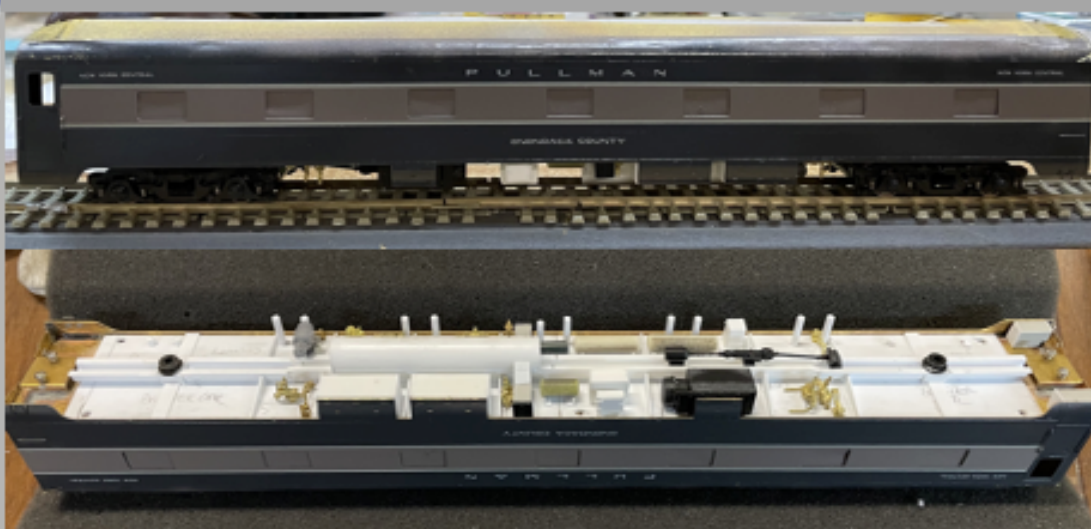




Dave Staplin Dresses Up A Prewar Lightweight Pullman

- Dressing Up Brass Fleet Prewar Lightweight Pullmans, by Dave Staplin
- St. Louis RPM, by Seth Lakin
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NYC
MODELER



NYCENTRAL MODELER

A QUARTERLY DIGITAL PUBLICATION FROM THE NYCSHS

Join the New York
Central System
Historical Society
(NYCSHS)

Today

www.NYCSHS.org
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- Check out all the wonderful NYCS modeling in this issue.
- Extra Board, NYCSHS RPO, What's New, and Observation Car Bringing You the Latest in NYCS Modeling and News



4th Qtr. 2025

On the Cover of This Issue



Dave Staplin Model and Photo

Dressing Up Great Brass Fleet Prewar Pullmans

Quest For Fire Revisited



Tom McHugh Model and Photo

And many other great *NYCS* modeling articles inside!

**Celebrating 55 Years as the Premier Railroad
Historical Society**

NYCentral Modeler

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



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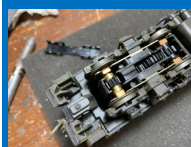
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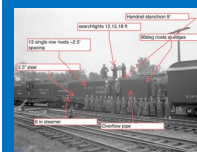
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New York Central System Historical Society

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

Your membership gets you four issues of the popularly acclaimed

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

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

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



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The NYCSHS Modelers Committee

We have a NYCSHS Modelers Committee that now has several 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, Robert McQueen, 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://nycshs.3dcartstores.com/>

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

Greetings from the NYCSHS President

Alex Schneider NYCSHS President

"The Empty Shelf"



Those who model the New York Central, as well as other railroads, seem to fall into three groups: collectors, operators and builders. This issue I'm going to speak mainly to the builders.

During our working years we tend to accumulate more kits than we have time to build. I remember being astonished at guys leaving the old Sunshine Symposium with a shopping bag of Martin Lofton's resin kits, or Clare Gilbert's, or Funaro and Camerlengo. Earlier we had Quality Craft, Walthers and Ambroid, among others. Resin Car Works is still an important source. Craftsman kits often come "less trucks and couplers", as well as glue, paint and sometimes, decals. And as modelers' skills and knowledge improved, they demanded higher quality detail parts, or parts to adapt the kit to a different prototype. When the model finally reaches the workbench,

you may find you need supplies.

Model shops can't survive on paints, glue and aftermarket parts. But if the supply chain for those is disrupted projects stall and interest wanes.

Last week I went to a hobby shop near my home in the Chicago suburbs. Micro Set and Micro Sol, used to glue decals to a model and to soften them to shape around edges and rivets, were both out of stock. I mentioned this to the owner, and he responded at length. He won't be able to restock until he meets his distributor's minimum order, and if some ordered items are out of stock he may have to wait for the rest. Many of the big-ticket items are imported from China or elsewhere and I have written previously about the impact of tariffs on prices and delivery schedules. So even if you aren't buying them their absence may affect how often your dealer can order.



The take-away for modelers is to keep at least one unopened bottle of things you use regularly and develop multiple sources of supply if possible. Also watch shelf life after opening.

Paints are also challenging. Floquil, the former standard paint for models of most 20th Century railroads, was discontinued over a decade ago. [Scalecoat](#) is being reintroduced by new owners. Both, as well as [Tru Color Paints](#), are solvent based. This may or may not be a concern to you. TCP has an outstanding range of colors including those most needed by NYC modelers. Unless you are painting locomotives or cars fresh from the builder, a perfect match to previous generations of paints may not be an issue, as the actual paints faded with time and weathering.

Joe Fugate's informative book, *MRH Guide to Acrylic Painting Post Floquil*, has an extensive chart matching former Floquil colors to Testors Model Master (since discontinued), [Badger Modelflex](#) and [Vallejo Model Air / Game Air](#) paints. For some reason NYC Dark gray and NYC Light gray are not listed, but I have been happy with Badger Modelflex colors 16-27 and 16-28 respectively. The Vallejo paints are matched to military colors used by various nations and Fugate recommends matches or mixes for various railroad colors. NYC Jade Green (*sic.*, the NYC designated it as Century Green) requires three ingredients and even then, is only "close". The colors are listed by number and you have to go to the [manufacturer's page](#) to find the name. For instance, Vallejo 71.019, the recommended match for Pullman Green, is described as RAL 6007 Grün or Camouflage Dark Green. Note that Vallejo paint is imported.

Not mentioned in the book are Rail Center paints by "Ammo by Mig Jimenez", also acrylic. I recently noticed them in a local hobby shop, and they do offer a Jade Green. Let me know if you've tried them.

The Society hosted a mini convention in Cleveland on Sunday, September 21, at the Crown Plaza hotel in Middleburg Heights, Ohio, near the headquarters. It was a great day and if you missed it, you missed a day of NYCS fun and comradery.



This is a photo taken on Alex's layout. The M-201 gas electric and trailer have been on his "want list" for many years, although they predate his 1952 operating period. They were made by Orion Models in Japan and imported by Custom Brass. A decoder installation is pending. M-200 through M-203, NYC lot 956, were built by St. Louis Car Company in 1925 for the Big 4.

Alex Schneider
NYCSHS President



From the Cab

We continue to hear how much you enjoy the magazine and hope that you continue to give us feedback. Let us know what you think. Send me an email to comment on the articles. nfwiddifield@NYCSHS.org

We are still seeing the disruption of the modeling market with the unsolved tariff problem. The 2026 NYCSHS calendar is available now, so order yours today. We have also begun to take renewal for NYCSHS membership for 2026. In this edition we have the opportunity to also learn skills from Dave Staplin, John Emerson, Tom McHugh, and Steve Bratina. We also can see some interesting tools for our modeling.

As I look forward to preparing the Jan 1, 2026, edition I find that I need some articles and photos from you so that I will have what I need for that edition. ***Don't let us down.*** We would hate to not be able to publish that edition for lack of material as we move into our 15th year of publication of the *NYCentral Modeler*.

Looking at the models we are seeing at train shows where we are attending, we see NYCS models in N-scale, HO-scale, S-scale, O-scale and gauge, and even Large-scale. So, we know that NYCS modeling is being done. If you are modeling NYCS, then please share your projects and skills with us. We want to continue to publish.

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

If you are interested 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

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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.

NYCSHS Publications & Info

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

NYCSHS Books: [NYCSHS Book Collection](#)

NYCSHS Website: www.nycshs.org

NYCentral Modeler: Noel Widdifield:

nfwiddifield@nycshs.org

NYC Drawings: Tom Gerbracht: trgerbracht@nycshs.org

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

Dave Staplin – Dressing Up Great Brass Prewar Lightweight Pullmans

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Dave was born in Rochester, New York, the grandson of William Ray Staplin, a New York Central employee for almost 50 years. Besides trips back and forth on the train to Utica, where his grandparents lived, his father would take him to watch trains near the GRS plant in West Rochester. His first employment in the rail industry was during summers with the P&LE in Pittsburgh, where his family had moved in 1960.

His major in Civil Engineering at the University of Michigan was inspired by Alfred Perlman, the president of New York Central. After graduation, he worked for 45 years in the rail industry with Penn Central, the United States Railway Association, Conrail, Seaboard System (became CSX), Amtrak, and the American Railway Engineering Association. He retired in June of 2015 and is doing some part-time consulting. Married in 1973, he and wife, Jane, raised two daughters, Jennifer and Alison.

Dave's modeling of the New York Central goes back to 1960. He has made presentations on passenger car modeling at several of the Society's annual meetings. And this is Dave's eight article in *the NYCentral Modeler*.

Seth Lakin – The St. Louis RPM's Meet 2025

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Seth Lakin grew up a few blocks away from the crossing of NYC's Water Level Route and Michigan Central mainline at Porter, IN. However, his earliest railroad memories are not of NYC trains, but of diesels of the late 1970s and early 1980s Conrail. This is Seth's twelfth article as he continues to share his modeling talents with us. Seth is the chair of the NYCSHS Model Committee and is a prolific modeler.

John Emerson – Handlaying G-Scale Tracks and Turnouts Part 2

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John grew up in Rochester, NY, becoming a young NYCS fan. Like many modelers, he got an American Flyer train with a NYC Hudson at an early age, and he enjoyed model railroading through junior high school. During college he started modeling in S-scale, but he found it was really a scratch builder's hobby without many resources. With his work overseas, and many house moves, he never completed an S-scale layout. In 1989 after settling back in the USA he discovered Aristocraft G Gauge. Subsequently he and his wife built a home with space for a layout - the Late Start & Never Finish RR. Retirement and two houses later, Version 3 is now in a real basement - something really unusual in Texas.

The LS&NF is a freelance railroad imagined east of the Mississippi River that interchanges freight with Western railroads, so other railroads appear on the layout. Most available 1990's G rolling stock was for transition era railroads, so he bought mostly NYC. After 2000 he started buying modern cars and diesels, so he keeps one era of trains in hidden storage while the other is up running on the layout. He started the current layout 9 years ago and has hand laid 1100'+ of track and 60+ turnouts. Two years ago, John started 3D printing cars and details not commercially available, using other modelers' 3D files. John invites anyone traveling through Amarillo, TX, on I-40, to "please stop and let's operate Big Trains."

Brian Scace – *My Central Modeler Tool Shop*

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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 *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.

Steve Bratina – *Keeping My Aging Fleet Running*

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Steve has been in the live steam hobby since 1982 when he acquired his first locomotive. It was a 3/4"-scale Pennsy G5. Since then, he has built or rebuilt cars and locomotives in mostly 3/4"-scale but has also worked on 1" scale, 1 1/2"-scale, 24'-gauge and full-size steam locomotives. He worked in the railroad department at a local steel mill for eleven years before getting into stationary engineering. He has been doing that work since 1994. To fill his railroad fix, he occasionally volunteers as a brakeman on a local tourist line.

Tom McHugh – *Quisst For Fire Revisited*

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Tom grew up in Delmar, NY and was actively involved in photography of rail subjects until the early 90's, at first relying on his parents for transportation, but then by bicycle to Selkirk and later driving himself around the Capital District to Selkirk, and multiple other rail facilities. 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 tinsplate, 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 second article in the *NYCentral Modeler*.



Picture Yourself Here With the Title of Your Article and Page #

We know that you are a great modeler, and we would love to see some of your work here in the *NYCentral Modeler*. Articles are pretty easy to do, and our readers would love to hear about your layout, collection, and your modeling skills.

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

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

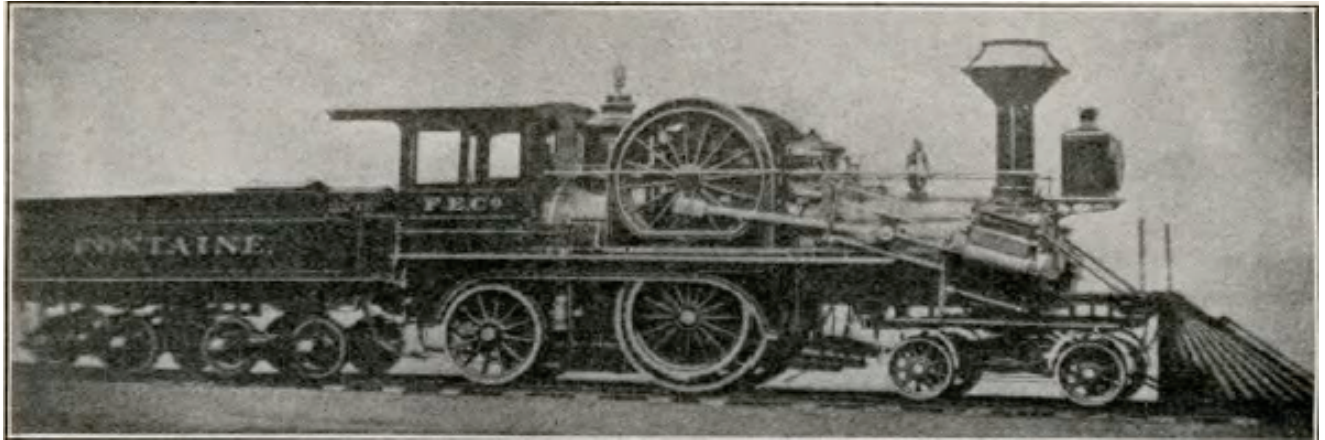
First-time authors for the *NYCentral Modeler* will receive a NYCSHS Author's t-shirt for your first effort. If you have written for us before, you know the satisfaction of seeing your excellent modeling efforts here on these pages!



Hall of Heroes

Brian Scace is a first-time author in this edition. He has taken over the Tool Shop writing 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*!

Why don't you write an article for us???



NYCentral Modeler – “Mystery Photo”

Tell us what you think this might be. Send your answers to nfwiddifield@NYCSHS.org



And Now Some Ads From the April 2024 NYCLs Magazine

Lee Union-Aids and Overalls
Give Worktime Satisfaction

Lee Union-Aids and Overalls are built to endure the hardest kind of wear and strain. They give longer and more reliable wear than any other work garment made.

Just the sturdy, strong, long-life cotton cloth, thoroughly tested for strength. Not to mention the high quality workmanship—expert tailors and expert tailors.

Men who demand long wear in work garments choose Lee Union-Aids and Overalls. They know that they are getting not only longer wear, but also the feeling of greater comfort, too. Look for Lee on the bottom.

The H. D. Lee Mercantile Company
New York City, N. Y.

a double life of service means half the cost

The durability and simplicity of G-R-S Railway Signals is repeated in the G-R-S Washer mechanism.

Notice these features:

- double worm drive
- one-piece mechanism housing
- long-life lubricant

The G-R-S Electric Clothes Washer
GENERAL RAILWAY SIGNAL COMPANY
Rochester, N. Y.

The New Quiet 12 Wins

Remington has the most complete line of typewriters in the world. Its typewriters are the first that have been followed by imitations after imitations of New Quiet 12. Every day it is making new Remington users—no decision is in any way uncertain.

In actual use and in exceptional responsiveness are a new feature in the world of typewriters. And the heavy-duty writing can stand up to every strain, and a source of pride to every typist.

Every typewriter should be the New Quiet 12 in the home of the typewriter, and in the office.

The New Quiet 12 is now the most reliable of typewriters. Every typewriter should be the New Quiet 12 in the home of the typewriter, and in the office.

Remington
REMINENT TYPEWRITER COMPANY
The Remington Typewriter Division
PARAGON

The 1924 Autocar Line
The only complete line of gas and electric trucks

The Autocar Company, Ardmore, Pa.
Branches in 45 Cities

Autocar
gas and electric trucks
EITHER OR BOTH - AS YOUR WORK REQUIRES

ELIMINATION THROUGH COOPERATION
MAKE 1924 THE BANNER YEAR

CO-OP ALL FREIGHT DEPT.

LOSS AND DAMAGE FREIGHT 1923 LOSS AND DAMAGE FREIGHT 1924 LOSS AND DAMAGE FREIGHT 1925 LOSS AND DAMAGE FREIGHT 1926

IT CAN BE DONE





N-Scale Rolling Stock

Atlas



NYC Pacemaker Boxcar

Prototype Info:

The 40' Boxcar is widely known as one of the most popular freight cars used by railroads as they transitioned from steam to diesel. In particular the Pullman Standard or PS-1 design was one of the most popular and was widely used by North American railroads. These boxcars were built beginning in 1947 and share the same basic design, with certain elements such as door size, door style or roof type varying among the different railroads and production years. When production of these cars ceased in 1963, over 100,000 had been produced.

This run of the N scale PS-1 features 8' door openings which enabled larger bulk freight and merchandise to be loaded and unloaded more efficiently. Most roads fielded large quantities of these cars (C&EI for example had about 400 on the roster from one 1959 order alone!) and some would order separate groups of cars dedicated to specialty service (such as the 25 cars of lot 848-B produced for New York Central Pacemaker Service). Other roads would update these cars in-house, such as

the Seaboard Air Line which added roof insulation and repainted several groups of cars with a heat-reflective silver paint scheme (advertising one of their named passenger trains) specifically to carry beer shipments. This versatile box car could be found across the country in many types of service over their long lifetimes.

Features:

- Body Mounted Accumate Couplers
- Barber S-2A 50-ton Trucks with Metal Wheels
- Separately Applied Ladders
- Etched Metal Roof Walk
- 10' or 12' Stiffener Roof per prototype
- Ajax and Miner Brake Wheels

MSRP \$38.95 Expected Delivery TBD

Bachmann



ACF 50' NYC Steel Reefer

Refrigerated Boxcars (also known as Reefer Cars) are specially designed freight cars used to carry perishable goods at specific temperatures. Early wooden reefers gained popularity shortly after the Civil War and were mostly supplanted by lighter-weight steel reefers such as those shown here in the 1950s. Steel Reefers had a profound impact on the transportation and availability of perishable food products. Their cooler



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



temperatures and better insulation ensured that perishable loads could remain fresh for longer and therefore could reach further destinations than ever before. Many first-generation steel reefers were later retrofitted with mechanical cooling units. These improvements led to the development of the first specialty produce train in 1970.

Features:

The Bachmann 50' Steel Reefer replicates cars in service from the 1950s through the 1970s and features blackened metal wheels, and *E-Z Mate®* Mark II couplers, with a range of vibrant, authentic paint schemes from which to choose. Road # 1006

MSRP 41.00 Expected Delivery Now

HO-Scale Rolling Stock

Atlas



NYC Heavyweight Coach

From short commuter runs and locals to long-distance and special name trains, the humble Coach car has served as the foundation of the passenger train from the beginning of the railroads. Coaches can be found in many different sizes and styles, depending on desired passenger capacity, anticipated service class, and amenities (such as including semi-reclining seats or providing dedicated smoking areas) with the final configuration based on the ever-changing needs of an individual railroad. As a result, many minor variations of what might be considered a “standard” car could be found from a number of builders such as

Pullman, Standard Steel, American Car and Foundry, Barney and Smith, Jackson and Sharp, etc.

In the Heavyweight era, two of the most common arrangements for coach cars were the single and paired window configurations. The Atlas single window design is based on prototypes built for the New York Central System, and the paired window design on Chesapeake and Ohio prototypes, although a large number of railroads designed and took delivery of nearly identical cars. Over time, many cars were “modernized” in appearance and function to run with the new streamlined trains or were modified and re-assigned to local and eventually commuter service. Cars underwent several design cycles, such as converting clerestory roofs to those with smoother lines, adding air conditioning, installing sealed windows, new trucks, and making interior changes. As a result, many of the heavyweight coach cars built at the turn of the 20th century served long lifetimes and were still running in commute service through the late 1980s-90s

Features

- Full interior detailing
- Scale operating diaphragms
- Full, separately applied underbody detail (brake piping, steam traps, brake rigging, etc.)
- Scale window glass
- Detailed trucks with free-rolling metal wheels
- 6-wheel trucks
- Recommend 24" Radius Minimum
- Road #s 1996, 2020, 2053

MSRP \$119.95 Expected Delivery TBD



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



Boston & Albany Heavyweight Coach.

Prototype Info the same as the NYC coach.

Features

- Full interior detailing
- Scale operating diaphragms
- Full, separately applied underbody detail (brake piping, steam traps, brake rigging, etc.)
- Scale window glass
- Detailed trucks with free-rolling metal wheels
- 4-wheel trucks
- Recommend 24" Radius Minimum
- Road #s 466, 472, 565, 569

MSRP \$119.95 Expected Delivery TBD

Bachmann



NYC 56' ACF Center-Flow Hopper

Developed by American Car & Foundry (ACF) in the mid-1960s, the 56' 4-Bay Center-Flow Hopper is ubiquitous across the North American rail network thanks to its robust design and versatile usage. Built to haul materials such as plastic pellets, animal feed, and other fine, granular products, the car was created with rapid loading and unloading in mind, coming equipped with four discharge bays on the

underside of the body. Lasting in production until the early 1980s, the type remains a common sight on mixed freights throughout the United States, Canada, and Mexico to this day. Bachmann's 56' ACF Center-Flow Hopper features accurate detail, free-rolling metal wheels with RP25 contours, *E-Z Mate*® Mark II knuckle couplers, and a range of vibrant paint schemes.

