



Mel Garelick Models the NYC in 50 Square Feet

- Modeling the NYCRR in Fifty Square Feet, by Mel Garelick
- Modeling NYC Diesel Electric Switchers, by Noel Widdifield
- Quest For Fire (3), by Tom McHugh
- NYCSHS Workshop, by Brian Scace
- Painting a NYCS Diner, by Mark Sklar
- Reworking a Kitbashed Caboose, by Robert von Behr

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NYCENTRAL MODELER

A QUARTERLY DIGITAL PUBLICATION FROM THE NYCSHS

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

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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*



1st Qtr. 2026

On the Cover of This Issue



Mel Gerlick Layout and Photo

Modeling the NYCRR in 50 Square Feet



Tom McHugh Model and Photo

Quest For Fire (3) The Hard Part

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



1st Quarter 2026
Volume 17 **Number 1**

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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 19 members. We meet on the phone about once a month to strategize about what to do to support NYC modeling for our members.

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

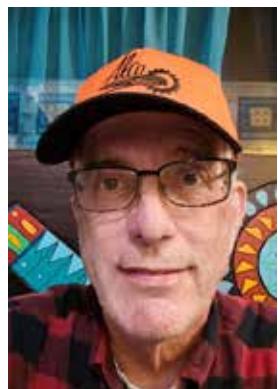
We have released over 900 models at up to 20% off MSRP to NYCHS members and have sold more than 6,000 models and taken pre-orders for many more. We have offered several HO-scale, S-scale, N-scale, and O-scale models and are in the process of finding more scale models to be released in coming months. Watch our website and Collinwood Shop online store for more information. Website: NYCSHS.org and Collinwood Shop: <https://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

Bridges and the NYCS



I have started work on a presentation titled "Layout Friendly Bridges". As you doubtless know, the NYC had countless bridges spanning everything from farm roads and tiny creeks up to the magnificent Hudson, Mississippi and Cuyahoga Rivers. Many of us would like to capture some of that flavor with a reasonable outlay of cash, time and modeling skill.

My interest in the topic was stirred by Paul Mallory's *Bridge and Trestle Handbook for Model Railroaders* (1972 edition), and on the cover of this book he highlights four topics: how the prototypes are designed, how to select the proper type, how to construct the model, and how to avoid common errors. I heartily agree. However, I would put selection first, because the best model in the wrong place will not satisfy you in the long run.

Each of the common prototypes was designed for particular circumstances of location and cost using the technology of the time and the materials that were available. As trains grew longer and heavier, new approaches were tried, not all successfully. Think of the collapse of the LS&MS bridge at Ashtabula, Ohio in 1876: management replaced a wooden bridge with an iron bridge, but using the established Howe truss. If you wish to represent a "signature" bridge such as the Alfred Smith bridge that carries the railroad across the Hudson, you need to design your layout around it. Most modelers don't have the space and accept a "generic" bridge that fits the layout. We need to identify a bridge that would have been successful when built and still adequate up to the time we are modeling.

NYC locomotives were not generally as large as roads operating in mountain territory, so bridges for a moderate loading will suffice unless you are modeling the main line. However wooden trestles, especially tall ones, would have been replaced in most locations by the 1920s. Stone arch bridges were uncommon except on the Boston & Albany. The NYC was not as enthusiastic an adopter of concrete bridges as the Lackawanna or the IC, but this is an exception from Chicago that might fit your layout. And Walthers has a kit for a similar bridge.



I hope you will find some enjoyable modeling projects during this winter season. Don't forget to renew your membership, cast your ballot, and register for the Kalamazoo convention in May.

Alex Schneider, president



From the Cab

As we end another year of NYCSHS adventures, and prepare for a NYCS 2026, I find that modeling the NYCS has become a little harder again this year. As I look for "brick & mortar" stores in my area, I find that more and more continue to disappear. Looking for NYCS models online, I find they are becoming harder to find. I also am getting fewer articles and photos for this magazine. There are still a few of you who continue to provide us with your articles and photos and that keeps us going and we are extremely thankful for them.

This month there is one new modeler who has provided an article. Therefore, I am looking at the need to include some of my articles to keep us going and I would prefer to have some from all of you.

We have another great convention coming up in 2026 and I am eager to greet old friends and meeting new members there. The conventions are always fun and informing to attend. I hope to see some of you there.

In the meantime, get out one of your new model purchases, or even one that has been on a shelf for many years and start the model and an article for us at the same time. All you need to do is keep notes as you build and take several photos of each step, then combine them into an interesting article for the *NYCentral Modeler*.

I am looking forward to continuing this publication, but I need your articles and photos.

This edition marks the 16th year of our publication. 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.

The *NYCentral Modeler*

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

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

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

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

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

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

NYCSHS Publications & Info

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

NYCSHS Website: www.nycshs.org

NYC Drawings: Tom Gerbracht: trgerbracht@nycshs.org

NYCentral Modeler

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NYCentral Modeler: Noel Widdifield:
nfwiddifield@nycshs.org

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



Mel Garellick – Modeling the NYC RR in Fifty Square Feet

Page 24



Mel Garellick received a set of Lionel trains at age four, built his first model railroad at age eight, quit the hobby in favor of other interests at age thirteen, and resumed O gauge model railroading thirty-nine years later. He has since built two model railroads, both of which are still in frequent operation, and is a student of the Boston & Albany, New York Central, and New Haven Railroads.

Mel retired after forty-six years as an aerospace engineer in the areas of airplane aerodynamics, spacecraft design, aircraft gas turbine engines, and helicopters. He also taught engineering for ten of those years and is married with three adult children and seven grandchildren, all of whom have grown up around his model trains.

Noel Widdifield – Modeling My CS Diesels Electric Switchers – Part 3

Page 31



Noel has been a director in the NYCSHS since 2011 and has served as the Business Manager/Treasurer and now Vice President. He is also the editor of this magazine and webmaster of the Society's website, MailChimp, Survey Monkey, and he supports several other functions for the Society. He and his wife, Ann, also a NYCSHS sustaining member, have two children, five granddaughters, and twin great-grandchildren. He had a lot of help from Charlie Newton and Seth Lakin for this article.

Tom McHugh – Quest For Fire Revisited

Page 34



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 tinplate, and they built a dog bone track plan. Due to many cross-country moves for career, he has never built his dream layout and is currently working on modules that he hopes to use toward the NMRA Golden Spike Award. This is Tom's third article in the *NYCentral Modeler*.

Brian Scace – My Central Modeler Workshop

Page 48



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.

Mark Sklar – Painting a NYCS Diner Car

Page 51



Mark originally from Hartford, Connecticut, lives with his wife in Guilderland, New York. He is a retired electronics engineer. He became interested in the New York Central when he moved to the Albany, New York area. His interest in model trains started when his father built an HO layout when he was 6 years old 64 years ago. This is his fifth article for us.

Robert vonBehr – Reworking a Kitbased Caboose

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

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



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

Mel Garlick is a first-time author in this edition. He provided an excellent article on this layout in this edition. 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





HO-Scale Locomotives Walthers



NYC EMD SW1

The EMD SW1 is a 600-horsepower diesel-electric switcher locomotive built by General Motors' Electro-Motive Corporation between December 1938 and November 1953. Final assembly was at EMD's plant at LaGrange Illinois. The SW1 was the second generation of 3,402 cu in switcher from EMD, succeeding the SC and SW.

Features:

- One time run of these road numbers, order now - limited quantity available!
- Updated tooling
- Pre-installed cube-type speakers in this standard DC version for easy conversion later
- 21-Pin DCC connector in standard DC units for easy decoder installation when you're ready
- 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

**Expected Delivery Winter 2026 MSRP
\$199.98**

Available in the Collinwood Shop

HO-Scale Rolling Stock Rapido



NYC Budd Coach

The Budd Company, known for their metal fabrication and body components to the auto industry, entered the passenger rail car business in the 1930s. Their invention of spot-welding techniques, which joined two sections of stainless steel without damaging the anti-corrosive properties, helped them build some of the nation's most recognizable passenger cars in history. Many of these cars still exist today!

The Budd Company built many types of cars, and many roads at the time acquired sizable fleets of coaches to run on commuter, intercity, long distance and executive trains. They usually had two by two seating with padded, comfy chairs along with a giant picture window to take in all of the sights.

Features:

- Revised track-powered interior lighting compatible with DC and DCC layouts
- Full underbody detail including separate air, steam and electrical lines
- Realistic stainless-steel finish with sprung diaphragms
- Separate metal grab irons and end gates
- Accurate D22 brake equipment and pipes
- Super-detailed 41-NDO-11 trucks with end frames
- Now featuring the MoPower capacitor for uninterrupted passenger car lighting
- Amazing steam heat underbody
- Full, multi-color interior detail
- Metal knuckle couplers
- Five road numbers
- Suggested minimum radius: 22"

Expected Delivery Late 2026 MSRP \$124.99

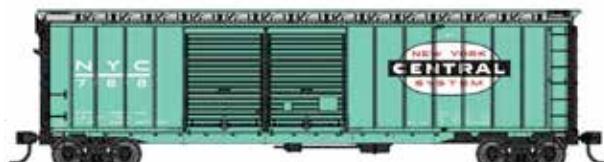


WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



Walthers

Walthers Mainline



NYCS 50' AAR Improved Double-Door Boxcar

Not to be confused with earlier AAR Double-Door Boxcars, the HO Scale WalthersMainline 50' AAR Improved Double-Door Boxcar is based on a later prototype first built in the late 1940s into the 1950s. These more modern cars featured improved Dreadnaught ends and metal Apex running boards. Wide double doors on each side allowed for easy loading and unloading of large cargo, such as lumber, building materials, appliances and more. These cars spent decades roaming the rails across the country.

Features:

- One-time run of these road numbers
- Double-door version with 16' door openings and two Youngstown doors on each side
- 4-3-1 Improved Dreadnaught ends
- AAR tab side sills
- Detailed underbody with AB brake equipment
- 7-rung side and end ladders
- Factory applied, separate Ajax hand brake
- Factory applied, separate Apex simulated metal running board with see-through tread
- Correct 33" RP-25 turned metal wheels in AAR Bettendorf trucks
- Proto MAX(TM) metal knuckle couplers

Expected Delivery Spring 2026. MSRP \$39.98
Available in the Collinwood Shop



NYCS 0-8-0 #7641

The USRA 0-8-0 was one of the successful designs of the Committee 1918 designs. More than 1300 total of these designs worked the yards of many railroads including some for the NYCS.

Features:

- Tethered drawbar
- Steam whistle
- Swinging bell
- Drop plate
- Controls under coal load
- Minimum curve O31

Expected Delivery TBA, MSRP \$999.99

Not available in the Collinwood Shop

LionelChief



NYC "Black Beetle" RDC

Developed by the NYC, it developed record speeds of 183 mph thanks to two jet engines.

Features:

- Lionel Chief Command equipped
- Operates with Bluetooth using Universal Operate or Lionel CAB3 App
- Operates via conventional transformer
- Speed control

Expected Delivery TBD MSRP \$579.99

Not available in the Collinwood Shop

O-Scale Locomotives

Lionel Legacy



O-Scale Rolling Stock

Lionel

Lionscale Freight



P&LE (NYC) 3 Bay AAR Hopper

Based upon a common 70-ton hopper common across the US.

Features:

- Plastic body with molded in detail
- Die-cast trucks with operating couplers and hidden tabs
- Easy conversion to scale couplers and 2-rail wheels (available separately)
- Minimum Curve: O31

Expected Delivery TBD MSRP \$279.99

Not available in the Collinwood Shop

Magazines

Classic Toy Trains - Fall 2025



"Your Letters" "Legacy of Hudson Products" by Dick Slazak, p. 6.

This short article is about the Hudson Products company that for a short time produced only two products: a freight set in orange, blue & white consisting of reproduction Lionel 700E locomotive and tender (NYC Hudson) and a Lionel MPC era F3 body without chassis or motor, a box car, tank car and caboose.



The Hudson Products Hudson loco and tender.

"Variety Motivates Lionel Expert Mark Stephens" by Roger Carp, p. 24 - 29

This article covers the collection of Mark Stephens and includes photos of two NYC gondolas painted as samples.

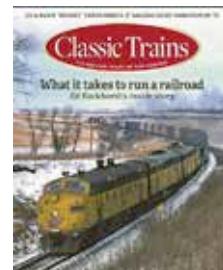
"Toy Train Parts Buyer's Guide" by Rene Schweitze, pp. 40 - 41.

The article lists a comprehensive list of companies that provide parts for almost all manufacturers' models. Phone numbers and websites are listed for all. A very valued resource for collectors and modelers in all scales.

"Nap Time to Show Time" by Roger Carp. Pp. 46 - 51

Much of the collection of Norm Jungen and his son, Kurt is featured in this article. Many great photos by Norm.. A NYCS GP30 and a stock car are included on page 51.

Classic Trains - Winter 2025



"Head End", "NYC No. 2050 is Back in Black".
By Douglas J. Fear, p. 9



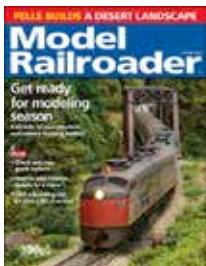
WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



The Adirondack Railway Preservation Society received three C430s and #430 was the last received from the order.

A team of volunteers repainted and restored the original paint scheme of basic black with yellow handrails and NYC logos. They also restored the original NYC/PC number 2050.

Model Railroader, Oct 2025



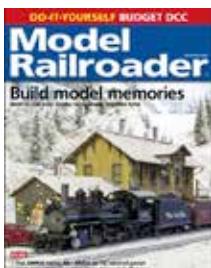
On Trains.com, "Photo of the Day", by Andy Sperandeo, p. 6

Photo of S-scale NYC 4-8-4 # 6008 passing Tower SM with a milk train on Ed Loiseaux's Central Valley Division layout.

"Step by Step" by NYCSHS member, Mike Tylick, p. 27 - 31

Mike tells us how he converted in 7 steps a Bar Mills brewery from flat into full-bodied. The finished model in full dimension shows off Mike's scratch building skills.

Model Railroader, Dec 2025



"News & Reviews" by Cody Grivno & Mitch Horner, p. 10

An introduction of the EMD SW9 from Rapido that includes a NYCS loco.

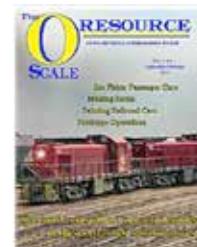
NMRA Magazine, Oct 2025



"Crafting a Majestic O-scale Model Railroad: Logging in the British Columbia Mountains", by Patrick Rivard, pp. 30 - 35

The article in O-Scale includes a photo of one of two SW9s, one from Atlas and one from Lionel. It is a neat article on O-Scale modeling.

O-Scale Resource Sep - Oct 2025



"O Scale Central" Page 21.



"David Reed brought for display a number of highly detailed OS2R models including this NYC (originally C&O) two-unit diner with unique stainless steel two tone grey paint). (See his article on painting them in this edition.)



Announcements

After having owned and operated LaBelle Woodworking since 2001, I have been in the model business longer than the original or subsequent owners, I have decided to call it a day. I will be closing the doors and turning out the lights on LaBelle after 25 years on June 1, 2026. I have posted this as a courtesy to you, my loyal and well received customers, so that there will be no future surprises.

If anyone is interested in getting into the Model Railroad business, I am not adverse to selling LaBelle to someone who is interested in purchasing it. I will be entertaining serious offers for LaBelle and all of the equipment used to make our kits. I would love to sell the business so that the names and products that we produce, such as LaBelle, Silver Streak, Mainline Models, Ye Olde Huff and Puff, OnTrack and Valley Car Shops don't disappear from the modeling scene.

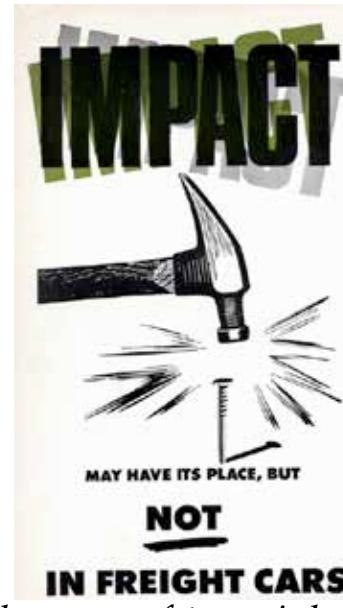
Please contact me for further information. If there is any further information about the future of LaBelle, I will keep you informed here on the website's introductory page. <https://www.labellemodels.com/>

Owner: Arnie LaBelle

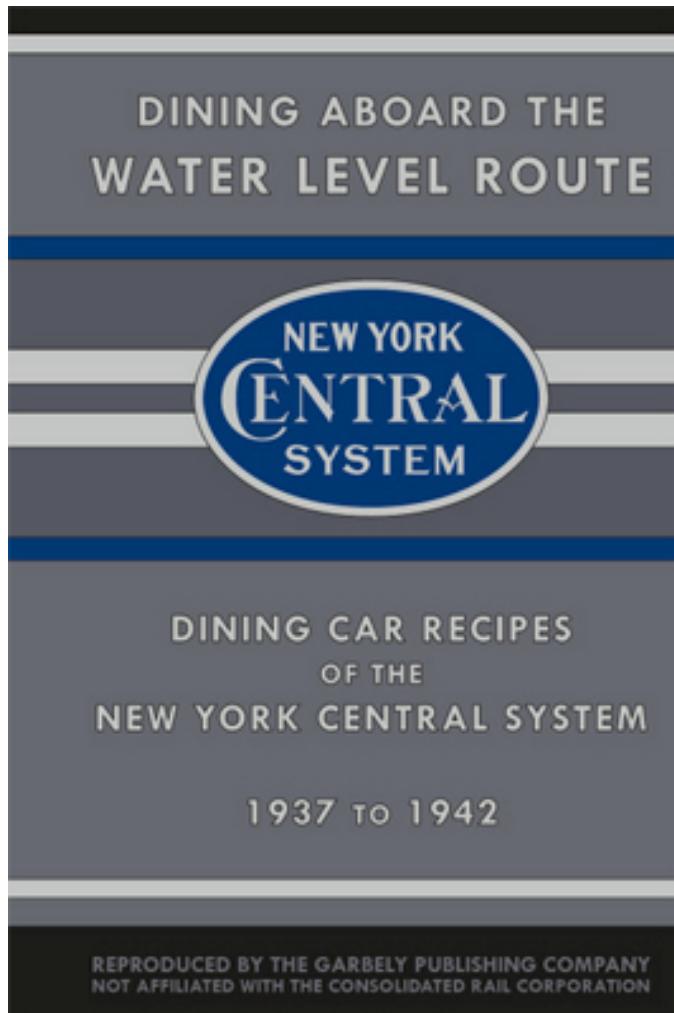
LaBelle Woodworking Company is one of the oldest companies still offering wooden model railroad kits. The Company dates back to 1947 and originated in Oconomowoc, Wisconsin. The first review of our passenger cars appeared in Model Railroader in January of 1960. LaBelle moved from Oconomowoc to Watertown to Fairchild, all in Wisconsin. The company was then moved to Pendleton, Indiana. We

continue producing kits in Cheyenne, Wyoming.

