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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

NEW YORK CENTRAL SYSTEM
HISTORICAL SOCIETY, INC.
3rd Qtr. 2021
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
One of my favorite activities when modeling is doing the research once I decide what it is I’d like to do next. To that end, it’s then time for me to start going through my collection of books and try and remember where I may have seen photos of the prototype. The good news is that the Society has made this searching so much easier and productive. I’ve finally mastered how to search the CD of all the Central Headlight magazines and can-do screen shots and print them off for reference. Society members can get 47 years of the magazine in the CD from our Collinwood Shop for $39 (non-members price is $59).

The next stop for me is a new one, our new on-line digital Archive. It has over 60,000 photos in it currently, with more being added continually. The new search engine in this site is fantastic, as it draws on a lot more information from the database that accompanies the photos. We are also fortunate in that we have folks volunteering to help edit and improve the photo data, making it more accessible and accurate than ever. You can find it on the internet here: https://nycshs.omeka.net. You can view the results in a thumbnail picture, and if it one you desire, the purchase option is right there, and the photo will be sent to you almost immediately for your use. It is now all automated, unlike before when we had to have someone download the photo and manually email it out.

As President, I get to see what is being worked on at our Archive, and there will be some great things coming. We received thousands of NYC Structure drawings from the Smithsonian Museum a few years ago and have all now been digitized by our Archive volunteers. Next up is sorting the data from the drawings to organize them for searching so they can be put in the Omeika website as well. This should happen before the year is out, I hope.

Watch for the announcements. It’s going to be a great time to model the NYC!
From the Cab

It has been a busy time for me as we have moved our summer residence to Leesburg, VA to be near our two children, five grandchildren and two great-grandchildren. Living in a small town is a new experience for us but being able to walk to everything including a very small hobby shop is great.

Moving from a large home with a very large layout to a condo with no place for a layout has been a little discouraging but I have been able to keep some of my model trains and display them on shelves.

This is an experience that many of you have already had and the rest of you will at some point in the future.

I hope you enjoy this edition. It contains a lot of great modeling. And it is the first edition in our 11th year of bringing you the best of NYCS modeling.

With the pandemic coming to an end, now is the time to share some of the NYCS modeling projects you completed during this staying at home time.

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.

Thanks, Noel

The NYCentral Modeler

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

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

We 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 want 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/

NYCSHS Publications & Info

NYCSHS Central Headlight: R. L. Stoving stoving@ptd.net
NYCSHS Website: www.nycshs.org
NYC Drawings: Tom Gerbracht: tgerbracht@nycshs.org

NYCentral Modeler: Noel Widdifield: nfwiddifield@nycshs.org
NYC Passenger Cars: Dave Mackay: dtmackay@nycshs.org

NYC Central Headlight: R. L. Stoving stoving@ptd.net
NYCSHS Books: NYCSHS Book Collection
NYCentral Modeler: Noel Widdifield: nfwiddifield@nycshs.org
NYC Passenger Cars: Dave Mackay: dtmackay@nycshs.org

NYC Drawings: Tom Gerbracht: tgerbracht@nycshs.org

NYCentre nal Modeler

3rd Quarter 2021
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.

Available in Collinwood Shop

MSRP $79.95 NYCSHS Members $63.96

Shipping is $12.00 for US buyers and Ohio residents pay 8% Ohio Sales Tax

Non-US buyers pay actual shipping costs

Dealer Inquires Welcome at NYCSHS@verizon.net
ORDER FORM  

Know Thy Early Mohawks

Name: ____________________________________________________________________________

Address: __________________________________________________________________________

City and State/Province: _____________________________________________________________

Country: ___________________________________ Zip/Mail Code: __________________________

Phone Number or Email address (Required) _____________________________________________

NYCSHS Membership # (For Discount) ___________________ # of Copies ____________________

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

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

Mail to:
NYCSHS, Know Thy Early Mohawks
P.O. Box 1597
Leesburg, VA 20175

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Limited Edition Signed Copy

Members price & non-member price: $250 plus $10.00 S&H – Ohio residents add 8% Ohio Sales Tax
Non-US Buyers must pay actual shipping costs. For mail in orders send email to: NYCSHS@verizon.net for shipping cost.

Dealer Inquires Welcome at NYCSHS@verizon.net
The New York Central System Historical Society announces the final book of the Central’s steam power triumvirate. This hard cover book completes the documentation of the New York Central’s Mohawk class, the L-3 and L-4 Mohawks.

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

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

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

- All proceeds donated to the NYCSHS
- MSRP $89.99 NYCSHS Members $71.99
- Limited number of signed and numbered copies $250.00
- Shipping is $12.00 for US buyers and Ohio residents pay 8% Ohio Sales Tax

Non-US buyers pay actual shipping costs

Dealer Inquires Welcome at NYCSHS@verizon.net
ORDER FORM

Know Thy Late Mohawks

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Country:_____________________________________Zip/Mail Code:__________________________
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For additional information contact us at: NYCSHS@verizon.net

Mail to:
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Limited number of signed and numbered copies: $250.00

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Limited Edition Signed Copy

Members price & non-member price: $250 plus $10.00 S&H – Ohio residents add 8% Ohio Sales Tax
Non-US Buyers must pay actual shipping costs. For mail in orders send email to: NYCSHS@verizon.net for shipping cost.
Steve Bratina – Rebuilding a ¾”-Scale Niagara

Steve has been in the live steam hobby since 1982 when he acquired his first locomotive. It was a ¾”-scale Pennsy G5. Since then, he has built or rebuilt cars and locomotives in mostly ¾”-scale but has also worked on 1” scale, 1 1/2”-scale, 24’-gauge and full-size steam locomotives. He worked in the railroad department at a local steel mill for eleven years before getting into stationary engineering. He has been doing that work since 1994. To fill his railroad fix, he occasionally volunteers as a brakeman on a local tourist line.

Robert von Behr – Motive Power for 1919 – Making a 3-D Model From Photos

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

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

Bob Sham – A Paper Retaining Wall in 3 Easy Steps

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

Bob wrote 22 previous layout articles about building his NYC Water Level Route layout and restoring Lionel engines. In Part 23 of his O-Gauge Model Railroading column, Bob discusses making a paper retaining wall that’s easy-to-build and good looking.

Retired from careers as a corporate communications manager and special education teacher, Bob and his wife Wanda live in southern Michigan.
There was no limit to the types of materials he worked with. He used whatever was best for the job. The hobby has led him to many interesting projects with one ending in a two-day ride in a 425-foot nuclear submarine (Ben Franklin class) out of Pearl Harbor as the captain’s guest. This was a partial payment for a 5-foot fiberglass model sub he had built for the captain.

Train sets were always in his mix of hobbies and live steam has been his most recent activity although he still runs N-scale NYC equipment on a 4x6 layout. Why NYC? Who else has a Hudson, Mohawk or the legendary Niagara? No one, of course! Another of his interests is wind-up toys, with trains and submarines being topmost. Land Surveying has footed his hobby bill and the rest he says he wasted.

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

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

Chuck’s research activity for modeling Jefferson Ohio led him to joining the NYCSHS in 2001 (member # 5459). The 2000s were challenging times for the Society. He became more active, joining the Board of Directors in 2010, and becoming the Archivist in 2011. He resigned these positions upon relocating from Cleveland to St. Louis in 2015. Due to the pandemic, Chuck has elected to postpone his retirement as an aerospace quality engineer from this June to at least the end of 2021.

Paul Pickard is the son of a thirty-six-year New York Central trainman. As a little kid he accompanied his dad to the Collinwood yards meeting real characters such as “Cookie” and the crew caller “Bananas.” As he got older, he went with his dad on a few runs from Collinwood to Buffalo, including his retirement run in December
1976. His real love is the steam era and especially the locomotives and all the technology surrounding them, including the manufacturing technology.

Paul started college studying mechanical engineering but switched to industrial design figuring that it seemed to work out well for Henry Dreyfuss and Raymond Loewy. He earned his Master of Industrial Design from Pratt Institute in Brooklyn.

For 10 years he owned his own company in Hoboken, NJ doing model-making, prototyping and metal fabrication. The shop was next to the DL&W yards; the roof of the building was a prime spot for watching C&O 614 depart and arrive for a couple years when it was running.

Currently Paul works for Rutgers University as an instrument maker in the Physics department machine shop. Paul also worked at Princeton University and The University of New Mexico physics lab machine shops building scientific equipment for researchers.

He has made a lot of false starts with small scale modeling, in just about every scale there is. A collection of N-scale rolling stock and locomotives is growing for a someday layout. The layout will be the New York Central in the Ashtabula area where his dad lived and worked out of for many years. Currently Paul is building a 1.5” scale live steam Reading 0-4-0 Camelback. He plans on building at least one live steam NYC locomotive, prototype TBD.

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 two new authors to receive our NYCSHS Magazine Writer T-Shirt for their first article in the magazine.

The new authors are Robert von Behr & Paul Pickard.

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
Two of the great ads from the New York Central Lines Magazine

Did Your Grandfather or Great-Grandfather Work Here?

Or use one of these? Ads from the May 1920 Edition
The newest collection of NYCS locomotive photos.
Now on Flash Drives!!!
It has arrived!!

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.

Two New Classics Metal Works Vehicles

HO-Scale 1960 Ford F-100 (NYC) & 1941 – 1946 Chevy Flatbed (REA)

Both can be found at: https://nycshs.3dcartstores.com/NYCS-AccessoriesVehicles-Click-Here_c_142.html

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

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

NYC 80’ Passenger Coach (Fantasy Paint Scheme)
These 80’ Passenger Coaches, based on the PRR P70 design, are the first BLI N scale passenger car project. The PRR P70’s were built only for the Pennsylvania Railroad, and only ran on the Pennsy and later the PRSL. But many other railroads operated similar 80’ heavyweight coaches with clerestory roofs and vestibules at both ends.

Features:
- Beautifully Detailed with Precision Paint, Color, and Lettering Schemes
- Many Separately Applied Details including Rooftop Conduit and Underbody Detail
- Detailed and Painted Interiors
- Lighted Interiors with All-wheel Electrical Pick-up
- ABS Plastic Body with ABS Plastic Chassis
- Two Operating MicroTrains-compatible Couplers
- Operators on Code 55, 70 and 80 Rail
- Minimum Operating Radius: 9.75

The NYCS did not have any of these cars. This is a complete fantasy paint scheme.

MSRP $114.99 Expected Delivery Now

Bachmann

NYC 52’ Depressed Center Flatcar
Silver Series Features:
- Blackened metal wheels
- Body mounted couplers
- Non-magnetic axles

MSRP $26.00 Expected Delivery 2011
Available in the Collinwood Shop at Members Discount

N-Scale Structures
HO-Scale Locomotives
Athearn

NYC/P&E GP-7 DCC/Sound

In 1949, EMD introduced the GP7. The basic design followed most diesel switchers with the addition of a short hood instead of an end-cab. The hoods were also full height to better accommodate the diesel engine and mechanical and electrical components.

In 1954 EMD upgraded the GP7 to become the 1,750 horsepower GP9. Externally, the first GP9s were virtually unchanged from the last GP7s. Later versions would include different louver arrangements and the last ones would come without the frame skirting. The GP9 was available with all of the fuel tank, steam generator, and dynamic brake options as the GP7, including “torpedo tube” air tanks mounted on the roof.

Features:
- Phase II GP7s
- Single-chime horns
- Non-dynamic
- Full skirts
- Spark arrestors (P&E)
• Intricate striping pattern on pilots
• Trainline and MU hoses
• Coupler cut levers
• Drop steps unless noted
• MU stands
• “Nub” style walkway tread
• Bell placement & type per prototype
• Fine-scale handrails for scale appearance
• Wire grab irons
• Lift rings
• Windshield wipers
• See through cab windows and full cab interior
• Etched metal radiator intake grilles and fan grilles
• Air tanks mounted below sill unless noted
• Detailed fuel tank with fuel fillers, fuel gauges, breather pipes, and retention tanks
• Blomberg-B trucks with appropriate bearing caps
• Sander lines
• Speed recorder unless noted
• Fully assembled and ready-to-run
• DCC-ready features Quick Plug™ plug-and-play technology with 21-pin NEM connector
• Scaled from prototype resources including drawings, field measurements, photographs, and more
• Accurately painted and printed paint schemes
• Body mounted McHenry operating scale knuckle couplers
• Genesis driveline with 5-pole skew wound motor, precision machined flywheels, and multi-link drivetrain for trouble free operation
• All-wheel drive with precision gears for smooth and quiet operation
• All-wheel electrical pickup provides reliable current flow
• Wheels with RP25 contours operate on all popular brands of track
• Bidirectional constant LED lighting so headlight brightness remains constant
• Heavy die-cast frame for greater traction and more pulling power
• Packaging securely holds the model for safe storage
• Replacement parts available
• Minimum radius: 18”

P&E locomotives should be lettered along the long hood ”New York Central System”.

MSRP $299.98 Expected Delivery August 2021

Bachmann

NYC USRA 0-6-0 with Short Haul Tender

• With smoke unit and operating headlight.
• Performs best on 18” radius curves or greater.

