

Manhattan Modelers

Manhattan Modelers September 2024

Summer seems to have slipped away. We here on the east coast have gotten our fill of the hot summer weather. Traditionally Summer is not considered Model Train season. Though a hot spell makes spending some time inside in the AC sound pretty good.

I feel I must apologize for going radio silent for much of the summer. I have been working through some personal things. I think the pause has been helpful and I can narrow my focus better.

Summer is also a time many people take time off and travel. The kids are out of school and those vacation hours do accumulate at work. My wife teaches at a local college, so she gets summertime off and spends time up in the Adirondacks all summer with her mother and our kids. I try to get up for a week or long weekends here and there to get some projects done up there.



SONO Tower Museum in South Norwalk CT is on the NEC and has many trains passing through. The tower is also located at the junction of the Danbury branch line. This is a fascinating museum with some knowledgeable docents who were themselves former tower operators. It is very rail accessible by Metro North. I would like to propose a group trip to visit sometime.

Maybe you went on a vacation visiting a railroad Museum, riding an excursion train or visiting some far away layouts this summer. Please feel free to share your experience here or on our Discord channel. I am sure other members would be interested.



Peering out the windows at SONO tower is a Metro North train following ConnDOT/CT Rail painted GP40-3H 6698 about to leave the rails of the NEC and head up the Danbury branch.

One of our members, Andreas Werder took a trip to San Diego recently. He wrote an article recapping his visit including some train rides and a visit to the amazing San Diego Model railroad Museum in Balboa Park.

I really enjoyed Andreas' article because I went to grad school in San Diego. I am so familiar with many of the places he visited. I had an art studio next to the tracks in Sorrento Valley. I even got to ride the Sprinter DMU on its opening day.

We are planning a Manhattan Modelers in person meeting coming up in October. I hope to work out some details soon. In the meantime, I want to start using our Discord General Voice Channel to introduce some informal model building chats. For now, I plan to be on Friday nights at 8pm until who knows. I would be happy to hear from anyone in the group.

As always there is a long list of local calendar events at the end of the Newsletter. I recommend taking a look through it and you may find something interesting to you. As always if you know of a model or real train event upcoming in the area, please tell me so I can add it to our list.

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Article

A Manhattan Modeler in San Diego

Andreas Werder

When my wife told me that she was planning to attend a conference in San Diego, CA, and then asked if I wanted to join her for the trip, I didn't hesitate for long. Though I'd visited other parts of California, I'd never been to the southernmost part of the state. I was especially keen to see the San Diego Model Railroad Museum.



We arrived a day early to acclimate. Our six-hour flight to San Diego was longer than a trip to LAX. Unfortunately, due to poor visibility from cloud cover, we missed the view of the Grand Canyon. Arriving before lunchtime, we were greeted by unusually chilly temperatures, about 10 degrees below average, with an overcast sky. Locals told us that such weather was rather unusual for June, but they assured us we'd see sunshine later in the day. Regardless, if you plan to visit San Diego in June, be sure to pack a warm sweater.

Balboa Park

We began our sightseeing the next day with a visit to the San Diego Zoo, one of the largest and most visited zoos in the U.S. The 100-acre zoo is located in the Historical Balboa Park and features open-air, cage-less exhibits. Our tour through it felt more like a three-hour hike through a park-like world, connecting the different animal habitats. While the lions and tigers were

hiding, we saw plenty of colorful smaller and larger birds, monkeys, elephants, hippos, camels, llamas, as well as smaller animals like koalas and other fascinating creatures, all in their natural habitats: rainforests, wet and dry savannas, swamps, or scrub vegetation.

Besides the zoo, the beautiful Balboa Park includes multiple gardens and hosts more than a dozen museums, including the Museum of Modern Art, the Natural History Museum, the Museum of Photographic Arts, the Automotive Museum, the Air & Space Museum, and best of all, the Model Railroad Museum. Now on my own, the next attraction on my bucket list was the San Diego Air & Space Museum. The model railroads at their museum could wait.

With a long history of air and space industry—Convair was and still is located in San Diego, and spectacular aircraft were designed and built in this city—it makes sense for San Diego to celebrate the history of aviation. And celebrate they do. Two planes greet visitors to the museum before they even enter it: a Convair F2Y Sea Dart (a supersonic seaplane prototype) and a Lockheed A-12 (precursor to the SR-71 Blackbird), both in 1:1 scale and mounted on support frames, guarding the entrance to the International Aerospace Hall of Fame. The museum features some remarkable collections, such as the World War I Gallery, the Golden Age of Flight Gallery, the World War II Gallery, the Modern Jet & Space Age Gallery, and more. I was surprised by the many aircraft, some replicas, some originals, going back to the Pioneer Era of aviation. Well-designed posters with complementary diagrams and photos, short videos, and instructional models explain complex technical details and make the visit a great learning experience. The basic design and Spartan interior of the Apollo 9 command module was particularly memorable.

Real Trains

For the following day, I decided to avoid museums and instead explore the greater San Diego area. As an avid user of public transportation, I definitely wanted to ride some passenger trains. Besides a fully developed system of streets and city highways, San Diego's mobility infrastructure also includes trolleys, buses, regional trains, and an intercity connection to Los Angeles. Three types of rail-bound systems are available:

1) **The Amtrak Pacific Surfliner Express** : Part of the Amtrak Baseline Network, it connects San Diego to Los Angeles and ultimately to the Amtrak long-distance network.

2) **The Coaster** : Operated by the North County Transit District (NCTD), this commuter rail service connects several towns between San Diego and Oceanside, CA.

3) **The San Diego Trolley** : This light rail (or “streetcar”) system operates in the metropolitan area of San Diego and is run by a subsidiary of the Metropolitan Transit System (MTS). The trolley system covers a sizable area with three lines stretching from La Jolla in the north, to the US-Mexican border at Tijuana in the south, and El Cajon in the east, serving 62 stations. It claims to have the highest ridership of any light rail system in the United States.

