NYCENTRAL MODELER

NYCSHS Issues E-zine

An added focus for the Society on NYC Modeling

The Board of Directors of the NYCSHS approved creating a new web magazine focused on New York Central Railroad Modelers. This premier issue focuses on providing information about modeling of the railroad in all scales. *The NYCentral Modeler* will expand the products already provided by the Society. The e-zine will provide articles on NYC modeling, new product announcements, product reviews, events, photos, Society news, guest editorials and coverage of members' layouts. The objective for the publication is to help members improve their ability to model the New York Central and promote modeling interests.

3RD QUARTER 2011

Index

The NYCSHS provides considerable information about the NYC Railroad very useful for modelers. Pages 2 & 3.

Modeling Along the Water Level Route

VETTING NYC STEAM LOCOMOTIVE MODELS

By R.L. Stoving

Photos by the author except where noted.

Contrary to the operating practices of some other railroads, the New York Central System did not follow a one-size-fits-all practice when it came to designing steam locomotives. Its prevailing practice was to design locomotives that could most efficiently perform specific service assignments. On January 1, 1946, a total of 3,641 steam locomotives were rostered on the system in 53 classes having 17 different wheel arrangements, ranging from turn-of-the century 2-6-0 Moguls and 4-4-2 Atlantics to 0-8-8-0 Mallet hump locomotives and the magnificent 4-8-4 Niagaras.

Continued on Page 33

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 mission of the NYCSHS is to perpetuate the legacy of the New York Central System and its predecessor lines and subsidiary roads through the acquisition and preservation of their various histories, traditions, documents, records, and artifacts; and through the dissemination of accurate information in a manner that is consistent with good stewardship and preservation. Your membership gets you four issues of the popularly acclaimed *Central Headlight*, the official publication of the NYCSHS. Only available to members, each issue contains a wealth of information each quarter. From steam to diesel (and electric), from freight to passenger, from branch line to mainline, and from the early days of Vanderbilt to the waning months of Young and Perlman, the *Central Headlight* covers it all. Our Annual Meetings are also an event not to be missed, focusing 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!

Greetings & Congratulations from the NYCHS President, R. L. Stoving

Hip Hip Hooray for the NYC*entral* M*odeler*! This exciting new venture of the New York Central System Historical Society into the realm of cyberspace opens a new chapter in the Society's ongoing efforts to offer real assistance to the modeling community. It also demonstrates that the directors of the Society fully recognize the role that serious New York Central modelers play in keeping alive the memory of our favorite railroad.

Accessed through the Society's website, www.nycshs.org, the information that will appear on the pages of this electronic magazine will be available to all, both NYCSHS members and non-members alike. This, I hope, will serve to broaden interest in modeling the New York Central scene and thereby lead to the availability of a greater array of NYC-specific models. This openness also suggests that the Society is not what many once thought it to be: a "closed" organization. That has been an unfortunate misunderstanding that is now far from the truth. Naturally, it is my hope that non-members who enjoy this e-zine will want to take advantage of all that the NYCSHS has to offer, including our on-time and popular quarterly magazine, *Central Headlight*. Membership applications are available on the website. Again, I salute Noel Widdifield for his leadership in this endeavor, and I thank in advance all who will contribute to the e-zine's pages. I hope you will enjoy this first issue of NYC*entral* M*odeler* as much as I will, and the many issues that will follow.

From the Cab

In early May, Rich Stoving asked me to become the Editor of an "e-zine" that he envisioned for the NYCSHS. Based on inputs from members, he believed the Society should add a new focus on modeling of the New York Central System.

He believed that publishing an additional "magazine" in addition to the *Central Headlight* would add to the Society's ability to reach more members and non-members and wanted to get it started quickly. I agreed to give it a try.

So with this first publication of the NYC*entral* M*odeler* we are achieving that goal. I hope that you will find it an important addition to our wonderful organization. But we will only be successful if we have good articles. So start thinking about writing an article for our next issue. The deadline for inputs to that issue is Oct 1. We have a style guide and other useful info to help with your article.

We will publish every three months in an off month between publications of the *Central Headlight.*

Please send me your articles, comments and/or corrections. NYCBigFour@comcast.net.

I look forward to future editions and your comments. Thanks, Noel

The NYC*entral* M*odeler*

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Articles and photos submitted for publication are encouraged. 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. The Society reserves the right to reject, for any reason, any material submitted for publication.

Please contact the editor for information and guidelines for submission. We have a style guide to be used for all articles and this will be sent 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 do not necessarily represent those of the Society.

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

NYCSHS Publications and Information

NYCSHS *Central Headlight* R. L. Stoving stoving@pdt.net

NYCSHS Books www.nycshs.org

NYC Drawings Tom Gerbracht trg6000@roadrunner.com

NYC Passenger Car Information Hugh Guillaume mguillaume1224@aol.com

NYCSHS NYC*entral* M*odeler* Noel Widdifield NYCBigFour@comcast.net

NYCSHS Website www.nycshs.org

Title Photo (Below) "Engine Crew Dispatcher Springfield, [Ohio] 3-22-50"
NYC Photo NYCSHS Collection

New York Central Extra Board

Read About Our Authors

R.L.(Rich) Stoving "Vetting NYC Steam Locomotive Models" - Page 1

Rich at the NYCSHS Annual Convention 2011

Rich spiking Code 100 brass rail onto Tru-Scale roadbed. It is a "last spike" celebration in the summer of 1957.

Rich grew up in Dumont, New Jersey, on New York Central's River Division, developing a love of railroads from his earliest memory. He has been a member of the NYCSHS since 1970 serving as a trustee or director since 1976. He was appointed as the editor of the Society's quarterly magazine, *Central Headlight* in 2008 and elected as the Society's president in April of this year.

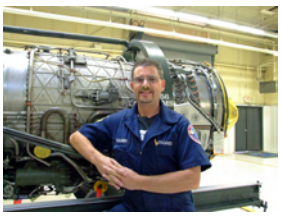
At the age of five, Rich was given a three-rail American Flyer train set for Christmas, and with the help of his father and grandfather, built his first permanent layout in his bedroom at age seven. He switched to HO scale in 1948 and started modeling New York Central exclusively beginning in 1959. His current layout, which is his tenth, models a section of the Hudson Division in the 1940's.

Following his retirement as an education administrator in New York City, Rich served as a volunteer on a local tourist railroad, becoming qualified as both a conductor and an engineer, and serving as the railroad company's president from 1999 through 2003.

Combining a love of writing and railroads, Rich has authored articles for *Model Railroader, Classic Trains,* and *Railroad Model Craftsman*. In 2003 he published his first book, *Wellsboro's Own Railroad*, which provides a history of a portion of the Fall Brook Railway, and he has since written seven books, published by The Railroad Press, featuring New York Central steam locomotives.

Rich and his wife Nancy have three grown children and four grandchildren.

Larry Faulkner "Modeling New York Centrals CD Tower in HO" - Page 11



Larry was born and raised in upstate New York. He grew up near the B & A mainline in the Chatham area and in Philmont on the NYC's Harlem Division. He graduated from Taconic Hills Central High in 1979. Larry joined the U.S. Air Force in 1980, retiring after twenty years as a jet engine mechanic on F-15 Eagle and F-16 Fighting Falcon aircraft. He has worked

A life member of the NYCSHS since 1981, his main railroad interest is the NYC's Hudson Division, circa 1952 – 53. He is currently scratchbuilding HO structures for a Harmon based layout. Larry and his wife, Victoria (his childhood sweetheart) have four children and seven grandchildren. Larry and Victoria live in the Arizona desert in Metropolitan Phoenix.

New York Central Extra Board (Continued)

Bruce F. Smith "Modeling New York Central's 499056 and Boiler Load" – Page 13

Bruce is an avid modeler and railroad historian. Because of his interest in the history of World War II, he models June 1944, a period of intense rail traffic all over the United States. Bruce has presented clinics at numerous prototype modelers' meets and published a number of articles on modeling. He is currently the Vice President of the Pennsylvania Railroad Technical and Historical Society (PRRT&HS) and, as a member of the PRRT&HS Modeling Committee; he has worked with manufacturers on a number of different commercial modeling projects.

Bruce and his family currently live in Auburn, Alabama, where he is a professor at Auburn University. In addition to model railroading and railroad history, his hobbies include horseback riding, where he recently started competing in show jumping, skiing, and sailing. Bruce is hoping to find the time and space to start building his "dream layout" sometime in the next few years.

Brian Marotta "Modeling Early Diesel Paint Schemes in N Scale" - Page 16

Brian's interest in trains began at an early age, when he would play with his uncle's American Flyer layout, and eventually, his own HO layout. His mother bought him his first N scale set when we moved into an apartment, and it has been his scale of choice ever since. He started to narrow his focus on the New York Central while he was in college and his interests turned from just running trains into more serious modeling of a specific railroad. While he never saw the New York Central in person, he grew up watching Conrail and Metro-North trains in NYC territory along both sides of the Hudson River and along the old West Shore route in New Jersey. Brian has always enjoyed passenger trains, so picking a time in NYC history when the passenger train still mattered lead him to selecting the late 1940's as a modeling period for his hobby.

When he is not involved with some form of railroading activity, he enjoys spending time taking advantage of living in Colorado, which usually means he is hiking, biking, or snowshoeing. He also enjoys traveling, attending college football games in the fall, and expanding his photography skills. He graduated from the University of Colorado with BS and MS degrees in aerospace engineering, and works for Ball Aerospace, located in Boulder, CO.

New York Central Extra Board (Continued)

Kyle Coble "A Big Four Boxcar" – Page 19

Kyle's primary interest is in steam locomotives and model trains that has been around since as long as he can remember. But his passion for railroad history and the interest in combining that information into a layout began six years ago when he began to do research for his present HO scale layout, set in 1905. It features the shops, station, and yard at Wabash Indiana on the Michigan Division of the Big Four. Along with doing research on the Big Four and working on his layout, he is working on a book about the Cincinnati Wabash & Michigan Railroad whose line became the Michigan Division.

He is thirty-eight years old and originally from Wabash, Indiana. He lived in Fremont, Indiana, during his junior and senior high school years, graduated from Indiana University, Bloomington, and now lives in Auburn, Indiana with his wife and two daughters. He has a degree in Studio Arts; holds a Residential Contractor License and a Journeyman Electrical License. He currently makes his living as an electrician.

Noel Widdifield "Display Shelves for your Railroad Models" – Page 22

Noel in his train room in 2011. Note the NYC jacket and shirt.

Noel watching a NYC Mikado from the fence in his backyard in 1942.

Noel was born in Anderson, Indiana, where he watched NYC's Big Four railroad action from his backyard. He has been a NYCSHS member for many years, is editor of the NYC*entral* M*odeler*, and written articles for *Railroad Model Craftsman, Central Headlight* and over 150 articles for *Large Scale On Line*. Noel is the Senior Editor of *Large Scale On-Line*; a web based "e-zine" specializing in Large Scale.

His dad bought him an American Flyer set at age five and he was into model trains. He modeled in HO in his teens and then got away from it until his son was seven. From then, until his son went away to college, they built three HO ATSF layouts over the years.

After graduating from Ball State University, he went in the U.S. Air Force for 20 years. He flew B-52's and SR-71's and is the co-holder of the world speed record between New York and London.

Following retirement from the USAF, Noel worked in the Defense and Aerospace Industry retiring from Northrop Grumman and starting his own management consulting company of 20 people.

About 20 years ago, his wife Ann bought him an Aristo Craft 1/29 Scale Alco FA. That started him on the Large Scale path. When he built their new home, fifteen years ago, he designed a 24' x 42' room to hold his trains. He now has a NYC Big Four 1/29 scale railroad in that room and an 18' x 60' outdoor railroad. The NYC road is set in September 1954. The outdoor one is in 1/20.3 scale, and is a narrow gauge and interurban line in central Indiana in the 1930s. Ann and Noel have two children and five granddaughters. Check out his website: http://www.noelsbigfour.com

New York Central Extra Board Continued

John Golden "NYC Freight Cars in HO Scale" – Page 26

John Golden is a retired Air Force Lieutenant Colonel, now working as an Air Force civilian employee at Scott AFB near St. Louis. John flew C-141s for ten years, served extensively in the Command and Control field, and completed three overseas wartime deployments. He retired from active duty in 2010 as Professor of Aerospace Studies/Commander of AFROTC Detachment 215 at Indiana University. John is married to the former Kristina Wemple of Wyomissing, PA, and together the Goldens have three kids, Jacob (9), Kay (7) and Kirsten (5).

