposes of ready-access for construction and modelling specific scenes, conducting regular heavy maintenance or moving the whole layout off site.

Jig-sawing holes beside track-routes creates the obvious risk of derailments causing potentially catastrophic damage to expensive models as they test the viability of bouncing off a concrete garage floor. The solution is simple but finicky; short walls or even catch-nets need to be installed.
The PD Layout is mounted on a pine and marine ply dolly sitting on six heavy duty braked castors.

This allows it to be moved with ease. The baseboard’s lateral and longitudinal restraints sit snugly into the dolly frame, allowing it to be lifted out. The board is made of laminated 18 mm and 6 mm MDF, the latter has a cut-out in it which provides most of the surface for a ramp between the base and first levels. The whole board is reinforced with wood and steel; in this shot taken during the early stage of construction, we can see that a length of steel reinforcing has been added to blocks of ply, which allows for easy cable-loom running. Please ignore the other stuff; I was building a real pergola outside at the time.

The first ramp was constructed by laminating 6 mm MDF to 18 mm MDF – across the whole 3 m x 1.8 m baseboard surface - but leaving a jig saw cut-out of the ramp surface free. This was then supported by bus ticket roll cores, which were each cut to fit the 2.5% gradient of the first section of ramp.

Base-Level and Ramp Insulation Installation

90 mm x 45 mm pine reinforcement has been added under the edge of the baseboard. A 6 mm MDF ramp surface rises out of the 6 mm and 18 mm laminated baseboard, supported by bus ticket roll cores. Manholes and handholes have been jig-sawn out of the baseboard. Eco-floor™ sound insulation has been laid in preparation for laying track bed. The garage is getting smaller!
The Passenger Car Terminal baseboard is supported by an array of 20 mm x 20 mm pine trestles. This shot clearly shows why fall-protection walls and/or catch-nets are required for rollingstock near manholes and handholes.

Naked Storage Board.
This rather unusual piece of 18 mm MDF is the ‘naked’ Locomotive Storage baseboard. Its straight edge marries up with the Locomotive Terminal baseboard while its curves skirt the contours of a Base-Level scene and then follow a ramp and four-track split as it travels between the Base-Level and level two.

Reinforced Storage Board.
The Locomotive Storage baseboard was reinforced with aluminium extrusions; repurposed from a sliding door track system that came from a recently renovated bedroom.

Loco Terminal Baseboard Reinforcing.
The Locomotive Terminal Baseboard is reinforced with screwed and glued 20 mm x 18 mm MDF. This system has proven to be one of the most successful methods of reinforcement.


The Hidden Splitting Ramp

The complexity of a hidden ramp, where one track splits into four and needs to be accessible for heavy maintenance, is sublime. And it was a joy to solve the challenge. First a mini-baseboard was cut from 18 mm MDF, onto which three turnouts were installed along with RailCrew™ motors, and it had to be set - in space - at a 2% gradient. This was relatively easy thanks to SCARM™ software providing accurate measurements to ensure correct placement. Physically, however, this was still quite a mission.
The mini-baseboard is wired and plugged independently for both track and turnout power so that it may be removed instantaneously; well, once the Freight Car Terminal baseboard above it has been removed, that is!

This independently wired 18 mm MDF mini-baseboard features three Peco™ turnouts and RailCrew™ motors. It sits at a gradient of 2% and splits the single track, on the ramp between the Base and level two, into four feeder tracks.

Four Tracks Baseboard. This independently wired 6-mm MDF mini-baseboard carries the feeder tracks from the 4-track turnout-array – at top right – to the Locomotive, Passenger Car and Freight Car Terminal tracks.

Tracks Laid. The 6 mm Nelson Pine™ MDF substrate has been covered with 2 mm Eco-floor™ noise insulation fabric, topped with 5 mm Woodland Scenics™ Track Bed, then Peco Code™ 100 track, laid using TrackSetta™ gauges. Is it just me or do I sound like a brand victim? The nuts and bolts were made by ???

Tracks Between Layout Layers. To give you an idea of just how tight things are on the PD Layout, this is the mid-sectional view between the 4-Trax mini-baseboard and the Freight Car Terminal baseboard. Whilst this looks way too tight for clearance, precise calculations ensure that locomotives and passenger cars can clear tracks 1, 2 and 3 (L. to R.) but you will have noticed that there is a cut-
out in the ‘roof’ of this subterranean den, which allows TOFCs, Excess Height cars, and triple-deck auto-racks clearance on track 4. The cut-out is in fact the result not of routing but of laminating three sheets of 6 mm MDF, which have been jig-sawn. FUN!

**The Hidden Array of RailCrew™ Turnout Motors**

It’s all very well to decide that each baseboard should be independently wired and removable as a self-contained module but there are unintended consequences of such [brilliant] decisions [yeah, right]. One is that turnout motors need to be installed and disguised and the disguise might be the least of your worries…

Take the Passenger Car Terminal yard-throat turnouts for example and the fact that the ramp from levels two to three runs right over them! This was another rather pleasing challenge to overcome. First point: Railcrew™ turnout motors were the only solution fit for purpose here because there is zero clearance for motors between the Passenger Car Terminal baseboard and the Base-Level tracks running directly below it. Well, that’s an easy decision to make! Long story short, this issue was solved by creating a removable section of 2% gradient ramp, which, then runs over the top of seven Railcrew™ motors. It is screwed in place and the screw heads are disguised by placing short aluminium tubes over and around them. This allows the screws to be removed and the ramp released. The tubes were cut from the remnants of an old roof-mounted household TV aerial, the elements of which had been saved in a big bucket of what are termed ‘potential modelling supplies.’ The tubes are disguised as foundations for removable railroad telephone poles which will be installed beside the ramp tracks. So, when the turnouts need maintenance, railroad communications will be unavoidably temporarily interrupted! But that’s OK because the ramp will also be missing so there’ll be no train movements to talk about!

**RailCrew™ Under Ramp. Behold the hidden Railcrew™ turnout motor, sitting beneath a removable section of 2% gradient ramp. The screws holding the ramp in place - left and right in this shot - are disguised using short lengths of aluminium tube, which came from an old TV aerial. These allow access to the screw heads so the screws can be removed. The aluminium tubes act as foundations for short railroad telephone poles, which will be removable.**

**Some photos of Phil’s modeling in progress.**

*Photo: Icehouse, Platform and Inspection Pits In the Freight Car Terminal, there’ll be a twin-track icing facility and icehouse situated beside a freight car maintenance building. Here we see the partially completed Tichy™ icing platform, a Walthers™ icehouse and the floor of a*
Building the PD Layout In HO-Scale

Walthers™ Railroad Shops kit with Peco™ inspection pits kit-bashed into it. And the whole shebang is laid onto extended sheets of Woodland Scenics™ Track Bed.

The Locomotive Terminal features a 110' turntable set into sheets of track bed. Many other Walthers™ structures include a 3-stall roundhouse, machine shop, office buildings, cinders tower and diesel refuelling facility. The Tichy™ 400-ton coaling tower is an especially awesome kit, which features a ramped section for coal delivery. All structures are removable with the exception of some of their floors, which need to be permanently fixed on account of them including tracks. A combination of RailCrew™ and Cobalt™ turnout motors is the most appropriate fit for this baseboard.

Rooming House. Another recently completed kit is the American Model Builders™ Railroad Rooming House, which will serve as crew quarters in the PD Layout's station/depot scene. It’s in front of a Chooch™ cut stone wall, which is retaining the ramp running behind the station/depot scene from the Base-Level to level 2. The Chooch™ wall was cemented directly onto 6 mm MDF with Woodland Scenics™ Foam Tack Glue, in my opinion, the very best model railroad scenicking glue in the business! It’s a pleasure to work with and sticks EVERYTHING to ANYTHING.

went out of business. That’s been the case with many models; they’ve been purchased well in advance of construction to fit specific – and tight – locations on the PD Layout. I like to know that I’ve got “the kit for the spot”.

Recently completed kits include the Branchline™ Foreman’s House and a commissary constructed by modifying two Walthers™ Railroad Post Office kits. This scene will also include two NorthEastern Scale Models™ One Storey Section Houses. Luckily, I bought the kits before the company sadly
I read with interest Mark Sklar’s excellent article in the latest “NYC Modeler” about 3D printing signal bridges. Mr. Sklar mentioned commercial photo-etched signal bridge kits made by Train Cat (now out of business) and Model Memories and dismissed these products as not representative of NYC signal bridges.

Mr. Sklar has not done his homework. Had he examined photos of NYC signal bridges carefully, he would have noticed that signal bridges on the Electric, Hudson and Harlem Divisions of NYC were quite different than those on the Mohawk and Syracuse Divisions, which Mr. Sklar wished to model. The bridges on the Electric, Hudson and Harlem divisions (some also were used on the West Shore commuter district) were installed in the first decades of the 20th century when Grand Central Terminal was being built and parts of the railroad were electrified. The bridges on the Mohawk and Syracuse Divisions were of a later design. Sad to say, almost all of these signal bridges are now gone. They were a distinctive feature of the NYC right-of-way.