Ad in *The Four Track News* informing readers about the 75 information bureaus located the U.S. and Canada to provide help to riders of the NYCLs.



One of the many safety reminders from the 1940s to be careful when switching cars.



ICONIC RECIPES of the NEW YORK CENTRAL

Found and Reprinted for the First Time!

hundreds of original NYC dining car recipes reproduced in a 288-page spiral-bound book



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WATER LEVEL ROUTE



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of the
NEW YORK CENTRAL SYSTEM
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Brewster to Chatham, N.Y.



BY GEORGE POVALL

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

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Through the years 1955 to 2008



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

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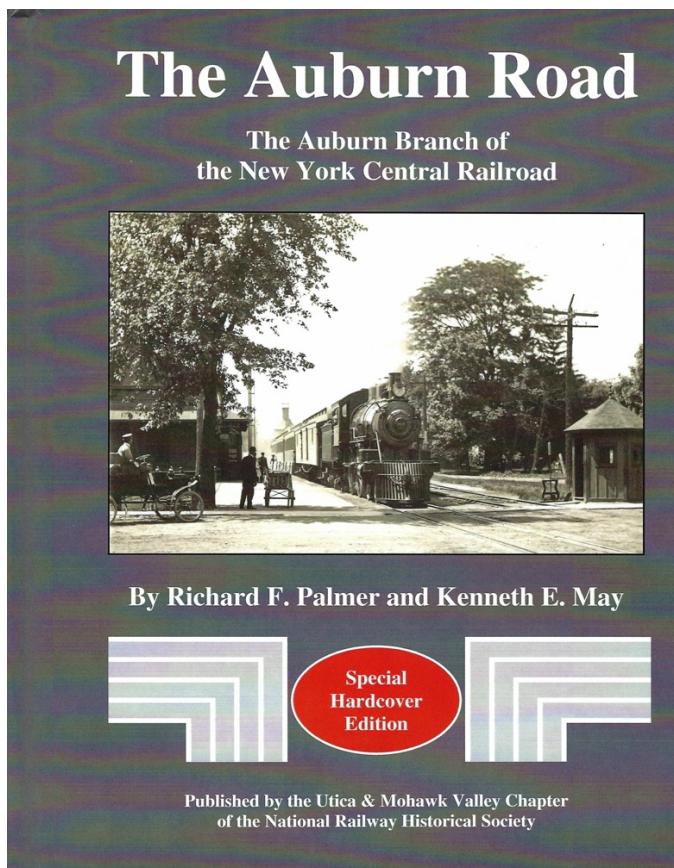
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This book covers the entire 190-year history of the Auburn Road, from its crude beginnings, when horses drew modified stagecoaches over wooden rails, through today's modern and aggressive Finger Lakes Railway, which rescued what was left of the line from oblivion. Instead of a trackless right-of-way, we can now see 2,000-horsepower diesel locomotives, decked out in the classic NYC "Lightning Stripe" paint scheme, busily serving both old and new freight customers. It is a railroad determined to survive and thrive.

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NYCSHS,

I don't think the below and/or attached sign was used on rolling stock and I was told it is thin sheet metal, so I don't think it came from a bridge.

Does anyone know how it was used? Better yet, does anyone have or know of a photo of a sign like this in use?



Thanks, Mark Nilges

Mark,

An identical one on Facebook says it's from a bridge.

Todd Stearns

Todd,

Thanks! I thought bridge logos were cast but it makes sense newer ones were sheet metal.

Mark

It's a bridge sign, many still out there in collections.

Dave Mackay

Mark, from the photograph that you included, the presence of an elbow suggests that this is quite large. I am giving a guess of 30 inches wide. Have you looked for early Flexi-Van lettering? That's what jumps out at me immediately.

"Thin" is also a relative term. If the logo is printed or painted (not a film), this would also stand up better to continual outdoor exposure -- UV and wind. Given the size, I suggest that it is an original and not a reproduction. Most reproduction people do not have equipment large enough to make an imprint of this size.

It is a nice item to have, that's for sure. The classic logo, not the cigar band (which has always struck me as pretty juvenile in terms of graphics and industrial design.

Dave Saums

Mark,

In Niagara Falls NY and Niagara Falls Ontario, Canada the NYC bridges downtown near the Suspension Bridge crossing the Niagara River, had these blue and yellow signs hanging on the girders above the various streets. In Canada, the bridges also had Michigan Central painted on the concrete overpasses.

Charlie Newton

All,

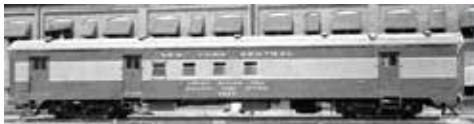
Thanks to all for your replies. I will let the sign owner know he has a sign off of a bridge.

I have not seen the sign in person so I can't give a size or thickness of the material, nor can I say for certain how the sign was finished.

Mark

NYCSHS,

I received personal confirmation last night the LaBelle Woodworking will cease operation on June 1, 2026, unless a buyer comes forward. I realize this is a little off



topic, but I have mentioned this company in articles that I have prepared for the *NYCentral Modeler*. They are a source for early 1900 passenger and freight car kits as well as parts from Red Ball, BCW and other vintage lines not available elsewhere. This is just to notify anyone who may benefit from placing and order before we lose another source of niche kits and parts.

Tom McHugh (*See announcement about LaBelle Products on page 13 in New Products section.*)

Barry,

I have your article that was an attachment to an email of Nov 13. Is that the completed article for me to publish in the next issue? It is labeled "Part1"

Thanks, Noel

Hi Noel, as much as we would like it to be the H-5 article, that's not me (I think).

Although I have been doing other things health issues, N-scale T-Trak modules, etc., I have taken some better photographs of my HO scale hopper cars. I'm still working on the photography, this week I received two Amazon150w LED photo flood bulbs, very bright and flicker free lighting. And I did find Tangent coupler cut lever detail parts to install on Accurail hopper cars. So, I have done something....the NYC 2-Bay Bay Offset Hopper Car article is updated and awaiting photographs.

Best Regards, Barry Boyce

P.S. I now have THREE Mantua 2-8-2's waiting to be worked on. Just curious, but is anyone else working on making a Mantua 2-8-2 or a Broadway Limited USRA heavy 2-8-2 into specific NYC HO scale

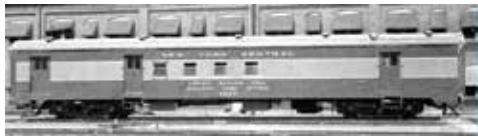
locomotives? I would be glad to collaborate and share my experience. Best Regards, Barry Boyce

Hi Seth & Noel,

I will admit that when I bought this Proto 0-8-0, my original plan was to kitbash it into an IC switcher. However, I've had a change of heart after seeing how close it is to its real counterpart. I've decided to leave it as is so I can use it for switching and interchanging. While most of the Central's main line in Cairo went the long way around town, it had an industrial spur that split off from the main line just inside the levee and even did some street running down Commercial Ave.

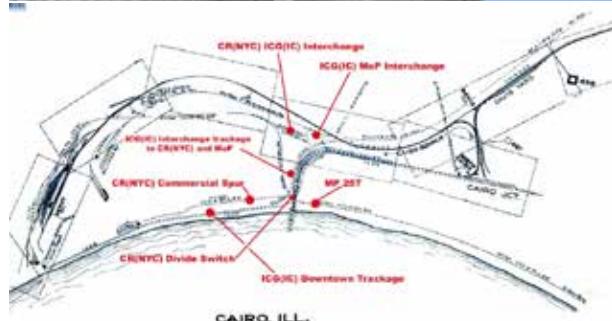
I've been reading Jeremy Taylor's commentary on the photographs he took of the Egyptian line and have learned that the last steam engines ran there in April 1955. This poses an anachronistic problem if my latest manufacture date of rolling stock is 12/57. Not to mention the early bird boxcar in the background here wasn't built until 4/57 and it probably didn't see any service down my way. Nevertheless, I'm pushing forward with my plans; steam is ultimately my favorite type of locomotive and if build dates really do become an issue, I could swap or sell my handful of cars that are driving this.

Note the NYC hoppers from Athearn which I said I wasn't going to buy but broke down and did anyway. There are a few small inaccurate details, but I have a lot of other kits to work on, and this was a way to round out the NYC hopper fleet. Besides, those Big Four hoppers I bought earlier had been repainted as NYC hoppers by the 50s anyway.



NYCSHS RPO

LETTERS & EMAILS



Joel Richardson

Mystery Photo

Hi Noel, I know, it's a bit late for input for the "Mystery Photo" but I thought that I should at least share this one.

Last Saturday I was at the sale of material from a recently closed private transportation museum, and I found this card in a group of misc. photos.

Recognizing that is was the locomotive from the "NYCentral Modeler - Mystery Photo" for the 4th Q 2025, I picked it up.

Although it was by itself, I do believe that it is from a set of 5 3/4" x 3 1/2" cards depicting various railroad locomotives that was available in the late 50's, early 60's. I had a set when I was very young.

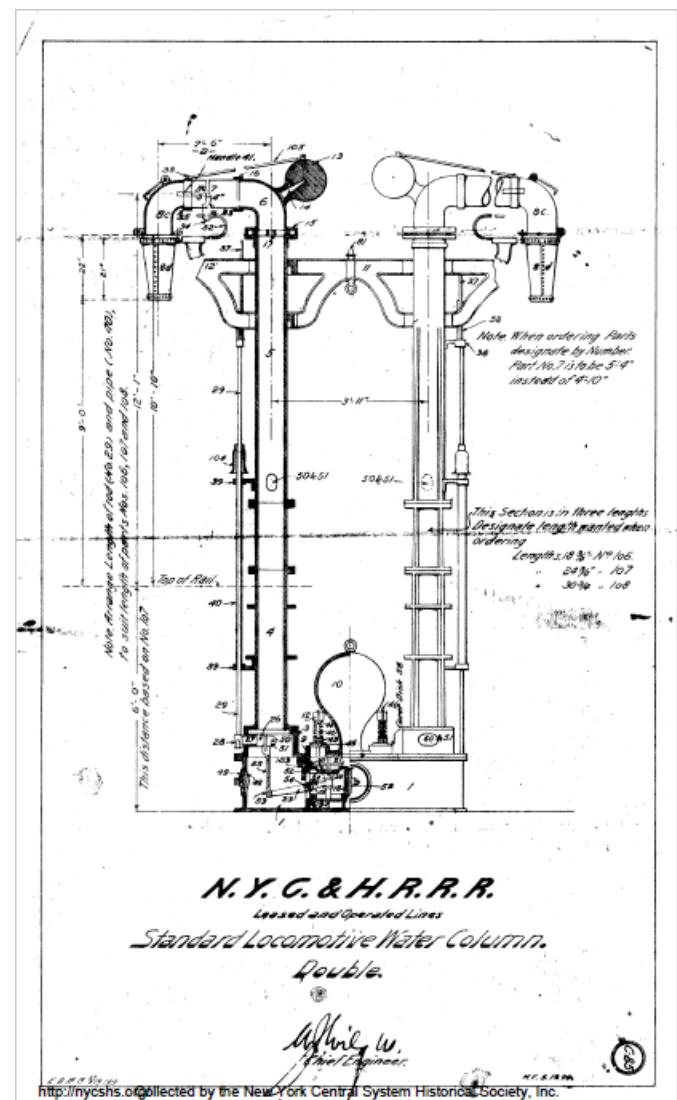
Note the number "20" on the reverse side of the card as it was number 20 in the set. It also has a fairly good, yet brief description.



Vince Skibo, 10/14/2025 5:26am



In honor of our article by Mel Garelick, this is a Lionel 6-85343, NYC RPO #4814 in O-gauge.



One of the drawings in the NYCSHS archives. A standard NYC&HRRR drawing.

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 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.

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Modeling the NYC Railroad in 50 Square Feet

Article by Mel Garelick

Photos by Mel except as noted

In the late 1940s, my father and grandfather bought me a Lionel post-war steam locomotive with some freight cars, track and a transformer. I can't remember whether the tender said New York Central or Lionel Lines. A few years later, my father bought me a Lionel 2207W Santa Fe freight set powered by an F3 A-B-A diesel, and we set up a 4'-by-8' table on which I created a model railroad and ran those trains until I entered high school. Around that time, I converted the layout to HO- and dabbled with it for a year or two after the Lionel trains were somehow discarded. But my focus had shifted to airplanes, aviation and space flight, and it was to be 39 years until I owned another O-gauge locomotive.

In the late 1990s, while employed as an aerospace engineer, I was looking for a hobby and attended a train show where I saw an MTH Premier model (20-3020-1) of New York Central J-1e Hudson 5344.



This MTH model of J-1e Hudson 5344 was the first one Mel purchased after resuming O-gauge railroading in 1997.

I bought it, took it home, put it on my desk, and admired it for months. I thought it was unwise to pay so much for a model, but I still have it. It has never been run, and I

never will sell it. It became the first of many New York Central models in my collection and rekindled my interest in the New York Central, especially the Putnam and Harlem divisions, and the Boston & Albany, alongside of which I attended college.

Two years and a few new locomotive models later, I began to work on a 12'-by-8' model railroad so I could run some of those beautiful engines. That layout took me five years to complete, and I hope to make it the subject of a future article in *NYCentral Modeler*. But, for now, my subject is the 10'-by-5' layout that I built as a retirement project. My objective was to build a realistic layout in a small space.



Mel's 10'-by-5' free-lanced O-gauge model railroad viewed looking northwest from the southeast corner was a retirement project.

This free-lanced layout sits atop lightweight modular benchwork and although it's intended to resemble a single-track New England branch line, it gets a lot of action from New York Central locomotives and rolling stock. It has three sections – a town at the south end, a river valley surrounded by industries in the middle, and a hill at the north end. For dramatic effect, the simple oval of track

Modeling the NYC Railroad in 50 Square Feet

with O-54 curves crosses the river on a truss bridge and a trestle – both scratch-built – and runs through a tunnel at the northwest corner. I made most of the structures from craftsman kits, but several, such as The Chromium Process Company, Bridgeport Tool & Die, and Bridgeport Scrap Metals, were scratch built. I operate only with conventional control from the levers of a Z4000 transformer and watch the trains as they run through the scenery that was made from extruded pink foam insulation covered by plaster.

The muddy riverbed was made from various shades of brown paint, ballast, talus, and real dirt, with a thin layer of clear epoxy poured on top. The table consists of two 5'-by-5' pieces of plywood covered by pink foam to elevate the terrain. They can easily be lifted off the modular benchwork should a move become necessary. The tunnel, hill, bridges and structures are positively located on the scenery but also can just be lifted off.

The layout was designed to have a scene in which a train runs through the tunnel, exits onto an abutment, crosses a truss bridge, and can be on all three at once. It will be presented in pictures showing various New York Central locomotives as they travel counterclockwise around the oval of track.

The photo (**top of the next column**) shows New York Central System class B-62 0-6-0 steam locomotive 231 of the Chicago River & Indiana Railroad on a short siding opposite the town at the southeast corner of the layout.



New York Central System class B-62 0-6-0 steam locomotive 231 of the Chicago River & Indiana Railroad is on a short siding opposite the town at the southeast corner of the layout.

Saulena's Tavern, from a kit by Bar Mills Models, and Mel's Diner, from a kit by Twin Whistle Sign & Kit Company, are at the center of the photo at the downtown corner of Depot and Cross Streets. The model of 231 is MTH Premier 20-3281-1 delivered in 2007 at MSRP \$599.95. The NYCSHS archive has a photograph of CR&I 231 taken at Chicago in May 1950 that says the locomotive was built by Alco-Cooke.



New York Central SW8 DES-18c diesel switcher 9620 is running light as it heads north past Phillips Station, the freight house, and Jenkins Valves.