John is a well-known Seaboard historian and modeler, and has written for *Trains, Lines South* (the quarterly magazine of the ACL & SAL HS), *Railroad Model Craftsman, Model Railroading, RailModel Journal* and *The Keystone Modeler.*

John created *The Seaboard Coast Line Modeler* online magazine, served as its editor from 2007-2010, and now serves as Contributing Editor. He is also host of the annual St. Louis Railroad Prototype Modelers (RPM) Meet, which will be held this year on August 5th and 6th in Collinsville, IL. For more information on St. Louis RPM, contact John at Golden1014@yahoo.com. John can also be found on Facebook at Golden1014.

Jim Benedict, Associate Editor "What's New for the NYCS Modeler" – Page 14

Jim was raised in the Bronx where he spent many weekend afternoons train watching at either Botanical Gardens, or Williamsbridge, on the Harlem Division with his father.

His interest in the New York Central stems from those early childhood years where the electrics, the last of steam, and new first-generation diesels were all paraded before him. His train collection now includes models of all this motive power. When the Society needed a new editor for the modeling column in the 1970's, he volunteered. This has enabled him to pass along a lot of information about the railroad and its equipment through the column to Society members, as well as advice on commercial models and what can be done to improve their accuracy.

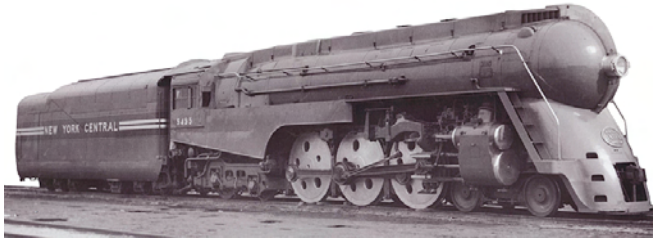
His education included eight years at Fordham Prep and Fordham University where he received a B.A. in History in 1969. Transportation, particularly rail transportation, has always been of great interest to him. Thus, his career path was determined by this interest. He has now had over forty years' experience in industrial transportation. The last twenty years were spent with an industrial minerals company in New Canaan, CT where he became a Traffic Manager for the shortline railroad they own. When they needed to significantly expand their car fleets, he took over operational control of them, and provided informational assistance to the railroad maintenance people for repairing other railroads' older equipment that they also used. He is now retired, living in Connecticut, and has a wife and grown daughter.

What's New for NYCS Modeling?

In this column, you will find information about new models coming out from various manufacturers and New York Central coverage in various modeling and railroad magazines.

- **Broadway Limited Imports (HO)**

BLI's HO NYC boxcars are now supposed to be available by July of this year. The prototypes were the first all-steel cars to be built in large numbers for the Central. They were produced from 1922 to 1928. The models will represent the cars that received modifications in the 1940's and 1950's. These include rectangular-panel roofs, corrugated doors, AB brakes, ARA U-section trucks, and steel-grid running boards. The models will also be offered with two different ends – the original 7/8 corrugated end, and the replacement 4/4 Dreadnaught end. There will also be two different lettering styles offered - the pre-1955 R.R. Roman, and the post-1955 Gothic. The photos of the pre-production samples seem to indicate that these will be highly accurate and well made models. The only details that will not be on the models are the patch plates that were added to the bottoms of the sides on the prototypes to remedy rusting problems. As these varied in size and placement, BLI feels these details are best left to the individual modeler to apply if he, or she, so chooses. (More photos on page 43)



- **Precision Scale Co., Inc./ Iron Horse Models (HO)**

NYC 4-6-4 J3a, fully streamlined/semi-streamlined. Offered in 1938, 1939, 1940, 1943 and 1945 versions. Handcrafted brass in limited numbers.

Publication Coverage

- *Classic Trains* Summer 2011

"Ghost Train to Cleveland" pp 44 – 49. By William Benning Stewart

The article is about an unusual move on February 20, 1971, just before Amtrak took over almost all passenger service. It tells the story of a ride between Indianapolis, IN and Cleveland, OH as part of the PC era. There are some good photos of a few NYC locos and passenger cars with only a couple showing the PC logo.

Most of the rest of the issue is devoted to the last days of passenger railroading for many of the Class 1's of the time. Fun reading.

In this first issue, we have broken this section into two parts with some of this page written by me and the following pages written by Jim Benedict. Future issues will feature only Jim's writing.

What's New for NYCS Modeling? (Continued)

Jim Benedict, Associate Editor

All Photos by Manufacturer unless noted.

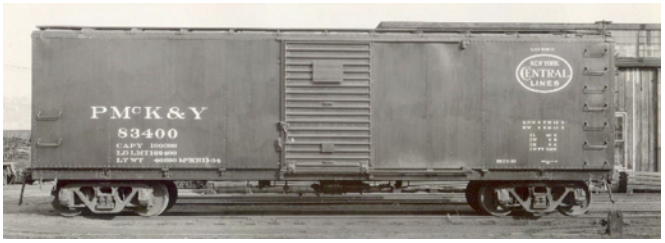
Athearn will have an HO model of a 50-foot Outside Braced Plug Door Boxcar with NYC lettering in the Century Green paint scheme by October in three car numbers. The prototypes were RBL's (an AAR designation for an insulated boxcar) from Lot 976-B that were built in 1966 by D.S.I. These were some of the first cars to be built without running boards. The prior lot of 100 cars (Lot 975-B) for the P&LE did have running boards. Unfortunately, Athearn's model will have running boards, high-mounted brake wheel, and ladders to the roof. The end ribs illustrated appear to be Athearn's standard boxcar end (the 5/5 Dreadnaught end) and are not correct for these cars. For comparison, I have included Society photos of three of the prototypes that were built to the same specifications in three separate lots. These are Lots 112-B, 975-B, and 976-B. Note that the plug door on the Lot 112-B car is of a different design than the other two. *(3 Photos –NYCSHS Collection.)*

Atlas's HO model of the USRA Steel Rebuilt Boxcar with two NYC numbers and two P&LE numbers is slated to be available in August. They will also have an N scale model with two NYC numbers. The models are supposed to represent steel rebuilds of the original double-sheathed wood USRA cars. Unfortunately, after doing some extensive research on this, I have come to the conclusion that Atlas got some bad information when developing these models. The P&LE cars they chose to model are actually steel rebuilds of the USRA Single-Sheathed Boxcars and have different details than the cars they wanted to model. Prior to 1954 they were lettered for the PMcK&Y – see the photo below. The NYC cars they are modeling were actually steel rebuilds of Steel Underframe Auto Boxcars that had straight underframes replacing the fishbelly centersill. The Central apparently did not rebuild their USRA Double-Sheathed cars, as the classification books after 1944 do not show them, and do not indicate any rebuilt cars that came from their ranks. Also, many of their car numbers appear to have been applied to new cars that were built starting in 1944.

Continued on page 10

What's New for NYCS Modeling? (Continued)

Jim Benedict, Asst. Editor



NYCSHS Photo Collection

Atlas was also supposed to have a NYC lettered version of the USRA Single-Sheathed Boxcar last year. It is not listed as currently available.

Walthers now has available HO and N Scale models of GP20's and RS-2's in NYC paint schemes. The HO models of the GP20's are available with and without sound and DCC.

They also have a 4-4-2 Pullman Sleeper coming in July 2011 in the pre-war paint scheme, but without a car name. Also, the center striping in the window panel is too thick. It will also have narrow diaphragms instead of the full-width ones that the prototypes had. The window arrangement appears to be correct for the 1939 cars. Available now is a 10-6 Sleeper in the post-war gray scheme. It is lettered New York Central. The small window near the vestibule door is not the correct shape. It should be the same height as the other windows, but narrow in width. Also available now in N scale is the 64-seat Pullman-built coach in both fluted and plain-sided versions. The non-fluted car is in post-war gray. Many of the fluted prototypes had their stainless steel sheathing removed in later years due to water-collection problems.

Coming in January 2012 is an HO model of the USRA 46-foot Gondola.

Athearn will have NYC GP9's available in February 2012 in HO. They will be painted in the body-gray Lightening Stripe scheme in both freight and dual service versions. The dual service will have the roof-mounted air tanks. Both versions will have two road numbers and will be available in sound and no sound versions. (Photos on page 42)

Micro Trains has a model of the 40-foot Plug-Door Boxcar with lettering for NYRX 2502 with the Early Bird Freight Service Logo available now in Z Scale.

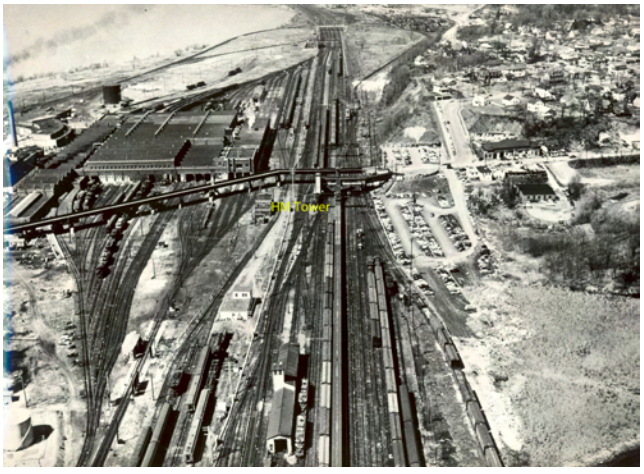
Bowser has a 3-Bay Cylindrical Covered Hopper available in N Scale. In HO Scale, they have models of 14-panel open hoppers with two road numbers. Also, in HO they have a model of an early two-bay covered hopper with square roof hatches lettered for NYC 882081.

Modeling New York Central's CD Tower in HO scale

By Larry Faulkner Photos by the author

I model the Electric and Hudson Divisions of the New York Central Railroad circa 1952-53. My current modeling focuses on the Harmon Complex, a major servicing facility for steam, electric, and diesel motive power.

It was here that all west bound passenger trains swapped out their electric engines for either steam or diesel power, and all east bounds received their electric engine for the remainder of their journey to Grand Central Terminal. Harmon was a very busy station stop during the post war era.



Three interlocking towers controlled all movements into and out of the Harmon Complex.

CR Tower located just north of the Croton River at the southern end of the Harmon Complex that is 32.12 miles from Grand Central Terminal, or GCT. (Below)

HM Tower was at the Harmon Station platforms at 32.66 miles from GCT. (Below)

CD Tower was at the northern boundary of the Harmon complex in the Village of Croton-on-Hudson 33.54 miles from GCT. (Below)

Continued on page 12

NYC's CD Tower (Continued)

The distance from CR Tower to CD Tower was 1.42 miles and was governed by Rule 605 Interlocking Limits. All three of these towers were electrically operated and constructed of brick.

I returned to New York State while still on Active Duty from the United States Air Force in the summer of 1995. To me, this was hallowed ground. I photographed and measured as much of the Harmon complex as possible. I was fortunate enough to have an old high school buddy who worked at Harmon. He escorted me around the complex to measure both inside and outside of HM Tower. I was also lucky enough to photograph and measure CD Tower the same day.

This article will focus on modeling CD Tower in HO scale. I have modeled both CR and HM Towers and may write about them at another time. The current CD Tower replaced a brick tower in 1932 similar in design to CR Tower and others along the Electric Division. CD Tower sits between the Hudson River and the mainline tracks at the historic Senasqua Park. It had an Electric interlocking machine on an 80-lever frame with 51 working levers and 29 spare levers. Metro-North Railroad current uses CD Tower for their Communications Department.

I made some HO scale drawings from the photos after returning back to Arizona. The dimensions for CD Tower are eighteen feet wide by one hundred two feet long, by twenty-four feet high for the upper story and fourteen feet high for the single story portion.

I used Plastruct #91611 brick sheet for the walls of the tower. I had used twenty eight # 5277 Grandt Line masonry windows for the upper and lower windows. I used various pieces of Evergreen Scale Models styrene strip for the windowsills and other concrete trim along the roofline. The stairway was constructed from Evergreen Scale Models structure shapes, Tichy Train Group platforms #293-8001 and railing #293-8013.

Continued on page 13

NYC's CD Tower (Continued)

I braced the interior with square styrene strips along the top and bottom of the walls and smaller strip pieces vertically along the wall sections. The second story roof rafters were by trial and error until I was happy with the look of things. Then I proceeded to cover the rafters with .030" styrene and nice shingles by Evergreen Hill Design. I painted the tower with Polly Scale aged concrete for the mortar color. I used Prisma colored pencils to color the brick with various shades of browns and reds.

