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NYCENTRAL MODELER

A QUARTERLY DIGITAL PUBLICATION FROM THE NYCSHS

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

Today

www.NYCSHS.org
www.NYCSHS.net

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



1st Qtr. 2023

On the Cover of This Issue

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Celebrating 52 Years as the Premier Railroad Historical Society

NYCentral Modeler

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



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THE NYCENTRAL MODELER TOOL SHOP



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



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

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

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

https://www.danburyrail.org/electrics?fbclid=IwAR2i9iUnF3_8Qj-eeErfLGPU_zerLZoL7LRMTwMn508lRwYbKgFD6djsxGE

To donate directly:

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

New York Central System Historical Society

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

Your membership gets you four issues of the popularly acclaimed

Central Headlight, the official publication of the NYCSHS. The *Central Headlight* is only available to members, and each issue contains a wealth of information each quarter. From steam to diesel (and electric), from freight to passenger, from branchline to mainline, the *Central Headlight* covers them all. Our Annual Meetings focus on the preservation of New York Central railroad history with informative speakers, presentations, and tours. The Society also has many NYC reference books and drawings available for purchase. Membership is open to all; so don't delay; join today! www.nycshs.net

Or you may download a membership form at:

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



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The NYCSHS Modelers Committee

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

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

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

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

Greetings from the NYCSHS President

Dave Mackay, NYCSHS President

It's a great time to be modeling. For those of us who build kits and modify other models to achieve better prototype fidelity, we have more and more available to help us. The addition of computers to the process of creating kits, and the advent of 3D printing has opened up possibilities for creating models that would never have seen the light of day had more traditional methods been required to bring a model to market.

The laser kit market has become quite large, now that the machinery to cut out the parts and pieces have become very reasonably priced. Your Modeling Committee has been working on new building kits where the kit is "made to order" one at a time once the master is created, so we no longer have to order 50 or more kits to make them a reality.

It looks like rolling stock is going to benefit in a similar way from the 3D printing industry.

Printing has become available to nearly everyone, and the small model manufacturers are taking full advantage of what it offers. No longer are passenger car sides etched brass, with costs rising higher and higher. Now a CAD drawing sent to a 3D printer results in the piece needed and can be printed over and over. The cost is in the creation of the drawing, not so much in the printing.

The Modeling Committee has been taking advantage of this technology to offer 3D printed whistle posts in various styles and scales for us, with mileposts up next. This would never have happened with injection molded plastic; the costs and sales minimum just wouldn't work.

We have a New York Central heavyweight dining car coming up in conjunction with John Greene of Bethlehem Car Works. It should be available from the Collinwood Shop by the time you read this. The next car under consideration are the AC&F post war smooth side lightweight baggage cars, with several parts and pieces already done. We'll let you know when this becomes a reality

The opportunities for modeling the NYCS get better with each kit, I hope you take advantage of what technology





From the Cab

I will start by wishing all of you a Happy New Year for 2023. It is going to be an exciting year. We should be getting the Broadway Limited NYC Commodore Vanderbilt Hudsons delivered this month and the planning for the 2023 NYCSHS convention in Cleveland

In this issue we have an article by Peter Banks sharing his modeling in pursuit of the NMRA Master Model Railroader(MMR). We also are happy to announce that another of our NYCSHS members has been awarded his MMR. Peter LaGuardia was awarded MMR#716 and is featured on pages 55-56 of the Nov. 2022 *NMRA Magazine*. Peter's layout has been featured four times in our *NYCentral Modeler* over the last several years. Congratulations, Pete. Are there any other NYCSHS

[nfwiddifield](#)

We have several new NYCS models coming out as the result of the efforts by the NYCSHS Modelers Committee. Check the "What's New For NYCS

Be sure to look at the new NYCS clothing we have for

It is still a great time to be modeling the NYCS and we hope you take the time to share your modeling with us.

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

If you are interested, please contact me at:
or call me at 703-407-3059. Let

Thanks, *Noel*

The NYCentral Modeler

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

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

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

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

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

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

Be sure to check out NYCSHS on [Facebook!](#)
<https://www.facebook.com/New-York-Central-System-Historical-Society-302109173240295/>

NYCSHS Publications & Info

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NYCSHS Website: www.nycshs.org

NYC Drawings: Tom Gerbracht: trgerbracht@nycshs.org

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NYCSHS Books: [NYCSHS Book Collection](#)

NYCentral Modeler: Noel Widdifield: nfwiddifield@nycshs.org

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

Al Werner — Informal Thoughts While Building a NYC Caboose

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

Michael Byle - Frugal NYC Modeling in S-Gauge Hi-Rail

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Mike Byle has been involved in S-gauge trains since 1957. He has a family history with railroading for three generations. His father was a Trainmaster with the New York Central through the merger and into the Conrail years. He has worked on a track gang with the Grand Trunk and Western on the

old NYC lines in Michigan during his college years. He is a Civil Engineer and has consulted and designed projects for a number of railroads including NS, CSX, and Amtrak. He was the lead geotechnical engineer for Much of Amtrak's Northeast Corridor Electrification project. He has recently retired and is in the process of opening CB Junction, a train museum and shop in Colonial Beach, Virginia.

Peter Banks - Pursuit of NMRM - NYC Loco at 1950 Waterford, Ontario

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Peter was born in Albany, NY and is currently living in Panama City Florida area for the past 50 plus years. After leaving the Air Force in 1972, he worked 37 years for Bell Telephone as technician in Special Services, then retired. He achieved N.M.R.A. Master Model Railroader #628 in 2019 and added an additional AP in 2021. He was fortunate that

his grandfather took he and his brother railfanning at an early age and as result he saw the last of the steam era and early diesel, including the *20th Century Limited* consist on several occasions and many more trains and equipment. He only wishes, He had a camera that could capture some of those memories from his past experiences.

Doug Chapman - Mid-Atlantic Railroad Prototype Modeler's Meet

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Doug Chapman has had a life-long interest in the New York Central railroad. It began, when as a three-year-old, his parents crossed the NYC double-track Detroit to Toledo mainline on their way to his grandparents' house. Today his primary interest is in the Ohio Central Lines - T&OC, K&M, and Z&W.

He is building an HO scale layout of the T&OC operations at Findlay, Ohio, circa 1925, according to Free-Mo standards.

Doug is a life member of the NYCSHS, having joined the society in 1978. Presently he serves as a member of the NYCSHS modelers committee and is an archive editor. He has presented clinics on the NYC and T&OC at several NYCSHS conventions and RPM meets. He previously served as the president and vice-president of the Michigan Central Division of the NYCSHS and participated in the cosmetic restoration of Michigan Central #8085, a 4-4-2 Atlantic, Class I-80a, housed at Greenfield Village in Dearborn, Michigan and a Big Four caboose at the Selfridge Air Force Base in Mt. Clemens, Michigan.

Stan Madyda - Building A NYC Watchman's Shanty Kit

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Growing up in Hastings-on-Hudson, NY, Stan had the Hudson Division on side of one of town and the Putnam Division on the other side. A summer bungalow located just north of Kingston, NY (MP 93.5) and along the New York Central River Division was where he first started watching trains at age 3. At age 5, he got a Lionel train set and it was downhill from there.

While working at a job shortly after college, he met Bob Arnold, a well-known modeler at the time and joined his U-Line HO model railroad club. There he learned many skills and techniques from accomplished modelers, some with whom he continues to maintain friendships and sees on a weekly basis. If there is a home layout in his future, it will be based on the River Division from Port Ewen to the cement plants in Alsen.

Joining the Danbury Railway Museum when it was formed in 1994, Stan oversees the archives and helps with the restoration of NYC #19322, the museum's wooden caboose. He was also instrumental in getting two former New York Central ACMUs donated to the Museum. Currently serving as President, he hopes to see the two electric locomotives in Glenmont, NY finally get to Danbury, a project he has been involved with since 2006.

For over 40 years, Stan has worked in the direct marketing field providing mailing list services to catalogs, publications, book clubs and non-profits. Business travel always includes time for museums and prototype railroading.

Bob Chapman - Modeling NYC's Enterprise-Design Series Hopper

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

Mainline Modeler, and several historical societies, along with co-authoring the book *L&N Passenger Trains*.

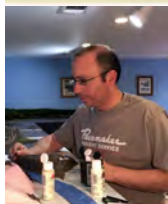
On the prototype, Bob achieved his lifelong dream as a licensed steam locomotive engineer, running for ten years on Michigan's narrow gauge Huckleberry Railroad and Iowa's Boone & Scenic Valley Railroad.

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



THE NYC CENTRAL MODELER TOOL SHOP

Brian
Marotta



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

provide commentary on the mighty New York Central and its famous trains that used to ply the rails. Modeling a small section of the Hudson Division allows him to have a slice of east coast railroading in his Colorado home.

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

Imagine Yourself Pictured Here with the Title of Your Article and Page!

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

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

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

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



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



Hall of Heroes

We have three new authors to receive our NYCSHS Magazine Writer T-Shirt for their first article in the magazine.

Peter Banks, Michael Byle, and Doug Chapman

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

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



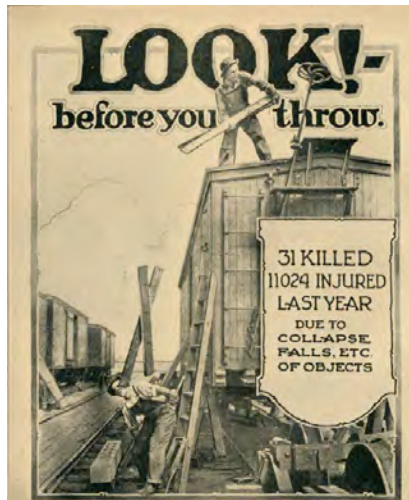
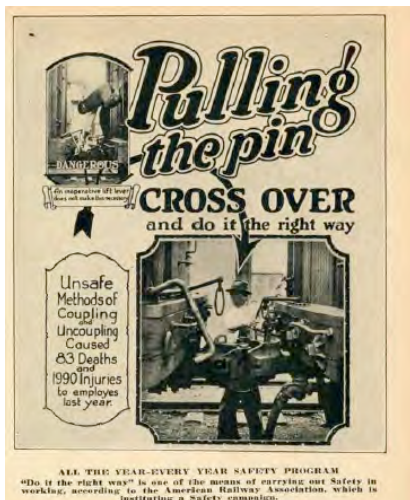
NYCentral Modeler – “Mystery Photo”

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

NYC Lines Magazine September 1926



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



Clearly safety was being stressed in this time period. These are three examples of the many ads found urging NYCL's employees to pay attention and be safe as they worked the railroad. Railroading has always been a hazardous business, but back in this timeframe it clearly was even more dangerous than today. These are pretty graphic illustrations of some of those hazards and the middle one lets us know that the year of 1925 was a particularly bad one for safety on the NYCLs.

NYC Lines Magazine September 1926



Super Safety!

New Bunn Special
6 Position . . . 60 Hour
21 Jewel . . . 16 Size
14k Filled . . . \$65.00
10k Filled . . . 60.00

Sangamo Special
6 Position . . . 60 Hour
23 Jewel . . . 16 Size
14k Filled . . . \$90.00
14k Solid . . . 150.00

ILLINOIS 60 HOUR 6 POSITION
Railroad Watches
ILLINOIS WATCH COMPANY SPRINGFIELD, ILLINOIS

Safety was a big issue for the NYC Lines in this September 1926 issue and even is reflected in the ad of railroad watches as illustrated in the ad by the Illinois Watch Company and the pennant used by the NYCL Athletic Association.



There was some less disturbing coverage of activities other than accident prevention in this issue as illustrated by this photo of De Witt Clinton pensioners of the Onondaga chapter of veterans being given a ride at the August 4, 1926, annual picnic for 7,000 NYCL's employees at Long Branch Park in Syracuse, NY.

Order Your Copy Of This Fascinating Collection

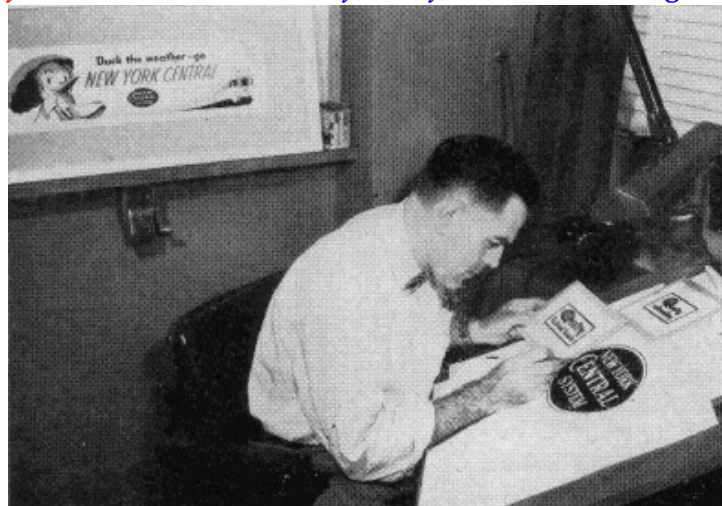
https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps- c_180.html

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

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



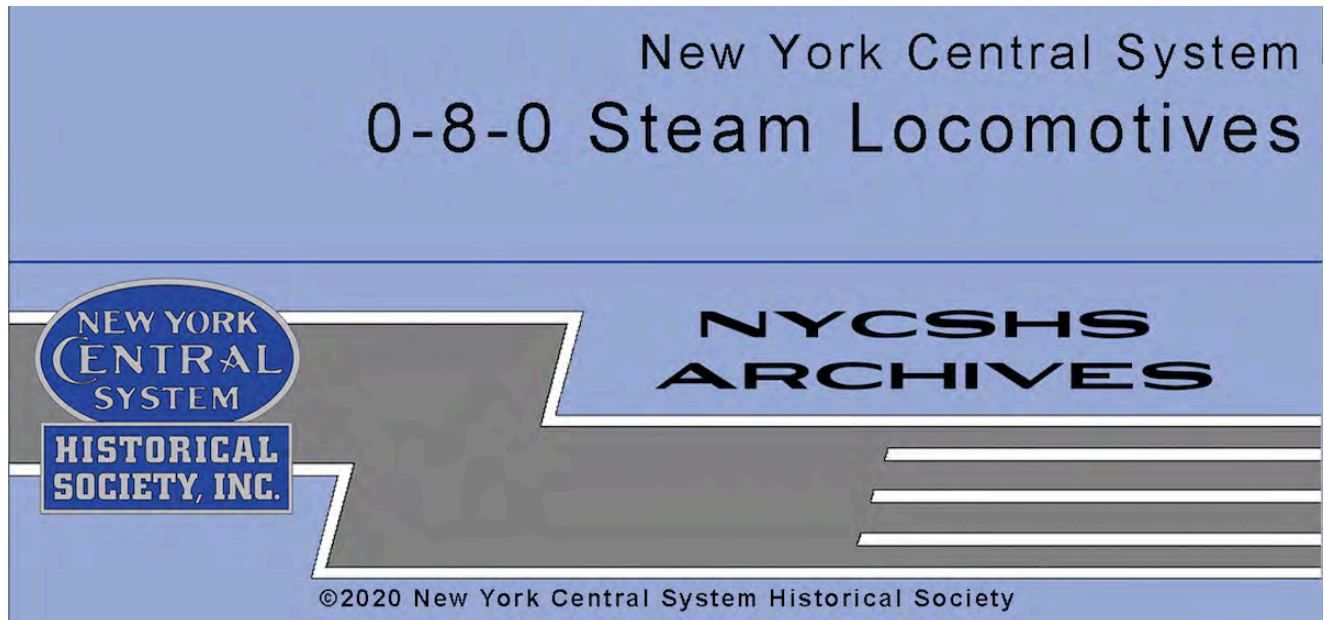
Newly invented "Dial-a-Diesel" system on the P&LE works through roadside relay boxes like this one being inspected by co-inventors of the system, Dale W. Shackley (left), P&LE Superintendent of Communications and James J. Wright, P&LE Manager of Equipment. This system protects out-of-service locomotives parked at remote places on the road. *Can any of you explain the details of how this system worked?? If so, send the answer to: nfweiddifield@NYCSHS.org*



In this photo, Jim Monley at an advertising agency dresses up the lettering in the NYCS oval, getting it ready for use in an advertisement. That NYCS logo was well known by all in this time period.

**Just some samples of the great photos and articles that can be
found on flash drives available from the Collinwood Shop
at:[https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-
Photos-and-Val-Maps-_c_180.html](https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps-_c_180.html)**

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



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

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

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

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

Don't Miss This One!!

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



Watch for an additional announcement for other up-coming additions to the expanding collection of NYC Locomotive digital photos on flash drives.

NYC Locomotive Photo Collection "Streamliners"



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

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

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



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

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



New York Central System Historical Society, Inc. 2023 Convention & Meeting Cleveland, OH - June 9 - 11, 2023

Holiday Inn Cleveland South
6001 Rockside Road
Independence, Ohio 44131

Schedule

Friday, June 9, 2023

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

Saturday, June 10, 2023

- Presentations 8:30 am - 5:00 pm
- Banquet 6:00 pm
- Guest Speaker TBA- 8:00 pm
- Annual Meeting
- Collinwood Shop open after meeting
- **Sunday, June 11, 2023**
- Presentations 10:00 am – 4 pm
- Collinwood Shop 10:00 am – 3 pm

Hotel Rooms

Hotel rooms will be available at the Holiday Inn Cleveland South \$102.00 plus 16.5% tax per night. To qualify for this reduced rate hotel reservations must be made prior to May 8, 2023. Website for hotel is:
hirockside.com

Reservations should be made at 216-524-8050, Ext. 298 and ask for a room in the Railroad Historical Society block.

Watch for detailed announcements and registration information in MailChimp emails and on the NYCSHS website.

NYCSHS Modeler's Mini Convention

April 29, 2023

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

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

Schedule

7:30 am – 8:25 am “Registration”

8:25 am – 8:30 am “Welcome” –

8:30 am - 9:30 am “NYC/Westshore’s Chenango Branch for the Modeler” – Alex Warshal

9:30 am – 10:25 am – “Albany Union Station In N-Scale” – Joe Athearn

10:25 am – 10:35 am – Break

10:35 am – 11:30 am – “NYC Family Tree- Genealogy of the Lines in New York” – Malcolm Laughlin

11:30 am – 12:00 pm – “Memories of the NYC West Shore” – Newton Sweet

12:00 pm – 1:00 pm – Lunch – Box lunches can be ordered with registration.

1:00 am – 2:00 pm – “Albany on the Ulster & Delaware Branch” – John Ham

2:00 pm – 3:00 pm – “Design & 3D Printing a NYCS Signal Bridge” – Mark Sklar

3:00 pm – 4:00 pm – Roundtable NYCSHS Modeling Discussion

We are very excited about this event as it represents a chance for us to get to know you in person and hear how we can improve the support we provide to NYCSHS member modelers. A table will be available for displaying your NYC models so please bring some for display and discussion. The Collinwood Shop will be open at the end of the Mini for your buying pleasure.

Please make your reservation for this event in the Collinwood Shop. https://nycshs.3dcartstores.com/NYCSHS-Modelers-Mini--Albany-NY--April-18-2020_p_1506.html

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

To download the form, go to: <https://nycshs.files.wordpress.com/2020/06/albanyminiregistrationform-1.pdf>

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

<https://www.ihg.com/holidayinnexpress/hotels/us/en/albany/albwo/hoteldetail>

Don't miss out – go to: <https://nycshs.files.wordpress.com/2019/06/modelersminiregistrationform.pdf>

and print out and mail a registration form. Mail form and check for registration and lunch to address on form.

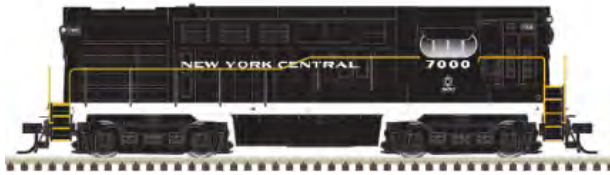


WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



N-Scale Locomotives

Atlas



NYCS H16-44

In the late 1940s, the design team at Fairbanks-Morse (FM) set out to develop an 8-cylinder 1,500-horsepower all-purpose road switcher using their opposed-piston diesel engine design. By September 1947 FM had produced the first H15-44 locomotive in the form of demonstrator "FM 1500". The hood-unit style body included distinctive features such as slightly sloped ends, rounded corners, oval cab-side windows and a raised, rounded headlight base on each end.

The first purchaser of the H15-44 was Monon, who quickly bought both the demonstrator and the second unit built in December 1947. Three units were then built for Rio Grande before additional demonstrators were produced later in 1948. Before production ended in mid-1949, a total of 35 units had been built, with Jersey Central owning the most units (14 total). By 1950 other builders had increased the horsepower of their competing road switchers, and FM responded with the 8-cylinder 1,600-horsepower H16-44 model. The earliest units were externally very similar to the previous H15-44. MKT 1591 was initially ordered as an H15-44, but was upgraded to 1,600hp during production.

The first true production H16-44s were ordered by Jersey Central. Several large railroads purchased this model, including Santa Fe, New York Central, Southern and Pennsylvania. A total of 99 units would be produced before production of the "phase I" version ended in December 1952. FM continued to produce H16-

44s with phase II and III body styles through 1963.

The model represents the "phase I" body style of both the H15-44 and H16-44 that was produced between 1947 and 1952. Options include FM or AAR truck side frames, high or low-mounted headlights, early or late-production phase 1 hoods and a removable fuel tank skirt.

Features:

- Bi-directional red and green LED classification lights
- Scale Speed™ motor
- Factory-equipped with AccuMate® knuckle couplers
- Painted safety rails
- Blackened metal wheels
- Golden-white LED headlights
- ESU LokSound decoder, supporting all DCC programming modes.
- Flexible mapping of function keys F0 to F31.
- Follows all NMRA DCC standards and recommended practices.
- Over 20 sound effects are available, including engine start-up and shutdown, prime mover sounds through all eight notches, bell, air horn, air compressor and more.

MSRP \$139.95 Expected Delivery 2023

Available in the Collinwood Shop.

N-Scale Rolling Stock

Atlas



New York Central*

A goal of the American Railway Association (ARA) in the early 1920s was to produce an all-



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



steel box car that could be recognized as a standard by the member railroads. Although the original design presented in 1923 produced more than 60,000 cars, it wasn't until a new design was presented in 1932 that the member railroads gave their approval.

After extensively testing five prototypes in 1933, over 14,500 cars were produced for twenty-three railroads throughout the following decade. This design soon evolved into the 1937, Modified 1937, and Postwar AAR box cars.

Although not the most popular design produced, numerically speaking, the 1932 ARA Standard box car is considered one of the most important designs in railroad history.

Features:

- Accurate painting and printing
- Friction-bearing trucks
- AccuMate couplers

MSRP 29.95 Expected Delivery Now
Not available in the Collinwood Shop.

Bluford



NYCS 86' Quad Door Auto Parts Boxcar

These super-size boxcars were originally built to carry high-value low-density automobile parts such as body panels and window glass to final assembly plants. This Quad Door variation was developed at the request of General Motors but could later be found serving other manufacturers as well. Cars were purchased in pools that included several railroads (based on mileage) and several auto plants. For instance, a pool could include plants in California, Michigan, Georgia and New York and include boxcars from more than half a dozen railroads. Cars could be assigned to any destination in the pool whether it was on the home road. In later years, these cars could be

found carrying other low-density loads such as turbine fans, paper pulp, breakfast cereal and even peat moss used in landscaping. Placement of road numbers, some data elements and even logos may vary by road number based on the prototype.

Features:

Bluford Shops is introducing a new run of our N scale Pullman Standard 86' Quad Door Auto Parts Boxcars. This new set of releases will feature a new draft gear design that accommodates 1015 and compatible couplers (included,) our latest 70-ton roller bearing trucks and metal wheels. The minimum radius is 11". They also include separate wire grab irons and etched metal platforms on the ends. The draft gear is mounted to the body but has a spring centered swing action that both resists string-lining the train pulling through curves *and* resists the trucks climbing the rail during shoving moves. Come in four road numbers.

