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NYCENTRAL MODELER

A QUARTERLY DIGITAL PUBLICATION FROM THE NYCSHS

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

www.NYCSHS.org
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- Check out *all 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*



2nd Qtr. 2023

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Celebrating 53 Years as the Premier Railroad Historical Society

NYCentral Modeler

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



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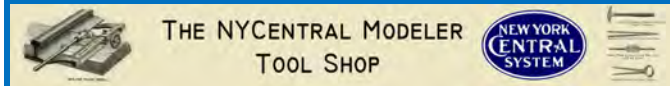
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New York Central S-1 No. 6000/100, built by ALCo/GE in 1904



New York Central T-3a No. 1178/278, built by ALCo/GE in 1926 (John Bollentin photo)

The Danbury Railway Museum Needs Help To Save Two Historic NYCS Locomotives

To read the details of this project and what has been accomplished so far:

https://www.danburyrail.org/electrics?fbclid=IwAR2i9iUnF3_8Qj-eeErfLGPU_zerLZoL7LRMTwMn508lRwYbKgFD6djxGE

To donate directly:

<https://danburyrailway.square.site/product/donate/2?cs=true>

New York Central System Historical Society

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

Your membership gets you four issues of the popularly acclaimed

Central Headlight, the official publication of the NYCSHS. The *Central Headlight* is only available to members, and each issue contains a wealth of information each quarter. From steam to diesel (and electric), from freight to passenger, from branchline to mainline, the *Central Headlight* covers them all. Our Annual Meetings focus on the preservation of New York Central railroad history with informative speakers, presentations, and tours. The Society also has many NYC reference books and drawings available for purchase.

Membership is open to all; so don't delay. Join today! www.nycshs.net

Or you may download a membership form at:

<https://nycshs.org/nycshs-membership>



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The NYCSHS Modelers Committee

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

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

We have released over 625 models at up to 20% off MSRP to NYCHS members and have sold more than 5,000 models and taken pre-orders for many more. We have offered several HO-scale, S-scale, N-scale, and O-scale models and are in the process of finding more scale models to be released in coming months. Watch our website and Collinwood Shop online store for more information. Website: NYCSHS.org and Collinwood Shop: <https://nycshs.3dcartstores.com/>

If you have some ideas for new models, contact us at nfwiddifield@NYCSHS.org

Greetings from the NYCSHS President

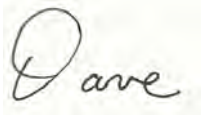
Dave Mackay, NYCSHS President

This has been a great year in the NYC Modeling world so far. I've just come back from the Amherst Railway Society annual show in Springfield, Massachusetts and had a wonderful time. We set up the Society's two tables on Friday afternoon, as usual, and prepared for the Saturday onslaught. The day started all abuzz with the announcement by Tangent Models of a second release of NYC and B&A bay window cabooses, which we promptly ordered and were put up in our online store, Collinwood Shop, by Noel Widdifield. It was great to see the interest that exists in modeling the NYCS, and we did our best to answer the multitude of questions, all the while taking memberships and renewals, and selling books, magazines and models. We had the new Michigan Central Victorian Era West Branch Depot on display, courtesy of our Modeling Committee Chair, Seth Lakin, who did an outstanding job building and detailing the kit diorama.

In the midst of all the activity, Director Robert McQueen and I made the rounds of the major model manufacturers to introduce the NYCSHS and let them know that we have a major database of prototype information in our drawing collection of nearly 18,000 drawings. Director Ralph Schiring actually dragged one new manufacturer over to our booth to make the introductions. In order to help them with understanding what we have available, we decided to send the drawing index to better clarify what our resources are, and that they are available for use. We hope this generates more manufacturer interest in the NYCS, and hence, more models.

If you haven't attended a major train show like this, or Trainfest in Wisconsin, I suggest you plan to do so. It is a great opportunity to see what the industry offers in all scales, and from all sizes of manufacturers, from international companies to mom-and-pop shops. It is also a great way to meet others who share your interests, as we try and do every year. We were fortunate to also have a table at Trainfest last November, thanks to Directors Paul Stoving and Seth Lakin.

We're off to a Great Start, let's see if we can continue the momentum!





From the Cab

Each issue I get to enjoy reading about the modeling that you all have been doing as I lay out the pages of this quarter's issue. This time we have a nice variety of modeling being covered.

We have much to look forward to in the coming months with the Albany Mini, the Cleveland Convention, our Southwestern Limited Fund campaign and a drawing for a couple of really nice models.

The issue of the Tangent HO-Scale and Bluford Shops N-Scale bay window cabooses give us a very nice set of new models for the start of the year.

The new HO-scale MCRR Victorian Era West Branch Depot kit is now available and the NYCSHS Modelers' Committee is working on a couple of new projects that will be released soon.

For the months of March and April we have our first full-page membership ad in *Railroad Model Craftsman* as they celebrate their 90th anniversary. A special thanks to Manuel Duran-Duran for creating this unique ad.

It is still 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've always published articles on modeling in all scales, but most articles we have offered pertain to HO-scale. We'd love to be able to share your work in all scales, not just HO.

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

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

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

Be sure to check out NYCSHS on [Facebook!](#)

<https://www.facebook.com/New-York-Central-System-Historical-Society-302109173240295/>

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NYCSHS Books: [NYCSHS Book Collection](#)

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

Tom Bailey - Kitbasing M₁C_S Models in the Past

Page 53



My interest in trains goes back before I can remember. I grew up in Ann Arbor, Michigan near both the NYC Michigan Central mainline and also the Ann Arbor Railroad. I started modeling with the really old Strombecker wood and cardboard trains and transitioned into more detailed models by around age ten. The kits were more detailed, but my results usually weren't. I then started

modifying commercial kit steam locomotives to approximate NYC versions, and about a decade later, got enough better that I came up with a couple of versions of H-5 and H-7 Mikado types that are good enough that I still use them. Photos of these have appeared in some of my articles that have run in the Modeler. A side note: somewhere along the line I also got interested in streetcars and interurbans and have written about those two, most recently in the MR Model Railroad Planning 2017 magazine.

Bill Young - M₁C_S Rider Caboose Model

Page 56



Bill is 68 and originally from Rochester New York and stands on the shoulders of Jim Walsh and Cliff Asbury who were his New York Central O-scale 2-rail mentors. Bill is currently constructing an O-scale 2-rail layout with emphases on scenery along the Water Level Route. The rider car

caboose you see in Bill's article is scratch built to photos and a line drawing from a previous Central Headlight article. He loves NYC mail and express trains, and he pulls this consist with a de-streamlined Hudson #5447.

Chuck Beargie - M₁C Franklin/Oil City Branch - Part 5

Page 58



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 join 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. Chuck has retired as an aerospace quality engineer and is working as an independent contractor in the aviation field.

Steve Lasher/Russ Weis - Some Notes on the AMB "Short" Prototype Package Kit Page 64



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



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

Noel Widdifield - Painting Railroad Figures

Page 70



Noel has been a director in the NYCSHS since 2011 and has served as the Business Manager/Treasurer since 2013. He is also the editor of this magazine and webmaster of the Society's website, MailChimp, Survey Monkey, and he supports several other functions for the Society.

He served 20 years in the USAF flying aircraft and after retirement worked in the defense/intelligence industry retiring as the COO of a Northrop Grumman company. He then started his own company, grew it, and then sold it after another 15 years. He and his wife, Ann, also a NYCSHS sustaining member, have two children, five granddaughters and twin great-grandchildren.

Steve Bratina - The "New" Commadore

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Steve has been in the live steam hobby since 1982 when he acquired his first locomotive. It was a 3/4"-scale Pennsy G5. Since then, he has built or rebuilt cars and locomotives in mostly 3/4"-scale but has also worked on 1" scale, 1/2"-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.



Brian Marotta has modeled the New York Central since 1998. He has been collecting N scale for most of his life, when his mother bought him a basic N scale train set when they lived in an apartment and didn't have space for anything larger. As a child in the 1980s, he would spend time watching trains along both sides of the Hudson River with one of his uncles, who provided

commentar

Modeling a small section of the Hudson Division allows him to have a slice of east coast railroading in his Colorado home.

He juggles his time between model railroading, family time, being active in the outdoors, and working as an aerospace engineer. He is fortunate to have a wife that fully supports his hobby and is always willing to push him down into the basement when he needs time to decompress. His love of trains is also not lost on his 7-year-old daughter, who asked to have her own oval of N scale to run and happily joins him when he is working on his layout.

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, and your modeling skills.

All it takes is for you to take a few photos of your layout and then write about it. Developing an outline helps keep you on track. Or if you are building something for your hobby, just take photos as you build and then write the article from the photos. If you have a collection, photograph some of your favorites and then just write about how and why you have collected what you have. We can send you some material to help you with writing the article and tips on how to take excellent photos to go with the article.

We are prepared to help you to write a great article to share with all of us. Just contact me at: nfwiddifield@NYCSHS.org

First-time authors for the *NYCentral Modeler* will receive a NYCSHS Author's t-shirt for your first effort. If you have written for us before, you know the satisfaction of seeing your excellent modeling efforts here on these pages!



NYCSHS Website – Where you can find out everything NYCSHS – www.NYCSHS.org



Hall of Heroes

We have one new author to receive our NYCSHS Magazine Writer T-Shirt for their first article in the magazine!

Bill Young

This edition also has several veteran writers for the NYCentral Modeler!

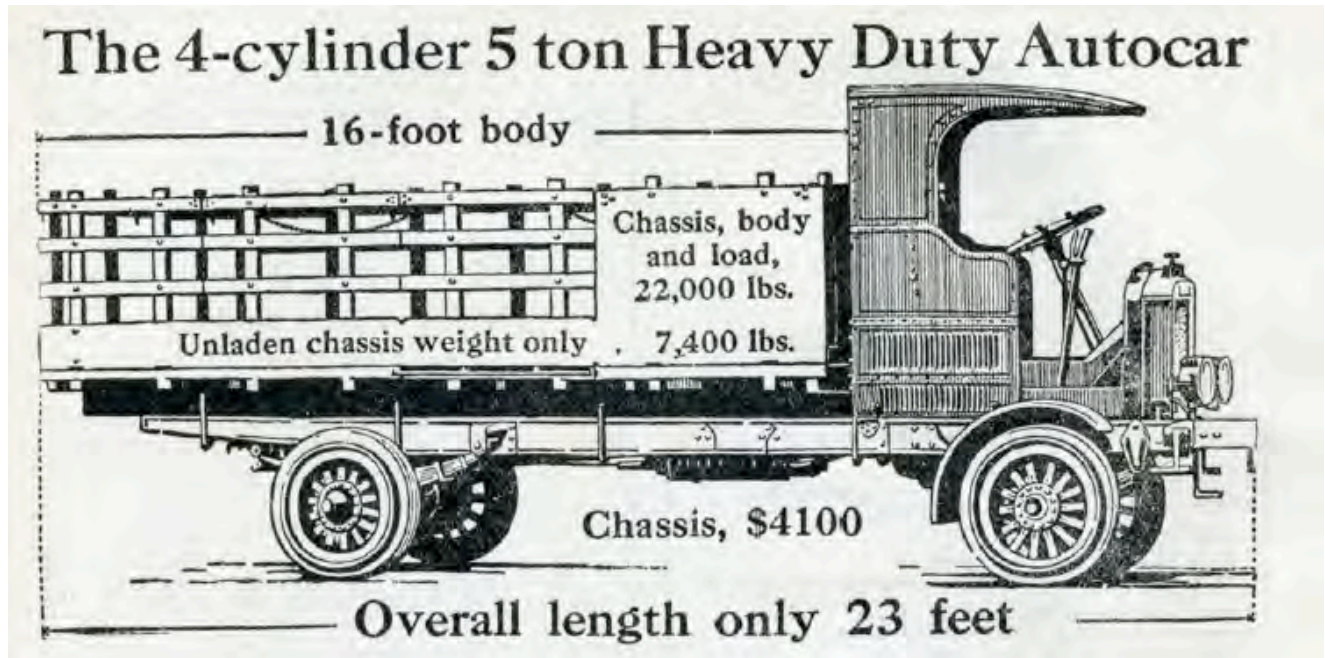
Why don't you write one for us???



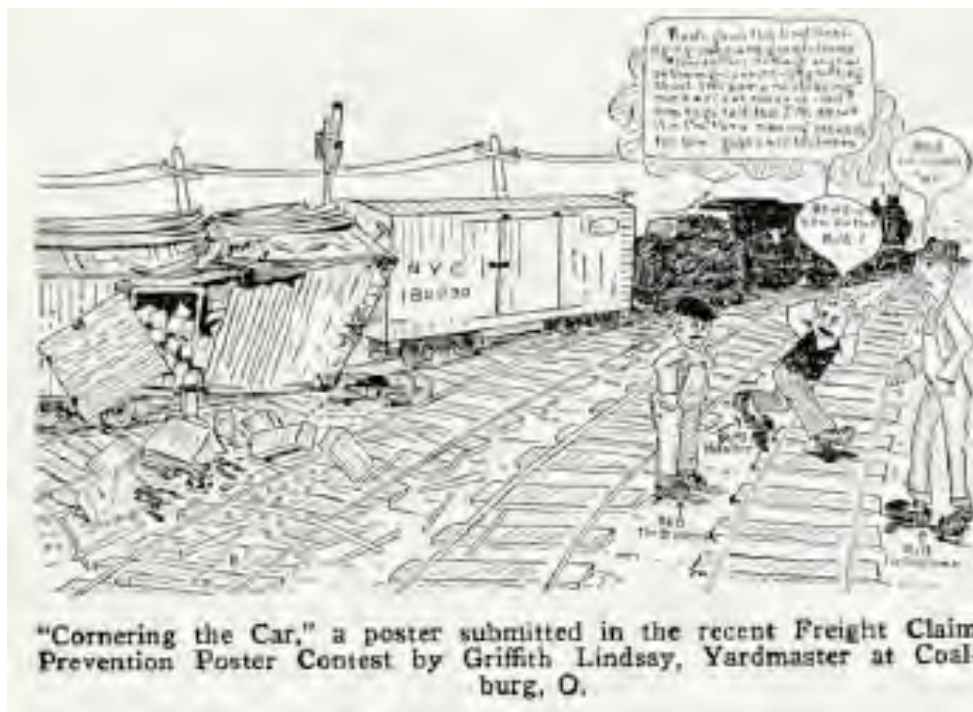
NYCentral Modeler – “Mystery Photo”

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

NYC Lines Magazine April 1922



Heavy duty truck advertised in 1922. I doubt that any of our readers remember seeing one of these. This magazine ad and the truck are just over 100 years old. Look at the price. *It would be interesting if any of you have seen one of these preserved as an antique. If you have, send us a photo to: nfwiddifield@NYCSHS.org*



The flash drive for the NYCL Magazine contains many "cartoon" illustrations depicting safety issues and humorous railroad events in this magazine. It is fun to look through the many pages on this drive and take a look back to the earlier beginnings of the mighty NYC.



Clearly safety was being stressed in this time period. This is an example of the many ads found urging NYCL's employees to pay attention and be safe as they worked the railroad. Railroading has always been a hazardous business, but back in this timeframe it clearly was even more dangerous than today. These are pretty graphic illustrations of some of those hazards and the middle one lets us know that the year of 1922 was a particularly bad one for safety on the NYCLs.

NYC Lines Magazine July 1922



"Engine-8000, the Most Powerful Locomotive for its Size in the World" So reads the caption under this Heavy Pacific loco. The New York Central Railroad and the star on this loco that not many have seen before."



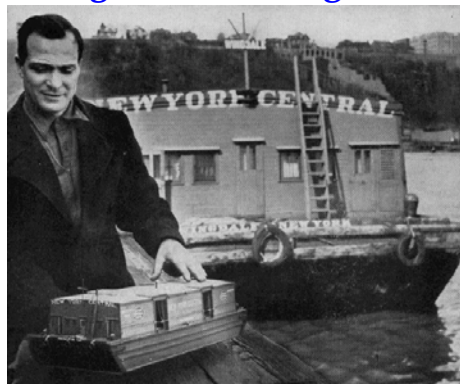
“A touch that is ‘different’ has been given the entrance at New York to the Twentieth Century Limited by the laying of a carpet from the gates leading from the Concourse to the train platforms. Passengers now approach the cars through a corridor bordered with boxwood trees and flowers. This is only one of the many ways in which this noted train is distinctive from all others.” This obviously pre-dates the red and white carpet the NYCSHS is offering in the Collinwood Shop today.

Your Copy Of This Fascinating Collection

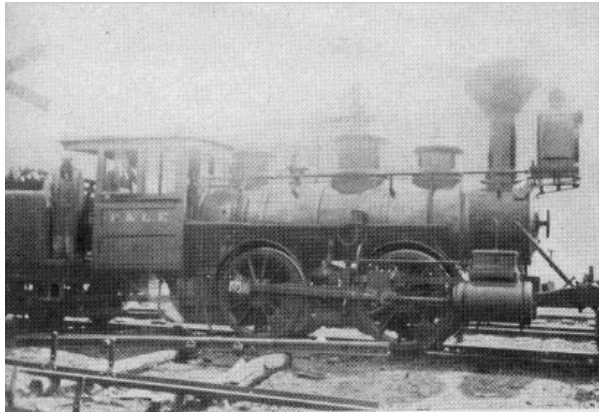
<https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps- c 180.html>

**Some of the great photos and ads from the
New York Central Lines Magazine**

**Did Your Grandfather or Great-Grandfather Work on One of These Or See It
in the NYCS *Headlight* 1960's Magazine For Employees?**



The caption from the NYCS Headlight March 1954 reads: “Two barges now come under the command of Captain Vincent Deluca, of NYC Marine department, Weehawken, N.J. He recently completed a wood model of the ‘Wingdale’, which he commands for the NYC. Model is exact in every detail including replicas of the stove and other cabin furnishings and working doors and hatches.”



LITTLE STEAMER, Engine No. 1, inaugurated service on the P&LE 75 years ago when it left Beaver Falls, Pa., for Pittsburgh.



SLEEK diesel pulls crack "Steel King" on today's P&LE. Known as big freight carrier, road also provides passenger service in important area.

Pittsburgh & Lake Erie Marks 75th Birthday



EXPRESS service was started 115 years ago by William Harnden (left). He could carry all his traffic then in a small bag. Now, 95,000,000 shipments a year are handled by smartly uniformed

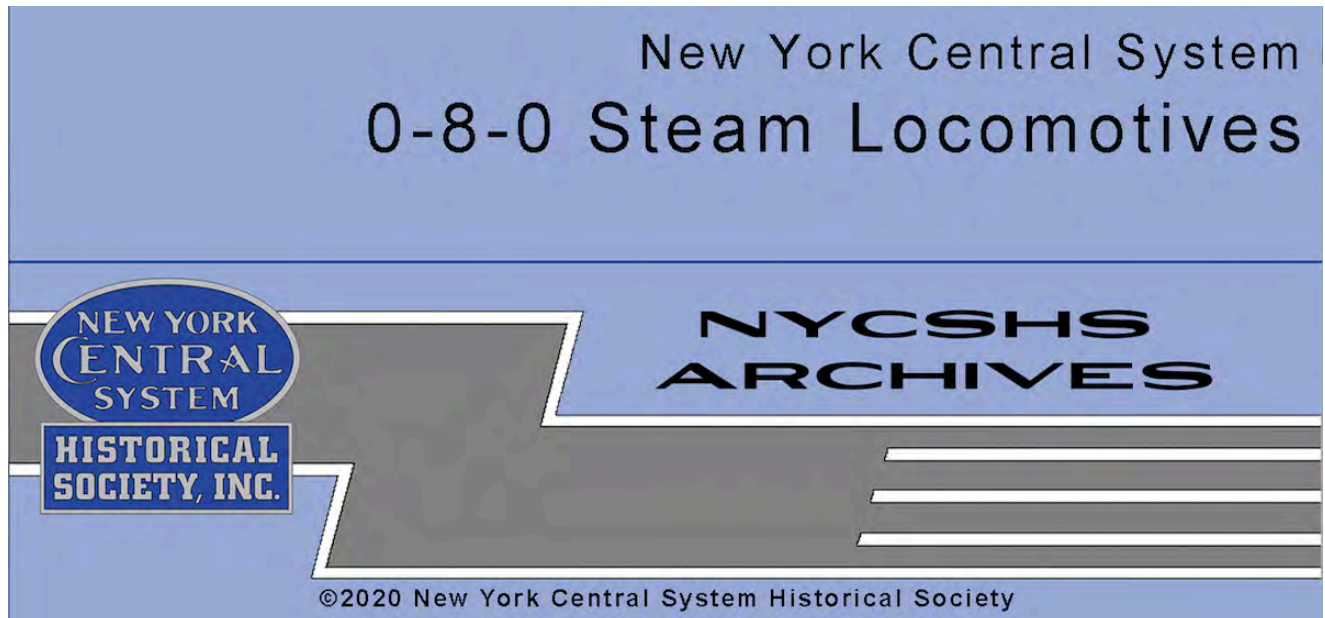


expressmen like the one at right. At busy terminals, shipments are transferred quickly from trucks to trains for movement on passenger train schedules. NYC carries more express than any other road.



Samples of the great photos and articles that can be found on flash drives of the *NYC Lines Magazine* and the *NYCS Headlight* available from the Collinwood Shop at: https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps-_c_180.html

The great collection of NYCS locomotive photos now on Flash Drives!!!



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

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

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

Don't miss out on this collection of 165 images from the NYCSHS archives.

Don't Miss This One!

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



Watch for an additional announcement for other upcoming additions to the expanding collection of NYC Loco digital photos on flash drives.

NYC Locomotive Photo Collection "Streamliners"



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

Or just look in the Shop under the Digital Photos section.

Union Station Products Passenger Components (N-, HO-, S-, & O-Scale)



Union Station Products makes passenger car sides that enable you to model your favorite railroad's passenger cars. All sides are undecorated in white styrene and come with window glazing. Most sides will also come with floor plans and a photo of the car. They require a core kit or donor r-t-r car to complete. It is possible to build any NYC lightweight car with these sides. The descriptions allow you to be sure you are buying the correct version. The elusive "Valley" heavyweight tall-window Plan 3988 observation is a new, NYCS specific release.

https://nycshs.3dcartstores.com/Union-Station-Products-_bymfg_67-0-1.html



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



N-Scale Rolling Stock Bluford



NYC International Car Bay Window Caboose
When New York Central sought a steel replacement for their wooden caboose fleet in the 1940s, they quickly settled on the half bay window design which skirted the problems of ever taller boxcars and low side clearance issues due to some bridges and passenger platforms. For this new group of NYC oxide red cabooses, we present them with the more common oxide red background on the oval logo and a different arrangement of the yellow trim. These NYC cars will be available in 3 road numbers.

This N Scale International Car Window Caboose Phase 4 has a steeper pitch on wide bay sides, a dual-pane window and flatter top on the bay window.

Features:

- wire grab irons,
- body mounted magnetically operating knuckle couplers
- close coupling
- Fox Valley Models metal wheels
- Ladders and running boards are included

MSRP \$49.95 Expected Delivery 2024
Pre-order available in the [Collinwood Shop](#)

Micro-Trains



M4 Sherman Tank Loads come unassembled and undecorated.

MSRP \$109.95 Three pack Expected Delivery Now

HO-Scale Locomotives Shapeways/Enterprise



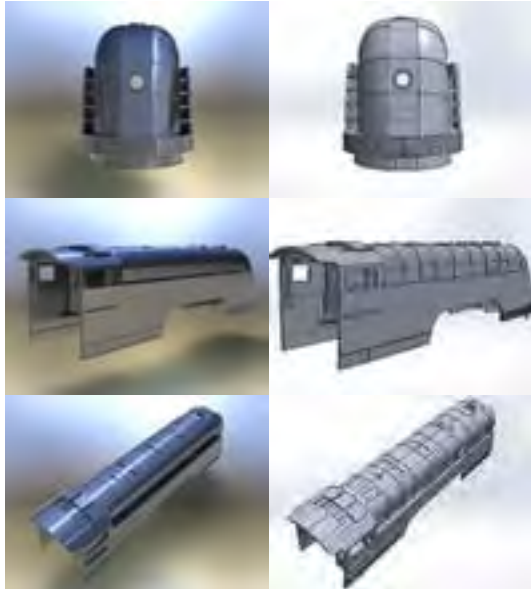
New York Central's Mercury Shell

DIGITAL PREVIEW
Not a Photo - Smooth Fine Detail Plastic





WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



NYC's Mercury Train. Introduced in 1936 was met with great fanfare up and down its route and was promoted as the "Train of Tomorrow".

Designed by the famous industrial designer, Henry Dreyfus, it's streamlined cowling covered a common work horse passenger steam locomotive, the K5 Pacific (4-6-2). And the immediate sensation that this train attracted and helped usher in the streamline era of passenger train travel adding a certain futuristic and optimistic feel during the Great Depression.

This New York Central System train ran between Cleveland and Detroit and eventually on to Chicago starting from the late depression years - and for the next twenty years. This streamlined design helped influence the design of many passenger steam, electric and diesel locomotives for years to come.

Available from Shapeways, this HO scale locomotive shell can be snapped over a locomotive chassis and was modeled from drawings acquired from the New York Central System Historical Society. Available in a variety of materials, the shell is designed to fit over an HO scale steam locomotive chassis with a 4-6-2-wheel configuration - specifically a model made by Rivarossi and sold by AHM

named a "Heavy Pacific". Quick snap together connections were carefully designed into the shell model to create a firm fit with no need for additional fasteners. Other similar chassis - with their different forms - may be used with some modifications so the interior of the shell is mostly open to accommodate this. However, if specific details and mounts are desired to be added in a printed 3D model, please make contact.

MSRP \$197.00 Available TBD

Not available in the Collinwood Shop

We know nothing about this item. It is designed for an obsolete model locomotive chassis that is not up to modern standards.