I resized a photo of the concrete letters "CD" and built a raised frame around them. This was better than using decals or dry transfers. I made a simple interlocking machine using a coat zipper as the levers. I photocopied a scaled down track diagram of the interlocking plant and mounted it above the machine. I used 1.5-volt incandescent mini bulbs for all of the tower lighting. I used .005 clear styrene for the window glazing and colored paper for the window shades. Weathering is a combination of acrylic tube paints and powdered chalks. This model is still in work. I still need to finish the doors on the west side of the tower and the cellar door for the furnace oil tank along with the sidewalks and other minor details. I thank Wayne Koch for the prototype photos of CD Tower. Finishing the tower has given me great satisfaction and the things I have learned in construction will be very useful for finishing the other towers.

Modeling NYC 499056 and a Boiler Load

By Bruce F. Smith

Photos by author except where noted.

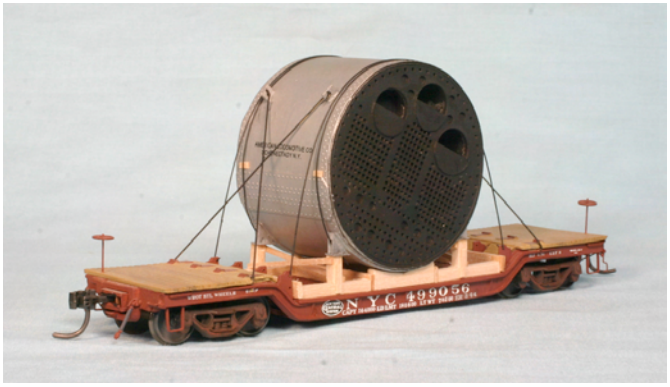
Many railroads rostered small fleets of special purpose flat cars, and the New York Central was no exception. Some tall loads, and especially electrical transformers were carried on depressed center flat cars, with lowered center sections that allowed taller loads to fit within clearances. Both the NYC and the B&A purchased five depressed center 90-ton flat cars from the Standard Steel Car Company (Lots 561 and 557 respectively). In 1941, an additional 14 cars were built by the Dispatch Shops in East Rochester, New York. These cars were in Lot 699 and were given numbers #499050-499063. While primarily designed to carry transformers, they were also capable of carrying many other types of loads. During World War II, one of those loads consisted of Scotch (or Scottish) ships boilers, manufactured by the American Locomotive Company (ALCo) in Schenectady N.Y. In many cases, more than one boiler would be needed for the ship under construction and were shipped together in order to reach the shipyard when needed. An excellent example of one of these loads can be seen in the photograph of NYC #499056 below.

NYC #499056 carrying a Scotch boiler load, Schenectady, N.Y. NYCHS negative #6479, from the collection of Richard Hendrickson, courtesy of Joe Collias.

NYC Boiler Load (Continued)

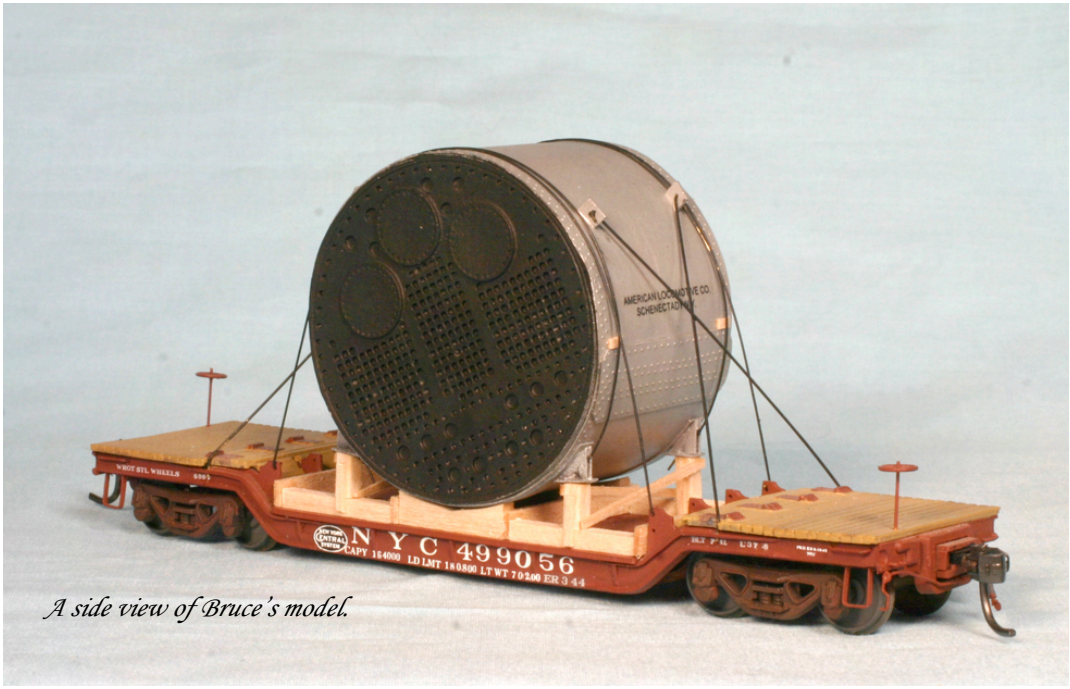
Based on this photograph, I set about modeling the car and load depicted. The model is comprised of an HO scale Eastern Car Works 90-ton flatcar kit and a modified Chooch resin boiler casting. The flat car was relatively simple to build, although the boiler casting quality left much to be desired as the sides were asymmetric and the fit was poor. After gluing the main body pieces together, wire grab irons (0.012") and A-line sill steps were added. Uncoupling levers were fabricated out of brass wire and suspended between an eye and the bottom of the coupler box yoke. Kadee #58 couplers were installed and the coupler box lid was mounted with a screw. Prior to adding the decks, the model was grit blasted, washed and then painted with a mix of one part Caboose Red and three parts Freight Car Brown (Poly Scale). The deck pieces were painted with Poly Scale Railroad Tie Brown and Depot Buff, alternating boards irregularly and then when dry, painted over that with a depot buff wash, followed by a Steam Power Black wash. The parts that were metal on the prototype deck were brush painted to match the body. The deck pieces were then glued to the body, drilled with a #78 drill and vertical brake shafts with Tichy brake wheels added to each end (these cars had dual brake systems). The car was decaled with a combination of Champ and Sunshine Models decals. Branchline 0.088" semi-scale 33" wheels were used in the trucks, rather than the prototype's 28" wheels. Cal Scale brake hoses were added to holes drilled in each end.

To build the load, I started with Chooch item 7282, a 120-ton boiler load. This resin casting comes with molded cribbing and closely resembles the boiler in the photograph of NYC 499056. However, the boiler is too wide for an HO scale car and the cribbing had to be replaced. Using a band saw, I carefully cut the cribbing off of the boiler. Following that, I cut the casting into 3 sections, using the circumferential bands as guides. The cut faces were sanded to ensure that they were level and smooth and then joined with gap filling ACC cement. Once that dried, the circumference of the boiler was sanded to remove any trace of the cribbing and to have a perfectly round piece. The boiler was then wrapped in a piece of 0.010" sheet styrene, bonded with ACC. The seam was covered with a splice plate made of additional 0.010" styrene, trimmed to fit and glued with solvent cement. Semi-circles of styrene were used to half cover the three large openings on one side of the boiler. Tie-down brackets and supports were pieced together from scraps of styrene. Once the cement was dried, the boiler was painted with a coat of Grey Primer. Rivets were added using Archer brand HO scale rivet decals. I used individual strips, aligning them with a 50% offset to get staggered rows of rivets around the circumference. Archer now sells offset rows of rivets, simplifying this process even more. Rows of rivets were applied to the splice plate as well. Once the decals were dry, the faces of the boiler were painted with Poly Scale Steam Locomotive Black and the circumference with Poly Scale Aluminum. I created a decal for the ALCo lettering (AMERICAN LOCOMOTIVE CO. SCHENECTADY, N.Y.) in MS Word in 4-point Geneva type and then printed it on Micro Mark decal paper using a laser printer and applied it to the boiler. The decals were sealed with Poly Scale Flat.



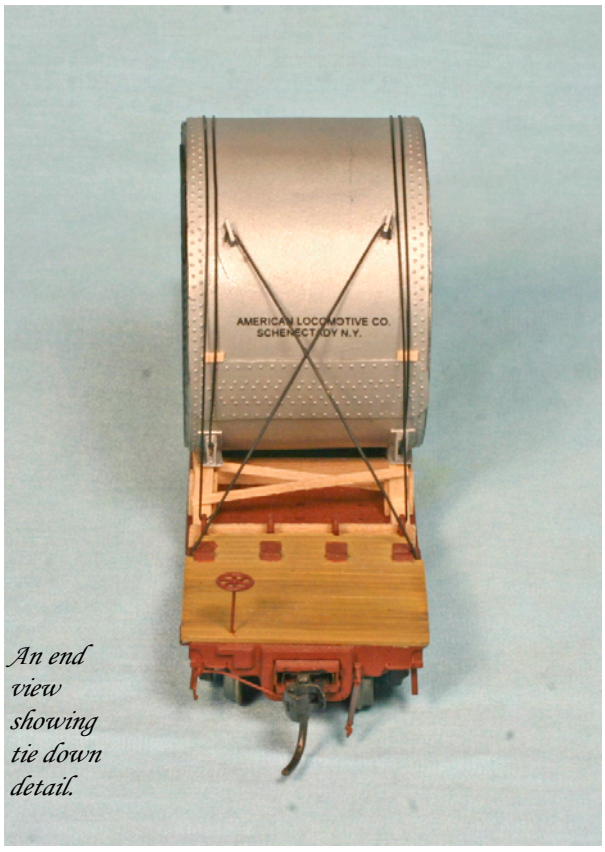
NYC Boiler Load (Continued)

I began work on the cribbing by building a cradle to hold the boiler using scale lumber. With this complete and centered on the car, bracing was cut to size between the cradle and the ends of the depressed deck. As on the prototype, this was braced with cross pieces. Vertical pieces were added below the support brackets and these were braced as seen in photo below. The final step was to add the tie-downs for the load.



A side view of Bruce's model.

All of the tie downs were painted black, once placed in position. The tension on these was adjusted where they passed through holes in the deck and then they were glued in place. I am very pleased with the model and hope you enjoyed reading about the construction.



An end view showing tie down detail.

Articles Wanted for the Next NYCentral Modeler

We need articles on modeling of loco's, rolling stock, buildings, signals, signs, figures, autos, trucks and scenery associated with the New York Central.

Deadline for the next issues is Oct 1, 2011. Be sure to reach out to us for our style guide and other materials to help you with your writing. Be sure to take lots of photos as you build your models. Contact us at NYCBigFour@comcast.net before you begin.

Don't forget to join the NYCSHS to get all of the benefits we provide on the New York Central. Check pages 2 & 3 to see what we offer.

Modeling Early NYC Diesel Paint Schemes in N Scale

By Brian Marotta

Photos by the author

EMD E-7A & Alco FA-1 in early Lightning Stripe scheme.

While I've always admired the classic New York Central lightning stripe paint scheme for which the railroad is famous, I also enjoy the variety of the early applications of the lightning stripe scheme. Some of these early variations differed greatly from the final design, such as on the first delivery of the EMD E7's. Some other variations were fairly close to what was eventually used, such as the shortened lightning stripe applied to some of the first Alco FA-1's and EMD F units. When my interest in the New York Central became more serious and I started to focus on these variations in paint schemes, I decided that I'd like to have representations of these locos in my collection. It helps that my primary modeling time frame is the late 1940's, when locomotives with these early schemes hadn't yet been repainted and could be seen alongside locomotives with the traditional lightning stripes. These models helped to add some interest to my diesel fleet and gave me an excuse to expand my painting and decaling skills. We will take a closer look at two examples that I've modeled, an EMD E7-A/B and an Alco FA-1/FB-1.

Brian's EMD E7-A/B in early Lightning Stripe scheme.

Continued on Page 17

Early NYC Diesel Paint Schemes in N Scale (Continued)

When taking delivery of their first E7's in 1945, the NYC chose to match the colors used on the 20th Century Limited at that time, where the lightning stripe was dark gray and the rest of the locomotive was light gray. In addition, the stripe on the front of the A units ran higher up on the nose before wrapping around to the side and there was not a second zigzag to the stripe at the rear of the A units and front of the B units. Two of these early E7's, A units 4002 and 4003, had an additional variation in that they were painted black with a dark gray lightning stripe. Since decals for this early lightning stripe design didn't exist in N scale, I had to paint the dark gray stripe onto the model and use white straight stripe decals from Microscale. I worked slowly on the nose, applying just a couple of pieces of the white stripes at a time and letting them dry before applying the next stripe. Once I completed the lightning stripes, and began looking at applying the New York Central lettering, I realized that letters on the Microscale decals were spaced closer together than on the prototype. So I decided to do it right, I would need to apply each letter individually to achieve the correct spacing. I worked on this model while I was in engineering school, and I don't remember how I had the time to apply 56 letters individually. I suspect I must have used it as an excuse to take a break from all the calculus and physics homework. Once the decals were all in place, I applied a flat clear coat and a light coat of weathering to the trucks and fuel tanks to complete the model.