MSRP $155.00 Expected Delivery 2021

Broadway Limited

NYC 20th Century Limited Dreyfus Hudson (1940 Paint Scheme) DC/DCC Sound
NYC 20th Century Limited Dreyfus Hudson (1938 Paint Scheme) DC/DCC Sound
The New York Central commissioned famed industrial designer Henry Dreyfuss to sculpt the streamlined shape for the ten J3 Hudson locomotives slated to pull the 20th Century Limited train. June 15, 1938, marked the inaugural run from New York to Chicago in just 16 hours. 70 years later, Broadway Limited Imports celebrates the pinnacle of the streamlined era with this spectacular HO recreation.

Features:

- Paragon3 Sound & Control System featuring ROLLING THUNDER
- Synchronized Puffing Smoke with Chuff Sound
- Variable Puffing Smoke Intensity and timing
- Integral DCC Decoder with Back EMF for Industry Best Slow Speed Operation in DC and DCC
- Precision Drive Mechanism engineered for continuous heavy load towing and smooth slow speed operation
- 5-Pole Can Motor with Skew Wound Armature
- Premium Caliber Painting with Authentic Paint Schemes
- Prototypical Light Operation with Golden White LED Headlight, Rear Light
- Brass locomotive and tender body w/ die cast chassis
- Metal Kadee-compatible Couplers (2)
- All-Driver and All-Wheel Electrical Pick-up except for pilot trucks/trailing trucks
- Separately Applied Handrails, Ladders, Whistle, and Brass Bell
- Equipped with traction tires for increased pulling power
- Engineer and Fireman figures installed
- Will Operate on Code 70, 83, and 100 rail
- Recommended Minimum Radius: 18 inches
- Accurate prototypical sounds for the NYC J3a Hudson

MSRP $749.99 Expected Delivery Now
Was available in the Collinwood Shop at Members Discount – Sold out and being delivered.

NYC EMD F3A/B DC/DCC Sound (B-unit no sound) or FA or FB with Sound Full Lightning Stripes

The EMD F3 is a 1,500-horsepower diesel locomotive built by General Motors' Electro-Motive Division between 1945 and 1949. The F3 was the third model in EMD's successful F-unit series of cab unit diesels, and it was the second most produced of the series behind the F7. The F3's were widely used in both freight and passenger service, and in total, EMD built more than 1,100 A-units and almost 700 B-units.
Features:

- Paragon4 Sound & Control System featuring ROLLING THUNDER - A Unit
- Integral Dual-Mode Decoder with Back EMF for Superb Slow Speed Operation in DC and DCC - A-unit
- B-Unit Unpowered
- Precision Drive Mechanism Engineered for Heavy Towing and Smooth Slow Speed Operation
- All Wheel Electrical Pick-up
- ABS Body with Die Cast Chassis for Maximum Tractive Effort
- Premium Caliber Painting
- Prototypically Accurate Paint Schemes and Road Numbers
- Many Separately Applied Details such as Handrails, Grab Irons, Horn, Bell, Wipers, and Etched Metal Grills
- Prototypical Light Operation
- Prototypically Accurate Sounds for the EMD F3 Diesel Locomotive
- Three pilot options - each included where prototypical
- Nose door with and without headlight
- Horizontal and 45-degree number boards
- Three different horns
- Water fill hatch location varies per road name
- Prototypically accurate filter panel
- Sand fill hatch location
- Dynamic brake hatch style
- Cooling fans and exhaust hatch accurate per each prototype
- Winterization hatch present where prototypically accurate
- Steam generator style
- Four MU door options on front of model
- Ladder rest grab irons present where prototypically accurate
- Grab iron ladder present on NP model
- Eyebrow grab irons present where prototypically accurate
- Grab irons above cab side windows where prototypically accurate
- Metal Kadee-compatible Couplers (2)
- Will Operate on Code 70, Code 83, and Code 100 Rail
- Minimum Operating Radius: 18 inches

MSRP FA/FB $399.99 /FA or FB $289.99
Expected Sep 2021
Available in the Collinwood Shop at Members Discount

Walthers

NYC EMD SW-7 DC or DCC Sound
Delivering 1200-horsepower from an updated 567A prime mover, the prototypes proved popular with both railroads and industrial lines, with nearly 500 produced in just two years. Based on Phase II production units constructed from 1950 to 1951 with several still in service, each layout-ready model is packed with features.

Features:

- Wire grille radiator cover
- Dual tall conical exhaust stacks
- Large front radiator grille
- Single straight hood to cab transition
- six louvered side doors with letterboard gap
- Small square center cab windows
- Factory-installed grab irons on hood and cab
- With or without footboards as appropriate
• 4 styles of headlights to match prototype practice as appropriate:
  * Original large single
  * Retrofit horizontal dual
  * Retrofit dual vertical
  * Dual sealed beam
• Five-pole skew-wound motor
• 14:1 gear ratio
• Helical-cut gears for quiet operation and easy multiple unit operation
• All-wheel drive and electrical pickup
• Dual machined brass flywheels
• Heavy die cast metal chassis
• Constant and directional LED headlights
• RP-25 metal wheels
• Proto MAX(TM) metal knuckle couplers
• ESU(R) Sound and DCC for DCC and DC layouts featuring:
  * Fully DCC compatible
  * 14, 28, 128 speed steps
  * Dual mode DC and DCC
  * 4 air horns changeable by CVs
  * 2 bells changeable by CVs
  * Full 8-notch 567A prime mover sounds
  * Compressor
• Comes in two road numbers

The lettering for the SW7 was designed off painting and lettering diagrams supplied by the NYCSHS.
The SW7 and Walthers' NW2 which were released this week share the same frame and much of the same tooling.

MCRR Woodside Twin Hopper
These easy-to-build HO Scale plastic car kits feature a one-piece body with details molded in place. These cars carry 4600 cubic feet and were Plate B cars used on a large number of railroads.

The NYCS had similar cars, but there are detail differences between the prototype and the model.

MSRP $18.98 Expected Delivery Now
Available in the Collinwood Shop at Members Discount

P&LE Superior Door Steel Boxcar

Features: Welded Sides with no roofwalks & Low Ladders/Brake Wheel. These easy-to-build HO Scale plastic car kits feature a one-piece body with details molded in place.

MSRP $19.98 Expected Delivery 2021
Available in the Collinwood Shop at Members Discount

Atlas

REA Steel Express Reefers
FEATURES:
• Welded sides
• 3/3 Improved Dreadnaught Ends
• Arched Roof
• Separate ladders and grabs
• Fully detailed underframe
• Steam, Air & Signal Hoses
• Cut Levers
• Equipped with AccuMate® Knuckle Couplers
• Trucks equipped with free-rolling metal wheels
• Accurate painting and lettering

MSRP 41.95 Expected Delivery Now

Bachmann

NYC 40’ Steam Era Boxcar

Features:

• Silver Series® Rolling Stock – Fully Assembled
• Highly Detailed Painted Bodies with Precision Graphics (where applicable)
• Blackened Machined Metal Wheels with RP 25 Contours, Magnetically Operated E-Z Mate® Couplers
• Non-magnetic Blackened Brass Axles with Needle-point Bearings, Celcon Trucks
• Added Weight for Optimum Tracking Performance, HO Scale 1:87

MSRP $33.00 Expected Delivery 2021
Available in the Collinwood Shop at Members Discount

Walthers

NYC Pacemaker Boxcar

The popular American Association of Railroads (AAR) standard boxcar design from 1944.

Used for all types of general loading, the durable steel cars were still going strong into the 1980s.

Features:

• Limited Edition - one time run of these road numbers
• 4-4 Improved Dreadnaught ends
• Murphy panel roof
• See-through Apex steel running board
• 6’ Youngstown doors
• 10’ 6” Interior height
• AAR (Tab) side sills
• Correct 33” turned-metal wheelsets
• Proto MAX(TM) metal knuckle couplers
• Comes in three road numbers

This Pacemaker boxcar is a stand in. The model has different ends from the prototype. There are some detail differences between the model and prototype.

MSRP $29.98 Expected Delivery Now
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HO-Scale Vehicles
Classic Metal Works

1960 Ford F-100 (NYC)

MSRP $17.00 Expected Delivery Now

Available in the Collinwood Shop at Members Discount

HO-Scale 1941 - 1946 Chevy Flatbed (REA)
MSRP $17.00 Expected Delivery Now

Available in the Collinwood Shop at Members Discount

All Scales

HO, N, S and O Scale Passenger Car Sides.

Their sides are done with a white styrene outer side and a crystal-clear plastic inner side that are to be glued together. The clear inner side is also used for window glazing. All sides are undecorated and require a core kit (roof, floor, ends) to make a car shell, or the use of a donor car, unless otherwise indicated. The diagrams shown are three or four colors: white lines are the outlines of the sides and doors (if the kit comes with separate doors), green lines are generally window openings, red and blue lines are details cut into the sides. Descriptions of the cars are of the prototype. The descriptions are taken from the "Pullman-Standard Library" and the "Passenger Car Library" by RPC Publications, and are used with permission. All sides listed as fluted include fluting in the kit.


HO-Scale Structures
Shapeways/Forbes Models

NYC Pana, IL interlock tower
Tower kit (seven parts) is complete with exception to exterior stairs.
https://www.shapeways.com/shops/dougforbesshop?page%5Bnumber%5D=1&page%5Blimit%5D=48&page%5Border%5D=asc

NYCentral Modeler 3rd Quarter 2021

NYC (?)GP-9 Pacemaker Scheme (You must be kidding)

Features
- Durable ABS Body
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Metal Chassis
- Metal Handrails and Horn
- Metal Body Side Grilles
- Detachable Snow Plow
- (2) Handpainted Engineer Cab Figures
- Metal Wheels, Axles and Gears
- (2) Remote-Controlled Proto-Couplers
- Prototypical Rule 17 Lighting
- Directionally Controlled Constant Voltage LED Headlights
- Lighted LED Cab Interior Light
- Illuminated LED Number Boards
- Lighted LED Marker Lights(2)
- Precision Flywheel-Equipped Motors
- Operating ProtoSmoke Diesel Exhaust
- Onboard DCC/DCS Decoder
- Locomotive Speed Control In Scale MPH Increments
- Proto-Scale 3-2 3-Rail/2-Rail
- Conversion Capable
- 1:48 Scale Proportions
- Proto-Sound 3.0 With Digital Command System Featuring Freight Yard Proto-Effect
- Operates On O-31 Curves

Offered exclusively by TrainWorld

Although this locomotive is a very good model it has no resemblance to anything the NYCS every ran. No locomotive was ever painted Pacemaker colors. It is amazing that manufacturers put out things like this but won’t produce accurate NYC models for sale.

There have been several releases of these “Fantasy” models lettered for the NYCS. There must be a market, but not sure why.

MSRP $519.99 Expected Delivery 2021
www.Trainworld.com

Magazines

Classic Trains Summer 2021

Great photo and short note responding to an article about Englewood Union Station in a previous edition. Photo is of a NYC Hudson, 5301 stops at Englewood in August 1948.

“How there was fun, indeed! Richard Anderson pp.38-45
The author tells of a trip from Iowa to Washington DC, and back in 1965, involving five trains and four railroads, including the NYC. NYC photos on pages 44 & 45.

“Teenage trackman” by John Dunham pp. 69-71
John tells of his job on a NYC track gang as a great way to spend the last summer before college. Good story and nice NYC photos.
In the letter Doug remembers his childhood sitting on the benches at the 138th Street station watching NYC trains.

Eric provides an excellent review of this Kato EMD E7A locomotives and passenger car offering that we sold in the Collinwood Shop earlier this year.

Mark asks about the run though services provided with the AT&SF with the 20th Century Limited and gets an interesting and detailed answer about that service.

Mark asked the question because of documentation in his recently purchased Kato 20th Century Limited set in N-scale that he purchased Kato E7 paint, 9-car passenger car set and 4-car add on set from the Collinwood Shop.

Russ photographed the kitbashed NYC Baldwin RS-12 from a Bowser chassis and a Steward Hobbies shell done by his friend, Steve Lasher.

We have seen many of the models from this prolific modeling pair in previous NYCentral Modeler magazines.

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Chuck describes his beautiful B&A division of the NYCS layout that occupies two rooms of his home. His HO-scale layout is set in the 1948 – 1954 timeframe and is the culmination of over 20 years of work on the layout.

The article shows off his excellent collection of NYCS locos and rolling stock and his beautifully detailed structures and scenery.

The article showcases Victor’s massive coal dock at Harmon, NY that measures over eight feet long. Built with the help of NYCSHS members Larry Faulkner and Manuel Duran-
Duran. Larry provided photos and Manuel prepared the drawings and produce laser-cut acrylic and wood parts of the models.

The article talks about constructing the model that was the result of this collaborative effort. The photos show off the details of the prototype and the model.

Both of these excellent NYCSHS modelers have contributed articles to the NYCentral Modeler in the past and we hope that they will continue to send us articles in the future.

News

**Atlas Acquires Select M.T.H Locomotive and Rolling Stock Molds**

Hillside, NJ – Atlas Model Railroad Company, Inc. is proud to announce the purchase of a variety of tooling in the M.T.H. Premier O Scale Locomotive and Rolling Stock lines from M.T.H. Electric Trains of Columbia, MD.

