Another Great NYCSHS Magazine For NYCS Modelers!!!!

NYC MODELER

Brian Vangor's Dunwoodie Station in O-Gauge, Part 2,

Page 34

- The Dunwoodie Station in O-Gauge, Part 2, by Brian Vangor p. 34
- Big Four (CCC&StL) Hoppers Kits, by Joel Richardson p. 37
- NYC Signals for Modelers, Part 2, by Alex Schneider p. 47
- NYCSHS Workshop, by Brian Scace p. 54
- Comments From a Dutch Uncle, by Tom McHugh p. 56
- Improving a Rivarossi 10-6 Sleeper, by Russ Weis p. 62
- Modeling NYC Diesels in O-Scale – Part 3, by Brian Scace p. 71

From the Cab p. 5
Extra Board p. 6
What's New p. 11
NYCSHS RPO p. 27
NYCSHS Models p. 66
Observation Car p. 79
Final Thoughts p .83

NYCentral Modeler

A QUARTERLY DIGITAL PUBLICATION FROM THE NYCSHS

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

www.NYCSHS.org

www.NYCSHS.net

- *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. 2026

NYCentral Modeler
A QUARTERLY DIGITAL PUBLICATION FROM THE NYCSHS

On the Cover of This Issue

Dunwoodie Station in O-Gauge – Part 2

Author: Brian Vangor

Improving a Rivarossi 10-6 Sleeper

Author Rus Weis with modeling help from Steve Lasher

And Many Great NYCS Articles Inside

Celebrating 56 Years as the Premier Historical Society

NYCentral Modeler

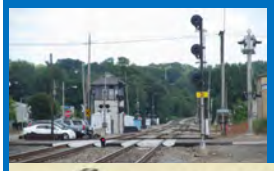
The *NYCentral Modeler* focuses on providing information about modeling of the railroad in all scales. Each issue features articles, photos, and reviews of NYC-related models and layouts. The objective of the publication is to help members improve their ability to model the New York Central and promote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

4rth Quarter 2026
Volume 17 Number 4

Table Of Contents

Dunwoodie Station in O-Gauge – Part 2, by Brian Vangor, Page 34

Big Four (CCC&StL) Hopper Kits, by Joel Richardson Page 37


NYC Signals Overview for Modelers, Part 2 by Alex Scheinder Page 47

By Brian Scade Page **54**

Comments From A Dutch Uncle, by Tom McHugh Page **56**

Improving a Rivarossi 10-6 Sleeper, by Russ Weis Page 62

Modeling NYC Diesels, Part 3, by Brian Scace Page 71

From The Cab p. 5
Extra Board p. **6**
What's New p. **11**
NYCSHS RPO p. **27**
NYCSHS Models p. **79**
Observation Car p. **97**
Final Thoughts p. **83**

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 branch line 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 19 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, Alex Warshal, Mike Vescelus, Charlie Newton, Vic Roman, Noel Widdifield, and Rich Stoving.

We have released over 900 models at up to 20% off MSRP to NYCHS members and have sold more than 6,000 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://www.nycshs.net/

If you have some ideas for new models, contact us at: salakin@nycshs.org

Greetings from the NYCSHS President

Alex Schneider NYCSHS President

This summer I actually got to do some modeling…and preparation for more.

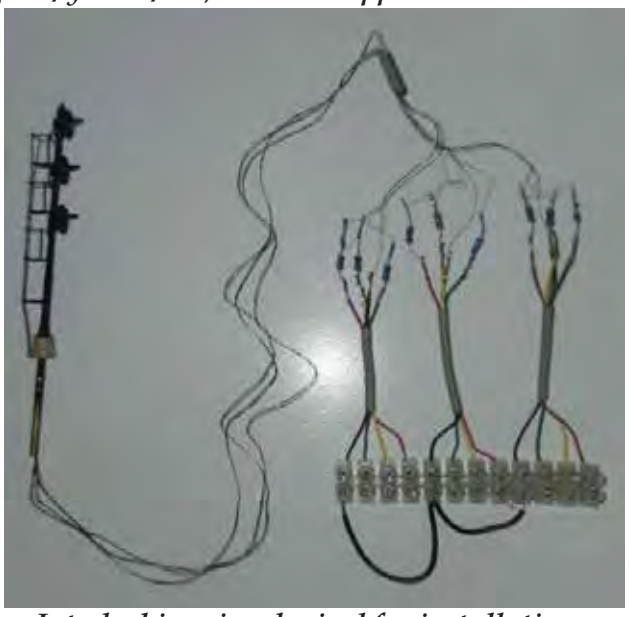
As some of you noticed at the convention last May, I took the N Scale Architect "Lines West Station" and adapted it to a location up against the wall – half as deep and twice as wide as the original design. It's certainly not a replica of the Kalamazoo station, but it's probably the closest kit I can find. It's a little like theatrical scenery. I'm also working on a humbler wooden station, combining freight and passenger facilities. I carved out the back of the agent's office as a battery room – probably used for storage by the 1950s but essential earlier when the telegraph was the only electrical apparatus in the town. I was glad to have the authentic NYC MOW light and dark green paints, by TCP, which I got from the Collinwood Shop.

My two-part article on signals attests to my long interest in the subject, and I have found a vendor who makes a NYC two track cantilever bridge configured for either block or interlocking. I needed the latter: a single head on the left track, and a three head mast on the right which I will wire for G/Y/R on the top head, R on the middle, and R/Y on the bottom, because a diverging route into dark track leads from the latter. Each head is a tri-color LED with four magnet wire leads, which connect to dropping resistors and then to the control system. For the present I will use a multi deck rotary switch with positions for "all stop" and for each of the possible routes through the plant. The vendor, Model Memories, http://modelmemories.com/ has specialized in electrical and signal equipment of Northeastern railroads and I was delighted to stumble upon one of his kits on eBay. However, the signal bridge was custom built for my purposes.

I hope that you are finding interesting modeling projects and join Noel in encouraging you to write about them, or possibly to create a clinic for the convention in Springfield MA, May 20-23, 2027, in conjunction with the Northeast RPM meet.

Alex Schneider
NYCSHS President

Interlocking signal displaying Rule 281A, green/yellow/red, Advance Approach Medium.



Interlocking signal wired for installation.

From the Cab

As I finish up this latest edition of the *NYCentral Modeler*, I am reflecting on the 66 previous editions of this magazine. It brings to mind the first edition that I worked so hard to figure out what I needed to do to make it happen. To do that I had a lot of help from the editors of the PRR and P&LE historical societies. They provided what I needed, and the rest is history.

Over the years, I have had tremendous support from a variety of NYCSHS members including those listed on page three, the NYCSHS board, and several others that are no longer with us. I would not have been able to continue to publish this magazine without them.

We have also been blessed with numerous member writers who have provided the excellent articles on NYCS modeling that we have included in these 66 editions. We have been especially blessed by several dedicated authors who always come through when we need an article.

So, in the next couple of months get out one of your new model purchases, or even one that has been on a shelf for many years and start the model and an article for us at the same time. Keep notes and take several photos of each step, then combine them into an interesting article for the *NYCentral Modeler.* We can provide advice and all you need to write one!

If you have photos or models that you haven't shared with us in past editions, please consider contacting us to shown off your NYCS modeling with us.

If you are interested in contributing, please contact me at: nfwiddifield@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.

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

NYCSHS Website: www.nycshs.org

NYC Drawings: Tom Gerbracht: trgerbracht@nycshs.org

NYCSHS Books https://www.nycshs.net/Memberships_c_14.html

NYC*entral Modeler*: Noel Widdifield: nfwiddifield@nycshs.org

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

Brian Vangor - The Dunwoodie Station In O-Gauge

Page 34

Brian R. Vangor was born and raised in Yonkers, NY. He got his first Lionel trains for Christmas in 1960 (and still has them). He received his mechanical engineering degree from Manhattan College in the Bronx and began working at the Indian Point Nuclear Power Plant in 1980 at age 22. He obtained his Senior Reactor Operator's license in 1983 and is now wrapping up his 46th year at Indian Point.

Brian now has over 100 Lionel locomotives, 500 pieces of rolling stock and 30 transformers. His passion is restoring old Lionel trains and giving them a new life. A Putnam Division Railroad enthusiast, he co-wrote "The Old Put" with Joe Schiavone in 2007.

Joel Richardson – Big Four (CCC&StL) Hopper Kits

Page 37

Growing up in Marion, Illinois in the 1980s, the railroad was quite literally right outside Joel's door. His childhood was shaped by the MoPac next to his house where blue locomotives rumbled past, hauling coal drags and locals for the Crab Orchard & Egyptian Railroad. In those days, Canadian-built 2-8-0, #17, which borrowed an Illinois Central three-chime whistle, originally made at the Paducah shops and worn by IC 2807.

His grandfather helped shape a lot of his interest in railroading. He kept a bookshelf filled with railroad books and magazines that Brian perused constantly. By the 90s, railroading became a respite. Whenever he wanted to abscond from homework or other obligations, He would head over to the CO&E. By then, No. 17 had been sold and replaced by EMD SW1 #6 and SW1200 #1161. Climbing into the cab and riding along for local switching chores was always a welcome escape. When he wasn't killing time on the real railroads, he was happily loitering at the local hobby shop, Chuck's Depot

Around 1994, he bought his first Athearn freight car kit at Chuck's Depot using lawnmowing money. This would be the start of many more model train purchases to come. By the time he was a freshman, Chuck gifted him an old MoPac layout. a set of engines and some rolling stock to keep his interest going.

In the summer of 1998, he secured full-time employment with CO&E doing track work by way of manual labor. It was quite the character-building experience before starting his senior year of high school. He swung a spike maul, worked a pry bar, pulled old ties, set new ones, and drove spikes. He is fiercely proud to have done it and is grateful to the men and women who still do. By 2001, he had started purchasing higher-end models like Proto-2000s and building a double-track, point-to-point layout in the basement. He enjoyed this layout for three years before college and careers got in the way. After graduating, he rejoined the workforce and after a few years, decided it was high time to kick the model train pursuits into high gear. In his purchases, he focused primarily on the Illinois Central, alongside regional lines like the Missouri Pacific, Gulf, Mobile & Ohio, and the New York Central, with a strict focus set around late 1957 and early 1958. The goal is to model the Illinois Central's St. Louis Division, Centralia District between Carbondale and Cairo. He assures the NYC fans that there will be plenty of yard work and interchanging at Cairo as well as some Big Four run-throughs on the IC. His next phase will be the design of the layout.

Alex Schneider – NYC Signals Overview for Modelers

Page 47

Alex Schneider has been a member of the Society for over 40 years, as well as an active model railroader. He joined the Modeling Committee several years ago, focusing on passenger car projects. He joined the Board in 2025 and has been President since June of that year. He has also written for the *Central Headlight* and the *NYCentral Modeler*. He belongs to the National Model Railroad Association and volunteers at the Illinois Railway Museum as a conductor at the Pullman Library. Alex grew up in Kalamazoo, Michigan, and regularly rode the NYC as a passenger between 1948 and 1968, when it merged into Penn Central. Since college he has lived in Chicago and its suburbs, working as an electrical engineer at Commonwealth Edison, an electric utility, and in consulting roles.

Alex models the Michigan Central line between Kalamazoo and Porter IN, with branches to Three Rivers and Allegan. Current projects include kitbashing the Lines West station, brought out by the Society a few years ago, into a stand-in for the Kalamazoo station, and designing a locking bed for an interlocking at BO Tower. He will be presenting a clinic, "Layout Friendly Bridges", at the Society convention in Kalamazoo in May.

Tom McHugh – Quest For Fire Revisited

Page 56

Tom grew up in Delmar, NY and was actively involved in photography of rail subjects until the early 90's. He remained active with photography both rail and now primarily aviation and he can frequently be seen (and photographed) with his classic 4x5 Graphic cameras.
His first train was the Lionel USMC set in 1958. He later graduated to HO, and by the 70's he was building Hobbytown of Boston diesels and Ambroid kits. After graduation from Nursing school, marriage, and anesthesia school, the first house with a suitable basement came at a time when his son developed an interest in tinplate, and they built a dog bone track plan. Due to many cross-country moves for career, he has never built his dream layout and is currently working on modules that he hopes to use toward the NMRA Golden Spike Award. This is Tom's forth article in the *NYCentral Modeler*.

Russ Weis – Improving a Rivarossi 10-6 Sleeper

Page 62

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

Steve Lasher -Improving a Rivarossi 10-6 Sleeper

Page 62

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

Brian Scace – Modeling Diesels in O-Scale Part 3

Page 71

Brian Scace is retired after 31 years of Federal service, both in and out of uniform, a career change made after a very short, educational, and ill-timed attempt at railroading the mid-70s. In addition to that career, he has worked in the model railroad industry since the late 1980s as a layout designer, painter, custom builder, "brass-dealer", and author. He retired from the hobby industry in 2018 after two five-year stints as editor of *O Scale Trains Magazine*.

He is a life member of the NYCSHS and has written for both the *Central Headlight* and the *NYCS Modeler*. He has been modeling in US 1/4" scale and UK 7mm for over 60 years and is enjoying being a hobbyist again, building and maintaining the layout that is home for the Susquehanna Valley Switching & Supper Society, a proto-ops club in south-central Pennsylvania.

Picture Yourself Here With the Title of Your Article and a Page Number

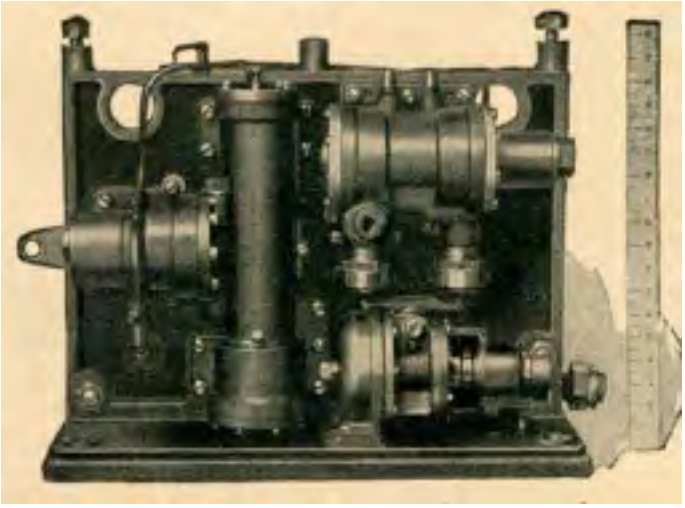
We know that you are a great modeler, and we would love to see some of your work here in the *NYCentral Modeler*. Articles are pretty easy to do, and our readers would love to hear about your layout, collection, and your modeling skills. All it takes is for you to take a few photos of your layout and then write about it. Developing an outline helps keep you on track. Or if you are building something for your hobby, just take photos as you build and then write the article from the photos. If you have a collection, photograph some of your favorites and then just write about how and why you have collected what you have. We can send you some material to help you with writing the article and tips on how to take excellent photos to go with the article. We are prepared to help you to write a great article to share with all of us. Just contact me at: nfwiddifield@NYCSHS.org

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

Hall of Heroes

Joel Richardson is a first-time author in this edition. He provided an excellent article on a some CCC&StL hopper modeling for us. He will receive one of our NYCSHS Author t-shirts. We need more first-time authors to share their modeling with us and get a T-Shirt for writing their first article in the magazine! This edition also has several veteran writers for the *NYCentral Modeler*!

NYCentral Modeler –"Mystery Photo"



Tell us what you think this is and where it was located. Send your answers to nfwiddifield@NYCSHS.org

We know you will enjoy the five articles, the other features and the NYCS Workshop in this edition.

They have been provided by four of our regular writers and the one from the newest contributor, Joel Richardson.

Each time I finish one of these editions I begin to look for the articles to begin the next.

As I look ahead to the Jan 2027 edition, I find that we have only one article in hand.

We need for some of you to step up and do your best to provide us with articles and photos so that we can continue to publish the *NYCentral Modeler* for your continued enjoyment.

Please work with us to send us an article or a series of photos for our "Members Photos" section.

Send those articles and photos soon to allow us to continue to publish this great magazine for NYCSHS modelers. Send them to the editor at nfwiddifield@nycshs.org We can help you with writing the articles and taking the photos. Just ask us for help if you need it and please send us some so that we can continue to publish for your enjoyment.

56th Annual Convention

New York Central System Historical Society

In partnership with the New England/Northeast

Railroad Prototype Modelers Meet

Thursday, Friday, Saturday, & Sunday • May 20-23, 2027

TENTATIVE SCHEDULE

Thursday, May 20	Registration Opens at 5 PM Clinics in the evening
Friday, May 21	Registration Opens at 8 AM Clinics throughout the day Collinwood Shop/Vendors open Model Display room open
Saturday, May 22	Registration Opens at 8 AM Clinics throughout the day Collinwood Shop/Vendors open Model Display room open Evening Banquet, with guest speaker
Sunday, May 23	Layout Open Houses

More than two days packed with…

- Prototype presentations featuring information about the B&A and NYC
- Modeling clinics, tips, and techniques
- Collinwood Shop, manufacturers, and select vendors
- Huge model display room
- Area layout tours and open houses
- NYCSHS Banquet; other meal options include breakfast and lunch
- Annual NYCSHS Business Meeting
- Plenty of camaraderie and conversations, keeping the memory of the **New York Central System** alive, renewing old acquaintances, and introducing members to a few new modeling techniques

Convention Location:

Sheraton Springfield Monarch Place Hotel

One Monarch Place • Springfield, Massachusetts

N-Scale Locomotives
Kato

New York Central Jet RDC M-497

This is the M-497 Black Beetle, also known as the Jet-Powered RDC! This was an experimental jet powered railcar which was built for the New York Central in 1966. The Jet RDC was constructed in about 30 days with a miniscule budget of $35,000, a couple of jet engines, and adjustments to the Budd Rail Car. The Black Beetle was tested on straight tracks in the Midwest, and on July 23, 1966, it reached a speed of 183 mph.

Even though the performance was technically impressive, it also wasn't really viable because of inconsistent quality of track throughout the US. Development on the project fell through because of the merger between the New York Central and Pennsylvania Railroad.

Features

- Jet engine lights up when moving in the forward position
- Smooth running performance
- Unique streamlined look reminiscent of the 1960s
- KATO knuckle coupler on the back to connect to regular rolling stock
- Upgradable with interior light
- Compatible with a special Sound Card for the KATO Soundbox (Sold separately

MSRP $345.00 but many variations and different prices for each. Pre-Order - Expected Delivery March 2027

These are not available through the NYCSHS

N-Scale Rolling Stock
Buford Shops

NYC USRA Two-Bay Hoppers

Bluford Shops is announcing a new group of runs on our N scale USRA 30'6" 2-Bay Hopper. New York Central had 11,533 of these hoppers. This combination of freight car brown paint with the black background on the New York Central System logo was applied to these hoppers during the Second World War. This classy paint scheme is available in 6 road numbers.