A better look at Brian's Alco FA-1 in early, shortened Lightning Stripes and the Alco FB-1 in plain black paint.

My model of the Alco FA-1/FB-1 set represents the first version of the lightning stripe paint scheme applied to the freight diesels, where the gray stripe ends before the end of the A unit, and the B unit is just black. This paint scheme was applied to a variety of locomotives, such as some of the early EMD F2's and F3's, the FM "Erie Builts", and the Baldwin "Babyfaces". This paint scheme was much easier to model than the E7's since Microscale makes lightning stripes that can be used by simply cutting the side stripe short and adding a piece of white stripe at the end of the gray body stripe. And thankfully, the lettering spacing on the existing Microscale decals was correct. Since these are freight units that might not see the wash rack as frequently, I applied a liberal amount of weathering to these locomotives. Continued on Page 18

Early NYC Diesel Paint Schemes in N Scale (Continued)

FA-1 1005 heads north across Annsville Creek Bridge with an extra freight.

I enjoyed working on these projects and I like having a little variety in the locomotive fleet represented on my layout. I suppose one day, if I ever find myself with an itch to apply a lot of decals again and am stuck doing a lot of calculus, I might tackle the black E7's.

Shots of the more traditional F7 freight Lightening Stripes. (Left) F7 1667 with unknown coming off the Belt looking west from window of Belt Jct. Tower, Indianapolis, IN, in July 1956. (Right) F7's 1676+2435+1667 on CD-4 in Niles, MI, in July 1959. Both photos by Jeremy Taylor. Taylor/NYCSHS Collection

A Big Four Boxcar

By Kyle Coble

Photos by the author

I model a part of the Michigan Division of the Cleveland Cincinnati Chicago & St. Louis Railroad (CCC& StL) (Big Four) in HO scale set in 1905. So I needed a lot of Big Four boxcars. Because most model railroad manufacturers produce models that fall between the 1940's to the present, finding equipment for the 1905 time period, let alone early Big Four equipment was a challenge. There were some nice resin kits available through several manufacturers for this early time period; however, none of them offered a car that matched a Big Four boxcar from my time period. So I decided to build one of my own.

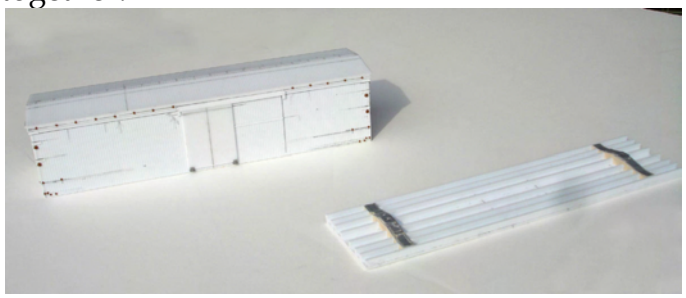
My model is of a Big Four 36 foot wooden boxcar with a 60,000-pound capacity. The Big Four owned thousands of this design. When I looked for reference material to build my model I was able to find several photos of Big Four boxcars from between 1897 and 1901. However, I was only able to find drawings from an article published in the October 29, 1897, *Railroad Gazette*. Fortunately the photos show that the cars remained basically the same through those years. The boxcar I made represents a car built in 1901 and is largely based on the drawings and *Railroad Gazette* article. The decals I used are from Art Griffin http://www.artgriffindecals.com/

I also used other pictures as reference for Big Four boxcars from the time period. One difference between the drawing in the *Railroad Gazette* article and the decals is that the *Railroad Gazette* drawing shows the 1897 car body to be nine feet one inch wide and the decals were for a car built in 1901. That car was nine feet seven inch wide, so in order to match the decal I widened the model to the 1901 measurement. This is one of the reasons that I purchased the decals ahead of time so that I could adjust anything as I built the model to accommodate the decals.

Continued on page 20

Decals and Photo used by permission of Art Griffin http://www.artgriffindecals.com/

To build the model I measured and cut the sides and ends of the car from .040-inch thick styrene Car Siding by Evergreen and glued them together.



I drilled holes for the grab irons and the bolts and applied the bolt details. I used .020 inch thick Car Siding by Evergreen, cutting one piece for both sides of the roof, scoring the center and bending it to make the peak and gluing it in place on top of the car sides and ends. I put on the fascia trim along the roof using scale styrene strips to hang over the sides, cutting and filing each to length.

I then marked out for the bolt details on the trim at the roof, drilled them out and installed the bolts. Next I built the end sill bumper with scale eight-inch by eight-inch styrene. I shaped the tapers with a file then added a scale two by ten-inch on top and filed it to shape. The corner braces were cut from .005-inch styrene and the bolts on them were made by pushing gently on the inside of the styrene with a pin. The door was made with a piece of .040-inch thick styrene and Tichy door details.

Title Photo "Big Four Passenger Timetable Cover" Railroads of Madison County website, madisonrails.railfan.net

A Big Four Boxcar (Continued)

The floor was fabricated with .040-inch styrene and included eight four by eight floor joists underneath. The floor was friction fit to the body.

Once the car was assembled I added the grab irons, the brake rigging, roof walk, queen posts, and the turnbuckles made by Tichy and used clear fishing line for the truss rods. Since the underside would not be very visible I only installed a brake cylinder. The Tichy roof walk needed to be shortened so I removed a small piece out of the middle and glued the two halves back together. I painted the turnbuckles first, strung them on the fishing line (truss rods) and then painted the fishing line leaving the middle unpainted to give the illusion of being open at the turnbuckle.

The Cleveland Cincinnati Chicago & St. Louis railroad during this time period painted their boxcars brown. I painted the underbody of the car black and the remainder of the car brown. I did not know the correct shade of brown used on the prototype, but I didn't worry too much about that. I was not particular about the shade of brown as long as it was brown. My modeling philosophy on color is, that in the real world although all of the boxcars may be painted the same color, they will appear a little different over time. The color will change based on age of the paint, the type of service, weather, humidity, and how dirty or dusty they were. All of these other variables caused me not to worry much about not knowing the correct color of brown. I just made sure to always start with the same base color of brown for all of my Big Four boxcars. I airbrushed my boxcar with Polly Scale Rail Tie Brown mixed with a little grey, waited for it to dry and then sprayed it with a glossy clear coat. After the clear coat dried I applied the decals.

In 1897 the freight equipment of the Big Four was renumbered basing the numbers on the capacity and different patterns of cars. Also, the legend "Big Four" began to appear on the sides of engine tenders, freight, and passenger cars instead of the initials "C.C.C. & St. L". The order from Pullman Palace Car Company in 1897 as described in the *Railroad Gazette*'s article would have been some of the first to receive this new lettering and numbering scheme.

Starting in 1905 the New York Central Railroad would begin to add its oval herald to Big Four equipment and the "Big Four" legend would begin to disappear reverting back to the C. C. C. & St. L initials. Part of the reason I chose 1905 was to be able to run a mix of equipment marked and unmarked with New York Central markings. For this car I used Art Griffin's decals representing the pre-1905 time period and applied them according to his instructions. Finally I sprayed the whole car with a flat clear coat.

Once the car was painted and decaled I added the proper weight, installed the trucks, and couplers. The trucks on the prototype as delivered were 5 foot 2 inches. Since that size trucks were unavailable I used Kadee's arch bar truck with a 5 foot 6 inch wheelbase and 33 inch ribbed wheels. I used Kadee # 58 couplers.

Continued on Page 21

A Big Four Boxcar (Continued)

After I completed my Big Four boxcar I put it on my layout (still under construction) and gave it a test run. It ran great and it was neat to see a Big Four boxcar roll on the rails, if only on a layout. Scratch building the Big Four boxcar wasn't all that difficult and gave me the belief that my layout set in 1905 was possible. It also inspired me to turn my attention to building other Big Four equipment including a wood gondola and a four-wheeled caboose. I have recently turned my attention back to building more Big Four boxcars with two others in production ready to be painted. I have looked into how to cast them in resin in order to speed production and build an inventory. I can't wait to see a train full of Big Four boxcars, gondolas, and a four wheeled caboose.

These three photos by Kyle show us a good view of his 36' Big Four boxcar. He built the model from photos and an article in the Railroad Gazette from 1897. The model represents a car built for the Big Four in 1901.

Display Shelves for Your Railroad Models

By Noel Widdifield

Photos by the Author

Did you ever wish that you had a way to display some of your Large Scale locomotives and rolling stock when you are not running them on your railroad? I did and I also found that I had acquired too many to put on my railroad at any one time. If I put all of my toys on the railroad at the same time, I didn't have room to run them. So, I decided I need a display area for some of the trains that I wasn't currently running.

Now that I had that idea, all I needed was a space to put such a display area. This, of course, required some negotiation with my lovely bride, Ann. She had said to me many times that I had too many trains, and there was no way I could possibly run them all at the same time. This provided me with an excellent lead-in to broach the subject of an area for a display.

I gave some thought to where I could suggest we build such a display area that would not displace or clutter any part of our house and thus provide the basis for an argument about the need for such a display. At our age, arguments just aren't much fun anymore.

As I was walking down the hall leading to the entrance to my train room, it hit me that we were not using that hall for anything except as a hall. It was pretty wide and was over 14 feet long and Ann had never mentioned using it for anything. There weren't even any pictures hung on that wall.

When I gently suggested that I had an idea about displaying some of my trains, Ann responded that she thought that would be a good idea but wondered where I would create such a display. She stepped into to that very nicely, I thought. Once I explained my plan, she initially wasn't too enthused, but over a couple of weeks warmed to the idea and then endorsed the concept.

The completed shelves.

In my younger days, I would have done some measuring and then taken a trip to my local lumber company to purchase the lumber and other supplies to build myself a set of shelves for the display. But as a senior citizen I have gotten to the place where hiring someone to do the hard work really appeals to me, so after consulting with someone I trusted in the community, I called the person that he recommended. To my surprise Nelson Nick suggested he come right over to take a look at what I wanted him to do.

In less than a week, Nelson had fabricated and installed a very nice looking set of shelves that matched the décor and woodwork of our house. They are constructed from pine and are painted white. I now had eight shelves that were eight feet long and eight inches wide and eight inches high enclosed in a bookshelf-like structure that looked like it really belonged there. Each shelf has a ½ inch lip on the front edge to keep everything in place.

Now came the fun part. When I first conceived the idea, I ordered some Aristo Craft aluminum rails and tie strips from St. Aubins and some rubber roadbed from Hobby Innovations in Mountain City, Tennessee. I had almost 25 pounds of light grey rubber ballast left over from the construction

Display Shelves (Continued)

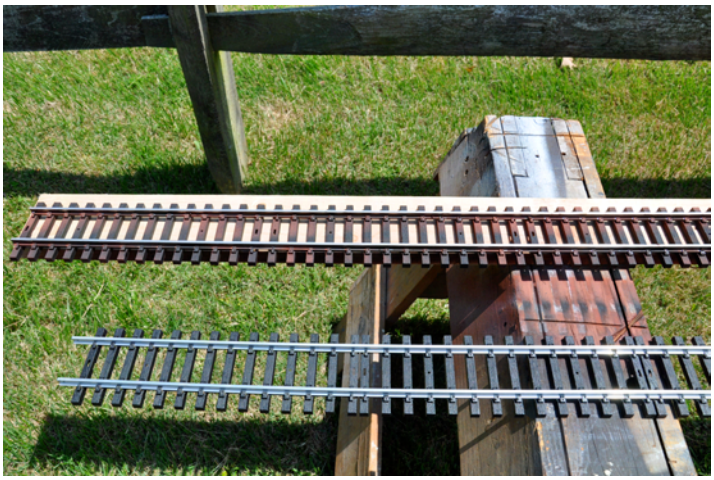
of my indoor railroad so I had everything I needed to finish the track for the shelves.

I placed the rubber roadbed on the shelves cutting it to fit snugly against each end. I threaded the eight-foot long rails into the one-foot sections of tie strips. This required me to thread four of them

Assembling, painting and weathering the track. Paints and Vaseline used on the project.

from each end, but that worked very smoothly.