The photo (**above**) shows New York Central SW8 DES-18c diesel switcher 9620, running light as it heads north past Phillips

Modeling the NYC Railroad in 50 Square Feet

Station (from a kit by Banta Modelworks), the freight house, and Jenkins Valves (from a kit by "Better Than Scratch" – BTS) and approaches the trestle.

Buildings on Depot Street are visible behind the station as are the truss bridge and south portal of the tunnel. The model is Atlas O 6105-2 delivered in 2001 at MSRP \$349.95. 9620 was built by EMD in February 1953 and eventually went to Penn Central and Conrail.

Continuing northward, New York Central class F-12a 4-6-0 ten-wheeler 1232 is seen on the wood trestle in the photo (**top right column**) of this page. The truss bridge, built from basswood, is visible at the rear of the layout with The Chromium Process Company to the left behind Jenkins Valves and Bridgeport Tool & Die on the north riverbank to the right. Bridgeport Tool & Die is a model of a structure that stood alongside the tracks of the New Haven Railroad in Milford, Connecticut until just a few years ago and once served as the laboratory of Simon Lake, an early builder of submarines for the U.S. Navy.

The model is Lionel 2131070 delivered in 2021 at MSRP \$749.99, but it doesn't accurately represent the slant cylinders on the locomotive. 1232 was built by Alco-Schenectady as class F-2 in October 1905 and reclassified as F-12 when superheated around 1917. It was renumbered to 1232 in 1948 and retired in July 1952.

Photographs on the NYCSHS archive show it in Bronx, New York and on the Putnam Division at Yorktown Heights, New York.



New York Central class F-12a 4-6-0 ten-wheeler 1232 is on the trestle that crosses the river valley.

The photo (**below**) looks toward the northwest corner of the layout and shows New York Central Lines 4-6-0 ten-wheeler 1916 as the locomotive moves off the trestle and heads for the east portal of the tunnel.



New York Central Lines B&A class F-2f 4-6-0 ten-wheeler 1916 moves off the trestle and heads for the east portal of the tunnel.

B. Lipnick Supply company, the name of my wife's family's business, was built from a kit by Altoona Model Works, and Vance Junction, atop the hill, was built from a kit by Banta Modelworks. The Central leased the Boston & Albany Railroad in 1900 and promptly replaced "Boston & Albany" with "New York Central Lines" on steam

Modeling the NYC Railroad in 50 Square Feet

locomotive tenders, a decision unpopular with the citizens of Massachusetts.

In 1907 the NYC added “B.&A.” in small letters above “New York Central Lines” as seen on the model of 1916. “Boston & Albany” was finally restored on B&A tenders in 1913 and that livery remained until dieselization in 1951. The model of 1916 is Lionel 6-28098 and was listed in 2002 at MSRP \$649.95. Boston & Albany class F-2f 1916 was built by Alco-Schenectady in December 1907, renumbered to 720 in 1912, superheated in 1919, and retired in February 1932. It is shown in a photograph on the NYCSHS archive taken at Waltham, Massachusetts in 1932.



New York Central GP9 class DRS-9e 6001 is about to enter the east portal of the tunnel with a short train.

The photo (**above**) shows the northeast corner of the layout with New York Central GP9 class DRS-9e 6001 about to enter the east portal of the tunnel. I built Signal Station 71, a model of a New Haven Railroad control tower, from a kit by TW TrainWorx. The brick building at right was built from a kit by Itla Scale Models.

The model of 6001 is MTH 20-20549-1 delivered in 2016 at MSRP \$479.95. Diesel

road switcher 6001 was built by EMD in October 1956 and is shown in a photograph on the NYCSHS archive taken at Elkhart, Indiana in 1964.

A close-up view of Signal Station 71 is shown in the photo (**below**) with Boston & Albany class U-3b 0-8-0 steam switcher 53 at the east portal of the tunnel.



Boston & Albany class U-3b 0-8-0 steam switcher 53 is by Signal Station 71 at the east portal of the tunnel.

The model is Lionel 6-28702 listed in 2005 at MSRP \$649.99. B&A 53 was built by Lima Locomotive Works in April 1921, renumbered as New York Central 7725 in March 1951, and retired in January 1955. Photographs on the NYCSHS archive show the locomotive as B&A 53 in 1946 and New York Central 7725 in 1951, both taken at Chatham, New York.

The photo (**next page**) shows the south portal of the tunnel and the truss bridge with Bridgeport Tool & Die in the foreground and New York Central class U-3a 0-8-0 steam switcher 415 about to cross the bridge. The bridge was the first structure I built after setting up the table and before creating any terrain features with pink foam. The river valley is at the level of the plywood, and the riverbanks are raised about one inch. The town

Modeling the NYC Railroad in 50 Square Feet

buildings at the south end of the layout are elevated above the plywood base on four inches of pink foam and the track is elevated by five inches. The top of the hill is 23 inches above the plywood and creates a sense of height and depth on the layout. The model is MTH Railking 30-1123-1 delivered in August 1997 at MSRP \$399. 415 was built by Alco-Brooks at Dunkirk, New York in October 1918 to the 0-8-0 design developed by the United States Railroad Administration during World War 1 and was the first in its class on the New York Central. It was renumbered to 7815 in 1936, retired in May 1952, and scrapped in September 1952. A builder's photo of 415 is shown in the NYCSHS archive photos.



New York Central class U-3a 0-8-0 steam switcher 415 has exited the south portal of the tunnel and is moving onto the truss bridge near Bridgeport Tool & Die.

The Chromium Process Company, Bridgeport Tool & Die, and the muddy river are shown in (photo top next column) as Boston & Albany D-1a 4-6-6T 403 crosses the truss bridge.

The model was made by K-Line. The B&A purchased five D-1a tank engines from Alco-Schenectady in September 1928. They

were used in commuter service to suburbs on the Highland Branch and the Main Line west of Boston until March 1951, renumbered as New York Central 400 to 404 that month, and scrapped later that year and in 1952. 403 is shown in a photograph on the NYCSHS archive taken at Boston in February 1948.



Boston & Albany D-1a 4-6-6T 403 is crossing the muddy river truss bridge with The Chromium Process Company and Bridgeport Tool & Die visible on the riverbanks

The photo (next page) shows Bridgeport Scrap Metals, a free-lanced background model at the rear of the layout. The structure is three inches in depth and overhangs the rear edge of the table. The office building of The Chromium Process Company, built from a kit by BTS, is at the lower left of the photo.

A steep gravel driveway connects the factory of The Chromium Process Company with street level, and the Idaho Hotel is to the left at trackside. The model of DRSP-6a 8223 is MTH Railking 30-20689-1 delivered in 2020 at MSRP \$359.95. 8223 was built by Alco-GE in August 1950 and renumbered to 5223 in 1966.

Modeling the NYC Railroad in 50 Square Feet



New York Central DRSP-6a 8223 has crossed the truss bridge and is passing Bridgeport Scrap Metals.

It was the first New York Central locomotive in its class and is shown in photographs on the NYCSHS archive taken at Palmer, Massachusetts in 1950; West Detroit, Michigan in 1962; and Syracuse, New York.

Boston & Albany D-1a 403 is shown again as it enters the curve around the south end of the layout. The Idaho Hotel, built from a kit by Bar Mills Models, is visible behind the locomotive.



Boston & Albany D-1a 403 is passing behind the Idaho Hotel as it enters the curve around the south end of the layout.

The photo (**right column**) shows New York Central class DES-14e 9110 at the south end

of the layout. The Long Hill Fire Department and Idaho Hotel are on Back Street at the left of the photograph with the truss bridge visible in the distance. Corner Deli, built from a kit by Stoney Creek Designs, is behind the locomotive on Cross Street and Saulena's Tavern is to its right. The town includes fifteen structures. The model of 9110 is MTH Railking 30-21010-1 delivered in 2023 at MSRP \$399.95. New York Central 9110 was an H-10-44 locomotive built by Fairbanks-Morse in February 1950 with an opposed-piston diesel engine. It was renumbered to 8210 in 1966 and retired in 1967. It is shown in photographs on the NYCSHS archive taken at Cleveland, Ohio in 1960 and 1964.



New York Central class DES-14e 9110 is at the south end of the layout with the Long Hill Fire Department and Idaho Hotel visible along Back Street and the truss bridge in the distance.

In the photo (**top next page**) the, New York Central class F-12e 4-6-0 ten-wheeler 1244 is approaching the station. Saulena's Tavern and the Gravely building, built from kits by Bar Mills Models, are on Depot Street. The model of 1244 is Lionel 2431660 and was listed in the 2024 catalog at MSRP \$799.99.

New York Central & Hudson River class F-2e 2118 was built by Alco-Schenectady in November 1907 and became class F-12e

Modeling the NYC Railroad in 50 Square Feet

when superheated in 1916. It was renumbered to 831 in 1936 and renumbered again as 1244 in 1948.



New York Central class F-12e 4-6-0 ten-wheeler 1244 has completed a trip around the layout.

Photographs on the NYCSHS archive show it on the Putnam Division at Yorktown Heights, New York before its retirement in February 1952.

In conclusion, the photo (below) shows Lionel model 2231340 of Boston & Albany A-1a 2-8-4 Berkshire 1401 that was released in 2024. I include it here because both the locomotive and the model are significant.



Boston & Albany class A-1a 2-8-4 1401 was one of 55 Lima Berkshires rostered by the B&A.

Super-power 2-8-4 number 1 was built by Lima Locomotive Works and tested on the Boston & Albany Railroad in 1925. On a test run out of Albany, number 1 was dispatched 48 minutes after a B&A 2-8-2 Mikado, the usual power on the route, had left

town and headed east toward the Berkshire Hills of Massachusetts. The 2-8-4 had 54 cars and 2296 tons compared to 46 cars and 1691 tons for the Mikado. The 2-8-4 caught up with, and passed, the 2-8-2 near Chatham, New York, about 20 miles out.

At Canaan, New York, about 33 miles out, number 1 was three minutes ahead. It arrived at Pittsfield, Massachusetts, about 50 miles out, ten minutes before the "Mike." The 2-8-4-wheel arrangement thereby earned the name "Berkshire" on the Boston & Albany. The B&A eventually bought 55 Lima Berkshires and retired the last one in 1949. The rest is history.

The New York Central O gauge locomotive models pictured in this article were made by the following manufacturers:

- 1) J-1e 4-6-4 Hudson 5344 - MTH Trains
- 2) B-62 0-6-0 steam switcher 231 - MTH Trains
- 3) DES-18c SW8 diesel switcher 9620 - Atlas O
- 4) F-12a 4-6-0 ten-wheeler 1232 - Lionel Trains
- 5) B&A F-2f 4-6-0 ten-wheeler 1916 - Lionel Trains
- 6) GP9 DRS-9e 6001 - MTH Trains
- 7) B&A U-3b 0-8-0 steam switcher 53 - Lionel Trains
- 8) U-3a 0-8-0 steam switcher 415 - MTH Trains
- 9) B&A D-1a 4-6-6T 403 - K-Line
- 10) DRSP-6a 8223 - MTH Trains
- 11) DES-14e 9110 - MTH Trains
- 12) F-12e 4-6-0 ten-wheeler 1244 - Lionel Trains
- 13) B&A A-1a 2-8-4 Berkshire 1401 - Lionel



Modeling NYCS Diesel Electric Switchers

Article by Noel Widdifield

Photos from NYCSHS Archive and
NYCSHS Members, Except as Noted

This is the third article on NYCS Diesel Electric Locomotives that came from three manufacturers. They are the GE 40 ton, EMC SC DES-4, ALCo HH660, DES-7, EMD DES-5 & DES-6A and DES-6B.



DES-A GE40 Ton



DES-4 EMC SC



DES-7A ALCo HH-600



DES-5A EMC SW-1



DES-6A EMC SW-1



DES-6B EMC SW-1

This is another companion article following Charlie Newton's article on these NYCS locos in the 4th Qtr. 2025 *Central Headlight*. Rich Stoving, *Central Headlight* editor, suggested these articles and Charlie and I are working on providing them to you. But I remind you that I don't model in HO-, N-, and O-, so, I hope the article provides interesting info on these diesels. Also, this article needs to cover a total of six NYCS locomotives put into service between 1936 - 1945.

It will be impossible for me to cover all of the scale models of all of these locomotives as I have been able to do in the past two articles. So, I will provide you with information and photos of the ones I have been able to research. But I remind you that I don't model in HO-, N-, and O-, so, I hope the article provides interesting info on these diesels. Some of these locomotives are available as models but I can find very few in NYCS livery.

Models

DES-A - GE 40 Ton

There are no models of the DES-A 40-ton switcher that I was able to find.

Modeling NYC Diesel Electric Switchers

DES-4 EMC SC - HO-Scale



ALCo Samhongsa

Features:

- Unpainted
- Powered Runs Well but it is noisy
- No Operating Lights
- No In-Cab Detail
- No Window Glazing
- Spare Parts Included

DES-7A ALCo HH-600- HO-Scale



Atlas/Walthers ALCo HH600/660

This detailed Atlas HO Scale Master Gold ALCo HH600/660 is modeled after diesels built by the American Locomotive Company between 1931 and 1940. This model is based on post-1937 units. Several of these venerable workhorses are preserved in museums.

Features:

- Five-pole, skew-wound motor with dual flywheels
- Directional LED lighting,
- Accumate(®) magnetic knuckle couplers,
- Accurate decoration and road name-appropriate body details.
- Equipped with a 21-pin DCC socket and speaker for easy decoder installation when you're ready.

Dave Mackay's HO-scale HH600/660



This is a model from Dave on his previous layout. It is an Atlas model from his past and he no longer remembers the improvements he made on the model. (Photo by Dave)

Modeling NYC Diesel Electric Switchers

DES 5A - EMD SW1



Walthers NYC HO-scale EMD SW1

The EMD SW1 is a 600-horsepower (450 kW) diesel-electric switcher locomotive built by General Motors' Electro-Motive Corporation (later Division) between December 1938 and November 1953. Final assembly was at EMD's plant at LaGrange (McCook) Illinois. The SW1 was the second generation of 3,402 cu in (55.75 L) switcher from EMD, succeeding the SC (cast frame) and SW (welded frame). The most significant change from those earlier models was the use of an engine of EMD's own design, the then-new 567 engine, here in 600 hp (450 kW) V6 form. 661 locomotives of this design were built with a gap in production between March 1943 and September 1945.

Features:

- Pre-installed cube-type speakers in this standard DC version for easy conversion later
- 21-Pin DCC connector in standard DC units for easy decoder installation when you're ready
- 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

Lionel O-gauge NYC EMD SW-1



Features:

- Die-cast frame and trucks
- Fixed pilots
- Single motor
- Min Curve: O31
- Dimensions: Length: 14 1/4"
- All other standard Legacy diesel features

Dave Mackay's HO-scale EMD SW-1 DES-5A



This is a model from Dave on his previous layout. It is a Walthers model. (Photo by Dave)

Quest For Fire (Part 3). The Hard Part

Article by Tom McHugh

Acknowledgements:

I want to thank the many members of NYCHS that have provided input to questions placed on the message board and have greatly added to the historical depth of this series.

During construction I am making choices, I am utilizing commercial parts that while not 100% accurate, allow me to build a "good" representation of a model that will never be commercially available. As I write this series, a secondary intent has become evident; I hope to encourage those who have never attempted to build a model to try, and I am documenting my experience to encourage others to do so.

Thus starts the next chapter in my self-imposed quest. As I have regaled in the past, this 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.

Sixty years of armchair modelling and long ago building of craftsman kits did not prepare me for this. I fell back (eventually) on research techniques I had used in my health career field and made copious notes of sources.

I searched the NYCHS archives for photos and learned that keyword could vary from photo to photo and used various combinations including firefighting, fire-train, and fire car.

Photos by Tom except as noted



NG543207 from NYSHS Archives

Initially, taking a quick look at photos of X-2275, I thought, simple, a scrap AHM IHB 0-8-0 tender body on a flat car and cut up an express reefer for the covered end of the car, easy. So, searching at swap meets I picked up flat cars and the occasional express reefer but had no luck with closed vestibule wood passenger cars that I would need for X-1243. About this time I found a copy of a plan for the pump car X-2275, originally published in *Railroad Model Craftsman* in 1943 (Berge, 1943) for sale at www.vintagemodeplans.com.

Boy, was I WRONG. As in the military, the initial plan doesn't survive the first engagement. With the plan and more photos in hand I started a search for the supplies I would really need. The 50-foot fish belly flat was easy. I Google searched for detail parts, such as round roof car ends, round freight car roof, tender bodies.

Turns out that the cars were rebuilt from gondolas in Lots 331-G, 332-G, 335-G, and 338-G. All of them were retired at

Quest For Fire (Part 3), The Hard Part

Ashtabula in 1956. Viewing a photo from 1925 on the Canadian Southern site the heritage is evident. The series of ten cars built in 1943 included X-2269, X-2275, X-2276, X-2278, X-2279, X-2281, X-2283, X-2284 per corporate asset cards for NYC company service equipment (Personal Communication Hugh Guillaume, 2025). I will stick with the 50' flat car for simplicity

All of them were retired at Ashtabula in 1956. One can only speculate why the short 13-year lifespan, but the on page 8 of the September 1956 *NYCS Headlight* there is an article about a new firetruck delivered to the Beech Grove Shop. I believe this is the same apparatus that made an appearance at a recent NYCHS Convention.