NYC Mercury Tender Shell

Details the same as the locomotive shell above.

MSRP \$107.00 Available TBD

Not available in the Collinwood Shop

We know nothing about this item. It is designed for an obsolete model tender chassis that is not up to modern standards.

We have included both the loco and tender shell for informational purposes as the trend in model manufacturing seems to be headed in this direction.

For further information go to:

<https://www.facebook.com/StreamlineLocos>

or

<https://www.shapeways.com/product/LGSNLQAAP/new-york-central-mercury-ho-locomotive-shell?optionId=211239172&li=marketplace&>



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



[bclid=IwAR1dPn2k02bYiq_BRsHhWWyGJI0C
H6HMn5sDzwe9EcHa3bIhLvNWckL9mQ](https://www.shapeways.com/product/J64GC6H82/new-york-central-mercury-ho-tender-shell?optionId=211241608&li=shops)

or

[https://www.shapeways.com/product/J64GC6
H82/new-york-central-mercury-ho-tender-
shell?optionId=211241608&li=shops](https://www.shapeways.com/product/J64GC6H82/new-york-central-mercury-ho-tender-shell?optionId=211241608&li=shops)

HO-Scale Rolling Stock 3DP



NYC &HR RR 1876 Standard Harrisburg Boxcar Kit

The Fast Freight Line system was developed as a precursor to national interchange in the 1860s. It was an agreement between multiple railroads to share a pool of specifically marked cars that could run over their networks. The Vanderbilt family of Fast Freight Lines was one of the most successful and prolific examples, operating a fleet of brightly painted boxcars across much of the United States.

In 1876, the New York Central and Hudson River Railroad contributed a standardized boxcar design to the Vanderbilt Fast Freight Line family. Six examples wearing different paint schemes were placed on exhibit at the Philadelphia Centennial Exposition that year. Built by the Harrisburg Car Company, these

cars were lettered for Red Line, Blue Line, White Line, Merchants Despatch, Grain Line Transit, and Hoosac Tunnel lines. Zenith Model Works currently offers decals for the Red, Blue and White Line cars, and we will add the other three sometime in 2023. This kit comes with full instructions and documentation. Operating Era: 1876-1899.

The model comes in three “Color Lines” and the decal set comes in all three colors. The kit comes with full documentation and instructions.

Zenith Model Works HO-7013 series Arch Bar Trucks are recommended for this car. Trucks, wheels, couplers and decals are available separately.

MSRP \$45.00 Expected Delivery Now
[Available in the Collinwood Shop](#)

Atlas Master



36' Wood Reefers

Based upon cars built by the General American Car Company for the Cudahy Packing Co. in 1925, the 36' wood reefer is representative of the thousands of cars that transported meat, dairy, beer and food products well into the 1960's.

Features:

- Accurate painting and lettering



- Separately applied grab irons, ladders and stirrups
- Two different hatch styles - road name specific
- Truss rods appropriate per road name
- Separately applied door hardware
- Opening hatches and doors
- Die-cast chassis
- Detailed braking system
- 40-ton Bettendorf-style trucks
- AccuMate® couplers

MSRP \$49.95 Expected Delivery 1st Qtr. 2024
Not available in the Collinwood Shop

Bachmann



CCC&St.L 55-Ton Outside-Braced Hopper with removable coal load.

The 55-Ton 2-Bay Hopper was designed by the government-run United States Railroad Administration during World War I as a standardized hopper to relieve a national shortage of new rolling stock during the war. Following the return to private ownership, many railroads continued to use these hoppers, and a large number of similar cars were constructed to supplement them. While their primary years of hauling coal were between 1918 and the late 1950s, it was possible to catch these reliable cars right up until the 1970s, with many ending their careers in maintenance-of-way service. Today, a number remain in preservation on tourist railroads, giving them a plausible place on just about any layout.

Features:

- premium *Silver Series*® rolling stock
- fully assembled
- precision graphics
- blackened-metal wheels with RP25 contours.
- body-mounted, magnetically operated *EZMate*® couplers
- non-magnetic blackened brass axles with needlepoint bearings
- Celcon® trucks
- added weight for optimum tracking performance
- HO Scale 1:87

MSRP \$37.00 Expected Delivery Now
Not available in the Collinwood Shop because Bachmann does not give a reasonable discount on them.

BLI



NYCS AAR 70-Ton Triple Hopper

These hoppers were everywhere on the railroads - at their peak they made up about 6% of all open hoppers, and approximately 1.5% of the entire North American freight car fleet. The first of these cars appeared in the late 1930's, and several were still in service in the 1980's. The cars were used to transport coal, gravel, coke, and other bulk commodities across North America.

Model Features:

- Model accurately scaled from prototype blueprints
- Fine rivet detail throughout interior and exterior
- Wire grab irons
- Separate brake line and brake hoses
- Correct brake housing
- Brake wheel options applied appropriately
- Two newly tooled 70-ton trucks - solid bearing and roller bearing



WHAT'S NEW
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NYC MODELING
BY NOEL WIDDIFIELD



- Improved truck mounting design
- Brake shoe and brake beam detail on trucks
- Metal wheelsets feature prototypical wheel face contours
- Factory equipped with metal Kadee-compatible knuckle couplers
- Removable ABS coal load. Detailed and decorated interior.
- Prototypical accurate decoration
- 4-packs contain four uniquely numbered cars
- Fine printing accurately reproduces builders' stencils, trust lettering, repack data, and other minor lettering
- Brake test stencil data printed on brake reservoir where appropriate
- Reporting marks on center sill where appropriate

MSRP \$39.99 Expected Delivery 2024

No longer available in the Collinwood Shop

Intermountain



NYC 70-Ton Flatcar

Features:

- Sharp painting and lettering
- choice of six road numbers
- wire details
- Laser cut wood decks
- metal wheelsets
- Kadee® Couplers.

MSRP \$39.95 Expected Delivery 2024

Available in the Collinwood Shop

Tangent



(NYC) "Repaint" Brown with Black Logo 1955+

New York Central (NYC) "Repaint Brown with Black Logo 1955+" replicates the as-

delivered paint scheme as applied by Despatch Shops Incorporated. These cabooses represent the repaint NYC brown paint with black logo and white stenciling. All of the original 1949 classic white NYC graphics are present, even down to the tiny "packed" data and DSI builder stencil. The fully painted, green interior is illuminated with LED "warm" lights to replicate incandescent bulbs. The model includes scale-size (unlit) oil lanterns mounted on one end on the corner railing posts. We know NYC modelers have been patiently waiting for this caboose, the critical final car on NYC trains from 1949 forward. We are offering this scheme in four road numbers!

Features:

- Ready to Run models with full paint and lettering – what you see is what you get! (Undecorated kits also available if you like to build your own)
- Highly correct "true to life" colors
- "Hyper-Accurate" lettering including exact fonts and lettering placement
- Wire grab irons and coupler lift bars to withstand handling and provide a uniform color appearance
- Stand-off ladders
- See-through running boards, crossover platforms, and brake platforms
- Interior detailing where applicable
- Road-specific details and variations applied to match prototypes
- Separate air hoses
- Scale (actual) Kadee® couplers so you don't have to "swap-out" junk plastic couplers
- Free-rolling trucks with metal wheels and proper weighting so the models operate as good as they look – they look like museum-quality models but can be operated with no issues
- Truck: Tangent 70-ton Gould plain-bearing trucks with separate brake beam part



- Wheels: CNC-machined standard RP25 .110" tread 33" wheels
- DC/DCC Lighting Features: Interior Lights
- Four road numbers

MSRP \$116.95 Expected Delivery Now
Available in the Collinwood Shop



NYC "Lot 782 Century Green with Right NYC Logo 1963+

Represents the most common repaint scheme applied by New York Central to the Lot 782 class. These cabooses were shopped at NYC's Beech Grove Shops in Indiana. The rebuilt Lot 782 caboose changes included electrical lighting, a battery charging system, and new oil stoves, along with new Century ("Jade") Green paint and a new number series. These cabooses feature the large NYC "cigar band" logo on the left side of the car and the NYC font stencils on the cupola. The fully painted interior features black seats and stove, and Century green cabinets and walls which was the repainted interior color when these cabooses were shopped. This scheme is available in four prototypically accurate numbers, each with minute differences in stenciling placement!

Features:

- Ready to Run models with full paint and lettering - what you see is what you get! (Undecorated kits also available if you like to build your own)
- Highly correct "true to life" colors
- "Hyper-Accurate" lettering including exact fonts and lettering placement

- Wire grab irons and coupler lift bars to withstand handling and provide a uniform color appearance
- Stand-off ladders
- See-through running boards, crossover platforms, and brake platforms
- Interior detailing where applicable
- Road-specific details and variations applied to match prototypes
- Separate air hoses
- Scale (actual) Kadee® couplers so you don't have to "swap-out" junk plastic couplers
- Free-rolling trucks with metal wheels and proper weighting so the models operate as good as they look - they look like museum-quality models but can be operated with no issues
- Comes in four road numbers

MSRP \$116.95 Expected Delivery Now
Available in the Collinwood Shop

HO-Scale Structures
Walthers



Build-A-World -Northwoods Retreat

This is a concept that Walthers has developed to provide new modelers with a way to learn how to build a diorama while teaching all of the skills required to do that. Walthers delivers a new kit once a month for six months that provides the buyer a finished 12" X 24" HO-scale diorama. All supplies and instructions are included with the kit and access to step-by-step online instruction videos come as well.

MSRP \$399.00 for all six kits or \$95.00 for the first kit and the rest at \$65.00 each. Available now.

www.walthers.com



O-Scale Rolling Stock MTH



P&LE 50' PS-1 Boxcar w/Youngstown Standard Door

Pullman had been making freight cars for more than half a century when it hit a home run with the PS-1 box car. Introduced in 1947, it set the standard for post-WWII American freight cars. What made the PS-1 a landmark was its welded construction – an area in which Pullman-Standard (PS) led the industry. In addition to lighter weight, welding offered superior strength and better resistance to weather and corrosion than contemporary riveted cars.

The PS-1 was part of the postwar shift away from customized, railroad-specific locos and cars toward standardized designs produced in large quantities on efficient assembly lines. No wonder the PS-1 was soon followed by the highly successful PS-2 covered hopper, PS-3 open hopper, PS-4 flatcar, and PS-5 gondola.

Features:

- Intricately Detailed, Durable ABS Body
- Stamped Metal Floors
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Fast-Angle Wheel Sets
- Needle-Point Axles
- (2) Operating Die-Cast Metal Couplers
- O Scale Kadee-Compatible Coupler Mounting Pads
- Detailed Brake Wheel
- Separate Metal Handrails

- Sliding Car Doors
- 1:48 Scale Dimensions
- Unit Measures: 14 1/2" x 2 5/8" x 4 3/16"
- Operates On O-31 Curves

MSRP \$79.95 Expected Delivery Now
Not available in the Collinwood Shop because MTH does not give a reasonable discount on them.



NYC Merchants Despatch 36' Woodside Reefer

The coming of the railroad changed the way America ate and drank. Before the iron horse connected every town of any importance to the outside world, most food was grown or produced locally. The arrival of cheap, fast, refrigerated transport – in the form of the woodside reefer with ice bunkers at each end – enabled local brewers, dairies, meat processors, and other food businesses to become players on a national scale.

Until 1934, shippers could advertise their wares on leased billboard reefers, each a hand-painted traveling work of art. That year, the Interstate Commerce Commission outlawed the flamboyant paint schemes because the cars often hauled shipments from other companies whose freight bills thus unfairly paid to advertise the lessee's products.

What doomed the billboard cars was truth in labeling. Depending on shipping needs, billboard cars often carried loads for customers other than the company named on the car sides.



WHAT'S NEW
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A beer company requesting an empty reefer for loading, for example, might find a cheese maker's delivered to its door. Shippers were not happy when their product was carried in a car bearing a large ad for someone else's product — they complained that their freight bill had in part paid for another company's advertising.

Responding to these complaints, the Interstate Commerce Commission in July 1934 mandated the phasing out of billboard reefers and ruled that thereafter, the lessee's name on a car could be no more than 12" high. By law, all billboard reefers were removed from service by January 1937, although many soldiered on in drabber paint schemes as late as the 1960s.

Features:

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Opening Car Doors
- O Scale Kadee Compatible Coupler Mounting Pads
- Opening Roof Hatches
- Unit Measures: 10 3/4" x 2 3/8" x 3 9/16"
- Operates On O-31 Curves

MSRP \$79.95 Expected Delivery Now
Not available in the Collinwood Shop
because MTH does not give a reasonable discount on them.

News

Otter Valley Railroad of Canada introduces its first model release. Not a NYCS item but it is interesting to have a new company beginning to release model

railroad rolling stock. Perhaps we will see a NYCS one in the future.

In Memoriam: Steve Stewart

Steve John Stewart, co-founder of Stewart Hobbies passed away on Nov. 20, 2022. He started Stewart Hobbies in 1984 in his basement and provided HO-scale diesels until he sold the company to Bowser Manufacturing in 2004.

Magazines

Classic Toy Trains Jan/Feb 2023



"Photo Album - Robert Buenszly's O-Gauge Layout" p. 13

Bob's 4 1/2' X 12' layout is featured with a photo of his MTH Hudson double heading in front of some of his many porcelain structures.

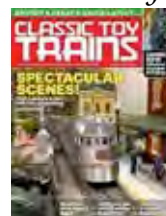
"Lionel Sets For 1973" by Mark Suek pp 30 - 33

The article covers a complete listing of the Lionel train sets released in 1973. It includes the NYC Hudson as one of the steam locos in the sets.

"More toy trains! Trains.com/ctt" p. 64

Refers to Chris Montagna of YouTube's "Chris's Trains and Things" channel coverage of the Lionel train set 1926 *Cardinal* with a NYC Hudson.

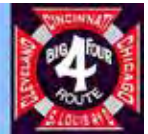
Classic Toy Trains Mar/ Apr 2023



"An O Gauge Layout For Any Era", by Sean Morgan- pp 27-33



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



The article features Sean Morgan's Hellertown & Delaware railroad. It includes photos on page 33 of some of his NYCS rolling stock and a Lionel Hudson.

HO Collector 1st Quarter 2023



"Amtrak 'Day One' E-Unit in HO From Rapido Trains" pp. 12 - 14

A photo and short note on the Rapido NYC Green Livery on an E-Unit.

"A Gaggle of Geese: Santa Fe's Blue Goose in HO", by tony Cook, pp 26 - 39

This is an extensive article covering the cover subject of this locomotive model over the years. Included is an extensive coverage of the AHM models of the Hudson in the 1976 - 1980s era. On pages 32 - 33 there are photos of the details and collection of AHM steam locomotives offered at that time. They include the NYC J3a streamlined and the un-streamlined version of these 4-6-4s. *(Your editor had one of each in that time frame and was very proud of them.)*

"Catalog Connoisseur" by Tony Cook, pp 59 - 65

This article includes several pages of the 1967/68 catalog of 'Scale Model' railroad equipment from that catalog. Included are a NYCS 86.7' NYC Hi-cube boxcar, NYCS Wood and Steel cabooses.

Railroad Model Craftsman January 2023



"New York Central Tugboat Kitbash" by V. S. Roseman, pp 54- 61

The article describes kitbashing a Walthers tugboat kit # 933-3153 into an authentic looking NYC tugboat #30.

The article begins with an account of the tugboats that worked the New York City area harbor and then provides an excellent description of how he transformed it into the NYC tug. It is worth buying the magazine if you don't subscribe just for this article



Walthers' kit #933-3153. Walthers' photo



V.S. Roseman Photo Railroad Model Craftsman magazine

Railroad Model Craftsman March 2023



"Safety Valve - Ship Ahoy!" by Phil Doolittle, Phil reminds us that the lights on a boat are red on port side and that the author of the article in the Jan 2023 article above had that wrong.

"Safety Valve - Ship Ahoy!" by Alan Mende, Alan complements Victor Roseman on this excellent article and photography about the tugboat.

Editor Otto Vondrak remembers a previous article on tug #31 by James Rose in the Sep 2021



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



issue that would have made an excellent comparison.

“Receiving Yard” by Harry Wong, p. 16 “NYC Victorian-era West Branch Depot”

A short two paragraphs about our latest NYCSHS exclusive model that is for sale in the Collinwood Shop.

NYCSHS Ad, p. 69

Congratulations to RMC on 90 Years from your friends at NYCSHS!

NEW YORK CENTRAL SYSTEM HISTORICAL SOCIETY

New York Central is a great railroad to model! For more than 90 years, members of the New York Central System Historical Society have been operating great articles and sharing their detailed modeling projects in the pages of *Model Railroad News*.

Great new things are happening at the NYCSHS... Join Today!

Regular Memberships only \$44 per year!
JOIN TODAY AT NYCSHS.ORG

NEW YORK CENTRAL SYSTEM
HISTORICAL SOCIETY

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Model Railroader February 2023



“Trackside Photos” p. 57

NYCSHS member and *NYCentral Modeler* author Steve Lasher’s NYCS rotary plow photo on NYCSHS member Russ Weis’s layout. This plow was the subject of an article in this magazine a few issues ago.

Model Railroad News January 2023



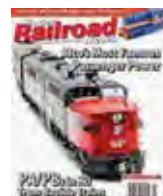
“Bluford Shops Announces New Run For N-Scale Quad-door High Cubes”, p. 16

Review of the boxcars with some detailed information about them.

“Review N” - “Green Machine for End of Train” by Tony Cook, pp 72-73

A review of Athearn Trains N-scale Illinois Terminal bay window caboose. Although the photos are all Illinois Terminal the review is of the cabooses released by Tangent this past month, including the two NYC ones.

Model Railroad News March 2023



“Another Run Sells Out Quickly” p. 30

Short coverage of Menards O-gauge latest offering, a TTX flat with six autos or six pickups and multiple railroad heralds, including a Cigar Band NYC logo.

“Atlas Master H15/16-44 coming back in N-scale in early 2024” p. 33

A short review of these locos including the NYCS Cigar Band one.

“A Freight Car for a Passenger Train”, by Tony Cook, pp 60 -61

Tony provides a review of these new Bachman Express Reefers, including the NYCS and Pullman ones. (I provided assistance to Bachman with drawings, photos and prototype information from the NYCSHS archive collection. In my view Bachmann has really improved the quality of their products in the last couple of years. This is a pretty neat model.) This review provides some good information about the model.



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



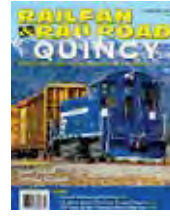
NMRA Magazine February 2023



“The Dayton Union Railway”, by Rich Lach & John Burchnall, pp 12 - 19

The article is a tribute to John Burchnall and covers his layout in great detail. One of the railroads modeled is the NYCS in Dayton, OH.

Railfan & Railroad February 2023



“NYC Electrics Prepared for Move” by NYCSHS member Stan Matyda, p. 16

A short update and photo of the two NYC motors the Danbury Railway Museum is attempting to move to their property.

Railfan & Railroad January 2023



“Preservation Railnews - Rescue Mission Hits Last Minute Snag” - by Eric Berger, p. 15

Photos and coverage of the latest on the Danbury Railway Museum’s attempts to raise funds and move the NYC motors 6000 and T-3a. Good details of the efforts through the end of 2022.

“Naugatuck Hosts Hickory Creek” by Marc Glucksman, p. 17

News of the *Hickory Creek* in its move to the railroad Museum of New England and in a series of excursions and a very nice photo of the car at the station in Thomaston.

“New Era For Jackson & Lansing” by Drayton Blackgrove, pp. 52 - 59

Included in this article about the Jackson & Lansing Railroad are a photo of NYC train TL-2 in 1966 with a cigar band loco in the lead and one of Michigan Central station in Jackson.

Railfan & Railroad March 2023



“A Conversation with URHS” Kevin Phalon, by Justin Franz pp 70-71

This is an interesting article with the executive director of the URHS of New Jersey about all they are doing to preserve some of the history of railroads in the northeast.

The article includes two photos of the NYCS observation car, *Hickory Creek* that is used by the Hudson River Rail Excursions for fan trips.

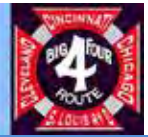
The Train Collectors Quarterly January 2023



“A New Era For Standard Gauge” by Jim Waterman, pp 32 - 37



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



Jim provides some background on The Standard Gauge Module Association started in 2006 for a group of modelers for Standard Gauge trains. It includes two photos of a standard gauge Hudson and numerous examples of this group of standard gauge locos and rolling stock. <https://sgma.us/> Standard Gauge is defined as 2-1/8-gauge. *We would be very interested in hearing from any of you who might model in this gauge.*

"The Drum Head - Queens or Mock-Ups, by Wayne Sittner, pp 38-39
Wayne's father passed him a Lionel NYC electric 150 and two Pullman 600 cars. The article includes three photos of these interesting models and a puzzle about them.



Recently there have been several comments on the NYCSHS Members IO group about the need to go more digital.

So, we thought we would include some photos of the covers for just a few of the digital offerings we have available in the Collinwood Shop. There are many more than these if you would just take a look!!!

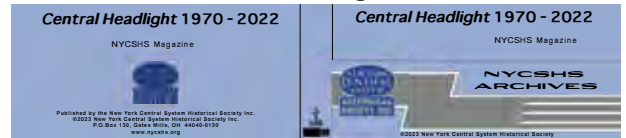
Some NYCSHS Digital Publications



NYCLines Magazine 1919 - 1932



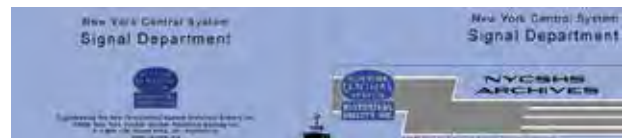
NYCS Central Headlight 1940 - 1968



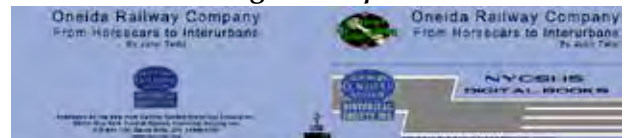
NYCSHS Central Headlight 1970 - 2022



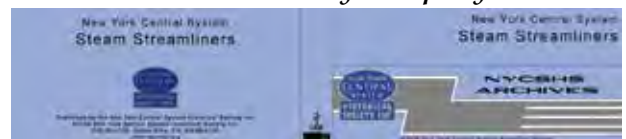
NYCSHS NYCentral Modeler 2011 - 2022



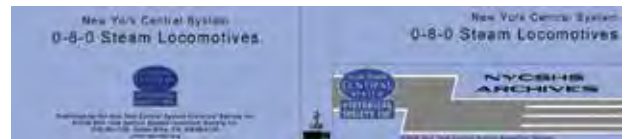
NYCS Signals Department



Oneida Railway Company



NYCS Steam Streamliners



*NYCS 0-8-0 Steam Locomotives
All available in the Collinwood Shop*

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

NYCSHS Southwestern Limited Archive Upgrade Fund



Background – The NYCSHS has made a dedicated effort over the past almost 50 years to preserve the amount of archival material from the NYC railroad. This preservation effort has consisted of collecting material, storing that material in climate-controlled environments, and digitizing all hard copy material. Today we have more material than we can easily store in the existing space, so a new storage system is needed.

Previous Funding Sources – Over the years much of the funding for this activity has come from gifts and grants from members and grant funding sources. Much funding has come from the Society’s operating budget funded by membership and sales. We have had two previous fund-raising campaigns for the Headquarters and archive. The first of these was the Flight of the Century fund that raised \$65,000 to fund the equipment and furnishings for the NYCSHS Headquarters in Middleburg Heights, OH. The second was the *Empire State Express* fund that raised funds for the continuing of the preservation of archive material, expanding the library, obtaining new NYCS material, and expanding the IT network. It added additional NYCS material in the Collinwood Shop, added scanners and computers to the network, provided cloud backup, and added online digital material for view and sale in the Collinwood & Digital Shops.

Current Situation – All of the funding from the two fund raising programs, and gifts and grants have been spent on preserving and digitizing the archive material. New grants are being talked about, but many of the granting organizations favor projects that preserve hardware over paper and photo preservation. Therefore, we are launching this *Southwestern Limited* program to raise funds to add an archive shelving system and other upgrades to expand our NYCSHS archives.

We need to utilize the space we have today more efficiently. Therefore, we have opted to bring in an expandable high-density filing system. When not in use, the mobile shelves slide together to compact the storage area. When access is needed, a three spoke handle is used to roll the units apart. Some Board members saw this type of unit at the Albany Museum of History and Art.

Once the shelving is installed, it will just about double the storage space that we now have at the archive. That will be achieved by eliminating empty aisle space and rolling the shelves together on rails. We expect to have these installed in the spring, so they can be seen when the Cleveland convention is local to the archive.

We are working with a local company, Patterson Pope, that has been in business for 50 years. They have been providing the sales and design assistance and will be providing installation services. The shelving units we are acquiring are from Spacesaver, a Wisconsin based company. The high-

density system is just one of the solutions that Spacesaver provides. The high-density systems are used at universities, museums, law libraries and other locations, such as the local Cleveland NFL team.

Our specific tasks include:

1. Continue scanning photos, drawings, booklets, publications, etc.
2. Obtaining new material
3. Maintaining the IT network
4. Expanding library
5. Expanding help to members
6. Offering additional material for sale in store
7. Adding drawings and maps to our digital website and store
8. Installing new SpaceSaver high-density storage system
9. Purchase aperture card reader
10. Working with members, researchers, and authors
11. Working with other Societies archives to expand NYCS knowledge and resources

To accomplish these goals, we are planning to raise \$40,000. Like the past campaigns we have set levels of giving for your contributions and are hoping the Society can reach the goal with your generous help.