By exploring these various rail systems, I planned to get a comprehensive view of San Diego’s public transportation network. A one-way trip to Los Angeles on the Surfliner would have taken three hours, so I decided to take the Coaster to its northern terminus at Oceanside instead. This trip promised some great scenery along the coast north of Del Mar. Before boarding the train, I took some time to explore the historical Santa Fe Depot in downtown San Diego. The depot serves both the Amtrak Surfliner and the Coaster commuter trains, making it a Union Station (although that didn’t help me get the proper instructions from an Amtrak employee on how to get a Coaster ticket).



Historically, the depot was also used by the San Diego and Arizona Railway (SD&A) and the San Diego Electric Railway (SDERy). Built in 1915 in the Mission Revival style, the structure is still in perfect shape. The 650 feet long covered concourse of the building has an impressive waiting room that alone measures 170 by 55 feet. The beautiful interior features unique tile work that has been restored. Rail fans will also notice the large Santa Fe sign on the roof with the familiar white letters in Railroad Roman font on a dark blue background.



EXIT

Santa Fe



My plan was to take the Coaster, which runs hourly, to its northern terminus in Oceanside. The 41-mile trip would take a little over an hour. After a lunch break, I planned to take the train back. Before boarding, I needed to get a ticket. The easiest way was to download the Pronto app to my iPhone. Buying a \$20 credit was enough for the round trip. I made sure to scan the QR code displayed on my phone at the validator on the platform before boarding the train. That was easy! The Coaster consists of four Bombardier bi-level coaches (riveted, mid-1990s-built) with a cab at one end and a Siemens Charger SC-44 locomotive at the other in a push-pull configuration. Southbound, the SC-44 is at the front of the train. I boarded one of the recently overhauled and freshly painted coaches in NCTD Phase II livery towards the end. It looked clean, and since the train was almost empty at this late-morning hour, I had plenty of space in my compartment of four seats with a small table in the center. The train left the station on time, and I began to enjoy a smooth ride. Soon, a conductor verified my ticket. It's clear that NCTD checks every passenger's ticket, not just spot-checking riders.



The Coaster made several stops in San Diego before climbing a fairly steep grade and descending again, with a stop at Sorrento Valley. After this, we reached the coast. At this point, the tracks follow the coastline for almost a mile, and the ride along the edge of Del Mar's bluffs offers a beautiful view of the beach and the Pacific Ocean. Construction equipment serves as a reminder of the ongoing multi-million-dollar project to stabilize the bluffs, which are badly affected by erosion, to save the tracks. After the next stop at Solana Beach, the Coaster travels mostly through residential areas, serving the coastal towns of Encinitas and Carlsbad, until it reaches the terminus at Oceanside.



The modern Oceanside Transit Center, built in 1984 to replace the old Santa Fe Depot, serves three rail services as a terminus: the Coaster from San Diego, Metrolink from Los Angeles, and the Sprinter commuter rail to and from Escondido. Additionally, it is a stop on the route of the Amtrak Surfliner to Los Angeles. At this point, I could have continued my trip to Escondido using the Sprinter service, also operated by the NCTD, but the two-hour round trip exceeded my available time window.



A model railroad company based along the tracks in the Alvarado Canyon area of San Diego in the former LGB of America HQ, Piko America offers a very accurate model of this DMU in Sprinter paint scheme in HO scale.

The Sprinter service is unique in the United States as it is the only one using Siemens Desiro Diesel MUs, a commuter train platform very popular in Europe, both in the electric and diesel versions. So after a short break and a stop at one of the validators on the departure platform, I took the next Coaster back to where I started my trip.



New Coaster phase 2 paint scheme with older phase 1 paint scheme on the distant car

Back in San Diego

Returning to San Diego, I wondered about the economic sustainability of the Coaster. The train in late morning was nearly empty, with a few students, workers, and tourists. The one-hour travel time for 40 miles seemed reasonable, but long stops and a slow segment between Sorrento Valley and Old Town reduced the service’s appeal. The scenic part of the trip through Carrol Canyon between San Diego and Sorrento Valley felt more like a ride on an Alpine cogwheel railroad than a West Coast commuter train.

It’s unclear why the Amtrak Surfliner serves multiple stations between Oceanside and San Diego, handling the “last mile” for passengers and adding travel time to the intercity service. The Coaster’s average weekday ridership of 2,100 compares poorly to Caltrain’s 18,600 on the San

Francisco to San Jose route. Caltrain's electrification project, with faster EMUs, higher frequencies, and more stops, set to start in September 2024, might serve as a model for other West Coast commuter services. Despite my doubts, I enjoyed the trip on the Coaster to Oceanside.

San Diego Trolleys

To complement my experience of the local public transportation system, I also took a few trips on the San Diego Trolley, a subsidiary of the San Diego Metropolitan Transit System (MTS). This light rail system has three lines: Blue, Orange, and Green, covering a total length of 65 miles and serving 65 stops. With an average weekday ridership exceeding 100,000, it is the fourth busiest light rail system in the United States.



The San Diego Trolley operates about 150 Siemens S70 and S700 low-floor light-rail vehicles, along with a few heritage PCC cars, all painted in the distinctive red MTS livery. The modern,

clean cars mostly run on dedicated lanes or separate tracks outside the city center, ensuring fast and punctual service. My trips took me to the US-Mexican border north of Tijuana, back to downtown, and further to the Old Town. The trolleys operate on a proof-of-payment system using the Pronto card or app, which is easy to use. Overall, it was a true pleasure to use the trolleys within the MTS system.



