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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 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



4th Qtr. 2023



NYCENTRAL MODELER

A QUARTERLY DIGITAL PUBLICATION FROM THE NYC SHS

On the Cover of This Issue



Tom Bailey's #2393 By Doug Leffler Page 53

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Modeling A Falls Series Bedroom Lounge in
N-Scale By Tom Long Page 73



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. Each issue features articles, photos, and reviews of NYC-related models and layouts. The objective of the publication is to help members improve their ability to model the New York Central and promote modeling interests. Contact us about doing an article for us. nfwiddifield@nycshs.org



4th Quarter 2023

Volume 13

Number 4

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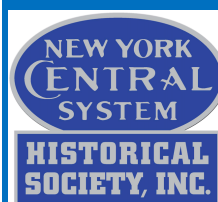
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THE NYCENTRAL MODELER TOOL SHOP



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New York Central System Historical Society

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

Your membership gets you four issues of the popularly acclaimed

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

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

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



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The NYCSHS Modelers Committee

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

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

We have released over 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

Well, it's almost time to think about what modeling to do this coming Fall and Winter season. If you need something to occupy your workbench, you're in luck. The Society has just introduced a great new laser cut wood kit. If you haven't seen it yet, it's a Big Four center cupola caboose. It's a classic CCC&StL piece that lasted until the end of the NYCS. They are as unique a caboose as the low cupola steel underframe wooden body caboose was but found on the "Lines West" portion of the railroad. I've never actually seen one, but as a caboose "aficionado", I'm going to get one to add to my reserve of kits to build. That will give me somewhere around six unbuilt caboose kits to work on "in my spare time" which probably won't happen until after my position as President ends.

We have made major progress in digitizing our collection of aperture cards in our collection. For those that don't know what these are, imagine an IBM Punch Card with a 35 MM negative attached over a cut out in the body of the card. It seems that Conrail had taken the drawings that pertained to what they acquired and had them all photographed and put on these cards. We have collected something close to 50,000 of them, and currently have digitized over 38,000 to date. We are assembling the information about them on a spreadsheet to make them searchable and will be adding them to our digital archive website as we proceed. I expect it to take another year, unless we get more folks involved in the data entry portion of the process. Please let me know if this is something you'd be interested in.

There is a lot of NYC information coming from the Society, ICC Valuation Maps are currently "where the action is". Stay tuned, it's a great time to be a member!



Two Successful Fund-Raising Campaigns

Over the past several months the NYCSHS has completed two highly successful fund-raising campaigns. *The Southwestern Limited* fund raised \$38,152.00 to provide needed funds for the shelving system and the aperture card scanning project.

The "Help Save The Electrics" fund raised \$11,730.00 in donations that will be added to the \$5,000 from the NYCSHS for a total of \$16,730.00 donated to the Danbury Railway Museum to help save the two historic NYC electric locomotives.

We can take a minute to congratulate ourselves for two very successful fund raising campaigns and know that each campaign supports 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.



From the Cab

Over the last three months I have been very concerned about the lack of new NYCS models being offered by manufacturers. But, in the last few days we have seen our initiative bring us two NYCS Big Four cabooses, and manufacturers have offered four new HO- Bachmann Dreyfus Streamlined Hudsons and a NYCS flat with a wheel load, six new N- Atlas NYCS ALCo S-2s and four new Bowser HO- Baldwin VO660s. John Taibi's new book on the NYCS's Adirondack Railroad is at the printer and we have completed our 2023 convention and 2023 Middleburg Heights Mini. Not too bad for a 53-year-old Society.

This edition contains some very interesting articles on NYCS modeling and NYCSHS activities that help us find new members and retain current ones.

The planning is well underway for the 2024 NYCSHS convention in Indianapolis, IN on April 26 - 28, 2024. It is time to start thinking about joining us there for some interesting tours, presentations, a well-known annual meeting speaker, and a huge train show. Details coming soon.

Fall is here and the modeling season should be well underway for you now, so you should be taking photos and planning an article on your modeling for us.

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

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

Noel



The NYCentral Modeler

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

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

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

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

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

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

Be sure to check out NYCSHS on Facebook!

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

NYCSHS Publications & Info

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NYCSHS Central Headlight: R. L. Stoving stoving@ptd.net

NYCSHS Books: [NYCSHS Book Collection](#)

NYCSHS Website: www.nycshs.org

NYCentral Modeler: Noel Widdifield:

nfiddifield@nycshs.org

NYC Drawings: Tom Gerbracht: tgerbracht@nycshs.org

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

Doug Leffler - Techniques for Photographing HO-Scale MICS Models

Page 53



Doug Leffler is retired from a three-decade engineering technical-writing career at two defense and aerospace firms in his hometown of Jackson, Mich., where he and wife Sandy are longtime residents. In his years at Jackson Community College and University of Michigan, he became proficient in the German language, which was useful in writing several railroad-oriented works in that language. He has authored numerous articles on a wide variety of railroad subjects and has had a number of photos published in *Trains* magazine, and one article in *Classic Trains*. He also has authored two photo books on Conrail and self-published two softcover books on Jackson County railroads.

Dennis Regan - NYCSHS Participation in the 16th St Louis RPM

Page 55



Dennis grew up in New York City and its suburbs, living trackside on the Long Island Railroad and then along the NYC RR Electric Division. His grandfather, father, and an uncle were NYC RR employees. So, becoming a railfan was pretty much a sure thing and an NYC RR focus was inevitable. While in college Dennis got a job offer as a yard switchman on the N&W, but the demands of completing college unfortunately outweighed railroading. After military service, he was an IT professional until retirement. His father introduced the family to model railroading with a Marx tinplate train set, later moving up to a Lionel O-gauge layout. Dennis became an HO-scale modeler years ago. His dream layout will center on NYC RR early 1950s passenger service at Albany, NY just prior to the end of steam locomotive operations. Dennis is a NYCSHS Life member.

Roger Hensley - Ghost Trains

Page 64



In 1959, I entered the U S Navy as an Electronics Technician and left the service in 1963. I worked a factory job for a couple of years and then went to work for IBM as a Customer Engineer. I got married while I was working for IBM and went to work for myself as a manufacturer of cloth/sewn emblems for several years. I sold that and opened a hobby shop primarily selling model train equipment and supplies. I loved that, but all things must end. I went to work for a computer store. I left there to work for Ball State University as an in-house technician for the Career Services department. Then I retired to go to work as a volunteer for the Madison County Historical Society, Inc. where I have been the President and have established a model train section for Christmas Exhibits.

As a youngster, I had two or three trains sets, but it wasn't until I built a couple of train layouts for my kids and then owned the *Train Shop*, that I discovered that model trains just wasn't their hobby, it was mine. I have been actively engaged in the hobby for 40 years now and have a modest sized basement layout. Yes, I have the train layouts at the History Center to occupy me, but I still work on my layout. And after 53 years, my wife still tolerates both the hobby and me.

Bob Chapman - Build the NYCSHS NYC Diner Kit From Prototype Photos Page 66

Bob Chapman is a lifelong model railroader, currently modeling his hometown Cincinnati in HO with its seven fallen flags – B&O, C&O, L&N, NYC, N&W, PRR, and SR. He enjoys writing about the hobby, with over 100 published articles in *Model Railroader*, *Railroad Model Craftsman*, *Mainline Modeler*, and several historical societies, along with co-authoring the book *L&N Passenger Trains*.

On the prototype, Bob achieved his lifelong dream as a licensed steam locomotive engineer, running for ten years on Michigan's narrow gauge Huckleberry Railroad and Iowa's Boone & Scenic Valley Railroad.

Bob attended University of Cincinnati and Stanford University and enjoyed a 34-year career with Dow Corning in Midland, Michigan. He and Barb currently reside in Highlands Ranch, Colorado.

Tom Long - Modeling A Falls - Series 6-Bedroom/Lounge In N-Scale Page 73

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

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

Al Werner - Building A USRA NYC Boxcar Thoughts. Page 73

Al was born in Vincennes, IN, in 1939 and raised in Sturgis, MI from 1948 until 1957. He received a degree in Chemical Engineering and joined Corning Glass Works in 1960. Eventually he became Chief Glass Technologist for Consumer Products Division and retired after a great career lasting thirty-five years. He has been married to the same great woman since 1960 and has two grown kids and five grandchildren. He has enjoyed trains ever since he can remember.

Noel Widdifield - NYCSHS Tool Shop Page 92

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.

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: nfiddifield@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!





Hall of Heroes

We have no new authors to receive our NYCSHS Magazine Writer T-Shirt for their first article in the magazine!
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 nfwiddifield@NYCSHS.org

MICHIGAN SOUTHERN RAIL ROAD.
SPRING ARRANGEMENTS
 FOR 1844.

(Road owned and operated by the State of Michigan.)

FROM MONROE TO ADRIAN, HUDSON AND HILLSDALE.

This Road is now in operation from Monroe to Hillsdale, a distance of 68 miles, and being well provided with Locomotives, Freight and Passenger Cars, is prepared to transport

Freight & Passengers

Expediently and at low rates. This Road is the cheapest and most direct for Passengers going to Indiana, Illinois, Wisconsin, Iowa, South and Western parts of Michigan.

Stages leave Hillsdale for Jonesville, Coldwater, Marshall, Kalamazoo, White Pigeon, Constantine, Niles, Mishawaukie, South Bend,

Month of St. Joseph River, and all the important Western Villages and Cities. Passengers will find it for their interest to leave the Lake at Monroe, to avoid delay, as the Cars on this Road pass Adrian for the West before they can reach Adrian from Toledo; and also to avoid the expense and trouble of Transshipment.

THE TRAIN FOR PASSENGERS LEAVES MONROE DAILY, SUNDAYS EXCEPTED, AT SIX O'CLOCK, A. M. AND ADRIAN AT NINE O'CLOCK, A. M. AND ARRIVE AT HILLSDALE AT Half past Eleven O'clock, A. M.

Leaves Hillsdale at half past 12 o'clock, P. M. and Adrian at 3 o'clock, P. M. and arrive at Monroe at 6 o'clock P. M. FARE THROUGH, \$2. To intermediate places in proportion.

TABLE OF DISTANCES.

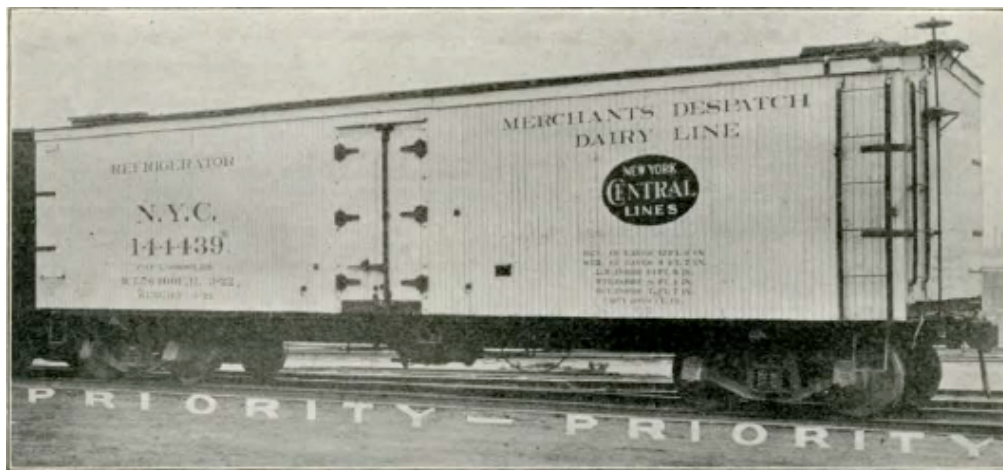
Monroe to Adrian, - - -	34 miles.	Sturges to White Pigeon, - - -	12 miles.
Adrian to Hudson, - - -	17 "	Mottville to Edwardsburgh, - - -	21 "
Hudson to Hillsdale, - - -	17 "	Edwardsburgh to Niles, - - -	11 "
Hillsdale to Jonesville, - - -	5 "	Niles to Michigan City, - - -	36 "
Jonesville to Coldwater, - - -	18 "	Mich. City to Chicago, (steamboat) 60 "	
Coldwater to Bronson Prairie, - - -	13 "	Boat runs through daily.	
Bronson to Sturges' Prairie, - - -	14 "	Niles to month St. Joseph River, 25 "	

Boat leaves St. Joseph daily for Chicago.

J. H. CLEVELAND, Sup't.

May 6, 1844.

Printed at the Adrian Watch-Tower Office, Adrian, Michigan.



This is just a small sample of the many illustrations that are found on just one issue of the *NYC Lines Magazine* flash drives available in the Collinwood Shop. (See page 93 for order form.)

NYCentral Headlight Magazine 1940 - 1968

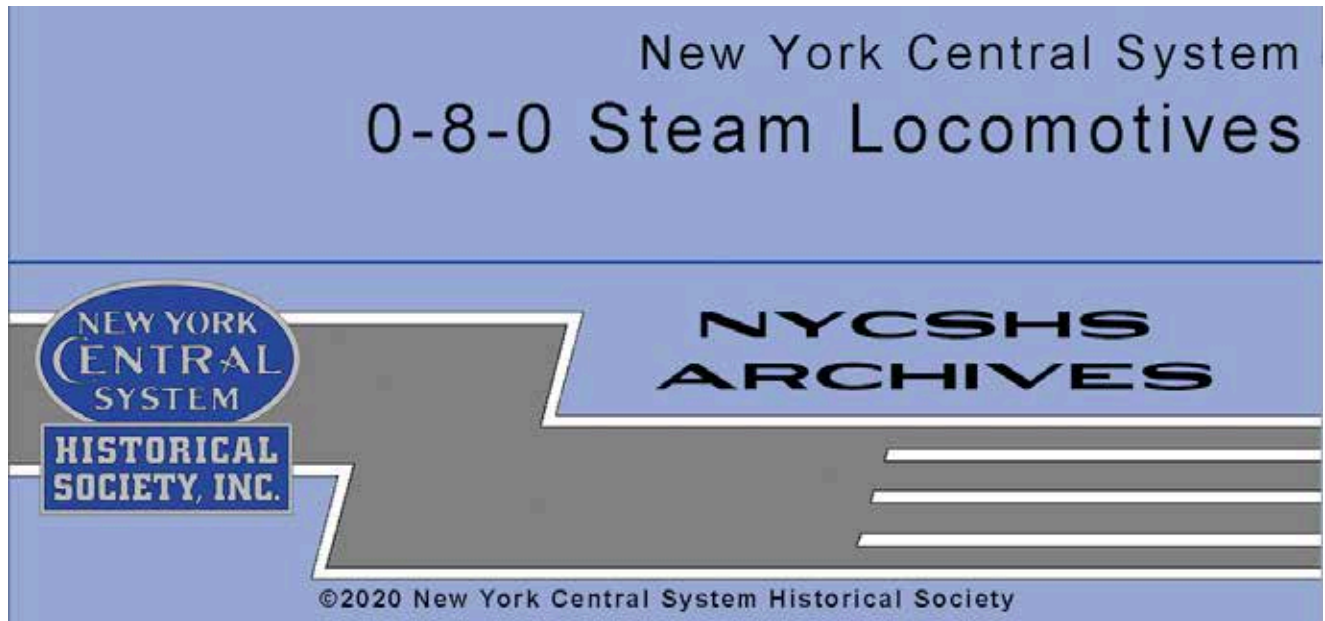


Did Your Grandfather or Great-Grandfather See One of These Flexi-Vans in Tokyo or see it in the NYCS *Headlight* 1960's Magazine For Employees? Did you even know that Flexi-Vans made it to Tokyo?

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

(See page 94 for order form.)

The great collection of many different 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.)

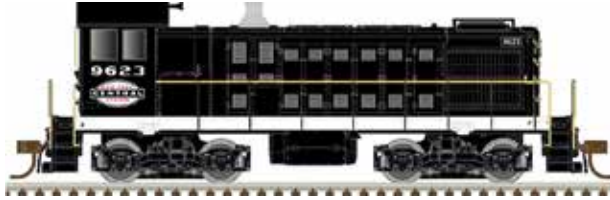
This product is another of the wonderful historical documents produced by the NYCSHS archive volunteers.

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



N-Scale Locomotives

Atlas



NYC ALCo S-2

Built by the American Locomotive Company (Alco) the low-hood S-2 was introduced in 1940 to replace Alco's earlier high-hood switchers. The 1000 horsepower S-2 was a turbocharged version of the S-1. There were 1,502 S-2s sold to North American Railroads. The versatility of the S-2s was evidenced by their service on mainline, shortline and industrial railroads.

Features:

- Scaled from actual prototype measurements
- Option for horizontal or vertical radiator shutters
- Fine scale handrails
- Separately applied coupler cut levers, air hoses, piping, etc.
- Directional LED lighting (includes cab rear headlight)
- Die-cast hood & chassis for improved pulling performance
- Digital-ready chassis
- Dual flywheels for maximum performance at all speeds
- Factory-equipped with AccuMate® knuckle couplers
- Exceptional painting and printing

DCC Operation Features :

- Supports all DCC-programming modes
- Flexible mapping of function keys F0 to F28.
- A total of 4 DCC function outputs are available

- Follows all NMRA DCC standards and recommended practices.

Sound Functionality Features (GOLD LOCOMOTIVES ONLY):

- Over 20 sound effects are available, including engine start-up and shutdown, prime mover sounds through all eight notches, bell, air horn, air compressor, dynamic brakes and more.
- There are 16 user-selectable horns, 2 user-selectable bells, and 2 user-selectable synchronized brake squeals.
- Manual and Automatic Notching modes with the ability to change modes "on the fly" are provided for true realism.

AccuMate® couplers are made under license from AccuRail, Inc.

Pre-order 10/4/2023

MSRP Silver \$139.95 Gold \$249.95 Expected Delivery 2024 [Available in the Collinwood Shop](#)

HO-Scale Locomotives

Bachmann



NYCS Streamlined Hudsons - Image provided by the NYCSHS.

Entering service in 1938, the Streamlined Hudson was one of several locomotives that would come to define the Art Deco period of design. While the locomotive remained



mechanically identical to previous, non-streamlined Hudsons, the styling by industrial designer Henry Dreyfuss updated the external cladding to rival the modern appearance of its early-diesel peers. The locomotive and matching passenger car sets were primarily used on the prestigious 20th Century Limited between New York and Chicago until being phased out in favor of diesel power in 1945. The Bachmann Dreyfuss Streamlined Hudson arrives with all of the authentic and interactive features found on the standard J3a Hudson, including dual-mode TCS WOWSound DCC with CD-quality audio, a Keep Alive" device for uninterrupted performance, and Chuffinity™ technology for prototypical load-based chuff intensity.

Features:

- DCC equipped for sound, speed, direction, and lighting control
- TCS true CD-quality audio in 16-bit 44, 1000Hz sound
- Keep-Alive" device that keeps your engine running during power interruptions due to dirty track or loss of electrical contact
- Voice-guided Audio Assist" programming tool for easy setup of almost all decoder functionality
- Offered in two versions - four Road numbers

MSRP \$549.00 Expected Delivery 2024
[Available in the Collinwood Shop](#)

Bowser



Baldwin NYC VO-660

HO Ready To Run Locomotive. Many added details: air hoses, windshield wipers, grab irons,

coupler lift bars, operating headlight, window glass, fuel tank, can motor, flywheels, blackened wheels with RP25 flanges and knuckle couplers. Analog (DC) version features 21 pin plug for DCC. DCC/Sound version features LokSound V5 decoder. Two road numbers in each version.

MSRP \$199.95 DC \$299.95 DCC/Sound
Expected Delivery Winter 2024

Pre-Orders Due 10/5/2023 [Available in the Collinwood Shop](#)

HO-Scale Rolling Stock Bachmann Trains



NYCS 55' Flatcar with Wheel Load

With the friction created from steel riding on steel, wheels on locomotives and rolling stock periodically need to be replaced for safety and smooth performance. When being delivered by rail, new wheels are typically transported on flatcars that have been built or modified for this specific purpose. The Bachmann 52' Wheel Flatcar represents examples of this car found from the 1950s through the early-2000s, the prototypes of which were modified from earlier general-use flatcars.

Features:

- New and existing tooling
- Highly detailed painted bodies with precision graphics
- Removable plastic wheel load
- Magnetically operated E-Z Mate® Mark II couplers
- Blackened machined metal running wheels with RP25 contours
- Road Number X-29499



MSRP \$49.00 Expected Delivery 2024
[Available in the Collinwood Shop](#)

NYCSHS/American Model Builders



Tongue & Groove 17445 Springfield, OH 1935-1955 lettering
NYCSHS Image PB300064

NYCS Big Four Tongue & Groove Caboose Kit



NYCS Big Four Plywood Side Caboose Kit

The NYCSHS is producing a HO-scale kit of a Big Four caboose in two different versions produced by American Model Builders, makers of LASERKits®. This kit is exclusive to the NYCSHS and will not be available through normal hobby distributors. In HO-scale, ready to run, plastic or wood kits of this caboose have not been offered in the past. Brass models imported more than 30 years ago are the only models of these available and they do not show up on the market often.

The LASERKits® caboose kits represent a caboose that was used by the Cleveland,

Cincinnati, Chicago and St Louis Railway, commonly known as the Big Four. The Big Four had extensive trackage in Ohio, Indiana, Illinois and even reaching Michigan. Besides the four large cities in its name Louisville and Indianapolis were also served by the railroad. The Big Four was merged into the New York Central System in 1930. After that the former Big Four caboose could be seen across the New York Central System.

These cabooses were built between 1904 and 1927 and many earlier cabooses were rebuilt to this design, eventually numbering more than 300. These cabooses were ahead of their time as their rooftop look out called a cupola was wider than the sides of the caboose, a design feature that was common for cabooses built in the 1960's to the 1980's. Originally these cabooses had tongue and groove siding.

Beginning in the 1950's plywood siding was added and a window on each side removed from some of the cabooses giving them a slightly different look (Available also in this store). These cabooses continued to serve New York Central through the end of the 1960's when they were retired. Today only two examples of this type of caboose are known to exist. Only one is on public display at the Shirley Historical Society's Depot Museum in Shirley, Indiana. The plywood siding version is also available here in the store.

Two versions of this HO-scale caboose are available, this one with the standard tongue & groove siding, the other with plywood siding (Also available in the store). The kits feature 100% laser-cut components with laser-scribed side and end walls, tab & slot and peel & stick construction, laser-cut underframe, end platforms, end railing, and brake wheels, cast resin platform steps and brake gear with fully illustrated instructions that provide information on painting and decaling the assembled model. In addition, the HO-scale kit provides for optional details such as side



windows that can be modeled open or closed and a complete set of screen doors and windows. Decals provided would allow the modeler to letter their caboose in all the common lettering schemes from 1904 through the 1960's.

MSRP \$64.95 Expected Delivery Late 2023
[Available in the Collinwood Shop](#)

Tangent Scale Models



NYC General American Covered Hopper Lot 946H & Lot 952H "Delivery Gray 1-1965"



NYC General American Covered Hopper Lot 959-H "Undecorated"

The first order of GATC 4700 covered hoppers. This NYC group utilized GATC's earlier 13-post body style and were delivered in gray with the NYC "cigar-band" graphics. These models feature a high-mounted Miner 6600 power brake with a separate short release lever and modern brake wheel, General American roofline, with the edge rivets, huck bolts, roof ribs and those

gorgeous roof hatches with separately applied (metal!) grab irons and detailed lock mechanisms. Underneath, these NYC cars were delivered with Wine Gravity Gates with their distinctive, angled bracing. The cars were painted in a medium gray, not to be confused with the Despatch Shops-built 4700s that were a light gray.