The graphic at the top of the page includes a map of the route of the Southwestern Limited from St. Louis, MO, to Cleveland, OH, where our NYCSHS Headquarters archive resides. The map will be used to chart the progress of the campaign over the next few weeks as a visual representation of the Society's progress toward the \$40,000 goal. Weekly updates will appear on our website and our MailChimp emails so you can track our progress. This was proven effective in previous fund-raising campaigns. As in past campaigns, a plaque with the names of all of the sponsors will be displayed in the NYCSHS Headquarters at the end of the campaign.

Levels of giving:

\$2,500 and up	ALCo PA/PB
\$1,000 to \$2,499	Baldwin RF-16A/B
\$500 to \$999	EMD E8A
\$250 to \$499	ALCo RS3
\$100 to \$249	EMD GP7
\$50 to \$99	EMD F3A/B
\$25 to \$49	ALCo FA/FB
Under \$25	EMD SW1

To give online go to the Collinwood Shop at: [to https://www.nycshs.net/Contributions_c_185.html](https://www.nycshs.net/Contributions_c_185.html)

To download a form to mail in your donation with a check to:

<https://nycshs.files.wordpress.com/2023/01/sourthwesternlimitedfundorderform.1.pdf>

Thanks for your support to this very important upgrade to the NYCSHS archive program.



David Mackay
NYCSHS, President and the NYCSHS Board of Directors

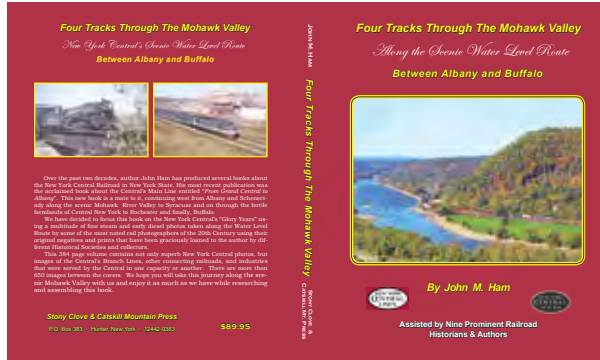


NYCSHS Announces a Big Sale on this book!

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

By John Ham

Now at 40% off MSRP for NYCSHS Members



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

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

- MSRP \$89.95 plus \$15.00 S&H. (Shipping higher to Canada, Mexico, & overseas - Contact us for shipping cost) **Total Price is \$104.95. - Ohio residents add 8% tax. (\$8.40)**
- **Members' price \$53.97 plus \$15.00 S&H (40% off MSRP) Total Price is \$68.97. Ohio residents add 8% tax. (\$5.52) to be added.**
- All proceeds go to the NYCSHS.
- Very limited run and no reprints.
- Order the book in the NYCSHS Collinwood Shop at www.NYCSHS.net.
- Or send completed order form and check or money order to address below.

This new book is a mate to it, continuing west from Albany and Schenectady along the scenic Mohawk River Valley to Syracuse and on through the fertile farmlands of Central New York to Rochester and finally, Buffalo.

The focus of this book is on the New York Central's "Glory Years" using a multitude of fine steam and early diesel photos taken along the Water Level Route by some of the most noted rail photographers of the 20th Century using their original negatives and prints that have been graciously loaned to the author by different historical societies and collectors.

This 384-page volume contains not only superb New York Central photos, but images of the Central's Branch Lines, other connecting railroads, and industries that were served by the Central in one capacity or another. There are more than 650 images between the covers. We hope you will take this journey along the scenic Mohawk Valley with us and enjoy it as much as we have while researching and assembling this book.

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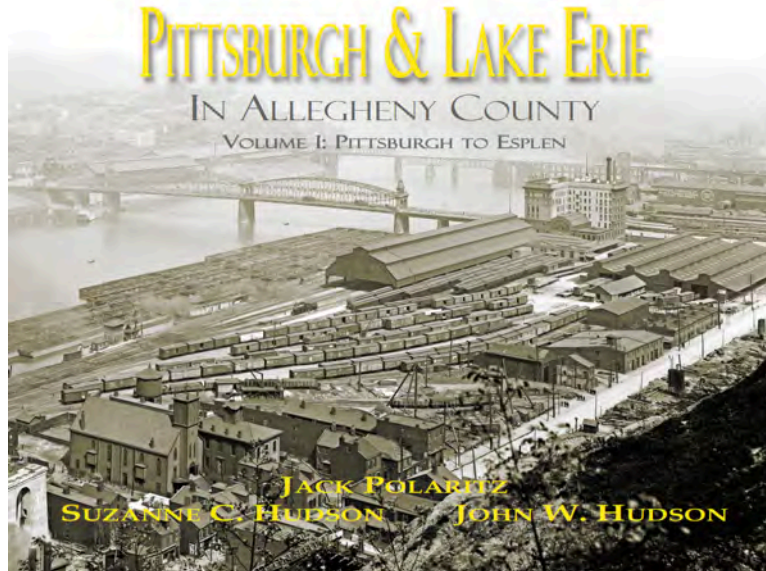
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NYCSHS Is Offering A Very Interesting Book

P&LE in Allegheny County *Vol 1 Pittsburgh to Esplen*

By Jack Polaritz, Susanne C. Hudson, & John W. Hudson



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.

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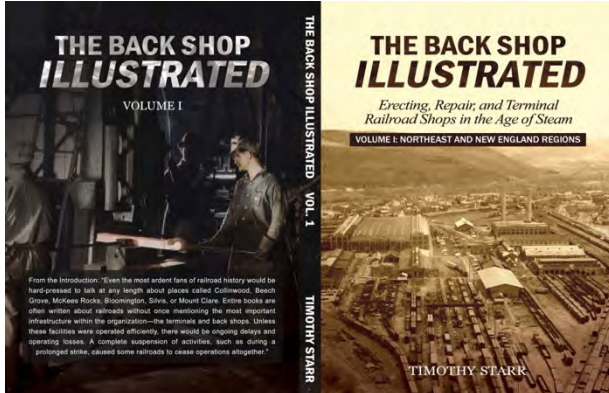
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Another Two Exciting Books From Tim Star

The Back Shops Illustrated Erecting, Repair, and Terminal Shops Volume 1: Northeast and New England Regions



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

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

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

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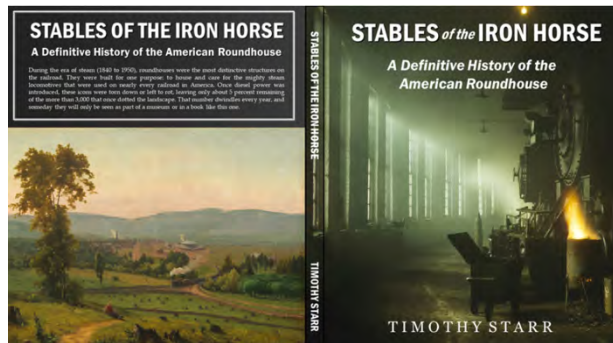
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Stables of the Iron Horse A Definitive History of the American Roundhouse



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

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

This beautiful book has a hardcover binding, 248 pages, and 200 pictures and graphics collected by the author over two decades.

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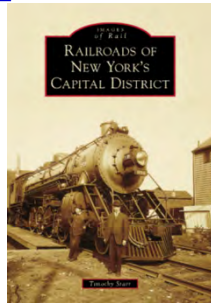
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Another Set of Exciting Books

Railroads of New York's Capital District



This book of 128 pages with over 200 illustrations begins with a look at the pioneer railroads in the area. New York's Capital District became an important railroad hub very early. There were railroads built headed in every direction and this makes this book very interesting beginning with the first chapter.

The second chapter covers Albany and vicinity with information and photos of the NYC's West Albany shops, the Albany Union Station and the railroads that served Albany's industrial area.

Coverage of Schenectady includes info and photos of the GE works, ALCo's locomotive facilities where NYC locos were built, Albany Union Station, and Rotterdam Junction where NYC and B&A interchanged.

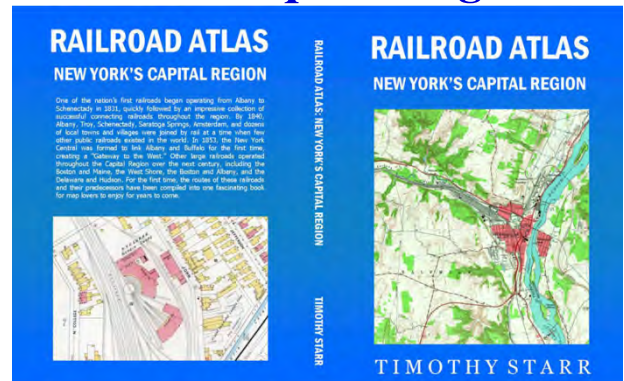
The Troy area is covered with a look at Troy's Union Station and coverage of the railroad traffic through the heart of the city.

The final chapter reviews many of the historic locations and facilities that have long passed into railroad memory. This book preserves many of these and is a very interesting and enjoyable read for NYC fans.

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Railroad Atlas – New York's Capital Region



This atlas of railroads in New York's Capital Region (Albany, Schenectady, Troy, Saratoga Springs, Mechanicville, Colonie, Green Island, Rotterdam Junction, etc.) has 180 full color, high quality maps printed on glossy paper for easy viewing. An index aids in finding specific maps, and a detailed description of them is given on each page.

Maps cover the years 1840 to 2019, emphasizing the late 1800s and early 1900s at the peak of railroading. Detailed maps include the West Albany Shops, Colonie Shops, Green Island Shops, Rensselaer Shops, John Street Shops, Bull Run Yard, Selkirk Yard, Mechanicville Yard, Adams Street Yard, and the union stations of Albany, Troy, Schenectady, and Saratoga Springs. Smaller communities are also shown, such as the covered turntable at Salem, the yard at Ravena, the maze of tracks at Green Island, and the facilities at Rotterdam Junction.

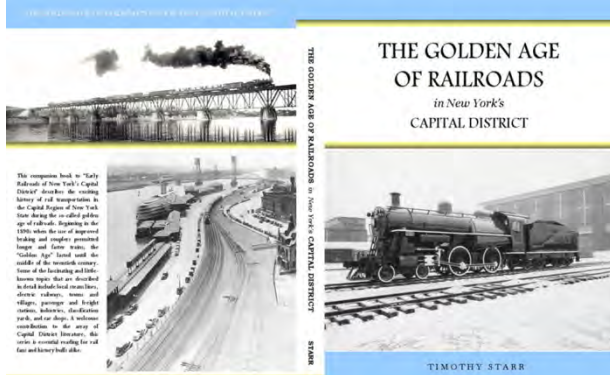
Several large industries that extensively utilized the railroads were added, such as General Electric, Schenectady Locomotive Works, International Paper, the Port of Albany, and the factories in North Albany/Menands.

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Golden Age Of Railroads in New York's Capital District



The *Golden Age of Railroads in New York's Capital District* describes the exciting history of rail transportation in the Capital Region of New York State during the height of operations from the late 1800s to mid-1900s. Included are detailed descriptions of the local yards and shops of three interstate systems, the towns and industries served, and the effect that the electric street railways had on the steam railroads and life in general.

More than 100 vintage photographs and maps. Several appendices help readers comprehend just how massive the railroad industry was in the Capital District.

Vintage photographs include layouts of the West Albany yard in the late 1800s and in 1920, the floor plan of the Saratoga trolley station, multiple photos of the three largest stations (Albany, Schenectady, Troy), multiple maps show the railroads photos of all the principal yards in the area, photos of the railroads serving industries, and previously unpublished photos of steam locomotives and trolleys as they served the Capital District.

The book features early photographs by the late Joseph Smith, provided by his grandson Kenneth Bradford. *The Golden Age of Railroads in New York's Capital District*: 161 pages, 8½ X 11, perfect bound soft cover.

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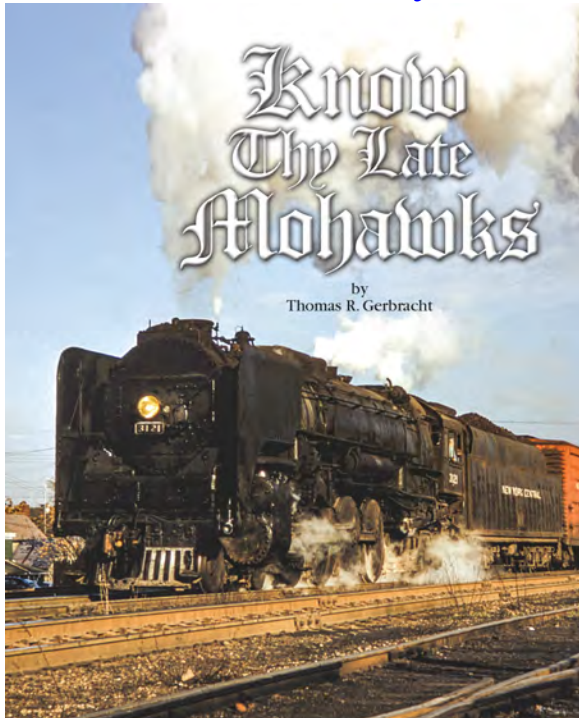
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NYCSHS Announces Another New Exciting Book

Know Thy Late Mohawks

By Tom Gerbracht



The New York Central System Historical Society announces the final book of the Central's steam power triumvirate. This hard cover book completes the documentation of the New York Central's Mohawk class, the L-3 and L-4 Mohawks.

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

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

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

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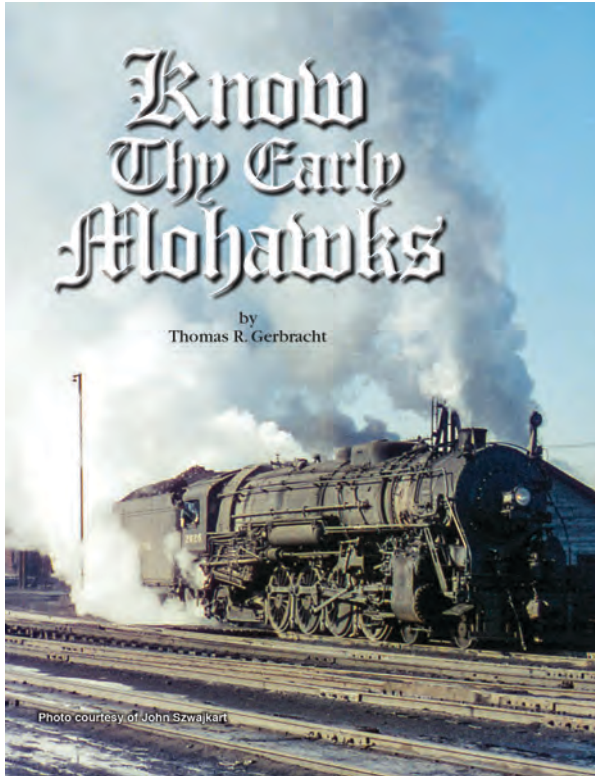
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NYCSHS Announces a New Exciting Book

Know Thy Early Mohawks

By Tom Gerbracht



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

This hard cover book completely documents the New York Central's early Mohawks, built in the period 1916 through 1930. The early Mohawks became the

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standard freight hauler on the railroad and lasted into 1957, the very end of the railroad's steam operations. The Mohawk type locomotive was the third type of the famous New York Central steam triumvirate, consisting of Hudsons, Mohawks, and Niagaras. The large quantity of 600 Mohawks operated by the Central, and their long service life, requires two books to adequately describe and document the Mohawk type. The final book describing the triumvirate, consisting of "late" Mohawks, is on schedule for release in 2020.

Know Thy Early Mohawks describes the original landmark design and its evolution through the L-2D class of 1930. The design is compared with predecessor freight locomotives used by the Central and contemporary Mountain types used by other major railroads. The book contains over 200 high quality photographic images, many previously unpublished, and data, drawings, and documentation from the official New York Central files that will be useful to modelers and historians. A 32-page color section is included.

Available in Collinwood Shop

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Hi Noel,

While doing a file search on the external hard drive today, I came across this photo of MCRR X1046, a double track snowplow.



The plow behind the X1046 looks like it may have been a single-track plow, but the number is blurred, so we'll never know for sure. Jackson-based wreck train conductor, Charles Millikan took the photo in 1934 here in Jackson. By 1934, Charles was retired from the MCRR, but he still took railroad photos!

Doug Chapman

Doug,

Pardon my ignorance but what is a single-track snow plow. Looking at the photo it looks like there is a large shield to prevent the snow from going onto the second track, but I can't tell for sure.

Thanks, Noel

Noel,

Here is Lou Marre's reply (I sent him the photo also). He indicated that the left wing could indeed swing out, but I'm skeptical of how good a job it would do. I'm going to ask my west coast friend, Jerry Pinkepank, and see what he says. Jerry was a high-ranking official with the Burlington Northern years ago and he could likely resolve the questions that we have on operation.

Doug

Yep - when the Left Wing was out, they could do the double track MC main at one pass - maybe. The operation problem would be to find an engine big enough to push thru the resulting resistance. I am unaware of any others but probably were some on other roads. Meanwhile, it is cold outside so let's all get plowed.

Louis

A couple of comments on the last issue!

Hi, Noel

Great job on my hopper article -- thanks. Maybe we should try for an all-Chapman issue next time? :)

**Happy New Year,
Bob Chapman**

Noel,

Congratulations on another great issue of the *Modeler*. I don't know how you manage do it along with everything else you do!

**Rich Stoving
Editor, Central Headlight**

Question in the NYCModeler 1st Qtr. 2023



Fly signal, Grand Central Station, in use from 1889 to 1905. It was used for flying passenger trains into the station with the engine detached. This system was in use from 1872 until 1905 and only one accident occurred in all that time. **Can any of you explain the details of how this flying of trains worked?? If so, send the answer to: nfwiddifield@NYCSHS.org**

Thanks, Noel



Noel and Dave,
HAPPY NEW YEAR!

I found this additional picture from 1926 that fully explains how the trains were flown into GCT. This picture was obviously taken before the engine was detached.



Larry (O Scale) Grant

Yes, that's one of the *very* early Niagara

Noel,

When I was a kid, my parents hired a couple of German extraction to take care of me and my brother. Louis Oppenheimer (I called him Uncle Louie even though he was not a relative) came to the US in 1870 and lived his whole life in New York. He knew of my interest in trains, and once described to me how trains entered Grand Central Station on the NYC&HR Railroad in the late 19th century.

The train approached the station complex at about 20MPH. The brakeman pulled the pin to uncouple the first car from the locomotive, of course after letting the slack run in.

The locomotive accelerated, and ran through a switch to a side track, a switchman on the ground threw the switch after the locomotive had passed.

The train continued to roll into the stub station tracks, and the brakeman stopped it with the hand brake.

I was amazed that this operation was practiced with occupied passenger trains, but Louis Oppenheimer assured me that he had witnessed it on numerous occasions. Uncle Louie passed away at the age of 104 in the 1950's.

Victor Hand

Vic,

Thanks for the answer to the question. I knew about the practice, but the signal bridge was supposedly indicating something about it and I couldn't figure out what that was.

Thanks, Noel

Noel,

The signal bridge probably told the brakeman that the engine was in the clear and the switch was lined for the platform.

Vic

Vic,

Thanks for the answer to the question. I knew about practice, but the signal bridge was supposedly indicating something about it, and I couldn't figure out what that was.

Thanks, Noel

Gentlemen,

Mike's Train House is not quite dead yet. I just re-signed up for their newsletter (three times must be the charm) and stumbled on to this:

<https://mthtrains.com/news/785?vgo ee=Yjem%2B6Gl3gpLD0Lm49%2Fh5QRkBEm%2FGwH%2B6ooX2Wz6uQ8%3D>



If it is at all possible, it would be great to run a rudimentary, basic series on how to create a 3D file to be printed. This would be just enough to get one started with a small model like a small shed. Walls, a window, a door and a roof would certainly go far to kick start the creation of more NYC buildings.

Thank you and Happy New Year!

Larry (O Scale Lar) Grant

Larry,

Write the article with lots of photos and I will print it in the Modeler.

Thanks, Noel

Noel,

As much as I'd love to write the article, I'd have to learn the language first. There must be members that are already producing 3D models and have skills far beyond mine.

Lar

Hi Noel:

I received the Four Tracks Through The Mohawk Valley Book... yesterday. Leafed through from cover to cover this evening with my dad and what a great book with all the photos. Love seeing the historic photographs of days gone by especially with the NYC. We will cover it in more detail in the days to come as we just looked at the pictures and read a few or so captions beneath the photos. Thanks again for the help with enabling me to send one payment to you for both the membership and the book. Have a good evening.

Sincerely, Kevin Walters

Noel,

Why doesn't the NYCSHS sell reproductions of those beautiful posters that you put in the News?

Russell G. Quimby

Russ,

Actually, you can find many of these on Amazon. Just search for New York Central Railroad posters and you can purchase any one of the many they list there.

Thanks, Noel

Noel,

Great! Thanks

Russ Quimby

Hi Mike (Vescelus),

I hope that all is well for the new year. I wanted to write because I am interested in the 3DP models of the P&LE and PMck&Y gondolas and am interested in comparing the 1905 with 1911 versions before buying.

My first question involves trying to examine their images on the Collinwood Shop website of the gondolas. The images of the P&LE gondola expand, although I wish they were larger, but the images of the PMK&Y gondolas do not and remain about 1/2 inch in height. Any chance that this can be addressed?

Before ordering what I'd really like to do is compare images of the finished product, completed versions of the 1905 and 1911 models' side-by-side, or at least sequentially to learn the what the differences are. As listed, I am having difficulty detecting differences between the two versions.

My second question involves the difference options offered for trucks and couplers. I have to admit that I don't know how these differ. Any change of posting and image to help us choose or explaining the difference?



Finally, I love new the MC depot model and likely will be ordering that as well.

Best, Philip J. Moberg,

Hi Phil,

So far 2023 is going well. Hope all is well with you. I have copied information that was sent to us initially. Please scroll below.

For wheels it depends whether you utilize standard (110 33") or narrow treads on your layout. Please click on links below.

On couplers it depends whether you use standard size couplers on your cars or scale heads (smaller). Please click on links below.

<http://www.kadee.com/>

You can buy these options on each of the cars in the Collinwood Shop.

Thanks, Mike

Hi Mike,

Thanks very much for your message and for getting me a better price on the *20th Century Limited* floor mat. I had bought two at the original price and loved them!

They are beautiful. I wanted to order a third as a spare in case one got gummed-up from overuse.

So, I will tuck this one away for safekeeping!

Thank you again. And thank you for having such great products.

James Beranek

Note: These rugs are still for sale in the Collinwood Shop, but the price for a single rug is much higher than the original pricing on the introductory offer. (We got a much lower price because we bought a large number in a single order.)

We can now offer these rugs at a much lower price if they are two rugs shipped to a single

address. So, if you can use two rugs or find someone who will have their rug and yours shipped to the same address you can save a bunch on the price.

Thanks, Mike

Noel,

Quick Question you my know. GP7 designation. Was the E a Capital E or a little e on the engine side under the road number?

Pete Kruimer

Pete,

That's the problem. All printed material on all charts and spreadsheets use lower case letters, while NYC used Capital letters on the sides of the actual locomotives for the DPA- DRS- etc. But I cannot tell if the letter after the dash is lower or upper case. Here's where it gets tricky. I have photos of Geeps where you can see clearly that the DRS is in capital letters, but the print is so small you can't tell if the -e is a Capital letter or lower case. I can't go by the various models I have, as some are in lower case and some upper. So, I need to try and determine if there is proof that on the side of GP7s for the class whether it was DRS-4e or DRS-4E. From one photo I have it looks like the is in lower case, but hard to make out.

Thanks, Noel

Pete,

To follow up on the previous answer, builders' photos of the DRS-4E are not in the archives which typically are the clearest when it comes to identifying small details. There are 182 photos of DRS-4E's in the Archives. Most are too grainy to make out the sub class letter. This cropped section of a photo of 5653, a J David Engles



photo (NYCSHS SL603199) taken in 1965 still in lightning stripes. You can make out the upper-case "E".



Referencing the painting and lettering diagram for the DRS-4's. Q-85679, the Class lettering is 1" while the sub class lettering is 1/2". The 1/2" inch lettering is detailed in drawing T-70455.



The diagram shows all letters as uppercase letters. However, there could be units that were lettered in ways that varied from the standard diagrams.

I'm sure that the common writing style making the sub class a lower-case letter, even in the NYCSHS Style Guide, is stemming from the half as has as small sub class letter.

Seth Lakin, NYCSHS Modelers' Committee Chair

Noel,
Got the exact info from Seth. Thanks!
Pete

NYCSHS,
The Modeling (*NYCentral Modeler*) newsletter is really good.
Thanks, Thomas Slaiby

Noel,
My apologies for the delay; I've meant to write. The carpet arrived and it's lovely, very well made. Thank you so much, especially since our ordering helped someone else. (*We arranged for her order to be combined with another and saved them both money.*)
Kind regards, Jane Silvernail

Noel,
A quick question you may have the answer to. When did NYC start using the triangular paint marking symbols on rolling stock?
Steve Lasher

Steve,
Everything you want to know about that on our website:
<https://nycshs.files.wordpress.com/2014/03/paintcodetriangle.pdf>
Thanks, Noel

Noel
Yes, thank you, Noel. The painting stencil postdates our era, so no worries.

Thanks, Steve

Question on NYCSHS members IO Group
Does anyone have floor plans or diagrams of the Albany NY Union Station interior from any time before 1960? I am working on a model of the building and would like to be able to build the interior in a larger scale version of the station.