Features:

- Detailed painted bodies with precision graphics
- Separately applied brake wheel
- Magnetically operated *E-Z Mate*® Mark II couplers
- Detailed trucks with see-through side frames
- Blackened metal wheels with RP25 contours
- Added weight for optimum tracking
- Road number 892133

MSRP \$43.00 Expected Delivery Now

Broadway Limited



NYC Heavyweight Baggage-Combine

Part passenger car, part baggage hauler, the **combine** was a clever solution for railroads looking to maximize efficiency. These hybrid cars typically featured a seating section for passengers and a dedicated compartment for baggage or mail—combining two essential services into a single car. Combines were especially common on smaller trains and rural branch



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



lines, where lighter passenger loads didn't justify a full baggage car.

Usually placed near the front of the train with other "head-end" equipment like the RPO (Railway Post Office), combines played a vital role in keeping the train lean and efficient—delivering both people and parcels across the rail network. Some variants even carried onboard clerks, sorting mail in route while passengers enjoyed the ride just a few feet away.

Features:

- 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 prototype
- Properly Colored Interiors
- Lighted Interiors w/ touch-control lighting
- 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
March 2026**

Funaro & Cameriengo



NYC 65' Well Hole Flatcar

Well hole flatcars and depressed-center flatcars enable railroads to carry special loads large enough to max out the maximum weight and dimensional clearances on a given railroad. In 1943 the Greenville Car Company produced four 64'6" heavy duty well hole flats of welded construction for the C&O. In 1950, NYC purchased a single car of the same designed.

Features:

- Resin craftsman construction
- Includes car body
- Decals
- Truck frames

Wheels and couplers to be supplied by the purchaser.

MSRP \$69.99 Expected Delivery Now

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

Not available in the NYCHS Collinwood Shop

Walters



WaltersProto HO Scale Express Boxcars (Converted Troop Cars)

Based on widely used conversions. During World War II, when American Railroads' passenger car fleets were stretched to the limits, Pullman Standard and American Car & Foundry stepped up and filled out the nation's fleet. Essentially 50' boxcars on passenger-style trucks, the cars featured simplified interiors and were used by the military to move troops across the country.



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



After the war, there was no longer a need for these spartan passenger cars, and they were sold to several railroads at bargain prices. Most of the cars had their interiors removed and windows plated over for service as Express Boxcars. Many of these cars could be found on the headend of passenger trains into the 1960s. The Walther's Proto models are available in three prototypical body styles (NYC, CB&Q and C&O versions) that include the following

Features:

- Accurately modeled body with rivet seams, diaphragms and other details to match each prototype
- Authentically detailed, high-speed passenger-style trucks
- Correct RP-25 metal wheels
- Proto MAX(TM) metal knuckle couplers
- Factory-installed separate grab irons and steps
- Factory installed separate, non-opening side doors with or without windows as appropriate
- Road number 9506
- Minimum Radius: 18"

MSRP \$59.98 Expected Winter 2026.



Photo NYCSHS PB509074

81' 8-Axle Depressed Center Flatcar

When ultra-heavy and oversize loads need to be shipped, railroads are the best choice

for the job, using cars like these. Owned by railroads, lease-fleet operators and private industries

Features:

- One time run of these road numbers, order now - limited quantity available!
- Prototypes in service from 1960s on, still used today
- Handles both oversize and heavy loads up up to 150 tons (136 mt)
- Heavy die-cast metal body for outstanding performance empty or loaded
- Separate air and handbrake details at both ends per prototype designs
- Add a realistic load with the Cornerstone(R) Electric Transformer Kit (#933-3126), sold separately
- Four 100-ton trucks with 36" RP-25 metal wheelsets
- Proto MAX(TM) metal knuckle couplers
- Road Numbers: 498988, 498987, 498990

MSRP \$49.98 Expected Delivery Winter 2026

Walther's Mainline



NYCS NW2

The NYCS EMD NW2 is based on the 1,145 switchers constructed between 1939 and 1949. The long-lived NW2 has operated



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



side by side with steam locomotives as well as classic and modern diesels.

Features:

- Updated tooling
- Wire grab irons and photo-etched lift rings
- Warm white LED constant and directional headlights
- 14:1 helical gears for ultra-quiet and smooth running
- 5-pole, skew-wound, high-torque, high-efficiency can motor
- Heavy die-cast metal underframe
- Correct size RP-25 turned metal wheels
- Proto MAX(TM) metal knuckle couplers
- Updated tooling
- Wire grab irons and photo-etched lift rings
- Warm white LED constant and directional headlights
- 14:1 helical gears for ultra-quiet and smooth running
- 5-pole, skew-wound, high-torque, high-efficiency can motor
- Heavy die-cast metal underframe
- Correct size RP-25 turned metal wheels
- Proto MAX(TM) metal knuckle couplers
- 4 road numbers

MSRP DCC/Sound \$348.98 DC/ no sound \$236.98 Expected Delivery Winter 2026

NYCSHS members worked with Walthers to provide information for accuracy.

Available in the NYCHS Collinwood Shop



IHB NW2 Pacemaker Green with orange lightning stripes

Same features as the NYCS NW2.

MSRP DCC/Sound \$348.98 DC/ no sound \$236.98 Expected Delivery Winter 2026

Available in the NYCHS Collinwood Shop

O-Scale Rolling Stock

Atlas



NYC War Emergency Gondola

In the early 1940s, WWII was in full swing, and materials were in short supply. This left the nation's railroads in a state of disarray, as many of the materials normally used for freight cars was redirected for wartime usage. The concept was to substitute wood for steel, wherever possible. This resulted in cars having a half wood, half steel structure. The Atlas O 52'6" 70-Ton War Emergency Gondola captures the look and feel of the composite gondolas right down to the texture of the wood along the sides

Features:

- O-42 minimum (3-Rail)



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



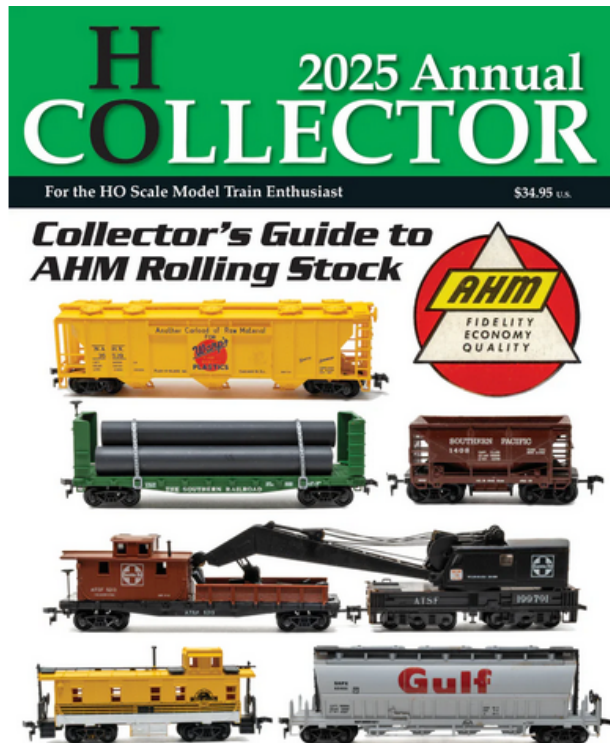
- Scaled from prototype blueprints
- Fully detailed Ajax brake system
- Separately applied brake wheel
- Movable drop ends

MSRP \$62.95 Expected Delivery TBD

Not available in the NYCHS Collinwood Shop

Magazines

HO-Collector 2025 Annual



This magazine is published by WhiteRiver Productions annually and is edited by Tony Cook.

This annual covers HO-scale AHM models and features the NYCS models offered by AHM over the years. It also reminds us of the AHM yellow and blue box that contained many of these models.

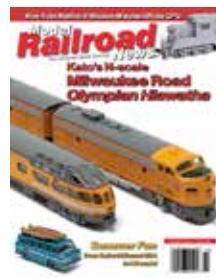


The famous AHM box that we learned to love back in the past when these models were some of the best we could buy.

The publication includes the following NYC models: 5340-N NYC Standard Cupola Caboose, 5277-D NYC Standard Cupola Caboose, 5204-B P&LE Coil Car with Coils, 5387 16-Wheel Flatcar with Heavy Load, 5278 NYC Gondola, 5544 P&LE Gondola & 5431-I Gondola with Load, 5333-E Michigan Central, 5423-G Helium Carrier, 5317 40' Plug Door Reefer, 5332-D Mechanical Reefer, 5407 Stock Car, and 5275-F Stock Car with more detail and built by RICO.

The publication contains 116 pages with numerous photos and much history on each offering.

Model Railroad News, July 2025



"Atlas delivers new production for Trainman War Emergency Gondola in 2- and 3- rail O Scale", p. 14

A short description of this new gondola model in 2-rail and 3-rail O.

Model Railroad News, August 2025



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



"Electromotive Power for S-scale" p. 8

An ad for American Models carrying NYC S-Scale model trains.

"Classic NYC & Early CSX Bachman DCC/Sound GP40s in HO", p. 17

A very short article on the Bachmann's DCC/ Sound GP-40

"86' Double Door Boxcars in N-Scale", p18

An ad for these new cars including the NYC one.

"Review HO Second Heavy-Duty Run from Class One Model Works", by Jack Ross, pp. 42- 45

An excellent review of these new heavy-duty flatcars. The photos and much of the review are on the Rock Island and St. Louis-Southwestern, models, but the model is also offered in several other road names including the NYC.

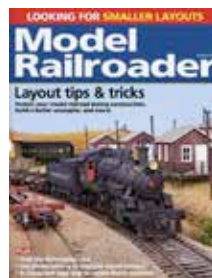
"Review N" "Indented and Innovative Gondolas from Bluford Shops", By Justin Sobeck

This is a comprehensive review of the gondolas that includes a P&LE one in bright Jade Green.

"Wood Pinch Hitting for Steel", by Tony Cook, pp. 80 -81

This is a review of the Atlas Trainman O-scale 70-ton War Emergency gondola, and the offering includes an NYC one.

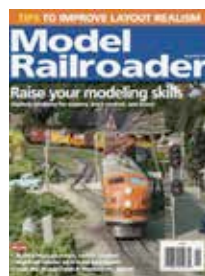
***Model Railroader*, August 2025**



"News & Reviews HO-scale Passenger Equipment", by Cody Grivno, p10

A review of the 85-foot heavyweight paired-window coach including the NYCS one.

***Model Railroader*, September 2025**



"Koester Receives NMRA Pioneer Award in Model Railroading", by Cody Grivno, p. 11

Tony Koester of the current Firecrown Media, Inc., Milton Cronkhite, credited with developing O-Scale in the US, Yuji Kato, founder of Kato Precision Railroad Models, and Sydney Pritchard, founder of Peco were the awarded the NMRA Pioneer Award.

"News & Reviews", "Broadway Limited N-Scale EMD NW2", by Cody Grivno, p. 13



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD

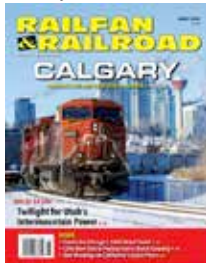


The review includes the Indiana Harbor Belt NW2.

“Achieving Realism on Your Layout”, by Neal Schorr, p.31 -

The article features Neal’s PRR layout but includes one photo on page 32 of a NYCS Cigar Band boxcar.

Railfan & Railroad, June 2025



“Preservation Railnews”, “ALCo C-430 Saved in New York”. P. 16

The Adirondack Railway Preservation Society acquired an ex-NYC ALCo C-430 that was built in 1967 as NYC 2050.

“16th Street Swan Song” by David Silver, pp. 32 - 35.

The 16th Street tower in Chicago was built in 1901 and place into service in 1902 and operated by the NYC until 1968 when the last NYCS passenger trains were moved to Union Station. And clerks have operated this tower seven days a week, 24 hours a day for 123 years. It soon will be no more.

Railroad & Railfan, July 2025



“A Tribute to J. Parker Lamb 1933 - 2025”, by Justin Franz, pp. 62 - 65

The article is a tribute to Mr. Lamb who was considered one of the deans of post-WW II railroad photography. It includes a couple of his photos of NYCS locos and pays tribute to him for his contributions to railroad history.

“The Collector Corner”, “You Can’t Take It With You”, by David R. Busse, pp. 76 - 77

This is a thoughtful article about preserving your legacy and collections for future generations. Well worth reading as a reminder that at some point we will leave behind all the memorabilia we have collected over the years.

Railfan & Railroad, August 2025



“Preservation Railnews”, “Finger Lakes Excursions Launched”, pp. 16 - 17

The article covers the new heritage rail attraction that debuted for the summer 2025 season. The excursions will be using five historic cars including the NYCS *Hickory Creek*, *Swift Stream*, and NYC tavern cars, 37 & 43.

“The Observation Car”, “By Word of Mouth: The Life of a Private Railcar Chef” by Rick Malo, pp. 76 - 77

The article covers Chef Fran Philllips and her kitchen crew’s experience providing meals on the ex-NYCS’s *Dover Harbor*. An interesting article about an ex-painter who



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



changed careers to become a chef on luxury trains.

Railpace News Magazine, Jun 2025



"Railpace News", p. 9

Two photos of the Metro North NYC Genesis 211, OCS car 3 (ex-NYCS) at Manitou and crossing the Harlem River.

"Michigan Central Station", by Mathew Brandley, p. 34

The article mentions the Detroit station rehabbed by the Ford Motor Company.

"Empire State Limited", by Stephen M. Koenig, p. 42

Another short article about the ex- NYCS C430 acquired by the Adirondack Railway Preservation Society.

Railpace News Magazine, Aug 2025



"My Favorite Spot: Croton - Harmon" by William J. Skeats, p. 29

The article includes an interesting shot of the Hudson Rover Rail Excursions ex-NYCS cars, Hickory Creek and NYC 43.

Railroad Model Craftsman. June 2025



"Rail Books", "New York Central Upper Harlem Line: Brewster to Chatham", by NYCSHS member, Otto M. Vandrak, p. 32

A book review of this book which is offered for sale in the NYCSHS Collinwood Shop.

Railroad Model Craftsman. Aug 2025



"New Products" "Funaro & Cameriengo Greenville 65' Well Hole Flatcar", p.16

A short review of this new product from F&M.

Some NYCSHS Locomotive Photos



Baldwin DFA-4A Selkirk, NY, 1957, NYCSHS Collection



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



NYC H-20-44 7111 pushing 69 cars on East Hill where all switching was done on a considerable grade and required a yard locomotive with lots of guts. NYCSHS Collection

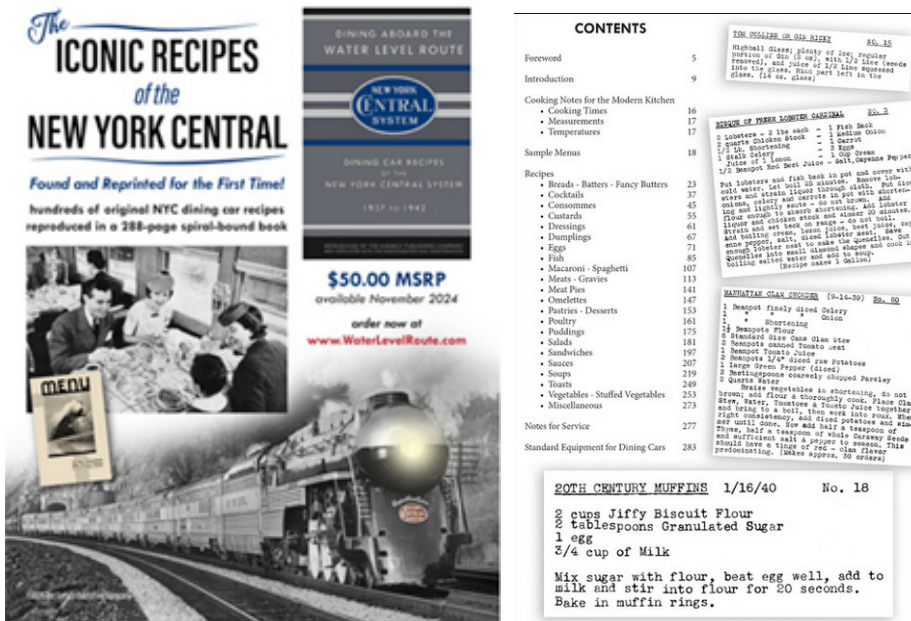


NYCH-20-44 at Elkhart with DHT-2a steam heat trailer. NYCSHS Collection



The engine crew of train no. 426 finish ministering to their charge, J-1 no. 5300, as it comes time for them to leave Springfield and resume their eastward run from Cincinnati to Cleveland. NYCSHS collection







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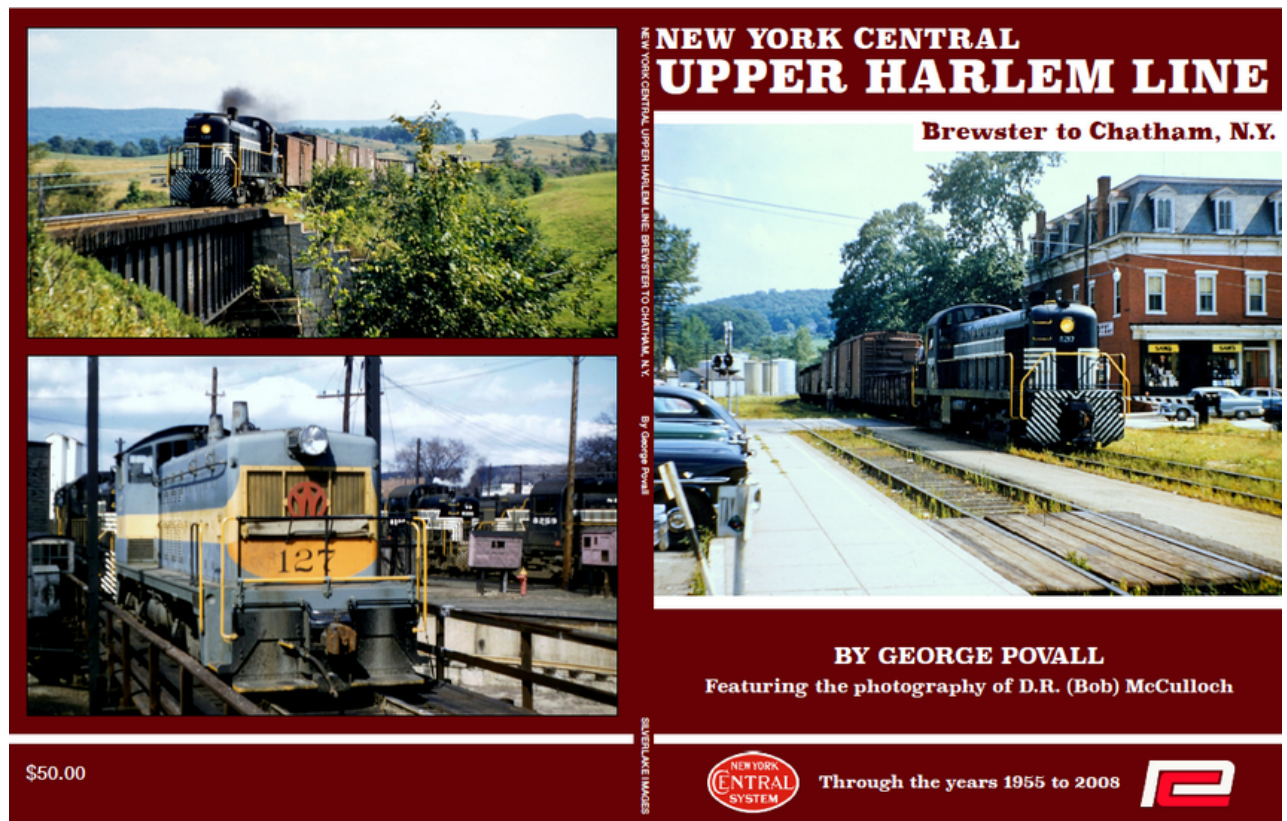
For additional information contact us at: NYCSHS@verizon.net

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\$40.00	\$50.00	\$12.00 Add on all orders	8%



By George Povall

Silverlake Images, LLC is pleased to announce the imminent release of ***New York Central Upper Harlem Line Brewster to Chatham, NY***, currently scheduled for distribution in late November/early December 2024. Written by George Povall using the photography of D.R. (Bob) McCulloch this 80 page color softcover book explores the New York Central between 1955 and 2008.

The New York Central Upper Harlem Line between Brewster and Chatham, NY is a tale in two parts, one part is now history while the other part in the modern era, is thriving. The focus of this book is primarily on the New York Central's classic "Lighting Stripe" era, when both parts were active together during the 1950s, 1960s and early 1970s. This is documented through the color photographs of the late D.R. (Bob) McCulloch. Once an important part of the New York Central System, the Upper Harlem Line was also noted for including some of the Central's rarest diesel locomotives in the power mix. Bob McCulloch was a Chatham, NY resident and an employee of the Central. He held many positions over those years and was able to photograph trains at most of the important stations and locations between Brewster and Chatham, NY. Coverage also includes some of the Penn Central, Conrail and Metro North eras as well. This 80 page all color softcover book contains over 190 diesel era color photographs. *The New York Central Upper Harlem Line* is a companion to the author's previous book entitled *New York Central Chatham Crossing*.



NYCSHS Announces Another New Book
*New York Central Upper Harlem
Brewster to Chatham, NY*
By George Povall

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NYCSHS RPO

LETTERS & EMAILS



NYCSHS,

Can somebody tell me what consist the NYC's Wolverine service had pre-1951? according to American Rails.com they vaguely state that starting in the 1930s they operated "streamlined" coaches. are they referring to the Lightweights? If so, around the same time the Mohawk class of steam engines were pulling the Wolverine. Does this mean the Mohawk was pulling the Lightweights for a brief time prior to the 1951 reconfiguration?

Thanks, We have lost the name of this person. Please let us know who you are.

This question got referred to me. The New York Central had only four lightweight coaches prior to the delivery of the Budd-built Empire State Express in December of 1941. At that time, they had begun taking delivery of 95 lightweight coaches from Pullman (45), ACF (25) and Pressed steel (25). The war stopped new car construction at that point. In early 1941, the four Budd-built coaches delivered in the late 30s were assigned to the new James Whitcomb Riley, running between Cincinnati and Chicago.