The Model Memories kits can be used to create very accurate models of signal bridges on the Electric, Hudson and Harlem Divisions of NYC. The Model Memories kits (also supplied built-up) represent standard 2 and 4 track bridges. Model Memories also makes an excellent model of the distinctive cantilever signal bridges with a parabolic support leg that used to carry automatic block signals located between interlocking plants. Some of these cantilever bridges also were used on the Mohawk Division as far west as Hoffman’s N.Y., and on the Pittsburgh and Lake Erie Railroad.

Mr. Sklar correctly noted that the Train Cat kits were not accurate. The girders look pretty good, but the support legs are too small and do not have the wide stance that the NYC signal bridges had.

I have successfully used photo-etched components from the Model Memories kits to build fairly accurate models of a number of Distinctive signal bridges that existed on the Electric and Hudson Divisions. I built the main girders around a wooden form. A resistance soldering tool proved invaluable in building these models.

**Vic’s Signal Bridges**

*Eastward home signals at DV Interlocking, Spuyten Duyvil. Spans 6 tracks, 87’3” wide. This signal bridge required modifications to the standard Model Memories truss panels because it was built to span tracks that were laid with prototype spacing before I was thinking about signal bridges. It is unpainted because the signals it supports were built with early bi-color R-G LED’s. I intend to change these out for tri-color R-Y-G LED’s now available and will then paint this bridge. (Vic Hand photo.)*
Westward home signals at CD Interlocking, Croton-on-Hudson. Spans 8 tracks, 116’ 0” wide. The truss for this bridge was fairly easy to build, as I laid the tracks at 2” spacing to match the standard Model Memories truss panels. (Bill Botkin photo)

Eastward home signals at CD Interlocking, Croton-on-Hudson. Spans 4 tracks, 68’6” wide. This bridge has an additional 3’ section added to accommodate an inter-track fence. NYC Bridge and Building forced sort of a “kit-bash” when they built this bridge, using standard truss panels and adding a 3’ extension fabricated from steel shapes. I did the same. (Vic Hand photo)
Eastward automatic signals at MP 35.6, west of Croton-on-Hudson. Spans 4 tracks, 65’6” wide. This is a standard Model Memories 4 track bridge with automatic block signals installed. (Bill Botkin photo)

Eastward home signals as SS 37, Peekskill. Spans 5 tracks, 75’6” wide. (Bill Botkin photo)
Automatic block signals at MP 36.7, Oscawana. Spans 2 tracks. This is a standard model memories cantilever signal bridge with the distinctive parabolic support leg. (Bill Botkin photo)

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Really Large-Scale Kitbashing

Article by Modeler Staff

Editor, Noel Widdifield, receives many emails every day and recently he received a series of emails from member, Douglas Leffler containing some interesting photos and an interesting subject. We decided to share it with you.

Doug was asked by one of his friends if he had any photos of the Jackson, MI shop switchers, which were lettered A, B, & C rather than numbered. He remembered seeing a print of the Jackson “A” switcher in one of the Charles Milliken photo albums he had acquired from Cecil Hommerding in his collection.

Below are two photos of the “A” locomotive. It was rebuilt into a saddle tank configuration from NYC 8775, a former class B-10r 0-6-0 built in 1910.

Both photos: (Collection of Doug Leffler).

NYC 6770 class B-10k (ALCo Jan 1908 of the type that the saddle tank “A” shop switcher was built from. (Collection of Doug Leffler).

We thought that this was an interesting concept for us modelers to find in real NYC life. Because many of us engage in kitbashing regularly, and we greatly appreciate following prototypical practices and models, this was a perfect example to share with our readers.

It would be very interesting to find photos of this conversion in progress to see how they went about all of the work that would have been required to accomplish this real life kitbash.

If any of our readers have any more information on this, please contact us and share what you have.

It is always satisfying to find where our modeling operations are directly related to real life railroading and we want to thank Doug for sharing this with us.

Photos by those as noted.
In previous articles, I discussed the custom painted backdrop on my Water Level Route layout that depicts downtown Buffalo, NY, my dad’s hometown, in the 1930s. To add interest, I built an illuminated tunnel and placed buildings on top to create a street scene (photo above). The goal was to arrange the buildings so they blended into the painting of downtown Buffalo to create the illusion of greater depth. While the perspective isn’t perfect and the tunnel isn’t prototypical, the scene is a major focal point along the 35-foot backdrop and it was relatively easy to build.

Project Overview

First, let’s discuss construction of the completed tunnel and street scene in this elevated view (next page). The tunnel is a simple three-sided wooden rectangle that fits over three tracks along the backdrop. It’s almost 4.50 feet long (53L x 18.5W x 9.5H inches) with a flat top that supports the street scene. This large board is supported by wood strips screwed to the interior of the tunnel, and it’s recessed one
inch down from the top (next page) to make a railing along the front and back. The wood tunnel box was repurposed from a previous layout, which required placing it on wood blocks to achieve the proper height.

The completed tunnel top street scene complements the painted Buffalo cityscape on the backdrop.

The exposed edge of each board was dressed-up with three-quarter inch wood “L” molding that was painted grey. Note the exposed end of molding (below) before it was covered by the tunnel portal. On top, Life-Like streetlamps were installed, along with three lamp holders that will illuminate three buildings when they’re placed over them.

Wood “L” molding (yellow circle) dresses-up all exterior edges of the tunnel.

Wide Portal and Stone Arches

To span the three tracks, two cast tunnel portals were cut and seamlessly joined together to gain the proper width. Next, double-faced carpet tape was used to quickly secure the portal to the frame.

Two cast tunnel portals were cut and seamlessly joined to span three tracks.

The bench work was not wide enough to integrate “stone” arches under the top. Instead, they were affixed to the side of my whimsical tunnel. First, wide (below) openings were cut into the outer plywood sheet to reveal the interior of the tunnel.

Tunnel side with holes to expose the tunnel interior. Holes were cut into the outer plywood sheet to reveal the tunnel interior.
Then two sets of Mountains in Minutes arches were affixed to the side panel after centering the opening in each slot. (Below)

Close-up of Arch secured to tunnel side with paper stonewall. Arches were centered over the holes and exposed plywood was covered with paper “stone” strips.

Exposed plywood on each end of the arch span was covered with Noch(R) 57740 “Quarry Stone”, a heavy paper strip with stones printed and embossed into it and is secured with Liquid Nails(R). Seams were hidden by tucking the paper stone strips under the “L” molding, and behind the back of each arch.

Blending Buildings

Here’s the entire tunnel-top street scene in front of the painted Buffalo cityscape.

Four plastic buildings- (L. to R.) a diner, bank, bar and police department were positioned in the middle so they didn’t obscure the decreasing size – perspective - of the painted buildings on the left (top below) and right (bottom below) side of the city scape.

Left and right painted streets on Buffalo cityscape. Grouping plastic buildings in the center of the tunnel top street permits a clear view of painted streets.
I cut-out a section of the rear railing on the right side (bottom photo last page) that obscured some of the painted buildings and replaced it with a decorative see-through fence.

An elevated track runs behind the tunnel and the gap further enhances the overall perspective.

The buildings were carefully selected based on their size, style and height because they had to look good together while only partially obscuring the painted ones behind them. While the diner had interior lighting, the three remaining buildings were placed over lamps in black bases to illuminate their interiors.

A Lionel 12802 Roadside Diner (right top) anchors the left side of the street. It has a low profile, illuminated silhouettes, parking spaces in front and smoke pours out of its stove pipe. What’s not to like? Carefully placing a variety of vehicles and RMT painted figures add action to the scene. Here two friends chat by a white 1932 Ford Roadster by Ertl as a red Buffalo Fire truck by Corgi rounds the corner and a silver 1930s Mercedes Roadster heads down Main Street.

A Plasticville 1801 Bank is next door (below). The sentimental Thomas National Bank sign was printed decades ago by one of our boys who was helping dad build a previous layout.

The windows and clear door of this bank, along with those in the bar and police department, were covered with Woodland Scenics Light Diffusing Film. After making a withdrawal at the drive-through window, the driver of the yellow 1931 Rolls Royce roadster by Rio-Italy merges onto a single lane road made from a strip of black 3M “sandpaper” stair tread, which runs along the entire length of the scene (next page).
Side elevated view of town and street. The single lane road is made from a strip of black sandpaper stair tread.

Richard’s Bar (below) is a favorite lunch spot and after hours “watering hole”.

It’s a customized DPM 801 Birdies Tavern kit that contrasts nicely with the bank. The plain façade will be dressed-up with an animated Miller Engineering “Schaefer” beer sign in the large window and custom black letter signage printed on clear decals that will indicate the building number on the transom, and “Richards’ Bar” beside a shamrock in each side window.

A low profile Plasticville 1614 Police Department (below) was placed at the end of the street ahead of the detailed street painting on the backdrop.

A paper grass mat area and fence were installed next to the building, which permit a clear view of the painted street and provide a parking area for the Police Chief’s black 1931 V16 Cadillac car by Solido, and a 1930 Chevy van by Ertl.

