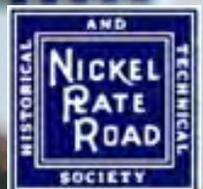


NICKEL PLATE ROAD *Modeler's Notebook*™

Volume 28, April 2018

Cleveland District Layout Tour Kitbash a NKP Hopper Nickel Plate Road Steam Decal Guide

The Nickel Plate Road Modeler's Notebook is published by the Nickel Plate Road Historical and Technical Society, Inc. for its members and modelers interested in the former New York, Chicago and St. Louis Railroad, and its predecessor companies. Articles, manuscripts, photographs, and other modeling material relating to the Nickel Plate Road are solicited for publication. No part of this publication may be reproduced for distribution, either electronically or in print, without permission of the Publications Director and the contributor of the material involved. Please email contact@nkphs.org for more information.



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ALONG THE LINE

Spring is here! That can actually mean bad news for model railroading, as warm weather, cabin fever, and an ever-growing honey-do list all conspire together to get us OUT of our basements.

This issue of the Notebook hopes to keep you in the model railroading mood. First up is a layout tour of Bud Brueggeman's home layout, not featured here for seven years. Bud's a longtime member of the NKPHTS and a real railroader, so his layout definitely reflects prototype practices.

Next is another excellent model building article by Matt Smith. In the January issue Matt walked us through building a resin rider car kit. This time Matt tackles a somewhat involved kitbash to model a Nickel Plate "essential freight car".

And finally, I give all of you with naked NKP steamers a primer on what's in an all-new NKP steam decal set, to help you finally get correct paint and lettering onto your star models.

So enjoy this issue and the modeling inspiration it brings, and wait for those dreary, rainy days of spring to get back to modeling!

Happy Nickel Plate Modeling,

RAY

(ON THE COVER: NKP 400 leads a 14-car local through the maze of tracks in Perry, OH, on Bud Brueggeman's home layout. Photo by Bud.)

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NKPHTS COMPANY STORE MODELS FOR SALE

HO Scale Model Kits

Accurail NKP MOW 36' Wooden Boxcar *MOTY 2017* \$22.95



(two road numbers available)

Accurail NKP 36' Wooden Boxcar in 1940s Paint \$14.00



Accurail NKP 36' Wooden Boxcar in 1917-1928 Paint \$14.00



Accurail NKP 40' Double Door Boxcar (former W&LE car) \$14.00



Accurail NKP 36' Fowler Boxcar (former TStL&W car) \$14.00



Accurail NKP Panel Side Two Bay Hopper \$14.00



Accurail W&LE Two Bay Hopper in 1920s Paint \$14.00



Accurail W&LE Three Bay Hopper in 1940s paint \$14.00



Model prices do not include shipping & handling
To order, please visit the NKPHTS [Company Store](#) website!

NKPHTS COMPANY STORE MODELS FOR SALE

NEW!

HO Scale Steam Decals \$8.00



Full sheet of decals, printed by Microscale. Enough to fully letter seven NKP steam engines of 35 different classes, from the 1917-1958 period.

TCS Models

All TCS models kits are composed of resin castings.

While easy to build they are not shake-the-box models. All I models HO scale.

826-Series Wood Caboose kit with NKP Decals \$55.00



NKP Elevated Gate Tower kit, based on Knox, IN. \$18.00



NKP Combination Station kit, based on Vermilion OH. \$32.00



Model prices do not include shipping & handling
To order, please visit the NKPHTS [Company Store](#) website!

SUGGEST A MODEL!

The NKPHTS is dedicated to preserving the history and memory of the Nickel Plate Road. Part of that effort is offering for sale select models that reflect the NKP's proud heritage.

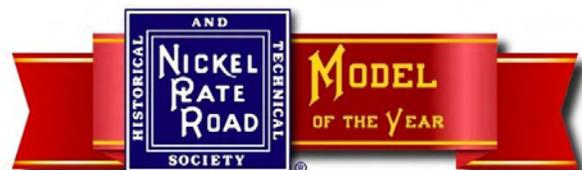
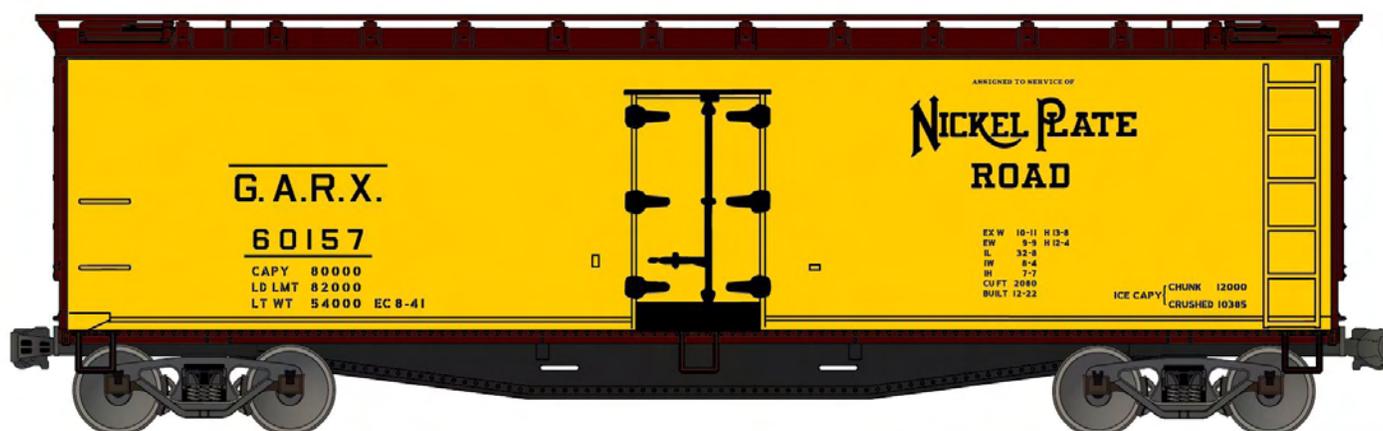


Model suggestion. Photo courtesy AMB

The Company Store needs your input! If you'd like to suggest a commercially available model for the store to carry, please contact Company Store manager Dan Merkel at danmerkel@sbcglobal.net.

NEW NICKEL PLATE PRODUCTS

The NKPHTS Model of the Year 2018 is here!

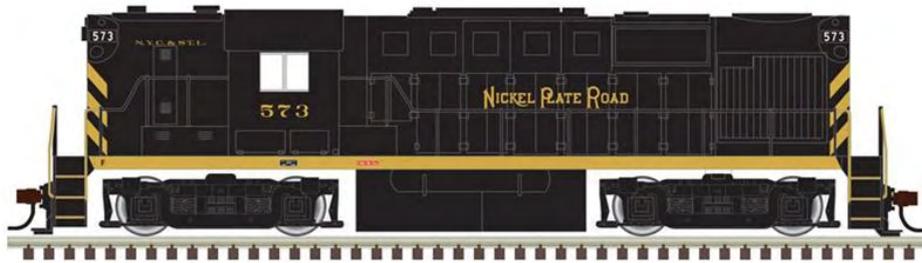


The NKPHTS is pleased to announce this year's Model of the Year (MOTY) project!

GARX-NKP wood reefer 60221 was found and photographed in a farmer's field in Michigan by NKPHTS member Bob Albert in 1998. Although the car was deemed beyond salvaging as a museum exhibit, you now have a chance to own an HO scale tribute to this car in the form of a custom-decorated plastic car kit from Accurail. One kit costs \$26.99 plus shipping and handling; two kits cost \$50.00 plus S&H. Decals to renumber additional kits are available from Accurail. Only 100 kits have been produced as the NKPHTS 2018 Model of the Year, so don't let the model disappear like its prototype did before you order yours!

2018 is shaping up to be the year of the Nickel Plate Diesel!

HO Scale RS-11 from Atlas



Atlas preproduction artwork

Atlas Model RR Co. announced for preorder their [RS-11](#) model lettered for the Nickel Plate Road. Offered in the post-steam era broad stripe scheme, Atlas is releasing two road numbers (#573 and #575), in either a DC or DCC with sound option. The MSRP for the DC/no sound version is \$159.95, while DCC with ESU Loksound is \$269.95. Preorder yours from your favorite dealer today.