MSRP \$36.95 Expected Delivery 4th Qtr. 2023
Were available in the Collinwood Shop, but the ordering deadline is now past.

Railsmith



NYC RPO

Baggage 5014 was one of 2 cars that were 72 feet long, in this series built by American Car & Foundry in 1946-47 for the NYC.

Railway Post Office cars were used across the New York Central system.

This silver car has the distinctive dark gray lettering boards with the NYC lettering in the light gray. (A scheme I am very fond of.)

David Randall's book is great documentation of these cars and shows photos of these two cars with smooth sides. We are producing this



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD

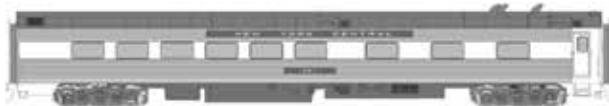


car, in this scheme, with fluted sides. With so many other cars to build, a fluted Budd RPO is NOT on our list. So, this RailSmith 72-foot fluted RPO will be a stand-in, and a very good one, for the NYC RPO.

MSRP \$52.00 Expected Delivery Summer 2023

Not available in the Collinwood Shop.

<https://lowellsmith.net/product/railsmith-nyc-rpo/>



NYC Fluted Diner

The New York Central had dining cars from Budd, AF&C & Pullman that were used in general service throughout the NYC System. In later years, these cars replaced the twin-unit diners on many trains.

Originally delivered in all silver scheme, our version is the later of the distinctive dark gray lettering boards with the NYC lettering in the light gray.

Photo here of diner 461 which was one of the 16 cars built by the Budd Company in 1948 for the NYC.

RailSmith is happy to bring another never-before-produced car to N Scale.

We will call this, a classic version of this car, and we know that 'Central' fans will be glad to get a car they thought they would never see!

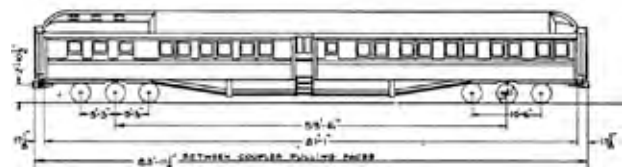
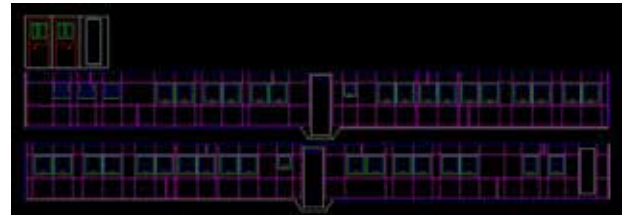
MSRP \$55.00 Expected Delivery Summer 2023

Not available in the Collinwood Shop.

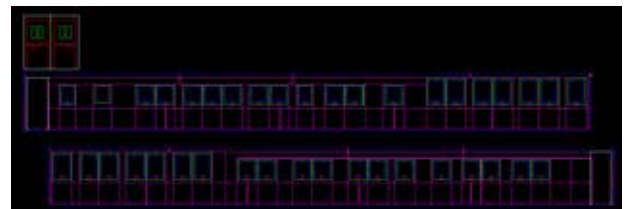
<https://lowellsmith.net/product/railsmith-nyc-rpo/>

This RailSmith fluted diner could be a stand in for a NYC fluted diner.

Union Station Products



Pullman Plan 4033 Steel Restaurant-Parlor-Lounge Car Sides



Pullman Plan 3988 "Valley Series Sides"



Pullman Plan 2540F Seven Compartment/Buffer/Lounge



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



MRSP \$17.99 Each Expected Delivery Now
Not available in the Collinwood Shop.

HO-Scale Locomotives Bachmann



Bachmann Trains USA

NYC Hudson Locomotive

This is the first painted sample of the upcoming HO-scale 4-6-4 Hudson with TCS WOWSound, dual-mode DCC and Sound.

Features include a diecast boiler for excellent weight and traction, operating blackened-metal drivers, many separately applied details, a Keep-Alive® device for uninterrupted running, and Chuffinity™ technology for authentic load-based sounds

We included this loco in the 4th Qtr. NYCentral Modeler "New Products" section and have no more info but wanted to share these photos.

MSRP Unknown, Expected Delivery TBA

HO-Scale Rolling Stock Bachmann



NYC 50' Express Reefer



REA 50' Express Reefer

Refrigerated rail transportation revolutionized the North American produce industry in the early 20th century, allowing fresh commodities from the west to be sold for the first time in the east, and vice-versa. To expedite the delivery of these time-sensitive goods, railroads attached specially designed Express Reefers to their priority passenger trains. One or more of these cars could usually be found at the head end of the consist, in front of the baggage and passenger cars. Using trucks designed for passenger speeds, this practice allowed the produce on board to arrive at its destination much faster than it would on a standard freight train.

Features:

- Silver Series® rolling stock – fully assembled
- highly detailed painted bodies with precision graphics
- prototypical details including roof walks, ladders, hatches, and brake wheel
- blackened, machined-metal wheels with RP25 contours
- body-mounted E-Z Mate® Mark II couplers
- non-magnetic, blackened-brass axles with needlepoint bearings
- Celcon® trucks
- added weight for optimum tracking performance

MSRP \$45.00 each Expected Delivery 4th Qtr. 2023

Available in the Collinwood Shop.



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



Bethlehem Car Works



Bethlehem Car Works NYC Heavyweight Diner Kit: work continues on producing a kit of the 1920's built Pullman Diner. 3D printed masters for the sides of the kit were received but are about 0.100 inch too short.

The CAD drawing will be corrected, and a second set made in the next week or so. The roof design is complete, but production is awaiting its turn in queue.

MSRP TBD Expected Delivery 1st Qtr. 2023
These will be available in the Collinwood Shop.

Kadee



**#581 HO Scale Bettendorf
T-Section Self Centering
Caboose Trucks with 33"
Ribbed Back Wheels – HGC**

MSRP \$13.19 each Expected Delivery Now
Available in the Collinwood Shop.

Scale Trains



NYC PS-1 Boxcar Kit

The Pullman-Standard Car Manufacturing Company was an outgrowth of the sleeping car business formed in 1867. By the late 1940s, they had become the world's largest builder of freight and passenger cars with manufacturing plants in 5 different states.

Pullman-Standard was a very aggressive railcar builder. The company specialized in mass production methods and offered several standardized, high-volume, in-demand railcar types. The 40' boxcar was one such car.

Through the early 1900s, the American Railway Association (later known as the AAR) tried to develop a standard 40' steel boxcar. By 1932, they had settled on a base design. Improvements were made over the years and Pullman-Standard began production of their PS-1 Boxcar in 1947.

The PS-1 was an improvement over previous designs for several reasons. It was nearly 2 tons lighter than other contemporary cars. The car incorporated load-bearing body framing, which added strength and also allowed for a lighter center sill. Most of the PS-1s were welded, which offered superior strength and protection over the riveted cars of the time.

The PS-1 used standardized components including roof, ends, brakes, couplers and in some cases – doors. Customers could buy a proven off the shelf design without the expense of custom designing their own cars. Over 77,000 cars were built through the late 1950's, and the basic designs were used in later years to build 50', 60', and 86' cars.



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



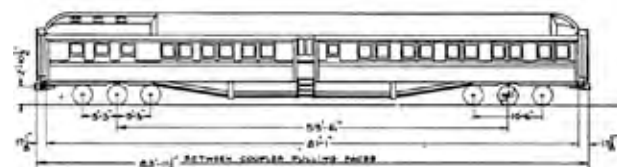
Features:

- Three road numbers
- Easy-to-assemble with small Phillips screwdriver and glue
- Finely cast stirrup steps; end ladders; grab irons; underbody and brake system
- Molded interior detail where appropriate
- Separately applied handbrake wheel
- One piece detailed molded trucks
- 33" Machined metal wheels
- Accurately profiled .110" wide wheel tread
- Plastic semi-scale Type E knuckle couplers, Kadee compatible
- Body mounted coupler box will accept Kadee whisker couplers
- Weighted to Industry standards
- Operates on Code 70, 83 and 100 rail
- Packaging safely stores model when assembled
- Minimum radius 18"

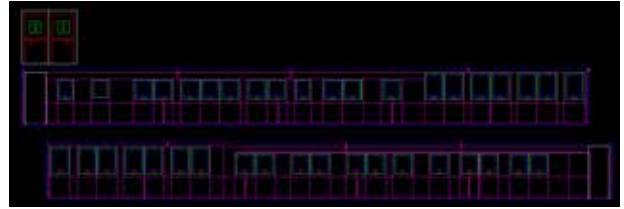
MSRP \$19.99 Expected Delivery Aug 2023

Not available in the Collinwood Shop.

Union Station Products



Pullman Plan 4033 Steel Restaurant-Parlor-Lounge Car Sides



Pullman Plan 3988 Valley Series Side



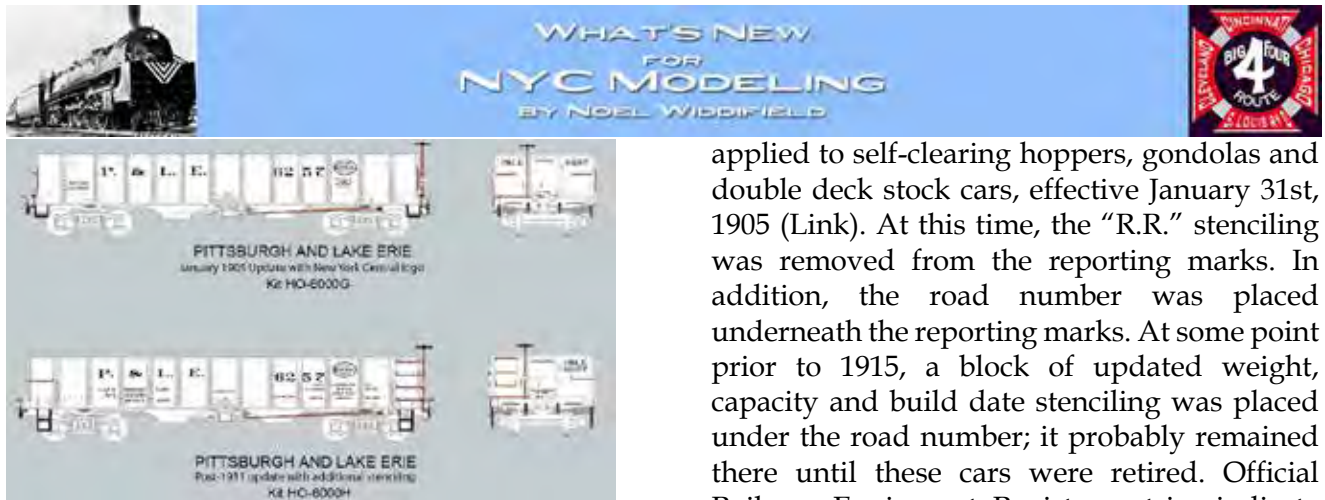
Pullman Plan 2540F Seven Compartment/Buffer/Lounge

MSRP \$24.99 Each Expected Delivery Now
Available in the Collinwood Shop.

Zenith Model Works



P&LE & PMcK&Y Gondolas



This car ran on the P&LE and the PMcK&Y. They were built in 1901 and 1902 by Pressed Steel Car Co. and ran until about 1925, with a handful lasting a couple years after that.

Riding on the success of the designs of its predecessor, Schoen Pressed Steel Company, the Pressed Steel Car Company of Pittsburgh, Pennsylvania began building some of the first universal steel freight cars in 1899. A standard 37-foot hopper-bottom gondola was designed in 1901, and so far as we can tell, three railroads purchased this design: Pittsburgh and Lake Erie, its affiliate, the Pittsburgh, McKeesport and Youghioghenny, and the Rio Grande Western. These cars rode on Pressed Steel's distinctive Diamond arch-bar trucks. The hopper bottom gondola was quickly phased out by the PSC Company's next development, the 36-foot steel drop bottom gondola introduced in 1906, which was the basis for the USRA "General Service" gondola standards.

1,000 units were split evenly between the P&LE and the PMcK&Y during 1901 and 1902. They held P&LE numbers 5900-6399 and PMcK&Y numbers 15000-15499. These cars featured cushioned striker plates that later disappeared from Pressed Steel's offerings. Photos suggest these were deemed unnecessary and removed as the cars were shopped at some point prior to 1911, so our safety-appliance version doesn't have these features.

These cars were probably painted black. The "New York Central Lines" herald was to be

applied to self-clearing hoppers, gondolas and double deck stock cars, effective January 31st, 1905 (Link). At this time, the "R.R." stenciling was removed from the reporting marks. In addition, the road number was placed underneath the reporting marks. At some point prior to 1915, a block of updated weight, capacity and build date stenciling was placed under the road number; it probably remained there until these cars were retired. Official Railway Equipment Register entries indicate that the P&LE either retired or sold off most of its fleet during 1924. In May 1925, 5 cars remained on the P&LE. 2 cars remained in April 1926. On the PMcK&Y, 5 cars remained in January 1925 and 2 cars remained by April 1926. All were off the roster by 1930.

MSPR \$45.00 Expected Delivery Now
Available in the Collinwood Shop.

HO-Scale Structures Rail Scale Models



MCCR Board & Batton 1872 Depot



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



Rail Scale Models in producing a laser kit of a Michigan Central board and baton depot based on the existing 1872 built depot at West Branch, Michigan on the Mackinaw Branch.

This Victorian style depot features board and batten siding with ornate trim with stained glass panes in the windows. This style of depot was common along the lines of the Michigan Central with at least 18 examples built. Depots of this style were located at Decatur, Eden, Francisco, Irving, Jones, Roscommon, Sherwood, Vandalia and West Branch, Michigan; Chrisman and South Bend, Indiana; Buxton, Chippewa, Lasalette, Mull, Oil City, Stevensville and Victoria Park, Ontario Canada.

The New York Central leased the Michigan Central which was merged into the New York Central in 1914, but New York Central control went back decades. The depot at West Branch, Michigan, built in 1872, still stands and is currently used as the chamber of commerce and a lawyer's office and is the basis for the model. The depots at Buxton and Chippewa, Ontario Canada are also reported to be preserved.

MSRP TBD Expected Delivery Now
Available in the Collinwood Shop
NYCSHS



Concrete Mileposts HO- & O-Scale (5-Paks)

Mileposts are markers that are used to measure the distance along the railroad. Placed at mile intervals, New York Central's mile markers had a letter that represented the station where the count had started and a number that was the distance to that station.

These cast concrete mileposts were painted white and have a recessed station letter and mileage that was painted black. Typically, NYC's mileposts had the same station letter and mileage on both sides of the sign.

However, there are known examples where different station letters mileage was used, one side representing the beginning of the line and the end of the line.

These cast concrete mileposts were the standard from at least the early 1900's through the late 1950's when a metal sign on a stamped sign post became the standard. But many examples survive along the right-of-way, some right beside their replacement.

Designed from surviving New York Central trackside examples and 3D printed by Shapeways, these are exclusive products for the New York Central System Historical Society.



Wooden Mileposts HO- & O-Scale (5 Packs)

This style of mileposts used scrap rail that was buried in the ground with a short section above ground that had a capped wooden plank bolted



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



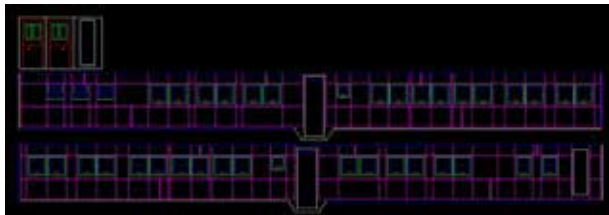
to the rail. Then the mileage and station number would be painted on the plank. These wooden mileposts were designed from a 1904 New York Central & Hudson River standard plan, exclusively for the New York Central System Historical Society.

For both scales, waterslide decals are supplied for you to customize your own mileposts. Paint the mileposts white, then apply the decal as you would with any other model railroad waterslide decal, seal with a coat of flat clear overcoat, and apply trackside on your model railroad empire.

MRPS HO- \$10.00 O- \$24.00 \$4.50 shipping added on first set and extra sets shipped for the original \$4.50 shipping cost. Available now.

Available in the Collinwood Shop.

S-Scale Rolling Stock Union Station Products



Pullman Plan 4033 Steel Restaurant-Parlor-Lounge Car Sides



Pullman Compartment/Lounge/Observation Plan 3988 "Valley Series Sides



Pullman Plan 2540F Seven Compartment/ Buffet/Lounge

MRSP \$34.99 Each Expected Delivery Now
Available in the Collinwood Shop.

O-Scale Locomotives MTH



B&A J1e Hudson #609 w/ Spoked Drivers



NYC J1e Hudson #5331 & 5374 Spoked Drivers



NYC J1e Hudson #5340 & 5342 Scullin Drivers



MCRR J1e Hudson #5374 Spoked Drivers

In *Thoroughbreds*, Alvin Stauffer and Edward May's definitive book on the New York Central Hudsons, Al summarizes the attraction of this engine in a few perhaps biased but nonetheless eloquent words: "The Hudsons had it all: looks, performance, and timing. ... [The] forte of all Hudsons was power at speed.... That [the NYC Hudson] was the first of her wheel arrangement in the United States matters not nearly as much as what she hauled and how she hauled it. The Hudsons were designed to haul the Great Steel Fleet on the Water Level Route [the NYC's raceway from New York to Chicago, home of the 20th Century Limited and the Empire State Express, and the bane of rival



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



Pennsylvania Railroad, whose route lay over the Allegheny Mountains]. The Hudsons were a New York Central phenomenon. They were a special machine for that special road. They were synonymous with the best. They were the best."

Thanks to Joshua Lionel Cowen, the Hudson also holds a special place in the history of 3-rail O gauge. Lionel's 700E scale Hudson, manufactured from 1937 to 1942, set a standard of detail for 3-rail engines that was unmatched for nearly 50 years, until Jerry Williams and Mike Wolf began the trend toward scale detailing that continues today.

Like Lionel in 1937, we believe our model of this engine exemplifies the best in today's O scale locomotives. The legendary J1e returns to the Premier Line in 2023, upgraded with Proto-Sound 3.0's quillable smoking whistle.

Built mainly in Alco's Schenectady shops in the late 1920s and early 1930s, the NYC Hudsons were part of the "super-power" era of steam technology that began with Lima's A1 Berkshire in 1924. Super power engines were the external combustion engine refined to its finest form, with technological advances such as bigger fireboxes supported by 4-wheel trailing trucks; higher pressure, more efficient boilers; superheaters to increase the heat of the steam so it could do more work; and larger drivers for speed and power (79" on the Hudsons).

Features:

- Detailed, Die-Cast Boiler and Chassis
- Intricately Detailed, Die-Cast Tender Body
- Authentic Paint Scheme
- Real Tender Coal Load
- Die-Cast Locomotive Trucks
- Hand painted Engineer and Fireman Figures
- Metal Handrails, Whistle and Bell
- Metal Wheels and Axles
- Remote Controlled Proto-Coupler

- O Scale Kadee-Compatible Mounting Pads
- Prototypical Rule 17 Lighting
- Constant Voltage LED Headlight
- Operating LED Firebox Glow
- Operating LED Marker Lights
- Lighted LED Cab Interior
- Operating Tender LED Back-up Light
- Precision Flywheel-Equipped Motor
- Synchronized Puffing ProtoSmoke System
- Steaming Quillable Whistle
- Locomotive Speed Control In Scale MPH Increments
- Wireless Drawbar
- 1:48 Scale Dimensions
- Onboard DCC/DCS Decoder
- Proto-Scale 3-2 3-Rail/2-Rail Conversion
- Proto-Sound 3.0 With The Digital Command System Featuring Quillable Whistle With Passenger Station Proto-Effects
- Unit Measures: 27" x 2 1/2" x 3 7/8"
- Operates On O-42 Curves

MSRP \$1,399.95 Expected Delivery June 2023

Not available in the Collinwood Shop because MTH does not give a reasonable discount on them.

<https://www.mthtrains.com/>

O-Scale Rolling Stock

Atlas



MDT* (NYC)

MDT 40' Steel Reefer

This model is based on the Pacific Fruit Express R-40-10 class reefer which was built in 1936 & 1937. This reefer was a very successful design and the 4,700 cars that were built constituted one of the largest orders ever for refrigerator cars.

Features:

- True 1/4" dimensions and details
- Die-cast ladders, stirrups and grab irons



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



- Weighted chassis
- 50-ton Bettendorf trucks
- Prototypical painting and lettering
- Scale 33" wheels & couplers (2-rail)
- Minimum radius curve: 24" (2-rail)
- Multiple road numbers - Atlas selects road numbers
- Offered in 2-Rail and 3-Rail

MSRP 2-Rail \$97.95 3-Rail \$92.95 Expected Delivery 4th Qtr. 2023

These were available in the Collinwood Shop, but the ordering deadline is now past.



P&LE 75' Depressed Center Flatcar

Features:

- Detailed, Durable ABS Body
- Metal Wheels and Axles
- Die-Cast 4-Wheel Trucks
- Colorful, Attractive Paint Schemes
- Operating Die-Cast Metal Couplers
- Realistic Transformer Load
- 1:48 Scale Dimensions
- Unit Measures: 19 1/2" x 2 1/2" x 4 7/8"
- Operates On O-54 Curves (3-Rail)/ 36" Radius Curves (2-Rail)

MSRP 2-Rail \$99.95 3-Rail \$89.95 Expected Delivery 4th Qtr. 2023

Not available in the Collinwood Shop.

Menards



NYC Flatcar w/ 1956 Fire Truck

Flatcar features details including a chassis with metal wheels and operating couplers.

Additionally, the flatcar has a hand-painted deck with wood grain appearance. Loaded on the New York Central flatcar rides a 1956 Fire Truck. This is a true 1:48 scale truck.

Features

- Features a true 1:48 scale 1956 Fire Truck
- Hand-painted deck with wood grain appearance
- Each flatcar is uniquely numbered
- Limited edition
- Navigates O-27 curves
- Metal wheels with operating couplers
- For best results, lubricate all metal parts before running
- 10-1/2"L x 2-1/8"W x 3-3/8" H

MSRP \$24.99 Expected Delivery Now

Not available in the Collinwood Shop.



NYC/P&LE Boxcar

This O gauge boxcar features realistic details, including a chassis with premium metal trucks and couplers. The boxcar also features a



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



burgundy box with detailed logos and sliding doors on both sides.

Features

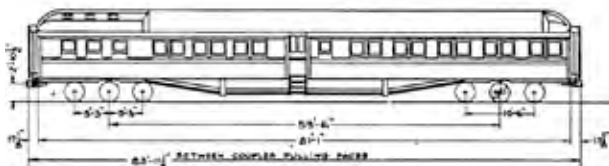
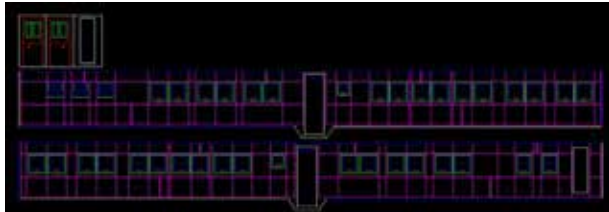
- Each boxcar is uniquely numbered - No two are alike!
- Navigates O-27 curves
- Operating couplers and sliding doors
- 11"L x 2-3/8"W x 3-3/8"H

MSRP \$19.99 Expected Delivery Now

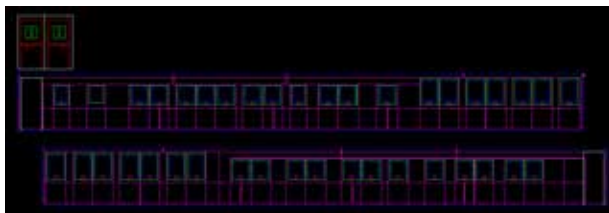
<https://www.menards.com>

Not available in the Collinwood Shop.