I placed one of my favorite vehicles - a Pine Peak Tree Farm truck by Corgi – “front and center” on the road (next page). The billboard on the side of Richards’ Bar is the first of many scenic details that will be added to make the street come alive.

Close-up of Richard’s Bar, a customized DPM Birdie’s Tavern kit, is a popular after-hours watering hole.
Bob prominently displayed his favorite Pine Peak Tree Farm truck by Corgi in this scene.

Adding a Warehouse

I had to buy it! This 30.25L x 16.25W x 8.5H warehouse (**below**) only cost $10 at a train show.

Bob placed this three-sided warehouse next to his tunnel to lengthen the scene.

With its two lamps illuminating the freight doors, it looks great when married to the left side of my tunnel (**below**). Look closely and you’ll see that the windows and bricks are printed on paper! I plan to park low profile vehicles on the top.

Printed warehouse windows and bricks look real behind the glow of lamps over the freight doors.

When combined, the tunnel and warehouse create almost seven feet of interesting scenery (**below**) to complement the painted backdrop.

Front view of warehouse and tunnel. The warehouse and tunnel create almost seven feet of interesting scenery along the painted backdrop.

Night Running

While streetlamps and illuminated building brighten the street on top, three lamps installed inside the tunnel will illuminate trains passing through it when the room lights are dimmed (**next page**).
Night view with lighted tunnel. Temporary toggle switches activate lamps on the top and inside the tunnel to illuminate passing trains when the room lights are dimmed.

Three quarter end view of night street scene. Next step – replace the lighting toggle switches with a Lionel SC-2 remote control unit.
Three temporary toggle switches were installed. Two activate the lamps while the other one activates the smoke unit in the diner to conserve smoke fluid. The switches will be replaced with a Lionel TMCC SC-2 Switch and Accessory Controller that will permit remote operation.

**Have Fun**

In contrast to the incredibly precise prototypical modeling discussed in other *Modeler* articles, many Lionel O-Gauge modelers often create whimsical scenes that focus more on visual appeal than prototypical accuracy, such as the tunnel/warehouse project discussed in this article. Both approaches are enjoyable and rewarding, which is the reason model railroading appeals to so many of us.

Bob Shaw lives in Michigan so we thought that we would include a logo for the MCRR just for him. You can find some beautiful logo plaques for each of the component railroads in the NYC. Jim Stoddard (NYCSHS member) and his wife who own and operate the company that makes these beautiful logo plaques is taking a short break but these great logos will be back in the Collinwood Shop again this summer. Watch for them.
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.

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Article by Dean Apostal

Whether you run New York Central or any head end steam locomotive passenger consists of any railroad this “How To” can be beneficial to you. Total expenditure for this project was $140.00.

My twelve car NYC coach train with added people and lighting was too much weight for my single Westside 4-6-4 Hudson to pull even on level track. Since the Central rarely double headed Hudson's, unless there was a power move or a dead engine being relocated for repair, a train like this would be more prototypical with a single engine.

So herein lies the problem of how to pull a passenger train with one steam locomotive, a problem that I am sure plagues many model railroaders who model an era where there was a single head end steam locomotive. Clearly pulling passenger consists of the diesel era in HO scale railroading permits the use of multiple units as many railroads ran AB and ABA sets for passenger consists which solves the problem of being able to pull cars on a model railroad for the diesel era.

A solution, in this instance, then would be to add more power in the disguise of baggage car.

I had looked at the Coach yard powered trucks as a solution, but even The Coach Yard when queried, could not point to any online videos or referenced any people that had used them that could comment on the ease of installation and what was needed in speed adjustments to make them work with a single steam locomotive. They also were pretty expensive.

Photos by Dean.

So, I decided to use second generation Athearn switcher diesel trucks to power my baggage car.

Athearn diesel switcher trucks with side frames.

My friend, Max Rabinek came up with the idea of using this truck. The wheelbase happens to be the same as the truck used for the baggage car and requires removing the plastic side frames. The earlier, first generation, Athearn metal side frame trucks are riveted and these trucks should not be used.

The least expensive way to go is to buy a secondhand switcher off of eBay. Athearn has the trucks for sale, but you can buy a locomotive with entire drive for less.

Using just the plug in three prong, portion from the Athearn plastic side frame, I made a silicone mold of this piece which allowed me to render duplicate urethane pieces.

Four of these were required for my project.
Creating A Powered Baggage Car in HO-Scale

This is my completed silicone mold for the side frames.

The cast side frame is shown here plugged into the gear box.

I also copied a plastic MDC Pullman side frame, another Max suggestion, but opted for a Walther’s side frame as the brake hangers were included and the truck is more detailed and more three-dimensional in depth. The Walther’s side frames are from the assembled truck #920-2124 Pullman variety. I milled the side frames in the center flat, re-glued the center spring and attached them to the pieces that I had cast.

The internal weight, under the motor, was made from a master I constructed in plastic and then made a silicone mold from.

I then poured bismuth into the mold to form the motor weight through a small hole in a piece of metal. This kept the bottom dead flat.

The form on the left was used to cast the weight that was then glued in place.

I then glued the weight but could have used thin double sided tape to hold it in place. After cooling I cut off the gate.

A 2032 Sagami motor with Aline flywheels and a non-sound Sountraxx decoder board was added to the chassis.

I added a low speed 2032 Sagami motor with Aline flywheels with a Non-sound Sountraxx decoder board. #852002 to the assembly (above).
I used modified Athearn switcher frame bolsters and drilled a small hole with a #71 drill to press in a small brass eyelet. This allowed me to solder a wire into the hole. This was more versatile, allowing removal, and I hard wired the truck for electrical pick up, which are screwed to the modified Bethlehem frame to accept the power trucks and then Athearn splined couplings to make the motor to truck connections.

These couplings are great and will handle more severe angles without binding or becoming too noisy.

I also added two more attachment posts to the inside of the body to keep the frame rigid when assembled. After modifying one side I used blue tape to make a template and then flipped the template to make the other side.

The Westside Hudson has a top speed of 50 scale MPH well below any real Hudson and the powered baggage car with the Sagami motor and 12 to 1 Athearn gearing had a top speed of 120 scale MPH. To match the speed between these two power units it was necessary to slow down the baggage car and match it notch for notch in the 28 speed step mode to the Westside Hudson. There is a simple way to speed match by manipulating CV 2, CV 5 and CV 6, but it is not as detailed method by matching each individual speed steps. The process I used was more complicated than the aforementioned method.

This meant running the Hudson at each individual speed steps 1 through 28, through an Accutrak II speedometer and then to document each speed at each speed step all the way through the range. Using advanced speed matching I slowed down the baggage car through the programing for each and every speed step. The results were well worth the extra effort. The baggage car matches the Hudson step for step in speed. The normal ounce pulling force for the Hudson is 4.7 ounces and increased to 8.2 ounces combined with the Hudson and the powered baggage car together. If I had used a brass baggage car, which I would have chosen if able to find, I could have added more weight based on the integral strength of the body and frame and would have increased the pulling power with this combination.
The finished baggage car coupled to the Westside Hudson, ready to be added to Dean's long passenger train.

Speed Matching – Forward& Reverse Trim, Long Address Mode

To access a 28 speed step matching:
Set CV 25 to 16
Set CV 29 to 50
- Work with the loco to speed match
- Always work to change the faster unit and slow it down. In this instance the baggage car which is too fast, needs to be slowed down and speed matched with the slower Hudson, the lead, head end unit. The baggage car can be advanced consisted or simple consisted to the Hudson.
- Now you can access CV 66 through 95
- Set NCE controller to speed step 28
- Each speed step of the speed Step1 through Step 28 is reflected in the CV’s 67 – 94
- CV 66 is forward trim and CV 95 is reverse trim – These trims can be changed to slow down or speed up after changing 67 – 94 and will affect the entire range of trim you programed
- Use care and only if you have a problem when the loco moves at a different speed in reverse
- Set loco on track that will not change
- Use the Accutrak speed tester to document the MPH speed at each speed – Step 1 – 28
Creating A Powered Baggage Car in HO-Scale

- Write down MPH as you set them and keep this record
- Remove the loco from the track

In the Tsunami Mobile Decoder these are the steps for 1 -28

- They are:
  - 67 – 9, 68 – 18, 69 – 27, 70 – 36, 71 – 45, 72 – 55, 73 – 64,
  - 74 – 73, 75 – 82, 76 – 91, 77 – 100, 78 – 109, 79 – 118,
  - 80 – 127, 81 – 137, 82 – 146, 83 – 155, 84 – 164, 85 – 173,
  - 86 – 182, 87 – 191, 88 – 200, 89 – 209, 90 – 219, 91 – 228,
  - 92 – 237, 93 – 246, 94 – 255

Having these default settings will help you move quickly in figuring out the percentage of how much the CV value needs to change on each CV as you progress up through the speed steps on your way to Step 28.