Because I wanted the track to look authentic, I decided that I needed to weather the rails and ties before I installed the track on the shelves. For this I took each eight-foot section outside and placed it on a set of saw horses and a section of 1"x 4" wood for strength while I painted it. I used Rust-Oleum Brown primer and Krylon Flat Black spray cans for this task. Before I sprayed each section of track, I rubbed some Vaseline to the top of each rail using This kept the paint from sticking to the top of the rail. I then sprayed each section of track with the brown primer, let it dry and then lightly and carefully sprayed the center of the ties and the sides of the rails with the flat black paint. After all of the paint was dry, I simply wiped the Vaseline off with a piece of rag. This left the tops of the rails shiny, clean aluminum. After the painting, I carried the track up and tested it in the shelves. Turns out that the shelves are just a little less than eight feet long so I took the track back down and cut off about ¼ inch so that the sections would fit the shelves.



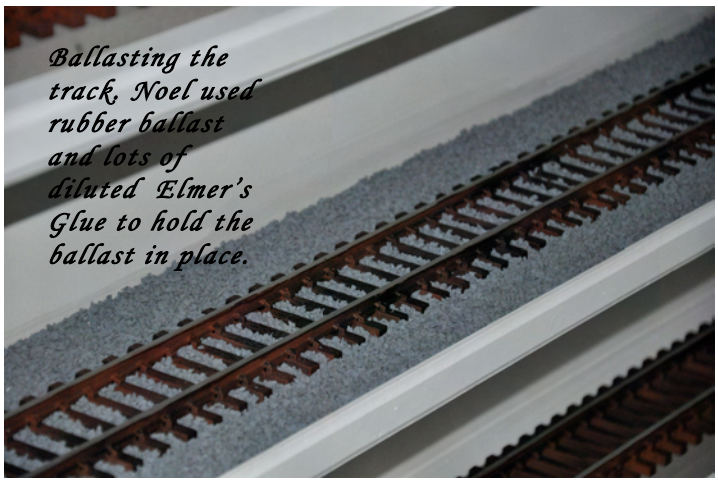
I placed the track sections on top of the roadbed on each of the shelves and the project was now ready for ballast.

The next part of the project proved to be the trickiest part. I had asked Nelson to caulk along the edges of each shelf on the inside so that they

Continued on Page 24

Display Shelves (Continued)

would be "water tight" and explained that I would be putting diluted Elmer's Glue inside each shelf to hide the ballast in place. When he built the shelves, Nelson put a front edge on each shelf and this was done so that we could seal them so that the diluted glue would not run down over the edge of the shelves. Nelson sealed all four edges of the shelves with the caulking. It was now time to test how this would work. After I placed all of the track on the roadbed on the shelves, I put the ballast in place. I used a small scoop to place the ballast on the roadbed and then used my finger and a small stiff brush to spread it evenly along the ties and roadbed.



Ballasting the track, Noel used rubber ballast and lots of diluted Elmer's Glue to hold the ballast in place.

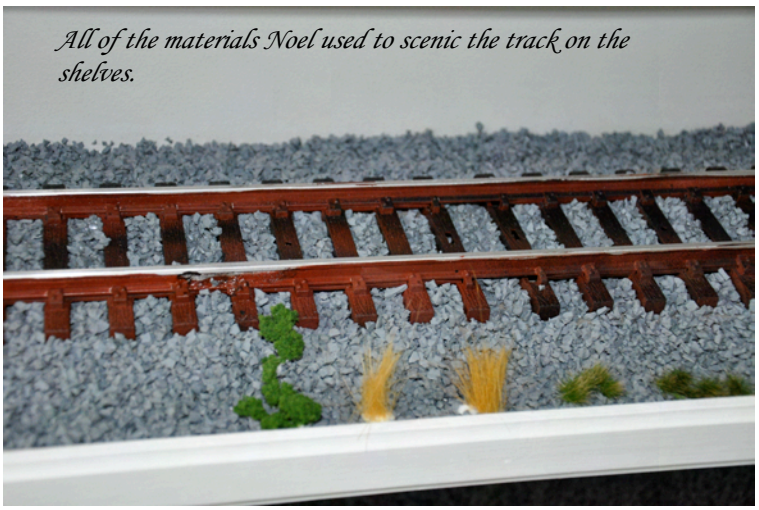
With the ballast in place, I mixed one part Elmer's White Glue with one part water and used a baster to drip the mixture onto the ballast. I started putting it between the rails and then dripped it over the remaining ballast on each shelf. I quickly discovered where the caulk had not been applied as the glue mixture began to seep through and onto the next shelf below. Luckily, there were only a couple of leaks on each shelf and I was able to catch the mixture as it dripped onto the next lower shelf. I used small buckets and paper towels to control the leaks and collect the dripping glue mixture. Because of the leaks, I only did two shelves at a time so the project of sealing the ballast took three days. The leaks lasted about 6 hours and drained off about 1/3rd of the glue mixture, but the end result is a very nice looking rail line to display several of my locos and cars so that people will see them before going into the train room.

The diluted Elmer's Glue did drip, but strategically placed drip pans and a drop cloth saved Ann's carpet.

Once the glue dried, the shelves looked pretty good, but I decided that they needed some weeds to make them look authentic. I assembled some of my Woodland Scenic's bush and super turf, some coal, sand, my leaf mixture and other weed making materials. I used undulated Elmer's White Glue to fasten it all down to the ballast.

Continued on page 25

Display Shelves Continued



All of the materials Noel used to scenic the track on the shelves.

Then the real fun began. I collected several locos, passenger cars, interurbans and industrial locos to place on the shelves. I added a few of my hand painted people to make the display a little more interesting and feel really pleased with the results.

This display will also free up a lot of track on my railroad so that I can really enjoy some operations with my equipment. Now that most of my locos have been modified with the Aristo Craft Revolution, I can enjoy the new freedom of both the Revolution and the freed up track for operations.

NEW YORK CENTRAL 1950s-ERA FREIGHT CARS IN HO SCALE By John Golden

During the transition era, the New York Central operated the second-largest freight car fleet on U.S. railroads. A well-balanced freight car fleet on any model railroad should therefore include a sizeable number of New York Central cars, whether you model the New York Central System or not. In this article, I'll present accurate, readily-available freight car models in HO scale that are appropriate for the late steam/early diesel era, along with suggestions on detailing, painting, and weathering so you may accurately model cars for your own freight car fleet.

New York Central was historically one of the largest owners of freight cars through the Penn Central merger. In the 1950 Official Railway Equipment Register (ORER) for example, Central reported 132,957 freight cars of all types, second only to the Pennsylvania Railroad, which reported over 193,000 cars that same year. Compare Central's 132,000+-car fleet with other popular roads of the day—such as C&NW (45,990 cars), Union Pacific (44,687 cars), Seaboard (22,796 cars) or the often-reported Nickel Plate Road (15,300 cars)—and you will understand the importance of modeling the large NYC car fleet appropriately.

Fortunately HO scale modelers are blessed with a wide variety of accurate NYC cars from which to choose. Accurail, Atlas, Intermountain, Kadee, Tichy, and Walthers/Proto 2000 and others offer prototypical NYC models in plastic. Accurate resin craftsman kits are also offered by Sunshine Models, Funaro and Camerlengo, ProtoWest Models and WrightTrak, and Westerfield models can still be found second-hand online. To improve the accuracy of these models, use resources such as the Simmons-Boardman *Car Builder's Cyclopedias*, the outstanding 23-book *Railway Prototype Cyclopedia series,* or obtain prototype photos from dealers such Bob's Photos, Big Four Productions, Mike Gruber Photos and others. Photo dealers can be found at Railroad Prototype Modelers (RPM) meets and large train shows. And last, but certainly not least, join the NYCS Historical Society to learn more and obtain access to archive material.

The models on the following pages are readily available on the market today, and have been upgraded with additional details, decals, or novel construction techniques to match particular prototypes. Also included are prototype photos to aid your modeling efforts.

NYC 837004, Lot 412-H
NYC 837004 from the Intermountain/Tichy model. Photo by Kirsten Golden

NYC 837004 is a Tichy USRA hopper currently offered by Intermountain as a factory-decorated, "ready-to-run" model. I upgraded the car with a variety of after-market parts, including A-Line No. 29000 Style A stirrups, Hi-Tech HTD 6040 air lines, Kadee No. 78 couplers, Reboxx No. 33-1-1.015 wheelsets, and hand-made uncoupling devices. I also installed an air line on the right side of the car using .020-inch wire held in place with Detail Associates No. 2206 eye bolts and covered with simulated riveted strips.

After upgrading the details I changed the shop and repack dates using the Speedwitch No. D-107 New York Central decal set, adjusting the dates to within 30 months of my desired modeling year (1950). Then I weathered the car with Testors Russian Earth Brown and Flat Black paint, and then went back over the car with Polly Scale Light Freight Car Red paint applied with a brush. This blended the weathering and provided in a weathered, fading effect. It also blended the new decals, or *detail decals* as I call them, into the paint a little better.

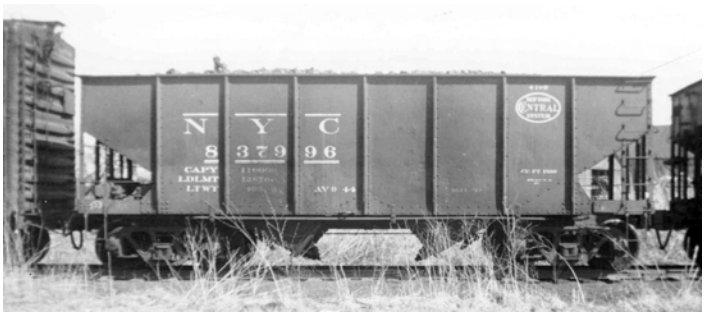
If you're unable to find a decorated Intermountain car for this project, Jerry Glow offers a new HO

Continued on page 27

NYC 1950's Freight Cars
(Continued)

decal set at:
http://home.comcast.net/~jerryglow/samples/NYC_USRA_hopper.jpg.

With this excellent decal set, you can use the Tichy, Accurail or MTH 55-ton USRA hopper to complete your own car.



NYC 837996 is a USRA 55-ton hopper from Lot 412-H, originally built for the Big Four by AC&F's Berwick plant in 1921. The car was renumbered from Big 4 series 80250-81999. It was photographed ca. 1946, having been reweighed at Avis, PA in 9-44, and still has its original Andrews trucks. Jay Williams collection, courtesy Richard Hendrickson.

P&LE 40331, Lot 740-G

P&LE 40331 represents one of 6,000 Greenville-design gondolas built for NYC subsidiary Pittsburgh and Lake Erie in May 1945. P&LE received 6,000 cars in five lots, the last of which were the 40000-40999 series, Lot 740-G, built by Dispatch Shops of East Rochester, New York. These were rugged cars with wood floors and drop ends, and served the NYC lines through the Penn Central merger and beyond. Photo by John Golden.

This model is a factory-decorated Proto 2000 52'6" drop-end mill gondola. I replaced the plastic grab irons with ladders per the prototype, using styrene strip for the stiles and Tichy TTG-3062 18-inch Ladder Rungs for the grab irons.

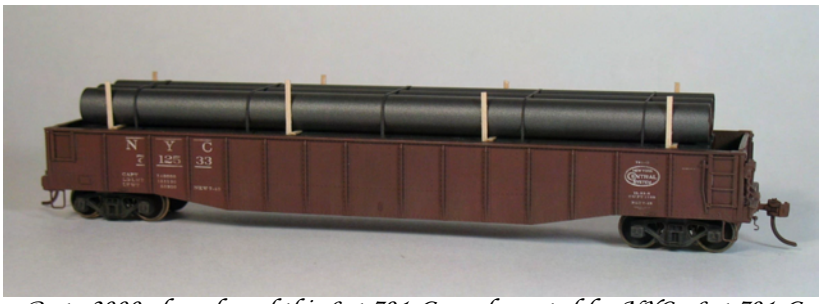
I also added uncoupling devices, Kadee No. 58 couplers, and Reboxx No. 33-1-1.015 Code 88 wheelsets. I matched the paint using Polly Scale Light Freight Car Red.

I made the pipe load using Evergreen No. 234 round tube. I cut six pieces of tube to 50 scale feet, painted them with an 80%-20% mixture of Testors Gloss Black and Testors Silver, then fixed them to a " scrap styrene sheet "false floor. The wood cribbing is made of scale 2 x 4 lumber. It is fixed between the pipes and on each side of the car per prototype practice. After the load was built and glued to the false floor, I secured the wire banding, I simulated with paper strips. To make my wire bands, I colored both sides of a piece of printer paper with a black Sharpie pen, then cut long, thin strips using a sharp X-acto blade on a piece of glass. Then I wrapped the band around the load and taped it from underneath the false floor. This is a simple, easy process and producing a better result than using miniature tape.