Features:

- Die cast slope sheet-hopper bay-center sill assembly
- Injection molded plastic sides, ends, and hopper doors
- Fully molded brake tank, valve and air lines
- Coal load; lever-style hand brake
- Body mounted magnetically operating knuckle couplers; close coupling; and metal wheels.
- Available in six road numbers.

MSRP $36.95 Expected delivery Early 2027

These are not available through the NYCSHS.

Big Four USRA Twin Bay Hoppers

Big Four (the Cleveland Cincinnati Chicago & St. Louis) was the largest of the New York Central subsidiaries. They took delivery of one thousand of these USRA hoppers just as the war was coming to an end.

Features:

- Die cast slope sheet-hopper bay-center sill assembly
- Injection molded plastic sides, ends, and hopper doors
- Fully molded brake tank, valve and air lines
- Coal load; lever-style hand brake
- Body mounted magnetically operating knuckle couplers; close coupling; and metal wheels.
- Available in six road numbers.

MSRP $36.95 NYCSHS Expected delivery Early 2027

These are not available through the NYCSHS.

HO-Scale Rolling Stock

Broadway Limited

NYC Railroad Instruction/Exhibit Cars

Instruction and Exhibit Cars were among the most distinctive passenger cars ever built, with each one designed for a unique role. Instruction cars were used primarily for employee training—helping railroaders learn about equipment, safety procedures, and handling hazardous materials. Exhibit cars served the public, offering traveling displays that highlighted railroad history, safety awareness, and career opportunities. Together, these cars represented both education and outreach, making them a fascinating and memorable part of railroad history.

These specialized cars are based on our modified coach tooling originally developed for the 1947 American Freedom Train. Since every prototype inspection and exhibit car was custom-built and truly one-of-a-kind, it isn't possible to reproduce each one exactly. Instead, we've adapted our proven 80' coach design to capture the look and spirit of these distinctive cars—while keeping them affordable and accessible to modelers.

FEATURES:

- Beautifully Detailed and Accurately Modeled
- Precision Paint, Color, and Lettering Schemes
- Many Separately Applied Details including Hand Rails and Antennae (where applicable)
- Detailed Interiors
- Proper underbody detail per the PRR prototype
- Properly Colored Interiors
- Operating Sprung Diaphragms
- Composition: ABS with ABS Chassis
- Couplers: (2) Operating Kadee
- Compatible Tracks: Code 70, 83 and 100 Rail
- Minimum Operating Radius: 18 in

MSRP $89.99 Expected Delivery Now

This car is a representation of X-23177.There are several differences between the model and prototype.

https://nycshs.omeka.net/items/show/112974

These are not available through the NYCSHS

Walthers

HO Heavyweight passenger Cars 12 Section 1 Drawing Room Pullman Sleeper Two Tone Gray

Whether it's a steam or classic diesel-powered passenger train or a modern excursion, the

latest WalthersProto 82' Heavyweight 12-1 Sleepers are standout additions to any HO Scale passenger fleet. Based on prototypes built by the world-renowned Pullman Company and American Car & Foundry, these cars were designed for decades of dependable service. Many Pullman sleepers and baggage cars also served with specially built troop cars in military trains during World War II and the Korean War. As newer equipment arrived, many were repainted to match updated passenger consists, while others found second careers in maintenance of way (MOW) service. Today, numerous heavyweight passenger cars remain preserved, continuing the legacy of these iconic railroad classics.

Features:

- Detailed interior
- Factory-installed LED lighting (Baggage Car is unlighted)
- Sprung diaphragms for realistic operation
- Factory-installed grab irons
- Highly detailed underbody with separate brake gear, steam traps, generator and more
- Correct Pullman trucks with 36" RP-25 turned metal wheels
- All-wheel electrical pickup for uninterrupted, constant-intensity LED lighting
- Proto MAX(TM) metal knuckle couplers
- Two road numbers
- Minimum radius 24"

MSRP $129.98 Expected Delivery Winter 2027

The Walthers observations that the prototype depicts were removed from service in the 1930's. The paint is late 1948, lettering is from 1954. These are not available through the NYCSHS.

3 Compartment 2 Drawing Room Observation Lounge Pullman Sleeper Two Tone Gray

Based on prototypes built by the world-renowned Pullman Company and American Car & Foundry, these cars were designed for decades of dependable service. Many Pullman sleepers and baggage cars also served with specially built troop cars in military trains during World War II and the Korean War. As newer equipment arrived, many were repainted to match updated passenger consists, while others found second careers in maintenance of way (MOW) service. Today, numerous heavyweight passenger cars remain preserved, continuing the legacy of these iconic railroad classics.

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MSRP $129.98

Expected Delivery Winter 2027

The Walthers observations that the prototype depicts were removed from service in the 1930's. The paint is late 1948, lettering is from 1954. These are not available through the NYCSHS

HO-Scale Structures

Rail Scale Models

Lake Shore & Michigan Southern Depot Kit

"The Lake Shore and Michigan Southern Railway formed the Buffalo to Chicago segment of the New York Central's famed Water Level Route operated an extensive network of branch lines throughout Pennsylvania and Ohio, Michigan, and Indiana." Depots constructed by the railroad from the late 1860s through the 1880s were typically wood-framed structures dad in board-and-batten siding.

Their floor plans followed a standard combination-depot design, featuring a passenger waiting room at one end, an agent's office in the center featuring a bay window for trackside visibility, and a baggage or freight room at the opposite end. Architectural details included oracular windows in the cabled ends and decorative root brackets beneath the eaves on both the sides and ends of the buildings which are faithfully replicated on this model. More than 100 depots were built to the standard plan, with variations reflecting the size of the community served.

Several survive today, more than 150 years after their construction. The surviving depots at Oak Harbor, Vermilion, and Olmsted Falls, Ohio, are nearly identical to this kit.

The finished kit measures 14.5x4.25 inches over the roof eves.

The depot kit includes laser-cut positional windows with glazing, doors, and root brackets. The walls are made from wood board-and-batten siding, with door and window openings pre-cut. The roof is finished with RailScale Models' 3-tab shingles and a 3D-printed chimney copied from by Lake Shore & Michigan Southern depot chimneys. Assembly requires a selection of common paints and adhesives.

MSRP $120.00, Available Now

These are currently available in the Collinwood Shop

O-Scale Locomotives

Menards

New York Central Diesel Locomotive AA Set

Powered A

Features:

- Accurately Painted
- 2 Engineer figures
- Lighted interior
- Operating headlamps
- Lighted number boards
- Train sounds
- Remote controlled

Non-powered A

Features:

- Accurately Painted
- 2 Engineer figures
- Lighted interior
- Operating headlamps
- Lighted number boards

Remote Control Device

MSRP $249.99 Expected Delivery Now
Thes locos are not prototypically correct.
These are not available through the NYCSHS

O-Scale Rolling Stock
MTH

Railway Express Agency 40′ Steel Sided Power Meter Car

The car body is based on MTH's 40' Steel Sided Reefer Car. Famed railroad historian John H. White referred to reefers as "the most conservative of all American freight cars," as reefers retained wood frames and sides long after other types of cars had converted to steel construction. Steel-sided reefers like this became common only after 1940, and many wood reefers ran well into the 1960s. Mechanical reefers, with self-powered refrigeration units in each car, became the norm in the second half of the 20th century, and the practice of stopping a train to re-ice during shipment gradually disappeared.

Monitor your track power with this 40' steel sided car and its operating power meter. The back-lit meter will sense your AC track voltage, providing a great way to determine track voltage, bad track connections and dirty track sections.

Monitor your track power with this 40' steel sided car and its operating power meter. The back-lit meter will sense your AC track voltage, providing a great way to determine track voltage, bad track connections and dirty track sections.

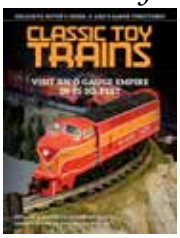
Features

- Intricately Detailed Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Operating Die-Cast Metal Couplers
- Colorful, Attractive Paint Schemes
- Decorative Brake Wheels
- Separate Metal Handrails
- Fast-Angle Wheel Sets
- Needle-Point Axles
- 1:48 Scale Dimensions
- Opening Car Doors
- Operating Analog AC Power Meter
- O Scale Kadee Compatible Coupler Mounting Pads
- Unit Measures: 11 3/4" x 2 9/16" x 3 1/2"
- Operates On O-31 Curves

MSRP $89.95 Expected Delivery Dec 2026
The power meter car is a boxcar not a refrigerator. These are not available through the NYCSHS

Magazines

Classic Toy Trains



Summer 2026

"Your Photos, Nathan Leclerc's O-Gauge Layout" , by various modelers, pp. 11.

Photo of B&A O-Gauge K-Line 4-6-6-T by Nathan.

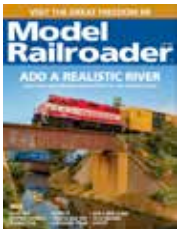
"Empire In A Spare Room", by Roger Carp, Photos by Carl Taylor and Donald Winslow, pp. 18 – 23.

Photos of Don's NYCS locomotives and rolling Stock.

"Gilbert American Flyer No.K325 Hudson" by Mark Suek, p.84.

The article tells us which toy train locomotive means the most to Mark.

Model Railroader



July 2026

"News & Reviews" by Cody Grivno and Mitch Horner, pp. 10 -11.
This article includes a short listing of the Rapido GE U25B in NYCS & P&LE livery and one on Rapido's HO-scale Naval Turret flatcar load.

"Ask MR – Looking For Advice on Hobby Paints", asked by Marcus Lee and answered by Cody Grivno. p. 16

Marcus asks, "Are the any new railroad-specific lines of model paints that are good alternates for hobby paint brands that are no longer available?" Cody answers with some good alternative manufacturers for railroad paints.

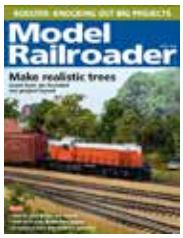
"Clean Fill Wanted", by NYCSHS member and master modeler, Mike Tylick. pp. 39 – 41.

Mike's O-scale article tells us how he used an alternative to hardshell scenery in a crowded part of his model railroad.

"The Great Freedom RR", by Dave Rickaby. pp.42 – 49. Layout of Arpad Eiler.

Dave tells and shows us, the great HO-scale layout by Arpad that includes one great shot of the northbound 20th Century Limited easing past a station.

Model Railroader



August 2026

"Railway Post Office, by Eric White, – Prefers 3D Printing to Laser Cutting" by Steve Zapytowski, p. 16

In this post to MRR, Steve provides some interesting views on the two different methods. Worth reading. **(Editor)**

What's New for NYC Modeling

By Noel Widdifield

Model Railroader

September 2026

"News and Reviews", "Walthers HO-Scale EMD SW1", by *Model Railroader* Staff, p.13

An excellent review on the upcoming SW1 that will be released in NYCS livery.
"News & Reviews" by MR staff, p.13

"A review of Rapido Trains HO-Scale EMD SW9 Switcher", p. 13

The information on the SW9 by Rapido is provided. Road names include NYCS.

Model Railroad News

July 2026
"Bachmann Early Sample of HO-Scale 52' Auto Carrier with Sedan Load", by MRN staff, p.15

A photo of the early tooling of Bachmann's upcoming model that will include a NYCS version.

N-Scale 86' Boxcar Ad, p.26. Link to this model, including NYCS that is being offered at a reduced price.

August 2026

"Bluford Shops Announces New Run of N-Scale 2-Bay Hopper", by MRN staff, p.29

This article provides a short announcement of these new hoppers.

September 2026

"Athearn Roundhouse Smooth-Side- Reefer in HO", by MRN Staff, p. 34

This is a full-page review of Athearn's recently released reefer done on the NYC, Merchants Despatch Reefer.

"New Features and Plenty of Variety Among GP40s in New Rapido HO Production", by MRN staff, p. 35

This one-page article provides and nice photo of the NYCS version and a short description of the release by Rapido.

"Review HO-Scale – Firepower for a Flatcar", by MRN Staff, pp. 86-87

This is a two-page article on the Rapido MK-42 5 -inch Naval Turret that is an interesting flat car load.

Review N-Scale, Sign, Sign Everywhere a Sign, by Shane T. Mason, pp. 90 – 92

This provides extensive info on Scale Signs N-scale roadside billboard and highway cantilever kits from Scale Signs. These kits add an interesting detail to a modern era layout.

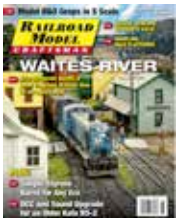
Railroad Model Craftsman

July 2026

"Receiving Yard – New Product Announcements" Metro-North's America 250 Locomotives", by Harry Wong, pp. 12 – 13

The announcement includes a NYC GE P32AC-DM in NYC lightning stripe version, and the EMD SW9 both from Rapido.

"Bachmann for NYC& HR, 68' 1900s Era Passenger Cars, p. 17
If you model the NYC in the 1900's this observation car model is for you.



August 2026
"Rail Books, - Electric Railways in Former NYC Territory: 1960s – 1980s", Review by NYCSHS member Otto M. Vondrak, p.38

Otto provides an excellent review of this new of the new book that covers the electric railway operation in the New York Central Railroad regions.

Classic Trains – Fallen Flags

This magazine was published a couple of years ago by then-Kalmbach Publishing and contains some super information and photos on the NYCS. It is available for order again, so if you don't own a copy and would like one, go to: https://shop.trains.com/products/fallen-flags-new-york-central-remembered 100 pages and $12.99 for a copy.

NEW YORK CENTRAL SYSTEM
HISTORICAL SOCIETY, INC.

NYCSHS Announces Another New Exciting Book

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

By John Taibi

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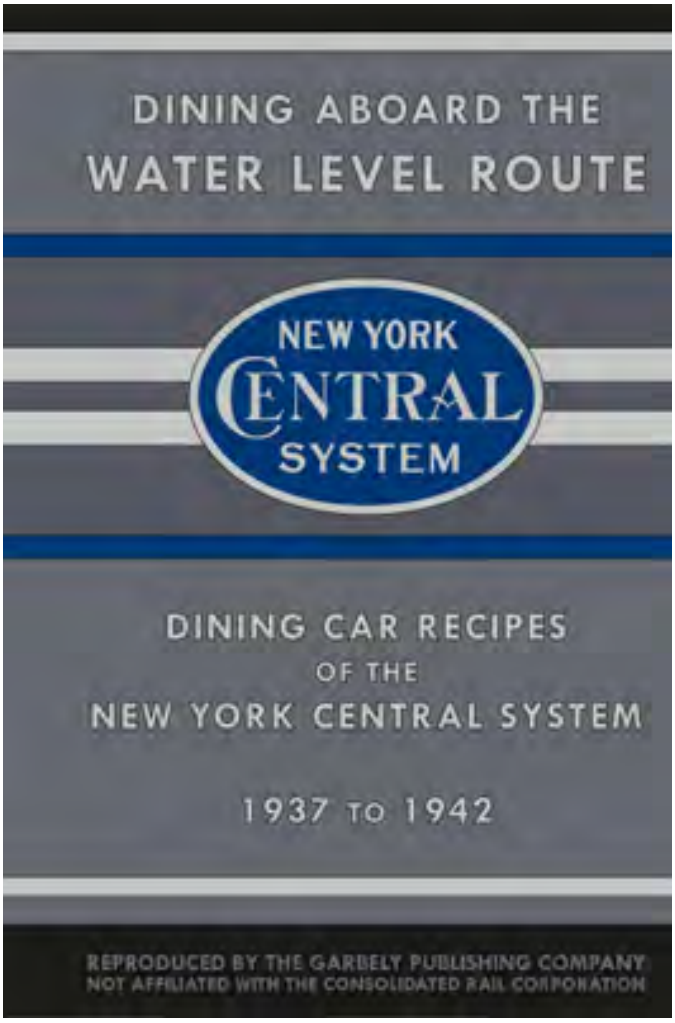

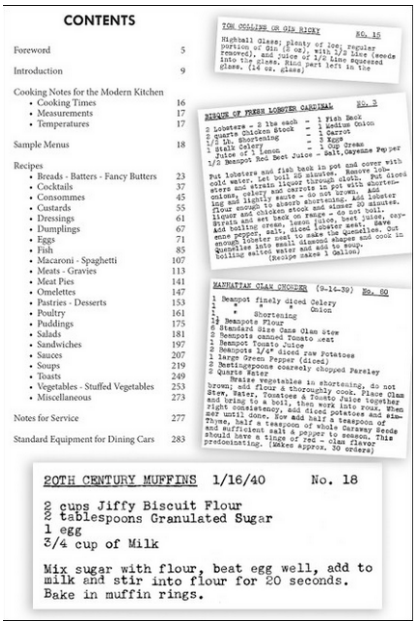

CONTENTS

Foreword	5
Introduction	9
Cooking Notes for the Modern Kitchen	
• Cooking Times	16
• Measurements	17
• Temperatures	17
Sample Menus	18
Recipes	
• Breads - Batters - Fancy Butters	23
• Cocktails	37
• Consommes	45
• Custards	55
• Dressings	61
• Dumplings	67
• Eggs	71
• Fish	85
• Macaroni - Spaghetti	107
• Meats - Gravies	113
• Meat Pies	141
• Omelettes	147
• Pastries - Desserts	153
• Poultry	161
• Puddings	175
• Salads	181
• Sandwiches	197
• Sauces	207
• Soups	219
• Toasts	249
• Vegetables - Stuffed Vegetables	253
• Miscellaneous	273
Notes for Service	277
Standard Equipment for Dining Cars	283

TOM COLLINS OR GIN RICKY — No. 15

Highball Glass; plenty of ice; regular portion of Gin (2 oz); with 1/2 lime (seeds removed), and juice of 1/2 lime squeezed into the glass. Rind part left in the glass. (14 oz. glass)

BISQUE OF FRESH LOBSTER CARDINAL — No. 3

2 lobsters - 2 lbs each	-	1 Fish Back
2 quarts Chicken Stock	-	1 medium Onion
1/2 lb. Shortening	-	1 Carrot
1 stalk Celery	-	3 Eggs
Juice of 1 Lemon	-	1 Cup Cream
1/2 Beampot Red Beet Juice	-	Salt, Cayenne Pepper

Put lobsters and fish back in pot and cover with cold water. Let boil 20 minutes. Remove lobsters and strain liquor through cloth. Put diced carrot and celery and carrots in pot with shortening and slightly saute - do not brown. Add onions, stir in flour and add lobster liquor and chicken stock and simmer 30 minutes. Stirrth and set back on range - do not boil. Add boiling cream, lemon juice, lobster meat, dave cayenne pepper, salt, diced the quenelles. Cut enough lobster meat in diamond shapes and cook in quenelles into small boiling salted water and add to soup. (Recipe makes 1 Gallon)

MANHATTAN CLAM CHOWDER (9-14-39) — No. 60

1 Beampot finely diced Celery	
1 " " Onion	
1 " Shortening	
1/2 Beampots Flour	
2 Standard Size Cans Clam Stew	
2 Beampots canned Tomato meat	
2 Beampot Tomato Juice	
2 Beampots 1/4" sliced raw Potatoes	
2 large Green Pepper (diced)	
2 Teaspoons coarsely chopped Parsley	
2 Quarts Water	

Braize vegetables in shortening, do not brown; add flour & thoroughly cook. Place Clam Stew, Water, Tomatoes & Tomato Juice together and bring to a boil, then work into roux. When right consistency, add diced potatoes and simmer until done. Now add half a teaspoon of Thyme, half a teaspoon of whole Caraway Seeds and sufficient salt & pepper to season. This should have a tinge of red - clam flavor predominating. (Makes approx. 30 orders)

20TH CENTURY MUFFINS 1/16/40 No. 18

2 cups Jiffy Biscuit Flour
2 tablespoons Granulated Sugar
1 egg
3/4 cup of Milk

Mix sugar with flour, beat egg well, add to milk and stir into flour for 20 seconds. Bake in muffin rings.