With the loco you are programing, run the loco through the Accutrak and replicate the speed on each stop of what you have documented from the fixed locomotive, by lowering or raising the CV for each speed step.

Example: Speed Step 1/CV67 if the locomotive is too fast, then lower CV67 from 9 to 6 and run through Accutrak again.

Keep adjusting until the speed matches perfectly.

Go on to speed step 2/CV 68 and compare the speed to what you have documented.

Make changes to the CV and then check the Accutrak.
Welcome to the 2021 Second Quarter edition of the NYCentral Modeler and the first in over a year for the Harmon Files. Since we don’t have any recently finished models to share, I thought I’d share my thoughts on why I model the Hudson/Electric Division circa 1952-53.

Growing up in the Hudson Valley with all of the legend and lore surrounding the Majestic Hudson River going back since Henry Hudson sailed up its confines in 1609, and Robert Fulton’s first steam powered boat the Clermont set the tone for things to come in 1807. By 1852 steam powered trains of the New York Central & Hudson River plied the eastern shore from New York City all the way up to Albany.

We had tales of the Headless Horseman, Ichabod Crane, Rip Van Winkle, and buried pirate treasures of Captain Kidd. It seemed like everything was called Sleepy Hollow this or Sleepy Hollow that. We had two U.S. Presidents that once lived on the shores of the Hudson River amongst elite families such as the Vanderbilt’s, Rockefellers, Livingston’s, Astor’s, the Thomas Cole’s and Fredrick Church’s, just to name a few.

As trains got longer and faster, the main line that had originally followed the crooked shoreline of the Hudson River got filled in and straightened out creating tidal flats where bays once were. The NYC&HRRR had at one time 100 interlocking towers between the Big Apple and Rensselaer. As signaling got better and Automatic Train Control was applied this reduced the need for so many towers.

Who could resist modeling the beautiful scenery of the Hudson Valley with a four track main line to boot and a constant parade of trains around the clock both passenger and freight trains coming from the far reaches of our great Nation? New York City, the largest metropolitan city in the nation was a huge consumer of products. Live meat on the hoof, frozen meat, fresh fruit and vegetables from
southern and western markets, fresh milk from Upstate NY were delivered daily in large quantities. Building materials for an ever growing city, finished products going to markets in Chicago and western markets kept trains rolling in both directions.

_Hudson River from Bear Mt. Bridge looking south. NYCSHS Collection_

I was always intrigued and mystified by the Harmon area and knew this place had to be on my layout for a 1952-53 time frame. It was my showcase with steam, diesel, and electric motive power swapped in and out on every train. Servicing it all was a beehive of activity. Two roundhouses for the iron horse, a 25 stall from 1913 and a newer 31 stall from 1928, a 320 foot coal dock with 30 chutes, a huge Diesel & Electric Shop for inspection and repair of the entire electric fleet and all the new diesels showing up in droves replacing the outdated and maintenance intensive steam locos.

There were several interlocking towers controlling the traffic in and around Harmon. HM Tower was right in the thick of it all at the station proper. CR Tower controlling the southern end of the Harmon complex while CD Tower controlled the northern half.

One could model Harmon as a standalone layout with staging yards on either end as most of the “Great Steel Fleet” swapped motive power here providing plenty of non-stop action. I had planned on modeling up to Poughkeepsie the northern end of the “Commuter Zone”. I plan on skipping a few of the smaller hamlets such as Crugers, Montrose, Chelsea, and Camelot. There isn’t a ton of photos of these places and not many trains stopped at them other than locals. Harmon, Croton-on-Hudson, Oscawana, Peekskill, Manitou, Garrison, Cold Spring, Beacon, New Hamburg, and Poughkeepsie are the planned model towns. This was the plan from day one. But now that I’m older and wiser this is more for a club size layout and not for a lone wolf one man band like me.

I’m blessed to work with Manuel Duran-Duran and Victor Hand who model roughly the same area and time period. There are other fine modelers and members of the NYCSHS who find the same satisfaction in modeling along the Hudson River. Manuel has modeled GCT and 125th St. station so far. Victor’s layout starts with the Spuyten Duyvil area and proceeds north up to Cold Spring. We all work on projects together designing and drafting plans and sharing the fruits of our labor with each other. No need reinventing the wheel here.

Modeling the Electric Division has its own set of modeling problems unique unto
itself. The 3rd rail for one. Years ago, Victor had a ton of 3rd rail hangers injection molded. These were sold by Model Memories for years. Then you have the infrastructure that supported this operation; battery houses, interlocking towers, circuit breaker houses, substations, 3rd rail power feeders, transmission poles carrying the power for the 3rd rail, and the motive power run by the 600 volts DC.

We have the original old heavy weight multiple unit or MU equipment and the newer light weight 1950 era MU equipment. Then there’s the S motors in three sub-classes, T motors in three sub-classes, R motors for freight, and luckily for our modeling era only one P motor, the “Triple Deuce” number 222 that was converted at the Harmon Shops as a test in 1951. None of these were produced in plastic either!

A lot of these structures had a NYC Family appearance but no kits off the shelf come close to modeling them. This means we have to scratchbuild or have structures 3D printed then make RTV molds and cast a bunch in resin. With the three of us in the same boat this approach works well and now we have exact copies of the prototype. Lucky for us, Manuel is extremely proficient with CAD drawings and the whole 3D printing process. Plus, he’s great with the building mold boxes and resin castings.

Then there’s the Hudson Division portion we all model even though each one of us only goes up the Hudson River just so far. Victor chose Cold Spring, NY, Manuel chose Beacon, NY, and I choose Poughkeepsie, NY.

Planning the riverside industries and rail served customers gives purpose for the local switchers and “Travelling Switchers” along the Hudson River. Some of these industries were quite large and required a lot of switching. Fleischmann’s Distillery or Standard Brands south of Peekskill comes to mind. The Fisher Body and Chevy plant in Tarrytown received Just-in-Time inventory requiring box cars of parts to be spotted several times a day. The Croton West Yards sole purpose was to expedite box cars to the loading docks in Tarrytown via “Travelling Switchers” based out of Harmon. Anaconda Wire in Hastings-on-Hudson was another busy plant with a lot of inside tracks that kept a Yonkers Travelling Switcher occupied all day. We’ll talk about more of these in later installments of the Harmon Files.

The interlocking towers on the Hudson Division were all mechanical and not electric interlockings like those towers on the Electric Division. The NYC had all General Railway Signal Co. equipment along the Hudson River, an on-line company from Rochester, NY. We decided to research and do the GRS mechanical interlockings as best as we could for a great visual punch to the layout. Once again, 3D printing came to the rescue with the rod carriers, compensators, and various sized cranks. These were designed to be used with Tichy Train Group .0125” phosphorous wire for the rods.
Looking south along the Hudson in 1959. Jack Shufelt photo.

Our NYCHS Modeling Committee members had a couple of kits designed and produced for NYC modelers suitable for Hudson Division towers. I’m sure more of these will be coming in the future.

I hope you enjoyed a little bit of my rambling on in this Quarter’s edition of the Harmon Files. I’ll get more specific in future editions concerning operations or models on the horizon that we’re planning for our current and future planned layouts. One of them being the National Biscuit Company Printing and Carton Plant, or NABISCO plant in Beacon, NY which was directly behind SS 50 tower and that interlocking plant. This is the plant that cut and made the boxes for cookies and crackers for their bakeries in New York City. We all remember the “Animal Cracker” boxes, right? Stay tuned!

We are hoping that Larry will soon be back with many articles for the Harmon Files and Manual Duran-Duran will also return with his “NYC Engineering Department”. These two columns have provided us with numerous NYC modeling projects over the years.

For those who model the Hudson/Electric Divisions, like Larry and Manuel the NYCHS has a DVD or Flash Drive with Valuation Maps, track sketches, and signal diagrams for the Division available in the Collinwood Shop at:

https://nycshs.3dcartstores.com/Valuation-Maps_c_162.html
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: nfwiddifield@nycshs.org

**Steve Lasher Photos**

The top photo is of locos Steve painted and/or weathered to replicate the painting by Tony Facherzbi(lower photo).

**Ed Enyedy Photos**

The entire bridge has been scratchbuilt over a ten year on and off again period. The five viaduct towers are made from Central Valley Girders, black styrene sheet and some Plastruct L-channel. He declined to use the standard Central Valley viaduct tower kits because they were for single track bridges and the proportions didn't match the height of my bridge deck. He still has three more viaduct towers to make for the western end of the bridge. The viaducts plus the two trusses measure about eleven feet long and are an obvious focal point on the layout.
DRT #165 was an R-1 Steeplecab electric locomotive built as #7505 by Alco-GE in May 1910. It was one of six 100-ton type locomotives used to pull trains through the recently completed Detroit River Tunnel from the new Michigan Central Station in Detroit to the MC station in Windsor, Canada. It was heavily modified by 1953 when it was replaced by diesel. (We hope to have an article from Brook on this model. Brook’s husband, Jay, is a NYCSHS member.)