Rolling stock molds acquired include the 4-Bay Hopper, Coalporter Hopper, PS2CD High Side Hopper, 40' PS1 Box Car, 55' All Door Box Car, 2-Bay Centerflow Hopper, 3-Bay Centerflow Hopper, Steel Caboose, 50' High Cube Box Car, PS2 2-Bay Hopper, 20,000 Gallon Tank Car, 50' Airslide Hopper, Russell Plow, 8000 Gallon Tank Car, Funnel Flow Tank Car, Modern Tank Car, Crane, Crane Tender, 100 Ton Hot Metal Car, Rapid Discharge Hopper, 75' Depressed Flat Car, Scale Test Car, 2-Bay Offset Hopper, Operating Coal and Log Dump Car, Premiere 70' Heavyweight Passenger Cars, Premiere 70' Streamline Passenger Cars and Amfleet Cars.

Locomotive molds include the E6A/B and E8A/B, 44 Tonner, Amtrak P42 Genesis, Dash 9, SD45, F40, U30C, SD70M-2 with SD70Ace, GP38-2, SD70ACe, SD70MAC, GP40, S2, SD40-2, GP30, ES44AC&DC with ES44DC and GEVO ES-44.

In addition, Atlas has also acquired the following accessories from MTH’s Railking Line: Water Column, 22 figure sets, Operating Traffic Light, Motorcycle Pack, Pedestrian Crosswalk, Floodlight Tower, Sanding Tower, Road signs, Telephone Poles and the Operating Modern Crossing Signal.

Atlas has also acquired a license for the MTH Proto-Sound 3 Sound & Control Electronics Boards, which add realistic sounds to locomotives and allows control via DCS (Digital Command System). Part of the license will give Atlas the option to sell DCS components as well.

"MTH has long been an outstanding manufacturer of model trains and we are excited to continue that legacy," said Jarrett Haedrich, COO of Atlas. "We will be working closely with the existing supplier to ensure that the models are produced and delivered in a timely fashion." The first model to be produced will be announced Wednesday, March 24th.

**Atlas Dealer Update- Container Shipping Surcharge**

Ocean freight charges for overseas containers have increased by as much as 500% from the same period last year, with especially steep increases since the beginning of the new year. A 40' container, previously costing $4,000 is now as much as $15,000 to $20,000.

The primary reason for the sudden and drastic rise in container shipping costs is a result of the surge in demand for imported products, a shortage of containers to carry them in, and available space for containers aboard vessels. Increasing product demand is caused by expanding economic activity amid encouraging reports of COVID-19 mitigation in the United States and some other countries.

Narrow profit margins necessitate the introduction of a sliding scale surcharge
calculated on individual containers compared to the average 2020 shipping container cost. The percentage increase, if needed, will be added as a line item at the bottom of the invoice.

The percentage will be spread across the entire cost of a container to limit its impact on cost of goods. Atlas will be looking to eliminate these charges as soon as shipping costs become manageable.

The first Atlas Dealer/Distributor invoice to receive a container shipping surcharge to help offset some of the cost increase will occur in June at 3%

May 19, 2021 - One year after announcing M.T.H. owner Mike Wolf's 2021 retirement plans, the company's evolution is coming into focus with the move from the current Columbia, Maryland facility at the end of May to a smaller location in nearby Elkridge, Maryland. The new location will house two of three smaller spin-offs from M.T.H. Electric Trains including MTH Parts & Sales, LLC. The parts company will feature an all-new parts website with a new online ordering platform slated to go live this Summer. M.T.H. Electric Trains' R&D Division will continue developing DCS and other electronic products on its own in the satellite location it has occupied in Western Michigan for the past 24 years.

The third spin-off, to be managed by a few long-time M.T.H. employees will be operating alongside the parts company in the smaller Elkridge, Maryland facility. The train company will continue to operate as M.T.H. Electric Trains - marketing and producing new model train products - after many discussions with various companies to purchase the entire portfolio of M.T.H. tooling was unsuccessful. The new products will include select RailKing and Premier O gauge models and occasional production of RailKing One Gauge G Scale models.

Although the entire tooling portfolio wasn’t sold to a single buyer, this past Winter several tooling sales did occur, including the sale of the HO- and S-gauge tooling assets to Scale Trains in January 2021, followed by the March purchase of select O-gauge tools by Atlas. At this point, approximately 20% of the O-Gauge tooling portfolio, including the Atlas purchases, has been sold to date.

The as-of-now unnamed buyers of the other O-Gauge tooling will be revealed later this Summer.

The final 2020 cataloged items have or are about to exit production and will be arriving over the course of the next two months. These products, slated for delivery in the second half of 2021, represent the first of the items to be marketed and sold by the smaller "new" M.T.H. Electric Trains. You can identify these items by visiting the M.T.H. website and selecting the "2021 All Scales Catalog".

Subscribers to our newsletters have also received near-daily announcements of many custom-run products exclusively offered through specific M.T.H. Authorized Retailers. Because our new, smaller location offers no room for inventory of trains, all new items announced for 2021 and beyond are being built-to-order. Customers are encouraged to contact their M.T.H. Authorized Retailer early in the promotional process to get any desired item(s) on order and avoid the disappointment of missing out on these unique releases.

All M.T.H. items will continue to carry a limited warranty, though defective items delivered after June 1, 2021, may only be eligible for a refund from the M.T.H. Authorized Retailer from which it was purchased if that retailer doesn't offer in-house warranty service. Full details about the warranty policy are available on the website.
M.T.H. owner Mike Wolf is deeply indebted to all of M.T.H.'s loyal customers over the past 41 years as he embarks on retirement. He and all those who remain at M.T.H. Electric Trains are especially grateful for the hobby's support over the past 12 months and look forward to the continued interest by all M.T.H. fans as new releases are announced.

Some items from the NYCL’s magazine

This is one of the cartoons that appeared in the magazine encouraging NYCL workers to do their jobs and reap the benefits of promotion as the result.

Here are a couple of ads for things that no longer exist today but were very important in the 1920s.

No steam locomotives and no roundhouses in active service anywhere today.

You would be hard to find a typewriter, or this type of telephone today. Secretaries are also a thing of the past and almost no one wears a suit and tie today.
Over the years numerous books have been produced depicting trains along the old New York Central Main Line between New York City and Albany. Early ones dealt mainly with locomotive and equipment roster shots with some fine scenic views tossed in here and there. More recent publications deal with modern day diesel and electric trains and the photo quality in most are really good. Several fine books have been done recently regarding the days of Penn Central, Conrail, Amtrak, and the MTA.

The focus of this book on the Central’s “Glory Years” using a multitude of magnificent steam and early diesel photos taken along the Water Level Route by some of the most noted rail photographers of the 20th Century. Many of the images within have not previously been published and their original negatives and prints have been graciously loaned to the author by different Historical Societies and collectors to scan and present to readers on the pages within.

This 336-page volume contains not only superb New York Central photos, but images of connecting railroads and industries of all sorts that were served by the Central in one capacity or another. There are even mining railroads that we had known little about before doing our extensive research.

There are more than 650 images between the covers. We hope you will be taking this trip up the scenic Hudson Valley with us and enjoy it as much as we have.

- MSRP $79.95 NYCSHS Members $59.96
- Shipping is $12.00 for US buyers and Ohio residents pay 8% Ohio Sales Tax

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We accept checks for US funds only.
The New York Central System Historical Society announces the offering of a Depot Square Publishing book for sale. 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.” 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 $12.00 for US buyers and Ohio residents pay 8% Ohio Sales Tax
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A Very Interesting Book

Lima Locomotive Works Vol. 1 Super-Power Steam Locomotives (Re-release)

Soft Cover

Lima Locomotive Works Bulletin No. 102. This is a brief look at some of the Super-Power Steam Locomotives built by Lima. Includes photos and specifications of the locomotives.

Lima Locomotive Works Bulletin No. R-2. This bulletin shows a variety of Lima Locomotives from small switchers to larger 4-8-2s, 2-8-2 and 2-10-2s.

- MSRP $35.00 NYCSHS Members $28.00 and that is a 20% discount
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This reproduces 4 Lima Locomotive Works catalogs:

Lima Super-Power Steam Locomotives: 1926 - This catalog details the benefits of the Super-Power Steam Locomotive, a look at the tests performed on the engines, the operating results of the Boston & Albany 2-8-4 Berkshires, the Texas & Pacific 2-10-4 Texas Types and the new Illinois Central 2-8-4 then under construction.

Lima Super-Power Steam Locomotives: 1930- This catalog looks at the use and performance of the Super-Power engines built for the Boston & Albany (2-8-4 Berkshires), Texas & Pacific (2-10-4 Texas Types), Illinois Central (2-8-4 Berkshires), Erie (2-8-4 Berkshires), Boston & Maine (2-8-4 Berkshires) and the components used in Super-Power Steam Locomotives.

Lima Locomotive Works
72 pages softcover
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Hi Noel,

I have a Lionel work caboose, see image, that needs repainting. Want to convert it into a NYC work caboose. Do we have images of these? If so, how do I access it as – sad to say – I never accessed our photo library. Thanks for your help. Take care.

Best Regards, Bob Shaw

Bob,

You can search for photos with this link to the NYCSHS Digital Shop to find photos of NYCS locos and rolling stock.

I did a quick search and found these.

And here is a photo of my crane tender in 1/29-scale.

Hope this helps.

Thanks, Noel

Hi Noel,

Can you please tell me, in today's world, what company makes acceptable NYC Light & Dark Gray paint for modeling?

Hope you are well and have been vaccinated.

Regards, Dr Tom Hiser

Tom,


Thanks, Noel
Hi Noel,

It was great talking to you. It got me back on track. My interest is with the B&A, specifically the Pittsfield North Adams Branch.

RS-3 diesels and RDC cars took over the power duties when I was 10 years old. I can remember steam locos going by and being bathed in steam and dusted with cinders and smoke.

But I don't know what type they were. I would love to get info on power both freight and passenger. If you could guide me to the right track for the train to that info would be great.

Thanks again Peter
PS I was 10 years old in 1953

Peter,

Here is what I got back from our B&A expert.

"To the best of my knowledge...The B&A itself went all diesel in April 1951. However, the North Adams branch hosted New York Central trains from Grand Central via Chatham (over the B&A to Pittsfield) and then up the branch to North Adams. Lighter NYC Pacifics (K-11's, etc.) usually pulled these passenger trains. Don't have much info on the freight operations but would have been smaller engines, likely a H-5 Mike or a dual service Pacific."

Thanks, Noel

Hi Noel,

Hope you are doing well... I'm searching for a prototype picture of this neat New York Central caboose that Bluford Shops plans for N-scale release... please see attached illustration for the model.

Would you by chance have a picture you could share for publication? And has the Central Headlight covered this at any time that you could point to me to a back issue for additional information?

Thank you, Tony Cook
Editor, HO Collector
Editor, Model Railroad News
whiteriverproductions.com
507 West Maple St., PO Box 177
Plattsburg, MO 64477

Tony,

Here is what I was able to find for you.

The illustration read “This bay window seen in Cincinnati, OH, on Oct 16, 1956, sports one of the more unusual paint jobs seen on the Central. As part of the Central’s safety program, several cabooses were repainted in safety colors of green and white. Note that this scheme features a
green carbody with white lettering. The herald features the GM Aerotrain and uses the “Alert” notice rather than the usual system indication. It also carries a green cross for safety. The overspray on the car’s trucks may have been deliberate. (Lou Schmitz photo)

Another example of the unique lettering but not in the green paint. (NYCSHS Collection)

Hope these help. They are the only ones I can find.

Thanks, Noel

Hello Noel,

Would you be able to help me with the following as I am considering buying this model but am unsure of whether it fits my time period?

Do you know or do you know someone who knows what period the NYC paint scheme on the attached photo is from?

I am modelling the 1950s so am trying to work out if it fits that period.

Thanks for your help,
Matt Strickland

Matt thanks for the email,

The Broadway Limited NW2 is a Phase V version of the locomotive that was built in 1949.

New York Central’s phase V NW2 locomotives were numbered 8803-8810. 8763 the number that Broadway put on its model is a phase IV version built in 1948. The differences are the angle of the hood directly in front of the cab windows and the shape of the frame next to the steps.

As delivered, NYC’s NW2 were delivered all black with white lettering only. The white pilot chevrons were added to the painting diagrams on July 6, 1950, yellow handrails were added to the diagrams on June 15, 1951, and the white frame stripe August 1, 1962. It would take a couple years for these changes to filter to the locomotives.

This photo SL503639 in the NYCSHS Archives, was taken at Elkhart, Indiana in 1963. This is how they would have appeared from the early/mid 1950s into the mid/late 1960s. 8751 in the right is a phase IV, 8810 on the left a phase V. You can see the differences in two phases. The area right in
front of the cab the 8751 has a flat area then a short steep angle, the 8810 has a shallow angle the entire length. Then the frame on the 8751 has a drop section next to the frame where the 8810 is straight across.

Taking the Broadway NW2, changing the number to 8803-8810, painting the white frame stripe black and the white handrails yellow will get you an accurate model how it appeared in the 1950s.

You can find more photos of the NW2’s on the NYCSHS Archives at

https://nycshs.omeka.net

NYC’s NW2s were numbered 8700-8704 DES-13a phase II, 8750-8773 DES-13f phase IV and 8803-8810 DES-13j phase V. Then the NYC acquired some New York, Ontario & Western NW2’s in 1957 originally numbered NYC 9500-9516 then renumbered to NYC 8683-8699 in 1966 these were classified as DES-13l.

Seth Lakin
Michigan City, Indiana
NYCSHS Modelers Committee Chairman

Wow....