Features:

- True colors
- Kadee® scale couplers
- "Near-scale" draft gear box
- Multiple road numbers for each scheme
- SRS "smooth" welded roof with both upper and lower flange roof edge fastener
- Ribbed roof hatch
- "See-through" Apex running board and Apex/Morton crossover platforms
- Road-specific details for each scheme, including 2 different brake systems, 4 different outlet gates, 2 different crossover platform options, 5 brake wheel housing and clevis options and 2 different routing board options
- Separately applied scale wire grab irons and coupler lift bars
- Metal corner stirrup steps
- Separate flexible rubber air hoses
- CNC-machined 36" wheels with front and back detail and accurate tapered axles
- Tangent Scale Models 100-ton Barber S-2 trucks with prototype-specific rotating bearing caps

MSRP \$56.95 Decorated/\$48.95 Undecorated
Expected Delivery Now

Not carried in the Collinwood Shop because of very limited discount to dealers.



Yarmouth Model Works



©2023 YARMOUTH MODEL WORKS

NYC 40' Steel Rebuilt

From 1936 to 1939 the New York Central rebuilt some 15,000 boxcars. Approximately 6000 of these came from the 1916-18 built double sheathed cars and were renumbered into the 128500-129349 and 151000-156128 series.

The kit is a rework of the original Sunshine Models kit, with a one-piece body, all new underframe, custom etchings and new decals from National Scale Car. TMW truck frames are included.

MSRP \$65.00 Expected Delivery Now



©2023 YARMOUTH MODEL WORKS

NYC 1 1/2 Door Raised Roof Rebuilt

Starting in 1930 Michigan Central (part of the NYC System) started rebuilding cars first purchased in 1922, by adding 18" wide steel plates to the tops of the cars to increase capacity to better serve newer customer requirements.

The kit is a rework of the original Sunshine Models kit, with a one-piece body, all new underframe, custom etchings and new decals from National Scale Car. TMW truck frames are included.

MSRP \$65.00 Expected Delivery Now
<https://www.yarmouthmodelworks.com/>
Not carried in the Collinwood Shop because of no discount to dealers.

HO-Scale Structures

For Best Train Models



A 3D printed "kit" that represents the interlocking tower located in Pana, Illinois, in HO scale. There are eight parts consisting of four walls, a sub roof, a chimney, roof brackets, and a staircase as shown in the photo. The pictures show my completed model that was glued together, painted, and shingled with GCLaser laser cut shingles.

MRSP \$80.00 plus \$10.00 shipping. Expected Delivery Now. Not carried in the Collinwood Shop because of no discount to dealers.

<mailto:forbestrainmodels@gmail.com> for details or ordering.



HO-Scale Loads

Bowser Manufacturing



The Bowser coal load in one of the Accurail hoppers.

Bowser is offering a line of new coal loads for a variety of HO-scale manufacturer's lines of hoppers. The load is made with real coal in thirteen load styles custom made to fit each style of hopper. The load fits in any Bowser & Stewart, Accurail, Athearn, and Intermountain hopper.

MSRP \$10.95 2 per package Expected Delivery Now. [Not available in the Collinwood Shop](#)

N-Scale Rolling Stock

Kalmbach Publishing/RailSmith Models



Milwaukee, Racine & Troy 64-Seat Lightweight Coach #2022

A Pullman-Standard 64-seat fluted-side lightweight coach has joined the growing lineup of N scale Milwaukee, Racine & Troy offerings in the Kalmbach Hobby Store. The RailSmith Models car is **based on a New York Central prototype (plan 7484)**.

The coach, designed for commuter service on *Model Railroader's* State Line Route layout, has

an injection-molded plastic body with a separate, factory-applied roof; sprung diaphragms; and clear window glazing. The grab irons, stirrup steps, and roof details are molded.

The separate, one-piece plastic underbody has metal contacts for interior lighting (not included) and numerous molded details. The screw-mounted trucks have built-in brass wheel wiper pickups, metal wheel stubs mounted on plastic axles, and truck-mounted Accumate couplers. A one-piece interior, molded in light brown, has plenty of room for adding passengers.

Limited quantities available.

MSRP \$50.00 Expected Delivery Now.

Not carried in the Collinwood Shop because of no discount to dealers. Included here since it is a NYC type coach.

O-Scale Locomotives

MTH



Empire State Express Hudson #s 5450, Scullin 1940, #5447, Boxpox 1940



20th Century Limited Hudson #5446, Boxpox 1938, #5452, Scullin 1938

PROTOTYPE HISTORY

Before it was eclipsed by the Twentieth Century Limited, the Empire State Express was the New York Central's flagship passenger run. In 1893, it was the Empire State Express, led by



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BY NOEL WIDDIFIELD



a hot-rod 4-4-0 with outlandishly large drivers, that became the first man-made vehicle to exceed 100 mph and made the New York Central famous around the world. Beyond the record-setting run, the Empire State Express gained recognition as a pioneer in high-speed rail service on its New York-Buffalo-Cleveland route. Scientific American noted in 1898 that the Empire State Express "opened the present remarkable era of fast, long distance express trains. [It] will always figure conspicuously in the annals of the world's railroads as being the first to maintain a regular schedule speed of over 52 miles an hour for an unprecedented distance and for runs of unprecedented length between stops.

But by the Roaring Twenties, most high-class rail travel was by Pullman, and coach trains on daytime runs, like the Empire State Express, were often seen as a less desirable way to travel. High-quality coach travel made a comeback during the Depression, however, as railroads sought to attract customers by offering less-expensive fares combined with upgraded amenities. So it was that on December 7, 1941, with much fanfare, the New York Central launched a newly equipped Empire State Express with two Henry-Dreyfus-styled Hudsons and gleaming, streamlined Budd-built train sets. Passengers on the inaugural run were surprised at the scarcity of trackside observers - until they heard about the event halfway around the world that had overshadowed all other news that December Sunday.

The 1938 edition of the Twentieth Century Limited is often regarded as the high-water mark of the American passenger train. Thirty-six years to the day after passengers strode down a red plush carpet to the first run of the Century - inspiring the phrase "red carpet treatment" - the new incarnation of America's most famous train pulled out of Grand Central Station behind a homely boxcab electric. Thirty-three miles later, at Harmon, New York, the

train was turned over to a streamlined Hudson with a prow reminiscent of a Roman gladiator's helmet, and the effect was complete. From engine to observation car, in every detail down to the dining car china and matchbook covers, the train had been styled by Henry Dreyfus, a giant in the then-new profession of industrial design. The design was so handsome and striking that it became a symbol of the New York Central railroad and, later, of the entire Art Deco era. Decades later, Time magazine selected the locomotive as its single symbol of the twentieth century.

Advertised as "the first all-room train in America, 16 hours between New York and Chicago," the 1938 Century was the last word in luxury travel. Every afternoon the famous red carpet was unfurled in Grand Central Station, welcoming passengers aboard. Taking aim at Pennsy's rival Broadway Limited, which had to cross the Allegheny Mountains to make the same trip, the New York Central promoted itself as "The Water Level Route... You Can Sleep."

Leading the train was one of the best examples of streamlining ever applied to a locomotive. Unlike Raymond Loewy's design for the Broadway Limited's Pacific's, which largely hid the engine under a streamlined shroud, Dreyfuss' styling clung tightly to the locomotive, glorifying rather than hiding its shape and boldly displaying the wheel and rod motion that make a steam engine so exciting. No wonder the Dreyfus Hudson has been a favorite image of graphic artists ever since.

M.T.H. returns the most fun-to-operate O scale model of both of these landmark locomotives ever made. Our Dreyfus Hudson is offered in several prototypical versions with either the original 1938 paint scheme with blue edging on the stripes, or the cleaner, more simplified 1940 scheme. Play the departure announcements for the Twentieth Century Limited and begin your trip so smoothly that your passengers won't



realize they're moving. Listen to the chuff sounds and synchronized puffs of smoke accelerate as your train picks up speed. If you're operating with the M.T.H. DCS system, you can even make your own signature sounds with the quillable whistle feature. In model railroading, it doesn't get any better than this.

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

Product Features

- Intricately Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Hand painted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler
- O-scale Kadee-Compatible Coupler Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Illuminated LED Driver Lights
- Operating LED Marker Lights

- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Powerful Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Steaming Quillable Whistle
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion Capable
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 21" x 2 5/8" x 3 11/16"
- Operates On O-42 Curves

MSRP \$1,399.99 Expected Delivery Mar 2024

Not carried in the Collinwood Shop because of very limited discount to dealers.

Announcements

Scale Trains

Scale Trains announced that they have acquired Exact Rail that produces N- and HO-scale freight cars and bridges.

It appears that the first car to be released from the Exact Rail line will be the PS 4,427 cubic foot, three bay low-side covered hopper.

White River Productions

White River Productions announced that they are moving *HO Collector & O Scale Trains* Magazines to an annual format and will release both magazines in that format starting in the fall of 2024.



Magazines

Classic Toy Trains July/August 2023



"Photo Album"

"Bruce Baron's O-Gauge Layout p. 12

Great phot of Bruce's NYC GP-30 and NYC covered hopper in Cigar Band liveries.

"Uncataloged Marx NYC Passenger Set, by Albert Woodward, pp. 36 - 37

Interesting article about the NYC passenger train set only available by mail order. Photos include the ad for the set, one of the loco and one of the cars.

"Treasure In Lionel's No. 1250 Service Station Special, by Brendon Deatrich, pp. 48 - 49

Another interesting article about this 1972 special set that could only be acquired from an authorized Lionel authorized service station.

Classic Toy Trains Sep/Oct 2023



"Letters"

"More Marx from Aldens, p. 6

Letter about finding a Marx NYC passenger set at an auction with an #4000 E7 cab with long wing-shaped white strips at the front and four passenger cars. Also, a photo of the set in a box.

"Photo Album", Clem Krzeczowski's O Gauge Layout, p 10

Photo of couple of locos with one being a NYCS Niagara and short description of his layout.

"Photo Album", "Claude Mandia's O-Gauge Layout" p. 12

Photo of a NYC F3 cab unit coming out of a tunnel on Claude's O-gauge layout. His layout is 10 ½ X 12' and sets on the floor rather than being elevated.

"Time Machine To a Postwar World". By Roger Carp, p. 32 & 35

Article about Russ Boersma's O-gauge layout and the memories that it brings Russ for the 1940s. A great photo of a F3A/B set pulling a freight above a 1940's farm scene. There is also a photo of a freight with a flat car with a pair of NYC Pacemaker Freight Service trailers running above a nicely done "Betty's Diner" replete with numerous interesting signs advertising the menu.

Classic Trains, Fall 2023



"The Way it Was" "Big Four Speedway" by Philip A. Weibler, pp. 68 - 70.

The author remembers racing the *James Whitcomb Riley* in his brand new 1949 Buick Super on a family trip from Geneva, IL to Mammoth Cave in Kentucky.

On the last leg of the trip on an open highway in Indiana as the *James Whitcomb Riley* was rapidly gaining on them, Philip urged his father to race the train and he accelerated the Buick to 80 mph, but the train swept past them.



WHAT'S NEW
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BY NOEL WIDDIFIELD



Turned out that the year-old Buick with a 249 cubic inch straight 8 was no match for the 1929 NYC Hudson.

The article also contains two photos of the Riley taken with the author's Kodak Baby Brownie.

Classic Trains - Special Issue - Fallen Flags - New York Central Remembered



Classic Trains is back with *New York Central Remembered*, 100-pages covering the history of New York Central, 20th Century Limited passenger trains, Grand Central Terminal, Water Level Route, and more.

On sale now and the NYCSHS has a major membership ad on the back cover. Don't miss this one.

Model Railroader, Sep 2023



"Rejuvenating A Scene", by Dave Abeles

In this article Dave tells us how he improved the CP 282 on his *Conrail Onondaga Cutoff* by incorporating a new tower to his layout. The tower built by Perry Squier who used NYCS blueprints for the Syracuse Junction Tower that he saved. It is a neat model and was a perfect fit for Dave.

Model Railroad News, July 2023



"New York Central Caboose Kit by American Model Builders", p. 27

AMB announced the release of the previous NYCSHS NYC short wood caboose exclusive model. They are now available from any dealer who buys from AMB.

Model Railroad News, August 2023



"Review HO" "Heartland Hobby Wholesale Exclusive E8A From Rapido Trains", by Tony Cook, pp. 44 - 47

Tony provides an excellent review of this interesting "Green" E8A that comes with the Cigar Band logo and in two road numbers. The article contains many excellent photos of the model two photos of this green loco when it was running in the 1960s.

[This model is available in the Collinwood Shop.](#)

Railfan & Railroad, July 2023

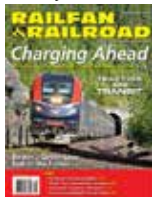


"On The Menu", "Vignettes: Railroad Resorts", by James D. Porterfield, pp 76 -77



James provides a short review of some of the many resorts that supported several railroads with places to spend summer hours away from the heat of eastern big cities. He illustrates the article with three NYC brochures for the early 1900s and the railroads that carried passengers seeking to get away from the heat and enjoy pleasant vacations resorts that could be reached by rail.

Railfan & Railroad, Sept 2023



Preservation Railnews p. 16

“NYC Shop Switcher to New Rochester Home” by Otto M. Vondrak, p. 16

The 0-4-0 tank loco that was saved by a school custodian in 1964 is being moved to a new home at New York’s Rochester & Genesee Valley Railroad Museum.

It is a story of another miraculous save of an historic NYC locomotive. The museum’s volunteers are performing a full evaluation to determine what all needs to be done for restoration.

Railroad Model Craftsman, July 2023



“Receiving Yard”, “Osgood-Bradley 70-Foot Suburban Coach”, p. 18

This review covers the coach was designed in 1924 for commuter service in metropolitan areas. Lambert Locomotive Works’ 3D-printed kit is aimed at the experience modeler and is modeled in several roads, including the NYCS where it was used on the Putman Division and Boston & Albany.

[This model is available in the Collinwood Shop.](#)

“Editor’s Notebook” by Otto Vondrak, pp. 91-92

This is an interesting article by Otto, and he tells us about his plans for building his model railroad. The article focuses on the station in his hometown of Katonah, NY.

He provides an excellent history of the station and how he first drew up plans for it many years ago and then acquired a set of architect’s blueprints from a guy he made friends with.

The remainder of the article allows Otto to tell us that while he has spent many years thinking about building the model, he concludes by telling us that he really is now thinking about doing some benchwork and concludes like many modelers, “two steps forward, and one step back”. Perhaps like many, he will one day finish his planned empire. But Otto always tells a good story in his articles.

Railroad Model Craftsman, August 2023



“Craftsman Workshop”

“Craftsman Kit Cornucopia”, by George Dutka, pp 78 -83

Although this article does not relate directly to the NYCS, I am including it because it provides a great review of some of the building kits that are offered by several leading craftsman kit builders. I also notice that he leaves out some that I found to be pretty good over the years, but it is still a very informative article about model railroad buildings.



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



Railroad Model Craftsman, September 2023

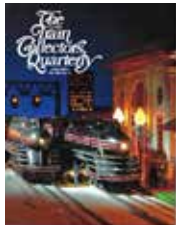


“Receiving Yard”

“NYC Short Standard Caboose”, pp 20- 21

American Model Builders is now offering the caboose we helped them design and we had exclusive rights to for the first year. They now are advertising the caboose as their own offering.

The Train Collectors Quarterly July 2023



“Lionel 773 Hudson, by Jerry Rindone, pp 22 -23

Jerry begins by reminding us that the Lionel 773 was the most popular locomotive the Lionel offered between 1946-1969. He goes on to provide an excellent history of this model and a description of the loco’s details throughout its long history with Lionel.

The article includes several high-quality photos of the various versions of the loco and he concludes by urging readers to watch for these locomotives as they are well worth the price.

“Early Twentieth Century Toy Trains” by Scott Druhot, pp. 24 - 30

In this article, Scott provides us with an excellent review of painted metal trains from pre-WWII. It is a very informative article and includes photo examples of NYC locos and rolling stock in this type of model. In one of the photos, I saw a water tower exactly like the one I inherited from my Dad and is displayed on of

the shelves with several of Dad’s variety of models in the various scales he collected over the years.

Railroad and Model Railroad Magazines

Every month your editor receives 10 railroad and model railroad magazines. I spend a good amount of time reading these magazines for my own pleasure, but also for scanning them for articles and ads for NYCS models and features.

Like all of you, I have some favorites that I find informative and entertaining, but some of them seem to have faded over the past few years so that they don’t resemble the magazines of the past that I looked forward to each month.

How about you? What are your favorite ones and which ones have you abandoned over the years?

Tell me your thoughts about magazines and our hobby. nwiddifield@NYCSHS.org

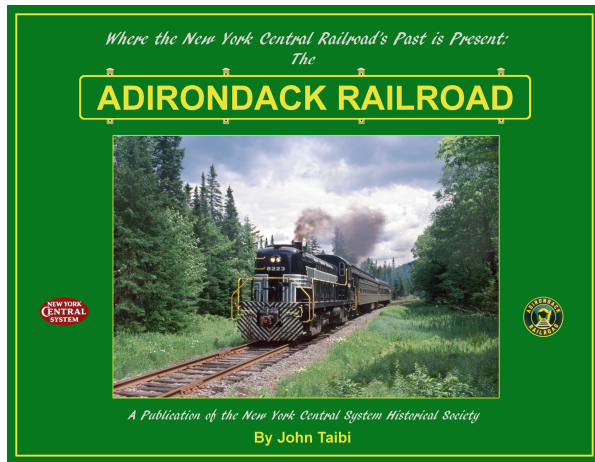




NYCSHS Announces Another New Exciting Book

Where The NYC Railroad's Past Is Present: The Adirondack Railroad

By John Taibi



The New York Central System Historical Society announces another exclusive great book about one of the NYC railroads.

It was the New York Central Railroad that brought the eyes of the World to view the beauty of Adirondack Park. For 73 years, the Central's Adirondack Division trains introduced their passengers to the majesty of the Park's mountains and the awe-inspiring settings in which the Park's many lakes, ponds, rivers, and streams were collectively regarded as attractive "sheets" of water. For these years the New York Central Railroad and Adirondack Park – America's premier railroad and preserve – co-existed harmoniously, each complementing the other. But this marriage ended suddenly in 1965 when passenger operations ceased between Utica and Lake Placid due to the changing travel attitudes of visitors destined to the Park. The automobilists, however, soon discovered that roads could not take them to the heart of the Park where the rails had.

The New York Central's system trackage was reduced in length when the railroad sold its line through the Adirondacks to New York State in 1974. For four years the line lay dormant, but the Adirondack Railway was allowed to operate trains to Lake Placid until 1980. Then, dormancy returned to the Snow Jct. to Lake Placid railroad corridor.

As the 100th Anniversary of the of the completion of the Adirondack Division's predecessor – the Mohawk & Malone Railway – approached, individuals realized that the significant event would be a good time to bring the line back to life. On July 4, 1992, the Adirondack Centennial Railroad was allowed by New York State to run tourist trains from Thendara to Minnehaha. At nearly the same time, the Adirondack Railway Preservation Society was formed, and on January 1, 1994, the Adirondack Railroad (ACRR) became the Adirondack Scenic Railroad (ASRR) that operated under the guidance of Adirondack Park Service (ARPS).

Over time, the ASRR prospered and expanded its operating district to include running trains to Carter, Big Moose, from Utica to Thendara, and from Saranac Lake to Lake Placid. Then, as the ASRR emerged as the Adirondack Railroad in 2020, New York State committed funding for the rehabilitation of the "Lake Placid Corridor" from Snow Jct. to Tupper Lake.

After two years of track and right-of-way rehabilitation, the Adirondack RR once again was able to expand its tourist service to Beaver River, and then directly through the heart of the Park to Tupper Lake. People were once again able to view the magnificent Adirondack Park scenery that had been seen earlier by the New York Central Railroad's generation of passengers.

After taking a fond look back at the glorious years of Adirondack service by the NYC, *The Adirondack Railroad* examines, explores, and interprets the following railroading eras that provided service through the Park while New York State possessed ownership of the line. As in the past, the Adirondack Railroad and America's foremost Park interact in a manner – today – that benefits both the railroad passengers who desire to see the otherwise inaccessible interior regions of the preserve, and the Park that should be seen by tourists to be appreciated. In this way, the Adirondack Railroad perpetuates the memory of the earlier New York Central Railroad service so that

railroading and the Park still complement each other and interact perfectly together.

On October 24, 1892, when the Mohawk & Malone Railway opened for service, Dr. Webb knew that it would be a line where passengers enjoyed Adirondack Park vistas. Now, 131 years later, the Adirondack Railroad provides the same enjoyment for its passengers.

This is Author Taibi's 15th book about railroading, mostly within New York State.

- 360 pages, 601 color photographs, and 191 black and white pictures

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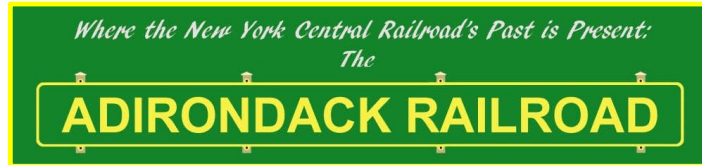
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Where the NYC Railroad's Past is Present:

The Adirondack Railroad



It's always best to remember the past by enjoying period photographs. Sometimes it helps to observe the present to better appreciate the past. In **"THE ADIRONDACK RAILROAD"** you can enjoy the best of the New York Central Railroad's former and current eras of operations within Adirondack Park by employing both viewing methods.

As the author of **"THE ADIRONDACK RAILROAD,"** I'm pleased to be able to tell you that this book traces the history of the New York Central's Adirondack Division right up to the present operation of the Adirondack Railroad. Using its chapters;

1- *Ancestry, The Adirondack Division* – provides a full history of the railroads that operated on this corridor, beginning with the Mohawk & Malone Ry., 2- *NYCRR's Last Passenger Train to Tupper Lake*- The complete account of the September 24, 1965 excursion to Tupper Lake that became the NYCRR's last passenger run on the former M&MRy., 3- *Looking Back at the Eager Beaver Line*- Discusses the operation of the Adirondack Railway 1977-1980, 4- *The Centennial and Scenic Railroads*- Examines the emergence of the Adirondack Centennial and Scenic railroads that strived through operation and appearance to replicate the NYCRR era, 5- *Characteristics of the Road*- Provides the reader with a description of the operating territory through which the NYCRR and its subsequent railroads ran, including highlights for the areas entitled *Nehasane Park – Hallowed Ground, Time Stands Still at Carter, Beaver River – Where the Past is Present, Several Days at Brandreth, and Horseshoe – Abbot Low's Playground*, 6- *A Last Look at the North End* takes us for an historic and contemporary look at the Tupper Lake to Lake Placid portion of the railroad that has been abandoned, 7- *AdkRR Passenger Car & Locomotive Rosters* shows how the Adirondack Centennial and Adirondack Scenic railroads showcased historic NYCRR color schemes, 8- *Working on the Railroad - the Rehabilitation* gives a full accounting of the restoration of the Remsen to Tupper Lake trackage that allows for 45-mph operation by the Adirondack Railroad. During the course of this 3 year work, I had been present for much of the rehabilitation work performed by Tartaglia Rail Services and supported by the AdkRR. I can truly tell you that all of the personnel performing this effort were aware of the historic significance of the line and its operation by the New York Central Railroad, and 9- *Mission Accomplished*- Brings us to the present day where the Adirondack Railroad once again provides passenger train service between Utica and Tupper Lake just as during the NYCRR era. Dare I say, maybe better? That's because the AdkRR offers dining and dome car service on the *"High Peaks Limited"* that runs the entire distance from the Mohawk Valley to the end of track at Tupper Lake.