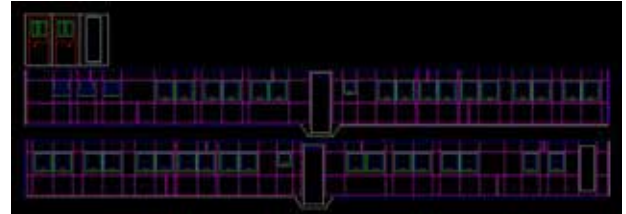
Union Station Products



Pullman Plan 4033 Steel Restaurant-Parlor-Lounge Car Sides



Pullman Compartment/Lounge/Observation Plan 3988 "Valley Series Sides"

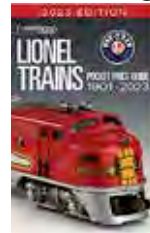


Pullman Plan 2540F Seven Compartment/ Buffet/Lounge

MRSP \$40.99 Expected Delivery Now

Available in the Collinwood Shop.

Catalogs Greenburg's



Lionel Trains Pocket Price Guide - 1901 - 2023

MSRP \$22.99 Expected Delivery Now



American Flyer Pocket Price Guide - 1946 - 2023

MSRP \$13.69 Expected Delivery Now

Amazon or Kalmbach

Magazines

Classic Toy Trains Nov/Dec 2022



"Lionel's no. 1432 Passenger Outfit" By Roger Carp pp. 18-19

Roger details the introduction of this passenger train model introduced in 1946. It consisted of a NYC Empire State streamlined 2-6-4 loco



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



with a NYC tender and a 3-car blue & silver passenger car set. Not very realistic but a beautiful O-gauge set.

"Small Layout With Big Ideas! By Roger Carp pp 38 - 43

The article details John Mansueto's S-gauge 110 square foot layout and features several photos of NYC equipment on pages 40, 42, & 43.

"S' Stood For Silver at Lionel" by Joe Algozzini and Roger Carp pp 44-45

The article is about an oddly stamped Lionel box containing O-gauge boxcars. Photo of a Lionel ad includes a NYC Pacemaker boxcar.

Classic Trains Fall 2022



"Fast Mail - Play Ball" Letter by Jerry Dziedzic p.8

Comment about the story about NYC's baseball score form in the Summer *Classic Trains*.

Classic Trains Winter 2022



"Explore The history of a Steam Locomotive That Helped Lead The Way in Streamlining", by Robert S. McGonigal, pp. 30 - 31

A short but interesting history of NYCS locomotive 5344 from builder's photo through 1934 and 1939 streamlining to scrap line in 1954.

"Three Decades of RDCs" by Kevin P. Keefe, pp. 52 - 59

An interesting article on the history of the rail diesel car that took over for steam on the short runs of passenger service that was losing money for all railroads. A photo of the NYC "Beeliner" leaving Michigan Central Station in Detroit and another of the NYC M-497 at 180 mph with the surplus GE J-57 jet engines burning hot.

HO Collector 3rd Qtr. 2022



"Mantua's 'The King of the Rails' Train Set", by Tony Cook pp 42 - 53

The article covers the second-generation Mantua HO-scale offerings. Photos include a sealed train set has a NYC Pacemaker boxcar as part of the set (p. 42), a NYC Hudson with NYC streamlined passenger cars (p.46), a NYC work train (p. 47), a single NYC Pacemaker boxcar (p. 50), and a NYC flatcar with stakes (p. 51).

"Classification Station by Tony Cook pp. 54 - 58.

This feature highlights a collection of NYC Pacemaker metal cars that appear to be larger than HO-scale and are perhaps S- or O-scale and are labeled as Hudson Pacific Railway. They have "Japan" and "1946" dates on them. A model railroad mystery.

HO Collector 4th Qtr. 2022



"Aristo-Craft's Die-Cast Steam Locomotives by Charlie Getz pp. 24 - 34

The article reviews the history of the Aristo-Craft HO-scale locomotives constructed by New One Model Company in Tokyo, Japan.



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



The collection included a 2-8-0 NY& HRR loco. The Aristo-Craft line was developed by the Polk brothers who operated the Polk's Model Craft Hobbies on 5th Ave. in New York City for many years.

For those of us who model in 1/29 scale the Aristo-Craft line provided us with many scale locos and rolling stock over the years. Editor. Model Railroad News, December 2022



"John Ham Delivers Another New York Central Book, p. 88

A short book review of this new book. It includes a link the NYCSHS website. If you haven't ordered your copy, now is the time to do it. Don't miss out on this interesting book with over 650 images and nearly 400 pages. As a member you enjoy a 20% discount.

Model Railroader Nov 2022



"On Operation" "Adding detail to waybill data" by Jerry Dziedzic p. 56

In this article Jerry tells us about waybills and suggests that there are some resources available to help build them. One he suggests is the NYC Freight Delivery Circular that is available for modelers to obtain.



Available from a Rails Unlimited at:

<http://railsunlimited.ribbonrail.com/Books/shippers.html>

Model Railroad News, Oct 2022



"Broadway Limited Imports Announces HO-scale Commodore Vanderbilt Hudson, p. 36

BLI offers the new loco that we carried in the Collinwood Shop but has passed the order by date.

"Review of coming Bachmann HO-scale NYC 4-6-4 Hudson. P. 37

Bachmann reveals some more details about this upcoming offering in HO-Scale.

NMRA 2023 Calendar - March 2023



Model by Brook Qualman, MRR, Photo by Jay Qualman NYCSHS member. Scenery by John Bussard.

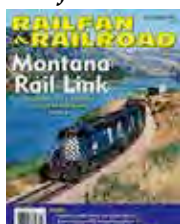


WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



This is a scratchbuilt R-1 third-rail electric on Jay and Brook Qualman's HO-scale layout. NMRA website: www.NMRA.org
Join today!!!

Railfan & Railroad November 2022



"Preservation Railnews - First Adirondack Train to Tupper Lake -p. 15

Photo showing the first passenger train in more than 40 years leaving Utica for Tupper Lake, NY behind the newly acquired Alco C-425. This is the result of the \$19.1 million refurbishment of the 45 miles of track between Big Moose and Tupper Lake paid for by the state of NY that included removing 34 miles of track from Tupper Lake and Lake Placid for a trail..

Railfan & Railroad December 2022



"Shades of the Century", p. 16

Great photo of Hickory Creek enroute to West Virginia for the Autumn Colors Express excursion.

Railroad Model Craftsman - October 2022



"Broadway Limited Imports - HO" p. 18

Short description of the upcoming NYC Hudson Commodore Vanderbilt expected in January 2023.

Railroad Model Craftsman - November 2022



"Test Track - Rapido Trains Alco PA/PB Locomotives" by Harry K Wong, pp. 22 - 25

Harry provides a detailed product review of the recently released PA/PB Alco diesels. Photos of the NYC version are included.

"Photography - The Company Photographer" by Brooks Stover, MMR, pp 84 - 88

Although there is no coverage of NYC models, this is an excellent primer on how to take model railroad photographs. Worth reading for anyone interested in doing articles for us.

"Editor's Notebook - Savoring S-Scale" By NYCSHS member Otto M. Vondrak, pp. 91-92

Otto defends S-scale in this short article and showcases the RIT model railroad club and includes a photo of Chris Stilson's HO-scale NYC loco.

Railroad Model Craftsman - December 2022



"Shuffle Off To Buffalo: 2", by Phil Monat, pp. 52- 63

The article is about Ken McCorry's PC Buffalo Line layout but includes many of the locations



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



that were part of the NYCS back in the day. Photos also include some not yet re-lettered NYC locos and rolling stock. The layout is a multi-level layout with 5 distinctive levels and includes the NYC Corning Secondary.

The Train Collectors Quarterly - October 2022



"Lionel Catalog Queens or Missing Proposed Mock-Ups? Part II, by Mike Vitale, pp36 - 37

In this second part of the article covering Lionel O-gauge trains that were never produced. Again, there are several NYC locomotives pictured and covered in this short article. This magazine is published by the Train Collectors Association, a group that is aimed primarily at O- and S- gauge modelers and collectors.



Leslie Ragan, 1930 Commissioned by the NYCL.

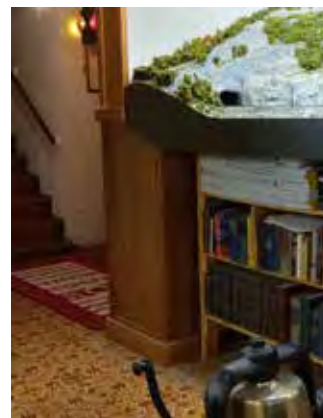
Some Members' NYCS 20th Century Rugs



Chuck Beargie's Rug



Joe Burgess's Rug in his NYCS bay window caboose!! And there were 52 more shipped.



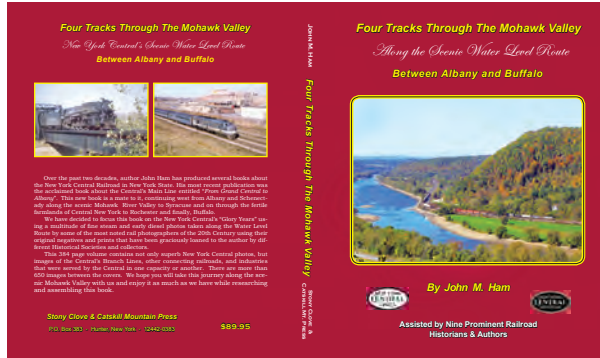
Rich Stoving's rug in entrance to train room.





NYCSHS Announces a New Exciting Book

Four Tracks Through the Mohawk Valley Along the Scenic Water Level Route By John Ham



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

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

- 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.**
- **All proceeds go to the NYCSHS.**
- Very limited run and no reprints.
- **Order the book in the NYCSHS Collinwood Shop at www.NYCSHS.net.**
- Or send completed order form and check or money order to address below.

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

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

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

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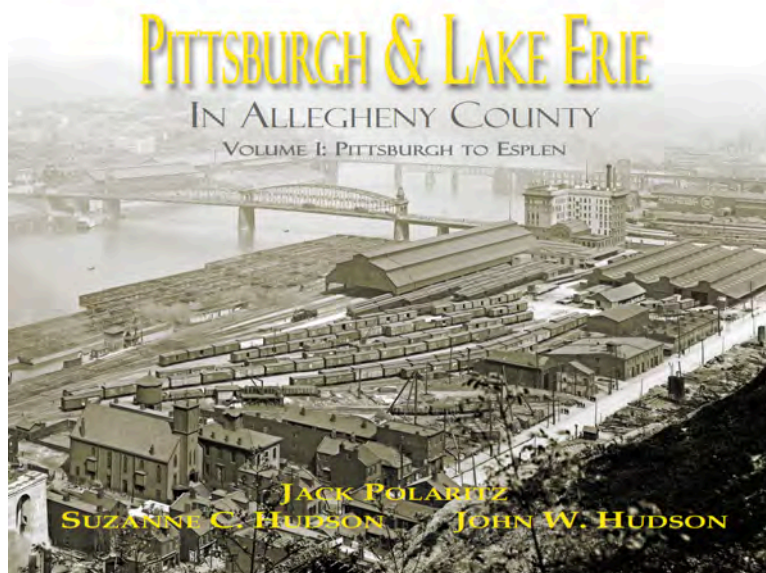
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NYCSHS Is Offering A Very Interesting Book

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

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



The New York Central System Historical Society announces the offering of a Depot Square Publishing book for sale.

This is the first of two planned books on the Pittsburgh & Lake Erie Railroad in Allegheny County. The city of Pittsburgh had the potential to be a major industrial center but for the freight discrimination imposed by the Pennsylvania Railroad. Every new rail outlet built to offer an alternative to the Pennsy was eventually taken over by that company. The only route left was a narrow corridor along the Monongahela River threading through steel mills, lead works, glass factories, and other industries. Pittsburgh yearned for independent rail service but was unable to secure it until William McCreery, John Dravo, James Bennett, Jacob Henrici and the Harmony Society, and others banded together to found and construct the Pittsburgh & Lake Erie. Building on four miles of trestle work through South Side—at times into the Monongahela River—to get to McKees Rocks, the P&LE eventually reached Youngstown, OH where connections were made with the Lake Shore & Michigan

Southern (New York Central) and the Atlantic & Great Western (Erie), 68 miles from the Steel City.

Growing to over 200 miles of mainline, the P&LE hauled so much tonnage in iron ore, steel, bituminous coal, coke, oil, and limestone that it became the largest revenue per ton mile railroad that ever operated in America.

This 322-page book opens with the story of the pivotal meeting that formed the P&LE when the founders and industrialists went to war with each other. The result was a railroad independent of the Pennsy and answerable only to the needs of Pittsburgh. It is no wonder that the line acquired the nickname “The Little Giant.” 373 black & white photographs, maps, engravings, and other ephemera form the nexus of this story. Years of research into the history of the P&LE and the local industries and environs served to elicit a wonderful story about the line and its association with the region.

Images of P&LE, motive power, rolling stock, facilities, the South Side complex, steel mills and other industries, the “company” villages that housed the mill workers and their families, and steamboats on the Monongahela and Ohio rivers bring the story to life. This title is printed at 175-line screen on 80# Sterling Premium gloss paper as a flat-backed, Smyth-sewn, oblong, laminated hardcover with an additional protective gloss film lamination. Factory shrink wrapped. And as usual, the book is proudly manufactured in the USA.

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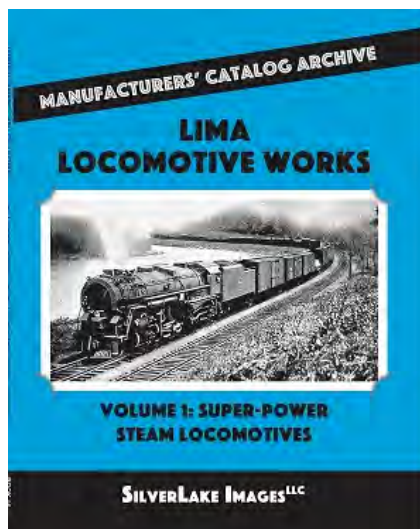
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A Very Interesting Book

Lima Locomotive Works Vol. 1 Super-Power Steam

Locomotives (Re-release)

Soft Cover



Lima Loco Works

72 pages softcover

This reproduces 4 Lima Locomotive Works catalogs:

Lima Super-Power Steam Locomotives: 1926 - This catalog details the benefits of the Super-Power Steam Locomotive, a look at the tests performed on the engines, the operating results of the **Boston & Albany 2-8-4 Berkshires**, the Texas & Pacific 2-10-4 Texas Types and the new Illinois Central 2-8-4 then under construction.

Lima Super-Power Steam Locomotives: 1930- This catalog looks at the use and performance of the Super-Power engines built for the **Boston & Albany (2-8-4 Berkshires)**, Texas & Pacific (2-10-4 Texas Types), Illinois Central (2-8-4 Berkshires), Erie (2-8-4 Berkshires), Boston & Maine (2-8-4 Berkshires) and the components used in Super-Power Steam Locomotives.

Lima Locomotive Works Bulletin No. 102. This is a brief look at some of the Super-Power Steam Locomotives built by Lima. Includes photos and specifications of the locomotives.

Lima Locomotive Works Bulletin No. R-2. This bulletin shows a variety of Lima Locomotives from small switchers to larger 4-8-2s, 2-8-2 and 2-10-2s.

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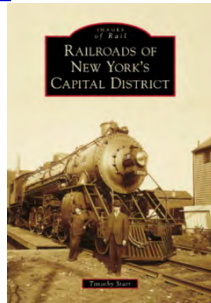
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This book of 128 pages with over 200 illustrations begins with a look at the pioneer railroads in the area. New York's Capital District became an important railroad hub very early. There were railroads built headed in every direction and this makes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

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

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

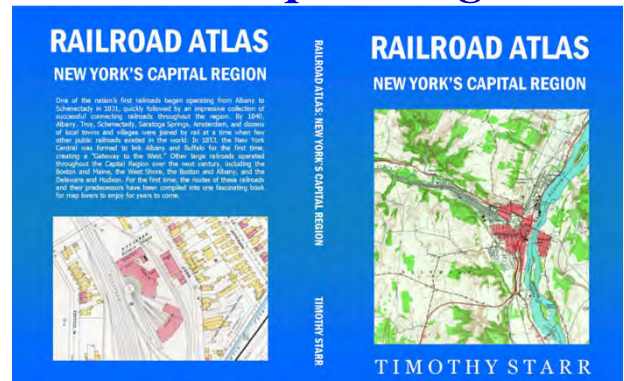
The Troy area is covered with a look at Troy's Union Station and coverage of the railroad traffic through the heart of the city.

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

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Railroad Atlas – New York's Capital Region



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

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

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

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

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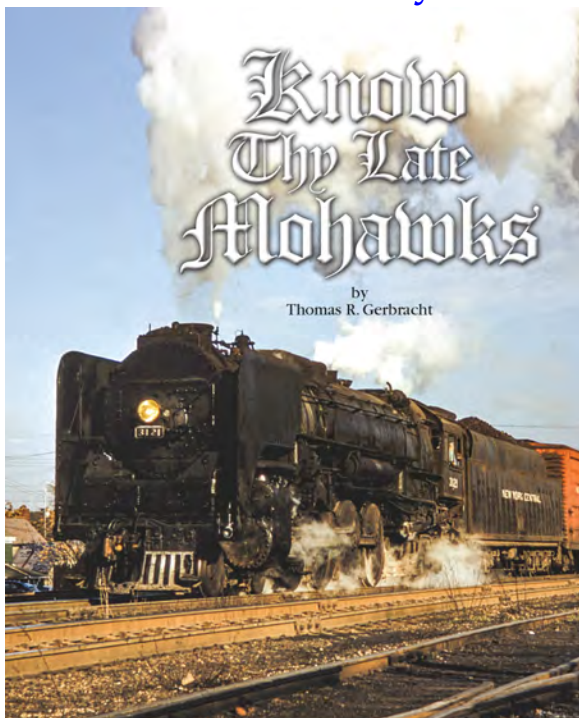
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40

NYCSHS Announces Another New Exciting Book

Know Thy Late Mohawks

By Tom Gerbracht



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

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

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

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

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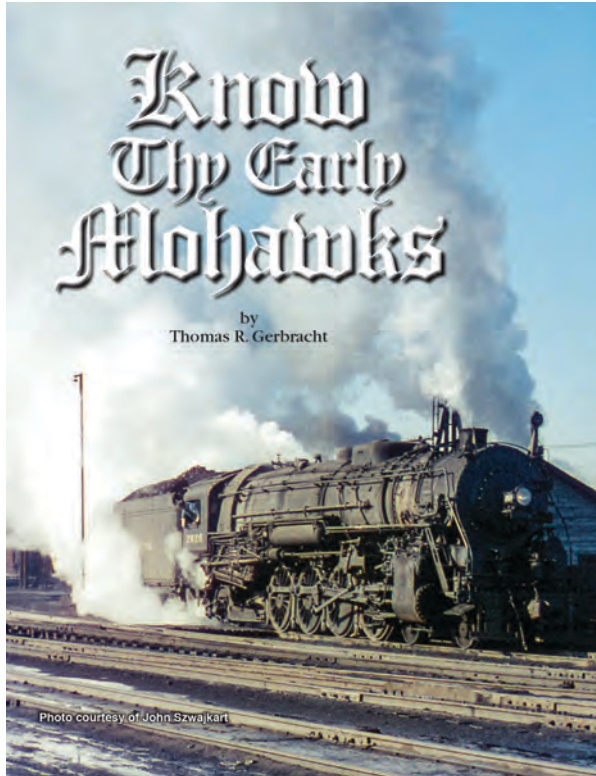
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NYCSHS Announces a New Exciting Book

Know Thy Early Mohawks

By Tom Gerbracht



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

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

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

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

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NYCSHS RPO

LETTERS & EMAILS



Dear NYCSHS,

In the *Central Headlight*, 3rd Qtr. 2022 in the story reporting on the Convention 2022, Nick Ariemma mentions one of the presentations, "Memories of the Upper Harlen" by David Saums that was given on Sunday.

Is it possible to acquire a copy of the presentation in print or digital. Please advise.

Best, Dave Chase, Poughquag, NY

Noel,

Thanks for this. I unfortunately had an external hard drive failure on June 16 for the drive that I use as a working drive for storage of railroad historical files -- and I found that I had not set up my OneDrive cloud backup properly to include all of these drives for automatic backup. So, I have only an early draft layout of the presentation slides.

If you send me David Chase's email address, I will write to him. I will also look through the draft slide set to see how much is there and what I can recover to make usable.

I appreciate all of your work connected to the NYCSHS. I am astounded at how much is done -- modeling newsletter, "Headlight", and the sizable array of clothing and models and other items in the company store. I also have at least some ideas about how much is involved in organizing conferences, workshops, and conventions. I have been the general chair for a technology workshop in Silicon Valley every year for what is now twenty-three years, as well as an identical workshop held in France each year. These volunteer

efforts consume significant amounts of time, typically beginning nine months before the event -- and that is after all the hotel and conference hall arrangements are completed. I was also the 2011 general chair for the RRHS convention in Middlebury, Vermont -- although we are a far smaller society, struggling for members.

Regards, Dave

Noel,

Just digested most of the latest *NYCentral Modeler* and am going to heap more of that "praise" on you. Just to mention a few: Chuck's article on "fixing" the Trix caboose satisfied my long-time longing for fixes to that model. Russ has one sitting on his "We'll get to it later" track and I keep thinking "we really need to do something with that" and this article will surely help show the way.

Bob Chapman's article on overhauling an old Walther's postal car was timely for me as well. I just finished an old Walther's combine now on Russ's layout that I bought from a mutual friend at our Division 8 train show last year for \$5 who thought it couldn't be made to look good with newer, better detailed models. Wrong! Just a lot of work though, but it sure brought back memories of modeling in the old days. Fortunately, Goo is still on the market (and, on my fingers)!

I gave some serious thought to going to the St. Louis RPM meet but had to make a choice between there and being a presenter for your September mini meet as resources wouldn't allow both. I attended one several years ago and found the level of modeling on display there to be both embarrassingly good and inspiring. Glad to know NYCSHS was so ably represented there.



NYCSHS RPO

LETTERS & EMAILS



And, of course, Seth's modeling of an NW2 was highly interesting. One of these would be timely for Russ's layout but, right now, time and money run against it. Maybe, though...

Thanks again Noel for the great publication.
Steve Lasher

Steve,

Thanks for the nice comments. Glad the magazine articles were so useful for you.

Thanks, Noel

Noel,

I am hoping you can help or point in the direction of some help. Recently I purchased some N scale Micro Trains NYMX 50' mechanical reefers. Some have a blue band down the sides, and some have a green band down the sides. I have poured over all of my NYCRR resources and cannot establish as to why there would be a reason for the differing color band. The NMRA only discusses the green band. Could this be a modeling discrepancy on the part of Micro Trains or was there an actual difference out in the real world back in '56?

Thanks in advance,
Matt Church

Matthew,

Your email was forwarded to me to try and reply. I'm working from memory here, but the "band" on the car was green as I recall. The NYC Morning Sun color rolling stock book(s) have color photos that can nail this down. The NYCSHS online photo archive only

has B&W photos, here is one of them: <https://nycshs.omeka.net/items/show/97600>

The Canada Southern website has a color photo

: <https://www.canadasouthern.com/caso/images/nymx-1033.jpg>

The only reason I can see for the decoration is that the NYC/MDT didn't build the cars, Pacific Car & Foundry did, and it may have been created by them.

Best regards,
Dave Mackay, NYCSHS President

Noel,

I ordered some Atlas Pullman cars several months ago. Do you have an order status?

Thanks, Dave Staplin

Hi Dave,

You ordered the cars in February 2022. These cars are still on backorder with an ETA of December 2022 at this time. I expect that date will probably be pushed into the future.

Mike Vescelus, Director, Collinwood Shop Manager
Mike:

Thanks again. Guess the "supply chain" strikes again.