A very comprehensive answer. I certainly wasn’t expecting that much info.

Would you mind Seth in the future if I have a similar query, I contact you direct?

Thanks again both of you, Matt

Noel,

I tried to purchase the 20th Century poster that you advertised in the recent MailChimp, but there seems to be no way to purchase it.

Thank you, David Smith

David,

They all sold out very quickly.

Thanks, Noel

Oh well—I have the complete set of diagrams in Some Classic Trains and the complete train in 1/32 scale.

When we complete the track work and begin running trains again, I will send photos with descriptions

What ever happened to the 3d wall hanging of the Niagara that was going to be offered? Some time ago it was shown in the Headlight hanging on a wall at NYCHS and was going to be produced for sale.

Thanks, Noel for all your help.
Dave

Dave,

Looking forward to the photos and descriptions. The wall hangings were never produced in the smaller version. If you are interested in one the size that is hanging in our headquarters, I can get you a price for one of those. The couple that makes these has been maxed out with their products they produce and haven’t had the time to create one in the smaller size although they promise to do one eventually.

Thanks, Noel

Hi Noel,

How long is the one hanging in the headquarters? I doubt that I have a clear
wall space large enough. Oh, maybe in my office above a bay window. Hmm -- please send me the dimensions.

Been working on tunnel portals. Here is a photo of my 1/32-scale SW-1 notice the interior. The trucks are wrong but ok.

I’ll go to work on getting some good NYC photos when we are back running trains – we are doing heavy track maintenance, 17 tunnel portals, train shed at Elton division point (Elton was my uncle and Welton was my dad the NYC locomotive engineer-they were twins.)

In the meantime, here are some photos of some of my 1/32-scale trains and models.

And parts of my indoor work area and some more of my models.

This photo and the following are all by David Smith.

Thank you,

Dave
Noel,

I have not been getting the NYCentral Modeler announcements MailChimps. Can you help me?

Thanks, Phil Darkins

Phil,

I just found that your email address on our MailChimp system was out of date, and you are not getting them from us. I just updated it and will send you a copy of the one that went out today telling about this edition published today.

Thanks, Noel

Noel,

My mates and I just got back from tramping three New Zealand Great Walks; the Kepler, Milford and Routeburn tracks all of which are in Fiordland. We did them one after another over two weeks; 180+ km of hiking in some of the most scenic and gobsmackingly gorgeous alpine environments on planet Earth; and they’re all here in little ol’ Kiwiland. Man, we’re lucky people down here. Since you’ve been here, you’ll appreciate what I’m on about. Attached is a shot that I took – and I am NO great shakes as a photographer – which blew the whole top of my head off; at least that’s what it felt like when I came across it whilst editing my shots for a photo book. I think my heart may have literally skipped a beat. It’s taken across snow-fed Lake McKenzie, which is just this big basin in the middle of the mountains, and has no outlet. The focus is the Emily Saddle, which sits on the border between Mt. Aspiring National Park and Fiordland National Park. And that is just one shot of many that tend to hit the viewer right between the eyeballs. Man, we’re lucky to live here. Just saying.

Cheers, Phil

Noel,

I asked this question of the Society and got no response. I am hoping to find a photo, or a drawing, or even an O-scale product for a 17,000 or 19,000 series caboose marker light. (Assuming they were the same.)

I know they showed RED to the rear, YELLOW to the sides, and were dark toward the door.

Happy to buy the right document if there is one.

Thanks in advance for the help,
Bill Crocca

Bill thanks for the email,

The oil lamp marker lights used on NYC cabooses were purchased from a vendor. I have not seen a detailed mechanical drawing of them, but there plenty of photos of cabooses displaying markers in the society’s online photo archive.

https://nycshs.omeka.net/
Here is a sample photo from the archives. The caboose is at Dunkirk, New York and is NYCSHS Archives identifier number PB300010.

The markers were painted yellow, had three lenses, two yellow and one red. They were removable so they could be used on either end of the caboose that was at the rear of the train and stowed when the caboose was not being used. Also, they could be rotated showing the red to the rear or sides depending on the operating conditions.

Here are the pages from the 1937 operating department rule book that has the rules concerning displaying the markers.
In the early 1960s these marker lamps were replaced with red reflective steel discs.

For an O scale marker lamp, Precision Scale #40230 is a great representation of the market lamps used by the NYC.

Seth Lakin
Michigan City, IN
NYCSHS Modelers Committee Chairman

Gentlemen,

Thank you very much indeed! Now I can finish my caboose properly.

Thanks, and regards,
Bill

Hi Noel,

I'm a member of the NYCSHS. I was just wondering if NYCSHS is still emailing the NYCentral Modeler Magazine to current members? I used to receive the magazine in email. I've been downloading the magazine from the NYCSHS website.

Thanks, Jeff Mann

Jeff,

The magazine has always been an online magazine. It has never been a print one. It has never been mailed out.

Thanks, Noel

Noel,

I was thinking of email notifications with links to the quarterly NYCSHS Modeler magazines.

Thanks again, Jeff

Jeff,
We sent out MailChimp notices. Have you not been getting those? I checked and you are on the list of those who receive them from us. We have you on the list with the correct email address. You should have been getting them.

Add News@NYCSHS.org to your address book and that should allow them to get to you if you haven’t been getting them.

Thanks, Noel

Editor's Note:

All current members and many others are on the list to receive the NYCSHS MailChimps containing important information about NYCS modeling and NYCSHS news. If you have not been
Thanks, Noel

NYCSHS,

I’ve just gone through about 25% of the photos covering Buffalo (about 350 photos) and I’m blown away!

Thanks for all the great work in making these photos readily available

John Mitchell
Modelling Detroit, Buffalo and the CASO Div. In SW Ontario

The NYCSHS Archive Shop now contains almost 40,000 NYCS photos. We continue to add photos regularly and are in the process of adding maps into the Shop. Once they are completely added, we hope to begin to add drawings to the Shop as well.

If you have not taken the time to go to the Archive System (https://nycshs.omeka.net/) please click on the url for it above and explore what is available there.

Once you find the photo(s) you like, you can then order directly through the Archive Digital Shop. Be sure to check out the photos even if you don’t want to order them. They are low resolution and have NYCSHS markings on the photo, but if you order through the Digital Shop the photo(s) will be downloaded directly to your computer at high resolution and with no markings on the photo.

NYCSHS: CRM Request (email) from Collinwood Shop

I wish to express my gratitude to all members, directors, officers, and volunteers of the NYCSHS for all the work that is done to keep our organization going and growing.

Thank you all!
Jason Sippola

Jason,

Thank you for the kind words.

Thank you,
Noel on behalf of all the directors, officers, and volunteers of the NYCSHS

Mystery Photo from Last Edition

Mystery Photo in 2nd Qtr. 2021 Edition

NYC Construction View – Gardenville, NY
Responses

Noel,

Could that image be the Fleischman's Yeast factory/complex in Peekskill? If so, I don’t have a clue from when, other than early on in its existence.

Jeffery Koncal

Sorry Jeffery, but as you can see above it is not that factory or Peekskill.

Thanks for the guess. You were the only one to try.

Thanks, Noel

Some Photos from the Steam Streamliners Collection

This collection is from the NYCSHS archive and includes photos from the 20th Century Limited, Commodore Vanderbilt, Empire State Express, James Whitcomb Riley, Mercury, and the Rexall Train.

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.

It is available in the Collinwood Shop.

James Whitcomb Riley at speed. NYCSHS Collection

Empire State Express waiting to back down to the coaches and begin the run. NYCSHS Collection.

The drive with this collection is available at:

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

AmazonSmile is a way for members to support the NYCSHS every time they shop with Amazon. Shoppers who start at smile.amazon.com will find the same Amazon they know and love, with the added bonus that Amazon will donate a portion of the price of eligible purchases to the NYCSHS.

Signing Up is Easy!!

Here is how to shop AmazonSmile and donate to NYCSHS with each purchase:

1. Visit smile.amazon.com
2. Sign in with your Amazon.com credentials
3. Chose the NYCSHS to received donations
4. Select NYCSHS
5. Start shopping
6. Add a bookmark for smile.amazon.com to make it even easier to return and start shopping at AmazonSmile

We are not promoting Amazon, but if you use if for shopping, why not donate to the NYCSHS as it costs you nothing and helps us a lot!!
I have just finished a five-year project rebuilding this Niagara. It was originally built by Stan Grigg of Greensville Ontario. It was started when Stan took a train in 1946 to the NYC head office to get plans for the then new Niagara. He eventually finished the engine and tender in 1959.

Stan was a projectionist for the Strand Theatre in Hamilton Ontario. Riley’s Hobbies was next door, and he would use the small machine shop in the basement there to work on the engine. From there he would go to work in the evening and then start the whole process again the next day. Stan never ran the engine on a club track but instead fired it up in his basement. The engine was on rollers, and he would pipe the exhaust into the chimney of his house. I first missed out on a chance to purchase the engine in 1984. I never forgot about it as this class of engine was one of my favorites. I eventually found the engine again and this time was able to buy it. This was in 2014. The engine has gone through a complete rebuild and had her first run on a track a few days ago. After a day of tweeting and adjusting things, she performed flawlessly and made this owner quite pleased with the finished job.

Here are a few pictures of the Niagara around 1960 when Stan had it finished.

You can see the rollers that she is sitting on. The drivers are properly cored bronze castings. Stan made the patterns for these, the rear truck, the cylinders, sand dome, air compressors, water bottom tender frame, tender truck and journals. They were all cast at Fergusons Foundry in Dundas Ontario. Talking with people who knew Stan while he was building the engine, they would see what looked to be perfect castings in the garbage can. Stan would say he didn't like the way they turned out and would have them cast again. Back in those days, foundries would take on one off small projects for something to do. Not so easy today, however.
You can really see the detail in this shot. A truly beautiful locomotive and an excellent replica.

The locomotive was eventually purchased from the Grigg estate by Berkeley Gilbert of Stoney Creek Ontario. He did some work on the engine and installed a mechanical lubricator which the engine never had. In the first picture, Berkeley took the engine to try out at Art Ellis’s track in St Catherine’s, Ontario. Because of the tight radius, they had to remove the front truck to allow the engine to go around the curves.

These two pictures show the repainting well under way with the smoke lifters removed. They were taken at a club gathering at his house in the early 1970s.

A good shot of the Niagara from sometime in the 1970s.

Eventually the engine ended up in Bethlehem, PA under the ownership of Bob Zawarski. It
was from Bob that I was able to purchase the engine and bring it home for a rebuild.

Here are some detail shots of the finished locomotive. The picture of the two tenders shows the one I built and wrote an article on (lettered one) and of the actual tender for this engine that Stan built. It is going into the shop this winter to start its restoration and should be out late next year.

Included below are some photos of the locomotive running on my home track.

This photo shows the two tenders. Steve did an article on the lettered one in the 1st Qtr. 2015 NYCentral Modeler.

A better view of the drivers and gear on engineer’s side.

Fireman’s side of this beautiful locomotive that Steve has restored and improved.
Smokebox and top of the loco in more detail.

Running gear closeup.

Steve’s Niagara running at speed on his outdoor railroad.

Approaching the grade signal at speed and about to reach the whistle sign.

A longer view of the locomotive running on Steve’s track.

Steve says that hopefully the members will enjoy reading about my loco. As for Niagara Live Steam locomotives, there are three others in 3/4” scale. There is one in the Cincinnati airport, Harold Crouch built one and Everett Clem built one. In 1” scale, Henry Hosper’s built one of 6008. In 1 1/2” scale, Fred Bouffard built one. There is also one in a larger scale running on a live steam layout in England.

Steve’s Niagara is a beautiful locomotive, and we thank him for sharing it with us.
I'm submitting a story on two early New York Central Lines HO-scale locomotives that I finished in 2020. The article is detailed and chatty, but I hope you enjoy following my work as I make a model from a photo.

Sometimes I like to change eras in preparing for my future layout. With the help of the NYCSHS, Accurail came out with some World War I era NYC boxcars, some 40-footers and some in the still-popular 36-foot length. My best guess is that, while there may have been some four-wheel cabooses still in use, the typical NYC eight-wheel steam-era caboose was already starting to dominate. What about motive power? Edson & Vail's Steam Locomotives of the New York Central Lines provides lots of information and inspiration.

To me, modeling is taking the image in a photograph and making it into a three-dimensional object. If it can move, that's better; if it can move itself, that's even better! The dozens of photos in the 310 pages of Volume 1 alone can help bring the NYCS back to life, along with what is like a biography of every steam locomotive that ever ran on the Water Level Route. I did a minimum of cutting and drilling on two fine models to make them look like freight engines of 100 years ago.

Mantua's all-metal "Mogul" kit from the 1940s and 50s is a classic.

A closeup of page 15 of Mantua's 1948 catalog shows the precisely manufactured kit. Returning World War II veterans had learned a lot of technology during their service. Many could handle the assembly of a model like this. Although typical for the time, the $29.50 price was hefty when many people were happy to earn $100 a week. Note that the engine can handle a 12-inch radius curve.