NYCSHS Announces Another New Book

Dining Aboard The Water Level

ORDER FORM - ***Dining Aboard The Water Level Route – Dining Car Recipes Of the NYCS (1937 – 1942)***

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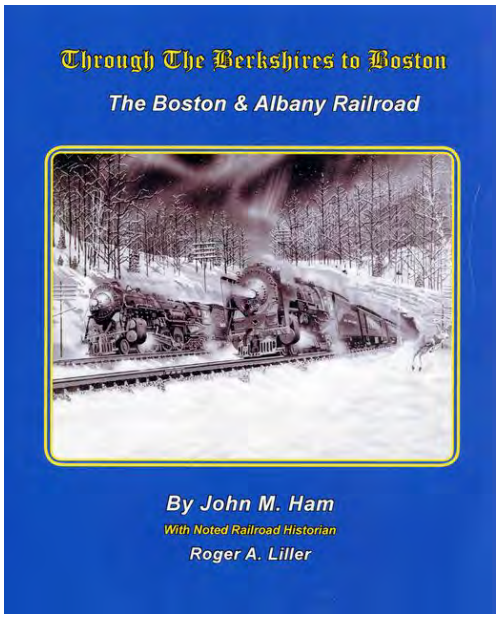
Another Exciting Book - Almost Gone

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.

Hard cover, 336 pages, 600 Color & B&W Photos, Illustrations, Maps, Diagrams, and Locomotive Roster Data.

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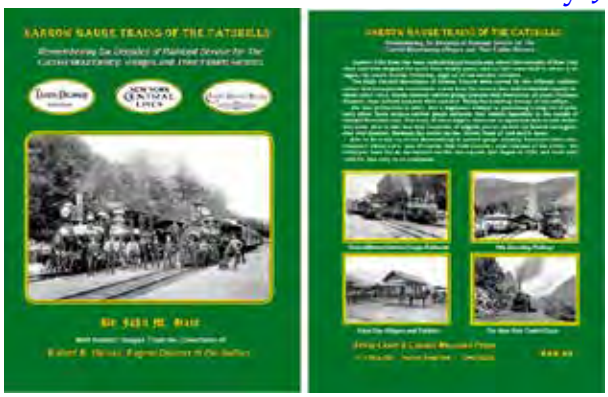
NYCSHS Announces a New Exciting Book

Narrow Gauge Trains Of The Catskills

By John Ham



Narrow Gauge Trains of the Catskills – by John M. Ham
304 Pages – Hard Cover Book on glossy paper
More than 550 Photos, Maps, Timetables, and Contracts

Twenty-four years ago, John Ham published his first book, "*Light Rails and Short Ties through the Notch*", a book about the different narrow-gauge railroads that were built to support the rapidly growing 19th Century resort industry in the High Catskills where he was born and still resides. He was not at all satisfied with the quality and set up that the printer did with that book, using matte paper instead of gloss and antiquated photo reproduction methods.

John had pondered a redo of his first book as it was, but so much new material has surfaced since then, he has decided to do a completely different version of it, adding much new and different content.

Much of the text used in that first publication has been re-written for an easier read and to correct glaring errors. To this redone presentation, John has added some of the best available photos of the Ulster & Delaware Railroad's early Main Line between Kingston

John is aware that he has used pieces of this material in some of his earlier books in one form or another, but this one ties everything together using a multitude of top-quality photos of the 1903-1940 "Resort Ridge Railroad Era" for his last hurrah about the Mountaintop's rails and historic resorts that are gone, but not forgotten.

- MSRP $89.95 plus $15.00 S&H. (Shipping higher to Canada, Mexico, & overseas - Contact us for shipping cost) Total Price is $104.95. - **Ohio residents add 8% tax.($8.40)**
- Members' price $71.96 plus $15.00 S&H (20% off MSRP) Total Price is $86.96. **Ohio residents add 8% tax. ($6.96) to be added.**
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Be Sure To Add Shipping Cost to every book ordered.!!!!

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Noel,

In response to your article in the most recent Modeler magazine, here is a photo of my NYCS Bowser HO Scale Baldwin VO-660, which was purchased from the Collinwood Shop in April of 2015.

Initially I installed the Bowser sound upgrade kit which included an ESU LokSound select decoder and speaker, and then further improved it to a LokSound 5 decoder and Scale Sound Systems speaker. Since there isn't a LokSound 5 sound project available with the VO-660's 6-VO prime mover, a VO-1000 sound project with its 8-VO prime mover was utilized, with some slight modifications made to the prime mover sound. Referencing the Society's DCC web resources, an air whistle sound was programmed.

Dan Howard, NYCSHS Member

Dan,

Thanks for the photo.

Noel

Noel,

I don't know who handles Archives drawings, but could you see if NYCSHS has floorplans Q-37845 and Q-56763 among the holdings?

The RPO conversion just got a LOT more complicated finding out that the two sides had different window layouts; Frank Scheer at Railway Mail Service Library recognized my project as a "center-case" RPO that had the floorplan phased out starting in the early 1930s, though most of Big 4's fleet were still that configuration in '44. (See lots 844 and 876, diagram G-49; one car, NYC 4876 was rebuilt to the later standard of drawing G-47 before 1944, my guess is a wreck repair, or it got done before wartime austerity started and the others were done postwar) I'm going to have to scratch or bash a whole new interior, and while Frank sent me a PRR M70a that's probably a near match in the sorting area between doors that won't help with stove, toilet, etc. in the ends nor skylights.

What I had thought were two different layouts, 3-3 and 4-2, actually turn out to be the same design - one side has its case centered with 3-3 windows, the other the case is offset left with two windows to its left and four to its right. This means at least one additional cut on each side before splicing pieces. So much for "easy"...

Thank you,

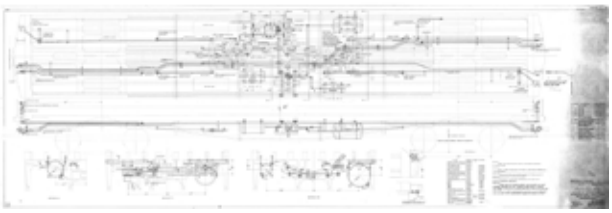
Timothy R. Totten

NYCSHS RPO
Letters & Emails

Hello Tim,

Your inquiry to Noel has been referred to me for reply.

I have attached copies of the drawings that you requested.



One of three that Tom sent.

Regards, Tom Gerbracht
Director, NYCSHS

NYCSHS,

Anyone know anything about those dwarf signals up on the side of BE tower there?

Larry Wilke

Larry,

Those signals on the very left of the frame? Those are train order signals. Off, no train orders for your train, Yellow illumination pick up orders. I'm most familiar with the Western and West divisions, Elkhart to Chicago and Niles to Chicago respectively. They started appearing in the early/mid 1950's. In the installations that I have seen, in double or multiple main track areas, there is only one light for each line/direction. Take the tower at Porter Indiana where the West and Western divisions crossed.
https://nycshs.omeka.net/items/show/181061

At the window sill at the corner and to the left were for east and westbound Western Division, regardless of what track they were on. Between the window panes at the corner, was the eastbound West Division, at the other corner of the tower, the westbound West Division light. These were quite a bit smaller than a regular searchlight pot signal, with no color changing mechanism, just a yellow on or off. But I would not surprise me if they were manufactured by GRS, NYC's preferred signal supplier.

Interlocking tower at Porter, IN, photo NYCSHS Collection SL602660, by J. David Ingles.

Seth Lakin, NYCSHS Director

NYCSHS RPO
Letters & Emails

Thank you, Mr. Lakin

I really appreciate that information.

Larry Wilke

NYCSHS,

What has become of Collinwood Shop?

I recently sent them an Email that was returned as undeliverable.

Can I still order things thru Collinwood Shop?

Victor Hand, NYCSHS Member

Hi Victor,

I took over the responsibility of the society's shop about a year ago. There have had some major issues with the e-commerce site that powers the shop the last couple of years, that we are looking to replace it with a new platform. Plus, the previous managers just used the platform only for order taking and kept inventory control, shipping records etc. on separate places. With the new platform we will have all those functions at the same place.

The shop is still active while we build the new one, but many of the items are taken off as they are just unavailable or only sporadically available. NYCSHS digital products such as mechanical drawing thumb drives are being transferred to the digital shop for immediate electronic delivery. When it comes to the future items we will be offering, when it comes to models, we will be focusing on society exclusive models and exclusive road numbers instead of preorders on manufacturers regular product line. This is all being done to streamline the process and to use our volunteers' time more efficiently. If there is something that you are specifically looking for let me know and I'll see if we can get it for you. What email address did you use that got returned?

Most model manufacturers only produce enough models to cover preorder sales and don't produce more for future demands. The society ordered some additional Rapido covered hoppers, but those quickly sold out as soon as there were delivered.

Seth Lakin
Director Collinwood Shop Manager
New York Central System Historical Society

Greetings,

I recently purchased and received an OMI "pin-connected" truss bridge, which I would like to paint at some point. Did the NYC use a particular paint color for their truss bridges? Or was it whatever was readily available at the paint shop?

I've seen color photos of a few girder bridges in black and silver. One photo of a truss bridge looks like it was painted black, but the paint has weathered considerably and is more of a "dark eggplant" with a purplish hue. For context: I'm modeling the early 40s thru early 50s.

I appreciate the help - Thanks...

Tom Stage, NYCSHS Member, NYCSHS, Website, Webmaster

NYCSHS RPO
Letters & Emails

Greetings,

Tom,

The only thing I can put my hands on 'officially' is from the Signal Department and I would have to believe there would be some 'crossover' with shared materials and techniques for the B&B Department. I have attached the two-page painting instructions in the Photos section.

GENERAL

1. These instructions must be followed unless instructed otherwise by Chief Signal Engineer. Signal Department forces shall be responsible for painting maintenance of all signal facilities unless specifically instructed otherwise. Painting must be done at sufficiently frequent intervals to provide adequate protection and maintain good appearance. All materials used under this schedule shall conform to the applicable specification as designated and failure of material to prove satisfactory shall be reported. Painting, except as specified herein, shall be in accord with requirements shown on plans for such apparatus and equipment.
2. Color numbers referred to in this specification are in accordance with Federal Specification TT-C-595.

APPLICATION

3. Paint may be applied by brushing, dipping or spraying and may be air dried or baked. Paint shall be uniformly applied, thoroughly worked into all joints or open spaces and each coat dry before application of the succeeding coat. Surfaces that will be inaccessible after assembly shall be properly coated before being assembled. In general, manufacturer's instructions for application practices shall be followed.
4. Cleaning
   a. Surfaces shall be thoroughly cleaned. All loose or detachable mill scale, paint, rust, grease, dirt or other foreign substances shall be removed and surfaces thoroughly dry before painting.
5. Mixing and Thinning:
   a. Mixing:
      1. Paint shall be thoroughly mixed before and during application, or an inferior paint coating will result. To provide thorough mixing the following procedure should be carried out:
         a. Pour off a portion of the liquid into another clean container.
         b. Stir the paint left in original container until it is a uniform smooth mixture, then add all the liquid previously poured off, stirring constantly as it is being added.
         c. Pour the contents from one container to the other until a smooth uniform mixture is obtained.
   b. Thinning:
      1. For the thinning of primers, paints and enamels, for application by brushing, spraying or dipping, manufacturer's direction shall be followed and the specified thinners used.
6. Paint shall not be applied under poor weather conditions nor when the temperature falls below 40° Fahrenheit.

PAINTING REQUIREMENTS – FIELD

7. Rust spots appearing on a painted surface shall be cleaned of loose rust by scraping or wire brushing and surface protected against further damage by spot painting. Pressurized one-half pint containers for spot painting may be ordered as follows:
   Self Spray Flat Black – Rust-oleum 412, Item 64.
   Self Spray Aluminum – Rust-oleum 470, Item 65.
8. Sheet metal housings, including instrument and battery cases, terminal boxes, bungalows, and other sheet metal structures for outdoor installations shall be painted as follows:
   a. Exterior surfaces – Aluminum Paint, Item 53.
   b. Interior surfaces except composition linings – Gray Enamel, Item 33.
9. Sheet metal cabinets, tower cases, chaseways, and cases for indoor installations shall be painted as follows:
   a. Exterior and interior surfaces – Green, Quick Drying Enamel, Item 42, Color No. 1445.
10. Mechanical and power interlocking machine frame shall be painted with Non-Reflecting Black Enamel, Item 46.
11. Levers of mechanical and power interlocking machines (except machine-finished surfaces and latch handles) shall be given one coat of Quick-Drying enamel, Item 42, using colors as follows except that operative levers in mechanical machines not connected to a pipe line shall have the lower half painted with Aluminum paint, Item, 53:
    a. Signal (Int.): Vermillion Red, Color No. 1105.
    b. Signal (Approach): Chrome Yellow, Color No. 1310.
    c. Switch: Black, Color No. 1775.
    d. Lock (F.P.L.): Robinegg Blue, Color No. 1520.
    e. Traffic: Green, Color No. 1445.
    f. Master Lock: Brown, Color No. 1005.
    g. Spare: White, Color No. 1755.
    h. Railroad Crossing Gates: Diagonal stripes of Black, Color No. 1775 and White, Color No. 1755. Stripes two inches wide on mechanical lever and one inch wide on power lever, pointing downward at an angle of 45°, away from the Operator. Stripes adjacent to handle shall be black.
12. Searchlight and color-light type signal cases, except finished surfaces, shall be painted as follows:
    a. Interior surfaces of cases and hoods – Primer, Item 31, followed by non-reflecting Black Enamel, Item 46.
    b. Backgrounds – Primer, Item 31, on both sides followed by non-reflecting Black Enamel, Item 46, on the front side. Aluminum Paint, Item 53, on the opposite side.
    c. Exterior surfaces of cases – Aluminum Paint, Item 53, except front, side of dwarf, signals, which shall be painted with one coat of non-reflecting Black Enamel, Item 46.
13. Exposed iron work, threaded parts, rivets and areas where galvanizing has been cut or removed on interlocking pipe – Primer, Item 31, followed by Black Enamel, Item 32.
14. Steel pipe for signal masts and cable posts shall be painted as follows:
    a. Interior surface – Primer, Item 31.
    b. Exterior surface – Aluminum Paint, Item 53.

NEW YORK CENTRAL SYSTEM
SIGNAL DEPARTMENT
PAINTING
INSTRUCTIONS AND ORDERING REFERENCES

S-350

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ISSUED 6-1-61
SHEET 1 Cont'd on Sh. 2

15. Wood housings for outdoor installations shall be painted as follows:
    a. Exterior surfaces – Aluminum Paint, Item 53.
    b. Interior surfaces, except composition linings – Gray Enamel, Item 33.
16. Woodwork, installed in Signal Stations (except interlocking machine cabinets, relay and battery racks) shall be painted the same as inside of building.
17. Switch machines, switch circuit controller, cable terminal and junction boxes shall be painted with Green Lacquer, Item 52 as follows:
    a. Inside surface of switch machine case.
    b. Interior parts of switch machines where paint is required.
    c. Inside surface of switch circuit controller case.
    d. Inside surface of cable terminal and junction boxes.
18. Metal covers of trunking and battery boxes shall be painted with Aluminum Paint, Item 53.
19. Block Type details, outside surfaces of switch machines, switch circuit controllers, cable terminal and junction boxes, hot box detectors and inductors shall be given one coat of black enamel, Item 32.
20. Unwound inductor cores and exposed laminations of wound cores shall be painted with asphaltic car cement, Item 36.
21. Battery trays, inside of battery boxes, and battery racks exposed to battery acid shall be painted with Acid Resisting Paint, Item 34.
22. Signal blades, switch and derail target banners shall be painted with Quick-Drying enamel, Item 42, of required color.
23. Frames of motors and generators shall be painted with Green Lacquer, Item, 52, armature and coils shall be painted with Clear Lacquer, Item 51.
24. Concrete relay housings shall be painted as follows:
    a. Interiors – Gray Enamel, Item 33, prior to placement and wiring of apparatus.
    b. Exteriors shall not be painted unless required to prevent surface deterioration. Where painting is required, Gray Enamel, Item 33, shall be applied.
25. Concrete floors shall be given one finishing coat of Gray Enamel, Item 33.

PAINTING REQUIREMENTS – SHOP

26. Paints and painting required in connection with construction and repairs of apparatus and equipment in the shop shall be governed by requirements for the apparatus and equipment involved except as provided under Prescribed Paint Coatings – Field.

PAINTING REQUIREMENTS – MANUFACTURERS

27. Apparatus and equipment furnished by manufacturer shall be painted in accordance with his standard practice except as follows:
    a. Pinnacles, pipe line connections and switch rods shall be furnished with priming coat only.

REMOVABLE PROTECTIVE COVERING

28. Before shipment, storage, or exposure to dampness, machine-finished parts such as Lock Rods, Detector bars, threads, etc. shall be covered with Grade A, No-Ox-Id, Item 62.