Starting in 1934, NYC began an air conditioning program for its heavyweight coaches and diners. Some of the heavyweight cars involved in these programs also had reclining seats installed.

As regards the Wolverine, in the 1930s, it is likely to have carried some of the upgraded heavyweight coaches in its consist. Prior to the Depression, it was an all-Pullman train. It should be noted that beginning in 1938 and continuing into the 1940, NYC

received lightweight Pullmans, and the Wolverine was assigned some of those.

Following the war, NYC received 213 additional lightweight coaches by 1947 and many additional lightweight Pullmans starting in late 1948. So, by 1951 the Wolverine would have many lightweight cars in its consist. If you go to the groups.io NYC list, I've posted a spreadsheet with standard consists of trains leaving New York, circa 1949. While there was significant day-to-day deviation from the "standard" consists, the spreadsheet will give you an idea of NYC's service design for that time. Other consists can be found on Terry Link's Canada Southern website. He also has an immense collection of NYC public timetables which list the types of cars assigned to each train.

For some years, there was a New England Wolverine that originated in Boston and ran through to Chicago. As the years went by, it was combined with the Wolverine that originated in New York. The first shortening of the New England Wolverine was adding it's through Chicago cars to the Wolverine at Detroit. I mention this train because prior to the end of steam, Mohawks were used as passenger power between Boston and Albany because Niagaras could not fit in the B&A's tight clearance envelope.

During WWII, Mohawks powered some NYC trains out of Harmon, especially the heavier trains. The arrival of the Niagaras and diesels around 1945 greatly reduced the need for Mohawks on through trains originating out of New York.

I hope this helps, Dave Staplin



NYCSHS RPO

LETTERS & EMAILS



Dear??

"American Rails" is good reading but not necessarily rigorous and isn't always specific about the dates something happened.

From the time the Detroit River Tunnel opened until the advent of diesels, a train from Chicago to New York went through a minimum of five locomotive districts:

Michigan Central: Chicago to Detroit (steam)

Detroit to Windsor, Ontario (electric)

Canada Southern: Windsor to Buffalo (steam)

New York Central: Buffalo to Harmon (steam)

Harmon to Grand Central (electric)

The three steam districts would have assigned Pacific type locomotives to important passenger trains up to the late 1920s and Hudson types thereafter, both having 79-inch drivers for maximum speed. The NYC did not use early Mohawks, with 69" drivers, in this role. Beginning in 1940 they acquired dual service L-3 Mohawks with 69" drivers, and subsequently L-4 with 72". In 1945-6 the Niagaras came, again with 79"; these were definitely passenger power.

Canada Southern locomotives were kept separate as duty had to be paid on engines built in the US but operated in Canada.

After 1941 dual service Mohawks could have been assigned to the Wolverine in an emergency, but they would have had trouble keeping the schedule. I haven't found the specific American Rails episode

so I can't confirm or dispute what they say on the subject.

The first large NYC orders for streamlined coaches arrived in 1941-42, 95 total from Pullman, ACF and Pressed Steel Car. They had 56 seats and were considered suitable for overnight travel. They were displaced from top assignments when Budd 2900 series coaches came after the war but were still common on the Wolverine when I rode it between Kalamazoo and Chicago going to college in 1963-68.

I hope this is useful to you but would be glad to take further questions. If they pertain to American Rails, please include the episode and time so I can respond appropriately.

Alex Schneider
President

Seth,

Attached is a photo of my just-completed Big Four Gondola.

It is 1/8 full size.



Regards,
Andrew Romer
Many Thanks for your assistance!
Andrew,



NYCSHS RPO

LETTERS & EMAILS



Attached is Kyle Coble's article from the 1stQ 2015 *NYCModeler*. The two prototype photos have been stripped from the article for an unknown reason and the link to the Library of Congress also seems to not work anymore. I've attached another photo that I got from Kyle's Shapeways listing of the HO scale gondola.

I've reached out to Kyle to see if he can supply the missing photos and will forward them to you when I receive them. With the drawing that's included, it should have what you need to build the 7.5" gauge model of this common 1900's era Big Four gondola. The NYCSHS would be interested in seeing your work both in progress and completed. We would like to also share them with the readers of the NYCentral Modeler. If there's anything else I can help you will please let me know.

Seth Lakin, NYCSHS Director

Hi, Robert McQueen(NYCSHS Director),

I'm a volunteer with the Illinois Railway Museum and I'm working on an article about the museum's S-motor, NYC 115. This article is intended to be printed on my blog (for the blog page on individual equipment histories) and in the official IRM magazine, *Rail & Wire*. I was wondering whether I might obtain permission to reprint some photos from the NYCHS collection in *Rail & Wire*, and whether I might put low-resolution, watermarked versions on the blog.

The images I'm interested in are:

<https://nycshs.omeka.net/items/show/128483>

<https://nycshs.omeka.net/items/show/188096>

<https://nycshs.omeka.net/items/show/157562>

<https://nycshs.omeka.net/items/show/159810>

<https://nycshs.omeka.net/items/show/164185>

<https://nycshs.omeka.net/items/show/102495>

<https://nycshs.omeka.net/items/show/102507>

<https://nycshs.omeka.net/items/show/102577>

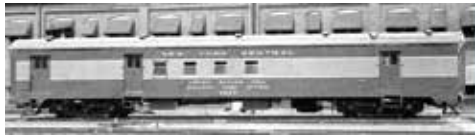
**I look forward to hearing back from you.
Thank you! Frank Hicks
Illinois Railway Museum**

Robert,

I am just writing to let you know that I have posted my article on the NYC S-motors here:

<https://hickscarworks.blogspot.com/2025/05/s-motor.html>

Thank you so much for all the photos you sent - they made a HUGE difference in being able to visually document this type of locomotive, and number 115 in particular. The editor of the Illinois Railway Museum's magazine has also expressed interest in having this article printed in that publication, so if and when that happens, I'll reach out to you about an address so I can send you a copy.



NYCSHS RPO

LETTERS & EMAILS



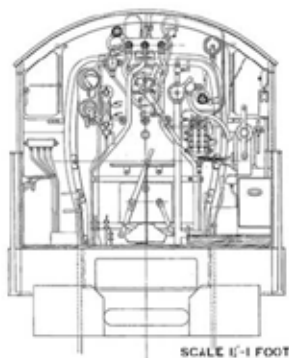
Photo is one of those requested by Frank and used in his article.

Thanks again for all your help,

**Frank Hicks
Illinois Railway Museum**

Hello!

I created an account, and I am prepared to purchase one of your USB flash drives with Diagrams of the NYC U Class Steam Locomotives. I was wondering if there is a diagram showing the controls of the cab interior included with the diagrams. Something comparable to this attached photo.



And also, I don't see any mention of delivery times on the website. I am shipping to Marlton, NJ, just east of Philadelphia PA.

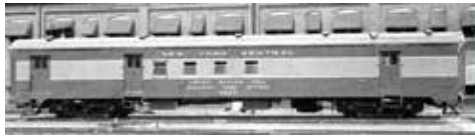
Thanks, Steve Lerro

Hello Steve,

Your recent email has been referred to me for reply. I have attached the Excel Index file for the NYC U class 0-8-0's, for your inspection. The only image that is "close to" your sample is Lima image 427-A-45. It is attached and is the drawing for the engine sections of a NYC U-3 class 0-8-0. (On the NYC, the USRA designs were the U-3 subclasses.) The U-2 class also included in our digital file was a NYC unique design with 57-inch drivers vs 51-inches on the USRA.

In order to determine if a backhead image close to your sample existed, I looked in the Hundman Cyclopedias Vols 1 and 2, my 1938 Loco Cyc, and "Uncle Sam's Locomotives" by Huddleston. None of these sources had any image (drawing) precisely to what your email provided.

IF you decide to order our U Class switcher file of digitized drawings, you will have to complete our End User License Agreement (aka "EULA") which prohibits activities that would erode the value of the collection. I have also attached the Individual and the Commercial versions of the EULA, with a request that you sign and date the last page of the EULA specific to your intended use. You can scan and send me the signed and dated final page. I retain these in a file and there is no need to complete another for any other digital drawing file you may order from us in the future. I would mail your file after I receive your signed and dated EULA. You would use the "Collinwood Shop" to place your order and remit payment. Generally, orders to USA locations arrive within three mail days.



NYCSHS RPO

LETTERS & EMAILS



FYI, the U class file contains 1118 scans and the Excel Index. I receive orders almost daily from our "Collinwood Shop", and generally mail these within two days of receipt, via USPS and Order tracking. When I mail it to you, I provide tracking information to the purchaser.

**Regards,
Tom Gerbracht
Director-NYCSHS**

Hi, Noel!

Would you have a sharper picture of this caboose?



I'd like to do artwork sheets for HO and Large Scale, but I need higher res pictures to do the logos and text blocks.

I

hope you can help!

**Thanks, and Best regards,
Ray Butrex
Bachmann**

Ray,

You can search for photos of this caboose on our archive collection. We have over 100,000 photos there for searching. Once you find what you want, record the photo numbers and send them to me and I will send you the high-res versions of the ones you select.

Search here: <https://nycshs.omeka.net/>

Thanks, Noel

If you have problems let me know.

Noel,

Couldn't find a good one. Do we have a caboose mavin who might be able to help!

Ray

We have this photo scanned from an 8x10 glossy. It's attributed to Bob's photos. I don't know if the original slide(?) is in the collection that we got from Bob's.

<https://nycshs.omeka.net/items/show/144109>

Then another but a green one with different lettering.

<https://nycshs.omeka.net/items/show/189803>

I know we have a close up of just the CentraALERT logo I'll have to look for it it's not coming up in a quick search of the archives. For a close up of the lantern I have not seen anything. I doubt that there are any drawings.

I can pull the high-res copies later this weekend.

These are the only two steel cabooses that I know of that had the CentraALERT. There were at least two wood ones that had were similar green safety paint.

Seth Lakin, NYCSHS Director

Gents,

Monday after the convention I took an Uber to Despatch Junction hobby shop. There I picked up a Bachmann set of NYC FA2/FB2, DCC with sound, painted in the lightning stripes scheme. I like how they



NYCSHS RPO

LETTERS & EMAILS



run and sound, and plan to run them pulling freight trains on our club layout. The only problem is that they are not numbered. I am looking for two things:

1. a recommendation for the numbers of a prototype set that would have been used on Lines West in the Ohio area, and
2. recommendations for what decals are available for me to number the locomotives, including the number boards.

Thanks much for any input you can provide.

Chuck Beargie, NYCSHS member

Chuck,

The FA2's were DFA-7 and DFB-7 for the B's. I like to reference this document which originally appeared in a 1955-56 Railroad Magazine.

<https://www.canadasouthern.com/caso/images/1955-power.pdf>

It looks like they were all assigned to Lines East. But in a quick look at the photos in the archives some did venture onto the Michigan Central.

https://nycshs.omeka.net/search?query=DFA-7&query_type=exact_match&record_types%5B%5D=Item&submit_search=Submit

I'll second Alex's Microscale 87-49 for the numbers.

Specific sub class break down of the road numbers can be found on page 20 here.

<https://nycshs.org/wp-content/uploads/2014/05/dieselroster31.pdf>

Seth Lakin, NYCSHS Director

Chuck,

I like Microscale decals. 87-49 is for EMD F units but the numbers are what you want. A units in 1000 series, B in 3300.

Alex Schneider NYCSHS President

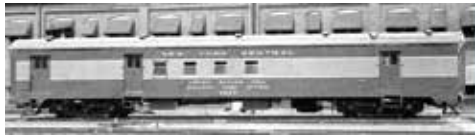
Noel

I really have to respond to Tom G's letter regarding O Scale offerings suitable for diesel-era NYC.

First, an explanation and some comments on Tom's letter.

We have two very distinct modelling mediums in O-. When I edited O-Scale Trains magazine, we kept them separate by referring to O-Scale (2-rail models in the same vein as HO- or N-) and the other medium as O-gauge (3-rail to include toy train collecting, hi-rail, &c). Nothing condescending or pejorative is intended by these categorizations, but it is a situation unknown to the mainstream scales of HO- and N-, and one we wrestle with. I'll use those two terms as defined above as I write this.

Up until the turn of the 21st century or so, both existed pretty much as separate marketplaces. There were exceptions to that statement but in the main it's pretty valid. With the changes in the markets at about the turn of the millennium, most 21st century product we deal with now is engineered for O-gauge, be it intended as reminiscent of, say, postwar Lionel or scale-sized hi-rail material with 3-rail mechanics and electrics. Most modern offerings offered for O-scale use really are crossover



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product from O-gauge. A model might have NMRA compliant flanges, scale couplers, and electrics, but most often no attempt to address the engineering compromises and feature preferences for the O-gauge community that aren't necessarily preferences of the O Scale world. Invariably, there then is often some heavy lifting to do in order to bring this product up to the level of, say, out-of-the-box HO-scale.

That really might be the true handicap for O-Scale rather than age; there is precious little new product for the scale segment. Pretty much everything new or reissued at the moment is crossover product at best. If one is going to try the scale side of O- today, the lion's share of useful material will be found on the used market. Pre-21st century O-Scale product offers much for the *NYCModeler* with compatibility, fidelity, and performance potentials that need little apology. The rub is, for the most part, you get to assemble it in many cases and paint it in most. O- was then a craftsman's scale (and still is to a degree). Still, there is a lot of this stuff out in the marketplace that has been built and painted by previous modelers. For you, the thrill of the hunt!

Second, I take exception to Tom's notion that O-Scalers are "REALLY senior". (Rather an odd statement under the masthead of an organization dedicated to a railroad absorbed over half a century ago. GRIN!) If I could remember where I put my cane...

In all seriousness, if our proto-ops group here is an indication, no more senior than what I might see at any multi-scale meet. Our regional O scale meets are seeing a few

heads of hair other than white, but many of our younger adherents aren't to be seen at meets but are out on the net instead. Make no mistake, though. They are there and more than a few O scale models and the younger demographic building them can be seen at RPMs.

Tom also mentions Car & Locomotive Shop. I believe he is confusing C&LS with Jan Lorenzen's Locomotive Workshop. Jan's kits were not for the faint of heart and left much to the modeler as far as level of detail, while Henry Bultman's Car & Locomotive Shop imported exquisite and expensive brass locomotives, still commanding top-dollar from collectors and operators today.

All that said, Noel suggested a future article covering what diesel models might be useful to the New York Central modeler who wants to give O-Scale a whirl, a challenge we'll take on board.

I do hope this helps.

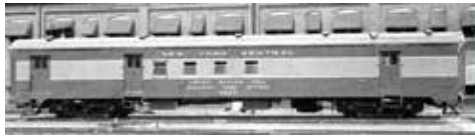
Brian Scace, NYCSHS Member

Hi Noel,

I'm just reading the latest NYC Modeler, and I see that you included the CMR GP-40 shell in N scale. This shell is specific for building a model of engines delivered to the Connecticut DOT for commuter operations, so not applicable to the NYC. Here's a link to their website (the link to the eBay listing didn't seem to be active or currently valid when I clicked on it):

[N Scale EMD GP40-2H](#)

Hope that helps,
Brian Marotta, NYCSHS Member



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Hi Noel,

Could you please forward this email to the appropriate person in the Society ? I am trying to ascertain if the NYC had 40ft pulpwood flat cars to haul wood from the Adirondacks or Catskills to paper mills in New York State in the 1930's -1950's. If so, I would like a reference to see a picture of such a car. I have searched the internet and the NYC Freight Car Roster and see no mention of pulpwood cars. AI claims that they did have these cars but gives me no reference or other data. I am not interested in larger, later bulkhead flat cars at this time.

Thanks for your help.

**Best Regards -
Tom Hiser
San Diego**

Tom,

The NYC had some roofless (and doorless) boxcars that were used in pulpwood service. I think they were USRA single sheathed cars.

Seth Lakin, NYCSHS Director

Tom,

In checking the roster, NYC converted double sheathed 36' boxcars for pulpwood service by removing the roof in 1937. Photo from the NYCSHS archive attached.

Dave Mackay, NYCSHS Director



Hello there,

I'm just writing to share a discovery I made at a train sale yesterday. I've been keeping an eye out for a few NYC items to round out my collection for the layout I have planned. I was prepared to buy an older Proto 2000 NYC GP7 or GP9 in the black and gray scheme, but I happened upon this BLI NYC Hudson instead. I honestly didn't think I would find an accurate prototype of any NYC steam that wasn't brass.

I compared it to the real 5396 and there are a small handful of discrepancies, but it wasn't enough to deter me from taking it home. It's also a former CCC&StL locomotive which makes it even more appropriate for my layout based in southern Illinois.

My understanding is that the Hudsons were used almost exclusively in passenger service and were more or less the signature locomotives of the Central before being bumped from primary service during dieselization. Although I've found photos on NYCHS's website of Hudsons hauling the Egyptian in my neck of the woods, there are no photos of it hauling any coal trains. This follows from their intended design of high-speed service, but I'll take a creative



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liberty by having it haul some Big Four coal hoppers and the odd Early Bird boxcar.



Joel Richardson, NYCSHS Member

NYCSHS,

Does this whistle sign resemble any others on the Big Four's former territory? A local recovered it along the old ROW near Harrisburg, IL.



Thanks,

Joel Richardson, NYCSHS Member

Joel,

Yes, absolutely a style used on the Big Four. The cast iron whistle post was used up to the 1930's when the standard was changed to a narrow post cast concrete, then metal signs on stamped sign posts in the 60's but many of the older styles were used well into the 80's. I know of two Big Four cast types still in use on a line that was largely downgraded during the Penn Central years and later sold to a short line.

Seth Lakin, NYCSHS Director

**An announcement from Scale Trains
Copies of old modelling magazines of
interest to railroad modelers:**

<https://magazines.scaletrains.com/>

An example of one of the magazine editions from 1949. Many more available.





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I am marking this for Bob McQueen with the hope that he has a better copy of N-73603 and assume Bob will let us know and follow up.

The J-3A we have (R-74396-A) is beautiful, and I did publish that in KTH. I will send this one to him separately due to its size.

Assume you know that we do not have any of the GSC drawings such as engine beds, trailer frames, tender truck frames, etc. and evidently GSC did not release these. I received an email yesterday inquiring about a Mohawk engine bed. Someone has the GSC collection, I think in St. Louis (National Museum of Transport) but I have no confirmation except a web blog.

Note the Niagara file has the cast engine bed as a result of a contribution by Dick Dawson to us. (Dick wrote an original Niagara article many years ago which inspired me to follow up with my three-part Niagara article including the poppet valve S-2 in *The Headlight* and later the book.).

Regards,
Tom Gerbracht, NYCSHS Director

Hello Steve,

Your recent request has been referred to me for reply.

I have attached the GA (General Arrangement) drawing for the trailing truck for the S-1B Niagara. Quality is terrible but it is the only digitized copy we have. The drawing was so poor that I substituted a photo of a Niagara truck in Know They Niagaras. (Next page)

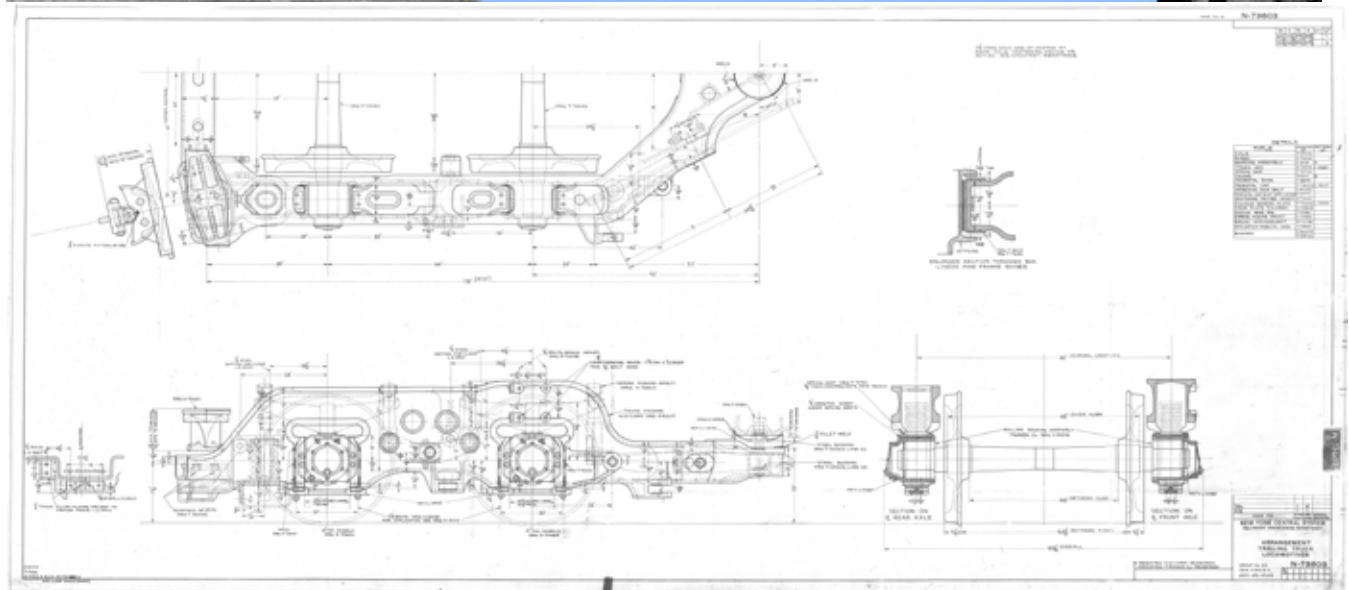
Hi, Noel,

I need some help from the Society. I'm looking for drawings for the four-wheel trailing trucks on the J3-a Hudsons and the Niagara's. Who can I talk to at headquarters that can help me with this.