Walthers Proto SD9 in HO scale



Prototype photo courtesy Chris Ellis

Walthers just announced a new run of the Life Like Proto 2000 [SD9](#) decorated in the Nickel Plates's as-delivered multistripe scheme. The models will be available two ways: DC, with an MSRP of \$199.98 (road numbers #347 and #353) or DCC with ESU Loksound with an MSRP of \$299.98 (road numbers #341 and #358). Estimated delivery is April 2019.

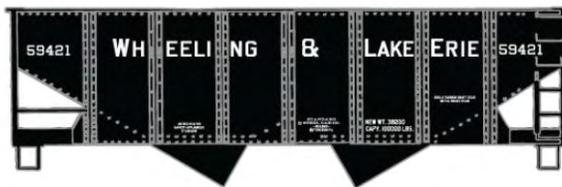
N Scale Heritage Unit from BLI



Model photo courtesy Broadway Limited Imports

And in N scale, Broadway Limited now has for sale the Norfolk Southern's [NKP Heritage Unit](#). This model of the GE ES44AC features BLI's Paragon 3 sound system compatible with either DC or DCC control. MSRP is \$249.99, and the models are available now.

More W&LE Hoppers from Accurail



Accurail preproduction artwork

For their [March 2018](#) kit releases, Accurail announced a three car pack of W&LE twin hoppers in as-delivered (1913) paint. The three car sets are \$49.98 each, and individual cars from the set are \$16.98. The cars are available for purchase [now](#).

Early NKP Boxcars from Digital Fox



Model photo courtesy Digital Fox

Available now from [Digital Fox](#) is the NKP's 1917-built 36-foot boxcar, in as-delivered paint. [Available](#) with four different road numbers (10629, 10647, 10653, 10690), these cars will fit right in on any 1917-1928 freight car fleet. MSRP is \$17.99 for one car, or \$71.96 for the four car set.

Streamlined Coaches in N Scale



Model photo courtesy Eric Payne

Intermountain recently released four NKP streamlined [coaches](#) with road numbers 101, 104, 106 and 109. Part of their Centralia Car Shops line, the models are available now from dealers. MSRP is \$44.95 per car.

American Z Line Nickel Plate Boxcar



Model photo courtesy AZL

New from American Z Line are 40-foot, single-sheathed [boxcars](#) in Nickel Plate Road paint. Seven road numbers total (single car, two-pack, and four-pack). Etched-metal running boards, positionable doors, blackened metal wheels, and AutoLatch couplers.

2018 is also shaping up to be the year of the NKP Bay Window caboose.

O Scale Bay Window Caboose from Atlas



Atlas preproduction artwork

Atlas announced for preorder an O scale bay window caboose lettered for the Nickel Plate. The [three rail](#) model has an MSRP of \$76.95, while the [two rail](#) version is listed for \$81.95.

HO Scale Bay Window Caboose from Bachmann



Photo courtesy Bachmann Trains

One of Bachmann's 2018 Nickel Plate releases is a RTR bay window [caboose](#). Road number 425, the model features metal wheelsets and E-Z Mate knuckle couplers. MSRP is \$59.00.

N Scale Bay Window Caboose from Athearn



Athearn preproduction artwork

And finally, Athearn announced the release of their N scale bay window caboose lettered for the NKP. Featuring three road numbers ([#451](#), [470](#) and [497](#)), the delivery of the models was supposed to be at the end of December 2017, but they're running late. MSRP for the RTR models is \$26.98.

JOIN THE NICKEL PLATE ROAD HISTORICAL & TECHNICAL SOCIETY TODAY!

Founded in 1966, the Nickel Plate Road Historical & Technical Society is America's only rail-history organization dedicated solely to preserving the history and legacy of the Nickel Plate Road and its predecessors.

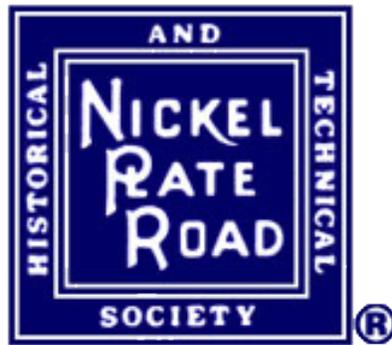
The Society publishes a quarterly magazine, maintains an award-winning website at NKPHTS.org, provides stewardship of a major archive of historical material at the [Western New York Railway Historical Society](#), and offers numerous member programs and projects, including an annual convention

As a 501(c)(3) not-for-profit corporation, financial donations and contributions of historical photos, documents, and ephemera are tax-deductible and always appreciated.

The Purpose of the NKPHTS is to maintain an association of persons interested in the former New York, Chicago & St. Louis Railroad (Nickel Plate Road), and to obtain, preserve, and distribute information and material related to the former Nickel Plate Road, its predecessors, and lessees. It shall be the intent of the corporation to promote, support, and preserve the historic legacy of the Nickel Plate Road through the creation of programs designed to be of benefit and service to its members, as well as to assist qualified, non-profit museums, libraries, rail groups, and historical organizations, either financially or technically, in the preservation, conservation, and/or collection of material, equipment, and memorabilia relating to the railroad and its predecessors.

The original Nickel Plate Road Historical & Technical Society was formed in Lafayette, Indiana in 1966. The NKPHTS was incorporated in the state of Ohio in 1972 as a non-profit, non-stock corporation organized for educational purposes. We are recognized as a 501(c)(3) organization by the Internal Revenue Service, so all contributions of material and money are tax deductible. Information on donating money and materials to the NKPHTS may be found on our website.

The NKPHTS publishes a quarterly [magazine](#) devoted to the history of the Nickel Plate Road, Lake Erie & western, Wheeling & Lake Erie, and the Toledo, St. Louis & Western (Clover Leaf) railroads. Included from time to time are articles on modeling the Nickel Plate,



current status of Nickel Plate facilities and rolling stock, and other railroads' joint operation with the Nickel Plate. The magazine is printed in color, on high-quality gloss paper and is generously illustrated with photos and maps. Occasional [newsletters](#) are provided to keep members informed of current Society events and news, along with timely updates and/or supplements to the magazine.

For over twenty-five years the NKPHTS has published an annual [calendar](#) with fourteen high-quality photographs of the NKP, TStL&W, LE&W and W&LE railroads.

From time to time the Society has embarked on a limited run offering of a special project. These have included timetable reprints, lithographs, books and scale models.

The staff of the Nickel Plate Road Historical & Technical Society is all-volunteer and its business is conducted largely by mail and email. The membership has an opportunity to meet each year at our annual [convention](#), which is held in a Nickel Plate city. These meetings include displays, model railroad tours, swap and sale tables, slide, movie and video sessions, and tours of rail facilities. A general business meeting and banquet are the highlights of these weekends, where the Society's officers are elected and important business is handled.

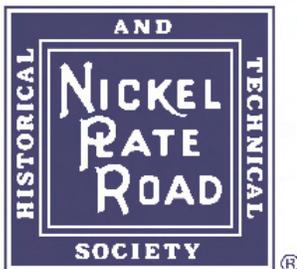
Our Society also offers numerous internet and online-based activities free of charge to all of its members. We have an extensive website at NKPHTS.org which displays information, photos, documents, and Society news. We have a "[Members Area](#)" which can only be accessed by current members of the Society and which contains many items of interest, including Howard W. Ameling's collection of 5,000-plus Nickel Plate Road photos. Members with an email address receive a monthly [E-List Newsletter](#) with the latest Society information and various articles of interest to NKP fans. A new initiative is the online publication of a quarterly magazine devoted to modeling the NKP, the Nickel Plate Road [Modeler's Notebook](#). The Society also hosts an online discussion forum on [Yahoo Groups](#). You will also find us on [YouTube](#), [Facebook](#), and [Twitter](#).

Date Rec'd _____ Membership Number _____ Authorized By _____

2018 APPLICATION FOR MEMBERSHIP

NKPHTS MEMBERSHIP SERVICES PO BOX 138 • BUCKLIN, MO 64631-0138

MEMBERSHIP TYPE <i>Check One</i>	2018 ANNUAL DUES
<input type="checkbox"/> CONTRIBUTING <i>Includes Annual Calendar</i>	\$60.00
<input type="checkbox"/> BASIC <i>US & Canada</i>	\$35.00
<input type="checkbox"/> PATRON <i>Includes calendar and First Class Mailing</i>	\$125.00
<input type="checkbox"/> INTERNATIONAL <i>Includes International First Class Mailing</i>	\$60.00
<i>Optional First Class Mail Delivery Add: \$10.00 US or \$14.00 Canada</i>	
Send Check Or Money Order, Payable To: NKPHTS	



Organized: 1966 Incorporated: 1972

• PLEASE TYPE OR PRINT IN INK •

A separate form must be submitted for each individual applying for membership. **Please answer all questions** and remit the necessary dues with the application form. Incomplete forms and/or incorrect dues will necessitate the return of the application form to the applicant and will cause a delay in processing of the membership.