I Google searched for detail parts, such as round roof car ends, round freight car roof, tender bodies. The two sites that proved most useful were Toy Train Heaven for their fire sale and LaBelle Woodworking for both its 1900 era car kits as well as an assortment of long out of production Red Ball parts. Searching through the "Fire Sale" site, I found descriptions and occasionally pictures of tender bodies and many parts including roof hatches, tender hatches, valves, ladders, eye bolts and searchlights. On the downside even when pictures were available, they might not indicate size accurately and tender descriptions were either long, short, or slope back. Many of the parts I acquired were from the 60's and 70's from manufacturers such as Cal-Scale and Selly. Not sure of what construction approach I would use for the body, so I purchased both wood and styrene scribed sheathing; styrene was available at the local hobby shop. Wood products, including sheathing, roof sections and floors were direct ordered from Northeastern Scale

lumber. I went wild with the wood order, not sure of what I would need. I purchased freight and passenger car floors, reefer roof, caboose roof, center sills, passenger car sides, doors and windows. Turns out I needed reefer car roof and not caboose roof; believe it or not the cross sections are different. Alex Schneider alluded in the 2025 4th Quarter Modeler, sometimes we don't realize what we are missing.

As I related in the last installment, multitasking while I was waiting for glue to dry on the flatcar for X-2002, I pulled out the plan of X-2275 and laid a short Bowser tender body 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. Securing the tender body was accomplished with the tool my wife gave me when we were first married, a Black & Decker Workmate.

The wood and plastic jaws would not damage the casting. Safety is important and I used a full-face shield to protect me from flying debris.

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.

Quest For Fire (Part 3), The Hard Part



Bowser tender body casting that was the exact size Tom needed.

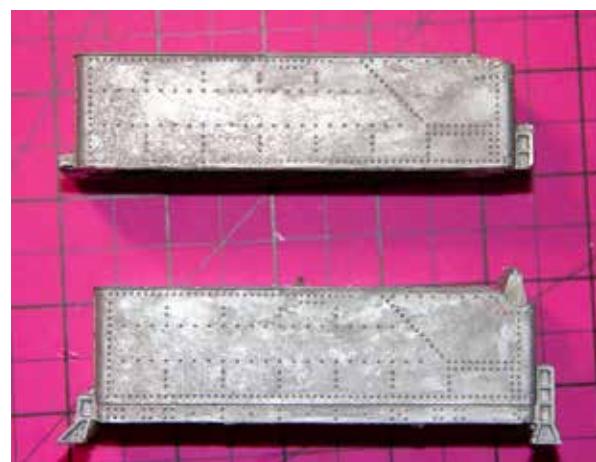
Additional areas of the tender body (shaded in purple) need to be removed so the body would sit square and not interfere with the roof.

This proved to be an interesting but, in the end, a quick project. I did this in the garage for obvious reason, the casting probably contains lead, and I didn't want to spread dust and metal shards around the basement.

I started with a Dremel metal cutting disc which did much of the work but left things uneven. Next, I tried an emery stone, but this quickly filled with material. I then used various milling bits and finished with small drum sanding bit.



Tom finished the edges with a small sanding bit in his Dremel.



The photos show the tender with the removed parts.

The body now sits square on the flatcar but again going back to the O scale plan the entire tank is slightly too tall but would involve to much effort and possible damage to correct. 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. I added a ladder from a section of Plastruct ladder and corner upright grabs were fashioned from Cal-Scale RS pilot grabs.

OOPS! So here it is four months after the eureka moment that the tender body was the right length. On my workbench I have three versions of the plan for X-2275, the O

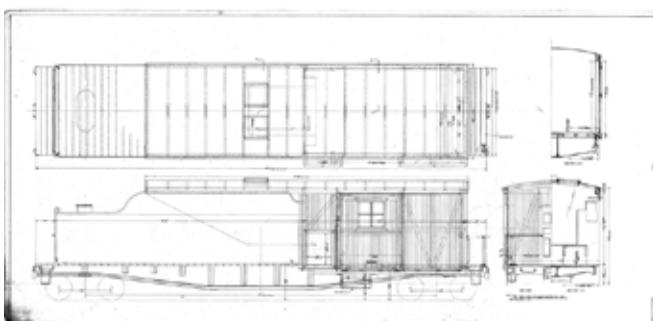
Quest For Fire (Part 3), The Hard Part

scale copy I purchased, a 50% reduction of the O scale plan (Half O) from the local copy store, and an Adobe Photoshopped copy of plan Z-53522 from the NYCHS MOW digital files.

The only one with extensive measurements is the copy from the NYCHS digital files. I Photoshopped the plan from the archives, as when scanned for the archives, it was so light as to be unreadable. Photoshop also allowed me to make a readable copy and zoom in so I could read measurements.

Turns out when putting the scale ruler to the 50% reduction of the O scale plan it is under sized by approximately 7%, my print of Z-53522 is approximately 9% oversize. Time again to choose, 100% accurate or a good representation. Since the tender body represents a major portion of the project and with the amount of rivet detail, I am opting to use the tender body.

The overlength of the tender will be covered by the enclosed end of the car. The enclosed portion of the car can follow the dimensions on the plan from the NYCHS digital archives.



Photoshopped Version of plan Z-53522 from NYCHS MOW Digital archives.

Learning from prior experience with Pro-Custom paint, I sprayed the metal tender body, car end, and doors with red oxide primer from a can to facilitate adhesion of

the final red finish. Even with this, I had to do brush touch up on corners.

Once again going back to plans and photos, X-2276 is labeled "EXTREME HEIGHT 14 FT." See photo NG543207 on the first page. The car end that I have is a Red Ball casting but comparing it to the photo there is 1'9" difference in height above the door with the plan. This is the most frustrating portion of the project as the photos do not agree with the official diagram. My plan and the official diagram show wood sheathing extending to the roof. Photos show a board overlaying the sheathing.



PB429034 from NYCHS archive.



PB429033 from NYCHS Archive

Quest For Fire (Part 3), The Hard Part

There are 4 options, once again compromise and ingenuity are required. The easy way would be building up the bottom of the casting on a "step", solves the problem but misses the visual of excess height.

My initial plan was to use wood car sheathing to add the height to the top of the casting.

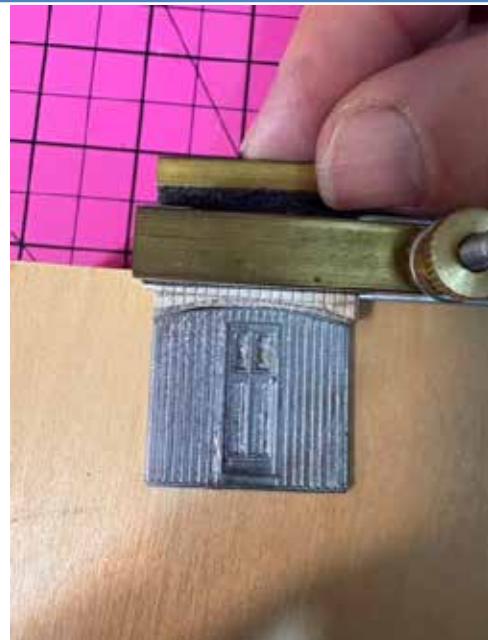
I created the wood parts by clamping the scribed sheathing to a self-healing mat clamped to the workbench top. Measurements were made on the sheathing and marked using a square and cut out with a hobby knife.

Shaping the extension for the top of the casting proved unsatisfactory as scribing on the sides of the arc separated as I cut toward the edge.

I solved this problem by cutting a piece of sheathing to the correct height and coating the backside with cyanoacrylate to provide strength.

I must give credit for this to Seth Lakin, who described the technique in his article on construction of the AMB NYC standard caboose.

After it had dried, I clamped the stock in a jaw of a corner clamp and used a small diameter sanding drum with low speed Dremel, frequently checking the contour with the casting.



Continual checking of the contour of the casting was required to insure a good fit.



Different options explored for car end.

The joint between the sheathing and the casting calls for a new tool, so I acquired a splice clamp to hold the two pieces in place.

Being a throwback, I used Walther's Goo for this joint. Unfortunately, a butt joint between the top of my piece and the flat of the roof stock did not present a realistic roof line. So again, time to reevaluate.

Quest For Fire (Part 3), The Hard Part



Splice Clamp used in the construction.

I could scratch a new car end out of scribed sheathing which would match the roof stock and add a cutout for a door casting. This could be accomplished using the Red Ball end as a template for curved top of the new end.

The fourth and final approach was to carve the underside of the reefer roof, which was slightly over two scale feet tall.



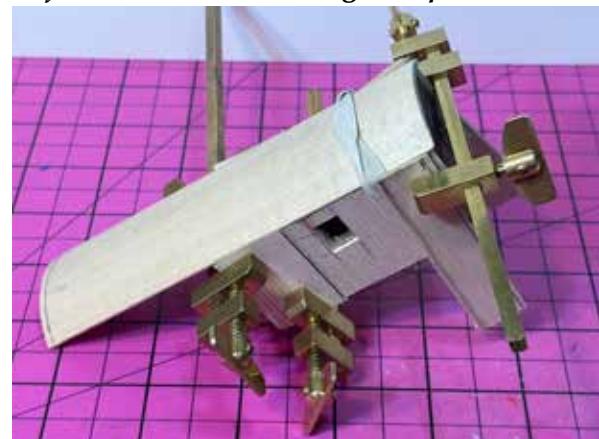
The reefer roof has been curved and glued in place by Tom.

I traced the outline of the top of the car end casting and using a combination of carving and a sanding drum in a rotary tool I matched the top of the casting in the roof stock. Next, I cut a piece of sheathing and shaped it to match both the top of the casting and the carved underside of the roof. And this produced an acceptable appearance. I will say I estimate this part of the construction at least four hours over several days with constant checking and adjustments. Another adage is the "enemy of good is perfect", but I am satisfied with the final product.

Next, I started construction of the enclosed cab. Basic box structure was constructed of 1/16" basswood for the structure. The floor and two sides were cut from the basswood stock with a #2 X-Acto knife. The stock was clamped to my workbench on top of a self-healing mat, and cuts were made using a machinist square as a guide. The floor was placed in a right-angle clamp, and the sides were attached using Titebond III carpenter's glue. Northeastern end block was added at the ends to add structural integrity, with an opening drilled where the windows of the door are located. The enclosed portion of the car is overlayed with scribed sheathing.



The floor and one side being clamped.



Several clamps were required to hold everything in place.

Quest For Fire (Part 3), The Hard Part

Tichy boxcar doors were used, and a Grandt Line work car window was placed in an opening cut in the door. Measurements were made on one of the doors which was then clamped back-to-back with the second door to make the openings. The openings were made by drilling and filing the openings to fit the windows.

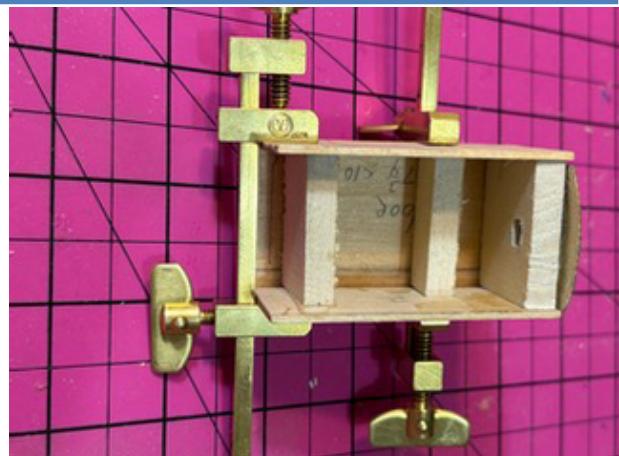
I had originally planned on using metal Red Ball door castings but creating the window openings would have been more problematic and time consuming. At this point I have a decision to make.

I constructed the shell with the provision to make openings in the side walls behind the doors, but functional doors using the Tichy doors was not feasible so instead I made openings in the structure to align with the windows.



Tom first drilled holes in the structure to enable the cutting out of the door opening.

The Red Ball doors were slightly smaller and had a definite ledge that would have (probably) slid in channels constructed with styrene channels.



The cab is finished and clamped for the glue to dry.

A unique detail for the interior of the car is a six-foot diameter turntable mounted A-frame to support two hose reels for the storage of hose. The car carried 600' of 1 1/2" and 600' of 2 1/2" hose. The turntable allowed for the hose to be pulled to through the side of the car depending on the fire location. While it would be an interesting project the time and effort involved without opening doors would be a distraction. I did however construct a frame that is visible to close inspection behind the windows.



Tom placed some of the interior details inside so they would be visible through the windows.

Framing for the hatch adjacent to the side door was constructed from belt rail. The mitered corners were cut with a chopper. The frames were constructed with

Quest For Fire (Part 3), The Hard Part

carpenter's glue on a sheet of wax paper. They were then transferred as a unit to the side of the car. This is another deviation, the hatch in the photos is inset, where I modeled the frame projecting from the car side. Having to make an opening in the in the sheathing and the side wall of the structure would have added complexity. As it was, creating the opening surrounds involved approximately one hour.



Tom created the opening surrounds in a little over an hour, and they are ready to be attached.

The car is finished in Pro Custom Pacemaker Red with individual lettering



Toms completed model with trucks and couplers ready to run on the layout.

with Microscale Gothic White. I took liberties with the decaling and departed from the photos as using smaller fonts would have been impractical to accurately place. The cabin, tender body and flat car were all painted separately. Looking at the back of the tender body after painting it looked naked. I would add a ladder, but I also decided to add vertical hand bars on the corners.

I modified RS pilot grabs, securing the top in the hole for marker lights and then trimmed and bent the lower end which was secured with cyanoacrylate. Ideally, I should have done this before painting. Cal Scale steam and air hose assemblies were applied before mounting the tank and cabin to the flat car deck. Once again going old school the cabin was attached to the deck with Walthers Goo and clamped with rubber bands. After 24 hours the tank was fitted between the side walls and secured with Goo.

Quest For Fire (Part 3), The Hard Part



Three views of Tom's completed model showing the opposite side and the rear of the model.

A few key points about decals: 1) always have more than one sheet, 2) the spacing between characters in smaller fonts means you are probably going to sacrifice adjacent characters, 3) as you are cutting out single characters in the smaller font they sometimes fly, 4) found out after number three, dispose of used decal paper promptly, it speeds up the process of looking for a single character on your work surface. Finally, I know you take great care with decal application and use the appropriate setting solution, don't be surprised as a character blows off as you are airbrushing the protective dull finish.

Estimating the time involved in the construction of this car is again nebulous, I gauge it by how many albums I listened to

during construction. I can tell you during the work on the doors and windows and a revision to the end of the roof was three albums, it was at this point I switched from the vintage iPod to the multi-disc CD player. During construction much time was spent trial fitting and revising.

As I come to the end of this phase of the project I find I have a huge selection of parts and scale lumber. I have parts of the car that I am not happy with the final appearance but found out too late to fix. New York Central had nine of these cars as well as the whole different class built in 1912; I have enough parts for at least one more. As I am finishing this article, I was ordering more parts and craftsman kits and was informed that La Belle Woodworking will be closing

Quest For Fire (Part 3), The Hard Part

in June of 2026. Sadly, another source of hard-to-find supplies and kits that will be missed.

The final car of the consist X-1243 is rather mundane, and I will be using a LaBelle Woodworking 1903 baggage car for that project. I am hoping it is the right length, again I have a couple of photos from the archives but no definitive plan. One noticeable difference is 8-foot opening at one of the baggage doors, whereas the kit has two 6-foot doors. The photos indicate that it rode on 4- wheel trucks and later in life, in a deadline photo taken at Selkirk it had a white roof and peeling red paint.

Going forward there are things I would do differently since this was the classical “learning experience”. I would use Northeastern Scale Lumber products rather than basswood sheet to build the cabin structure. The basswood was a little too thick for the side walls which was evident as I looked at the cabin end. In the future I would use passenger car siding overlayed with sheathing. I would continue to use end block to reinforce the structure. I might consider building the end myself and



Tom's scratch-built fire train on the layout with two of the three fire cars completed. We can't wait for him to complete the fire train and continue to show his modeling of it with us. Very nice work Tom!!

inserting a commercial door casting rather than the splice technique I employed which looks crude.

What I would like members to take from this series is that the Society is a great resource. Any question you put out is likely to get a least one response, and probably more. The photo archives and plans available from the Collingwood Shop are great resources. Noel encourages you to write and provides timely feedback, again we need more authors. Unique NYC models attract attention at RPM meets and encourage attendees to stop and talk to members manning the tables.



Tom's fire train heading out to the nearest fire.



Tom's scratch-built fire train on the layout with two of the three fire cars completed. We can't wait for him to complete the fire train and continue to show his modeling of it with us. Very nice work Tom!!