This photo shows the pipe load on the false floor with the wood cribbing installed. I added one extra 2 x 4 piece of lumber to simulate a 2 x 4 that needed reinforcement. Also note the placement of the lumber and wire bands per ARA loading guidance. The false floor is painted brown to blend in with the floor when the load is installed. Photo by John Golden.

NYC 1950's Freight Cars
(Continued)

This photo shows the bottom of the load so you can see how the simulated wire bands are attached. They are simply wrapped snugly around the pipe load and then taped to the bottom of the false floor. Photo by John Golden.

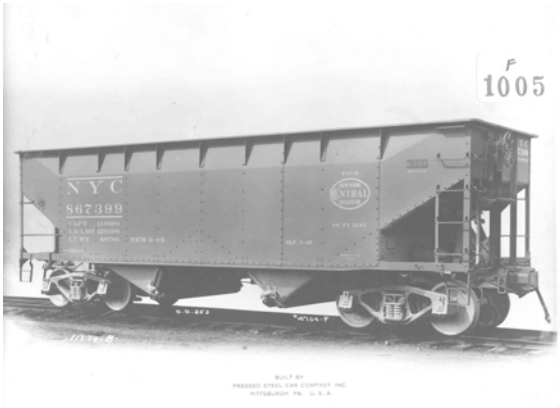


Proto 2000 also released this Lot 791-G car decorated for NYC. Lot 791-G included 600 gondolas in series 712500-713099, delivered by Greenville in 1949. Photo by Kirsten Golden

This Missouri Pacific Railroad photo shows a P&LE Greenville gondola delivering a load of boxcar sides. These were likely sides for 50-foot auto cars MP built at their shops at DeSoto, Missouri in 1947. Note the abundance of chalk marks on the ends of the car. Missouri Pacific photo, Ed Hawkins collection.

NYC 867399, Lot 733-H

NYC 867399 is a stock Kadee model and is a very accurate rendition of the NYC 867000-867999 series cars. Kirsten Golden photo.



New York Central owned many types of open hoppers, including 1,000 50-ton twin offset-side hoppers built to the 1935 ARA standard. These cars were built by Pressed Steel Co. in Lot 733-H and delivered in March 1945 and placed in series 867000-867999. NYC 867399 is the prototype for the factory-decorated Kadee model. NYCS HS photo.

My model of NYC 867399 is a right-out-of-the-box Kadee model. I applied Reboxx No. 33-2-1.015 wheelsets (the "2" is for "double insulated" wheelsets, which are required for Kadee's all-metal trucks). I applied Speedwitch decals to simulate a new shop date and repack date, and then weathered the model lightly with Testors Dark Tan sprayed with an airbrush, and brush-painted the model with Polly Scale Light Freight Car Red to bring out the highlights. The coal load is included with the model.

Continued on page 29

NYC 1950's Freight Cars
(Continued)

NYC 163671, Lot 743-B

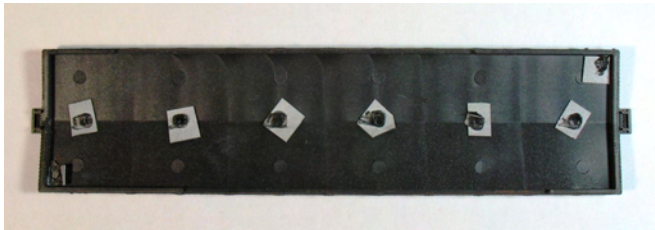
NYC acquired a large number of 1944 ARA-design boxcars with 10-foot, six-inch interior height, 4-4 Improved Dreadnaught ends, and Barber S-2 trucks in several series. This model represents a car from Lot 743-B (see Photo 11 below). The model is equipped with Improved Youngstown doors but the prototype series was delivered with pre-war Youngstown doors. John Golden photo.

New NYC 163000-series boxcars in train, date and location unknown. NYC photo, collection of Joe Collies, courtesy Ed Hawkins.

This model started out as an undecorated Branchline #1400 undecorated boxcar. I assembled the model per the instructions but substituted A-Line No. 29000 Style A stirrups, Reboxx No. No. 33-1-1.020 wheelsets, Kadee No. 78 couplers, hand-made uncoupling levers and a Kadee metal-grid running board. While writing this article I realized that I omitted installing roping rings on the lower side sill tabs; they are not included on the model but can be easily replicated using wire and a few Tichy rivets.

I painted the car with Scalecoat Box Car Red No. 3 and weathered it with Testors Dark Tan paint, and painted the roof with Testors Flat Black to represent car cement paint. I decaled the car using the excellent Speedwitch No. D-107 New York Central decal set. The door placard decals are from Sunshine Models. I wanted the model to appear newer than the pre-war cars in my fleet, so I gave it a May 1949 shop date and did not add chalk marks or heavy weathering.

I installed Kadee Apex running boards to this model by drilling holes through the roof and fixing the tabs from the underside of the roof by setting them with a hot screwdriver blade. Some modelers cut the tabs and glue the running boards to the roof, but this process sometimes plugs up some of the grids in the running board. Instead, I fix the tabs to a small piece of styrene and then melt them in place with a flat screwdriver blade heated in a candle. Because there's no glue involved, the running board can flex with the roof during car construction and still stay in place.



The underside of the Branchline roof, showing the tabs fixed to small pieces of styrene and then melted in place. This technique is time-consuming but allows the roof to flex, and eliminates the problem of adhesives filling the holes in the running board. Photo by Kirsten Golden Note: Branchline has discontinued this line of models but they will soon be available through Atlas so you can complete your own version of this car.

Continued on page 30

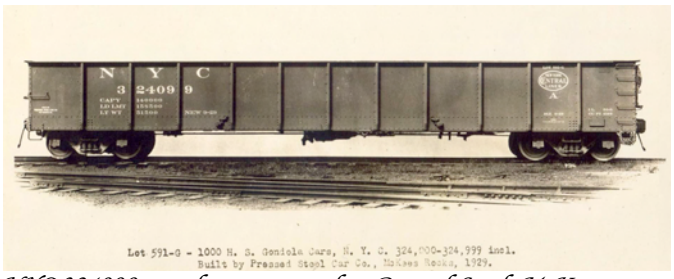
NYC 1950's Freight Cars

(Continued)

Close-up of the underside of the Branchline roof, showing the melted tabs. No glue is used with this technique. Photo by Kirsten Golden.

NYC 751943, Lot 591-G

NYC 751943 represents one of 1,000 heavy, all-steel mill gondolas built for NYC in 1929 by Pressed Steel. The cars were numbered 751000-751999 and featured an all-steel body with a wood floor. The model is equipped with Accurail 50-ton ARA trucks, but those will be replaced with the new 70-ton ARA plain-bearing models recently made available by Kadee. John Golden photo.



NYC 324099, newly-constructed at Pressed Steel, McKees Rocks, Pennsylvania. Note the locks for the drop doors on the lower side sill; these were removed when the floors of the cars were rebuilt in 1942. R. L. Stoving Collection

I finished this car per the kit's instructions, and painted the car with Scalecoat Box Car Red No. 3 before applying the decals. I used the kit-supplied decals but substituted shop date, repack date and reweight numbers from the Speedwitch No. D-107 decal set. The paint patches were cut from Microscale Decals No. TF-13 Trim Film Brown decal sheet which I cut and applied underneath the original numbers; I then simply laid the numbers on the sheet making them appear to be newly painted. I varied the colors of the patches too—on the reweigh and shop dates I used red decal sheet and on the repack date I used black, all designed to simulate a hard-working gondola that has seen rough millwork. I weathered the car using airbrushed paint and then highlighted details with a brush, and then re-weathered the car with a slurry of Testors Dark Tan paint and Bragdons black powder mixed in a plastic cup. This allowed me to get a more rusted appearance on the center panels while leaving more of the original paint on the ends, simulating paint failure caused by hot steel loadings.

NYC 499684, Lot 721-F

NYC 499684 is a model of a 70-ton 53' 6" AAR flatcar that was derived from a Greenville Car Company design. Central built 1,000 cars at Dispatch Shops beginning in November, 1942, to help handle wartime traffic. This particular lot, 721-F, included cars in the 499300-499599 series. An additional 300 cars were delivered 1943 with 200 going to NYC and 100 going to NYC subsidiary Indiana Harbor Belt and the remainder was delivered in 1950. Photo by Kirsten Golden.

Continued on page 31

NYC 1950's Freight Cars

(Continued)

NYC Lot 721-F flat car. NYCS HS collection.

This model was released by Intermountain in 2010 as a ready-to-run model. I wanted the car to appear relatively new, so I lightly highlighted the model with various tan and brown paint and painted the deck with Scalecoat Box Car Red No. 1. I then weathered the deck with different shades of Polly Scale freight car red, brown, gray and tan paint. I then blended the weathering by applying a light coat of Polly Scale Light Freight Car Red—which matches the factory-applied paint—over the painted deck. I also scraped away some of the paint to reveal the original wood color. I added uncoupling devices and Proto 2000 Spring Plankless trucks with Reboxx No. 33-1-1.015 wheelsets. The models came equipped with Kadee #58 couplers. The factory-applied paint is excellent, so I left it in place but changed the repack and shop stencils with decals from the Speedwitch decal set.

Accurate models of the NYC 70-ton 53' 6" AAR flatcar are also offered by Sunshine Models (see Jim Hayes' Sunshine Models website at http://sunshinekits.com/) and ProtoWest Models (www.protowestmodels.com/). The ProtoWest kit includes two cars per kit.

This model of the NYC USRA gondola clone represents an all-steel car built prior to 1928 with Murphy ends, painted in the mid-40s freight car brown scheme with black trucks.

NYC 628401, Lot 507-G

NYC 628401 NYC 628401 represents one of Central's 8,499 USRA gondola clones in series 625000-639999. NYC was assigned a large number of composite USRA cars with Murphy ends, but these USRA clones used an all-steel, eight outside-post design that Central began to acquire in 1925. Central's first cars were equipped with the USRA-style Murphy ends, but later series were equipped with stamped dreadnaught ends. Practically the entire fleet was rebuilt by the early 1950s with an all-new, all-steel body that featured a shallow fishbelly side sill, Improved Dreadnaught ends, ARA trucks, and new AB-schedule brake gear. Photo by Kirsten Golden.

I kitbashed this model from an Intermountain USRA Composite Gondola (kit no. 41699). I removed the sides from the Intermountain car and replaced them with cast-resin sides from the Funaro and Camerlengo NYC Gondola kit (kit no. 6660 or 6601). A little shaping of the sides and ends was necessary to ensure a good fit but it was a relatively easy kitbash, and allowed me to use the crisp Intermountain kit's detail in as many places possible.

I added details per prototype photos, replacing the plastic grab irons with wire grabs from Detail Associates, and also added a Cal Scale AB brake gear set, hand-bent uncoupling devices, and Accurail ARA trucks with Reboxx No. 33-1-1.015 wheelsets. I matched the prototype's freight car brown using Scalecoat 2 Box Car Red No. 3, and then weathered the car with Testors Russian Earth Brown and Polly Scale Light Freight Car Red.

Continued on page 32

NYC 1950's Freight Cars

(Continued)

NYC 66644. New York, circa 1941. Bob's Photo.

Three versions of this car are available in HO scale from Sunshine—the original version with Murphy ends (kit no. 67.29), the original version with Dreadnaught ends (kit no. 67.30) and the late 40s rebuilt version with fishbelly sides and Improved Dreadnaught ends (kit no. 67.31). In addition, models of these cars are available from Funaro and Camerlengo (kit no. 6601).

NYC 136414, Lot 717-B

NYC 136414 is a model of a 1916-design all-steel boxcar. Central owned thousands of cars to this design in multiple lots and the cars appeared in a wide number of number series. Many were modified or rebuilt during the pre- and post-WWII era. This car is similar to the thousands of USRA all-steel boxcars Central built during the same period. Photo by Kirsten Golden.

This is a Westerfield model that I built 12 years ago. I constructed it to the manufacturer's specifications and then sandblasted it in a North Coast media blaster to remove any oils, glue residue, and lightly etch the surface for painting. I painted the car with a 50%-50% combination of Scalecoat Box Car Red #1 and Scalecoat Box Car Red #3, and painted the underframe and trucks Testors Flat Black. Decals are from the Westerfield kit. I applied chalk marks to this car as well; I used chalk mark decals from Sunshine Models and added additional marks using an artist's pencil. I weathered the model to resemble a similar car seen in an early-1950s photo of a train on the AC&Y that had turned practically black with coal dust and soot. I used Testors Dark Tan to provide a light brown appearance, then various blacks and browns to provide highlights, then added chalk mark decals, hand-drawn chalk marks, and routing cards from the Sunshine placards set.