NAME _____ DATE OF BIRTH _____
(First) (Middle Initial) (Last)

ADDRESS _____ CITY _____ STATE _____ ZIP CODE _____

TELEPHONE () - _____ EMAIL _____ OCCUPATION _____
(Area Code First) Physician, artist, mechanic, salesperson, retired, etc.

RECOMENDED BY _____ WHERE DID YOU FIRST HEAR ABOUT THE NKPHTS? _____

**PLEASE RATE YOUR INTEREST IN EACH OF THE FOLLOWING AREAS ON A SCALE OF ONE TO TEN
 (One Being The Lowest Level Of Interest And Ten Being The Highest)**

_____ NICKEL PLATE HISTORY _____ NKP PROTOTYPE PRESERVATION/RESTORATION
 _____ NICKEL PLATE MODELING _____ COLLECTING & PRESERVATION OF NKP MEMORABILIA

IF YOU ARE A MODELER OR TRAIN COLLECTOR, WHAT IS YOUR PRIMARY SCALE/GAUGE OF INTEREST? _____

OTHER RAIL ORGANIZATIONS TO WHICH YOU BELONG: _____

<p>PRIVACY POLICY: The Nickel Plate Road Historical & Technical Society maintains a general policy whereby it does not sell or offer membership information to any other group or individual for any purpose. However, information from this application form and subsequent renewal forms may be used for internal purposes by the Society. If you wish to NOT have your name or information about you used for NKPHTS business or internal communications, please check this box:</p>	<input type="checkbox"/>
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The NKPHTS Membership Year is from October 17th thru October 16th. The membership fee payable with this application is for the standard membership year beginning October 17th, and will not be pro-rated. All applications received after August 31st will be processed for the next membership year unless specific instructions to the contrary are given by the applicant. Please do not send dues for more than one year. We will accept payment for only the current year's membership. Member benefits for the membership new year become available on October 17th, except for the *Nickel Plate Road Magazine*, the first issue of which is delivered in early January.

By signing this form, a new member applicant agrees to subscribe to the purposes and principles of the Nickel Plate Road Historical & Technical Society and further agrees to comply with the policies and regulations of the Society.

I hereby apply for admission into the Nickel Plate Road Historical & Technical Society.

DATE _____ SIGNATURE _____

Nickel Plate Road Modeling Videos

Recently, while wandering around aimlessly through the internet, we've run across several videos featuring great Nickel Plate Road modeling action. Here's a few of our favorites!

A Trip Across the Fourth Sub



Hop aboard a caboose in 1953 and take a [trip](#) across Art Shale's home layout, being pulled by NKP 587.

More NKP steam on the Carlson Family HO Model RR



Stan Carlson railfans his home layout, and [catches](#) NKP 759 lugging a meat train through the Alleghenies.

Consolidations in the Mountains



Larry Gerould [shows](#) us a NKP 2-8-0 hustling a group of empty hoppers up the mountains to the mines, on his rather large home layout.

CLEVELAND DISTRICT LAYOUT TOUR AND UPDATE

By Bud Brueggeman



The Perry Turn eases into the yard at Perry, OH, on Bud Brueggeman's home layout. A professional railroader, Bud has incorporated real track plans and operations into his home layout.

Since my first article highlighting my "Cleveland District: Madison, Painesville, Perry, and Unionville, Ohio" layout (see the December 2011 issue of the *Modeler's Notebook*), I have continued adding scenery and structures. Back then I had lots of stand-in buildings for most of my NKP structures, and they've all now been replaced with accurate NKP stations and out buildings. I still have to add a few more out buildings and scratch build a feed mill, but most of the detail work now consists of small details to finish the scenes.



Downtown Madison on Bud's layout is a busy place in mid-1958.



Line poles everywhere may be a major irritation for railfans, but they're a very realistic part of the landscape that too often gets ignored by modelers.



NC-5 heads through Madison, hustling its way to Cleveland. In the background is Bud's space-saving idea of chopping the local freight house in half; a great way to model a building yet save valuable layout space.



This overview of Unionville, OH shows that Bud's making lots of progress with scenery on his layout.

Operationally, I follow the Nickel Plate's freight schedule for saucers and fast freights as well as the lesser known regular freights. Included in these lesser known trains are the daily mixed freight from the B&LE, the daily B&LE coke train, East and West locals, and two Perry "turns". Add to all of this the possibility of daily extra sections, and that's a lot of traffic!



NKP 452 leads another freight into Perry.



A B&LE coke train rattles through the diamonds at Painesville, while a C&O Geep waits to finish its interchange work.

In the June-July 1958 period that I model there are fewer extra sections due to the recession of that year, but there's still enough traffic to run lots of trains between Cleveland and Buffalo, about 14-16 in each direction daily. And of course, there are four passenger trains in the same 24 hours.



NKP 187 hustles Train #6 through Perry, on its way to Buffalo.



Another view of the diamonds and interchange tracks at Painesville.

Overall there is enough work on the layout to keep four or five operators busy working against a 12 hour fast clock, or I can run it alone. For operating realism I've tried to keep each town's track plan as accurate as possible. There is some compression and omission of tracks, but all towns are based on real railroad diagrams as much as possible.



A long view down the benchwork at Perry reveals just how much track there was on the east side of town.



Extra 800 eases to a stop in Madison.

Additional operations are provided by the Fairport, Painesville & Eastern ([FP&E](#)) which interchanges with the NKP twice a day in Perry. The FP&E is a self-contained "mini layout" that interchanges with the NKP at Perry. The short line also has a quarry and warehouse at Madison. Traffic between the FP&E and NKP is brisk, and two interchange trains per day are run from each railroad.



Two views of the FP&E/NKP interchange at Perry. Traffic here was almost all hoppers and covered hoppers loaded on the FP&E.

I operate using DC control but if I were just starting, DCC would make more sense. My layout is a 15'x25' along the wall oval, not including the FP&E branch and staging yard. The layout models a single track main line with passing tracks, and has three major blocks with controlled sidings so DC walk around control works fine for me. The room's size does not allow for the really long runs I would enjoy but the layout is large enough to replicate real operations in a fun way. Maximum train length is 22 40' or 50' cars, due to track length in the staging yard.



Another view of downtown Madison.



Train #6 heads through the east side of Madison.

The track is all code 70 Shinohara, which represents the 100 pound rail of the NKP's tracks really well. All of my switches are hand thrown. My eight track staging yard does have code 83 track. Though I have signals located along the line, I do not plan to wire them in the short term. Other than scenery and miscellaneous details, I am working to eliminate small electrical problems that are more aggravating than causing operating issues.



Signals are everywhere on Bud's layout, as they were on the real NKP main line. For now, these Oregon Rail Service lights are dark: wiring up all of those lights is tedious work!



A third look at the interchange at Painesville shows a lot of buildings in a compact space, both railroad and privately owned.



NKP 452 works the FP&E interchange at Perry.



Extra 569 leads a short train through Unionville. This part of Bud's layout gives new meaning to the term "narrow benchwork"!

I hope that you enjoyed this tour of my layout in its current state, and you if ever find yourself in Alabama give me a call and we can run a few trains on the Nickel Plate Road of the South!

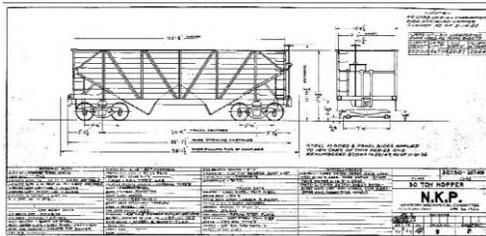
Making a Modernized Nickel Plate Hopper

An Accurail Kit Bash
By Matt Smith



History.

The Nickel Plate Road's first hopper cars were 750 composite side cars built in 1917. During the post-WWI economic boom the NKP needed more hoppers, and built 1,000 more cars in 1923. These cars were also built with composite construction, but were larger than the 1917 originals. These 30750-31749 series cars quickly became the most used hoppers on the railroad, even after the Clover Leaf's fleet of all-steel cars joined the family in 1924.