It's a sporty, elegant-looking engine with 9 ounces of good pulling power, and I happened to find one well built up with extra wheel pickups on the tender trucks. Last year I finally detailed it as Class Ed #1592, built in September 1890, and scrapped in 1923. I don't have a photo of this specific engine but I'm happy to have it as a reasonable stand-in for a typical 2-6-0. I made very few changes. On this Mantua model, the domes seem too small, so I easily moved the Mantua steam dome forward and then found an old lead casting for a larger round dome for steam.
NYC 2-6-0 Class Ed 1592 stands ready. An operating Kadee coupler on the pilot is a must for a versatile engine like this. Sometimes, instead of an MV lens in the headlight, Bob uses 5mm. or, in this case, 4 mm. round sewing "nail head" style rhinestones available reasonably in packs of 50 or 100 in craft stores or online.

One challenge was mounting a new number plate with tiny decals for a four-digit number in a small space. Fortunately, I remembered to add the decals before mounting the plate on the engine. I decided not to change the original smokebox front casting with its built-in headlight mount. I had seen photos of some NYC 2-6-0's with the high-mounted headlight sticking out in Pennsy fashion. Two photos on page 35 in the Edson-Vail book show this particularly in the case of New York & Northern (later Putnam Division) 2-6-6T's that were converted in 1905 to 2-6-0's with a tender.

The Central had hundreds of moguls, and some actually lasted in service into the 1950s. Al Staufer, in his NYC Early Power compendium, states that Superintendent of Motive Power William F. Buchanan, "father" of #999, sniffed at the first 2-8-0 examples and ordered 233 moguls in 1892. 120 more arrived from 1898 to 1903. Others were acquired in mergers with railroads like the P&E, R.W. & O and the Rutland. They had driver diameters of 51" 55" 57" 59" 63" and 64", and they weighed anywhere from 120,000 pounds to 165,000 pounds, except for some lighter, earlier models.

The simple lines make this engine attractive as well as useful.

To train watchers of the 1920 era, these 2-6-0's must have seemed to be everywhere.

Above 1592's tender, you can see a mogul handling the "Dolly Varden" passenger run up Manhattan's West Side.

The Edson-Vail book shows them on freights, switching, pulling a mail and express train and even running the Dolly Varden, an accommodation one-coach...
passenger train going up the west side of Manhattan from the 30th Street yards to Spuyten Duyvil on the Harlem River. Moguls were also used at that time on the Rutland and the Boston and Albany in "New York Central Lines" lettering. They could be compared to much later GP-7, GP-9 units and to Alco's RS units for their adaptability and usefulness.

One time I bought a used brass 2-8-0 without a tender online. Although the seller thought it was a Santa Fe model, I found out the prototype was a B&O E-24 series 2-8-0, built by Sunset. (Some of us might remember a heavier B&O E-27 2-8-0 imported by PFM.) This one looked like an engine I could use. It has slide valves and simple Stephenson valve gear, which means less visible valve gear to fuss with. Again, the Steam Locomotives of the New York Central book furnished several diagrams and photos of G-series locomotives. While the details did not match exactly, this engine resembled the G-2's and G-3's. Many of them had been built as compounds, with additional large low-pressure cylinders. By the "teens," they had been simplified by rebuilding. The term "user-friendly" wasn't current then, but I think that- and superheating- explains why they had to go back to the shop; the crews didn't like the compounds.

To represent the 1915-1920 era, a road pilot rather than a switcher pilot would look right on a 2-8-0, so I found a plastic pilot I could attach under the front coupler. Somewhere along the line, I had acquired an extra tender for the LMB imported model of the fast L.S.&M.S. 4-6-0. The NYC book has many photos of this short, chunky tender, which seems to have been most popular around 1905.

In 1919, headlights were going through a big change. The kerosene lamp in a well-cared for metal casing had yielded to the arc lamp generally, and steam-driven generators for large electric headlights were appearing on more and more engines. This was a gradual change, though. The engines had to be converted one by one. Roundhouse/MDC had a plastic parts set for detailing their old-time 2-8-0's and 2-6-0's. I saw a large, older headlight casting in their envelope and found I could fit it right over the center-mounted brass headlight on the model. The generator was clipped off and went into a parts box. Now the Mogul and the 2-8-0 have pre-electric headlights.

Even though it came with no tender, the model had a special tender wire that I appreciate. The previous owner had soldered a lead from the motor in the cab to a plain brass washer. This slips onto the pin on the tender and is held in place by the brass drawbar. It gives the tender a second route to supply current to the engine. I plan to use this method myself in the future. Modelers can debate about whether it's worth the trouble, but it can't hurt, and it appears like a hose connecting to the engine. G-3 #2331 was from the class of 1902 and lasted until retirement in 1928,
but we hope the model version will roll on into the future.

Now we're ready to go! Note how the huge headlight matches the one on 2587 behind in a photo from the Edson/Vail book, Steam Locomotives of the New York Central Lines. I used Champ decals from set No. EH 210. Some of my decals are 40 years old, mostly from Champ, and they generally behave well, but I hit them with a coat of clear spray just before use.

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 nine axles. The fireman looks bored.

One way to detail a model without defacing it is to put a removable coal load in the tender. In this case, it is a simple piece of foam from a shipping box. It has been cut and molded to fit, then covered with semigloss acrylic black paint from a discount store. Also visible behind the locomotive is the extra lead from the motor to the tender, as mentioned in the story.
New York Central System Historical Society
2021 Calendar Order Form

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17038 Roosevelt Ave.
Lockport, IL 60441-4734
The visual transformation on my NYC Water Level Route layout is amazing! It’s obvious when comparing the original bench work (Left Photo Above) with the scenic impact produced by adding a paper retaining wall along with trees, lichen, telephone poles and an American Flyer shanty placed on a grass mat (Middle Photo Above). The transition is evident across the entire 35-foot elevated track span that runs by the custom painted backdrop. For example, compare the original bench work (Right Photo Above) on an elevated section further up the line to the same section after adding a retaining wall and scenic details (Below Top Right). This article explains the process to make a paper retaining wall that’s easy, fast and looks great.

The Route

The 35 feet of elevated track and retaining wall is divided into five sections. Running from left to right, they include **Section 1** - the initial ascent out of NY City past the Bear Mt. Bridge.

A Lionel 2065 Hudson highballs past the new retaining wall and Bear Mt. Bridge in Section 1.

The visual impact of the new retaining wall and scenic details including an American Flyer shanty are evident in this overhead view in Section 1.

**Section 2** – The scenery continues to climb past farm country in upstate New York before entering a tunnel that leads to Section 3.

Further up the line, the retaining wall transformation continues into Section 2 that depicts farm country in upstate NY.

**Section 3** is the cityscape of Buffalo, NY in the center (Image top left next page). Building this tunnel with a street scene on top and blending it with the cityscape were discussed in my last article.
Making a Realistic Paper Retaining Wall in Three Easy Steps

A tunnel topped with a street scene blends with the painted Buffalo cityscape in Section 3 located in the middle of the backdrop.

Section 4 - runs from the tunnel exit (Above and Below) to a trestle bridge as the elevated track descends to Section 5’s curved track that returns to table top level, which is covered later in this article.

Easy as 1-2-3

Now let’s discuss making the retaining wall between the other side of the tunnel portal (Image below) and a bridge built on the descending section of track on the right side of the layout.

As our Hudson exits the tunnel, two sections of Scenic Express plastic retaining wall (yellow arrow) make an attractive transition to my paper retaining wall.

Note that two short sections of Scenic Express plastic retaining wall (yellow arrow in image lower left column) were butted against the tunnel portal to make an attractive transition between it and my paper stone wall.

Step 1 Install Cardboard Backing – To begin making a printed paper retaining wall to cover the wood bench work (Top below), cut cardboard to a height that’s flush with the top board of the bench work before stapling it into place (Second below).

Elevated wood bench work before a retaining wall was added in three easy steps

Step 1 calls for cutting cardboard to size and stapling it to the top of the bench work.

Step 2 Install Printed Paper Wall - Noch 57720 “Basalt” Wall is a heavy paper strip with stones imprinted and embossed into it. It looks realistic and is easy to trim. Cut a strip to the same height as the cardboard and affix it with Liquid Nails(R) as shown in this side view (Top Next Page).
Available at home improvement stores, wood “L” molding is sold in eight-foot sections, which can be cut to length, painted light concrete grey and secured with small one-inch nails after drilling pilot holes to prevent splitting. Each package of Noch “Basalt” Wall contains two paper sheets measuring 60 x 15 cm (24.62 x 5.90 inches). It can be ordered online.

Step 3 Add Scenery between the Wall and Track – After “dressing-up” the top of the retaining wall, it was time to scenic the bottom. Life Like Grass Mat was cut to fit between the bottom of the retaining wall and track along the entire length of the retaining wall. To simplify future changes, the grass mat was not glued in place, but secured with staples that were made almost “invisible” after running a green marker over the exposed tops. This close-up (Below) shows grass mat with multi-colored lichen placed along the base of the retaining wall.

Next trees and telephone poles were added as the final realistic touch (Next Page - Left Column).

Now, we’ll add scenery under the trestle bridge that’s being approached by a Lionel 2065 Hudson engine. (Next page left column.)
Step 3 ends with “planting” trees and erecting telephone poles seen beside our Hudson heading for the trestle bridge.

Low Bridge Scenery

For visual interest, a metal trestle bridge was placed on the descending elevated track on the right side of the layout in Section 4.

A trestle bridge was placed on top of the descending bench work board to simplify installation. Two flat wood pieces were inserted to stabilize the board (yellow circles).

The challenge was to add realistic scenery in only several inches of vertical space under the bridge. The solution was to fill the space with large boulders, plaster castings painted with a mixture of black and grey paint (Right Column Top), sprinkling Woodland Scenics dark soil turf around the boulders, and adding lichen, created a nice contrast with the green grass mat. Note the yellow circles around the piers under the bridge. These images show how the rounded tips of two piers were cut to size and placed against the end of the two flat bench work boards to simulate actual piers.

Adding scenery in two vertical inches was achieved by placing plaster “boulders” along with lichen and dark soil turf. The short, rounded tips of two piers were glued to end of the flat supports to simulate actual piers (yellow circles).

Final Descent

After passing through the bridge, the Empire State Express enters Section 5 as it descents to table top level on the far right side of the layout on the original bench work.

Navigating the original curved bench work, the NYC Empire Express descends to tabletop level on the far-right hand side of the layout.

What a difference adding a short retaining wall, grass mat, lichen, trees and telephone poles make to the same stretch of track (Next page).

This engineer’s view illustrates the visual impact that can be created in a narrow space
Making a Realistic Paper Retaining Wall in Three Easy Steps

using a variety of trees and ground cover materials. To avoid the cost of purchasing new ready-made trees, I collected a variety of inexpensive second-hand trees at train shows. Trees were “planted” by inserting them into holes drilled into the tabletop.

This engineer’s view demonstrates the strong visual impact that can be created in a narrow space using grass mat, a variety of trees and lichen and telephone poles.

Here’s a wide-angle view of the same final descent shown above, along with two gray arched drainage ditches, a signal tower and farm that look good together.

A panorama of the same final descending retaining wall (above) reveals two arched drainage ditches, a signal tower and farm that “blend” with the scene painted on the backdrop.

A two-story painted Plasticville Signal Tower fit into the available space, added height to the scene and complemented another scenic detail … a pair of arched drainage ditches. The ditch on the right of the tower was painted concrete gray before a piece of Noch rock paper was glued to back of the arch opening. Then two short pieces of basswood were painted black and glued down to the tabletop to form a trough to hold tiny ballast stones (Below).

Give It a Try

I hope this article encourages you to use this simple retaining wall technique on your layout. The next article will cover bringing dead space in a corner of my layout back to life by adding an interesting farm scene.

“Bringing Dead Space Back to Life” by adding an interesting farm scene will be featured in the next article.
O-Scale Live Steam NYCS Hudson Chassis

Article by Joe Rothwell

Noel,
I got this great chassis on eBay. The ad stated that it needs timing...code for it doesn't work. I took a chance and bought it. After hooking it up to my air compressor, it didn't run, as suspected. Long story short, I made new radius rods, about 3/64ths of an inch longer and that did the trick. After it ran on air, I took a boat-boiler set up and piped the steam to the chassis...the video shows the results. The throttle range is almost non-existent which is why it ran away in the vid...but that was no problem as the engine is built like a Swiss watch. I have a boiler almost ready for solder and a brass 'Williams' Hudson shell to cover it.

The real story is the maker of this chassis, whose name is Tony Boccaoccio. I ended up getting his phone number and now talk every weekend with him on the progress of the Hudson project, but mostly about his relationship with the NY Central RR...it's fantastic! His Grandfather was an Engineer for NYCS and ran Hudson's and Niagara's among other engines...Tony is a retired NASA engineer and is equally as interesting as his stories about his grandfather!

Joe

Finding this O scale live steam Hudson on eBay started out innocently enough, I just typed those words into the 'search' window. Over the years, rarely would a model even come up when searched and the three or four offerings I’ve seen during those years were mostly half-finished models of either the ‘Josie’, a Hudson design from the Grandmaster ‘LBSC’ or a ‘Little Engines’ Hudson project, who, by the way, still offer rough castings for an O scale Hudson, but the chassis I found was different from those two designs.

The chassis in this shot is how it looked when I received it. The original radius rod can be seen and, also the fasteners on the expansion link side.