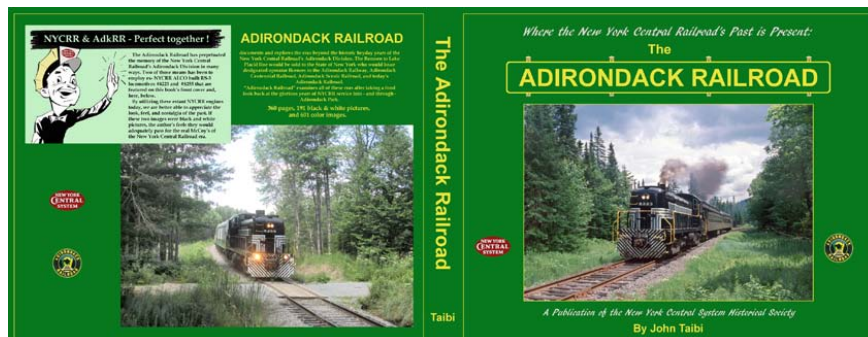
These chapters present a full history of the only railroad to serve the interior region of Adirondack Park. **"THE ADIRONDACK RAILROAD"** does this by utilizing 360 pages of text and photographs (601 in color, 191 black & white) to fully examine the past history that includes not only the NYCRR, but the emergence of the Adirondack Railway in 1978, Adirondack Centennial Railroad in 1992, the Adirondack Scenic Railroad in 1994, and the present operation of the Adirondack Railroad. In addition to the development and operation of these railroads, the 2020-2022 rehabilitation of the Snow Jct. (Remsen) to Tupper Lake corridor is fully described.

If you have my previous book *"Silver Rails through the Heart of the Park"* you'll find that **"THE ADIRONDACK RAILROAD"** does not duplicate the 799-page earlier book, but augments it by providing new information and images, and by fully describing the varying eras of Adirondack Park railroad operation.

"THE ADIRONDACK RAILROAD" continues the tradition established by the New York Central System Historical Society in producing informative and durable hardcover books that will continue to perpetuate the memory of the railroad it admirably salutes.

Questions? Please feel free to contact me via voice or text: 315-361-0000.

John Taibi



Where the NYC Railroad's Past is Present:

The Adirondack Railroad

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Front cover, above- On Father's Day, June 15, 1998, Adirondack Scenic Railroad General Manager Doug Ellison sanctioned a special Photographer's Train that had been arranged by Tom Trencansky (see page 83). It ran south from Thendara to Minnehaha, then north to Carter (see page 82) before returning to Thendara for a night photo session. Pictured is former NYCRR RS-3 #8223 pulling 2 NYCRR attired coaches making a "runby" at Lotus, H63.38. The RS-3 came to the Adirondack Centennial Railroad in 1993; the coaches are ex-Canadian National Railway cars. Photograph by Matt Giardino.

Rear cover, below- On the occasion of the ASRR's 25th Anniversary celebration, ex-NYCRR RS-3 #8255 leads the southbound local train from Thendara as it nears Otter Lake at Kowalik's Crossing, H48.32, on August 13, 2017.

All uncredited contemporary color images are the creation of John Taibi and his Canon digital camera(s).

All uncredited black & white historical images are from the collection of Timothy Mayers (see page 354). Photographs by Philip Hastings, Alan Thomas, and Arthur Deeks, Jr. are also from Timmy's collection.



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NYC Chatham Crossing

By George Povall



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Featuring the photography of D.R. (Bob) McCulloch



By George Povall Featuring Photography of D. R. McCulloch

George Povall 80 pages softcover

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

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

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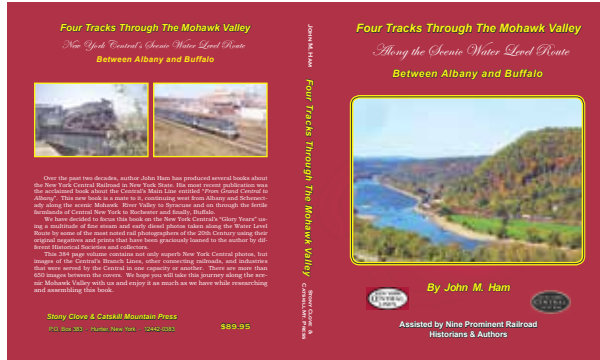


NYCSHS Announces a Big Sale on this book!

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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.

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

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

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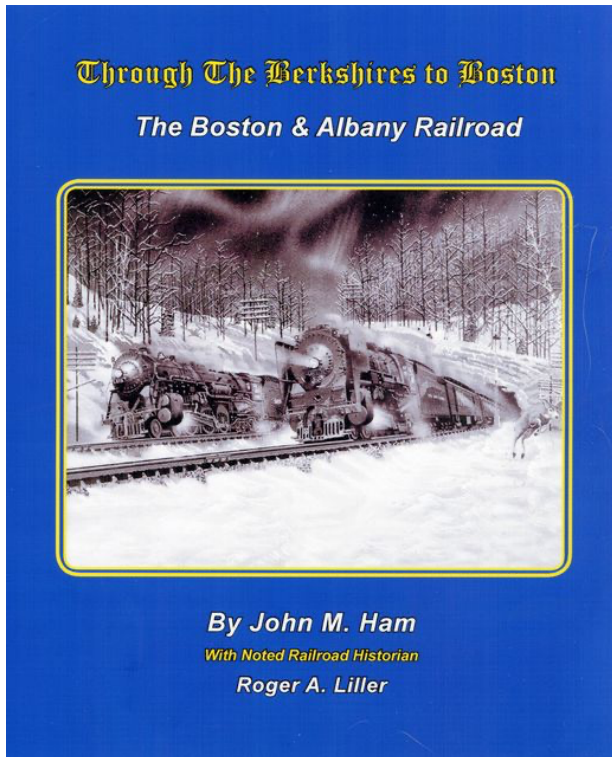
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Another New Exciting Book

Through The Berkshires to Boston

By John M. Ham With Roger A Liller



Over the last five years, author John Ham has produced four books partnering with railroad historian and writer Roger Liller, who grew up along the New Haven Railroad in Connecticut and has spent his life researching the railroads of New England. His knowledge of and memorabilia collection concerning the railroads in the Berkshires gave rise to this publication about the Boston and Albany Railroad.

John decided to focus this book on the Boston & Albany's steam era "Glory Years", relying heavily on the scenes taken in the Berkshires. He was able to obtain a multitude of quality steam and early diesel photos that were taken over the years by some of the most noted rail photographers of that period. Many of their original negatives and prints have been graciously loaned to us by different Historical Societies, New England's town and city archives and well-known collectors.

This 336-page publication contains not only superb Boston & Albany Main Line photos, but images of its branch lines, major connecting railroads, and the

cities and towns that were served by the B&A in one capacity or another. More than 120 stations are seen on the pages and with 600 photos, maps and timetables are between its covers. We hope you will take this journey from Albany to Boston through the scenic Berkshires with us and enjoy it as the authors had while assembling and producing this long overdue book.

Our new and long overdue book about the Boston & Albany Railroad is nearing completion and some of the artwork has already been sent to the printers for proofing.

It has been an exhausting and tedious task gathering more than 600 top notch steam and early diesel black and white photos, maps and timetables, but with the help of so many knowledgeable friends and historic repositories, we have been able to accomplish putting it together.

Photos by renowned rail photographers Richard Hover and the late Dewey McIlwee.

The book shows more than 120 station stops on the B&A's main line and her several branches, along with significant photographic coverage of Albany, Pittsfield, Springfield, Worcester, and Boston.

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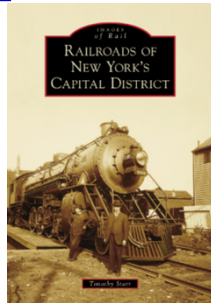
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The second chapter covers Albany and vicinity with information and photos of the NYC's West Albany shops, the Albany Union Station and the railroads that served Albany's industrial area.

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.

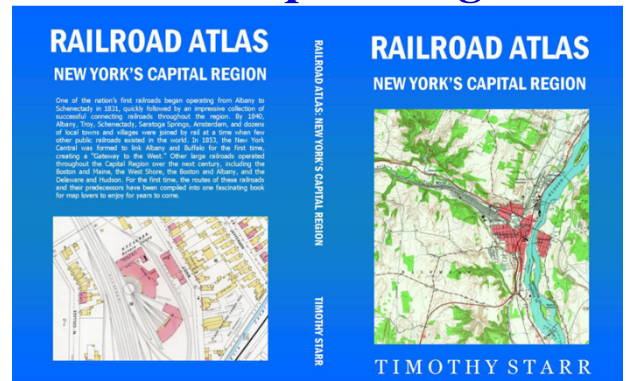
The Troy area is covered with a look at Troy's Union Station and coverage of the railroad traffic through the heart of the city.

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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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.

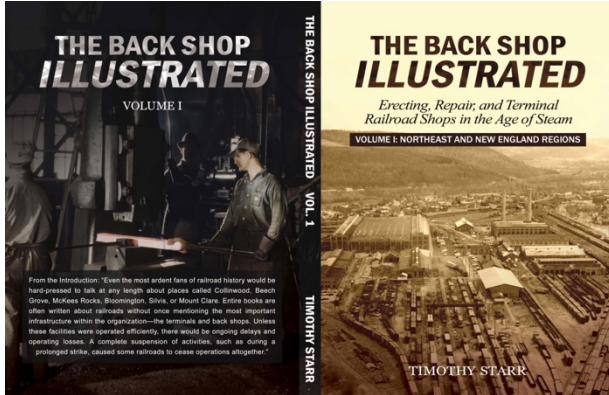
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For the first time, a comprehensive history of the largest heavy repair shops in the United States during the steam era has been published. The first volume, titled Northeast and New England Regions, has nearly 300 fact-filled and profusely illustrated 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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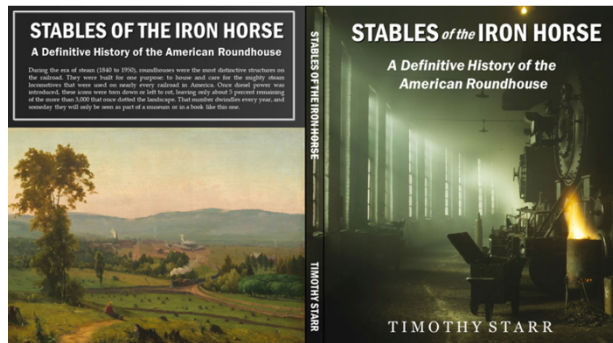
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During the steam era (1840 to 1950), roundhouses were the most distinctive structures on the railroad and often the most distinctive in the entire town. They were built for one purpose: to house and care for the mighty steam locomotives that were used 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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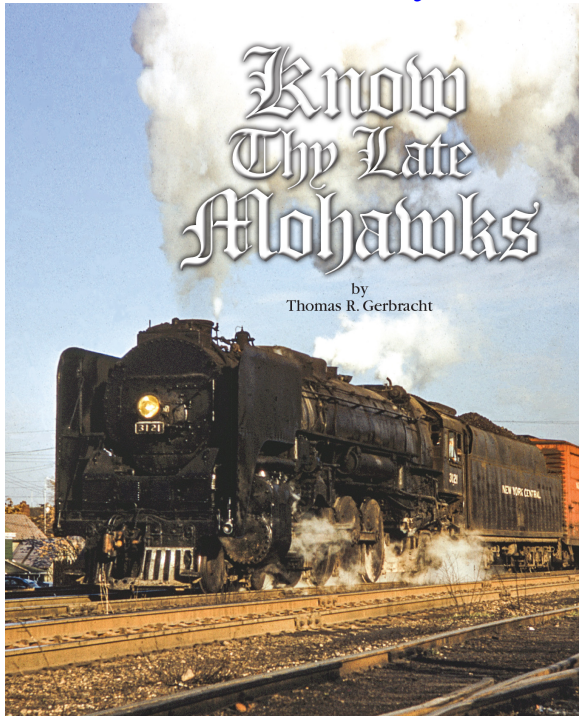
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NYCSHS Announces Another New Exciting Book

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.

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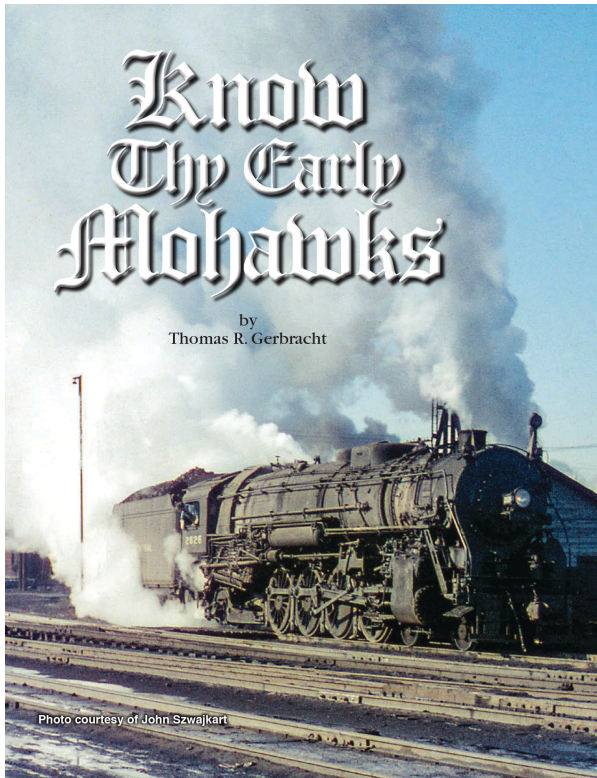
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NYCSHS Announces a New Exciting Book

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.

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Hello,

Do you have any publication that illustrates (drawing preferred, but photo is OK) of a BIG FOUR (C. C. C. & St. L.) gondola?

Regards, Andy Romer

Andy,

You can search for photos at <https://nycshs.org/nycshs-digital-archive/>

The site contains all of our photos, and you can purchase them directly there.

Thanks, Noel

Noel,

Thanks for the prompt reply !

Andy

Hello and thank you for your help in advance.

I model N-scale passenger trains, and I'm having trouble finding Mercury train decals, I have the Book already for information. But it does not have any Color pictures that are not drawings?

I would really like to have the Mercury medallion and numbers, and the name so I can put on Custom car's or repainted from store bought cars. I'm not sure what the color of the train is (medium Gray or Battleship Gray) is truly the right one?

The other Big problem is the layout of, and measurements for the Buffalo Central Terminal. Since I'm from Buffalo NY originally, I have been in the terminal and have many pictures and info about it. But I have never been able to see the Platforms, support iron works for the roof and structure for them and lighting too. The Track and Switch configurations used, and angle(s)

used to get the Train's in & out, if you can? One of the Directors of the BCT renovation team told me that one of the Universities had the Rights???

There are no actual pictures of the platforms during the "Golden Years" that I can find.

My Grandfather James Ferber worked for the NYC, Penn Central and Con Rail until he died, and left all his work & train items to me so, I have the Plat Maps for the Big Freight Yards before they get to Terminal Right of Way. That's why I would like to have the details for the platforms and the concourse above the platforms for my layout.

I would also like a list of passenger car #'s and names if any for the *20th Century Ltd* from 1905 - 1938. And with the "Commodore" engine #5344 before shrouded and the two with the shrouding. Because I'm not able to get that information on Google, it keeps giving me info for Consists for years I didn't request, very frustrating... I hope you can help me or tell me how to get it. One question, to verify what I think I know, the paint colors for the passenger cars until 1938 were "Pullman Green & Black" gloss or semi-gloss?

Thank you so much for your time and effort for me. Please let me know the Cost of any fees for materials, copies and other stuff required.

Michael J Vernon and live in Tucson now.

Michael,

We have never seen a painting and lettering diagram for the original Mercury paint scheme. There is what appears to be a lettering drawing for the locomotive in Richard Cook's book on the train. It is also



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LETTERS & EMAILS



not clear to me if the window band is light grey or aluminum. Some of the NYC color books done by Morning sun may be helpful.

The original greys may be related to the ones applied to the 1938 Century, which were automotive lacquers that had durability issues.

Dreyfuss files, where colors might have been called out, may be available in the Cooper-Hewitt Museum in New York. Sketches printed in Cook's book were probably done originally in color.

The train was done in brass, I think by Precision Scale a long time ago for HO scale. Not sure where they got the reference material. I don't own that set, so I can't compare it to other NYC paint hues.

Sorry we can't be of more help on this, NYCSHS

NYCSHS,

Thank you for what you did send, and the reference books to. I'll see what I can find or look up.

Michael

Noel,

I obtained one additional bit of information on the dining cars from the car specifications at Pullman Library to add to my article in the 2nd Qtr. 2023 *NYCentral Modeler*.

The "prismatic" glass in the kitchen, pantry and passageway windows was

manufactured by the Pressed Prism Plate Glass Co., in their "Imperial" line. Two sizes were used:

#179 - 10 in. x 20 in. - probably the four kitchen windows #181 - 20 in x 23-5/8 in. - probably three pantry and two passageway windows.

Please post this for our readers, Alex Schneider

Hi Noel,

I'm always digging out photos from the past. I shot the attached pic in 1964 of a well-worn MCCR caboose here in Jackson. This car seems longer than normal, and I was wondering if you or any of the Society experts might know why it's longer. Just curious!



Hope all is well with you, Doug Chapman

Doug,

As there were three versions of the standard Michigan Central caboose. The earliest version had a body of 30-feet measured from the outside. The original layout of these cars had 4 windows all on one side of the cupola. Some waycars as cabooses were referred to on the Michigan Central had the furthest window removed leaving 3 windows



bunched together between the truck centers. The data on these cars I have is this version was built between 1877 and 1895. These were originally built with wood frames but rebuilt with steel frames between 1925 and 1929.

A later version of the 30-foot waycar had four windows a little more spread out with three on one side of the cupola and one on the other side. These were built between 1899 and 1914. It's unclear if all of these were built with wood or steel frames. But they all eventually would have steel frames.

Originally all these 30-foot waycars carried numbers between Michigan Central 1717 and 1919. Starting about 1911 they were randomly renumbered into a series beginning with Michigan Central 2000. Approximately 40 more waycars were constructed between 1911 and 1914. These cars were built new with the 2000 series numbers and dovetailed into the renumbering of the older cars. Eventually all the 30-foot waycars would be numbered from Michigan Central 2000 up to 2197.

Beginning in 1917 and continuing through 1923, a third version of the Michigan Central waycar was built. While outwardly similar to the late 30-foot body version with its three windows ahead of the cupola and one behind, this version was slightly longer at 32-foot six-inches. These cars were numbered MC 2200-2278. I am not sure of the reason for the length change. It could possibly be a union agreement that specified longer waycars when new ones were added or a law that required a certain length.

Beginning in 1936, the NYC undertook a system wide renumbering of all of its rolling stock. The renumbering grouped like types of equipment from all component railroads

together with NYC reporting initials. The Michigan Central 30-foot waycars were renumbered into the NYC 17715 to 17847 series. While the 32-6 cars were numbered 17848 to 17929.

The photo you attached looks to be numbered either 17619, 17819 or 17919. Counting the boards, it has the same as other 32-6 waycars, making it 17919. I show it being built in Detroit in 1923 as MC 2277, lot 471 one of 22 in the lot. While your 1964 photo looks like the end of the line for the car, there is a Feb 67 Emery Gulash photo in one of the Morning Sun *NYC Color Guides* of 17919 having plywood applied to the sides still with the boarded-up cupola as in your photo. So likely stripped ready to go into the Jackson Shops for new siding. I do not have a retirement date listed for the car. The records I have do not go beyond mid/late 1968, so it's likely it served Penn Central for at least a little while.

I modeled a quartet of Michigan Central waycars, two 30-footers and two 32-6's by either shortening or lengthening and adding new styrene sides to the Model Die Casting wood sided caboose. The kitbashes were detailed in the 4th Quarter 2019 and 1st Quarter 2020 *NYCentral Modeler*.

Seth Lakin

Thank you for all of that info, Seth

Attached is another caboose photo that I shot the same day in that same "dead" line. This one looks to be a former Big Four car. What say you? It makes me wonder now if it also got a "second life" like the 17919.



NYCSHS RPO

LETTERS & EMAILS



Regards, Doug

Doug,

NYC 17440 is indeed a former Big Four cab being built at Beech Grove in 1913 as CCC&StL 236, getting its NYC number in the 1935 renumbering. I show it being retired in Nov 1967.

Seth

Seth,

Attached is a series of photos that I took in 1965 showing caboose 17773 and SW900 9638. This switch job was waiting for its next assignment on the Jackson Belt Line lead, just a few hundred feet from the MC main at Jackson Yard. The primary customer on the ~1-1/2-mile-long Belt Line was the Goodyear Tire and Rubber Jackson plant. There was also a beer distributor and a small lumber company on the Jackson Belt Line. Goodyear closed their plant in 1983, but Conrail still served the smaller customers up until the Norfolk Southern acquisition in 1999. I believe the tracks were removed about a dozen years ago.

I hope you find these of interest and thanks again for your expertise.



Regards, Doug

Hello!

I adore the NYCS Hudsons, and so I decided to do some reading about them. However, different sources give different specifications for the class. My main source (and at the moment, the one that seems most credible) is the book "Thoroughbreds" by Alvin F. Stauffer



and Edwin L. May. The specifications for J1a #5200 (in comparison to the K5b and K3q) are as follows:

But on this website:

(<https://web.archive.org/web/20150419103832/http://www.steamlocomotive.com/hudson/?page=nyc>), different numbers are given. I was curious as to which was accurate, so I thought I would ask some experts. Thank you for your time.

**Dry rails & smooth running,
Calvin Neal Semczuk**

Calvin,

Your inquiry has been referred to me for reply. Generally, Staufer's *Thoroughbreds* is the more credible source for this type of information. The Hudson evolved from the original locomotive of Feb. 1927 to the final version of 1937-38. The original engine was lighter in weight than production engines and was shipped with an 8-wheel tender. There were five J-1 subclasses, J-1 A through J-1E, Three J-2 Boston & Albany classes, and one J-3 class, the J-3A. In succeeding designs, the original small 8-wheel tender was supplanted with five different and succeeding larger and heavier 12-wheel tenders, and one large 14-wheel tender.

The website you identified includes errors. For example, the S.K. Farrington comment about "Hudsons being at the bottom of his list", might have been due to the fact that arch rival PRR granted Farrington a rider's pass "anywhere at any time", whereas the NYC did not treat him like royalty in spite of the fact that he was a RR author.

The NYC Hudson was the most successful high-speed passenger and express

locomotives in the USA and perhaps in the world. They had the highest horsepower per lb. of weight than any steam locomotive until the advent of the NYC Niagara type in 1945, and they ran the highest monthly mileages in the USA. They were also known as the most beautiful steam locomotives ever built. While dimensions are important, it is more important to understand the impact the design had on passenger travel in the USA in the steam era.

**T. R. Gerbracht
Director-NYCSHS**

Hi,

I just wanted to find information on what was the correct color of the NYC Logo plates mounted directly underneath the headlight bracket number plates on J3a Hudson's...do you know someone who maybe I could contact privately? I know your group contains some of the most knowledgeable in NYC history people on the internet and wanted some help.

Thanks, Charles Lie

Charles,

On the NYC J-3A Hudsons, the number plate under the headlight and the oval in the same location were separate pieces. On NYC drawing T-70014 issued 6/29/38 and Titled "New York Central, System Oval, Name Plate. Steam Locomotives, this item was an aluminum casting. The plate was bolted to this casting, and the resultant assembly was bolted to the underside of the headlight shelf. The drawing calls for the oval to have "face of letters and rim polished, background painted deep blue. The number plate was 3/8-inch-thick steel, and the individual numbers were separately applied and bolted to this steel



plate using four sided nuts. The plate was black, and the individual numerals were either polished or painted silver/aluminum. The difference in colors of the number plate and the oval are apparent in photographs, including images of J-3A #5405 new at Alco. This can be found in *Thoroughbreds* by Alvin Stauffer on pp. 166-167.