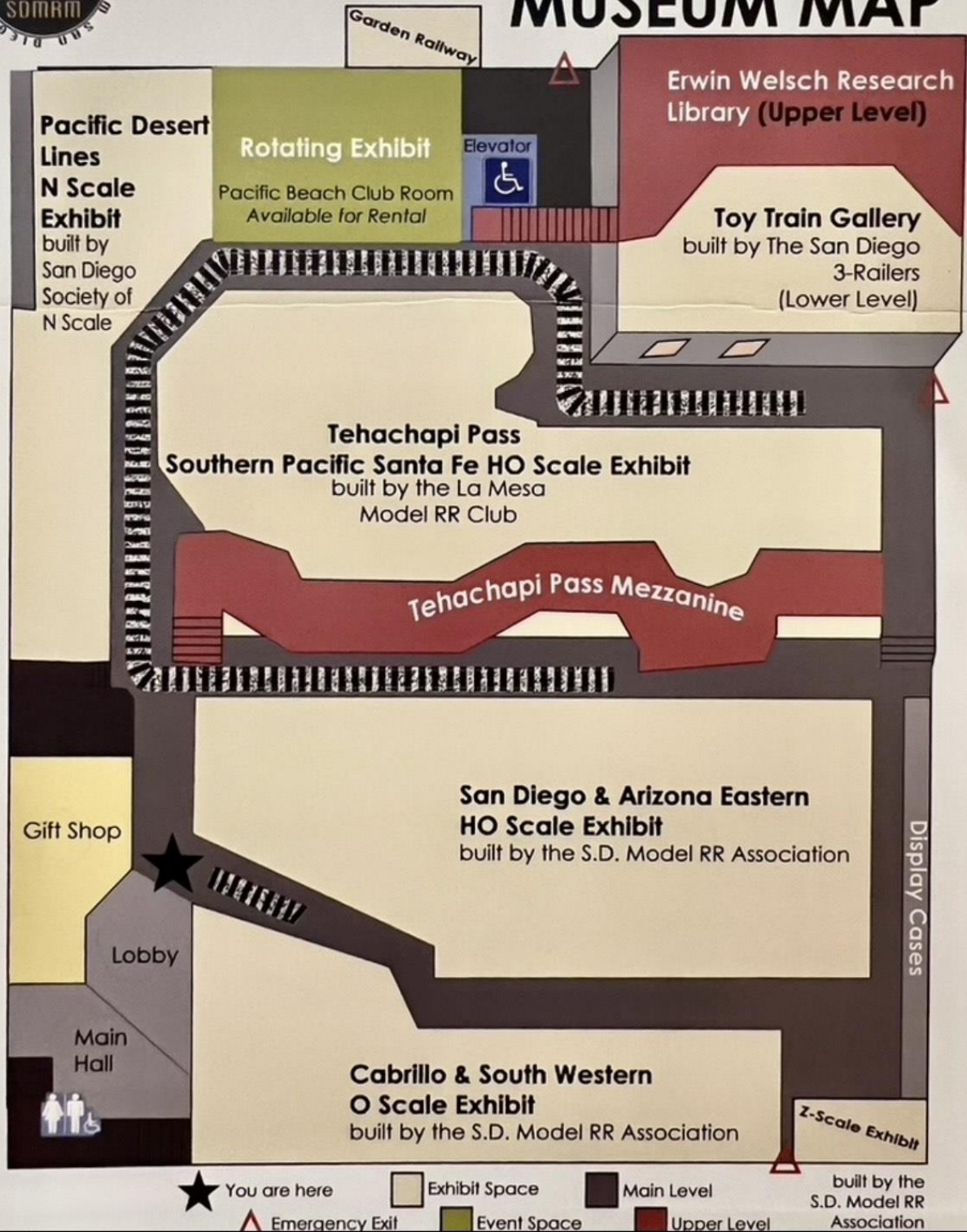
The San Diego Trolley runs through the SD&IV yard.



San Diego and Imperial Valley RR now part of Genesee & Wyoming has a small yard behind the big San Diego Convention Center which hosts the San Diego Comic-Con. The SD&IV switch industries in San Diego and the Mexican Border in San Ysidro. The Yard is adjacent to the MTS tracks with cantenary.



SAN DIEGO MODEL RAILROAD MUSEUM MUSEUM MAP



San Diego Model Railroad Museum

Finally, it was time to visit the Model Railroad Museum in Balboa Park. Covering 27,000 square feet, it is one of the largest indoor model railroad exhibits in the United States. Although the current museum space opened in 1982, its roots date back to 1935, when a 40-by-70-foot O scale layout was the “Chief Transportation Feature” of the California Pacific International Exposition. The museum features six permanent exhibits or layouts, as well as rotating exhibits:

- The Cabrillo Southwestern and the San Diego & Arizona Western: Owned by the San Diego Model Railroad Association, this OS2R (1/48) scale layout spans 2,700 square feet and represents railroads between San Diego and Sacramento.
- Two HO scale layouts: The San Diego & Arizona Eastern RR layout owned by the same club, based on its namesake prototype, and the La Mesa Model Railroad Club’s Tehachapi Pass, depicting the Southern Pacific and Santa Fe railroads of the 1950s from Bakersfield to Mojave, California.



- The Pacific Desert Lines N scale layout: This layout, owned by the San Diego Society of N-Scale, features a surveyed but never built railroad in Southern California.
- Toy Train Gallery: A 3-Rail O gauge layout showcasing rare Lionel and American Flyer cars

from the 1920s through the 1950s, as well as modern toy trains from Lionel, MTH, K-Line, and Atlas-O.



The OS2R, HO, and N scale layouts are all prototypical or proto-freelance model railroads that include many prototype structures of the area and the typical trains for the featured railroads and epochs. Prototypical scenes around the San Diego Santa Fe Depot, a Navy Yard, and the record-breaking trestle of Carrizo Gorge (Goat Canyon) can be found in multiple scales. The layouts are characterized by an abundance of desert scenery, vegetation, and structures typical of Southern California and Arizona.

I started with the OS2R layout, then spent a good amount of time on the San Diego & Arizona Eastern RR layout, saving the Tehachapi Pass layout as the icing on the cake. Both layouts are freelance models that represent areas of Southern California, featuring multiple interconnected loops, and have been fully operational since the late 1980s. They showcase impressive prototypical and fictional scenery, both landscapes and urban settings, with desert colors

dominating. The OS2R layout also includes a trolley line, while the HO layout features a narrow-gauge mining line. Designed more for the museum's visitors than for the club's operators, these layouts boast incredibly long main lines (13 and 15 scale miles), allowing trains to travel for several minutes before returning to their starting points.