Dave

Noel,

The recent issue of NYC Modeler and the item about stainless steel business cars inspired me to pull this photo out of my archives. I'd like to know more about this car.



NYCSHS RPO

LETTERS & EMAILS



In the spring of 1955, my family was in Delray Beach, FL for a week, and I took the car to various places of railfan interest. Much to my surprise, NYC stainless steel business car #99 was parked in a siding at the FEC station in West Palm Beach - photo attached.

Malcolm Laughlin, NYCSHS Member

Can anyone tell us more about this car?
nfwiddifield@NYCHS.org *Editor*

Noel,

Another interesting coincidence - that I should have found time to scan all the way through NYC Modeler this quarter. I've been to East Brookfield.

Attached are two photos of clearance car X-8016 in the siding at East Brookfield in July of 1960.

I spent the summer of 1960 working on the clearance car. Our first job was measuring the clearances on the B&A from Post Road to Framingham, in anticipation of multi-level service for GM.



Our diesel engine expired coming down the hill westbound into Worcester. It was downhill, we couldn't pump air without an engine and thanks to a skilled engineer we came to a stop in Worcester yard with only 10 pounds of air left in the reservoir.

Division Transportation Superintendent Ernie Cross had had enough of delays caused by our engine failures and assigned an RS-3 to push us as we measured track 1 clearances from Worcester back to Post Road.

We stopped for lunch at East Brookfield. The photos show us facing west in the siding on the south side of the tracks across from the station. You can see the west end of the station in one of the photos.



NYCSHS RPO LETTERS & EMAILS



Use this information as you like - for the good of the order 🤠

Mal

Hello again,

I have a question that your society might be able to answer. Did H10 Mikados ever come over to Canada and run on the CASO? If so, would you be able to supply a number so I could model it?

Steve Bratina, NYCSHS Member

Steve,

I discussed the H-10 briefly in my "Know Thy Early Mohawks" book. Based on assignments, the H-10's shortly after entering service wound up on NYC subsidiaries. Of the 171 built for the NYC, 68 had been leased to the Big Four and Mich. Central by 1930, joining the 100 built specifically for those two subsidiaries.

The H-10's on M.C. were displaced by Late Mohawks by 1952. I found one Arthur Johnson image of a H-10 with a pilot for Canadian service, and this image of R/N 2218 is dated July 1952 at Ypsilanti, MI.

There may be something in the NYCSHS photo archives, but I have never seen a H-10 image on CASO, and I would "never say never"! Just look for an engine with a non-drop coupler pilot!

Tom Gerbracht, NYCSHS Director

Good morning, Steve,

I was copied on your H10 question. I don't have an answer, but I'd suggest you ask it on the NYC Groupio website :

<https://groups.io/g/CanadaSouthern/topics>

You could also check out the Canada Southern website :

<https://www.canadasouthern.com/caso/home.htm>

Another option would be to look at the H10 photos on the NYC photo archive online, a lot of the photos have locations tagged:

<https://www.google.com/search?client=safari&rls=en&q=nycsHS+omeka&ie=UTF-8&oe=UTF-8>

Good luck!

Dave Mackay, NYCSHS President

Bob Chapman,

I enjoyed your article in the *NYCentral Modeler* very much, at several levels. Like you, I have a passion for the old Walthers kits, and I think they are a very respectable addition to passenger trains on a contemporary layout. And they offer cars that haven't been produced in more contemporary materials.

Naturally I was pleased that you made use of my clinic information. At some point I may try to work it up as an article, either for the *Headlight* or the *Modeler*, so the information remains available.

You also included some great photos, and I would appreciate copies of the ones on page 66, of the completed cars, to include in a repeat of my clinic at the Cocoa Beach RPM meet in January. I will definitely include a link to your article, and I believe it will draw favorable attention to our Society from people who aren't currently focused on NYC.



NYCSHS RPO

LETTERS & EMAILS



You have a much better approach to photographing models than I do. What did you use for the blue background?

Alex Schneider

P.S. One question: you shortened a Rivarossi coach roof for the project. Did you consider the roof of their baggage and mail cars?

Hi, Alex,

First -- thanks again for your help with the prototype info. Much appreciated! And yes -- your research clearly deserves article form documentation.

Attached are the four finished model photos. The two labeled Phase 1 are the model before the last-minute corrections. The two Phase 2's are the final model. Always good to publicize NYCSHS and Noel's great work on Modeler.

Regret that Cocoa Beach is out of range for me here in Denver. Until Covid I was making Chicagoland once a year -- an easy trip on the Zephyr, almost door to door with the hotel in Lisle.

Re Rivarossi roofs -- I'm an equal opportunity employer and have used the Rivarossi baggage and mail roofs on other projects. I try to use the roof that has clerestory width and window arrangement that best matches the prototype. I also sometimes chop off and use Athearn roofs.

Also attached is the photo module. Pretty simple -- an L-shaped plywood base with blue art-store paper flat in the foreground and curved up as a background.



I sometimes do model shots on the layout, but for good results am forced to get out the photofloods -- not fun for this lazy photographer. The module can go outside and use natural sun -- much better.

Good luck on your clinic. If it's something that's easily e-mailed, would love a look when the time comes.

All the best, Bob Chapman

Hi Noel,

Hope that all is well.

Would you have a recommendation for Century Green as used on the couple of E-8s? We're doing a special run and trying to match the color.

Alternately, if there is a recent model that you think nailed the color, we can match to that.

**Thanks,
Bill Schneider
Product Development
Rapido Trains Inc.**



NYCSHS RPO LETTERS & EMAILS



Good morning, Bill,

The URHS of NJ had the correct color. I believe they used the info we have on our website to have DuPont mix the color. I've attached a screen shot of the information, I don't know if DuPont can still work from their old numbers, it may be worth a shot. I'm also confident in the Tru-Color formulation for the "Century Green" (their #43). That's the best we can do at this point. Thank you for the efforts to get it right and also for providing another NYC model offering.



Exhibit 6: Front of DuPont "Century Green" plate and blue plate. Note due to possible color shift in printing, formulas must be used when reproducing these colors.



Exhibit 7: Reverse sides of "Century Green" plate and blue sample.

<https://nycshs.org/nyc-colors/>

**Best regards,
Dave Mackay
NYCSHS President**

Thank you both!

Have ordered the TCP paint and the URHS is sending us a sample as well.

Bill

Hey Noel,

I've seen pictures of NYC passenger trains with an FM CPA-24-5 leading a Hudson. I believe there's one such picture(Pinecrest Image) in the NYC Later Power book (with the Hudson furiously steaming away), and another here:



Some folks on another forum zeroed in on that pick being taken in Michigan.

Anyway, do you know anything about this consist? Was the FM a helper? Was one of the locos broken? Or did they actually assign a steam and a diesel together?

Thanks much!

Aaron

Aaron,

The photo was taken in Jackson, Michigan. The ACF 48-seat coach/baggage behind the Hudson tells me that the train was likely a Detroit to Chicago day train. The Hudson was under steam. There typically isn't a need for a helper on the Detroit to Chicago trains.

There is another photo in the archives showing the same power match up, but on a mail and express train.



NYCSHS RPO

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Most of the DPA-6a photos in the archives show working in pairs and singles. Most all the Detroit to Chicago trains commanded a pair of diesel passenger locomotives. It's a guess, that there was not a second DPA-6a available in Detroit, so a Hudson was added.

Seth Lakin

Noel/Seth,

This is great! Thanks much -- sounds like a reasonable guess to me. Really appreciate the answer!

Thanks, Aaron

4th Qtr. 2022 NYCentral Modeler Mystery Photo



This is a cutaway diagram of a refrigerated milk car. This is from an ad in the New York Central Lines Magazine and there was no additional information about it.

So, the answer is that it is a refrigerated milk car. Guesses sent in are below in order of receipt.

The submitted answers are below:

Looks like a milk car with enclosed tanks. I have a nice paperweight, I think from Pfaunder, that has one side open so you can see the tanks.

Leonard Gordy - Sep 30, 2022, 7:39 am

The subject of the mystery photo in this issue is a General American GPEX milk tank car.

Regards,

Robert Bogie - Sep 30, 2022, 8:48 am

It's a milk car!!!

Joseph Carlin - Sep 30, 2022, 11:24 am

That is/was a bulk milk car.

Russ Quimby - Sep 30, 2022, 5:27 pm

Definitely a milk car in bulk milk service. Cannot tell whether it would have come of Rutland RR milk trains or other runs on the NYC System.

Jeffrey Halliwill - Sep 30, 2022, 9:17 pm

Given as it has likely two glass lined tanks and a refrigeration system, I would say food grade that needs temperature control like Dairy. It has no safety valve so it would not haul Liquid Carbon Dioxide (-50 to -100 degrees and 150 to 225 psi minimum) or cryogenic liquids which require no temperature control but safety valves at no more than 27.3 psi. Also appears to have passenger trucks so express service. Of course, it could be hauling booze during prohibition.

Ted Finkbohner and Barney Sierra - Oct 1, 2022, 7:44 pm

This is a cut-away drawing of a milk car. These were used on the NYC down the Hudson River Valley and associated branch lines to New York City. Down the Rutland from Vermont until the end of milk service in the mid-Fifties?

A side note: On the C&NW we had a bunch of these hauling milk to Chicago and other milk processing locations including the Borden plant in Harvard and Dean Foods at Huntly



NYCSHS RPO

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and a plant at Crystal Lake whose name has escaped me.

Cordially, John Hodson, Nov 3, 2022, 5:37 pm

This mystery was entirely too easy, but Len Gordy was first with the right answer. And we learned some interesting details about the car.

Jeremy Taylor was a respected photographer, author and member of the NYCSHS for many years. He passed away earlier this year and the NYCSHS recently honored him with a memorial 100 tree planting.

The tree planting was given by the NYCSHS members and directors.



"Given in lasting memory of Jeremy Taylor, an outstanding railroader, a railroad historian, a gifted writer and photographer, a dear friend, and at all times a true gentleman.

We will miss you Jerry"

NYCSHS Members and Directors



And now some real RPOs from the NYCSHS Digital Archive



Len 907 - 8 Bayview & Hall Cars, STD 1945 - 1946, built by American Car and Foundry Company, Berks, Pa., 1945

ALSO REPRESENTS

Len 908 - 8 Bayview & Hall Cars, STD 1945 - 1946, built by American Car and Foundry Company, Berks, Pa., 1945



National Postal Museum

<https://learninglab.si.edu/collections/mail-by-rail/sFjeIVn769S3lwU>

All photos NYCSHS collection.

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

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

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

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

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



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nyc.engineering.department
M. DURAN-DURAN



the.harmon.files
Larry Faulkner



nyc.big.four
Noel Widdifield



notes.from.the.harlem.line
Dan Seligmann



mackdave53
David Mackay

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



*If you shop on Amazon you can donate to NYCSHS
with every purchase you make!!*



How to sign up for AmazonSmile to Contribute to the NYCSHS



AmazonSmile is a way for members to support the NYCSHS every time they shop with Amazon.

Shoppers who start at smile.amazon.com will find the same Amazon they know and love, with the added bonus that Amazon will donate a portion of the price of eligible purchases to the NYCSHS.

Signing Up is Easy!!

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6. Add a bookmark for smile.amazon.com to make it even easier to return and start shopping at AmazonSmile

We are not promoting Amazon, but if you use if for shopping, why not donate to the NYCSHS as it costs you nothing and helps us a lot!!

Informal Thoughts While Building a NYCS Caboose

Article by Albert Werner

Photos by Albert except as noted

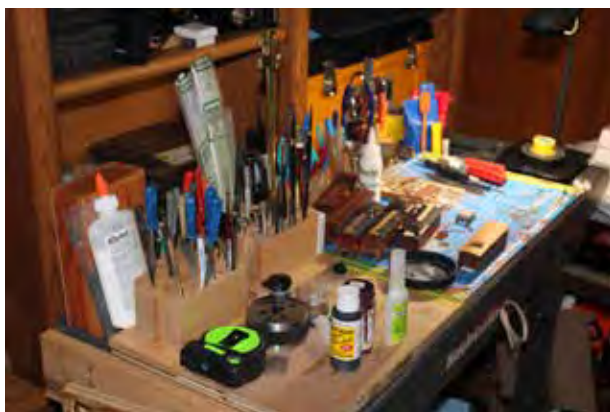
This is about building an HO-scale New York Central System short caboose kit by American Model Builders sold by the NYCSHS Collinwood Shop. It is the last of six of them built this year.



All six of Al's American Model Builders cabooses lined up on the workbench.

I am eighty-two years old and have constructed a lot of kits over the years starting back with Varney, Ulrich, Silver Streak, Strombecker and what have you. I can say that the AMB kit line is the best one I have ever made. It is unique in several ways I'll cover later. Let's think about what you should consider before trying one of these things.

Environment: This kit has a LOT of very small parts, around two hundred of them in a dozen thin wood sheets.



Al's work bench with a couple of his cabooses being worked on.

Odds are good you will drop some of them. For this reason, do not locate your work area above a shag rug. Have a bright light source. Mine is a bright LED unit that wasn't cheap but worth it.

Tools: The following are a must. A set of drill bits, #61 - #80 and a pin vise. An Optivisor set. Again, not cheap but you will need it. Some quality tweezers. A small tip soldering iron like a Weller WLC100.

You get the idea. Have plenty of new #11 blades and handle. Almost forgot. Get a Drill Press Vise (MicroMark #15118). I have my Dad's vise and it works fine. Don't forget the Coffman Clamps.

The kit contains an instruction booklet. This document is superb. It represents an immense amount of effort from several very skilled people. I strongly suggest that you carefully read and understand it several times before attempting construction. Page 2 has parts diagrams of the sheets of the parts and is excellent.

A Thought: This kit has many components that are made to fit each other. If they don't fit, then you are doing something wrong. I learned this the hard way several times. Your best friend is page two. Don't detach a part from its sheet until you need to use it.

Let's get started: Constructing the body – Figure 1, 2, 3. The body is assembled by holding A1, A2, two A3 around the floor A4 using a couple of rubber bands and interior corner ACC. I used this approach on the first three cars and it worked quite well. The body was square. The problem was the four side windows and two door windows.

Informal Thoughts While Building a M/C S Caboose

Getting the glass installed was at best a fussy affair. So, on the last two I tried something different. I dug out my Coffman clamps and glued one end to one side. After attaching surfaces W1, W2, and both T1 after removing the adhesive to the body and painted. I then installed the glass. I repeated assembling the other side and end and glass. Then it was easy to glue everything together using the bands. Worked very well. They are right about being careful handling the roof braces on the ends of the car. Take your time.

The instruction sheet cover suggests Scalecoat Boxcar Red, and I did too. Looks very good. I airbrushed the first two cars and brushed the rest. More about paint later.



The caboose where Al used the Scalecoat Boxcar Red.

Installation of the windows is the first of several fussy phases on this car. Be very careful about removing the adhesive paper and pressing parts together. Use your Optivisor and a bright light. The A5 braces install easily.

The roof assembly is an excellent and accurate thing. Take your time installing the R1 curved roof. A lot will depend on doing it correctly. The R3 sheet went in place easier than I thought it would. The roof walk supports can fit into the slots nicely if the slots in the roof sheets are lined up. I did a less than accurate job on the first car and it wasn't fun. Wound up cutting

strip plastic supports and it took a long time. After letting the supports dry overnight, I brush painted the roof with MicroLux #29052 Grimy Black and it dried great.



The short caboose with the car structure, windows, roof, cupola and roofwalks assembled.

The cupola assembly on page 8 was fun. For an adhesive I used Zap-A-Gap Medium CA. By now it should go together nicely. Paint everything box car brown before glazing. Add the roof and paint. Looks nice, doesn't it? When building the second car I managed to lose the cupola assembly. Talk about dumb. After the cupola roof paint is completely dry you can install the cupola in the caboose roof. I had to do a little filing to make it fit. Used fingernail files.

This is a little out of order making the end railings is completely different from the instructions. They are identified as L6, and it is obvious that they are very flimsy. After many problems with breakage during the rest of the car assembly I tried a new approach. I removed the broken railings and drilled new mounting holes, seven in each F2 end beam. I then bent new ones using 0.015 brass wire supplied in the kit. For a pattern I used the F2 opening in the sheet. At this point I clamped an end beam in the drill press vise and installed the wire from the top down. I attached the wire plus the four short railings with CA to the

Informal Thoughts While Building a NYC Caboose

bottom side of the end beam. I soldered the short railings to the long railing with my Weller Iron and small tip and TIX flux. It went quicker than I thought it would. Some fine file cleaning of the joints was required. I may install the chains too. I realized that there were no grabs in the end beam side, so I added them using DA FC6427 grab Irons. Also added cut levers, I bent myself with Detail Associates 2206 eye bolts based on pictures.

The instructions do a very good job of fabricating the floor. Castings for the air brakes are rather plain however so I substituted a set of Tichy castings. How much piping and rods you want to install down there is up to you.



The floor assembly is complete with all the castings from Tichy and AMB installed.

I used trucks from Tahoe on all my cars. They look good and roll very well. Attached with 2-56 screws in tapped holes. I intend to substitute longer screws to tie both floors together.



Al uses Tahoe trucks on all of his cabooses, and

you can see them installed here on the partially completed caboose.

Time for grab irons. This car has a lot of irons. The kit has a clear plastic jig that you can use to bend the various shapes. After a couple of cars, I elected to try something different. For the curved side irons, I have used Detail Associates #6503 Side Irons. You can use the top mounting hole as is. The bottom mounting hole must be moved a short amount towards the middle of the side. The end wall is a bit fussier. Add a DA 2206 Eye Bolt as indicated on Page 12. I put a drop of CA on each one and let it dry for a while. By now you should have the hang of installing them.



Two views of the caboose showing all of the grabirons that Al installed. It is beginning to look finished with only a little more effort required.

Now to add the end beams and then the coupler pocket tops. If possible, let the CA dry overnight. I did not have much luck with the kit brake wheels. I got some

Informal Thoughts While Building a NYC Caboose

CalScale #190-289 Brass Brake Wheels and soldered each of them on a length of 0.015 wire. After installation on the end beam, I trimmed both ends top and bottom. The final chore is adding ladders and I added some Tichy freight ladders from the junk box. Although built up kit ladders might look nice the plastic ones look fine to me.

About all that is left is painting the irons yellow based on a picture of the car you are modeling. Add the couplers and of course the smokestack. My yellow is Polly Scale #414215. The decals are very good.

It has been an interesting series and I hope you can try an AMB kit. Now I can start getting some track down!

And before I go, I thought I would share some of my other NYC caboosees with you.



Some of Al's many caboosees lined up on his workbench.



More caboosees in various stages of construction and awaiting finishing.



More caboosees and Al's workbench.



One of the AMB NYCs long caboosees almost finished and awaiting decals.



Some early NYC Less Than Carload Lots Solutions



Have any of you modeled these??? If so, how about sharing your creations with us. Contact me at nfwiddifield@NYCSHS.org and let us show them off for you. They are available as kits in the Collinwood Shop. <https://www.nycsHS.net/>

Frugal MICS Modeling in S-Gauge Hi-Rail

Article by Michael Byle

I have always sought a creative outlet in my hobbies. While I like to collect, I am not a collector. While I like to build realistic models, I have never had the desire for precision true scale modeling. Hi-Rail trains fill the gap, since they are to a realistic scale, but generally have less accurate couplers and trucks.



Photo 1: American Flyer Hudson puffing smoke on the mainline. The layout is all original American Flyer tinplate track and switches.

One of the great advantages of S-gauge Hi-Rail trains is that of abundant supply and relatively low cost. The A.C. Gilbert Company began to produce S gauge American Flyer Trains before World War II. Lionel Corporation bought out American

Photos by Michael

Flyer and still produces trains today. Over 80 years of production, means a lot of availability for secondhand trains. Sets can be found on eBay, at yard sales, and swap meets at relatively low cost. I have really enjoyed repairing, restoring and customizing these trains.

American Flyer trains are generally divided by period of production. AF introduced 3/16" scale trains in the early 1940's which are characterized by stamped metal trucks and "link" style couplers and are termed "pre-war". After World War II, in the late forties and into the fifties, trains have cast metal trucks and operating knuckle couplers and are characterized as "post-war". The early AF trains ran on tinplate track. As the popularity of trains declined into the 60's, as a cost cutting measure, trains were made with plastic trucks and flexible plastic couplers and track more like sectional HO track. These were branded as "Pikemaster" trains. Lionel acquired American Flyer tooling in 1967 and produced what is termed "Flyonel" now back with cast metal side frames and operating knuckle couplers to the present day. Other manufacturers such as American Models, DesPlaines, S-Helper Service, and others also build AF compatible trains, often with greater detail and true scale options for trucks and couplers.

Having family history there is soft spot in my heart for the New York Central. My parents met while they worked on the Michigan Central (later to become the Detroit Division), and my father worked with the NYC through its merger and demise. I grew up with NYC trains as my

Frugal MICS Modeling in S-Gauge Hi-Rail

father was a yardmaster and then trainmaster for the line.

There is an excellent assortment of S-gauge hi-rail equipment available on eBay and from other various sources. Through these sources and swap meets, I have accumulated several NYC Flyonel engines and cars, as well as American Models, S-Helper Service and DesPlaines models. Most of the available engines and rolling stock are for other roads, but I have never let the lack of older AF NYC cars be an impediment and enjoy modifying these into a variety of other configurations.

S gage equipment can still be bought new from several manufacturers including American Flyer (by Lionel), American Models, DesPlaines and others (**Photo 2**). Some new NYC engines and rolling stock are available and some can be purchased undecorated so you can finish them as you like.



Photo 2: NYC rolling stock is available from several vendors including these examples from S-Helper Service.

But I am generally too frugal to buy much in the way of new stock and have found that older models can be updated and converted, while providing entertaining time along the way. Besides, I get to have all the fun of tearing the old ones apart, cleaning and refitting them the way I want.

I was able to get an undecorated S-Helper Service SW-8 locomotive at a swap meet for \$100. It came in the original box and had both scale and high-rail wheels and pilots. I did a little custom work on the pilot to work better with the hi-rail couplers and I installed DCC with sound. I finished it in classic NYC black livery with striped pilots and yellow railings. This is an engine I remember seeing around Wenona Yard in my youth. It was far less costly than purchasing a new one that would have set me back close to \$300.

Most of my American Flyer engines were purchased for less than \$60 each. It only takes a few hours of work to get them running smoothly under AC power. It takes a bit more to update and convert them to DCC. One of the reasons, I get them so cheap is because the decals are damaged or missing and the paint may be worn. Where I am planning to refinish them in new livery, this is not a problem. I mostly look to see that the shells are sound, without gouges, cracks, or missing pieces and that all the mechanical parts are present. In some cases, I have sometimes bought two engines to make one, where one has damaged shells, but sound motor and mechanical parts and the other has good shells but may be missing mechanical parts.

Frugal MICS Modeling in S-Gauge Hi-Rail



Photo 3: Custom versions of American Flyer Engines. Top: PA and PB units redone in NYC livery, Center: AF Hudson refinished in NYC, Bottom: AF Franklin steamer reconstructed as NYC 999.

There is some New York Central equipment available in original American Flyer S gauge hi-rail. One of the most popular American Flyer Steam engines is the NYC Hudson, though the tender is labeled as "American Flyer Lines" with an NYC oval. It has continued to be produced throughout the incarnations of American Flyer. It is reasonably modelled on the J3a and can be made more realistic easily just by adding the correct decals. In the early AF there is little NYC rolling stock, but it is more plentiful in the later years and more modern production. I have acquired several of these and modified the decaling.

The old A.C. Gilbert locomotives are nearly bulletproof and can usually be put in running order with a modicum of elbow grease. The most common issues with these old locomotives are that the lubricating grease in the gearing has solidified and the electrical contacts have become corroded. Both require a bit of patience for disassembly, cleaning and

reassembly. One of the performance issues with these older locomotives is that they require a bit of power to get started and run best at higher speeds, much higher than would be realistic.