Thanks,
Steve Lasher, NYCSHS Member

Noel

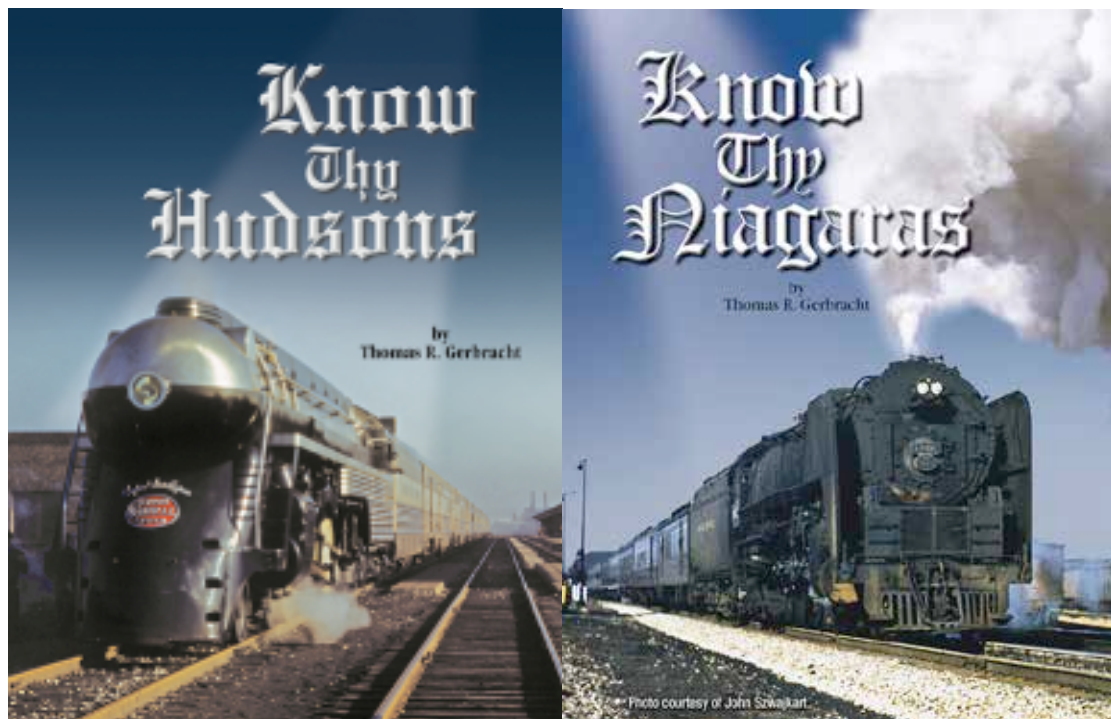
It has taken some time to research this. The Niagara TT General Arrangement drawing I have (N-73603-C) is illegible. I checked KTN, and I substituted an Alco photo of a completed Niagara TT since the GA drawing was so bad. I will send the copy I have to him with the hope that he can find something useful....



NYCSHS Drawing N-73603-A, NYCSHS Collection

The Hudson trailer drawing will follow in a separate email. (These drawings together exceed the size limit of my email provider.) **Tom**

Two of Tom Gerbracht's Books on NYCS Steam Locomotives



Both of these books are no longer in print or available from the NYCSHS. (They will not be issued again by the NYCSHS).

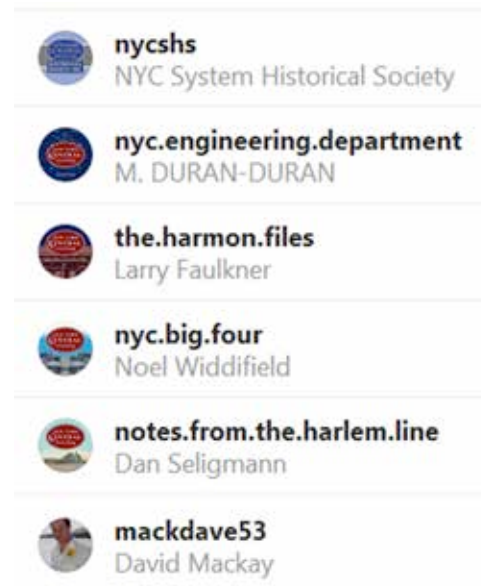
The NYCSHS has been steadily increasing its social media presence as a way to provide contact opportunities with society members and non-members alike.

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 pleased that 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.



Dressing Up Great Brass Fleet Prewar Lightweight Pullmans

Article by Dave Staplin

Photos by Dave except as noted

I cannot pin down the exact date, but during the 1980s, Great Brass Fleet, a company headquartered in Rochester, New York, began importing brass HO passenger cars. These included four different pre-war Pullmans, at least three post-war Pullmans, a baggage dormitory and at least three heavyweight parlor cars. The cars imported represent prototypes that are essential for New York Central passenger car modelers. The GBF cars followed brass passenger cars imported by SOHO, cars that enabled the modeler to assemble a respectable 20th Century Limited. The SOHO cars had issues with respect to body dimensions, with the height of the car sides being the most prominent. The underbody detail was lacking, and the trucks were not of a quality that permitted free rolling. I have salvaged SOHO cars to make them look acceptable and roll freely, but it does take work. The GBF cars fixed many of the problems with the SOHO car bodies, even though the floor plans were different. GBF offered the pre-war Pullmans in both skirted and un-skirted versions, so that the modeler had a choice of painting the skirted cars as delivered in 1938 through 1940 or buying un-skirted cars and painting them in post-war schemes.

Even though the GBF cars were a marked improvement over the SOHO cars, the underbody detail of the pre-wars cars leaves something to be desired for cars without skirts. I have several of these cars in my collection and as those who have seen my modeling presentations and articles will remember, I focus on the 1948

to 1952 time period, when the pre-war Pullmans were still busy serving New York Central's Great Steel Fleet. I have painted, installed glazing and window dressing on GBF's post-war cars right out of the box and they look fine. However, the pre-war Pullmans presented a conundrum. The car bodies are fine as they are, but what should be done with the underbodies? I have a complete consist of the Commodore Vanderbilt, circa 1950, but the two 13-bedroom pre-war lightweight Pullmans were not painted. Painting and lettering of the car bodies has since been accomplished. After thinking about the underbodies, I decided to swap them for new ones that would have to be scratch built. This article will deal with the under-car portion only, as the rest of the work (painting, glazing, etc.) would be common to any passenger car purchased undecorated. I should mention that GBF had the foresight to equip its 1938 Pullmans with Jim Gertsley's D&G 43R trucks. They are finely molded in plastic, sprung and roll freely. I have seen GBF cars sold without trucks, but I believe the GBF 43R models are still available. The D&G trucks are definitely keepers in this project.

Importance of the 13 double bedroom Pullmans

I always begin passenger car construction articles with a rationale for why modelers might choose to model the car being featured. The 13 double bedroom floor plan first appeared on NYC limited trains in 1929 when nine Plan 3997 heavyweight

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cars were delivered. Beginning with its introduction on the late 1920s, the double bedroom accommodation quickly gained in popularity. It offered sleeping space for two and was less expensive than the traditional Pullman compartment. Pictures of this era indicate the Century was quickly carrying two of these cars in regular consists. In 1938, when the new streamlined Century was introduced, this same accommodation configuration was provided in Plan 4071A, with 8 cars delivered. These were followed in 1939 by 6 Plan 4071B cars and 8 Plan 4071C cars in 1940, for a total of 22. Besides NYC, there were 8 cars built for the PRR and another 8 (Plan 4071D) for the SP's Lark. The NYC cars were named for counties along the principle main lines of the system. I refer to them as "County" cars.

The World War II era Form 1001 system passenger timetables show that the 13-bedroom cars were fully assigned, with few spares. This trend continued into the immediate post-war years. Looking at the assignments in the December 7, 1947, form 1001, all 22 of the lightweight cars were assigned, with 8 for the two Century consists, 6 for the Commodore Vanderbilt, 4 for the Detroit, and two each for the Cleveland Limited and Advanced Commodore Vanderbilt. In reality, cars being shopped for repairs and second section operation of the Century would require heavyweights to be operated on those trains. When the new 1948 Century was inaugurated in September of 1948, "County" pre-war cars were still present in the consist as the new post-war 12 bedroom

"Port" cars would not be delivered until late spring of 1949.

The New York Central ordered only 14 of the new "Port" cars, so even after delivery, trains with a high demand for bedrooms would be assigned cars from the "County" series. Specifically, regular assignments continued on the Commodore Vanderbilt, the Detroit, and Cleveland Limited. As train travel volumes dropped, the "County" cars began showing up on important secondary trains headed for destinations like Toronto, Montreal, Rochester, and Lake Placid. In addition, there were winter assignments on the Royal Palm involving eight cars (two per consist) between Detroit and Miami.

When NYC terminated its agreement with the Pullman Company in 1958, there was still sufficient demand for these cars that four remained on the lease, seeing service on seasonal trains in various parts of the country. For example, Pullman Project files indicate that Lorain County was painted in Illinois Central's brown and orange for winter operation on the City of Miami.

In Geof Doughty's book *New York Central's Lightweight Passenger Cars, Trains and Travel*, a list of consists compiled by John Horvath for May 1960 show "County" cars running on the Fifth Avenue/Cleveland Limited (2), the Wolverine, the Ohio State Limited, and even one subbing for a "Port" car on the Century. They would also show up in public timetables on the New England States and Montreal Limited. When their service was finally over, all the

Dressing Up Great Brass Fleet Prewar Lightweight Pullmans

cars would see service in Mexico or on the Ringling Brothers circus trains.

The bottom line is that the 13-bedroom cars played key service roles on NYC well into what we think of as the cigar-band era.

Modeling Goals

Modelers often abide by the three-foot rule regarding details on rolling stock. For me, the “look” of the models is important, too. If “the look” is wrong, it can be wrong beyond three feet. For example, if SOHO NYC cars are shimmed to the correct 13' – 6" overall height, the short bodies and sparse underbody detail result in too much daylight under the cars. The GBF cars, with the correct body height, are better but still fall a bit short if the car being modeled is one with the skirts removed. For example, the center sills are too short and missing entirely in the area of the trucks.



Original Underbody of the brass Pullman.

In addition, while the details provided on the underbody are OK for skirted cars, they are a bit weak for the un-skirted version. There are also errors in placement of details as they pertain to the NYC versions of the car.

It is important to remember that the 1938 version of the cars (the one I am modeling, Plan 4071A) remained almost unchanged over their careers. The later models, B and C, had major changes in the air conditioning equipment made between

1952 and 1954. Tips on modeling those underbodies would require a separate article. The goals of making a new underbody for the 4071A include:

1. Building a center sill and cross bearers to provide a better “look” for the car structure
2. Fixing errors made by GBF in their original fabrication
 - a. Components not properly located
 - b. Components modeled that are pertinent to the PRR and SP versions of the 4071 but not the NYC 4071A
 - i. Brine holdover tank
 - ii. Genemotor
3. Remount the trucks at the correct center-to-center spacing (59' – 6")
Adding additional detail that GBF omitted

What did I omit from my rebuild work scope? I did not do the steam, air, and water lines, nor did I include electrical conduits. Rapido is to be congratulated for adding detail to that level, but for me it is not necessary to get a good “look.” Finally, I did not complete all of the floor structural members, choosing to omit the stringers. Stringers cannot be seen unless you turn the car upside down in your hand.

If you want to get things done as near to the prototype as possible, you need plans, and I ordered the pertinent ones from the Pullman Library at the Illinois Railroad Museum. I got them for all variants (Subplans) and in doing so, it helped me understand some of the errors made by GBF. The 4071A plan has the brine tank

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(PRR) and the 4071C plan shows the genemotor used in the SP 4071D plan. The plans for changing the A/C on the NYC 4071B and C cars were not to be found. Possibly after the NYC sold their cars, Pullman deleted the plans from their records. As always, I caution people using the plans to remember that the view of the underbodies is looking down from the top, not up from the bottom.

A final note on plans is that various underbody components (i.e., battery boxes, control boxes, etc.) have other plans referenced to them. I have not bothered to get those because the commercial detail products used would be slightly different, but not so much that “the look” is affected. A second word of caution is that once I sketched out the placements of the underframe on the new plastic floor, I found that GBF’s dimensioning for locating the battery box and air conditioning skirt covers was a bit off (possibly my measuring was, too). So, after doing the original layout according to plan, I put the floor back on the brass car body and found that I had to move the prospective location of the cross bearers a bit so that the new battery boxes would line up behind the brass covers attached to the body.

Those who are better with a soldering iron than I might say, “Why didn’t you just rearrange the components in the GBF car into the correct position on the brass floor and add the additional detail you wanted?”



I considered rearranging the components, but

this shows the removal and repositioning is not as easy as one might think.

My other reason for a new floor is that whoever gets this model after my demise may want to restore it to its original condition for collection purposes. It will take only six screws to restore the original floor.

Order of Construction

The construction will proceed in four phases as follows:

1. Building the new floor and underframe, including truck mounting
2. Underfloor components to be added and their source
3. Adding the metal detail components
4. Adding the plastic components
5. Finished product before painting

One thing to keep in mind when making components from styrene or any other plastic. When you make cuts, whether it be with a saw, blade, or whatever, there is often clean-up to be done at the cut edge to remove ridges and burrs. These can be removed with a number 17 blade (ridges) or most any other Xacto blade (burrs). By paying attention to this clean-up, things will fit together better.

Where measuring was required, the components used in this project were done with digital calipers. You can read the key dimensions from the plan and then use a calculator (divide plan dimension by 87) to convert them to HO model size. Also, the decimals in this article are stated to three

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places, which may be overkill. However, I used them because they reflect what was measured or what the dimensions on the plans convert to after dividing by 87. One inch in HO scale is 0.011 inches, so taking the time to measure and convert correctly helps maintain the correct proportion between the prototype and the model.

By keeping a large stock of styrene in all shapes and sizes, once the model size dimension is known, I can go looking for the correct size of stock from which to make the part. In the article, I will endeavor to identify the size of the stock used. Should any of the references not be clear, the reader is welcome to e-mail me for clarification. If the reader notes different "County" models while reading the article, that is because I did two cars at the same time and pieces of both may appear in the photos.

The New Floor and Underframe

The existing brass plate used as the floor of the car is made of stock that is approximately 0.040" thick, so plastic sheet stock of the same thickness can be used to replace it. Like all brass passenger cars that I am familiar with, the floor is mounted to angles soldered to each side of the car body, using three metric screws per side. Using the existing floor as a template, the mounting holes in the new floor can be located and drilled. The plastic replacement can then be trial fitted to the car body to make sure the mounting holes are where they need to be.

The next step is to mark the center line of the car and locate the truck centers. I fabricated the body bolster, mounted the

trucks, then put the car body back on top of the floor. With that done, the car can be put on track and coupler heights checked against the NMRA gauge (**Below**).



Checking the height of the couplers with an NMRA coupler gauge.

The coupler was a bit low, so I added a 0.015" piece of styrene on the bottom of the box to keep the shank from drooping. I also checked the overall height of the car to make sure the body bolster was at the correct height. Making these checks at this point in the construction can save grief later.

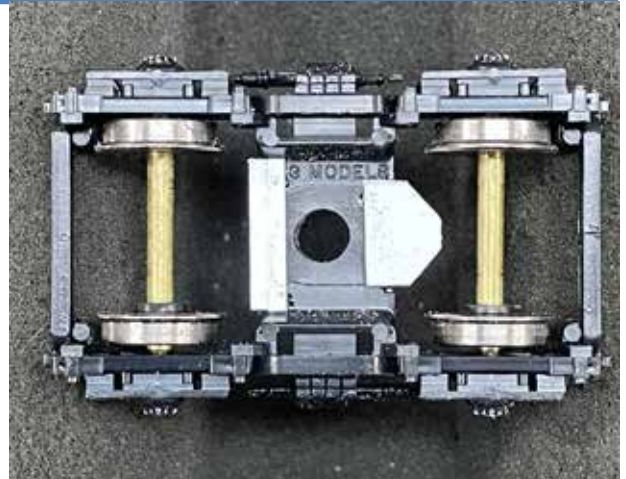
Back to the body bolster, it was made using three thicknesses of 0.040" styrene plus a layer of 0.015" styrene, for a total thickness of 0.135." After I laminated the styrene strips together, I drilled pilot holes for a #56 self-tapping truck mounting screws. Then I cut the individual bolsters from the strip and glued them to the new styrene floor. I

Dressing Up Great Brass Fleet Prewar Lightweight Pullmans

had previously drilled a pilot hole in the new floor to permits the truck mounting screw to pass, if necessary. With Walthers' button bolsters glued on top (use ACC to make it stick to the styrene), your car should be close to the correct height. A recheck with the NMRA gauge is recommended at this stage.

The Walthers button bolsters are part number 920-2310 and are still available. I use them on all the cars where trucks are being added or replaced as a universal solution. However, in this case, were I to do another GBF or other brass car, I would not use them with D&G trucks. The center mounting hole in the D&G truck bolster must be substantially enlarged to 0.200 inches to fit the Walthers body bolster. In the process of enlarging the hole with successively larger drill bits, the truck bolsters snapped in half as did one of the end transoms.

I quickly glued the two halves and transom back together. The trucks are no worse for the drilling episode, but I finished enlarging the holes with a round file. I would recommend using a small screw and the existing mounting hole and not the Walthers part. However, the body bolster would then have to be increased in thickness by another 0.040." I went back and reinforced the truck bolsters by applying styrene "plates" as shown below.



The picture shows the truck mounted with a #56 self-tapping screw and a washer. The screw need not be tightened, thus allowing for some car body movement relative to the truck.



A closeup of the truck mounting in place on the floor.

Before applying any more detail to the underside of the car, I applied a 0.030" thick by 0.920 " wide styrene sheet to the top of the underbody floor. This serves two purposes. It stiffens the floor and along with the brass angles, provides a level floor inside the car if you want to build an interior. Make sure to check that it fits inside the brass angles.

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Reinforcement plates glued to the truck bolster.

Once the coupler and car height were established, I cemented two 0.040" thick by 0.080" inch styrene strips on either side of the car center line, pushing them together tight to form the base of the center sill as shown in the photo below.



This photo also shows marks made in pencil to show where the cross bearers will go and the body bolsters.

The rest of the center sill involved glueing a "Z" section (Evergreen Styrene part number 755, 4mm or 0.160" high) in place on each side of the two styrene strips. These sections are also pushed together. Stop these large angles short of the area where the trucks will swing to avoid interference. From the end of the large "Z" sections, smaller sections of the same shape are applied that will clear the swinging trucks. These were fabricated from Plastruct Part Z 90593, 0.125" high.



This photo shows the finished product, including the cross bearers that will be discussed next.

Even though smaller "Z" shapes were used in the area around the trucks, I found it necessary to file them down in the area close to the body bolster so that they did not interfere with the rotation of the truck bolsters.

The cross bearers were fabricated from 0.020" thick by 0.188' wide styrene strips (Evergreen Part 128), using a chopper to cut the angle. Once the first one is cut and the fit verified, it can be used as a pattern for the rest. The ones at each end are cut smaller to fit the shorter "Z" sections around the trucks. I use the chopper extensively to cut styrene parts. Note that the cross bearers do not taper down to a point. On a prototype car, they would be framed into the side sills.

Underfloor Components to be Added and Their Source

The detail parts to be installed are from a variety of commercial sources plus some that the modeler will have to fabricate. Over my working career while traveling, it was occasionally possible to duck into local hobby shops, which permitted me to buy detail parts that would later be needed for projects like this. Sadly, the number of local shops has declined, so the accumulated stock my basement comes in handy.

Where possible here, I will identify alternate parts that may be used in place of the ones I chose. The good news is that many of the parts can be found at firms doing business on the internet. I will use the original manufacturer's names, which is good enough to start an internet search to find who is now selling them.

Dressing Up Great Brass Fleet Prewar Lightweight Pullmans

By inspecting the plans closely, I made the following list of required detail parts and summarized it in **Table 1** (below)



The detail parts that Dave will attach to the underbody are shown here. This photo enlarged to show more detail can be found on page 47.

Table 1 Bill of Detail Parts Needed for Underbody

Car System	Part Description (quantity needed)	Dimension	Source (fabrication notes)	Alternate Source
Water Supply	Water supply tank	Plan - 15.77' long by 30" wide	Fabricate from Styrene (1)	
	Water pressurizing tank	Plan - 30" long by 14" diameter	Fabricate from sprue (2)	PSC-32077, 16" diam.
	Water fill boxes (2)		Train Station Products	PSC-33139
	Water fill pipe covers (2)		Fabricate (3)	
Air Brakes	Control Valve		Cal Scale 190-359	PSC-33270
	Combination Reservoir		Cal Scale 190-359	PSC-33196
	Relay Valve		Cal Scale 190-359	
	Supply Reservoir	Plan - 36" long by 16" diam	Fabricate from sprue (2)	PSC-32077
	Supply Reservoirs (2)	Plan - 66" long by 16" diameter	Fabricate from sprue (2)	PSC-32077

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Air Conditioning	Pullman mechanical compressor/condenser box		Branchline A/C sprue set	PSC-33230
	Standby motor		Branchline A/C sprue set	PSC-33229
	Speed control			PSC-33214
	Truck transfer drive			PSC-33228
	Winter storage box		Fabricate (4)	PSC-33231
	Control box		Fabricate (5)	PSC-33233
	Hi and low-pressure switch box		Fabricate (6)	
	Standby receptacles (2)		Cal Scale 190-355	PSC-33140
Electrical	Battery Boxes (2)		Fabricate (7)	Branchline A/C sprue set
	Charging receptacles (2)		Cal Scale 190-354	PSC-33140
	5 Kw Generator		PSC-33173	
Pressure Relief	Type 448 regulators (4)		Cal Scale VT-358	PSC-33169
	Type 590 regulator		Cal Scale 190-350	PSC-33169
Waste Chutes	Waste chutes (14)		Fabricate (8)	

Note: PSC denotes Precision Scale

The fabrication notes references from **Table One** will be discussed next.

- (1) Water supply tank – Tanks are available from commercial sources, but none quite fit the bill for the cars modeled by GBF. I laminated two pieces of 0.060" styrene together for the base of the tank to the dimensions shown in **Table One**. The round tank bottom was made by cutting an Evergreen 3/8" diameter tube (Part number 232) in half. I then glued one half to the laminated base and covered the open ends with 0.020" styrene

Dressing Up Great Brass Fleet Prewar Lightweight Pullmans

sheet. After the glue dried, I trimmed the ends. The assembled tank required sanding to smooth glue seams.

