



Brian Scace's Modeling NYC Diesels in O-scale, Part 2

• Modeling the NYC Diesels in O-scale, Part 2 , by Brian Scace	p. 32		
• Modeling NYCS Diesel Electric Switchers, # 3 Part 2 , by Noel Widdifield	p. 40	From the Cab	p. 6
• Mounting G-Gauge Kadie Couplers on Aristocraft FAs and FBs. by John Emmerson	p. 48	Extra Board	p. 7
• NYCSHS Workshop, by Brian Scace	p. 57	What's New	p. 11
• O-Scale Late Mohawks Comparison, by Tom Gerbracht	p. 60	NYCSHS RPO	p.28
• Picture a NYC Hudson - Still Under Steam, by George Parsons	p. 71	NYCSHS Models	p.76
• NYC Very Large- Scale Modeling, by Bob Borne	p. 83	Observation Car	p.97
		Final Thoughts	p.102



**NYCENTRAL
MODELER**

A QUARTERLY DIGITAL PUBLICATION FROM THE NYCSHS

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

Today

www.NYCSHS.org
www.NYCSHS.net

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



3rd Qtr. 2026

On the Cover of This Issue

Modeling NYC Diesels in O-Scale – Part 2



Author: Brian Scace

O-Scale Late Mohawk Comparisons



Author T.H (Tom) Gerbracht

And Many Great NYCS Articles Inside

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

NYCentral Modeler

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



Table Of Contents



Modeling NYC Diesels in O-scale –
Part 2 by Brian Scace Page 32



Modeling NYCS Diesel Electric
Switchers #3, by Noel Widdifield
Page 40



Body Mounting G-Gauge Kadee
Couplers on Aristo FAs & FBs for
Better Operation, by John Emmerson
Page 48



THE NYCENTRAL MODELER
WORKSHOP



by Brian Scace Page 57



O-Scale Late Mohawk Comparisons, by Tom Gerbracht,
Page 60



Picture NYC Hudson 5344 -Still Under Steam, by George
Parsons Page 71



NYCS Very Large -Scale Modeling by
Bob Borne Page 83



From The Cab p. 6
Extra Board p. 7
What's New p. 11
NYCSHS RPO p. 28
NYCSHS Models p. 76
Observation Car p. 97
Final Thoughts p. 102

New York Central System Historical Society

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

Your membership gets you four issues of the popularly acclaimed

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

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

Or you may download a membership form at:

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



Board of Directors

F.V. Bongiovanni, B.D.
Chapman, T.R. Gerbracht, S.
A. Lakin, S. H. Lustig, D.T.
Mackay, R.C. McQueen,
S. Probst, A. Schneider
R.C. Schiring, P.N. Stoving,
Directors Emeriti:
J.P. Quinlivan (Founder)
R.J., Stoving, S. H. Lustig,
M.K. Vescelus, N.F. Widdifield

Editor: Noel Widdifield
Engineering Dept.: Manuel
Duran-Duran
Harmon Files: Larry Faulkner
Grammar & Layout Proof Editor:
Catherine Knowles
Work Shop Editor: Brian Scace
Early Car Shop: Kyle Coble
Layout Drawing Artist:
Frank Knight

The NYCSHS Modelers Committee

We have a NYCSHS Modelers Committee that now has 19 members. We meet on the phone about once a month to strategize about what to do to support NYC modeling for our members.

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

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

Website: NYCSHS.org and Collinwood Shop: <https://www.nycshs.net/>

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

Greetings from the NYCSHS President

Alex Schneider NYCSHS President

This past weekend we held our convention in Kalamazoo, Michigan. If you are a modeler of the NYC, this was the place to be. Roughly half of the “clinics” or presentations either focused on modeling or had substantial modeling content, with a focus on the NYC.



The Board has approved a project to work with Rapido to produce HO scale models of the NYC “19000” series cabooses, complete with lights, interiors and the incredible level of detail for which this manufacturer is noted. Watch for announcements!

On Saturday we boarded buses to the Pleasant Lake IN depot to ride the Fort Wayne Railroad Historical Society preserved equipment, and then on to the Mid-Michigan live steam club near Marshall MI. A 7 ½” gauge Hudson, 5412, was on display. Its propane fuel supply is carried in express refrigerator cars following the tender.

Alex Schneide, NYCSHS President

Several notable layouts near the hotel opened for us Friday evening. Those who could stay through Sunday evening were privileged to visit Bruce Chubb’s layout up in Grand Rapids, which has been featured in numerous articles since the 1970s. Bruce is especially renowned for his contributions to model railroad signals and controls.



Bruce Chubb's disapture panel.



Several NYCSHS members and directors admiring Dave Wheeler's 7 ½ gauge Hudson at the Mid-Michigan live steam club.

Celebrating 250 years of Freedom

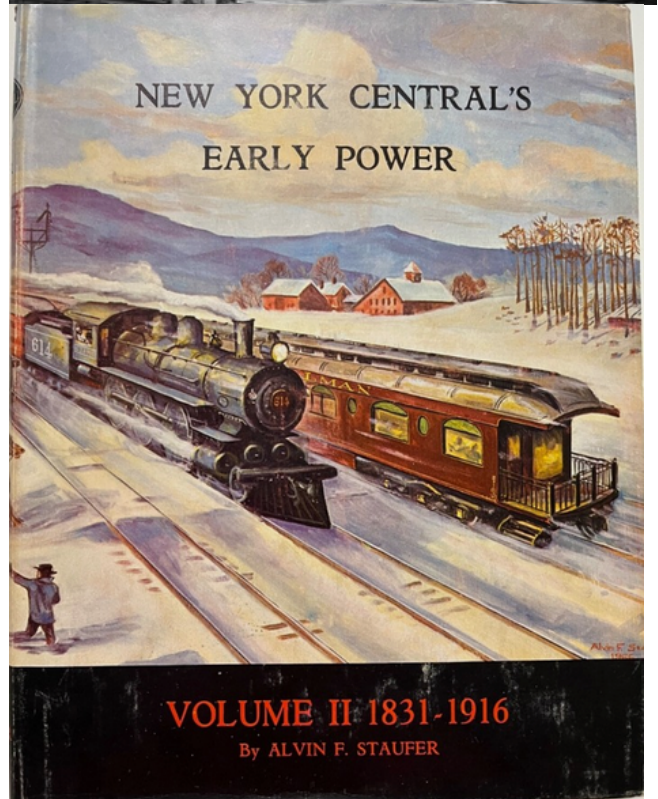


In a few days we will celebrate 250 years as a democratic republic. Trains made possible the growth of our nation over many of those years.

As the NYCSHS continues to celebrate the great New York Central System contribution to our nation, lets pause to remember the hard work that many people of all races and nationalities gave to the railroads.

And let us also remember the many who have given their lives to preserve our freedom.

As we celebrate this historic day let's also do everything, we can do to continue freedom in our great nation.



Enjoy this Historic 4th of July and run your model trains.



From the Cab

The summer season is just about here and model railroading may take a back seat to the many outdoor activities that are available to us, including lawn mowing.

This month's edition has some really interesting articles in a variety of models and scales. This month there is one new modeler who has provided an article. But several of the former contributors have come through for us.

This month we have several articles in the larger scales. Therefore, I am looking at the next edition and need several more articles to be able to prepare that edition. Hoping that some of you can come through with some HO- and N- scale ones. If you can do one of those please contact us so we can help you with them.

We had another great convention in May and NYCSHS President, Alex provides us with some photos of some of the modeling activities. The train ride was fun with many pleasant conversations with many members.

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

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

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

The NYCentral Modeler

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

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

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

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

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

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

Facebook <https://www.facebook.com/search/top/?q=NYCSHS>

[To Join Click Here!](#)

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

NYCSHS Books

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

NYCSHS Website: www.nycshs.org

NYCentral Modeler: Noel Widdifield:

nfwiddifield@nycshs.org

NYC Drawings: Tom Gerbracht: trgerbracht@nycshs.org

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

Brian Scace – Modeling Diesels in O-Scale Part 2

Page 32



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

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

Noel Widdifield – Modeling NYCS Diesel Electric Switchers – Part 3

Page 40



Noel has been a director in the NYCSHS since 2011 and has served as the Treasurer, Business Manager, Vice President and now Director Emeritis and remains the editor of the *NYCentral Modeler*. He has supported several other functions for the Society. He and his wife, Ann, also a NYCSHS sustaining member, have two children, five granddaughters, and twin great-grandchildren.

John Emerson – Mounting Kadié G- Couplers on Aristocraft FA&FBs For Better Operation

Page 48



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

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

Tom Gerbracht – O-Scale Late Mohawk Comparisons

Page 60



Tom has been a railfan as far back as he can remember. His father worked for the New York Central. He had his first cab ride, on a U-2, at age five. He accumulated builders' photos from NYC of many NYC steam locomotives by age six and has maintained his interest in locomotive design and technology for his entire life. Tom authored four books on New York Central Hudsons, Mohawks, and Niagaras for NYCSHS. He served three terms as President of NYCSHS and has authored several articles on steam and diesel power for the *Central Headlight*.

Professionally, he was an employee of GE Transportation Systems. He retired in January 2001 after a 36-year career. He has consulted for GE and others since his official retirement, with his latest contract ending in December 2023. He is a Mechanical Engineer by training and a member of NRHS and TCA. He has a large O-gauge and O-scale layout on common tables, built after his retirement. Tom's layout was featured in the August/September 2008 edition of *O Gauge Railroading*.

Tom has been married to Gloria for fifty-two years, and they have two sons and five grandchildren.

George Parsons - Picture a NYC Hudson Steam Hudson 5344 – Still Under Steam

Page 71



George Parsons now 74 lives in Bath, PA with his wife Jayne and son Daniel. In addition to his live steam Hudson, his basement not only features a large O Scale layout, but the basement walls are covered with over 90 photos, prints, lithographs, paintings and porcelain plates of New York Central Hudsons.

Robert (Bob) Bonne - New York Central System Very Large-Scale Modeling

Page 83



Bob earned a B.S. in Mechanical Engineering from Northwestern in 1972 and an M.S. Civil Engineering (Transportation) in 1976. During his long college career, he had a variety of transit jobs including full time CTA bus driver. He helped create the Wilmette Municipal Bus System (Wilbus), was Assistant General Manager at NORTRAN, and Suburban Bus Manager for Chicago RTA.

He completed a 25-year career (1981-2006) as director of CyRide in Ames, Iowa. During his tenure in Ames, CyRide received many awards for its exemplary safety program and its exceptional customer service program. He developed management and marketing programs and a variety of services that resulted in a ridership increase from 330,000 passengers in 1981 to more than 4,700,000 in 2006. Bob is a consultant specializing in management assistance, service development, safety culture, training, and marketing to university, small urban, tribal, and rural transit systems. His father built a large (three 4x8 sheets) of American Flyer when he was two years old. He played with that until age 10 when he built his HO layout which lasted to the end of high school. Live steam hobby started in 1957 (age 8) when he started to assist Bruce Achor with his two live steam locomotives. They were

also frequent visitors to Walter Johnson's track in Crown Point, IN; Elliott Donnelly in Lake Forest, IL and Bud Buker in Lake Forest, IL

After moving to Iowa in 1981, he built a Railroad Supply 2-6-0 and completed it in 1986. He ran it frequently at Bob Drenth's track in Nora Springs, IA. He then purchased a farm with large pasture and wooded area and started building his railroad in 1989. The first loop (1,100 feet) was finished in 1992. Additional track was added at about 300 to 500 feet per year to its current size of 10,000+ feet. Two or three cars were built every winter for the last 30 years. Three train storage buildings were added as needed in addition to train storage in the tractor shed

His NYC experience was watching the NYC as it passed Providence High School. in New Lenox while He was playing on the soccer and track teams in 1965 and 1966.



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

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

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

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

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



Hall of Heroes

Bob Borne is a first-time author in this edition. The past first-time authors have provided excellent articles on NYCS modeling for us. Bob will receive one of our NYCSHS Author t-shirts. But we need more first-time authors to share their modeling with us and get a T-Shirt for writing their first article in the magazine! This edition also has several veteran writers for the *NYCentral Modeler*!

Why don't you write an article for us?? If you are interested contact us for some help and you will become one of our NYCSHS authors.

nfwiddifield@NYCSHS.org

NYCentral Modeler – “Mystery Photo”



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





56th Annual Convention New York Central System Historical Society



*In partnership with the New England/Northeast
Railroad Prototype Modelers Meet*

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

TENTATIVE SCHEDULE

Thursday, May 20 Registration Opens at 5 PM
Clinics in the evening

Friday, May 21 Registration Opens at 8 AM
Clinics throughout the day
Collinwood Shop/Vendors open
Model Display room open

Saturday, May 22 Registration Opens at 8 AM
Clinics throughout the day
Collinwood Shop/Vendors open
Model Display room open
Evening Banquet, with guest speaker

Sunday, May 23 Layout Open Houses



More than two days packed with...

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

Convention Location:

aton Springfield Monarch Place Hotel

One Monarch Place • Springfield, Massachusetts

Railroad Prototype Modeler Event Schedule

Doug Chapman

The next few months will provide some outstanding opportunities for modelers of the New York Central and its subsidiary roads to share prototype and modeling tips, techniques, and information to enhance our models of the “Water Level Route.”

Several Railroad Prototype Modeler’s (RPM) meets will be held in the geographic region served by the NYC. These events feature top-notch clinics led by well-known modelers and historians, vendors selling models and supplies, a model room displaying a wide variety of railroad-related models, and plenty of informal discussions and camaraderie. RPMs are “judgment-free” spaces – no contests, no judges, no prizes, and no “rivet-counters” – just a happy group of people interested in model trains.

So, gather up some of your models of the “Road to the Future” and head out to the RPM nearest to you. I hope to see you soon.

Jul 23-25, 2026



[St. Louis RPM](#) – Gateway Convention Center, Collinsville, IL

Aug 29-30, 2026



[Waterloo Railway Exposition](#) – Hampton Inn & Suites, Waterloo, Ontario

Sep 18-21, 2026



[Anthracite Railroad Modelers Meet](#) – Reading Railroad Heritage Museum, Hamburg, PA

Oct 1-4, 2026



[Mid-Atlantic RPM](#) – Double Tree by Hilton at BWI, Linthicum, MD

Oct 9-10, 2026



[Central Ohio RPM](#) – Marion Union Station, Marion, OH

Oct 16-17, 2026

[RPM Naperville](#) – Northern Illinois University, Naperville, IL





N-Scale Locomotives

Broadway Limited Imports



Light Mikado (NYC) **You got to be kidding.**

As for USRA light Mikados, the USRA built 625 total and 641 copies built after the USRA ended control. With copies, over 50 railroads used the USRA Light 2-8-2s.

Features:

- Integral Dual-Mode Decoder with Back EMF for Superb Slow Speed Operation in DC and DCC
- Precision Drive Mechanism Engineered for Heavy Towing and Smooth Slow Speed Operation
- Die Cast Body with Die Cast Chassis for Maximum Tractive Effort
- Premium Caliber Painting
- Prototypically Accurate Paint Schemes and Road Numbers
- Many Separately Applied Details such as Handrails, Grab Irons, Piping, Whistle, and Bell
- Prototypical Headlight
- Prototypically Accurate Sounds for the USRA 2-8-2s
- Operating Micro trains-compatible Couplers

- Will Operate on Code 55, Code 70, and Code 80 Rail
- Minimum Operating Radius: 9.75 inches

MSRP \$369.99 DCC Expected Delivery TBD

These are not prototypically painted and lettered, and they are not available in the Collinwood Shop

N-Scale Rolling Stock

Bluford Shops



New York Central's fleet of 86' boxcars was gargantuan in every measure. This group of 70-ton capacity cars was delivered in the summer of '67. These had smaller logos than earlier deliveries. They could be found in original paint through the early Conrail years.

Available in 4 Road Numbers

MSRP \$39.95 Expected Delivery TBD

These are not currently available in the Collinwood Shop

HO-Scale Locomotive

Bachmann



NYCS Test Weight Car



Test Weight Cars had known weights so track scales could be precisely calibrated. They were used to check axle load limits and to determine the billing of customers for cargo loads.

Features:

- Die-cast body for scale proportioned car weight
- Detailed, painted bodies with precision graphics
- Separately applied brake wheel and handrails
- Roadname-specific tool compartment hatches and safety placards
- Magnetically operated E-Z Mate® Mark II couplers
- Blackened metal wheels with RP25 contours
- Measurements: L 2.5 in., W 1.4 in., H 1.2 in.

MSRP \$56.98 Expected Delivery Now.

These are not currently available in the Collinwood Shop

This is not a new release, but I don't believe we have ever covered this. (Editor)

Rapido



NYC U25B

General Electric had long been touted as a company that supplied parts for other manufacturers. That would all change with GE's entry into a road-switcher market dominated by EMD and Alco. In the late 1950s, GE's engineers were developing a new V16 engine. What followed was the creation of the U25B road switcher. Available in both high-nose and low-nose variants, GE would sell over 450 U25Bs to a variety of Class I railroads. The U25B would pave the way for future Universal series locomotives.

Features:

- Improved mesh grilles to be finer in appearance
- Revised exhaust stack
- Newly tooled, thinner end handrails
- Rapido's innovative dead-straight metal handrails with plastic stanchions on the new phase 3 and 4 designs
- Working step lights
- Revised AAR truck with separate lead springs and spinning bearings
- Improved front number board housing
- New Phase IV units representing late U25Bs and early U28Bs
- BN with five-step stepwell
- Single front window or new double front window
- Both low and high-short hood versions
- Flat or new sloped low nose
- New side sill mounted handrails on Phase IV units
- Early high- and later low-style side doors
- Road specific details for each model



- Different exhaust stacks (depending on road name)
- Road-specific battery box doors on engineer's side
- MoPower capacitor

MSRP \$359.95 Expected Delivery TBD
These are not currently available in the Collinwood Shop



NYCS GMD GP-40

With over 50 years of mainline freight service by this venerable and ubiquitous General Motors product this is a great locomotive for the NYCS. From the first production order – built in 1965 for the New York Central – to modernized units serving second and third owners, there is sure to be a place on your layout for several of these hard-working Geeps.

As intermodal traffic gained popularity in the 1960s, the New York Central needed a fleet of high-horsepower diesels to move shipments quickly between coastal port cities and inland destinations. Already satisfied with EMD's first-generation offerings, they placed an order for 50 new GP40s in 1965. Powered by a turbocharged 16-cylinder 645 prime mover making 3000 horsepower, these units quickly became commonplace on high-priority Flexi-Van trains. Numerous other railroads followed suit in acquiring fleets of GP40s, and they racked up millions of miles on Class 1 routes before many were sold off to regional and short lines. Many of these units have been rebuilt and continue to operate reliably to this day.

Features:

- NEW! Tri-color class lights (where appropriate)
- NEW! Early-production truck, handrail and Automatic Train Stop details for New York Central units
- Equipped with licensed Cannon & Company 48" radiator and dynamic brake fans
- Rapido's innovative dead straight metal side handrails with plastic stanchions
- Incredible underframe detail including traction motor cables, air filters and a silly number of separately applied parts
- Separate grab irons and handrails installed at the factory
- Operating ditch lights and beacons (where appropriate)
- Road-specific battery box doors
- Highly detailed cab interior
- Correct fuel tank sizes
- Multiple styles of stepwells
- See-through, etched-metal steps
- Appropriate cab or nose headlights
- Multiple truck side frames tooled
- Multiple dynamic-brake hatches
- MoPower capacitor system for uninterrupted DCC running
- DC/Silent (21-pin DCC Ready) or Dual-Mode DC/DCC/Sound
- Suggested minimum radius: 18"
- Four road numbers

MSRP \$359.95 Expected Delivery TBD
These are currently available in the Collinwood Shop



WHAT'S NEW
FOR
NYC MODELING
BY NOEL WIDDIFIELD



Walthers



SW-1

The EMD SW-1 is a 600-horsepower diesel-electric switcher locomotive built by General Motors' Electro-Motive Corporation between December 1938 and November 1953. Final assembly was at EMD's plant at LaGrange Illinois. The SW-1 was the second generation of 3,402 cu in switcher from EMD, succeeding the SC and SW.

Features: DC Version

- One time run of these road numbers, two available
- Updated tooling
- Pre-installed cube-type speakers in this standard DC version
- 21-Pin DCC connector in standard DC units for easy decoder installation when you're ready
- Wire grab irons and photo-etched lift rings
- Warm white LED constant and directional headlights

- 14:1 helical gears for ultra-quiet and smooth running
- 5-pole, skew-wound, high-torque, high-efficiency can motor
- Heavy die-cast metal underframe
- Correct size RP-25 turned metal wheels
- Proto MAX(TM) metal knuckle couplers

Features: DCC Version

- One time run of these road numbers, order now – two available!
- Updated tooling
- Pre-installed cube-type speakers
- Wire grab irons and photo-etched lift rings
- Warm white LED constant and directional headlights
- 14:1 helical gears for ultra-quiet and smooth running
- 5-pole, skew-wound, high-torque, high-efficiency can motor
- Heavy die-cast metal underframe
- Correct size RP-25 turned metal wheels
- Proto MAX(TM) metal knuckle couplers

MSRP \$199.98 DC/ DCC \$254.98/Expected Delivery Now

These are available in the Collinwood Shop

**HO-Scale Rolling Stock
Accurail**





WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



Big Four, CCC&StL, CI&S
Single car sets are also available.

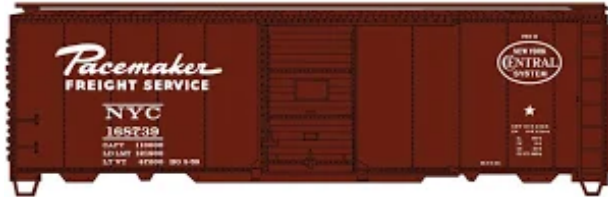
MSRP \$64.98 3-Car Set \$21.98 Single Car
Expected Delivery 5/1/2026

36' Double Sheath Wood Boxcar 3-Car Set

The first Big Four car is a 1890's scheme applied to a 1910 design car. The other two are fairly correct.