A.C. Gilbert steam engines commonly have a mechanical chuffing unit attached to the smoker. This consists of a piston driven by a gear from the main drive worm that cycles air into and out of a cylinder through a small orifice. This makes a chuffing sound timed with the wheels of the locomotive. It also produces a puff of air into the smoke unit that creates puffs of smoke that are timed with the locomotive speed. The smoke unit operates from track power, so it produces less smoke at low speeds and no smoke when the engine is not in motion. It often amazes me how well old smoke units still work after 60 or more years, though I have rebuilt several of them. A properly working unit can puff a lot of smoke.

One of my favorite modifications to a Hudson has been to install a low-speed DC can-motor. It is necessary to add a rectifier so that these may still be run on AC systems. The lower speed motor allows the engine to run with greater control and more realistic speeds. A side benefit is that the smoker performs much better, since the track voltage is higher for the same speed than it would be for a normal speed motor. The general effect is much more realistic performance of the engine and more voluminous smoke output (**Photo 1**)

Rolling stock modifications are simple if one does not really desire accurate scale trucks. Some of the more modern cars produces in the past 20 years or so tend to have better scaled trucks. Being a frugal

Frugal NYC Modeling in S-Gauge Hi-Rail

modeler, I tend to stay with the older ones with stamped metal or cast metal trucks. I have never found the improved scale effect of new trucks to justify the relatively high-cost replacement trucks. I do try to augment the existing trucks by weathering, so they attract less attention. I have also added leaf springs to the stamped metal trucks by drilling out the side frame of the sheet metal and inserting springs made from styrene. If I am feeling ambitious, I will remove cast-in grab-irons and replace them with wire.

I can often find rolling stock for less than \$10 each. I can usually get them in working condition and looking good for less than \$10. Parts cars with broken trucks or cracked shells can often be found in lots of 3-5 cars for \$10 to \$20. Of course, the market in these varies considerably over time, so patience pays off. I can usually scavenge trucks, wheels and couplers from broken cars and shells from others. One does need basic skills to drill out old rivets and install new ones to make a working model. Skill in painting, decaling, drilling, working with wire to make grab irons and railings, together with lots of patience can produce satisfying results. (Photo 4)



Photo 4: Customized versions of American Flyer cars; top: tinplate hopper with link style couplers, center: MOW box car, bottom: lighted caboose.

One of my favorite projects, was creating an Empire State Express train from an A.C. Gilbert Frontiersman set. This began with a damaged American Flyer Franklin engine, originally in red and green FY&P livery, and a combine and passenger car in yellow and black FY&P livery. The loco had a bad smoker and a broken roof, but otherwise ran well. I thought they might enjoy a new life as NYC Empire State Express. The Franklin Atlantic engine bears a reasonable resemblance to the 999 engine that held a passenger rail speed record at the turn of the last century). While not an exact replica, it seemed close enough to create the effect. The Franklin is an Atlantic like the 999, except it has the large wide smokestack of a wood-burner. A friend of mine with a 3-D printer made me a new smokestack to the required dimensions. It came out perfectly, so I cut off the old one, reattached the broken piece of the cab roof and got to work on the rest (Photo 3, bottom)

After repainting the shell in a couple of coats of black paint to cover the red and green base colors. I went about creating the lettering the same way A.C. Gilbert did with the original. I printed the lettering on

Frugal MICS Modeling in S-Gauge Hi-Rail

label stock and stuck them on. I did use a clear coat over the entire engine and tender shells for a glossier look. I rebuilt the smoker, painted the wheels black. I highlighted the wheels and body with silver striping and replaced the brass handrails with new ones made from stainless steel wire. I added a jewel to the headlight to improve on the foil of the original and added an engineer in the cab. I also added black highlights to the running gear. I completed the silver stripping using a fine tipped paint pen. I painted the bell using a gold paint pen. I then painted and highlighted the wheels and rebuilt the smoker using a kit from Portlines. While not an accurate model, the resulting effect was quite satisfying.

I took two of the cars and repainted those green with black roofs and added gold NYC decals. I enhanced the look by creating silhouettes in the windows of both cars by printing them on film and backing them with paper (**Photo 5**) I replaced all the handrails and rods with new ones formed from stainless steel wire. I really disliked the open doors on the baggage car and made doors from scrap styrene scribing them with a hobby knife to approximate the wood look of the car.



Photo 5: Empire State Express set converted from an original American Flyer Frontiersman set. (See engine close-up in Photo 3-bottom)

As for my layout, I have kept the same frugal philosophy. American Flyer tin-plate track is plentiful and cheap. Switches and other accessories are also inexpensive.

Some of this older equipment needs a little cleaning up, but with a little elbow grease can be made operable, for a fraction of the cost of new scale rail. Adding rubber tie inserts makes it a little more realistic in appearance, even though it is not true scale.



Photo 6: A portion of my NYC maintenance yard. The flatcar with wheel sets and the jade box car are original American Flyer. The MOW box car is custom refinished.

I have recently begun dipping my toe into DCC. I find that it works well with standard American Flyer track and switches. I have converted a couple of my AF engines to DC can motors and added mobile decoders. Even with the expense of the new motors and decoders, these engines run well and can look as good as you want them too for a fraction of the price of new more modern equipment. Are there more true-to-scale options? Sure, but at what cost? I have found the re-purposing of old model trains to be enjoyable and satisfying. I even enjoy going to swap meets to find gems in the rough. All this without breaking the bank.

All that said, I have dabbled in scale models in S scale where I have acquired pieces as part of larger collections. I have an NYC RS-3 in scale and picked up an American

Frugal NYCS Modeling in S-Gauge Hi-Rail

Models S-scale NYC box car kit which I am now assembling. While there are lots of high-quality modeling resources in true scale, including brass models, I doubt they will ever replace my high rail trains.

Some of Michael's S-Gauge Models



American Flyer NYCS Mikado



American Flyer NYCS 0-6-0



American Flyer NYCS Hopper



American Flyer NYCS 3-Dome Tank Car



American Flyer NYCS Derrick



American Flyer Conversion 0-8-0



American Flyer NYCS Pacemaker Boxcar



It is wonderful to have an article on S-scale/gauge modeling. How about some more from you S- modelers!!!

New York Central System Historical Society

2023 Calendar Order Form



Please Print

Name_____Member#_____

Address_____

City_____State/Province_____Zip/Postal Code_____

Country_____Telephone_____Email_____

Number of Calendars Purchased_____

Check or Money Order Amount Attached \$_____

Make all checks or money orders out to NYCSHS

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

Mail this form and check or money order to:

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

Article by Peter Banks

Photos by Peter except as noted

This project was in pursuit of another Achievement as a Master Modeler with the National Model Railroad Association. I completed it for my eighth achievement in 2022. It was the hardest and most rewarding one to complete. I hope you enjoy and gain insight for their own projects.

When I began this project, I thought that it would be a straight forward project. What in fact came about, was more complicated and intricate than the picture represented.



WATERFORD - CIRCA 1950 - THE SIRMAN COLLECTION

The picture seemed to be of a New York Central locomotive being readied for service in Waterford, New York, but the railroad never went there.

After spending approximately 30 plus hours trying to place the pictures' location, I found that the locomotive, a class H-7d Mikado was assigned to Michigan Central a subsidiary, and later Canada Southern Railway in Waterford, Ontario, Canada (halfway between St. Thomas and Buffalo.

I found this is a picture of Waterford, Ontario coaling station, and based on the subsequent photos and information from Waterford Ontario Historical Society and an email I received from Ralph Schiring, a

New York Central Historical Society Director and other historical references, I have been able to present this model as best as I can.

Also, an email from the NMRA AP Manager at the National Headquarters, Frank Koch helped me with a problem regarding the caboose (which does not show in the picture, as a result, I hid it behind the loco on the mainline).

The requirements for the Prototype Model are as follows: you are to model a scene in a picture as accurately as possible, and it must include six models, at least one locomotive, an example of rolling stock, railroad structure, and a caboose or a passenger car, any two of which must be scratch built.

The main building is the coal tower, and I took approximate measurements from the (east side, the H7 # 2032 and the coal car in the picture and used them for my reference points.

I used model kits and pictures of the other coaling towers, coal hoppers, water tanks, service sheds, water columns and other buildings. The models are the result of my interpretations of those structures and the research of this area. The Historical Society of Waterford's internet site was most important to me to get this project correct. I planned to scratch build three of the buildings and facilities, and use a super detailed model of the loco and tender, hopper, water tank and caboose.

Although there is no caboose shown I chose to place it behind the loco on the mainline

in proper perspective (hidden by the loco) to satisfy the requirements for this achievement per the email from the NMRA AP Manager Frank Koch.

In reference to the loco, from my search of historical records from the New York Central Historical Society, I have found that it was assigned to the Michigan Central, built by ALCO at the Brook Works in November of 1913. Per the builder's order #B1346 as built was 54124 and the Michigan Central assigned it 7932. It was renumbered to 2032 in 1936 and assigned to run in Canada for its time with New York Central, which brought the total of H-7s to 60 Mikado's on the roster at that time. There were numerous upgrades and changes throughout the years of service too numerous and insignificant to enumerate.

After the renumber in 1936, the Canadian Southern took over assigning their duties. This was a result of Michigan Central acquiring several Mikes. Please note the H-7s worked freight and local jobs. Some of the Identifying characteristics were rear tender footboards and curved tender coal boards for visibility during switching, a NYC pilot, as opposed to footboards and an Elesco feedwater heater. It was retired in 1956.

The caboose was questionable as to its number or style, so I took "artistic license" for my choice, since it would be behind the locomotive, but it was of the proper vintage. The caboose does not appear in the photo but met the required rule for achievement.

The coal hopper is number #911026 lot # 488H, built in 1924, one of 5500 similar cars built for service from 1924 to 1948. They

saw various uses down through the years. In this case it was used for coal supply service for the railroad's steam engines.

The plans of the buildings and water tank were not available, so I did some take-off drawings from the picture, and a model of a small wooden coaling station from Walthers kit #933-4202s and drew my own plans. I use different building kits for models much the same as an artist uses a model, for a guide to ensure accuracy and proportions. In this way I ensured my model would depict the scene as accurately as possible.

I credit Ralph Schiring of the New York Central Historical Society for his help in filling in information that had me guessing and at a standstill. An email I received from him was of great help and reassurance regarding my research.

Finding a Mikado with all the proper identifying points and equipment proved exceedingly difficult. I settled on a Broadway Limited Imports USRA Heavy Mikado model. I modified the appearance of a Mantua tender I found on the internet for this project. It required shortening the body and frame $\frac{3}{4}$ ", adding foot boards, grab rails, a ladder, replacing the trucks (missing), and a paint job and decals.



A photo of a BLI Mike that Pete used for his project.



A photo of a Mantua tender like the one Pete used.

The coal hopper was located at the NYCSHS Collinwood Shop and filled the bill perfectly. The caboose was from the Collinwood Shop and was a laser kit and a great addition to my collection of period cars also from the Collinwood Shop. It required a lot of work since I no longer see or have the steady hands of 30 years past.

The next item was the coaling station itself. It seemed to have been a single-track standard design that was added onto for additional tracks or a possible operational failure. It may have been for another rail line, or the original coal station was limited in capacity.

Whatever the reason, it was added onto, and posed a unique opportunity to show some innovation. I ordered Walthers kit # 933-4202 as my work-off model.



This is the Walthers model coaling station that Peter used as the model for his scratchbuilt coaling station for the diorama constructed.

I scratch built this building using bass wood 1/8"x8"x12", and a Fiskars paper cutter for the walls, and whole lot of dimensional wood from Hobby Lobby.



Peter built the coaling tower from scratch using the Walthers kit as a model. You can see the resemblance in this photo.



In this photo you can see the coaling tower in progress and in the left center of the photo you can see the small building model not yet completed that Peter describes in the next paragraph.

I determined there was an additional building behind the coaling tower that appeared to be for maintenance. I ordered kit # 933-3182 as my work off model, but I scratch built it to meet the requirements for the achievement.



This is the Walthers kit #933-3182 that Peter used as his model for the plans he drew for the small building in the photo near the base of the elevator tower in the Waterford photo.

The little building in the foreground (west side) appears to be a late addition, possibly an office/restroom and separate from the coaling tower. I scratch built it from plans I drew.

The water tower in the background was another building I wanted to include. Upon finding additional photos, I determined the Tichy Train kit#7012 was close enough for my model (with minor changes).



The model from Tichy that Pete used to construct his water tower for the display. Tichy Train Group images.

I have included scans of the drawings of the coaling tower that I found helpful. I photographed them to help me with the background and used my computer and printer to achieve the approximate size and color to blend into the background. (Check last page for Pete's drawings.)

An added note, both the New York Historical Society and the Waterford Historical Museum have expressed interest in this project. I will send an article to the historical society and however, the museum wants a copy of my research and the presentation model. Someone is coming to Panama City to transport it Canada this winter when they come for a visit.



The completed coaling tower in the base awaiting track, ballast and backdrop.



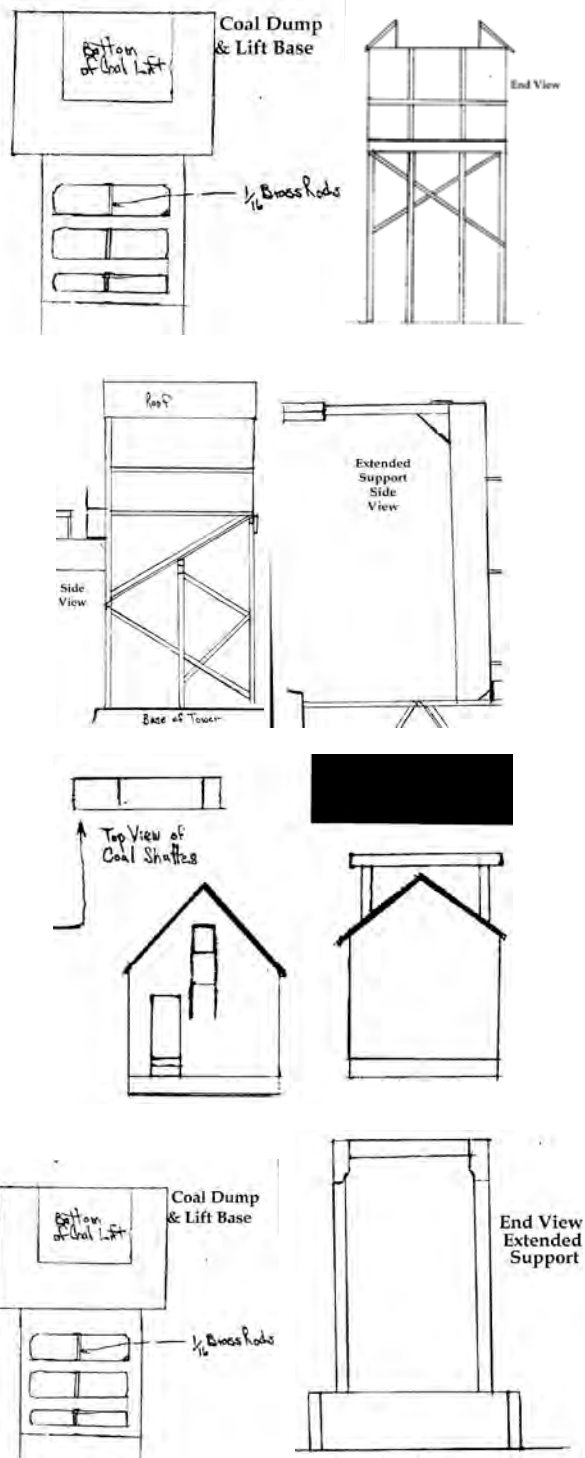
Pete's diorama as it was presented for judging.



An overhead view of the completed project.

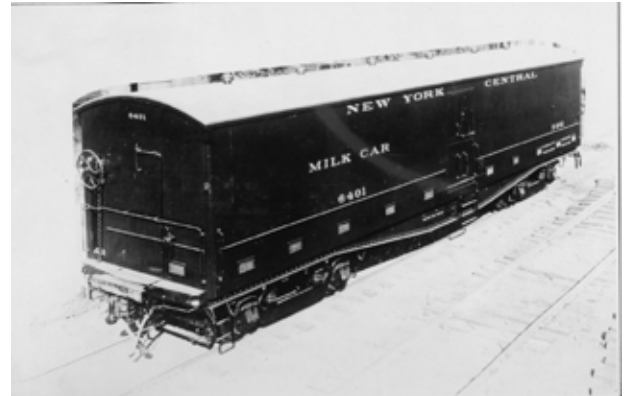


Peter Banks Drawings



Milk Cars

Since last edition's mystery photo was of a milk car, we thought we would provide some more milk car photos from the NYCSHS collection.



Mid-Atlantic Railroad Prototype Modelers' Meet

Article by P. Douglas Chapman

Following a two-year hiatus forced by Covid, the [Mid-Atlantic Railroad Prototype Modelers Meet](#) in Hunt Valley, MD resumed its annual cycle of an autumn meet on October 13-16, 2022, with 132 participants, coming from 10 states. Participants at this four-day event found inspiration, edification, and camaraderie to be in great abundance.

This event featured four separate components, including informative clinics, display models, open houses, and numerous vendors.

Twenty-nine presenters shared information on layout design and operations, locomotives and rolling stock, painting and weathering, scratch building structures, installing electronics, 3D printing, and a host of other topics. Presenters included three NMRA Master Modelers: Andrew Dodge, Bernie Kempinski, and Mat Thompson, as well as Marty McGuirk, former Associate Editor of *Model Railroader* magazine and Eric Hansmann, Contributing Editor for *Model Railroad Hobbyist* magazine.

Two clinics were of particular interest to modelers of the New York Central as Dave Ramos shared about the New York Harbor Railroads, featuring the NYC's 30th Street yard and the High Line. Doug Chapman discussed the Ralston Steel Car Company, highlighting the 7,500 gondolas and hoppers built for the NYC and its affiliate roads.

Nearly 100 high quality models were on display, in O-, HO-, and N-scales. Several

Photos by Doug

dioramas were present, including a modified version of Tony Koester's O-scale Wingate module featured in the January 2020 issue of *Model Railroader*, and Bernie Kempinski's WWII era Chrysler Tank Plant module. Eleven models of NYC freight and passenger equipment were on display.



Bernie Kempinski's WWII era Chrysler Tank plant module.

See all the details at:

<https://usmrr.blogspot.com/2022/07/star-power-chrysler-detroit-arsenal.html>

Fourteen open houses showcased some impressive home layouts. Many of these layouts have been featured in various model magazines over the past decade, including Lance Mindheim's and Paul Dolkos' superb layouts.

This RPM collaborated with the [Great Scale Model Train Show](#), which featured dozens of vendors and module layouts at the Maryland State Fairgrounds, just 5 miles from the RPM site. Many RPM participants found great selections of models, parts, tools, and related supplies and equipment.

The NYCSHS was represented at this RPM by President Dave Mackay and Board

Mid-Atlantic Railroad Prototype Modelers' Meet

Member Bob McQueen. These men had numerous discussions with modelers about the NYC and several new members were enrolled in the NYCSHS.

Check out Eric Hansmann's [RPM event calendar](#) to see if there is an RPM coming up soon in your vicinity. You will enjoy the

interaction with other model railroaders and can display some of your models of the New York Central System.

We hope you enjoy seeing some of the wonderful NYCS models on display at the show. Each of the modelers who built these gave us permission to share them with you. Enjoy!!



50' All Steel Auto Box Car, Lot 862-B. The prototype was built by Despatch Shops in 1957; 1,900 cars were numbered 45000-46899. The model is an undecorated Atlas kit, assembled per manufacturers direction, using K4 decals. Model by Bob Cronin.



40' All Steel Box Car, Lot 530-B. The prototype was built by ACF in 1926; 1,500 cars were numbered 95500-96999; renumbered 118500-119999. The model is from Broadway Limited. Tom added Kadee #158 couplers, painted trucks and couplers. Car was faded with white oil wash, weathered with burnt umber and black oil washes and PanPastels. Model by Tom Devenny.



40' All Steel Box Car, Lot 832-B. The prototype was built by Despatch Shops in 1952; 1,000 cars were numbered 179000-179999. The model is an Accurail factory painted kit, with Cal-Scale air hoses, which is used in Roger's weathering clinic. Model by Roger Sekera.



50' All Steel Gondola, Lot 591-G. The prototype was built by Pressed Steel Car Company in 1929; 1,000 cars were numbered 324000-324999; renumbered 751000-751999. Model is by Resin Car Works, with Tichy Train Group AB brake hardware, Tahoe Model Works #110 ACF 70-ton A-3 truck sideframes, wire grabs, and Precision Design Company decals. Model by Bob Cronin.

Mid-Atlantic Railroad Prototype Modelers' Meet



USRA Twin Hopper, Lot 378-H. The prototype was built by Pressed Steel Company in 1918; 500 cars were numbered 420000-420499; renumbered 831000-831499. The model is an Accurail kit, with Accurail Andrews trucks and Accumate scale size couplers; replaced molded on plastic grabs with wire grabs, added Tichy Train Group K brake hardware, Hi-Tech air hoses. Model by Eric Hansmann.



55-ton, Twin Bay, Offset Hopper, Lot 533-H. The prototype was built by Ralston Steel Car, Columbus, OH in 1926; 500 cars were numbered CCC&STL 88000-88499; renumbered NYC 861000-861499. The model is by Resin Car Works using a reworked Tichy USRA Twin Hopper Kit; assembled according to manufacturer's instructions. Model by Bob Cronin.



29' All Steel, Twin Bay, Covered Hopper, Lot 873-H. The prototype was built by ACF in 1957;

250 cars were numbered 1300-1549. The model is a Kadee factory painted, ready to run car. Model by Bob Cronin.



36' All Steel Flat Car, Lot R-1. The prototype was built by P&LE in 1911; 5 cars were numbered 6885-6889. The model is by Funaro & Camerlongo, assembled according to manufactures directions; this was a "Make & Take" kit from the 2019 NERPM. Model by Bob Cronin.



P&LE 44257 - 52' All Steel Gondola with Lift-Off Covers Lot 967-G. The prototype was built by Greenville in 1965; 125 cars were numbered 44000-44124. The model has a Bachman body, with a scratch-built frame, miscellaneous details, K4 decals, and a scratch-built load of steel. Model by Fritz Dahlin.

Upcoming RPM Events

[Prototype Rails](#) - January 5 - 7, Hilton Oceanfront in Cocoa Beach, FL

[RPM-East](#) - March 24 & 25, Youngwood, PA - Back on the calendar at the Westmoreland County Community College campus, minutes from the New Stanton interchange of the PA Turnpike.

[Central Ohio RPM](#) - October 12 - 14, Marion, OH
Contact dblake7@columbus.rr.com for more details.

[Naperville RPM](#) - October 27 & 28, Northern Illinois University conference center, Naperville, IL



Building A NYC Watchman's Shanty Kit

Article by Stan Madyda

Photos by Stan

I am always on the lookout for structure kits that I would like to build whether they be businesses are served by rail, retail businesses, houses and gas stations. Of course, any type of railroad structure, especially ones that are New York Central in origin, is a must. Several years ago, I saw that Mullett River Model Works was offering a NYC Crossing Watchman's Shelter in HO-scale.



Restored NYC crossing watchman's shelter in Milton, NY. While these were used for crossings, I recently saw one in a video used as a lineside structure.

I ordered a couple of kits from Des Plaines Hobbies back then and have had them on my to do list for a while.

Checking the internet, it appears the Mullett River website is no longer active. However, Des Plaines Hobbies purchased the company and still markets some of the kits. They do have some in stock for HO, S and O scales.

The kit comes with laser cut parts, shingle material, a page of instruction and a page showing the various parts and corresponding numbers. A little bit about the prototype is mentioned referring to an

article in the December 1996 issue of *Model Railroader*. There is a color photo of a shanty in the Morning Sun publication *New York Central Facilities in Color* by Geoffrey H. Doughty. This photo is good in that it also shows a coal bin and presumably an outhouse nearby. A shanty has been restored at the Milton, NY waterfront park as part of the Milton Train Station Foundation.