A large commercial brass engine shell with a faint resemblance of our beloved Hudson encompassed the boiler and chassis. The eBay ad stated that the boiler was not plumbed (but pressure tested) to the chassis and that the chassis still needs timing. I contacted the seller and made an offer, which was accepted. It arrived damaged, mostly confined to the brass engine shell, but no damage to the chassis. This accident was fortuitous; it made me contact the seller who then put me in touch with the builder.

The bottom of the chassis is getting the belly plate removed.

The chassis was built by Tony Boccaoccio, MIT graduate and retired NASA
conceptual design engineer. Tony's grandfather, Sal Celauro, worked for the NYC railroad, and over the years, worked his way up to engineer, eventually operating Hudson's and Niagara's! When Tony was young, his family would go visit his grandparents in Long Island, NY and remembers making quick cordial greetings to aunts, uncles, cousins, etc. and then rushing down to the basement, where gramps had a shop and was always working on some interesting project. Tony would help and learn...Sal must have been a proud grandpa...these were great days back then. Tony still has his grandpa's ‘South Bend’ lathe, and this was used in building the Hudson chassis.

Both expansion link rods are visible here and you can see the fine machine work done here. This was ‘waaay before CNC.

The damaged body and boiler were removed from the chassis and inspection began. The machine work was masterful and are those equalizing beams? Yes, it had working scale Hudson suspension...in O-scale...unbelievable! The main frame looks to be ‘Little Engines’, but it’s made from cast aluminum which is not offered by them. The cylinder castings are also unique as is the rest of the construction. What a wondrous piece of machinery and I’ll admit I felt a little guilty at the thought of putting a wrench or screwdriver to the chassis at first. Tony scratch-built everything to his own design, from casting the chassis and cylinder chest to the side rods and suspension.

The chassis did not run on compressed air and no amount of adjusting the eccentric crank helped. The slide-valve chest covers were removed, and the problem was identified. The slide-valves did not cover the forward ports completely when the valve was at its most forward position. After disconnecting one of the eccentric rods, the valve would slide into its proper position and the difference was measured...3/16ths of an inch needed to be added to the eccentric rod length.

O-scale equalizing beam suspension...this will require gentle handling of the engine as repair here is not something you’d want to get involved with...ever!

Incredible design and execution wherever you look, even what’s hidden, like the slide valve and the rest of the valve chest.
I made a rough pair out of sheet brass, installed them and turned on the air. The chassis came alive and ran well. But this extra length added to the rods created some minor issues with the expansion link, pushing it forward and limiting its swing back. It also lifted the reverse rod which lessened the amount of arc of the expansion link. And 3/16ths of an inch didn’t sit well with me either, so another solution had to be found.

The radius rods are removed and awaiting repair. This is a nice shot of Tony’s handiwork.

The other rod that can be lengthened is the radius rod. On one end, the radius rod was fastened with two tiny wire rivets and backed up with a bit of solder and the radius rod on the other side had one rivet and one very tiny screw, no solder.

A new radius rod now installed. Micro watch-screws are stouter than they look.

These ends were at the expansion link area and looked formidable...how to remove them without wrecking the whole works was the issue. It’s why I modified the eccentric rods first; it was the easy job.

The brass eccentric rods that I had made were removed and the original eccentric rods (these are beautifully machined out of steel bar stock) were put back on. Then the rivet heads on the radius rods were ground down with a Dremel cut-off wheel. A small bench was made from a 2x4 block of wood and slipped under the radius rod on one side while the chassis was laying on its side. A punch, ground down to almost needle-like, was used to tap out the rivet shafts. The radius rod needed only 3/64ths of an inch (much better than 3/16ths) to be added to its length, so two were made from some scrap sheet steel of the proper gauge.

One side at a time was repaired and a watch-maker’s tap was used to thread the holes for tiny watch screws. This can now be serviced in the future, if needed. The chassis was aired up again and ran even better.

Expansion link and radius rod connections are visible here. Also, more of Tony’s workmanship.

A boat-boiler was temporarily set up and fired, with the steam piped over to the chassis...well, the video shows the results. The throttle on the boat-boiler does not
offer the fine adjustments that this engine requires, so there was a bit of a runaway with the rpms, but the chassis doesn’t seem to mind and is smooth at any speed. Steam pressure was around 30 lbs. Power was incredible and took some pressure to slow the drivers down when a finger was pressed onto the wheels. A Hudson, through and through.

To see Joe’s video, click link below photo.

(Do Not Click on Photo)

https://nycshs.files.wordpress.com/2021/05/img_0578.mov

Be watching for a continuation of Joe’s work on his live steam Hudson in the next edition of the NYCentral Modeler.
In Part 1 of this series, I provided a short history of the NYC Franklin / Oil City branch line, a brief description of Jefferson Ohio, and brief histories along with pictures of the various trackside industries and railroad structures in the town. In Part 2, I will show how the prototype tracks and industries were laid out, and the various trains that ran through town according to the timetables.

The Layout of Tracks and Industries in Jefferson Ohio

Overall view

The high-grade line was single tracked and operated on TT/TO in the 1920s. From north to south, the track made a gentle bend through the town of Jefferson to leave town in a generally southeast direction toward the towns of Dorset and Andover. Several passing tracks split off from the main just north of Walnut Street. One long one went clear down to Erie Street and the other two only went as far as Jefferson Street forming a small yard.

There were five sidings to the various industries. From north to south they were: one to the farmers coop elevator (post 1927), one into Douglas Lumber Co., one that served the feed mill, ice and power and creamery, one to the county road department, and one to the corrugated box factory (post 1927, not included in modelled layout).

Laid out on 18” x 24” poster board, a carefully reconstructed complete map of the rail line through Jefferson Ohio from appropriate sections of the August 1927 Sanborn maps. Constructed by Charles Beargie.

North of Walnut Street

North of Walnut was the ladder tracks for the several passing tracks. To the east of the tracks was the Jefferson Basket factory. On the west side of the tracks was the hand car house. Sometime after the 1930s, also on the west side of the tracks was a spur and the farmers coop elevator complex.
Walnut Street to Jefferson Street

Between Walnut and Jefferson streets was the bulk of the rail yard, if you can call it that. There were three passing tracks to the east of the main, the first of which was fairly long stretching from almost Ashtabula Street to the north down to well past Sycamore and Erie streets to the south. The other two passing tracks were much shorter starting just north of Walnut Street at the basket factory and running down to about Jefferson Street. A spur track split off of the third passing track to the east and ran north into the Douglas Lumber company complex.

The depot was on the west side of the tracks, along with a coal house, and prior to 1903 a water tank. On the east side of the tracks was the Douglas Lumber Co complex with its own spur track. This included the cement warehouse and a coal shed. Sandwiched between the spur track and the passing track were the stock pens and another coal shed.

Jefferson Street to Satin Street

Running between Jefferson and Satin streets was the main, the long passing siding, and one long spur. The spur split off from the passing track to the east and ran north to serve the creamery, ice and power, the feed mill and its warehouse.

South of Satin

At just about Satin Street, a spur slit off of the main to the west and ran south into the Ashtabula County road department.
Schematic diagram of the rail line and related industries in Jefferson Ohio in August 1927 based on the Sanborn maps. Schematic created by Charles Beargie.

The various trains that ran through Jefferson OH according to the timetables.

One of the primary reasons that I picked the late 1920s as the era to model is that it was the only timeframe where most all the rail-served industries were developed and at the same time had the most train traffic. As noted in Part 1, most of the heavy freight traffic bypassed Jefferson over on the low-grade line, but all the passenger trains still ran through Jefferson, and I was always partial to passenger trains.

According to the September 30, 1928, NYC employee timetable, fourteen scheduled passenger trains passed through Jefferson on a daily basis (seven northbound and seven southbound). Eight were daily, and six were daily-except-Sunday. In addition, there was one daily milk turn from Youngstown, and two daily-except-Sunday way-freights (again one northbound and one southbound).

Employee Timetable, NYC, Franklin Division, Effective Sept. 30, 1928, page 6, Employee (Left) Timetable, NYC, Franklin Division, Effective Sept. 30, 1928, page 7 (Middle) Train bulletin for Jefferson Ohio, September 1928, based on NYC employee timetable. Compiled by Charles Beargie. (Right)

The action on a typical weekday standing trackside in Jefferson, OH is as per the chart above right.
The passenger trains spanned the spectrum from lowly numbered commuters to named trains with diner cars, parlor cars and through sleepers. All the passenger trains ran through Youngstown (the end of the branch line) to and from Pittsburgh via the Pittsburgh & Lake Erie (P&LE). The trains ran under different numbers on the P&LE.

A description of the trains in chronological order as they appeared in Jefferson is as follows:

2:31a.m. North NYC #72 (P&LE #7) Pittsburg-Buffalo Express – Two sleepers, One for Buffalo and one for Toronto

3:57 a.m. South NYC #7 (P&LE #38) Buffalo – Pittsburgh Express with three sleepers for Albany, Boston, and Toronto

8:09 a.m. South NYC #3 (P&LE #24) Morning local commuter, probably a couple of coaches and a combine or baggage

8:25 a.m. South NYC #93 Way-freight, local switching

8:54 a.m. North NYC #4 (P&LE #3) Morning local commuter, same as #3 above

10:05 a.m. North NYC #76 Milk train

10:30 a.m. South NYC #75 Milk train (#76 turned and headed south

11:15 a.m. North NYC #92 Way-freight, local switching

12:49 p.m. North NYC #82 (P&LE #5) Pittsburgh -Buffalo Limited with dining car

1:23 p.m. South NYC #81 (P&LE #10) Pittsburgh Special, with dining car

4:32 p.m. South NYC #5 (P&LE #30) Afternoon local, with parlor/buffet

5:05 p.m. North NYC #6 (P&LE #43) Afternoon local, with parlor/buffet

7:03 p.m. South NYC #17 Local to Oil City, PA

7:23 p.m. South NYC #83 (P&LE #34) Empire Limited, with parlor car and diner, and sleepers from Albany and Toronto

7:23 p.m. North NYX #84 (P&LE #33) Empire Limited (meet with #83), with diner, and sleepers to Albany and Boston

7:45 p.m. North NYC #18 Local from Oil City, PA

The following chart summarizes the data:
As can be seen from above, there was a good variety of trains that passed through Jefferson. And that is only the scheduled trains. There is a fair chance that there were random extras routed through Jefferson, particularly if there were any issues over on the low-grade line.

Any pictures of these trains in Jefferson Ohio in the 1920s are yet to be discovered. However, there are many pictures of similar trains from other areas of the New York Central Lines during this era. Some possibilities are…

The #3 and #4 were possibly just a baggage or combine and a few coaches pulled by a ten-wheeler or pacific locomotive as in the following picture 2.

NYC P&LE train 685 with 9229 at Harvard Rd E108, Cleveland Ohio August 21, 1934.
NYCSHS Collection

NYC 4-6-0 #817 with a combine and two coaches. NYCSHS Collection

The named trains were possibly made up much like others around the system, with head end equipment of baggage, RPOs and combines, some of NYC’s single window coaches, and then diners, parlor cars and sleepers as per the above chart, pulled by an earlier pacific locomotive.

NYC 4-6-2 #8403 with a passenger train in Toronto Canada circa 1932.

This article completes the review of the prototype Jefferson Ohio circa late 1920s. Part 3 will begin to cover the modeling, starting with the layout design. I hope you will join us for the next installment.
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The NYCSHS archive crew has been busy scanning photos and documents in order to produce a series of DVDs with some of this material recorded. We are very pleased to continue to offer these DVDs to you to help with your research and modeling of the NYC. Take a couple of minutes to look at some of these products that are available in the Collinwood Shop.

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NYCS Central Headlight Magazine 1940 – 1968

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

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

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

It makes fascinating reading for anyone interested in the New York Central Railroad during those years that it was published. It is an excellent companion publication to our previously published NYCL Magazine 1919 – 1940 also available in digital form from the NYCSHS.

NYCS Structures  (Reissued on a Flash Drive)

These and more can be ordered online in the Collinwood Shop http://www.NYCSHS.net
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
This is a new feature we are introducing into the NYCentral Modeler. We thought that featuring some new modeling tools being introduced by manufacturers would be a nice feature for our modelers. Your editor created this first version, but we are looking for contributions from you for future editions. So, send us photos and write ups of your favorite tools to: nfwiddifield@NYCSHS.org

So, for this first issue of this feature, I am including some interesting tools to spur you to share some of your favorites with us.

Dino Apostal’s New “Tool”

Dean thought he would share this new toy he just had built for him. It is a solid oak work bench. His friend Scott Sackett created the drawing, and his neighbor Bita built the desk. He says he just loves it.

Although this workbench is a little more elaborate than the ones that many of us have, it represents the place where all of us work on our NYCS model creations.

My workbench never resembled anything this beautiful, nevertheless, like you I had one.

In this first version of this feature, I have included a couple of new tools that are currently being offered by Micro-Mart. I don’t own them, but they look like they might be a useful addition to my current airbrushes and my large compressor.

Most of my airbrush work has been on locos and rolling stock in 1/29-scale. I don’t claim to be an expert with an airbrush, but I believe that this airbrush and air compressor would be very useful when I need to do something small and don’t want to take the time to set up my large ones.
Self-Contained Portable Airbrush

This is a self-contained portable airbrush with an onboard, rechargeable lithium-ion battery activates the built-in air compressor, filling its integral tank with a supply of pressurized air that will power the airbrush for about 40 minutes of work time on a full 1-to-1.5-hour charge. It delivers a maximum of 25 psi at 7L/min. and weighs just 12 ounces. It is equipped with a 0.3 mm nozzle and is designed primarily for fine detail work and moderate coverage with relatively thin paints, stains, inks, dyes, and washes.