These are not currently available in the Collinwood Shop

Accurail



40' NYCS Steel Boxcar

The model represents a 773-B built by DSI in 1947. 200 cars were assigned to Pacemaker service and painted all oxide. The model is an easily assembled plastic kit. There are roof and end style differences between it and the prototype. Available in three different road numbers.

MRSP \$64.98 3 car set Single Car \$21.98
Expected Delivery Now.

These are not currently available in the Collinwood Shop

Walthers Mainline



MCRR (NYC) 40-foot Boxcar with Murphy Ends

Based on later rebuilds and upgrades of standard steel boxcars, these improved versions hauled all sorts of general freight from the 1920s into the 1960s. Some cars lasted even longer serving in MOW work trains into the 1980s.

Features:

- Simulated steel panel sides for a realistic appearance
- Three road numbers
- 5-5-5 Murphy Steel Ends
- Flat steel roof
- Straight underframe
- Vertical handbrake staff with separately applied brake wheel
- Detailed Andrew truck side frames
- Detailed underframe with accurate AB brake gear
- Proto MAX metal knuckle couplers
- 33" scale diameter metal RP-25 contour metal wheels

MSRP \$39.98 Expected Delivery Now

These are not currently available in the Collinwood Shop



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



Walthers

- Minimum Radius: 18" (22" or greater recommended)



NYC-Style Express Boxcar Troop Sleeper Conversion

(Converted Troop Cars) is based on widely used conversions. During World War II, when American Railroads passenger car fleets were stretched to the limits, Pullman Standard and American Car & Foundry stepped up and filled out the nation's fleet. Essentially 50' boxcars on passenger-style trucks, the cars featured simplified interiors and were used by the military to move troops across the country. After the war, there was no longer a need for these spartan passenger cars, and they were sold to several railroads at bargain prices. Most of the cars had their interiors removed and windows plated over for service as Express Boxcars. Many of these cars could be found on the headend of passenger trains into the 1960s.

Features:

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

MSRP \$59.98 Expected Delivery Now
These are not currently available in the Collinwood Shop

Train Sets

Rapido

Train of Tomorrow Beginning in 1947, a highly successful promotional train toured the U.S. and Canada, featuring four innovative dome cars by Pullman Standard. Over 28 months, it traveled 65,000 miles, stopped in 181 cities, and was seen by 5.7 million visitors and 20 million more along its route.



Designed from the original Pullman blueprints, our model features all four passenger cars of the prototype train:

Dome Coach "Star Dust", Dome Sleeper "Dream Cloud", Dome Diner "Sky View", Dome Lounge/Observation "Moon Glow"



Features:

Passenger car features:

- Designed from original blueprints
- Detailed interiors
- Accurate paint and lettering
- Full lighting
- Complete underbody detailing
- Operating diaphragms with end gates
- Rapido's renowned stainless-steel finish
- Separate grab irons
- Track-powered constant lighting for DC and DCC
- Free-rolling 41-BNO-11 trucks with blackened metal wheels
- 22" minimum radius (18" radius with modification)

The set also includes the train's unique EMD E7 locomotive. It will feature a smooth and powerful drive system, accurate decoration, including the unique add-on panels applied for the "Train of Tomorrow" tour, and full lighting effect and accurate ESU sounds (on DCC-equipped models).

Free unique "Train of Tomorrow" tumbler glass and other reproduction memorabilia.

MSRP DC \$849.95 DCC \$959.95 Full set.
Expected Delivery TBD

These are not available in the Collinwood Shop

Although this "Train of Tomorrow" set is not directly related to the NYCS, I have included it because as a young man, this train came to my hometown when I was young. It arrived on the NYC Big Four.

HO-Scale Structures

Rail Scale Models



Lake Shore & Michigan Southern Depot Kit

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

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

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



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



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

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

MSRP \$120.00, Available Now

These are available in the Collinwood Shop

O-Scale Locomotives Atlas/Walthers



Atlas O Premier 2-8-0 NYC Consolidation

The 2-8-0 Consolidation steam engine has the same wheel arrangement as locos first developed in 1864-1865 to provide power for heavy trains running at moderate speeds, especially on steep grades.

Alexander Mitchell, the chief mechanic for the Lehigh and Maloney Railroad, an eastern Pennsylvania coal hauler, designed the original 2-8-0. The Pennsylvania Railroad (PRR) was the first to put the 2-8-0 type engine on the rails when they rebuilt a Baldwin flexible-beam engine to a 2-8-0 configuration. For more than forty years, the 2-8-0 Consolidation was America's standard freight locomotive, working hard on virtually every railroad.

Features:

- Die-cast metal locomotive boiler and chassis
- Durable ABS tender
- Equipped with the state-of-the-art ProtoSound 3.0 sound and command control system, as well as a synchronized smoke unit.
- Comes equipped with ProtoSound 3 and DCS for command control operation or for use on conventional AC 3-rail O Gauge layouts.
- Ready to run on your 3-rail O Gauge railroad and requires O-36 or larger curves.

MSRP \$799.95 Expected Delivery TBD

These are not available in the Collinwood Shop

Sunset Models



NYC EMT FTs

Features:

- Precision ABS Plastic Shell with Die-Cast Metal Chassis
- Fine Brass Detail Parts and Road-Specific Variations
- Powerful Can Motor Drive for smooth, quiet, heavy-duty performance
- All-Wheel Drive and Electrical Pickup
- 3-Rail Version: ERR Cruise with TM CC
- 2-Rail/P48 Version: Soundtraxx Tsunami 2/ESU Loksound 5.0
- OEM Blunami Upgrade Option Available +\$75 per loco
- LED Lighting Suite – headlights, number boards, marker lights, and strobes (where appropriate)



- Minimum Curvature:
 - O-54 curves (3-Rail)
 - 48" minimum radius (2-Rail)

MSRP \$1599.99 Expected Delivery TBD

These are not available in the Collinwood Shop

O-Scale Rolling Stock

Atlas Master



INTERMODEL 89'4" FLAT CAR JAMES E. STRATES SHOWS (WITH TRAILERS) 22, 36, 38, 43 (ORANGE/BLUE) - 3RL

- Die- cast construction with etched metal and ABS details
- Separately applied brake system details
- Accurate painting and lettering
- Provides excellent tracking, even at the front of a train
- Designed to work with the Atlas O 45' Pines Trailers (available separately) but can accept other manufacturer's trailers as well.
- Die-cast couplers with added trainline details (3-rail)
- Die-cast scale couplers with internally sprung knuckles (2-rail)
- Scale 33" turned brass wheels (2-rail)
- Overall length: 22 1/4"
- Minimum diameter curve: O-72 (3-rail)
- Minimum curve: 36" radius

Four road numbers are available per road name.

MSRP \$219.95 Single car, \$859.80 4-Pack Expected Delivery TBD

These are not available in the Collinwood Shop

Multiple Scales Figures

Miniprints



Section Gang Figures (N, HO, S & O-Scales)

Made-to-order - Order processing currently at 5 days with painted orders taking a little longer. Each piece is handcrafted, printed and prepared just for you.

MSRP \$14.99 (2 Figures), \$9.98 (2 Figures), 14.99 (3 Figures) (Unpainted)

<https://miniprints.com/collections/people>

These are not available in the Collinwood Shop

Magazines

Model Railroad News, June 2026



This magazine provides an early look at upcoming model offerings.



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



NMRA Magazine, June 2026



Feature: "Cranston, Rhode Island - A T-Track Module", by Michale Tylick, NYCSHS Member, pp. 18- 29

Mike shows off the N-scale modular he designed and built for the NMRA Little Rhode Island Division. This article and images remind us why Mike is a MMR.

"Research & Test Car" - "Walthers Mainline 40' USRA Double Sheathed Boxcar", by Andy Zimmerman. pp. 40 - 41.

Although the test car was a HO-scale Frisco model, the review gives us info about a car that is available in NYC.

Back Page: Ad for Bachmann 68' 1900s Era Passenger Cars. Illustrated are Wood-Sided NYC& Hudson River passenger cars #610 & #702.

Railroad Model Craftsman, June 2026



RMC has expanded to 108 pages with no price increase.

"Century Club: New York Society of Model Engineers", by Andrew Brusgard, pp.42 - 49.

Page 46 two photos by Phil Monat of an HO-scale NYCS 20th Century Limited.

"Boomer Car" covering the first Rochester, NY RPM meet. Includes brass model of a HO-Scale NYC Heater Car imported by Railworks.

O-Scale Trains 2026 Annual



Cover
Jersey City Yard of the New York Society of Model Engineers cover photo. (Phil Monat Photo)

"O-Scale Product Showcase" - "Sunset Models EMC FTs"

This article covers the new Sunset Models EMC FTs, including the NYC lightning Stripe version. Reservations are currently being taken.
thirdandtownsendmodels.com

"The New York Society of Model Engineers,"
By Robert Lavezzi pp 28 - 43

Photo: NYCS Niagara pulling the 20th Century Limited by Phil Monat. p. 33

Photo: A pair of NYC "Sharks" with mixed freight approaching Port Jervis. p. 35

Photo: Another photo of a pair of NYC Baldwin RF-16 Sharks leading a long freight, by Phil Monat. p. 39

Announcements



Hello Steam Era Modelers:

We have enjoyed making Steam Era resin Kits for all of you dedicated Prototype freight car modelers and we greatly appreciate all of the orders that we have received from the Prototype freight car community over the last 14 years. We have always tried to give the best service possible and have enjoyed talking and emailing with many of you over the years.



WHAT'S NEW FOR NYC MODELING BY NOEL WIDDIFIELD



Due to economic reasons, we have had to cease operations with Westerfield Models and are now listing it for sale. We have a PDF Business Asset Listing available.

We ask that we only receive serious inquiries from interested parties. We will be selling the business complete, partial sales will not be considered.

Please send your interested inquiries to: westerfieldmodels@gmail.com. Please be sure to include your email and phone number. We will need an email to send the PDF information files.

Please note that we cannot respond to any of your inquiries posted on groups.io forums or Facebook.

Thank you again! Andrew Dahm

DES-12 NYCSHS Photo Collection



Class DES-12 Baldwin Westinghouse 1000HP Model DS-4-4-10

Class	Original No.	No. 102	No. 101	Builder	Order Number	U.S. Date	Disposition
DES-12a	8600	8600	(8047)	BLW	(43210-16)	7/1928	SA 2186, 5c
-	8601	8601	(8048)	-	-	7/1928	SA 2186
-	8602	8602	-	-	-	7/1928	SA 2186
-	8603	8603	-	(43212-1)	7/1928	SA 2186	
-	8604	8604	-	-	-	7/1928	SA 2186, 5B
DES-12b	8605	8605	-	(43210-15)	7/1928	SA 2186	
-	8606	8606	-	-	-	7/1928	SA 2186
-	8607	8607	-	-	-	7/1928	SA 2186

No. 8606 Class DES-12a was a model DS-4-4-10 (DS-1000) switcher built by Baldwin in February 1928.

NEW YORK CENTRAL SYSTEM

New York Central System Diesel Locomotive Photos Switcher DVD (Baldwin Locomotive Works)

Company History: The Baldwin Locomotive Works was an American builder of railroad locomotives. It was originally located in Philadelphia, and later moved to nearby Allentown, Pennsylvania. Although the company was very successful as the largest producer of steam locomotives, its transition to the production of diesel was far less so. Later, when the costly demand for diesel locomotives began to taper off, Baldwin could not compete in the marketplace. It stopped producing locomotives in 1976 and went out of business in 1977, having produced over 70,000 locomotives, the vast majority powered by steam.

In 1986, after 125 years of continuous locomotive production, Baldwin closed most of its Allentown plant and ceased producing locomotives. The company instead concentrated on production of heavy construction equipment. More than 20,000 locomotives had been built when production ended. In 1987, Baldwin became a wholly owned subsidiary of Arvin and Company. Generalized Corporation purchased Arvin and Company in 1992, and in 1992 Generalized closed Baldwin-Lima-Hamilton for good.

Some NYCSHS photos of one of the switchers that is included in the article, "Modeling NYCS Diesel Electric Switchers #3 Part 2"



NYCSHS Announces Another New Book
Dining Aboard The Water Level

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

Name: _____ Phone# _____

Address: _____

City and State: _____

Country: _____ Zip/Mail Code: _____

NYCSHS Membership # (For Discount) _____ # of Copies _____

Amount Enclosed: _____ Ohio residents add 8% sales tax.

Mail to Treasurer@nycshs.org

**NYCSHS Treasurer
 P.O. Box 298
 Hudson, MA 01749-0298**

**Non - US Buyers Must Order
 In Collinwood Shop**

Single Book Prices

NYCSHS	Non-Member	Shipping	Ohio
Member	Price	Cost	Sales Tax
\$40.00	\$50.00	\$12.00 Add on all orders	8%



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

ORDER FORM - *New York Central Upper Harlem, Brewster to Chatham*

Name: _____ Phone# _____

Address: _____

City and State: _____

Country: _____ Zip/Mail Code: _____

NYCSHS Membership # (For Discount) _____ # of Copies _____

Amount Enclosed: _____ Ohio residents add 8% sales tax.

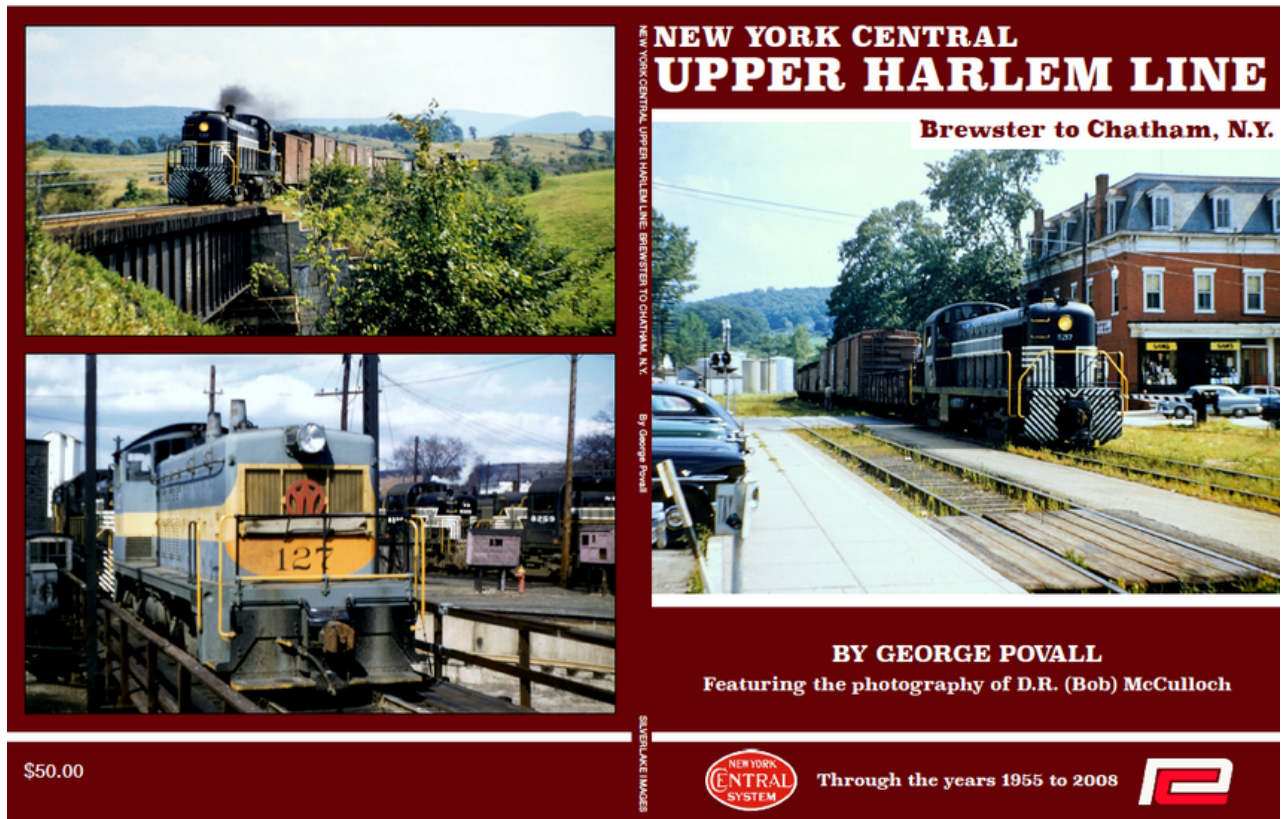
For additional information contact us at: NYCSHS@verizon.net

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

**Non - US Buyers Must Order
 In Collinwood Shop**

Single Book Prices

NYCSHS	Non-Member	Shipping	Ohio
Member	Price	Cost	Sales Tax
\$40.00	\$50.00	\$12.00 Add on all orders	8%



By George Povall

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

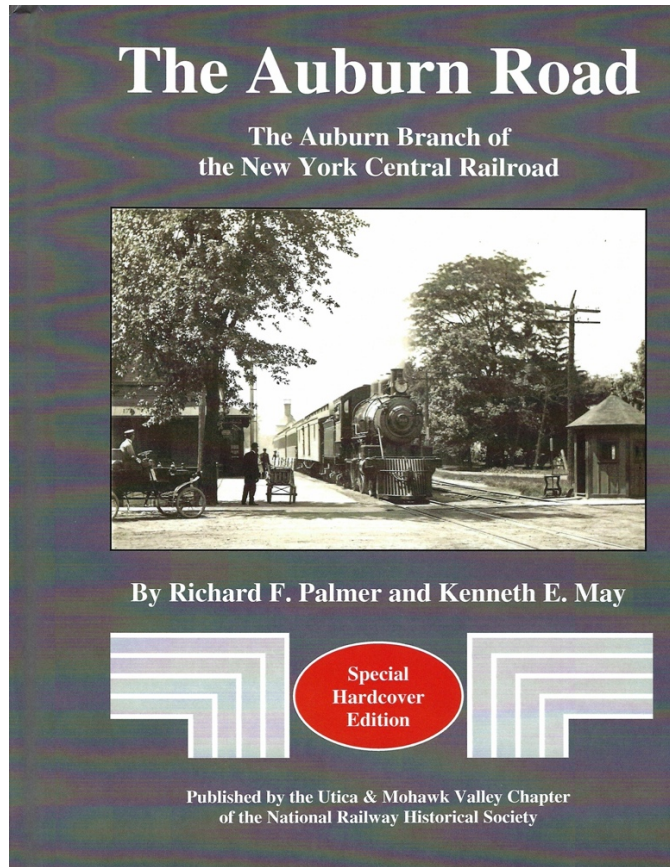
The New York Central Upper Harlem Line between Brewster and Chatham, NY is a tale in two parts, one part is now history while the other part in the modern era, is thriving. The focus of this book is primarily on the New York Central's classic "Lighting Stripe" era, when both parts were active together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



Another New Exciting Book

The Auburn Road

By Richard Palmer & Kenneth May



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

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

Hard cover, 183 pages, numerous Color & B&W Photos, Illustrations, Maps, Diagrams, and Locomotive Roster Data.

- MSRP \$58.00 NYCSHS Members \$53.00
- Shipping included and Ohio residents pay 8% Ohio Sales Tax

Non-Us Buyers contact Noel at nfiddifield@NYCSHS.org for information about how to order this book.

ORDER FORM

The Auburn Road

Name: _____

Address: _____

City and State: _____

Country: _____ Zip/Mail Code: _____

Phone Number or Email address(Required): _____

NYCSHS Membership # (For Discount) _____ # of Copies _____

Amount Enclosed: _____ Ohio residents add 8% sales tax. *Shipping Included.*

United States Addresses Only

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

Mail to:

NYCSHS, Auburn Road

P.O. Box 397, Berea, OH 44017-0397

Single Book Price

NYCSHS Member \$53.00	Non-Member Price \$58.00	Shipping & Handling Included on this book.	Ohio Ohio Residents must add 8% of total cost.
-----------------------------	--------------------------------	---	---

Non-Us Buyers contact Noel at nfiddifield@NYCSHS.org for information about how to order this book.

We accept checks for US funds only.



Hi,
I am including a couple of links to videos that a member sent to me because I found them interesting. You may have seen one of these before, but the history is fascinating for me. If you haven't seen them, click the link. (Editor)
From Steam Toys to Electric Trains - You Tube video



Photo from You Tube Video
https://www.youtube.com/watch?v=Uwv_yParF6U&t=1954s

Introducing Lionel OO-Gauge New York Central trains in 1942



Ad for Lionel OO-Gauge New York Central trains in 1942.

<https://www.zinio.com/us/publications/lionel-trains-of-the-1940s/41024/issues/579565/articles>

The HO-Scale Model Railroading Revolution of the 1940s



Dale Newton HO decorated box car kit in wood and cardstock is one of the illustrations in this article on 1940s modeling. (Website photo)
<https://www.oldmodelkits.com/blog/plastic-model-kit-history/the-ho-scale-model-railroading-revolution-of-the-1940s/>

Noel

A question came up on the Railroad Signals Facebook group as to which railroads had the most complicated. My response was as follows. I hope it brings some attention.

The New York Central had a pretty complex set of signal rules, with numerous ways to display most of them. The 1937 rulebook replaced books from separate railroads which had been merged into the NYC, such as the Big 4 and MC, and had to cover their signal systems. There were train order signals, manual block, automatic three-aspect, four aspect, and even five aspect signals. The interlocking signals indicated whether the lined route allowed track speed or limited(45 mph), medium (30), slow (15) or restricted speed, and some hybrids such as medium approach slow.