Looking through other books on the New York Central, you will see shanties sometimes in the photos. There are versions a little different from the Mullett River kit. Instead of shingled siding and an outward flare at the bottom of the wall, some had walls straight down and used board and batten siding. In John Ham's book *Along the Old West Shore*, there is a good photo of this type in Lyons Junction. Shanties appear in a couple of other photos not near any grade crossing, so perhaps this style of structure had other uses.



The kit contains two thin laser cut wood component, roofing material, window glazing and a base.

Tools needed were what you would expect for a laser kit – hobby knife and/or razors,

Building A MCS Watchman's Shanty Kit

a good pair of tweezers, some files and sanding sticks and a little suction tool that comes in real handy for attaching the window glass. White glue was used throughout.



Clamps were also very helpful keeping everything aligned during assembly.

I began the kit by quickly looking over the instructions and the parts page. I discovered that one part from the roof assembly was not numbered. The first step was doing the roof assembly, gluing the ceiling to the roof base. While this seems straight forward, it is important to keep these two pieces in alignment.

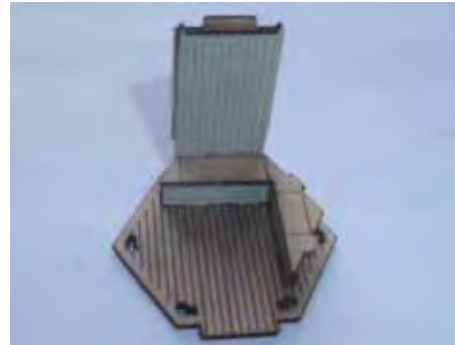


Here is the roof frame assembly completed. Notice the contours which will shape the roof.

The instructions suggest using the roof ribs with their tabs inserted in the slots to align these two pieces. Even doing this, they were slightly off, and the tolerances are very tight. To correct this, I used a reamer

and a sharp hobby knife to enlarge the slot openings.

Next is the floor assembly suggesting the use of some wall pieces to keep the sub floor and floor aligned. There are now five wall sections to be built, each consisting of the inner wall and outer wall. The inner wall pieces have vertical boards scribed. The outer wall has horizontal lines scribed to help with placing the shingles.



The interior bench is done, and one wall section is up. The walls are two separate pieces laminated together.

The roof assembly is to be used for alignment and the tabs are a snug fit in the slots. I had to do a little reaming of the slots.

Now it is back to the roof assembly and building it up with the facets. This is quick work, and you can see how the structure is beginning to take shape.

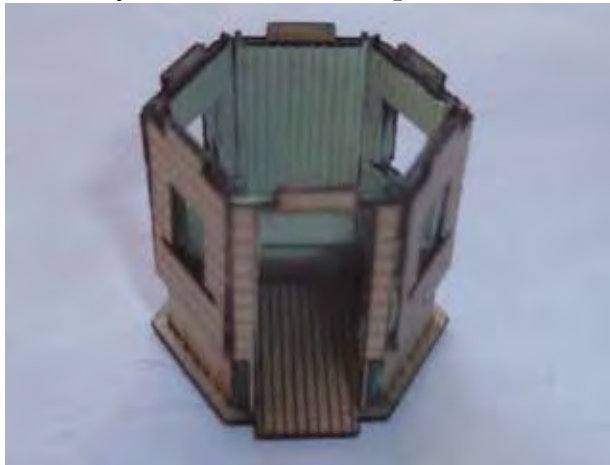


Completed roof section.

Building A MCS Watchman's Shanty Kit

While this is drying, go on to building up the door and painting it. This was also a good time to paint the window frames and sills since all get the dark green trim.

With the wall interiors painted light green, it was time to start putting the walls up. There is no need to paint the wall exteriors since they will be covered with shingles. A nice little feature of this kit is there is some interior detailing in the form a bench, perfect, if you want to include a figure. The instructions again say to use the roof assembly to line the walls up.



All of the wall sections are up. It's important to keep them lined up with the locator holes in the floors and ceiling.

Next there is a very fine part in the shape of the shelter that is called the spacer bar. This slides down the outside of the building and is glued onto the base. This allows the lower wall section pieces to have a slight outward flare. The lower wall pieces are then glued on. There are two smaller pieces that are fitted next to the door opening. I wasn't too thrilled how one of them set in the opening. This illustrates how the maker of the kit stresses to keep everything aligned. Once the shingles go on, I expect this won't be a problem.

Next up are the exterior window and door frames. Here again, the instructions talk about alignment and using the window sill inserted into the slot in the wall to line up the frame. It is suggested not to glue the sill in until the shingling has been completed. At this point I stopped and asked myself if it would be easier to put the shingles on first then the frames? I went with what the instructions said, which I soon found out was the right approach to the window openings.

Before I started adding the shingles, I took a flexible file and smoothed any edges where the wall sections met. The kit comes with two pieces of shingling material. I took one and painted it on a flat surface. If you do this just make sure you get the piece you just painted up off the surface before the paint dries. I waited a couple of minutes and some of the shingles stuck to the surface.

The shingling was the most tedious part of the kit. There are guidelines to help with placement. Some very small pieces are used between the windows. A new knife blade is a must for trimming around the window and door openings.



Shingling of sides has begun. Keeping the roof assembly on helps with alignment

Building A NYC Watchman's Shanty Kit

Handling the building caused one of the wall sections next to the door opening to come loose. The roof section still had not been glued on, so I placed it on the shanty to give it some stability. I only needed to remove it for the top course of shingles. Just be careful around the door frame. I broke the top piece off in handling but replaced it with some new wood.



Shingling completed.

The instructions also say to shingle the roof. Looking at some photos I found of the shanty, they all had what appeared to be tar paper roofing. I decided to go this route rather than shingles. Once done, I painted the roof a flat black and attached the smoke jack. A little light weathering with Pan Pastels toned down the roof.

Nearing completion, I installed the window sills followed by the windows. The kit comes with laser cut plastic for the windows and these were glued to the sash with canopy glue. I have a little suction cup tool that is great for getting the panes to line up. Interior window frames were then added as well as the door.

I looked in my box of details hoping to find a small pot belly stove to use. The only ones I had were too large. Bollinger Edgerly Scale Trains offers a wide range of

castings, and they have what appear to be smaller ones. So, for the time being I will not glue the roof on in case I do want to add a stove. The roof is a snug fit. Fortunately, I did have a small stove jack for the roof. The kit shows it going up through the center of the shanty. The photo in the NYC Facility book and the restored shanty in Milton shows the jack off center, which I decided to do.



Stan's finished shanty ready to go onto his layout. It was a very nice little project.

This is not a bad kit and easy to build. As I mentioned above, I have another kit to build. Before I start that, I may decide to try to convert it into a board and batten one. Photos I have seen seem to show the walls without the little kick out at the bottom.



NYCSHS Digital Shop



**Almost 90,000 photos on-line and
available to purchase.**

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

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



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

NYCSHS Digital Shop

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

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



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



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

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

NYCSHS Attends the 2022 Trainfest

Article by Seth Lakin

Trainfest was held at Wisconsin State Fair Park's exhibition hall on Nov 12 and 13 at West Allis, WI, five miles west of downtown Milwaukee.



The NYCSHS had a table at Trainfest which was staffed by Director Seth Lakin, Director Paul Stoving and Erika Stoving.



Seth Lakin and Paul Stoving at the NYCSHS booth at the show. Erika took this photo.

Trainfest is largely a family-oriented show, often with multiple generations of families attending together. The show typically has more than 200,000 square feet of space, 70 model railroads and 300 exhibitors including manufacturers, retailers and historical societies. The 2020 and 2021 shows were cancelled for Covid-19. In the

Photos by Seth except as noted

past, more than 20,000 visitors have attended each year.

2022's Trainfest was a little smaller than previous years. About half of the exhibit hall was closed off, with a rough estimate of 120,000 sq ft being used. In previous years the full exhibit hall was used in addition to another building that housed more layouts.

Still, at this year's show there were 56 manufacturers, 41 retailers and 29 nonprofit exhibitors. In addition, there were 49 model railroad layouts in 16.5mm-gauge, 7 1/2"-gauge, European HO-, G-, HO-, HOn3-, Lego, N-, O-, O-27, On30-, S-, Standard and Z-scales/gauges. Attendance numbers for this year were not yet available.



Grand Central Terminal is modeled on Module Model Railroad Partners' layout. In the background one of the Partners is working on a locomotive to run on the layout.



A PA1 and PB1 power a passenger train on the South East Michigan S-Gaugers layout. This is just one of the 49 layouts at Trainfest.

NYCSHS Attends the 2022 Trainfest



Another shot of the PA1/PB1 under the signal bridge on the South East Michigan S-Gaugers layout.

At the NYCSHS booth, a running tally marks showed 175 people were talked with in detail across the two days, but the number was likely higher.



Paul explaining where the NYCS ran to a dad and child at the booth where more than 175 stopped by to learn more about the NYCS.

Approximately 120 of the new Society brochures were handed out. A total of four new society members were obtained. Many more membership applications were handed out to be returned by mail. These applications were marked so if returned these new members could be credited to Trainfest.

The society table display included two laptop computers playing videos from the NYCSHS YouTube channel. HO-scale models included two dioramas featuring

NYC locomotives and cabooses as well as the new NYCSHS/Rail Scale Models Michigan Central depot and NYCSHS exclusive whistle posts (2 versions) and mileposts (2 versions). The past two years of *Central Headlight* were on display. Older NYCSHS calendars were handed out to attendees.



A pair of the new Bachmann HO-scale Hudsons were on display.



Also on display were these two Bachmann NYC Express Reefers that are available in the Collinwood Shop.

Several items became apparent when talking with the attendees. One big item was a common misconception: about 20% of the people that we talked with, thought that the NYCSHS and the National New York Central Museum in Elkhart, IN are one in the same.

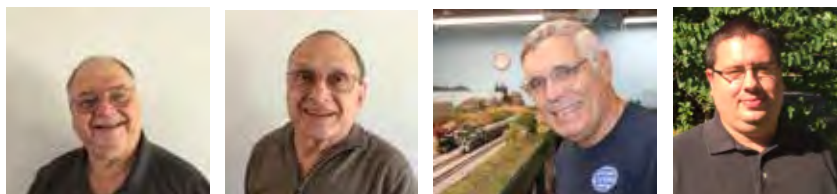
Other items where the younger generations had no idea what the NYC was or the influences that what the NYC had in everyday life that still are prominent today. During brainstorming we generated a list of items for later discussion on ways to build NYC and NYCSHS brand recognition with the upcoming generation.



NY Central Modeler 2023 Authors – Hall of Heroes



1st Qtr. 2022 Authors (From top left to right) – Pete LaGuardia, Dave Staplin, Steve Lasher, Russ Weis, Bob Shaw, Noel Widdifield, Dennis Regan, Russ Briggs, and Richard Karnes

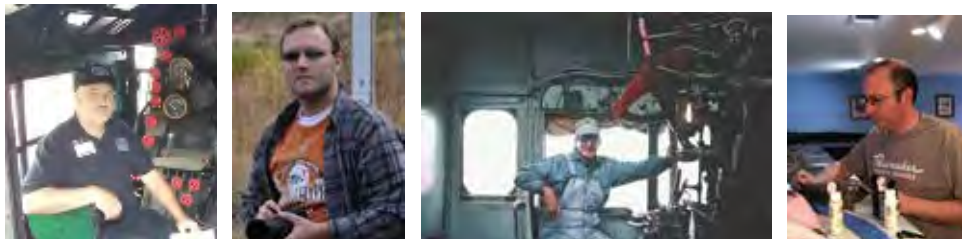


2nd Qtr. 2022 Authors (From top left to right) – Steve Lasher, Russ Weis, Charlie Crawford, Seth Lakin, Noel Widdifield, Joe Rothwell, Blob Chapman, and William Botkin

My Central Modeler 2023 Authors – Hall of Heroes



3rd Qtr. 2022 Authors (From top left to right) Seth Lakin, Tom Long, Jeff Mann, Brian Marotta, Hank Falkan, Chuck Beargie, Thomas Lange, Phil Darkins.



4th Qtr. 2022 Authors (From top left to right) –Chuck Beargie, Tom Long, Bob Chapman, Brian Marotta, Dennis Regan, Joe Rothwell, Seth Lakin, Steve Lasher, and Russ Weis

Hall of Heroes- All have received our MyCSHS Magazine Writer

7-Shirt for their first article for us.

NY Central Modeler 2023 Authors – Hall of Heroes



*Wouldn't you like to join this Hall of Heroes and
get one of these very nice t-shirts???*
If you're reading this magazine, you must be a modeler.
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nfwiddifield@NYCSHS.org

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

Steve Bratina's HO-Scale Models



NYC G-6p 1130 is fresh out of the St Thomas shops and is working her way back to Montrose Yard in Niagara Falls. She is shown here passing the Windham Ontario station on a beautiful fall day in 1946. This will be her last rebuild as management has other motive power plans for the future.



This module was built by the late Richard Chrysler. Off to the right of the station was where his grandparents' house was located thus one of the reasons for building Windham. The 1130 is a modified Alco Models with a rebuilt tender bunker. For use on the CASO modular layout, Richard had modified a

Bachmann 2-8-0 to represent this class of engine. His representation was every bit as good as this brass model. He is greatly missed in the local model railroad circles.



Here are a two more shots They are of the track pans at Waterford on a module built by Dave Higgott. The Hudson is a BLI that has had a hard life but was fixed up a bit for this shot.



Here is 1291 on the branch to Oil City. The 1291 is a modified Bachmann high boilered 4-6-0 with a tender off an old brass Long Island G3 and a water tender made from a spare from a Spectrum 0-8-0.

Steve Lasher's Trix Crummy



Inspired by the 4th Qtr. 2022 NYCentral Modeler magazine article by Chuck Beargie on upgrading a Trix cabooses, Steve finally got after Russ Weis's cabooses. Above is the result. He did it a little differently than Chuck, principally by bending all new handrails and grabs out of 0.015 wire, replacing the window glazing with clear styrene, re-building the underframe and converting it to AB brakes. Russ and Steve are thrilled with the result. What was once a dog is now queen of the fleet!



Another view of the rebuilt cabooses on Russ's railroad. Steve and Russ both presented at the NYCSHS Mini in Cleveland in September. They have been major contributors to this magazine for the last several years.

Arthur Newman Models

Back in the 1st Qtr. 2022 NYCentral Modeler we included some photos of Art's layout based upon the Water Level Route, the West Shore crossed by the L&V.

We thought you might be interested in seeing a little more of his unique layout, so here we go.



Two GP7s wait for assignments on Art's layout.



These two photos of his NYCS layout show a couple of Art's modules that also hide several more modules that he stacks along the wall behind his layout. Some very nice modeling.

Send us photos of your layout or models to include here. nfwiddifield@NYCSHS.org



Do you collect models of New York Central Trains?



Charlie Crawford (NYCSHS Member) RS-3S on his HO Scale Adirondack Division Layout

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Modeling NYC's Enterprise-Design Series Hopper

Article by Bob Chapman

Photos by Bob except as noted



The Resin Car Works HO scale Enterprise-design hopper Mini-Kit builds into a distinctive prototype model. Model photos by Bob.

Between 1924 and 1927, NYCS built 2050 55-ton self-clearing two-bay hoppers in five lots, assigned to NYC, MC, CCC&StL, and P&E:

Lot No.	Qty.	Orig. Nos.	Orig. Assign.	1936 Re-Number	Builder	Date
479-H	51	74065-75478	CCC&StL	860000-860499	MDT, E Roch	1924
479-H	33	11700-11732	MCRR	860000-860499	MDT, E Roch	1924
479-H	416	450000-450994	NYC	860000-860499	MDT, E Roch	1924
533-H	500	88000-88499	CCC&StL	861000-861499	RSC, E Colum	1926
534-H	50	3350-3399	P&E	3350-3399	RSC, E Colum	1926
535-H	500	88500-88999	CCC&StL	861500-861999	PSC, McK Rock	1926
539-H	5	66743, 75206-419	CCC&StL	860500-860999	MDT, E Roch	1926-27
539-H	23	11733-11755	MCRR	860500-860999	MDT, E Roch	1926-27
539-H	472	451084-454296	NYC	860500-860999	MDT, E Roch	1926-27
Total	2050					

Source – Canada Southern Website

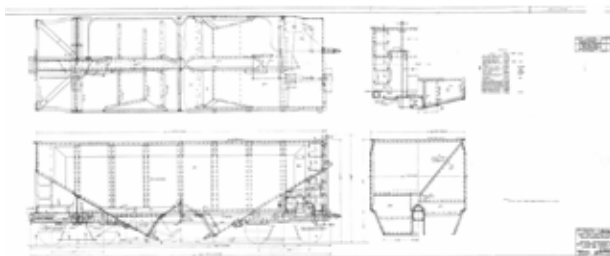
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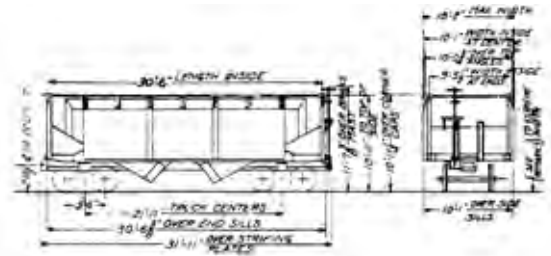
This 1944 photo of NYC Lot 533-H hopper #861154 illustrates the spotting features of Enterprise's early offset-side design – seven evenly-spaced side stake extensions protruding through the upper side taper, and a narrow vertical taper blending the upper taper into the side's plane at each end. NYCSHS Collection.



This builder's photo of NYC Lot 479-H Enterprise-design hopper #S-412912 clearly shows end and interior detail, as well as its as-built lettering arrangement. NYCSHS Collection.



NYCS general arrangement elevation, Enterprise-design hopper. NYCSHS Collection.



NYCS diagram, identical for Lots 479-H, 533-H, 534-H, 535-H, and 539-H. NYCSHS Collection.

The carbody was the Enterprise design – in the 1920s, the first mass-produced offset-side hopper carbody. Dimensionally similar to the external-ribbed USRA design of 1918, the Enterprise design moved the side stakes inside the sidesheets, increasing capacity from 1880 to 2055 cubic feet. Spotting features of the design were seven evenly spaced extensions of the interior sidestakes above the taper at the top of the side, and the long horizontal upper-side taper blended at each end into the carbody with a narrow vertical taper next to the ladder.

NYC's Enterprise-design cars enjoyed a long and productive life; 2019 cars appear in the Official Railway Equipment Register in 1953, with a few members of the class surviving until 1968.

The Model

As a distinctive offset-side carbody variation to the widely adopted 1935 AAR offset-side hopper, NYC's Enterprise-design hoppers begged to be modeled. To the rescue was Resin Car Works with its HO scale Mini-Kit – a pair of Enterprise-design sides designed to be laminated onto a styrene USRA carbody, accompanied by some detail parts. As with many cast resin kits, the Mini-Kit is limited-run, but at this

Modeling NYC's Enterprise-Design Series Hopper

writing is available in two variations differing only in decals – HM-1 with post-1936 lettering, and HM-2 with as-built lettering.



The Resin Car Works Mini-Kit provides cast resin sides and detail parts, along with a sheet of NYC hopper car decals.

Some modelers may find the upper sidestake extensions a bit oversized (both in width and projection) vs. prototype photos. It was tempting to try to remedy this with a small file, but with success in this likely above my pay grade, I left things as-is.

RCW's instructions nicely cover with text and photos both the core body modifications and attachment of the cast resin sides – then suddenly dead-end re the remaining completion of the model. The resin casting contains a cluster of small parts. Some are familiar as AB brake system castings, but others (presumed related to the hopper door operating mechanism) still remained orphaned as mystery parts even after completion of the project.

The Mini-Kit includes decals covering a variety of NYC hopper lots. To its credit, the set offers a choice of reweigh dates and locations; a frustration is lack of a correct number series for any of the Enterprise-design lots in the number jumble. With effort the decals can almost be made to

work for the NYC Enterprise car, as explained later.

RCW suggests either the Tichy or Accurail USRA hopper kit as the core carbody. Both are fine models but differ significantly from each other. The Tichy kit is a craftsman styrene kit, with many detail parts including wire grabs to be added. The Accurail kit is "shake the box," with most detail including grabs molded onto the carbody. Since I was interested in getting as close to a "prototype model" as possible, I opted for the Tichy core, the same choice as RCW for their pilot model. With the Tichy starting point, the project requires no special modeling skills – only care and patience. While the following steps focus on the Tichy core, they can also be generally applied to the Accurail carbody.

Attach the Sides

The first steps of the project are the most challenging; once these are complete, the rest of the project becomes standard kit-building. Begin by removing the side stakes from the Tichy carbody. I found an Xacto #17 chisel blade worked well for this.

Note - this operation is hazardous for finger injury and deserves to be treated with respect. Keep the hand holding the carbody well away from the path of the chisel blade, and push the chisel blade gently and smoothly, removing each side stake with a series of incremental cuts.

As you make the cuts support the inside of the carbody to avoid cracking it. Smooth the side with an 8" mill file until all traces of the side stakes are gone; be careful not to file away the ladder-grab rivets.

The cast resin sides are necessarily molded thicker than needed for the model. The ideal thickness would give a knife-

Modeling NYC's Enterprise-Design Series Hopper

edge both at the top and at the ends of the casting where it joins the core carbody. Thin the sides by dragging them in one direction across sandpaper resting on a perfectly flat surface (a plate of glass works well). Continue until the casting edges at least approximate a knife-edge.



The RCW sides are attached to a USRA hopper carbody, ribs removed.

To allow perfect placement of the sides on the core, attaching the sides to the carbody requires a thin adhesive with a forgiving cure time. RCW recommends Scotch ATG Adhesive Transfer Tape #976 to secure the sides to the core. According to other modelers, the tape works well, is thin, adheres strongly, but requires perfect first-time placement. I found it pricey with few other likely modeling applications, so looked for a glue alternative.

CA will work but is typically fast-cure and requires perfect first-time placement. Rubber cement and two-part epoxy were possibilities, but both are thicker, adding space between the side and carbody. I had Formula 560 canopy glue readily available (my go-to for adhering metal runningboards to boxcar roofs). It is thin, long cure, and has proven successful adhesion. Note that it is water-soluble, so avoid immersing the model when you

wash it prior to painting.



Sides attached, centered on the USRA hopper carbody.

Glue the sides. File the angled cutouts under the Tichy body slopeshet to match the resin sides. Celebrate – the heavy lifting of the project is now complete!