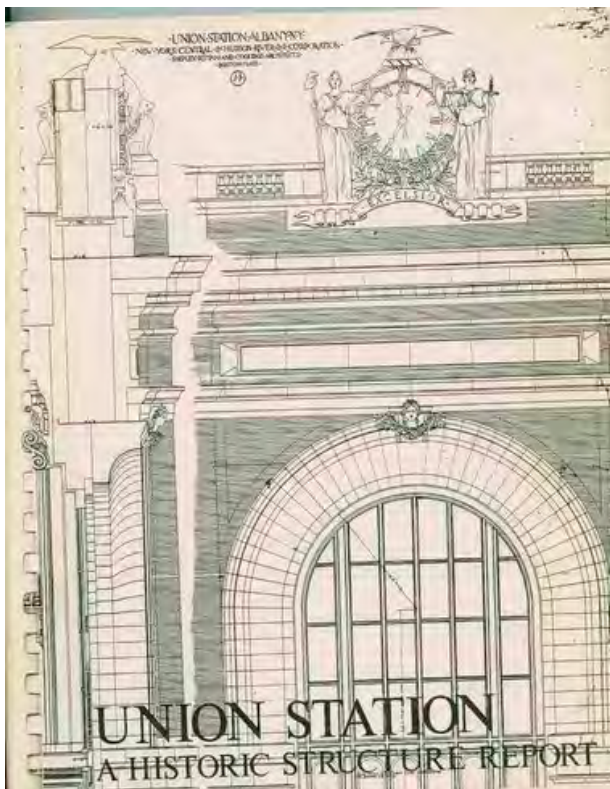
Another thing I am looking for is any dimensions on those gorgeous huge round-top windows on the front and rear of the building as well as the canopy on the train shed side of the station.
Any help will be greatly appreciated.
Joe Ahearn



Joe,
I will see if any of my images might give a general idea based on perspective. Also check out the photo archives, fair number of shots with Union Station which could at least act as a guide.

Tom McHugh

Joe,
An excellent resource book for this project would be the "Union Station Albany, New York A Historic Structure Report" Prepared for the New York State Office of General Services By: Einhorn-Yaffee-Prescott, PC February 1979. This has some of the floor plans and elevations from the original drawings when it was being converted into a bank. The original architectural drawings of Shepley, Rutan and Coolidge, Architects still exist in one of the Boston area libraries.



Roger Hinman

Joe,
Also, there have been at least two books about Albany Union Station:

Morris Gerber, Union Station, Old Albany Volume V, Price Chopper Books, 1989, no ISBN

Thomas Finnegan, Saving Union Station, Washington Park Press, 1988, ISBN 0-9605460-7-3

Jeff English

Good idea, Tom.

I'll look at the archives again and try a different search term list. See if I get any better images. As for perspectives, I do have quite a number of my own photographs I took recently one very recent cold windy MLK Monday, when no one was in the parking garages that now occupy the old train tracks and platform's location. (Pause for sad reflection.... OK, that's enough). I should have thought to bring a tape measure, could get that close, but it would probably look like I was casing the bank (credit union) inside the building, so.... yeah..... Appreciate anything you find. Thanks.

Joe Ahearn

Noel,
I want to thank the staff of *NYCentral Modeler* and especially Russ Briggs for the series on modeling the FlexiVan flats. One of my main interests is New England intermodal cars, so I had to have a FlexiVan flat, not only because of the Albany to Boston NYC service, but also because we here in Connecticut briefly had a FlexiVan train, the Washington to Springfield Penn Central mail train.

As a three-railer, I had nothing readily available, so had to scratchbuild the flat (using styrene rather than brass because of



NYCSHS RPO

LETTERS & EMAILS



my lack of soldering skill). I chose to model the X7100 reefer vans because I could use K-Mart Champs of the Road trailers. A lot of compromises, but I'm happy with the overall result.



Thanks again for publishing this informative series.

Bruce Clouette

Hi Noel,

In the days of tack boards mounted on the sides of freight cars, what did they look like? Did NYC have a standard form that was completed and tacked to a car. If there was an order, was it placed on both sides of the car or just one?

I am completing a model and would like to pin an appropriate note on the tack board.

Thanks, Bill Crocca

Bill,

I've seen standard preprinted forms that say "explosives" "unload from other/this side" and "to home shop for repairs" but that may have been it. Depending on the message needing to be attached to the tack board yes it would be on both sides and ends.

Bill tack boards were pretty standard across the entire industry. Typically, 3 pieces of 10" 1x4 stayed and secure in a "c" channel on either side.

The on boxcars they were located high centered on each door and high on the right

side of the end. In the late 50's they were relocated low on the boxcar door and ends. Hoppers and flats had them mounted along the sill.

There was another smaller tack board often called a route board that was mounted on the lower left side of boxcar doors. These were typically used a single 1x4' 4" long with the c channel side braces. The size numbers I posted above may be off by a couple inches. Those were the numbers. I can look them up if you provide exact numbers.

Here they are some pics from the photo archives showing a lot 858-B with the boards in the low position.





NYCSHS RPO LETTERS & EMAILS



Seth Lakin

Hi Seth,

Thanks very much for the really complete answer!

My question arose from me assembling a wood ice-reefer kit that grandpa had stashed among his railroad stuff. Indeed because of him and a few friends my home layout (far, far from complete) is in 2-rail, O-scale. Grandpa's kit appears to have been from before WW2. Some of the parts were not the original ones, so assembling it was a bit challenging as I had to guess at some dimensions when recreating missing or incorrect components.

It's one of those kits where some of the sides had been pre-painted and the various marks and logos silk-screened on. The result was a bit crude, but interesting none the less. Matching the old paint color was also fraught, but I think I managed.

The instructions depicted side tack boards, just to the left of the side doors, but no end boards. I stained them a natural oak and weathered them lightly with an India-ink wash. I got to wondering what kind of document was pinned to these boards, hence my question. Since this particular model is of an Anheuser-Bush beer iced reefer, I think I might make some small "Unload this side" and "Unload other side" signs and pin them on. Were those signs

printed or hand-written? Did they travel with the car? Were they fairly destroyed by weathering?

Thanks again, Bill

P.S. you did a great job on that NYC station kit I saw on the Society's table at Springfield.

Good morning, Bill,

I did a google search, here is all you should ever need to know:

<https://www.trainorders.com/discussion/read.php?3,4450687>

There were AAR standards for the size and mounting.

Best regards, Dave Mackay

NYCSHS President

1stQtr. 2023 NYCentral Modeler Mystery Photo



Noel,

Is that a Huelett Ore/Coal/Stone Unloading bucket laid out flat? If it is it might be from the T&OC docks in Toledo.



NYCSHS RPO

LETTERS & EMAILS



As a lake boat shipping fan (in addition to my primary rail interests), I think that might be it.

Dave Becker 8:54 am 12/3/22

Marietta, GA

Noel,

I would say it is a heavy-duty striker plate, buffer for a steam engine or heavy weight passenger equipment.

John Meade 12:31 am 12/31/22

Looks like no one guessed correctly but be sure to try again with the Mystery Photo in this edition.



NYCS RPO cars from the NYCSHS digital online library.



A Marx NYC RPO Car - Send us your questions and your photos & articles. We love to get mail from you. nfwiddifield@NYCSHS.org

Look What's New In N- & HO-Scale In The Collinwood Shop

BLI N-Scale NYC EMD F7 A/B (Lightning Stripes)

F7A Sound/DC/DCC F7B No Sound Unpowered



The EMD F7 is a 1,500-horsepower diesel locomotive built by General Motors' Electro-Motive Division between 1949 and 1953. Details in the Collinwood Shop

Collinwood Shop at www.NYCSHS.net

Bluford Shops N-Scale NYC International Car Bay Window Caboose #20288



Bluford Shops N-Scale P&LE ICC Bay Window Caboose



Collinwood Shop at www.NYCSHS.net

N scale International Car Bay Window Caboose including the half-bay window design and Phases 1, 2 and 4. Ladders and running boards will be included on appropriate paint schemes for each version. The ready-to-run models feature magnetically operating knuckle couplers, metal wheels, wire grab irons, window "glass", and plenty of weight.

Bethlehem Car Works HO-Scale NYC Heavyweight Diner Kit

(Exclusive NYCSHS Model)



Collinwood Shop at www.NYCSHS.net

The NYCSHS has been steadily increasing its social media presence as a way to provide contact opportunities with society members and non-members alike.

Our first incursion into social media was our Facebook page, which currently has over 6,000 followers/likes. It has provided an opportunity for NYC fans to ask questions, share stories and photos with visitors.

This month we are pleased to announce the introduction of our Instagram account, a place for sharing photos and descriptions of everything we are doing.

Several members of our Modeling Committee now have their own Instagram accounts where followers can stay updated on project progress.

It's easy to follow us from your computer, tablet or mobile phone. Just open your Instagram account using your email address and mobile phone number for added security. Search on: <https://Instagram.com/nycshs/>



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



Kitbashing NYC Models In The Past

Article by Tom Bailey

I've been interested in modeling my favorite locomotive using commercial mechanisms, mostly because when I started, there were few commercial offerings of NYC locomotives and those that were, were very expensive. And Barry Boyce reminded me that I also had done some modifications of kit locomotives, especially Mantua Mikados. This approach is almost impossible to redo because there are no applicable kits for steam locomotives, and detail parts are still in production, but often not in stock anywhere. If you are interested in how I did them, I wrote a piece that appeared in one of the earliest editions of the *NYCentral Modeler*.

I'm mentioning four locomotive projects I sort of completed over the years: an H-5 and two H-7 Mikados and a G-6 consolidation. They are presented in no particular order.

H-7E Mikado 1972



This was one of my first projects, and at the time was quite successful. You can see in the photo that I lettered it using an early version of Champ decals, the numbers of which are a poor match for NYC lettering after 1938 or so. The Mantua locomotive is a good match for the H-7 series because the straight boiler approximates that of the prototype. The only hitch is that the

Photos by Tom except as noted

driving wheel wheelbase is about two scale feet longer than the prototype, which makes the overall locomotive too long. That is not much of a problem by itself, but if you mix them with an accurately scaled length model it is quite apparent. The tender is not correct, which is the reason only the front end is in the photograph.

H-5G Mikado 1415



This is probably my favorite rebuild. I picked the specific number because it was one of the locomotives that leased on the roster for possible service after dieselization in the event of a motive power shortage. The mechanism is from an old English Mikado which is very close to the prototype length. The boiler is from a piece of fine-wall 1-inch diameter brass tube. The domes and fittings are a mix of scratchbuilt and commercial parts. The tender is from Sunset Models' NYC K-5 pacific. I use this locomotive regularly on my layout. It is smooth and quiet, and it fits the size of my layout.

G-6 Consolidation 1199



Kitbashing NYC Models In The Past

When the NYC was busily converting G-6 locomotives to Mikados, the Michigan Central kept using consolidations until after WW II, and on the Canada Southern part of the MC, the G-6 lasted to the end of steam in 1957. My version was built around a Penn Line 9 (Bowser) PRR H-9 model with the boiler covered by more 1-inch brass tube. The tender is from a commercial switcher kit. The basic wheelbase is the same as the Mantua "Mike" (too long) which I made worse by extending the distance between the third and fourth driver axles, a scale 6 inches, per the prototype. The excess length overall is not apparent because the overall locomotive is shorter because of the absence of a trailing truck. I've not weathered it because it is a mix of prototypes that I've not fixed. The number and the tender is that of a CS locomotive, and the lack of a road pilot makes it closer to the MC – US version.

H-7B 2057



Probably the most extensive Mantua Mikado rebuild I've done. Except for the mechanism, which is from the early run with a fully enclosed gearbox with the original Pittman DC-70 motor replaced by a can motor. Everything else is changed. The appearance is that of the MC standard of adding Elesco feedwater heaters, and it has often been mistaken by visitors as the more modern H-10 NYC

Mikados. It is a sweet runner, and I often use it when the H-5 needs service. This Model also uses a Sunset K-5 tender. I used a wonderful series of photographs of the prototype departing the Ann Arbor MI depot in 1949.

Non-Locomotives



The NYC 2480 coach and the 660 diner are both from the old Walthers sheet tinplate and cast fittings kits that were discontinued about a decade or so ago. The sides have more rivet detail and more prototypical underbody fittings than the standard kits. In sharp contrast to the too long Mantua Mikados, both are slightly shorter than prototype because Walthers measured their models from buffer to buffer, where the prototypes were measured over the ends of the carbody, not including the vestibules. Since the diner has only one vestibule, the difference is minor. The coach is about 3/4 inch too short, which shows clearly if run with the more accurately scaled, superbly detailed Branchline (now Atlas) 70-foot NYC coaches, so I use the 2480 model as a rider car with model express trains.

Kitbashing NYCS Models In The Past

Tom Bailey's Previous Modeling Articles

"Kitbashing Steam Locos Part 1" 1st Qtr. 2012
"Kitbashing Steam Locos Part 2" 3rd Qtr. 2012
"Kitbashing Steam Locos Part 3" 2nd Qtr. 2013
"Tom Bailey Models the NYCS His Way" 2nd Qtr. 2013
"Backdating a Proto 1000 RDC" 4th Qtr. 2014
"Kitbashing a NYC H-5 in HO Scale" 3rd Qtr. 2015
"A Heavyweight Combine in HO-Scale" 2nd Qtr. 2019

Two very realistic photos of Tom's modeling from Doug Leffler



Tom did do diesels too!! Doug's former layout modeled a short segment of the LS&MS Toledo-Elkhart "Old Road" from Adrian to Lenawee Junction. Both of Tom's models in these photos were shot in "Adrian" on Doug's layout.

2023 NYCSHS Convention T-shirts



Short Sleeve T-Shirts, S - 4XL With and Without Pockets

Long Sleeve T-Shirts, S - 4XL With and Without Pockets

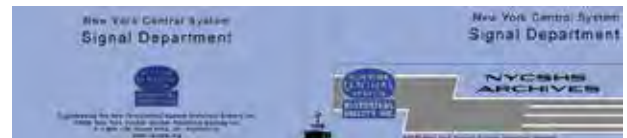
Shipped or Pick Up at the Convention

https://www.nycshs.net/Convention-and-Mini-Registration_c_23.html

Some More Digital Photo Flash Drives



Hudson J-1a, J-1b, J-1c



NYCS Signal s Department



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

NYCS Rider Caboose Model in 2-rail O-Scale

Article by Bill Young

This a group of photos of the NYC rider caboose I recently built in O-scale. The base and roof are of pine and the sides are from a doll house suppliers' tongue and groove siding. The trucks are Atlas express trucks and Kadee couplers. I purchased the brake wheels but everything else I fabricated. The doorknobs are sewing pins.



Bills Completed model.



The arrow points to where the trucks were attached.



The door knob and Kadee trucks are visible in this photo.

Photos by Bill



The underside detailing is visible in this photo.



These photos show both sides of this rider caboose model.



The break wheel, Kadee coupler, Atlas trucks, and sewing pin doorknob are all visible in this final photo.



New York Central System Historical Society 2023 Calendar Order Form



Please Print

Name _____ Member# _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

Country _____ Telephone _____ Email _____

Number of Calendars Purchased _____

Check or Money Order Amount Attached \$ _____

Make all checks or money orders out to NYCSHS

Calendars are \$16.00 each. Shipping is free. Ohio residents must pay 8% Ohio Sales Tax or \$1.28 per calendar. (US currency only.)

Mail this form and check or money order to:

**NYCSHS
2022 Calendar Order
17038 Roosevelt Ave.
Lockport, IL 60441-4734**

NYC Franklin/Oil City Branch - Part 5

Article by Cuck Beargie

Welcome back to my series on my modeling the NYC Franklin/Oil City branch through the town of Jefferson, Ohio late 1920s in HO-scale. In 2021Q1, I covered the history of the branch line and town, in the 2021Q3 issue the prototype track layout and train schedule, in the 2021Q4 the design of the layout, and in the 2022Q3 some aspects of the layout construction. I will now describe modeling the individual industries and structures, starting with the milk platform in Dorset and the Mill Creek bridge.

Dorset Milk Platform

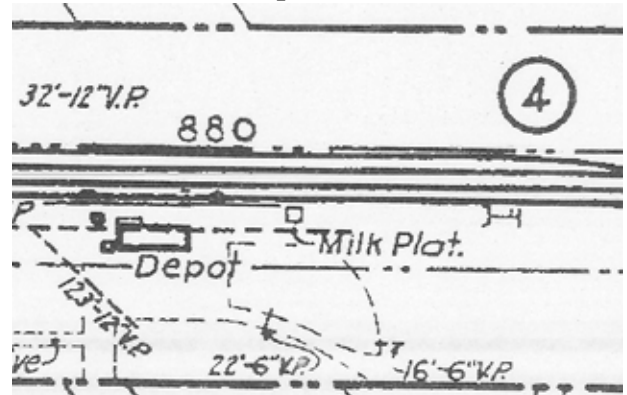
Most of the NYC heavy rail freight just passed through Ashtabula County, coal from Appalachia to the Great Lakes, and iron ore from the Great Lakes to Youngstown and Pittsburgh mills. But the local economy was mostly agricultural, and dairy. The creamery in Jefferson required a separate daily milk train from Youngstown to Jefferson making collections along the way. I wanted to capture this activity on my layout. So, in the opposite corner of the layout from Jefferson I made a model of the milk platform that existed in Dorset Ohio.



Photos by Chuck except as noted

1919 Valuation Engineering Field Notes picture of milk platform.

The platform was located a short distance from the Dorset depot.



Small section of 1919 Valuation map for Dorset Ohio showing the location of the milk platform in relation to the depot.

The Dorset depot was small, about half the size of the Jefferson depot.



Postcard photo of Dorset depot.

Due to space limitations, I did not want to model anything else in Dorset. So, using modeler's license, I relocated the milk platform to the South Denmark road grade crossing.

NYC Franklin Oil City Branch - Part 5



Chuck's model of the milk platform located at the grade crossing on his layout.

To model the platform, I relied heavily on the data in the 1919 NYC Valuation. Back around World War I, the Interstate Commerce Commission required a valuation of the railroad's assets.

This project generated the Valuation maps that many are familiar with, and the NYCSHS has published digital copies of these. The Valuation series actually had more parts to it. One part was the maps, and the photo above are taken from the map that contains Dorset.

Another part is photographs. Every asset (even outhouses) was photographed in the valuation photograph of the milk platform.

The third part of the valuation series is that every asset structure had 8.5 x 11 sheets of Engineering Field Notes that detailed the construction and contents of the structure. Some simple structures, like an outhouse, had maybe one or two sheets. Complex structures, like depots, had maybe up to a dozen sheets to cover all the details. Jefferson depot has eight sheets, this milk platform has two sheets.

For further information on ICC valuation records, see:

<https://www.archives.gov/research/transportation/railroad-valuation>

One of the two sheets for the milk platform just gave a general condition of the structure.

SECTION OF STRUCTURE	Notes by Inspectors	Comments
FOUNDATION		Pick sills OK - slight, drop both
CHIMNEY		
EXTERIOR	Platform	S.W. but serves OK
ROOF		
WINDOWS & DOORS		
FRAME	WELD & JOINTS SPARK PLATE ETC.	S.W. but serves OK
FLOORING		
INTERIOR		
PAINTING	EXTERIOR INTERIOR	
PLUMBING		
HEATING		
LIGHTING		
PLATFORMS		
CANOPES		
Stairway		S.W. but serves Generally S.W. but serves

1919 Valuation Engineering Field Notes for milk platform, page 2.

It was noted as "Generally S.W. but serves". I am not sure what S.W. means.

But the other sheet provided lots of good information.

NYC Franklin/Oil City Branch - Part 5

NYCRR NEW YORK CENTRAL RAILROAD
 OFFICE: do VAL. SEC. 2220
 PROJECT: BUILDINGS DATE: 2-4-19
 ACCOUNT NO. 76 NOTES BY: W. H. Gable
 CHANGED LOC. 880+64 OFFSET LOC. R. 15 NEAREST STATION: Dorset, Ohio
 SUPPLEMENTAL: BY: PLANS: Milk Platform No. 19
 FOUNDATION: 10'-0" x 15'-0" x 4'-0" above gr.
 WALLS: 11'-6" oak PILES: 4'-0" x 6'-0"
 PLATFORM: 3'-0" x 8'-0" on 1-layer 3 oak
 2'-2" x 4" skirting all around.
 STAIRWAY: 4'-0" x 5'-1/2" long - 4 3" x 12" treads
 on 2 3" x 12" stringers
 WOOD: 3'-6" oak caps 1 3" x 12" oak cap
 20 ft x 2" x 12" bracing
 FLOORING: TYPE & AS FIT
 PAINTING: TYPE & AS FIT
 HEATING: TYPE, NO. FT. RAD. TYPE, NO. FT. RAD. BRILLI
 LIGHTING: TYPE, OUTLETS, WALL SW., JCT. BOX SW., JCT. BOX, WIRING
 INSULATION: TYPE, MOVING
 PLATFORM: TYPE
 DIMENSIONS & POSITIONS: TYPE
 MARKS: WATER SUPPLY, WHEELWHEELS

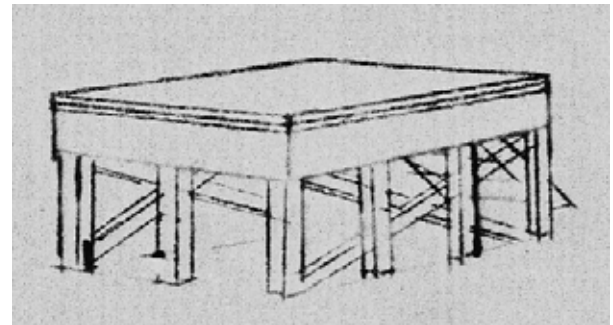
1919 Valuation Engineering Field Notes for milk platform, page 1, original white on black.

It appears that this sheet was originally a blueprint, i.e., white lettering on a dark blue background. Using Word, I reversed it to normal black on white background.

The header information [Figure above] gives the date (2-4-19), nearest station (Dorset), description (milk platform), and location along the line (880+64). The location value is in units of "chains" from a point in Ashtabula at OD tower, where the Franklin Branch crossed the NYC mainline.

1919 Valuation Engineering Field Notes for milk platform, page 1, header.

The form has a 3D sketch of the structure.

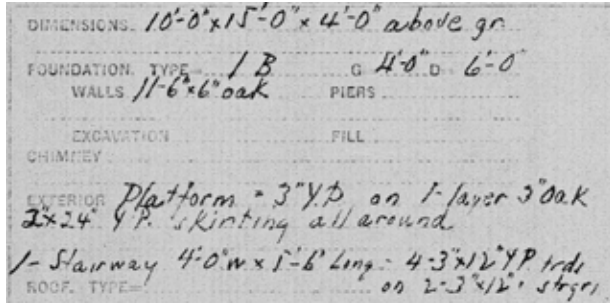


1919 Valuation Engineering Field Notes for milk platform, drawing. MP06

The "Dimensions" section of the form contains good construction information: that the platform is 10 feet by 15 feet by 4 feet above the ground, and the vertical posts are 6" x 6" oak (quantity 11? - should be 12), with 2" x 24" (picture shows two 2" x 12") yellow pine skirting.

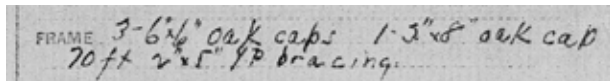
The top deck is 3" thick (x 8" wide?) yellow pine on top of 3" thick (x 12" wide?) oak. The stairway is 4'x5 1/2'feet long consisting of four (4) 3" x 12" yellow pine treads and two 3" x 12" stringers.

NYC Franklin Oil City Branch - Part 5



1919 Valuation Engineering Field Notes for milk platform, "dimensions" section.

The "Frame" section of the form states that there are three (3) 6" x 6" caps (joists) and that the diagonal bracing is 2" x 5" yellow pine. I am not sure where the one 3" x 8" oak cap would be; if it is below the deck, it cannot be seen anyway.



1919 Valuation Engineering Field Notes for milk platform, "frame" section.

With all this good information, all I had to do was check my stock of strip wood, order anything I didn't have, and go ahead with scratch building it. Granted, not a very complex structure. But it was neat to model it using field notes from someone who had done my prototype research nearly a hundred years ago!

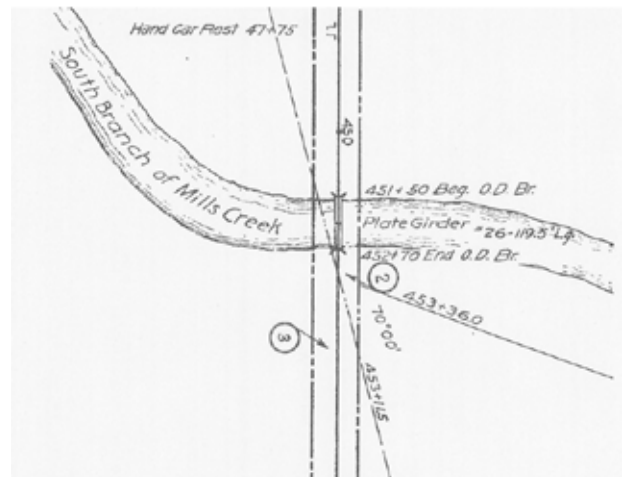
The prototype picture shows it rather barren. Maybe they cleared away everything for the picture? Since I was already using some modeler's license moving it to the grade crossing, I thought that I would add some life to it. So, I added some milk cans, a worker dragging a can to be loaded, and a horse drawn wagon with cans to be unloaded.



Milk cans being picked up by the daily milk train.