Three aspect block signals, train order signals, and manual block signals had a single semaphore blade or later, searchlight or color light "head". Four and five aspect signals usually had two, offset left and right from the



mast. Most interlocking signals had three, aligned vertically.

I have written an article about NYC signals for the online modeling magazine published by the New York Central System Historical Society. It is available free even if you aren't a Society member.

Alex Schneider, President

(The first article was in the 2nd Quarter 2026 edition, and the second will be in the 4th Quarter 2026 edition. (Editor)

NYCSHS,

Thanks for that info, I thought that was the case, but my memory of having read that it was the same color is old enough, that I didn't trust it.

So, what suggestion of brand and color name of model paint does anyone have for matching the dark grey for the E-units?

Thanks, **Brian Marotta, NYCSHS member**

Brian replied to our previous correspondence about our model pains. Editor.

Brian,

Tru-Color has both NYC light grey and dark grey, as well as Century Green. I have them, they look very correct.

The Society at one time stocked and sold them. <https://trucolorpaint.com/>

Best regards, **Dave Mackay**

Interesting Factoid

April 1, 1954, Lionel A.F. Marks, Inc. introduces a line of ride-on HO scale (1:87) electric trains. The venture supposedly fails when it is realized that the average electric motor used in an HO scale

locomotive cannot pull the weight of the average model railroader, nor can model railroad layouts support him. **(Editor)**

Noel,

I was reading the latest issue of NYC Modeler and noted a reference to 3D printed Mohawk sand domes produced by Dr. Dan Raible. I would like to purchase some of these domes. Please provide Dan's contact information.

Jonathan Patrick, Member

Jonathan,

If I have any, they're yours for the asking. When we did the presentation last year at the mini in Cleveland, we gave away a bunch so I'm not sure how many I may have left.

If I don't have any, I can ask Dan if he can print up some more. That's the beauty of 3D printing - creating the programing from the drawings is the hard part.

Steve Lasher, NYCSHS Member

Mystery Photo in 2nd Qtr. 2026



NYCSHS,

The photo in the latest issue of the New York Central Modeler is a weed killing train on the



NYCSHS RPO

LETTERS & EMAILS



NYC. The photo is from an article in the March 1923 Railway Engineering and Maintenance magazine

There is a similar photo in the March 1924 issue. It may be the same car. This time it is advertising the Reade Manufacturing Company line of herbicides. They had chemical works in Jersey City, New Jersey and Chicago, Illinois.

I have a large amount of material on weed control on the railroads for a possible book.

David Leider, April 1, 2026 at 9:21 am.



"HERBICIDE"
THE WEED EXTERMINATOR
Applied by
Our Spray Method
on the Electrified Division New York Central R. R.

Hand-weeding is a decided waste of time, labor and money compared to the use of "HERBICIDE"

READE MFG. CO.
 Jersey City, N. J.
 Works: Jersey City, N. J. and Chicago, Ill.

Looks like David has the correct answer. The Read MFG. Co it is!

NYCSHS,

Weed Sprayer of course. I'm going to go with Asplundh, since they've been spraying weeds since 1928. I ran a few weed sprayer trains years ago that were all Asplundh.

Vince Skibo March 31, 2026, 2:55 pm

NYCSHS,

My guess is weed spraying train, Electrified Division built at West Albany Shops

Tom Mc Hugh, NYCSHS Member - March 31, 3:12pm

Hi,

My guess on the Mystery photo for 2nd Quarter 2026 is weed killer spray car by Monsanto.

Robert Watso NYCSHS member - May 3, 2026, 7:21am.

Thanks for all of the guesses. Try again for the Mystery Photo in this issue.

NEW YORK CENTRAL LINES MAGAZINE 5

Lee Union-Aalls and Overalls

Give Worktime Satisfaction

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

Feel the cloth—it's close-woven, long-fibre cotton cloth, thoroughly tested for tensile strength. Notice the high quality workmanship—triple-stitched seams, reinforced strain points, riveted, rustproof buttons and rip-proof buttonholes.

Men who demand long wear in work garments insist on Lee Union-Aalls or Overalls, for they know that they are getting not only longer wear, but better tailoring and greater comfort, also. Look for Lee on the bottoms.

Sold by better dealers everywhere

Manufactured by
The H. D. Lee Mercantile Company
 Kansas City, Mo.
 Trenton, N. J., South Bend, Ind., Minneapolis, Minn., San Francisco, Calif.

Lee Work Shirts
 Lee Work Shirts are made of the finest cotton and are made of materials to resist dirt and wear. You will find the same high standard in Lee Shirts that you have always found in Lee Union-Aalls and Lee Overalls.

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



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

We are please our Instagram account, is a place for sharing photos and descriptions of everything we are doing.

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

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



-  **nycshs**
NYC System Historical Society
-  **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.



Modeling New York Central Diesels in O-Scale – Part 2

Article by Brian Scace

Photos by Brian except as noted

In this installment, we continue on our review of O Scale diesel models suited to the New York Central modeler, this time covering the various cab-units in the DFA/DFB and DPA/DPB series. Now is a good time to remind ourselves that we are limiting ourselves to O Scale as one of the family of NMRA (2-rail) scales rather than attempting to include hirail/three-rail in this discussion. If you are joining us for the first time here, you might want to go back to Part 1 to get a more detailed background, not to mention catch up on the switchers we've already discussed.

Before diving into the road units, a word about modern product and why you've been seeing far more of models to be found in the second-hand market. The vast majority produced since the turn of the millennium are designed for the hirail marketplace. A change of wheels and couplers to "2-rail" is thought to be perfectly adequate for O-scalers, and for many it probably is. Bear in mind the trucks on these models are widened to accommodate hirail wheel-widths and the model most often sits too high off the trucks both for hirail-flange clearances and to get the twin-vertical-motor drives so popular in hirail under the roof of the carbody. These compromises, along with those made in the name of such legacy features thought to be important to that marketplace such as "colorful" and "rugged" happen at the expense of the fidelity you might be used to in modern HO- and N- scales. Again, I'm sticking with the product originally intended for the scale world in this article rather than the current "crossover" offerings simply because I've not followed the genre. You get to decide whether any of the latter meets your fidelity requirements and purposes.

For our last housekeeping note is a reminder regarding the photographs. Whenever possible from my shop archives, I've used photos of models finished for the New York Central. A number we show are painted in different railroad schemes but are presented here to show a particular manufacturer's model that is suitable for our use modeling the diesel era on NYC. (Brian)



DFA-1b was the class for the EMD F2 cabs bought after the war. P&D made a nice kit in plastic.

On to the freight cabs, we start with DFA-1/DFB-1. These are both the original FT sets and the EMD F2 A-units bought after the war. The FTs were imported in brass by Hallmark, Overland, and Key Models, the OMI and Key models in railroad-specific

Modeling New York Central Diesels in O-Scale – Part 2

versions. Sunset recently did an FT in plastic, a crossover but well worth looking at. F2s are ubiquitous in O Scale, starting with the All-Nation "F3", which shares the carbody with F2. These are common kits of the same style and vintage of their NW2. Also pretty easily found are the plastic kits from P&D which build up to beautiful models. P&D did the F2 through F9 in plastic, the carbody tooling later sold to Atlas for their hirail/crossover models.



DFA-2/DFB-2 included the F3 and F7. The F7 from P&D is a good candidate.



In brass, Overland imported decent DFA-2/DFB-2 F7s as well.

DFA-2/DFB-2 starts with the classic "chicken-wire" F3, done in plastic by P&D again, as well as in brass by Overland and Key. There are also recent crossover F3s in Sunset's range. Their sisters with steam generators, DCA-1, are covered by these sources, at least P&D and Overland.

EMD F7s are also lumped in DFA/DFB-2. Again, P&D and Sunset did them in plastic kit form. My interest in the former ended when the P&D tooling was bought by Atlas and used in their crossovers. Key and Overland have done them as brass imports, the Key being the premium grade versions. All-Nation also did a kit in the same genre as their

Modeling New York Central Diesels in O-Scale – Part 2

F2/F3. Be a little careful with this one as it really isn't an F7 but a late F3, the tip-off being the slotted grills for dynamic brake cooling rather than the fan found on F7.



DFA-3/DFB-3 is the Alco FA/FB-1, this one a brass import by NJ Custom Brass.

DFA/DFB-3 are the Alco FA-1 and FB-1. These were popular subjects in brass, NJ Custom Brass, Sunset, Overland, and Key did them. I believe Sunset recently did them again in plastic as a crossover model. Although Sunset's paint fidelity can be a bit sketchy, the drives, dimensional fidelity, and form of their plastic crossover stuff is usually a cut above the norm for the genre and are well worth looking at.

I'll mention a couple older kits, both French-cast brass/bronze. Central Locomotive Works did one, but the nose and windshield is not at all up to current fidelity standards. Kenkraft did a far better job of the form, but they both are kits of their time, lacking the finesse of modern manufacturing methods. Still, I've seen beautiful models made from the Kenkraft kit, but by patient and highly skilled modelers pouring their soul into the project.

Sadly, the DFA-4 and its cousin the DCA-2 are orphans in O much like they were on NYC. I don't know of anyone having done either of the early "babyface" Baldwins in O.

The Fairbanks Morse Erie-built of both class DFA/DFB-5 and DPA-3 can be dealt with in one of two ways, though both might be a bit sketchy. There were early brass models brought in by Max Gray back in the 1950s which pop up from time to time. They have a combination of features that make their use difficult for NYC; un-stepped roof but early windscreen, early truck, and they look like early brass models dating to the 1950s. Meanwhile, Atlas did a modern crossover model, and this is a rare case of my recommending the latter, in spite of the inherent compromises, if you need Eries.

Modeling New York Central Diesels in O-Scale – Part 2



DFA-6 and DFA-9 can be built using the old Rivarossi C-liner shell from the 1970s. This example, built on a CLW drive, demonstrates the potential.



An FA A-B-A set of Weaver FA/FB-2 in stock form are a good looking locomotives.

DFA/DFB-6 is of the later Fairbanks Morse "C-liner" series, specifically the CFA-20-4. Here is another outlier to the scope of our narrative, no model available except somehow you see them pretty often. How this comes to pass is the plethora of old AHM/Rivarossi plastic C-liners cranked out back in the very early 1970s in a first shot at commercial plastic RTR O Scale for the "average Joe". The body isn't bad, but the mechanism was weak and fragile. Several companies, such as Central Locomotive Works, made retrofit drives for these things so rebuilt and re-detailed conversions are out there, ranging from basic conversions to exquisite models (Admittedly, sawing up whatever we can find is what we do, at least we older O Scalers. GRIN!) By the way, DFA/DFB-9 is the 1600 horsepower version of the same basic carbody and DPA-6 the 2400 horsepower passenger

Modeling New York Central Diesels in O-Scale – Part 2

version, all attainable in the same manner though you have to deal with the single six-wheel truck on the latter.



Here is a DFA-7 Weaver FA after having some aftermarket details added to more closely resemble DFA-7 in its post-1966 form.

DFA/DFB-7 are the Alco FA/FB-2. Nothing says the east end of NYC like the Alco cabs and luckily for us they are as plentiful in O. The Weaver chain-drive plastic FA and FB-2 are easy to find and easy to upgrade, both mechanically and visually. The earliest of these were prone to splitting gears and sprockets, but replacements are available from North West Short Line, P&D Hobbies, and (literally the original source) the scientific instrument drive industry served by the likes of Sterling Instrument/Stock Drive. By the way, the later Central Locomotive Works drives use the same gears, sprockets, and chain as did the All-Nation chain drive. You can gear them all down with SI/SDI components and with kits from the likes of Finescale-360. I use this drive a lot, including making new drives for crossover models that might have excellent basic form. But I'm going off on a tangent so let's get me focused again.

Very nice FA/FB-2s were also done in brass by Overland and I believe Sunset did a credible version recently in plastic, again a crossover but with a nice drive and far more attention to basic dimensions than most crossover material. I admit I don't remember whether Key might have done NYC FA-2s in brass.

Lastly, we have Baldwin RF-16 Sharks in class DFA/DFB-8. In brass we have those by NJ Custom Brass and by Overland. Max Gray did Sharks in brass as well, but they are a bit past it and the nose angle is more reminiscent of the earlier PRR 1500hp DR-4-4-1500. From there on, you are again in the realm of converting hirail, accepting crossovers such

Modeling New York Central Diesels in O-Scale – Part 2

as Weaver as "good enough" or (if you have the stomach and patience) working with pretty crude French-cast aluminum kits from the likes of Penn-Erie.

We've discussed the DCA-1 and -2 with their relatives in the DFA series, so on to passenger diesels.



The EMD E7 (DPA-1) was imported by Overland in an NYC specific configuration, as well as a matching B unit (DPB-1) This photo provided courtesy of Tom Kabele.



Tom Kabele also provided us with this photo of the recent plastic Sunset DPA-1, E7.

DPA-1, the EMD E7, actually have a pretty broad variety of both paint and carbody features, such as pilots, number boards, intakes and vents. You'll really have to go unit-by-unit to model them accurately, but there is a pretty wide selection to choose from in O. Central Locomotive Works did decent kits for the E7, brass imports include Overland and Key. Sunset's first plastic diesel was the E7, a solid first effort though details and paint nuances could use some attention.

Modeling New York Central Diesels in O-Scale – Part 2



A Sunset brass Alco PA-1 makes a fine NYC DPA-2.

DPA-2 and DPA-4 are the PA series from Alco, pretty much sharing carbodies other than the number boards (and the striping underneath). Oh, how I love a PA, and so do the rest of the O Scale world, apparently. CLW did an almost ubiquitous kit, but know the earliest ones are completely French-cast and therefore pretty crude by today's standards, while the later ones suffer the same nose and windshield inaccuracies as their FA-1 contemporaries mentioned earlier, though the drives and trucks are stellar. You are better off with one of several decent brass imports from the likes of Sunset, Overland, and Key. I believe Sunset did them recently in plastic, to the same standard as their other recent crossovers. Here, I will break my rule about opening the discussion to hirail product, by mentioning both Lionel's and MTH's recent hirail offerings in plastic. Both of their shells are very nice, and I have seen more than one used atop that afore-mentioned CLW drive and trucks to make a very credible model indeed.

The Fairbanks Morse types of DPA-3 and -6 we've already covered, which leaves us with DPA-5, the EMD E8. Again, we have kits from CLW as well as brass imports from Custom Brass, Overland, and Key. Sunset also did a recent E8 crossover in plastic.

Time to digress again and have a quick word regarding O Scale pricing and availability. If you want to give O Scale a go, a modern crossover RTR diesel comes in at something like \$500 to \$1100 new as this is written, and you'll have to decide what of the mechanical compromises you personally are willing to accept. The secondary market models we're discussing are far more plentiful than new product, quite a bit of the plastic we've mentioned can be had at well below the current pricing for the new crossover stuff and even the brass imports we've mentioned so far don't often stray above that price range,

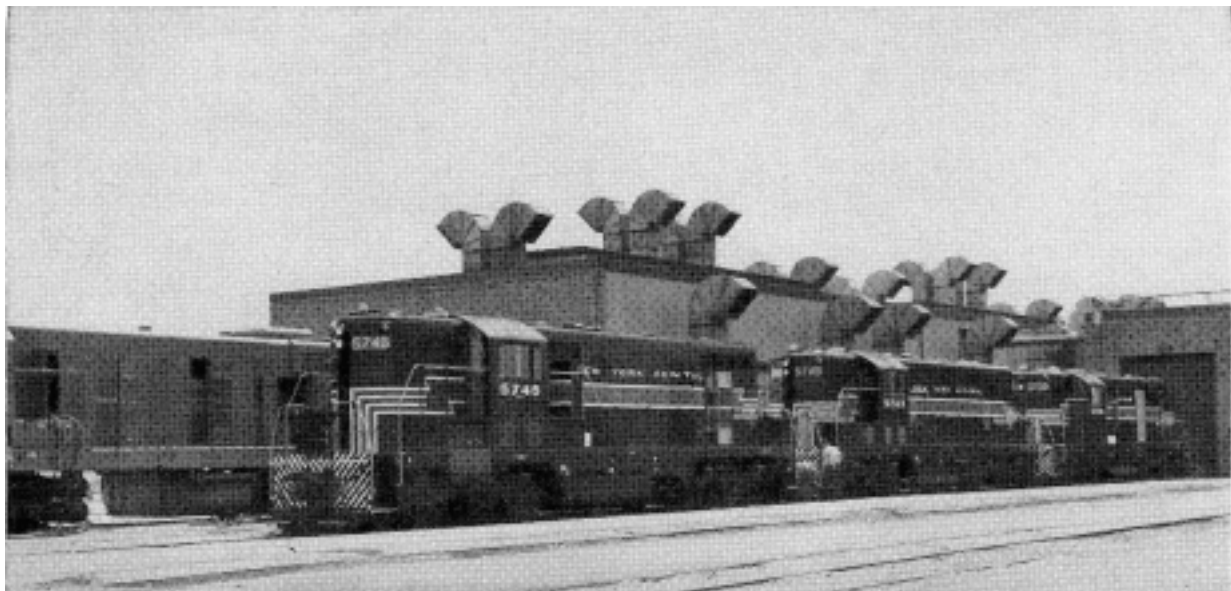
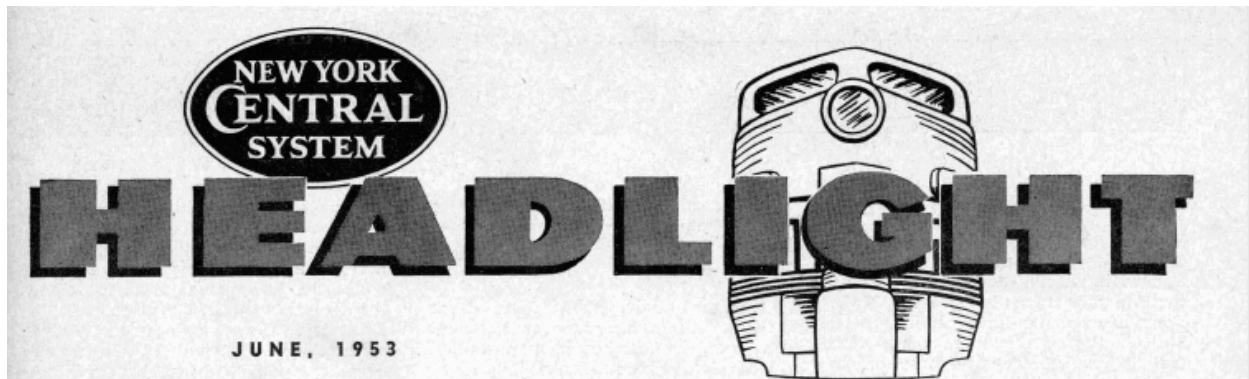
Modeling New York Central Diesels in O-Scale – Part 2

with the exception of later Key and the Car and Locomotive Shop hood diesels we're about to talk of in the next bit, both of which are exquisite high-end models.

Finished secondary stuff is quite findable with a little patience and a love of the hunt. You can save yourself some money and hone a few enjoyable skills if you can paint, solder, and wire in your control system of choice for yourself.

Remember, the pricing is not fixed, but "asking" prices, so be aware some owners and dealers might be excessively proud of what they have on offer. Pass it by and continue looking, for used O Scale really is a buyer's market more than a seller's market. The latter just don't want you to know that.

In the next installment we'll be covering the road switchers (DRS/DRSP) and a couple oddball classes.



NEW DIESELS are beginning to roll from builders' assembly lines to fill NYCS recent order of 164 more units for its steadily growing fleet. These three are the first units in the latest order to be turned out in 1953 by EMD at the LaGrange, Illinois plant.

Modeling NYCS Diesel Electric Switchers #3 Part 2

Article by Noel Widdifield

Photos from NYCSHS Archive and NYCSHS Members. Except as Noted

This is the third article on NYCS Diesel Electric Locomotives that came from three manufacturers. They are the DES-1 GE 70 ton, DES-8/DES-9 ALCo S-1, DES-10 Baldwin VO-660, DES-11 ALCo S-2, and DES-12 Baldwin VO-1000.



DES-1 GE70 Ton (NYCSHS Archives) DES-8, DES-9 ALCo S-1 - (NYCSHS Archives)



DES-10 Baldwin VO-660 (NYCSHS Archives) DES-11, ALCo S-2 (NYCSHS Archives)



DES-12, Baldwin VO-1000 (NYCSHS Archives)

This is another companion article following Charlie Newton's article on these NYCS locos in the 2nd Qtr. 2026 *Central Headlight*. Rich Stoving, *Central Headlight* editor, suggested these articles and Charlie and I are working on providing them to you. But I remind you that I don't model in HO-, N-, and O-, so, I hope the article provides interesting info on these diesels. This article covers a total of five NYCS locomotives put into service between 1936 - 1945.

It will be impossible for me to cover all of the scale models of all of these locomotives as I have been able to do in the past articles. So, I will provide you with information and photos of the ones I have been able to research. Some of these locomotives are available as models but I can find very few in NYC livery, so in those cases I will show models of the locos I can find in other roads. I also cannot find much about the details of the features on these models, so I will include what I can find. Feel free to send me any additional info you might have on these models. nfwiddifield@nycshs.org

Modeling NYC Diesel Electric Switchers #3 Part 2

Models

DES-1 GE 70 Ton

HO-Scale Scratch Built - by Dave Mackay



Model and photo by Dave Mackay

This is tough model to acquire, only one built and we believe that Dave Mackay actually scratch-bashed using a GE 44 tonner for parts. As far as we can tell, no model company has built this engine. Dave's model was built in brass.

DES-8, DES-9 ALCo S-1

N-Scale



eBay Photos

I can find almost nothing about this model. If any of you know anything about it, please let us know.

I do know that Arnold Rapido is a German company. Arnold's S-2 was the first really serious attempt at a decent yard switcher for N scale.