In later years, the blue of the oval and the number plate of both J-3A Hudsons and also L-3 and L-4 Mohawks. were painted with a black background with either aluminum or cream-colored numerals. We have no drawing or other documentation that documents this, and it might have been the practice of individual shops. (I have a number plate/oval assembly for a L-3 Mohawk, and both the number plate and the oval have a black background and the numerals are cream colored.)

As info, on Niagaras the plate and oval are a one-piece aluminum casting. This assembly had a deep blue background for both the number plate and oval, as confirmed by Drawing V-73053. In later years, this entire assembly was painted black with the separately applied numerals and the rim of the oval and the face of each letter of the oval were painted aluminum. (NYCSHS just accepted into our collection this piece for Niagara 6003 which confirms this.

Tom Gerbracht
Director-NYCSHS

Tom & NYCSHS,

Awesome, thank you so much for the information!

Charles

G'day Folks

I am pleased to see the Society making moves to produce a Big 4 caboose kit; the more NYC-specific models available, the more likely we are to attract new members. Unfortunately, I will not be able to support the Society by buying one, because the offering is only in HO scale, whereas I am working in O-scale, 2-rail.

Sincerely, Paul Woods

Paul,

Thanks. Wish we could offer it in O but there just is not enough interest to support the minimum of 100 kits we would have to contract for in that scale. We hope we can get enough interest in the HO one to actually produce the kit.

BTW, I would love to have an article by you in O-scale for the *NYCentral Modeler*.

Thanks, Noel

Hi Noel

A hundred kits! That's the darndest thing....in NZ, the nearest thing I can compare with in terms of size is our 9mm:foot scale NZ Railways models, which also run on O-gauge track. In that scale we regard a run of 10 to be good....20 would be spectacular, and 100....well....the punters were obviously lying through their teeth when they all said they wanted one, because that's about 80 more than the total number of modelers active in this scale!

Are there good drawings of the Big 4 caboose contained within the set of



engineering drawings available from the Society? I have recently made the acquaintance of a gentleman who owns a large laser cutter and who is not at all inclined to charge commercial rates. The weather has been extremely cold (by my standards, at least) which has robbed me of the desire to spend large amounts of time in the unheated shed. A warm office is much more appealing, and I need a couple of cabooses with obviously NYC parentage, so I am motivated to have a go myself.

I am inching ever closer to having something worth showing off. If you wish to put the attached photo in NYCentral Modeler as a teaser, you are more than welcome. My initial plan to build a basic sub-framework, upon which I would put lightweight baseboard sections that carry the actual trackage, has not changed. However, I have had to add thin sheeting, 1/4" thick, which was not in my original plan, to the sub-framework because my tools kept taking trips to the concrete floor when I wasn't careful enough putting them down. It was getting very time-consuming, having to be so careful and also having to climb down to retrieve tools when I inevitably messed up anyway. I am pleased to advise that I am now up to the stage of cutting large quantities of plywood strip and 10mm square pine with which to fabricate the framing, with an article on how to build these to follow shortly.

Regards, Paul

Paul,

Glad to see you are making some progress on you layout. We have been working with

the manufacturer on the caboose kit and have provide drawings and other details to them for the kit. Good luck with developing your own caboose kit.

I would agree that time in your shed would not be fun this time of year without heat, but spring is coming. I will probably use your photo in the next issue as that will be early spring for you.

Thanks, Noel

Hi Noel

Can I please trouble you to tell me if I can find detailed drawings of things like Westinghouse and New York Air Brake K-brake cylinders within the engineering drawing set: NYCS Drawing Files Freight Cars 3 - Freight Cars (Miscellaneous car types and generally used components). If this is the case, I will purchase this set at the same time as the caboose plan set.

Or if not in this set, is there another set that might contain drawings of these? Any pointers as to where to look would be greatly appreciated. Having worked in the engineering design field for most of my working life, I know that manufacturers would provide detailed drawings of their products, for example Caterpillar diesel engines so that the piping systems could be designed around them. There must have been a similar sort of thing done for the brake system components, else how would they be included in the NYC's general arrangement drawings? I can probably manage to fudge things from what is shown on brake layout drawings, aided by a few photos, but I am ever hopeful that I might strike it lucky. The Holy Grail would



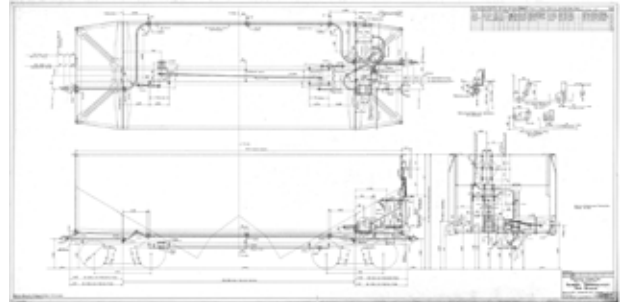
be drawings of the individual components that make up a brake cylinder assembly, but I doubt that this type of plan would have ever got anywhere near NYC's design offices.

Beautiful day here, high of 18deg.C.(65degF), for the first time in maybe two months....here's hoping the warm weather sticks around. Come to think of it, while it has been cold enough to make it unpleasant to work in my shed for most of the time, this winter has nevertheless been quite mild, with only one frost.

Thanks, and regards, Paul

Hello Paul,
Your inquiry to Noel re air brake drawings has been referred to me for a reply.
We have a quantity of "General Arrangement" drawings for the air brake system on the underside of various types of rolling stock. I have attached dwg 10502 (Despatch Shops) as an example. This basic design and location of components necessarily differs due to the type of car, etc. I have not reached a conclusion regarding the degree of standardization of components, but suspect due to the amount of time, labor, and material required to support this universal system I suspect that the degree of standardization was high.
We have a limited number of drawings that apply to Westinghouse and NYAB components, since this was a very profitable business for the air brake suppliers. I recall that we do have a few drawings of seals, gaskets, and similar items with NYC drawing numbers, and I suspect that these low-cost items were not worth protecting using a limited drawing distribution.

IF you have a particular type of car in mind (i.e. box car, hopper, flat car, caboose, etc.), I can send you the index for that type of car for you to see what is included. For your information, I have also attached to this email the Index for "Standards" so you can see what we have . (Our "Standards" sort uses a "Used On" description like "all" and is very diversified.)



**Regards, Tom Gerbracht
Director-NYCSHS**

Evening all,

Frank returned from the St. Louis RPM with a NYC ACF baggage car built by John Ruehle. He donated it for a raffle item. It is stored in an old Athearn box. I've put it in cabinet 6 along with the MC Victorian station display.

John also included a 6-page document on how he built the model.

**Thanks,
Bob Wasko, NYCSHS Shipping Agent**

Bob,

Thanks, and a big thank you to John for the donation of the car. It will be raffled off at the 2024 NYCSHS Convention in Indianapolis, IN on April 26- 28.

See you there, Noel



NYCentral Modeler 3rd Qtr. 2023 – “Mystery Photo”



Noel,

It is a side bearing for a truck bolster.

Dave Lawler, Jun 30, 9:13 am

Noel,

It is a roller side bearing used to control rocking on freight cars.

David Hyer, Jun 30, 10:11 am

Noel,

That is a freight car truck bolster side bearing of the roller type, rather than the friction type.

Russ Quimby, Jun 30, 2:09 pm

Noel,

Looks like a roller-type bridge shoe, used under one end of a bridge to allow for expansion.

Victor Hand, Jun 30, 2:32 pm

Noel,

The object shown in the 3rd qtr. 2023 NYCentral Modeler is called a “side bearing”. They’re located on freight car

truck bolsters to stabilize the car body on the trucks.

Jeff Skeels, Jul 1, 5:19 am

Noel,

Could be a side bearing roller for a freight truck to support the car body when it rocks.

Steve Bartlett, Jul 1 8:40 pm

Noel,

It is a side bearing used on a freight car.

(Need name?)

So, it looks like Dave Lawler was not only first, but he was also correct.

Congratulations Dave



DeWitt diesel Shop 8/1/1960. FM 6606 on wheel trimming machine. NYCSHS Collection.



Four FM 2000HP “C” line locos. NYCSHS Collection.

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.



Techniques for Photographing HO-Scale NYC Models

Article by Doug Leffler

I would like to share a few tips for photographing HO-scale, New York Central models, to simulate how they might look in real life. Several years ago, when I still had my model railroad, my good friend, Tom Bailey and I had several photo sessions on my layout using his exquisite New York Central models for the photo subjects. I personally did not model HO-scale New York Central (or steam power) models at the time, so Tom's models fit the bill perfectly.

The first rule for emulating prototype-looking railroad photos is to position your camera as low as possible to the "ground," so that it appears that you are an HO-sized "person" taking the photos. If your layout happens to be an around-the-wall, shelf-type layout, this makes it easier, since the camera itself can be positioned below bench level for a prototype-looking angle of view. My photos were shot with a Nikon F camera with a 45mm lens that was a good focal length, plus, it would "stop down" to F-32 for maximum depth of field. The better the depth of field (range of sharp focus), the more realistic your photos will look. In today's digital-photography age, I believe that high-quality ("Pro" type) cell phone cameras could be an excellent choice for low-angle, good depth-of-field, model photography.

Below are several examples of the photos that Tom and I took during our photo sessions on my erstwhile model railroad. My model railroad emulated a portion of the New York Central's "Old Road" in southeast Michigan, so it was the ideal setting for Tom's models to be photographed. My time period was that of

Photos by Doug

a short line railroad in the 1970's that took over a failing Penn Central/Conrail Old Road segment that ran from Adrian, Michigan to Lenawee Junction, Michigan, so it was a logical (albeit a later time frame) background for Tom's NYC equipment. I shot the photos on black & white film, which simulates the mid-20th Century time period when much of NYC's steam and early diesel power was photographed. Smoke and steam from the locomotives were simulated with cotton tufts. Since the photos were made using short time exposures, a soda straw was used to gently blow the cotton tufts, so they would blur a little and look like smoke and steam.

Be sure to move your photo flood lights around a little, to simulate different sun angles and shadows that are seen in the course of the day. Remember that strong shadows on the "wrong" side of the engine or train are OK, since the sun was not always in a perfect location when real NYC steam and diesels were photographed in the 1940s and 50s.

Photos Taken In "Adrian"



NYC 2-8-2 no.2393 heads west with a freight after crossing under the Center Street Bridge in Adrian, Michigan. Tom Bailey photo.

Techniques for Photographing HO-Scale NYC Models



NYC no. 1415 works a factory lead in Adrian as she passes under the Center Street Bridge in Adrian. Photo by Doug Leffler



NYC no. 1415 switches cars to a customer on the west side of Adrian. Loco owned by Tom Bailey, Photo by Doug Leffler



NYC 1659, an F-7 diesel has arrived in Adrian to replace steam power on certain runs. Loco owned by Tom Bailey, Photo by Doug Leffler

Photo Taken on the Way to Lenawee Junction



An Old Road passenger train, headed up with Hudson no. 5345 crosses the River Raisin on the way to Lenawee Junction and Toledo. Loco Modeled by Tom Bailey, Photo by Doug Leffler

Photo at Lenawee Junction



NYC 2393 has just turned on the wye at Lenawee Junction, before returning to Adrian. The 2-8-2 has already dropped off a few cars on the junction siding for evening pickup by the local from Toledo. Model by Tom Bailey, Photo by Doug Leffler



NYCSHS Participation in the 16th St Louis RPM

Article by Dennis Regan

The New York Central System Historical Society (NYCSHS) participated in the Sixteenth St. Louis Railroad Prototype Modelers Meet (St. Louis RPM Meet) on July 28th and 29th, 2023. This continues to be the nation's largest annual Railroad Prototype Modeler's Meet. Over 3,000 models were displayed on 100 tables and 797 people attended or participated in the Meet.

The event was held at the Gateway Center in Collinsville, Illinois, within minutes of downtown St. Louis, Missouri. As in the past, this event was hosted by six St. Louis-region railroad prototype modelers and co-sponsored by the Gateway Division, National Model Railroad Association (NMRA). The NYCSHS was one of more than 20 railroad historical societies participating in the Meet from all over the United States, each displaying reference materials such as periodicals, maps, and prototype photos, as well as models and railroadians.



Chuck Beargie (left), and Seth Lakin(right). In the foreground are Society CDs used to answer visitor questions and demonstrate the scope of information the Society provides. Visitors in the background are browsing Collinwood Shop & donated items for sale.

Photos by Dennis

This year, the crew at the NYCSHS tables consisted of Modeling Committee member Chuck Beargie, Director Frank Bongiovanni, member Bob Keeler, Director Seth Lakin, and members Tom McHugh and Dennis Regan.

This year's conference theme was "The Layout - A Weekend at the Theatre," a study of the concept of the layout as your personally-imagined creation of the most prototypical representation of part of your favorite railroad's history. When well executed, the layout then compares to a theatre setting that fully draws you into the story you're being shown. The Meet clinics then walked listeners through many aspects of creating the stage on which a "prototype theatre" can be built.

Supporting this theme, Otto Vondrak offered the keynote presentation entitled "A Look at the Virginian & Ohio," highlighting Allan McClelland's groundbreaking model railroad which has influenced many model railroaders over the years. Nationally known railroad modelers and historians offered detailed presentations supporting many aspects of this theme in twenty-one clinics throughout the two days of the Meet. For example, layout-focused clinics included:

"Rediscovering the Forgotten Past: Using Modern Methods to Uncover History for Layout Planning"

"The Maumee Route from Concept to Completion"

"Introduction to Blunami and Operations with SoundTraxx Products"

"Building Small - A Scenery Remake - Rebuilding Old Layout Scenes"

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“Digital Theater: How Electronics Can Enhance Layout Performance”
“Building Small - Enjoy a Lot of Railroading in a Small Space”

A sampling of clinics focused on prototype equipment and operations included:

“Planning for Operations”
“Westward to Waseca on the C&NW’s ALCo Line”
“How to Build a Model of ALL GP35 Phase 1 Variants Using the Kato GP35”
“Scratch Building Prototype Details”
“Yard Operations in the Classic Era”

In the latter category, Seth Lakin gave a very well-received clinic on freight car research to about 50 folks from as many as 12 different states. Seth described how he started from a 1964 Monon Railroad switch list, determined car series, then gathered information from which to build models of each of the 26 cars in the train.

Throughout the Meet, hands-on learning stations manned by experts in their fields welcomed participants eager to learn more about weathering techniques, becoming better at spray painting, Java Model Railroad Interface (JMRI), building excellent turnouts, creating dream backdrops, and using Blunami.

The NYCSHS had three tables of display, information, recruitment, and Collinwood Shop items. We had a high-visibility location and enjoyed a steady stream of visitors. The Monon Railroad Historical-Technical Society had a table adjoining the NYCSHS tables and their representative assisted us with a variety of needs and vice versa.



Seth Lakin, Chuck Beargie, and Tom McHugh (l. to r.) in conversation at the NYCSHS tables. One of Tom’s Flexi-Vans, Chuck’s scratchbuilt lineside structure, and two of Bob Keeler’s locomotives are also on display at the tables.

Chuck Beargie and Seth Lakin worked inside the tables with Collinwood Shop sales and researched specific NYC-related questions. Those questions focused on Big Four Cairo Division operations, operations in Vincennes, Ind., and freight car details. Chuck and Seth used Web resources, NYCSHS valuation maps and freight car drawings when fielding these and other questions.



Seth Lakin in discussion with one of three visitors at the NYCSHS tables. John Ruehle’s NYC ACF 9100-9199 series baggage car 9151 is on the tables (see the 3rd Quarter 2023 NYCentral Modeler for in-depth coverage of this model). At the far end of the tables John is talking with another visitor.

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Frank Bongiovanni and Seth Lakin flanking John Ruehle as John formally donates his model of NYC baggage car 9151 to the NYCSHS.

Seth also collected eleven expressions of interest in the HO-scale models of former Big Four cabooses to be produced for the Society by American Model Builders. Chuck donated all proceeds to the Society earned from the sale of some of his surplus models and Bob Keeler donated artifacts to the Society archives.

Bob Keeler and Tom McHugh worked outside the tables answering general questions and seeking new Society members. One new member signed on from a total of 5 membership applications that were picked up by visitors.



Tom McHugh discussing some aspects of NYCS operating history with a visitor.



Tom McHugh's display of his NYC Flexi-Van loading operation prompted a good bit of interest among folks passing our tables. Tom filled them in on the details of this innovative technology pioneered by the NYCS.

At our tables, Tom displayed an HO-scale NYC Flexi-Van being loaded onto its flatcar and he thoroughly enjoyed explaining this NYCS innovation to several interested visitors. For a large amount of the Flexi-Van background information he was able to share with visitors, Tom credits NYCSHS social media user group answers to a question he had posted in preparing for the Meet.

Tom stated that he enjoyed the opportunity to get more involved in the Society by volunteering to work at the Meet tables. Bob put together a tabletop "quiz" to tweak the interest of Meet attendees passing by our tables. He asked folks to identify what was common to the prototypes of the

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Aerotrain power unit and D&RGW diesel-hydraulic locomotive models he put on our tables.



Bob Keeler enjoying a conversation on model railroading and NYC modeling in particular with a very interested young father and son who stopped by the NYCSHS tables.

Just in case folks were stumped, the answers are that neither engine was ever owned by the NYCS but both engines were tested in NYCS revenue service to see if it would be interested in purchasing these locomotive types. Ultimately, both engines failed to interest the NYCS. In the past, we usually had a large system map of the NYCS on our tables but Carl Wessel, our usual map source, was unable to attend this year. We'll have a backup map available next year since many past visitors found it helpful as a background for discussions and questions.



Frank Bongiovanni discussing a topic of mutual interest with Bob Keeler, at left, and a visitor at the NYCSHS tables.



As the RPM Meet was ending, a damaging severe thunderstorm struck the area. Bob Keeler calmly continued closing down our tables only after donning the protective headgear. Safety First!

As you'll see from Dennis Kegan's photos accompanying this report, there were a nice variety of NYCS and NYCS-related models to be seen at this year's Meet.

These included a noticeably larger than usual group of passenger car models on display. Dennis photographed all NYCS

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models that were displayed, whether in NYCS markings or markings of predecessor railroads, successor railroads, or any railroad which may have purchased the model prototypes secondhand after their NYCS service.



Overview of the NYCSHS tables, showing the wide variety of NYCS and NYCS-related models displayed by Bob, Chuck, Tom, & John Ruehle. Also seen are examples of Society products available as reference materials, for display, and for sale. A variety of donated models were also generously offered with sale proceeds benefiting the Society.



Bob Keeler's Kato N-scale "Twentieth Century Limited" stretching off into the distance. Bob won this train in a drawing at the recent NYCSHS Convention in Cleveland.

Since Bob was unable to attend the meeting, he takes this opportunity to thank Dave Staplin who donated the train and Carl Wessel, who transported the train back to its new home.



Kato N-scale NYC class DPA-1B EMD E-7A locomotives 4008 and 4022 on the head end of Bob Keeler's Twentieth Century Limited.



Kato N-scale NYC 5 double bedroom-lounge-observation Pullman Hickory Creek bringing up the markers on Bob Keeler's Twentieth Century Limited.



In the foreground is Bob Keeler's Kato N-scale NYC 12 double bedroom Pullman Port of Buffalo in the consist of his "Twentieth Century Limited." Beyond that car is Bob's Walther's HO-scale NYC 4 double bedroom-4 compartment-2 drawing room Pullman Rip Van Winkle Bridge painted in the Illinois Central colors it would have worn while leased to the IC.



Tom McHugh displayed his Rapido HO-scale NYC class DFA-7B Alco FA-2 1053 along with his Rapido HO-scale NYC class DPA-5B EMD E-8A 4040.

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Walthers HO-scale NYC Mark-IV passenger service Flexi-Van flat 9772 with trailers being loaded using an NYC truck tractor. Tom McHugh models.



Tom McHugh's Tangent HO-scale NYC Lot 782 steel bay window cabooses 21585. The prototype was built in 1949 by Despatch Shops Inc. as one of a group of 95 cabooses.



Oriented diagonally across the center of this photo are four strings of HO-scale NYC 1953-era Great Steel Fleet passenger cars as modeled by John Ruehle. The closest two strings (split for display space reasons) represent an actual 1953 consist of the NYC "West Side Mail." The rear two strings represent a 1953 consist of the NYC "Southwestern Limited."



HO-scale NYC S-1A Niagara 6008 on the head end of NYC train 135, the "West Side Mail," westbound to Chicago in 1953. Model by John Ruehle.



HO-scale NYC Lot 2097 steel underframe express refrigerator 5827, first car on NYC train 135, the "West Side Mail," westbound to Chicago in 1953. Per the consist report this car is carrying express for interchange to Overland Route train 21, "Overland Mail" enroute to Oakland, Calif. Model by John Ruehle.



HO-scale NYC box express 9502, second car on NYC train 135, the "West Side Mail," westbound to Chicago in 1953. The prototype of this converted troop sleeper was leased from Chicago Freight Car Leasing and was one of the only NYC ex-troop sleepers painted in the full NYC two-tone gray paint. Per the consist report this car is carrying express from New York City to Chicago. Model by John Ruehle.



HO-scale NYC Lot 2123 steel underframe milk refrigerator car 6637, third car on NYC train 135, the "West Side Mail," westbound to Chicago in 1953. Model by John Ruehle.

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Rapido HO-scale NYC Lot 382-B 40'6" USRA double sheathed steel underframe boxcar 290173. The prototype was built by ACF in 1919. Modeled by Doc Snyder, who added door stop and reinforcement details to his model and marked his car as serviced in W. Springfield, Mass.



HO-scale model of NYC Lot 439-B 40' 6" all steel boxcar 182674 with a 1927 built date. Model by Chris Zygmunt.



HO-scale model of NYC Lot 842-B 40' 6" all steel boxcar 180190 built by Pullman in Michigan City, Ind. in 1952. The shop code is hard to read through all that road grime but looks to be either Adrian, Mich., or the Ashtabula, Oh. old shop. Model by Chris Zygmunt.



HO-scale model of the Big Four, IC, C&EI, and B&O Pana, Ill. interlocking tower. Doug Forbes scratchbuilt the tower using Sketchup and 3D printing to create the main parts of the structure. Doug developed an HO-scale model of this tower and now sells kits of the tower.



Stuart Thayer's HO-scale Proto 2000 model of NYC Lot 692-B 50' 6" all steel boxcar 176481 built by Despatch Shops, Inc. in February 1941. Although the car is still in full NYC markings, the "PGH 5-74" shop code indicates we are in the PC era.



HO-scale NYC Lot 940 60' baggage car 7411 built by ACF in 1924. To model this car, Michael Ferris shortened a Walthers 70' baggage car model as a test approach for future builds.

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HO-scale model of P&LE Lot 981-B 50' 9" all steel boxcar 25653 built by P&LE at McKees Rocks. Model by Dennis Lippert.



S-scale model of NYC class DRS-1C RS-1 8109 built by ALCo in April 1950. Model by Jim Kindraka.



S-scale model of NYC Lot 588-H 38' 10" 3-bay all steel self-clearing hopper car 903246 built by Standard Steel Car Co. at Butler, Penna. in April 1920. The prototype was modified with panel sides at the NYC Avis, Penna. shop. Model by Jim Kindraka.



HO-scale model of P&LE Lot 929-B 50' 6" all steel boxcar 7124 built by Despatch Shops, Inc. in East Rochester, N.Y. Model by Bill Ward.

Dennis gratefully acknowledges the Canada Southern Railway website (www.canadasouthern.com) for its wealth of NYCS information which adds to the prototype history details he included in the

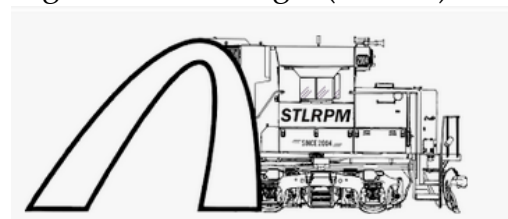
photo captions. He also used a variety of print publications in this endeavor.