Disappointed with the visibility of the N scale layout, I did not spend a lot of time around it. The Pacific Desert Lines, built by the San Diego N Scale Society, models several sections of railroads in the San Diego area, including the routes from Oceanside to San Diego and further to National City, as well as parts of the San Diego & Arizona Eastern Railroad. The N scale version of the Goat Canyon trestle is an impressive, fully prototypical rendition of the original bridge with many intricate details. However, the layout is only visible from the front windows, limiting the view to about 70% of its length.



The Tehachapi Pass layout captivated me for the remainder of my visit to the Model Railroad Museum. One of its standout features is its visibility from nearly every angle. Unlike the other layouts, there are no walls or windows separating visitors from the scenery, making it much easier to take close-up photos. Walkways around the layout on both the ground and mezzanine levels provide numerous perspectives of the tracks, scenery, and running trains. As an operational layout, the operators share these walkways when running trains, along with a few additional paths closed to the public.



The data sheet for this layout is impressive: an 8,000 sq ft layout on multiple levels includes over 30 scale miles (representing the 68 real miles) of mainline track between Bakersfield and Mojave. The Tehachapi Pass layout is the nation's largest accurate representation of an entire railroad subdivision. Construction began in 1980 when the La Mesa Model Railroad Club joined the San Diego Model Railroad Association's initiative to build a museum. While the layout appears nearly complete, a few sections still require more work, particularly in the scenery. Like the other layouts, it features several beautifully detailed prototypical landmark structures, such as the Bakersfield Depot and the town of Caliente. However, what truly sets this layout apart is its unique scenery and the prototypical accuracy of how the tracks integrate with it.



The layout is fully controlled with DCC and divided into nearly a hundred blocks, with many functional signals. Operating sessions are era-specific, ranging from the 1950s to modern days, and can be based on either Timetable and Train Order (TTO) or Track Warrants. I spoke with a few club members running trains on their own; many bring their newly purchased locomotives to break them in on the layout. When not in a regular operating session, members coordinate train movements block by block.



I spent more than an hour exploring this amazing layout, circling it multiple times to discover more angles and scenery details. Taking photos was enjoyable because the layout offers many perspectives without visual interference from walls, ceilings, air ducts, or even fascia that is too close to the tracks. It's truly a breathtaking model railroad exhibit!



Andreas Werder

July 2, 2024

Summer Model and Rail Activities

Andy Estep

I made a point this summer to regularly do some model railroad or rail history-based activities as often as possible this summer. My wife and family spend all summer at our place in the Adirondacks, so I have a lot more free time evenings and weekends than usual. I made a point of visiting several local railroad museums like the one in Danbury CT, the MTA Transit Museum, the SONO Tower Museum and I even got some model railroad operations in at the very well-done West Island Club layout.



Our place in the Adirondacks is a former logging railroad company office. I did spend some time in the ADKs, so I repainted my long-term project the replica logging caboose. The caboose sits on the ties of the former logging railroad.

The caboose I patterned mine after was later part of a very early railroad museum the now gone Rail City Museum at Sandy Creek, NY. I gave a lecture on the logging railroad last year to the Sunrise Trail NMRA Division. One of the audience members had photos of the caboose as it was in the 1980's at the auction of the Rail City Museum assets. It was at the time in very poor shape. Apparently, this caboose still exists in a private collection.

A wooden structure needs constant upkeep, and I spend my vacation time repairing and working on this every year because I enjoy the process. It took me a few years to build this, and I still have things I need to work on every year. Winters in the Adirondacks are notoriously harsh with a lot of snow and ice buildup. The ends of the cupola retain a lot of snow. This build up is very hard on the wooden parts of the cupola. Over the almost 20 years that I have had this project going the wood has been subject to a lot of wear and tear. Last fall I was up on the roof and found some rot which I covered up for the winter.

This summer I was fixing some of the wood rot and decided to repaint the whole structure again. Originally, I had decided to stain the caboose and did it again a few years ago. Last year since I had to replace some

wood, I decided it would be better to paint it, but I did not get to paint the entire structure. It was amazing to me how much it had faded in the weather.



This year with some more time to paint the whole thing I realized it was better to paint with gloss paint because that would help repel moisture. I took the chance to paint the entire caboose including the window frames. The window frames have been grey since I built it because they would not take the red wood stain. This had always bothered me, but I never put a second thought to it.

I also finally added some grab rails I got years ago from an ex-New York Central heavyweight commuter coach. Since I painted over the car lettering next year I plan to put it back. I have some ideas on how to do this using a vinyl cutter to cut the stencil. I would also like to jack it up and put some taller blocking under it. Slowly I get closer and closer to what I want. I have a set of brake wheels and a few other things still to add.

16 miles from our place the logging railroad interchanged with the Adirondack Division of the New York Central Railroad. The tracks of the Adirondack Division still exist and have been restored to operation this past year by the Adirondack Railroad. Last fall they restarted service from Utica all the way to Tupper Lake, New York. This year they are rebuilding the track and platforms around the Tupper Lake Station which is itself a replica of the original station torn down in 1975 and rebuilt in 2008. Tupper Lake Junction station was served by the New York and Ottawa as well as the Mohawk and Malone which both later became parts of the New York Central Railroad.



Mohawk Adirondack and Northern Railroad, a local class 3 railroad is the freight carrier of this line. Part of Genesee Valley Transportation the engine roster is primarily composed of ex Erie-Lackawanna Alcos. I sometimes can catch them working track maintenance trains on another branch that is also close to our place, Newton Falls/Benson Mines. They also sometimes supply the motive power for the trains.

The day I caught the "Tupper Lake Explorer" train at Tupper Lake, the train was sandwiched "topped and tailed" by two engines because there is currently no passing siding or run-around track at Tupper. I am sure the idea of a reverse move all the way back is out of the question.



The north bound engine was borrowed Mohawk Adirondack and Northern MLW M420W #2042 originally built for BC Rail in September 1973.



I could not have asked for better weather to take this picture of Adirondack Railroad Alco C424 #2400



The southbound engine was Adirondack Railroad #2400 an Alco C424 originally built for Green Bay & Western as #313 in January 1961.



Since there was heavy construction at the station, the train had to load and unload along the roadbed across Route 3 and the passengers had to cross the always very busy road. Both the platforms and the tracks are being replaced. They are rebuilding a long gone wye as well.