HO-Scale

Walthers/Proto 2000



Walthers PROTO 2000 Diesel Alco S1 Phase II Powered -- New York Central #865

Atlas



*Atlas ALCo S1/2/3
ALCO Brass*

Modeling M&CS Diesel Electric Switchers #3 Part 2



ALCO Models ALCo S1



8596 is a Roco S2 with some detailing done. Including new grab irons and handrails with a modest weathering job. (Russ Weis loco and photo, detailing by Steve Lasher.)

O-Scale/Gauge



Carworks did all the O-scale Alco S-class switchers, this one an S-1 provided by Brian Scace.

DES-10 Baldwin VO-660

HO-scale

Bowser



Bowser photo

Features:

- air hoses
- windshield wipers
- grab irons
- coupler lift bars
- operating headlight
- window glass
- fuel tank
- can motor
- flywheels
- blackened wheels with RP25 flanges and knuckle couplers.

Baldwin HH-600/660

HO-Scale



Photo by Russ Weis. Model by Russ & Steve Lasher

DES-11, ALCo S-2 Atlas



Atlas S-2 Model & photo by Alex Schnieder

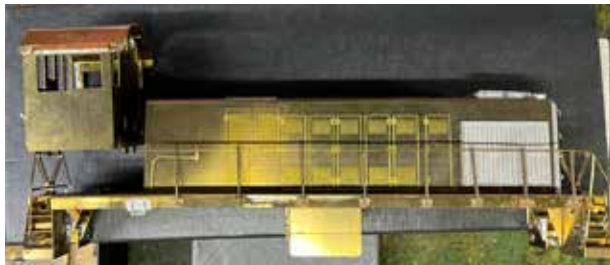
Modeling M&CS Diesel Electric Switchers #3 Part 2

O-Scale/Gauge

Lionel



DES-8/9 is the Alco S-1 and S-3. This is the Custom Brass version provided by Brian Scace.



Partially assembled Gilmaur brass kit for the Alco S-2 and S-4 provided by Brian Scace.

1/29 Scale

USA Trains



Photo and model by Noel Widdifield.

Features

- 1:29 Scale
- Dual Motors
- Opening doors
- Fan driven smoke exhaust
- Lighted cab interior with engineer
- Operational directional headlight
- Metal handrails
- Track Diameter: 4' minimum
- Highly detailed graphics including builder's plate

DES-12, Baldwin VO-1000 (note the differences in number of stacks on the models).

N-Scale

Walthers/Atlas N



Atlas Archive Photo

Features:

- DCC models feature NCE Decoders
- Directional lighting
- Step guards and exhaust stacks as appropriate per railroad
- Blackened metal wheels
- Factory-equipped with AccuMate® knuckle couplers
- Slower speed motor for closer to scale speeds

HO-Scale

Bowser



Photo and Model by Dave Mackay
DES-12 is a Baldwin DS-4-4-10, 1000 HP, #9300-9307. His model is a Bowser, #9304.

Modeling NYC Diesel Electric Switchers #3 Part 2



Bowser Photo

Features:

- Air hoses
- Windshield wipers
- Grab irons
- Coupler lift bars
- Operating headlight
- Window glass
- Fuel tank
- Can motor
- Flywheels
- Blackened wheels with RP25 flanges and knuckle couplers.
- Analog (DC) version features 21 pin plug for DCC. DCC/Sound version features LokSound V5 decoder.

Walthers



eBay Photo

Atlas



eBay Photo

Hallmark Models



Resourced Rails Photo

1972 run of model built in Japan by Kumata. No other data available.

Stewart Hobby



eBay Photo

Bowser's model represents the second VO1000 body style, used from 1941 to 1946, which had a slightly pointed nose, rectangular front grill, and top radiator. Bowser's model matches the prototype's dimensions as shown in the *Model Railroader Cyclopedia - Vol. 2, Diesel Locomotives*

Modeling MCS Diesel Electric Switchers #3 Part 2

Fleischmann,

Fleischmann had HO-scale models of the Baldwin V-1000 but not in NYC.



eBay Photo

No photos of a NYC version but they reportedly made them.

O-Scale

MTH



MTH Photo

Features:

- Intricately Detailed ABS Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Die-Cast Truck Sides, Pilots and Fuel Tank
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control In Scale MPH Increments
- (2) Cab Figures
- Operating Smoke Unit

- Proto-Sound 2.0 With The Digital Command System Featuring: Freight Yard Proto-Effects
- Operates On O-31 Curves

Car Works



Modeling the Reading Company in Proto48/O-Scale Information photo.

The Car Works 2 Rail Brass O Scale Baldwin VO-1000 1942-1944 Diesel Engine-undecorated. Weaver powered.

Weaver Models

Weaver built O-scale models of Baldwin V-1000 in NYC, but I cannot find a photo. But here is one in PRR.



Website photo from O-gauge Railroading On Line Forum.

Atlas O



Features Include:

- Detailed cab interior
- Die cast chassis, trucks and pilots
- Metal handrails
- Prototypical exhaust stack configurations
- Dual motors with flywheels
- Accurate painting and lettering
- Directional LED lighting
- Minimum diameter curve: 0-31 (3-Rail)
- Minimum radius curve: 36" (2-Rail)

TMCC Features:

- Electric Railroad Co. "Cruise Commander" technology
- Operating electro-couplers
- Diesel exhaust unit
- Lionel® TrainMaster® Command Control featuring RailSounds™ digital sound system
- RailSounds™ operates in both conventional and command modes

This Atlas VO-1000 was among several other roads including the NYCS that were planned & advertised but not built.

G Gauge

MTH RailKing One Gauge VO 1000



MTH photo- Cannot find a NYC one.

Features

- Intricately Detailed Polycarbonate Body
- Colorful Paint Scheme
- Die-Cast Metal Chassis
- Detailed Truck Sides, Pilots and Fuel Tank
- Directionally Controlled Headlights
- Metal Wheels, Axles and Gears
- (2) Remotely Controlled Proto-Couplers
- (2) Precision Flywheel Equipped Motors
- Locomotive Speed Control
- (2) Cab Figures
- Lighted Cab Interior
- Illuminated Number Boards
- Lighted Front Marker Lights
- Spinning Roof Fans
- Metal Body Side Grilles
- Operating Smoke Unit
- Proto-Sound 2.0 With The Digital Command System Featuring
- Unit Measures: 18 5/16" x 5 7/16" x 3 11/16"
- Operates On R1 Curves

I had problems figuring out the differences between the Baldwin's VO-1000 and the S12. (Editor) Here is what I found.

External differences: VO's were longer, usually had a V shaped nose and oval or round fan opening in the nose, and had fully cast steel frames. S-12s were shorter,

Modeling NYC Diesel Electric Switchers #3 Part 2

had a flat nose and rectangular radiator on the face of the nose with its fan hidden behind the nose, and had combination frames with cast center sills and welded side sills (as did some late VO's). Early VO's had curved sheet metal panels in front of the cab and battery boxes, but later ones had rectangular configuration in this area. Early VO's had a single stack when they left Eddystone, later ones had four stacks. However, many railroads added stacks to the earlier engines, so they may have gotten equipped with 4 or even 8.

Internally, all VO's were powered by an 8-cylinder four cycle DeLavernge model VO prime mover. Early DS-4-4-1000's had an 8-cylinder four cycle model 608NA (normally aspirated) prime mover. Later DS-4-4-1000's had a 6-cylinder supercharged version of the same design, model 606SC.

The S-12 had the 606SC prime mover, upgraded and rated at 1200 hp.

It is very difficult to find members who own any of these diesel models covered in this article. So, I find what information I can on the internet.

I only hope that you readers find these articles accurate and interesting. So please let us know what you think about them. And once we determine which Diesels that Charlie and I will be writing on for the next articles, we will be reaching out to you for some examples of those models.

Please let us know by email so we can include some of yours in the next article. nfwiddifield@nycshs.org

Photos again of these Switchers from the NYC SHS collection.



DES-1 NYC SHS Collection



DES-8, DES-9 ALCo S-1, (NYC SHS Archives)



DES-10 Baldwin VO-6601, (NYC SHS Archives)



DES-11 #8528 and DHT #453 at work on the westbound hump at Dewitt, Jeremy Taylor photo.



DES-12 Baldwin VO-1000, NYC SHS Collection.

Mounting G-Gauge Kadee Couplers on Aristocraft FAs and FBs For Better Operation

Article by John Emersion

Photos by John

Most serious G-Gauge operators standardize on body mounted Kadee couplers to replace the various manufacturers' non-compatible couplers. Third parties supply special mounting boxes to body mount Kadee couplers on cars and engines, but not for the Aristocraft FA & FB units.

This article describes a better way to mount Kadee couplers on the back end of the Aristocraft FA & FB diesel engines than the solution provided by Kadee, allowing better operations with cars that have body mounted couplers. The solution relies on you doing 3D printing or making the mounting blocks.

Definition: an FA unit has a cab, and such diesels are called A units, and the cab end is referred to as the Front or A end, and the other end is the Back or B end. FB units only have Back or B ends.

Kadee provided two different couplers for Aristocraft FA units in the Kadee 793et: a straight centered shank coupler ("a modified 830" with a large attachment hole) for the cab end, and a large offset shanked coupler to mount on the swing arm of the B end (a modified 831) The large offset shanked coupler was used on both ends of an FB. This results in acceptable operation when pulling cars but often results in derailments when backing up a train, because the swing arm can push the first car off the rails on curves. Kadee 793 are no longer available.

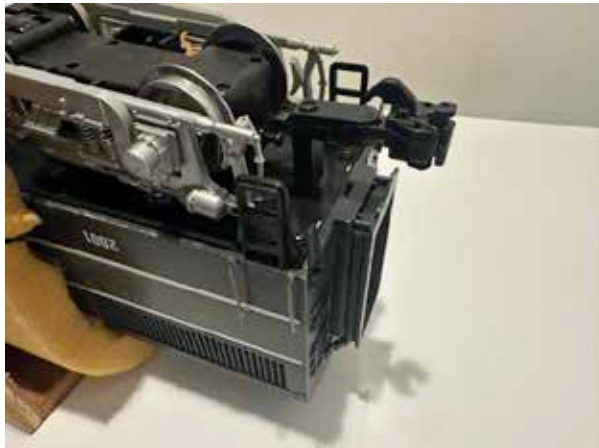


Coupler on engine on the left is per Kadee 793 instructions, the right is body mounted

Mounting G-Gauge Kadee Couplers on Aristocraft FAs and FBs For Better Operation

For this modification use Kadee 907s, "Centerset couplers & #911 gear box", which has a straight shank, not the offset shank in the photo above. You will have to enlarge the attachment hole for the cab end of the engine.

To remove the swing arm from the frame, remove the screws holding the body to the frame, then set the body aside. This will allow mounting the block, which will hold the new coupler.

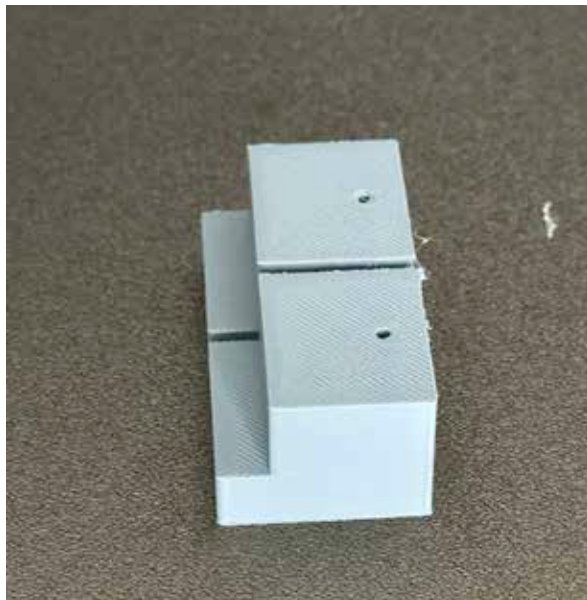


B end before disassembly in cradle.



Removed swing arm.

Next either 3D print the block or find a suitable block of plastic or hard wood and cut it to the same shape. The .STL files for 3D printing are published on the MakerWorld site along with the Code 250 frogs at: MakerWorld.com => John E -Indoors G Gauge Trains



Two printed blocks.



Kadee 907 coupler mounted to block.

Mounting G-Gauge Kadee Couplers on Aristocraft FAs and FBs For Better Operation

After mounting the 907 coupler on the block, the blocks need to be attached to the underside of the engine frame. Turn the frame over with the wheels up, move the block as close to the end of the frame as possible, center it, and drill through the hole in the block and into the frame.

Finish the hole through the frame. Use a sheet metal screw supplied by Kadee with the 907's and screw through the frame into the block to anchor it in place. You should also add some glue between the block and the frame to insure that the block does not twist around the single screw in the future. **See below.**



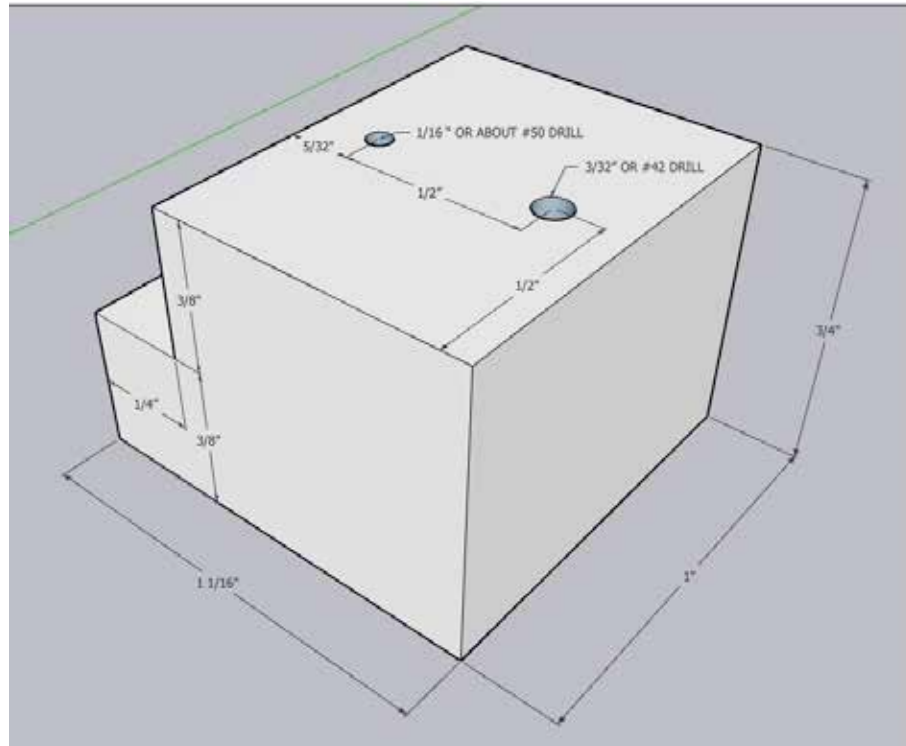
You can see the coupler mounted on the B end of the loco with the 3-D printed coupler block attached.

On the FA cab end coupler - follow Kadee's 793-1793 instructions that can be found at kadee.com => "G Scale Coupler Instructions" => 793 instructions. You will have to enlarge the hole through the coupler box's shank to fit over the FA's "post." A similar modified coupler would have been provided in the 793 package, but they are no longer available.

All that remains is to paint the block and reinstall the cab on the frame with the previously removed screws.

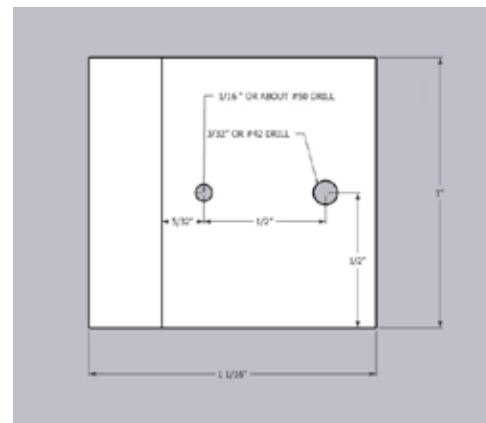
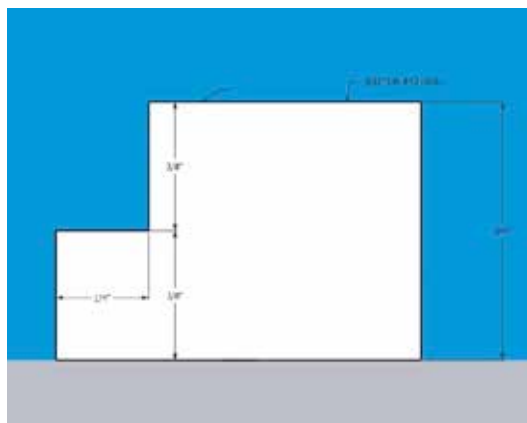
Mounting G-Gauge Kadee Couplers on Aristocraft FAs and FBs For Better Operation

For those modelers not able to 3-D print the adaptor blocks, here are sketches of the necessary dimensions:



Side View

Top View



Final notes: the critical dimensions are the height and 1/4" lower protrusion. The location of the larger hole does not have to be exact. The hole for the coupler can be drilled from the bottom side by using the coupler to locate the hole.

Hope that you enjoy this project and find it useful. John



NYCSHS Announces Another New Exciting Book

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

By John Taibi

ORDER FORM - *Where the NYC Railroad's Past is Present:
The Adirondack Railroad*

**Inventory Reduction NYCSHS Members'
Sale Price \$49.95**

Name: _____ Phone# _____

Address: _____

City and State/Province: _____

Country: _____ Zip/Mail Code: _____

NYCSHS Membership # (For Discount) _____ # of Copies _____

Amount Enclosed: _____ Ohio residents add 8% sales tax.

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

Mail to:
NYCSHS, Adirondack
P.O. Box 397
Berea, OH 44017-0397

**Non - US Buyers Must Order
In Collinwood Shop**

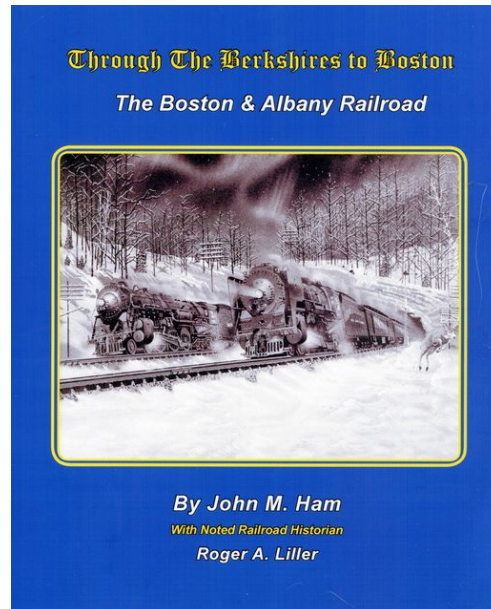
Single Book Prices

NYCSHS Member	Non-Member Price	Shipping Cost	Ohio Sales Tax
\$49.95	\$79.95	\$15.00 Add on all orders	8%

Another New Exciting Book

Through The Berkshires to Boston

By John M. Ham With Roger A Liller



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

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

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

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

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

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

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

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

- MSRP \$94.95 NYCSHS Members \$75.96
- Shipping is \$15.00 for US buyers and Ohio residents pay 8% Ohio Sales Tax

Non-US buyers pay actual shipping costs and must include a valid phone number to allow shipping outside the US.

ORDER FORM

Through The Berkshires to Boston

Name: _____

Address: _____

City and State/Province: _____

Country: _____ Zip/Mail Code: _____

Phone Number or Email address(Required): _____

NYCSHS Membership # (For Discount) _____ # of Copies _____

Amount Enclosed: _____ Ohio residents add 8% sales tax. **Be sure to add \$15.00 cost to all orders.**

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

Mail to:

NYCSHS, Through The Berkshires to Boston

P.O. Box 397, Beerea, OH 44017-0397

Single Book Prices

NYCSHS Member	Non-Member Price	Shipping & Handling Cost Should be added To All Orders For US only orders	Ohio Sales Tax Ohio Residents must add
\$94.95	75.96	\$15.00	8%

Non-US Buyers will pay actual shipping costs and must include a valid phone number for shipment. Please call or email us for actual shipping costs to your location before sending us a check for the book.

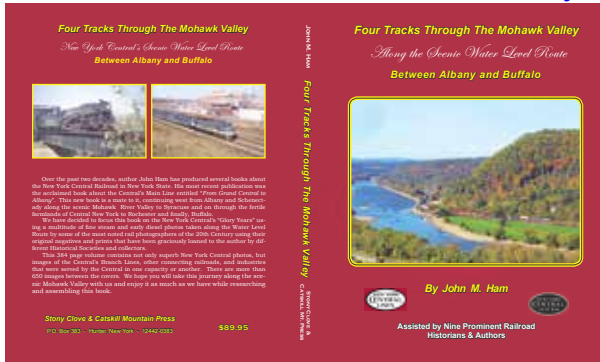
We accept checks for US funds only.



NYCSHS' Exciting Book Member's Reduced Price

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

By John Ham



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

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

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

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

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

- 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 \$53.97 plus \$15.00 S&H (40% off MSRP) Total Price is \$68.97. Ohio residents add 8% tax. (\$5.52) 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.

ORDER FORM **Order Now and Don't Miss Out on This Book!!**

Name: _____

Address: _____

City and State/Province: _____

Country: _____ Zip/Mail Code: _____

NYCSHS Membership # (For Discount) _____ # of Copies _____

Amount Enclosed: _____ For additional information contact us at: Treasurer@NYCSHS.org

Mail to: NYCSHS Four Tracks, P.O. Box 298, Hudson, MA 01749-0298

ORDER FORM *Four Tracks Through the Mohawk Valley*

Name: _____ Phone# _____

Address: _____

City and State/Province: _____

Country: _____ Zip/Mail Code: _____

NYCSHS Membership # (For Discount) _____ # of Copies _____

Amount Enclosed: _____ Ohio residents add 8% sales tax.