ITEM		ORDERING REFERENCE
31	PRIMER:	Zinc Chromate N.Y.C.S. Spec. 1225
32	ENAMEL:	Black, N.Y.C.S., Spec. 1211A
33	ENAMEL:	Burry's Floor, Porch & Deck Enamel, Light Gray
34	PAINT:	Edison Esbalite Compound
35		
36		Asphaltic car cement, Spec. 1233
37		
38		
39		
40		
41	ENAMEL:	Traffic Enamel Yellow
42	ENAMEL:	High Grade, Quick-drying, Hard Finish, Specify color number. Approved list of Manufacturers: Dolphin-DuPont-Rapolin Valentine-C.A. Wiley's Chas. R. Long, Jr., Co. O'Brien Varnish Co. Patterson-Sargent's E.E.
44	THINNER:	Thinning Oil, N.Y.C.S. Spec. 1205A
45		

ITEM		ORDERING REFERENCES
46	ENAMEL:	Non-Reflecting Black No. 6651 McDougall-Butler Co.
47	REDUCER:	Mineral Spirits, N.Y.C.S. Spec. 12 N.Y.C.S. Spec. 1208C
48		
49		
50		
51	LACQUER:	Clear, Glyptal No. 1202 General Electric Company
52	LACQUER:	Green, Glyptal No. 1211 General Electric Company
53	PAINT:	Aluminum N.Y.C.S. Spec. 1227
54	THINNER:	Glyptal No. 1500, General Electric Company (Thinner for G.E. Co., Glyptal)
55		
56		
57	VARNISH:	Electrical Baking N.Y.C.S. Spec. V-9, V-12
58		
59		
60		
61		
62	Grease	Grade A, Special No-Ox-Id 5 Gal. Containers Dearborn Chemical Co.
63		
64	Paint, Self Spray, Flat Black	Rust-Oleum 412 1/2 Pint Containers
65	Paint, Self Spray, Aluminum	Rust-Oleum 470 1/2 Pint Containers

NEW YORK CENTRAL SYSTEM
SIGNAL DEPARTMENT
PAINTING
INSTRUCTIONS AND ORDERING REFERENCES

Approved. C. B. Bottinelli Chief Signal Engineer S-350
ISSUED 8-1-61
SHEET 2 Cont'd on Sh.....

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I know that some structures were painted using the Asphaltic Car Cement, Spec. 1233. Weather this was used on bridges I can't confirm. It was generally used on passenger car roof and both freight and passenger underbodies. For modeling purposes, of course, a 'good' flat black would work fine. My first choice would be Scalecoat I which I hear rumblings that limited colors will be available soon, certainly black would be one of them. I follow the modeler's 'golden rule' that pure, solid black shouldn't be used as it hides too much detail and generally looks unrealistic unless it is on a limousine, perhaps. Most model paint lines offer a 'locomotive black' or similar that is actually a very dark gray. A steel bridge would most certainly have washes of iron oxide in the form of rust especially from rain water mixed with brake shoe wear plus friction at the tie plates, spikes and joint bars.

Hope that helps, Ed Tobin, NYCSHS Member (See some of his models in the Member's' Models Section of this edition.

NYCentral Modeler – "Mystery Photo"

Hi Noel,

I would say it is an Ogle design concrete coaling tower of at least 250-ton capacity. It appears to serve three mainline tracks and

a siding. No clue as to its location. It is similar to the Michigan Central tower in Michigan City, IN that was razed last year.

The Walthers "Modern" Coaling Tower would be a good starting point for a kitbash in HO or N scales.

Steve Ross

Steve,

You have provided some good info on the coaling tower and a good suggestion for modeling.

The photo we published had no info on the location, but you are correct about the tower design.

Thanks for sending it into us.

Noel

And Now For Some Photos From NYCL Magazine, May 1925

View of General Assembly Room at Selkirk "Y"

A fast electric on the mainline of NYCL at Marbel Hill, NY.

How about these fashions from the past?

NYCSHS on Social Media

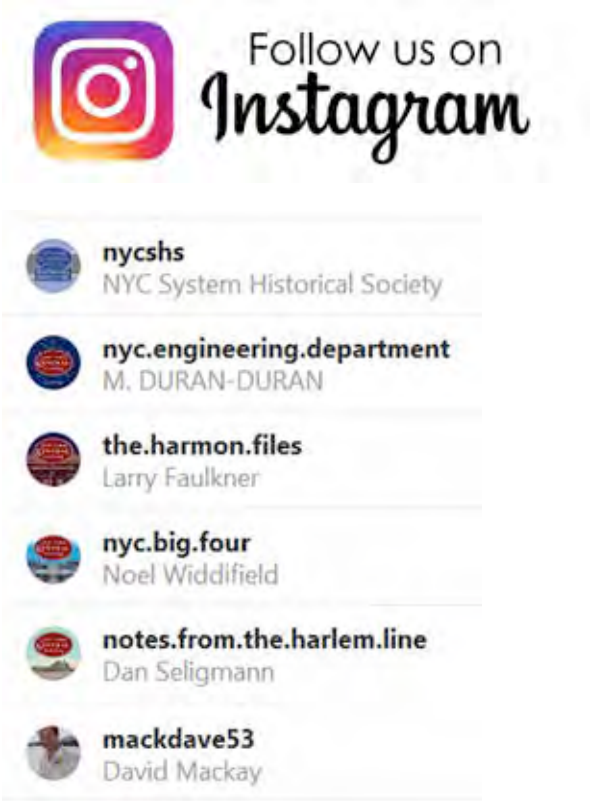
The NYCSHS has been steadily increasing its social media presence as a way to provide contact opportunities with society members and non-members alike.

Our first incursion into social media was our Facebook page, which currently has over 24,000 followers/likes. It has provided an opportunity for NYC fans to ask questions, share stories and photos with visitors.

We are please our Instagram account, is 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.

The Dunwoodie Station in O-Gauge – Part 2

Article by Brian Vangor

Photos by Brian except as noted

I mentioned in my last article, "The Dunwoodie Station in O-Guage" (2nd Qtr. 2026) that my next and final portion of this project would be the David Beers & Son Coal trestle, shed and silos. This facility was directly across the Putnam Division tracks from the Dunwoodie Station on Yonkers Avenue in Yonkers. The single-track line came up from the Bronx and split into two tracks in front of the station. The station side track (west) had a freight siding which extended south and over the Cross County Parkway. The east side track had a switch that went onto the Beers coal trestle (as the hillside dropped away from the ROW). The below photo shows the concrete support where the track went airborne.

The concrete support to start the track rise for the coal facility.

Coal was dumped through the trestle and onto the ground where it was brought up into the silos by a conveyor. It was here that my grandmother used to take my dad by the hand and cross the tracks on their way to Tibbetts Brook Park. He remembered her always picking up a few pieces of coal on the return for use in their home furnace.

In this photo, my friend Alex stands on the remains of the Beers trestle in February of 2006.

In the photo above on that day in February 2026, we cut a short piece of 4x4 from part of one of the collapsed timbers. Shortly after, another friend with a table saw cut it into half inch by half inch "sticks", each about two feet long. I knew back then that someday I would use these sticks to create my own Beers trestle on my someday Lionel layout.

Today, that toy train layout is 8ft x 20ft (five sheets of plywood). It is five tracks and crammed with Lionel accessories. In the middle of the front side is my small attempt of reality with Dunwoodie and Beers. There wasn't room for two tracks. So, I have the freight siding and coal trestle coming off a single main line. The two switches will be Ross (one is still Lionel). I built the trestle using only the original wood, thus limiting the intricacies of it. I did attempt to follow the description of construction in the excellent article written by Dave Staplin in the 2019, first quarter issue of *New York Central Modeler*.

Brian began construction of the trestle with the basic framework of end legs and the cross beams to support the track.

By adding additional legs and crossbeams Brian was moving toward the completed framework for the trestle.

In this photo you can see the completed trestle with the cardboard deflector added to ensure the coal dumped from the hoppers goes directly into the loader trough.

The NYCS switcher backs the line of cars onto the trestle to ensure the alignment so that the coal load dumps directly into the loader.

The coal trestle has been fastened into position and the signs added and roofs on the tower secured.

Brian has completed the framework for the roof, and you can see how this model is fitting into the layout. You can also see the operating coil that activates the hopper doors.

The roof is in place, and the switcher has positioned the hopper on the solenoid so that it can dump the coal.

This is a view of the coal facility from the NYCS mainline. Brian has scratchbuilt a very nice model of this coal system.

I installed a Lionel 027 operating track on the trestle. The O gauge operating tracks from Lionel are solid and would not allow the coal to fall through. Cardboard baffles were added under the track to help direct the falling coal into the tray of the Lionel #97 Coal Conveyor, which brings the coal up into a "reservoir" within the accessory. Using a separate button on the #97 controller, it is then released down a chute, directly through the silo and into a waiting truck. I did not know the color of the shed over the trestle (made out of eighth-inch plywood sheets). It just appeared to be a light color. So, I matched the yellow of the Lionel conveyor. At least it pops! The graphics are from eBay. I only have two silos made of five-inch PVC (as opposed to the multiple silos of the real thing). I added the small business office and some fencing. In the future, some ground cover will be added (my first try at that!).

I have attempted to make my layout interactive for visitors. At Dunwoodie and Beers, they can back up my 0-8-0 "Nepperhan Switcher" (as it was known), dump coal and then release it into the truck below. There are other spots along the edge of the layout where they can operate other accessories (without getting into too much trouble). To me, this extends the enjoyment for them as well as for myself.

Although I can run five trains and operate many accessories, I frequently find myself sitting on a Lionel bar stool and just running a single train on Track 3 (my Putman Division) and imagining what is was like at this important passenger/ freight location in my hometown of Yonkers. Aside from some quality photos and grainy video, this is as good as it gets!

If you want to see my Beers coal facility in operation, check out this one-minute video. Just copy and paste this link:.
https://brianvangor.smugmug.com/Lionel-Trains/n-mQM65/Beers-2065

The Putnam Division Explorers Group in 2006 (from L to R), Lee Cerra, Alex Elie, Don Vinchkoski, and the late Joe Schiavone. Lee, Alex and Don still do this annual walk with me, twenty years later. Photo by Brian Vangor

Enjoy!
Brian Vangor

What is an O Gauge Train?

- **Track Size:** The distance between the outer rails is always 1-1/4 inches, using 2-rail or 3-rail systems (3-rail is most common in North America
- **Scale vs. Gauge:** O gauge usually refers to traditional or semi-scale toy trains, while true O scale is strictly proportioned to 1:48, though both can run on the same O gauge track.
- **Popular Brands:** Lionel is the most famous name in O gauge, alongside brands like MTH, Atlas, and Williams by Bachmann.

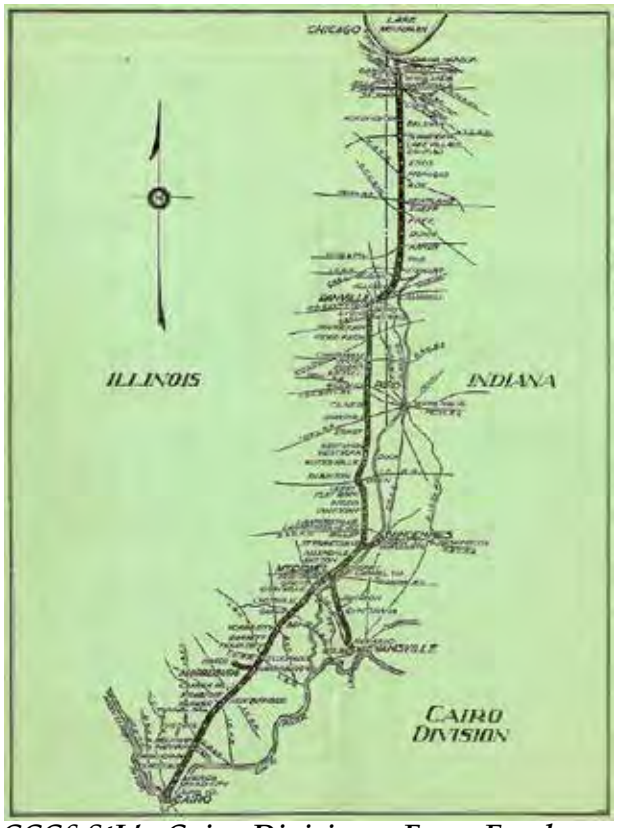
Big Four (CCC&StL) Hopper Kits

Article by Joel Richardson

Photos by Joel except as noted

Brief History

As a native of Southern Illinois, I've been doing some homework on the Big Four's Cairo Division in preparation for my layout of the once-sprawling rail network in Cairo, Illinois as it existed during the mid to late 1950s. During that time, there were four Class I railroads in town (IC, GM&O, MP, and CCC&StL), each of which required research in order to understand how they operated and the Central is no exception.



***CCC&StL's Cairo Division - From Employee Time Table #77, Effective 4/2/1933* (Provided from Rex. Settlemoir)**

The experience has been a rewarding one as it fills in a lot of blanks that I and those younger than me have about the era of our grandparents and great-grandparents. I learned why my local hobby dealer who grew up in Cairo refers to the Central as "The Big Four", what the local passenger service was called (The Egyptian) and what kind of traffic the line was seeing.

Unknown photographer. "New York Central System Freight Station, Cairo, Illinois." Photograph. Ca. 1940s. Author's personal collection.

Source: Vachon, John, photographer. Big Four Cafe, Cairo, Illinois. May 1940. Farm Security Administration - Office of War Information Photograph Collection, Library of Congress Prints and Photographs Division. Digital ID: fsa 8a06342.

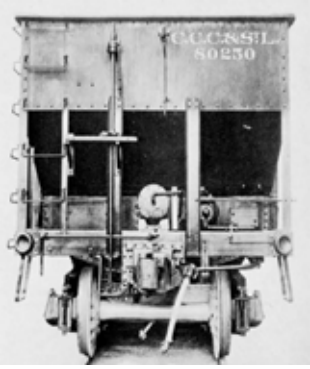
The original reason for the line's construction was to haul coal from Southern Illinois to markets in the north and east where the industrial might of the

US was flourishing. This would remain the primary reason for its existence until its eventual abandonment in the 1980s. It was first built by the Cairo & Vincennes Railroad and was completed by the early 1870s but entered receivership within two years. After changing hands a number of times, it was acquired by the CCC&StL in 1890 which in turn was acquired by the New York Central just nine years later. By the early 1930s however, the Big Four's identity began to fade as NYC exerted more control over branding and operations among other things. Nevertheless, the locals along the right-of-way kept its old nickname for years afterward.

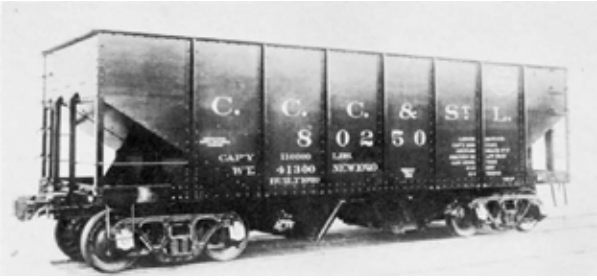
Rolling Stock Acquisition and Refinement

The search for rolling stock began in earnest with an unexpected find. I was thumbing through the decal box at one of my favorite hobby shops in St. Louis and stumbled across three of Tichy's Big Four hopper decals. I bought them on the spot and tucked them away for a future project. I would eventually buy three suitable Accurail models on eBay to go along with these decal sets.

I then began looking for more complete kits or RTR items and was able to find a three-pack of Accurail's version of the Big Four's USRA 55-ton, two-bay hopper. I was pleased to see how accurate they were upon comparison to their real counterparts.



CCC&StL 79393
(Accurail #2401)



Smith, C. M. New York Central System, USRA Design Hoppers. Central Headlight 01, No. 3 (3rd Qtr.1980. p13

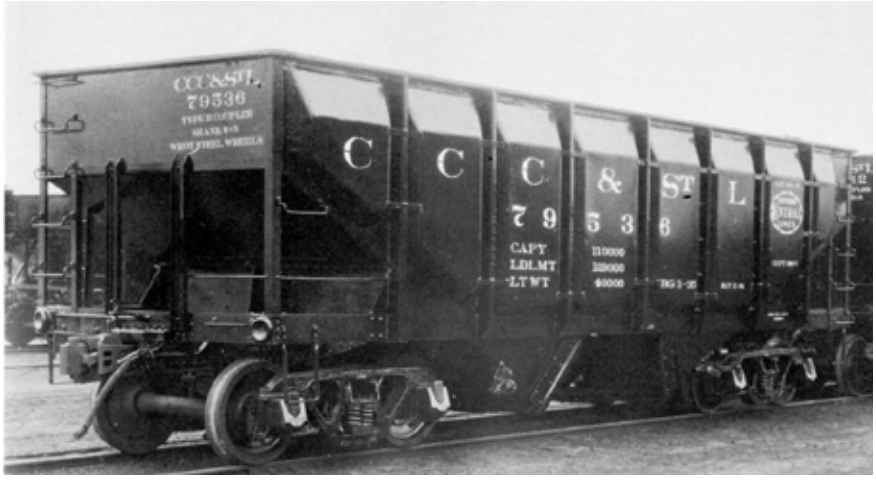
I was even able to find a special run of a modified hopper for NMRA's Division 7 in Cincinnati which also matches its real counterpart quite closely.

CCC&StL 79536

(Accurail Special Edition)

CCC&StL 79536

(Accurail Special Edition)



Smith, C. M. "New York Central System U.S.R.A. Design Hopper Cars." Central Headlight 10, no. 3 (3rd Quarter 1980): p.9.

As with most Accurail hopper kits, the weights came undecorated, so I painted them to match the rest of the kit. This was a straight-forward process:

1) Sand off any rust and dirt. I prefer to use 150 to 160-grit sandpaper as it's coarse enough to take rust off but not so coarse as to create visible scratches once painted.
2) Clean with isopropyl alcohol. This removes any grit, rust and debris from sanding without creating more rust as water would do.
3) Prime. I prefer Tamiya Surface Primer L (Grey) but any suitable line of model paint products should work.
4) Paint. I used Tamiya Matt Black (TS-6) which matched quite well.

The underside of the CCC&StL 79393 after painting.

I experimented on CCC&StL 79393 by applying Tamiya Flat Clear (TS-80) to the unpainted, black plastic parts to see how well it would match. I was looking for an easy alternative to priming, painting, etc. and although the difference isn't noticeable without a magnifying glass and bright light, I will likely stick to matt black for future hopper projects.

I used Kadee coupler #158,"Scale" Whisker® Metal Coupler – Medium (9/32") Centerset Shank and Walthers' 33" turned metal wheel set.

The trucks used with these hoppers were an Andrews type rather than the usual Bettendorf type that many other hoppers of the day had. All of the Accurail kits that were decorated as Big Four hoppers came with the correct type but the CN hoppers to be converted needed to be swapped out, as did an older six-pack of NYC hoppers from Accurail that I found on eBay.

By the time I was well into the painting process, my research yielded a snag: Most if not all of these hoppers had been repainted into NYC colors by the time of my modeling era (mid to late 1950s). After mulling it over, I decided to take a bit of anachronistic liberty, knowing that most people won't know the difference and if they do, the ensuing conversation will help to keep the Big Four's legacy alive.

Up Next: Adding to the Fleet

My next phase will be to paint and decal Accural 2400-series hoppers using, among other things, Tichy decals and comparing them to the (mostly) finished versions from Accurail.

Unknown photographer. "New York Central Railroad Yard, Harrisburg, Illinois." Photograph. Ca. late 1940s–early 1950s. Author's personal collection.

Joel's fleet of CCC&StL hoppers and one P&LE hopper.