The town of Westport was in the southern portion of the CCC&StL line running from Benton Harbor Michigan to Louisville Kentucky. the line became Penn Central and then was discontinued.

However, on Roger’s ECI railroad the line was still in use and the town was prospering. The grain elevator had become a much bigger operation with its own diesel used for switching and a weekend passenger train running from Anderson to Westport and back. Although there was no actual passenger traffic, there was the special train running in the summer.

Westport had prospered even with an empty building downtown. The rest of the downtown had stores that were holding up well and even had a Kentucky Fried Chicken where the street became a highway again.

With the houses surrounding the downtown and the small school, Westport is doing well.

We continue to ask for photos and articles for the magazine but we receive very few. We spend an inordinate amount of time trying to get our members to share their modeling with us. This column was an attempt to make it easier to share photos rather than writing articles, but we have gotten very few photos.
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Rev. 6.24.20
R. B. Phillips sent me a series of emails with some of his excellent passenger car models and a converted Pacific, that I wanted to share these with our readers. So, this article is really a photo shoot of a few of those models. – Noel

Boston & Albany 1960s Walthers’ “Favorite Prototypes Heavyweight Dinner” (B&A Diner #118)

I discovered about 7 years ago that the Walthers RTR heavyweight diner of the 2000s was exactly the length of the classic 60s Walthers "Favorite Prototypes" NYC diner (also released as part of 1977s 20th Century Limited set). If you place a pair of stamped metal sides from the old kit on the new RTR car, even the tables line up for the most part. Instant correct heavyweight diner!

The roof vents are not correct for a NYC heavyweight diner, but if you have the old kit, it usually comes with its better cast metal set of roof vents. NYC had variations on the number of kitchen windows; I haven't yet gone as far as blocking a kitchen window or two to match prototype photos.

Fascinated by a heavyweight diner picture in NYC Color Guide To Freight And Passenger Equipment Volume 2 by Killian, Odell, and English, I modeled what was captioned as the last diner lettered for the Boston & Albany. It has two kitchen windows too many but is convincing. I placed chef, cooks, and diners at the tables, forks poised in midair, to match the photograph.
A Bethlehem Car Works horse car model was used to recreate the car shown here in the lower photo. Lower photo Northeast Rail Photos, Fallen Flags site.

This intricate Bethlehem Car Works kit was a Christmas present and a build for the determined true Central fan. When done, it is a beautiful, distinctive and smooth-rolling car. I’d always liked a picture of one of these cars in service from the former Fallen Flags site (credited to Northeast Rail Photos), and wanted to emulate the safety boards, live horses, and grooms in that picture. Since it was a car still ferrying horses and not converted to baggage, I left off the reinforcement plates under the doors that I believe were added later. I skimped and did not drill emulations of the holes for pinning horse ramps under the doors. I like the result and put 5657 on a prominent siding facing towards the viewer.
I had a major hole in my fleet - I had no P-S 10-6, but the Central had nearly a hundred! I'd had a set of Union Station Products' sides for years, and an undecorated Walthers P-S 10-6 that I thought would be a straight swap. But no! The Walthers car wasn't their 20th Century of 1948, but an earlier model whose floor plan was mirrored. I broke down the Walthers room partitions and managed to flip it, room by room. In went shades and a few passengers, and Chicopee River was done.

This was a car I started 10 years ago! I put reinforced Union Station Products sides on an Eastern Car Works core, then got frustrated and set it aside. For some reason, every aspect of it seemed to look better now (fit of roof, the distinctive loading door mid-car) than I remembered it. It was easy to prime and airbrush the sides while doing other cars. I created enough of an interior to show passengers enjoying the lounge, just as I used to see them when the Ohio State Limited would go through my small town at dusk. This one new bottle of NYC light grey was off in color - maybe someday I'll re-shoot it. The rooftop antenna is (for now) sewing thread, another consequence of hobby shops being closed.
This photo shows one of the old JC Models stamped tin combine (Branchline roof, shortened) next to the great new NYCSHS/Bethlehem Car Works combine. The Society model clearly wins, but not from 10 feet or more.

13 Double Bedroom (Pullman-Standard 4071A) aisle side (top) and room side (bottom)

A decade ago, I bought a set of Laser Horizons sides for this 1938 car type. I chose a surplus Walthers 10-5 P-S sleeper as a basis for finally completing a "County" 13 DB as in service within my layout's range 1948-54.

Sides and room partitions were removed from the Walthers car and laid out to see what I could reuse to match a 4071 floor plan. Since this was destined to be an operating car and not for exhibit, I concentrated on creating acceptable illusions if someone looked inside a window from close range. Palace Car Co. seats (painted Tuscan red) and B&M blue painted room walls
were my choice to do this. The aisle wall got sprayed buff, and the window handrails are sewing pins with heads cut off.

Pre-war GSC 43-R trucks (often called "Challenger") replaced what came on the Walthers car. Some postwar pictures show 13 DB cars with replacement trucks, but I liked the idea of mine having its original style. The skirting was modified to match a 13 DB picture in Sweetland's and Yanosey's *NYC Color Guide To Freight and Passenger Equipment*. Modelflex NYC Dark and Light Grey did a fine job replicating the 1948 scheme. I was out of PULLMAN letterboard decals in my stash of Champ decals, so the 1954 switch to NEW YORK CENTRAL was required. My boyhood home was in Oneida County, so the car names (different ones on each side) are the two adjacent counties Herkimer and Onondaga.

Cars I finished after the shutdown here in Massachusetts but before I got the '68 Cougar out of storage.... *This is an old set of Laser Horizons 13 double bedroom sides finished on a Walthers 10-5, whose rooms I moved around. I used pre-war trucks on them, although they'd probably been replaced by 1954. Yes, I put different car names on each side to fool myself.*

My layout is a 11’ X 14’ and is pinched at one end to allow people a small space to step into before the decide to brave the duck under.

It is a highly compressed 1948 – 1952 Mohawk Division between Little Falls and Whitesboro, NY and I do have a newly constructed Gulf Curve.

It is really a glorified oval with no tricks like the Adirondack Division disappearing from Utica into staging tracks. Although that may be a project for future years.
Utica Union Station and my own childhood railfanning spot at the Mohawk Street grade crossing in Whitesboro are the two places I put the most effort into on my layout.

Although some of the locations of some of the period businesses are fudged, the relative positions of these are basically correct.

A mildly customized Walthers’ Union Station with fake brass doors added isn’t accurately Utica’s but captures the spirit well enough that visitors really like it.

Looking east from the Whitesboro Freight House back at Mohawk Street with the Utica Drop Forge plant on the left. The buff building is the Blue Coal dealer and its weigh scales that lasted into the early 1960s.

I couldn’t have six platforms like the real Utica did, but I have three. The REA annex on the left, is preserved now as a weekly farmers’ market.

Utica passengers see train #55, the advanced Empire State, coming around the curve that, in the real Utica station, really does look this way. The enclosed staircases that Utica had are being built now. What you see are Walthers open stairs that I am using in the meantime.

In a just for fun photo, the eastbound Lake Shore Limited with its UP transcontinental 10-6 ahead of the 1960s’ Walthers heavyweight Dover 6 BR lounge that I built. A L4b Mohawk
Finally, inspired by a Jim Six article on making a K3 from the Broadway Limited USRA Pacific, I decided to do a more reasonable kitbash to a K14. A K14 had 73-inch drivers, similar to the 72s on the BLI model, but a K3 had 79-inch drivers, and I still think the BLI model doesn't have the right "high stepping" look when you don't swap drivers.

It gave me reasons for adding a good deal of lost wax castings, wire, and tubing. The tender is a lowered and shortened old Tyco "Chattanooga Choo-Choo" train set item that I adapted over the BLI tender frame and trucks.

R. B.'s Pacific after he had completed the conversion from a generic USRA Pacific to and K14.
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NYC Heavyweight Pullman Sleepers In N-Scale

Article by Tom Long

Introduction

Heavyweight Pullman sleepers were a staple of New York Central passenger trains for much of the Twentieth Century. Unfortunately, the only appropriate N-scale heavyweight Pullman sleepers currently available in ready to run form are the 10-1-2 and 12-1.

This is a stock Micro-Trains 12-1 sleeper.

Both are manufactured by Micro-Trains. While these are both very nice cars, there were many other types of heavyweight Pullman sleepers used on the New York Central. Fortunately, KV Models (kvmodels.com) makes metal car sides that are designed to use the Micro-Trains cars as a core. These kits also include cut levers, stirrups, and roof vents.

These are the metal car side kit from KV Models for Pullman Plan 4060 “Poplar” Series 6-6 sleeper.

Photos by Tom except where noted.