As built these circa 1922 hoppers looked like any other "modern" hopper of the time, but had cost saving wood sides added instead of steel, a then-unique trait not duplicated in the industry until WWII. Both images Ray Breyer collection.

Hoppers lead rough lives, and the cars were due to be rebuilt once they were ten years old. In 1935 the NKP experimented with the then-popular idea of adding "raised panel" sides to 150 of these cars. While these new panels were satisfactory they were nearly impossible to repair, and the experiment was not repeated; the rest of the cars were rebuilt with fresh wood sides. After WWII the railroad began a major car rebuilding program, converting nearly all of their wood-sided freight cars to steel sides. The small 1917-built cars were gradually retired without being rebuilt, but the 30750 series cars were all rebuilt with steel sides. 140 cars were rebuilt in 1949 with 3/16" thick flat steel plates replacing the wood sides. The sides were also reinforced externally with new C and Z channel bracing. Between 100 and 250 cars were rebuilt each year, including the panel side cars, until the program ceased in 1955. Ultimately, 979 of the cars were rebuilt, with the last of the wood-sided cars dropping off the roster in 1954.



Fresh out of Conneaut, NKP 30951 is seen on what's likely its first revenue run, in Ft. Wayne in April 1954. Howard Ameling photo.

Making a Model.

The NKP's rebuilt 30750-series hoppers were an important part of the railroad's hopper fleet, even after the W&LE joined the family in 1949. Review almost any photo of an NKP coal train or engine servicing facility and you'll see one of these cars in the background. Because of this any NKP modeler of the 1950s or 1960s needs to have some of these cars in their fleet. Sadly, they're also unusual cars, so no model has ever been made of them.

With no kits available your options are to scratch build or kit bash. Looking at my options I thought that the Accurail Canton-type coal hopper would be a good starting point for a kit bash. With only four exterior posts and smooth sides it looked like the model could be easily modified. With undetailed sides I could then add styrene channel to simulate the rebuilt look of the NKP hoppers.



Accurail's Canton hopper has only a few prototype uses, but offers kitbashers an opportunity to create new models with less effort than with a conventional ribbed twin, simply because it has fewer ribs! Photo courtesy Accurail, Inc.

Sadly, the actual dimensions of the Accurail car are off by a couple feet as compared to the real cars, which were a bit longer and taller than either Canton or USRA-type cars. That said, this is a kit bash "fleet grade" model designed to capture the feel of the prototype, and NOT a contest quality scratch build. The purpose here is to achieve the look of an otherwise unique model with far less work than a scratch build.

I took some inspiration from an [article](#) by Eric Hansmann regarding upgrading the grabs and safety appliances on Accurail hoppers. I had planned to doing this to some of my other hoppers eventually, but decided to try it for this model since I was already going to be hacking up the car.

Ok: let's get started!

There are 4 main phases to this kit bash.

1. Remove unwanted post and car details.
2. Add styrene shapes to achieve rebuilt look.
3. Add details to match prototype.
4. Assemble needed decals.

None of these steps are particularly difficult, and don't take a whole lot of time. Some of it is tedious though, like drilling all of the grab iron holes. If this sort of work isn't something that you enjoy doing for hours on end all at once, it can be done in stages at your workbench as a "filler project" while working on something else. With a logical plan and taken in small, manageable steps, just about any modeling project can be completed in no time.

Parts needed:

1. Accurail 2300-series Canton Hopper kit (undec preferred!)
2. Evergreen .060" C Channel
3. Evergreen .060" Z Channel
4. Evergreen T section
5. Evergreen .040" x .080"
6. 18" drop grab irons
7. 18" straight grab irons
8. 24" straight grab irons
9. Eyebolts
10. A-Line straight stirrups
11. .010", .125", .150" phosphorus bronze or brass wire
12. Archer or Microscale rivet decals

Decals needed

1. Resin Car Works NKP007, NKP 30,000 series hoppers
2. Resin Car Works NYC004, NYC Hoppers
3. Tichy 70000-series NKP Gondola
4. Microscale NKP 40' Boxcars of the 40s and 50s

Removing details.

You'll need a fresh chisel blade in your hobby knife or a fresh straight razor blade to remove the various molded on details. The Accurail plastic is very soft and is easily removed with several passes removing small thin shavings at a time. Remove all the side channel detail until getting close to even with sides. Next, I used a scraper to remove some high areas and then started smoothing out the sides with a coarse sanding stick and finishing off with a medium grit stick. Don't worry about losing any rivet details as they will be added back later.



I then moved on to the ends. The cast on details that we want to remove are the C-channel looking vertical supports with cast on hand brake details and the two central support posts. When rebuilt these NKP cars received AB brakes but retained their old-fashioned stem winder brake shaft and wheel. Remove all the molded-on detail as on the sides and use sprue cutters to remove the two middle vertical supports. DO NOT remove the vertical end ladder supports or corner posts. You could leave the cast-on grab irons if you like, but if you are going through all this work why not add some additional eye candy with wire grab irons everywhere? I had planned on removing just the "floating" details as described in Eric Hannsman's article on upgrading Accurail cars. However, I was going through all this work to add free-standing grabs on other parts of the car, so what were a few more grabs? I recommend using sprue cutters to remove most of the cast-on grabs quickly, and then a chisel blade to smooth out what's left.



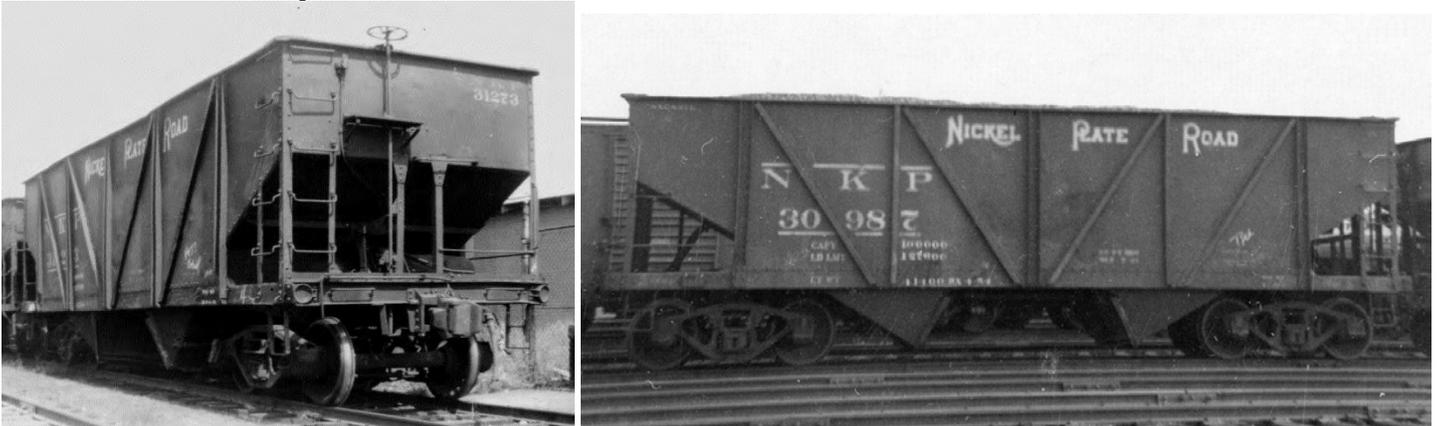
TIP! Before removing all the molded detail from the ladders, use the "ghosts" of the molded-on grabs to located and drill holes for the wire grab irons. It's a lot simpler than measuring everything out afterwards!

Use sanding sticks or small files to remove and smooth the surfaces of the ends and vertical ladder and corner posts. We now have a blank canvas to add detail back to the car.

Adding styrene shapes to achieve the rebuilt look.