After an enjoyable and successful two days, the Meet ended with the traditional door prize drawings. Door prizes are a big part of the St Louis RPM Meet. There are always a lot of door prizes donated by manufacturers, vendors, and historical societies. Many of these are high-value items. In the past the NYCSHS donated caboose kits, books, and memberships.

This year the NYCSHS donated a 2024 membership. Each attendee is given a ticket at their registration. Numbers are drawn at the end of the Meet and if the number matches that on the holder's ticket, the winner selects a door prize from the prize pool. This is a fun and rewarding end to two days of learning and inspiration, not to mention the opportunity to create and renew friendships across the national and international railroad prototype modeling community.

Be sure to set aside July 26th and 27th 2024 for the Seventeenth St. Louis RPM Meet at the same venue - the Gateway Convention Center, Collinsville, Illinois. Remember - NYCSHS members are always encouraged to volunteer at the Society's tables at this Meet or at any RPM Meet!

Your 2023 NYCSHS St. Louis RPM Meet Representatives: Chuck Beargie, Frank Bongiovanni, Bob Keeler, Seth Lakin, Tom McHugh, & Dennis Regan(Author)



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Ghost Trains

Article by Roger Hensley



It was 1994 and in my daily drive to and from work in Muncie Indiana, I ran parallel to a Conrail (ex-NYC) double track main in several places so that I occasionally got to see a freight going one way or the other during my morning and evening drives. As part of my routine, I watched for the evening westbound to determine the route that I use going home in order to avoid the stopped traffic. Seeing a train, I would go through Chesterfield on State Road 32.

It was late into the dusky twilight as I rolled westward toward Anderson, caught up in the usual drive time traffic. Clearing the buildings of the small town of Daleville, the highway once again lined up with the Conrail tracks. The track signal ahead was showing green, so I glanced in my left-hand rear-view mirror to see if there was anything in sight. The bright glare of a locomotive headlight reflected back at me. It was fairly close and was moving along quickly. I turned my attention back to the cars in front of me and yet, there was something about that headlight that was different, almost compelling. Looking again, I found the light nearer still and the shape of the loco and its consist was becoming more discernible in the growing darkness. It seemed out of place, but I knew that I should

Photos from Roger except as noted

recognize it; I had seen this before...

My heart leaped. It was a New York Central Mohawk complete with Elephant Ears (smoke deflectors)! The frontal silhouette was unmistakable! The dark shape of the loco framed the headlight as it raced through the gathering darkness pulling its consist of freight cars. THIS SIMPLY COULD NOT BE! My gaze moved to the road ahead and back to the mirror and back to the road and back to the mirror as I tried to see more clearly. I knew that this wasn't possible. It had to be a trick of the failing light and the deepening shadows and yet...

The locomotive was catching up with me and now, there was something else about it. I could swear that I could almost see through it. The consist no longer looked right and the size of the cars were a little too big. I watched as the smaller 1950s cars faded to be replaced by something larger. And then the Mohawk had shifted, blurred and faded and became two... two Conrail Blue GE units pulling westward with its train of modern freight cars.

As the track curved away from the highway, the train and I separated, but it didn't matter. For what I had seen was not a part of what was there. For a moment, for just one beautiful and all too brief moment, in my mind's eye at least, the NYC Niagaras and Mohawks that used to rule this Main Line had lived again. I knew the look. I had seen them before. I used to race with them in my mind when my family would take trips south out of Anderson. We would parallel NYC trackage and the Niagaras, Mikes, Mohawks and Hudsons would race by us on their way to far off

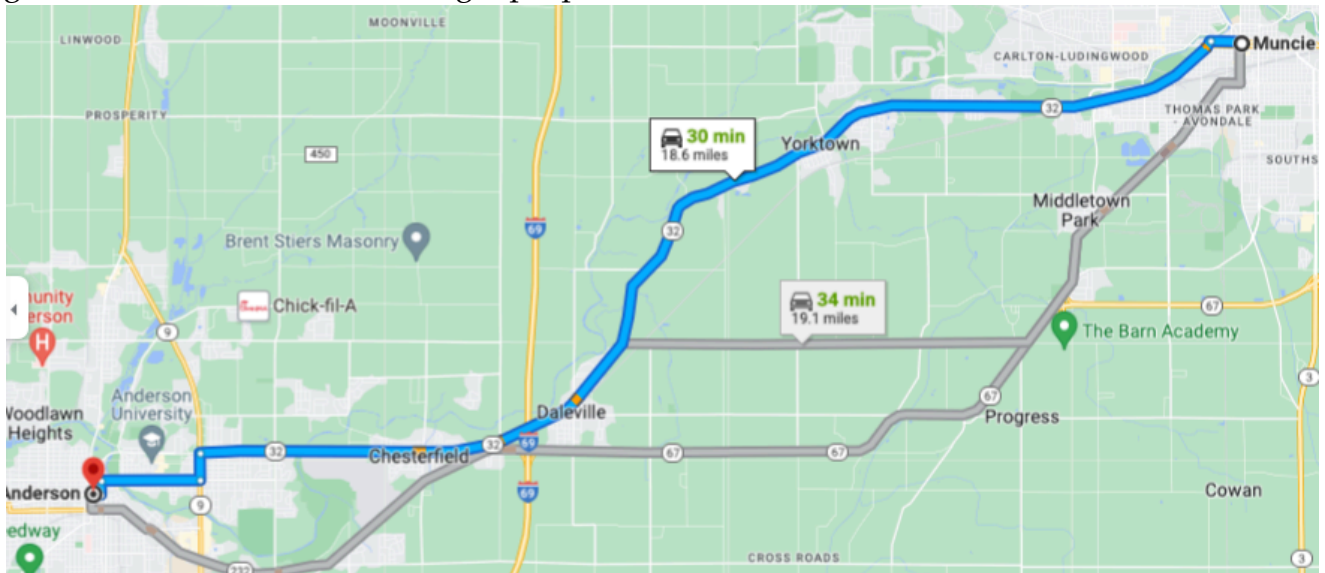
Ghost Trains

places. For just a moment, after nearly 50 years, that time had lived again. The ghosts of my mind had escaped and by using the tricks of light and shadow had given me a glimpse of what had once been. They had shown me a memory long lost, but, obviously, not forgotten.

Is this, then, what drives us to create (or recreate) with our model railroads? Do our “ghosts” express themselves in the miniature steel rails that pave the way for our scale locomotives and consists that continue to deliver the mail, the passengers and the freight that makes our scale worlds go? We think that our buildings, people,

farms, industry, cars and trains are the worlds that we want them to be, the worlds that we make. But are they or is it the ghosts of Rails Past that drive us?

As for me, for just one moment, the Interlocking Towers were manned, and the cabooses followed their freights as sure as night follows day while crossing guards protected their grade crossings and “name” passenger trains still raced each other against the schedule and the clock. For just a moment, for one wonderful moment, the world was young.



State Road 32 where Roger drove to work every day. The NYCS Big Four railroad pretty much paralleled 32 between those Indiana towns where Roger lived and worked. Your editor lived on State Road 32 west of Chesterfield and across from Mounds State park. Like Roger, when I visit back there that drive between Anderson and Muncie brings back many treasured memories of NYCS passenger and freight trains running past our back field on their way to Indianapolis or Bellefontaine, OH. For four years between 1958 - 1962 I drove 32 commuting to college and from 1950 - 1960 rode in the cab of some Hudsons and E-7s with engineer Roy Stieg. Like Roger, those memories make me young for a moment or two.



Build the NYCSHS NYC Diner Kit From Prototype Photos

Article by Bob Chapman



HO scale diner #635 models an early-50s appearance, based on prototype photos.

Background

There's a saying among model railroaders, "Give ten model railroaders a cast-resin-type kit, and they'll find eleven ways to build it." Such was the case with the recent NYC heavyweight diner kit, available exclusively from NYCSHS.

The kit, prepared by Bethlehem Car Works, arrived with 3D-printed sides and a custom cast resin roof, a Branchline Pullman core, and over 90 individual parts before sprue removal -- perhaps a passenger car record!

The instructions were a mixed bag. Instructions from the original Branchline sleeper kit were recycled for the underbody brake system and trucks and are thorough and well-illustrated. The additional text instructions are super-summarized -- far from a detailed how-to for many of the steps. A very useful HO scale elevation by Bobb Losse, Sr., reminiscent of those wonderful drawings in vintage Model Railroader magazines, attempted to bridge this gap. Four photos printed low-res of the completed model's sides, underbody, and roof rounded out the coverage.

As I got into the project, some inconsistencies surfaced. The scale elevation didn't match the model photo for underbody or roof vent arrangement. Available prototype photos showed some

Photos by Bob except as noted

further differences vs. the instructions. Some of these differences could possibly be accounted for by changes to the individual prototype cars as they were shopped; others remained as open questions.

It became apparent that I needed to develop my own approach to completing the model. There was no indication that a NYCentral Modeler article might be forthcoming, thus referencing prototype photos might be the best approach to a successful completion.

The model now completed. Alex Schneider's Modeler article arrived -- a superb supplement to the shortfall of the kit instructions. Alex is a true expert on NYCS passenger equipment who has clearly done his homework on the diner. Drawing from detailed engineering elevations from the NYCSHS Archives, he provides detailed step-by-step instructions, making completion of the model accessible to modelers with minimal experience with this type of kit.

So, with an outstanding article already in hand from a true expert backed by excellent resources -- why another article here? Modeling from photos can sometimes give different results from modeling from elevations. The elevations and photos can represent different points in time, with the differences representing changes to the fleet or individual cars through various trips to the shop. Both approaches and their resulting models can be "correct," and the differences can often be accounted for by the passage of time.

The goal for my model was a circa-1950 appearance. Available photos cluster around builders' photos of various cars in

Build the NYCSHS NYC Diner Kit From Prototype Photos

the fleet, photos taken when the cars were air-conditioned in 1934, and a few later in-service photos. The 1934 photos were useful for the revised post-A/C underbody arrangement, and the few available later photos offered added insights for carbody detailing. The perfect solution would have been a 1950 photo of a both sides of a single car. Lacking this, I focused on the in-service photo of #635, with help from the other photos as needed.

For our article, we'll build on Alex's work. He already provides definitive information on the prototype, with no need to repeat it here. We'll follow Alex's construction sequence and will highlight only those numbered construction steps where we spotted a difference based on the prototype photos. And we'll let the in-process model photos do much of the talking.

End Detail

The Pullman Company photo of #427 (later #638) shows a five-grab ladder on the kitchen end rather than the six shown in the kit's scale elevation. Space the five grabs 18" apart, with the bottom grab 15" above the bottom of the end. Likewise, in the photo of #635 there appears to be NO end ladder on the dining room end vs. the three rung ladders shown on the kit's elevation; a ladder on this end of the car would be a rare feature on any diner, so I omitted it.



Pullman Company photo of #427 (later #638), taken after application of Pullman mechanical air-conditioning, 2/21/34. Note five-grab end ladder, gable-style range vents, long kitchen

door grabs, and post-A/C underbody arrangement. The Ward vents are still in place but are missing in the later photo of #635. And check out the clerestory width – sure looks like 7' vs. the kit's 6'. Pullman Company Photo



To match the prototype photo, a five-grab ladder (rather than six) was installed on the kitchen end.



Undated service photo of #635 in New York City. Note lack of an end ladder and the total removal of Ward vents. NYCSHS collection.

Underbody Detail

Underbody detail was installed based on the Pullman Company photo of #427 and the in-service photo of #635, supplemented by the kit's scale elevation.

Beginning with the brake cylinder -- the NYCSHS Collinwood Shop promotional material for the kit suggests a single brake

Build the M/C S/H S M/C Diner Kit From Prototype Photos

cylinder carbody, while the scale elevation with the instructions shows two brake cylinders. I was unable to definitively determine from the few aisle-side prototype photos whether or not there was a second cylinder, so I went with the two-cylinder version shown in the scale elevation (as Alex did).

Follow the Branchline instructions for the brake levers and components (including brake cylinder #1), except for the UC brake valve, which is positioned differently on the diner. Cut away the mounting pad for the UC brake valve.

Brake cylinder #2 is located under the small window on the aisle side. Cut away the interfering crossmember, glue the cast resin cradle onto a pad of .080" styrene, and mount the cylinder facing the opposite direction as brake cylinder #1. I omitted the handbrake wheel-and-chain assembly on this side, since it's unlikely that the car would have had two handbrakes. Using the model photos as a guide, cut a small pad from .080" styrene and mount the UC brake valve inboard from brake cylinder #2.

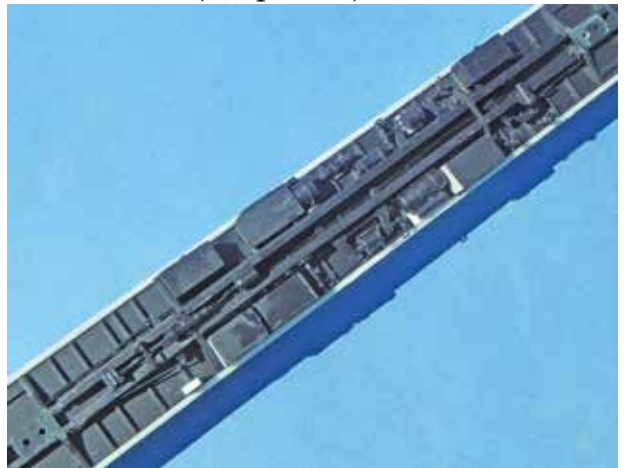
For our model, we'll need five battery boxes. The kit offers an assortment of boxes - which ones to use? Pullman's standard battery box is 4'6" wide, with varying hinge and latch arrangements. The kit provides two of these as "singles;" another four are available by cutting apart the two provided "doubles" (seal the open end at the cut with a scrap of .010" styrene sheet). Ignore the longer/skinnier boxes provided in the kit; they are ice bunkers, not needed for the Pullman mechanical A/C system. Install the battery boxes using the elevation and model photos as a guide; where crossmembers are not available as a mounting surface, mount the box on a pad of .080" styrene.



Pullman Company photo of Michigan Central #143 (later #647), 2/20/35, illustrates post A/C kitchen-side underbody arrangement. Pullman Company photo.

Mount the compressor and air reservoirs per the elevation and our model photos. The angled auxiliary holdover box is not needed.

The small belt generator goes on the kitchen end. The kit provides two -- I chose the styrene one, which mounts on the side of the centersill; cut away a short section of the centersill flange to clear the mounting spar. The larger Pullman-drive generator goes on the dining room end, mounted atop the centersill (see photos).



Completed underbody; where possible, components were placed based on prototype photos.

While there's speculation whether a vestibule step is needed on the aisle side of the kitchen end (Step 6m), the builders' photo of #416 clearly shows one, so I installed it using a matching BCW step from my parts collection.

Build the NYCSHS NYC Diner Kit From Prototype Photos



Builders' photos of class leader #416 (later #627), pre-air conditioning; note the vestibule step at the righthand end of the aisle side. NYCSHS Collection.

Diaphragms

Assemble the diaphragms -- glue the (very fragile) spring to the top tab and cut away the two curved tabs at the bottom. Add rattle bars from .025" styrene rod. Install the diaphragms after painting.



Rattle bars (styrene rod) are added to the diaphragms.

Side Grabs

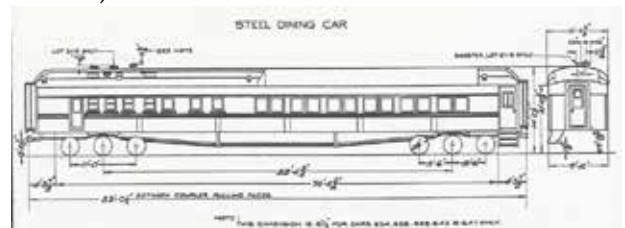
Prototype photos (see Pullman Company photo of #427) show the kitchen door grabs clearly longer at 36", not 27" as implied in the instructions. The horizontal grabs at the blind end of each side also appear to be longer in later photos at 36" (see photo of #648).

Detail the Roof

The roof raises some of the more interesting questions in completing the model. First and foremost -- is the kit's clerestory width correct at 6'0"? Six feet was pretty much standard for Pullman's sleepers, although

other types of Pullman-built cars (parlor cars, observations, etc.) often sported wider clerestories.

The kit's scale elevation is conflicted on the question -- the top view shows a 6'0" clerestory, while the end view shows 7'0". The clerestory width in the NYCS equipment diagram for our series is not dimensioned but is drawn to a 7-foot width (yeah, I know that equipment diagrams are not intended as scale drawings, and many aren't!).



The NYCS diagram, revised 12-31-43, is identical for our series' NYCS lots 2042 and 2043. Diagrams are sometimes not drawn to scale but note the wider 7' clerestory. NYCS Diagram Book, Page G-18

The three-quarters view in the Pullman Company photo of #427 (later #638) is also telling. The ladder grabs on the roof are only slightly offset from the end ladder grabs, suggesting a wide clerestory. Bottom line -- I'm pretty convinced that our prototype series featured a 7'0" clerestory. What to do?! Kitbashing the clerestory to a 7'0" width would be a daunting project, and the odds of finding a correct aftermarket roof replacement are slim to none. Thus, the decision to live with it (and love it!)

A second issue is the treatment of the A/C duct ends -- a bit more streamlined than what the available prototype photos show, but a typical Pullman design, and a possibility for some cars in the diner fleet.

Build the M/C S/H S M/C Diner Kit From Prototype Photos

Re roof detail, an up-front disclaimer. Some elements of the roof detail are hard to spot in available prototype photos, and some of my modeling decisions are based on uncertainty. If you have better information, go for it.

The roof may set a record for number of grabs at 13 – seven ladder grabs, four 24” straight grabs, and two 18” end-ladder grabs. The locations were determined from the scale elevation, prototype photos, and a few guesses. Note that I moved the two atypically located grabs from the center of the kitchen roof to the clerestory edge. Drill (#78) for the ladder grabs 6” above the edge of the roof, and the 24” straight grabs 6” from the edge of the clerestory. Install the grabs, gluing from inside the roof.

The instructions suggest 27” grabs for the two roof grabs above the end ladder – way too wide compared with the prototype photo of #427. I substituted 18” straight grabs (Westerfield #1198), spaced 18” apart.

The roof vent arrangement raises additional questions. Builders’ photos of the prototype show large numbers of the pointed Ward vents along the sides of the clerestory. Ward vents are passive, used to exhaust air from the natural air flow when the car was in motion. When cars were air-conditioned, the need for the Ward vents essentially disappeared, although interestingly, the 1935 Pullman Company photos show many of them still in place after the A/C installation. The later prototype photo of #635 shows them missing, suggesting that the unneeded vents were removed at least on some cars by NYC in a subsequent shopping (shops were sensitive about unneeded roof appurtenances as a potential source of

future leaks). For my early-50s model, I omitted the Ward vents; earlier-era modelers may want to include them.

The kit offers a choice of Garland and blower vents above the kitchen on the clerestory sides. The later-era prototype photos seem to show a NYCS preference for the blower vents, so I went with them.



A rare aisle-side photo of #648. Roof detail shows a pair of blower vents and a pair of remaining Ward vents; the two large kitchen ventilators look to be a style different from either the kits or the gable style. The photo nicely illustrates the post-53 two-tone grey scheme. John S. Horvath Collection, Canada Southern Collection

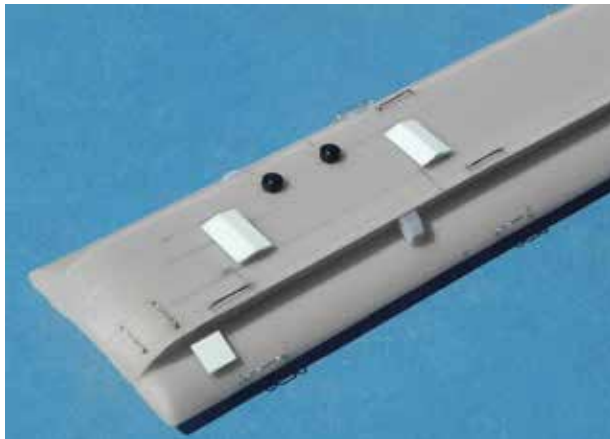
The two large range ventilators atop the kitchen-end clerestory present another choice. The kit provides a pair of cast resin 33” x 33” flat-topped vents resting on curved vanes. While these were known to appear on other Pullman-built prototypes, I was unable to spot a match of this style in available photos of the NYCS diners. I went with the gable-style range vents shown in the 1934 Pullman Company photos and some of the builders’ photos. Scratchbuild a pair from a base of 060” x .188” x 2’3” styrene strip filed to a central peak, topped by a strip of .015” x .250” x 2’6” styrene creased in the middle and glued to the base. I glued them to the roof six inches off-center, 6’0” and 16’0” from the end of the roof.

I used the two round styrene vents for the two smaller range vents, 17” off-center, and 10’0” and 13’6” from the end of the roof.

Build the M.C.S.H.S M.C. Diner Kit From Prototype Photos

Not provided in the kit are the three needed ice hatches. Scratchbuild them from a .020" x .188" x 1'6" strip centered atop a .020" x .156" x 1'3" base. Glue them to the lower roof based on the scale elevation and model photos.

The instructions indicate .250" x .250" flat hatches above the kitchen. While they are a possible feature of the prototype, I was unable to confirm them. As they are atypical of other roads' Pullman-built diners, I elected to omit them.



Note scratchbuilt gable-style vents and ice hatches per prototype photos. Remaining roof detail represents an early-50s configuration with removal of Ward vents.



Roof detail, dining room end.

Windows

The prototype features three types of windows - frosted glass for the four left-

hand windows in the kitchen, prism glass for the three remaining kitchen windows and two small aisle windows, and plate glass for the remainder (see Pullman Company photo of #143).

The kit provides printed prism windows and clear strips of celluloid. The printed prism windows seemed a bit too bright white to my eye and the celluloid windows will sometimes look wavy after installation, so I looked for alternatives. The frosted windows were modeled from frosted microscope slides (as an alternative, some modelers have had success running very fine sandpaper on one side of clear plastic styrene sheet). With apologies, the prism windows came from the scrapbox - leftovers from a Rivarossi Pullman kitbash project; there may be good alternatives unknown to me in the parts aftermarket. Or -- perhaps a light overspray of dark grey might tone down the kit's printed prism windows. The plate glass windows were cut from microscope slide covers, presenting the perfectly flat surface one would expect in a window.



Kitchen side windows, from left to right - frosted (4), prism (3), and clear; window shades were cut from a Pendaflex file folder. The opposite side has two additional prism windows along the aisle.

While at it, consider adding grab bars and shades. Grab bars are visible in the four non-frosted windows along the aisle; model them with .015" wire. Shades on

Build the NYCSHS NYC Diner Kit From Prototype Photos

many Pullmans were a lighter version of Pullman Green; I cut mine from a Pendaflex file folder.

Interior

While diner interiors are inherently a cool feature, I tend not to install them in non-picture-window cars. But – consider at least installing a view block between the corridor and the kitchen. From the .020" styrene sheet, cut a view block representing the passageway wall – 5'6" x 30'0"; install after painting and window installation.



Completed unpainted model, kitchen side(top) and completed unpainted model, aisle side(bottom).



Completed kitchen and dining room ends.

Paint and Lettering

I painted my model in the circa-1950 scheme – Pullman Green sides and ends, Grimy Black roof and underbody, and Roman lettering. While Pullman Green is probably correct for the underbody boxes

and diaphragms of a newly shopped car, I went with Grimy Black over sprayed with a grungy rust mix representing a car with some road miles on it (mechanical car washers tended to miss washing these items). Interior surfaces were sprayed with a neutral Earth color. I numbered the model #635, matching the later-era in-service photo that I had referenced the most.

A big thanks to the NYCSHS Modelers' Committee and Bethlehem Car Works for making this much-needed model a reality.