There are several different car types available that are appropriate for the New York Central. As of this writing, the appropriate available car types include Pullman Plan 4060 “Poplar” Series 6-6 sleeper, Pullman Plan 4084A “Poplar” Series 6-6 sleeper, Pullman Plan 3523 6-3 sleeper, Pullman Plan 3958 14-section sleeper, Pullman Plan 3979 8-1-2 sleeper, and Pullman Plan 4090 8-3-1 sleeper. Building these models requires the use of one of the Micro-Trains heavyweight cars as a core. Selection of the correct core is generally dependent on the roof you need for the correct (or closest to correct) roof air conditioning ducts. Note that the Micro-Trains 28-1 parlor is also an option for use as a core, though it has a slightly wider clearstory. As with all modeling projects, good reference material is critical in creating an accurate representation. Excellent sources of reference material for the heavyweight Pullmans used on the NYC are found on the Pullman Project (http://www.pullmanproject.com) and on the Canada Southern websites. (http://www.canadasouthern.com/caso/home.htm)

Preparing the core

The first thing to do is acquire a Micro-Trains car for use as a core. For the 8-3-1, I used a 12-1 for the core. For the 6-6 I also used a 12-1 for the core, however, the core selection for the 6-6 really doesn’t matter as the roof needs to be replaced with a Micro-Trains business car balloon roof. A 3-pack of these roofs is available separately.
Next disassemble the Micro-Trains car. Remove the roof, trucks, couplers, diaphragms, the underbody, the interior (including the weight), and the window glazing. Once the car is dissembled, it’s time to cut off the sides. This is done by using a razor saw to make a vertical cut on the outside edge of the doors. Just cut enough to get through the side; avoid cutting into the floor of the car as much as possible. Then run an X-Acto blade along the sides where they are joined to the floor. Do this several times until the sides detach. Ensure the edge of the floor where the sides were attached is sanded uniformly smooth so the new car sides can mount correctly. Your car core is now ready for use.

This is the Micro-Trains car after the sides are removed, leaving only the floor and the ends. It is now ready for use as the core for the metal car sides kit.

Assembling the Metal Sides

The metal car side kit is actually comprised of three layers that need to be stacked to form the finished car side. The first layer is the back layer, which is basically just a smooth base layer that includes the window frames and the doors. The second (middle) layer includes the window and door cut outs, and much of the rivet detail. The third (top) layer is actually comprised of two pieces, 1) the letter board and 2) the belt lines. An important tip is to drill out the holes for the grab irons using a #80 drill before assembling the sides; it’s much easier to drill out the hole on a single layer than on multiple assembled layers. (I learned this the hard way.)

Here are the car side pieces cut from the metal sheet.

I attached the middle layer to the base layer using medium viscosity CA applied with a brush.

The first and second layers are now glued together. The letterboard and belt rail remain to be added.

Once the CA was dry on those layers, I added the letter board, and then the belt rail.

Here are the fully assembled cars side with all layers in place.

Now that the sides are assembled, styrene strips need to be added to the top and
bottom on the back of the sides. These strips act as spacers to increase the thickness of the new metal sides to match that of the previously removed styrene sides. For the top spacer strip, use a piece of .020” x .060” styrene. Run this the entire length along the top edge of the metal sides. The bottom spacer strip is made using .020” x .125” styrene. This strip should be run the entire length of the bottom edge, except for the door areas. The bottom of the doors is slightly higher than the bottom of the sides; stopping the strip short of the doors to prevent having to modify the strip to account for this height difference. Use CA to firmly attach these styrene strips.

This is the back of the cars side with styrene spacer strips added.

After the glue on the spacer strips is dry, carefully fit check the sides on the core. Once satisfied with the fit, attach the sides to the core using CA.

The car sides are glued onto the core.

After the sides are securely glued in place, do a fit check of the roof to ensure there are no issues with the fit. With confirmation of a proper roof fit, the final step is to add the grab irons. The grabs irons were created using and .008” bronze wire and installed through the previously drilled holes using CA.

Detailing the Underbody

Now it’s on to the underbody. The amount of detailing done to the underbody is really up to the modeler. The original underbody is sufficient looking as is, and even though each type of Pullman tended to have a slightly different underbody configuration, the underbody may be acceptable to the modeler without change. One could also just cut and move around some of the Micro-Train underbody detail for more reasonable representation. However, I wanted to more accurately replicate the different looks of the various underbody configurations. Keystone Details (http://www.keystonedetails.com) makes a very nice 3D printed underbody detail kit for the Micro-Trains sleeper. Both mechanical and ice activated air conditioning kits are available. Instructions for the kits are available by request. For New York Central cars, the mechanical air conditioning kit is the one to use.

To prepare the 3D printing material, first soak it in Bestine or some other comparable type of goo removal fluid (internet forums indicate cigarette lighter fluid and Goo Gone also work).

A picture of the assembled Keystone Modeler mechanical A/C underbody kit.
Once the parts are ready, assemble the underbody and details per the instructions provided by the manufacturer.

I use old issues of *Mainline Modeler* to determine the correct placement of the underbody details.

**Roof**

With the underbody complete, it was on to the roof. Additional details may be needed on the roof depending on the model. For the 6-6 balloon roof, one end of the stock balloon roof lacks the notch for the standard end of the Pullman sleeper. I cut out this notch so the balloon roof fits properly on the car.

For the 8-3-1, no modification or additional detailing was needed on the roof.

**The Interior**

The interiors that come with the Micro-Trains core aren’t correct for the new configuration, so new interiors needed to be created. Once again, I used old issues of *Mainline Modeler* to determine the correct configuration. For the 8-3-1, much of the stock interior was usable so I only removed the incorrect areas, patched the resulting holes in the floor, and then used .015” sheet styrene to fabricate the various new walls. For the 6-6 an entirely new interior had to be created from scratch. I used the cars weight as a template for the floor, which I fabricated out of .010” sheet styrene. I left a slight overhang on one end as the interior on the blind end (i.e., non-vestibule end) goes all the way to the end of the car and the weight is designed to stop short of the now non-existent vestibule. I didn’t do much for furniture, just some crude section seats, as one can’t really see much in through the windows anyway (this is n-scale after all). I then glued the interiors to the floor weight to ensure proper alignment of the interiors.
I painted the interior light brown with cobalt blue seats; I thought it looked close enough to the post-war Pullman interior scheme used in Heavyweight cars. This may not be correct for the period I model (information is hard to come by), but it looks nice enough and again it’s hard to see inside the cars.

**Paint and Decals**

With the car fully built, it’s time for paint and decals. Since I model 1947, I painted the cars Model Flex Pullman green (the two-tone gray didn’t get applied to the Heavyweights until the 1950s).

I then painted the roof and underbody black. Once the paint was dry, I sprayed the cars with a gloss coat in preparation for decaling.

I used Micro Scale Pullman gold lettering decals (60-1221) to letter the cars. I chose to letter the 8-3-1 “Clock Tower” and the 6-6 “Poplar Bay”. Once the decals were applied, I sprayed another coat of gloss to hide the decal film. I then added a semi-gloss coat to bring down the shine slightly, but not too much as these were passenger varnish after all.

**Final Assembly**

Once the finish is dry, it’s time to begin reassembly of the car. I added window glazing made from a strip of .015” clear styrene, using canopy glue to secure it in place on the inside of the car sides. Once the glue was dry, I added 1015 couplers to the coupler mounting boxes. I then mounted the Micro-Trains stock trucks or Keystone Details 3-D printed 242 trucks, depending on what the prototype car used.

Based on the information on the Pullman Project website, “Clock Tower” had 242 trucks.

“The 242 3d printed trucks from Keystone Modeler as they come from the manufacturer.”

“Poplar Bay” had regular 2411 trucks, which the Micro-Trains trucks that come with the car are a good representation of. However, I did modify the Micro-Trains trucks by removing the loops on the ends of the truck.

“These are the Micro-Trains trucks showing before, left, and after, right, the removal of the loops.”

The Micro-Train trucks now looked more like the pictures of the trucks in the reference photos and also allowed the trucks more room to swing.
NYC Heavyweight Pullman Sleepers In N-Scale

Next, I inserted the interior. A few dabs of canopy glue on the floor were used to hold the interior in the correct position. Last, I added the roof. And with that, these Heavyweight Pullmans were ready to haul the first class passengers of the New York Central.

The completed 8-3-1 “Clock Tower” ready for service.

NYCSHS Photos From The Archives

One of hundreds of New York Central road switchers liveried in the lightning stripe scheme, DRS-6B 8243, an Alco-GE RS-3 built in May of 1951, totes a string of new boxcars near Rochester, New York on December 14, 1951. NYC Negative 9674, NYCSHS Collection.
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
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.

These and more can be ordered online in the Collinwood Shop http://www.NYCSHS.net
NYCS 0-8-0 “Yard Goats”

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

These locomotives were built by a number of manufacturers over the years. They were sometimes referred to as "Yard Goats" by the NYCS employees. The collection includes a complete roster of all of the NYC 0-8-0s.

This drive contains a collection of photographs from the NYCSHS archives. It provides a collection of photo of the Pacific, Hudson and Mohawk locomotives that were streamlined by the NYC to take advantage of the excitement around the streamlining of locos by many of the American railroads before WW-II.

These and more can be ordered online in the Collinwood Shop

http://www.NYCSHS.net
Joe Rothwell Begins A Long-Envisioned O-Scale Live Steam Hudson In Next Issue – We Promise!!