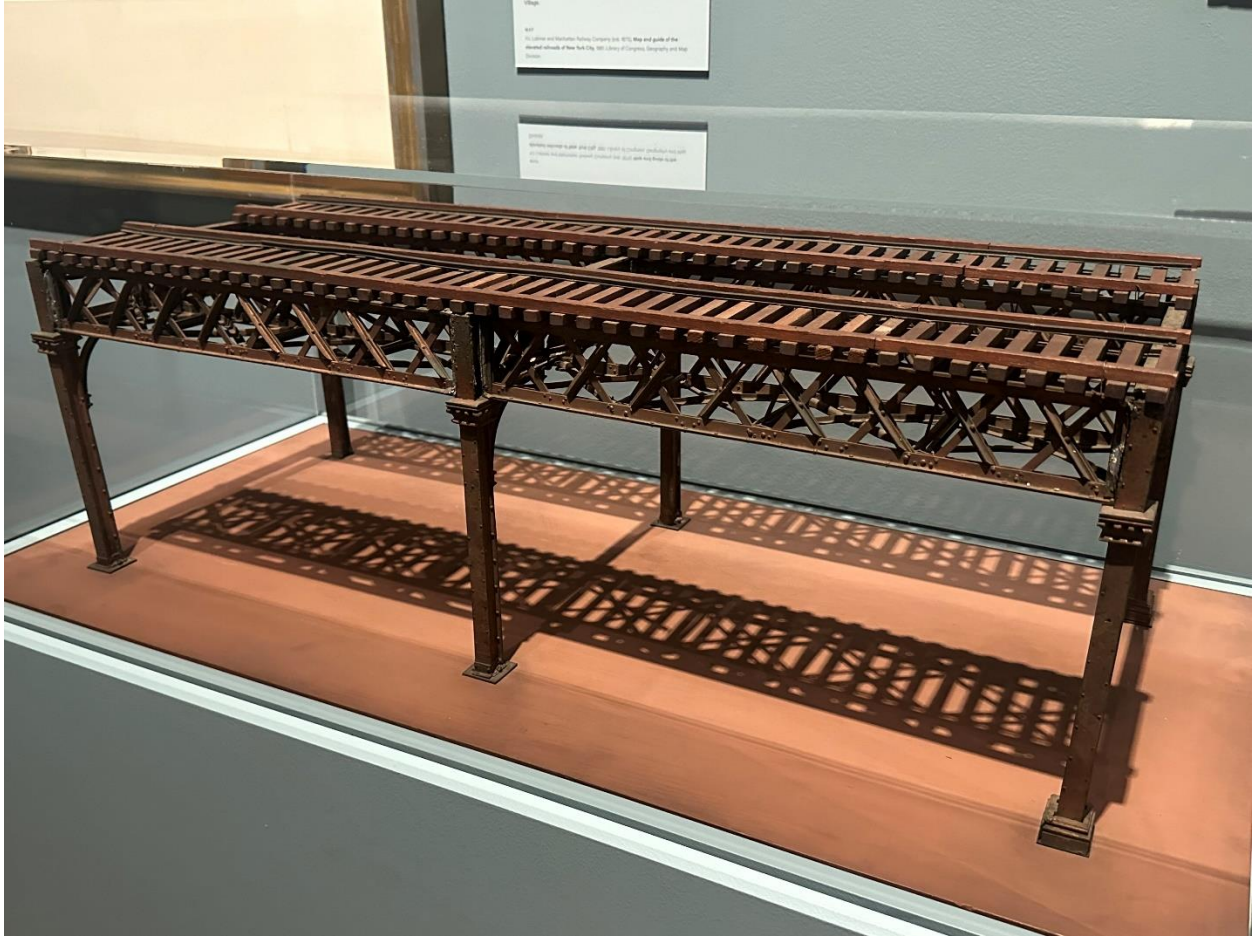
Interesting “Lost New York Show” at New York Historical Society will be closing soon

Less far afield there are some local exhibits that have exhibits that may be of interest. There are several items of interest at the New York Historical Society in their current show “Lost New York” running through **September 29th**.



Painting of the Gilbert Elevated railroad passing the still extant Jefferson Market Police Court.

Focusing on well-known but now gone landmarks that still have some lasting impact on the city. The exhibit consists of plans, objects, fragments and paintings of these now missing structures. There are plans and presentation elevations for the Hippodrome, the original Madison Square Garden, the Crystal Palace and the original Penn Station among many others.



There is an amazing level of detail on this 153-year-old model

To me as a modeler the standout object on view was this proposal model of the trestle of the Gilbert Elevated Railroad which later became the 6th Ave Elevated. The model, made of brass, wood and paint was fabricated by Dr Rufus Henry Gilbert in 1871.





Riding a carriage up 6th Avenue in the 1880's would have had this shadowy view.

Gilbert was a former Union Civil War combat surgeon who lived 1832-1885. It is impressive to see such an old model that has outlived the structure that it was the planning model for. The details of the model were followed very closely as a pattern for construction. The Gilbert Elevated railway opened for passengers from Morris Street to West 59th street in 1878.

I have been working on some O scale models of some of the Manhattan Elevated Railroad cars of this era and I found this model to be the standout artifact of this show.

“Train Season” is picking back up again

The weekend of August 24th was very busy for me and very full of railroad and model railroad things to do.

Friday after work I took the NJ Transit train to Hamilton NJ to visit my sister and her family as well as my mother who was visiting them and does not come into the city. We had a nice walk in a park and

dinner. NJ Transits train windows are impossible to see out of because they have been etched with some kind of cleaning fluid. I was able to see two of the “new” Acela train sets sitting in a small yard north of Princeton Junction. Who knows when these will ever go into service. I would have gotten some pictures but for those darn cloudy windows. I was able to record an Amtrak meet at speed between an NEC Regional and an Acela at the Hamilton Station.

Saturday, I met up with Heath Hurwitz and a rental car to go out to operate at Dave Barraza’s wonderful “New York and Atlantic Railroad”. After about 5 enjoyable hours of train operation on this amazing layout later Heath and I headed back to the city.