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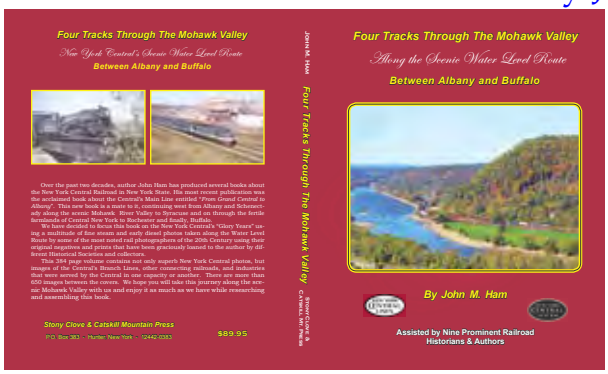
Four Tracks
Through the Mohawk Valley
Along the Scenic Water Level Route

By John Ham



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.*

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

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

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

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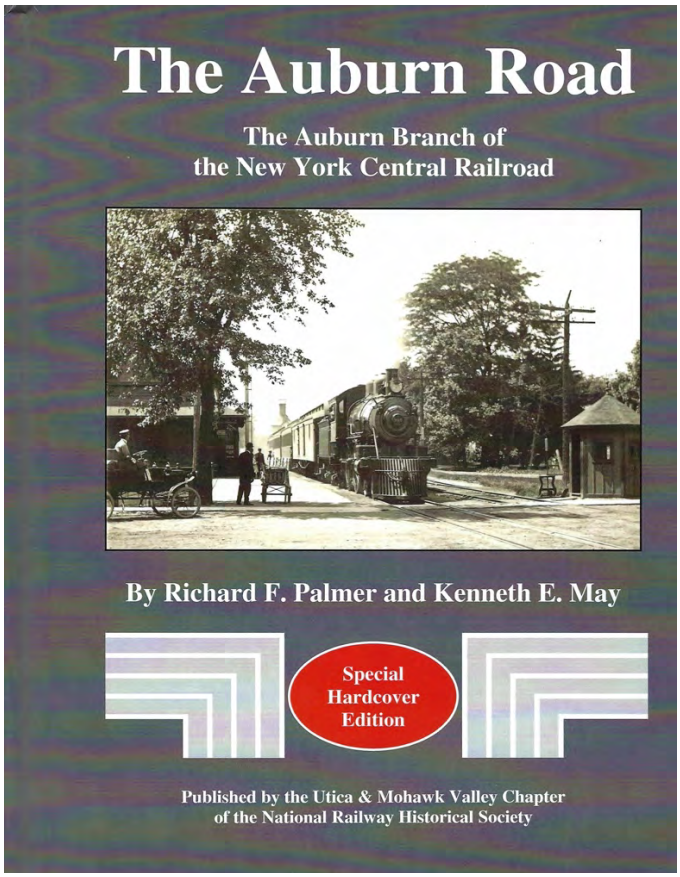
Another New Exciting Book

The Auburn Road

By Richard Palmer & Kenneth May



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NYC Signal Overview for Modelers: Part 2

Article by Alex Schneider

Photos by Alex except as noted

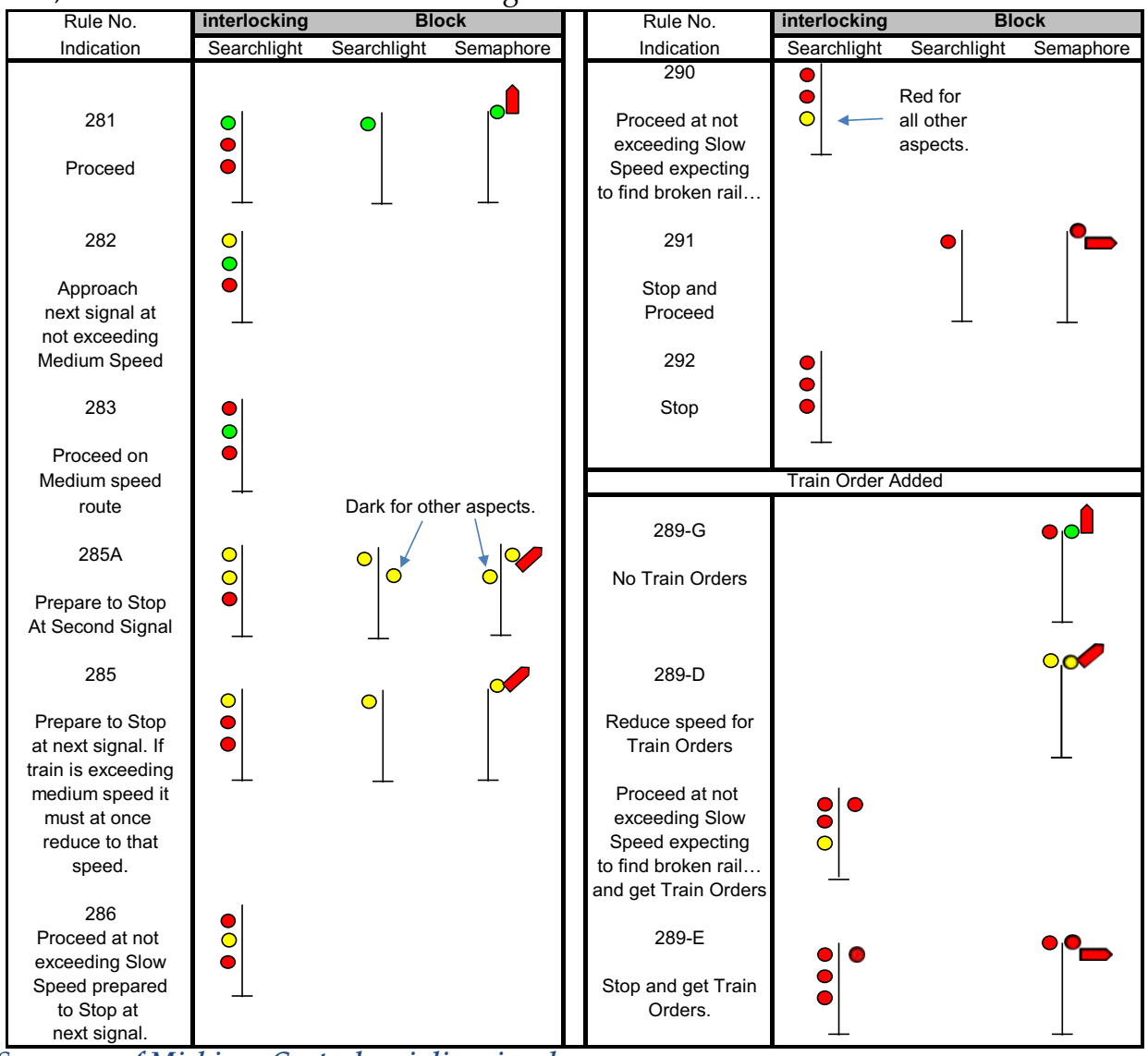
This article examines signaling installed on the Michigan Central in the late 1920s and early 1930s, still existent into the 1960s, and discuss its application to a layout representative of Michigan Central practice set in the "transition era" between 1945 and 1960. Part 1 in the previous issue gave a summary of overall New York Central signal practice, as documented in the 1937 and 1956 Rule Books, and an overview of modeling information useful on all parts of the System.

Michigan Central (1931)

A *Railway Signaling* article from 1931 summarizes development of signals on that line prior to its being absorbed into the New York Central and coming under the 1937 Rule Book. Highlights include:

- "In 1920, the lower-quadrant two-position signals between Detroit and Chicago were changed over to three position upper quadrant signals. Between Detroit and Niles, Union Style-B signals are in service, while, from Niles to Chicago, G.R.S. Model 2-A mechanisms are used."
- "These signals are spaced with blocks 4,000 to 8,000 feet long."
- "In accordance with the orders of the Interstate Commerce Commission, company forces installed the General Railway Signal Company intermittent inductive train-stop system between Detroit and Niles in 1926, and in addition, this equipment was extended voluntarily, in 1927, to complete the Chicago-Detroit route."
- "Wherever the block is no longer than 5,600 ft., a double-distant aspect of two 'Yellows' is now provided at the signal next in the approach, the indication being, 'Prepare to Stop at Second Signal.' The second yellow is displayed by an inoperative light unit mounted to the right of the mast and 5 ½ ft. below the top light. … It is normally dark… Train control is effective at the signal displaying the double yellow aspect."
- "The middle unit of three-unit color-light signals at interlockings is inoperative unless the track layout affords routes to require an operative signal. The lower unit, a call-on signal, is operative to only two indications: red for Stop, or yellow for 'Proceed at Restricted Speed.'
- "A 'Take-siding' signal was added on the automatic signal located 3,000 or more in the approach of certain passing track switches. … This unit is mounted at the right of the mast and 5 ½ ft. below the signal unit." [This is shown as a flashing red signal, Rule 294x, in the Michigan Central Railroad Timetable No. 13 effective September 24, 1939.]
- "At train order offices within the limits of interlocking plants an SA signal unit is located at the right of the mast on a line with and 2 ft. 9 in. from the top unit of the home signal; in automatic signal territory this SA unit is located in a similar position on such of the automatic signals as are properly located with respect to local train order offices."

The figure below provides a summary of Michigan Central mainline signals, adapted from the Railway Signaling article. Michigan Central employee timetables issued under the 1937 Rule Book, beginning with No. 14, effective April 28, 1940, and at least through No. 38, dated September 27, 1953, continued to have a table of signal aspects superseding the Rule Book for operation on that road. Lower quadrant semaphore aspects for both interlocking and block signals are shown. A few months after the revised rule book was issued in 1956, a new timetable series began at No. 1 on April 28, 1957.



Summary of Michigan Central mainline signals.

Additional and nonconforming signal aspects continued to be listed. I do not have access to a comparable series of employee timetables for divisions originally part of other roads and do not know whether they had a comparable degree of autonomy regarding signal rules.

Table 1 (next page) shows 1931 locations of color light train order signals. Wiard was removed and Ivanhoe (2591 westbound, 2594 eastbound) added by 1939. Train order signals

were also added eastbound at Jackson E. Yards (752) and Parma (862). Semaphore train order signals are shown at most passenger stations and the Augusta Coal Chutes.

Table 1 Color Light Train Order Indications will be displayed on the following signals.

Station	WB Signal	EB Signal	Routes
Town Line	71	72	Automatic. and Diverging
Wayne Jct.	181	182	Interlocker
Wiard	271	274	Automatic and Diverging
Jackson E. Yds.	723	752	Diverging Route
Parma	861	862	Automatic
Albion	953	962	Interlocker
Battle Creek	1203	1204	Interlocker & Automatic
Kalamazoo	1433	1434	Automatic. and Interlocking
Niles E. Yds.	1873	1882	Diverging Route
Niles Lake St.	1911	1912	Automatic and Diverging
Porter	2403	2404	Interlocker
Willow Creek	2463	2464	Interlocker
Tolleston	2561	2562	Interlocker
Gibson	2613	2614	Interlocker
Kensington E. End		2512	Automatic

Signal Rules for LCC Application

As discussed in Part 1, the NMRA has recently introduced Layout Command Control (LCC) as "a system for controlling all the functions on your layout that don't have to do with how

fast the locomotive is moving – things like signals, or sounds, or passenger car lighting." One of the vendors promoting LCC, RR-CirKits, Inc., includes in their manual a "Sample Rule Sheet". A Rule Sheet provides a structure for tabulating all of the signal aspects which can be displayed by a particular type of signal on the layout. While the sample is based on contemporary NORAC signals, the rules used can be altered in accordance with New York Central practice, reflecting that the NYC interlocking signals represent speed, rather than route, signaling. To conform strictly to the RR CirKits template, move "NYC Rule" to the "Comment" field. As an example, assume that your layout will generally follow Michigan Central practice as discussed above. Assume that the 1956 Rule Book is in effect but not the 1964 supplement. Assume that Limited Speed is used only on mast signals, not dwarfs. Assume that "Take siding" and "Stop for train orders" will apply only on sections with 1 head block signals. Tables 2 through 5 utilize the Rule Sheet to document the aspects available at four types of signals representative of Michigan Central practice:

- 3 head, 4 aspect interlocking;
- 2 head dwarf signals;
- 2 head, 4 aspect block;
- 1 head block.

Only the 3 head, 4 aspect interlocking signal utilizes flashing aspects, and that only on head 2. Limited Clear and Limited Approach are typically found at a high-speed crossover or the end of double track. The corresponding aspects without flashing are Medium Clear and Medium Approach.

Table 2 Rule Sheet for 3 head Interlocking Signals

Mast No.				Mast Type:		3 head Interlocking, GRR Clear						
Aspect	Name	NYC Rule	Speed	Lamp A H1	F	Lamp B H2	F	Lamp C H3	F	Lamp D H4	F	Comment
0	Stop	292	Stop	R		R		R		None		
4	Restricting	290	Slow	R		R		Y		None		
10	Slow - Clear	287	Slow	R		R		G		None		
11	Medium-Approach	286	Medium	R		Y		R		None		
12	**Medium Approach Slow**	**283B**	**Medium**	**R**		**Y**		**G**		None		
13	**Medium Advance Approach**	**283A**	**Medium**	**R**		**Y**		**Y**		None		
15	Medium-Clear	283	Medium	R		G		R		None		
16	Limited-Approach	281D	Limited	R		Y	F	R		None		
20	Limited-Clear	281C	Limited	R		G	F	R		None		
21	Approach	285	Approach	Y		R		R		None		
22	Advance-Approach	282A	Limited	Y		Y		R		None		

23	Approach-Slow	284	Approach	Y		R		G		None		
25	Approach-Medium	282	Approach Medium	Y		G		R		None		
26	Advance-Approach Medium	281A	Clear	G		Y		R		None		
27	Approach-Limited	281B	Clear	Y		G		R		None		
29	Clear	281	Clear	G		R		R		None		

Interlocking signal Aspects 12 and 13 above replace NORAC-based rules in the RR-CirKits Manual.

Table 3 Rule Sheet for 2 head Dwarf Signals

Mast No.				Mast Type:		2 head dwarf						
Aspect	Name	NYC Rule	Speed	Lamp A H1	F	Lamp B H2	F	Lamp C H3	F	Lamp D H4	F	Comment
0	Stop	292	Stop	R		R		None		None		
4	Restricting	290	Slow	R		Y		None		None		
6	Slow - Approach	288	Slow	Y		R		None		None		
10	Slow - Clear	287	Slow	G		R		None		None		
25	Approach-Medium	282	Approach Medium	Y		G		None		None		
26	Advance-Approach Medium	281A	Clear	G		Y		None		None		
30	Clear	281	Clear	G		G		None		None		
31	Dark		Stop	None		None		None		None		

Table 4 Rule Sheet for 2 Head block Signals

Mast No.				Mast Type:		2 head 4 aspect Block GR Clear						
Aspect	Name	NYC Rule	Speed	Lamp A H1	F	Lamp B H2	F	Lamp C H3	F	Lamp D H4	F	Comment
3	Stop Proceed	291	Stop	R		R		None		None		
4	Restricting	290	Slow	R		Y		None		None		
21	Approach	285	Approach	Y		R		None		None		
22	Advance-Approach	282A	Limited	Y		Y		None		None		

25	Approach-Medium	282	Approach Medium	Y		G		None		None		
26	Advance-Approach Medium	281A	Clear	G		Y		None		None		
27	Approach-Limited	281B	Clear	Y		G		None		None		
29	Clear	281	Clear	G		R		None		None		
31	Dark		Stop	None		None		None		None		

Table 5 Rule Sheet for 1 Head Block Signals

Mast No.				Mast Type:		1 head block signals						
Aspect	Name	NYC Rule	Speed	Lamp A H1	F	Lamp B H2	F	Lamp C H3	F	Lamp D H4	F	Comment
1	Take Siding	294x	Stop	R		None		None		R	F	At sidings
2	Stop for orders	289E	Stop	R		None		None		R		At stations
3	Stop Proceed	291	Stop	R		None		None		None		
21	Approach - restricting	285	Medium	Y		None		None		None		
29	Clear	281	Clear	G		None		None		None		
31	Dark		Stop	None		None		None		None		

Interlocking Towers

If your layout includes a junction, crossing or yard throat, consider adding an interlocking tower controlling local signals and switches. Before Centralized Traffic Control, interlocking signals and the switches they guarded were activated either mechanically, through pipes moving through roller guides and cranks at the location of the equipment, or electromechanically. Figure 2 shows one of the last survivors on former NYC lines.

Although the details of building a mechanical interlocking bed are beyond the scope of this article, interested readers can find information in two Kalmbach Publications paperback books of fairly recent vintage, listed in the references.

Briefly, it is necessary to identify each point at which trains can enter or leave the interlocking plant; list each route by which a train can pass through without reversing; determine the appropriate position of each switch over which it will pass; and establish a signal at the two ends of the route, for eastbound and westbound traffic. A route table will establish the sequence of lever operations to set these devices so the train may pass. Then a locking table is drawn up to show what levers lock other levers, and in what position, to provide the necessary route and prevent conflicting moves.

BO Tower, Kalamazoo MI – 2013

Conclusion

I hope that my articles have given you an appreciation of the signal system utilized by the New York Central System. Depending on the size and configuration of your layout, and the area and era you choose to model, some aspects will probably not be needed. The complexity of the NYC Rule Book is a legacy of the many predecessor roads from which it was built, and the specific environment in which they operated. Happy modeling!

References

Abeles, Dave, *Guide to Signals & Interlockings.* Kalmbach Media, 2021.

"Michigan Central Makes Extensive Improvements in Signaling System On 513 Miles of Main Line", *Railway Signaling,* Vol. 24, No. 5, pp. 157-160.

Michigan Central Railroad timetable, Detroit, Michigan and West Divisions, No. 7, effective September 27, 1936
--- No. 13, effective September 24, 1939
--- No. 14, effective April 28, 1940
Michigan Central employee timetable No. 33, dated April 29, 1951
--- No. 38, effective September 27, 1953
RR-CirKits, Inc., "Signal LCC Installation Guide", Revision b, October 2017.
Wilson, Jeff, *The Model Railroader's Guide to Junctions.* Kalmbach Publications.

https://www.youtube.com/watch?v=piyc6p55-bE&list=PLhislBENDGDvG4gQCWZmnfygsV0dBNl5r&index=701

P.S. After this article was submitted I became aware of the interesting Model Memories line of searchlight and color light signals. See my President's Message for an illustration.

By Brian Scace *Photos by Brian*

The Tablet as a Tool

I am not a child of, or even a wholehearted fan of, the *Information Age*. However, there is a wealth of information available on the internet and some of it rather surprisingly is accurate and useful.

Often, I find myself looking at the various photo sites for prototype info on some project or another on the workbench, so one of my indispensable tools now has to be my iPad. The screen is big enough to see for paint-and-decal projects, you can zoom in on details, there is a lot to be liked.