Quest For Fire (Part 3), The Hard Part

Tools:

Splice clamp
Right angle joint clamps
#1 & 2 X-Acto knives
Machinist square
Rotary hand tool
 Metal cutting disc
 Emery stone
 Various sanding drums
Milling bits
Hacksaw
Miter box
Zona saw
Chopper
Sanding sticks
Needle files
Binocular loupes
Multiple tweezer types
Airbrush
Portable Spray booth

Parts:

La Belle Detail Parts Passenger Chimney-10-034
Red Ball Car Ends RB-066-M
Cal-Scale 190-233 Tender Hatch Round Base
Cal Scale Roof Hatches
Cal-Scale 190-530 RS Pilot grabs
Cal-Scale 190-275 Air, Steam and Signal lines
Bowser Fire Sale roof hatches
Tichy Train Group #3017 6" wood Box car doors
Grandt Line 5059 Outfit Car Window Windows
Detail Associates 6504 L- shape grab irons
Northeastern Scale Lumber scribed sheathing
Northeastern Scale Lumber reefer roof
Northeastern Scale Lumber HO belt rail
Northeastern Scale Lumber end block



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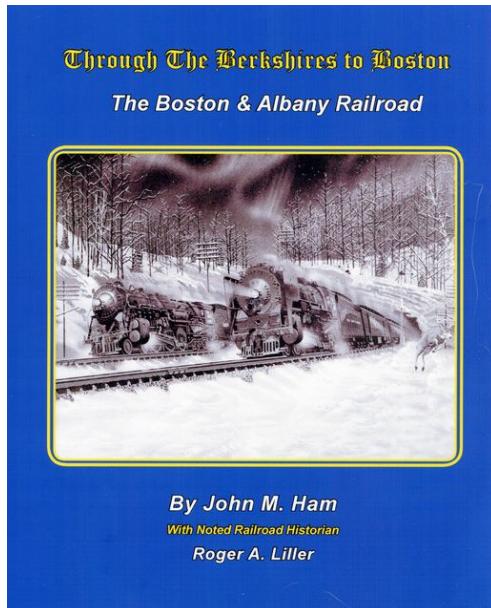
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Through The Berkshires to Boston

By John M. Ham With Roger A Liller



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

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

This 336-page publication contains not only superb Boston & Albany Main Line photos, but images of its branch lines, major connecting railroads, and the cities and towns that were served by the B&A in one capacity or another. More than 120 stations are seen on the pages and with 600 photos, maps and timetables are between its covers. We hope you will take this journey from Albany to Boston through the scenic Berkshires with us and enjoy it as the authors had while assembling and producing this long overdue book.

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

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

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Workshop by Brian Seace

Headlight Lenses and other Round Things

To make clear headlight lenses, port-hole glazing on diesels, and other round plastic bits, especially for brass models that came unpainted, this is an old custom painter's trick.

Carefully measure the diameter of the hole you want to glaze, then go to your index of drill-bits and pull out the one that matches in diameter. Machinists' "number" bits offer a better selection than fractional-inch, so now is as good a time as any to invest in an index-full of good ones. The measuring can be done using the shank-end of your bits as a gage, by the way. A nice slip-fit is what you want.



Brian has clamped the brass piece to the drill press and is ready to drill the hole.

Fixture a piece of thick brass or block brass on your drill press. I'm using my old Unimat mill, but a decent drill press will work just as well.

Photos by Brain Except As Noted

This will become a die or die-plate after you drill a hole in it that is the diameter of the lenses you need, using the bit you settled on in the measuring step.



The hole has been started exactly where Brain wanted it. Clamping the brass piece securely has made that possible.

Once you've drill through, do not disturb the set-up. You want the die to remain exactly where it is with respect to the drill-bit and chuck.

Unchuck the bit, take a file, and file the shank-end flat with nice clean sharp edges. The flat should ideally be at a little off axis of the bit.



THE NYCENTRAL MODELER WORKSHOP



The hole in the plate has been cleaned up so there are no burrs on the plate.

Re-chuck the bit backwards, and it becomes the punch. With the motor off and using the quill handle to press through the die or die-plate you made with that same drill-bit, stamp out a supply of lenses from acetate sheet or round bits from Evergreen styrene sheet. I often use reasonably thick clear packaging for lenses, the stuff that is a pain to get open.



Using the shank end of the drill bit Brian punches out several lens from acetate for his headlights.

If for some reason the set-up moved or you didn't take my sage advice about spending the dosh on good bits such that you ended up with the pre-bent trash from Harbour Low Depot, all is not lost. Loosen the die, run the quill-handle down to slip the punch

through, and refixture the die. You might have to fiddle with it a bit, but it'll work.



Here you can see the acetate with the lenses drilled out (on the left) and one of the finished lens (at the arrow).

The flat on the shank end of the bit won't affect the function of the bit as a drill-bit, so put it back in your drill index when you're done.

The plastic aircraft modelers have something called canopy cement, not only the thing for putting these in place but also for putting the glazing in cab window openings. Watch crystal cement works well, too.



Testors' clear parts cement and window maker.



THE NYCENTRAL MODELER WORKSHOP



Kit bashers' Razor Saws

Having mentioned the plastic aircraft modelers in the last bit, I shall now lay this thought before the congregation. Because railroad Modelers are such an insular breed, we are often unaware of tools used in other modelling disciplines that are at least useful if not absolute genius.

The afore-mentioned plastic modelers have these razor saws from CMK. They are very thin, small enough to get in tight places, and make elegant, straight, and fine cuts, the very thing you dreamt your clunky six-inch X-acto saw would do but sad experience tells us they won't.



CMK makes a variety of razor saws that are very handy for cutting in hard-to-reach places on your models.

I use these razor saws a lot for kitbashing plastic models, cleanly taking ends off

boxcars, pilots and anti-climbers off diesels, removing details flush with surfaces. They can be fixtured in the available handles or used (carefully) in your fingers. If bashing or building, especially in styrene, is your thing, you'll like 'em. A lot.

A final word. If you come away from this column with anything, it is this. Take a walk around the other aisles in the hobby shop besides the railroad stuff. Go to an IPMS show with your eyes and ears open. Prowl the craft store. You never know what treasures lurk within.

Brian

Real Railroad Tools



NYCS Tools

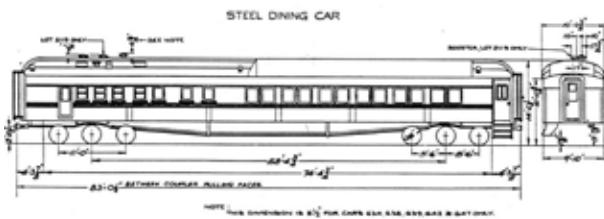
Painting a NYCS Diner

Article by Mark Sklar

Photos by Mark except as noted

Many of you are aware of the NMRA Achievement Program. A few years ago, I decided to start working on the NMRA Achievement Program (AP). When the AP is successfully completed, you are recognized as a Master Model Railroader. (MMR) The NMRA states "The purpose of the AP is to recognize and reward good model building." Also, the AP is highly valuable in developing new skills and techniques as a modeler. One of the certificates of the AP is Master Builder Cars, with the requirement to scratch build four different cars. The rules have been updated to include 3D printed cars if the modeler designs the 3D drawings and does the 3D printing.

The first car that I chose to build was a NYCS heavyweight baggage car as it was simpler in that it is only 60 feet long and had no windows. There were good plans and pictures available which helped a lot. The baggage car came out very nice, so the next car was a four-window heavyweight postal car, which also came out well. The third car, which this story is about is the NYCS diner car. The car that I chose to model was based on the dimensional information and pictures I could find. I wanted to design the model as accurately as possible but finding dimensions for a NYCS diner car was limited. I was able to find only the overall outside dimensions as seen in the figure below.



The overall dimensions were a good start, but the window and door dimensions would have to be found using only pictures. I found two good side view pictures of diner cars 648 and 649, shown in the photos on the right column. I was told that "the cars were NYC Lot 2043: originally MC 143-145, then renumbered NYC 647-649 on 4-22-36; built by Pullman on Lot 6070, NYC drawing number P-57264, 40 seats, NYC Specification 701-D."



This picture of Diner Car 648 was used as the source of information to design the kitchen door side of the model. This view of 648 shows the car after skewing and straightening it with Photoshop Elements. Window and door spacing were obtained from this view.



This picture of Diner Car 649 was used as the source of information to design the opposite kitchen door side of the model. This view of 649 shows the car after skewing and straightening it with Photoshop Elements. Window and door spacing were obtained from this view.

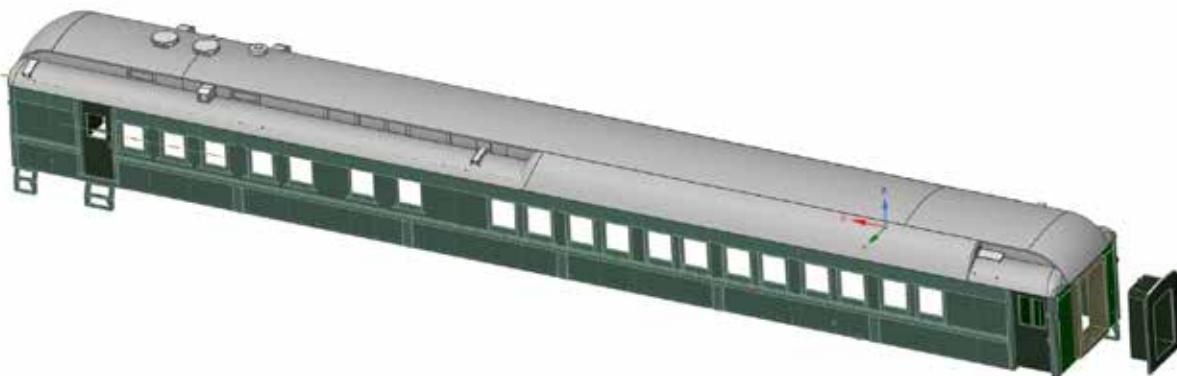
Luckily the pictures of 648 and 649 are opposite side views so there is window, door, and undercarriage details for both sides of the car. The pictures were then skewed and straightened horizontally and vertically using Photo Shop Elements as shown in Figures above.

The corrected images were overlayed on the 3D drawing program (DesignSpark

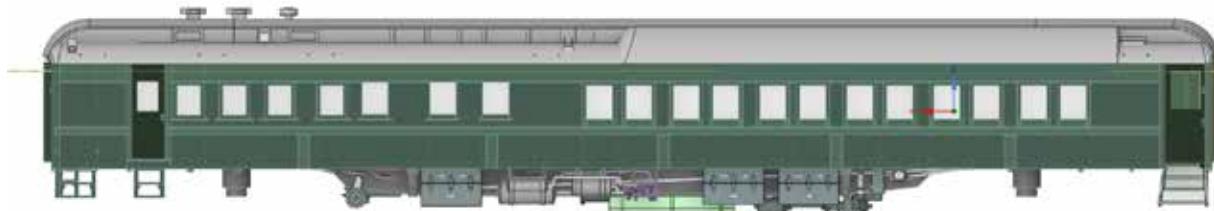
Painting a NYCS Diner

Mechanical) and resized to HO-scale dimensions. Now I could place all the window and door locations using the overlay images. The model was drawn in three sections, with the roof, sides and ends as one section, the undercarriage was another section, and the movable diaphragms were another section. Each section is selected separately to produce an

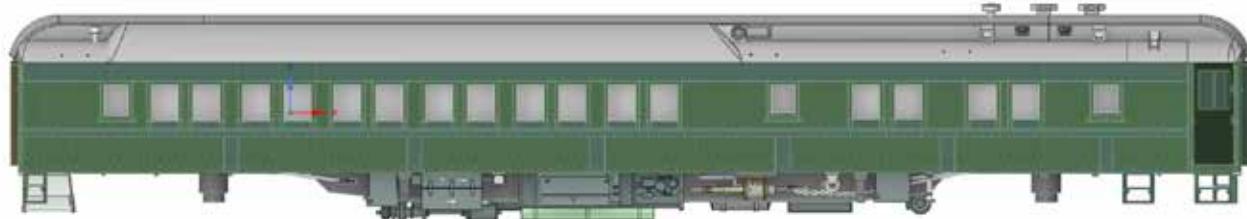
STL (Stereo Lithography) file that the 3D printer software requires. The 3D printer requires slicing software to generate the printing layers. Each layer (or slice) is 50 microns (0.002 inches) thick. The slicing software also is used to place vertical supports to anchor the printed parts while printing. The supports are later removed like sprues on a plastic model.



This is a view of the car body 3D drawing model. The diaphragms were printed separately.



This is the kitchen door view of the car body and undercarriage 3D drawing model. The undercarriage and diaphragms were printed separately.

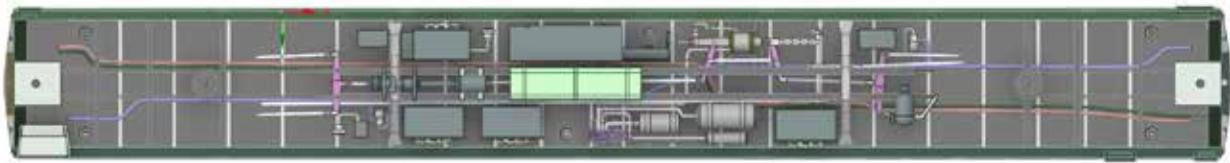


This is the opposite kitchen door view of the car body and undercarriage 3D drawing model. The undercarriage and diaphragms were printed separately.

Painting a NYC5 Diner



This is the top view of the car body 3D drawing model. The roof contains the later air-conditioning ducting.



This view shows the car undercarriage 3D drawing. All the items shown in the drawing include tubing, brake gear, battery boxes, chains for the brakes, air-conditioner, generators and steam vents. The undercarriage is attached to the body using six #1-72 flathead screws.



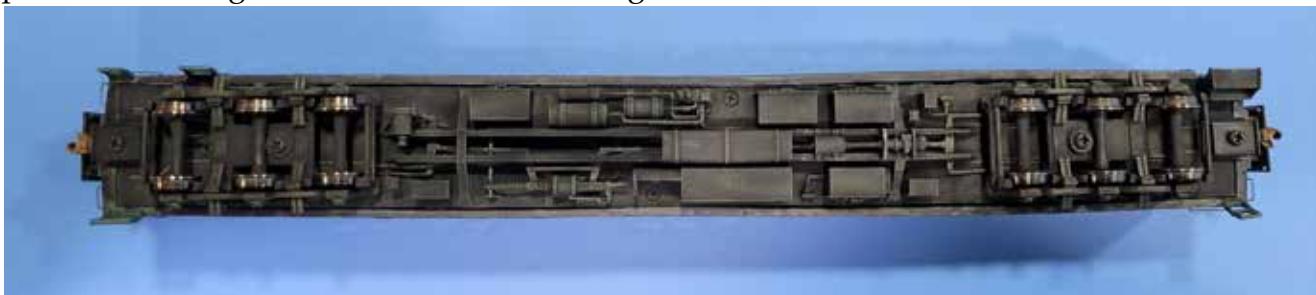
This photo shows each side of the printed car and undercarriage before painting. Note that you can see some of the printing supports have not been removed on the undercarriage.

Some of the separate details that were added to the drawing were steel side panels, lots of rivets, roof vents, doors, door handles, handhold starter holes, windows, windowsills, stirrups, end of train light mounts, and movable diaphragms. Each window cutout was thinned to 0.020" so the glass would look realistic when mounted. Microscope cover slip glass which is about 0.006" thick was cut and fitted for each window and canopy glue was used to hold it in. The glass is extremely clear and scratch free which can be seen in a later night photo.

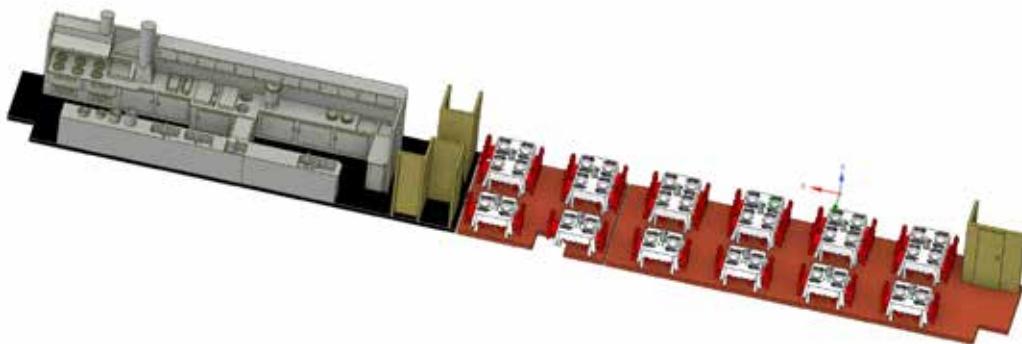
Painting a NYCS Diner

For the handholds a #80 drill bit was used for the hole and 0.012" diameter wire was custom bent for each handhold. Starter holes printed into the model making drilling much easier. Walthers part # 920-2204, three axle trucks were used, as these trucks have the correct spacing and frame.

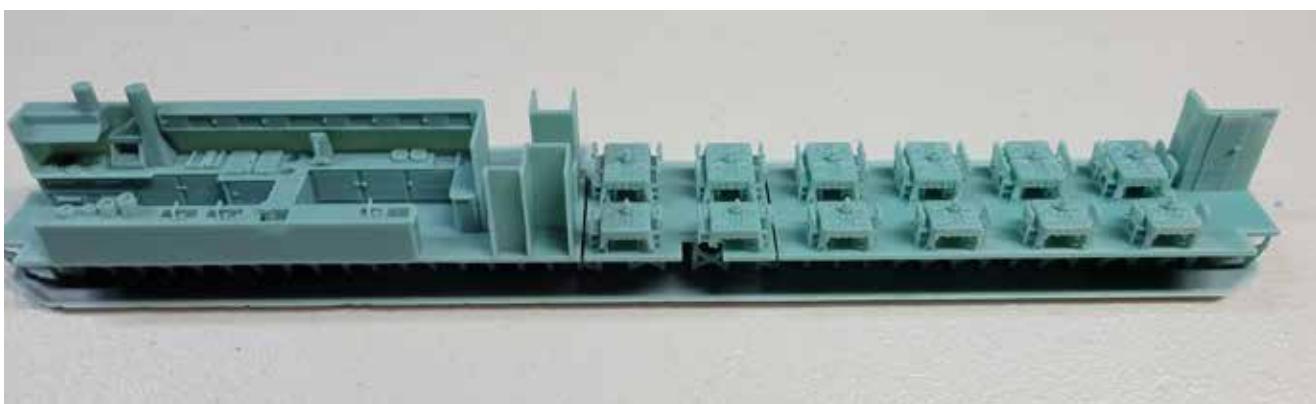
The trucks make electrical connections for lighting easy and roll smoothly. Tamiya flat black was airbrushed on the roof and custom color mixed gloss paint was airbrushed on the lower portion of the body. Microscale decals were used for all the lettering, and a final coat of Tamiya matt acrylic varnish was airbrushed over the entire body and roof. The under carriage and trucks were airbrushed with Tamiya flat black and dry brushed with light brown paint and powders to bring out the details as seen in figures below.