Sunday was another long day because I went out to the Riverhead Railroad Festival to represent the Sunrise Trail Division of the NMRA. Maybe I should have stayed out on the Island because I was heading right back to near the area I was in the day before.



I boarded a LIRR train at Penn Station at 7:20. LIRR is celebrating 190 years of service. I transferred at Ronkonkoma to get to Riverhead Long Island at 10:10.



The Riverhead Railroad Festival is a big train festival at the Riverhead location of the Railroad Museum of Long Island. This museum really focuses mainly on LIRR equipment. All the normal displays at this location were open including all the museum equipment like the MUs, Caboose and the two steam engines were out on display. They have a narrow-gauge Porter that has been restored and can be steamed up to run on rollers.



Nice little 0-4-0 Porter tank engine on its trailer

They also have the much bigger BEDT Porter #16 that used to be somewhat abandoned on that empty lot in Williamsburg, Brooklyn 25 years ago or so.



Brooklyn Eastern District Terminal #16. Considering that they stopped steam service on Dec 25th, 1963, it is amazing that so many BEDT 0-6-0Ts have survived into preservation. Sister #15 is now in Strasburg PA disguised as the most famous blue 0-6-0T.

The cab of the bigger engine they have under restoration the LIRR G5s 4-6-0 #39 was on display. There is a nice GP38 cab that had been set up to run as a locomotive simulator at some point. Javier and I took turns posing in the GP38 cab.



Javier running in Notch 8



I am always surprised when someone lets me take the engineer's seat

The 16-inch gauge train that the LIRR built for the 1964 World's Fair was running around the loop of track encircling the site full of happy families.



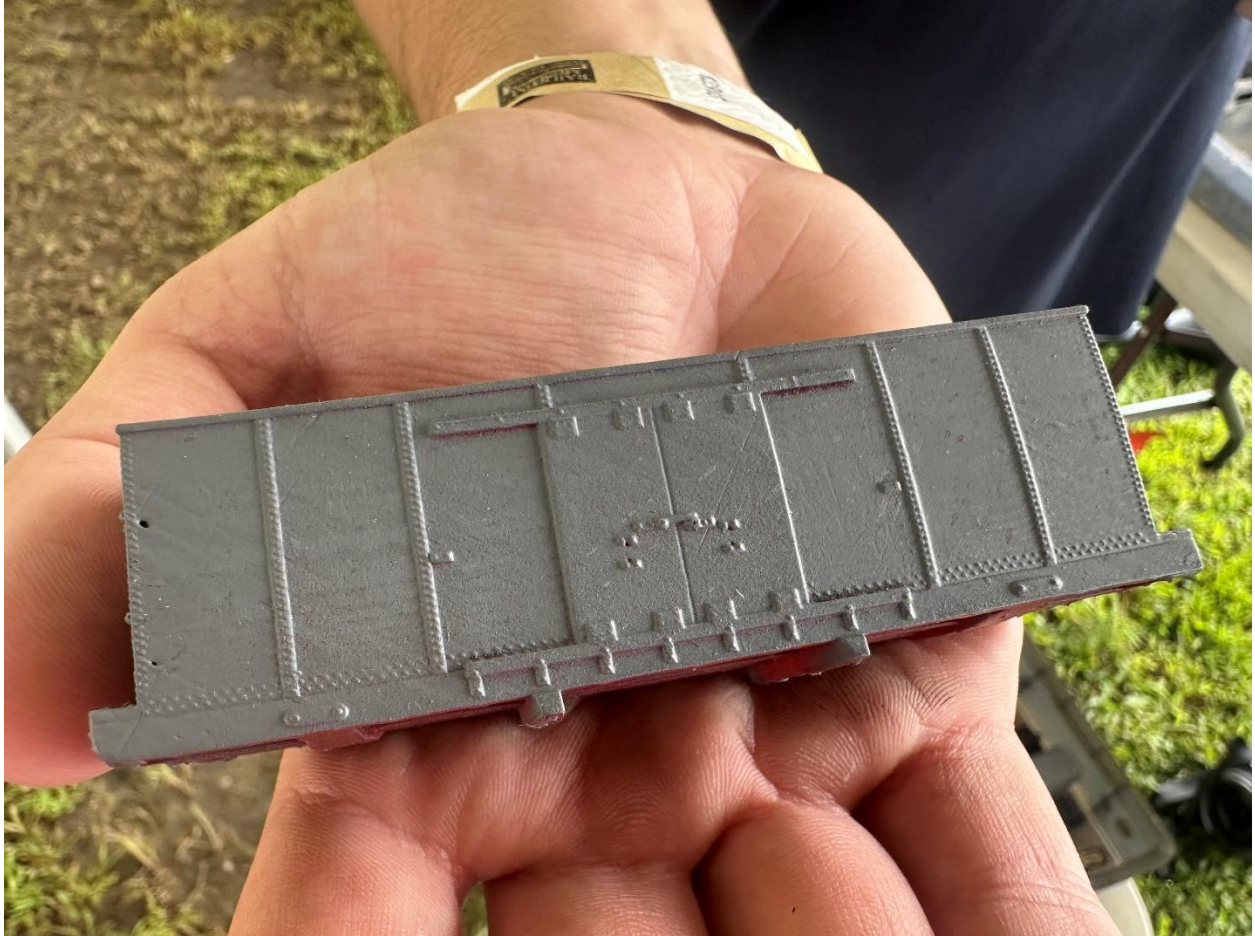
The 16-inch gauge LIRR exhibit from the 1964 Worlds Fair in Flushing Queens carrying happy families making loops around the Riverhead Museum site.

This museum is now the home of the 1980's era 3 rail O scale Lionel Michigan Factory Showroom layout which was very popular.

There were Long Island based scale specific modeling groups represented as well. I saw a G scale garden group, a 3 rail O scale group and "HOTrack" had their modular layout up and running.

There were other railroad museums and historical groups there as well. The Long Island Antique Power Museum had several small gas and steam engines in operation. The Oyster Bay Railroad Museum has some of their equipment at this Riverhead location.