Mill Creek Bridge

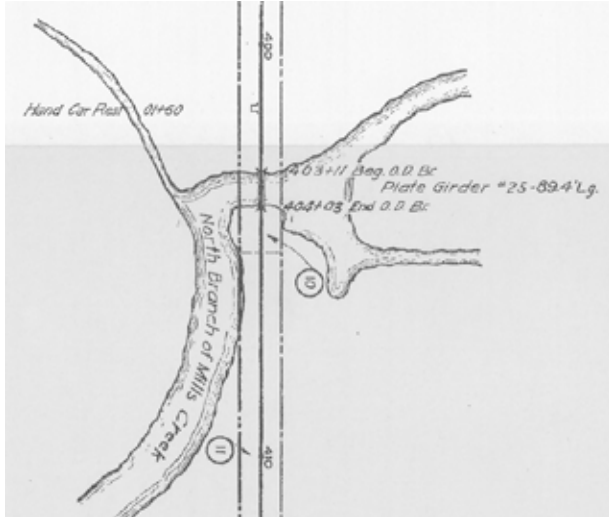
Out of necessity (in order to get the track laid and operational), the railroad bridge over Mill Creek was one of my first prototype structures. There are two rail bridges on the line north of Jefferson up to Carson. The nearest one has been referred to as the Mill Creek Bridge crossing the south fork of Mill Creek.



Small section of 1919 Valuation map showing the "Mill Creek" bridge.

NYC Franklin Oil City Branch - Part 5

The other has been referred to as the Griggs Bridge It crosses the north branch of Mill Creek, but is close to Griggs Road, hence the name. At one time there was a flag stop at the Griggs Road grade crossing.



Small section of 1919 Valuation map showing the "Griggs' Bridge.

I originally intended to model the Mill Creek Bridge as it was closer to Jefferson. But I decided to model the Griggs bridge instead for two reasons. One, the Griggs bridge is shorter (89.4 feet vs. 119.5 feet), and two, the abutments are more interesting.



Author's picture of the Griggs bridge taken March 2007. It was a bit of a hike to get down to the bridge location and then down into the gully to take this picture. I wanted to get a

picture before the trees would start to leaf. Once leaves are on the trees it is dense foliage all around and impossible to get a picture of the bridge.

Both bridges are too long for my layout, but I would be selectively compressing the Griggs bridge less. My model of the bridge is about 72 scale feet long.

My picture of the Griggs bridge was taken March 2007. It was a bit of a hike to get down to the bridge location and then down into the gully to take this picture. I wanted to get a picture before the trees would start to leaf and be impossible to get a picture of the bridge.

The abutments for the Griggs bridge are the original stonework with some added concrete work to raise the bridge. The Mill Creek bridge abutments are all stonework. It is my understanding (I have not seen any pictures to verify) that the original bridges were wood trestle with stone abutments. When they upgraded the line around 1903, they raised the track level about 18" and replaced the wood bridges with steel girder bridges.



Chuck's picture of the Griggs Bridge showing the cement work above the stone block on the abutments.

NYC Franklin/Oil City Branch - Part 5

They left the original stonework abutments and added some concrete work on top of the stone to get the additional height. I thought that this would be something unique to model.

I used a piece of solid oak anchored to risers as the core of the bridge (can't see the underside anyway) and laminated the front side with the plate girders from an Atlas N-scale plate girder bridge. The deck is Central Valley bridge ties. As I hand laid (mostly) all my track, I just continued the rail across the bridge as one piece. I then added the guard rails.

Since the bridge structure is self-supporting, the abutments and center support are purely cosmetic. The center support is a Chooch product with the back and bottom trimmed to fit.

The abutments are various thick pieces of styrene formed to make the base and form the concrete areas. The cut stone on the abutments are again Chooch products that I had to slice and sand down into thin pieces to laminate onto the styrene base. Micro Engineering bridge shoes were added at the abutments and center support. The abutments and center support were painted and then stained/weathered with acrylic washes, as were the bridge girders.



Chuck's completed model of the bridge before adjacent scenery was installed.



Chuck's completed model of the bridge after adjacent scenery was installed.

Eventually scenery was added to the creek and embankments. The place started to look inviting enough for a few hobos to camp out there. Although the model is not an exact replica, I think I have captured the essence of the structure.

In my next article I will continue to focus on various line-side industries and how I replicated them in model form. Until then, happy modeling!



The back page of the 1928 employee timetable for the Franklin branch showing the NYC Franklin/Oil City Branch.

This series of articles by Chuck is a good example of the kind of articles we would very much like to have from you readers.

Some Notes on the New AMB "Short" Standard Caboose Kit

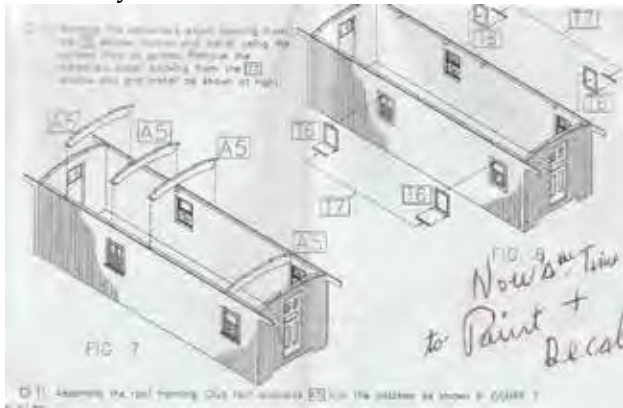
Article by Steve Lasher

Photos by Russ Weis

Well...Russ buys it and I get to put it together. And, yes, Russ bought the new HO-scale kit from the Collinwood Shops NYCSHS store when we were in Cleveland for the Mini-meet last month. I've been working on it for the last several days and have some tips to offer to make the job easier.

First, it's a typical American Model Builders kit that, in general, is well thought out and, as well, everything fits as AMB says it will fit - always a plus!

Although they don't lay it out in the instructions, you have a fork in the road right out of the box (literally). The decision is: do I pre-paint all the parts before assembly or: do I wait and paint the completed model after assembly. If you opt for painting later, you'll need to skip the part in first steps that tell you to install the glazing in the window frames and you'll have to install it after painting and weathering. It'll make installing the glazing more difficult in the completed carbody but, it is doable and, a viable option. I preferred to paint all the parts on the sheets before assembly.



Step 11 on the plan with this figure for reference as explained next.

That being said, If I were to do it again, I'd still (as I did) paint and weather the assembled carbody early in the process say, right after the windows and doors were added but before the roof goes on (**Step 11 - see Fig. A. (Lower left)**)

I'd wait and add the window glazing just before gluing in the sub-floor. Once that goes in, you'll never have access to the interior again. Also, I'd use the supplied glazing as patterns for my own scissor or knife cut glazing. The cutting process AMB used leaves the edges very rough and if it shows at all from the outside it's hard to hide (going over the edges with a black Sharpie helps). In addition, the supplied glazing for the upper window sashes is a little small and hard to fit into the upper sashes without showing the edges. Because of this losing access phenomenon, you'll need to reinforce the joints between the glazing and add any window shades before that subfloor goes in and be perfectly happy with what you have, because, if any of the glazing falls out (the peel and stick adhesive doesn't have much edge in the window framing to hold the glazing) you'll never have a good way to replace it. I used canopy cement to ensure that the glazing will stay forever!

It is an advantage to pre-paint the parts sheets ahead of time as only small touch up will be required as assembly progresses. I used some Scalecoat "Boxcar Red" I had on hand for the body and Tamiya "Rubber Black" for the roof and underbody. I love this color and it does double duty. It looks like a tarpaper roof and, not being a true

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black, it shows off the underbody detail as well.

The Tichy decals are different from say, Microscale and you're well advised to follow their instructions. What wasn't mentioned for these decals but, I remembered from previous kits, was to slide the herald (at least for the white on black version I used) off the backing and coat the back of the decal with thinned white glue (I used thinned Microscale Crystal Clear) and set it in place. They also suggest pressing the decals down with some dense foam. Initially, this caused some consternation as to what I could use for dense foam but, I found some of the foam commonly found with new diesel models to protect the handrails and it turned out to be perfect for the job. Don't forget to slice down the scribing for the car initials and numbers and add more Solvaset to get the decals to snuggle down into the siding. Don't worry about doing that to the herald as this process doesn't work well with the thicker Tichy decals.

The weathering was done using my usual Dullcote and powders techniques. One new twist that I've discovered was the use of a new (to me anyway) product. It was Tamiya's "panel liner" in black. Touch the included brush to the bottom edge of the side while moving it along the edge and the black will pull up randomly into the siding grooves. When lightly covered over with some dust and grime to blend it in, it's very effective in giving the scribed siding an aged look.

A Note on Kadee Wheels

I see a lot of modelers who leave the blackening on the treads of Kadee wheels. I

guess what a lot of people don't know is that the treads on Kadee wheels can be polished with a wire wheel in a Dremel tool. Using some ACC de-bonder (the best paint remover I've ever seen - don't ever let it get on paint you want to keep) seems to speed the process up but, it's still a bit of a mouse-killer (tedious). The good news is that, once you're done, the wheel treads look much more realistic. Remember to use appropriate personal protective equipment while using the wire wheel. They will shed wire bristles and, having picked them out of myself and my clothing I can tell you that having one embedded in your eyeball would be fun you'll never want to have again! Just don't let the Dremel freely spin the wheel at high speeds - the axle ends are plastic and excessive speed seems to damage them from frictional heat and they won't roll well afterward.

Some Things I Would do Differently

It's a small item (literally), but I found the suggested method to add the carbody braces/poling pockets at the bottom corners of the body in **Step 21** (to be rather awkward.

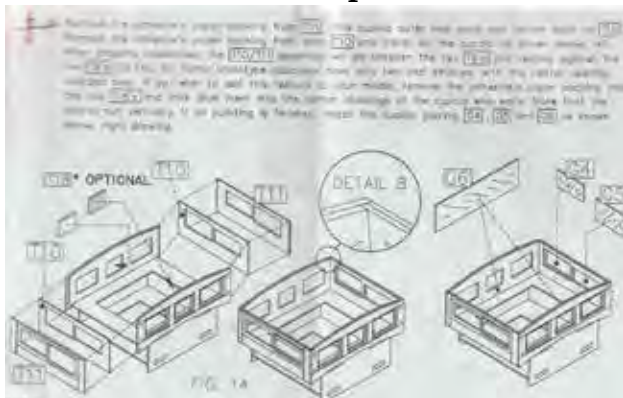


Step 21 shown here that Steve found awkward.

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They suggest trying to peel off the backing from the tiny circles that represent the poling pockets and sticking them to the bracing, bending the brace to a right angle, and then sticking it to the body. Well, good luck on that. I found it easier to stick the corner bracing in place on the body and then coat the end with ACC and set the tiny circle in place intact with its backing still on. Much less frustrating! Fortunately, AMB does include a few extras in case anything goes too far south.

Similarly, rather than the suggested method in the instructions in **Step 18 in scan below**.



Kit instructions for cupola. Step 18

I found it much easier to install the cupola side wall sub panel in place between the ends first. This allows you to line the side panel top up with the end wall panels easily and accurately and the joint can be reinforced with ACC in the corners on the inside. Once it's set it's easy to apply the outside window panels and line them up properly. The outside window panels are delicate and the process the instructions give you makes it easy to damage them - trust me, I can tell you from personal experience!

Another thing is the smoke jack (**Step 32**). AMB does put a hole in the roof sheets to

locate it but, if you mount it that way, the jack will sit at an angle and not look like it comes up through the roof. I took a high-speed burr and routed out a hole the size of the smoke jack boot on the roof so that the smoke jack can be mounted plumb to the carbody.

The steps were another area that concerned me. If mounted according to the instructions (**Step 26**) there won't be much to hold them securely unless you do file/sand the styrene floor and step guards evenly to a uniform surface as mentioned in the instructions so that the step can also be secured to the end beam when you glue the end beam to the styrene floor. I used a small piece of Evergreen styrene angle on the joint between the step casting and the floor to reinforce the joint. On mine, I had to add some small, thin shims between the side wall of the steps and the end sill and ACC the joint. They are stronger this way although I'd still advise handling with care.

The other big thing I'd do differently would be to throw away the die-cut needle beams (**Steps 22 and 23**) and substitute some Evergreen styrene I-beam shapes and use some Precision Scale Company short queen post castings. They caution you in the instructions that the needle beams/queen posts will be delicate but not for the reason you might assume. The notches that the truss rods are supposed to fit into on top of the queen posts are easily smashed, mashed and otherwise distorted and are difficult to repair. It might be a good thing to coat the card beams with ACC to stiffen them before assembly but be cautioned that it will make them brittle. Also, I waited to add the truss rods as I think these strengthen and stabilize the whole assembly. The queen posts are

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just vulnerable without the truss rods. All in all, I think the Evergreen/PSC idea would be stronger and easier.

Also, on the under frames, the supplied 3D printed brake components are OK but not up to the standard of the rest of the kit. I used a Cal-Scale AB brake set and added the necessary levers and rods to model the basics of a functioning brake system. The control valve is mounted on one of the supplied brackets in the kit while the reservoir is mounted with one end on a needle beam and the other end on a piece of Evergreen channel. The brake cylinder is on a piece of 0.060 styrene to get it up to the right height to meet the levers. The mounting of the levers and rods is pretty straight forward.

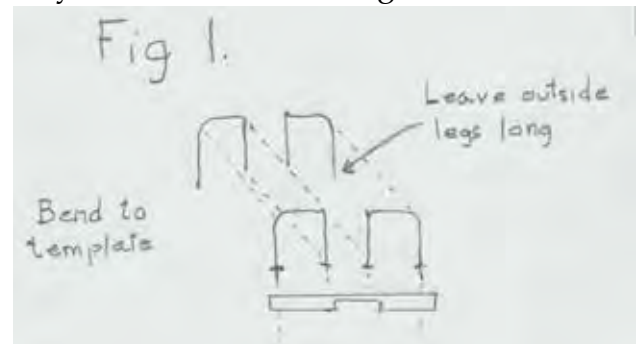
The End(s)

I was not impressed with the die-cut end railings. After my experience with the needle beams it seemed to me that the card material would be easily damaged so, I decided to make my own out of the 0.015 wire supplied with the kit. I had plenty of that left over since I used Tichy 0.0125 wire for the handrails and grabs instead of the supplied 0.015 in wire.

I should mention at this time that I pre-blacken the both the 0.0125 and 0.015 wire by putting in an empty Tichy wire tube and carefully filling it with the blackening solution. If you go to the gun restoration section in, say, "Bass Pro Shops", you can buy a product from Birchwood Casey called "Aluminum Black" and it's made for blackening non-ferrous metals. It works on brass and exceptionally well on phosphor bronze.* In only a short time the wire will be blackened, and you can carefully pour the

used solution back in the bottle it came from. I then spread the still wet wire out to let it dry. The blackening will etch the phosphor bronze or brass wire and at least give your paint a fighting chance to adhere to something. *warning about it containing three acids and a selenium compound. See https://support.automationdirect.com/docs/msds_10250_TBK.pdf

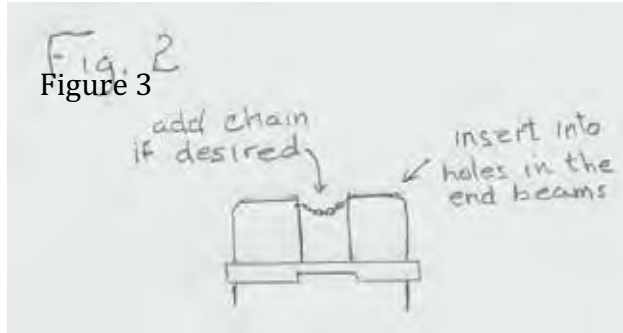
Before you start, it's a good idea to go ahead and mount and paint the grabs and railings on the carbody end since it's easy to do now. If you wait until the end railings are in place, they'll be much harder to get to.



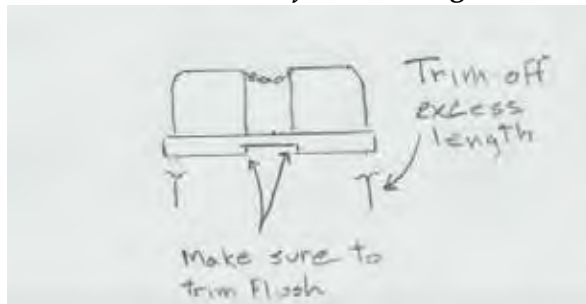
I began by drawing out the basic U shape for the end railings on a piece of card using the die-cut ones as patterns (see fig 1).

On the drawing I marked a line where the bottom end of the railing is that goes into the end sill. Then, I bent the wire to match the pattern on the card and used a Sharpie (a silver one is easier to see) to mark the level of the end sill on the wire. The mark will allow you to get the railing at the correct height. I intentionally left the wire long for the curved ends for easy handling and trimmed it off after passing it through the hole in the end sill and ACC'ing it in place. The middle part has to be trimmed fairly closely since the hole in the end sill is blocked on the bottom by the Kadee coupler pocket (see figs below).

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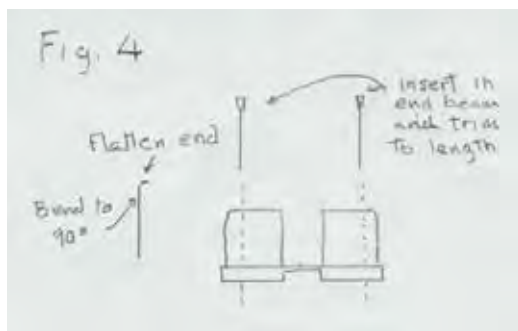


You can add a chain after inserting the railings



Some trimming is necessary to make things fit.(Fig. 3)

Now for some ultra-violence. I used my small ball-peen hammer to flatten the end of a piece of 0.015 wire. After some shaping with a file I bend the end over 90 degrees and slip it down through the hole in the end sill. The hooked end goes over the handrail and is secured by ACC both at the joint on the handrail and where the wire goes through the end sill. It's completed by using your pliers to bend over the rest of the flattened part. (see fig. 4 below) You should end up with some pretty tough end railings.



The railing supports require some violence on your part.

The ladders were another source of de-oxygenation from holding my breath. They are made from the same card that the end railings and needle beams are and, while they can be assembled per the instructions (patience my son, patience), you'll want to add them as a last thing because they are delicate! As I mentioned above, you can, per the instructions, coat the finished ladder with ACC to strengthen it but, be advised that this will make them brittle and do any bending before you coat them. Although it would have added to the cost of the kit, it would have been nice if they had been made from photo-etched brass and wire that you could have either used ACC or solder to secure the rungs.

As a final note, I elected to add some 17" straight grabs to the faces of the end sills. I specifically omitted the pin-lifters (cut levers to modelers) since they seem to be early casualties of layout handling and this model is intended for layout use.

Adhesives

In conclusion, I'll give Loctite a plug. I used their regular thin ACC and what they refer to as "gel especially grabs relatively fast and firmly and seemed to work well with the heavier parts. I also used the technique of coating some of the wood parts first with thin ACC to let the wood soak it up and give a subsequent application something to grab to without the wood grain soaking it all up before it has a chance to bond. Although AMB suggests using carpenters wood glue and, since I've used it before, I'm sure it would give good results but, I used these Loctite products for the whole assembly,

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and I'm completely satisfied with the results. Bravo Loctite - my new hero!

All's Well That Ends Well



Steve's and Russ's finished caboose from all angles. It makes a fine addition to Russ's NYCS caboose collection on his layout.

Conclusion

So, I'd say that I hope some of the problem solving I've had to do here will save you some grief if you decide to try one of these kits. As I mentioned in the beginning, AMB provides a kit with accurate parts to enable you to easily build the basic caboose and it's a great option for your caboose fleet when finished. Now, if there were just a Big-Four style high-sided center cupola kit (Ah...hem!).

To order this kit in the Collinwood Shop and use Steve's article to help you build it right. You can never have enough cabooses.



Order in the Collinwood Shop: https://www.nycshs.net/American-Model-Builders-Laser-Kits-HO-Scale_c_76.html



Painting Railroad Figures

Article by Noel Widdifield

Photos by Noel



These are the first three of the figures that I turned into lifelike people for my railroad back in early 2001.

A few years ago, my wife and I spent one day at the National Garden Railway Convention in Denver. While there, we found several items that we had not seen before, but the first to catch our eye was a set of six figures in 1/20.3-scale. Since we had not added many people to our outside narrow-gauge railroad, these seemed ideal as our first purchase. Of course, that was many years ago, and I no longer have my outdoor railroad or my indoor 1/29-scale NYCS indoor layout.

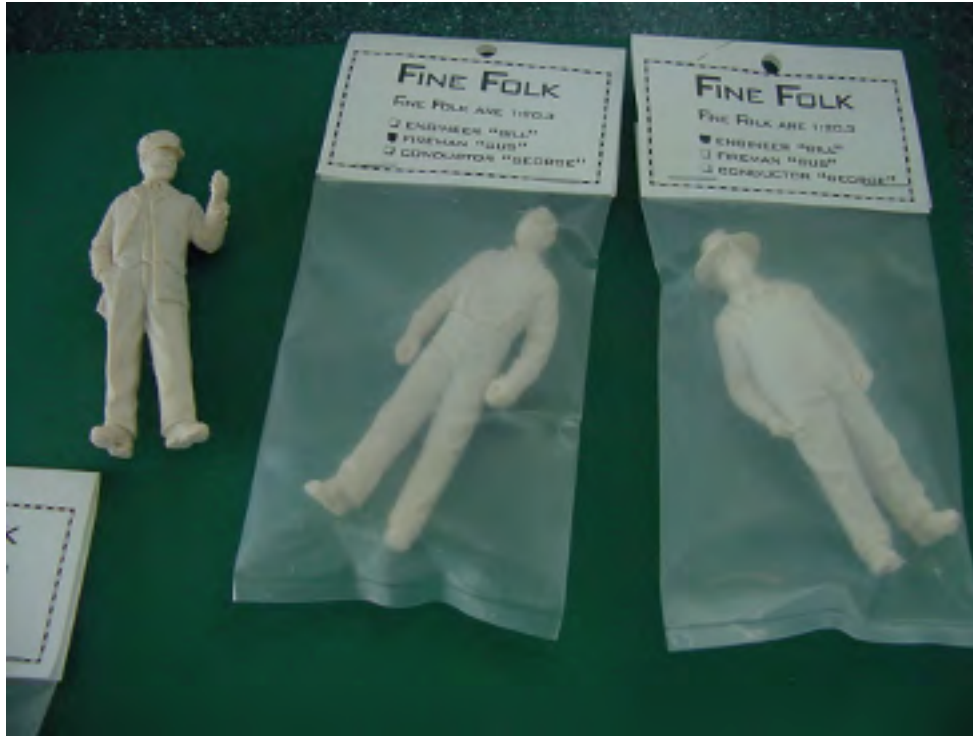
After getting rid of the vast majority of my model railroad items, I could not bring

myself to give away these and many other of my railroad figures.

So, I decided to add them to my shelf displays in my Leesburg and Indian Harbour Beach homes. More on that later.

The figures came as three in sitting positions and three standing and were also sold individually. The three sitting ones shown above were molded in a light tan hard plastic. They are "Miss Jenny", "Engineer Chet" and "Fireman Clem".

Painting Railroad Figures



The three standing figures are "Conductor Bill", "Fireman Gus", and Engineer Clem" and they also came in clear plastic bags.

The standing figures are "Conductor Bill", "Fireman Gus" and "Engineer Bill". They all came unpainted in clear plastic bags for protection and were absolutely beautifully made. There had only very fine mold lines and virtually no flash. What little flash they were easily cleaned up with a sharp hobby knife and very fine sandpaper. Most of the figures required less than a minute to clean up the flash.

You can see that each figure has excellent detail. They were produced by Mike's Backshop in Lakeside, California and were sold by several big train dealers. They retailed for \$9 each back in 2003.

I cleaned each figure in dish detergent and mounted them on short pieces of 1/2" X 1/2" cedar for painting.



I used cedar sticks to mount the figures for painting. That was done by drilling a hole in the foot of each figure and another hole in the stick. Then I cut and inserted a short piece of #14 copper wire in the hole in the stick and the other end in the foot of the figure.

I learned from early painting of figures that after the glue dried that was holding the figures to the cedar sticks, the figures were easily loosened and eventually broke loose

Painting Railroad Figures

from the sticks. My method of drilling the holes in each figure and the cedar stick and using the copper wire to hold them in place, ensured the figures remained on the stick so that I could paint them without fear of them falling off the stick in the midst of painting them.

Painting all of the figures at the same time took about 12 hours. As you can see, each one is unique and has some very interesting features and exquisite detail. They all measure just over six feet tall in 1/20.3. Some variation in height would have been nice, but if you don't put them all in the same scene this won't be noticeable. I spray painted three of the figures with flat black paint and left three without a primer coat. After painting all of the figures, I have decided that all future painting of figures will begin with a flat black primer coat because the finished figure looks better with the flat black primer.

"Fireman Gus" is wearing jeans with suspenders, a long-sleeved shirt with buttoned pockets, work boots and fireman's gloves. He has a big mustache, bushy eyebrows and a full head of hair. He has a handkerchief in his back pocket. You can see that the facial details and the "wrinkles" in the shirt arms are very natural looking.

I think that of all the figures, his clothing came out the most realistic of them all. All of these figures look very real when seen in person and they really make a railroad scene look authentic.



"Fireman Gus" looks like he is ready to go to work on one of Noel's locomotives. Note that the jeans and gloves look worn and dirty.



"Engineer Bill" is ready to climb in the cab of a NYCS Mikado and leave Bellefontaine, OH for Indianapolis on the Big Four.

Painting Railroad Figures

I painted "Engineer Bill" as an African American. He is wearing bib overalls, a long-sleeved shirt and a soft hat. He has a wrench in his hand. His overalls are turned up at the cuff. He looks as if he likes to eat and, like "Gus", he also has a handkerchief in his back pocket. The detail in his overalls is excellent.



"Conductor Bill" is checking his watch to be sure that the Southwestern Limited departs Cleveland on time today.

"Conductor Bill" has a finely detailed uniform, with an open coat and buttoned vest. The uniform and vest have "brass" buttons and the uniform pants are sharply pressed. The white shirt even shows at the cuffs and the tie is narrow like it would have been in that time period. The

conductor's hat and watch are very well done. His pose is very realistic as he checks his watch before signaling the engineer to leave the station.