- (2) Air tanks – Here again there are commercial parts that could be used, but I have a supply of plastic sprue left over from past projects. I used a caliper to measure the sprue on hand and found two sizes that fit the diameters called out on the floor plan. I cut the sprue to the scale lengths shown in **Table One** and then used a small file to round the ends. For mounting them to the car, I used small styrene angles which is consistent with the plans. I used a round file to form a cradle in one leg of the angle (Evergreen Part 292, 0.080") so that the tank would rest in it. For ease of handling, I recommend filing these cradles before cutting the angles to length. The underbody plan shows that the two large tanks on the prototype were mounted on angles that extended to the side sill of the car, so I replicated that in my tank supports. The angles used for the two smaller tanks were cut short.
- (3) Water fill boxes and pipe covers – These parts required thinking. I wound up using a gray ABS rectangular tube (0.250" by 0.190") for the base and cut scrap styrene for the diagonal part that mates with the tank. The gray tube was in my scrap box, and I do not remember where it came from. The diagonals and access doors were glued on with ACC as the styrene cement would not bond with ABS. While not entirely happy with this homemade part, there is no commercial equivalent of which I am aware.
- (4) Winter storage box – Precision Scale makes a good part for this box, but I had none in my stash. I fabricated it out of 0.188" by 0.312" Evergreen rectangular tubing (Part Number 258). When I use a square or rectangular tube for these types of detail, I glue 0.020" styrene sheet pieces on the ends to close them off. You do not have to be too fussy about the initial size because they can be trimmed to fit after the glue dries. The access door was fabricated from 0.010" styrene sheet cut slightly undersized compared to the end of the box. The door goes on the right end of the box, not the large front. I replicated the hinges and latch with 0.010" by 0.010" styrene strips, cut to manageable lengths, glued to the door edges, and trimmed off the excess after the glue dried.
- (5) Control box – Here again I did not have the Precision Scale piece in my inventory, so I went about making the part. Unfortunately, my notes do not say what it was made from, but its dimensions are 0.194" wide, 0.150" deep and 0.290" high. For fabricating this piece 0.020" styrene pieces would do fine. An access door was added on the front with the hinges and handle added as per note (4).
- (6) High/Low pressure switch box – There is no commercial part for this, and the depth of the box is very shallow. I made it out of a piece of scrap 0.080" thick styrene (for the depth), 0.280" wide and 0.238" high, then added a door and hardware per note (4). Note that this box mounts on a common set of angles with the winter storage box. I used smaller angles for mounting these two boxes, Plastruct Part 90501, 3/64" per leg.
- (7) Battery boxes – while you can buy several types of battery boxes from commercial sources, a constraint for this model is that the box must fit behind the curved brass access door attached to the car body. I found that a 0.312" by 0.312" Evergreen styrene

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tube (Part Number 255), cut to a length of 0.800" would fulfill the need for the battery boxes. For the era this car represents, I glued two 0.010 thick pieces of styrene sheet on the front to represent the access doors, even though they will be covered up by the curved brass.

Waste chutes – These were fabricated from 0.080" plastic rod (Evergreen Part 212). The individual chutes were cut to a length of 0.420." It takes 14 chutes, one for each bedroom and one for the public toilet. You will be able to see from the plans that several chute locations are in the shadow of where the trucks pivot. Your choice is to omit them or trim them. Mine were trimmed to clear the trucks

Modelers familiar with Precision Scale parts know that they are often sold both in plastic and metal. The references in Table One- pages 43-44 are for the plastic versions. Modelers wishing to use the metal versions will need to use Precision Scale's on-line catalogue to get the corresponding numbers.

There is one other set of parts I fabricated which are optional. They are boxes that

go behind the part of the skirting representing the vestibule steps. I make these to add bulk to the car end when viewing the car from a quarter or end. They are made from a gray plastic rectangle (same one as used in note (3), with the ends capped off with 0.020" styrene sheet. I used ACC to glue them to the brass car body. On one side, this part must be trimmed to avoid a brass soldering lug.



This photo again shows the plastic parts assembled next to the car floor. The fine styrene square used to add hinges and handles to the access doors can be seen before the excess was removed with a sprue trimmer.

Before going on to assembly, the pressure relief regulators need to be discussed. The Pullman underfloor plan calls out two types, 448 and 590. These numbers did not mean a lot to me as the commercial parts from Precision Scale and Cal Scale do not use them. I did

research in old *Car Builders Cyclopedias* and found out that the numbers partially describe plumbing products made by railroad supply vendors. That said, there are two problems. First, the numbers do not directly correspond to any commercially available HO detail parts. Second, the plumbing (water, steam lines

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etc.) that are connected to these devices on prototype cars alter the way they appear. Also, these devices are likely to have been replaced in maintenance programs over the many years of a car's service. Therefore, I decided to use the parts that I had on hand and there are five or six commercial ones to choose from.

Adding the Metal Detail Components

The main difference between adding the metal detail parts as compared to plastic parts is that they require holes to be drilled in the underbody floor to accommodate the mounting lugs. The mounting holes are located using the Pullman underbody plan. The lugs could be cut off and the mounting area filed smooth for ACC or epoxy, but using the lugs makes for increased security, as it is much harder to knock them off. The size of the lugs differs by part, so I use the digital calipers to measure them. The casting process often leaves the lugs asymmetric, so three or four measurements should be made to ensure the size of the drill you use will accommodate the largest of the dimensions.



You can see the metal detail parts applied, using ACC to bond them to the underbody floor.

You can force a lug into a hole that is a bit too small because the styrene is relatively soft, but when doing this, care should be exercised not to push your luck too far. I have also found lugs that are bent, requiring straightening with a small pair

of pliers. If not straightened, the part will not sit correctly on the underbody floor.

To prevent the lugs projecting through the floor interfering with the mounting angles on the car body and to ensure they would not be in the way of any interior details, they were ground smooth with an abrasive tool mounted on a Dremel. At the speed (8000 RPM) of the tool, care must be taken not to get it involved with the styrene. The photo below shows the lugs before grinding.



In this photo you can see the lugs projecting through the upper floor.

Adding the Plastic Components

Styrene cement was used to glue the plastic parts on, with the exception of the ones made from ABS, where ACC was substituted. At this point, the underbody floor should be mounted on the car body to make sure the battery boxes and A/C unit are correctly positioned behind the brass curved access hatches. I started at the vestibule end of the car and moved towards the other end, adding smaller parts before larger ones. As with the metal parts, the Pullman floor plan can be used for locating the parts. I had previously mounted the tanks on their prepared angles as well as the high-low pressure switch box and winter cover box on their smaller angles. Having done this ahead made the final assembly much easier. In the process of mounting the A/C unit, I discovered that Branchline had made the unit to be mounted in the opposite direction. Had

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I noticed that ahead of time, I could have assembled the face flat and circular fan cage opposite from what the Branchline instructions call for. I decided that it would be possible to mount the unit upside down and call it good. Since the curved brass access hatch sits in front of the unit, one has to get much closer than three feet to notice the error.

There are two more parts that need to be added. The first is the drive train that includes the speed control and standby motor, a part that came from the Branchline sprue of A/C parts. The standby motor needs to be lined up with the fan cage on the A/C box. The drive train can be glued on the underframe center sill. On the prototypes, the drive axle was connected to a right-angle drive mounted on the truck transom. That box in turn was connected the rear axle of the truck by belts. The part, called a "truck transfer drive" is made by Precision Scale, and can be glued to the D&G truck transom. I did not have the part in stock but can add it later.

The second plastic piece in need of discussion is the generator. The Pullman plans call for a 5Kw belt driven unit. Precision Scale makes a 7 Kw unit and a 4Kw unit and I judged the former to be closer to a 5Kw unit than the latter. The generator comes with a mounting frame that has legs extending downward towards the underbody floor. However, they are much too short to reach the floor, so I cemented a piece of scrap Plastruct "I" beam (Part 90513, 1/8" or 3.2mm) to the floor to make up the distance. You could just as well use a channel or "Z" section of the same height.

The last parts I attached were the waste chutes. I found after I had drilled one hole at 0.080" to match the stock from which the chutes were cut, that the fit was too loose. I got out the digital calipers and discovered that the rod was actually 0.075" in diameter. While that seems like a small difference, it was not in this case and I urge modelers to check dimensions even when the supplier states them. It is possible the rod was manufactured to 1.9mm, which would account for the difference. When gluing them to the floor, I made sure the end was flush with the top of the underbody floor, so they did not interfere with the brass mounting angles. If this is not done, a 17 blade or file will be required to level them. One last comment on the waste chutes. I normally would not model them, but the 13-bedroom car is different. With the open toilet/sink combinations all mounted on the outside wall of the bedrooms, the chutes show prominently. All-room cars require that the heavy underbody components be mounted on the aisle side to balance the weight of the plumbing and fixtures on the room side. With smaller underfloor components mounted on the room side, the chutes on the "County" cars do stand out. Modeling them improves "the look" though they may be vulnerable to handling and layout derailments.

Finished Product before Painting



This photo compares the original underbody compared to the new one just before completion.

Dressing Up Great Brass Fleet Prewar Lightweight Pullmans



This photo shows the finished underbody after the waste chutes were applied.



This photo shows the car body mounted on the floor and trucks, sitting on the test track.

The car body will get a finish gloss coat plus glazing, while the underbody will be air brushed with a mixture of one-half engine black and one-half grimy black. NYC post-war painting diagrams call for the underbody to be painted "gunmetal." The mixture I use provides a weathered "gunmetal" look.

The GBF cars come up for sale on eBay now and then and this article could also

be applied to any of the other pre-war GBF Pullmans where the modeler wants a version of the car to match the years 1948 to 1962. This article would also be adaptable to those choosing to build a car using a core kit and commercially available car sides. As mentioned previously, the D&G trucks are still available.



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Two more of Dave's models of these cars.



"La Porte County," but is taken in either Mott Haven or Detroit (third rail in evidence).



The St Louis Railroad Prototype Modelers' Meet 2025

A Photo Essay by Seth Lakin

Photos by Seth

The 18th annual St Louis Railroad Prototype Modelers Meet was held at the Gateway Convention Center in Collinsville, Illinois on July 24th to 26th. The meet had 38,000 square feet, more than 200 vendor tables and 20+ historical societies. At this year's meet there were about 900 attendees, more than 2500 models displayed, and 18 clinics presented. President Alex Schneider, Director Seth Lakin and members Bob Keeler and Tom McHugh manned the tables for the society. Director Lakin and members Alan Bell and Mont Switzer all gave clinics. Several New York Central models were on display.



Front row, NYCSHS member, Bob Keeler, NYCSHS President Alex Schneider, and back row NYCSHS member Tom McHugh and Director Seth Lakin

The St Louis Railroad Prototype Modelers' Meet 2025



New York Central HO scale Fire Car X-2002 by NYCSHS member Tom McHugh. Tom started with a Central Valley 41-foot flatcar and scratch built the tank with added details from Cal-Scale and Selly.



Another view of Tom's X-2002 Fire Car with prototype photo.

Check out Toms article about building this car in this edition, page 76.

The St Louis Railroad Prototype Modelers' Meet 2025



HO Scale J-1e #5401 by Chad Boas, a Westside brass import



NYC 176322 a lot 692-B 50-foot boxcar, as modeled by NYCSHS member Mont Switzer using a HO-scale Proto2000 50-foot single door boxcar.



Mont Switzer's other NYC freight car on display was lot 701-B box #64364 which was built from a Proto2000 50-foot double door boxcar.

The St Louis Railroad Prototype Modelers' Meet 2025



NYC 203619 a lot 965-B as modeled in HO scale by NYCSHS member Dennis Lippert. Lot 965-B boxcars were refurbished at NYC's Beech Grove Indiana shop between 1965 and 1968 starting with 1940's era 50-foot single door boxcars. During the refurbishing, the roof walks were removed, corner ladders and hand brake lowered. Dennis built this model starting with the Proto 2000 single door 50-foot boxcar.



Dennis' other NYC freight car on display was a 858-B 40-foot box 84936. Built from Branchline Trains 40-foot Post-War boxcar that used DSI ends, and the roof shortened from a 50-foot model. The prototype lot 858-B was built by Despatch Shops in 1958 and were the only 40-foot boxcars that used the unique DSI roof panels and ends. They were one of only two lots of NYC 40-foot boxcars that had eight-foot doors, The other lot being the 25 lot 848-B Pacemaker boxcars built by Pullman.

The St Louis Railroad Prototype Modelers' Meet 2025



Modeler's Committee chairman Seth Lakin displayed his NYC converted steel coil car from a flatcar. The HO-scale model started as an Intermountain 53' flatcar, then 3D printed coil car components designed by modelers committee member Scott Heiden were added to the flatcar.



Director Seth Lakin's clinic was a deep dive into NYC's 5000 general service 40-foot PS-1 boxcars. He displayed two work-in-progress HO-scale Intermountain PS-1 boxcars. The Intermountain PS-1 represents cars built after 1953. Seth is changing details backdating the models to represent a lot 765-B built in 1949 and a lot 817-B built in 1951. Look for an article detailing the backdating in a future issue of NYCentral Modeler.



Some of the O-Scale models displayed were this DPA-5e #4065, a EMD E8a by David Reid. The model was imported by Key Imports with custom decals from Modern Rails Decals. Another one of David Reid O-Scale models is this twin-unit diner. The prototype was built by Pullman-Standard originally ordered by the Chesapeake & Ohio but then sold to the NYC. The models are imported by Golden Gate Depot with custom work from Calumet Model Works and Union Station Products.

The St Louis Railroad Prototype Modelers' Meet 2025



O-Scale Hudson 4-6-4 J-1e #5340 was displayed by David Reid. The locomotive was built by Ajin and imported by Overland Models and the tender is imported by Kohs & Co.



Alco FA-2 class DFA-7b #1053 leads a FB-2, a General Electric U25B and a caboose as displayed by Tom McHugh. The HO model is from Rapido.

The St Louis Railroad Prototype Modelers' Meet 2025



HO-scale NYC Flexi-van diorama displayed by Tom McHugh.



Tom McHugs talks with an attendee at the NYCSHS table.



Bob Keeler had one of the biggest models of the meet on display, a G-Scale RS-3 from Aristo Craft.

Railroad Prototype Modeling RPM Mission Statement

Mission statement written in 1987 by Joe Delia. and still applies today

- Promote the prototype modeling of all eras.
- Develop greater knowledge and understanding of prototype railroading, it's history, and it's cultural and economic significance.
- Nurture and increase the exchange and sharing of both prototype and modeling information among modelers.
- Uncover new sources of prototype information and share the results of prototype research.
- To work with manufacturers to "encourage" production of prototypically accurate models.

- Improve communication among modelers, researchers, historians, manufacturers, authors and editors to avoid unnecessary errors and duplication in both products and publications.
- Encourage participation, mutual support and fellowship among prototype modelers.
- Gain increased recognition and respect for prototype modelers and modeling and improved coverage in the model railroad press.
- Provide guidance and encourage members to organize local meets.
- Celebrate new and lasting acquaintances with people who share a common interest and wish to share their knowledge with others.



New Hand Laying G-Gauge Tracks and Turnouts – Part 2

Article by John Emerson

Photos by John

This is part two of the detailed instruction on how to install a custom, curved, #6 G Gauge turnout using Micro Engineering code 250 rail. BUT most of the information is applicable to scratch building in any scale, especially where a custom switch is needed and not available.



The completed turnout with a Caboose Hobbies 208S ground throw installed.

Picking up from Part 1: the rail locations, where the points and frog point are to be placed are marked, and the ties are in place and painted. The rails are T pinned in place along this long, slow curve. Reading the tape measure, the Lead, the distance between points and frog point, is approximately 21". For turnout nomenclature, see NMRA drawing in REFERENCES below.

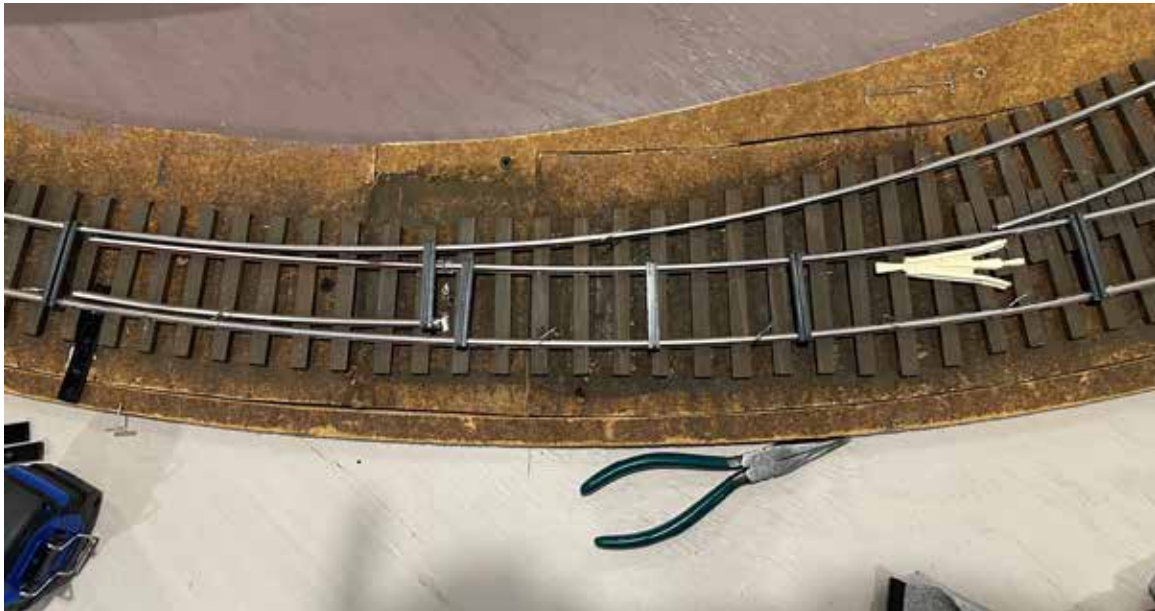
Looking at the photo, install the lower stock rail with spikes, and T pins on the upper side of the rail to allow removal and re-fitting. All the other rails are held in place with only T pins and plastic track gauges for easy removal and adjustment. The switch rails and closure rails are joined by a loose rail joiner in the middle, about 9 1/2" from the beginning of the tape.



Layout for point rail and general configuration

New Hand Laying G-Gauge Tracks and Turnouts – Part 2

Continue to locate where the points and frog point are going to be. It may be necessary to move the upper stock rail to accommodate the point rails. You must lengthen or shorten the switch and closure rails, so the rail jointers fall between two ties. [Skip ahead several photos to see how these rails are a system of 4 rails.] When satisfied, cut the switch rails to length and pin in place to see how they are going to fit against the stock rails.



Point rails length established and held by plastic track gauges and T pins.

Mark sections of the switch rails where they need to be filed to fit against stock rails – the base flange (sometimes referred to as a “foot”) and the head. Also, mark some of the head on the side towards the other switch rail to remove making a point for a smooth transition when the wheels of a truck pass through the turnout. File each of the switch rails using a vise and a good file. See references for tools that work well.



Switch rail in vise during filing the point.



Stock rail base flange being filed.

Now place the switch rails back against the stock rails and determine where and how much of the stock rail base flange needs to be removed for the switch rail to fit against them. Use a colored marker pen to show the amount of base flange to remove.

New Hand Laying G-Gauge Tracks and Turnouts – Part 2

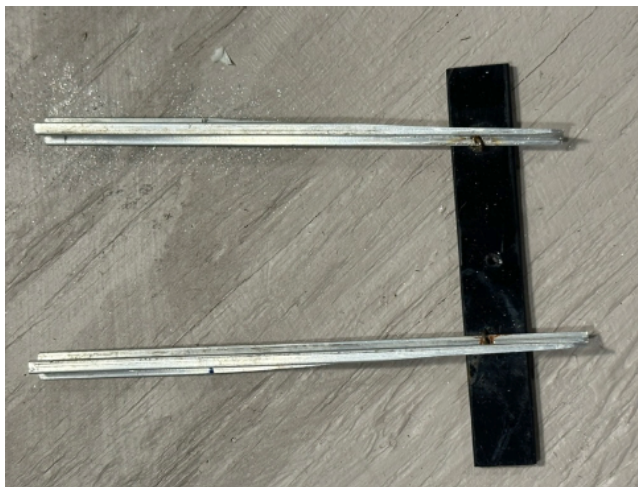


Points next to stock rails to determine how much base flange needs to be removed.

Remove the stock rails and file off the necessary base flange material. Replace the stock rails and fit the points rails. It is likely that you will have to remark and refile either point rails, the stock rails, or both; don't get discouraged.

Properly filed switch and stock rails fitting together.

Once you are satisfied with the fit, fasten the two switch rails to a switch rod. Use a 1/8" thick piece of plastic for the switch rod sized to slide between the two ties. See next photos. A typical simple assembly of two switch rails and switch rod for a turnout looks like this. .



Simple assembly of two switch rails and switch rod for #4 turnout, pins to hold the switch rails in place are medium spikes pushed up through holes in the plastic and rail and bent over.

New Hand Laying G-Gauge Tracks and Turnouts – Part 2



Switch rails fastened to switch rod.

To attach the switch rails to the plastic, do the following:

Center the plastic switch rod between the rails, and against left tie, and support it from below so it touches the rails. Next, drill through the switch rail base flange and plastic.

Remove the switch rail and switch rod. From the bottom of the plastic, put a medium spike through both and bend the spike over to hold them together. Some modelers use a screw threaded through the plastic and into the rail, probably a 2/56 or smaller screw.

Put the rail and switch rod back in place with the rail against its Stock rail. T pin it in place so it does Not Move. Move the other switch rail away from its Stock rail about 1/4" and secure it in place. Drill down through the rail and plastic; remove the assembly and pin the 2nd rail as before. Carefully move the upper Stock rail and insert the assembly into the turnout.

It should now look like the photo above.

With the switch points now secured:

Fully spike the lower rail in place and set the frog in place.

For the lower route through the turnout, T pin the other rails in place to the right of the frog.