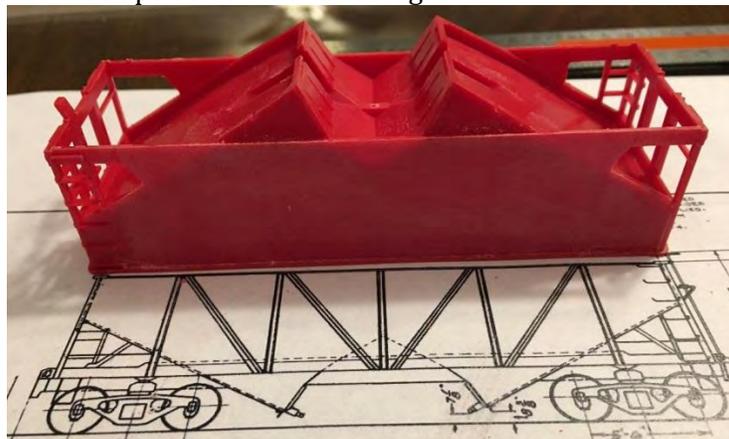
Before you start adding styrene shapes to the car you need to consult photos of the car you are modeling. There are a few photos of these rebuilt hoppers available and they do show some variety in materials used during the rebuild. The vertical posts were comprised of either C channel or Z channel steel shapes. The outer most and center vertical bracing were almost always C channel, while the second and fourth vertical channels have been observed

as either Z or C channel. To muddy the waters further there is one photo of a car with what appears to be Z channel for all vertical AND angled braces. All of the known photos of the cars show Z channel for the angled braces. So study the photos carefully to decide on which car you'll ultimately model. I chose to model NKP 31273 which had C channels for all vertical posts.

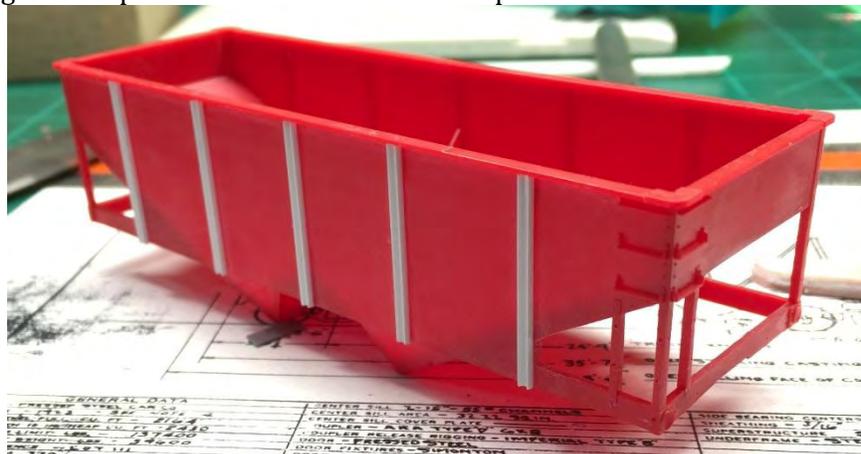


NKP 31273 (left) shows five C-channel vertical posts, while 30987 shows more common three C and two Z channel posts. Modeling C channel posts is far simpler, so that's what I decided to go with! Both photos Howard Ameling.

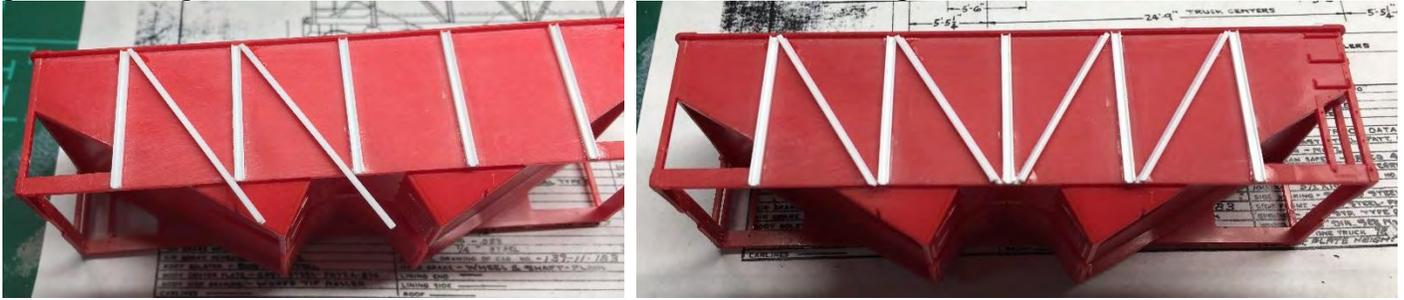
The vertical post were laid out evenly across the car sides. It just so happens that if you print out a copy of the car diagram and set the Accurail car on the paper the lengths are darn close. I simply marked off the locations of the posts with a pencil while the car was upside down on the diagram.



Once I had the post locations marked I tacked one end of the Evergreen .060" C channels to the car sides with MEK. I then used a small square to ensure proper vertical alignment and used more MEK to glue the rest of the piece to the car side. After the glue set up I trimmed the bottom of the posts even with the bottom edge with a sprue cutter.



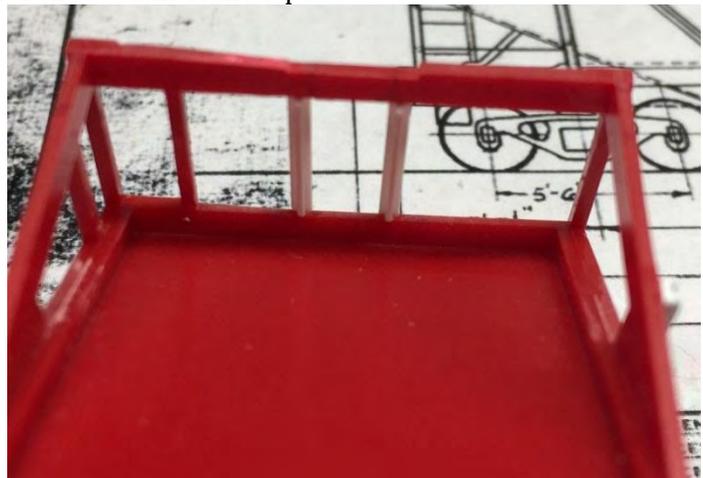
The diagonal bracing was done the same way. I used Evergreen .060" Z channel and laid them out per pictures or diagram and tack the upper end to the car. Get the angle correct and flow on the MEK to set the piece. Make sure the top flange of the Z points to car ends. Your two left and two right diagonal braces should mirror each other. Again, after the glue sets trim the ends flush with the car side's bottom edge.



I now turned my attention to the car ends. It's hard to tell but it appears that the two vertical posts were made of a T shaped materiel with the flat edge of the T facing the car ends. I used Evergreen T section strip to simulate this. In pictures, there was some sort of flat stock added just above and sitting on top of the car end buffer beam. I used a piece of Evergreen .020" x .040" strip to simulate this. It is a bit thicker than the prototype but this part also serves as the anchor point for the bottom of the vertical posts, and it needed it to have some rigidity. I glued the .020" x .040" strip to the cars ends and trimmed them flush to the corner posts with nippers.



Next we can add the vertical T posts. I started by filing the top portion of the T post to match the angle of the slope sheets. Once I got the angle right I trimmed the piece to fit snugly between the slope sheet and the top of the buffer. I used more MEK to secure the piece at the top and bottom. Now you can see why we needed the horizontal .020" x .040" strip. It allows a more secure attachment point for the bottom of the T post.



Consult the labeled picture of the car end (below) for a better idea of part locations and measurements!

Add details to match prototype.