"Miss Jenny" provides a feminine touch to the passengers waiting at the station to depart. She is very stylish and looks like so many of the passengers in the heyday of passenger service.

"Miss Jenny" is the only non-railroad crew figure included. She is dressed in a dressy suit with the skirt just below the knee. She is seated holding her leather purse and wearing a soft hat and gloves. She has curly hair and is wearing a flower on her lapel. She wears plain high-heeled shoes. She has small round earrings in her ears. Her hair, flower and purse provided a real challenge in painting her, but they look pretty good to me.

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“Fireman Clem” looks like he is sitting down and enjoying a conversation with someone before beginning to fire one of the older Big Four locos that lacked a mechanical stoker. He still looks mighty fresh.

“Fireman Clem” is seated wearing jeans with suspenders, a long-sleeved shirt, engineer gloves and work boots. It is nice to see a fireman not shoveling coal. He has a rather full beard and is balding. He is developing a “gut” that flows over the front of his jeans. He has a puzzled look on his face. You can really see the detail in his clothing and face.

My favorite is “Engineer Chet”. He is wearing bib overalls, a long-sleeved shirt, work gloves and a soft engineer’s hat. He has a handlebar mustache and a handkerchief in his front and back pockets.



“Engineer Chet” reminded me very much of an acquaintance of mine, so I had a real model to use to create this make-believe engineer. I always felt that he was the most realistic figure in this set.

“Chet” is looking off in the distance watching for the next signal. Again, the details on the overalls, shirt and face are the best I have ever seen on any of the commercial figures offered for sale in large scale. I achieved the blue jean color by painting the overalls with Tamiya Color Flat Blue and then dry brushing with white over the blue. The result looks very realistic and is even better than the photos show.

These are the most accurately detailed figures that I have seen in Large Scale. The painting of these figures was very pleasurable as the detail is so well done. It

Painting Railroad Figures

was hard to stay away from painting them for very long. The resulting people looked great on my outdoor railroad. They now add to my shelf "layouts" in my current homes.

Some More Figures Painted By Noel



All of these are on Noel's shelf "layouts" and still provide people for the railroads. The last photo is of some of the next batch of people to be painted. My next article on painting figures will include some techniques and tools for painting.



NYCSHS Albany, NY Modeler's Mini Convention

April 29, 2023

Holiday Inn Express Wolf Road
16 Wolf Road, Albany, NY 12205

This is an opportunity for you to meet other NYCSHS modelers, bring some NYCS modeling friends, learn some new skills, understand what is available for modelers from the NYCSHS archives, and provide input to the NYCSHS modeling program. Last year's Mini was a great success.

Schedule

7:30 am - 8:25 am "Registration"

8:25 am - 8:30 am "Welcome" -

8:30 am - 9:30 am "Logging Railroads Connecting with the Adirondack Division" - John Barth

9:30 am - 10:25 am - "Albany Union Station In N-Scale" - Joe Ahearn

10:25 am - 10:35 am - Break

10:35 am - 11:30 am - "Rescuing NYC S-1#6000/100 & NYC T-3a # 1178/287 Electrics" - Dave Pickett

11:30 am - 12:00 pm - "Memories of the NYC West Shore" - Newton Sweet

12:00 pm - 1:00 pm - Lunch - At local restaurants in the area

1:00 pm - 2:00 pm - "Modeling Logging Railroads Connecting with the NYC in the Adirondacks" - Charlie Crawford

2:00 pm - 3:00 pm - "Ulster & Delaware Branch" - John Ham

3:00 pm - 4:00 pm - "Design & 3D Printing a NYCS Signal Bridge" - Mark Sklar

4:00 pm - 5:00 pm - "Modeling a NYCS Bay Window Caboose in 1/1 Scale - Joe Burgess

5:00 pm - ??? Collinwood Shop - Selected Items Available

We are very excited about this event as it represents a chance for us to get to know you in person and hear how we can improve the support we provide to NYCSHS member modelers. All presentations will end 10 minutes less than the scheduled time to allow next speaker to set up. A table will be available for displaying your NYC models so please bring some for display and discussion.

Please make your reservation for this event in the Collinwood Shop. https://www.nycshs.net/Convention-Registration_c_23.html

The \$25.00 fee partially offsets the cost of the Mini. You can also download the reservation form and mail it in with a check for the \$25.00. Non-members are \$35.00.

To download the form, go to: <https://nycshs.files.wordpress.com/2023/01/2023albanynycshsminiregistrationform.pdf>

Hotel rooms will be available at the Holiday Inn Express Wolf Road on April 28, 29, 2023 at NYCSHS discount rate of \$124.00 plus 14% NY Sales tax. Cutoff date for discount rate is March 28, 2023. Phone 518-459-3600 and make your hotel reservation today. **Mention NYCSHS for rate. To view hotel go to:**

<https://www.ihg.com/holidayinnexpress/hotels/us/en/albany/albwo/hoteldetail> **Don't miss out - go to:**
<https://nycshs.files.wordpress.com/2023/01/2023albanynycshsminiregistrationform.pdf> and print out and mail a registration form. Mail form and check for registration and lunch to address on form.



New York Central System Historical Society, Inc. 2023 Convention & Meeting

Cleveland, OH - June 9 - 11, 2023

Holiday Inn Cleveland South
6001 Rockside Road
Independence, Ohio 44131

Schedule

Friday, June 9, 2023

- Registration
- Bus Tour to Bucyrus, Marion & Galion 9:00 am - 5:00 pm
- Presentations 7:30 pm – 10:00 pm
- Collinwood Shop 7:30 - 10:00 pm

Saturday, June 10, 2023

- Presentations 8:30 am - 5:00 pm
- Collinwood Shop 8:30 am - 4:30 pm
- Banquet 6:00 pm
- Guest Speaker Stan Madyda - 8:00 pm
- Annual Meeting
- Collinwood Shop open after meeting

Sunday, June 11, 2023

- Presentations 10:00 am – 4 pm
- Collinwood Shop 10:00 am – 3 pm

NYCSHS Registration:

<https://nycshs.files.wordpress.com/2023/01/nycshs2023registrationform.pdf> to download registration forms.

Register in our store: www.NYCSHS.net

Historic Sites

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

Hobby Stores & Layouts

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

Hotel Rooms

Hotel rooms will be available at the Holiday Inn Cleveland South \$102.00 plus 16.5% tax per night. To qualify for this reduced rate hotel reservations must be made prior to May 8, 2023. Website for hotel is: hirocksideroom.com Reservations should be made at 216-524-8050, Ext. 298 and ask for a room in the Railroad Historical Society block.

Presenters

- NYC Interlocking Towers West of Buffalo - Shel Lustig & Dan Maners
- NYC Alliance Division - Chip Symes
- Saving & Restoring Grafton, Ohio G-Tower and Model Board - Paul Justy
- NYC NW-2 Detailing - Seth Lakin
- My NYCS Layout - Russ Weis
- My 1.4' Scale J3a Hudson Model - Dave Wheeler
- Modeling the Kankakee Belt in HO-Scale - Carl Wessel
- Modeling the Hudson Branch of the B&A - Joe Ahearn
- The Kankakee Branch - Jim Suhs
- The M-497 (Jet Powered RDC) Craig Berndt
- Railroad Bridges - Mike Lytle

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

Disclaimer: The schedule & list of speakers and layouts is the best that the committee understands as of 1/21/2023 and may change due to factors beyond its control. Some of these presentations may change.

Registration for the convention in the Collinwood Shop or by using the form on the back of this flyer. You may also download a registration form at: <https://nycshs.files.wordpress.com/2023/01/nycshs2023registrationform.pdf>

2023 Convention Raffle

The NYCSHS will hold a raffle for the LS&MS Station model that Seth Lakin constructed to be used to sell the station kits and the Kato 20th Century Limited N-scale set that Dave Staplin is donating to the Society.

To do this we developed items for each in the Collinwood Shop allowing members to purchase raffle tickets for each for \$5.00 each. We have also developed a mail in document that would allow members to mail in to purchase tickets. But tickets in the Collinwood Shop: <https://www.nycshs.net/nycshs-raffle-tickets-2023.html>
Or download a form to mail in with a check: <https://nycshs.files.wordpress.com/2023/02/2023raffleform.pdf>

All of the raffle purchases will be recorded and an Excel spreadsheet with names, phone numbers, email addresses, and raffle ticket numbers. When the order from the Collinwood Shop or the mail in form comes the raffle ticket number will be added to the spreadsheet. The tickets and the list of ticket holder numbers will be brought to the convention and a drawing will be held at the convention banquet. The winner of each of the two items will be notified and the station and train set will be shipped to any winner who is not at the convention to receive it there.

The period for purchasing tickets would be from April 1 to May 14, 2023. Tickets would also be sold in the Collinwood Shop at the convention on Friday, June 9 only. The drawing would be held at the Convention Banquet on June 10. A director would draw the ticket for the Kato N-scale set and Seth Lakin would draw the ticket for the LS&MS station.

Kato N-Scale 20th Century Limited Set



Kato E7As

9 Passenger Car Set

4 Car Addon Set

LS&MS Station



Here are the station locations that we know about. If you have photos of others, please let us know!

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*There were two NYC stock cars that were rebuilt
from 50' boxcars as experiments.*



The first experimental stock car is the NYC 24000 lot 908-S rebuilt from a lot 694-B double door auto boxcar (NYC 62300-62599) in 1961. These cars had regular panel roofs and 5-5 ends.



The second experimental stock car is NYC 24001, lot 933-S rebuilt from a lot 735-B box (161000-161999) 40-foot boxcar in 1963. It was stretched just like some of the other NYC boxcars as it was rebuilt from a 40-foot car and was stretched to a 50-foot car. This car had 5-5 ends and Murphy diagonal panel roofs.

A special thanks for this to Seth Lakin, NYCSHS Modelers' Committee Chair.

The "New" Commodore

Article by Steve Bratina

Not as easy the third time around - No dents - No wrinkles

Usually, a job should go a lot better the third time around. When I first did the Commodore Vanderbilt in 3/4" scale, it was a learn-as-we-go type of job. When I built the Rexall locomotive, I saw what needed to be improved shrouding-wise and the job went much better. This second rebuild of the Commodore should have been a piece of cake, but it didn't quite go that way. Let's review the original Commodore Vanderbilt.

The Commodore had been running for about 28 years by the time the 2021 steam season came around. There were a few mechanical issues over that time period but nothing that put the engine out of action for more than an hour or so. As for the shrouding, other than being hit by a pair of shoes by a friend, the metal work held up fairly well. The biggest problem seemed to be all of the small dents and wrinkles that were forming over time.



The original shroud as built with the dents and wrinkles beginning to show.

As mentioned from the previous article, the actual sheet metal has a covering of thin

Photos by Steve except as noted

copper sheeting over it to improve the soldering of detail parts onto the engine. This copper sheet is what was causing the problems.

"Solder? What is with that?" Well, I was still pretty green when I first started this project. Over the years, my mechanical abilities in getting an engine to perform were pretty good. On the detail side of things, I still had the brass HO mentality, and this came into play when doing the detail work on this engine. The majority of the soldered joints and details held up very well but the few times when something broke, a repair could be a bit of a challenge. Also, the strength of the whole unit was not that great, especially for a travelling engine.

When I took on the Rexall engine, my techniques and skills had changed from the model railroad to the live steam method. By this I mean that I now applied details in a way that were much stronger, and could be removed and replaced for maintenance and repair. The majority of this being accomplished by the use of 0-90 screws. You might think that with this method, it would be hard not breaking taps but in reality, the majority of the taps broke when I dropped the tap holder on the floor with the tap in it. Very few were broken during the tapping process. I am very pleased at how the shrouding on the Rexall locomotive turned out strength-wise. Screwing the various pieces together made for a strong, durable job that can withstand much more physical handling than if it were soldered together. With this in mind, the rebuild of the Commodore should be a piece of cake. Well.....

The "New" Commodore

Let's go back to August of 2021. I had the Commodore out for a run on my track and other than a stuck fuel valve at the start of the day, the run was very enjoyable, and she performed as I think it should. While it was sitting on the steaming bay after its run, I had a good long look at her. Those dents and wrinkles were really becoming a distraction and I should do something about that. I had two engines that I just finished rebuilding over the winter of 2020. One was a fairly old 3/4" Black Five and the other a partially built 3/4" C&NW D Class Atlantic. There were already two other 3/4" jobs set to go for this winter and there was also a 7 1/4" locomotive rebuild that would soon show up at my door. Still, I just didn't like how this engine was starting to look and decided that I would bite the bullet and redo the shrouding. I also decided to give the whole bottom end a rebuild since I would have access to all the parts and pieces. So, around the end of October, the first part of the old shroud was cut away and the rebuild began.

Since I had done several rebuilds in my time, I figured that I could have the engine up and running again by late summer or early fall of 2020/2021. One thing that I had this time around which I didn't the first time was a scale drawing of the actual engine. I found this in a February 1935 Model Craftsman magazine. I had been buying these magazines at the train shows in the area and had amassed quite a collection when I came upon the issue with the Commodore Vanderbilt. When I tackled the Rexall locomotive, several full size 3/4" scale copies of this print were made, and this was what I used to do the Rexall engine. One original print was modified with an extra driver and single

axle rear truck to replicate the Rexall Mohawk. In starting this rebuild and comparing the drawing to the existing Commodore model, I was astonished that my original engine was actually 1 1/4" too high. This went for the tender too. I always thought that the engine didn't look just right for some reason but could never quite tell why. I thought I calculated the right dimensions from the pictures I had used at the time of the original build, but I must have goofed somewhere. This was also why my tender seemed to look like a loaf of bread. The thought of just rebuilding the engine and using the original tender had just gone out the door. Oh well. Just soldier on.



The height difference between the old and new is considerable when you look at the different heights of the loco and tender..

The pandemic has certainly created some changes in life and one of those was the price of sheet metal. What used to cost a few bucks was now a big-ticket item especially for a guy that was not working on the railroad anymore. I bought what was needed for the new shroud and tender and continued with redoing the mechanicals on the engine. Areas that I thought were weak or prone to eventually fail were upgraded and improved.

The "New" Commodore

The alcohol burner that was in the original model was a one-off design that worked very well but being a guy that likes to tinker, I decided to try another type. I built a new burner using a design I came up with that utilizes a piece of square stainless tubing as the main part of the burner. With the boiler removed, I also rebuilt the axle pump and associated piping along with new cylinder drains, new piston valves and all o ring packing instead of the graphite rope type. This work continued on until she was ready for trials in the early spring. Now I just needed to wait for a nice enough day for the test. That day came so the bare bones engine went on the track and had a big shake down run to test out all the rebuilt parts and to make sure everything worked as it should. The only thing that was missing was a 3/4" Harold Crouch on the front, behind a shield, taking indicator cards. The test run was for about an hour or so and was actually a complete success. With the running part of the engine done and passed, it was time to work on her looks.

This is where the story gets sort of interesting. Before starting the shroud, I needed to figure out which one of the Commodore Vanderbilts I wanted to represent. "There was only one wasn't there?" Well, actually there were several depending on the timeline of the engine. The as-built-right-out-of-the-shop door version I still believe to be black with white lettering as was mentioned in the article in the 1934 Model Craftsman. It may have stayed like this for maybe a day, or maybe a couple of hours, but one shot of the engine definitely looks to be black or maybe that is just me stirring the pot. The next look is

now in the gunmetal grey but had six bolts holding the front door on and has no footsteps on the pilot.



Right from West Albany. Notice the six bolts holding the door, no front rail or pilot steps. NYCSHS Collection.

Another version has hinges on the fireman's side of the front door.



The door is now hinged to open but still no railing or steps. NYCSHS Collection.

The next upgrade was pilot steps and a handrail across the lower part of the nose. However, they went back to the six bolts on the door for some reason.

The "New" Commodore



Steps were added to the pilot along with a handrail on the front. However, the hinges were removed, and bolts put back in. NYCSHS Collection.

When she went back into West Albany for the upgrade, more changes to the shroud occurred even as much as removing the hinges and going back to six bolts on the door.



In the rebuild, the shroud changed by the pilot and cylinders, and the grill up top seems to have been changed also. A later picture shows an added strap across the front section. NYCSHS Collection.

There was even an extra rib placed across the front at some point. Also, the metal work between the pilot and the cylinders had changed. This engine with the Timken rods and disc drivers was not what I wanted though. I decided on the as-built grey version since the small steps on the front might be easily damaged during

operation on the backyard track. I also decided on the six-bolt door instead of the hinged version purely on a symmetrical looks point of view.

Again, I went with the plywood former under the jacket. This time however, I decided to make it a two piece instead of a single. In this way, I could get a tighter fit to the boiler. Where the split is, there is a cross piece that pins the two sides together.



The new shroud forms were two piece with a pinned locking section used to hold them tighter onto the boiler shell. The throttle rod is inside the brass tube.

The dimensions for running board height and nose slant were taken off of the print this time instead of using pictures. The new nose ended up with a much more pleasing slope than the pug original.

Cab dimensions were pretty much the same and I again embossed the rivets. Where the first cab had sides and a section of the cab roof as one piece, this time the sides are separate, and the roof is in three sections. The roof vents are also a separate piece that is screwed onto the roof. 0-90 screws from Amazon worked very well since the size of the screw head was the same size as the embossed rivet head. The cab consists of a front and rear section, two sides and three roof sections. Again, all are screwed together. The front comes up tight

The "New" Commodore

to the rear wood former and tiny wood screws hold it in position.

For the shroud, no solder joints were used. Instead, I screwed the pieces together from underneath and with a cutting disc in the Dremel, ground off the excess threaded part that stuck out, and filed the area smooth.



The screws were ground down to the surface using a Dremel and cutting disc. It was finished with a file.

In building it this way, the complete shroud was removable as a single section to allow pieces to be screwed into place then checked against the wood former. It also allowed me to prime the underside to prevent rusting. With the original job, the rounded nose corners were pounded out on the banister ball in front of our old house. This time however, a piece of 5" pipe was used. A flat piece of sheet metal was placed over the hole and with a small ball peen hammer, I tapped away until a concave shape was formed. From this a piece was cut out to fit the area and again was held in place with the screws. The headlight cone in the door was also formed with a small pipe and ball peen.



This view shows the formed headlight casing in Steve's hand.



A view of the door that Steve is holding.

The front door is removable by undoing the two middle 0-90 bolts. The two top and two bottom ones are just for alignment. The reason to remove the door is that this is where you now fill the lubricator. It is just inside the door. The old way was through a pipe on the engineers running board but since one fill lasts for several laps of my track, I figured it not only looks better but is much cleaner too and is not that much of an inconvenience.

The sides were made from one piece and formed around the front of the cylinders to suit and bend around behind the cab. The running boards were soldered on to the

The "New" Commodore

sides. Why? I am really not sure why I decided to do this as screwing them on would have made a much nicer job. The beading was also soldered because there was not enough meat on the half round to drill and thread for a screw. Also, the heads would have showed on the inside of the running board.

When I was finally happy with the metal work, automotive body filler was used to fill the seams and other areas then sanded smooth. Even when things look good, it is amazing how, after painting, the flaws in your work will show. There are a few areas I could have done better but will have to leave it for now as the cold weather is here.



Even when the surface looks smooth, the paint brings out all the flaws in your work.

On a side note, this rebuild job should have been straight forward. I have done two identical coverings already so this should have been straight forward. Here is what hampered the job: I will be 60 this year and while that is no big deal, I found myself forgetting to do things in proper order, forgetting how I did something a certain way when I came back a few days later to work on it and putting things together only to have to take it all apart because I missed installing a part or piece. This issue

lengthened this job quite a bit, I think. I was in my 30's when I did the first shroud and things seemed to go more smoothly. It is just an age thing I guess but it shows that any projects I do from this point on, I need the use of a pen, paper and notes to keep better track of things. I can picture my late father saying "See...I warned you!"

When the project got to the point of painting, the use of my sandblaster really helped. It gave a good surface for the primer to grip and cleaned up the slight rust quite nicely. I never had this equipment the first time. Since I paint outside, I needed not only nice weather but time to do this.



Priming the parts during the warm weather.



This time, both sides were primed and painted to prevent any rust forming.

The "New" Commodore



The nose got a few coats of sandable primer to make for a smoother contour. That was the plan anyway.

Some days were warm enough but too windy. Others were calm but too cold. I also had a project on the go to build 180' of 7 1/4" and 5" ground line for some other engines that I have. This plus some trips with my wife Carol and our RV kept pushing the end point further back into the fall. As for the type of paint, I was able to get the same GM automotive color of gunmetal paint however it cost three times as much. Oh well. Eventually all parts were primed and painted. Everything but the side panels were clear coated. The sides still needed to be lettered and I had to wait until the new lettering came in the mail.



As mentioned, the backs were painted too to prevent rust.



Steve was pleased how the paint turned out. Warming the can a bit in water seemed to help.



All parts were left to dry in the hot sun for a day.

Previously I used rub on lettering but for some reason, maybe due to age of the transfers, these would not stick to the painted sides. I ended up ordering not only the silver 1/4" letters for the "Commodore Vanderbilt" but the silver 1/2" letters for the New York Central on the tender from K4 Decals out of Ohio. These worked out extremely well and the decals are excellent. The name was put on and a clear coat applied. Afterwards I noticed that on my original job, the letters were way too small which made the word spacing too short. This new job is much better. The things you notice if you pay attention and look.

The "New" Commodore



You can see how small the lettering is on the original job. Something that Steve hadn't noticed before but now really sticks out.



Once the front plate goes on, the engine is now considered done. Next up is the new tender.



The lower profile makes the engine look much better. Also, the new lettering is a vast improvement.

This winter, I will work on the new tender. I have a few things that I want to do to improve what is there. I hope that I can get it finished by late spring of 2023 but no promises there. For now, the engine is complete and even with flaws that are noticeable to me, if I don't tell anyone where they are, they might not see them. I am glad I did this, and it does look much better. The lower look gives it a better Hudson look. The shroud is stronger and best of all.....NO DENTS or WRINKLES.

Stay Safe.



This handsome left broadside of the new Commodore Vanderbilt was probably taken shortly after the date of the Friday "coming out" party referred to in G. W. Wilson's letter of December 17, 1934, to Norman Zapf. The engine is steamed up and crewed, and the canvas between engine and tender has been withdrawn. The locomotive appears to be on main line track or at least adjacent to it, as suggested by the telegraph pole. Absence of snow may indicate a later date.

NYCSHS Archive Image



This left three-quarters view of the recently minted Commodore, surely taken on the same day, displays the complex contours of the rear of the tender, and the complete absence of capacity indications and road number.

NYCSHS Archive Image
[Watch for Steve's next article on the Vandy tender in a future edition.](#)

We introduced this feature in the *NYCentral Modeler* to showcase some of our NYCSHS members modeling. Send us some photos of your models with a short caption. We will showcase them in each new edition. Send photos to: nfwiddifield@NYCSHS.org

Paul DeLuca's HO-Scale Models

Paul was happy to share with you his images of his New York Central Hudson Division layout that he has been working on for the last 20 years. The HO-scale layout measures around 1500 square feet and the mainline of the multideck layout wraps around the basement twice, giving operators a nice long run that is roughly 12 scale miles long. The 1951 era layout covers the Hudson Division from Oscawana to Albany and also includes some of the New York Terminal District as well as a good-sized yard on the west end that he calls Selkirk.



This is an overall view of the yard job working the 72nd Street yard in the New York Terminal District. This job handles switching industries such as the team track in the foreground to the car floats, freight house, meat packing plant, "I" dock, and the Sheffield Farms Milk plant. This image was taken using Helicon Focus.



A pair of BLI brass hybrid Mohawks on the Laurentian on track #2 at Oscawana overtake a freight on track #4. The cantilever signal from Model Memories is not wired up yet but stands as Paul's inspiration to install working signals someday.



Passenger trains meet at Crugers. The brass Precision Scale Company Empire State express runs on his railroad as #96 and #55, the Advanced ESE, while the ESE is protected by a consist of beautiful MTH cars. By 1951 the ESE streamlining would have been long gone from 5426 but Paul elected to use modeler's license here and run it as she looked at the end of 1941. An MTK Mohawk leads the WB train.



An A-B-A set of Proto 2000 FA-2's weathered by Steve Moore are on a freight poking out of the tunnel at Anthony's Nose under the Bear Mountain Bridge. Paul could not model the bridge as he only had 17" between decks.

seen on track #3. There is still more work that needs to be done to the tunnel portals here. Paul's only regret in this scene is he wishes that Route 9D was built a little higher as it is in the real world, but he did not have a lot of space between the road and the railroad. Paul took screenshots of the Ridge from Google Street view, printed them, and glued them for his backdrop on the right and is happy with the result. The top of the ridge was vegetation free in the 1940's in order to keep the pole line from both the RR and from Rt 9D free of falling branches. It's not that way today.



Niagara #6008 seen here passing Garrison is breaking in on a freight after shopping for some needed work. The engine is a Nickel Plate Products model. The stand in the Pella depot is a Walthers kit.



At Beacon an EB passenger train powered by a Westside J-3A passes a WB freight in front of SS50 and the Nabisco plant. In the foreground the New Haven local is arriving in town to switch industries and deliver interchange to the NYCRR. The RS-1 is an Atlas model.



The PSC brass Empire State Express consist is emerging from the Breakneck Ridge tunnels as the rear end of Pacemaker freight NB-1 can be



Another view from a different angle at Beacon shows a freight passing SS50. the tower is a Lines East brick tower from an N-scale Architect kit.



Passenger trains pass in front of the Oscawana depot. The Proto 2000 E units were weathered by Steve Moore. Paul used 3/32 balsa wood shims under the outside rail to superelevated my curves.



A J-1E powered passenger train is on the 4-track main approaching Peekskill. Paul is not sure if the older brass model was imported by Tenshodo or by LMB.