T pin the upper stock rail in place several feet to the right of the frog. Check that its curvature is smooth and not kinked by eyeballing from down track through each end.

Now fit and cut the closure rails. Using the plastic track gauges, T pin the upper stock rail to the closure rails. It should look like the Photo below.

New Hand Laying G-Gauge Tracks and Turnouts – Part 2



Preliminary fitting before spiking closure rail associated with lower rail.

Check that the switch points move freely when holding down the end of the closure rails at the joint with the switch rails. Sometimes it is necessary to shim the closure rails due to irregularities in the tie heights. When satisfied, spike the closure rail associated with the bottom stock rail. Basically, the finished portion of the turnout is like the photo below after removing the loose parts.



Completed section of turnout without loose parts.

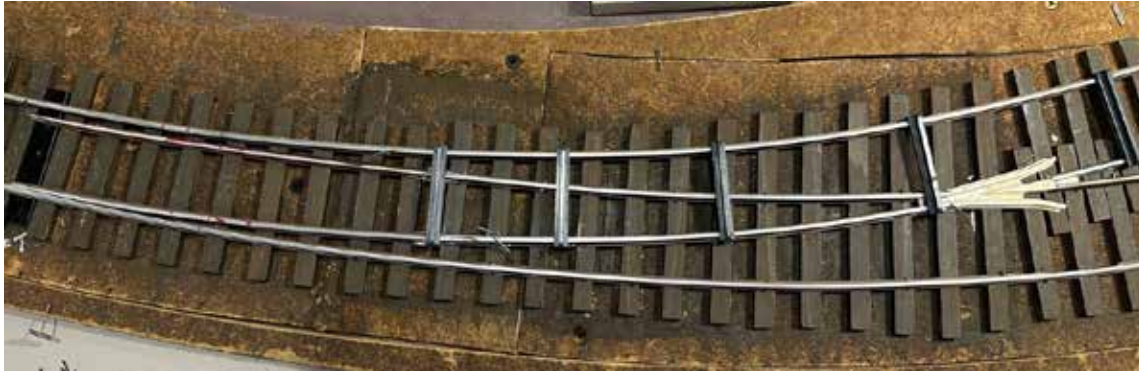
Now to finalize the location of the upper stock rail and associated rails using T pins and the plastic track gauges:

Reinstall the upper stock rail and associated closure rail, but do not pin the closure rail to allow it to move, as they are attached by the plastic track gauges.

Install several feet of the second rail of the final track to the right end of the frog.

Now check the alignment of the stock rail and its track to the right of the frog making sure that the curve is smooth and not kinked, Photo below.

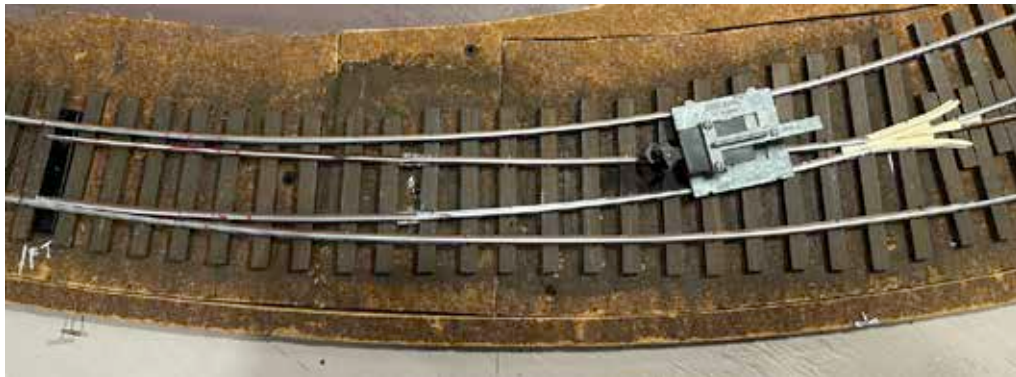
New Hand Laying G-Gauge Tracks and Turnouts – Part 2



Turnout upper stock rail and closure ready for spiking.

When satisfied, spike the rails in place.

Finally, test run a car or Kadee track gauge through the turnout, gently guiding it through the frog, you may discover tight spots, etc. that need correction. **Photo below.**



Checking the gauge using a Kadee track gauge.

Now create the guard rails to keep rolling stock on the track when going through the gap in the frog. The guard rails need to be long enough to protect the wheels before and after the frog and steer the wheel sets through the frog. Don't make them too short, **Photo below.**



Guard rails in place.

Slightly bend the rail head on each end with heavy pliers to prevent wheels hitting the end of the guard rails. This is especially helpful when out-of-gauge wheel sets go through a turnout. Many G Gauge cars and engines were not manufactured to strict standards, so they will not go through turnouts, commercial or custom without modifications to the wheel gauge.

New Hand Laying G-Gauge Tracks and Turnouts – Part 2

Electrical connections – because the frog is plastic, electrical jumpers to the closure rails need to be installed. **Photo below.**



Jumper wires between stock rails and closure rails.

Since you can **Not** solder to aluminum, the best way is to install brass screws in drilled holes: Drill the rail at the intersection of the web and base flange and install a 2/56 brass filister head screw. Using a #48 drill, carefully insert the screw, screw it in and out until seated. Tin the head with a soldering iron (it takes a lot of heat and soldering guns usually don't get it.)

Solder the jumper wires between the two rails, **Photos below**



Placement of filister head screws.



Ground throw installed.

Switch Movement - your choice - I prefer ground throws for my current layout as it is 51" above the floor and operating crews are very close to their trains and can throw the switch. Caboose Hobbies #208S (S for spring loaded) ground throws work very well. The linkage is piano wire between a hole in the end of the switch rod and the ground throw, see above.

New Hand Laying G-Gauge Tracks and Turnouts – Part 2

Clean up the marking pen colors, paint the frog, and touch up the rails to complete the job.

FINAL WORDS: Be prepared to tweak and adjust the “finished” the turnout; and this turnout was no exception, as the train kept derailing when taking the “reverse route”, due to the outer curved rail needing to be super elevated to stop some wheels from riding up over the switch point – just like on real railroads.

Additionally, I consistently must tweak one or two of my 60+ turnouts each year, mostly because the points stick to the painted ties. Or there are wheel gauge issues with a particular car or engine being out of spec. and picking a switch due to a car or engine having back-to-back wheel distances too close. This is especially true of Aristocraft’s later 3 axle diesel engines.

REFERENCES

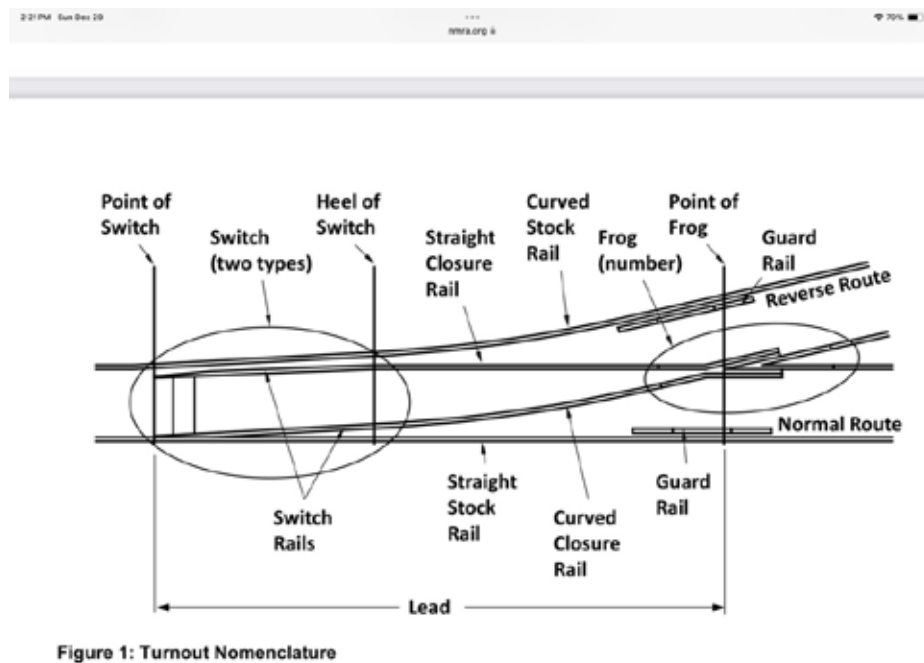


Image courtesy of National Model Railroad Association: NMRA Technical Note TN-12: Engineering Analysis and Geometric Design of Model Railroad Turnouts

Materials

Micro Engineering code 250 aluminum rail, 6' sticks, weathering sprayed on after purchase

Micro Engineering spikes: preference is Medium, not Large

Micro Engineering code 250 **ALUMINUM** rail joiners, NOT Stainless Steel (they are too hard to drill through to install screws for electrical conductivity.) Joiners without screws

New Hand Laying G-Gauge Tracks and Turnouts – Part 2

will fail to conduct electricity after some time. If you use battery operation, conductivity is not an issue

Caboose Industries #208S ground throw for O/S gauges, it is spring loaded to hold the rails together with tension

Lowe's black sound board - 1/2" - 4' x 8' "impregnated sheath coat" - much cheaper and more stable than Homasote

Cedar ties made from planed down dry cedar fence slats, and ripped on a table saw

#6 resin cast frogs – See addendum.

2-56 x 1/4" slotted brass fillister head machine screws, purchased from Amarillo Bolt Company, Amarillo, TX, there should be other supply houses in your area.

Tools

Micro Engineering code 250 plastic track "gauges"

Good pair of long nose pliers (with plastic coated handles)

Razor saw with about 32 teeth / inch

Bench vise with smooth faces - no teeth to mar aluminum rails

Various files to file switch points in vise, and a file card to check files



Rotary modeler's tool for drilling and grinding

Cardboard templates for establishing large radius curves, especially curves that cannot be laid out with a compass.



ADDENDUM

#6 Frogs: After completing this article I discovered that the #6 resin castings given to me were copied from a source no longer available, so you can't go to them and buy their frogs; **THIS** defeated the reason for writing this article.

So, I researched the NMRA design Standards and Recommended Practices on track and frog designs, designed, and printed 3-D print frogs; and put the files on a website where you can download and print them. The frogs print files are available on Bambu Labs' "Maker World" website, makerworld.com. In the search box at the top of the page insert: "John E indoors G Gauge Trains" and before you finish typing, my creator link will

New Hand Laying G-Gauge Tracks and Turnouts – Part 2

appear. Click on the link to open my page, go to “3D Models” and the photo and link for the Frogs will appear.



#6 3D printed Frog installed on layout

I tried to faithfully follow the NMRA Recommend Practices, but I made some necessary additions and changes to make functional Frogs; and I expanded the scope of my work to include #4 & #5 Frogs.

Below are NMRA recommendations for when to use each numbered frog, based on the radius of the curved track entering your turnouts; YOU will have to use judgement as to which frog is appropriate, as it's unlikely your curve radius is exactly the NMRA's radius. The “Lead” is the distance from the frog point to the switch point, which can be plus or minus, in order to make the frog fit.

Frog #	NMRA Radius Inches	Approximate Radius in Feet	Rough Diameter Feet	“Lead” Inches
6	99.427	8' - 3 1/2"	16' - 7"	17.7
5	65.310	5' - 5 1/4"	10' - 10 1/2"	15.9
4	39.308	3' - 3 1/4"	6' - 6 1/2"	14.0

I designed all three frogs, because #6's don't work for all locations; in fact, one of my recent turnout installations should have had a #5 frog to operate better, because the radius was about 6 feet, not 8+ feet. But I didn't have a #5.

New Hand Laying G-Gauge Tracks and Turnouts – Part 2

Should you have more questions about the frog design, files, or printing please contact me through this magazine, or possibly my Maker World page.

Some of Noel's models in 1/29 scale that could run on John's finished track and turnouts.





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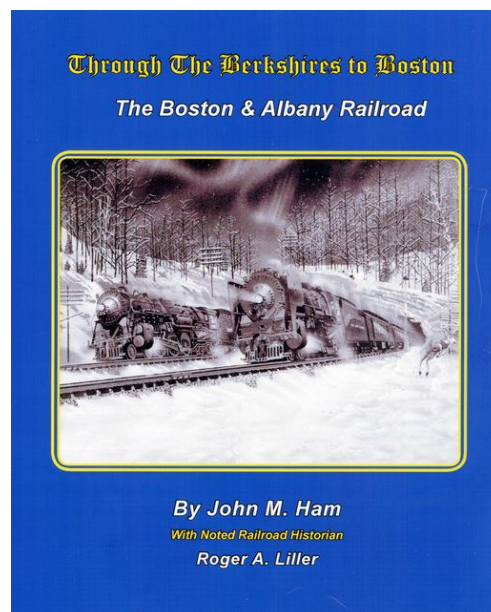
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Keeping My Aging Fleet Running

Article by Steve Bratina

Photos by Steve

The majority of the engines that run on my CASO module are what most consider "vintage". Getting the brass steam to perform is a challenge but all have ended up running as I think they should. The diesels are mostly plastic except for maybe two or three brass units. Getting them to perform also takes some work but what I find sometimes is a cracked axle gear.

Repair is usually a simple matter of changing the damaged one out with a new Athearn replacement. Lately though, the supply of gears has dried up at some of my usual go-to locations. I read about fixing broken gears, but this required a lathe, and while I am fully equipped for my live steam hobby, I thought there must be an easier way to do this using basic hobby tools. I thought I would give it a go, and after several different methods that all failed miserably, I came up with this. So far, it has worked very well and kept my aging fleet of NYC diesels running on the CASO. The idea may work with other brands of locos, but I have only Athearn and old Proto models to test it on.

To do this, you need a variable speed electric drill, 3/16 brass tubing, a 3/32 drill, small flat file and a #43 wire drill. This last item might be the only thing you would need that is out of the ordinary.

1. Place the 3/16 drill in the vice as shown. This allows the gear to spin while chucked in the electric drill but will take the downward force of filing and preventing the gear from spinning out of the chuck. If you are a lefty, the drill runs forward. If you are a righty, you need to run the drill in reverse to do the filing as is shown. Gently chuck the one side of the gear using the collar to hold it in the

chuck. Place the gear back on the drill mandrel and spin the gear while gently filing the plastic collar down.



Here is a view of the drill holding the gear. The drill is large enough to act as an axle to allow the gear to spin freely while in the drill chuck.

2. File the plastic evenly and not tapered. Take your time and don't try to hog it off all at once. Pressing with the file too hard may cause the gear to pop out off the chuck. Check often with the brass tube and when the outer diameter (OD) of the gear collar is just a tic smaller than the OD of the tube, stop. We need to have some squeeze on the brass collar so even if the gear was just even with the OD of the tube, it will work. Now put the gear back on the drill mandrel and turn a bevel on the edge. (1a) You want the brass tube to just start onto the gear. Also make sure the end of the brass tube is square and run a small round file inside to clean up that edge. When you have this, move to step three.
3. Find a nice flat and fairly strong surface to put the gear on its end.

Keeping My Aging Fleet Running



Tapping the tubing onto the gear. Light taps are all that is needed. If you feel the need to pound with the hammer, find an old Pennsy box car.

Using a hammer, gently tap the brass tube home until the edge touches the gear side face. Clean off any flash with a knife.



The collar is 3/16 so mark the tubing with a fine pencil and cut with an Xacto saw. It is best to support the tubing in some way to make the cutting easier.

Now mark off 3/16 from the face of the gear on the brass tube. This is the length if the plastic gear collar. Cut off the tube with a saw. I use a V block to help out here. (2b)File the cut end so the tube is even with the plastic inside. Don't forget to clean up the edge of the tubing too to remove any burrs.



After cutting, the tubing is filed down to the plastic collar. This ensures the same amount of clearance between the gear end and the axle bearing, allowing it to spin freely without binding on the new collar. Using the #43 drill cleans out the hole and also opens it up just a bit.

The original issue I believe was because the interference fit between the wheel axle stub and the gear was just way too much, putting excessive pressure on the plastic gear. The #43 drill still allows for good grab on the gear but reduces the amount the plastic must compress inside the brass tubing. This shows the gear just before drilling.



The hole before drilling.

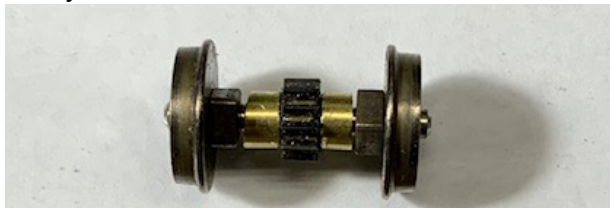
Keeping My Aging Fleet Running

4. Now run the #43 drill through to clean up the hole.
5. Place the newly collared side in the drill chuck and work on the other side.



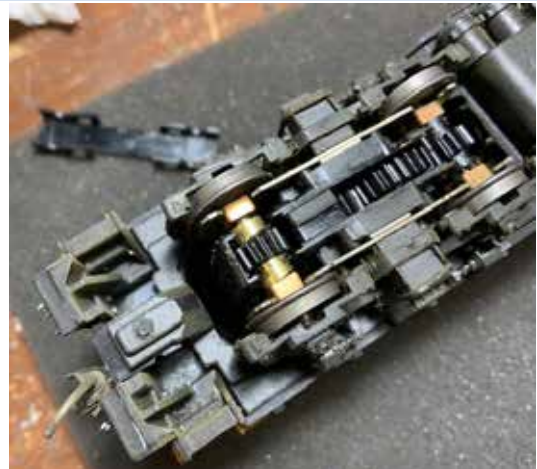
Steve is putting the newly collared shaft in the drill to place the collar in the other end.

6. The plastic collars were different sizes. One side is 0.169 and the other is 0.175 so a bit more filing will be needed on the larger one. Do the same process to this side and when the brass collar is on and cut, run the #43 drill through again to clean the hole.
7. Press home the wheel and bearing assembly on each side making sure that the gear is centered to the wheels and that there is clearance for the bearing to spin freely.



Here is the completed axle assembly. The gear is centered so there is equal clearance on either side between the gear and the wheel. The gauge is checked with the NMRA gauge and adjustments can be made if required. The clearance needs to be equal on both sides.

8. If you filed the tube edge down to the plastic collar, this should not be a problem.
9. The opening in the Athearn truck will take the 3/16 brass collar so place the wheel set in and clip on the bottom retainer.



This is the end result.

The gear is back in the truck, and the bottom keeper is ready to go back on. I find a blip of conductive oil from Walthers on each bearing makes for a bit better pickup. To make it even better, a bronze wire across the two bearings on the pickup side and a small silicone wire soldered to it will give even better performance. There are probably several other ways to improve pickup but that is for another time

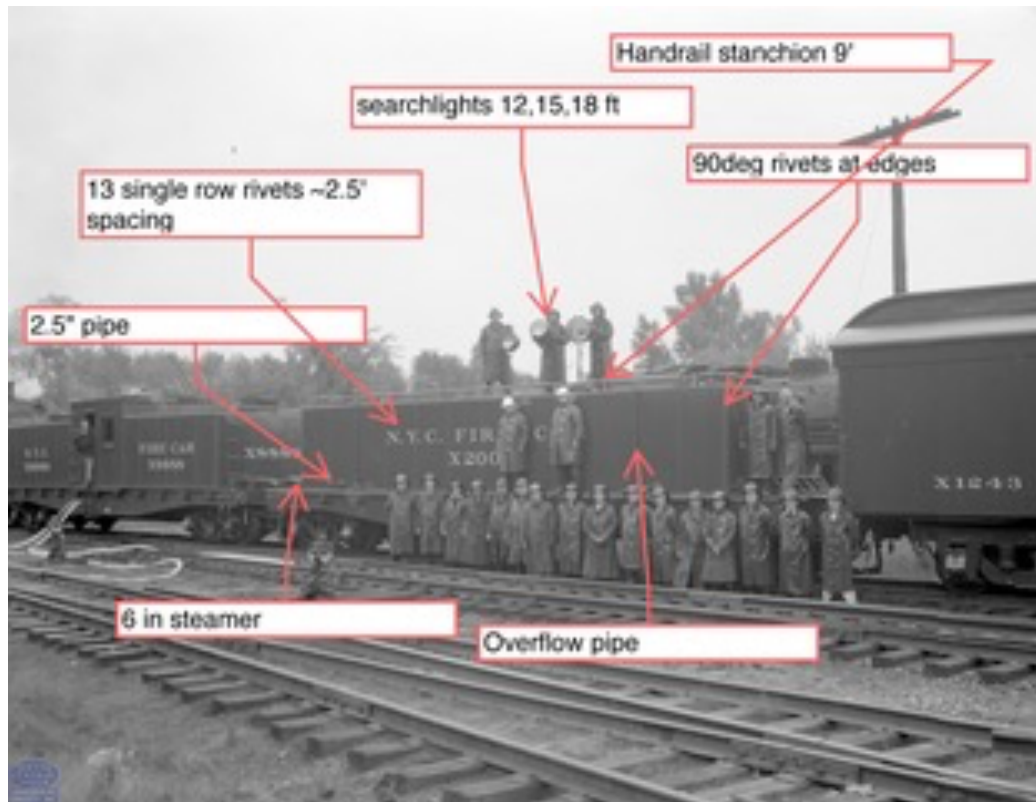
You should be good to go. I hope this is of some help to NYC diesel modelers. For those of you trying this, as you start to get good at it, it might make a good talk and demonstration at your club some night or invite the guys down to your basement for coffee and gears.



Quest For Fire Revisited

Article by Tom McHugh

Photos by Tom except as noted



Tom created this photo of a NYCS fire train with details of the "Water Car X-2002" illustrated with information and some dimensions added. NYCSHS photo collection WR46236.

It all started with reading "Remembering the West Albany Shops" by Nick Ariemma, based on the recollections of Richard Barrett, in the *Central Headlight* 1st Qtr. 2022. I had to have a fire train! It would be a 3-car train, X-1243 a converted baggage car, X-2275 the pump car and X-2002 the additional water car.