A down-side is the precious horizontal space it takes if placed on the bench, not to mention the expense (both in stomach acid and in treasure) incurred if you knock it off, dump plastic cement or CA all over it, or otherwise do the dingus a great mischief. The workbench is, after all, a dynamic environment.

Upgrading my shop to take advantage of this technology was accomplished at a music store catering to the rock crowd, where I found this stand meant to hold a tablet in the same manner as any other piece of band-kit.

Now, the reference material is easily checked, yet the workbench remains unfettered and uncluttered.

Similar sorts of things are now sold to people who want to "read" in bed (Go figure!) so a check on sites like Amazon might yield something similar.

A different approach, one that doesn't get the thing completely off the bench but at least gets it stood up on edge to reduce the footprint, is shown below.

It is made from one of those steel bookends that you have been ignoring at yard-sales and charity shops. A couple of those felts for the bottom of furniture legs, the ones you stick on to protect hardwood flooring, keep the tablet in place.

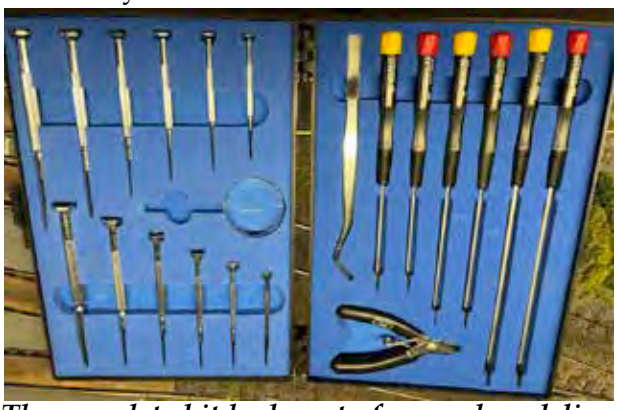
An Odd Place to find Useful Handtools

Recently I found a binder full of nice screwdrivers and the like, especially useful and rather unusual in the fact the

screwdrivers were almost twice the length as any miniature drivers I had on the bench.

Brian found this set of tools that had screw drivers with longer shanks than most.

Although I found the kit for easy money at a consignment shop, these are apparently made for traveling repair-types who work on electronics. The entire kit also contained a reload of jewelers' drivers which I happily put in my spares inventory.



The complete kit had a set of normal modeling screwdrivers giving Brian a nice selection of these tools.

The lesson is the one I've banged on about before; to keep eyes and mind open and check out what tools other hobbies and disciplines have in their arsenals. Your life can become far easier!

Some Photos of NYCS Workshop Tools

WR52021, Engine Shop, Cleveland, OH

WR49180, East Rochester Car Shop

WR49102, East Rochester building model boxcar at Despatch Shops

Comments From A Dutch Uncle

Article by Tom McHugh *Photos by Tom except as noted*

The original intent was that this would be the fourth and final article describing the construction of a 1943 era New York Central Fire Train, which I was inspired to build based on an article in the Headlight. The previous articles in the Modeler documented my research, construction of X-2002, and X1-276. This article was to describe the "simplest" build of the entire consist, a closed vestibule wood sheathed truss rod baggage car. I had planned to have the car complete for the St. Louis RPM at the end of July and the article to the Modeler prior to the August 15th deadline.

Again, going back to military history, the plan never survives the first engagement. Unforeseen problems with construction; trying to make 2026 parts work with a 1960's era craftsman kit, locally unavailable "simple supplies", and long shipping times for mail order. Then life got in the way with a health problem in the family and repeated computer errors affecting the drivability of my primary vehicle. So, I contacted Noel and told him I was going to miss the deadline. So, this is where we are at, Noel reached out to me for an interim article. While presenting some of the challenges to the construction, I decided to use this as a forum like London's Speakers Corner.

The *NYCentral Modeler* needs a constant source of articles to remain viable. I urge you to sit down and write about a project you are doing, the editorial staff will help you put together an article to share with the 1,500+ members. I had not done any kit building since the 70's and never had done any kit-bashing or scratch building. I can see faults in my modeling, but it is my modeling of items that will never be produced.

The Society has multiple resources to use as a basis for projects including multiple diagram books on thumb drive with plans and lettering diagrams. The employee magazine thumb drive NYCS Central Headlight 1940-1968 is a great source for ideas. I found not only articles about the fire train, but about two B-26s donated by employees that carried the NYC Oval in combat, a corporate B-25 in Lightning Stripe, a remote-controlled recovery vehicle for hazardous sites built on a M-32 tank recovery vehicle. The Central Headlight Vol XII, NO.4, pg.7-8 describes the NYC involvement in a consortium exploring conversion of diesels to coal turbines: Can you picture a "Big Blow" in Lightning Stripe?

Members are the most important source of information and ideas. I have been part of the team for the last three years at the STL RPM. We typically display a selection of commercial models, items available from the Collingwood Shop, and items unique to NYC including M-497 and a comparison of Flexi-van to Trailer Train. The team answers questions about the society and the value of membership. Frequently, we demonstrate the archives, sometimes even to members who have not explored all the possibilities of images and valuation maps.

This is demonstrated to attendees by asking them for a key word of interest and showing them the breadth of hits to a simple keyword. This year the team was approached by two manufacturers who

expressed interest in resources available to them for future model production.

Speaking of which, we all know that NYC was innovative in many respects but aside from Flexi-Vans and M-497, not many have been made commercially available. Have you ever wanted a jet powered snow melter, or a B-26 labelled for NYC in combat (there were 2), a corporate B-25 in Lightning Stripe Grey, or a remote-controlled hazardous site wrecker built on a M-32 tank retrieval vehicle? These and many more interesting articles appeared in the NYCS Headlight. More mundane images exist in the archives including the double ended wrecker that served Grand Central Terminal, dynamometers, details of interiors of passenger cars, pile drivers, and various MOW equipment. Each issue of the Headlight provides in depth history of specific NYC equipment, structures, or operation that you can draw on for modeling. I have gained insight from other members of the Society when I posed question either directly to members or to the forum. Our members have a wealth of knowledge and are quite willing to share.

END OF SERMON

This interim article will document where I am at with X-1243, but I warn you may read about these travails in the final article. New York Central X-1243 was a closed vestibule wood sheathed baggage car that carried firefighting equipment and functioned as a crew car. There are several photos in the archives, usually distant less than ¾ views. The only "builders" photo showing the full car profile, taken late in its career at Selkirk appeared in the Central Highlight in 1981. The photo, though black and white, looks like the roof is painted white. I have a verified color picture which shows the three cars of train painted bright red.

Appearing weathered but serviceable is N.Y.C. Fire Equipment Car No. X-1243 also seen at Selkirk, N.Y. on December 3, 1980. Photo by Michael J. Vavas, Jr.

10

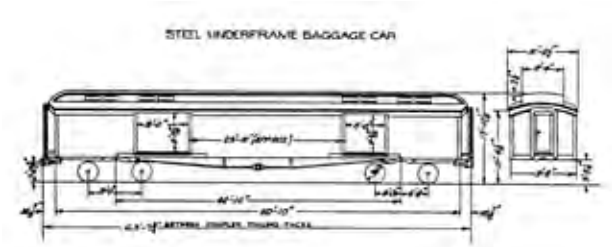
From Central Highlight 1981 Q4 pg. 10

NYCHS Archives PB429039.

There is no reference to the car in the MOW diagram drive available from the Collingwood shop, so the pedigree remains a mystery. Obvious from the photo are the different sizes of the door openings with a single door at the smaller opening and a double door at the larger opening. Exploring the CanadianSouthern.org page on NYC passenger cars, searching through the diagram of steel frame baggage cars it appears the single door is a 6′ opening and the double door opening is 8′ wide. Searching through the CASO website, diagrams that are based on the door size and the spacing between the doors, several possible pedigrees stood out. These include B&A 853-857 (West Albany 1906),

NYC 7635-7539 lot C40 (ACF 1903), NYC 7640-7647 lot C-93 (Barney & Smith 1905), NYC 7648-7654 lot C-114 (West Albany 1905), and NYC 7696 lot 733 (Pullman 1903). The earliest car referenced was built in 1903.The door spacing on the cars seems appropriate as some LS series had the door closer to the center than the ends of the car.

The earliest car referenced was built in 1903 and had a steel underframe so this might differ from the car portrayed by the La Belle kit. An important note from the CASO site is the 8' opening was on the left side of the car as being viewed, thus like size openings would be in diagonal orientation. Again, an assumption I cannot verify as I cannot find pictures of both sides of X-1243. I proceeded to revise the stock car side with eight-foot doors to the left as you were viewing the side of the car.



CASO Diagram class C-40

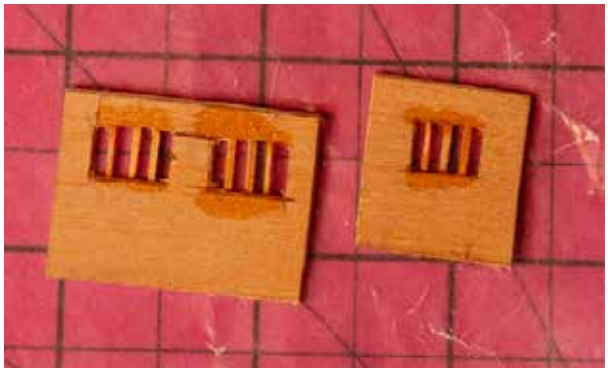
Comparison of door opening pre and post revision facing left side of car.

A further note on research and sources. I did a Google™ search for New York Central X-1243 to verify the source for one of the photos used in this article. It directed me to the NYCHS Archives, but there was much additional AI generated information. It states that the car was originally LS&MS built circa 1907 and it gave dimensions. I have not been able to verify the LS&MS heritage. If indeed, it is a former LS&MS 1890's vintage the baggage door orientation would be different, same size doors would be opposite rather than diagonal. More surprising as I read the information if referenced me to Groups.io. (https://groups.io/g/NYCSHS-Members/messages?expanded=1, which brought me to my own postings for inquiries related to paint and baggage door size and necessary modification needed to the LaBelle Woodworking 1905 baggage car. This brings us to a new quandary in prototypical research; can we believe what we find on the internet?

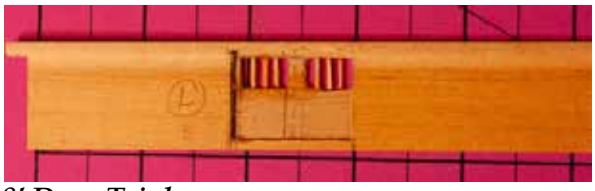
Back in the day when working with a wood craftsman kit you basically had two choices for adhesive, Ambroid Cement, or Walthers Goo. Today I have found that options exist with carpenter's glue, cyanoacrylates, and yes, Walther Goo. I have found each has a use based in part on the type and size of joint I am bonding.

Scribe sheathing presented an interesting problem. I had to install segments without covering the baggage door openings. I chose carpenter's glue for this but found that even though I applied a layer of glue to both the sheathing and the car side I encountered warping. I used multiple type of clamps for this including one leg of a 90 degree corner clamp, miniature spring clips and spring clothes pins. Setting time limited me to doing one section at time and allowing several hours for the glue to cure.

The baggage doors used on many NYC cars were unique in that each door had four windows. There is currently nothing similar in production, so I took some basic measurements of an eight-foot baggage door from an Athearn and laid out the doors on basswood sheet. Total window opening was cut as a single opening, and then individual mullions were glued in place with cyanoacrylate using wax paper as a work surface.

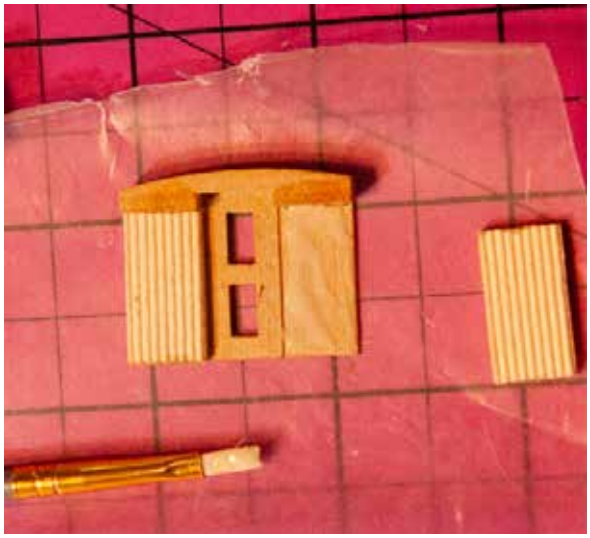


Doors as constructed 8′ and 6′



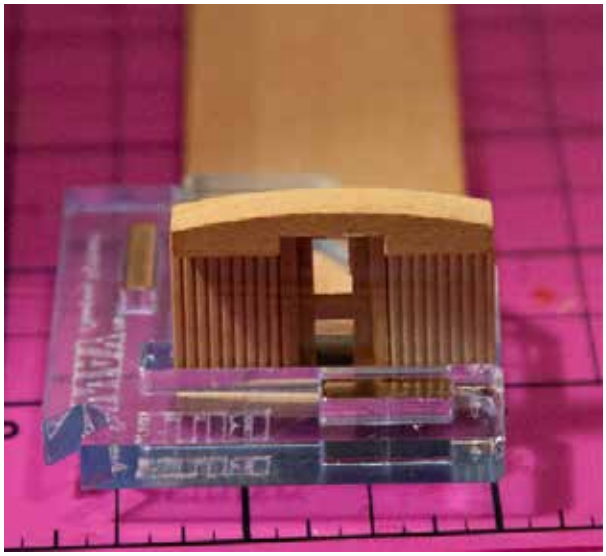
8′ Door Trial

The car end was made up of eight separate wood pieces including cut strip wood. The arch of the roof was to be attached to the bulkhead butted against a raised outline of a door. I used cyanoacrylate to secure this due to the limited surface area of the joint, sheathing was attached with carpenter's glue, all joints were clamped to set. Upon fitting the end to the floor stock, I noted that the parts had slipped about 1/32 of an inch and would not align.



Partial end assembly

I did have a second kit that I could steal parts from but that would leave me with basically a box of stripwood instead of a second car. ALCOHOL IS YOUR FRIEND. Alcohol will dissolve cyanoacrylate bonds, but brush application did not work. So, what the heck, I placed the assembly into a jewelry cup with alcohol and ran it for 2 minutes, at which point I could slide an Xacto blade into the joint. Back into the alcohol and three more minutes of ultrasound and the assembly came apart, and I was even able to remove the carpenter's glue. The car end itself did not survive unscathed but was recreated from sheet basswood. I again used alcohol to break the bond as I was again using cyanoacrylate on the 90-degree joint of the car end to the floor. The magnetic clamp I used held it true vertical, but it shifted in the horizontal and left a small gap between the end and the floor stock. Alcohol applied liberally with a brush soon freed the parts.



Magnetic clamps used to maintain vertical alignment

Trucks and couplers should be easy. Attach a Kadee #5 box to the body and we are set. OOPS. Kit has a simulated steel underframe that extends to the end of the car; coupler height will be way off so that must be modified. Eight-foot Common-wealth trucks, easy stock part at both Walther's and Athearn. Bolster on car kit is a flat wood plate, fine for Central Valley trucks from the 60's (no longer available). Turns out new trucks offered by manufacturers have recessed bolster, designed to fit a kingpin of their respective offerings. This is where the knowledge of members of the Society comes into play. I reached out to Seth Lakin, head of the Modelling Committee for a suggestion and he came back with a solution to make a kingpin for the kit that would adapt to stock trucks.

I have re-counted the trials and tribulations of this project throughout the series, and this article continues that tradition. I had not attempted a craftsman kit in more than 40 years before embarking on this project. It has been as my instructors in anesthesia school used to tell me, "A learning experience", that it has been. I now have tools for just about anything I could anticipate and have learned that trial and error increase your skill and decrease "good enough". I expect that the next article will be the final in the series and I will recount the construction and hopefully have a photo of the entire train with a brand-new RS-3 as power.

Looking forward to the next article as you finish your modeling project. (Editor)

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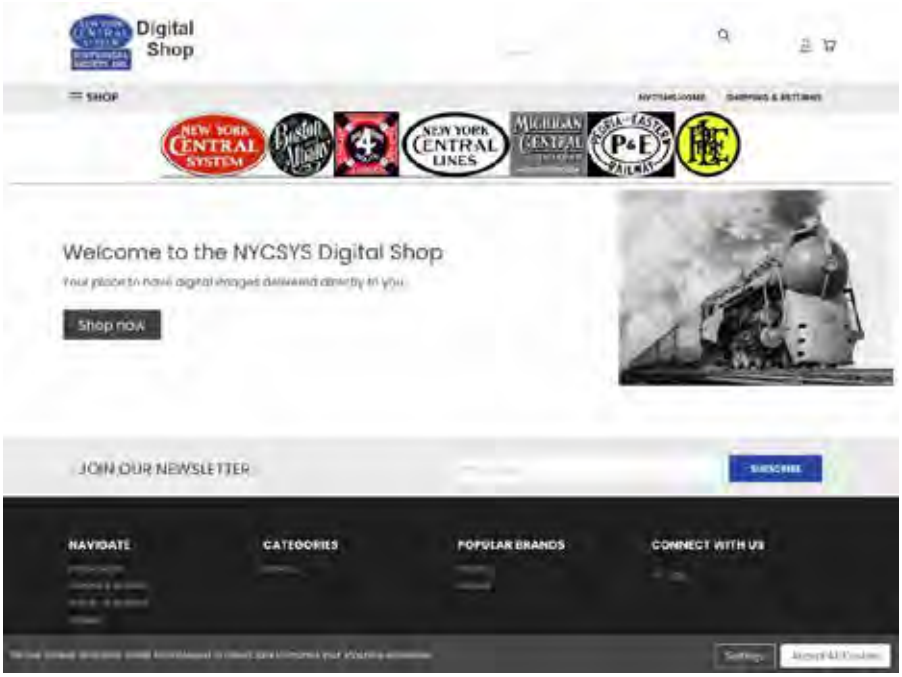

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Improving A Rivarossi 10-6 Sleeper

Article by Russ Weis *Photos by Russ except as noted*

If you are a purist or rivet counter, skip this and go on to the next article. However, if you'd like to increase your passenger fleet at a low price, and you can overlook a couple of things, read on.

I do like passenger trains, and on my layout, we have three guys working the Buffalo Central Terminal during an ops session. Before Walthers introduced their stainless-steel passenger cars, AHM imported four different Budd cars made by Rivarossi. I couldn't afford brass, so the Pullman, coach, and diner would work, but the cars would need to be upgraded.

Rivarossi made an observation which looked to be a match for Reading's Crusader, and a diner that is correct for the Central's "grill" diner. Unfortunately, it is lettered correctly for the *Empire State Express* diner, which comes close to the grill diner, but is not the same.