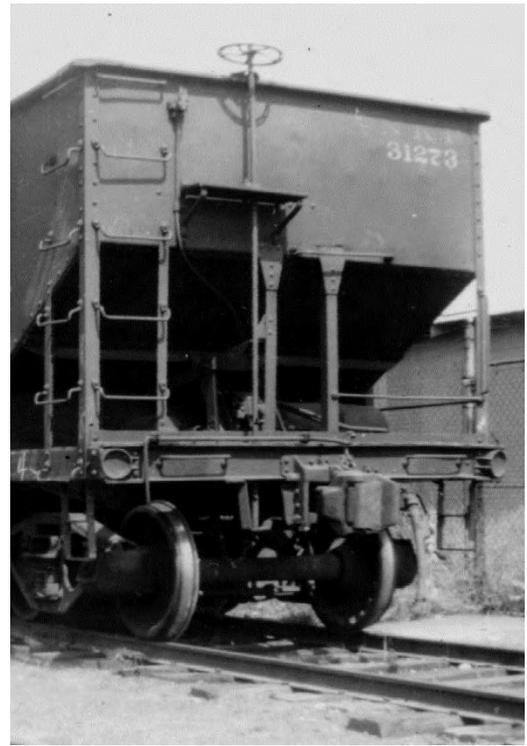
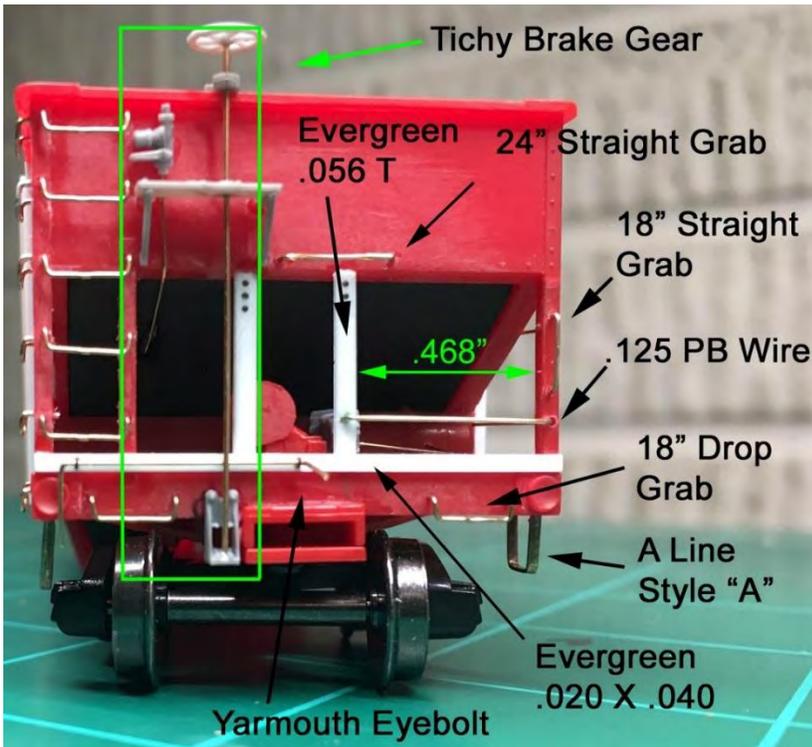
Now we get to start adding details to match the prototype. We already drilled most of the necessary grab holes in the first part of this project (remember?), so there are only a few more to go. Once all of the holes have been drilled, start by adding grab irons to the ladders. These should be 18" drop grab irons of your choice; I used Tichy.



The car end buffers also have 18" drop grabs on the ends. Next we have a couple of miscellaneous grabs to add. I used a 24" straight grab iron above the two T posts. I used a single long piece of .0125" wire bent in an L shape to span from the right side T post to the corner post and through to the car sides where it meets the slope sheet. Above the L shaped wire I added an 18" straight grab iron to the corner post, and another 18" grab vertically. I added three Archer rivets to the vertical T posts to finish off the ends.



Again, consult the labeled picture of the car end for a better idea of part locations and measurements!



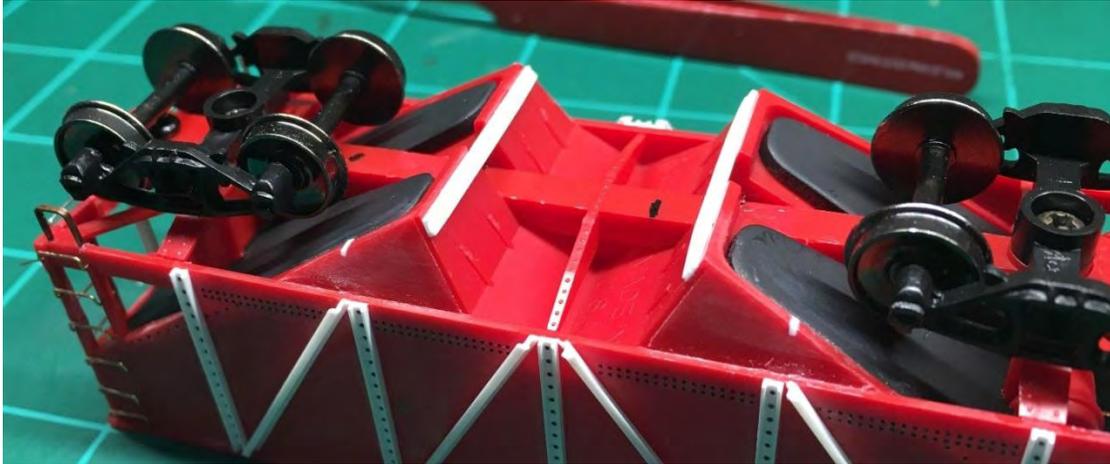
Leave the brake staff and platform off of the model until just before you are ready to paint, as it is the most fragile part of the model and you don't want to risk breaking it off. More details on mounting the brake gear in a bit.

Now comes time to add the Accurail under frame to the car body. First things first: add the car weights! I use CA to glue the weights under the slope sheets, and didn't bother to fill in the gaps along their edges with putty (nobody should be looking at the underside of your car anyway). Once the weights are in, test fit the frame to make sure that it fits properly: too often that part is a little wide and requires sanding.

You could build the under frame with the attach brake reservoir, brake cylinder and triple valve as it comes with the kit, but I chose to add some more fine detail. I left the brake cylinder as is, but mounted a Tichy triple valve to a piece of L shaped styrene to simulate a mounting bracket, and glued the assembly to the opposite side of the brake cylinder mounting post that is molded on the under frame. I then ran .008" wire from the triple valve to the other side of the brake reservoir. I didn't add the line to the retainer valve or to the brake cylinder, since running lines on a hopper end is a complex endeavor that's usually lost in the shadows anyway. When I mounted the retainer valve I simply ran a piece of wire down to car end and down the slope sheet to make it look like it's attached to the rest of the brake gear. With the brake detailing done you can mount the underframe to rest of the car body. I secured it with MEK since you won't be able to disassemble the car after the next step.

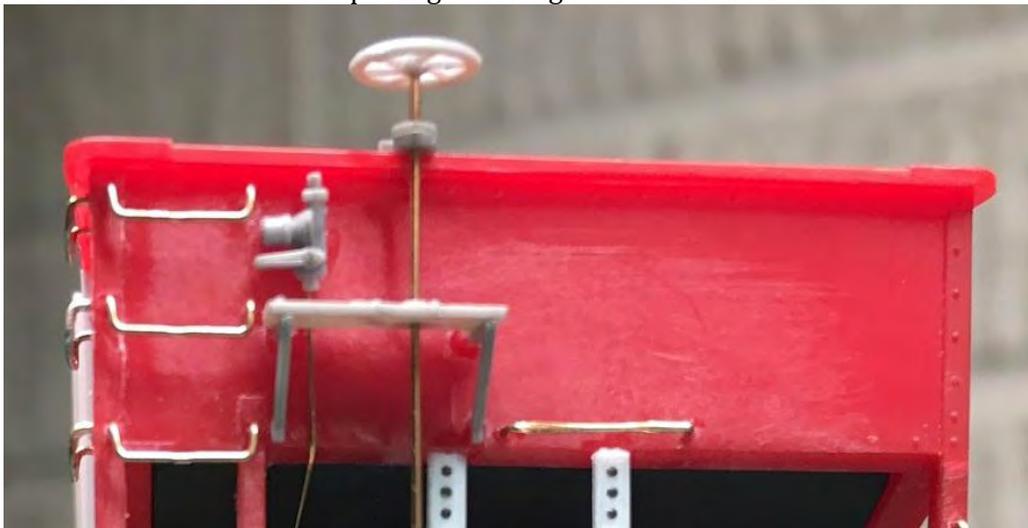


Flip the car upside down so we can work on the unloading doors. I don't recognize the door types or hardware and they don't look like ones I've seen before, so I simply tried to simulate the appearance of these doors from the side. It appears that the doors were connected with some sort of C channel and there doesn't look to be a door locking mechanism on the side of the cars like you see on many other hoppers (Wine doors locks etc.). This makes it easier to model. I filled in the small notch that Accurail provided for mounting the doors locks with a small scrap of styrene, securing them with MEK. After they dried I sanded the areas smooth with an Xacto blade and sanding stick. Next I attached the unloading doors and used a piece of .060" C channel to connect the doors. The C channel appears to have a shallower flange near the side sills so I slightly tapered the parts with a sanding stick to achieve a similar look.