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

Mail to:
NYCSHS, Four Track
P.O. Box 298, Hudson, MA 01749-0298

Single Book Prices

NYCSHS Member	Non-Member Price	Shipping Cost	Ohio Sales Tax
\$53.97	\$89.95	\$15.00	8%
Total Cost is \$104.95 for non-members and \$68.97 for NYCSHS Members + Ohio Residents add 8% Ohio Sales Tax.			

By Brian Seace

Photos by Brian

"You can never have too many clamps"

This old saw has been repeated many times, including in these pages if memory serves, and for good reason. It's true. We're going to look at two very different ones, one elegant and one humble. I find both extremely valuable.

The Elegant

The elegant one goes by many names, some of them I know to be "incorrect" so you physicians unlimbering your keyboards to explain the differences in nauseating detail to us mere mortals can relax. Consider the forceps/clamp/hemostat, locking-plier, or whatever you call it, is in the running as my most-used tool in the workshop.



A quantity of forceps is at arm's-reach away at all times.

As a family of tools, they come angled, straight, serrated-jaw, smooth-faced, and in various sizes. I keep an embarrassingly large array of them on the workbench, but a couple pair each of straight and angled versions, both types with serrated jaws, will not go amiss.



They come in a useful array of sizes and shapes.

I admit I'm a bit of a modelling dinosaur, for I build in brass, wood, and plastic. The uses for these things in these endeavors are easily imagined. For you guys whose pursuits are a bit more modern in concept, you might think in your RTR/DCC-ready world these are perhaps archaic, but you'd be mistaken, for nothing makes fishing wires about in car bodies easier during a decoder install or placing LEDs in position less frustrating. You'll happily consign tweezers to the bin after your first experience with these.

Talking of dinosaurs, for those of you who are of a "certain age" and have pushed away from the workbench due to arthritis and the like, I can say by experience that forceps make the handling of small bits far easier. I use them more than I used to and my modelling hasn't suffered in quality because of the arthritis now in my right hand.

They can be found from various sources online from medical supply houses to



THE NYCENTRAL MODELER WORKSHOP



Amazon. Like anything having to do with tools, a couple nice ones are far more useful than any number of cheap rubbish ones.

The Humble

On to the humble peasant of clamps, the spring-type clothespin/clothes-peg. I am not sure about the usefulness of those colorful plastic versions, what with solder and plastic-solvent flying about the workshop willy-nilly, but the classic wooden ones are the objects of our affections. I keep a stock to hand, and I am constantly reaching for them.



Wooden clothespins are kept handy, clipped to the light over the workbench

They are gentle and the faces are soft, easy on details and finishes. Importantly, the jaws can be carved into specialized shapes, and they can be drilled out so brass wire or escutcheon pins can be inserted in the resulting holes for truly delicate clamping jobs.

Several of them glued to wooden bases are great for holding parts in the paint-booth. These really are only limited in their usefulness by your imagination and the quantity of brass, wood, or styrene bits lying about waiting to be glued to the jaws or handles.

They are easily and cheaply sourced. If you go to the craft-store, you can find them in various sizes. I have no idea what "craft" is being done using these things, but I found bags of different sizes down to a tiny 1"-long. You'll use 'em.

Top Tip:

In this issue we have one, but one I'm surprised so many people don't know. How many times have screws and springs and tiny bits made that flying bid for freedom off the bench or from your clumsy fingers? Usually, there are no replacements handy, it's some weird size or pitch of screw, it's the last of your Kadee springs, or its Sunday.

Keep a good powerful flashlight near the bench. Turn it on and hold it against the floor and at a very shallow angle. Sweep the beam across the floor.



To find a dropped piece, spring, or screw, sweep a flashlight beam across the floor.



THE NYCENTRAL MODELER WORKSHOP



Chances are good you'll find it when the light blooms up when it encounters the lost bit.



There it is!

If you are foolish enough to have a rug or carpet under your bench, well I can't help you there. GRIN!

And Now Some NYCS Shops



Engine Shop at West Albany, NY. Man working at axle Duplicating Lathe. (NYCSHS Collection)



Engine Shop at Syracuse, NY. Servicing ALCo/GE RS-3 at DeWitt. (NYCSHS Collection)



East Rochester, NY. Building freight cars at Dispatch Shops. (NYCSHS Collection)



East Rochester, NY. Workers removing stencil of NYCS logo at Dispatch Shops. (NYCSHS Collection)

O-Scale Late Mohawk Comparisons

Article by Tom Gerbracht

Photos & Table by Tom

O-scale Late Mohawk Comparisons: US Hobbies and MTH Models

In the O Scale 2-Rail world, the US Hobbies L-4_B Mohawk was the only model available for many years. In 2008, MTH contacted me and asked if I would be interested in assisting with an MTH Mohawk in several different configurations. At that time, the only Mohawk on my O Scale roster was a model imported by US Hobbies. A close examination of my model led me to the

conclusion that the model was a mix of “as-built” features and later changes. I knew that we could do better. MTH committed to producing “all” of the subclasses of L-3 and L-4 locomotives. This effort was centered on 3-Rail models, but MTH would also offer a 2-Rail version of each type.



US Hobbies Mohawk model dates from the late 1960's. These models are sturdy and trouble free. USH chemically blackened the frame, cylinders, and tender trucks of their models. USH models arrived as a 3-piece kit in order to reduce import duties.

O- Scale Late Mohawk Comparisons

While various Hudsons are most likely the runaway favorite of 3-Rail O Gaugers and 2-Rail O Scalers, the introduction of a NYC Mohawk would most likely be a commercial success. The only available Mohawk to 3-Rail operators at that time was a Lionel Mohawk that was introduced at about the time that Richard Kughn of Lionel introduced his reissue of the 700E Hudson. The Lionel Mohawk had road number 3000 and shared a number of parts with

the Lionel model of a Reading T-1 4-8-4 introduced at about the same time.

The NYC Late Mohawks were a dual service locomotive, equally at home on both passenger and freight trains. A well-done model of a Late Mohawk would enable a modeler to run his engine on any train on his layout while adhering to prototypical operation.



MTH's first Mohawk release had extensive add-on detail. While this Mohawk was intended primarily for the 3-Rail market, 2-Rail models were also announced

In the 2009 MTH catalog, five different versions of Late Mohawks were announced. The catalog advised that new tooling was used. Engine numbers and model catalog numbers were:

L-3A 3011 Catalog 20-3372-1

L-3B 3049 Catalog 20-3373-1

L-3c 3051 Catalog 20-3374-1

L-4A 3116 Catalog 20-3375-1

L-4B 3149 Catalog 20-3376-1

O-Scale Late Mohawk Comparisons

The above models were also available as 2-Rail models with the same catalog numbers and the "-1" suffix changed to a "-2".

In the 2010 Volume 2 catalog, two unique Mohawks equipped with Timken Roller Bearing main and side rods were announced. At the time of this announcement, these were available ONLY as 2-Rail models.

L-4_B 3144 Catalog 20-3409-2

L-4_B 3148 Catalog 20-3408-2

Two additional catalog numbers were offered at a package price, one with R/N 3148 hauling Pacemaker box cars (catalog 20-3410-1), and a second L-4_B, R/N 3144 hauling M.D.T. white refrigerator cars. (Catalog 20-3411-1).

At that time, MTH engines were equipped with Pittman motors and the MTH PS2 Operating system. The PS2 operating system used an MTH battery. MTH locomotives could also be operated conventionally using almost any AC transformer or a DCC system, although some of the features with which these locomotives were equipped were not accessible unless the proprietary DCS system was used.

Since this would require new tooling, MTH made every effort to faithfully model the actual locomotive. The results of their efforts are summarized in the Table and images that follow. **Table available for download after final page of the article.**

O SCALE 2-RAIL LATE MOHAWK COMPARISONS				
USH and MTH Models measured with a digital micrometer (several readings) and results multiplied by 48 (O gauge/O Scale is 1/48 of prototypical)				
	L-4 _B Mohawk	US Hobbies Mohawk R/N 3135-3138	MTH Late Mohawk R/N 3149 Cat. No. 20-3376-2	Comment(s)
LOCOMOTIVE ONLY				
Overall Engine (Coupler Face to Rear of Cab)-inches	727.75	735	729	Only these Road Numbers had Scullin driving wheels Dimensions same for 3-Rail MTH Models
Overall Engine (Smokebox to Rear of Cab)-inches	642	669	660	
Cab Length (Roof)-inches	129.125	132.2	129.12	
Cab Length (Side Sheet)-inches	91.125	89.3	90.72	
Height over Stack-feet/inches	15'-1"	15'-10"	15'-1.8"	
Cylinder Centerlines-inches	91	90.3	106.75	
BOILER				
Boiler Length Smokebox to Cab-inches	531	534	531	
-Smokebox Dia-inches	86.188	91.6	87.12	
-3rd Course Over Lagging-inches	94	102.4	98.11	Elevation drawing does not include lagging. Lagging was generally either 2 inches or 3 inches thick per side
Centerline of Stack to Centerline of Sand Dome-inches	152	121.2	150.1	USH Mohawk does not have sand box relocated due to top check
Centerline of Sand Dome to Centerline of Steam Dome-inches	74	103.3	73.9	
Centerline of Steam Dome to Centerline of Safety Valves-inches	72.75	75.02	72.4	
Total	298.75	299.5	296.4	
Stack-inches	24-1/2 at top	25.5	25.1	N-70695
Bell-inches	14-1/2 at mouth	16.92	14-1/2 at mouth	Low profile, NYC Standard, dull steel colored (tin/bronze)
Sand Dome-inches	66	70.3	65.8	X-71345 Dimension does not include base.
Diameter of Steam Dome-inches	47	45.65	46.9	T-70546
RUNNING GEAR				
Front Truck Wheelbase-inches	86	89.9	86.6	
Front Truck Wheel Diameter-inches	36	35.7	33.84	3 inches is allowable wheel wear
Centerline of Front Truck to Centerline of #1 Driving Wheel-inches	115	116.26	116.59	
Driving Wheel Diameter-inches	72	69.86	69.12	69" Driving wheels selected by MTH to make L-3 and L-4 mechanisms identical. An L-4 Mohawk with 3" of tire wear would be at 69"
Driving Wheel Tread Width-inches	5.50	8.98	8.50	Required by models for sharper curvature
Length and Thickness of Main Rod-inches	120x8-1/4-10-1/4; 120x10-11	123.8x8.16	120.62 x 8.11"	Main rod has slight taper; L-4B has heavier Main rod
Thickness of Side Rods-inches	10.25	10.87	8.81	
Driving Wheelbase-Feet	19	19.44	18.855	
Centerline of Driving Wheel #4 to Centerline of Trailing Truck #1 Wheelset-inches	130	124.6	130.848	
Cylinder Diameter-inches	26	32.26	32.76	Piston rods are offset for 5 ft gauge O Scale track
Cylinder Centerline width-inches	91	93.8	128.6	Required with wider wheel flanges and shorter turning radius to prevent front truck interference, etc.
TENDER				
Truck Wheelbase-inches	120	119.2	121.25	
Truck Centerpin Distance-feet/inches	28'-9"	27.00"	28'-6"	
Tender height over Collar-feet/inches	14'-5-1/2"	13'-7"	14'-9"	
Tender Overall length (Stoker face to rear coupler Pulling Face)-feet/inches	46'-4"	48'-9"	46'-4"	

O-Scale Late Mohawk Comparisons

Referring to the table above, the measurement closest to the actual dimension of the real locomotive has been identified with grey fill. Keeping in mind the potential measurement error of a model in spite of the use of a digital micrometer and multiple measurements, the obvious conclusion is that the MTH Models of NYC late Mohawks require no apologies and probably have no peers.

Some detail features of the MTH Models are worth noting:

- Each subclass was correctly modeled with either a drop coupler pilot or a set of footboards as appropriate.
- The drop coupler and footboards were modeled closer to the top of rail, avoiding that massive and unrealistic gap on most O Gauge locomotives while permitting operation on most layouts.
- The front truck wheelbase of the MTH Late Mohawks is correctly modeled at a scale 86-inches. All Hudsons and L-3 and L-4 Mohawks used an 86-inch wheelbase for this truck. Models released by USH and other 3-rail manufacturers have never modeled this wheelbase correctly.
- MTH selected the use of 33-inch diameter front truck wheels on both L-3 and L-4 Mohawks as an accommodation to modelers. L-4 Mohawks had 36-inch diameter wheels.



MTH used the correct smokebox front on each Mohawk subclass. R/N 3148(L) is an L-4B, while R/N 3001 (R) is an L-3A. The use of an LED on R/N 3001, a later run, permitted a more accurate hinge, since this longer life LED eliminated the need to open the smokebox front for bulb replacement.

- A prototypical Pyle National cast case headlight was modeled, and an incandescent headlight bulb of the correct pale-yellow color was used. (A later run of NYC Mohawks changed to a bright white LED bulb.)
- The front number plate and NYC oval is the correct size, font, and color.
- The smokebox is painted and not graphite. NYC Late Mohawks had painted smokeboxes.

O-Scale Late Mohawk Comparisons



The “top check” is correctly modeled as applied to L-3 and L-4 Mohawks, and the sand dome has been relocated closer to the cab as a result of the top check modification.

MTH Premier Mohawks featured a number of separately applied piping details. In this image, note the relocation of the sand dome to permit the installation of the “top check”. Detail of the Worthington feedwater heater and use of a correctly dimensioned NYC low profile bell adds to the overall prototypical appearance.



The correct builders' plates and superheater plates were applied, with each builder's plate serial number correctly modeled for each road number.



L-3 Mohawks used “alligator style (2-bar) crossheads, while L-4 Mohawks used a multiple guide, single bar crosshead. MTH correctly modeled each type on each subclass. The lubricator linkage activated by the crosshead was applied. (The USH Mohawk has no linkage, and most modelers by other builders had not historically included it.)

O-Scale Late Mohawk Comparisons



Hydro and Hammer" test location and date stenciled on each loco.

In the steam era, a monthly inspection of the air brake system was required. This "Hydro and Hammer" test location and date was stenciled on the main air reservoir. The legend on Mohawk R/N 3001 certifies a test at Beech Grove on the Big Four in July 1953. At this time Mohawk #3001 was in service in this area. Lima Mohawk 3148 was inspected at Collinwood, OH in August 1956. This H&H date and location vary depending on the locomotive Road Number.

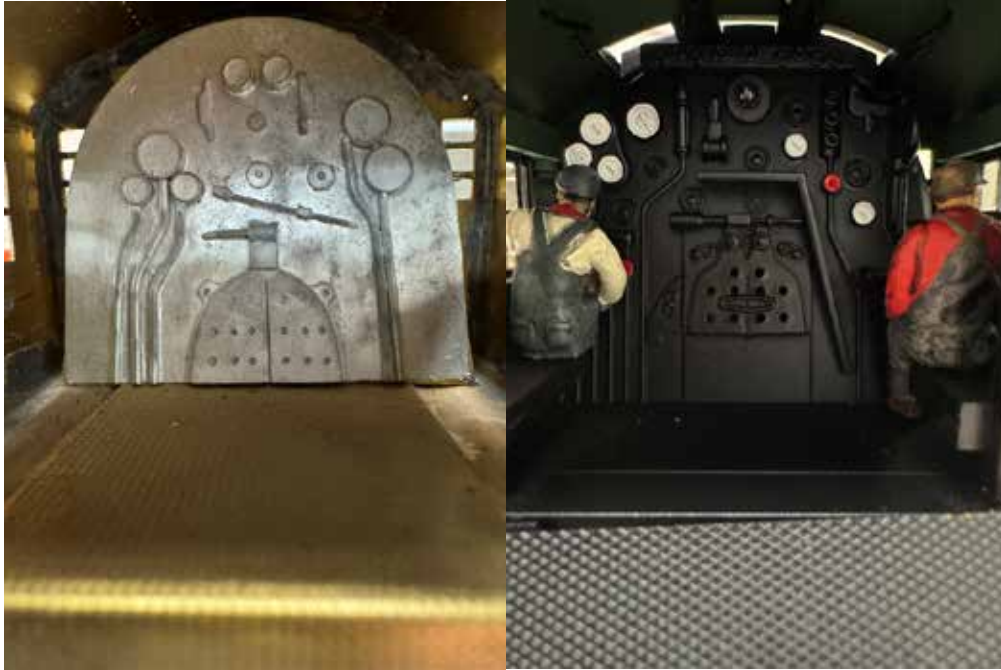
- Hydro and Hammer dates and locations are reproduced on each air reservoir with the correct stencil font. Each hydro and hammer date and location is correct for the territory where that specific locomotive operated during that time period and is different for each subclass



Road number and class is on the cab, and the interior of the cab is painted the correct green color.

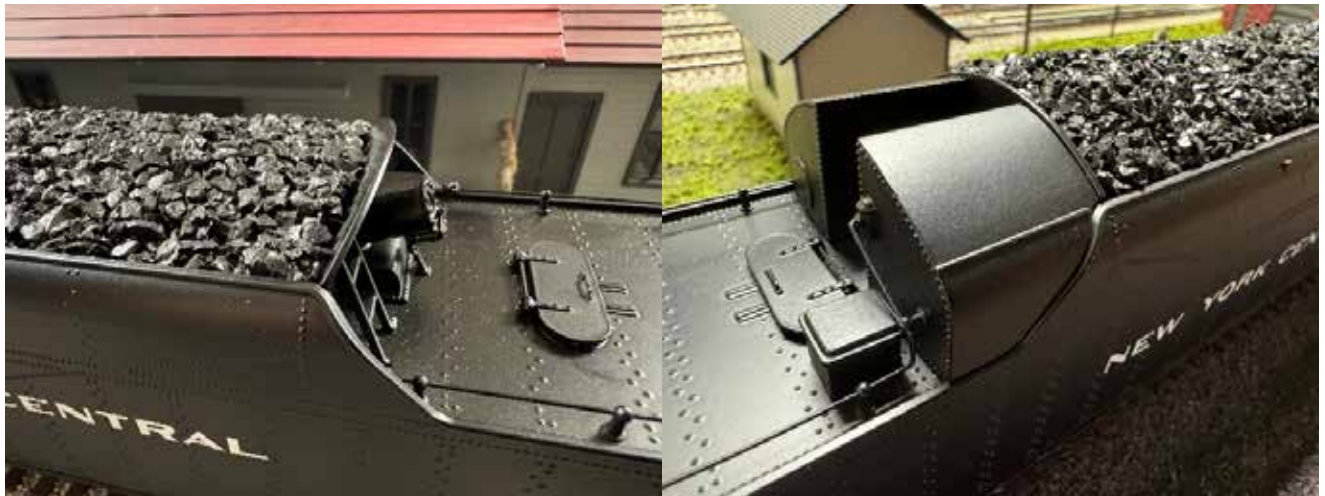
- The road numbers on the cab side sheets are the correct size and font, and the correct class and subclass was modeled beneath the road number on the cab side sheets. The cab has window glass and external wind deflectors. The cab roof and walls are painted the correct "safety green" on the MTH model. The cab backhead is painted, gauges are detailed, the cab contains painted engineer and fireman figures, and the firebox fire door is backlit and "pulses" at low speeds in synchronization with the exhaust. The cab is illuminated at low speed, and this function can be adjusted using the MTH DCS control system.

O-Scale Late Mohawk Comparisons



USH Mohawk (L) and MTH Mohawk(R) models of the cab interiors.

Comparison of cab interior images of the USH Mohawk (left) and MTH Mohawk (right) shows significant differences in detail. The USH Mohawk is unfinished, while the MTH model cab interior is painted, has cab glass, has engineer and fireman painted figures, and is illuminated. The “pulsing” of the firebox as a result of the exhaust is faithfully recreated.



USH Mohawk tender(L) and MTH tender(R) reflects the tender cisterns.

- The tenders for each subclass of Mohawk were correctly modeled. For example, only the L-4_B Mohawks had tender cisterns for scooping water at 80 mph. MTH correctly modeled tenders with and without this cistern depending on the road number.

O-Scale Late Mohawk Comparisons



Water and coal capacities are included on both tenders.

- The correct lettering size and font was used on the tenders of the PS3 engines.
- Depending on the subclass, coal and water capacity varied. The MTH model used the correct coal and water capacity for each subclass



The lettering on the tender side sheet is the correct font, size, and spacing. MTH correctly raised the height of the lettering on the fireman's side of the tender to clear the stoker engine access cover.



All Mohawks included a correct model of the ATS (Automatic Train Stop) pickup shoe on the third axle, engineer's side, of each tender. Previous NYC mass produced models had never included this.

O-Scale Late Mohawk Comparisons

The piping under each side sheet of each tender was included as a separate item to be installed by the purchaser. On this model, this piping would interfere with tracking on layouts with sharper curves.

- The original Mohawk release included a cab apron (engine to tender hinged deck plate) and an engine to tender coupler that included electronics. On MTH, the PS2 electronic drawbar included eight pins. On PS3 locomotives, the electronic drawbar was changed and included six pins.

Since these models were primarily intended for the O Gauge 3-Rail market, attention was also directed to the sound system. Both the 6 chime and the 5-chime whistles were correctly modeled. (Only L-4 Mohawks, along with all Hudsons and all Niagaras, used the 6-chime whistle. All other NYC locomotives used a 5-chime whistle except for "K" class Pacifics operating on the River Division and in commuter service. These engines used a "long bell" whistle.) On the latest MTH Mohawk releases, the whistle could be "played" using the DCS system.

The "chuff" of a Mohawk was faithfully reproduced by referencing some scarce actual recordings of actual Mohawks in service.

NYC used an air activated clapper on its late steam, and the bell did not swing. The sound that the bell made when activated was a "ding-ding-ding" sound, and not a "ding-dong" sound. The bell clapper on these locomotives was air powered and adjustable and could sound 120 times per minute. Later releases of Mohawks by MTH use a higher "ring" rate.