MSRP $99.95 Available now.

Compact Air Compressor

This compact air compressor weighs just 19 ounces and is only 4-1/4" x 4-1/4" x 2" tall. It delivers 25 psi at 10L/min., providing the airflow needed for airbrushing. It comes with a braided cloth-covered, 6-foot hose with metal 1/4" BSP female fittings, top-mounted airbrush holder, on/off button with LED indicator, non-slip rubber feet, and power supply with 3-foot cord.

It works nicely with the Micro-Mark portable airbrush.
MSRP $49.95 Available now from Micro-Mark

https://www.micromark.com/

What we hope is that you will send us some photos and info on your favorite tools so we can include them in this feature.

Send us your favorites to:
nfwiddifield@nycshs.org or
nuevomayaguez@compuserve.com

Then watch for your tools in a future edition of the NYCentral Modeler’s “Tool Box”.

Some of the NYCS mill wright and steam crane shop workers that used the actual railroad tools of the day in the West Albany car shops in 1953.
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

**Greg Scharfetter Model NYCS Berkshire**

Here are a few pictures of my Alco models Berkshire. I made a few corrections in the model for accuracy. Nothing major. The sunbeam generator was relocated from the top of the boiler to the lower corner of the firebox.

A Barco low water alarm went in the empty space. A new duplex stoker engine was mounted under the cab. It took a LOT of grinding to get it to fit. Handrails on the front of the engine were reformed to look more prototypical and tender/engine spacing, brought closer together.

The engine was painted with Scale Coat paint. The Hungerford green made me ill. Like mentioned in the book, steam engines are supposed to be black.

I couldn't find any helpful color pictures and I understood the paint changed over time to near black. So, I mixed black with a little Pullman green and used it. I like the look, but the purist would think otherwise. If I had it to do over, I'd go with a lighter mix of black and olive drab.

A can motor mounted in the firebox makes this a really fine running engine.

**John Mills’ Big Four Hudson**

John farms in East Central Illinois and has been busy the past two months. The above photo was taken at the Illinois Live Steamers track in Homer Glen, IL.
These two photos are at Kenny Davis’ track at Decatur, IL. My father worked for the New York Central on a line running up from Cairo, Illinois mostly hauling coal. He was on the division running from Danville, Illinois to Englewood in Chicago. He did tell me he had fired a Hudson a few times.

David Smith’s 1/32-Scale NYC 20th Century Dreyfus Hudson
I talked to a man at Accucraft about five or six years ago and he let me know that Accucraft was going to produce the Dreyfus Hudson in 1/32 scale.

Based on his secret tip I had 14 1/32 of the 1938 20th century cars made by Peter Comley at Sunset Models.

A couple years later the gentleman left Accucraft, and they were advertising the Dreyfus in 1/29.

Fortunately, I met a great guy by the name of Bill Box that is the ultimate 1/32 locomotive collector, and he gave me one of his three Dreyfus 1/32 Fine Art Museum quality brass models.

I don’t know what they cost but it is priceless to me. It is not live steam so it spends most of its life as a shelf queen where I can stare at it as I am working in my office.
Russell Weis’ NYC H-10 in HO-Scale

*With the clear signal H-10 2195 races past the Batavia depot in route to the Buffalo yard. It was painted and weathered by Steve Lasher.*

Thomas Lange’s Modeling

*In the early 1960s an A-B-A set of EMD E8 locomotives received an experimental paint scheme of "Century Green". Having a spare Athearn blue-box shell and remains of the MicroScale 87-88 decal set I applied this idea to a F7. Although this loco never was, I like my turquoise-colored dot amongst my other grey and black NYC roster.*

I removed the dynamic brake louvers from the GP7 shell and replaced the small fans with large ones to make it a GP9 phase II. I found a prototype photo with the lateral number on the short hood as the louvers below the cab did not allow for the placement below the herald.

This photo shows some of Thomas's Pacemaker colors on his layout in Germany. The Pacemaker long caboose was scratch built from a Walthers' rib-side bay-window caboose kit. This caboose is featured in the next edition.

Noel’s Latest Project

*Since my layout is gone and we moved to a smaller home, I needed to have a place to display my favorites, and this is the result.*

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.
Ed Sussi from Harrison, NY models the NYNH&H RR in HO scale during the 1950s in his basement sized layout. The layout includes scenes from Springfield, MA on the eastern end and the NYC electrified zone west from the Cos Cob Bridge to New Rochelle Junction and Woodlawn Junction.

Ed was looking for a custom builder to tackle the Woodlawn station project while he focused on other projects and areas of his layout. Ed is an architect by profession and had already drafted scale drawings at 90% so as not to be overpowering on the layout.

Ed’s Drawings of The Station on The Lower Harlem Division
Ed Sussi’s NYC Woodlawn Station Model in HO-Scale

American Model Builders Inc. (AMB), who had worked with NYCSHS in the past, was approached and agreed to take on the project as a “one off” custom build. Marc Hornkohl from AMB worked with Ed throughout the project to build the station, sharing emails and in-progress photos for the duration until the project was finished. The station is located 11.76 miles from GCT on the Harlem Division.

The paints are from the NYCSHS Collinwood Shops thinned to show a slightly faded finish. Ed also plans to model JO Tower that controlled the junction with the NYC and NH as it entered and departed the Harlem Division on its way along the Shore Line up to Boston.

The NYCSHS surveyed its members to see if there was any interest in joining Ed in purchasing some of these station models, but there was no interest shown.

The model turned out beautifully as can be seen in the following photos. It is clearly a first-class model of this interesting station. Hopefully Ed will share some photos of his layout with the station in place for one of our future editions.

Take a look at the finished model from all angles in the following photos from Ed.
Ed Sussi’s NYC Woodlawn Station Model in HO-Scale
Ed Sussi’s NYC Woodlawn Station Model in HO-Scale
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To take advantage of this 20% savings, you must join today. Memberships start at only $44 per year and bring many benefits in addition to the 20% savings in the “Collinwood Shop”. Join using the application on page 40 or [Click here to join at the “Collinwood Shop”](http://www.nycshs.net).
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Rev. 6.24.20
The Prototype

Cover of Central Headlight showing tower at Fort Wayne, Indiana in 1917

LS&MS watchman’s tower. Smedley Street, Northeast, Pennsylvania. View looks south, NKP tracks in background. Photo used with permission of

Photos by Paul Except as Noted

Northeast Railway Museum, Facebook page.

When I first saw the cover of the Third Quarter 1990 issue of Central Headlight, I thought the octagonal crossing watchman’s tower would make a really neat model. As it happens, I first saw one of these towers on December 12, 1976. My brother and I accompanied my dad on his last run on the railroad after 36 years of employment. I took a shot from the caboose platform as we passed the Lake Shore Railway Museum in Northeast Pennsylvania. I was actually taking a picture of the museum’s 0-6-0 fireless Heisler but as you can see the disassembled tower in the shot.


The next time I saw a picture of one was a pleasant surprise as it was in my hometown of Willoughby Ohio. This picture by H. L. Vail is even in color and we see it is painted in the typical NYC light and dark green. This picture is in the Morning Sun book New York Central

Article by Paul Pickard

NYCentral Modeler

3rd Quarter 2021

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Steam in Color (picture is also in the archives)

Watchman’s tower on left at Erie Street crossing, Willoughby, Ohio.

Exactly when the octagonal tower was first designed is unknown. A drawing by Mark Nilges on the old yahoo NYC group shows a date of 27 August 1907. At one time there must have been hundreds of these towers built and in place on LS&MS territory.

I have been collecting pictures of the tower for years. The one of the cover of the Central Headlight is oldest I have found and it was done for the WWI valuation of the railroad.

Probably the best images of the tower are in a film shot by Donald Krofta. In the film you can see the watchman climbing down the ladder. This film is available on a DVD titled Niagara’s Last Stand by Herron Rail video and is carried in the society’s Collinwood Shop.

The museum at Northeast, PA owns what I believe to be the only survivor of the towers. It is placed right next to the former NYC mainline. This tower came from a crossing in Northeast PA. Several good pictures of it can be found on the museum’s Facebook page.

It was finding the drawing that cemented the idea of building a model of the tower. The drawing is excellent and really a model builders dream. Being a self-confessed, “rivet counter” I always like to work from prototype drawings. One of my live steam pals likes to joke that the first thing I ask when we are discussing some part or feature is: “got a drawing?” NYCSHS member Mark Nilges posted the drawing on the old NYC Yahoo group years ago and he reported recently that he brought it to the Society’s headquarters for scanning so it should be available for anyone at some point. You can also find it on the groups io page that has replaced the old Yahoo group.

This is an original drawing of the tower that Paul has collected. Just one of many that show the variations in the towers.
An HO-Scale LS&MS Watchman’s Tower –
An Adventure in 3D Printing

Many of the images of the tower I have collected are very similar, but with time many show variations. A few like this one reportedly at Ashtabula are very different. Looks like the coal stove has been replaced with an oil or propane heater and the lower siding has been covered with plywood. Also, a portable toilet is at the base.

One of the towers at Ashtabula, Ohio

The Model

My primary modeling interest is in live steam and some dabbling in N-scale, mostly collecting cars and locos as my basement is filled with a machine shop. I did have plans to use a small bedroom for a small layout or a series of N scale modules…but then Covid hit, and the former resident of that room moved back in. One day I hope to do some model railroading.

Recent issues of the NYCentral Modeler have had more and more articles that contain 3D printing content. I recently purchased a 3D printer to primarily support my live steam projects. I was careful in choosing my printer as I wanted a printer with fine enough resolution to do model railroad scale projects not just live steam projects. More about choosing a printer later. When our editor asked if I had anything to contribute to the NYCentral Modeler I thought the watchman's tower would be a good chance to try the printer out on a small-scale model. I'd thought of various ways to make a model of the tower over the years, including fully scratch building, kit-bashing, photo etching and other methods.

Making all those windows was pretty daunting, and then there was that roof! Eight little triangular pieces that all had to fit together perfectly, not an easy task! No commercial windows were close to the size needed; plus given the way the windows are arranged even if a suitable window was available, it would require some tricky modifications. I thought trying to print one would be a good little project and a learning experience too.

3D Modeling Software

If you want to design and print your own models the first thing you need is a 3D modeling software package. I’m lucky as I have access to, and 15 years of experience with, Autodesk Inventor. There are several low-cost options out there including Autodesk Fusion 360, which is free if you are a hobbyist. The learning curve for the software is steep especially if you have no prior experience with any kind of CAD drawing. I won’t cover any how-to things with the software here. YouTube
is filled with videos on how to learn Fusion and other software packages.

One thing to think about when you are designing your 3D model is to think like you are making a kit. Like injection molded kits that have features to align parts you should do the same on your 3D printed parts. Little features that allow you to automatically align parts to make them easier to assemble and glue are well worth the time to incorporate. For example, on the tower I made a recess in the roof for the window section to fit into. Remember to compensate for the dimensions that these features might take.

After you design your model in the 3D software you can upload it to a vendor like Shapeways. If you don’t want to get into doing your own 3D printing you don’t need anything else. Just upload your file and wait for it to arrive in your mailbox.

3D Printing

Most modelers today are familiar with the Shapeways 3D printing service. I have used them in the past for both personal and professional projects. My first thought about producing the model was to have Shapeways print parts out as a proof the parts would fit together properly. Shapeways is a great resource but over time they have changed their policies, and indeed their pricing. Parts I had them print a few years ago are now routinely rejected as having details too small to print.

If you decide to print your own models you will need a printer. Choosing a printer is difficult. It seems nearly every day there are a dozen new printers offered. Add to the mix build volume and resolution and the choice is bewildering. To simplify, there are two basic kinds of printers, FDM (fused deposition modeling) and resin. FDM printers squirt a spaghetti like strand of plastic out of a heated nozzle and build the model layer by layer. FDM printers have come a very long way and are capable of doing decent models but are far too course for anything in model railroading, at least at this point in time. Resin printers solidify a layer of plastic resin layer by layer using light or a laser.
It’s the resin printer that interests all of us for they are capable of far greater detail, or resolution.

Very popular printers and very affordable, are the Anycubic Photon and the Ellegoo Mars. I went with a more “prosumer” printer, the Zortrax Inkspire. The one I chose had slightly higher resolution than the others. Much higher resolution printers are available…but if you think state of the art O-scale brass locomotives are expensive…then sit down when looking at the prices of those printers. I predict that prices will drop for consumer high end printers in the years (months!) to come. In choosing a printer look at two things regarding resolution, the X Y resolution and the Z. The numbers are not always the same.

One very important thing to consider before choosing to get into 3D printing is that it is a messy and somewhat toxic process. You can be as careful and fastidious as you can be, but you will wind up with resin on your bench, hands and everywhere else. The use of gloves is mandatory and decent ventilation at a minimum is required. I have dedicated a bench in my shop for the printer and all the stuff that goes with it. I have a roll of paper that I keep changing to try to keep everything tidy from resin spills. I also save all kinds of plastic and cardboard packaging to try to contain messy bottles and other items. Swiffer packaging is especially good, you can use both the lid and the box to put messy bottles in.