We promised Joe’s article in this issue but we ran out of space. In the next issue we will begin his quest for a live-steam Hudson in the first of several articles as we follow Joe on his adventure.

Robert von Behr Models Motive Power From 1919

Sometimes Bob likes to change eras as he prepares for his future layout. He has added several Accurail 36’ NYC boxcars and needed a locos to pull them. His G-3 2-8-0 #2331 sits on a display track ALMOST ready to roll- as soon as a crew rerails three of the loco's 8 axles. The fireman looks bored.
Chuck Beargie’s Odyssey Continues

NYC P&LE train 685 with 9229 at Harvard Rd E108, Cleveland Ohio August 21, 1934. Chuck continues with Part 2 of his development of his NYC Franklin/Oil City branch line layout. In the upcoming article, he will show how the prototype tracks and industries were laid out and review the various trains that ran through town according to the timetable.

Bob Shaw’s O-Gauge Model Railroading Continues

Adding a 35-foot retaining wall that’s easy to build and looks great. In the next issue, Bob tells us how.
We are taking 2021 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
May 1943 Still early in WWII and it wasn’t clear that we would come out on top. A dad worries about his son who is far away and probably in the fighting. Our current crisis with Covid 19 looks pretty easy compared to this.

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

Some Scans from the NYC Lines Magazine DVD
NYC Lines Magazine covers from 1926 – Just three of the many covers of the magazines that were published by the NYC from 1921 – 1932.

The ads for products and photos are found on the NYCLs Magazine make this NYCSHS Flash Drive 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 100,00 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 https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps-_c_180.html
These poster ads illustrate some of the things that made the NYCS great in years past. This one was an ad touting low cost travel. “I felt like Cinderella when I had to plan my trip on a shoestring, but felt like a Princess the moment I stepped into my gleaming air-conditioned coach, with its huge windows and smart interior by a famous designer.”

An ad from the NYCS displaying their Pacemaker service. The NYC was very proud of the service they provided during those golden years of passenger service.
NYCSHS Exclusive
Accurail NYC 3-Bay Hopper (Lot 824-H)

40'8" All Steel Self-Clearing Offset Hopper

NYCSHS Modeler's committee wanted to offer a custom decorated Accurail 3 bay hopper as a lot 824-H. The 824-H was built by General American in 1952 numbered NYC 904000-904999. The road number is homage to the society's 50th anniversary and is authentic.

The artwork is laid out directly over the top of the Builders photo of the hopper, so it should be just right. The end lettering is a touch smaller than in the photos, but it needed to be in order to print properly in that restricted amount of space.

These easy-to-build HO Scale plastic car kits feature a one-piece body with details molded in place. Decorated models feature authentic paint and lettering schemes with end reporting marks. In addition, the trucks feature nonmagnetic axles, and the coupler pockets accept Kadee(R) No. 5 couplers. Also features exceptionally free-rolling wheels. Sets of decals with six road numbers and 6 shop stencils are included with kit. Decals come with same paint color background as the car.

MSRP $31.63 NYCSHS member price is $25.30 and that is 20% off MSRP.

Shipping is extra and Ohio residents must add 8% Ohio sales tax.
https://nycshs.3dcartstores.com/Accurail-HO-Scale_c_70.html
Bluford Shops N-Scale NYC “Alert Safety Wherever” Bay Window Caboose

This caboose sports one of the more unusual paint jobs on the NYC cabooses. This was part of the NYC's safety program and several cabooses were painted in "safety" green and white colors. The green carbody had white lettering and logo. The herald sports the Aerotrain and features the "Alert" logo rather than the traditional NYC logo. Notice the green cross signifying safety.

Features:
- Ladders and running boards as appropriate
- Barber-Bettendorf Swing Motion caboose trucks
- Magnetically operating knuckle couplers
- Fox Valley metal wheels
- Separately applied smoke jack and brake wheel
- Wire grab irons
- Window "glass"
- Weighted for trouble free running
- Fully assembled and ready to run

https://nycshs.3dcartstores.com/Bluford-Shops-N-Scale_c_74.html
Rapido HO-Scale NYC ALCo RS-11 - Script Logo - DC/Silent, DCC w/ Sound

The first three RS-11s were produced by ALCO in February 1956 as a demonstrator set. This locomotive, classified by ALCO as model DL-701, was their first high-horsepower road switcher, intended to be a replacement for the very popular RS-3 road switcher. Featuring a V-12, 1,800 hp (1,300 kW) 251B diesel engine, the RS-11 was ALCO's answer to EMD's very successful GP9.

The RS-11 could be set up for either freight or passenger service, with passenger units having a steam generator fitted into the short hood and a larger fuel/water tank beneath the frames. RS-11 units could be designated for either long hood or short hood forward operation.

Features:

- Correct hood and roof profiles 3D scanned from the prototype
- Operating number boards, headlights, class lights and cab control stand lighting
- Working inspection lights in the inspection light castings
- Straight metal side handrails with plastic stanchions
- Huge amount of newly tooled roadname-specific details
- Full underbody piping, conduits and steam lines, where appropriate
- Correct roadname-specific corner steps
- Separate grab irons and handrails installed at the factory
- Heavy, die-cast chassis and full, multi-color interior
- New, rock-solid 5-pole skew-wound motor with dual flywheels
- DC/Silent (21-pin DCC Ready)/DCC with Sound


Comes in four road numbers - You must select road number!!

https://nycshs.3dcartstores.com/Rapido-HO-Scale_c_119.html
EMD’s E-8 were the quintessential North American passenger locomotive of the 1950s through the 1970s. Four hundred fifty of the E8A and 46 E8B units were produced. The first E8s were delivered in 1949, with the last E9 being produced in 1964. These units pulled passenger trains from coast to coast, and later became the backbone of Amtrak’s fleet in its early days. Many more were later used in commuter service before being retired. Today several units live on in museums and tourist railroads throughout North America. The NYC had 62 A-units.

Features:

- 3D laser-scanned body shell
- Accurate nose and roof contours nose
- Accurate back ends
- No dynamic brake options
- Dual steam generators, widely spaced
- Single-headlight configuration
- Freight pilot
- Vertical Farr grills
- Single MU door nose, right of headlight
- Side Portholes
- Cab-side walkway
- Cab-side lifting lug covers
- Non-skirted fuel tanks
- Pilot MU hoses
- Hyatt bearing trucks
- Heavy die-cast chassis
- Smooth running drive system with all wheels powered
- Complete lighting effects – headlights, class lights, backup lights, ground lights, cab lights and more
- Numerous road-specific detail parts in both plastic and etched metal

https://nycshs.3dcartstores.com/Rapido-HO-Scale_c_119.html
Railway Prototype Cyclopedia #35 - 1937 AAR Boxcar

Volume 35 is a special super-sized edition comprising 385 pages, which contain much useful prototype information in one extensive, comprehensive article on the following subjects:

Genesis of The A.A.R. Standard 40’ Box Car: a part of the continuing series covering 20th Century American box, automobile, and refrigerator car designs, the 385-page article by Pat Wider centers on the Association of American Railroads’ Standard Box Car of 1937. The A.A.R. design of 1937 was a further development of the American Railway Association’s Standard Box Car of 1932. Improvements included increased inside dimensions, better riding trucks, standardization of vendor-supplied car body components, improved friction draft gear and automatic air brake systems, longer-lasting wheels, stronger designs and floors, and safer and easier to operate power hand brakes. Brief histories of the standardization and impact of these various sub-systems on the railroad industry through World War II are included as well as descriptions of several post-war developments. This volume provides the ideal prelude to the 6-inch taller A.A.R. alternate standard boxcars built during and after the war.

This comprehensive article includes 5 tables, 15 historical railroad industry sidebars, 33 industry trade ads, 47 U.S. patents, 72 diagrams, and 428 B&W photographs of 10-foot inside height (or slightly less) A.A.R. Standard Box Cars of 1937 built from May 1936, until December 1948.