Two glaring errors that some importers perpetuate on O Gauge and O Scale NYC models is the use of a swinging bell and installation of front classification lights. Hudsons did have class lights until approximately 1937. (NYC J-3A Hudsons were the first NYC locomotives delivered new without class lights.) NYC Mohawks operating on the Big Four in the twilight of their careers used removable front classification lights.

The one area where a compromise was required was in the driving wheel diameter of the MTH model. MTH advised that two different running gear assemblies for both L-3 and L-4 Mohawks was impractical, and they requested that I decide. I requested that they model all engines with 69-inch driving wheels for four reasons:

- The actual dimensional difference between a model of a locomotive using 69-inch vs 72-inch drivers in O Scale and O Gauge is .0625 inches, about five times the thickness of a human head hair and, to me, unnoticeable.
- An L-4 Mohawk running with 3-inches of tire wear would be operating at a 69-inch wheel diameter.
- A slightly smaller driving wheelbase would make the Mohawk operational on some layouts with sharper curves.
- MTH modeled many steam locomotives that had 69-inch driving wheels. Using an already existing mechanism would be more cost effective.

O-Scale Late Mohawk Comparisons

MTH re-released the Mohawks in the intervening years, including in 2019. Later versions, while not changed dimensionally, had additional changes. Pittman motors were no longer used, and a more generic motor was applied. I have found no difference in operating characteristics or power draw between these two drive trains, and in fact I double head Mohawks with no issues. The most recent versions of the Mohawk use a PS3 DCS system while earlier models use PS2. PS2 used a battery, and I have replaced the batteries in my earlier Mohawks with a BCR with good results.

There was one omission in the initial release, that was subsequently corrected in later releases. In the first release, for some inexplicable reason the ashpan was omitted.

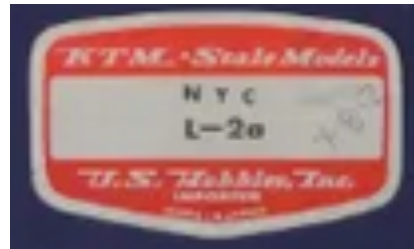


In the further pursuit of perfection, the nameplate on the Worthington feedwater heater on the fireman's side of my 2019 release of engine R/N 3001 engine has been faithfully reproduced, and it is legible!

My conclusion based on this analysis is that the MTH Mohawk may be the finest and most prototypical O Gauge locomotive ever offered by a "toy train manufacturer", and certainly on par with more recent and more detailed O Scale 2-Rail offerings.

O-Scale Late Mohawk Comparisons

O SCALE 2-RAIL LATE MOHAWK COMPARISONS				
USH and MTH Models measured with a digital micrometer (several readings) and results multiplied by 48 (O gauge/O Scale is 1/48 of prototypical)				
	L-40 Mohawk	US Hobbies Mohawk R/N 3135-3138	MTH Late Mohawk R/N 3149 Cat. No. 20-3376-2	Comment(s)
LOCOMOTIVE ONLY				
Overall Engine (Coupler Face to Rear of Cab)-inches	727.75	735	729	
Overall Engine (Smokebox to Rear of Cab)-inches	642	669	660	
Cab Length (Roof)-inches	129.125	132.2	129.12	Only these Road Numbers had Scullin driving wheels
Cab Length (Side Sheet)-inches	91.125	89.3	90.72	Dimensions same for 3-Rail MTH Models
Height over Stack-feet/inches	15'-1"	15'-10"	15'-1.8"	
Cylinder Centerlines-inches	91	90.3	106.75	
BOILER				
Boiler Length Smokebox to Cab-inches	531	534	531	
-Smokebox Dia-inches	86.188	91.6	87.12	
-3rd Course Over Lagging-inches	94	102.4	98.11	Elevation drawing does not include lagging. Lagging was generally either 2 inches or 3 inches thick per side
Centerline of Stack to Centerline of Sand Dome-inches	152	121.2	150.1	USH Mohawk does not have sand box relocated due to top check.
Centerline of Sand Dome to Centerline of Steam Dome-inches	74	103.3	73.9	
Centerline of Steam Dome to Centerline of Safety Valves-inches	72.75	75.02	72.4	
Total	298.75	299.5	296.4	
Stack-inches	24-1/2 at top	25.5	25.1	N-70695
Bell-inches	14-1/2 at mouth	16.92	14-1/2 at mouth	Low profile, NYC Standard, dull steel colored (tin/bronze)
Sand Dome-inches	66	70.3	65.8	X-71345. Dimension does not include base.
Diameter of Steam Dome-inches	47	45.65	46.9	T-70546
RUNNING GEAR				
Front Truck Wheelbase-inches	86	89.9	86.6	
Front Truck Wheel Diameter-inches	36	35.7	33.84	3 inches is allowable wheel wear
Centerline of Front Truck to Centerline of #1 Driving Wheel-inches	115	116.26	116.59	
Driving Wheel Diameter-inches	72	69.86	69.12	69" Driving wheels selected by MTH to make L-3 and L-4 mechanisms identical. An L-4 Mohawk with 3" of tire wear would be at 69"
Driving Wheel Tread Width-inches	5.50	8.98	8.50	Required by models for sharper curvature
Length and Thickness of Main Rod-inches	120x8-1/4-10-1/4; 120x10-11	123.8x8.16	120.62 x 8.11"	Main rod has slight taper; L-40 has heavier Main rod
Thickness of Side Rods-Inches	10.25	10.87	8.81	
Driving Wheelbase-Feet	19	19.44	18.855	
Centerline of Driving Wheel #4 to Centerline of Trailing Truck #1 Wheelset-inches	130	124.6	130.848	
Cylinder Diameter-inches	26	32.26	32.76	Piston rods are offset for 5 ft gauge O Scale track
Cylinder Centerline width-inches	91	93.8	128.6	Required with wider wheel flanges and shorter turning radius to prevent front truck interference, etc.
TENDER				
Truck Wheelbase-inches	120	119.2	121.25	
Truck Centerpin Distance-feet/inches	28'-9"	27.00"	28'-6"	
Tender height over Collar-feet/inches	14'-5-1/2"	13'-7"	14'-9"	
Tender Overall length (Stoker face to rear coupler Pulling Face)-feet/inches	46'-4"	48'-9"	46'-4"	



Picture a NYC Steam Hudson 5344 – Still Under Steam

Article by George Parsons

My love of the Live Steam Hobby began back in 1986. I was watching a National Geographic TV special entitled “Love Those Trains!” There was a 5-minute segment devoted to the Live Steam hobby and it really got my attention.

In October of that year, I made my first visit to the New Jersey Live Steamers RR club. I was given a chance to run one of the member's 1 1/2" scale 4-4-0 American coal burning locomotives. It only took one “chuff” and a tug on the whistle chord, and I knew this was as close to the real thing as I was ever going to get. All my HO trains went in to storage, and my Live Steam journey began.

In January of 1987, I purchased my first locomotive. It was a 1 1/2" scale 0-6-0 steam switcher. I ran that for a full season and gradually got the hang of running and firing one of these scaled down versions of the full size. If you add coal or water at the wrong time, you lose steam pressure and it is very hard to get it back once it goes down.

That being said, the first lesson any prospective live steamer needs to learn is: “What are the three most important things to remember when operating a steam locomotive?” The answer is WATER, WATER, and WATER!! You can lose your steam or lose your fire. *But under no circumstances can you let the water level in the sight glass disappear. If that happens you risk a flue failure or worse – a crown sheet failure which will result in your being left with a big chunk or worthless metal.*

During that running season, I got to see larger locomotives in operation including

Photos by George except as noted

Pacifics and Hudsons. I knew that someday if I could ever afford it, I would really love to own a larger engine.

The opportunity presented itself during the winter of 1987/1988 when a 1 1/2" scale light Pacific became available and I jumped on it. I spent two years enjoying that locomotive when a member of the club, who had built 4 engines himself, decided he was going to finish a 1 1/2" scale New York Central Hudson. With my background growing up in Rochester, NY on the 4 track NYC mainline, this would certainly be the ultimate dream come true.

So, I sold my 1 1/2" scale light Pacific and used the money from that sale as a substantial down payment to purchase the 1 1/2" scale Hudson. The builder was a club member by the name of Dick Cudd. Dick was an accomplished machinist and proceeded to construct my “dream locomotive!” Dick knew there were J 1a,b,c,d, and e's in addition to the J 3a super Hudson's. So, I needed to pick which locomotive would become mine. I wasted no time in choosing J 1e Hudson #5344!



Just out shopped and sitting on steaming bay ready to SCORCH THE BALLAST!”

That particular Hudson is known in NYC circles as “the most famous Hudson!” It was the last J1 to be built. Along with its sister 5343, it was the first to be equipped with roller bearings, it was the engine the NYC told Joshua Lionel Cowen to use for his first “scale” O Scale locomotive (the famous 700E), it was the first Hudson to have a streamlined shroud put on it, and it is the only Hudson to have two different shrouds applied to it during its life.

Thanks to the help of drawings supplied by the NYCSHS, and numerous photos and prints supplied by fellow live steamers Bill Muller and Fred Bouffard, Dick was able to create a locomotive worthy of its New York Central heritage. Dick did a meticulous job fabricating the detail but needed help with one major item, and that was the low water alarm. Dick knew that Fred Bouffard had one on his 1 1/2” scale J 3 Super Hudson #5405. It was not operational, but Fred was somehow able to create his own drawings using pictures of the engine and then using measurements of items in the picture to scale up a print to make a beautiful replica out of bar stock. Dick said if I wanted one on the engine he was building, I would have to sweet talk Fred into doing it for us. Fortunately, Fred was a good and close friend so I called him and politely asked if it might be possible to make one for my engine. Fred lamented that project had been a great deal of work for him and he just didn't have the drive anymore to make another one. I told Fred that was not a problem as he had already donated the Baker Valve Gear to the project, and we hung up the phone. Three weeks later, a UPS truck showed up at my house with a small box but no return address. I opened the box and nearly broke into tears as I was looking at the low water alarm Fred had taken the time to make for me. I have a lot

of friends in the Live Steam hobby but there are no finer ones than Dick Cudd and Fred Bouffard.

BTW, Dick also served as a crew member for N&W 611 for several years. To say that Dick has “steam in his blood”, is an understatement!!

Dick finished the locomotive in the Fall of 1997. It weighed in at 1,275 pounds. Engine 973 lbs. and tender 302 lbs. Engine and tender measure 12 feet long. It burns a blend of soft and hard coal (2 parts soft to one part hard). It operates on 120 lbs. of steam and can pull up to 25 people on level ground. Appliances include an operating Nathan Simplex Lifting Injector (just like the prototype), operating PYLE headlight (just like the prototype), operating turbo generator (to light headlight, class lights, cab lights, and tender lights), 3 operating safety valves, steam pump, cab operated cylinder cocks, screw type valve reverser, operating classification lights (showing green indicating following section), 5 chime custom steam whistle(you can hear the whistle in the next county), and operating locomotive steam brakes. It steams freely and has an incredible “bark” going up a grade with a full load behind the draw bar. She is a real show stopper and turns heads wherever we take her. During one trip to the Adirondack Live Steamers, she ran for 12 straight hours. We never dropped the fire; we just kept dumping the ash pan and lubricating the running gear. Dick did such a phenomenal job on the chassis and running gear, she has no rod slap despite being 28 years old. The boiler is steel with copper flues.

My son Daniel and I take pride in keeping her spruced up with that just out-shopped look. We get some good-natured ribbing

Picture a NYC Steam Hudson 5344 – Still Under Steam

about the white wall tires and running boards. People love to tell us, “the New York Central never ran 'em that way!”



Service stop. Water, lubrication, and dumping ashes!

To which I show them the New York Central builders' photo for the prototype 5344 that does indeed have whitewall tires and running boards. As mentioned previously, she is equipped with “green” class lights on the top of the smoke box as I just think “green” looks cooler than white! The rods get regular “pin” grease, and the running gear is well lubricated with Way Lube. Thanks to a tip from Fred Bouffard, we squirt Way Lube into each cylinder after each run before putting her back in the barn. The process requires putting the reverse gear all the way in the forward position and squeezing a couple of squirts into each inspection port. Then roll the engine back and forth to work the oil down through the valve chest and cylinders. Then put the reverse gear all the way into the reverse position, putting another two squirts in each inspection port and rolling the engine back and forth. This ensures that the engine remains free rolling and prevents any squeaking from developing.

It is hard to put into words the feeling I get when I am running her up a grade. Listening to the “stack talk”, blowing the

whistle for the grade crossings, and seeing the smiles on the passengers faces as well as the people trackside, is unreal! It puts me in a frame of mind that lets me dream about what it must have been like back in the steam era, rolling along at 70+ miles an hour, scorching the ballast, checking the sight glass, checking the steam gauge, tugging on the whistle chord, and just knowing you were going to “bring her in on time!” Now if that isn't “heaven on earth”, I don't know what is!!



Just out-shopped and sitting on steaming bay with son, Daniel, ready to SCORCH THE BALLAST!



A scene reminiscent of glory days at Cincinnati Union Terminal, 5344 poses with B&O heavy Pacific. My son Daniel is on the 5344 and Dick Cudd sits on the B&O Pacific 5316. Dick built both these beautiful locomotives!

Picture a NYC Steam Hudson 5344 – Still Under Steam



20th Century Limited observation car daylight.

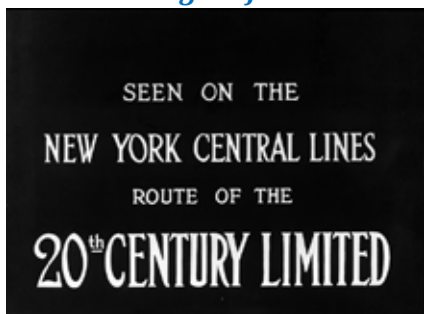


20th Century Limited observation night shot. The passengers travel in style.

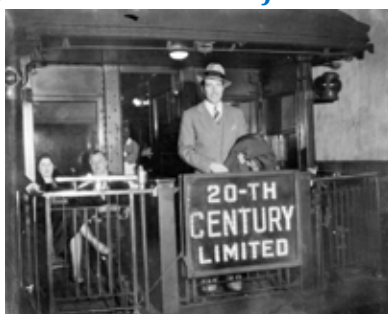


This is George's custom decorated van.

All images of the 20th Century Limited below are from the NYCSHS Archives.



NYCSHS Photos WR040255



NG606262



NG606249

NYCSHS Digital Shop

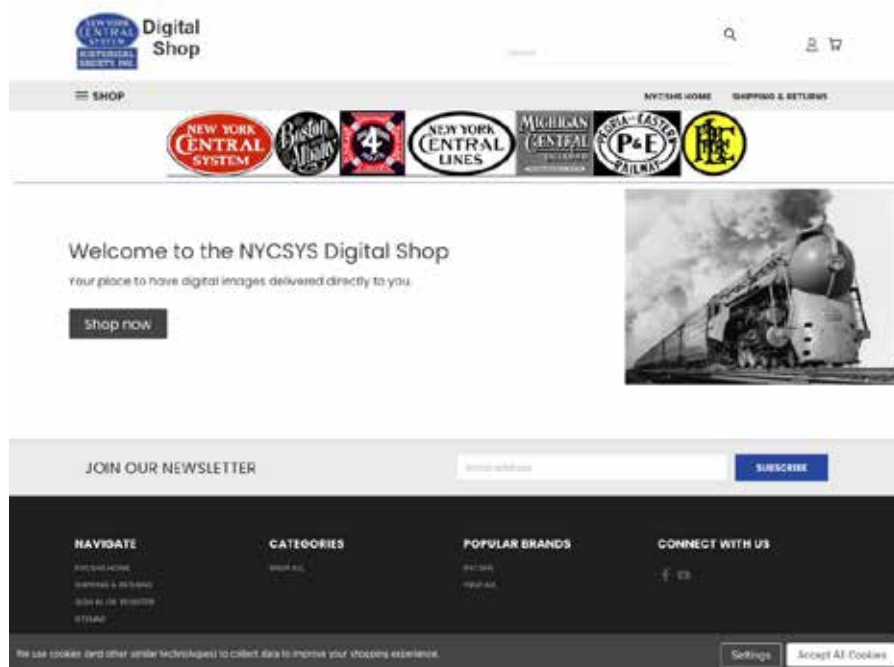


Jeremy Taylor Photo, NYCSHS Collection

**Over 124,000 photos & maps online and
available to purchase.**

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

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



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

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

nfwiddifield@NYCSHS.org

We really need your photos!

Dave Wheeler's Models

(Noel Widdifield Photos)

All Taken At the 2026 Convention



Live steam NYCS Hudson 5412. Tom Gerbracht talking with Dave while his wife Gloria watches.



Some of Dave's passenger cars with Alex Schneider and Tom Long checking them out.



Seat for one in the "observation car"



Another view of the last car attached to Dave's train that day. Beautiful workmanship! We will try to get Dave to do an article on the source/construction of these cars.



NYCSHS Members' Models



These photos were taken during the NYCSHS 2026 Convention tour at the Mid Michigan Railroad Club near Marshall, MI. <https://www.midmichrr.com/>

Noel Widdifield's HO-Scale Club layout (Not NYCS)

All photos by Noel



Three of the seven active members working at scenery, ballast and links between modules. This photo does not have the buildings installed. They are lift off so the module can be stored.



The photo on the left shows the underside of one of the modules and the two guys working on it are our DCC experts. They didn't have previous knowledge of this but have picked it up very fast. The photo on the right is the module that I have been working parts of the scenery and building most of the buildings.



Noel built this Walthers' kit, and it was the first kit he had built in nearly 10 years.



Another Walthers' kit that has yet to be weathered. It is to cover a control for the Walthers' 110-foot turntable. Weathering has been done but I don't have a photo of it with weathering.



Another shot of the module that Noel has done all of the buildings and vehicles including kits and modifications to the rest of the buildings that came fully assembled.



The church with the graveyard and a funeral taking place. The hearse is in hand but not yet glued down to the module.

This has been a very interesting and fun experience for Noel. Many of the skills he is using and teaching have been brought back from many years ago.

New York Central System Very Large-Scale Modeling

Article by Bob Bourne

Photos by Bob except as noted



Bob and 5343 in the steaming bay.

Introduction

As the 100th anniversary of the first Hudson (2/14/1927) approaches, it is time to celebrate the Hudson locomotives of the New York Central. Railroad modeling in any scale is an enjoyable hobby. It allows personal time to develop the skills needed to produce the models as well as group social time for operations, layout construction, and maintenance. Modeling

the New York Central in 1:8 scale has those rewards and as well as challenges associated with large scale modeling.

My interest in the New York Central came from my father. He worked for New York Central from 1939 to 1955. After graduating from Worcester Tech (B.S. Mechanical Engineering) in 1939 he worked as a Special Apprentice and later as a Service Test Inspector in steam locomotive testing.

New York Central System Very Large-Scale Modeling

During WW II, he spent four years in the China Burma India (CBI) theater with the US Army 721st Railroad Operating Battalion. After the war he returned to the NYC and was involved in testing the Niagaras when they were built.

As the NYC steam department was dismantled, he was transferred to the Car Department and held several positions until 1956. After many transfers around the system, he decided to settle in Homewood, IL. He worked briefly for Illinois Railway Equipment, and then for the E.J.& E. for 19 years in the Maintenance of Equipment Dept. He finished his freight career as Mechanical Engineer at the Steel Car Shop in Joliet. After the E.J.& E. he worked for the Chicago RTA developing the specs and testing new locomotives and passenger cars in the late 1970s.

My NYC experience was watching the NYC as it passed Providence H.S. in New Lenox while I was playing on the soccer and track teams in 1965 and 1966. There were usually two Geeps and one tank car (for a New Lenox industry) and sometimes a box car or two and the caboose. The train usually came westbound during our practices or games in the afternoon. The eastbound train was in the early morning, and it would occasionally pass the school just before classes commenced.

My interest in Live Steam developed in my childhood. My father and I became involved and assisting Bruce Achor, of Flossmoor, IL with his scratch-built 1 1/2" Hudson locomotive loosely based on the NYC Hudsons.



Tom and Bob Bourne 1963 at Bruce Achor's track with 904.

Every model railroad has its own backstory. The E.J.&K. (Emily, Joan, and Katie) is in Boone, IA and is modeled as a midwestern secondary line, like the NYC Joliet branch in its later years as documented by Paul Jaenicke in the NYC Headlight. If the Joliet and Northern Indiana continued building to the west of Joliet, perhaps there would have been NYC tracks in Iowa.

My railroad is a combination of NYC and Chicago Great Western modeling because one of the locomotive builders (Berne Ketchum) at my railroad worked for the CGW and has built four CGW steam locomotives. Thus, the premise of the E.J.& K. Railway is that the NYC purchased the CGW as one of its NYC Lines to reach Omaha and Minneapolis. My railroad is the story of the NYC in Iowa in the 1960s. We also assume that steam lasted into the 1960s.

Large Scale Modeling

I have two NYC GP-7s and a Live Steam Hudson NYC #5343. There is also an Indiana Harbor Belt switch engine #8417. I have a three-car lightweight train (two coaches and a Pullman sleeper), a NYC heavyweight baggage car, NYC heavyweight RPO, and a converted troop sleeper that functions as an auxiliary water car for the Hudson. There is also a NYC

New York Central System Very Large-Scale Modeling

Pacemaker box car, NYC caboose and a J&NI bunk car for the wreck train. My railroad has 90 freight, passenger, and maintenance cars and seven locomotives. Additionally, there are six visiting locomotives and 12 visiting freight and passenger cars.

Producing detailed models of this size can be very time-consuming. Fortunately, there are suppliers who are providing much of the detailing needed. 3-D printing is also making it easier for scratch builders to add detail. I have used a kitbashing approach to provide the basic kit and then add details, mostly for the passenger cars.