I mentioned that there is a learning curve for the CAD drawing part. Getting good prints is another large learning curve. This is not a one-mouse click and get a good print process. Lastly…you need patience. Patience in the learning curve and accepting failed prints, and patience in waiting for the prints to be finished. Even small prints like these take several hours to print. The upside is you can load up the build plate with as many prints that will fit and it takes the same time to print one or six parts.

My Model

As previously mentioned, I planned on using Shapeways as a “proof” for my prints. I felt that initially this was a quicker and simpler process than printing my own parts. This really was to make sure the parts fit together properly.

If you spend much time looking around the internet at 3D printing sites you will find that many people build the entire model and print it as one element. This is obviously very appealing and has you envisioning models cranking out of the printer ready for the paint shop! This can work but, in my experience, it is much harder to do. My plan from the start was to make this up from a few pieces. I decided to break it down to the main sections, the roof, the window section and the lower part. The legs were another necessary part, but I knew they were going to be problematic, so I held off on that initially. Since I had the actual drawing, I modeled the parts very close
to scale size. Some modelers choose to draw in actual full size, I have always chosen to convert prototype dimensions to scale size before modeling. I find this a better method as I can more easily judge what size the final product will actually be.

I uploaded some files to Shapeways, and the roof and lower section were approved for printing, but the window section was not. The details were too small. I received the parts from Shapeways and was really happy with the roof, and not so much with the lower section. The surface finish was far rougher than what I knew my printer could do. At this point I decided to continue the project with just using my own printer. As a point of reference, the roof and the lower section were both $7.50 each. If I were to sell them on Shapeways those prices would be somewhat higher.

Being a “scale hound” I wanted to attempt to do this model of the window section as close to scale as possible. Having the real drawing helped push me in that direction. Initial attempts failed miserably. The details were just too fine.
Still, some of the window mullions were missing or misshapen. I added a couple of thousands of an inch more thickness at a time until I got a good print. I also printed my own version of the bottom section with the board and batten siding and achieved a much better result than the Shapeways version. Now I had something to do a trial assembly with and I was excited at this point because it looked pretty good. The parts all fit together well and looked good. I also modeled and printed the typical LS&MS smokejack.

The last major challenge was the legs that hold the tower up. On the prototype they are made from bent rail. I knew printing this would be next to impossible. I was wrong; it was impossible, not next to! The details are just too fine.

Failed leg support print.
With time and patience, it might be possible to print this, but it would be difficult. The rail I 3D modeled was code 55. Scaling up the rail would probably yield better results. However, to me one of the most appealing things about the tower is the octagonal structure supported on the spindly looking legs. So, I moved to plan B, using actual rail. We are all used to bending rail in the normal fashion, not in the hard way, on edge. The first attempt failed, as I was certain it would. I guessed the rail would need to be annealed to make it easier to bend. The rail was nickel silver from Micro Engineering. I knew to bend it easily annealing would be required. I cut a piece of rail longer than I needed and marked where the bend should be. A few seconds in the flame of a propane torch brought the rail to a bright orange color. You can let it cool naturally or quench in water, it doesn’t matter which. Now it will be easy to bend. The rail is inserted in the “T” shaped groove and bent around the rod. The T groove keeps the rail from bending sideways. I made mine on a lathe, but I think you could make something similar with styrene or
other material. After annealing the rail will be very easy to bend so you can make minor adjustments easily.

Computer image of the rail-bending jig.

After bending the rails, I then made a simple jig to cut all four pieces to the exact same length. Note the saw in the picture, a great modelers tool that is not well known in model railroad circles. I highly recommend it. The jig is a piece of aluminum (wood or styrene would work as well) that has a notch of the height and width of the bent rail section. In use the saw is just lined up against the edges of the jig and used like a fence to cut to the proper lengths. The other small scrap of material is just used to hold the rail tight against the jig while sawing.

Rail cutting jig to ensure all parts are the same height and width.

A great UMM modeler’s saw.

The four rails were inserted into the base, and I made them a tight fit for security.

The four rails were inserted into the base, and I made them a tight fit for security.

Here are the four rails inserted into a base piece I printed. The rectangular holes in the base were made to be a very
tight press fit for the rails. I needed a small needle nose pliers to insert them. This gives precise alignment of the rails.

A collection of parts, including some failures. Note in the background is a coal bin I also printed.

The sharp-eyed reader will note something missing…the ladder to get up and down!

I purchased a brass ladder from Integrated Signal Systems (http://www.integratedsignalsystems.com/) as printing the ladder would be difficult. Missing is the bell that can be seen in the prototype photos. I do have pictures of towers that do not have a bell and even one that has a separate stand just for the bell. I have even run across a picture of the tower used not at a crossing; it appears to control a switch at the old Cleveland Lakefront depot. Yes, I could print one, but I need to wrap this project up! To complete a crossing scene, one would need the gates as well, maybe one day!

Finished painted watchman's tower.

If you decide to get into printing it can become another hobby in itself and is
quite time consuming. On the other hand, it opens the possibility of having any model or detail you want.

I highly recommend the website “The Railwire”, https://www.therailwire.net/ that has a dedicated forum for 3D printing model railroad stuff. I have learned much there and there are people doing some very good work and sharing their experiences.

LS&MS Railroad
New York Central System Historical Society
NYC Lines Magazine 1919-1932 Order Form

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Mail this form and check or money order to:
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NYC Lines Magazine Order
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NYCentral Modeler 3rd Qtr. 2021
Joe Rothwell continues a long-envisioned O-Scale Live Steam Hudson in next issue – Part 2

In the next issue we will continue Joe’s quest for a live-steam Hudson in the second of his articles as we follow Joe on his adventure.

Tom Long continues his series on NYC 2600 Coaches in N-Scale

Here is the Tom’s completed 2600-series coach in its as delivered pacemaker green now ready for service!
Chuck Beargie’s Odyssey Continues With His Layout Design Article

Chuck’s proposed 12’ x 7’ layout, NYC Lines through Jefferson Ohio circa 1928.

Thomas Lange’s Scratch-Built Pacemaker Caboose

Thomas built this NYC Pacemaker caboose from scratch. In the next edition he tells us how.
We are taking 2021 memberships now!!!

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Some excerpts from the New York Central System Central Headlight Flash Drive

Syracuse: Key Center For Diesel Operation

November 1949. Syracuse, NY, long a key point in the New York Central operations was taking on additional importance in the Central’s program of post-WWII modernization and improvement.

Buy one of the NYCS Central Headlight Magazines 1940 – 1968 flash drives and enjoy 100s of the types of ad, photos, and stories.
NYC Lines Magazine covers from 1920 – Just three of the many covers of the magazines that were published by the NYC from 1921 – 1932. Clearly 1920 was the year of the woman for the NYCLs.

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 by Pullman-Standard reminding people that they have provided the NYCS with 153 passenger cars. They tell us that they provided seats for 9,792 passengers with those cars and that they would stretch for more than two miles coupled end-to-end.

An ad from the NYCS in Time magazine in May 1943 that they had served the nation in four wars in the past and we doing so again in WWII. The NYC was very proud of the service they provided during those golden years of passenger service.
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
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- Numerous road-specific detail parts in both plastic and etched metal

[https://nycshs.3dcartstores.com/Rapido-HO-Scale_c_119.html](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.

Order online at: [https://nycshs.3dcartstores.com/Depot-Square-Publishing_c_104.html](https://nycshs.3dcartstores.com/Depot-Square-Publishing_c_104.html)

Download form and send check: [https://nycshs.files.wordpress.com/2021/06/pleinalleghenyorderform1.docx](https://nycshs.files.wordpress.com/2021/06/pleinalleghenyorderform1.docx)
AMB HO-Scale NYC Caboose Kits

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

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

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

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

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

http://www.nycshs.net/Central-Headlight_c_16.html
Steam Locomotives of the New York Central Lines, Volumes 1 and 2 by William D. Edson and H. L. Vail, Jr., assisted by Edward L. May. The ultimate authority on all steam and electric locomotives from the DeWitt Clinton of 1831 to P&LE 9406 of 1948. These books represent a lifetime of research for each of the compilers and are a fitting memorial not only to the legacy of the New York Central Lines but also to their untiring efforts to preserve that legacy for us all. These books are full of individual listings for every steam or electric locomotive, including year and month of construction, builder’s construction number, all known re-classifications and re-numberings, and retirement date, and in many cases ultimate disposition.

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

**MSRP and NYCSHS Members Price $59.95**

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

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

[http://www.nycshs.net/NYCSHS-Books_c_53.html](http://www.nycshs.net/NYCSHS-Books_c_53.html)
NYCentral Modeler

3rd Quarter 2021

View in Collinwood Shop at:
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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
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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.

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

This DVD provides all of the editions published up through 2018 and will be the first in many of the *NYCentral Modeler* DVDs that will be offered in the future. It contains all of the editions of the Magazine published. This is a complete set that was reproduced from scanned images of each page of every edition. It is also searchable so that research is very easy. This product is another of the wonderful historical documents produced by the *NYCentral Modeler* staff. These past editions are no long available for download from our website.

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

The MSPR is $36.95 and the NYCSHS member’s price is $29.56 and that is 20% off MSRP.

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

Non-US customers will pay actual cost of shipping.

New York Central Diesel Locomotive Images

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

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

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

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

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

Non-US customers will pay actual cost of shipping.

More Locomotive Photo Collection CDs coming soon.

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 Interurbs
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-ValMaps-_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.

Order online at: https://nycshs.3dcartstores.com/Depot-Square-Publishing_c_104.html
Download form and send check: https://nycshs.files.wordpress.com/2021/06/pleinalleghenvorderform1.docx

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](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 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

NYCSHS 50th Anniversary Calendar and Central Headlight

Calendar - https://nycshs.3dcartstores.com/Calendars_c_19.html
Headlight - https://nycshs.3dcartstores.com/Central-Headlight_c_16.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/
The focus of this book on the Central’s “Glory Years” using a multitude of magnificent steam and early diesel photos taken along the Water Level Route by some of the most noted rail photographers of the 20th Century. Many of the images within have not previously been published and their original negatives and prints have been graciously loaned to the author by different Historical Societies and collectors to scan and present to readers on the pages within.

This 336-page volume contains not only superb New York Central photos, but images of connecting railroads and industries of all sorts that were served by the Central in one capacity or another. There are even mining railroads that we had known little about before doing our extensive research.

There are more than 650 images between the covers. We hope you will be taking this trip up the scenic Hudson Valley with us and enjoy it as much as we have.

Collinwood Shop Purchasing:
https://nycshs.3dcartstores.com/NYCSHS-Books_c_53.html
Or Download a Form & Mail a Check
https://nycshs.files.wordpress.com/2021/06/pleinalleghenyorderform1.docx
This reproduces 4 Lima Locomotive Works catalogs:

Lima Super-Power Steam Locomotives: 1926 - This catalog details the benefits of the Super-Power Steam Locomotive, a look at the tests performed on the engines, the operating results of the Boston & Albany 2-8-4 Berkshires, the Texas & Pacific 2-10-4 Texas Types and the new Illinois Central 2-8-4 then under construction.

Lima Super-Power Steam Locomotives: 1930 - This catalog looks at the use and performance of the Super-Power engines built for the Boston & Albany (2-8-4 Berkshires), Texas & Pacific (2-10-4 Texas Types), Illinois Central (2-8-4 Berkshires), Erie (2-8-4 Berkshires), Boston & Maine (2-8-4 Berkshires) and the components used in Super-Power Steam Locomotives.

Lima Locomotive Works Bulletin No. 102. This is a brief look at some of the Super-Power Steam Locomotives built by Lima. Includes photos and specifications of the locomotives.

Lima Locomotive Works Bulletin No. R-2. This bulletin shows a variety of Lima Locomotives from small switchers to larger 4-8-2s, 2-8-2 and 2-10-2s.

To Order Online in Collinwood Shop: https://nycshs.3dcartstores.com/NYCSHS-Books_c_53.html

To Download a Form and Send in a Check: https://nycshs.files.wordpress.com/2021/05/limalwvol1.pdf
NYCentral Modeler Final Thoughts

As we move into Summer and the COVID-19 is becoming a memory we hope you are all enjoying this season of the year with some thoughts about NYCS modeling. We are also hoping you are thinking about writing up an article about some of that modeling you have done while confined this past year.

We are starting plans for a NYCSHS Mini on September 18, 2021, in Berea, OH. We are looking at hotels for the event and are trying to find presenters with topics about the NYCS or NYCS modeling. If you are interested in making a 45-minute presentation at the event, please contact us at nfwiddifield@NYCSHS.org and we will be in contact to help you with getting ready. Details about the event and how to register will be released with one of our MailChimp emails in the near future.

The variety and quality of modeling we see in the articles you send in is amazing. It is clear that you have been very busy this past few months while confined and we would very much like to hear from more of you about what modeling you have been doing.

We are also very interested in photos and videos of your models and layouts. A few of our members continue to provide articles to us regularly and we greatly appreciate them, but we would also like to hear from some of you who have not published with us before. Contact us and we will help you get your modeling into the NYCentral Modeler and then send you a NYCSHS Writers t-shirt to wear proudly.

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
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 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 continue in the summer modeling season, the NYCHS would very much like to include an article by you in the next issue that will be released in the 4th Qtr. 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 our publications, but to make the next one, send them to us by August 15, 2021. nfwiddifield@nycshs.org