This photo shows the finished undercarriage

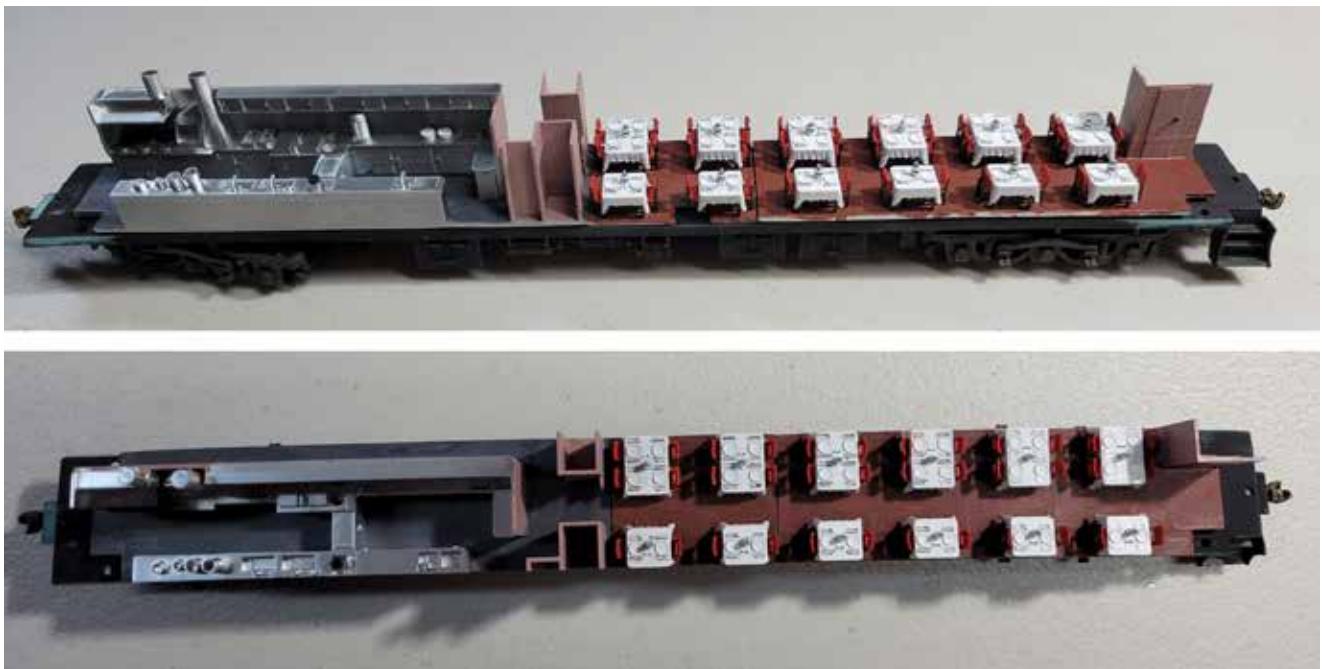


This view shows the drawing of the diner car interior components.



This photo shows the car interior before painting and still attached to the printing support structure.

Painting a NYC5 Diner



This photo shows two views of the finished car interior.



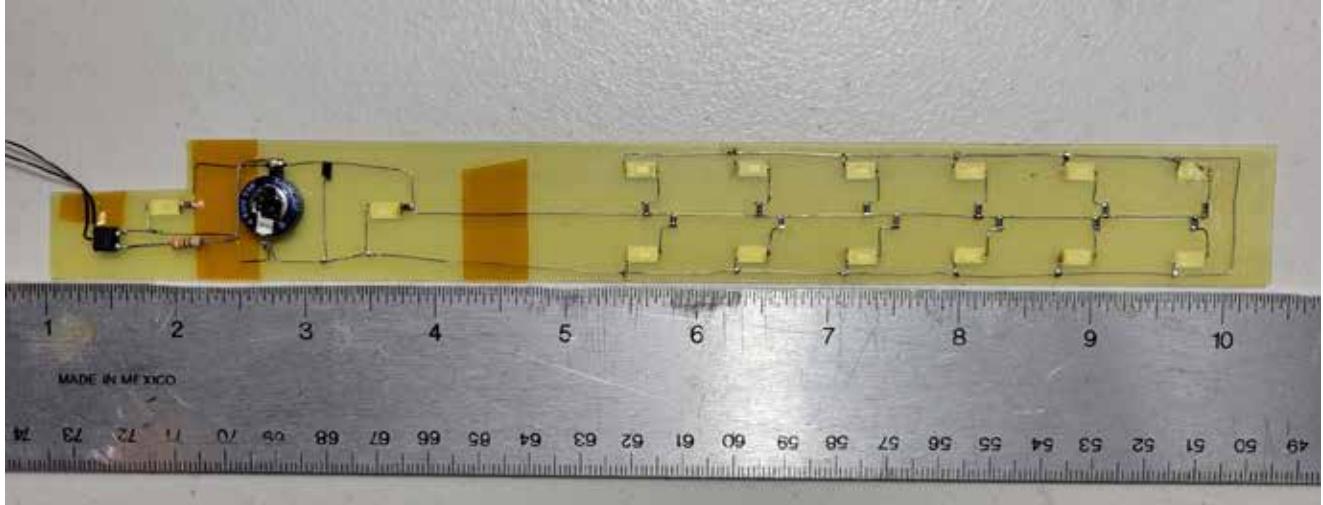
This photo shows a closeup view of the kitchen, closets, and two tables. All the components in the photo were printed as one piece including the stove, pots, pans, sinks with faucets, coffee urn, fryers, chairs, tables with tablecloths, dishes, water pitcher, salt and pepper shaker, and silverware.

Painting a NYCS Diner

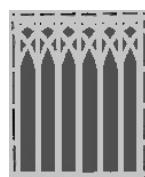
The interior tables and kitchen were based on pictures from the on-line NYCS digital archives. The kitchen was painted with Testors chrome spray can paint. The tables, chairs, and walls were brush painted with Tamiya flat acrylic paints. The water pitcher, tops of the salt and pepper shakers and silverware were painted with a 2mm chrome marker from Molotow. The silverware is raised slightly above the table surface which allows the paint marker to quickly paint each piece. The Molotow marker is excellent for making chrome or silver parts.



This photo shows the LED lighting (ceiling view). A piece of 0.032" thick fiberglass (G10) sheet was used to mount the LEDs and other flicker free components on the other side.



This photo shows the electronic components for the flicker free operation. The LED can be seen through the translucent fiberglass sheet.



This photo shows an ink jet printed paper insert representing the faceted window. It is mounted on the back of the bathroom window glass.

Painting a NYC Diner



This photo shows completed 648 and 649 on the layout.



Another view of completed 649 on the layout.

Painting a NYCS Diner



This photo shows a night view with illuminated interior.

I was very pleased with how the model came out and still amazed on how the tiny details of the 3D printing look. The drawings take a lot of time and 3D resin printing is smelly and messy, but the results are amazing. Also, once the drawing is completed you can print as many as you want quickly. Each print takes about 4 hours.



This menu was used by Cary Grant aboard the 20th Century Limited in Alfred Hitchcock's North by Northwest, which was released in 1958.



Reworking a Kitbashed Caboose

Article by Robert von Behr

An article in the New York Central System Modeler, first and second quarter, 2025, ended with a note of dissatisfaction. The article was titled "Kitbashing a NYCS Lot 732 1944 Caboose in HO Scale." This was a model of one of the fifty wartime stretch-model cabooses built from outdated wood-sided 36-foot boxcars. They ended up looking like the hundreds of "standard" NYCS cabooses of the 19000 series, but they were longer, and they had a noticeable C-channel girder below the wooden body along each side.

In the glare of photographic lighting, the area I had stretched and spliced in just did not blend in with the rest of the model.

I didn't like the way the caboose looked on one side. The original modeling plan was to add about five feet in length smoothly—not sticking out.



The caboose is shown on a clean white surface, ready to be worked on with whatever implements seem necessary.

I'm happy with the caboose in every other way. It rides well, it's sturdy enough for

Photos by Robert except as noted

regular use, and the detail shows up well in normal settings. I decided to do something about the distracting uneven spot, and I gathered any modeling tools I could think of in order to work on it. **(lower photo on left column)**

To give a recap, the plan had been to stretch out an available plastic casting from a caboose body from a plastic kit by cutting it in half and adding roughly five feet of matching siding. Once everything was spliced and securely cemented, the body went onto a passenger car type of floor with notches for steps. The end platforms on the Roundhouse model were made for narrow steps in the four corners. These do not match the wider NYCS prototype caboose step areas. Next, a small, low NYCS-style cupola was added. Roof, underbody and platform details were worked out.



The basic concept: A typical MDC/Roundhouse kit, unfinished, is shown with the completed model (now equipped with "escape-proof" trucks that lack wheels.) Somehow, the patch in the center failed to blend in properly.

Reworking a Kitbashed Caboose

At the time, the Lake Junction/American Model Builders model kits for just this type of caboose were not available. I went with the Tahoe Model Works No. 105 Barber-Bettendorf caboose trucks recommended in the kit's instructions and available from Westerfield online.

Fortunately, as I stressed in the article, the roof had been made removable in case of difficulties later on. This gave me a lot of extra work at the time, but it was a type of insurance. The cupola was also made to be removable from the roof. I was mostly concerned with small bits of clear window glazing coming loose during handling and use. In fact, before I finished the model of caboose number 20144, some glazing did come loose from the window area on an end door. (If you count one window for each door, there are ten windows on the "main floor" of the full-size caboose and ten more in the cupola. That's quite a lot of window glazing to look after.) Any plans for interior lighting later on would also benefit from a model that can be disassembled. I ended up using just two screws in opposite corners to hold the assembly together.

With screws removed, it was fairly easy to remove the roof from the body. The two end ladders are attached to the roof, and they hang down from the roof, like long legs of a rider on a horse. To keep them from bending or coming off, I rested the roof and cupola assembly on a model kit box top, or else I could leave it in a safe place lying on its side. Now I could handle

the body and figure out a strategy. It was nice and sturdy. I began to consider how to slice off, separate or otherwise improve the laminated pieces of this section that lengthened the caboose.



The first step. The roof rests on a box top so the ladders don't get bent or fall off.

Not really wanting to rebuild that area, I decided to delay taking anything apart. Instead, I came up with the idea of filing the area down as a start. I didn't quite trust myself, so I took a precaution. I would put one or two layers of masking tape down as protection for the adjacent areas that were NOT to be sanded. After applying Tamiya yellow tape and then blue painters' masking tape right at the edges of the spliced-in area as a guard, I began filing down that center inserted section.



The masking tape is on, and the filing is just getting started.

Reworking a Kitbashed Caboose

I didn't realize how thick the bulge was. In scale model terms, it must have stuck out several inches. It's no wonder it caused highlights and a shadow in photos taken with any light coming in from an angle.

When I thought I had filed it down to be even with the rest of the siding, I stopped. I removed the tape, primed the exposed plastic and waited a day or two before applying dark red-brown acrylic paint to match what I had. I wasn't done yet. The patch STILL stuck out!

This time, I filed as carefully as I could, using the same metal files and emery boards. I wedged a piece of wood inside the interior walls to act as bracing while I was applying pressure to that one side. I also had a smooth, cushiony surface underneath the model, so I wouldn't scuff or otherwise damage the opposite side. I checked my progress by passing my fingertips, and later the end of a fingernail, along the side to get the feeling of any uneven surface joints. Twenty minutes or more of touch up work was needed to make the patch really fit in. Added to my first effort at filing it down, this was a lot of fuss for an area of just a little more than one square inch of outside wall material.

Fortunately for me, the sides had been spliced solidly enough that the model never wobbled or swayed while being handled or worked on. Apparently the Testors "Liquid Cement for Plastics" had thoroughly and permanently welded

together the Evergreen and the Roundhouse plastics (styrene, I imagine) into a strong unit.



Not done YET! More filing is needed. As carefully as I worked, even the sides of the nearby windows got some sanding and lost paint.

Now I had to decide whether to file/dig deeper and add fresh siding material on the surface. I could also stop removing any more material and try to apply a grooving effect in the patched area. What I now had was a nice, flush but very smooth section in the middle of the car side. Not trusting the steadiness of my aging hands, I came up with a MacGyver type of plan to use the straight teeth of a dollar store comb to guide a hobby blade as it drew vertical lines down the side. The tip of a hobby or jeweler's saw could work here, too, if it's not too wide.



TV's MacGyver might or might NOT approve of this seat-of-the-pants modeling technique: A sharp blade is drawn through the spaces between teeth on a comb to carve vertical grooves in the plastic in an effort to reproduce the effect of wood car siding.

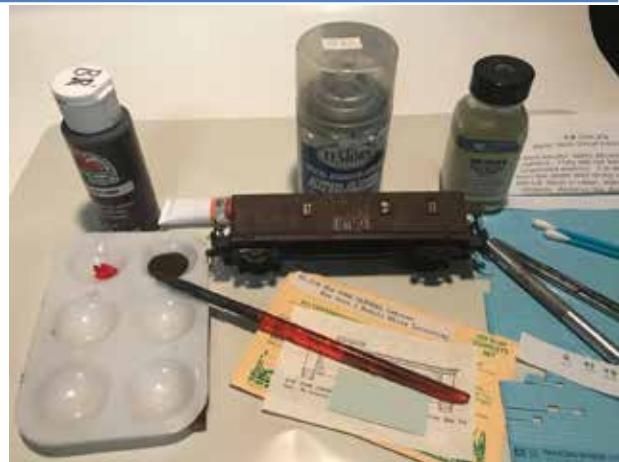
Reworking a Kitbashed Caboose

This way, except for the tip of the blade guided by the comb, I would not be doing any real digging or dis-assembling of the side of the model.

It didn't look perfect, but with lettering and some weathering added, it probably would match the rest of the car side. Next came painting and lettering of the whole side. Red oxide was recommended in the 20-year-old (but still usable) Champ NYC caboose decal set. I mixed "big box store" acrylic, #20511E "brown oxide" by Apple Barrel (although a bottle of their #20512S "burnt umber" looks very close) with some plain red. This was applied sparingly by hand on the sides, but a second coat was needed over the spliced area. A reliable brush was used pretty easily on grooved siding without making it look splotchy and uneven, and I didn't want to get spray paint on the windows. It was good to see that this coat matched the other sides.



The next day, a spritz of Testor's Glosscote from a can prepared the lower half of the spliced center area for decaling.



Painting and lettering equipment.



Lettering diagrams and Champ decals that Bob used for his reworked caboose.

This looked like a small, quick job, since the railroad did not put a lot of lettering on its cabooses in their original lettering scheme. (For real super detailing, it would be good to add numbers over the platform doors at each end, but in HO or smaller scales, especially with the shadow of the roof overhang, I doubt they would show up.)

The old Champ decals, generally still available online, came with two small sheets, each one having "NYC" printed three times in a small, simple font, or type, with no periods, just like the prototype, and a number jumble appropriate for the NYC

Reworking a Kitbashed Caboose

"standard" cabooses. I didn't feel bad about using a third decal on this project. These decals can be over two decades old, but they seem to work well for me. Sometimes I apply clear gloss to the decal sheet before using it, just to give it more strength when it comes away in the water. I try to use fairly clear water a little higher than room temperature for soaking the decal for a minute or two before it slides off the carrying paper. Lately, I've been using a brush with short, thin bristles and a toothpick or other pointed object to get the decal over to its intended place. (Anyone who's worked with horses or cattle might call it herding or "wrangling" the ornery decal to get it off the paper backing sheet and over to where it's supposed to go.)

As the photo on the previous page shows, Champ came out with a #218 decal set for steam-era cabooses and the #208 for the later, post-1936 modernized lettering, which could be called "diesel-era". I believe it took the NYCS a good five or ten years just to get most of the equipment re-lettered. The Depression and World War II must have interrupted a lot of well-thought-out plans. Champ's "Decal-set" liquid is no longer available, but Microscale products and Walther's "Solvaset" do the same job of helping the decals settle in to the uneven surface, and other brands should work well. It also works well with the K-4 Decals available online and sent with "free shipping."

I was now on the lookout for matching numbers in the 19000 series. None of my

freight car decal sets had the right size numbers. K-4's white "Railroad Roman 1/16" letter and number jumble "K4-RR-04-09 A" did look really close in size. 1/16 of an inch should work out to five or six inches in height. I chose this set because the Champ caboose decals had a limited variety of numbers for their lettering, and I couldn't find enough digits to match this car's number. K-4's backing paper is light blue in color, so black, white and most other colors of decals stand out in contrast and make it easy to find a particular section and cut it out evenly. To get the desired 20144, I removed and soaked a "2" an "01" and a "44." 5 to 7 minutes after putting the first numbers in the water, I was done with the numbering.