I have not gone into the exquisite detail found in the smaller gauges. Time is one constraint as the kits take many hours to construct. Scratch building is rewarding and often creative but is also time consuming with research, design, and construction.

The 1:8 hobby has produced some magnificent models by Wayne Godshall <https://godshallcustommachining.com/pages/custom-projects>.



The CB&Q #4000 pictured here is owned by Dave Johnson of Mason City, IA.



This is a spectacular model built by Wayne Godshell and it is a frequent visitor to the E. J. & K.

However, in large scales the wonderful details present in HO, O, and G gauge are a bit more difficult to assemble. Careful decisions are needed to make the models look good, but function well when carrying heavy loads. Some details have been knocked off by our 48-foot-tall passengers and train crews. Weather also plays a role in detailing, and some cars have faded paint and real rust.

The modeling concession in this size is what we call the "Ten Foot Rule". If it looks reasonably good from ten feet, then it is a successful model. I have built many kits from Mountain Car Company (now Titan Trains) and several scratch builds. Many of the MCC kits have been kitbashed with extra detailing added. There are now several suppliers who produce some excellent details and each modeler can decide the level of detail that works best for them.

I doubt that the large-scale hobby will widely embrace the incredibly detailed appearance of the smaller gauges. But the smaller gauges provide the incentive to

New York Central System Very Large-Scale Modeling

continue to innovate and enhance the appearance of our cars and locomotives. I am focusing on interior details that will not be damaged by visitors but will be visible to everyone. Photo staging also enhances the details that are visible.

Motive Power

Steam

My NYC Hudson #5343 was built by a NYC machinist in Buffalo in the 1960s, but I do not know his name or exact years of construction. Perhaps one of our readers could provide accurate information about the builder and construction details?

It was originally built to 7 1/16" gauge and later regauged to 7 1/4" when it went to New Jersey where it was operated on the New Jersey Live Steamers track in the 1980s and 1990s. My railroad is 7 1/2" gauge and Wayne Godshall regauged it to 7 1/2". He also put a new boiler on it in 2016 to replace the 50+ year old original boiler. Wayne made new cylinders and modified the spring rigging in 2024.



Wayne Godshall working on 5343.

This required modifications to the valve gear to accommodate the wider spacing of the cylinders. The original superheater was removed as the locomotive steams quite well without the added plumbing.

We have made some modifications to the injector lines and rebuilt the tender for improved water flow and added a hidden non-scale large bell that can be heard by all. There are vacuum brakes on the tender. The result of this work is a locomotive that rolls easily and steams spectacularly. YouTube interviews with Wayne Godshall and his work on NYC 5343 are available by searching You Tube for "EJK Train Farm".

We also scratch-built an auxiliary water car because the water capacity of the tender was limited.



Two photos of the NYCS water car. Looks like an express reefer but holds the water for the live steam 5343.

While the NYC had track pans and small tenders, that concept would not be easy to make in 1 1/2". The water car is based on a troop sleeper that was modified for Mail/Express service on the NYC. We also have a NYC mail car and baggage car based on drawings from the NYCHS. There are

New York Central System Very Large-Scale Modeling

additional head end cars from other railroads.

The Hudson requires about 45 to 60 minutes to fire it up and about 30 to 45 minutes at the end of the day for blowdown and maintenance. A typical good day is about five to six hours of operation after it is ready to go. A busy day can require about seven to eight hours to fire up, run, and put it away.

The Hudson is a very powerful locomotive that can pull any reasonable train that we have in operation.



Whether a line of passenger cars or a heavy freight train, 5343 pulls them all with ease.

As I age, it becomes more challenging to fire up, run, and put it away. It can be an exhausting day for an elderly engineer with balance and fatigue issues. Live steam is a two-or-three-person activity.

For NYC #5343, I have chosen appearance standards of the late 1950s. Everything is

functional and safe, but the locomotive has a well-earned slightly used appearance. It is painted in satin paint that tends to be easy to clean. Many modelers use high gloss paint but that would require extra cleaning time to make it look great every week.

There are six other steam locomotives at the railroad. Berne Ketchum has built four CGW locomotives and I have a Railroad Supply 2-6-0 that I built from a kit in the 1980s. An 0-4-0 built by Lloyd Schuster in the 1960s is also present at the railroad. Two other steam locomotives are under construction.



The lineup of four of the steam locomotives on the property for this lineup. Pictured are Jonathan Smith, Doug Warren, John Klocker, Brian Hill and Bern Ketchum (Standing).

Diesel

Two NYC GP-7s were purchased from Rail Systems in Sutherlin, WA in 2009. Rail Systems provided excellent locomotives with reasonable detail. I have made a few

New York Central System Very Large-Scale Modeling

minor appearance additions. They are electric power with a 7 HP motor and a sound system like HO, but with very large speakers. They are incorrectly numbered intentionally in the 5500 Series because the E.J.& K. experimented with diesels before the NYC ordered the 5600 Series.



A pair of the Geeps waiting the signal to depart East Joliet pulling a train destined to travel the rails on a bright sunny morning.

The Geeps were refurbished this past winter. After 16 years of operation, including frequent snow plowing and long trains, some rust was developing and it was all taken care of in the winter shop projects. The motors were refurbished and the control system has also been upgraded to a higher industrial standard that can pull longer trains and operate snowplows in difficult snow conditions in winter. The two Geeps are used in freight or passenger service, either together or separately. They are correctly coupled as I remember them so that they could run long hood forward in both directions.

Remote control is from Reading Car Co. (https://readingcarcompany.com/lc_rc100). It was added to the Geeps and works well. The controller is very similar to DCC control common in HO. This allows better pictures with no 48-foot-tall engineer riding immediately behind the locomotive.



The Reading Car Company LCRC100 is a full featured controller built especially for the large scale diesels' market.

It has a “fail-safe” feature and has been successfully field tested by several teenagers and elderly engineers.

The gasoline IHB switch engine (#8417) was purchased new from Steve Morris in 1987. It has a 5HP Honda gasoline motor and hydrostatic transmission.



The colorful Indiana Harbor Belt switcher adds color and fun to the railroad.

It has been refurbished twice. It is a workhorse used on the work train and some occasional switching duties on operations days. It is very easy to run, push forward and go forward; pull back and you are in reverse. Speed is proportional to how far you push the throttle lever. It is ideal for young engineers with proper

New York Central System Very Large-Scale Modeling

supervision. It is also intentionally misnumbered.

In addition to the NYC equipment, there is also a gasoline powered Illinois Central Geep. A scratch-built Illinois Terminal (#1565) Class B rounds out the motive power. IATR #60 is a new project and currently under construction.

Passenger Cars

The NYC passenger train is loosely modeled at the end of the steam era with a mix of heavyweight headend cars and lightweight passenger cars.



A shot of the three lightweight passenger cars rounding a slight curve on the railroad.

There are three lightweight cars (two coaches and a sleeper); one NYC RPO, and one NYC Baggage Car. Headend cars from other railroads are often assembled on the NYC train.

All cars are accurately painted based on information from the NYCHS and appropriately numbered. The last two digits are usually the year of construction or the year I purchased the cars. The lightweight cars were built by The Passenger Car Co. in New Mexico, and I acquired them in 2016 from a Live Steamer who was downsizing. High gloss paint was used, and these cars are washed

several times per year to enhance their appearance.

The two coaches have their interior completed. The 4-4-2 sleeper interior (NYC 10011 Imperial Queen) has the interior walls completed and interior detailing will be accomplished in the future.



A collection of Barbie dolls is enjoying the ride in the fully detailed passenger car.

I had all three painted by a local auto repair shop in NYC colors with lettering from Connie Miracle.

The passenger cars vary in their level of detail. The head end cars were originally Mountain Car Company kits. They have been kitbashed with windows and some interior detail.

The heavier roof is more prototypical and does blow off on windy days like the plastic roof that was provided by MCC. Diaphragms and hand brakes have been added.

New York Central System Very Large-Scale Modeling



Here you can see the fabricated roof constructed of wood that replaced the flimsy plastic roof that came with the cars.

Barbies and other dolls are being collected from Goodwill and other resale stores for the interiors. This model railroad still carries a lot of passengers, like the early 1960s NYC before AMTRAK. The coaches have seats with several 7", 8", or 9" dolls. The goal is about 40% seat occupancy. There is also interior lighting that is used on cloudy days or evening operations. Additional detailing will include adding a snack bar in one of the coaches and perhaps some bathroom details.

For the heavy weight cars, I kitbashed an RPO car with interior details.



This is a view of Bob's kitbashed RPO interior.

We also have two baggage cars. There is also one scratch-built baggage car. There are two RPO box cars and a NYC Pacemaker box car that often ends up in the NYC passenger train.

The private business car based on E.J.& E. #40 and is also frequently found on the NYC passenger train.

This is the first of two portions of the article by Bob. Look for the next edition in the July 1, 2026, edition. **(Editor)**



New York Central System Historical Society 2026 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 \$18.00 each. Shipping is free. Ohio residents must pay 8% Ohio Sales Tax or \$1.44 per calendar. (US currency only.)

So, for orders for people who live in Ohio, the total cost is \$19.44 per calendar including sales tax. Please be sure you send your check or money order for this amount if you live in Ohio.

Canadian residents must add \$5.00 shipping charge for a total of \$23.00 US

Mail this form and check or money order to:

NYCSHS
2026 Calendar
441 W. Bagley Road #282
Berea, OH 44017-1351

Join Or Renew Your Membership In The NYC SHS



NEW YORK CENTRAL SYSTEM

HISTORICAL SOCIETY, INC.



NEW YORK CENTRAL SYSTEM

HISTORICAL SOCIETY, INC.



Steve Lasher model, Russ Weis Layout



Central Headlight
Print & Digital Versions



NYCentral Modeler
Digital Download



NYCSHS
Online Store

The NYC is a great railroad to model...

•**Central Headlight** magazine •**NYCentral Modeler**, online modeling magazine •**Annual Conventions** held at former NYC locations •**NYCSHS Archives** at our Headquarters in Middleburg Heights, OH •**Online Store**: Books, Archives DVDs, NYC Scale Models. Members enjoy **20% discount** on many store items •**Archives Digital Shop**: searchable NYCSHS image database and ordering •You will benefit from the expertise of NYC historians, researchers and modelers.

50TH ANNIVERSARY 1970-2020

First Time Memberships only \$25 for 2026
www.nycshs.net

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

NEW YORK CENTRAL SYSTEM HISTORICAL SOCIETY, INC.

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

RENEW OR JOIN WITH **PayPal** NYCSHS MEMBERSHIP



Join The NYC SHS

Click here to join online: https://www.nycshs.net/Memberships_c_14.html

Click here to download a form to send in:

https://www.nycshs.org/_files/ugd/c2dc1b_cd5b9d7f264543ffa773c13c1389514a.pdf



Renew Your Membership In The NYC SHS

Click here to renew online: https://www.nycshs.net/Memberships_c_14.html

Click here to download a form to renew:

https://www.nycshs.org/_files/ugd/c2dc1b_868428dd12404ead8fb76f980ce5585a.pdf



New York Central System Historical Society

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

2026 New Member Application

New Members and New Gift Memberships Only

If you have ever been a member or have had a membership number, you are not a new member

Name: _____

Address: _____

City: _____

State /
Province: _____

Postal Code: _____

Country: _____

Email: _____

Phone: _____

Home Cell

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

Do you model the NYCS? Yes No

Please list any special interests:

(please list these if you are not a modeler)

May the NYCSHS share your name and contact information with other NYCSHS Members? Yes No
Your personal information will never be shared with outside parties.

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

2026 NYCSHS Membership: (January 1, 2026 to December 31, 2026)			
US	<input type="checkbox"/> US Regular with print <i>Central Headlight</i> only	\$25.00	
	<input type="checkbox"/> US Regular with digital <i>Central Headlight</i> only ¹	\$25.00	
	<input type="checkbox"/> US Regular with both print and digital <i>Central Headlight</i> ¹	\$40.00	
Canada Mexico	<input type="checkbox"/> Canada and Mexico with digital <i>Central Headlight</i> only ¹	\$25.00	
	<input type="checkbox"/> Canada and Mexico with print <i>Central Headlight</i> only	\$33.00	
	<input type="checkbox"/> Canada and Mexico with print and digital <i>Central Headlight</i> ¹	\$40.00	
Inter- national	<input type="checkbox"/> International with digital <i>Central Headlight</i> only ¹	\$25.00	
	<input type="checkbox"/> International with both print and digital <i>Central Headlight</i> ¹	\$69.00	\$
Optional Additional Contribution: (check one and add to base cost above)			
	<input type="checkbox"/> Contributing Member	\$26.00	
	<input type="checkbox"/> Sustaining Member	\$46.00	\$
Optional (US only, overseas visit Collinwood Shop):			
	<input type="checkbox"/> 2026 NYCSHS Calendar (while supplies last) (Ohio residents add sales tax for the Calendar = \$1.44 or \$19.44 total)	\$18.00	\$
Total – Please make your check payable to NYCSHS			\$

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

¹ Digital *Central Headlight* requires providing valid email address.



New York Central System Historical Society

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

2026 Membership Renewal Form

Name: _____ Membership #: _____

Address: _____

City: _____ State / Province: _____

Postal Code: _____ New Address

Country: _____

Email: _____

Phone: _____ Home Cell

May the NYCSHS share your name and contact information with other NYCSHS Members? Yes No
Your personal information will never be shared with outside parties.

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

2026 NYCSHS Membership: (January 1, 2026 to December 31, 2026)			
US	<input type="checkbox"/> US Regular with print <i>Central Headlight</i> only	\$49.00	
	<input type="checkbox"/> US Regular with digital <i>Central Headlight</i> only ¹	\$49.00	
	<input type="checkbox"/> US Regular with both print and digital <i>Central Headlight</i> ¹	\$64.00	
Canada Mexico	<input type="checkbox"/> Canada and Mexico with digital <i>Central Headlight</i> only ¹	\$49.00	
	<input type="checkbox"/> Canada and Mexico with print <i>Central Headlight</i> only	\$57.00	
	<input type="checkbox"/> Canada and Mexico with print and digital <i>Central Headlight</i> ¹	\$64.00	
Inter- national	<input type="checkbox"/> International with digital <i>Central Headlight</i> only ¹	\$49.00	
	<input type="checkbox"/> International with both print and digital <i>Central Headlight</i> ¹	\$93.00	
	<input type="checkbox"/> Charter Member ²	\$45.00	
	<input type="checkbox"/> Life Member ²	\$0.00	\$
Optional Additional Contribution: (check one and add to base cost above)			
	<input type="checkbox"/> Contributing Member	\$26.00	
	<input type="checkbox"/> Sustaining Member	\$46.00	\$
Optional (US only, overseas visit Collinwood Shop):			
	<input type="checkbox"/> 2026 NYCSHS Calendar (while supplies last) (Ohio residents add sales tax for the Calendar = \$1.44 or \$19.44 total)	\$18.00	\$
Total – Please make your check payable to NYCSHS			\$

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

¹ Digital *Central Headlight* requires providing valid email address.

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



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

Please Print

Name _____ Member# _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

Country _____ Telephone _____ Email _____

Number of Flash Drives Purchased _____

Check or Money Order Amount Attached \$ _____

Make all checks or money orders out to NYCSHS

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

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

Mail this form and check or money order to:

NYCSHS

NYC Lines Magazine Order

P.O. Box 298

Hudson, MA 01749

Temporarily Out of Stock in Collinwood Shop, but will be back available soon.



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

Temporarily Out of Stock in Collinwood Shop, but will be back available soon.



Please Print

Name _____ Member# _____

Address _____

City _____ State/Province _____ Zip/Postal Code _____

Country _____ Telephone _____ Email _____

Number of DVDs Purchased _____

Check or Money Order Amount Attached \$ _____

Make all checks or money orders out to NYCSHS

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

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

Mail this form and check or money order to:

**NYCSHS
NYCS Central Headlight Order
P.O. Box 298
Hudson, MA 01749**



OBSERVATION CAR PHOTOGRAPHY SECTION



In the 4th 2026 Edition - "Modeling the NYC Diesels in O-Scale Part 3"



Brian Scace continues to tell us about O-scale NYC diesels. Photo by Brian.

Alex Schneider Returns.



Alex brings us a second NYCS article on signals on the Michigan Central.

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





NEW YORK CENTRAL SYSTEM



Steve Lasher model, Russ Weis Layout

The NYC is a great railroad to model...



Central Headlight
Print & Digital Versions



NYCentral Modeler
Digital Download



NYCSHS
Online Store

•**Central Headlight** magazine •**NYCentral Modeler**, online modeling magazine •**Annual Conventions** held at former NYC locations •**NYCSHS Archives** at our Headquarters in Middleburg Heights, OH •**Online Store**: Books, Archives DVDs, NYC Scale Models. Members enjoy **20% discount** on many store items •**Archives Digital Shop**: searchable NYCSHS image database and ordering •You will benefit from the expertise of NYC historians, researchers and modelers.

50TH
ANNIVERSARY
1970-2020

NEW YORK CENTRAL SYSTEM HISTORICAL SOCIETY, INC.

First Time Memberships
only \$25 for 2026
www.nycshs.net

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

NEW YORK CENTRAL SYSTEM HISTORICAL SOCIETY, INC.

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

RENEW OR JOIN WITH
 PayPal
NYCSHS MEMBERSHIP

We still are accepting **2026** memberships.

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

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

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



OBSERVATION CAR
PHOTOGRAPHY SECTION



Scans from the *NYCS Headlight* - April 1951



This boxcar was the 25,000 of the PS-1 all-welded type turned out by Pullman Standard Car Manufacturing Co's plant at Michigan City, Indiana.

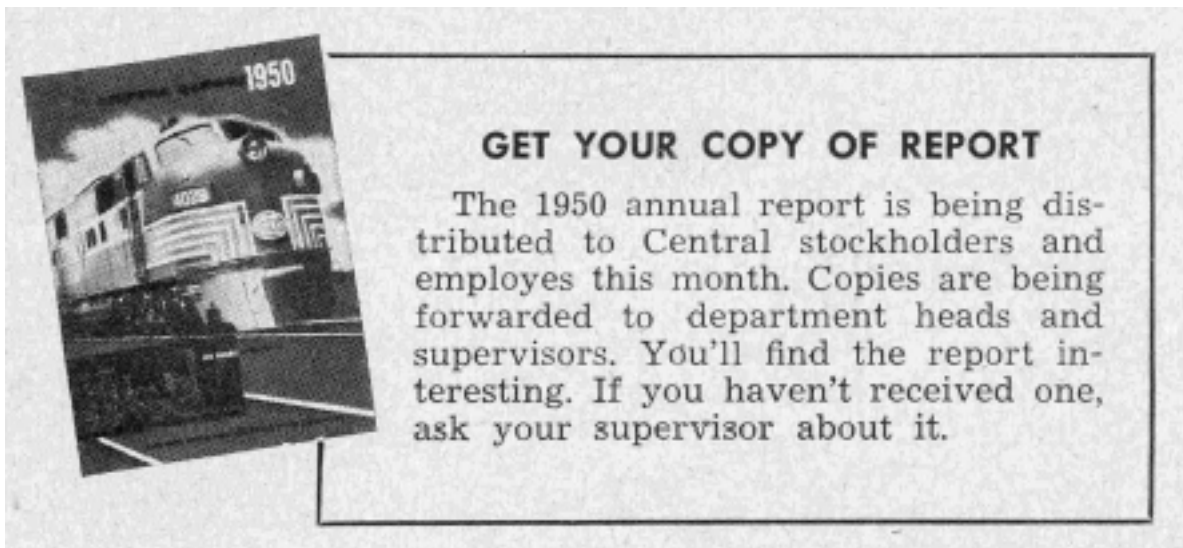


OBSERVATION CAR

PHOTOGRAPHY SECTION



Delivered in the early 1950s to the NYC by Despatch Shops, Inc. was the heaviest capacity freight car that the NYC owned at the time. It would carry 250 tons and was to be used to handle giant generator shipments.



1950

GET YOUR COPY OF REPORT

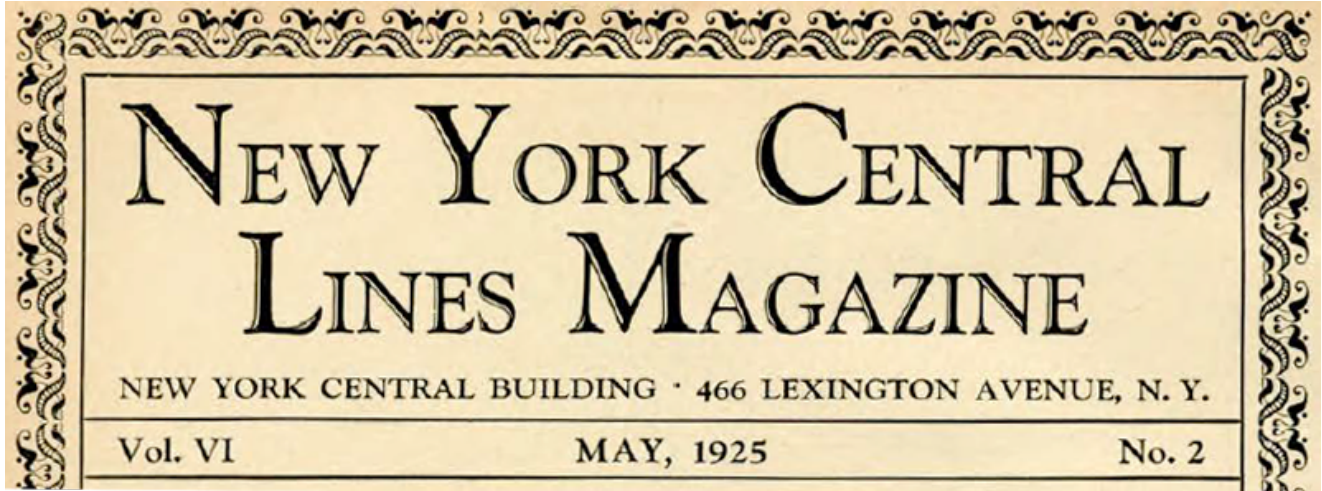
The 1950 annual report is being distributed to Central stockholders and employees this month. Copies are being forwarded to department heads and supervisors. You'll find the report interesting. If you haven't received one, ask your supervisor about it.