I am sincerely grateful to Ed Hawkins and Dr. Richard Hendrickson for their assistance preparing this article, and also to Rick Stoving and Noel Widdifield for use of photographs from the NYCS Historical Society collection.

Wanted – Assistant Editor

NYC*entral Modeler* is looking for an Assistant Editor to help back up the editor and to add to the quality of the magazine. If you are interested, send an email to Noel Widdifield at: NYCBigFour@comcast.net

Vetting NYC Steam By R. L. Stoving

Continued from page 4.

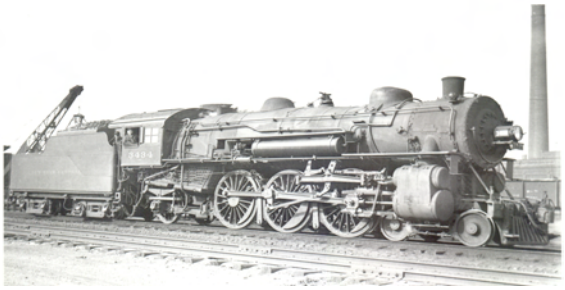
Sadly, only a handful of reasonably accurate models in this Central smorgasbord of steam are currently available, and the paucity is particularly evident in N, S, and Large scale. What is meant by "reasonably accurate"? Let's look first at what might be considered to be the extremes of accuracy.

At the high end of the accuracy scale would be models, often limited-production brass, that are so accurate as to represent individual locomotives within specific subclasses at specific times in their service lives. These super-accurate models quite properly reflect the fact that even among the most populous classes, over time no two locomotives were exactly alike. At the zero end of the same scale would be models that are lettered for New York Central but that bear very little or no resemblance to any steam locomotive that the New York Central ever rostered.

Model railroading is intended to be a hobby to be enjoyed in whatever form the hobbyist may choose, so it is up to each modeler to determine if he or she will be satisfied with a low-end-accuracy model or will demand a super-accurate model. I make no judgment in that regard. But whatever a modeler's requirements, I hope this article will be helpful.

Suppose manufacturer or importer X announces that he has released a model of a New York Central steam locomotive. I think the first thing to consider would be how this model is identified in the advertising. If it is identified simply as a Consolidation or a Pacific or a Hudson or any other type ("type" in NYC-speak refers only to wheel arrangement), I'd be inclined to think that this might be a low-end-accuracy model.

Key Imports' HO-scale K-3 Pacific models are excellent examples of what can be done to import accurate models of individual locomotives. While twenty K-3d locomotives were built for the NYC&HR in 1912, only two of them, NYC 4834 and 4835, were still on the roster in 1946, and Key reproduced the 4835 in its postwar appearance faithfully. This kind of detail work requires many hours of painstaking research, in the case of the Key K-3's performed admirably by NYCSHS member and former director Jim Walsh.



NYC 3434 No good engineer's side photo of the 4835 could be found, so several different photos had to be consulted to determine the right side, postwar appearance of the loco. A very close match was found in this view of K-3a 3434. The K-3a's arrived in 1911, one year earlier than the K-3d's. Note the pre-1940 Roman lettering and the original road number. The date here is April 4, 1936, and this engine will be renumbered to NYC 4809 later in the year. Note also that while this photo shows an engine equipped with a lifting injector, the model is equipped with a non-lifting injector. The substitution on the prototype K-3d was correctly reflected on the model. Photo by Edward L. May.

Continued on Page 34

Vetting NYC Steam Continued

But if it is identified by class, as in G-6 Consolidation, K-11 Pacific, or J-1 Hudson, I'd think it might be at least a reasonably accurate model because the manufacturer or importer probably had found data to produce a specific NYC steam locomotive design. But in either case, I would want to look further before passing judgment.

At this point, a word about New York Central's method of classifying steam locomotives might be in order. The letter in the classification indicates the type by wheel arrangement, the number represents a specific design within the type, and, when given, a small letter after the number identifies the subclass, indicating a minor change in the design. Modelers unfamiliar with steam locomotive classifications must bear in mind that type letters were not standard among different railroads. While the letter "I" represents a 4-4-2 on the NYC, the same letter "I" represents a 2-10-0 on the PRR.

So let's say that manufacturer or importer X announces that he has released a model of a New York Central K-3 Pacific. This sounds pretty good, as it is somewhat specific. Central had a total of 281 K-3's in subclasses running all the way from K-3a to K-3r, and this might be any one of them, or perhaps it will be an attempt at a kind of generic K-3. How do we know? We must use three essential vetting tools: a copy of one of the company's own *Dimensions and*

U-2 I provided a research package to MTS Imports about 25 years ago for a limited run of NYC U-2 0-8-0 switchers. While NYC's U-3 switchers, of USRA design, have been available with considerable frequency, this import remains the only HO-scale model of Central's own U-2 design. This is another model that is quite faithful to the prototype.

U-2d 7383, a close sister to the model, was at Watertown, New York on August 26, 1950. Photo by William Curtis, Edward L. May Memorial Collection.

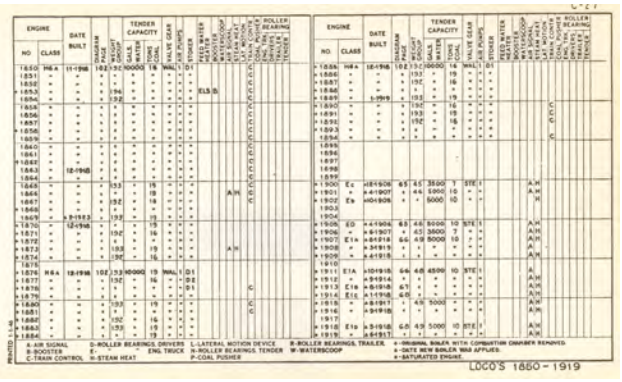
This excellent HO-scale reproduction by Mizuno of "Super" Hudson 5451 captures the look of the prototype quite well. With a flat front end, side rod roller bearings, Scullin double-disc drivers, and PT-type tank ("PT" stands for "Passenger Tender") the 5451 was an ultimate "Super" Hudson.

Continued on Page 35

Vetting NYC Steam Continued

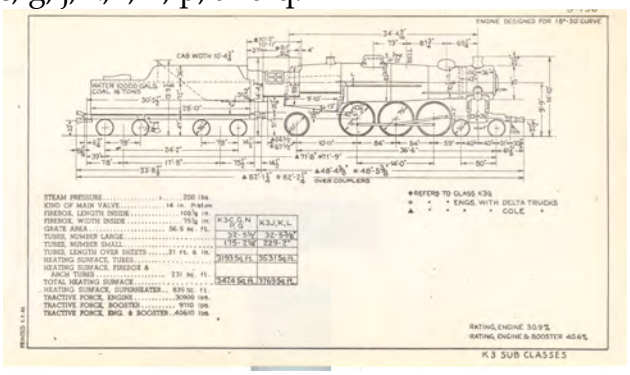
Classification of Locomotives of the New York Central System books, commonly known as "class books"; photographs of the supposed prototype; and a scale rule.

Class books were printed periodically by the railroad company for the information of certain employees and were sometimes updated with inserts. For most modelers of the late steam era, the class book dated January 1, 1946, will be the most useful. Originals and reproductions can often be found at train shows, and a digital copy is available from the NYCSHS. The class books are a treasure trove of locomotive information, containing a listing of every engine on the roster at the specified date, with indications of tender capacities, type of valve gear, and appliances such as stokers, feedwater heaters, and automatic train stop (ATS) equipment. A sample page is reproduced below.



Of even greater value in the vetting of a model are the diagrams for each class and in some cases each subclass of each type that appear in the class books. These diagrams provide all of the prototype's basic dimensions. Armed with a scale rule and with access to a sample of the model, one can quite quickly determine accuracy.

The most obvious dimensions to check include total wheel base, driving wheel diameter, distances between axle centers, length and diameter of boiler and smokebox, distances between boiler front, stack, sandbox, bell, dome, safety valves, and cab; length of cab; and height over stack. Tender dimensions can likewise be vetted. Here is the diagram for the K-3 Pacifics in subclasses c, g, j, k, l, n, p, and q.



But if a model is to look like its prototype, basic dimensions are not enough. That's where the photographs come in. With the class-book-provided information it must be that almost all of Central's K-3's were numbered in the 4600, 4700, and 4800 series (the exceptions being some K-3's in service on the Peoria & Eastern and Boston & Albany, a modeler must find and use photos of engines so numbered. Roster photos were favorites of the old-time "engine picture kids," and prints are available from a variety of collections. Many photos have also been reproduced on a number of websites.

In determining accuracy, the modeler needs to know that certain modifications were made to most if not all locomotives in a particular class at times during their service lives. Therefore it is necessary to determine if the model represents an "as-built" prototype or one as it appeared later. While axle center-to-center and,

Continued on Page 36

Vetting NYC Steam Continued

and overall boiler and smokebox dimensions generally remained the same, the locations and appearances of such details as sandboxes, domes, bells, air pumps, and feedwater heaters could change over time, different cabs were sometimes substituted, and different tenders were quite often substituted. So if given, the date of any photograph is very relevant. Piping almost always changed during shoppings and varies considerably from locomotive to locomotive.

Sometimes it will be observed that locomotive numbers as seen in photographs are very different from the numbers shown in a class book. This is because there were some very substantial locomotive renumberings. One such renumbering took place in 1936, when many New York Central locomotives received new identities. This will explain road number discrepancies in some photographs taken before 1936.

A word also needs to be said about lettering. All NYC locomotives built before 1940 were originally lettered in a Roman (with serifs) face. Locomotives built from 1940 forward were lettered in a Gothic (without serifs) face, and as earlier locomotives were serviced beginning late in 1939, they also obtained Gothic lettering. Knowledge of this fact often helps to date photographs.

It must be said that there is no such thing as a "perfect" model. An excellent modeler once commented that modeling was largely a matter of "smoke and mirrors," and there is much truth in that statement. The manufacturer of a reasonably accurate model at a reasonably affordable price is a real balancing act for any manufacturer or importer. I hope this article will help New York Central modelers to identify models that meet their individual accuracy requirements.

Here's the real NYC 5451, pictured at Harmon, New York on May 31, 1953. This locomotive was one of the ten Dreyfuss-styled streamlined Hudsons delivered in 1938, but was de-streamlined in March of 1947. Photo by Edward L. May.

Here's a right-side view of the Mizuno J-3a.

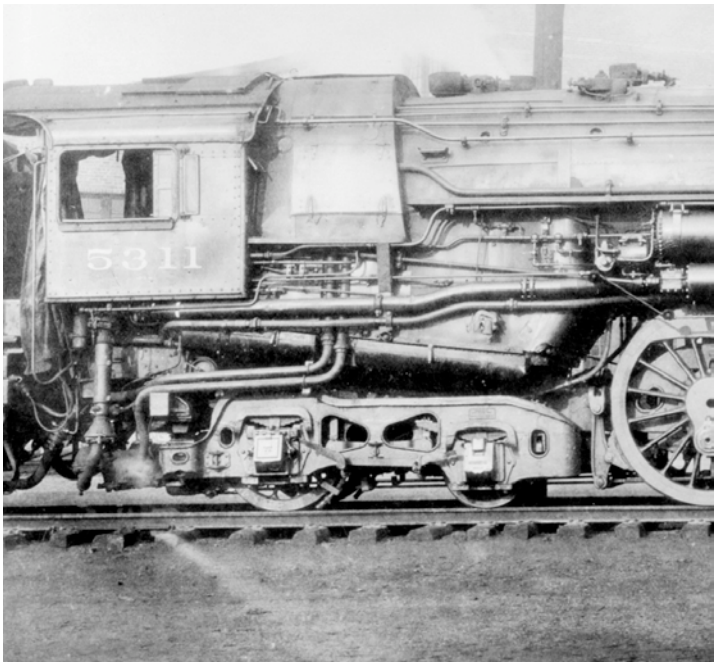
At the other end of the accuracy scale is this Large-scale Aristo Craft "NYC" 0-4-0. New York Central's last 0-4-0 switcher was off the roster by 1913, so even if one of the line's 0-4-0's looked anything like this, which none did, this model would be an anachronism on any NYC layout after that date. The Gothic lettering even implies post-1939. It's undeniably cute, but for a serious NYC modeler, forget it. Photo by Noel Widdifield.