Assemble the Carbody

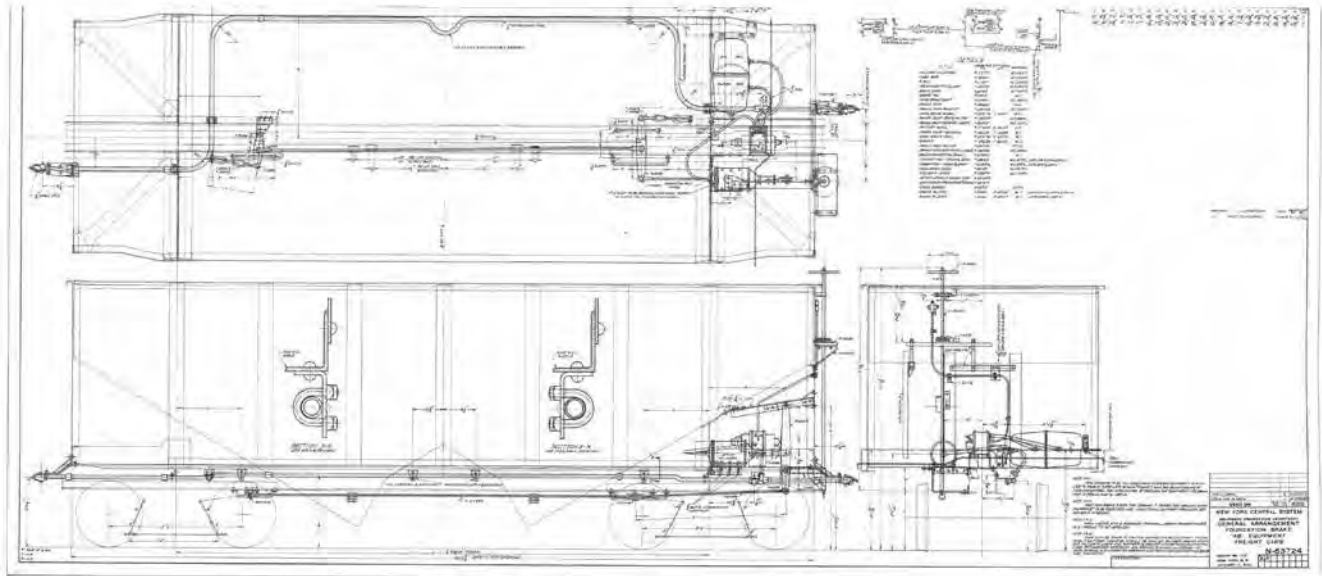
Follow the Tichy instructions for Steps 1-1 and 1-2. Since we will be replacing the early Type-K series brake system with the later AB system, skip Steps 1-3 through 1-6. File away the brake system pads atop the frame on the “B” (handbrake) end of the underframe. Install the bolsters (Step 1-7).

From the Tichy brake system parts sprue, remove and assemble the AB brake reservoir, cylinder, and valve (yeah, RCW provides parts for these, but the Tichy parts are nicer). The NYC brake system arrangement elevation shows the correct location for AB brake components. I supported the ends of the reservoir with Evergreen .125” channel (#264) and added visible piping between the reservoir and valve (see model brake system photo).



Placement of model brake system components follows the NYCS elevation.

Modeling NYC's Enterprise-Design Series Hopper



NYCS elevation showing AB brake system arrangement for Enterprise-design hoppers. NYCSHS Collection.

Add ends to the carbody (Steps 1-9 and 1-10); file away the tab from the B-end center endpost. RCW includes a brake lever and strut among their detail parts, but I chose a different approach – pirating one of the long brake levers from the Tichy sprue as the vertical lever attached to the cylinder clevis and gluing a separate upper support strut (Evergreen .020" x .040" styrene strip, #122) under the slopesheet (see model brake system photo). This avoids having to wrestle the one-piece resin casing into perfect position within the tiny confines under the slopesheet of the assembled carbody.

Glue the underframe to the carbody (Step 1-11). Interior bracing of the NYC prototype consists of large triangular gussets (parts C8/9) atop the crossridge and lateral braces (part D12) midway between the center and the ends. Install per Steps 1-12 and 1-13. Also noted in the prototype photo is a toe-strip on the interior of each endsheet, purposed to assist crew members in climbing out of the carbody –

on the model an angle fabricated from .010" x .030" x 10" styrene strip (#101).



Interior bracing consists of triangular gussets and lateral braces; note small toe-strip on the endsheet interior.

Detail the Underbody

Lacking prototype underbody diagrams or photos, I installed hopper door details per the instructions (Steps 2-1 through 2-7). On similar models I generally add detail visible from the side of the model, in this case the underbody brake rigging. The NYCSHS elevation of the brake rigging shows proper placement, and the Tichy brake system sprue provides the needed parts (see model underbody photo). According to the elevation, the trainline pipe runs along the right side of the carbody next to the

Modeling NYC's Enterprise-Design Series Hopper

hoppers and under the side. I suspended a length of .015" wire from four Tichy #3037 eyebolts (Detail Associates #2206 eyebolts will also work). Add cast resin door operators to the hopper sides on the left side of the carbody (the USRA cars had these only on the left side, and lacking a right-side photo of the NYC prototype, I'll assume that the Enterprise car is similar).



The NYCS elevation was also helpful in placing underbody brake levers and trainline piping.

Stirrups are needed at each corner, and I elected to replace Tichy's fragile part with A-Line metal stirrups (#29000). The bottoms of the sidesills are too thin to drill as a mounting surface for the A-Line stirrups; to remedy this, glue .040" x .040" x 2'0" (#142) styrene strips behind the sidesill at each corner. These fillers also provide a solid base for gluing the diagonal underframe corner braces atop them. Drill (#74) and install the A-Line stirrups.

Detail the Carbody

Add corner gussets (Step 3-1). Add grabs (Steps 3-2 through 3-6). Note that the top ladder drop grab on the sides and ends is inverted. The styrene ladder stiles on the ends are very thin and fragile - apply zero pressure while drilling them. Add defect boards at the left end of the sidesills. Add .015" wire towing loops under the sides at the center. Add uncoupling levers bent from .015" wire and suspended from DA #2206 eyebolts. I opted for the cast resin coupler box covers, since they offered a secure screw mounting to the underframe.



This shows the left side detail of the assembled hopper.



This view is of the right side detail of the assembled hopper.

Couplers on the assembled car are Kadee #178.

Add B-End Detail

Glue a retainer valve to the endsheet (I used Tichy's) and add a .010" wire retainer line traveling from the valve and disappearing under the slopesheet. Add the Tichy brake platform and brakestem stirrup, then install the brakestem and brakewheel. Now is a good time to test-install the trucks, check coupler height, and perhaps do a test run around the layout.



"B" (brakewheel) end detail.(L)"A" end detail.(R)

Modeling NYC's Enterprise-Design Series Hopper

Paint and Lettering

Wash the model with a non-oily detergent such as Ivory Liquid. If you adhered the sides with canopy glue, don't debond it by overdoing the water.

Paint color is often a matter of personal choice. Prototype colors were known to vary, and no two modelers see colors exactly alike. NYC's hoppers were red until the mid-50s when new cars and repaints began appearing in black. To my eye, many of NYC's transition-era freight cars have a brownish red hue; Scalecoat 2 #13 Boxcar Red seems a near-match to what I am seeing and provides a great glossy surface for decaling.

Lacking a NYC lettering diagram, I measured from the prototype photo of #861154 to determine decal placement. From the bottom of the side to (1) the top of the "NYC" overline - 5'0", (2) the bottom of the car number underline - 2'8", (3) the bottom of the herald - 3'6", and the bottom of CU FT - 2'0". For the transition era, the decal set's Roman "System" herald without a black background is the correct choice.

The decal sheet covers several different NYC hopper car classes, and the decal designer did not make things easy for modelers of the Enterprise hopper. The extended "NYC" initials are spaced too wide and need to be cut apart and narrowed to 7'9". None of the car numbers in the number jumble match any of NYC's Enterprise hopper series, requiring that they be applied individually or in small clusters. To apply the side numbers, apply the underline first (6'8" long), then add individual numbers evenly spaced. The only Enterprise-design lot number on the sheet is 533-H, requiring the number to be

in the #861000-861499 series. The 2055 cu. ft. capacity was not provided; I substituted the sheet's 2205 cu. ft. as "close enough". (RCW's pilot model has a different lot number and a correct capacity - perhaps pirated from the as-built decal set?)

Chalkmarks were added from a Speedwitch Media decal set. A final coat of Testor's Dullcote provided a flat finish - a great starting point for weathering.



Painted un-weathered model, left side; lettering is from RCW's decal sheet, often requiring modification.



Painted un-weathered model, right side.



*Painted un-weathered model, "B" end.(L)
Painted un-weathered model, "A" end.(R)*

There are few clean hopper cars in the world, and for my model I chose light weathering for the sides and ends, with heavier effects on the trucks, interior, and

Modeling NYC's Enterprise-Design Series Hopper

underbody. The interior and trucks were painted Grimy Black and lightly oversprayed with a grungy rust mix; crevices were highlighted with AIM dark rust weathering powder. The sides were

dusted with a very dilute spray of Grimy Black. The hoppers and underbody received an extra bit of AIM dark grey. Install couplers and trucks, and she's ready for her first trip in your NYC manifest.



Weathered model showing the right side. Chalk mark decals from Speedwitch Media add realism.



The interior was painted Grimy Black and weathered with a dilute grungy rust overspray; rust at the seams was highlighted with dark rust weathering chalks.

Modeling NYC's Enterprise-Design Series Hopper

Parts List

Manufacturer	Part No.	Description
Resin Car Works	HM-1	NYC 55T Enterprise Offset Hopper Mini-Kit
Tichy	4027	USRA Hopper Kit
A-Line	29000	Stirrups
Detail Associates	2206	Eyebolts
Evergreen	101	Styrene Strip, .010" x .030"
	122	Styrene Strip, .020" x .040"
	142	Styrene Strip, .040" x .040"
	264	Channel, .125"
Kadee	178	Couplers
Scalecoat2	13	Boxcar Red (See Text)



This is another of the articles by one of our NYCSHS members detailing the modeling of a NYCS piece of rolling stock. These articles are of great interest to our readers, and we can always use them in our publication.

If you enjoyed reading this article and are working on building a model, why don't you take the time to document the

construction with photos and notes, and then spend a couple of hours writing an article to share with us.

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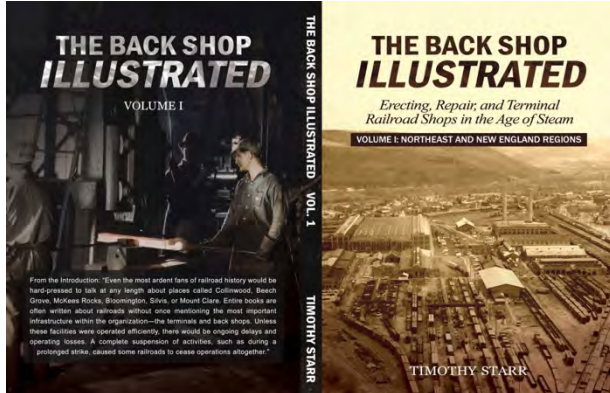
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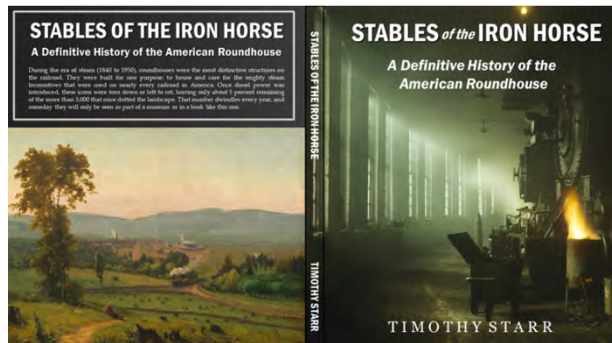
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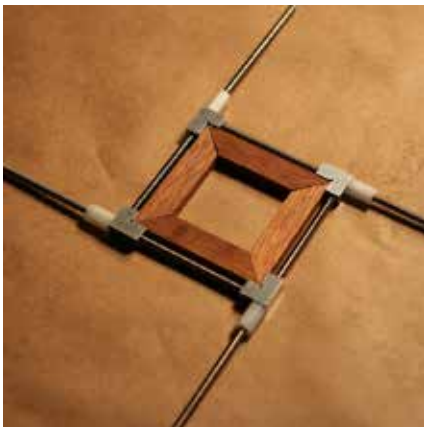
Use This Form For US Orders Only!!

Clamps For Building

When you are scratch building or assembling kits, you can always use a variety of clamps. Here are some that I have used and find each one very useful.



Mini Spring Clamps. When you're working on a model, you need clamps that have just the right amount of spring tension. Too much tension and they will distort small items...too little and they won't hold a glue joint closed. And if you've ever struggled with standard size clamps on a model project, you know your clamps must also be small and lightweight. These model builder's clamps fit the bill perfectly. 2-1/2 inches long with 1/4-inch capacity. Jaws are designed to hold odd or irregular shapes as well as flat, smooth shapes. All metal construction makes them ideal for holding parts together while soldering. Can also be used as a heat sink. Set of 5.



Mini 4 Corner Clamps Speed Assembly - Quick and secure clamping -Adjust from 1/2 inch by 1/2 inch to 5 inches by 5 inches - Clamp small building models and model railroad parts.



Long Combo Right Clamp has a contoured aluminum main frame with built-in access notches to facilitate gluing and soldering, and grooves for holding metal shapes securely. Features an extended base for use in a vise. Overall length: 4-7/8". Clamping surface: 2-3/4" long x 3/8" wide (2 places). Jaws open 3/8".



Bucket of clamps contains one hundred 2-1/4-inch-long clamps. Strong springs hold securely while glue dries. Pivot tips adjust to match surfaces being clamped. 3/4-inch capacity with textured sure-grip handles.

All from Micro Mart:

<https://www.micromark.com/>



OBSERVATION CAR PHOTOGRAPHY SECTION



Steve Lasher's Notes on the New AMB Short Standard Caboose Kit



Bill Young's NYCS Rider Caboose





OBSERVATION CAR PHOTOGRAPHY SECTION



Tom Bailey Returns With Some Of His Favorite Projects



Steve Bratina's Live Steam Commodore Vanderbilt Rebuild Not Easier the Third Time Around



All in the April 2023 edition of the NYCentral Modeler



NEW YORK CENTRAL SYSTEM HISTORICAL SOCIETY, INC.



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

The NYC is a great railroad to model...



Central Headlight
Print & Digital Versions



NYCentral Modeler
Digital Download



NYCSHS
Online Store

- **Central Headlight**, quarterly, popularly acclaimed printed magazine.
- **NYCentral Modeler**, quarterly online modeling magazine.
- **Annual Conventions** held at former NYC locations.
- **NYCSHS Archives** at our new Headquarters located in Middleburg Heights, OH.
- **Online Store**: Books, NYCSHS Archives DVDs, Apparel, NYC Scale Models, some exclusive NYCSHS releases. Members enjoy **20% discount** on many store items.
- You will benefit from the expertise of NYC historians, researchers and modelers.



Regular Memberships only \$44 per year. www.nycshs.net

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

**NEW YORK CENTRAL SYSTEM
HISTORICAL SOCIETY, INC.**

Memberships Dept NYCM • P.O. Box 0126 • Oak
Creek, WI 53154-0126



We are now taking 2023 memberships
Don't miss out on all the fun and knowledge available with memberships in
the NYCSHS.

Modelers, Fans, Researchers, Former Employees.
You find them all.

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



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



OBSERVATION CAR PHOTOGRAPHY SECTION



A scan from the NYCS Central Headlight Flash Drive



New autos are awaiting loading into specially fitted boxcars. These are all Cadillacs on the left and Chevys on the right. (April 1954 New York Central S)



Modelmaker's skill

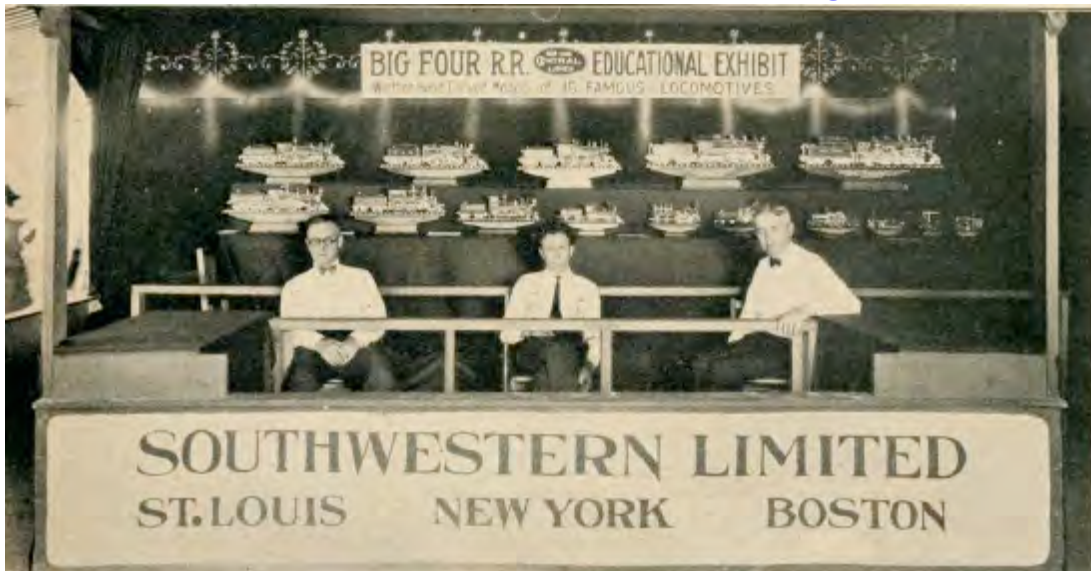
*A model maker's skill is revealed in this realistic replica of a NYC Hudson, built by Carl A. Chase, of Rochester, NY. Scaled 1/16-inch to the inch, it was built over a six-year period in Mr. Chase's spare time. The model was six feet long, weighed 220 pounds and was coal fired. It had a working turbine generator and steam brakes. Water for the engine was supplied by a duplex steam pump and axle pump. **Does anyone know where it is today???***

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

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



Some items from the *New York Central Lines Magazine* Flash Drive



This booth is showing an exhibit of models at the Greater St. Louis Exposition. The man in the middle is Ernest Warther who made the models. Neat to see models from this era in the late 1950s. Of course, being Big Four, your editor was especially pleased.



The ads for products and photos found in the NYCLs Magazine make this NYCSHS Flash Drive very interesting reading. It is wonderful to be able to learn about the NYC in the days when our parents and/or grandparents may have ridden or watched the NYC as youngsters.

New York Central Lines Magazine was published and distributed to the over 100,00 NYC employees. The covers provide a glimpse of life at that time. This ad brings back some interesting memories for those who saw these products in the homes of our parents and grandparents as we were growing up. For many of our younger members these are only things that disappeared before they were born. It was published from 1919 to 1932 with only a gap of one year during the coal strike from April 1921 to April 1922. Look for it in the Collinwood Shop <https://mycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps- c 180.html>



Vintage NYCS Advertisements & Posters

[illegible][illegible]

These ads illustrate some of the things that made the NYCS great in years past. The focus of the ads shown here was on the community and wartime service on the NYCS. U.S. mail service was a big thing for the railroad back then and the medical department of the U.S. Army used these cars to transport wounded to larger hospitals in the US during WW II.

[illegible]

Taking it on the fly!

NO TIME WASTED!

New York Central fast freight speed your goods through!

N.Y.C. shipping train from South Jersey on Hudson River on the Hudson.

Like the famous Twentieth Century Limited, our fast freights lose no time stopping for water. They scoop it from track pans along the route!

Speed is one of the most important factors in the shipment of freight. And New York Central offers in The Merchandise Express between New York, Buffalo and Niagara Falls—660 miles—in 10 hours and 15 minutes, making 80 stops to set out and pick up cars for intermediate stations!

But speed itself isn't the only advantage in shipping via New York Central. Block Signals and

Automatic Train Stop are constant safeguards. Special equipment is available for all types of merchandise, affording protection to products no matter how perishable they may be. Delivery is made promptly at strategic distribution points in all cities!

Route your shipments via New York Central and get the advantage of its fast, dependable and thoroughly modern service.

**NEW ST. JOHN'S PARK
FREIGHT TERMINAL—
IN MANHATTAN'S
FREIGHT CENTER!**

...at West, Spring and Washington Streets... offers unequalled convenience... increases efficiency... speeds service... in New York's produce, dairy and general merchandise center... situated for speedy distribution.

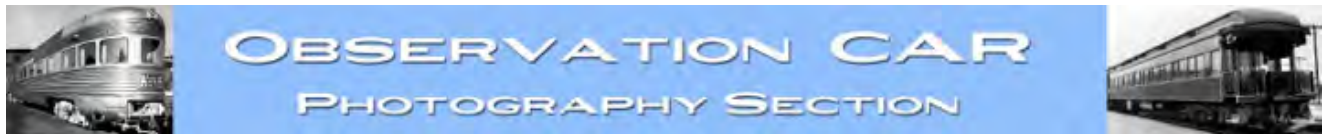
NEW YORK

MERCHANTS

CENTRAL

DESPATCH

In 1935 the NYC was going after freight traffic across the nation. These ads appeared throughout the United States newspapers in the years before WWII. All aimed at fast freight delivered carefully.



NYCentral Modeler Final Thoughts

We have just completed a special introductory offer for our new NYCS 20th Century Limited red carpet, selling over 50 of them at a very low price. This beautiful reproduction is still for sale in the Collinwood Shop at a higher price.

Our sales of John Ham's new book, *Four Tracks Through the Mohawk Valley*, has sold well and we still have them offered in the Collinwood Shop at the members' 20% discount off MSRP. If you haven't ordered one of these, you need to do so before they are gone. A member reviewed the book and commented: "*Four Tracks Through The Mohawk Valley* is worth the wait. It features numerous photos I have not seen (a good trick) which include aerial views at two stages of the Little Falls Gulf Curve project. This huge book is a must for buffs of the Mohawk Division and Adirondack operations!"

NYCS books are a large part of our sales each year in the Collinwood Shop and help offset the cost of providing our members the services they enjoy. How about one of you stepping up to write a book for us!!! nfwiddifield@NYCSHS.org

The number of NYCS models being offered by manufacturers continues to decline and we hope to see more during 2023. Some that were offered several months and years ago are beginning to actually appear for us. It is important for you to buy what they are offering to help prevent NYCS models from drying up completely.

We have offered several new NYCS items of clothing in the last couple of months and they are selling well. There are some really nice things available and are advertised in other sections of our magazine. Be sure to take a look at those.

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

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

Thanks, Noel





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

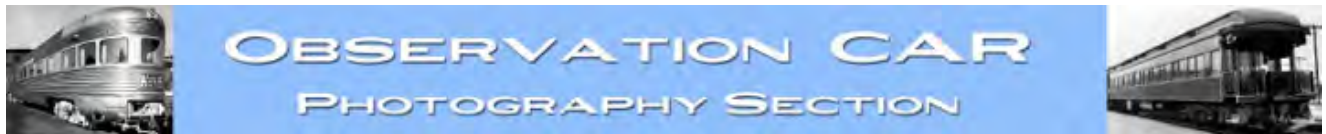


Like its more famous and similar appearing cousin, the 19000 series wood caboose, the New York Central's standard short wood caboose also displays that distinctive low cupola so associated with this iconic railroad but was four-feet shorter in length and equipped with only two side widows. Referred to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

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

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

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



Rapido HO-Scale NYC Sleeper Coach



In the mid 1950s, with passengers quickly switching to airline travel or the private automobile, the Budd company devised the Slumbercoach as an economical way to attract overnight passengers back to the rails. With a capacity of 40 passengers in a 24 single room plus 8 double room plans, the Slumbercoaches offered a lower cost alternative positioned between coach seating and a first-class bedroom on overnight runs. A single aisle in the center of the car was flanked by the single and double rooms on each side.

With 18 new cars built between 1956 and 1959, these cars with their distinctive staggered windows could be seen on the New York Central. They ordered four of these.

The entire fleet would end up with Amtrak in the 70s and 80s with all cars converted to head end power. Most lasted into the mid to late 90s when they were finally retired and replaced with more modern equipment such as the Superliner II and Viewliners. Most of the fleet still exists today in various states including in museum collections and in private ownership.

Features:

- Designed from original blueprints
- Full Rapido level of underbody detail including separate pipes and conduits
- Full multi-color interior detail including roomette doors
- Constant track-powered interior lighting (DC and DCC)
- Accurate GSC 41-NDO-11 trucks with disc brake detail
- Etched-metal end gates and sprung diaphragms
- Rapido's renowned stainless-steel finish
- Separately applied name boards

Comes in four road numbers. You must select road numbers.

https://nycshs.3dcartstores.com/Rapido-HO-Scale_c_119.html



AMB HO-Scale NYC Caboose Kits

(Tongue & Groove - Lot 732)

(Lot 732 Pacemaker)

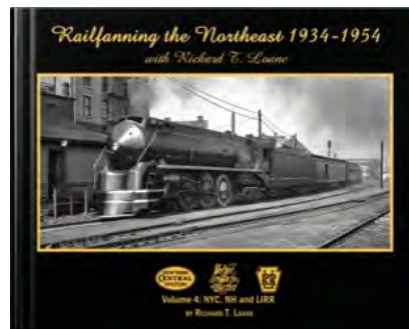


The Lot 732 caboose was built on the steel fish belly frames of 1910 era 36' boxcars in 1944. The 50 cabooses in the Lot were numbered 20100-20149. While they look like a standard 19000 series caboose, they are longer with a distinctive steel C channel along the bottom of the body. In 1946, five cabooses were rebuilt with plywood sides, different brake equipment and were painted gray and crimson for Pacemaker service.