The New York Central had a history of using fire cars at a few locations including West Albany, Selkirk, and North Bergen, where water mains were not available for fire protection. The Brigade at West Albany and was comprised of 24 men, the largest brigade on the system. These original cars had a steam operated pump supplied by the locomotive and were built starting in

1902. The 1943 class, represented by X-2278 had a gasoline powered water pump capable of 500 gpm. Construction of the new class of fire cars was prompted by the increase in petroleum products in tank car traffic during wartime. The provision of the gasoline powered pump allowed the new cars to operate independently of an attached locomotive (Steffens, 1943). It should be pointed out that "Fire Car" by this author refers only to the car that carried the pump, while "Fire Train" consisted of the Fire Car, the water car and the equipment car.

Invaluable in the research is the NYCHS DRAWING FILES (FLASH DRIVE) MOW (WORK EQUIPMENT) 090111 available

Quest For Fire Revisited

from the Collingwood shop. There appear to be two standard designs for the pump car, the 1902 version represented by plan Z-9390 (X 8888) and the 1943 version represented on plan Z-53522 (X 2275), which is what I have chosen to model. The tank car style with the most photos in the archives is represented by plan SK.V-6874 (X 2288) which appears to be a tank set on a tender frame and carrying a T- number of the original tender? (see below). The water car that I constructed based on photos of X-2002, is a tank constructed on a fish belly flat with standing room on all four sides of the tank, for which there is no drawing.

Every time I visit the archives I find something new, it raises more questions. Pump cars such as X-8888 and X-2269, follow the 1902 drawing with a rectangular tank on each end and a central cabin built on a straight frame platform, bodies extending over the sides of the platform. While I chose to model X-2002 as my auxiliary water car, in the WR46236.jpeg it is mated with X-8888.

Auxiliary tanks also varied, X-2288 is on a platform like X-8888 and does not incorporate searchlights on the deck. Even end ladder placement varied with some on the right and others on the left. The auxiliary tanks have steam and signal lines and photo PB429039.jpeg shows X-1243 connected to a steam line while in a yard to keep the water from freezing in low temperatures.

I have never attempted such a massive scratch and kit-bashing project in my 60 years in model railroading. In the old days, I had built up Ambroid and Walthers passenger car kits.



Fire equipment car X-1243. NYCSHS photo collection PB429039.

I spent over a year researching and acquiring what I thought would be the basis for the train. At train shows I scavenged for round roof express reefers, flat cars, and closed vestibule wood passenger cars. I spent hours on the internet finding super detailing parts that had not been produced in years. I found a source for Craftsman (remember those?) closed vestibule wood baggage car kit in current production. I found a copy of a plan for the pump car X-2278, originally published in *Railroad Model Craftsman* in 1943 (Berge, 1943) for sale at www.vintagemodelplans.com.

I purchased styrene, wood siding and brass, unsure of what the final construction would be. I had an article from *Colliers Magazine* (Choplin, 1952) complete with color photos, and I referenced multiple images from the NYCHS Archives. I could find no plans of X-2002 even in the MOW thumb drives from the Collingwood Shop. I found several pictures of X-1243 in the NYCHS Archives and decided to use a LaBelle Woodworking closed vestibule baggage car, not an exact match but it appears to be a reasonable stand in. I kept revisiting all the information I had

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collected, almost started several times but lack of dimensional data kept me from making the first cuts.

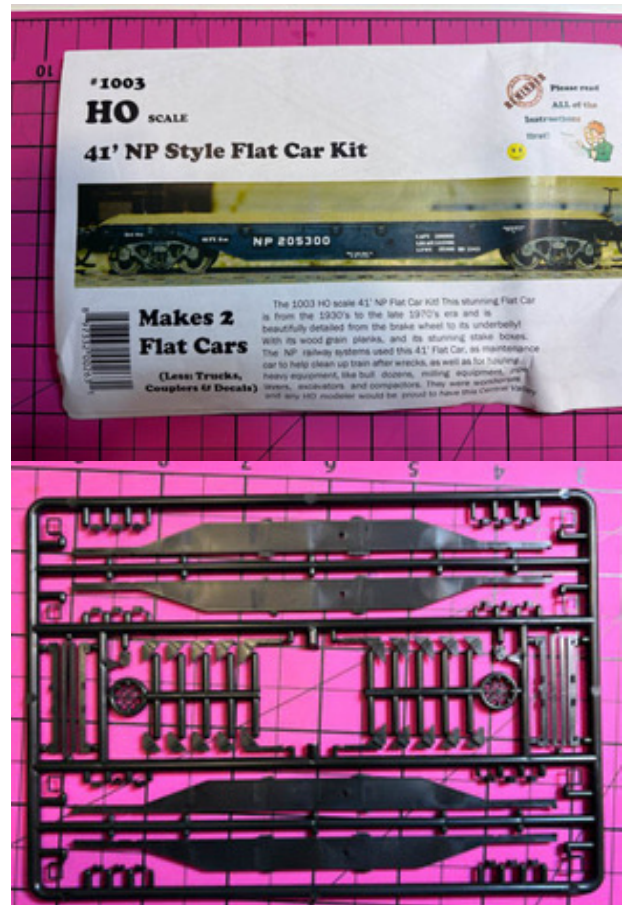
So here it is spring of 2025, three years later and I gave myself a kick and started; my goal was the St. Louis RPM meet in July. (See pages 50 - 57 for photos of models from that meet, including Tom's Water Car X-2002.

I kept going back to the pictures of X-2002 in the article. I had thought that it was built on a 50' foot flat car and had always planned for that. Looking again at the picture, based on the height of men standing next to the tank it was probably 6 feet in height, it appears there must be about one foot of deck available to stand on and two feet at the end of the tank. Counting the crew standing in front of the car I counted thirteen at about two feet wide each, and then figured the empty space, as well as the angle of the fish belly.

Unfortunately, there are not a lot of photos of flat cars in the archives. Speculating 50' flats would be relatively recent construction in 1943, it didn't make sense that it would be the basis for an MOW unit. Again, turning to research, I went to the Canada Southern site and found diagram books for NYC freight cars. Two possibilities stuck out - Lot 255 (1912-1918) or lot 598 (1930). Looking back in previous notes (Guillaume, 1993), I was able to verify Lot 255-F was the basis. I now had the basis for the frame of the car, my guess at the dimensions of the tank from analyzing the photo was 7' wide, 6' high, and 36 feet long for 1537 ft³. The capacity for X-2002 is listed as 11,500 gallons. There are 7.48 gallons/ft³ multiplied by 1537 ft³ comes out to 11,500 gallons. My model will

not be an exact replica of a NYC class but at least I have a good approximation.

I chose Central Valley kit #1003 41' NP style flat car kit as the base for X-2002, it is an appropriate length and had the bonus of coming in a 2-pack for a low price.



Central Valley flat car kit Tom used for the base for X-2002. The kit has simple parts and the kit was easy to construct.

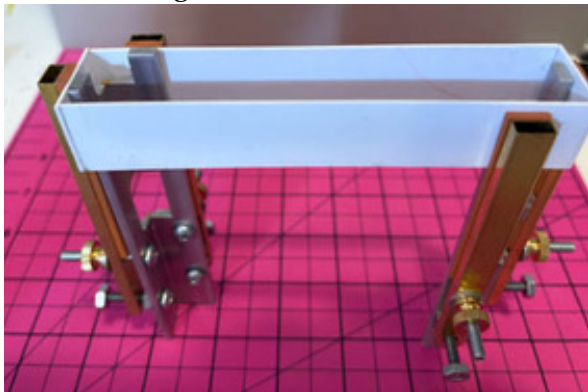
It is well detailed and is relatively easy to assemble. The finished car is light but can have weight added to the center beam, or as suggested the weight can be a part of the load. I placed a lead weight in the interior of the tank.

Multitasking while I was waiting for glue to dry on the flatcar, I pulled out the plan of X-2275 and laid a short Bowser tender body

Quest For Fire Revisited

casting on the plan. Eureka, the tank body was the right length and would only need some shaping to the top of the side of the coal bunker, easy to fix with either styrene or brass. The rivet detail was exquisite and would greatly simplify finishing.

Unfortunately, I again ran into the issue of six-foot height; the tender sides were eight feet, but luck was with me. There was a distinct line between what would be the tender frame and the tank sides. Using a combination of a 24 tpi hacksaw blade and cutoff discs in a variable speed rotary hand tool I removed the frame and left the rivet detail of the tank intact. The only detail needed on this part of X-2275 will be a ladder placed on right side and a tender fill hatch. Since this is a PRR tender the mounting holes on the left will be filled with putty. Full details of X-2275 will be in a forthcoming installment.



Construction of the basic tank body was done with styrene sheet and Glued and clamped in place to dry.

Construction of the X-2002 tank was from 0.40 sheet styrene. Two side and two end pieces were cut and held in place with corner clamps. Once the tank perimeter was set, I cut a piece of .040 styrene to fit inside the box, as the top of the tank and it was held in place by four miniature bar clamps placed crosswise. After sitting on my workbench for some time I found that the sides had a marked inward bow. My

remedy for this was to cut 6 1/4 scale foot braces placed inside of the structure.



You can see the braces Tom used to strengthen the sides of the tank.

This cured the problem as evidenced when I put a square on the exterior of the tank structure. All the seams were sanded either by rubbing over a sheet of 400 grit sandpaper or 400 grit sanding sticks. Gaps in seams were filled with modeling putty and sanded flush

I had debated constructing it with .010 sheet brass, but cutting with shears did not give me an even edge. Additionally, bending the 90-degree corners over the edge of a table did not produce satisfactory results and probably would require a brake for accurate bends.

Details make the car and for this step I relied on downloaded image WR46236 from the archives.

Quest For Fire Revisited



The rivet details can clearly be seen on this original photo of the fire car. NYCSHS photo collection.

Details were clearly present on the downloaded image on my desktop but did not translate well into an 8x10 inkjet image, necessitating multiple trips to the computer to verify. Thinking out of the box I converted the downloaded image in Adobe Acrobat[®] to a PDF and zoomed in on X-2002 which then allowed me to add text boxes with arrows pointing to the relevant details. The image on WR46236 clearly showed handrails and the number of supports, the rivet pattern, 3 floodlights, overflow pipes from the filler hatches, 2 ½" pipes with valves on the sides and the 6-inch hose from X-2002 to the pump car. Since there is no plan of the car available, I again used the photo to estimate locations of the details. Detail parts including the searchlights, tender hatches and pipe fittings are NOS. Rivet detail for the vertical rows (13 on each side) spaced at 2.5 feet will be applied using Mirco Mark rivet sheet decal.

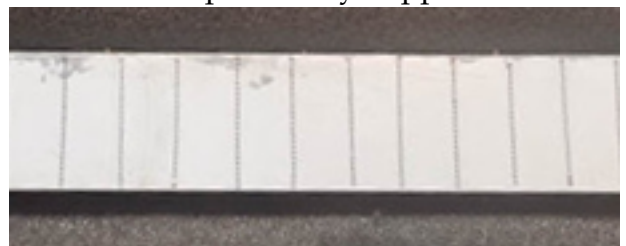
I approached using the Micro Mark rivet decals with trepidation. Instructions said to leave maximum film on the sides of the rivet row, not easy as I would be using the single rows. I prepped the tank with a light spray of gloss coat as recommended. I next

placed pencil hashmarks along the sides of the tank at 2.5 scale foot intervals.



A shot of the ruler Tom used and the card side with the first row point marked with a V.

Since the rivet detail is about the width of 24ga wire I decided to work applying the decals first at the ends and then the center and applying the intermediate rows as the previous decals set. This was brought home when I displaced a previously applied decal. Luckily, I was able to move it back in place with the use of decal setting solution. I made use of fine micro brushes to slide the decals off the film and to apply decal setting solution. I elected to minimize rivet detail where setting solution would run on to previously applied decals.



Tom did an excellent job of positioning the rivet decals on the sides of the tank.

Handrails stanchion are 0.12 Cal Scale eyebolts, with positions estimated from the

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photo, with three on each end and three on the sides spaced nine feet apart. After placing the eyebolts, I ran into a problem with using 0.10 brass wire for the handrails, I could not form it without dislodging the eye bolts, my solution was to run straight wire through the eye bolts and cyanoacrylate on the butt joints at the corners.



Cal Scale tender hatches that Tom used.

Tender hatches were brass round end, Cal Scale part # 190-233. Searchlights were NOS Selly part# 675-286 were placed at 12, 15, and 18 feet from the end of the tank, again approximating from the photo.



You can see where Tom placed the hatches on the water car.



Tom used Finishing Touches searchlights.



Tom mounted the search light here on the car deck.

The discharge pipes on the sides are NOS castings (Selly 675-611) and the overflow pipes thin gauge rigid wire. Ladder placement is best determined by looking at photos from the archives with some with placement on the right while others are on the left. The large diameter discharge from the tank to the pump car is a modified Cal Scale large steam pipe 190-6493 which has a roughly 6 scale inch diameter commonly used for hydrant connection in fire service.

Quest For Fire Revisited



The Cal Scale steam pipe Tom used for the large diameter discharge fitting.



The Finishing Touches valve used on the car.

Steam and signal lines will be Cal Scale #190-275 as the Cary part I originally sourced did not mount as I anticipated.

So here I am, tank structure completed, rivet decals in place spraying with Dullcote to try and preserve the rivet decals. Waiting for them to dry I go back to the archives to try and track down a comment on SK.V-6874 from 1947 that states "water

cars will be numbered the same as the permanent tender number plate attached to the #2 end of the water car frame". This has me puzzled as NYC 8888 was assigned to a Mikado still in service in the late 40's. Any thoughts on this would be appreciated. No luck searching for "water car" or "water tank car", so I searched through 83 pages of the archives for MOW. No luck, but I do find several pictures of X 2002 which clearly show the search lights on elevated tripods. OOPS, doesn't match the searchlight I found, also the valves that were available were either miniscule or looked oversize. So, at this point, with much time and capital invested, I am going to accept that my train will be a representation rather than prototypical. Considering no plans exist for this car, and I have been working from several 60-year-old photos, it is not going to get any better.

Finishing of the train will be in bright red per the photographs in Collier's magazine (Choplin, 1952). I have chosen Tru-Color Pacemaker Vermillion for the finish, possibly not correct but pleasing. Lettering will be individual characters Microscale white Gothic. As can be seen by the photo of the completed car the rivet detail is visible through the paint.

To quote many of my former mentors this was "a learning experience that will help you in the future". This indeed has been a learning experience from my initial thought of using an AHM 0-8-0 tender shell and cutting up some plastic round roof reefers. It has evolved to using new products, old materials and problem solving. As I looked at the finished red tank I was not impressed, I could see where there were some cyanoacrylate smears and some of the valves looked very oversize, but when I

Quest For Fire Revisited

placed the individual white letters, it really popped.

The finished project may not rival the detail of currently available models, but it is

something I made and challenged myself rather than waiting for a model that will never be commercially produced



Tom's completed Fire Car X-2002 that he displayed at the St. Louis RPM. (See page XX to view it on display there.

Consulting pictures from the archives greatly aided this project. One picture in the archives shows X-1243 with a white roof parked in Selkirk. Going forward I have noted several modifications I will need to make to the closed vestibule baggage car kit to make it more representative of X-1243 including changes to the baggage doors and the windows in the clerestory roof, but that will be detailed in a future installment.

Construction of X-2275 will also be detailed in the future, but at least I do have a plan that was published in 1943 Railroad Model Craftsman, and I still have a vast collection of NOS parts to work with. This project encouraged me to greatly increase the available tools on my work bench. Machinist squares, bar clamps and corner clamps will be useful for many projects.

Here it is the afternoon of July 23, 2025, two days until my self-imposed deadline of STL RPM meet in Collinsville. The car is finished, rougher than I hoped for but this was a first-time project for me. Actual construction time was 15-20 hours, don't remember how many albums played in the background everything from the 1812 Overture (with real cannons), to 60's country, to Linda Ronstadt. Research time and locating supplies was easily 70-80 hours. Lessons learned: have the proper tools before you start; it isn't going to go according to plan; cyanoacrylate runs everywhere; Tru-Color paint as advertised doesn't like unprimed brass. On the very positive side, Micro Mark rivet decals do stand out under paint. Final messages: if you never tried something like this, challenge yourself, and the second attempt will only be better

Quest For Fire Revisited



Two additional views of Tom's completed fire car. Looks like a great model.

Tools used in construction

- **From Micro-mark:**
- Brass corner clamps
- Mini-bar clamps
- Machinist squares
- Rivet decals
- **Generic**
- Rotary tool with cutoff discs
- Multiple X-Acto knives
- Files
- Pin vise
- Multiple size drills
- Multiple forceps
- Miter box and saw
- 400grit sandpaper and sticks
- Lighted binocular head loupe

References:

Steffens, W., **First Ten Fire Cars Built for New York Central.** *New York Central System Central Headlight* 9-1943 (p.9).



Choplin, L., **Smoke Eaters on the Railroad,** *Collier's* 10-11-1952

Guillaume, H, **Tack Board Questions 156, 158,** *Central Headlight* 3 Qtr. 1993 (p.17).

Berge, J., **New York Central Fire Car.** *Railroad Model Craftsman* 11-1943

Ariemma, N., **Remembering the West Albany Shops: Recollections of Richard Barret.** *Central Headlight* 1st Quarter 2022



A different type of NYCS fire car. NYCSHS photo collection.



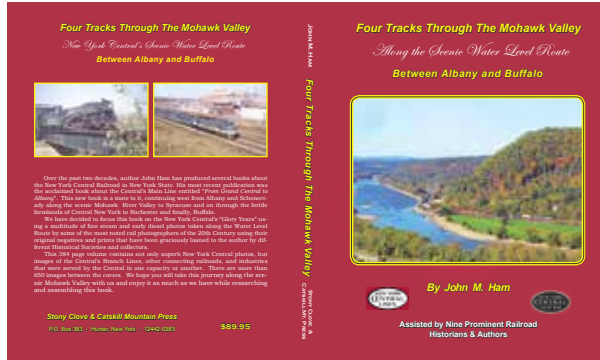


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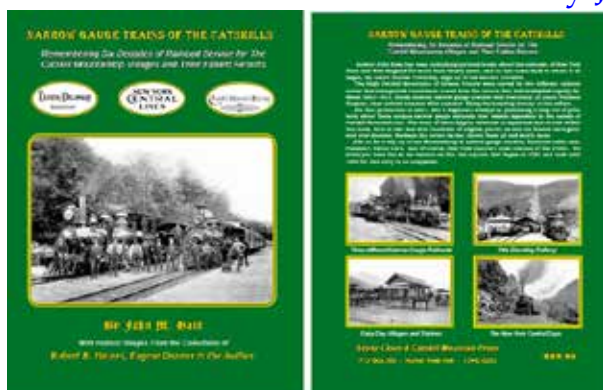
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Twenty-four years ago, John Ham published his first book, *“Light Rails and Short Ties through the Notch”*, a book about the different narrow-gauge railroads that were built to support the rapidly growing 19th Century resort industry in the High Catskills 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.

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NYCentral Modeler

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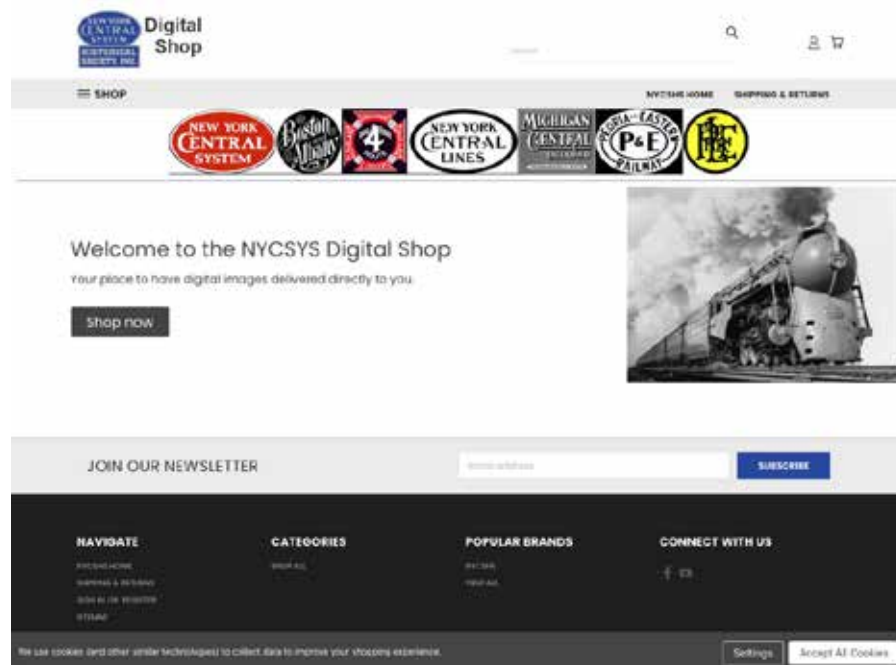


Jeremy Taylor Photo, NYCSHS Collection

**Over 124,000 photos & maps online and
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The new NYCSHS Archive Digital Shop puts these thousands of photos & maps at your fingertips, just a couple of mouse clicks away. Drawings and maps coming soon.

Here is your chance to see NYC railroading as it really was, to rekindle your NYC memories, guide your layout dreams, to help your modeling, and to further your understanding of the NYC.



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

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

Ed Tobin - Photos by Ed



Three NYCS steam engines parked outside the roundhouse awaiting their next assignments.



Two NYCS Sharks in cigar band livery kissing.



A NYCS Niagara with a "Pacemaker" string of boxcars.



Early Michigan Central Hudson labeled as "New York Central Lines".



NYC "Big Hook" at work and so are the laborers on the NYCS flatcar.

Warren Frost, NYCSHS Member - Photos by Warren From His YouTube Video

<https://www.youtube.com/watch?v=pr7PzLKVNwc&t=1446s>



Boston & Albany (NYC) With Helper Service.



B&A 2-8-4 coming toward us.



B&A 2-8-4 heading away.

Visit Ed's B&A You Tube video at:

<https://www.youtube.com/watch?v=pr7PzLKVNwc&t=1446s>

Noel Widdifield's Big Four (NYC) Anderson, IN station.



Anderson, Indiana's Big Four station in 1/29 scale.



Interior of station. Some of the figures in this section include Noel's dad and brother.