Completed model, aisle side; note prism windows, shades, and grab bars.



Completed kitchen(l) and dining room(r) end.



Completed model roof, kitchen end. (l) Completed painted underbody (r).



Modeling A Falls-Series 6-Bedroom/Lounge in N-Scale

Article by Tom Long

Photos by Tom except as noted

Introduction

During the Golden Era of passenger trains, dining and food service was an important part of the journey. It was during this period that first class lounges were a standard on New York Central premier passenger trains for the enjoyment of the first-class passengers. For this purpose, New York Central received the Falls-series 6-bedroom/lounge cars from Pullman Standard starting in the late 1930s.



Falls-series sleeper/lounge "Essex Falls" on the New England States in Boston in 1949.

These cars were delivered in 2 batches; the first 6 (Lot 6573, Plan 4086) were delivered in September 1939 for use on the Commodore Vanderbilt and Detrioter, while an additional 12 (Lot 6612, Plan 4068B) were received in August & September 1940 for general use. The only difference between the two batches appears to be some minor interior appointments. An excellent reference for these cars in *The Official Pullman Standard Library Vol. 2 New York Central*, by W. David Randal and William M. Ross.

I model the Boston & Albany in N-scale during this Golden Age of passenger trains, specifically 1947. The New England States

was the premier passenger train on the B&A in 1947 and as such was assigned a 6-bedroom/lounge for its first-class passengers. Photographic evidence shows a variety of 6-bedroom/lounges were used in this assignment, including those of the Falls-series. While a ready to run version of the cars is not available in N-scale, one can be easily built using car sides for Union Station Products and the American Model Builders core kit (note: Union Station Products now offers their own core kit as well). (www.unionstationproducts.com)

Carbody

The Union Station Products car sides kit includes laser cut white styrene car sides and clear styrene car side backing with a cut out section for the window glazing. The white and clear pieces are layered together to form the car sides.

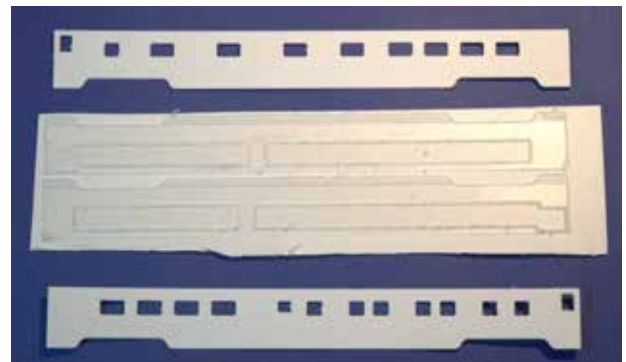


Photo of the parts comprising the Union Station Products car sides kit.

The intent of the non-window portion of this clear piece is to act as a backer to the white styrene car side base; this increases the sides to the proper thickness for the core kit. The clear styrene has a protective film on both sides that needs to be removed before it is glued into place. Using these car sides is pretty straight forward. First, remove and set aside the window strip

Modeling A Falls-Series 6-Bedroom/Lounge in N-Scale

from the clear styrene, remove the protective film from the rest of the clear styrene, and then glue this clear styrene to the back of the white styrene cars sides.

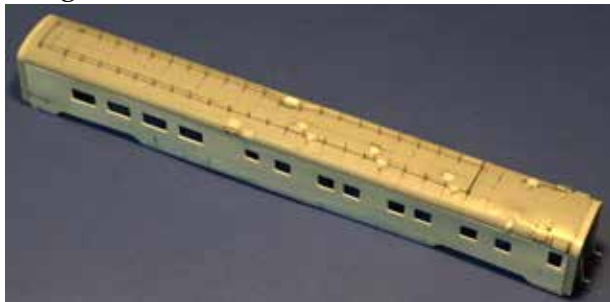


Here are the assembled cars sides. The clear backer has been added to the white car sides.

Next assemble the roof and ends from the core-kit. Then once the car side assemblies have dried, trim them to fit the core kit. When satisfied with the fit, glue the cars side onto the roof/end assembly using plastic cement. Note these cars were delivered with full width diaphragms and would have retained them in 1947. To model this feature, Des Plaines Hobbies full-width diaphragms were added.

Roof

With the carbody assembled, I focused my attention on detailing the roof; the first thing was to scribe the seam lines.



The roof with all details including scribed seams, vents, and antenna added.

Next the roof vents were cast using molds made from various ready to run passenger cars (in the case of the round vents, these were molded from the cars from Southern Pacific's 1937 Daylight by Kato). Then the antenna stanchions were added from the

Gold Medal Models Kato Smoothside Passenger Car detail set (160-26). Bronze wire of .008-inch diameter was used for the antenna. Grab irons were added from Gold Medal Models grab irons set (160-56).

Underbody

The underbody was constructed using the parts in the core-kit. The arrangement of these items was based on photographs and other reference material.



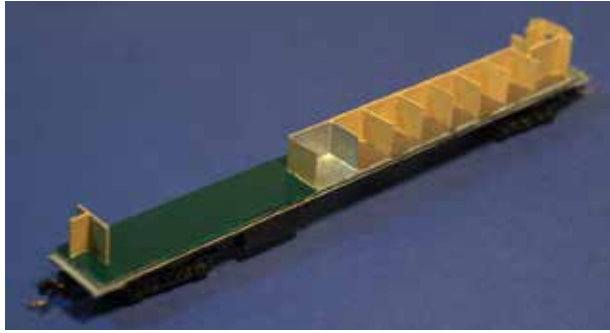
The assembled underframe. Details are from the American Model Builders core kit.

Not much detail was added as skirting with cover the view of most of it. Once the detailing was complete, the under frame was painted black.

Interior

A very crude interior was created using 0.015" styrene. This was mainly done to prevent the unrealistic see-through effect in the bedroom area. The walls and floors were painted in appropriate colors for these cars (beige for the bedroom walls, silver in the kitchen, and dark green for the lounge area). I didn't bother with furniture at this time, as I felt it was too difficult to see it through the windows (this is N-scale after all). I can always go back and add this at a later date if the mood strikes.

Modeling A Falls-Series 6-Bedroom/Lounge in N-Scale



The crude interior with walls from 0.015" styrene to prevent the see-through effect in the bedroom area. The walls and floors are painted in appropriate colors for these cars. Furniture may come at a later date.

Paint and Finishing

The cars were delivered in the 1939/1940 Twentieth Century paint scheme. This would have been fine for the model in 1947. However, I wanted to do something truly unique for the paint scheme. I decided to name the car Mahopac Falls, which was the first car to be painted in the experimental post-WW2 paint scheme in which the light and dark grays were reversed. In this scheme the body was now dark gray with a light gray band through the window panels. This paint scheme was a true gray reversal paint scheme, as the Aluminum striping, including the two pin stripes through the window band was retained. It was used for only a very short period before the simplified 1948 post-war scheme was adopted. Mahopac Falls was released from the paint shops on November 22, 1946. This meant it could have been run on New England States in the 1947 time period I model. As previously shown in the photo of Essex Falls, the Falls-series cars in this paint scheme did operate on the B&A.

Tru-Color New York Central light and dark grays are the correct colors for the NYC tone-tone gray scheme. First, I sprayed the model with light gray. I then masked off the

window band and sprayed the car with dark gray. Next, I masked the entire car sides and ends, leaving only the roof exposed. I then painted the roof black. The car was then sprayed with gloss coat in preparation for applying the decals.



The car is painted in two-tone gray with black roof. The decal stripes and lettering are yet to be applied.

All striping was done using Microscale HO 1-inch Aluminum stripe decals (set #91114); 1-inch in HO scale ends up being about 2-inch stripes in N-scale. I used the HO decals instead of the N-scale 2-inch stripe decals because the N-scale stripes consistently were printed too narrow. Striping the car was a slow and tedious task, but the results were worth it. Lettering was done in equally slow manner, letter by letter using Microscale silver railroad gothic alphabet decals (set #70104).

With all the decals applied, the handrails were bent from .008" bronze wire and attached using CA. They were then carefully brush painted using aluminum paint. Once complete, the car was then sprayed again with gloss coat to seal the decals, and then a coat of semi-gloss was added to slightly bring down the shine.

After the finish was dry, the window glazing section of the clear styrene from the kit was installed on the inside of the carbody and secured in place with canopy glue. Micro-Trains 4-wheel streamlined trucks with couplers were added to the underbody. The underbody was finally attached to the carbody, and Mahopac Falls

Modeling A Falls-Series 6-Bedroom/Lounge in N-Scale

was now ready to provide service to New York Central's first-class passengers.



Tom's beautiful, finished Mahopac Falls model, ready for service!



NYCS Modeling in 1957



Rail display by New York Society of Model Railroad Engineers.



West Point cadets, members of the Railroad Club at the Academy



Engineer Granddad continuing the tradition.



In 1957, like today, little girls love trains too.

NYCSHS 2024 Convention
Indianapolis Airport Crowne Plaza
April 26 - 28, 2024



Many NYCS Prototype and Modeling Presentations (Friday & Sunday)

Friday Model Railroad Layout Tours (10:00 - 3:00)

Interesting Tours Saturday (8:15am)

8 Hour Bus Tour - Indianapolis NYC/Big Four facilities in Franklin, Fairland, Shelbyville, Knightstown, Shirley, and Anderson. Some stops and some drive by. These are existing depots, some open for tours, a BigFour restored caboose, remaining NYCS locations and drive by for those that are not accessible. Photo opportunities at all locations.

Or

6 Hour Bus Tour - Indianapolis Union Station tour, Indianapolis NYC/Big Four Facilities, and lunch at Shapiro's downtown deli.

(This tour is limited to the first 25 people who sign up for it. - You must select it when registering.) Designed for those who want a shorter bus ride.

**No- Host Reception (5:00 pm) and Full Dinner (7:00 pm)
Guest Speaker Richard Baldwin
Annual Meeting**

Sunday

Model Train and Memorabilia Show (10:00 - 3:00)

Open to the Public

Modular Layouts

Many Model Railroad and Memorabilia Venders

Special Rates for Hotel Rooms

Indianapolis Airport Crowne Plaza

2501 S. High School Road

Indianapolis, IN 46241

Hotel completely renovated in 2023

\$125.00 per night, plus tax Thursday, April 25 - Sunday April 28

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Fee Shuttle from Indianapolis Airport

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Meals available in hotel and nearby restaurants

List of local restaurants to be provided at registration

Please continue to monitor the NYCSHS website www.nycshs.org

Last time we had a convention in Indianapolis was April 2004!!



New York Central System Historical Society

2024 Convention & Meeting

Indianapolis, IN – April 26 - 28, 2024

Registration Form

Please Print

Name of Attendee _____ Member # _____

Name(s) of Additional Attendee(s) _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

Country _____ Telephone _____ Email _____

Emergency Contact Name (Other than traveling companions) _____

Emergency Contact Phone Number _____ Relationship _____

Number of Attendees _____ Total Amount Paid \$ _____

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

For You: Filet Mignon ___ Chicken Marsala ___ Pecan-Crusted Salmon ___ Pasta Primavera ___

For Spouse/Guest: Filet Mignon ___ Chicken Marsala ___ Pecan-Crusted Salmon ___ Pasta Primavera

For Additional Family/Guest: Filet Mignon ___ Chicken Marsala ___ Pecan-Crusted Salmon ___ Pasta Primavera

Bus Tour Choices 8-hour _____ or 6-hour _____ *(6- Hour Tour- Limited to first 25 who sign up)*

See NYCSHS website for details of the tours. NYCSHS.org

Please send payment & registration to:

NYCSHS

Convention 2024

Ralph Schiring

16623 Oak Street

Omaha, NE 68130-2051

Please make checks payable to NYCSHS, Inc.

Registration Fee:

NYCSHS Members' (Including family members) cost is \$199.00 each for all activities including the Saturday evening banquet. Non-members can register at \$199.00 plus a fee of \$44.00 for a total of \$243.00. The extra fee for non-members covers membership in the Society for one year, including all rights and benefits, along with one year of the *Central Headlight*.

Hotel Rooms (Double or King) have been made available at the Indianapolis Airport Crowne Plaza \$125.00 per night plus tax. To qualify for this reduced rate hotel reservations must be made prior to March 29, 2024. Please call 1-317-244-6861 asking for a room at the Indianapolis Airport Crowne Plaza in the NYCSHS block. For a direct link to the hotel for booking your room, copy this link: [Click Here](#). Or copy the link below.

<https://www.crowneplaza.com/redirect?path=hd&brandCode=CP&localeCode=en®ionCode=1&hotelCode=INDAP&PMID=99801505&GPC=N4Y&cn=no&viewfullsite=true> You are responsible for making your own reservations. They are not included in this registration.

Details may change as we get closer to the convention.

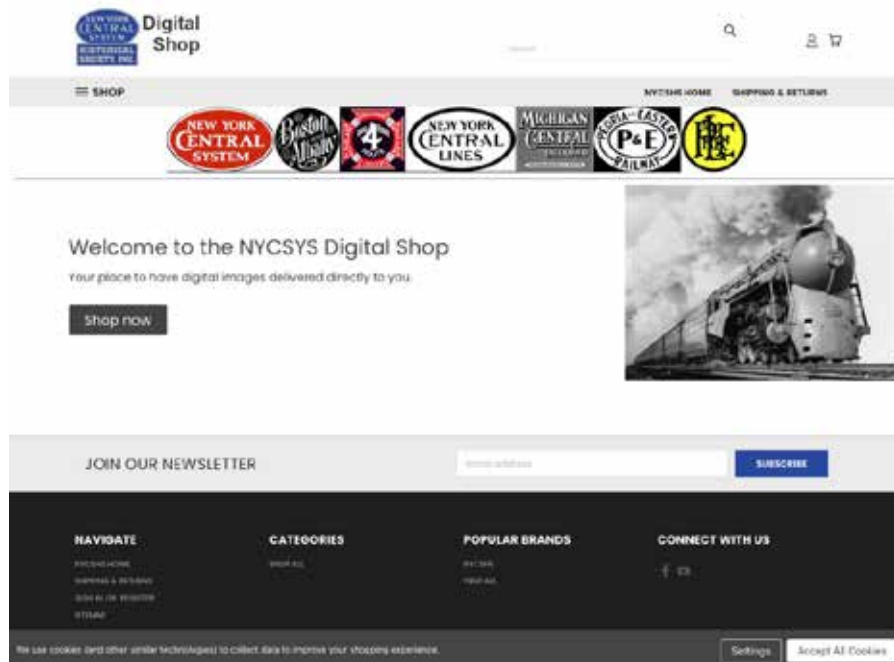
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Link to Digital Shop: <https://nycshs.omeka.net/>

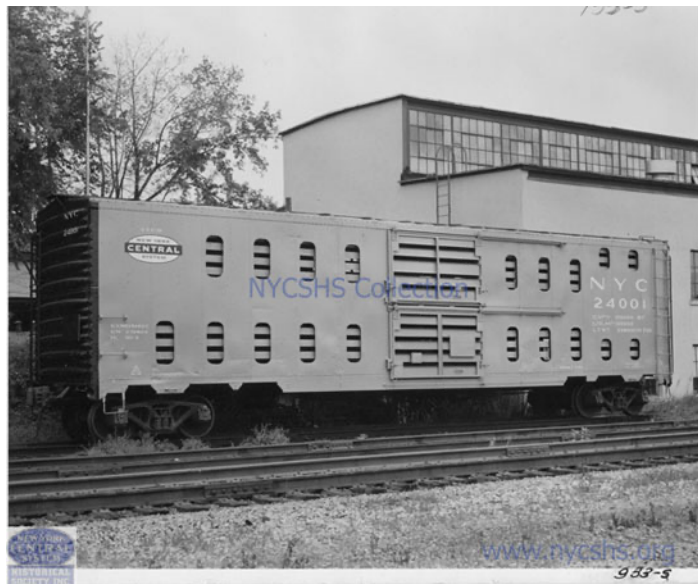
NYCSHS Digital Shop

**Here is an example of what can be found
in the NYCSHS Digital Shop!!!**

***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.

Building A USRA M/C S Boxcar Thoughts

Article by Al Werner

Photos by Al except as noted

Noel's note: Al is an excellent modeler and has been doing a lot of different projects over the last few months that we want to share with our readers. Unfortunately for us, Al is a much better modeler than a writer and with all of these projects he has had no time to write other than short emails to us. So, I am going to try to do this article about his boxcars for him. Part of the text is Al's, and some is mine. Some of the images may not be the best because we had to clip them from the Tichy instructions sheet. Al's words are in "quotes".

Tichy USRA Single Sheathed Boxcar Kit



INTRODUCTION

Long a favorite of modelers, this USRA design 50 ton single sheathed boxcar was also a favorite of its' era — 1918-1950's. References indicate that some 25,000 were built for twenty one railroads, by thirteen carbuilders. The railroad with the largest number of cars was the Pennsylvania, followed by the Chicago, Milwaukee and St. Paul. They were durable cars with a long life; in later years many variations resulted from rebuild programs.

This kit is an accurate "as-built" representation, with Andrews trucks, type K brake gear and vertical brake staff. The many published photos show variations that include Ajax brake gear (included in kit as modeler option), type AB brakes, and Bettendorf trucks. Andrews are included, but the later Bettendorf are also part of our product line.

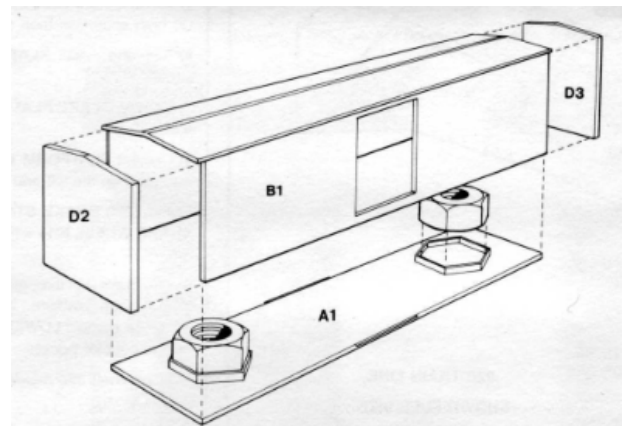
Parts' List

PARTS LIST	
Quantity needed in ()	
(1) 4026-A-1 FLOOR	(1) 4026-D-1 ROOFWALK
(1) A-2 CENTERSILL	(1) D-2 B END
(1) A-3 CENTERSILL	(1) D-3 A END
(1) 4026-B-1 CARBODYROOF	(2) D-4 COILSPR POCKET COVER
(2) 4026-C-1 DOOR CROSSBEARER	(1) D-5 DRILL PG
(12) C-2 CROSS-SILL CHANNELS	(1) D-6 BRAKE CYLINDER MOUNT
(2) C-3 TACKBOARD	(2) D-7 BRAKE LEVER SUPPORT LARGE
(4) C-4 ROOFWALK SUPPORT	(1) D-8 BRAKE LEVER GUIDE SMALL
(5) C-5 SPRING STEP	(1) D-9 BRANCH LINE PIPE
(2) C-6 TRUCK WASHER	(1) 3005-K-2 BRAKE CYLINDER
(2) C-7 LOWER DOOR TRACK	(2) K-5 BRAKE PLATFORM SUPPORT
(2) C-8 UPPER DOOR TRACK	(1) K-11 BRAKE PLATFORM washer & pawl
(2) C-9 WOOD DOOR	(1) K-18 BRAKE WHEEL
(2) C-10 STEEL DOOR	(1) K-20 BRAKE LEVER SHORT
(4) C-11 DOOR GUIDE PLATES	(1) K-21 UPPER BRAKE STAFF SUPPORT
(2) C-12 ROOF CORNER PLATFORM	(1) K-22 LOWER BRAKE STAFF SUPPORT
(2) C-13 BODY BOLSTER	(2) ANDREWS TRUCKS by Tichy
(2) C-14 ASSEMBLY STAND	(2) 3-56 self tapping screws
	(2) HEX NUT WEIGHTS
	1 length .010 wss. brake rods
	1 length .020 wss. main line/brake staff

Al Begins From Here

"This story begins last October when I suffered a heart attack at the age of eighty-two. Since then, until early January, I have been in all sorts of medical institutions. Just before I finally got home, I ordered a six pack of USRA Single Sheathed Box Car kits #6026 from Micro Mark. This evening marked the completion of assembly prior to painting and decal application next week. This collection of thoughts is not a detailed step by step business but rather what I have learned over the last few months."

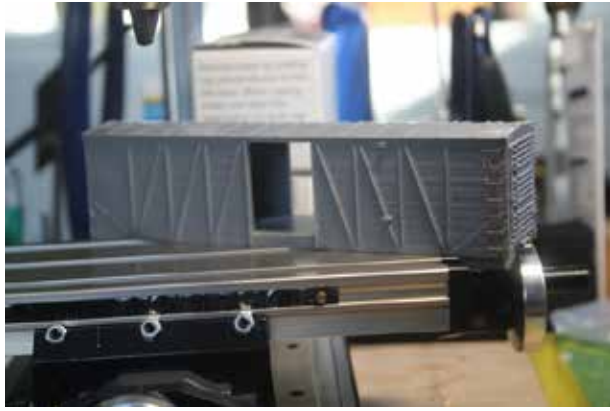
Al contacted me after he had already begun to assemble the six boxcar kits, so we jump into his project after he had assembled the sides, ends, and roof of the kit. And he was getting ready to install the grab irons on the cars.



This is an illustration from the Tichy instructions shown the assembly of the basic box of the car.

"Included(next page) is a photo of one of my USRA box cars by Tichy. Note the drop grab irons on the corner of the car. I had forgotten just how fussy installing these things can be. After several sessions of frustration, I finally got it figured out (I hope). Some hints for your consideration.

Building A USRA M/Cs Boxcar Thoughts



Al's boxcar with the box assembled and the first set of grab irons installed.

"1) Determine where the grab will go. Using a very sharp instrument, press a small indentation in the surface.

"2) Using a pin vise try a test hole. These irons used a 0.077". Too big is as bad as too small. Buy a lot of small drills. You will break some starting out.

"3) Here is the big hint! Each grab has two legs of equal length. Snip one leg in two. Holding the grab with needle nose pliers insert the long leg into the proper hole. Chances are the short leg will be very close to or in the other hole. This hint was given to me by the late Joe Mankowski who built the best rolling stock ever.

"4) Cut a strip of plastic stock which can be slid under the grabs. Press down the grabs against the strip. Then very carefully apply ACC, let cure for a minute, then remove strip.

"5) Let the assembly cure for a while then using a pair of small pliers bend the grabs so they are straight and level. This is touchy-feely stuff so be gentle."

"Included is a photo (**right top**) of the first three box cars. Note that the brake wheels, one door and stirrups haven't been added

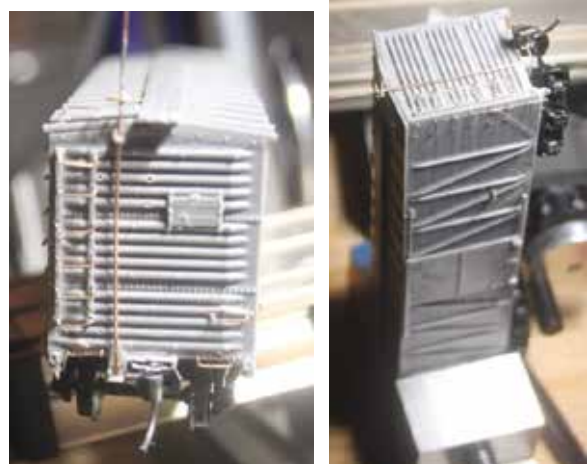
yet. Great weather to spend time at the work bench. Time for a cup of coffee."



The first three of Al's cars in various degrees of assembly.