This telephoto view is of a K-3q Pacific on a commuter train approaching Cold Spring. Route 9D is to the right and breakneck Ridge is just around the rear end of the train. Both the foreground and the background are tack sharp as Helicon Focus was used to capture this image.

The layout was built for operations from the start and over the last 15 years Paul has hosted over 100 operating sessions with a crew size that now supports 20+ persons per session. Basic scenery is only about 30% finished and there are no working signals on the railroad yet, but this will hopefully change within the next few years. He hopes you enjoy the photos.

Larry Faulkner's HO-Scale Models



Larry explains that this is an in-progress photo of the modified kit walls from the N Scale Architect Lines East Brick Tower kit. He had to flip the end wall with the stairway entry, so the upper door was closest to the trackside and center the lower door location to the middle of the wall. The front wall was all new lower section as the windows were different for SS 50 than the kit window locations. It was easier to make new walls and modify Tichy window sets with transom windows. Russ Kaufman from the N Scale Architect was kind enough to help him with this project by offering vinyl brick sheeting and stairway parts for the NYC wooden tower kit as these had the spindles on the stairway like the prototype tower did. The lower walls are all brick with a row of vertical brick on top of a styrene foundation. The stock kit had the large concrete foundation like SS 60 has.



This is a modified in-progress view of a Lines East Brick Tower kit built to represent the prototype SS 60 tower just north of Poughkeepsie's North Yard. Lower front wall window locations were modified and the end

wall with the stairway was flip like the SS 50 model. Trim work was modified from the only photo he has in his collection sent to him by the late Jack Shufelt, NYC Towerman/historian. The stairway was modified with a 90 degree turn for the lower landing.

Both models are mostly finished now other than some interior work for SS 50 and some weathering. An article for SS 60 will be forthcoming. Here are a couple of updated photos.



A view of the two models on Larry's workbench. Tower 60 is on the left and Tower 50 on the right. Larry does excellent modeling and for several years wrote a column called The Harmon Files with Manuel Duran-Duran's Engineering Department for the NYCentral Modeler. We hope that someday when they have a less busy schedule, they both will be able to return to doing the article.

Noel Widdifield's Large-Scale Model of the Anderson, IN Big Four Station



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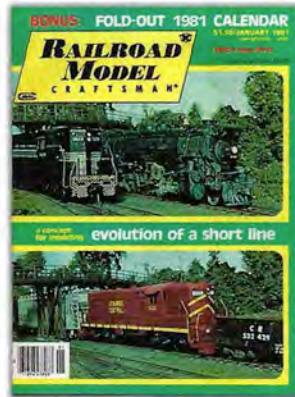
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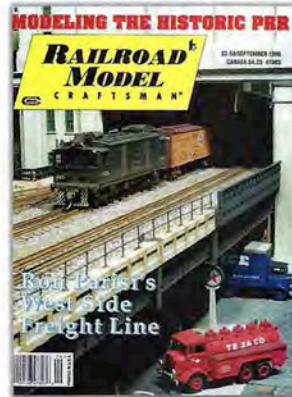
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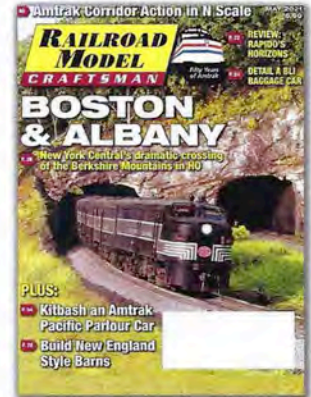
Apr. 1980 - Richard Stoving
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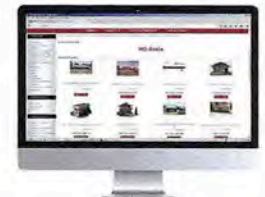
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Charlie Crawford (NYCSHS Member) RS-3S on his HO Scale Adirondack Division Layout

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May the NYCSHS share your name and contact information with other NYCSHS Members? Yes No

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THE NYCENTRAL MODELER TOOL SHOP



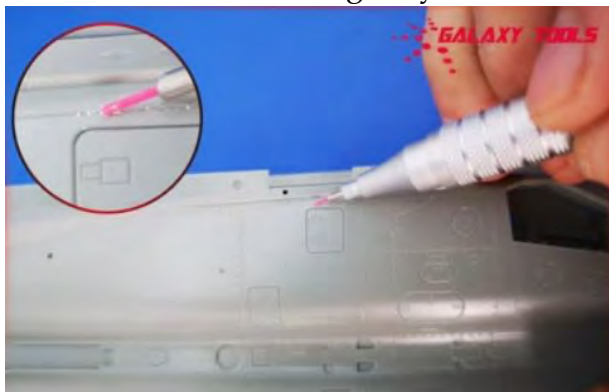
Recently, ads for an online hobby shop have been popping up in my Instagram feed, with intriguing tools being shown in the ads. Curious, I started to look through what this shop, called Hobbyist Haven (<https://hobbyisthaven.com/>), is offering, as I hadn't ever seen some of the types of tools that were being shown. It is obviously a shop based overseas (my best guess is South Korea) so be aware that if you decide to order from them, it might take a little longer than typical for your order to get delivered. However, some of the tools they offer might be worth the wait, as I'll highlight below.

One unique item they have is something they call a Precision Sanding Stone Pen (Figure 1), \$22.95.



This is the Precision Sanding Stone Pen

They sell these with three different diameters and four different levels of grit and would be very useful in sanding hard to reach areas or sanding very fine details.



These sanding pens can be used for adding definition to a panel line on a model.

Along the lines of the sanding stone pen, they also have a Fine Plastic/Wood Carving Tool that has three sharp edges for scraping material.



The Fine Plastic/Wood Carving Tool is good for removing plastic mold seam lines.

Another interesting tool that they have listed is a multi-blade Brick Engraver (which is listed for \$19.95).



The multi-blade Brick Engraver is shown here making outlines for bricks in a foam block.

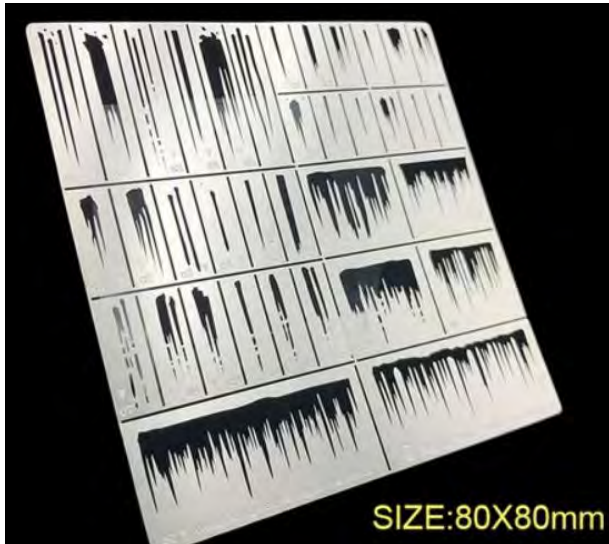


THE NYCENTRAL MODELER TOOL SHOP



While listed as being targeted for 1/72, 1/48, and 1/35th scale applications, it could easily be used for making appropriately sized stone blocks in smaller scales. Additionally, this 5-bladed knife could be quite useful for other situations where you want to make multiple parallel cuts.

Finally, they also have a wide range of photo etched metal stencils that can be used for painting different patterns, such as rust streaks or chipping paint listed for \$16.95.



The patterns of these metal stencils are illustrated with the top one for oil, rust or paint streaks and the lower for splotches.

There is a wide range of different etched metal stencils offered, including basic shapes such as different sized circles and squares, which can be used for easily masking something like model automobile rims.

I've only scratched the surface of the variety of modeling tools offered by this shop, but it seems to be a little bit like our favorite Micro-Mark. You didn't know that you needed a particular tool until you saw it listed.

Check out their website to see what they offer for scale modelling, drawing and painting, electronics, and wood working and carving. They also have scenery products, and model painting products. There are a large number of items that would be very useful for model railroaders.

If you have some tools that you find especially useful, let us know about them. Send the info about them to: bmarotta77@gmail.com. Brian Marotta, *NYCentral Modeler*, Tool Shop Editor.



We furnish complete machine tool equipment for railroad manufacturing and repair shops, including Wheel Lathes, Axle Lathes, Cutting off and Centering Machines, Ward Planes, Wheel Bore, etc.

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New York Central System Historical Society *NYCS Central Headlight 1940 - 1968 Order*



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4

NYCS Special Clothing

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New York Central Reporting Marks Shirt













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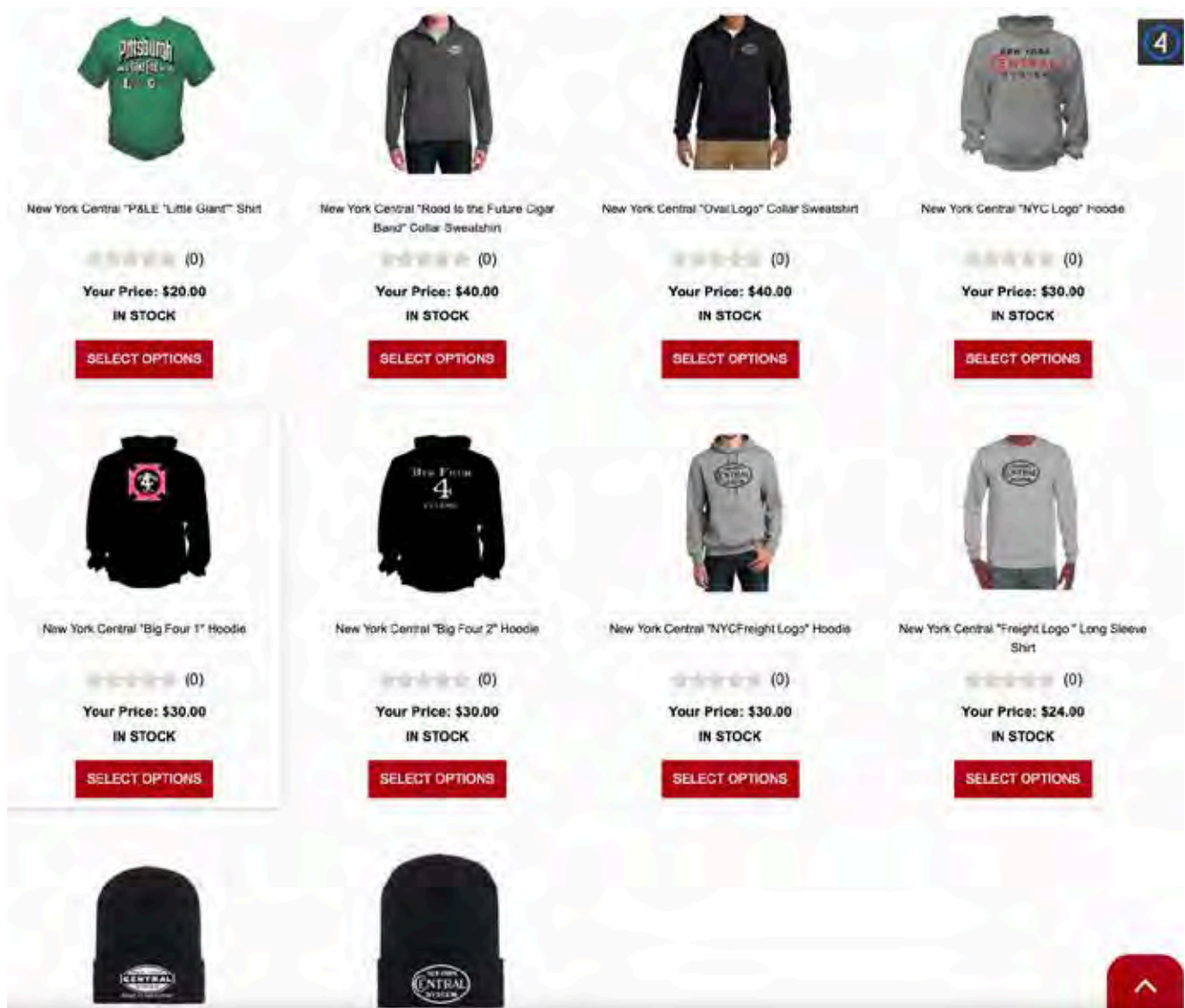
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WWW.NYCSHS.net *to view or purchase!!!*

My name is Dal Cook and I am the owner of the family business 'Mohawk Design.' I have had a life-long love of trains and have personally worked for the railroad. Each of my T-Shirt designs have been designed by hand to be as faithful as possible to the actual engines they represent. These T-Shirts are unique to my company, and you will find them at our booth at many railroad/steel shows and in fine museums around the country.

I stand behind my products. If you have any problems, please contact me immediately and I will make things right. At Mohawk Design, we aren't just in the business of selling T-Shirts. We live and breathe the stories and legacies of our countries railroading, steamboat & steel mill roots. Dal is personally a member of the NYCSHS. Shirts are Gildan 100% cotton or Fruit of the Loom 100% cotton depending on availability of shirts from distributors.



OBSERVATION CAR PHOTOGRAPHY SECTION



Al Werner Returns with "Big Night at Big Flats"



Al says he has finally completed the assembly of six USRA Outside Box Cars. We are waiting for him to paint them and send us the article about his project.

Bob Chapman's Modeling NYC's #63000- 63149 Series



Coming in the July 2023 edition of the NYCentral Modeler!



OBSERVATION CAR PHOTOGRAPHY SECTION



Congratulations to RMC on 90 Years from your friends at NYCSHS!



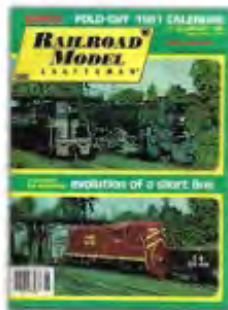
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Apr. 1980 - Richard Stoving
Building a Classic Mikado



Jan. 1981 - Doug Leffler
Evolution of a Short Line



Sept. 1996 - Ron Paris
West Side Freight Line



May 2021 - Chuck Craftik
Boston & Albany



Mar. 1982 - Richard Stoving
Hudson River Memories



Feb. 2011 - Noel Wildfield
Visiting NYC's Big Four Division



Jan. 2020 - Steve Lasher
Freelanced Tower for East Buffalo



May 2021 - Victor Hand
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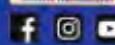
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OBSERVATION CAR PHOTOGRAPHY SECTION



Mike Fisher's (NYCSHS member) painted and lettered HO-scale BLI Hudson and Mikado.

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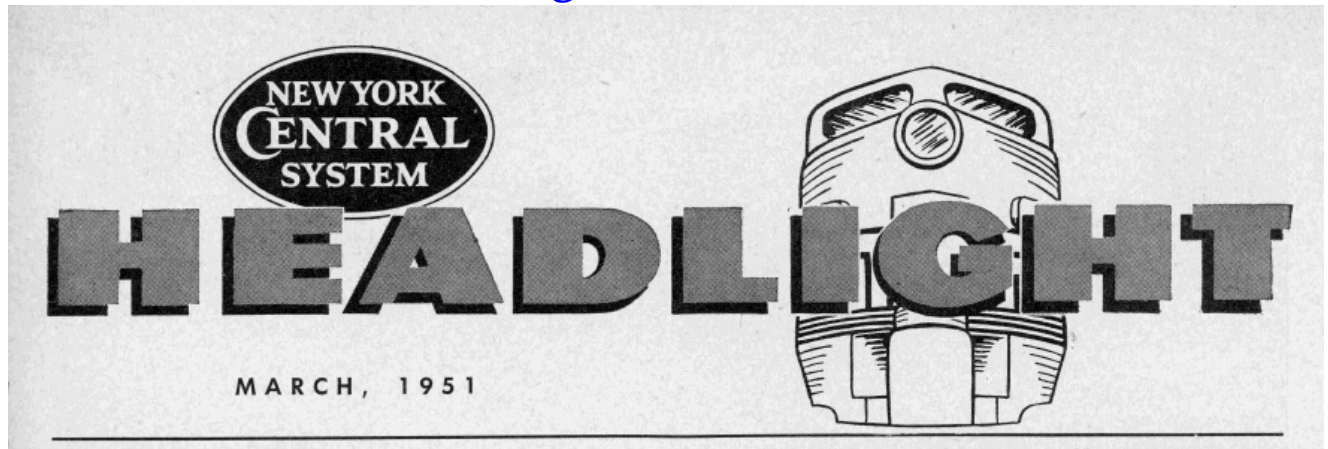
These number plates are still available in the Collinwood Shop
https://nycshs.3dcartstores.com/NYCS-Steam-Locomotive-Number-Plates_c_158.html



OBSERVATION CAR PHOTOGRAPHY SECTION



Scans from the "NYCS Headlight" "Flash Drive"



RAILROAD BOX CAR is backbone of nation's transportation, Assistant Superintendent Frank H. Dugan tells Transportation Corps soldiers who visited NYC port facilities.



LIFT TRUCK used by Central is demonstrated to soldiers by Foster Kirkland.

Visiting Soldiers See How Central Does It



Four Diesels a Day
EMD in Cleveland turns out diesel electric loco for 85 different US railroads including NYCS. This train carried a party of EMD and NYCS officials on a tour of the plant. It is the second largest such plant in the USA.



OBSERVATION CAR PHOTOGRAPHY SECTION



CUB SCOUT David Nichols and his dad, NYC Brakeman Albert Nichols, tinker with model of Central Diesel-electric switcher.



Photo by Charleston, W. Va., *Daily Mail*

HITOP CREW, with Road Foreman of Engines Hank Young (center): Engine-man A. J. Dawson, Fireman Reuben Davis, Baggage-man J. A. Flack, Conductor Lee D. Hill. They posed proudly with Hitop's new Diesel engine.

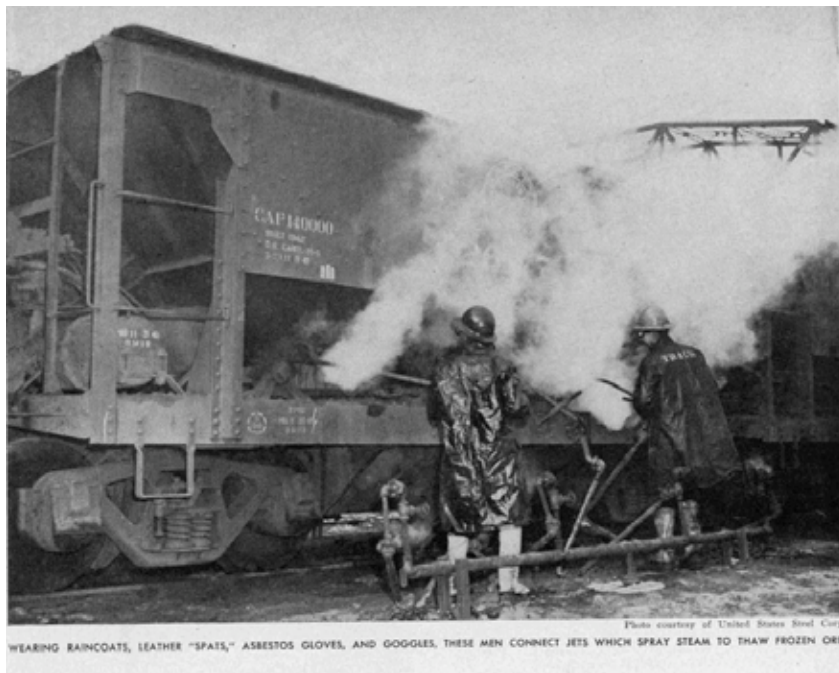


Photo courtesy of United States Steel Corp.

WEARING RAINCOATS, LEATHER "SPATS," ASBESTOS GLOVES, AND GOGGLES, THESE MEN CONNECT JETS WHICH SPRAY STEAM TO THAW FROZEN ORE.

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

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

New York Central System Historical Society 2023 Convention T-Shirt Order Form

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Shirt Pricing

Short sleeve S -XL **NYCSHS Members \$16.99, 2X \$18.99, 3X \$20.99, 4X \$22.99**
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Long sleeve S-XL **NYCSHS Members \$19.99, 2X \$21.99, 3XL \$23.99, 4X \$25.99**
Long sleeve/pocket S -XL, **NYCSHS Members \$23.99, 2X, \$25.99, 3X \$28.99, 4X \$30.99**

Pick up at the convention and no shipping charge added. Order now and they will be shipped to you in May and shipping must be added. Ohio residents must pay 8% Ohio sales tax.

If you wish them shipped, add \$10.00 shipping charge for up to 6 shirts and an additional \$1.00 each for each one over 6 shirts.

Check or Money Order **(US currency only)**

Amount Attached \$ _____

Make all checks or money orders out to NYCSHS

This form must be received by May 1, 2023.

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OBSERVATION CAR PHOTOGRAPHY SECTION



Vintage NYCS Advertisements & Posters

**NEW YORK CENTRAL'S World-Famous
20TH CENTURY LIMITED
BUILT BY PULLMAN STANDARD**

Streamliners Pullman Standard

People on the go enjoy an "Overnight Vacation" on the Century

That's just how they enjoy the "Overnight Vacation" on the Century... with Pullman Standard...
The Century is the only train...
...
20TH CENTURY LIMITED

These ads illustrate some of the things that made the NYCS great in years past. These two ads were aimed at capturing the travelers between New York City and Chicago in the years after WWII. The trains were first class and Pullman-Standard built the cars for not just the NYCS but 16 other railroads. Wouldn't it be wonderful to return to these days of luxury and first class treatments in travel?

NIGHT SHIFT
for merchandise on NEW YORK CENTRAL'S fast freights

Delivering Time is Starting Time! Do the working day ends of the freight car...
Now Selling—They Takeover! For you who...
NEW YORK CENTRAL saves you before and after you pick a "CENTRAL" Location

NEW YORK CENTRAL
The Nation's Business

**IT'S A FREIGHT. SURE ENOUGH!
BUT IT ACTS LIKE THE CENTURY!**

It's New York Central's system-wide PACEMAKER merchandising service—saving a day on the way!

New York Central
The Nation's Business

In 1947 - 1950 the NYC was going after freight traffic across the nation. These ads appeared throughout the United States newspapers in the years before WWII. All aimed at fast freight delivered carefully.

NYCentral Modeler Final Thoughts



OBSERVATION CAR PHOTOGRAPHY SECTION



We have just kicked off our campaign to raise funds for installing a new SpaceSaver high-density storage system in the NYCSHS archives and several other important activities at our Headquarters. The campaign is called the *Southwestern Limited* Fund and we are trying to raise \$40,000 for the continued expansion of the archive. The details of what all this fund will furnish are included in the flyer on page 29. This is a very important project to help us continue to expand our ability to preserve, store and provide to members historical information about the NYCS. Please take the time to read the details and consider donating to this important activity for improving the capabilities for the NYCSHS.

We have finished all of the details for the upcoming NYCSHS Mini in Albany, NY with several interesting presentations, a special rate for overnight accommodations and having selected items from the Collinwood Shop available for sale there. Don't miss this one. Register today.

The final planning is being completed for our Annual Convention in Cleveland. This year's activities include many interesting presentations, tours of NYCS locations, a banquet with an interesting talk by Stan Madya on the efforts to save the two NYCS electric locos and the gathering of NYCS ex-employees, fans, historians, and modelers. Register now open.

We also are holding a raffle for a Kato N-scale *20th Century Limited* complete train set and one of our LS&MS Lines West depot models that has been built by Seth Lakin. Be sure to go to the Collinwood Shop or download a mail-in form to purchase raffle tickets for these. Winners will be announced at the Cleveland convention dinner.

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

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

Thanks, Noel





OBSERVATION CAR PHOTOGRAPHY SECTION



AMB Kit #891 HO-Scale NYC Standard Short Wood Caboose



Like its more famous and similar appearing cousin, the 19000 series wood caboose, the New York Central's standard short wood caboose also displays that distinctive low cupola so associated with this iconic railroad but was four-feet shorter in length and equipped with only two side widows. Referred to as a "standard" for the NYC and sprinkled throughout the 18000 series, these cars were a compilation of inherited Lake Shore & Michigan Southern Caboosees. Originally constructed during the turn of the 20th century, the 26-foot-long wooden cars were rebuilt following the LS&MS and New York Central & Hudson River Railroad merger of 1914.

The former LS&MS cabooses entered the 18000-18649 series after NYC's system-wide renumbering in 1936 and eventually received further upgrades, such as safety appliances and AB style brake gear. The exact number of cars that survived to this point is not known, but several the prototypes that have been documented in the company archives were still on the roster into the 1960s. With the arrival of NYC's new all-steel transfer cabooses and their assignment to the 18000 series, any standard short wood cabooses not previously retired would have been renumbered into the 17000 series.

Featuring 100% laser-cut components with custom laser-scribed side and end walls, Tab & Slot and Peel & Stick construction, laser-cut underframe, end platforms, end railing, and brake wheels, cast resin platform steps and AB style brake gear, white metal smokejack, injection molded turnbuckles, custom decals by Tichy Train Group, fully illustrated instructions that provide information on painting and decaling the assembled model, and several fixtures to aid the modeler in creating all the handholds, ladders and truss rods appropriate for the prototype. In addition, the HO scale kit provides for optional details too such as square or rounded body corner posts, side windows that can be modeled open or closed, two different styles of end ladders and roofwalks, cupola end window variation, and a complete set of screen doors and windows. *Trucks and couplers are not included.*

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



OBSERVATION CAR PHOTOGRAPHY SECTION



AMB HO-Scale NYC Caboose Kits

(Tongue & Groove - Lot 732)

(Lot 732 Pacemaker)

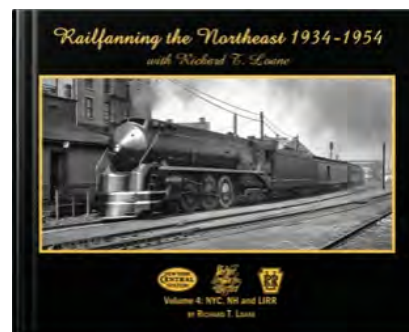


The Lot 732 caboose was built on the steel fish belly frames of 1910 era 36' boxcars in 1944. The 50 cabooses in the Lot were numbered 20100-20149. While they look like a standard 1900 series caboose, they are longer with a distinctive steel C channel along the bottom of the body. In 1946, five cabooses 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.