Several passengers awaiting the Southwestern Limited that is heading to St. Louis.

We would really like to have some photos from some of you that showcase your models and modeling. It only takes a few minutes to set up a scene and using your cell phone camera to take a photo.

As a reminder, we can only publish articles and photos, if we get them from you. Without your help, we will go out of business publishing this magazine for you. That has happened to several other railroad historical society magazines over the last few years. If you have NYCS models share them with us. Thanks, Noel
nfwiddifield@NYCSHS.org

New York Central System Historical Society 2026 Calendar Order Form



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New Members and New Gift Memberships Only

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Do you model railroads or trains? ☐ Yes ☐ No If yes for either, what scale?

Do you model the NYCS? ☐ Yes ☐ No

Please list any special interests:

(please list these if you are not a modeler)

May the NYCSHS share your name and contact information with other NYCSHS Members? ☐ Yes ☐ No
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Check appropriate items and place cost in the right column, with the total at the bottom.

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New York Central System Historical Society

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

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² Life and Charter categories are for existing Life and Charter members only. Charter members have membership numbers 1 to 350. US Charter and Life members may choose between print and digital editions only, or add additional \$15.00 payment for both. Canada, Mexico, and International Charter and Life members will receive digital editions only unless renewing via the online Collinwood Shop.



NYCentral Modeler Workshop

By Brian Scace

The eagle-eyed amongst you will notice a slight name change both in title and columnist as we wish Brian Marotta well another Brian, take up the chair in the Workshop. After a bit of conversation with your Editor, we thought to try a slightly different tack; rather than limiting ourselves to showing new tools on offer in the manner of product announcements, we're broadening things a bit and talking of tools, workshop enhancements, fixtures, adhesives, just about anything experience says makes your modeling better and more enjoyable.

We won't be limited by the array found within the model railroad hobby segment, but will include tools and supplies you can make, adapt, those found in other modeling disciplines, even useful things found in the craft-stores. I invite you to join in and submit your favorites, your thoughts, and your opinions, for this is a conversation, not some sort of lecture on my part. That said, off we go!

Round the Paint Booth

Back about three years ago, our microwave shuffled off its mortal coil, as cheap microwaves do from time to time. Before taking the remains to the scrapyard, I lifted the heavy glass turntable and the "spider" underneath for the paint booth. I actually lifted the turntable motor, too, as I had grandiose plans to motorize the assembly.

Sanity prevailed and the installation became a simple manual one. The purpose is simple; one can rotate a model, especially a large one, during the painting process without touching it or having to re-fixture. The first photo(**Next Column**) shows the

spider and its trunnion hole bored with a Forstner bit into the floor of my wooden paint booth, a larger-than-commercially-available one that can accommodate an O Scale passenger car. The same can be done with the commercial plastic ones. For those with a metal booth, the required hole is an exercise left to the student.



These are two shots of Brian's home-built paint booth and turntable. You'll note the edge protrudes a little bit beyond the face of the booth, so you have a convenient place to grab it and rotate it by hand.

The second photo above shows the installation after some three years and lots of paint downrange. I had covered it with a round pad cut from the rubbery foam sheet available from the likes of Harbor Freight intended for lining toolbox drawers. In that time, I have found the installation to be very solid and resistant to being clogged up by the detritus and overspray found in well-used paint booths.





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OBSERVATION CAR PHOTOGRAPHY SECTION



In the 1st. 2026 Edition - "3D Printing a MCS Diner"



Mark Sklar shares with us the 3D printing and construction of a NYCS Diner. Photo by Mark.

Modeling the NYC Railroad in Fifty Square Feet.



Mel takes us on a tour of his small but beautiful NYC Layout. Photo by Me.

*Both of these articles coming in the January 2026, edition of
the NYCentral Modeler!*





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A QUARTERLY DIGITAL PUBLICATION FROM THE NYCSHS


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Steve Lasher model, Russ Weis Layout



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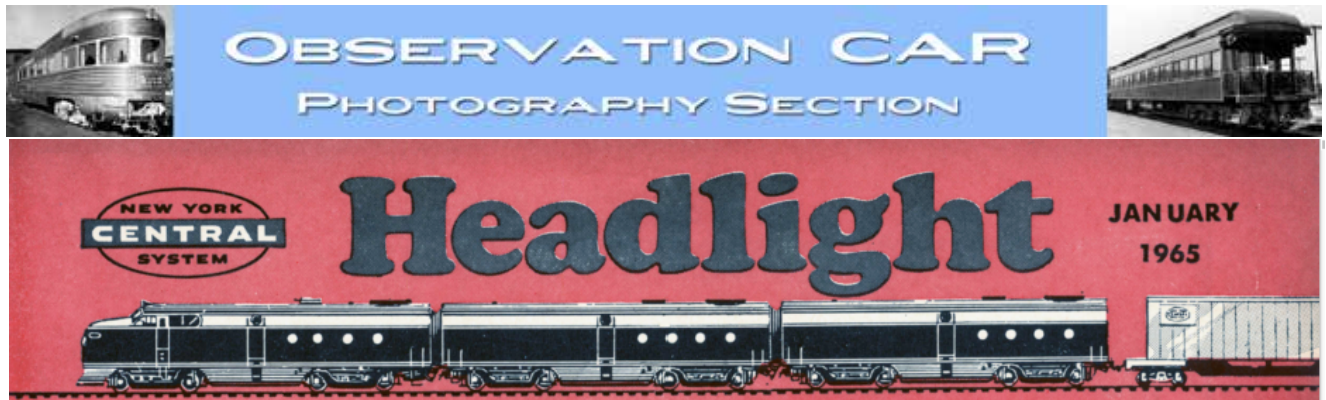


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Scans from the NYCS Headlight – Jan 1965



“Specially equipped NYCS gondolas are loaded with hot steel slabs at Bethlehem Steel company headed for Bethlehem’s \$350 million finishing plant at Burns Harbor, IN.



The technology step from the pioneer oil electric loco (above) to the modern era diesel of 1965 was a giant step for the NYC. This 1924 loco boasted 301 horsepower and was developed jointly by General Electric to show the feasibility of the new motive power concept to American railroads. In this photo the NYC used this new loco to move some freight cars in New York City. The horse and rider rode along to warn traffic.

Buy one of the flash drives and enjoy 100s of these types of photos, ads, and stories. They can also be ordered from the Collinwood Shop:
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OBSERVATION CAR

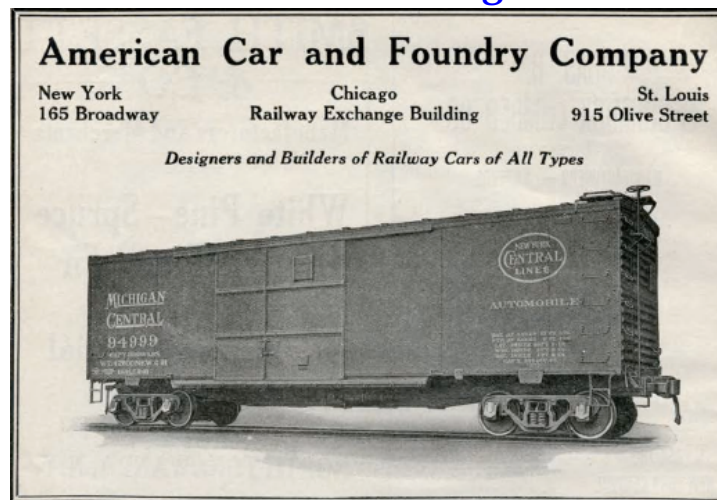
PHOTOGRAPHY SECTION



March
1923



Scans From The NYC Lines Magazine March 1923

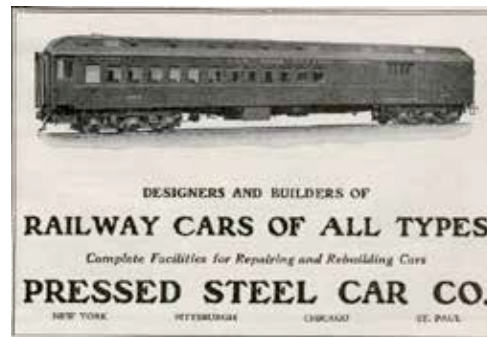
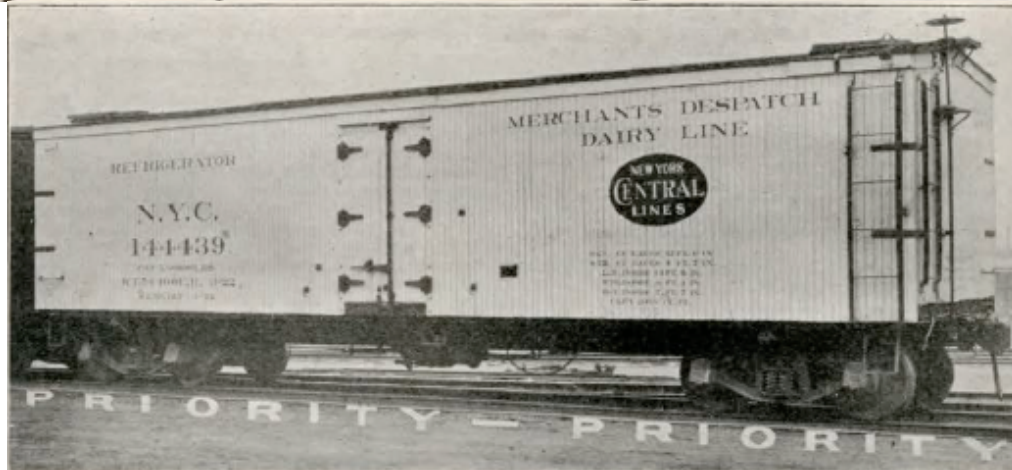


Snowy Winter Day with NYCL Baseball Players Freezing For A Photo





OBSERVATION CAR PHOTOGRAPHY SECTION



A series of interesting ads & photos are found in this edition. They reflect the times on the NYCLs and provide an insight into the life of NYCLs. There were always a very large number of ads for things that the NYCLs 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



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCentral Modeler Final Thoughts

As I work hard on the layout of this edition, I am pleased with the range of articles that authors have provided to us. It is wonderful to see this collection of different NYCS modeling, but I have to say that the backlog of article is getting very thin. We can't produce the NYCentral Modeler without modeling articles from you.

In other areas NYCSHS activities continue to forge ahead. We still have many items available in the Collinwood Shop, although the continuing uncertainty regarding tariffs have adversely affected the whole modeling industry. There are very few NYCS models being produced and the tariff issue has reduced those even more.

The various model train shows we have been attending seem to be attracting fewer NYCS modelers, although there are still some wonderful models being displayed at these shows. There are a few of those examples in this issue.

As I write this, I notice that fewer of you than in the past are attending the upcoming NYCSHS Modelers' Mini later this month. We have several outstanding presentations set up and hopefully we also will see some of our members' models at the Mini.

The next edition of this magazine will be our fifteenth year of publishing your modeling articles and photos. As I look back on all of these, I am amazed at the variety of modeling that is included in the magazine. And I am looking forward to many more of them from you in the future.

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

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



Thanks, Noel



OBSERVATION CAR PHOTOGRAPHY SECTION



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

AMB went out of business, and Lake Junction Models was to offer them along with the other former AMB NYCS cabooses, but we have not heard anything about this from them. We still have a few kits so you better order them from the Collinwood Shop before they are all gone.



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

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

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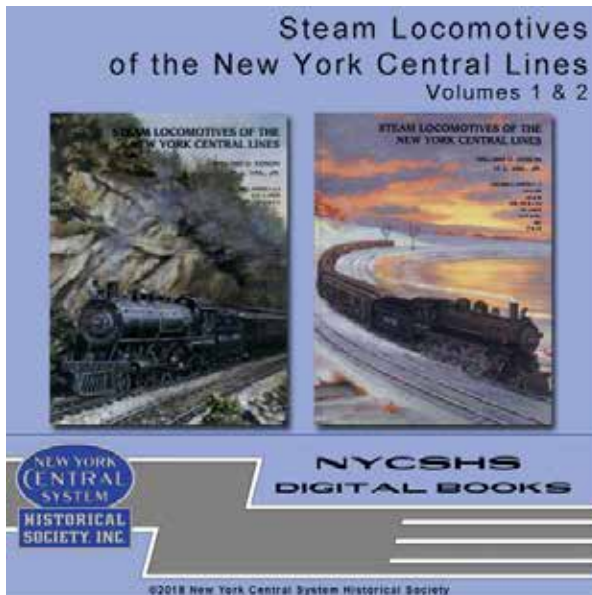
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OBSERVATION CAR PHOTOGRAPHY SECTION



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



NYC Lines Magazine 1919 - 1932 Flash Drive



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

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

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

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

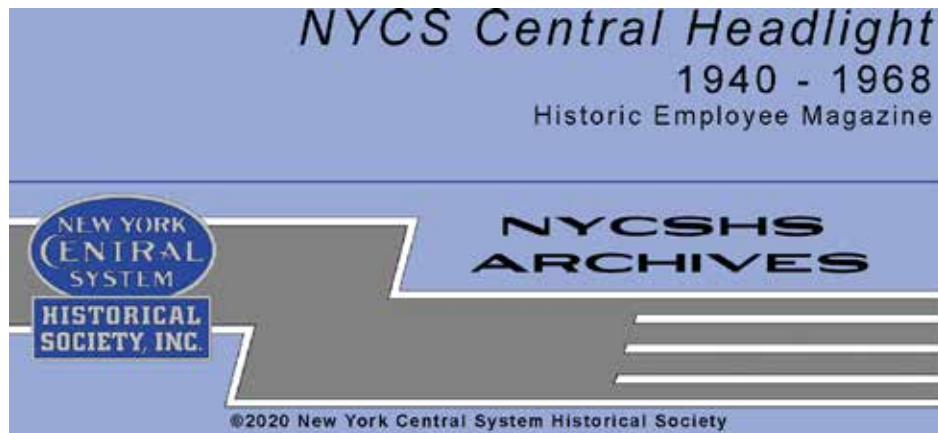
Shipping is free for US customers, but Ohio residents must pay 8% Ohio sales tax.

Non-US customers will pay actual cost of shipping.

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



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

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

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

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

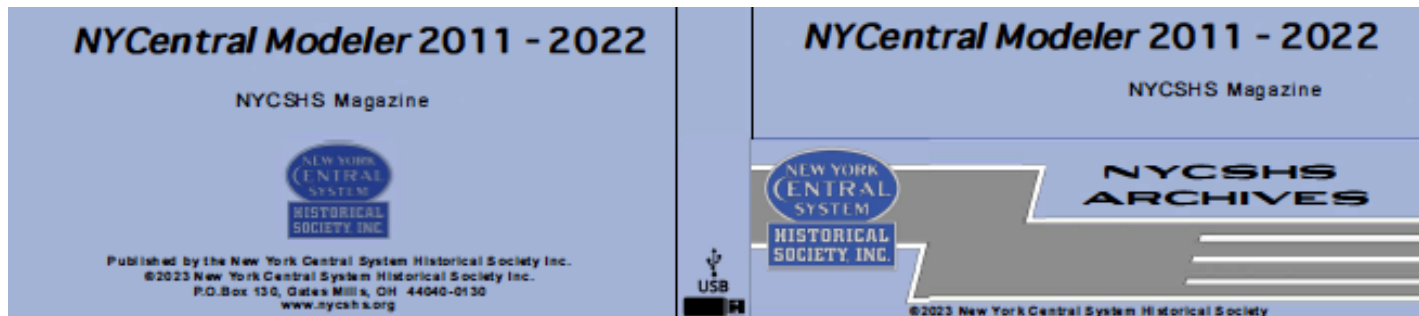
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NYCentral Modeler 2011 – 2022 Flash Drive

All wonderful NYCS modeling on this Drive



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

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

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

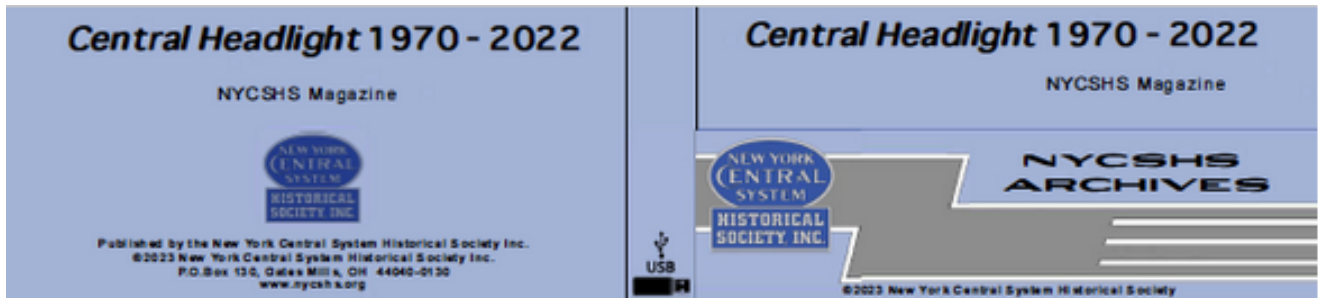
This version (2011 – 2022) of this is available. Order Yours Today

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



Central Headlight 1970 - 2022 on a Flash Drive

Recently expanded to include all of the magazines!!!!



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

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

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

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

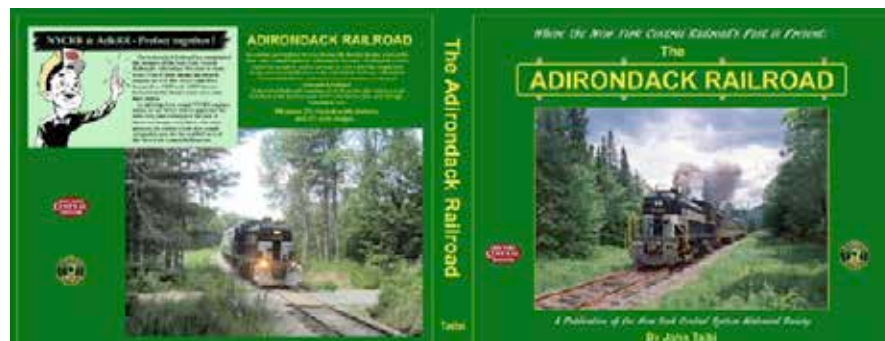
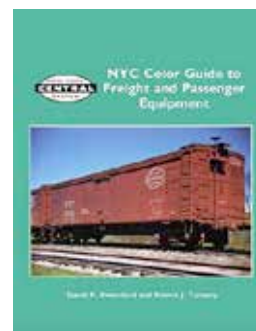
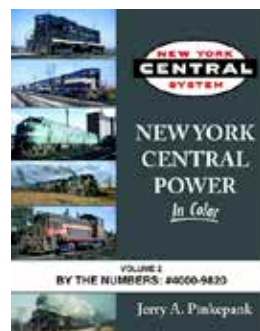
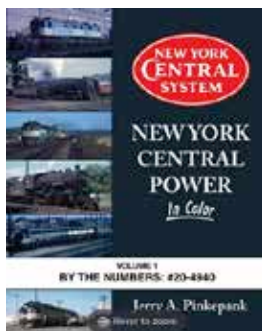
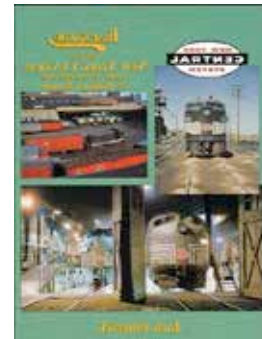
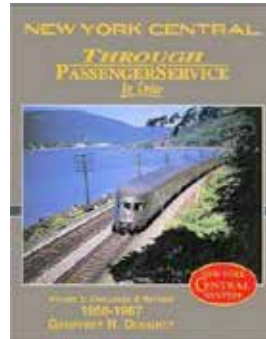
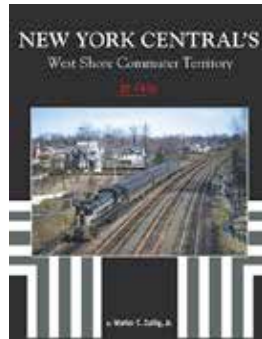


OBSERVATION CAR PHOTOGRAPHY SECTION



NYCSHS Has Many NYCS Books For Sale

20% Off on all Books for NYCSHS Members

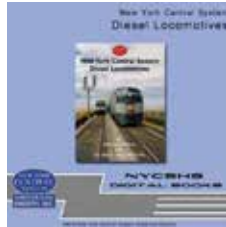


**Just a small sample of the NYCS books to be found in the
Collinwood Shop**

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



New York Central System Diesel Locomotives (DVD Version)



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

Now Available in a Digital Version

MSRP \$35.00. NYCSHS Members' Price is \$27.00 and that is 20% off MSRP.

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

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



NYCSHS 50th Anniversary MTH HO-Scale Pacemaker
50th Anniversary Boxcar

Special Sale Price on These Cars – A very few left and \$15.49 until they are gone forever!!

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

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



NYCSHS 50th Anniversary Early Bird NYC Jacket

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

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



OBSERVATION CAR PHOTOGRAPHY SECTION



HO-Scale MCRR Victorian Era West Branch Depot Kit



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Click here to order. https://www.nycshs.net/HO-Scale-Structures_c_139.html



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 warm 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. 2026 edition. You will probably be doing more with your layout or modeling during these coming winter months. And if you will be building things for your railroad or running your trains, this would be a good time to take some photos and do an article for us. We really would love to hear about your modeling or see your layout. We offer a good opportunity to showcase your talents or collection. Even if you don't feel you can write an article, just send us some photos of your modeling. We need them for all our publications, but to make the next one, send them to us by November 15, 2025. nfwiddifield@nycshs.org

Preview Of 1st Quarter 2026 issue



Mark Sklar tells us about "3D Printing a NYCS Dining Car"



Mel Garelick shares Modeling the NYC in only fifty square feet.

Always looking for good articles and photos for the 1st Qtr. 2026 edition. Let us see your handiwork.

nfwiddifield@nycshs.org



**ONCE UPON A TIME
THERE WAS A BOY**



**WHO REALLY REALLY
LOVED TRAINS.
IT WAS ME. THE END.**

Was that boy or girl you????