I dampened one end of a Q-tip and used it once or twice to tamp down the decal during that time. When it seemed really dry two hours later, I hit that small area again with Glosscote, followed the next day with a matte spray, this time from Rustoleum, their #334022 "Matte Clear." It contains 12 ounces net, and it has good control, probably better than I would get if I started fumbling around with airbrushes this late in my modelbuilding game! An online history of Testor's, going back around 100 years, mentions that they were bought out by Rustoleum.

Reworking a Kitbashed Caboose



"I think we're done here!" The roof is back on, and the redone side looks better, without such distracting flaws. 20144 is ready to go back into service. Guess which type of caboose is shown at the top of the page of the NYCS caboose lettering diagram!

The next day, I did some minor weathering with a couple of oil pastel crayons to try to hide any flaws in the grooves and the edges of the patched section. I also made sure the handrails had not lost any of their paint. Then, after spraying a little more clear matte spray on for protection, I proudly placed the caboose on a shelf in the family room. It's trailing behind an outside-braced wood boxcar.



Very pleased with the results! In the family room, 20144 sits on a shelf with an outside braced boxcar.

However, about this time I took a good look at its brother or sister caboose, painted in the two-tone red and gray Pacemaker express boxcar color scheme, number 20133. It looked too "dirty" for express service, and I could barely read the letters and numbers. I had overdone the weathering, even more than it showed in a photo taken at the time for the article. After finishing this "vermilion" and gray caboose, I fiddled around some more with the weathering but just got matters worse.

Happy with the results on one caboose, I decided to go ahead and rework the over-weathered side of the other one. Articles about weathering mention that you can remove some if you've overdone the job, but this model had been sprayed with clear matte spray.



Somehow, Pacemaker caboose 20133 looked as if it had been weathered too much on this side.

I got out some more of my trusted Q-tips, dipped them in water, then in isopropyl alcohol that we had in the medicine cabinet. Working very gingerly, I got some of the darker gray weathering off the medium gray spray paint I had used about two years before. Decal-setting solution could work here, too.

Reworking a Kitbashed Caboose

I was even more careful going over the area with the lettering. There I managed to get the "dirt" off so that the numbers and the "NYC" looked much closer to white and were all readable again.



Water and isopropyl alcohol had this effect when used to remove weathering. At least the lettering shows up!

The lower part of the entire side looked REALLY weathered now. It seemed appropriate for a Lot 732 caboose in the somewhat later Penn Central Era, perhaps. I wanted it to look right for the late-steam early-diesel era (plus or minus the year 1950), so it was necessary to make it look used but well maintained.

There was enough black paint and white paint on hand for this small job, but getting them balanced to the desired shade of gray was a bit of a challenge. I made several tries in small, handy paint mixing trays supplied by my daughter. I let the samples dry on 3" by 5" file cards, but I wasn't systematic enough to number or letter them, so I ended up putting a couple of light coats on the caboose side before I got what I wanted. I held a clean, fresh 3" by 5" file card right on the red/gray line as I applied the gray paint to preserve the line of demarcation.

Working with another straight edge once the area was dry, I carefully filled in the grooves between the modeled plywood exterior sheeting with a thin number 2 pencil point. Altogether, it was a challenge to make the side look even and weathered yet cared for at the same time, especially around the lettering. Again, I sealed it with matte spray. I'm pleased with the results. Now I can enjoy these interesting models more. I'm not a "dissatisfied customer" when I look at my own work.



At last, I'm satisfied with my own work! The yellow side handrails had to be repainted and now may need to be toned down; grooves between the plywood boards are faintly visible.

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Jeremy Taylor Photo, NYCSHS Collection

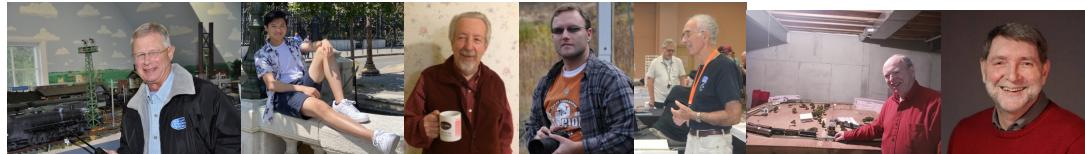
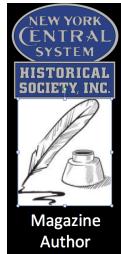
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*Hall of Heroes- All have received our NYCSHS Magazine Writer
T-Shirt for their first article for us.*



NYCSHS Members' Models



We introduced this feature in the *NYCentral Modeler* to showcase some of our NYCSHS members modeling. We welcome some photos of your models with short captions. We will showcase these models in each new edition. Send photos to:

nfwiddifield@NYCSHS.org

Tom Gerhardt - Photos by Tom



PSC Crown factory painted Niagara #6002 and PSC De-streamlined Hudson #5451 are at the Erie, PA, Station on Tom Gerbracht's O Scale layout. The painted Niagara is one of twenty, and the Hudson is one of twenty-five. The Niagara crew are discussing the Niagara's performance after her recent shopping. Passengers on each train will receive a fast ride and an on-time arrival.



Gerbracht's O-Scale and his O-Gauge layout share common tables. Due to less restrictive minimum curvature by 3-Rail engines, the O-

Gauge 3-rail layout is partially within the 2-Rail O-Scale layout, and the 3-Rail crosses over the 2-Rail layout at two locations in a figure eight track arrangement.

Minimum curve radius of the 2-Rail is 64-1/2-inches, with a maximum radius of 78-inches including easements. Minimum curve radius of the 3-Rail is O112 diameter, or 56-inch radius.

In this image, a USH L-4B Mohawk and a PSC S-1B Niagara are running beneath a NKP train hauled by two MTH Berkshires, while a third Berkshire passes beneath the NKP double header.



In this winter evening view, a freight hauled by EMD F7 #1871 passes the Hudson powered Empire State Express, stopped at Erie. The F7 and Hudson #5426 are both MTH Premier models.

On his four track NYC layout which is equipped with track blocks, Gerbracht can assign specific tracks to either 12 VDC or the MTH DCS system.



NYCSHS Members' Models



This scene is modeled after the track pans formerly located at Springfield, PA. De-streamlined Hudson #5451 is hauling Train #50, the Empire State Express, and is blowing the pans dry while passing a NYC F7 powered freight. The Hudson is operating on 12 VDC, while the MTH diesel is controlled by the MTH DCS system.

The 3-Rail "NKP" track in the foreground is located close to the Central, at one of several locations on the NYC's Erie Division. At one time Gerbracht considered using actual water for the pans but considered such a system both a technical challenge and high maintenance.

Russ Weis - Photos by Russ



Rider caboose number 2708 passes under the interlocking at Solvay, just west of Syracuse with a mail and express train.



A busy afternoon at the Buffalo engine facility - hopefully a number of those units have been serviced and are ready for their next assignments.

Ed Tobin - Photos by Ed



Niagara #6008 leading a string of trailer flats passing a NYCS Pacemaker caboose.



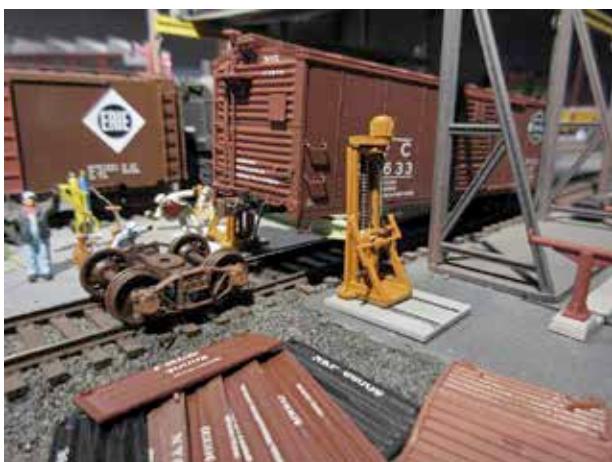
A pair of NYCS ALCo PAs passing a NYC caboose on a siding near a tower.



NYCSHS Members' Models



Tenders on #5344 (J-1 Hudson) and #6017 (S1a Niagara)



Replacing a truck on a NYCS boxcar. Two workers checking to see if it is aligned.



Steam boiler on NYCS flat #499015 being delivered to replace a defective one on one of the NYCS steamers.

Noel Widdifield - Ashby Ponds Train Club



The first modular (1) completed on our 12 module layout we are building. No specific railroad, but a great project for about 25 more senior model railroad enthusiasts.



Module # 2 track, power and switch lights finished and landscaping begun.

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

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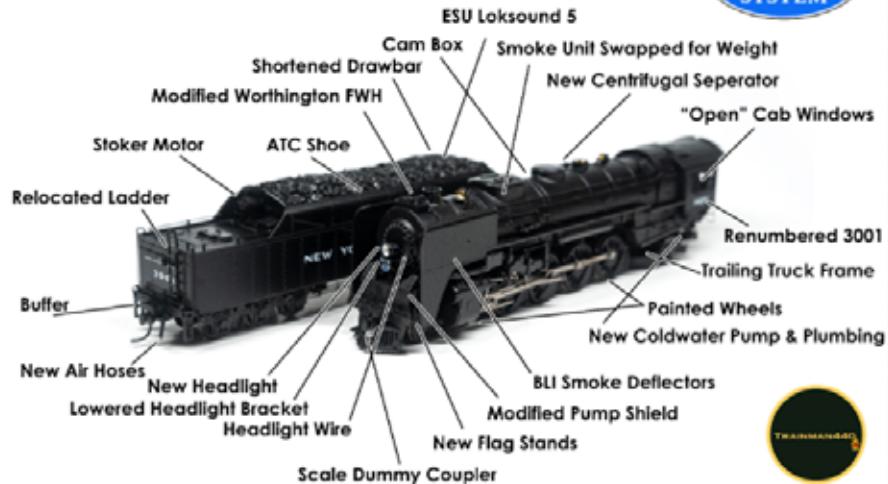


OBSERVATION CAR PHOTOGRAPHY SECTION



In the 2nd 2026 Edition - "Detailing an MTH 3001"

MTH HO L-3a Mohawk #3001



Charles Lee tells us about his work on detailing a NYC Mohawk. Photo by Charles.

Steve Lasher Returns.



Steve brings us another wonderful article on his detailing a Mohawk.

*Both of these articles coming in the April 2026 edition of the
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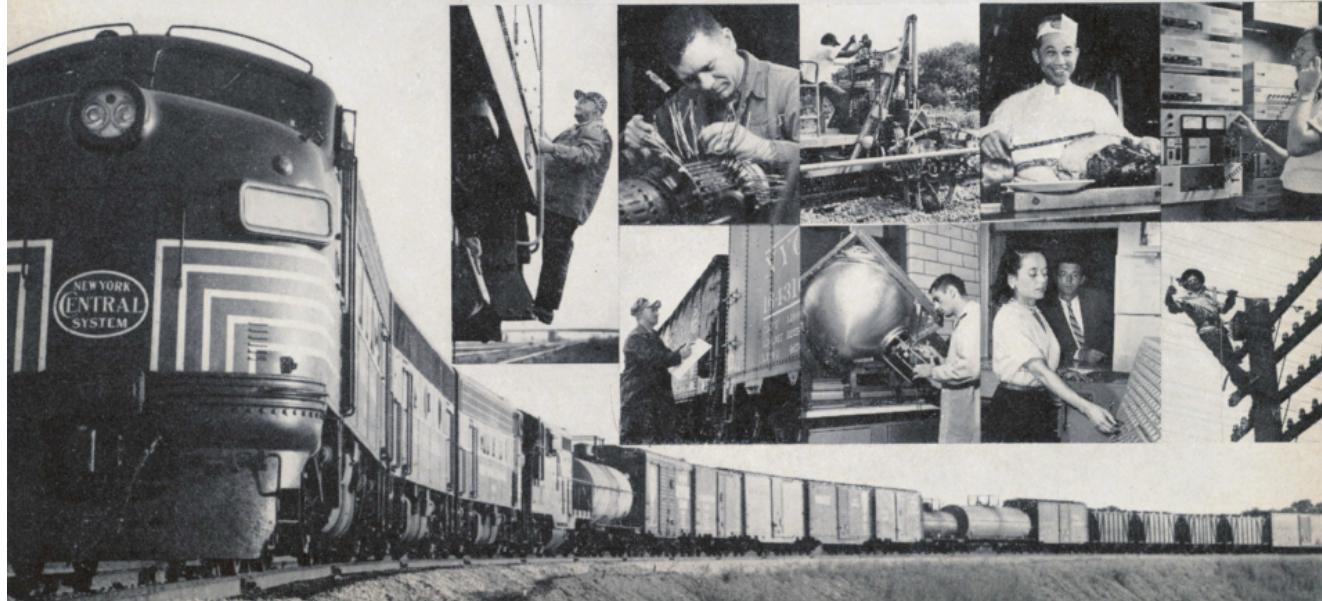
OBSERVATION CAR
PHOTOGRAPHY SECTION



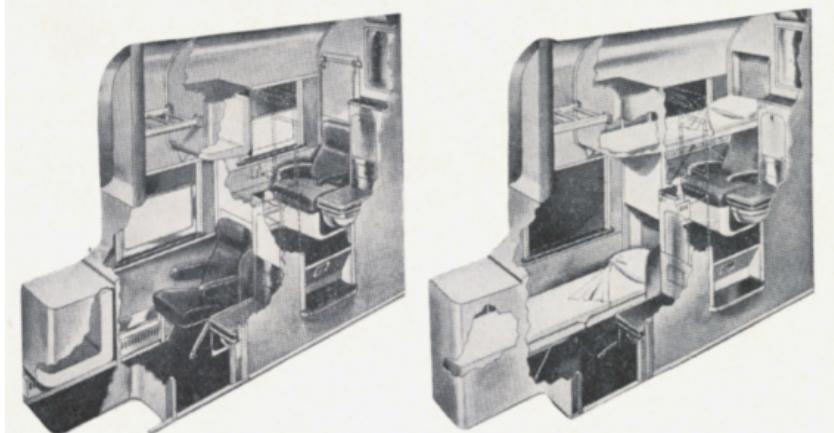
Headlight

MAY-JUNE
1961

Scans from the *NYCS Headlight* - May - June 1961



This photo appeared to recognize the many NYCS employees who made the railroad work.



The NYCS was converting first-class cars to the new compartment arrangement shown in these drawings.

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



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THE NEW YORK CENTRAL LINES MAGAZINE

Volume V

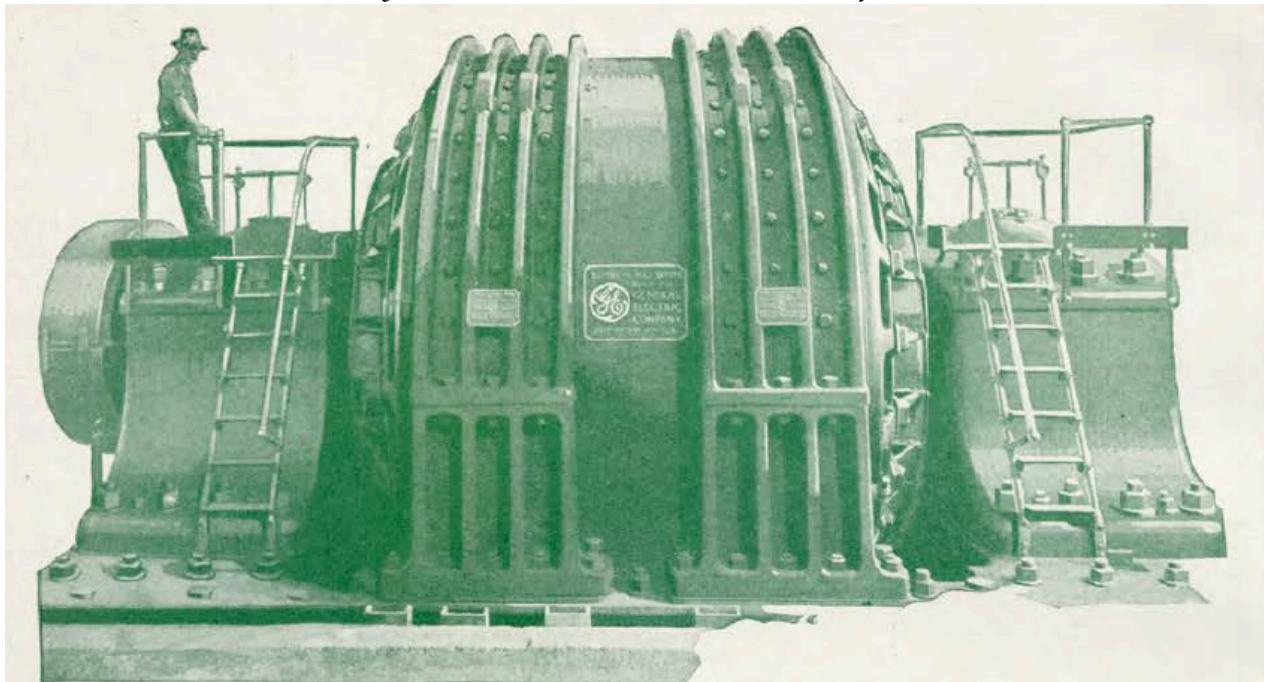
JULY, 1924

Number 4

Scans From The NYC Lines Magazine July 1924



A McMyler-Interstate Full Circle Pile Drive for the NYCL



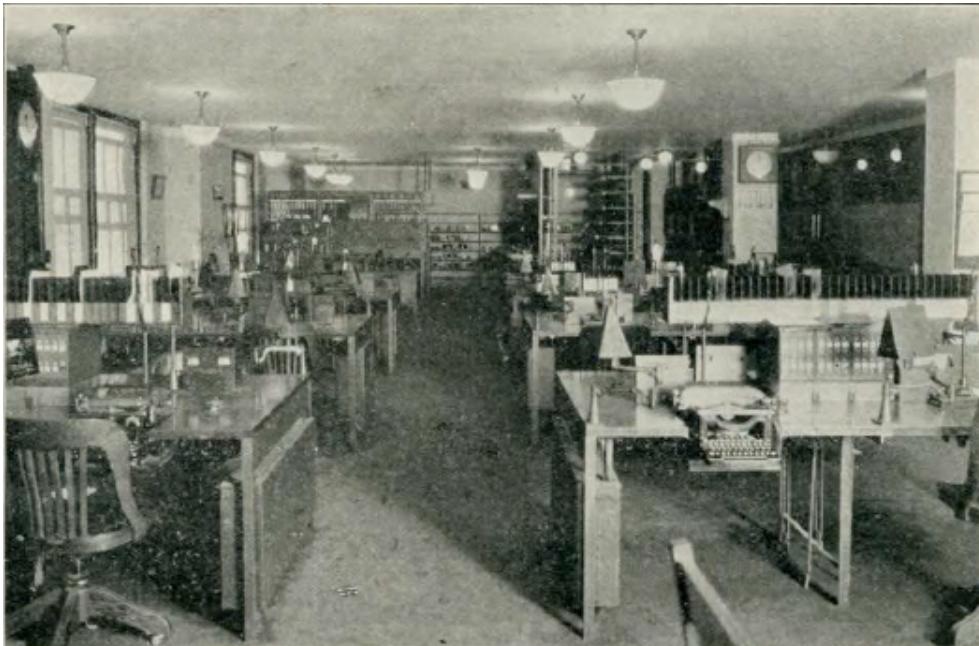
In spite of its size and the enormous power developed by this reversing blooming mill motor it reverses many times a minute. Its maximum rating is 22,000 hp equivalent to the muscle power of 176,000 men.