"I finally completed the assembly of the first of (I hope) six USRA Outside Box Cars. It is a beautiful model and I look forward to painting and applying the decals. Actually, I have not added the cut levers because I have yet to locate the o rings to hold the levers. So, I will start on the second car for now."

"I wanted to take pictures, but the camera decided to quit. So here are a couple from before it stopped working."



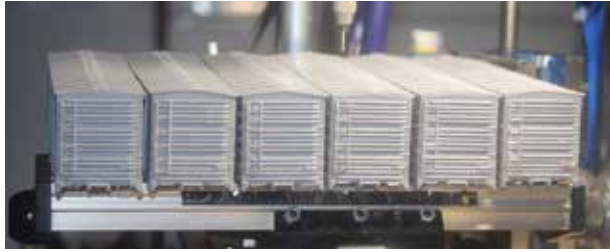
Two shots showing one of the boxcars nearing completion. Al's camera wasn't working during much of the assembly, so we are missing much of his work on the cars



This photo shows how Al assembled the brake wheel and shaft with the Blue vise holding wire

Building A USRA MCS Boxcar Thoughts

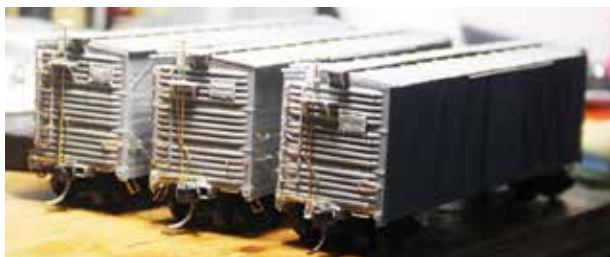
and plain vise holding brass brake wheel and wire in alignment for soldering.



Six cars after installation of grab irons.



Under body details Note strips on middle and bottom cars Note styrene stirrup mounting members in corners.

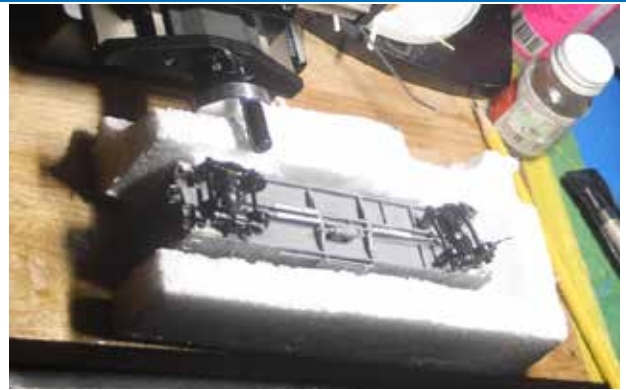


Three cars with completed details still requiring straightening

"It is almost one in the morning, and I think I will quit for now. Included are photos of my work bench."



In these two photos note the second box car in its homemade foam cradle. (Above & right top)



Al says he made a mess sawing some old packing material, but it does the job. Next to it is a small old drill press vise that was his dad's wonderful old tool.

"In the photo above is a wood tool holder where I can keep everything and avoid clutter. It takes a bit of discipline to put tools back when you are done with them, but it works better than before. I also have a dozen or so plastic boxes with compartments that I finally put labels on, so I don't have to grub through all of them trying to locate a small part."

"Seems like I have been at this for a long time. Anyhow in January I commenced building six USRA box cars by Tichy. In hind sight it has been a challenge. It has been fun so find out that these eighty-two-year-old hands can still handle the tiny parts in today's kits. Included is a photo of the four cars. Note the tooth brush. I used it to clean the contacts on the card."



Finishing the fourth of six USRA box cars.

Building A USRA NYC Boxcar Thoughts



Al is almost finished with five of the six USRA box cars and starting painting soon.

"Today is a happy day. Included is a photo of the first really completed USRA box car. Just finished adding the itty-bitty diagonal braces under the ends of the roof walk. Now to finish car number two."



First really completed boxcar.

"Adding the under-body detail to the last box car. It has been a long row to hoe. Decided that five of them will be decorated for the NYCS. One will be for the Tioga and Lake Erie, a fictional railroad I had many moons ago. I have learned a great deal about building kits that I didn't know just a short year ago."

Painting

"This evening I painted four of the boxcars. As is my habit with airbrushing I probably spent more time cleaning the darn thing than actually painting. Still haven't decided if I like the single action as much as my super-duper brush. It does clean up very

easily. I also decided to wear rubber gloves and it made things very nice."



Al's first car with the basic coat of paint.

Paint & Lettering: Cars painted with NYC red brown: TCP-221. Underbody and truck side frames coated with black car cement. Wheels and axles left unpainted and allowed to rust and gather road grime. Lettering all white.

"All I have to do is apply some decals, dull coat, and finish taking photos. Better quit for now. Great time of the year to do stuff like this."

Decaling

"Just put the first decal on a boxcar. Of the many activities in our hobby, I enjoy decals as one of the most fun. For starters I applied An NYCS oval, and it looks pretty good. When I was eight or so I remember building an UP passenger train from Strombacker requiring brushing lots of yellow paint. Drying."

"After application of decals which I had never really done before. I put on the nose decal and watched my work with pride. Then I observed with horror as the decal self-destructed into hundreds of tiny multi-colored particles. I came close to crying. Decals were not up to today's standards. We did not have Micro Sol or Set either. Any how the NYCS oval is settling down and should look good in the morning."

"It is five in the morning. I couldn't sleep so was wide awake at three. Spent the time applying decals to the second box car.

Building A USRA M/C S Boxcar Thoughts

Decal application is an art form, even more so the smaller the decal. These things are VERY tiny. This session went very well. Each one slid into place with almost no adjustment. Hope this continues. All I have left on this car is the small stuff on the ends. I'll do the Gloss and Dull coats later."

"Later today I airbrushed the last two cars brown and let them dry for a couple of days. I think today's paint and decals are excellent. Better brew some coffee."

"Almost finished with the box cars. That was a lot of decals. As you all know, due to my condition, climbing the basement stairs is not recommended for the time being."



All done except for a little touch up. Al was glad there were only four of them. He wondered if the Central had the square red REA signs on them. Al says that this is a great hobby.

Al's Thoughts About Building The Boxcars

First off is getting ready. You need some absolutely important items to build this kit.

"The most important is an Optivisor Set. When I initially began, I had a difficult time handling small parts. Finally figured it out. The magnification was too great. I reduced it by half, and everything improved a lot. The second important item is lighting. I purchased an LED desk lamp that is very bright, and I don't know how I got along without it. I leave it on all the time. During this exercise you will drop a lot of itty-bitty parts and tools and finding where they disappeared to can be a challenge. Please don't work above a shag rug. Do keep a bright flash light handy. It is easy to get too involved. Get up and wash your hands at least once an hour. Find some good music of your choosing, it helps."

Tools



This photo includes the hand tools used to build these cars. Al also purchased a Microlux Standard Duty Multi Speed Mini Drill press and a precision chuck. The days of broken drill bits are over. His work surface isn't much over a foot square. Three weeks ago, he received an eleven-drawer tool chest. He spent several days getting his tools organized, and things went much better for him after that.

Adhesives

"To glue plastic to plastic I use good old Testors liquid cement. I trim down the brush in the cap a little. Metal to plastic is held together with ZAP ACC Thin grade. I apply the ACC to the joint with a neat device called a Microbrush Fine and it is

Building A USRA NYC Boxcar Thoughts

usually possible to avoid gluing my fingers together.”

Final Thoughts

“The instructions do a good job of showing you how to assemble the body. An extra thought. Before attaching the ends to the sides, drill out all the holes for grab irons, roof walk end braces, brake platform braces, cut lever rings, etc. - you get the idea. It is much easier to open the holes up a tad with a sharp point then use the drill press to do a quick and accurate job. This hit me after the body was done and resulted in an awful lot of pin vise work. The kit provides little stirrup steps called C5 and they didn't seem to look like the pictures of real cars. I substituted A-line #29000 steps style A. I cut pieces of strip styrene to fit in the corner.”

“After a long dry time using my dividers I added properly spaced dimples and drilled them. The stirrups have to be angled out a bit, but the NYC did the same thing. Best of all, it is a strong installation. Good time to add the order boards and the NYC wasn't too fussy about how high on the end they placed them.”

“The roof walk went on easily. Make sure you trim back all the sprue bumps and the center on in the middle of the roof is sanded down. I placed a tiny dot on the top of each roof walk support, and everything lined up fine. The end walks fit great too. I managed to lose the envelope for the end walks, but I wish I had used O rings for the corner of the grab instead of trying to glue against the little bump. Just fussy, I guess.”

“It was at this point in the project that I drilled the grab iron holes for all six cars. The little hole template supplied was a real nice addition to the kit. I held it in place with adhesive tape and never had a

problem. As before, using the drill press made drilling the hundreds of holes much easier than a pin vise and never broke a drill.”

“There's probably more stuff but we will get to it later. Now let's go and build something else.”

“Hello Noel,

What a nice surprise, you did a great job of organizing my ramblings. I'll do better on the construction of the NYC Elkhart layout and station. *(Watch for these in future articles from Al.)*

Thank you, Al”



In February 1919, the NYC received 1,000 single-sheathed boxcars of the approved United States Railroad Administration design, a government agency to control materials usage during WWI. These cars were mostly of wood construction and 25 of the original cars were still listed in revenue service in July 1951.

Built by Haskell & Barker as Series 160000-160999. In 1937, the cars were designated as NYC Lot 376-B and renumbered to 277000-277999, and retted with Andrews trucks.

During the same period in 1919, Pullman-Standard built 500 cars for NYC's subsidiary Michigan Central as Series MC 80500-80999.

This section showcases some of our NYCSHS members' modeling. We request that you send us some photos of your models with a short caption. They will be showcased in this section. Send photos to: nfwiddifield@NYCSHS.org

Steve Lasher



Steve's next project. Turning this Akane USRA into a NYC H6 for fellow NYCSHS member, Greg Ricardi.



Three photos of the B11 6789 that Steve told us about in the last issue. It is now in its new home on Russ Weis's layout.

Ed Enyedy



Ed has been busy launching a new business offering 3D printed kits and these are a couple of examples of them.



Bob Keeler



HO-scale NYC class DRS-12A Alco RS-32 8026. Bob Keeler built this unit in the 1980s from a Tiger Valley cast metal kit. The fan screen came as a solid cast metal part with a thick backing which Bob filed down until he could see through the screen. He also added jewel marker lights. As Bob says, "this engine had a lot of tractive power."



Bob Keeler's HO-scale Tru-Line Trains NYC class DPA-6A Fairbanks-Morse CPA 24-4 "C-Line" 4500 with its unique B-B and A-1-A trucks.

Tom McHugh



Walthers HO-scale NYC Mark-IV passenger service Flexi-Van flat 9772 with trailers being loaded using an NYC truck tractor.

John Ruehle



HO-scale NYC Lot 908 60' ACF baggage-mail-express 3292, built in 1921 and running as the eighth car on NYC train 135, the "West Side Mail," westbound to Chicago in 1953. This car is carrying express enroute to Oakland, Calif. via Overland Route train 21, Overland Mail.



HO-scale NYC Lot 2143 Budd-built baggage-RPO Alonzo B. Cornell, built in 1941 for "Empire State Express" service but now running as the ninth car on NYC train 135, the "West Side Mail," westbound to Chicago in 1953. Though not indicated in the consist report, this car is most likely carrying mail for Chicago.



HO-scale NYC class DPA-1C EMD E-7A 4029 heading up a 1953 Southwestern Limited.



HO-scale NYC Lot 843 RPO 4867 built in 1914. John built this model from a Bethlehem Car Works kit.



Walthers HO-scale NYC Lot 2171 56-seat coach 2918 built by Budd in 1947 as part of an order for 60 cars.



The NYCS is a great railroad to model...



Photo and model by NYCSHS Member Paul DeLuca

Are you a fan of the New York Central System?

Are you interested in prototypical modeling?

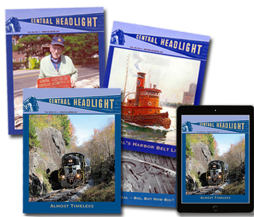
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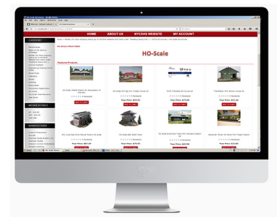
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New York Central System Historical Society

P.O. Box 126, Oak Creek, WI 53154-0126

2024 New Member Application

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Do you model the NYCSHS? <input type="checkbox"/> Yes <input type="checkbox"/> No		If yes, what scale?	
Please list any special interests:			
May the NYCSHS share your name and contact information with other NYCSHS Members? <input type="checkbox"/> Yes <input type="checkbox"/> No Your personal information will never be shared with outside parties.			

Check appropriate items and place cost in the right column, with the total at the bottom.

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	<input type="checkbox"/> Canada and Mexico with print and digital <i>Central Headlight</i>	\$40.00	
Inter- national	<input type="checkbox"/> International with digital <i>Central Headlight</i> only	\$25.00	
	<input type="checkbox"/> International with both print and digital <i>Central Headlight</i>	\$69.00	\$
Optional Additional Contribution: (check one and add to cost above)			
	<input type="checkbox"/> Contributing Member	\$26.00	
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Optional:			
	<input type="checkbox"/> 2024 NYCSHS Calendar (while supplies last) \$18.00 (Ohio residents add sales tax for the Calendar = \$1.44 or \$19.44 total)		\$
Total:			\$

Please make checks payable to NYCSHS.

You may also purchase your membership online in the Collinwood Shop <https://tinyurl.com/NYCSHSmbr>



New York Central System Historical Society

P.O. Box 126, Oak Creek, WI 53154-0126

2024 Membership Renewal Form

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Address:				
City:		State / Province:		
Postal Code:				<input type="checkbox"/> New Address
Country:				
Email:				
Phone:				<input type="checkbox"/> Home <input type="checkbox"/> Cell
May the NYCSHS share your name and contact information with other NYCSHS Members? <input type="checkbox"/> Yes <input type="checkbox"/> No				
Your personal information will never be shared with outside parties.				

Check appropriate items and place cost in the right column, with the total at the bottom.

2024 NYCSHS Membership: (January 1, 2024 to December 31, 2024)			
US	<input type="checkbox"/> US Regular with print <i>Central Headlight</i> only	\$44.00	
	<input type="checkbox"/> US Regular with digital <i>Central Headlight</i> only	\$44.00	
	<input type="checkbox"/> US Regular with both print and digital <i>Central Headlight</i>	\$59.00	
Canada Mexico	<input type="checkbox"/> Canada and Mexico with digital <i>Central Headlight</i> only	\$44.00	
	<input type="checkbox"/> Canada and Mexico with print <i>Central Headlight</i> only	\$52.00	
	<input type="checkbox"/> Canada and Mexico with print and digital <i>Central Headlight</i>	\$59.00	
Inter- national	<input type="checkbox"/> International with digital <i>Central Headlight</i> only	\$44.00	
	<input type="checkbox"/> International with both print and digital <i>Central Headlight</i>	\$88.00	
	<input type="checkbox"/> Charter Member ¹	\$40.00	
	<input type="checkbox"/> Life Member ¹	\$0.00	\$
Optional Additional Contribution: (check one and add to cost above)			
	<input type="checkbox"/> Contributing Member	\$26.00	
	<input type="checkbox"/> Sustaining Member	\$46.00	\$
Optional:			
	<input type="checkbox"/> 2024 NYCSHS Calendar (while supplies last) \$18.00 (Ohio residents add sales tax for the Calendar = \$1.44 or \$19.44 total)		\$
Total:			\$

Please make checks payable to NYCSHS.

You may also purchase your membership online in the Collinwood Shop <https://tinyurl.com/NYCSHSmbr>

¹ Life and Charter categories are for existing Life and Charter members only. Charter members have membership numbers 1 to 350. US Charter and Life members may choose between print and digital editions only, or add additional \$15.00 payment for both. Canada, Mexico, and International Charter and Life members will receive digital editions only unless renewing via the online Collinwood Shop.



Written by Noel Widdifield

Photos by MicroMark

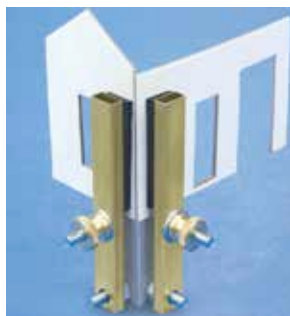
Clamps



Bucket of 100 Mini Clamps

Money-saving bucket of clamps contains one hundred 2-1/4-inch-long clamps. Strong springs hold securely while glue dries. Pivot tips adjust to match surfaces being clamped. 3/4-inch capacity with textured sure-grip handles. These are the most useful clamp

I use these in constructing my models and buildings. They have many applications and I have had this version of 100 clamps for many years. I couldn't do without them.



Original Right Clamp

- Greatly assists in the assembly of any modeling project
- Clamp holds parts at 90-degree angle
- Compact, lightweight, metal construction holds gently but firmly

- Pads protect delicate surfaces
 - End screw adjusts jaw to accommodate component thickness
 - Apply glue to seam through access notch
- This is another must have clamp. They make assuring right-angle construction of building walls accurate. I couldn't do without them.



Mini Plastic Clamp Set (Set of Four)

- Set of 2 each plastic clamps 7.5 inches and 3.5 inches
- Engineered using premium plastic materials for strength and durability
- Use the adjustable clamps to securely hold delicate objects tightly together to prevent them from moving or separating
- A mainstay in any professional DIY kit, these indispensable tools of the trade are your new go-to for assembling, holding and securing objects securely in place during your project
- Inch-marked side beams ideal tool for architects, graphic artists, designers, hobbyists, and crafters
- Notched jaws help to keep your project steady, while the easy-to-use quick release lock releases the jaws at a moment's notice

In closing, I would love to hear from you about those favorite tools that you could not do without. nfwiddifield@nycshs.org



New York Central System Historical Society
NYC Lines Magazine 1919- 1932 Order Form

Please Print

Name _____ Member# _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

Country _____ Telephone _____ Email _____

Number of Flash Drives Purchased _____

Check or Money Order Amount Attached \$ _____

Make all checks or money orders out to NYCSHS

DVDs are \$63.20 each for NYCSHS members and \$79.00 for non-members

Shipping is free. Ohio residents must pay 8% Ohio Sales Tax or \$5.06 per drive for members and \$6.32 for non-members. Non-US customers must order from out Collinwood Shop. (US currency only.)

Mail this form and check or money order to:

NYCSHS

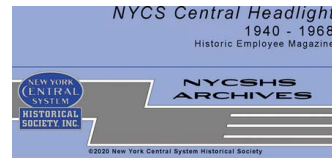
NYC Lines Magazine Order

P.O. Box 1597

Leesburg, VA 20177-1597



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



Please Print

Name _____ Member# _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

Country _____ Telephone _____ Email _____

Number of DVDs Purchased _____

Check or Money Order Amount Attached \$ _____

Make all checks or money orders out to NYCSHS

Flash Drives are \$40.00 each for NYCSHS members and \$50.00 for non-members

Shipping is free. Ohio residents must pay 8% Ohio Sales Tax or \$3.20 per drive for members and \$4.00 for non-members. Non-US customers must order from out Collinwood Shop. (US currency only.)

Mail this form and check or money order to:

**NYCSHS
NYCS Central Headlight Order
P.O. Box 1597
Leesburg, VA 20177-1597**



OBSERVATION CAR PHOTOGRAPHY SECTION



"The Elkhart Station"

Al finally finished his model of the Elkhart, IN station and will share that with us in the next edition.



Chuck Beargie Continues His Work On The NYC Franklin/Oil City



Chuck's Completed South Denmark Covered Bridge

Coming in the January 2024 edition of the NYCentral Modeler!





OBSERVATION CAR PHOTOGRAPHY SECTION



NEW YORK CENTRAL SYSTEM
HISTORICAL SOCIETY, INC.



The NYCS is a great railroad to model...



Photo and model by NYCSHS Member Paul DeLuca

Are you a fan of the
New York Central System?

Are you interested in
prototypical modeling?

Don't go it alone!

Great NYCS modeling support
from great NYCS modelers.

New York Central System Historical Society members' benefits include:

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

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



Central Headlight
Print & Digital Versions



NYCentral Modeler
Digital Download



Exclusive NYCSHS
Models



NYCSHS
Archives Flash Drives



NYCSHS
Online Store

First Time Memberships only \$25 for 2024!

JOIN TODAY AT NYCSHS.ORG



NEW YORK CENTRAL SYSTEM
HISTORICAL SOCIETY, INC.

DEPT. KSI • P.O. BOX 126 • OAK CREEK, WI 53154-0126



We are now taking 2023 memberships

Don't miss out on all the fun and knowledge available with memberships in
the NYCSHS.

Modelers, Fans, Researchers, Former Employees.

You find them all.

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



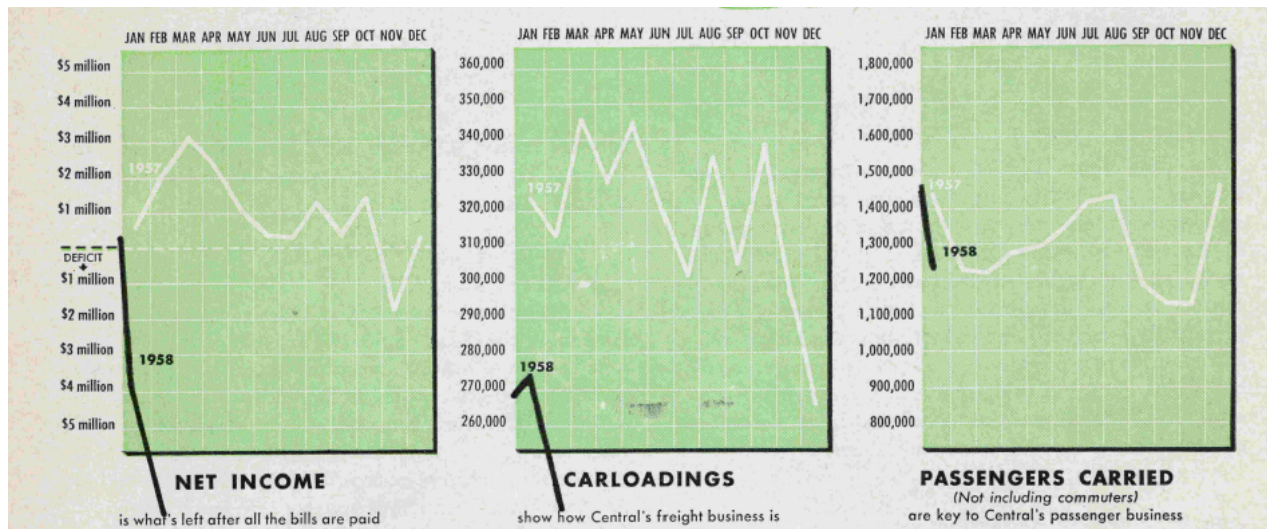
OBSERVATION CAR PHOTOGRAPHY SECTION



Scans from the "NYCS Headlight" Flash Drive



This ribbon cutting marked the formal debut of the Robert R. Young Yard with NYC president, Alfred E. Perlman and Indiana Governor Harold W. Handy joined Elkhart Mayor E. L. Danielson at the yard near where our NYCSHS 2024 Convention will be held.



These graphs tell the sad story of business for the NYCS in 1958. Things were not going well for the NYCS.