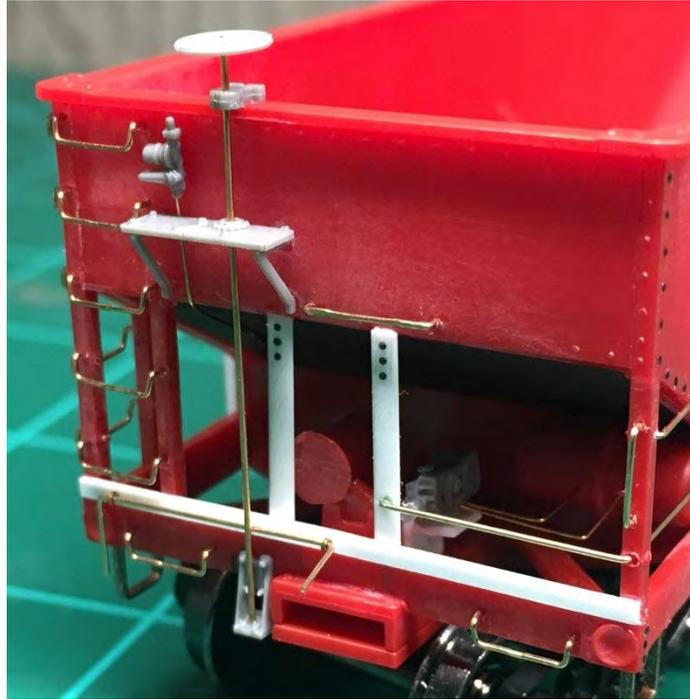


While the car is upside down it's a good time to add the stirrup steps. I carefully drilled holes in the bottom edge of the body to accept A-Line metal "type A" stirrups. There is just enough material thickness on the sill to mount the A-Line parts. You could also use a Yarmouth product with a thinner mounting pin, or simply MEK some scrap styrene to the inside of the sill to give you a little more material to drill into.

Now we are in the home stretch and we can mount the brake wheel, shaft and platform. All the parts needed come with the AB brake gear set from Tichy. The trickiest part is mounting the platform. The support brackets can be hard to cleanly cut from the sprue and they are very fiddly! I recommend you have several sets in case you break a piece, or in my case when they fly off onto the basement floor never to be seen again. I found putting a dab of MEK on the underside of the platform step and then use tweezers to gently set the brackets in the now soft spot works best. Then once you get the brackets tacked in place, put a bigger drop of MEK to bond the pieces together. They should be soft for a while to help you get things aligned properly. Once the pieces set up mount them to the car end per photographs or the picture above. Again, use MEK or CA if you like. If I had to do it again I would shorten the brake platform a bit on each side. It ended up being a bit long but it worked out ok.



You can now mount the bottom bracket for the brake shaft to the car sill and small support bracket mounted on top of the cars ends. The Tichy parts are a bit thick and oversized but that does help make the assembly much sturdier. You could thin them a bit or scratch build a new bracket from styrene bits if you like. You can add the brake shaft and wheel now or wait until after paint. I added the retainer valve with a small piece of .008" wire running from the valve down the car end and down the slope sheet. Tack the end of the wire onto the slope sheet with some CA.



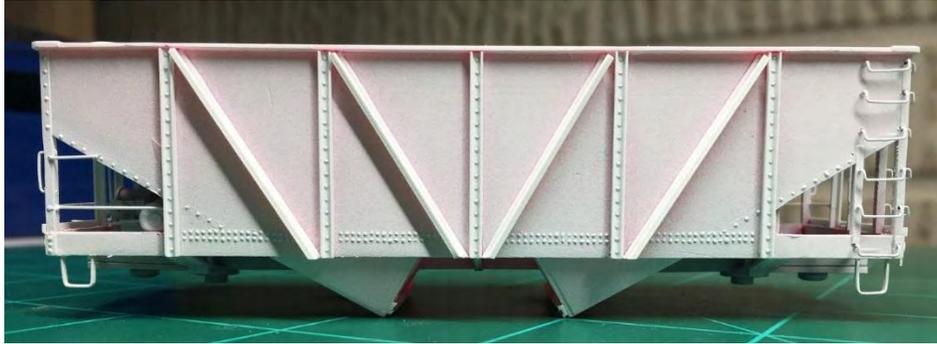
With the brake detail done it's time to add the coupler cut lever, which is the last part that needs to be added! I used two formed wire O rings as supports for the hand formed .012" wire lever, and used CA to secure everything.

Now we need to add the some of the lost rivet detail we sanded off while mounting the C and Z channel to car sides. I used Microscale decal rivet sheets but Archer rivets are a little nicer. These apply just like any other waterslide decals. Simply cut out the strips you need and add them to the model like any other decal. You will need to consult prototype photos to determine exact placement of rivets. I decided to not add back every single rivet (SORRY RIVET COUTNERS!), but focused on the major lines of rivets that would be prominently seen, like the ones in the centers of the new C channels, or where I sanded off entire rivet lines at the car ends. You simply need to add back enough to give it some more fine detail and eye candy. See the photo below and prototype photos to help aide in placement.



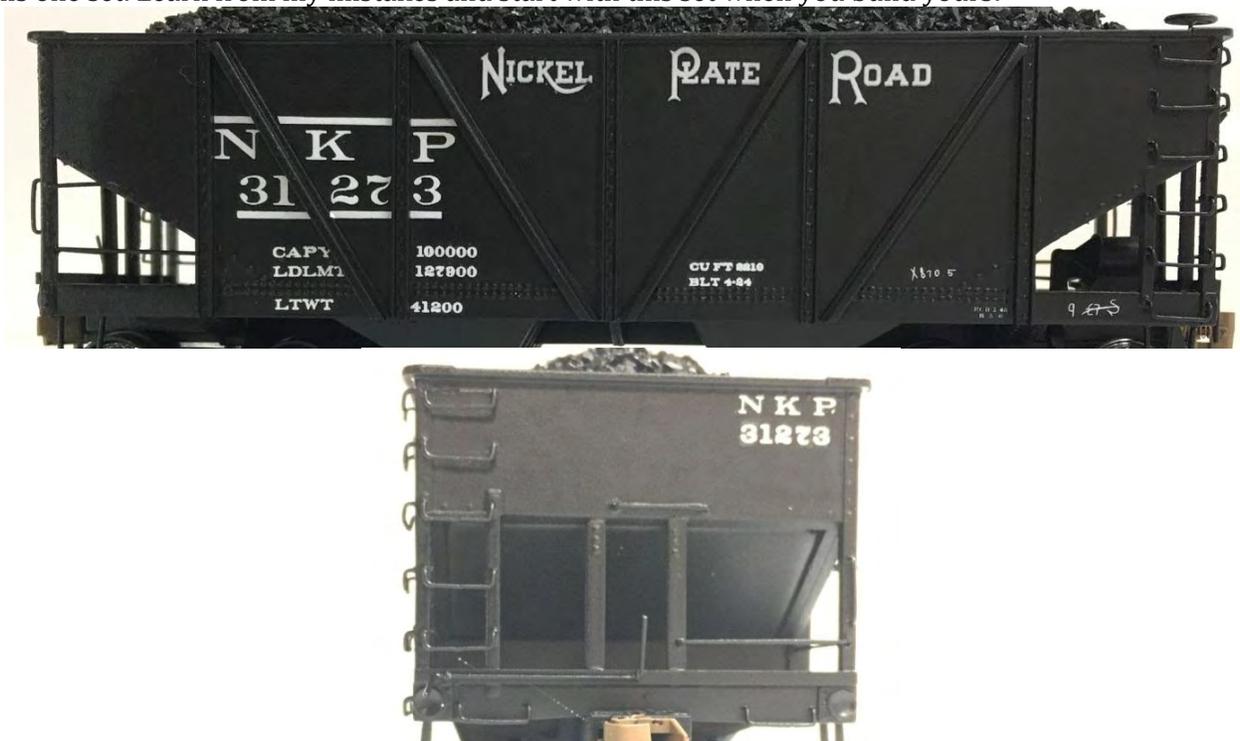
Paint and Decals.

With the rivets in place and all of the detailing done, I was ready for paint and finishing. I primed the car with Tamiya's grey surface primer. It will stick to anything and goes on super fine and smooth. Assuming there are no blemishes that need attention, you can move onto paint. I used Tru-Color black, which is an acetone based formula that is decal ready when dry.