These NYCSHS exclusive HO-scale kits are laser cut and are a joy to build. They are less trucks but Westerfields Models has the correct trucks. Offered here in the store at: http://www.nycshs.net/American-Model-Builders-Laser-Kits-HO-Scale_c_76.html. The kits come with the decals for the appropriate caboose.

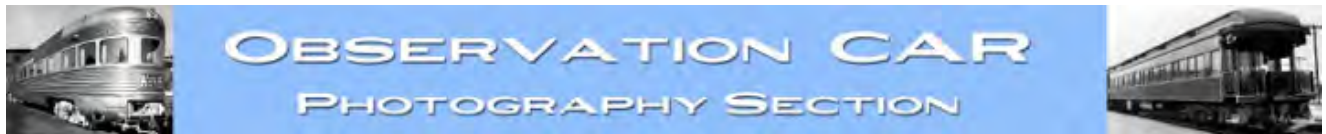
Non-members price is \$64.95. **NYCSHS Members Price \$51.96 and that is 20% off MSRP for members.** Shipping is extra and Ohio residents pay 8% Ohio sales tax.

**New Book From
Morning Sun Books.
Lots of NYC Action!!**

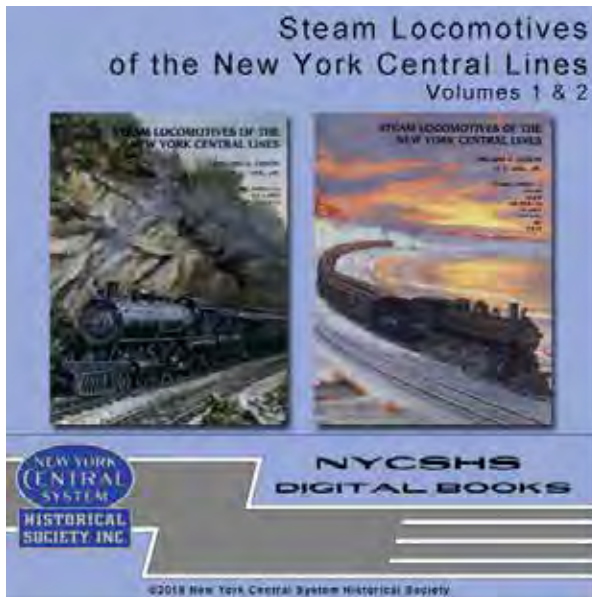


Railfanning the Northeast 1934 – 1954 Vol. 4 NYC, NH and LIRR

https://nycshs.3dcartstores.com/Morning-Sun_c_102.html



Steam Locomotives of the NYC



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

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

MSRP and NYCSHS Members Price \$59.95

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

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

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



OBSERVATION CAR PHOTOGRAPHY SECTION



Bethlehem Car Works Passenger Car Kits

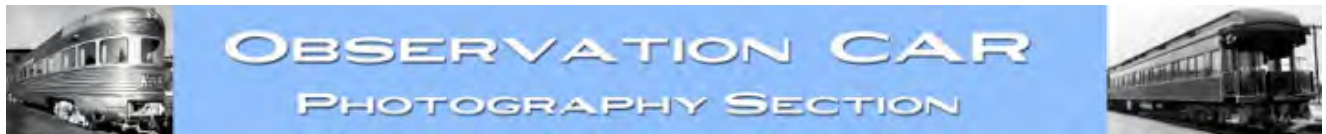


The latest: NYC
Baggage/Horse
Car

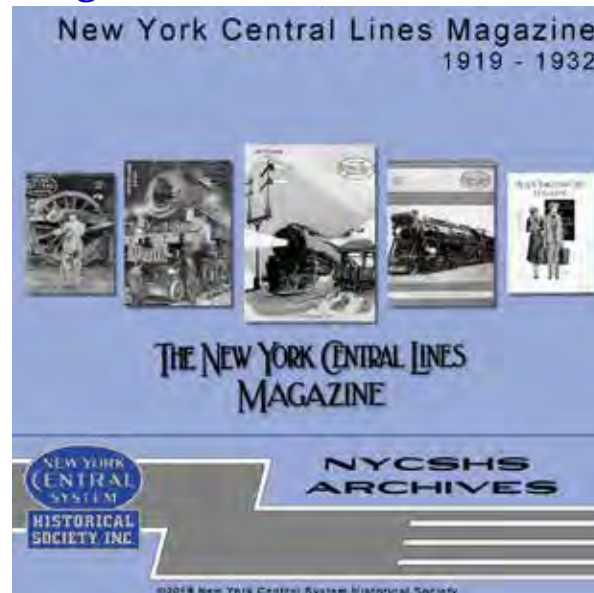


Lots of NYCS passenger cars.

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



NYC Lines Magazine 1919 – 1932 DVD & Flash Drive



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

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

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

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

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

Non-US customers will pay actual cost of shipping.

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



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



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

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

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

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

Available on a flash drive in the Collinwood Shop:

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



NYCentral Modeler 2011 - 2018 DVD

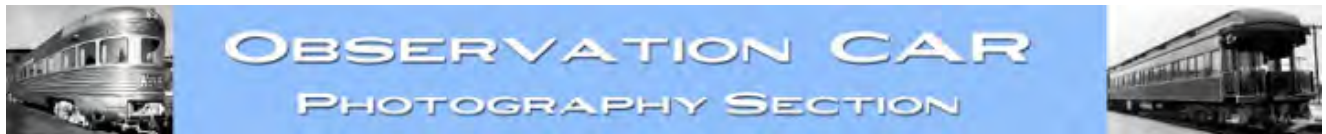


The *NYCentral Modeler* was introduced in 2011 as a free to all, online digital publication dedicated to the modeling of the NYCS. It is published quarterly and represents some very fine modeling of the NYCS by both NYCSHS members and non-members. Over the years the quality of the magazine and the articles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

This DVD provides all the editions published up through 2018 and will be the first in many of the *NYCentral Modeler* DVDs 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 2018. It contains many wonderful articles about modeling the NYCS and features articles written by both NYCSHS members and non-members who model the NYCS.

A new version (2011 - 2022) of this will be coming out shortly after Jan 1, 2023. Stay tuned for the announcement!!!!



Pittsburgh & Lake Erie In Allegheny County - Vol. 1 Pittsburgh to Esplen



This 322-page book opens with the story of the pivotal meeting that formed the P&LE when the founders and industrialists went to war with each other. The result was a railroad independent of the Pennsy and answerable only to the needs of Pittsburgh. It is no wonder that the line acquired the nickname “The Little Giant.” 373 black & white photographs, maps, engravings, and other ephemera form the nexus of this story. Years of research into the history of the P&LE and the local industries and environs served to elicit a wonderful story about the line and its association with the region.

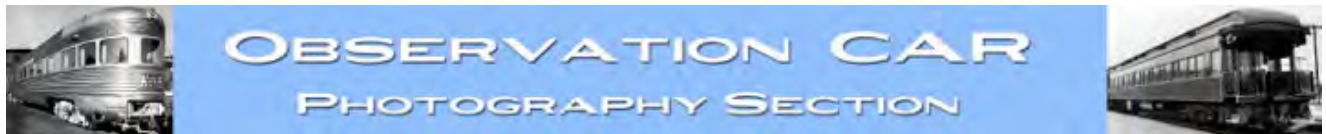
Images of P&LE, motive power, rolling stock, facilities, the South Side complex, steel mills and other industries, the “company” villages that housed the mill workers and their families, and steamboats on the Monongahela and Ohio rivers bring the story to life. This title is printed at 175-line screen on 80# Sterling Premium gloss paper as a flat-backed, Smyth-sewn, oblong, laminated hardcover with an additional protective gloss film lamination. Factory shrink wrapped. And as usual, the book is proudly manufactured in the USA.

Order online at: https://nycshs.3dcartstores.com/Depot-Square-Publishing_c_104.html

Download form and send check:

<https://nycshs.files.wordpress.com/2021/06/pleinalleghenyorderform1.docx>

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



NYCSHS Carries All Herron Rail Videos Complete Line of NYC Videos



Reflections of the NYC Vol. 2 & 1 - NYC Indiana Division 1956 Vol. 1 & 2



Niagara's Last Stand - Donald J Krofta's Steam & Diesel on the NYC Big Four Vol. 1, 2, & 3

All these videos are priced the same.

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

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

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



New York Central System Diesel Locomotives (DVD Version)



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

Now Available in a Digital Version

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

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

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

Books, Books, Books



All NYCS Books can be found at:
https://nycshs.3dcartstores.com/Books_c_20.html



NYCSHS 50th Anniversary Year Offerings



NYCSHS 50th Anniversary Pin



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

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

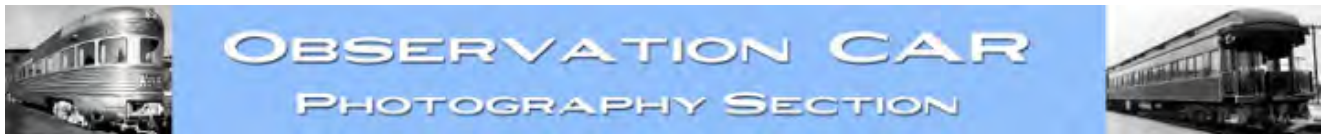
http://www.nycshs.net/NYCSHS-50th-Anniversary-Celebration-_c_196.html



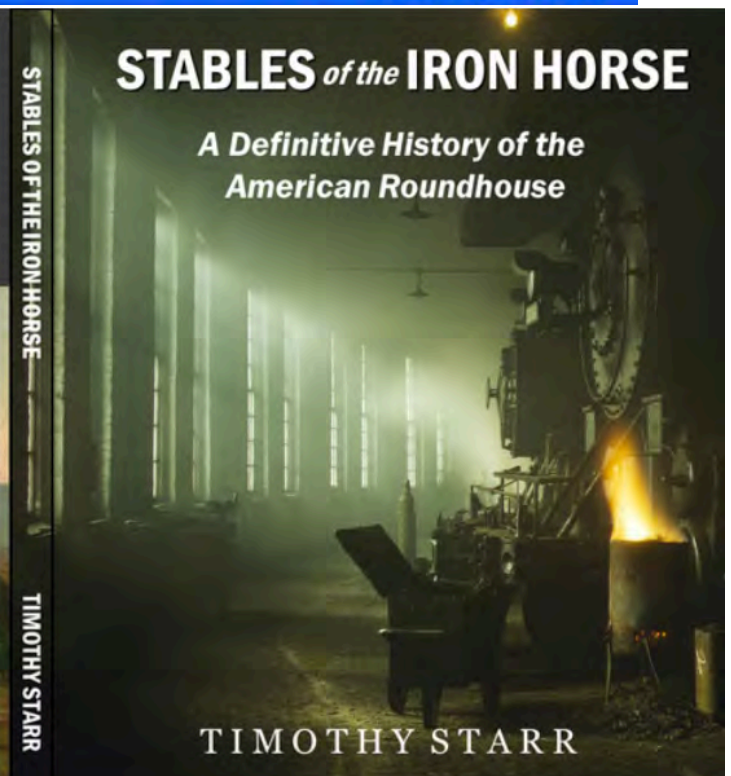
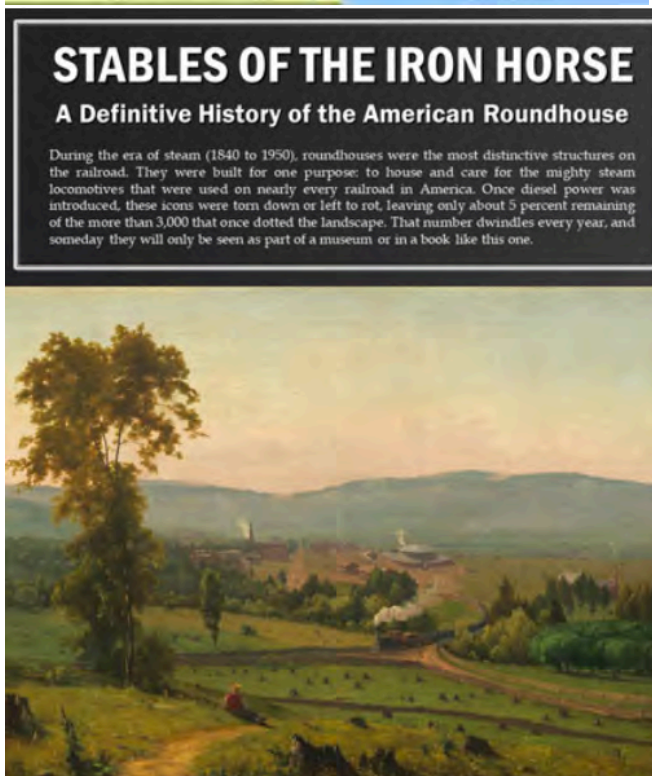
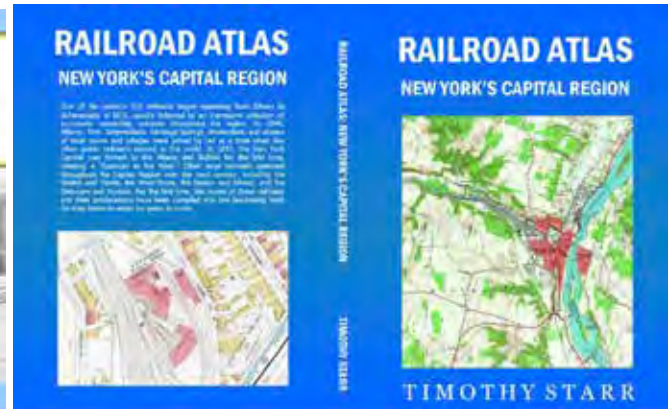
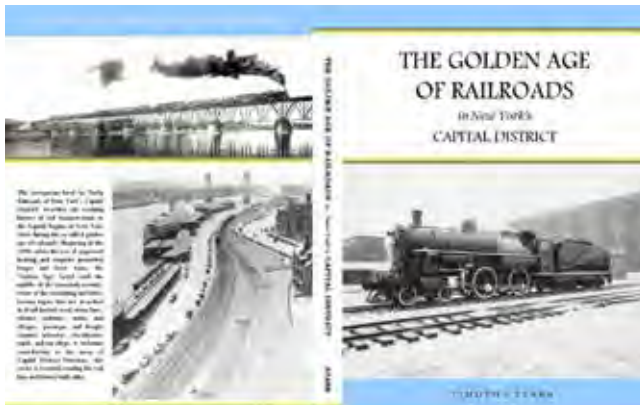
NYCSHS 50th Anniversary Early Bird NYC Jacket

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

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



NYCSHS Member Tim Starr Books

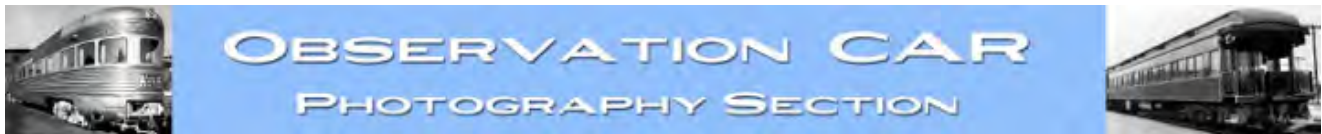


Order anyone of these three books in the Collinwood Shop

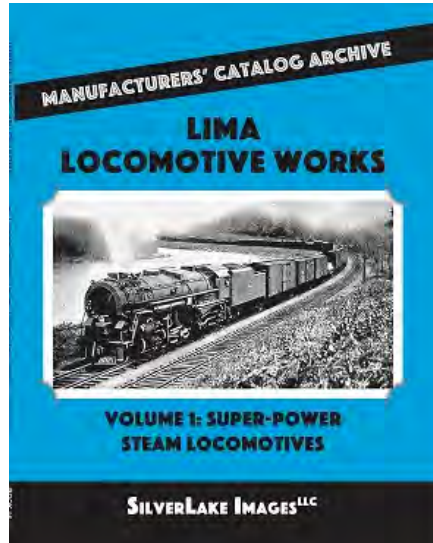
https://nycshs.3dcartstores.com/NYCSHS-Books_c_53.html

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

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



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



This reproduces 4 Lima Locomotive Works catalogs:

Lima Super-Power Steam Locomotives: 1926 - This catalog details the benefits of the Super-Power Steam Locomotive, a look at the tests performed on the engines, the operating results of the **Boston & Albany 2-8-4 Berkshires**, the Texas & Pacific 2-10-4 Texas Types and the new Illinois Central 2-8-4 then under construction.

Lima Super-Power Steam Locomotives: 1930- This catalog looks at the use and performance of the Super-Power engines built for the **Boston & Albany (2-8-4 Berkshires)**, Texas & Pacific (2-10-4 Texas Types), Illinois Central (2-8-4 Berkshires), Erie (2-8-4 Berkshires), Boston & Maine (2-8-4 Berkshires) and the components used in Super-Power Steam Locomotives.

Lima Locomotive Works Bulletin No. 102. This is a brief look at some of the Super-Power Steam Locomotives built by Lima. Includes photos and specifications of the locomotives.

Lima Locomotive Works Bulletin No. R-2. This bulletin shows a variety of Lima Locomotives from small switchers to larger 4-8-2s, 2-8-2 and 2-10-2s.

To Order Online in Collinwood Shop: https://nycshs.3dcartstores.com/NYCSHS-Books_c_53.html

To Download a Form and Send in a Check:
<https://nycshs.files.wordpress.com/2021/05/limalwvol1.pdf>

NYCS Special Clothing

NYCS SPECIAL CLOTHING

4

NYCS Special Clothing

Featured Products



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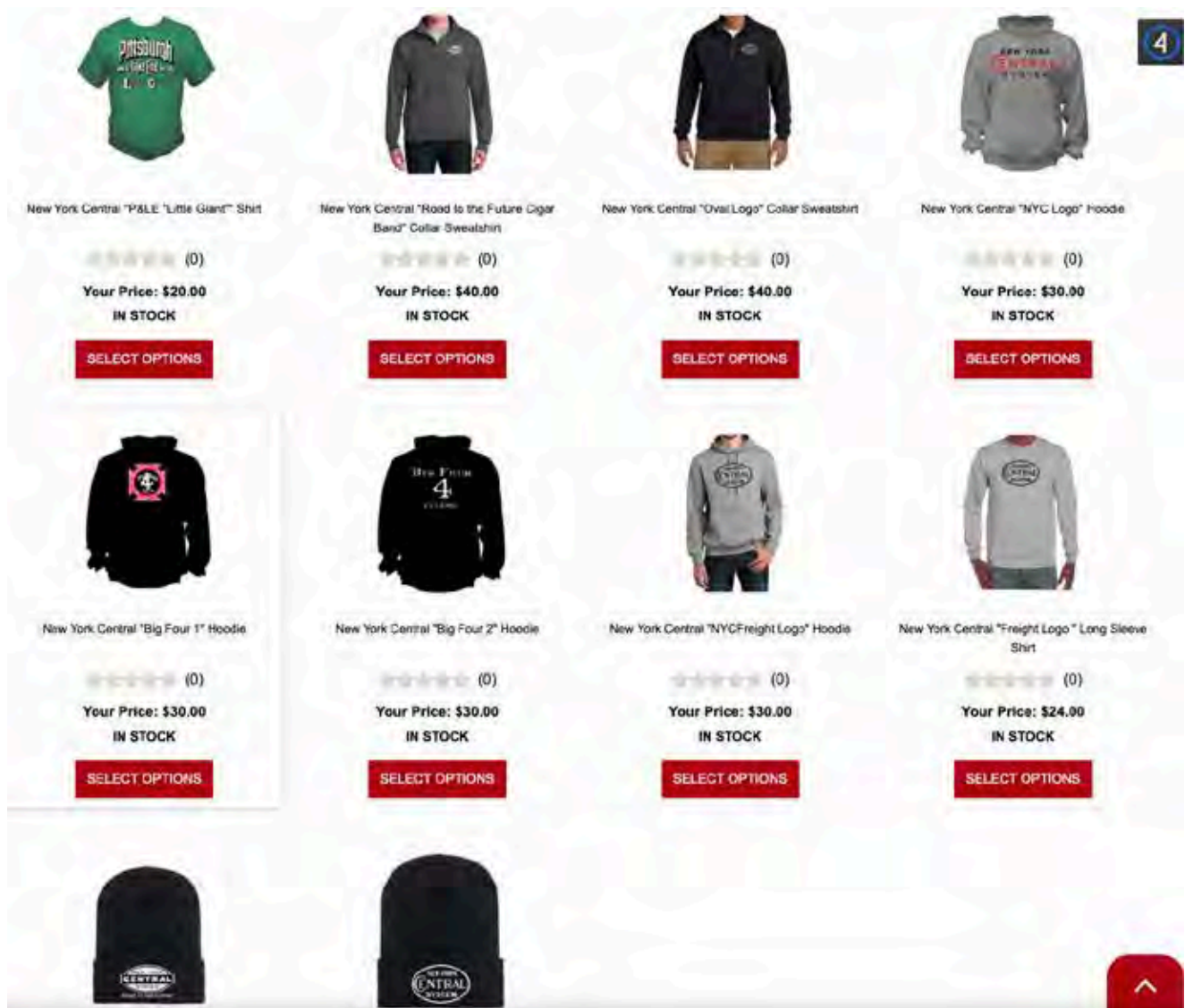
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 New York Central "CCC&STL (Big Four)" Shirt ★★★★★ (0) Your Price: \$20.00 IN STOCK SELECT OPTIONS	 New York Central "P&E" Shirt ★★★★★ (0) Your Price: \$20.00 IN STOCK SELECT OPTIONS	 New York Central "Canada Southern" Shirt ★★★★★ (0) Your Price: \$20.00 IN STOCK SELECT OPTIONS	 New York Central "FlexiVan" Shirt ★★★★★ (0) Your Price: \$20.00 IN STOCK SELECT OPTIONS
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My name is Dal Cook and I am the owner of the family business 'Mohawk Design.' I have had a life-long love of trains and have personally worked for the railroad. Each of my T-Shirt designs have been designed by hand to be as faithful as possible to the actual engines they represent. These T-Shirts are unique to my company, and you will find them at our booth at many railroad/steel shows and in fine museums around the country.

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

NYCS Whistle & Mile Posts - 70- & 0 Scale



Whistle Posts - Narrow - Rectangular



Mileposts - Concrete - Wood

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

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

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

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

https://www.nycshs.net/NYCS-AccessoriesVehicles-Click-Here_c_142.html



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



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

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

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

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

NYCentral Modeler

As we enter the winter modeling season, the NYCHS would very much like to include an article by you in the next issue that will be released in the 2nd Qtr. 2023 edition. You should be doing a more with your layout or modeling during these coming winter months. And if you will be building things for your railroad or running your trains, this would be a good time to take some photos and do an article for us. We really would love to hear about your modeling or see your layout. We offer a good opportunity to showcase your talents or collection. Even if you don't feel you can write an article, just send us some photos of your modelling. We need them for all our publications, but to make the next one, send them to us by February 15, 2023. nfwiddifield@nycshs.org

Preview Of 2nd Quarter 2023 issue



Tom Bailey returns after several years to share his "Kitbashing NYCS Models in the Past"

Always looking for good articles and photos for the 2nd Qtr. 2023 edition. Let us see your handiwork.



Steve Bratina shares his third update on his next time around with his live steam NYC Commadore Vanderbilt.