If you were an employee or NYC stockholder, you would have been able to get one of these and see that the NYC only earned a 2.3% profit in 1950. Not great news and continues the decline of the railroad.

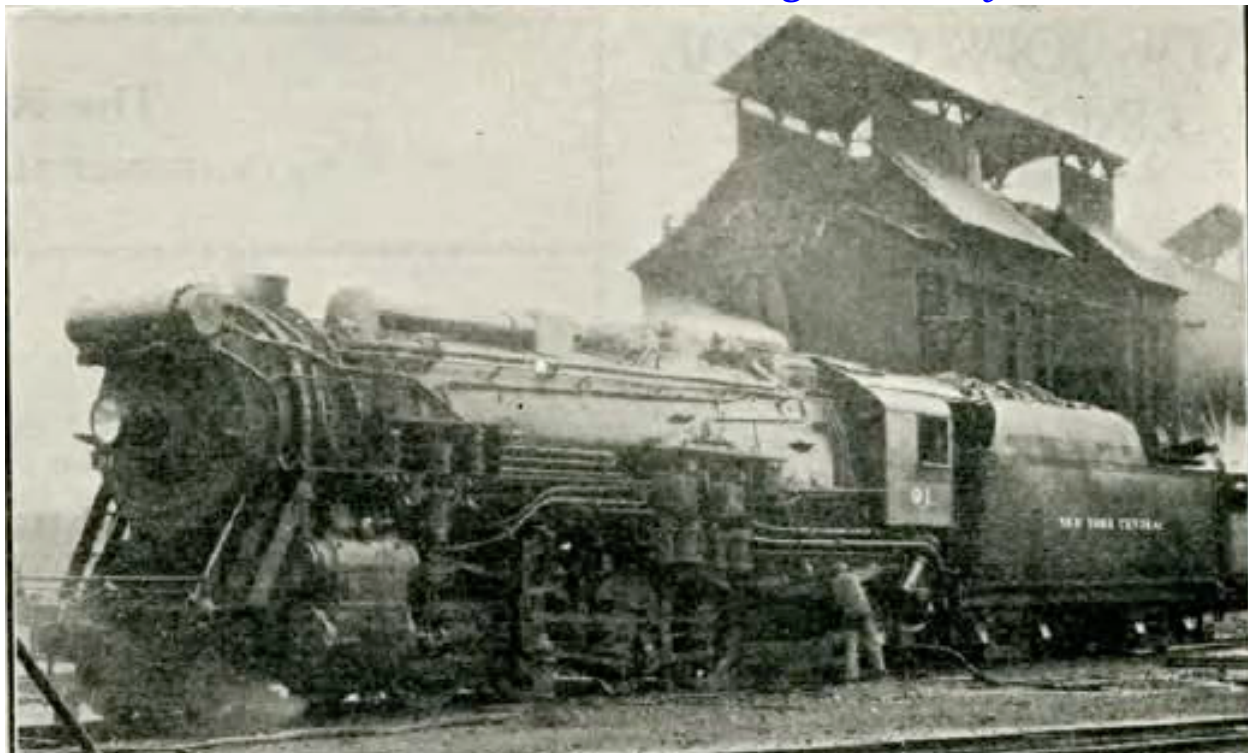
Buy one of the flash drives and enjoy 100s of these types of photos, ads, and stories. They can also be ordered from the Collinwood Shop: https://nycshs.3dcartstores.com/NYCSHS-Archive-Products-Photos-and-Val-Maps- c_180.html



OBSERVATION CAR
PHOTOGRAPHY SECTION



Scan From The NYC Lines Magazine May 1925



Big

Mikado freight locomotive of the 800 type in the yards at Collinwood, Ohio.

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

The NYC Lines magazine was published and distributed to the over 100,00 NYC employees. It was published from 1919 to 1932 with only a gap of one year during the coal strike from April 1921 to April 1922. Look for it in the Collinwood Shop https://nycshs.3dcartstores.com/NYCShS-Archive-Products-Photos-and-Val-Maps-_c_180.html Currently sold out in the Collinwood Shop.

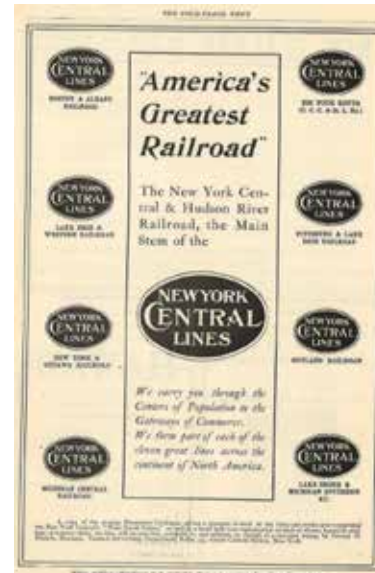


OBSERVATION CAR PHOTOGRAPHY SECTION



Vintage NYCS Advertisements & Posters

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



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



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCentral Modeler Final Thoughts

This 66th edition of the *NYCentral Modeler*, and it will be coming out just a very few days before the celebration of our 250th year of our being an independent nation. It is a time to reflect on the individual and collective freedoms we hold dear as Americans. We should not forget that this freedom was gained by dedication and hard work by the many of our ancestors of all races, religions and nationalities. We all came from ancestors who came here with virtually nothing and caused us to be here in a free nation.

I continue to be busily engaged in constructing a modular model railroad in the community where I live. In my 85 years I owned many S-, HO-, and 1/29-scale trains and constructed a very large layout before downsizing. Our train group has constructed 12 modules, and they all are pretty much complete with tracks, roadbed, ballast, structures, and scenery. We have a working turntable and roundhouse.

But it has been fun for the two of the 18 of us to teach those skills and then watch this older generation learn and then practice those skills in building the railroad. We have been working on the layout for almost a year, and it will be ready for an upcoming train show here in July. We even have a logo and are ordering polos with the logo on it so we can march in the parade here on the 4th.

I have included some photos (**pp. 79 -82**) in this edition so you can see the work that has gone into the layout. And watching some of the older guys (ages in the late 70s – early 90s). For the most part the new guys are doing the work and the two of us with experience only need to supervise the construction. We have all of the structures, and the layout is being used to run some of our trains. The finished layout will be 12' X 20' and DCC controlled with smart phones and, we can't wait for the show at the end of July so that we can see all our trains running.

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

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



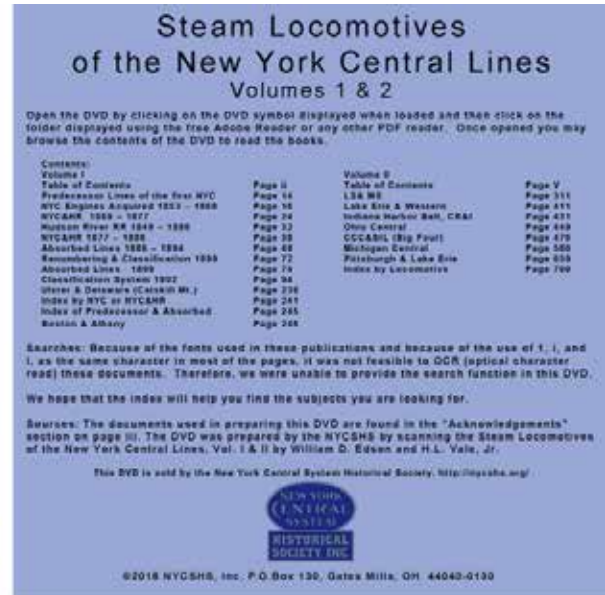
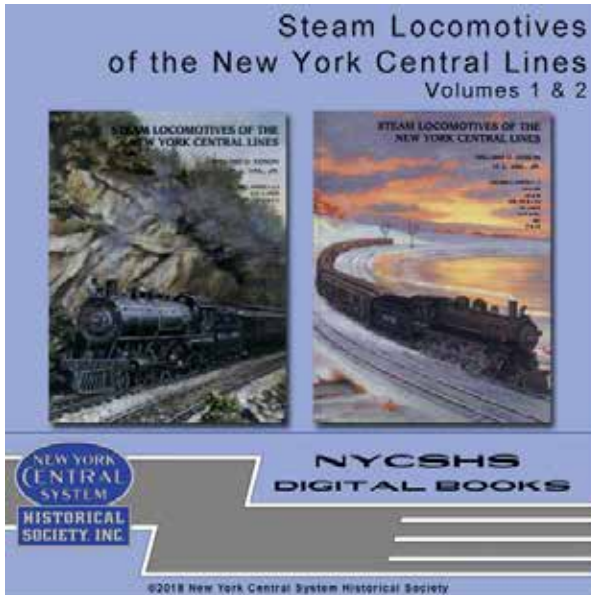
Thanks, Noel



OBSERVATION CAR PHOTOGRAPHY SECTION



Steam Locomotives of the NYC



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

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

MSRP and NYCSHS Members Price \$59.95

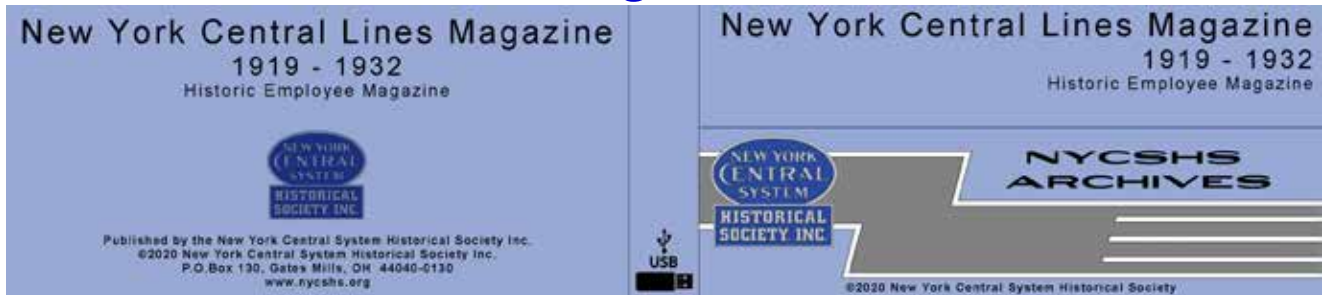
Because of the unique information in these two volumes and the fact that it was produced by the NYCSHS; the price is the same for members and non-members.

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

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

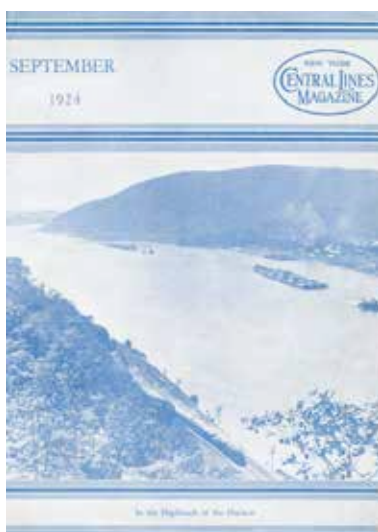


NYC Lines Magazine 1919 - 1932



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

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

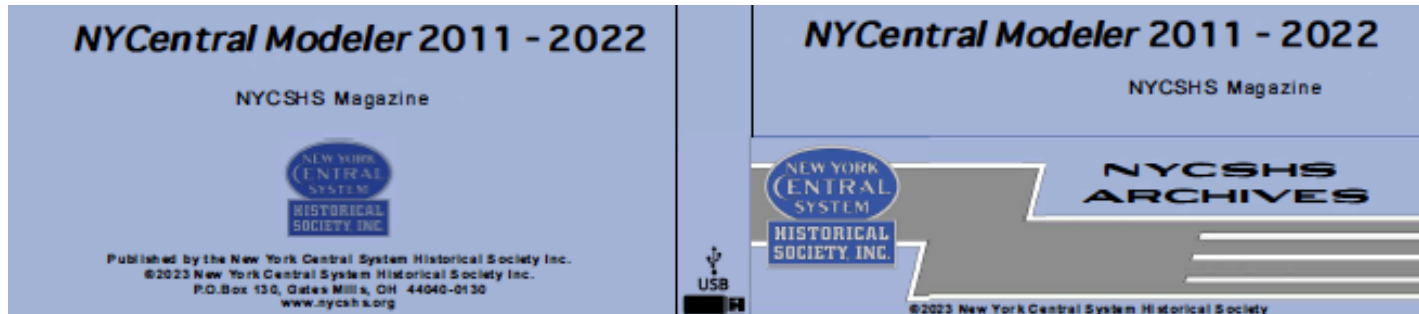


These are currently sold out in the Collinwood shop. Hopefully they will return soon.



NYCentral Modeler 2011 - 2022 Flash Drive

All wonderful NYCS modeling on this Drive



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

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

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

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

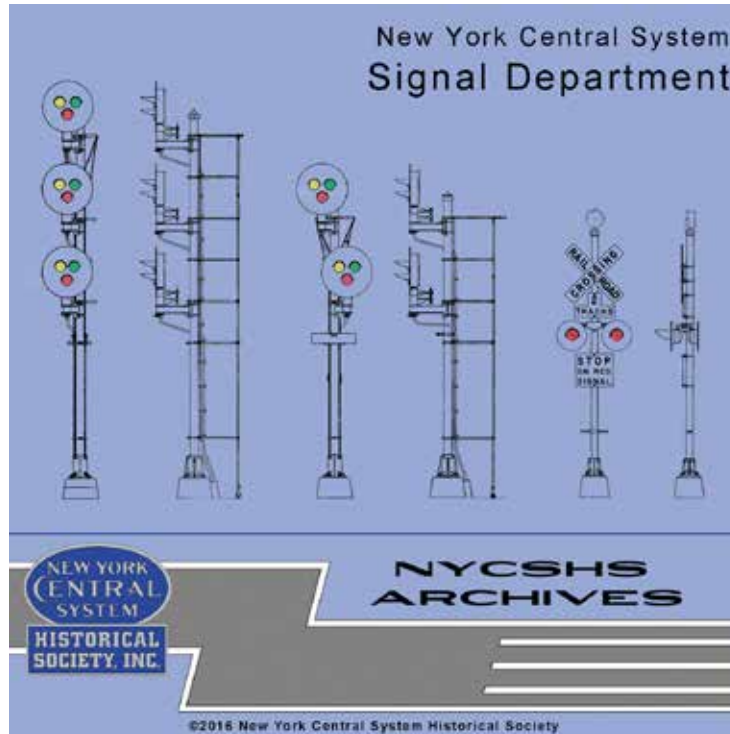
<https://www.nycshs.net/nycentral-modeler-magazine.html>



OBSERVATION CAR PHOTOGRAPHY SECTION



NYCS Signals Flash Drive



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

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

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

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

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

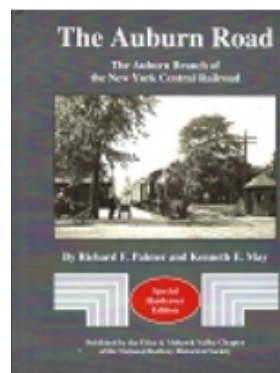
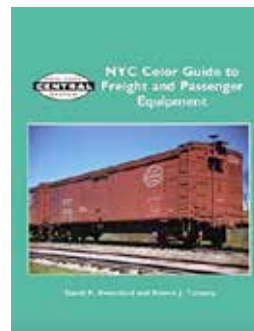
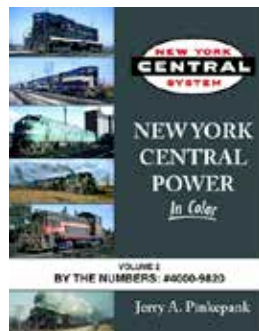
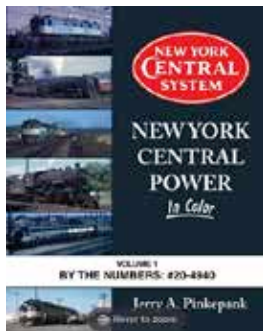
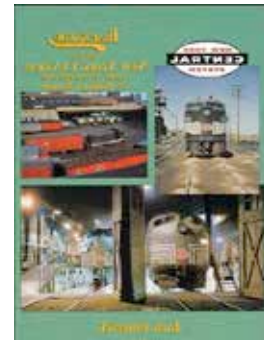
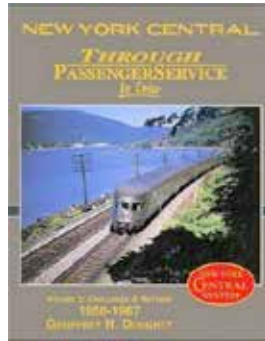
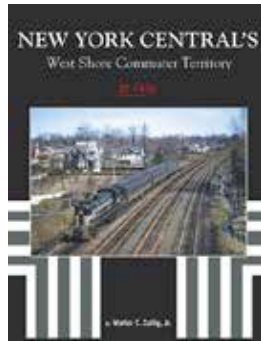


OBSERVATION CAR PHOTOGRAPHY SECTION



NYCSHS Has Many NYCS Books For Sale

20% Off on all Books for NYCSHS Members

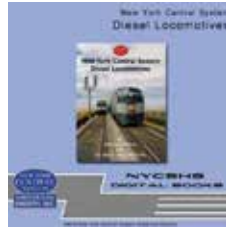


Just a small sample of the NYCS books to be found in the Collinwood Shop

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



New York Central System Diesel Locomotives (DVD Version)



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

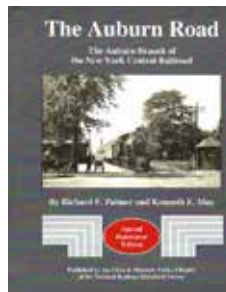
Now Available in a Digital Version

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

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

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

The Auburn Road - The Auburn Branch of the NYC



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

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

<https://www.nycshs.net/the-auburn-road--the-auburn-branch-of-the-nyc.html>



OBSERVATION CAR PHOTOGRAPHY SECTION



HO-Scale MCRR Victorian Era West Branch Depot Kit



ORDER FORM

Name: _____ Phone# _____

Address: _____

City and State/Province: _____

Country: _____ Zip/Mail Code: _____

NYCSHS Membership # (For Discount) _____ # of Copies _____

Amount Enclosed: _____ Ohio residents add 8% sales tax.

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

Mail to:

NYCSHS, LS&MS

Depot P.O. Box P.O. Box 298

Hudson, MA 01749-0298

NYCSHS Member	Non-Member Price	Shipping Cost	Ohio Sales Tax
\$102.00	\$120.00	\$15.00	8%
Total Cost is \$135.00 for non-members and \$117.00 for NYCSHS Members + Ohio Residents add 8% Ohio Sales Tax.			

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



OBSERVATION CAR PHOTOGRAPHY SECTION



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

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

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

MSRP \$120.00, **NYCSHS Member Price \$102.00.**

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

**These are available
in the NYCSH Collinwood Shop
https://www.nycsHS.net/Rail-Scale-Models_c_238.html
and on Mail In Forms**



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



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

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

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

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

NYCentral Modeler

As we enter the summer weather modeling season, the NYCHS would very much like to include an article by you in the next issue that will be released in the 4th Qtr. 2026 edition. You will probably be doing less with your layout or modeling during these coming summer months. But if you will be building things for your railroad or running your trains, this would be a good time to take some photos and do an article for us. We really would love to hear about your modeling or see your layout. We offer a good opportunity to showcase your talents or collection. Even if you don't feel you can write an article, just send us some photos of your modeling. We need them for all our publications, but to get it in the next one, please send them to us before August 15, 2026. nfiddifield@nycshs.org

Preview Of 4th Quarter 2026 issue

Comming October 1.



Brian Scace continues his final article on NYC O-Scale Locomotives.



Alex Schneider provides the second section article on signals.

Always looking for good articles and photos for the 4th Qtr. 2026 edition. Let us see your handiwork. nfiddifield@nycshs.org



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



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

Was that boy or girl you????



Let us never forget that our country was founded on values that are the bedrock of freedom and we need be sure that we do everything in our power to ensure that freedom continues for all Americans. Celebrate the 4th with your trains.

The Final Items

Article by Noel Widdifield

NYCSHS 2026 Convention



The NYCSHS Presenters Group.



Dave Staplin presenting at the convention.



Title slide for Bryan Monaco's presentation.

Photos by Don Toon except as noted



Doug Chapman's presentation title slide.



Mark Worrall in front of his title slide.



Seth Lakin's title slide on modeling NYCS cabooses.

The Final Items



Some NYCSHS members in the "Modeling NYCS Signals" presentation.



Kevin Keefe presenting with Mike Vesculus and many others watching.



Alan Bell presenting "Modeling NYCS Signals"



Dick Baldwin showing some of his many photos available for sale at the convention.



Coldwater run by of excursion train.



Lunch at Hillsdale brewing in the middle of the train ride.

The Final Items



Dave Wheelers' NYC Hudson with Tom Gerbracht. Noel Widdifield photo.



Dinner and Annual NYCSHS meeting.



Kelly Lynch, Fort Wayne Railroad Historical Society telling the FWRHS story.



Dave Mackay presenting a NYCSHS lantern to your editor for 15 years' service as a director and editor of the NYCentral Modeler.



Shopping at the Collinwood Shop at the convention.

Announcement

Classic Trains has ceased publication after the Spring 2026 issue. Current subscribers will receive one issue of *Trains* for each issue you have remaining with *Classic Trains*.