OBSERVATION CAR PHOTOGRAPHY SECTION



Sketch of vehicular bridge over tracks in rear of the Grand Central Terminal of 1873. This bridge was part of 45th Street.



General view of "Q" telegraph office as it looks in its new quarters. This is the central and largest office of its kind on the New York Central Lines.

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>

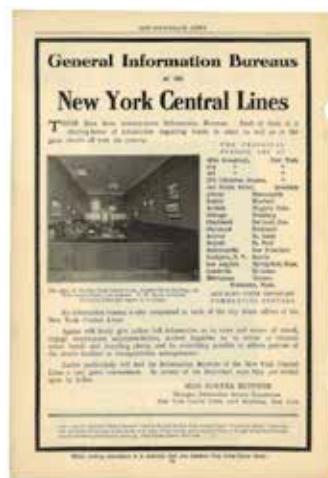
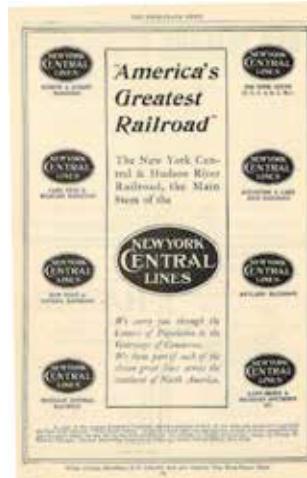
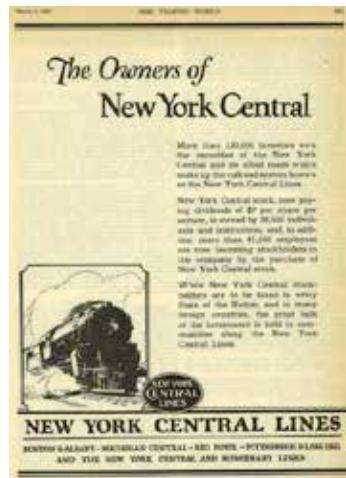


OBSERVATION CAR

PHOTOGRAPHY SECTION



Vintage NYCS Advertisements & Posters



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



These color ads in the NYCS's advertisements were fashioned to bring riders back to the trains in the 1950s. The left ad invites the reader to join her for dinner on one of the new "King Size" diners being added to NYCS trains. These ads were published in an effort to entice travelers to experience premium travel on the New York Central System.



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCentral Modeler Final Thoughts

As I am about to complete this 64th edition of the *NYCentral Modeler*, I am reflecting on each of these editions we have published since 2011. Looking back to the first one it amazes me that the publication has changed so much, with better articles, photos, and better layout.

When I started on the first edition back then I really had no real experience with editing but lots of experience writing articles for online publication. At the time I was able to contact the editors of two other online model railroad publications for modelers. Those two editors for the PRR & P&LE societies provided me with much of the knowledge they had accumulated in there years of publishing.

During these 15 years of editing this magazine, I have worked with numerous members who took on editing roles of sections of the magazine and wrote tens of articles for us. Each quarter I am amazed by the interest and skills each of the staff and writers have provided us. I am also amazed at the variety of modeling that is included in the magazine. We have had articles in TT-, N-, HO- S- O- and Large-Scale railroads and models. And I am looking forward to many more of them from you in the future. And I look forward to your model photos, many of which many have been included in this magazine.

This issue continues the tradition of quality articles that have been with us for the entire history of the magazine. Each quarter I look forward to what new or traditional models and layouts articles are sent to us for inclusion in the upcoming edition.

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 TT-, N-, S-, Large-Scale and O-gauge/scale articles. Of course, we love the HO-scale ones as well. If you don't write the articles, there won't be a NYCSHS modeling magazine. And we have seen a 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.

I want to thank all of you who have sent us articles, photos, and questions over the years. We couldn't make each issue without all of you. And as we look forward to your modeling of the NYC in years to come, I can hardly wait for articles on some of the new ways to model our favorite railroad. Technology is moving so fast that we will need a newer staff to keep up with it all.

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

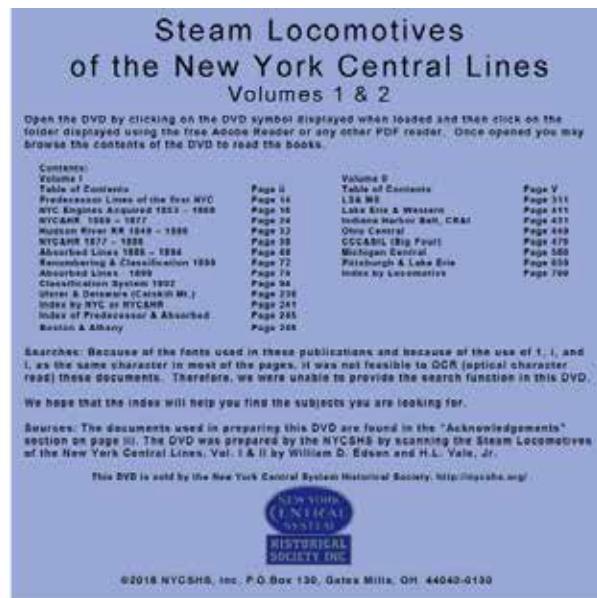
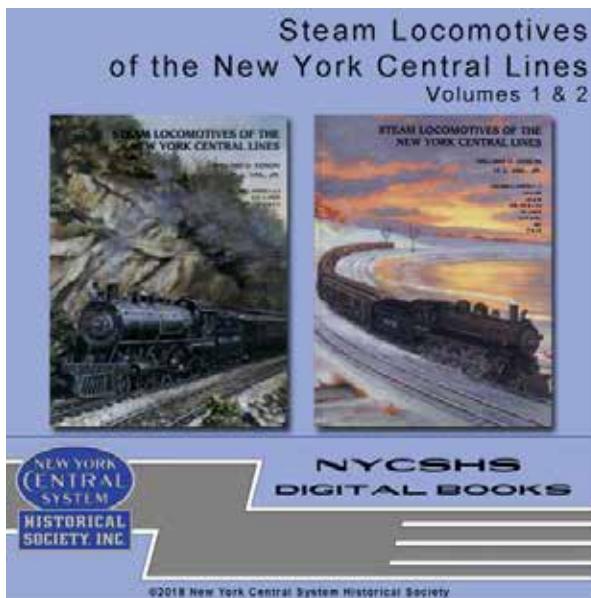


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PHOTOGRAPHY SECTION



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 NYC 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.

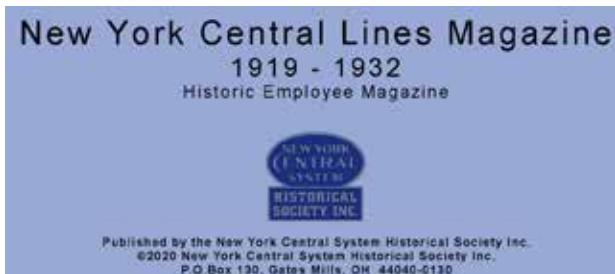
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OBSERVATION CAR PHOTOGRAPHY SECTION



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

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

Non-US customers will pay actual cost of shipping.

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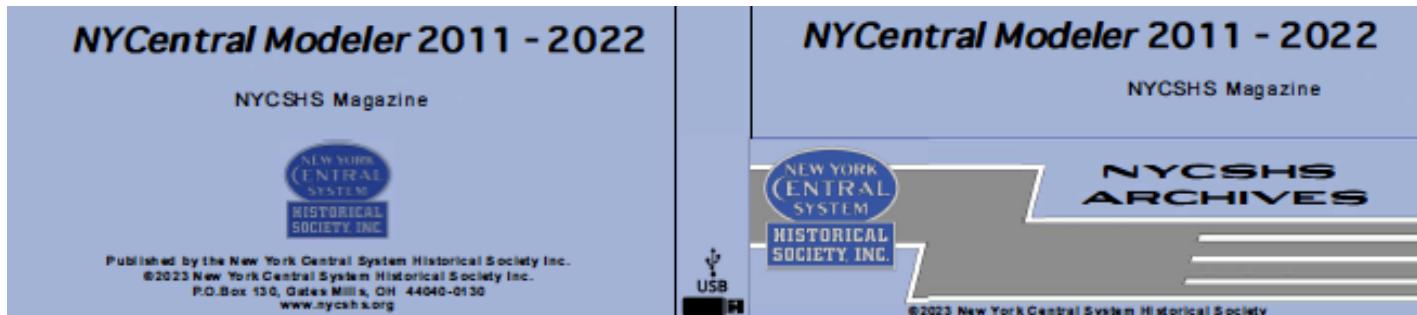


OBSERVATION CAR PHOTOGRAPHY SECTION



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

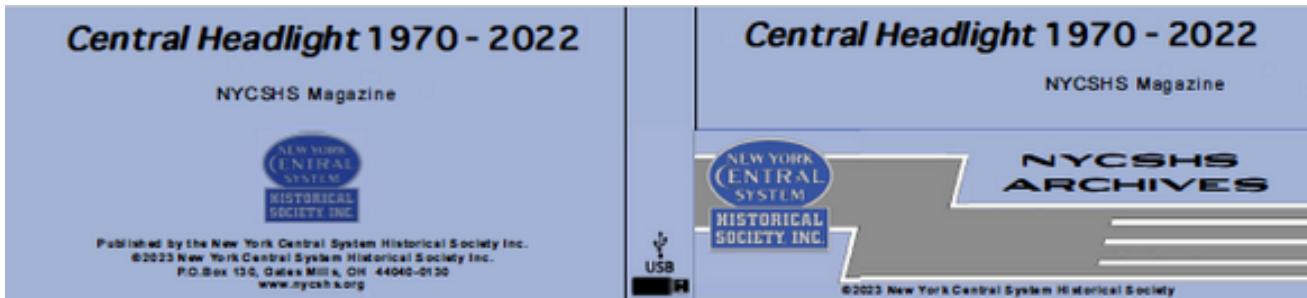
<https://www.nycshs.net/nycentral-modeler-magazine.html>



OBSERVATION CAR PHOTOGRAPHY SECTION



Central Headlight 1970 - 2022 on a Flash Drive
Recently expanded to include all of the magazines!!!



The New York Central System was 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

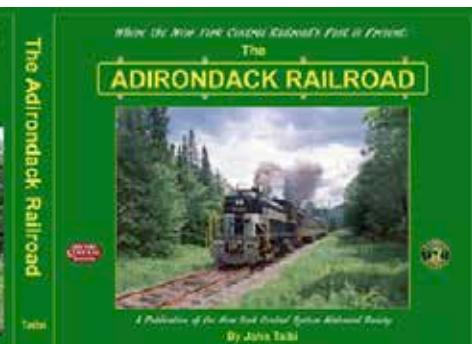
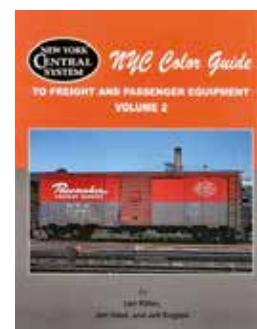
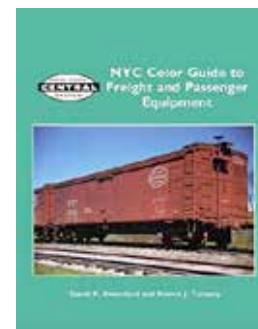
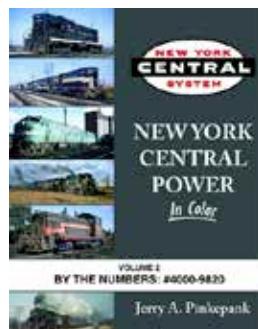
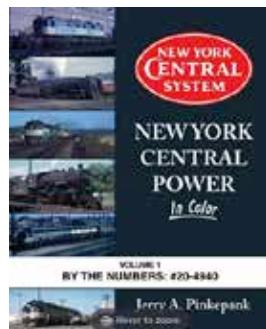
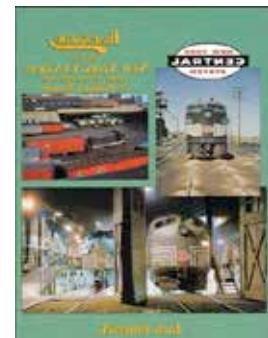
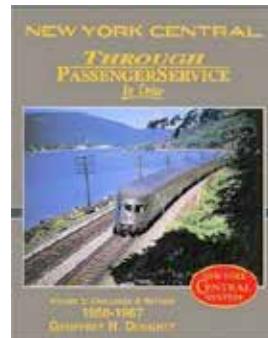
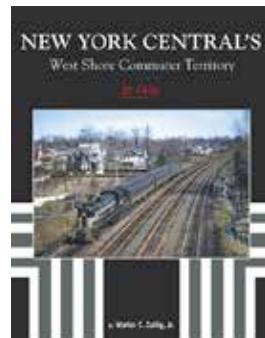


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NYCSHS Has Many NYCS Books For Sale

20% Off on all Books for NYCSHS Members



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

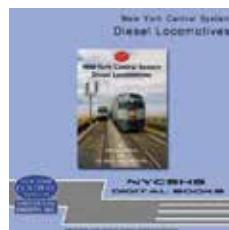
The Collinwood Shop has a very large collection of NYCS books available for purchase at the NYCSHS members' discount of 20% off MSRP. Shop for these wonderful books today at: https://nycshs.3dcartstores.com/Books_c_20.html



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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.

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NYCENTRAL MODELER

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 cold weather modeling season, the NYCSHS would very much like to include an article by you in the next issue that will be released in the 2nd 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 February 15, 2026. nfwiddifield@nycshs.org

Preview Of 2nd Quarter 2026 issue



Charles Li details an MTH Mohawk and shares the details.



Steve Lasher returns with another of his great kit bashes. It could be this Hudson but we will just wait and see..

Always looking for good articles and photos for the 2nd Qtr. 2026 edition. Let us see your handiwork.

nfwiddifield@nycshs.org

NEW YORK CENTRAL SYSTEM HISTORICAL SOCIETY, INC.



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



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

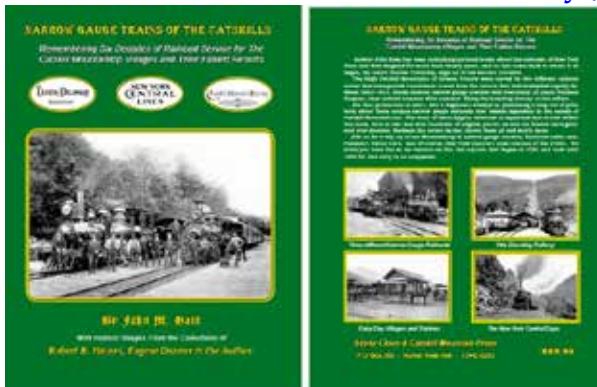
Was that boy or girl you????



NYCSHS Announces a New Exciting Book

Narrow Gauge Trains Of The Catskills

By John Ham



Narrow Gauge Trains of the Catskills – by
John M. Ham

304 Pages – Hard Cover Book on glossy paper
More than 550 Photos, Maps, Timetables, and
Contracts

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

- MSRP \$89.95 plus \$15.00 S&H. (Shipping higher to Canada, Mexico, & overseas - Contact us for shipping cost) **Total Price is \$104.95. - Ohio residents add 8% tax. (\$8.40)**
- Members' price \$71.96 plus \$15.00 S&H (20% off MSRP) **Total Price is \$86.96. Ohio residents add 8% tax. (\$6.96) to be added.**
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- Or send completed order form and check or money order to address below.

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NYCentral Modeler

1st Qtr. 2026

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.

Mail to: NYCSHS, P.O. Box 298, Hudson, MA 01749

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