My friend Javier Lopez is a very active volunteer with the Oyster Bay group. He showed me some of their LIRR baggage, cabooses and passenger cars. Also, they had a great Jordan Spreader and two very nice MoPac cabooses. They also have a LIRR G5s 4-6-0 #35 at their location also under restoration. Besides his work on restoring 1 to 1 scale equipment, Javier is very active making CAD drawings of 19th century equipment both American and British for printing in HO scale.



A resin 3D print of Javier's Civil War Era B&O iron boxcar. The prototype was one of the first all metal cars built in the US. There is one surviving example which is at the B&O museum in Baltimore. It was very badly damaged by the roof collapse and it is still safely preserved but waiting its turn for restoration.

Javier had many of his models listed on Shapeways but now that that company has been dissolved, he is finding other places to offer them. He brought along 3 bins of his models. I wish I took more pictures of his bins and bins of beautiful models of not often modeled subjects.

Some models he has created are now offered on 3dptrains.com. His moniker there is BARM MODELS. He is focused on Long Island and 1800's era subjects for the most part and has several passenger cars as well as a nice 1836 M.W. Baldwin 4-2-0

<https://3dptrain.com/pages/seller-profile/barm-models>



Here is Javier's amazing 1870's Era LIRR coach. I first met Javier online at a site that shares car building diagrams. He has been able to do much more with these old diagrams than I have.

I sat at the NMRA Division table with another BOD member all day with the Sunrise Trail Division's time saver layout. The time saver they have is about 5 feet long and can fold and collapse down into a much smaller case. We were operating with an HO scale purple ACL NW2 and 6 cars. We had some interested families and individuals who were interested in the NMRA or (more likely) they were just interested in trying to run the time saver. My rationale is that if they enjoyed getting to operate the layout they may associate that positive feeling with the NMRA. I had fun coming up with scenarios for people to try their hand at switching. We discussed what the NMRA is and handed flyers out.



There seemed to be a good attendance. Many were families as well as fewer unaffiliated modelers. I saw some familiar faces I know from the various Long Island RR Groups. I also met some people I mostly know from online.



Hidden in a shed I found this banana seat beast. This 1970's Schwinn Sting-Ray Railbike could have been ridden by Bobby Brady or Kevin from the *Wonder Years*.

Things were wrapped up at around 3:30 so I packed up and waited for the train back to the city which left at 5:29 with again the Ronkonkoma transfer and arrived in Penn at 7:40. 12 hours and 20 minutes after my train left to go out that morning. A very long day.

For me the weekend was really a busy railroad related weekend involving both real trains and models. If that is any indication, we are all due for a heavy railroad and modeling related calendar for this fall and winter.

Area Train Sighting over the Summer

I got to visit NYC S1 motor #100/#6000 at Danbury and the Metro North NY Central wrapped P32 was on the layover track. I am glad the two nearly lost NYC electrics have a secure future at this local museum.





**Have a Spectacular September
and Happy Model Making as we head into Fall!**

-Virtual events

NMRAX

Live and prerecorded lectures and clinics hosted on YouTube and Facebook. A short aside about this series. When I discovered this series over COVID it reignited my interest in becoming a better model maker. Also, in the live chat was where I first found other modelers who lived in the city. In a roundabout way it was the spark of starting this group. It is a great resource that the NMRA sponsors. The subjects are often very interesting, and the presentations are well done. They do need to do a better job to get the word out and raise more interest in the series. I am going to try to help promote it. I do feel like it qualifies as a local event even though last month there was a presenter from Australia because it broadcasts straight to your computer desktop.

September 28th 5 PM

October 26th 5 PM

November 23rd 5 PM

December 28th 5 PM

Most Wednesday Evenings the Sunrise Trail Division NMRA has a series of clinics and presentations using their Zoom Channel. For access and more information find a link on their webpage.

Wednesday @9 PM Heath Hurwitz has a live stream detailing his progress making an N scale layout in a limited space in Manhattan on his You Tube Channel. Human(c)ity Junction
[youtube.com/c/HumancityJunction?sub_confirmation=1](https://www.youtube.com/c/HumancityJunction?sub_confirmation=1)

-in person events

Sept 19-22, 2024

Lakeshores 24 - NMRA NER Convention
Rochester, New York

Sept 26, 2024

New exhibit "The Subway Is..." opening at the New York Transit Museum
Exhibit covers the history of the New York Subway on its 120th anniversary.
99 Schermerhorn Street, Downtown Brooklyn

Sept 28, 2024

Let's Talk Trains.

Sunrise Trail NMRA informal train and modeling discussions at the Dix Hills Highway rest area.

Sept 29, 2024

Final day of "Lost New York" Show at New York Historical Society
170 Central Park West at 77th Street

Oct 5th, 2024 10am-3pm
85th Anniversary Stamford Model Railroad Club (O scale 2 rail)
628 Main St, Stamford, CT 06901
Request entry limited to model railroaders exclusively for this celebration

Oct 6, 2024
Central Operating Lines Swap Meet
Ammvets Post 18, 141 Carleton Ave,
East Islip NY 11730
8 AM-12 PM

Oct 12, 2024 = 9am-1 pm
Strasburg 2 rail O scale Train Show and Swap Meet
Focused on 2R O scale, Proto48, On3 and On30
Strasburg PA Fire Company
203 W. Franklin Street Strasburg PA 17579
Admission \$7

Oct 17, 18, 19th, 2024
Eastern Division Train Collectors Association Train Meet
York PA

October 26, 2024. 10AM -4PM
Sunrise Trail Division NMRA Fall Meet
Logging clinics and AP model judging are planned
VFW Post 7727 191 Veterans Boulevard, Massapequa NY 11758
Free Parking and very close to the Massapequa LIRR station
Admission \$10

Oct 26, 2024
Garden State NMRA Division Fall meet
there will be two clinics and several layout tours after the meeting
Ted Blum 4-H Center
310 Milltown Road
Bridgewater, NJ 08807

Nov 2, 2024
NYSME / METCA Joint Swap Meet
St. Joseph's Church
120 Hoboken Road,
East Rutherford, NJ
Reachable from the Vreeland Ave and Patterson Ave stop on the NJT 163 bus from Port Authority
Admission \$

Nov 3, 2024

Central Operating Lines Swap Meet
Amvets Post 18, 141 Carleton Ave,
East Islip NY 11730
8 AM-12 PM

November 23, 2024

Let's Talk Trains.