The coach is spot-on for the ten named cars used on the *Empire,* with the correct name and window arrangements. However, it should have "New York Central" on the top board instead of "Empire State Express." There is also a 10-6 Pullman, which I'll talk about in this article.

The window pattern is correct; however, for the Central, the fluting needs to run above the windows as well. It also has Pennsy-style round trim on the vestibule door instead of square trim.

You can see the differences in the model vs the actual vestibule doors.

All of Rivarossi's Budd cars have skirting that would work if you were making an early run of the *Empire State Express*, but it will not work for our Pullman. Get a fresh X-ACTO blade and start scoring down one seam of the skirting. Snap off the skirt and do some light sanding. You'll have to look hard to see the minor change in the fluting.

Russ found It was easy cutting off the car skirt.

The car has no metal weight, so we need about 3 ounces to bring it up to NMRA standards. Years ago, when making these changes you could buy Athearn's steel weight used on their 86-foot flats and high-cube cars. Unfortunately, Athearn does not sell the weights as a separate part any more, which is too bad, as that weight fit nicely on the car's floor.

After cutting the Athearn weight some, it fits perfectly on the car's floor

Today, use your choice of weight. There are some flat weights still available or use whatever will fit in the cavity of the floor around the underbody detail.

The horn-hook couplers pull right out from the trucks, so that's easy.

Russ found that the horn-hook coupler pulls out easily leaving the mounting pad for a Kadee coupler.

Next, cut a .040-inch-thick pad of Evergreen styrene for a mounting pad and glue it to the floor. This will get your Kadee coupler to the proper height. Choose your Kadee coupler, standard or scale head, then drill and tap for a 2-56 screw.

Now let's get rid of those plastic wheelsets and add some metal ones. You'll have to use 33-inch wheels, as 36-inch wheels will rub on the brake shoes.

I then handed off the car to Steve Lasher, whose name you probably recognize from the many articles he has done for *The Modeler*.

AHM never made any interiors to fit the Budd cars, so Steve added some partitions and shades which will limit your view into the car.

Steve added window shades limits viewing into car with no interior.

The car name that Rivarossi used was *Tarrytown Harbor*, which is a correct name for the 22-roomette series, but not for the 10-6 Valley series. Using a soft gum eraser takes the lettering off so you can add the correct name. I borrowed a couple from the Walthers decal sheet, as they were extras. For additional names, I bought the correct font from railfonts.com, where I can make car names and numbers on a decal sheet.

Steve added some light weathering on the roof and ends, plus some "wear" weathering on the diaphragm striker plate.

Steve also added the safety bar across the windows on the aisle side.

Steve added some weathering the striker plate which adds detail and realism

Now, if you choose, you can keep going by chiseling off the molded-on handrails and grabs, but then you're probably looking at repainting the car. You could also add the steam, signal, and air hoses, but I find that they interfere with operations, as a number of cars are cut and added as they were in Buffalo Central Terminal's heyday.

I see these cars often on eBay, train shows, or in second-hand shops if you'd like to increase *your* passenger fleet. Good luck and have fun.

NYCSHS Members' Models

This feature in the *NYCentral Modeler* allows us to showcase some of our short captions. We will showcase these models in each new edition. Send photos to: nfwiddifield@NYCSHS.org

We really need your photos!

Edmond Tobin

Thoroughbreds at the ready. New York Central's finest hour in the steam-era.

A moment in time: The Centuries meet and pause for a short while in the early hours at Buffalo, New York.

The Century is well under way with the 4025, a DPA-1C, on the head end. The three E7s are Walthers Proto products, and the train is made up of Challenger brass cars.

Bill Osborne

7829 headed to the yard to do some moving of some freight cars for the Central.

We now see 7829 crossing a short bridge in the industrial area on Bill's layout.

7829 taken from the head, pushing a string of boxcars headed to the yard.

NYCSHS Members' Models

7829 taken from the rear, pushing a string of boxcars headed to the yard.

Bob Keeler (St. Louis RPM
(Full coverage of the RPM in the Jan 1, 2027, Issue

Some of Bob's collection of NYCS electric locos.

Some of Bob's many NYC model locos. Look for complete coverage of the St. Louis RPM, and Bob's, Tom McHugh and Cuck Beargie photos and models in the Jan 1, 2027, edition.

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Modeling New York Central Diesels in O-Scale – Part 3

Article by Brian Scace *Photos by Brian except as noted*

In this installment, we finish up with a look at the road switchers available in O-Scale useful in modeling the New York Central in the diesel era. Again, we remind ourselves we are talking of O-Scale in 2-rail as an NMRA modeling scale in the same manner as HO and N, as discrete from O-hirail. Also, a reminder that the models in the photos might not be painted for NYC but are included to further illustrate what is useable for NYC. That said, let's get started.

Bill Edson, in the diesel book we're following, groups a few oddball classes together next, these before getting to the hood units. The DH-1 is that oddball diesel hydraulic cab built by Baldwin for Robert Young's "Xplorer". Unsurprisingly, there's nothing remotely close.

The DFT-1, however, is anything but bizarre. This is the end-cab "transfer" unit by Fairbanks Morse, the H-20-44. Carwork did them in brass.

Beginning the proper road switchers, the Alco RS-1 (DRS-1/DRSP-1) is well represented by NJ Custom Brass and Carworks as brass imports and an exquisite brass kit by Mike Calvert under the Gilmaur name. There is a crossover by Atlas O that leads me to explain why I won't be mentioning their offerings any further in this list. While many do find their road switcher offerings adequate, I really don't recommend them in O Scale, what with the vertical drives, hirail compromises, and various basic inaccuracies. As an example of the latter, the characteristic cab overhang is ignored on their RS-1, and I just can't "un-see" it. There are plenty of other options out there that are better road switcher models with respect to fidelity, compatibility, and performance. Still, it's your call whether they might suit you; they just don't suit me.

DRS-1 and DRSP-1 are the various Alco RS-1s. This is an NJ Custom Brass model detailed with steam heat and painted for one of the DRSP-1s originally assigned to the east end of B&A.

Here is a Carworks RS-1 in stock form.

Mike Calvert marketed several kits under the Gilmaur label, done in brass with beautiful white-metal castings. Here is what his RS-1 looks like out of the box.

DRS-2/DRSP-2 is a little harder. Key did the Alco RS-2 in brass, and you do see them occasionally. There are a few masterfully done modeler-conversions from various RS-3s you might come across, too.

Tom Kabele provided this photo of a Key RS-2. The model is well suited to NYC's DRSP-2

We'll take DRSP-3 and DRSP-8 together, both being Baldwin road switchers and sharing much the same issues as the switchers. As far as I know the Overland brass imports are it, and you have to be careful to match the myriad carbody variations between model and individual prototype units. Beyond that, you're quickly in the land of the kitbash, seeing what you can make out of body shells from crossover product.

DRS-4 and DRSP-4 are the EMD GP7. Sunset has just finished a couple runs of GP7 (and GP9) as plastic crossovers, again theirs are worthy of consideration as the dimensional compromises are minimal, form is decent, and the horizontal drive a good one. In brass, they did one years ago which does need the single rear fan replaced by a pair of 36". Meanwhile, Oriental did GP7s in brass, I seem to recall Challenger did as well, and there is the venerable old Kemtron/Railtex brass kit that builds up needing no apology today and easily configured without dynamics in the process. A little long in the tooth, perhaps, but Katsumi (KTM) did several runs of Geeps for both Max Grey and US Hobbies. In common with many builders and modelers of that era, they called a Geep model without dynamics a GP7 and with dynamics a GP9. Every one I've seen no matter the label, is a GP7. Regardless, they are solid material to work with though the detail finesse is perhaps "of its age".

The EMD GP7 was rostered by NYC as DRS-4 and DRSP-4. Watch the numbers as some were equipped with dynamics and some were not. Details will vary throughout the class. This is an old Max Gray model after a rebuild and just before paint.

Kemtron did a kit for the GP7, a venerable albeit enjoyable build.

DRSP-5 was the Lima Hamilton road switcher, and I know of nothing that fills that bill.

On the opposite side of things is the DRS-6/DRSP-6, the venerable RS-3. Out of the gate we have the Weaver chain-drive unit in plastic, arguably the most common O Scale diesel out there. If you go back to the DFA/B-7 discussion, all those comments about Weaver's FA apply to the RS-3. Later in Weaver's corporate life, they took the bodies for both and re-did them as hirail

product; twin vertical motors, stamped foldup handrails and frames in the manner of postwar Lionel, virtually unusable for our purposes, so watch out for that when on the hunt. Kemtron made a kit for the RS-3 in brass, and those same comments regarding Kemtron's GP7 apply here. The brass imports are interesting, especially Key as they did one specifically for the NYC DRSP-6 with the air tank atop the long hood.

Kemtron also did an equally good kit for the Alco RS-3 (NYC DRS-6/DRSP-6).

Certainly, one of the easiest models to find in O Scale is the Weaver RS-3. A few details and a lick of paint make a fine model, in this case a post-1966 DRS-6.

Key imported this DRSP-6 in the configuration specific to NYC with one of the air tanks atop the long hood. Same advice applies to RS-3s; watch the variations between units.

DRS-7 is the Fairbanks Morse H-16-44 and we again turn to Carworks and their brass import. Carworks did several carbody and truck configurations, so watch that as you select one for NYC.

Having covered DRSP-8 with the other Baldwin road switchers, we move on to DRS-9 and DRSP-9. EMD GP9s are as easy to nail as the RS-3, first in an outstanding plastic kit for Red Caboose molded by Intermountain.

The Red Caboose GP9 is an injection-molded masterpiece of a kit. DRS-9 is easily modeled using this kit.

These came with an uprated drive from what was first found in the old Atlas F9 done by Roco in the 1970s. In spite of the grumbling by bronze-age O Scalers, there is nothing wrong with this drive. Further, aftermarket drive kits from the likes of P&D, Des Plaines, and Finescale 360 are available, along with replacement geared wheelsets from NWSL. The tooling was later bought by Atlas and used in their crossover model, but the originals are still plentiful and lack the compromises of their Atlas offspring. One other advantage is they can be built without dynamics, the proper section included in the kit.

Central Locomotive Works did a brass kit, and brass imports have been done by Oriental and Challenger in several configurations including the "torpedo-boat" DRSP-9. As mentioned earlier, Sunset is fresh off of two runs of their plastic

Geeps; the comments about the GP7s apply to their GP9.

In brass, Oriental Limited did a "torpedo-boat" GP9, useful for modeling the DRSP-9.

Alco's RS-11 was classed as DRS-10. Reasonable high-hood RS-11s were done in brass by Overland, and some exquisite ones by Car & Locomotive Shop, the latter is available without dynamic brakes.

Overland imported an a pretty generic RS-11, but not a bad model. It comes with dynamics, so not quite correct for DRS-10.

The GP20 (DRS-11) is represented first off in another kit by Kemtron. We published a build of that kit in these pages, and it builds up nicely. They also were imported in brass by Oriental and Challenger.

The alternative is the non-dynamic-brake equipped version done by Henry Bultman of Car and Locomotive Shop. They are exquisite, but C&LS were in the upper end of the price range for O Scale diesels and command quite a bit today.

Some of you will recognize this model as the GP20 (DRS-11) we published the building of about five years ago or so. Another Kemtron kit, it builds up very much like its older brethren, the Kemtron GP7 and RS-3.

Alas, the poor DRS-12 (Alco DL721/RS-32). This is a locomotive sadly ignored in O, especially as I have memories of them in secondary service in Upstate New York. Yes, C&LS did an Espee version but for some inexplicable reason Henry Bultman cancelled the New York Central version of the same locomotive, and the car bodies between the two have significant variations. I have an Overland low-hood RS-11 slated to be converted here, but that is a project suited to the accomplished brass-smith and not to be taken lightly. Otherwise, though, you can't get there from here.

Both the GP20 and the RS32 represent the beginnings of the great horsepower race of the 1960s, arguably started by GE's entry into the marketplace as a road-locomotive builder in its own right with the U25b. From EMD came a series of models, each upping the horsepower from the last, and NYC indulged in GP30 (DRS-13), GP35 (DRS-14), and GP40 (DRS-16) in quick succession.

In O, the GP30 was imported in brass by NJ Custom Brass and Overland. Of those, Overland did the version matching the non-dynamic braking configuration that NYC was still ordering at the time. At the time of this writing, Sunset is proposing a

GP30 crossover that might bear investigation. Central Locomotive Works did a brass kit some years ago as well.

An Overland GP30 under repair on the workbench. Overland did do a version without dynamics, suitable for DRS-13.

CLW also did a kit for GP35, while US Hobbies and OMI imported them in brass. The USH one is an older import but there is a lot to work with. The CLW kit is easily built without dynamics. If you find yourself with a model with dynamics, there is always 6155/2399, the unit GM displayed at the World's Fair and NYC picked up afterwards.

Almost finished is this Central Locomotive Works GP35 kit built without dynamics, its heritage as DRS-14 will be pretty obvious once a few more details are added, like the bell mounted atop the side of the long hood.

U S Hobbies imported this GP35, made by KTM in Japan. With the dynamics, though, it can be but one unit on NYC, the "World's Fair Engine" 6155.

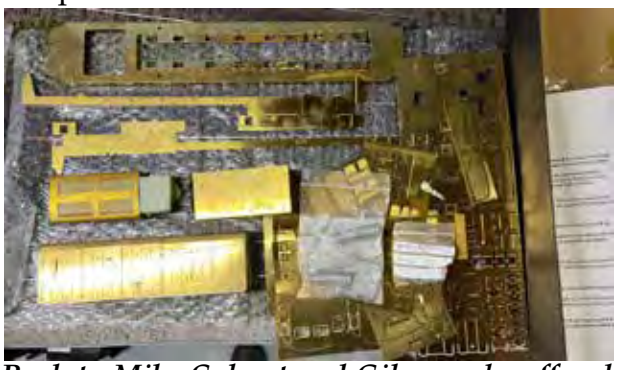
GP40s were all bought with dynamics, and again Central Locomotive Works did a kit. I believe Overland brought in a brass import as well.

From CLW is a kit for the EMD GP40. DRS-16 were all built with dynamic brakes.

GE stuff gets really confusing really fast as the lines between models gets pretty blurry. NYC U25b (DRS-15) came with both the earlier single-pane windshield and the later two-pane, so watch your numbers. Several were also built on trade-in FM trucks. A couple actually were 2800 hp out of the gate, though that doesn't affect the carbody. P&LE U28s (DRS-17/GF-28) used the later U25b carbody with the two-pane windshield and were the only NYCS U-boats without dynamics. The two NYC U28b (also in DRS-17/GF-28) were field test units and arguably unique. NYC U30b (GF-30) came in the usual carbody and the first ten had FM trucks rather than the stock GE. The last two were field-test U33s, with the wide radiators and 3300hp, but still lumped in with the rest of the U30b on NYC. Given all the intermingling of car bodies, the advice is to proceed with some care and research by the number. That said, CLW did a U25b kit while Mike Calvert/Gilmaur did more modern kits for the U30 and U33b car bodies, so NYC's fleet is doable, though it will require some research and enjoyable fabrication to build 'em.

This is a built up CLW kit for the GE U25b. U-boats are a bit few and far between, but we can cover the NYC's various models. This model can cover DRS-15 and P&LE's DRS-17.

Lastly, the Alco C430 in class GF-30 were nicely done by Overland in the NYC version with the cropped side-steps and beveled intake filter boxes that make them unique.



Back to Mike Calvert and Gilmaur, he offered kits useable to build both the NYC DRS-17 and both configurations of GF-30, the later four-motor GE U-boats. Pay attention as the lines between designations, carbodies, and internal machinery are really blurry. This particular kit has the wide radiator found on 2858 and 2859.

Lastly, we touch on the AF-30, Alco's C430. This is an NYC specific configuration with clipped side-steps and the bevel at the air intake for clearance reasons. Overland did 'em.

So, we get to the end of this series and the discussion regarding the models to be found that are useful for modeling NYC on O Scale. I'm sure I've missed one or two, but you get the general feel for what is out there and for the idea that the diesel-era NYC, whether an entire fleet on the mainline or just a couple select units on a branch, is doable to a level of fidelity, performance, and compatibility comparable to any of the other NMRA scales. Depending on your personal standards, though, you might want to view the various crossover models offered simultaneously in both hirail and "2-rail" with some suspicion. Indeed, I have ignored quite a bit of it here. You might have to patiently search, do a bit of soldering of brass or gluing of plastic, blow a little paint, but it is modeling, after all. O-Scale is indeed a bit of a niche compared to hirail (or HO- and N- for that matter) today. If you choose to make the leap, welcome.

Thanks, Brian Scace

O-scale and O-Gauge 3-Rail Market Leaders For Your Information

Lionel dominates the 3-rail space with product lines from LionChief to Legacy and VisionLine premium locomotives. Their BASE3/CAB3 control system and FasTrack sectional track define one major ecosystem.

MTH/RailKing (semi-scale) and Premier (full-scale) lines. Their RealTrax and ScaleTrax systems give track options at different realism levels.

Atlas O produces highly detailed Trainman and Master lines with their 21st Century Track System. They're transitioning to MTH's Proto-Sound 3.0 for future 3-rail command control.

Williams by Bachmann offers durable, affordable locomotives great for command control upgrades.

Menards has become a player with budget-friendly rolling stock and unique animated features.

2-Rail Options

Atlas O's 2-rail track system with Code 148 rail dominates this space. Their models are typically DCC-ready or equipped with sound.

Sunset Models/3rd Rail imports limited-run brass locomotives and passenger cars at premium prices. Used brass steam can run from $895 to over $9,000.

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In the 1st 2027 Edition "The MTH Mohawk Makeover: Modeling the NYC 3001 in HO-Scale"

Another NYCS modeler provides a more detailed Mohawk for us. Model & photo by Peter Abramov.

Charlie Yonker's – "Charlie's Grandfather's 1/23 Scale Wood NYC PA-1 "

Charlie shares this unique model of a PA-1 constructed of wood by his grandfather, Joseph Kuttler in the late 1940's.

Both of these articles coming in the January 2027 edition of the NYCentral Modeler!

You will also find the usual collection of interesting NYCS modeling articles by some of our usual authors and perhaps some new NYCSHS members.

OBSERVATION CAR
PHOTOGRAPHY SECTION

NEW YORK CENTRAL SYSTEM HISTORICAL SOCIETY, INC.

NYCENTRAL MODELER

A QUARTERLY DIGITAL PUBLICATION FROM THE NYCSHS

NEW YORK CENTRAL SYSTEM
HISTORICAL SOCIETY

NEW YORK CENTRAL SYSTEM HISTORICAL SOCIETY, INC.