**Book From
Morning Sun
Books.
Lots of NYC**



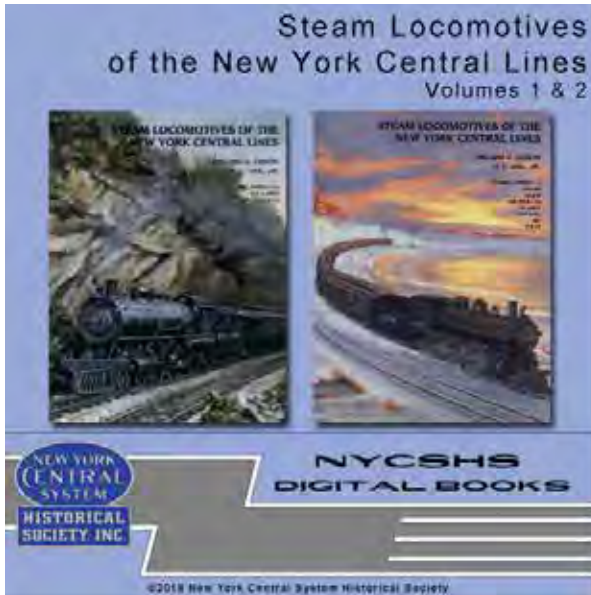
Railfanning the Northeast 1934 – 1954 Vol. 4 NYC, NH and LIRR
https://nycshs.3dcartstores.com/Morning-Sun_c_102.html



OBSERVATION CAR PHOTOGRAPHY SECTION



Steam Locomotives of the NYC



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

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

MSRP and NYCSHS Members Price \$59.95

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

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

http://www.nycshs.net/NYCSHS-Books_c_53.html



OBSERVATION CAR

PHOTOGRAPHY SECTION



Bethlehem Car Works Passenger Car Kits



The latest: NYC
Diner

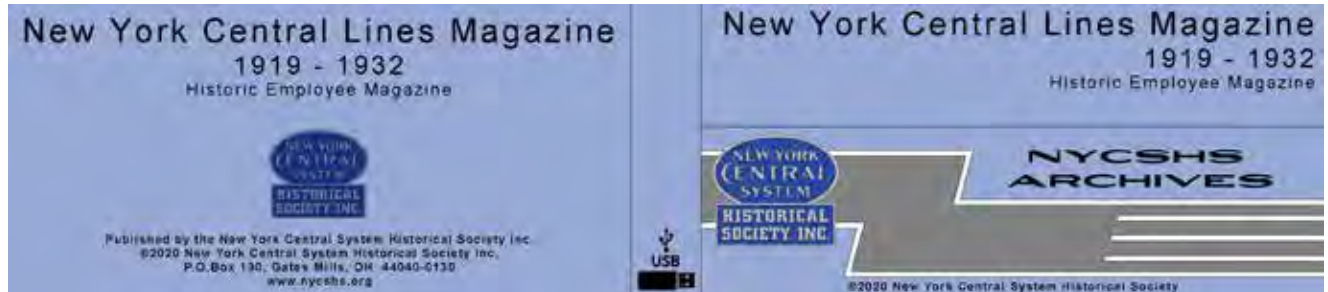


Lots of NYCS passenger cars.

Go to: https://nycshs.3dcartstores.com/The-Bethlehem-Car-Works-Inc_c_108.html



NYC Lines Magazine 1919 - 1932 Flash Drive



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

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

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

The MSRP is \$79.00 and the **NYCSHS member's price is \$63.20 and that is 20% off MSRP.**

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

Non-US customers will pay actual cost of shipping.

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



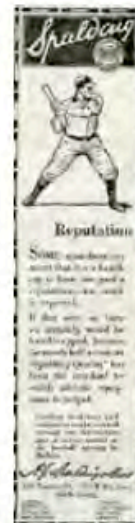
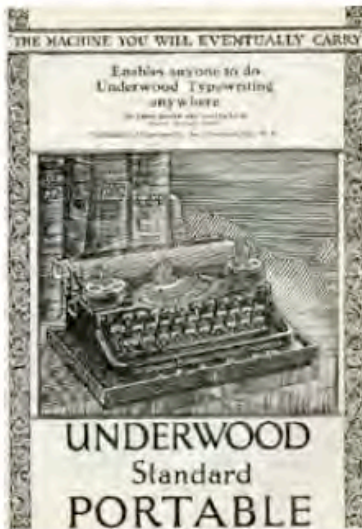
OBSERVATION CAR PHOTOGRAPHY SECTION



Scans From The NYC Lines Magazine 1919 - 1932



Three covers from 1922 illustrate the diversity of the magazine coverage in that timeframe. Each issue makes fascinating reading and takes you back to the days when everyone road the rails.



The ads for products and photos found in 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.

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. 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>



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



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

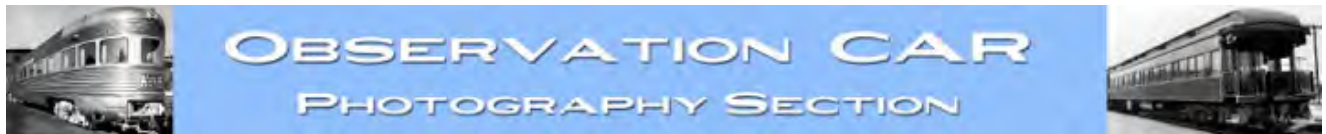
They began a second magazine called the *New York Central System Central Headlight* in 1940 and continued to provide it until 1968 at the end of the NYCS as an independent railroad.

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

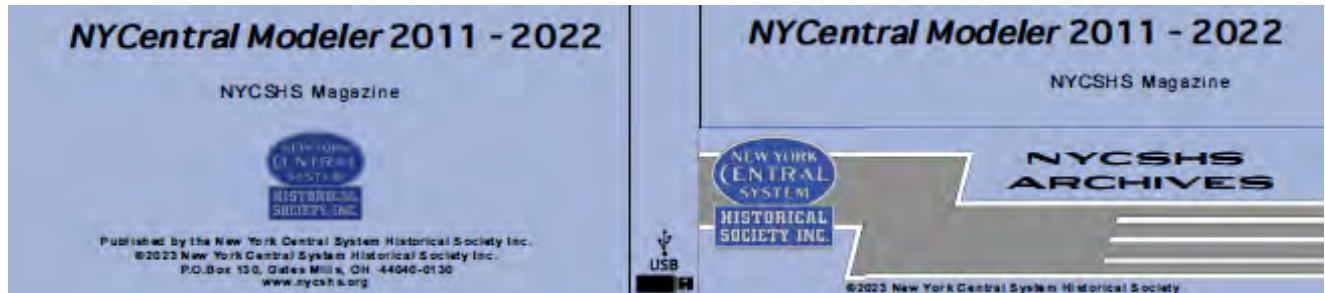
It makes fascinating reading for anyone interested in the New York Central Railroad during those years that it was published. It is an excellent companion publication to our previously published *NYCL Magazine 1919 – 1932* also available in digital form from the NYCSHS.

Available on a flash drive in the Collinwood Shop:

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



NYCentral Modeler 2011 - 2022 Flash Drive *Brand New!!!!*



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

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

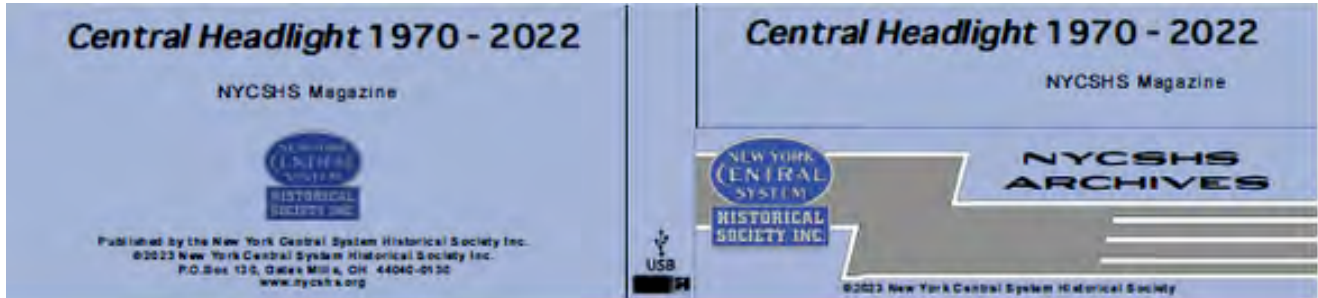
Don't miss out on this complete set of *NYCentral Modelers* produced through 2022. It contains many wonderful articles about modeling the NYCS and features articles written by both NYCSHS members and non-members who model the NYCS.

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

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



Central Headlight 1970 - 2022 on a Flash Drive *Brand New!!!!*



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

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

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

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



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/pleinalleghenyorderform1.docx>

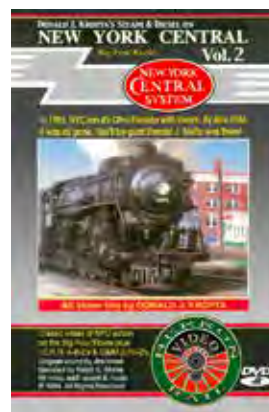
The Collinwood Shop has a very large collection of NYCS books available for purchase at the NYCSHS members’ discount of 20% off MSRP. Shop for these wonderful books today at:
https://nycshs.3dcartstores.com/Books_c_20.html



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 these videos are priced the same.

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

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

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



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



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCSHS 50th Anniversary Year Offerings



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 Early Bird NYC Jacket

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

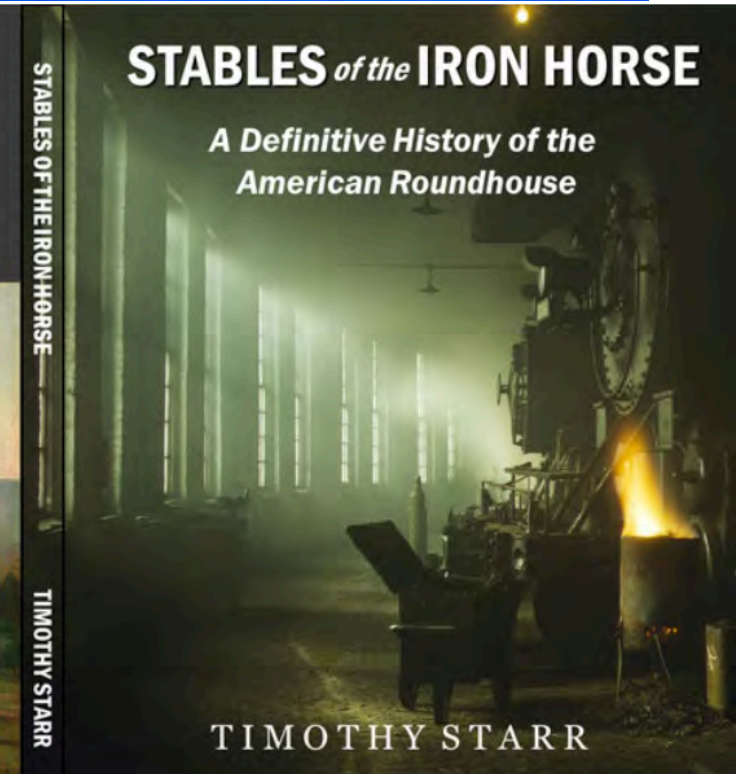
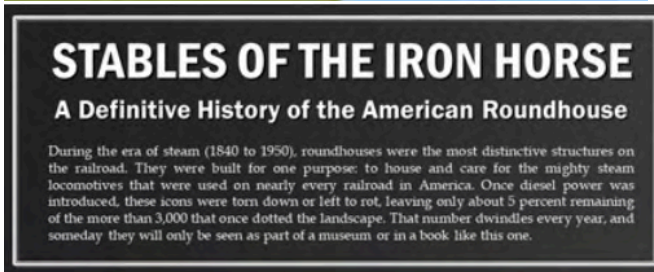
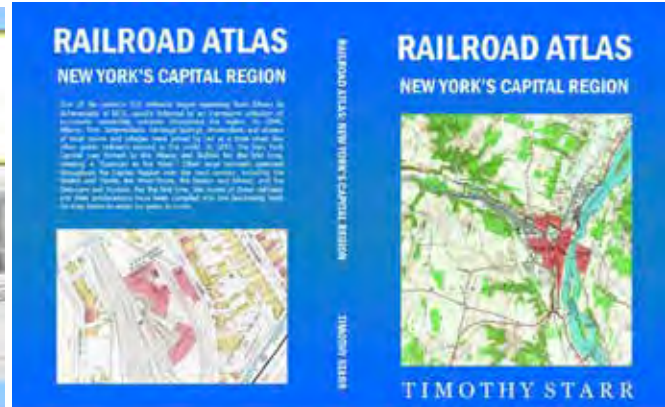
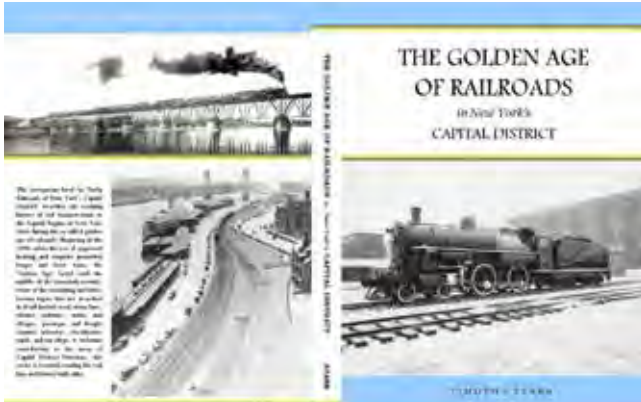
http://www.nycshs.net/NYCSHS-50th-Anniversary-Celebration-_c_196.html



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCSHS Member Tim Starr Books



Order anyone of these three books in the Collinwood Shop

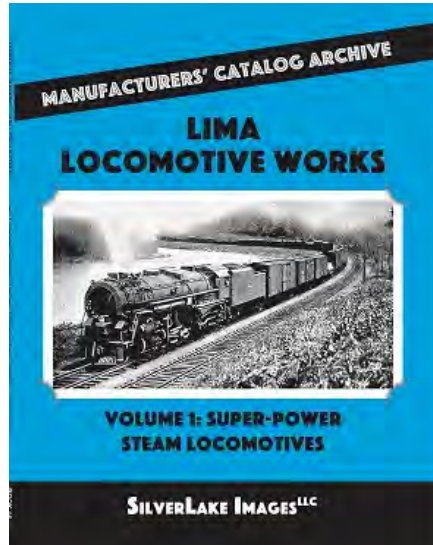
https://nycshs.3dcartstores.com/NYCSHS-Books_c_53.html

Or download a form to order and pay to our Post Office Box.

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



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



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>



OBSERVATION CAR PHOTOGRAPHY SECTION



HO-Scale MCRR Victorian Era West Branch Depot Kit



ORDER FORM

Name: _____ Phone# _____

Address: _____

City and State/Province: _____

Country: _____ Zip/Mail Code: _____

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

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

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

Mail to:

NYCSHS, LS&MS Depot

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

Single Book Prices

NYCSHS Member	Non-Member Price	Shipping Cost	Ohio Sales Tax
\$102.00	\$120.00	\$15.00	8%

Total Cost is \$135.00 for non-members and \$117.00 for NYCSHS Members + Ohio Residents add 8% Ohio Sales Tax.



OBSERVATION CAR PHOTOGRAPHY SECTION



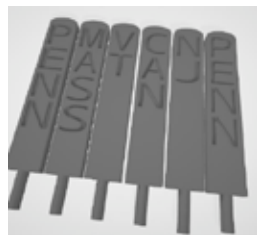
NYCS Whistle, Mile & Stateline Posts



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



Mileposts - Concrete - Wood



Stateline Posts (Eastern & Western)

These whistle, mile & Stateline posts were created from New York Central System drawings to accurately depict those posts that were found on the system. These were 3D printed by the NYCSHS for purchase by NYCS modelers. They lasted well beyond the end of the New York Central System and can still be found today in use on the successor railroads. They make fine additions to your layout.

Whistle posts are markers alongside a railroad track designating a point at which trains are to whistle (as for a station or crossing). They were used throughout the NYCS system.

Mileposts are markers that are used to measure the distance along the railroad. Placed at mile intervals, New York Central's mile markers had a letter that represented the station where the count had started and a number that was the distance to that station. The wooden mileposts were designed from a 1904 New York Central & Hudson River standard plan. Waterslide decals are supplied for you to customize your own mileposts. Paint the mileposts white then apply the decal as you would with any other model railroad waterslide decal, then seal with a coat of flat clear overcoat, then apply trackside on your model railroad empire.

Clean, sand, paint, decal, weather and install on your layout.

https://www.nycshs.net/NYCS-Structures-Click-Here_c_129.html



OBSERVATION CAR PHOTOGRAPHY SECTION



We Have Some Questions For You

Several of you O-scalers/O-gaugers have told us that we don't offer enough of your size models in the Collinwood Shop, so we have seen something that seems to be new to us and we are interested to see if any of you are doing anything with Bachmann Williams' *E-Z Street* models.



Features:

- fully assembled operating vehicle
- highly detailed painted body with precision graphics
- die-cast construction
- metal wheels
- operates on *E-Z Street*® 16" diameter curves or greater
- O gauge 1:48 (runs on AC power 3-rail straight or curved track)
- may also operate on some three-rail turnouts and crossovers

***E-Z Street*® vehicles feature forward operation only and can run on the *E-Z Street*® track system or on 3-rail track. Bachmann's vehicle lineup features classic sedans, delivery vans, and commercial vehicles.**

Is this something you might be interested in our carrying in the Collinwood Shop? If so, drop us an email and let us know. No guarantees unless there is some real interest. Email us at nfwiddifield@NYCSHS.org

Back in the 1st Qtr. 2015 we did an article on Circus Train modeling and we have a couple of emails lately about that article and have been provided with some later videos and photos of some NYCS circus train modeling.



Is this something you might be interested in writing about or sending us photos of for the *NYCentral Modeler*? We would love to do some articles or even a whole issue on NYCS circus trains. If you could contribute, drop us an email and let us know. No guarantees unless there is some real interest. Email us at nfwiddifield@NYCSHS.org



Do you love the NYC? How about helping the NYCSHS preserve the memory? Do your part.



If you have read this edition of the *NYCentral Modeler*, you can't help but be impressed by the fine modelers out there in our membership. You also should have been impressed with all the things we are doing to help you model the NYCS. **We have been publishing great articles from many of you in all scales. We note that several other Historical Societies' modeling magazines have gone out of production from lack of member articles. Don't let that happen to us.**

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

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

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

NYCentral Modeler

As we enter the winter modeling season, the NYCHS would very much like to include an article by you in the next issue that will be released in the 3^d Qtr. 2023 edition. You should be doing a more with your layout or modeling during these coming spring months. And if you will be building things for your railroad or running your trains, this would be a good time to take some photos and do an article for us. We really would love to hear about your modeling or see your layout. We offer a good opportunity to showcase your talents or collection. Even if you don't feel you can write an article, just send us some photos of your modelling. We need them for all our publications, but to make the next one, send them to us by May15, 2023. nfwiddifield@nycshs.org

Preview Of 3rd Quarter 2023 issue



Bob Chapman returns to share his modeling a #63000 - 63149 series boxcar.

Always looking for good articles and photos for the 3rd Qtr. 2023 edition. Let us see your handiwork.



Stan Madyda returns to tell us about modeling a Large-Scale NYC S- motor in wood. He tells us that there were 308 parts to the model.





Bethlehem Car Works HO-Scale

NYC Heavyweight Diner Kit

Order Form

Please Print

Name _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

Country _____ Telephone _____ Email _____

Number of BCW Diner Kits _____ @ \$99.95 each. Total \$ _____ **Non-Members**

Number of BCW Diner Kits _____ @ \$79.96 each. Total \$ _____ **NYCSHS Members**

Shipping for each car \$12.50 each - Number of cars _____ Total Shipping \$ _____

Ohio Residents add 8% Ohio Sales tax on car & total shipping. Tax added \$ _____

Total amount for cars, shipping and tax if required. Total Amount Enclosed \$ _____

Complete this line to verify that you are a NYCSHS - Member # _____

Total Amount On Check for Order \$ _____

Please send check and form to:

**NYCSHS
Noel Widdifield, Treasurer
P.O. Box 1597
Leesburg, VA 20177-1597**

Please make checks payable to NYCSHS, Inc

Diner can be viewed in the Collinwood Shop: [https://www.nycshs.net/The-Bethlehem-Car-Works-Inc c 108.html](https://www.nycshs.net/The-Bethlehem-Car-Works-Inc%20c%20108.html)



Two Models To Be Raffled Off At the 2023 NYCSHS Convention.

Raffle Tickets Just \$5.00 Each

LS&MS Depot Model



Photo of actual completed station. Seth Lakin photo.

Photos and plans of these stations, originally erected from 1890 to 1910 (with some still in use), reveal three major size variations in this architectural style. The placement of windows and doors sometimes varied within each size. Covered porticoes and alternative operator's bay arrangements were also noted. The basis of this kit will be the largest size variation, but Seth produced a modified LS&MS station from the kit. Overall length has been shortened.

Given that brick stations were erected in larger commercial centers, their footprints and construction costs were larger than most, and this kit will reflect that. Hence, before tooling up another model, we are trying to assess your interest.

The N-Scale architect is a laser-cut HO model that includes the roof dormers, operator's bay, and walls with decorative brick and stone courses.

The stonework is custom 3D printed "castings", while the brick courses are

laser-cut into the sides. The resulting 3D walls will readily accept washes for brick and stone color, mortar lines, and weathering.

The model is completely assembled and finished, ready to go directly on your layout. This model was constructed by NYCSHS Director Seth Lakin and the winning ticket for this will be drawn by Seth at the NYCSHS Annual Convention banquet in Cleveland on June 10, 2023.

Raffle tickets are \$5.00 each and all proceeds go to the NYCSHS. These tickets can only be purchased by NYCSHS members. Feel free to purchase as many tickets as you want.

Buy online: <https://www.nycshs.net/nycshs-raffle-tickets-2023.html>

Download a form:

<https://nycshs.files.wordpress.com/2023/02/2023raffleform.pdf>

N-Scale Kato 20th Century Limited



EMD E7A Locomotive



Baggage/RPO Car



Pullman 10-6 Sleeper



Pullman 4-4-2 Sleeper



Club Lounge Car



Kitchen Dormitory Car



Dining Car



Pullman 12 Bedroom Sleeper



Observation Lounge Car

Prototype Information:

Called “The Most Famous Train in the World, the New York Central 20th Century Limited is one of the classic and most recognizable named trains of the 20th Century. Headed by some of the world’s most famous locomotives and connecting

the great cities of New York City and Chicago, the 20th Century Limited – along with its competitor from the Pennsylvania Rail Road the *Broadway Limited* – operated for more than 60 years.

The Kato USA train set pays homage with this classic train in N Scale, recreating the train as it appeared in 1948-1954, with a sleek two-toned grey color and pair of streamlined E7A locomotives with brand new tooling for this project!

Model Features:

- Completely new tooling for each of the individual car bodies in this set to accurately match the prototype!
- Specific interior and exterior details that match the 50's era consist, including such iconic cars as the “big window” observation!
- Shock absorber construction gives even traction and performance, fitting for these “water level route” cars!
- Observation car with illuminated tail sign.
- All detail parts installed – fully ready to run!
- Interior of cars can be lighted with optional installation of #11-211/212 LED Interior Light Kits
- Released along with a pair of newly tooled EMD E7A locomotives era appropriate to pull the train!
- E7A locomotives are DCC friendly and compatible with Digitrax DN163K0D or Train Control Systems K0D8-G decoders.

This model set was donated by NYCSHS member Dave Staplin on behalf of the NYCSHS Modelers Committee for the work Dave and some of the committee did supporting the project and supporting the magazine review. The winning ticket for this will be drawn at the NYCSHS Annual Convention banquet in Cleveland on June 10, 2023.

Raffle tickets are \$5.00 each and all proceeds go to the NYCSHS. These tickets can only be purchased by NYCSHS members. Feel free to purchase as many tickets as you want.

Buy online: <https://www.nycshs.net/nycshs-raffle-tickets-2023.html>

Download a form:

<https://nycshs.files.wordpress.com/2023/02/2023raffleform.pdf>



New York Central System Historical Society Convention *Raffle* Cleveland, OH June 10, 2023

Raffle Ticket Form - NYCSHS Members Only

Please Print

Name _____ Member # _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

Country _____ Telephone _____ Email _____

Number of Kato 20th Century Limited Set Tickets ____ @ \$5.00 each. Total \$ _____

Number of LS&MS Depot Tickets ____ @ \$5.00 each. Total \$ _____

Complete this line to verify that you are a NYCSHS - Member # _____

Total Amount Paid For Both \$ _____

Please send check and form to: Ralph Schiring
 NYCSHS Mini
 16623 Oak Street
 Omaha, NE 68130-2051

Please make checks payable to NYCSHS, Inc.

**Kato Train Set and LS&MS station can be viewed in the Collinwood Shop:
<https://www.nycshs.net/nycshs-raffle-tickets-2023.html>**

**or on the NYCSHS website:
<https://nycshs.org/>**

**Must Be Received by May 13!!!!
Any Check Received after May 13 Will Be
Returned**