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

Pittsburgh & Lake Erie In Allegheny County
Vol. 1 Pittsburgh to Esplen

This 322-page book opens with the story of the pivotal meeting that formed the P&LE when the founders and industrialists went to war with each other. The result was a railroad independent of the Pennsy and answerable only to the needs of Pittsburgh. It is no wonder that the line acquired the nickname “The Little Giant.” Over 370 black & white photographs, maps, engravings, and other ephemera form the nexus of this story. Images of P&LE, motive power, rolling stock, facilities, the South Side complex, steel mills and other industries, the “company” villages that housed the mill workers and their families, and steamboats on the Monongahela and Ohio rivers bring the story to life.

https://nycshs.3dcartstores.com/Depot-Square-Publishing_c_104.html

NYCentral Modeler

2nd Quarter 2021

107
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 Wester fields 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. Lots 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 images 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](http://www.nycshs.net/NYCSHS-Books_c_53.html)
View in Collinwood Shop at:
https://nycshs.3dcartstores.com/Rapido-HO-Scale_c_119.html

NYCSHS Shoulder Bag

The shoulder bag has three zipper 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
Special Sale Price $5.00 while they last!!!
Shipping is added and Ohio residents add 8.0% sales tax.
http://nycshs.3dcartstores.com/Memorabilia_c_22.html

HO-Scale Broadway Limited NYC Commodore Vanderbilt Hudson

Features:
- NEW Paragon3 Sound & Operation System FEATURING ROLLING THUNDER™ with Authentic Sounds and Prototypical Operation in both DC and DCC environments
- Factory Installed Engineer / Fireman Figures
- Synchronized Puffing Smoke with each Chuff
- Variable Puffing Smoke Intensity and Timing
- Locomotive Composition: Die Cast Body with Die Cast Chassis
- Tender Composition: ABS Body with Die Cast Chassis
- Couplers: (2) Operating Kadee or Compatible
- Compatible Tracks: Code 70, 83, 100 Rail
- Equipped with Traction Tires
- Minimum Operating Radius: 18 in or greater

Order Now At: https://nycshs.3dcartstores.com/Broadway-Limited-HO-Scale_c_86.html
Bethlehem Car Works Passenger Car Kits

Lots of NYCS passenger cars.
Go to: https://nycshs.3dcartstores.com/The-Bethlehem-Car-Works-Inc_c_108.html
NYC Lines Magazine 1919 – 1932 DVD & Flash Drive

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

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

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

The 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.

Available on a flash drive in the Collinwood Shop:  
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 contains 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.

NYCS Steam Loco Images

NYCS 0-8-0 “Yard Goats”

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

These locomotives were built by a number of manufacturers over the years. They were sometimes referred to as "Yard Goats" by the NYCS employees. The collection includes a complete roster of all of the NYC 0-8-0s.

This drive contains a collection of photographs from the NYCSHS archives. It provides a collection of photos of the Pacific, Hudson and Mohawk locomotives that were streamlined by the NYC to take advantage of the excitement around the streamlining of locos by many of the American railroads before WW-II.

These and more can be ordered online in the Collinwood Shop

Check Out The Newest NYCSHS Archive Releases

All New NYCSHS Archive Products Will Be Released 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 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.
Pittsburgh & Lake Erie In Allegheny County - Vol. 1
Pittsburgh to Esplen

This 322-page book opens with the story of the pivotal meeting that formed the P&LE when the founders and industrialists went to war with each other. The result was a railroad independent of the Pennsy and answerable only to the needs of Pittsburgh. It is no wonder that the line acquired the nickname “The Little Giant.” 373 black & white photographs, maps, engravings, and other ephemera form the nexus of this story. Years of research into the history of the P&LE and the local industries and environs served to elicit a wonderful story about the line and its association with the region.

Images of P&LE, motive power, rolling stock, facilities, the South Side complex, steel mills and other industries, the “company” villages that housed the mill workers and their families, and steamboats on the Monongahela and Ohio rivers bring the story to life. This title is printed at 175-line screen on 80# Sterling Premium gloss paper as a flat-backed, Smyth-sewn, oblong, laminated hardcover with an additional protective gloss film lamination. Factory shrink wrapped. And as usual, the book is proudly manufactured in the USA.

https://nycshs.3dcartstores.com/Depot-Square-Publishing_c_104.html

The Collinwood Shop has a very large collection of NYCS books available for purchase at the NYCSHS members’ discount of 20% off MSRP. Shop for these wonderful books today at: https://nycshs.3dcartstores.com/Books_c_20.html
NYCSHS Carries All Herron Rail Videos Complete Line of NYC Videos

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

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

All 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.

https://nycshs.3dcartstores.com/Movie-DVDs_c_18.html
New York Central System Diesel Locomotives (DVD Version)

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

Now Available in a Digital Version

MSRP $35.00. NYCSHS Members' Price is $27.00 and that is 20% off MSRP.
Shipping is free, but Ohio residents must pay 8% Ohio sales tax.
To order: https://nycshs.3dcartstores.com/NYCSHS-Books_c_53.html

Books, Books, Books

All NYCS Books can be found at:
https://nycshs.3dcartstores.com/Books_c_20.html
NYCSHS 50th Anniversary Year Offerings

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

NYCSHS 50th Anniversary Beer Stein

NYCSHS 50th Anniversary Pin

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 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
NYC Hudson J-1a, J-1b, J-1c Steam Locomotives
Flash Drive

The New York Central Hudsons were a series of the 4-6-4 "Hudson" type steam locomotives built by the American Locomotive Company (ALCO) and the Lima Locomotive Works from 1927 to 1938 for the New York Central Railroad. Named after the Hudson River, the 4-6-4-wheel arrangement came to be known as the "Hudson" type in the United States as these locomotives were the first examples built and used in North America. Built for high-speed passenger train work, the Hudson locomotives were famously known for hauling the New York Central's crack passenger trains, such as the 20th Century Limited and the Empire State Express.

Each folder contains a collection of photos of the locomotive. The roster and specifications for the early Hudson locomotives can be found along with an MS/Excel file describing the individual photographs. Contains 220 NYCSHS photos from the NYCSHS photo collection on a flash drive.

https://nycshs.3dcartstores.com/Digital-Photo-Collections_c_163.html

We found some new NYC decal offerings and wanted to share them!!

New York Central Budd car safety striping. (L)  New York Central Cab Diesels (1945-1960) Diesel - Cabs - EMD E and F Lightning Stripe Scheme (R)

http://greatdecals.com/
NYCentral Modeler Final Thoughts

On a very regular basis, we are asked, “Why are all of the NYC models coming out preorders rather than in stock like they were in the past and why does the Collinwood Shop require a deposit on these orders?” Although we have addressed this in the past, I thought I might close this issue with some facts about the railroad model industry today.

Back a few years ago, when you saw a model announced, you could count on being able to go to your local hobby store and look at it and buy it. Or you could go to the Collinwood Shop and have it in your possession in a couple of weeks. Unfortunately, those days are in the past.

The biggest drivers in all of this includes one good thing and one bad thing. Isn’t that always the case with things like this?

So first the good thing. The models we are seeing coming out today are much more accurate and reliable models than in “the good old days”. Just think about the fact that it is now possible to obtain models that are not generic in detail but accurate models based upon the prototypical features found on specific railroads. Rolling stock has the correct brake details, grab irons, ladders, car ends, roofs, and doors, to name a few things. Passenger cars feature all of the correct windows, doors, and accurate interiors and lighting. Locomotives are now exact replicas of the class and detailing.

Most come fully assembled, all are painted and lettered correctly with the correct wheels and trucks. Sound and DCC systems are almost standard on every locomotive offered. And the sound systems are incredibly accurate for the specific locomotive.

And because of all of this, we come to the second reason, which is that these improvements make the models a lot more expensive to create. This means that manufacturers must spend a lot more money up front to create these products than they did in the past. This higher cost for production means that a manufacturer must be sure they will sell enough of each product to make a profit. That means the need to take pre-orders to determine if enough of the models will sell to justify the cost of manufacturing them. The only way to determine that is to offer the model, take pre-orders and wait until enough come in to justify manufacturing the model.

Now, the next question is, “Why does the NYCSHS require a deposit on the pre-orders?”

When this issue of preorders for models came up several years ago the Society handled the orders like those for models that were available and did not require a deposit. In a very short time, it became a problem for us because several people who preordered an item decided that when it was time to pay and finalize the order months later, that they no longer wanted the item. This left us with models that we had ordered based upon the preorders that we could not sell. Since we don't have the financial resources to absorb the cost of these models that then had to be sold...
at deeply discounted prices, we decided to require a deposit for these models. That way, if the order is cancelled, we can recover our cost of buying them for the sale and then selling them at the discounted price. So, in order to provide the member discount for products and maintain our financial health, we require the deposit.

As we move into Spring and the arrival of the vaccines in 2021, our hope is that the COVID-19 will soon be a memory although the variants that seem to be popping up may change that. Of course, all of this has provided us with lots of time for modeling since we have been confined in most of our other activities.

The NYCSHS Modelers’ Committee, chaired by Seth Lakin, is focusing on new potential structure and rolling stock models to develop. We are working with some of our current suppliers and some new ones to try to get some new models in the works shortly. Stand by for details in our MailChimps, website and the Collinwood Shop.

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

Thanks, Noel

A Parting Shot From Thomas Lange Modeling the NYC in Germany
Do you love the NYC? How about helping the NYCSHS preserve the memory. Do your part.

If you have read this edition of the NYCentral Modeler, you can’t help but be impressed by the fine modelers out there in our membership. You also should have been impressed with all 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 continuing 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!!!** nfwiddifield@nycshs.org

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

As we begin 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. 2021 edition. You should still be doing a lot with your layout or modeling during these coming 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, 2021. nfwiddifield@nycshs.org

Chuck Beargie returns with part 2 of his “A Small Midwestern Town Along a NYC Branchline”

Always looking for good articles and photos for the 3rd Qtr. 2021 edition. Let us see your hardiwork.

Paul Pickard tells us how he modeled a LS&MS watchman’s tower using 3-D printing.

And