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Photo by Richard L. Stoving

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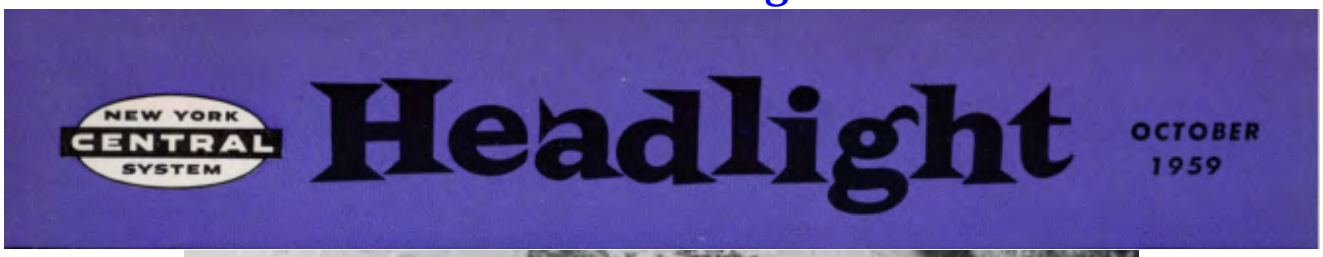
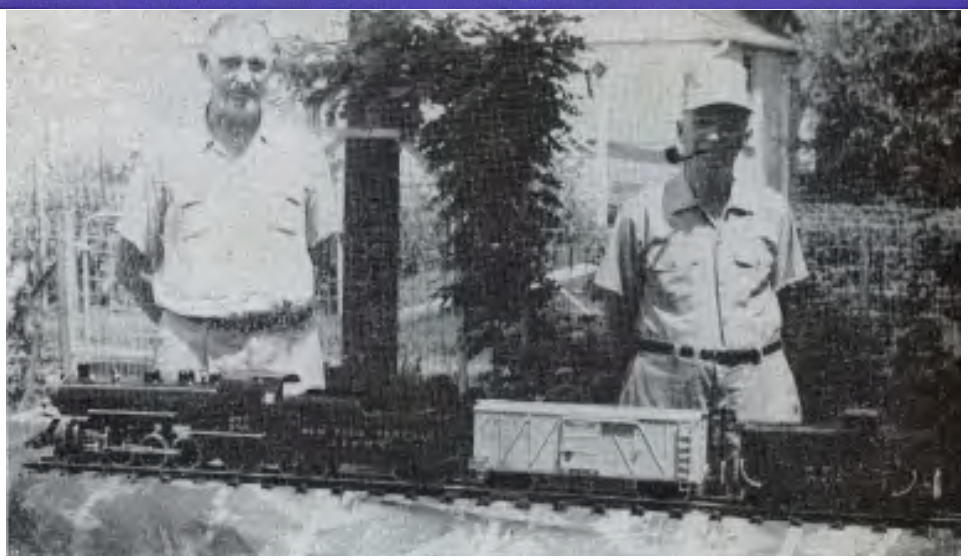
OBSERVATION CAR
PHOTOGRAPHY SECTION

Scans from the *NYCS Headlight* – October 1959





John Nelson(right), retired NYCS conductor in Columbus, OH demonstrates his all-steel steam model train for a neighbor, Fin Graves, a patrolman for the NYCS.

The world's largest indoor clock- 15 feet in diameter installed in NYC's Grand Central Terminal, NY. The clock, which is called "Big Ben" is positioned over the south entrance of main concourse.

Currently sold out in the Collinwood Shop but expect them soon in NYCHS's new online store.

OBSERVATION CAR
PHOTOGRAPHY SECTION

Scan From The NYC Lines Magazine Oct 1928

When motion pictures of the New Yor k Central's new Hudson type locomotives were made last month for use In the Fox News Reel, the Fox people utilized six photographers who, with Hal Morey of the New York Central, are shown grouped on one of these new passenger locomotives. The film was shown In the Fox News Reel, three days after it was made, in the Paramount, Capitol and other New York theatres. In the next few weeks, it will be shown to a to forty million persons.

A series of interesting ads & photos are found in this edition. They reflect the times on the NYCL and provide an insight into the life of NYCL. There were always a very large number of ads for things that the NYCL used and did. It is fascinating to look through these magazines to understand how our grandparents lived and thought.

The NYC Lines magazine was published and distributed to the over 100,00 NYC employees. 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 Currently sold out in the Collinwood Shop but expect them soon in NYCHS's new online store.

Vintage NYCS Advertisements & Posters

"The Owners of the NYC", "America's Greatest Railroads", and "General Information Bureau" illustrate the advertising that the NYCL used to convince people that the NYC was the best in America in the early 1900s.

These color ads in the NYCS's advertisements were fashioned to bring riders back to the trains in the 1950s. The left ad reminds customers that a ride on one of the new passenger cars provides fine food and the one on the right shows that the NYCS coaches are as fine as a great hotel. These ads were published in an effort to entice travelers to experience premium travel on the New York Central System.

NYCentral Modeler Final Thoughts

This 70th edition of the *NYCentral Modeler,* will be coming out on October 1,2026 and I am thinking about the state of new NYCS models and what that means to the Society and our ability to continue modeling our favorite railroad.

Each quarter I search through most of the railroad and model railroad magazines that are still published and find it harder to find articles about the NYCS and new NYCS model offerings. The NYCSHS board is working to overcome that by having some new NYCS rolling stock and structures produced as exclusives for us. However, that is a very expensive proposition because of the number of models the manufacturers require for an exclusive. Hopefully, the ones currently being ordered will have a significant number of modelers interested in buying them.

As usual we are aware that articles provided by NYCS members and modelers are the only way we can continue to make this magazine possible. We need those articles, but 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 Z-, TT-, N-, S-, Large-Scale and O-gauge/scale 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 decline in articles from you over the past couple of years. Thankfully, we still have some faithful contributors, but they have contributed so many articles that we hesitate to continue to rely on them. **Please send us your articles and photos so we can continue this great magazine. We are really running short of articles and photos, and I am very concerned about our January 1, 2027, edition.**

We continue to get articles from some of our past authors and some new ones, and we continue to thank them and 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 them to nfwiddifield@NYCSHS.org.

I have a large number Of NYCS models in 1/29-, 1/24-, and HO-scale but now have added one each of O-gauge, S-gauge, and Z-scale to complete my collection. You have seen many examples of my 1/29 and HO-scale models but check my latest three pieces of rolling stock to finish out my collection.

Z-scale

O-gauge

S-gauge

Thanks, Noel

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

These are not currently available in the Collinwood Shop. Look for a new online shop coming soon!!

NYC Lines Magazine 1919 – 1932

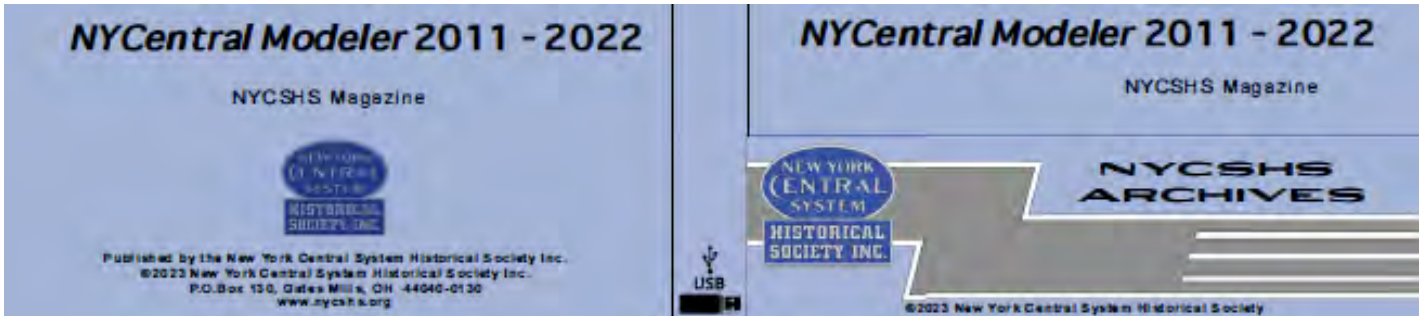
The NYC Lines Magazine was published by the railroad starting in February 1919 and continued until the final edition in October 1932. It was published monthly and distributed to the 100,000 officers and employees of the New York Central Railroad. It was a magazine devoted to the interests of the railroad 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 download contain will contain 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.

These are not currently available in the Collinwood Shop. Look for a new online shop coming soon!!

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 long available for download from our website.

Don't miss out on this complete set of *NYCentral Modeler*s 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.

These are not currently available in the Collinwood Shop. Look for a new online shop coming soon!!

NYCS Signals Flash Drive

This DVD is a contains the following set of NYC and other booklets.

- NYCS Signal Department Standards & Diagrams 1965
- NYCS Rules of the Operating Department 1937
- Color - Light Signals General Railway Signal (GRS)

This is a complete collection of pages from the NYCS Signals Department publication and extracts from other relevant publications covering most aspects of the signals used by the NYCS.

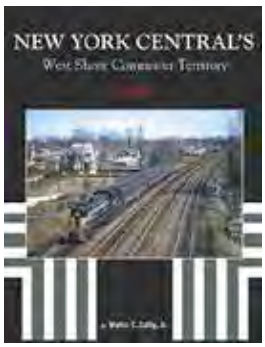
Non-members price is $35.00. NYCSHS Members Price $28.00 and that is 20% off MSRP for members.

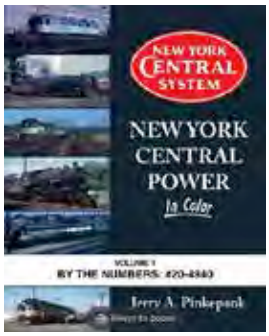
https://www.nycshs.net/Digital-Engineering-Drawing-Flash-Drives_c_17.html

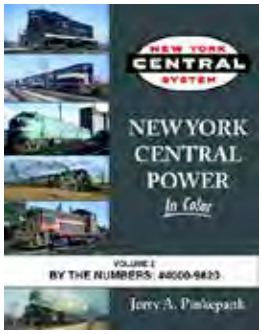
These are not currently available in the Collinwood Shop. Look for a new online shop coming soon!!

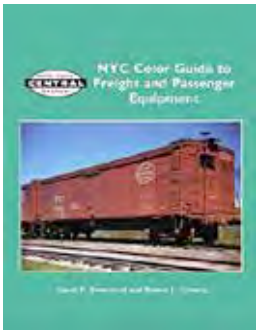
NYCSHS Has Many NYCS Books For Sale

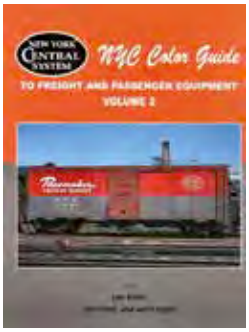
20% Off on all Books for NYCSHS Members

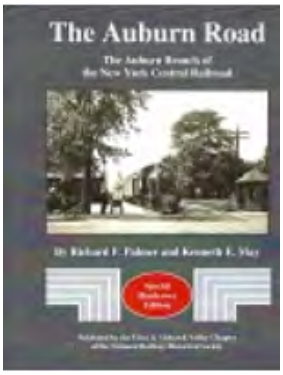












These are still available in the Collinwood Shop and will be available in a new online shop coming soon!!

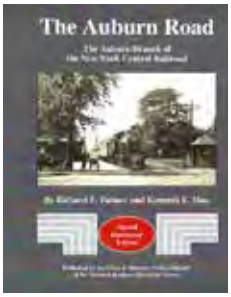
New York Central System Diesel Locomotives (DVD Version)

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

MSRP $35.00. NYCSHS Members' Price is $27.00 and that is 20% off MSRP.
Shipping is free, but Ohio residents must pay 8% Ohio sales tax.

The are not currently available in the Collinwood Shop. Look for a new online shop coming soon!!

The Auburn Road - The Auburn Branch of the NYC



The Auburn Road traces the history of the Auburn Branch of the NYCRR and its predecessor lines. The railroad started as the Auburn & Syracuse Railroad in 1834 and the Auburn & Rochester Railroad in 1936. They merged with each other and later became the Auburn Branch of the NYC.

This book covers the entire 190-year history of the Auburn Road, from its crude beginnings, when horses drew modified stagecoaches over wooden rails, through today's modern and aggressive Finger Lakes Railway, which rescued what was left of the line from oblivion. Instead of a trackless right-of-way, we can now see 2,000-horsepower diesel locomotives, decked out in the classic NYC "Lightning Stripe" paint scheme, busily serving both old and new freight customers. It is a railroad determined to survive and thrive. **MSRP $50.00 plus $8.00 shipping for a total of $58.00. NYCSHS Members' Price $53.00** ***Including Shipping*** is included, and Ohio residents must add 8% Ohio sales tax.

They are currently available in the Collinwood Shop. Look for a new online shop coming soon!!

HO-Scale MCRR Victorian Era West Branch Depot Kit

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

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Hudson, MA 01749-0298

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

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

These are currently available in the Collinwood Shop. Look for a new online shop coming soon!!

The Lake Shore and Michigan Southern Railway formed the Buffalo-to-Chicago segment of the New York Central's famed Water Level Route and operated an extensive network of branch lines throughout Pennsylvania, Ohio, Michigan, and Indiana. Depots constructed by the railroad from the late 1860s through the 1880s were typically wood-framed structures clad in board-and-batten siding. Their floor plans followed a standard combination-depot design, with a passenger waiting room at one end, an agent's office in the center featuring a bay window for trackside visibility, and a baggage or freight room at the opposite end. Architectural details included circular windows in the gabled ends and decorative roof brackets beneath the eaves on both the sides and ends of the buildings which are faithfully replicated on this model. More than 100 depots were built to this standard plan, with variations reflecting the size of the community served. Several survive today, more than 150 years after their construction. The surviving depots at Oak Harbor, Vermilion, and Olmsted Falls, Ohio, are nearly identical to this kit.

The finished kit measures 14.5x4.25 inches over the roof eves.

The depot kit includes laser-cut positional windows with glazing, doors, and roof brackets. The walls are made from wood board-and-batten siding, with door and window openings pre-cut. The roof is finished with RailScale Models' 3-tab shingles and a 3D-printed chimney copied from by Lake Shore & Michigan Southern depot chimneys. Assembly requires a selection of common paints and adhesives.

MSRP $120.00, NYCSHS Member Price $102.00.

Shipping is extra and Ohio residents pay 8% Ohio Sales Tax

These are currently available in the Collinwood Shop.
Look for a new online shop coming soon!!

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, someone with graphic skills, and backup people for the website and the Collinwood Shop.

We all are busy, but it only takes a few hours a month to help us out. We have gotten several 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 weather 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. 2027 edition. You will probably be doing more with your layout or modeling during these coming winter months. But 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 modeling. We need them for all our publications, but to get it in the next one, please send them to us before November 15, 2026. nfwiddifield@nycshs.org

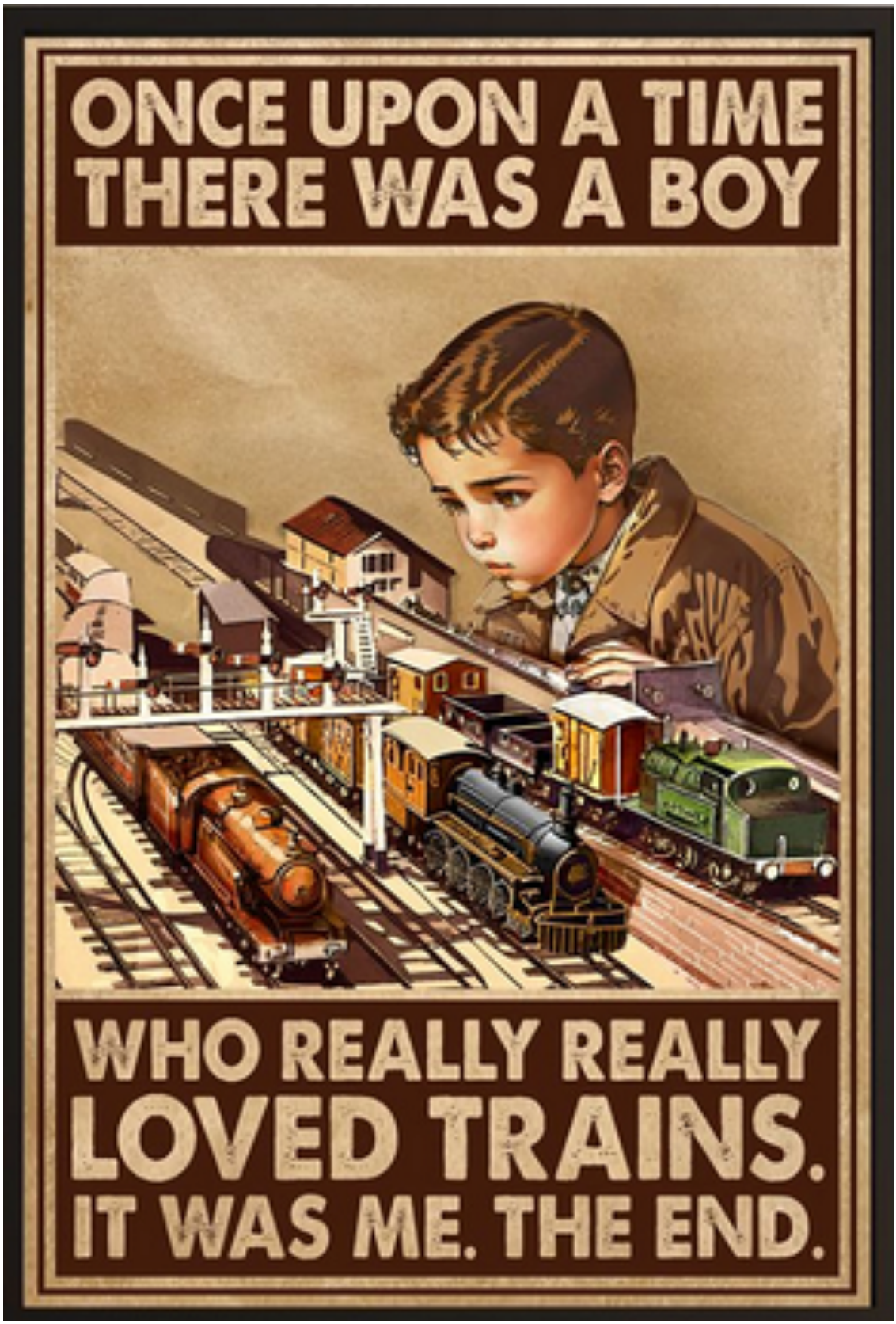
Preview Of 1st Quarter 2027 issue

Coming January 1, 2027

Peter Abramov tells us about his MTH HO model makeover.

Charlie Yonker's grandfather's wooden model of a NYC PA-1. Built back in the late 1940s.

Always looking for good articles and photos for the 1st Qtr. 2027 edition. Let us see your handiwork.
nfwiddifield@nycshs.org



Was that boy or girl you????