Continued on Page 37

Vetting NYC Steam Continued

Manufacturers or importers of steam locomotive models frequently have to "cheat" a little with axle spacing, particularly with locomotives having 4-wheel pilot trucks, to enable them to negotiate the sharp curves found on many model railroads. In the case of this BLI J-1e 4-6-4, the 87-inch wheelbase of the pilot truck is correct, but the entire truck has been shifted about six inches forward relative to the centerline of the cylinders. Such changes are to be expected and rarely detract from the appearance of the model.

The necessary swing of a trailing truck also requires some modification of prototype dimensions. In this case, there is a greater space above the top and behind the rear of the trailing truck than on the prototype. Such discrepancies enable a model to run on the average layout. This is another view of the BLI J-1e.

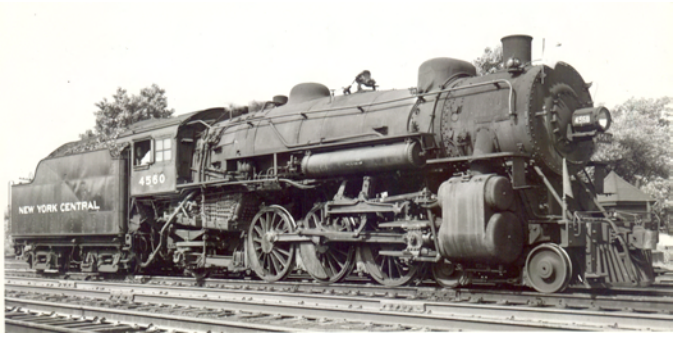


Here's a detailed shot of NYC 5311, one of 40 J-1e locomotives built by Alco-Schenectady in 1931 that served as the prototypes for the BLI J-1e. The liberties taken with the piping arrangement above and behind the trailing truck are obvious. Nothing like this could ever run on the average model railroad, but perhaps BLI went a little too far to accommodate potential customers having layouts with very tight curves. NYCSHS Collection.

Continued on Page 38

Vetting NYC Steam Continued

Another of my research projects was for Key Imports' K-11 and K-14 HO-scale models. This version represents K-11e 4560 quite well, although for some reason the Korean builders decided to use four longer handrail posts toward the front of the locomotive, rendering a straight handrail, rather than one that followed the conical contour of the boiler. While a relatively small detail, I think it does detract for the overall effect. It would be relatively easy to correct, especially on an unpainted model.



The real K-11e 4560 at Rensselaer, New York on July 2, 1950. Photo by Edward L. May.

Key Imports' HO-scale L-2a models are very faithful representations of the prototype. NYC had an even hundred of these steamers, and I think no locomotive captures the essence of Central's freight power more adequately. One of these days I'll get around to painting this engine as well as my Key K-11e.

L-2a 2772 at Weehawken, New Jersey on February 25, 1951. The end is near for this classic New York Central freight locomotive. Photo by Edward L. May.

Continued on Page 39

Vetting NYC Steam Continued

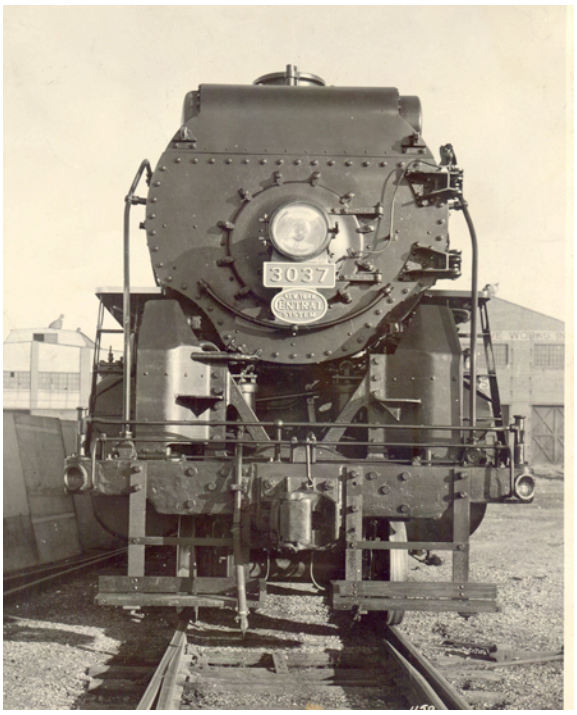
Over the years, a number of manufacturers and importers have placed the ladder on the wrong side on the back of NYC tenders. You'd think that a fireman would want that ladder to be on his side of the locomotive, but, no, NYC practice was to place the ladder on the engineer's side. Here's an example of incorrect ladder placement on my venerable PFM L-3a Mohawk, and although I have been pointing this out for many years, Trix got it wrong recently on their HO-scale H-6a Mikes. The reason for the error may be traced to a misreading of NYC engineering drawings, which seem to show the ladder on the left side, but with the small indication "RS," meaning that the ladder was to be placed on the right side.

Key got the ladder on the correct side on this HO-scale model of a Lima L-3b, but look at the size of that backup light! This model was the result of another of my research projects, and while the correct-size backup light was provided on the pilot model that was sent to me for inspection, somebody in Korea decided that a bigger backup light might look better. I was not amused!

Here's a rear view of the prototype 3037's tender, taken before leaving the Lima Locomotive Works in November of 1940. Note the correct size of the backup light. NYCSHS Collection.

Continued on Page 40

Vetting NYC Steam Continued



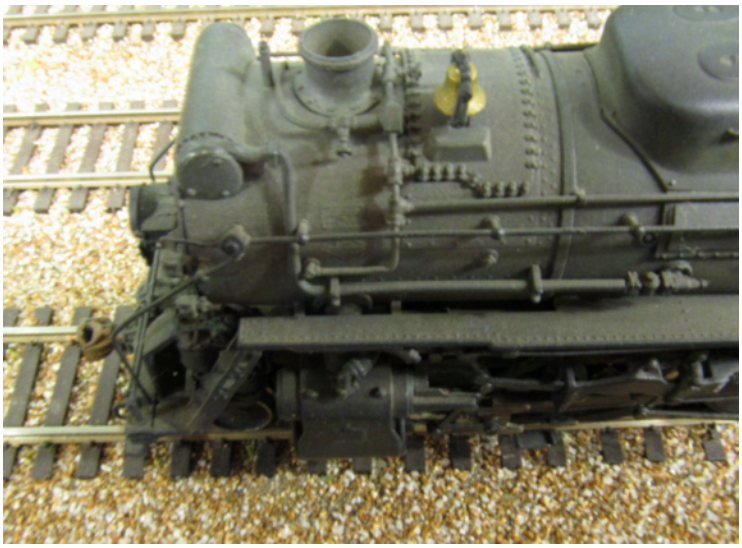
This nice front-end view of the 3037 shows the unusual half-sunken Elesco feedwater heater-mixing drum that characterized the fifteen L-3b's built by Lima. NYCSHS Collection.

A close-up view of Key's L-3b model shows a fairly good representation of the prototype.

Here's a right-side view of Key Imports' HO-scale L-3b. In an attempt to satisfy modelers who wanted an engine with smoke deflectors and those who didn't, Key provided attachable deflectors. This was a mistake, because it required a notch in the running board, which didn't look too great on a deflector-less model. Such attempts at marketing compromises generally result in never-never locomotives all around.

Continued on Page 41

Vetting NYC Steam Continued



The notch in the running board of a Key L-3b, made necessary for the installation of an optional smoke deflector.

I'm proud of my trusty PFM L-3a Mohawk, which has been running on my layouts for almost 50 years now, more than three times as long as the prototypes polished New York Central rails. But early brass was short on detail and sometimes short on research. As seen here, the builders assumed that the window arrangement on the fireman's side of the cab was the same as on the engineer's side, which was not the case.

NYC Modelers Meet Off-Line

From Ralph Schiring

Omaha hosted an impromptu NYC modeler's get together last June. In conjunction with the Operations Special Interest Group (OPSig), Omaha hosts modeler from around the region every other year. Hence, Mid-western 64 operators converged on the city during the weekend of June 11th and enjoyed simulating rail networks on 12 layouts. Of interest to NYC fans is Paul De Luca's NYC Hudson Division featuring operation of every train on the prototype's 1951 timecard on a double deck layout in a 1500 square foot basement. The photo shows #25 proceeding northward between Peekskill and Garrison, NY. Another half dozen "under construction" layouts were open on Friday evening. Those included NYCSHS Director Ralph Schiring's Big Four Ohio Division. The impromptu NYC meeting took place when Michigan Central modeler Randy Page (left) met Big Four modeler Jim Brix (center) and Ralph (right). Not present were Paul and NYCSHS member Carl Wetzel. So folks, here's the challenge.... if six NYC modelers can get together in off-line Omaha, just think of what could happen at an on-line location...like Middlebury???

See you there!

Photo Section

The Observation Car

"The NYC CD Tower in HO" Larry Faulkner

Larry's CD tower model is the result of several years of research and a couple of trips to the location at the Harmon complex.

His model is made from detailed drawings that he completed after completing his research.

The two photos here taken by Larry on an early Arizona morning, bring out the fine details of his model.

Larry explained that he detailed the interior to match that found in the CD tower and even has a simple interlocking machine with a detailed track diagram mounted above the machine.

The model of the tower is painted and weathered based upon photos of the tower.

Photo Section

The Observation Car

Larry's CD tower shot in sunny Arizona. Larry's work is excellent and serves as an example of what can be done when we take the time to do the research and then apply our modeling skills.

All three photos by Larry Faulkner. Article begins on page 11 of this issue.

Athearn's New GP-9's

Drawings from Athearn

NYC Freight GP-9

NYC Dual Service GP-9

Photo Section

The Observation Car (Continued)

Broadway Limited NYC Boxcar

Photos by Broadway Limited

Photo Section

The Observation Car (Continued)

Some interesting Model Railroads

Noel Widdifield's NYC Big Four in Large Scale

Noel is the editor of the NYCentral Modeler and the B62 is running on his NYC Big Four Large Scale railroad.

His railroad was feature in two NYCSHS Central Headlight articles in the past couple of years.

One of the last four 0-6-0's (B62's) that ended their careers on the Big Four. This one by Accucraft in diecast & brass 1/29 scale. Photo by Noel Widdifield

Rich Stoving's Breakneck Tunnel *Photo by R.L. Stoving*

Rich's railroad has been featured in the NYCSHS Central Headlight.

His article on NYC Steam Locomotive models is the featured article in this Quarter's NYCentral Modeler. (See page 1.)

Rich is president of the NYCSHS and editor of the Central Headlight.

NYCSHS Annual Meeting

The New York Central System Historical Society is pleased to announce that their 2012 Annual Meeting & Convention will be held Friday, May 4th through Sunday, May 6th, 2012 in Middlebury, IN at the Essen Haus Hotel. Middlebury is 20 minutes from Elkhart, IN where most of our convention activities will be centered.

Our convention, this year will have some focus on towers and interlockings and will feature many firsts for the NYCSHS. Highlights of the convention and meeting will be a tour and activities at the National New York Central Museum, a steam train ride on the Little River Railroad, layout tours, train show, presentations, silent auction, banquet and some special surprises. Our guest speaker will be Maurice Lewman, retired NYC engineer, who will speak on his career as an engineer. Maurice was featured in the "HEADLIGHT" in a two-issue article. This will be a chance for everyone to meet him and hear first hand, the stories and happenings in his long career which covered both steam and diesel operations.

For the modelers, this will be an opportunity to come and see some new projects the society is working and to meet some of the people who are helping to expand this area while other NYC fans can meet and talk with former NYC employees from different fields and their stories and experiences.

Watch the website: nycshs.org for more information and updates. For questions and inquiries, contact Pat Livingston at conraildisp@hotmail.com or Darwin Simonaitis at dfssas@msn.com or call 307-237-3557.

NYCentral Modeler

As we travel through the summer, the NYCHS would very much like to include an article by you in the next issue that will be released sometime in October or November. It will be hard to think about model railroading during these warm summer months, but we know that some of you continue to build models and run your railroads in spite of all of those water sports, golf, tennis and other fun things. Even if you are not building or buying things for your railroad, some of you are still running your trains. So even if you don't feel you can write an article, how about just sending us some photos of your layout.

PREVIEW OF 4TH QUARTER ISSUE

NYCSHS Director, Tom Gerbracht is an avid modeler and in our next issue we will feature his NYC Lines West O scale layout. Be sure to watch for that edition in late fall. We will have many other interesting features as well.

(Photo by Tom Gerbracht)

Weed Running

One of the many layouts featured at the next NYCSHS Annual Meeting will be Jim Six's HO railroad shown above.

(Photo by Jim Six)