Sunrise Trail NMRA informal train and modeling discussions at the Dix Hills Highway rest area.

November 23-24, 2024

Greenberg's Great Train and Toy Show
Edison, NJ
New Jersey Convention and Exposition Center

Nov 23-24, 2024. 11am-4pm

Train Show benefiting the Oyster Bay Railroad Museum
Hicksville Community Center 28 West Carl St, Hicksville NY 11801
Admission \$7

Nov 30, Dec 1, 7, 8, 14 and 15th 2024

NYSME Open House Train Show
321 Hoboken Road, Carlstadt NJ 07072
Reachable from the Jane Street and Patterson Ave stop on the NJT 163 bus from Port Authority
Admission \$8

Dec 8, 2024

Central Operating Lines Swap Meet
Amvets Post 18, 141 Carleton Ave,
East Islip NY 11730
8 AM-12 PM

Dec 8, 2024. 10am-4pm

Great Train Extravaganza
Presented by the Hudson-Berkshire Division of the NMRA
Empire State Plaza Albany, NY
Admission \$10

Jan 25 and 26th, 2025

Amherst Railway Society Railroad Hobby Show / Springfield Train Show
Eastern States Exposition Fairgrounds Springfield MA 01089
Admission \$18 per day \$5 parking per day

March 1, 2, 8, 9, 15 and 16th 2025

NYSME Open House Train Show
321 Hoboken Road, Carlstadt NJ 07072
Reachable from the Jane Street and Patterson Ave stop on the NJT 163 bus from Port Authority
Admission \$8



[Join us on Discord](#)

We have setup a Manhattan Modelers Discord as a place to share projects & ideas, post events, ask and answer questions and make connections.

We have chosen Discord because it is organized around specific interests instead of providing a unified newsfeed. Discord is focused on real-time interactions between people, whereas other social media options function as internet message boards.

Discord also has a Zoom like video conferencing feature, but without the limits of the free Zoom.

Click on this link which will ask you to either create an account or login to your existing account.



Human[c]ity (Heath) invited you to join



Manhattan Modelers

● 3 Online ● 8 Members

USERNAME

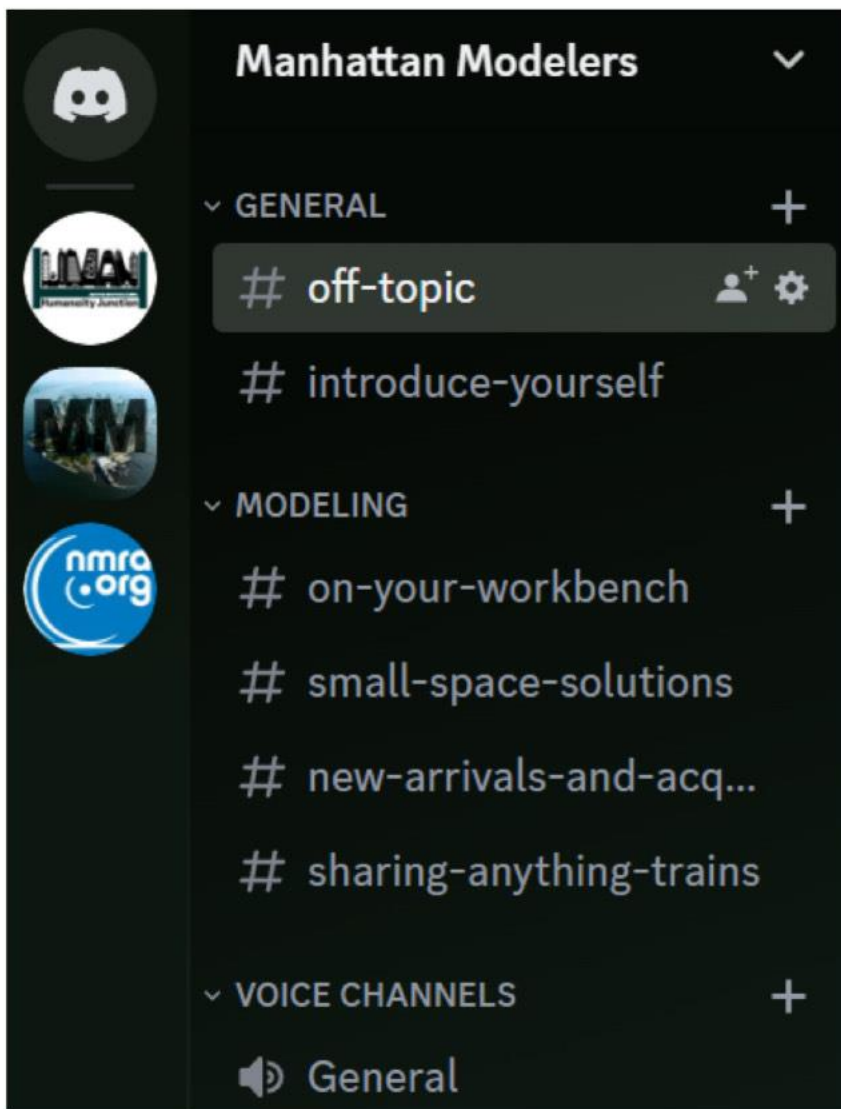
What should everyone call you?

Continue

[Already have an account?](#)

By registering, you agree to Discord's [Terms of Service](#) and [Privacy Policy](#).

Once you join, you will see the logo for the Manhattan Modelers "server" on the left and the various "channel" topics on listed to their right.



Please take a moment to introduce yourself in the #introduce-yourself channel

Spread The Word

Please consider sharing this newsletter with your favorite modelers.



The Manhattan Modelers group is an independent, non-profit group affiliated with the National Model Railroad Association (NMRA). The NMRA is not responsible for publications, actions or omissions of the Manhattan Modelers.