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

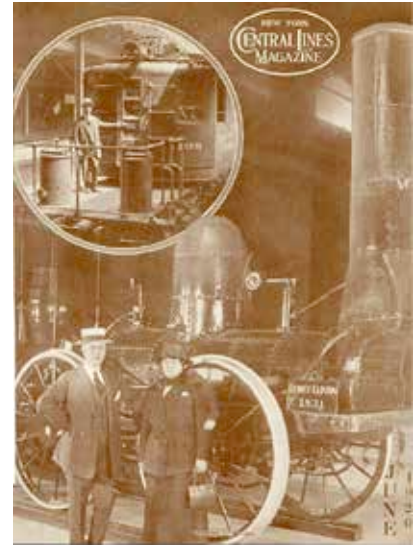
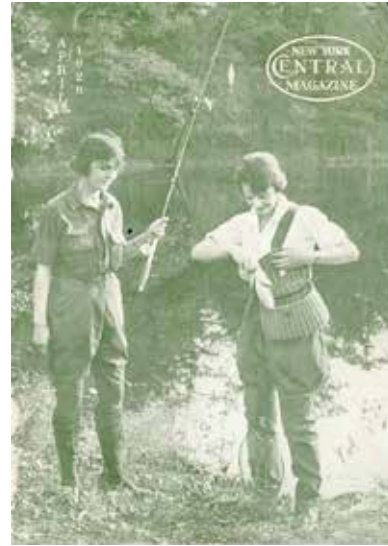
https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps-c_180.html (See page 94 for order form.)



OBSERVATION CAR PHOTOGRAPHY SECTION



Scans From The NYC Lines Magazine 1919 - 1932



Three covers from 1920 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.

Making Each Machine Produce More

To put into each machine in your shop its utmost power of production—this is the dominant idea behind all

Colonial Tool Steels

The right tool steel is the first aid to good work. And our work is to help you get this right tool steel—a steel that will enable you to handle each job easily, quickly, economically.

We would be interested in helping you attain greater efficiency in your shop—in selling you, not only tool steel, but also increased production.

Colonial Steel Company
PITTSBURGH BOSTON NEW YORK
PHILADELPHIA DETROIT
CHICAGO ST. LOUIS

Colonial High Speed Steel
Colonial No. 44
Special Tool Steel
Red Star Tool Steel
Colonial No. 2

ELECTRITE URANIUM

for Turning Tools

Here's a Man's Job

These good tools, of unexcelled work with a maximum diameter of two feet and a length of over eight feet, represent a turning machine which no previous tool steel could economically make. A Latrobe Electric Uranium tool, at the edge alone, takes a deep cut without danger to heavy cast or hot lathe cast iron.

Tools to this size higher in efficiency than the usual run of high speed steels, it is a significant fact that the depth of a cut is often limited more by the strength of the lathe than the capabilities of Latrobe Electric Uranium Steels.

Also power! It is power for your manufacturing plant and here also used for more facts.

LATROBE ELECTRIC STEEL COMPANY
LATROBE, PENNSYLVANIA, U. S. A.

Safe's Indago Club

IT'S YOURS TO KEEP THE

SAFE'S INDAGO CLUB

OVERSOLD AND GENERALLY

THE reason that the great

SAFES are so popular is that

they are the most reliable

and most efficient of all

SAFES ever made. They are

made of the finest steel

and are built to last. They

are the only safes that

are guaranteed for life.

A. F. STEEL & BROS.
PITTSBURGH, PA.

The 1920 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.

It 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> (See page 93 for order form.)



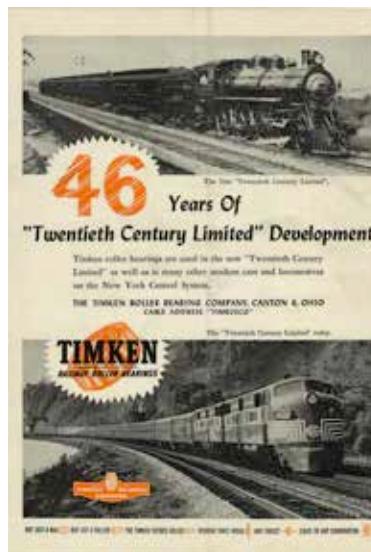
OBSERVATION CAR PHOTOGRAPHY SECTION



Vintage NYCS Advertisements & Posters



These ads illustrate some of the things that made the NYCS great in years past. These two ads were aimed at capturing the travelers along the Hudson from or to New York City and Chicago and other interesting places in the years after WWII. We would love to be able to travel back in time for this era of the NYCS.



In 1947 - 1950 the NYC was going after passenger traffic across the nation. These ads appeared in newspapers throughout the United States in the years after WWII. All aimed at making the huge investment that the NYCS had made in passenger cars at the end of WWII finally pay off.



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCentral Modeler Final Thoughts

We had some sad news as I am writing this section. One of our long-term directors, Dick Barrett just passed away. Dick has been a director for long time and was one of the directors who was always so supporting of our *NYCentral Modeler*. Back in the 1st Qtr. 2013, Dick shared an article about his model train layout with us. It was a wonderful story about his life long association with the NYCS and model trains. Dick had a wealth of knowledge and a huge amount of material and photos on the NYC in the West Albany shops. Dick will be greatly missed.

We are also well into the planning for the 2024 Convention at the Indianapolis Airport Crowne Plaza. We have some neat tours in the works, special hotel room rates, layout tours, an interesting guest speaker, a train show and many presentations not heard at our conventions before. The date is April 26 - 28, 2024. Mark your calendar but watch for more news on this in the next couple of months. Check out the info sheet on the convention contained in this issue. Get ready to register and join us next April. Last convention in Indianapolis was April, 2004.

The fall is always a time for modeling as we plan and execute our projects for the NYCS layouts we own or hope to complete. Keep us in mind as you do. Take photos, make an outline and send us the results of your hobby.

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

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

Thanks, Noel





OBSERVATION CAR PHOTOGRAPHY SECTION



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



The NYCSHS is offering a HO-scale kit of a Big Four caboose in two different versions produced by American Model Builders, makers of LASERKits®. This kit is exclusive to the NYCSHS and will not be available through normal hobby distributors.

Two versions of this HO-scale caboose are being offered, one with the standard tongue & groove siding, the other with plywood siding. The kits feature 100% laser-cut components with laser-scribed side and end walls, Tab & Slot and Peel & Stick construction, laser-cut underframe, end platforms, end railing, and brake wheels, cast resin platform steps and brake gear with fully illustrated instructions that provide information on painting and decaling the assembled model. In addition, the HO-scale kit provides for optional details such as side windows that can be modeled open or closed and a complete set of screen doors and windows. Decals provided allow the modeler to letter their caboose in all the common lettering schemes from 1904 through the 1960's.

The MSRP of these kits is \$64.95 and the NYCSHS member price is \$51.96 each plus shipping for either tongue & groove, plywood siding or a combination of the two is needed. The NYCSHS is offering these kits to members and non-members, and it will be the NYCSHS 2024 Convention model.

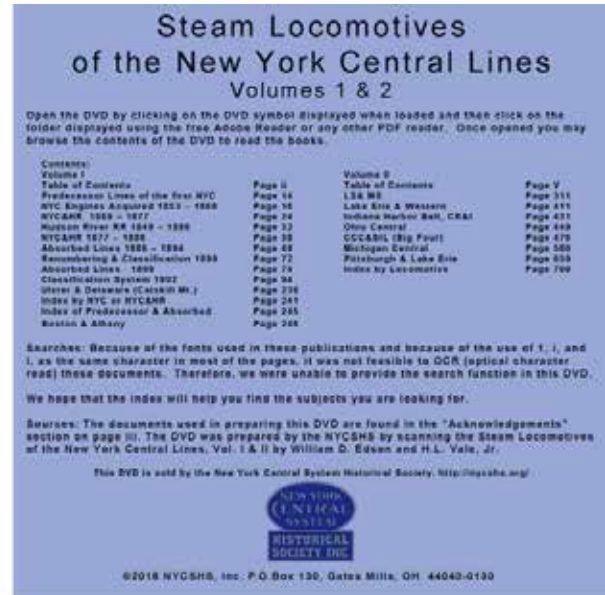
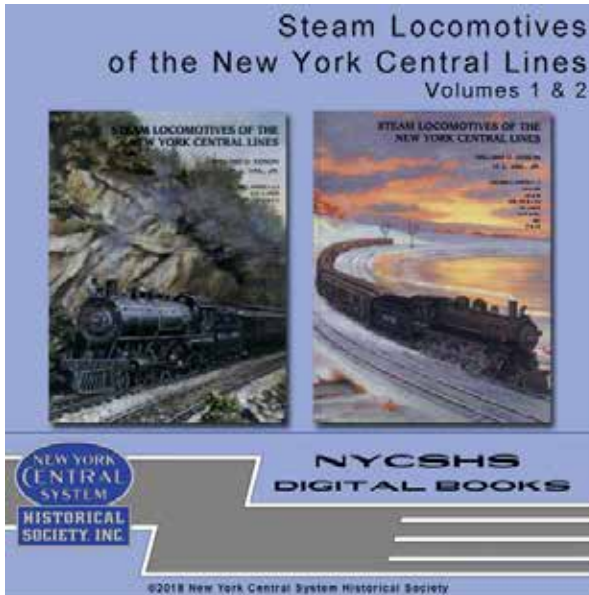
<https://www.nycshs.net/nycshs-models.html>



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.

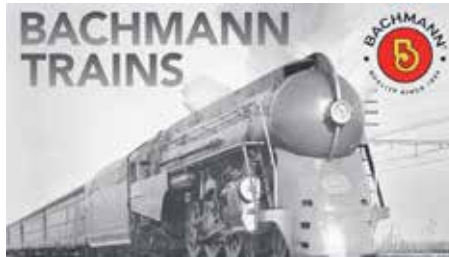
http://www.nycshs.net/NYCSHS-Books_c_53.html



OBSERVATION CAR PHOTOGRAPHY SECTION



Bachmann Dreyfuss Streamlined Hudsons



Entering service in 1938, the Streamlined Hudson was one of several locomotives that would come to define the Art Deco period of design. While the locomotive remained mechanically identical to previous, non-streamlined Hudsons, the styling by industrial designer Henry Dreyfuss updated the external cladding to rival the modern appearance of its early-diesel peers. The locomotive and matching passenger car sets were primarily used on the prestigious 20th Century Limited between New York and Chicago until being phased out in favor of diesel power in 1945. The Bachmann Dreyfuss Streamlined Hudson arrives with all of the authentic and interactive features found on the standard J3a Hudson, including dual-mode TCS WOWSound DCC with CD-quality audio, a Keep Alive" device for uninterrupted performance, and Chuffinity™ technology for prototypical load-based chuff intensity.

Features:

- DCC equipped for sound, speed, direction, and lighting control
- TCS true CD-quality audio in 16-bit 44,100Hz sound
- Keep-Alive" device that keeps your engine running during power interruptions due to dirty track or loss of electrical contact
- Voice-guided Audio Assist" programming tool for easy setup of almost all decoder functionality

Offered in two versions - four road numbers

(Boxpok Drivers #5445/5450 or Scullin Drivers #5450/5450)

TCS WowSound. DCC equipped

https://www.nycshs.net/Bachmann-HO-Scale_c_144.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.

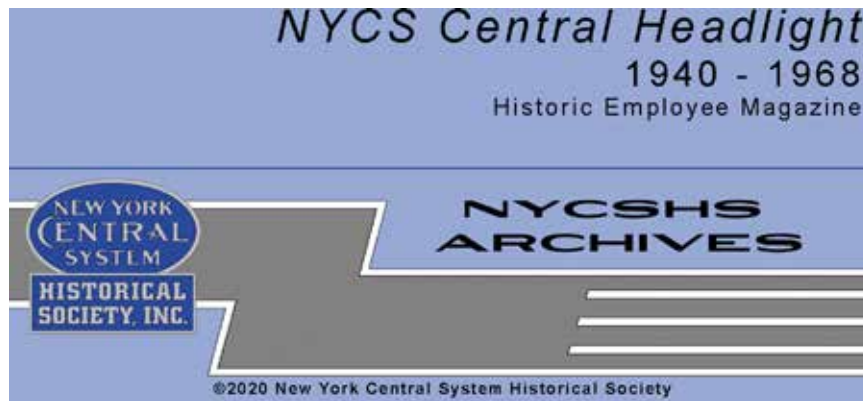
https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps-c_180.html



OBSERVATION CAR PHOTOGRAPHY SECTION



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



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

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

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

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

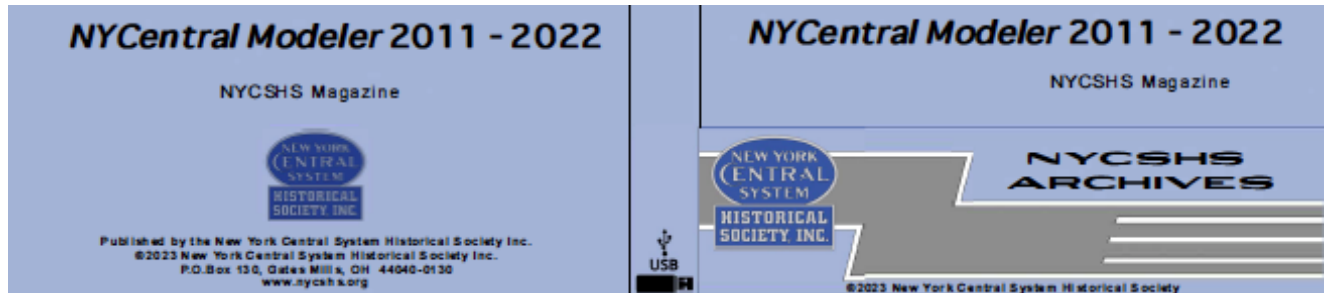
Available on a flash drive in the Collinwood Shop:

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



NYCentral Modeler 2011 - 2022 Flash Drive

All wonderful NYCS modeling on this Drive



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

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

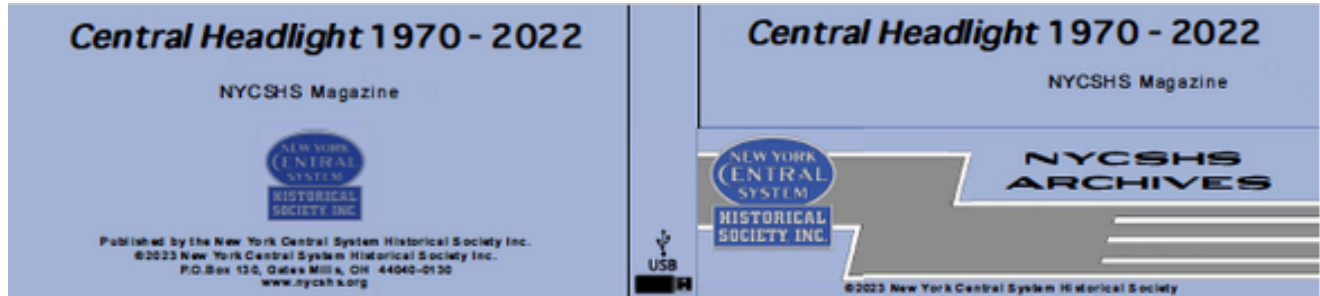
Don't miss out on this complete set of *NYCentral Modelers* produced through 2022. It contains many wonderful articles about modeling the NYCS and features articles written by both NYCSHS members and non-members who model the NYCS.

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

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



Central Headlight 1970 - 2022 on a Flash Drive *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

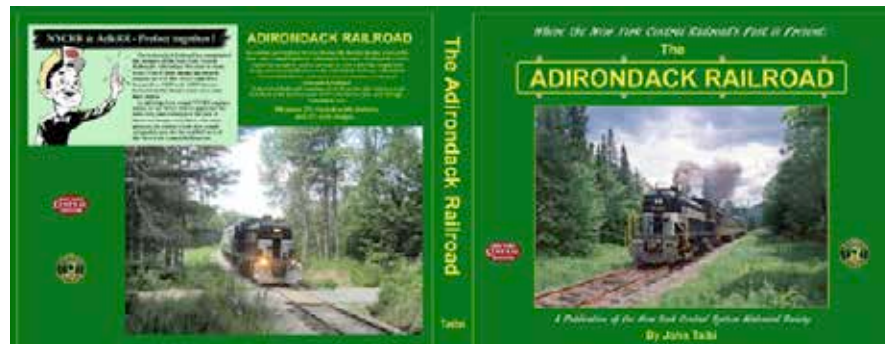
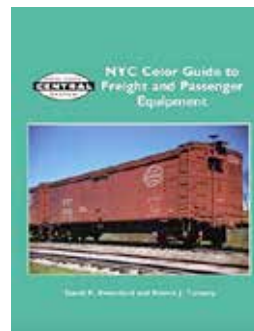
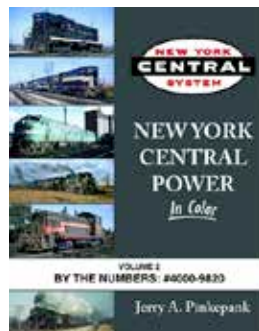
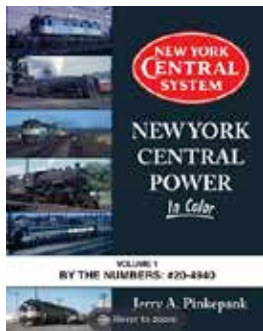
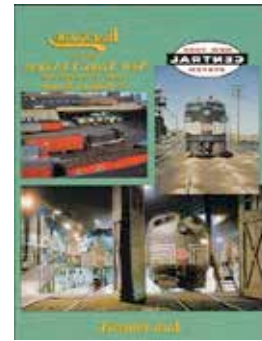
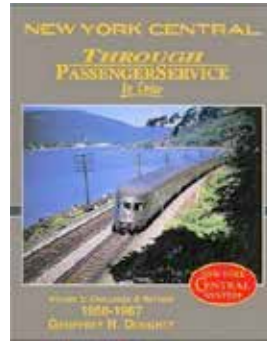
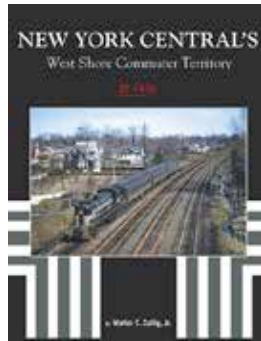


OBSERVATION CAR PHOTOGRAPHY SECTION



NYCSHS Has Many NYCS Books For Sale

20% Off on all Books for NYCSHS Members



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

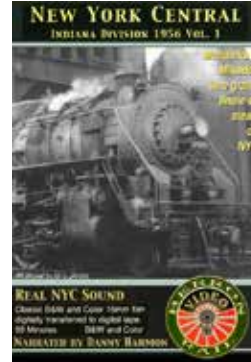
The Collinwood Shop has a very large collection of NYCS books available for purchase at the NYCSHS members' discount of 20% off MSRP. Shop for these wonderful books today at: https://nycshs.3dcartstores.com/Books_c_20.html



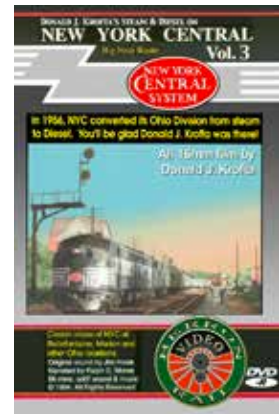
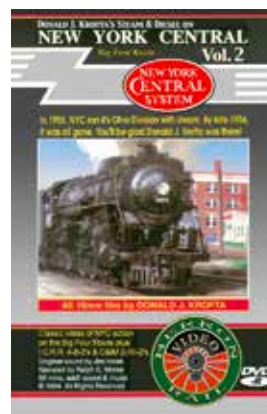
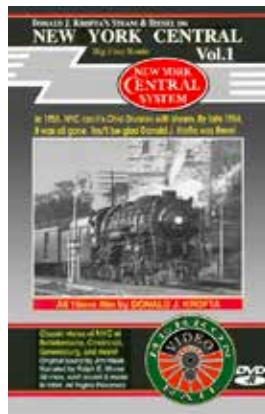
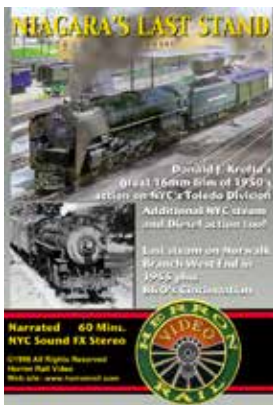
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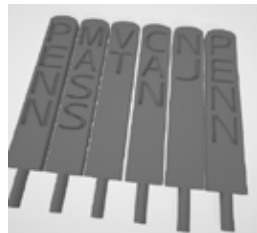
NYCS Whistle, Mile & Stateline Posts



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.

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Entering service in 1938, the Streamlined Hudson was one of several locomotives that would come to define the Art Deco period of design. While the locomotive remained mechanically identical to previous, non-streamlined Hudsons, the styling by industrial designer Henry Dreyfuss updated the external cladding to rival the modern appearance of its early-diesel peers. The locomotive and matching passenger car sets were primarily used on the prestigious 20th Century Limited between New York and Chicago until being phased out in favor of diesel power in 1945. The Bachmann Dreyfuss Streamlined Hudson arrives with all of the authentic and interactive features found on the standard J3a Hudson, including dual-mode TCS WOWSound DCC with CD-quality audio, a "Keep Alive" device for uninterrupted performance, and Chuffinity™ technology for prototypical load-based chuff intensity. Features:

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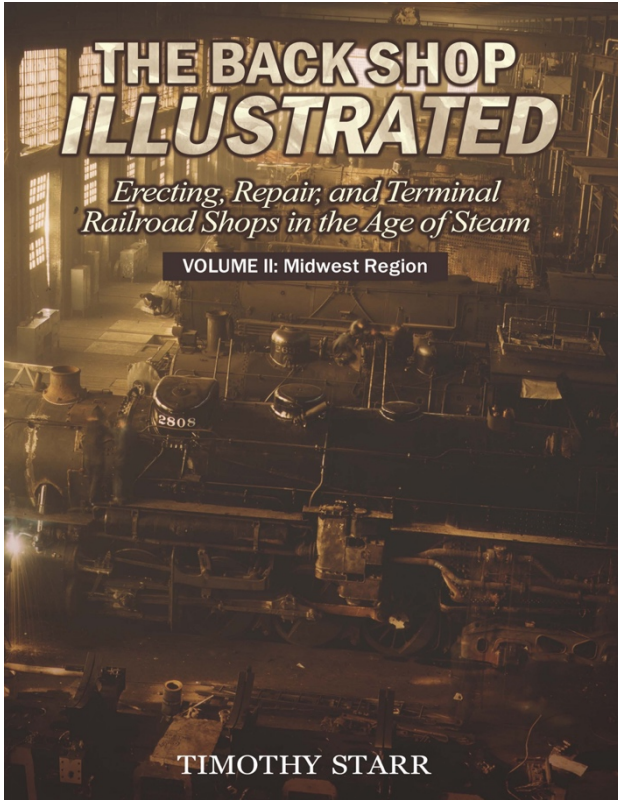
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The second volume of Tim Starr's well-received three volume series about steam railroad repair shops has now been released. The first volume covered the Northeastern and New England sections of the country. Volume 2 describes the back shops of the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

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

This fascinating, limited-edition book has 475 black and white photos, diagrams, illustrations, and maps gleaned from over a hundred sources,

and will make a welcome, if not essential, addition to any steam railroad fan's library.

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Chicago and Alton Railroad: Bloomington Shops

Chicago and Eastern Illinois Railroad: Danville (Oaklawn) and Chicago Shops

Chicago and North Western Transportation Company: Chicago, Clinton, Winona, and Proviso Shops

Chicago, Burlington and Quincy Railroad: Aurora, Galesburg, Hannibal, West Burlington, and Havelock Shops

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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 1st Qtr. 2024 edition. You should be doing a more with your layout or modeling during these coming winter 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 November 15, 2023. nfwiddifield@nycshs.org

Preview Of 1st Quarter 2024 issue



Chuck Beargie returns with a bridge and cemetery on his NYC Franklin/Oil City

Always looking for good articles and photos for the 1st Qtr. 2024 edition. Let us see your handiwork.



Al Werner is an excellent modeler and tends to do his best work at night it seems. Take a look at his Elkhart, IN station in the next edition.