Decals for this car required a bit of work. There are no readily available sets for them, and the channels on the sides are challenging to place decals around. I ultimately needed to cobble together what I needed from several sets. The most difficult part is cutting up the pieces of the large "N K P" to fit between the exterior bracing. I made several dry runs on placement before fixing the decals. I like to cut out all the decals for one side and do them all in one sitting.

One tedious task was getting the car numbers I needed, as most number jumbles don't suit this series of car. Also an important note on capacities. These cars were rated at 50 tons not the typical 55 of most two bay hoppers. If you can find a capacity line in your sets for 100,000 that's great. I didn't have any on hand, so I just cut the second 1 from an 110,000 line and replaced it with another 0. For whatever reason the Tichy sets do not include the 2" NYC&STL initials for the upper left of the car sides, and the Resin Car Works sheets are not correct for the era I model. So I ended up ordering a set of Microscale's 40' Boxcar sets to get the remaining 2" lettering and an appropriate reweigh date. Once I reviewed the Microscale set I realized that I could get most of the decals I needed from this one set. Learn from my mistakes and start with this set when you build yours!



Here's an explanation of decal sets I used and where they go. See the illustration below for placement.

Resin Car Works #NKP007

- Car Number Sides.
- Car Number Ends.
- Large NKP (Dots removed in the 1951 era).

Resin Car Works #NYC004

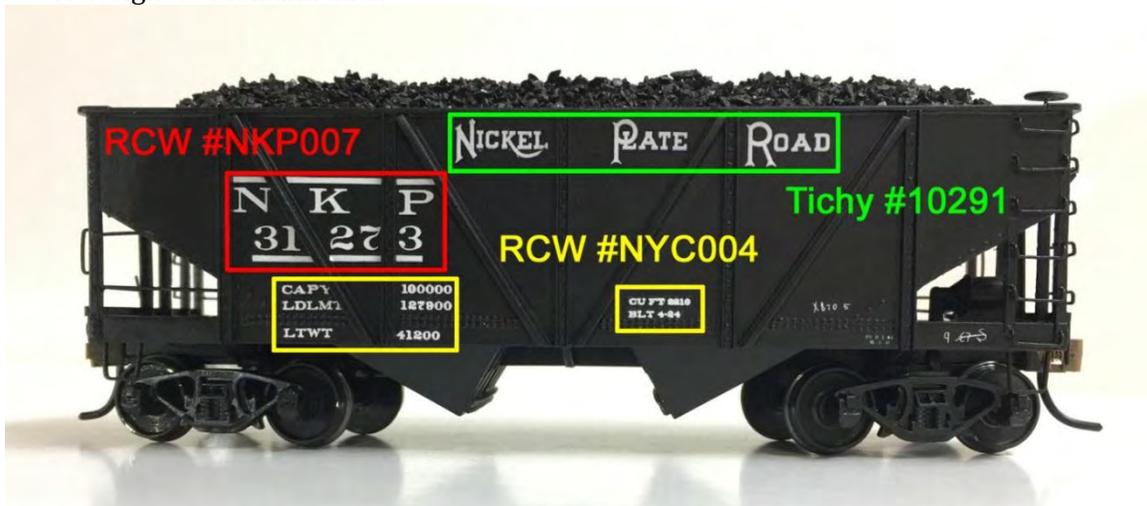
- Capacity and Weights.
- Build Date.
- Cubic Volume.

Tichy #10291

- Large "Nickel Plate Road".
- Reweigh station and dates can be used.

Micro Scale #87-189

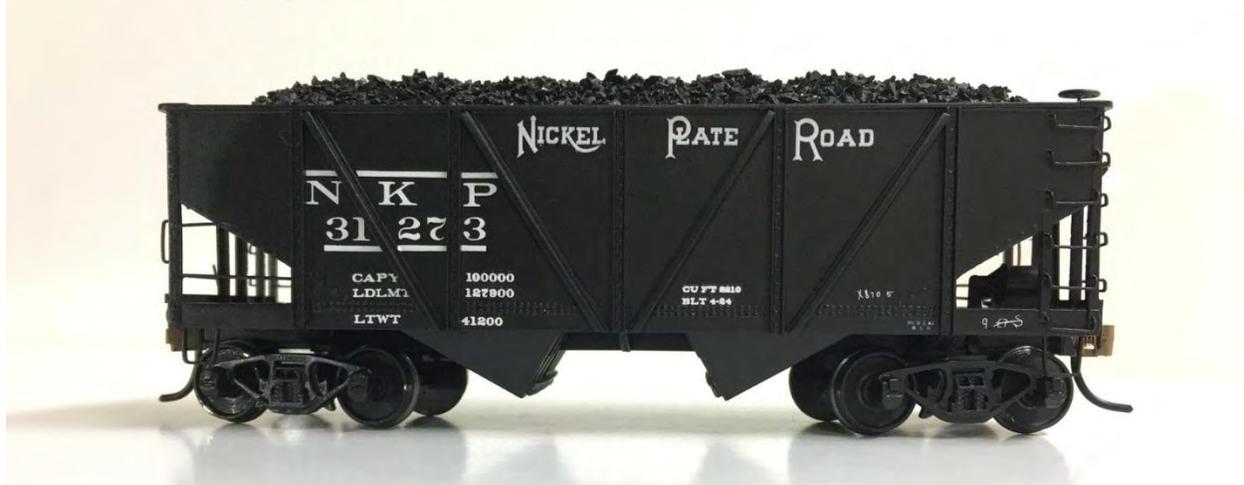
- 2 inch NYC&STL car side upper left.
- Reweigh Station and date.



When the decals were dry and sealed I finished the final assembly of this car using the kit-supplied Bettendorf trucks with Intermountain wheelsets and Kadee whisker couplers. I haven't weathered my car yet but my layout is set in 1951, so the car would be fresh from the rebuild program and would have minimal weathering anyway.

One handy part about kit bashing an Accurail product is the availability of coal loads. I used the appropriately-sized load finished with High Ball Products (no longer in business) coal secured with white glue. The car was now ready to join the rest of my fleet!

I hope that you have enjoyed learning a bit about this unique Nickel Plate hopper. If you haven't kit bashed a car before this might be a good first project. With only a few simple tools and a few extra pieces it can be built in a short amount of time, to give you a unique car to add to your fleet. You could even omit a few of the steps for a "quick and dirty" version if you like. I hope either way you might consider adding a rebuilt hopper to your 1950s Nickel Plate Road coal carrying fleet.



Be sure to check out the Nickel Plate Modelers Facebook page. I usually post any Nickel Plate-related project photos there, as do other Nickel Plate Road modelers from around the world.

WHERE DO THEY ALL GO?

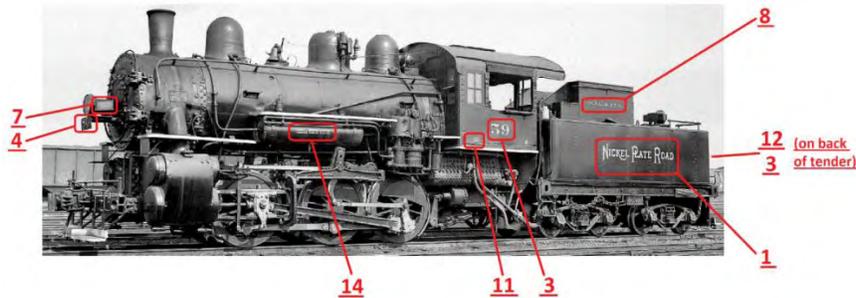
A quick guide to NKP Steam Decals

By Ray Breyer

The Nickel Plate Road Historical & Technical Society is pleased to announce for sale the first-ever completely correct NKP steam decal set. Available now in the Company Store this HO scale decal set will allow you to properly decorate up to seven NKP steam engines without resorting to using incorrect diesel decals or hunting down long out of production (and largely inaccurate) Champ sets.

The artwork for the decals was drawn by Dr. Dave Campbell, with research assistance from Ray Breyer, and were printed by Microscale. Dozens of hours were put into researching the prototype to get these decals right. Mostly taken from prototype photos covering the 1917-1958 period and supplemented with official railway lettering guides, these decals cover a lot of ground. But that means that there's a lot of lettering stuffed into the set, which can be a bit confusing and intimidating. So I've written this quick guide to let you know what you're getting in the set.

The sheet is divided into four groups: Berkshires, Mikados, passenger engines, and "small steam". These four groupings cover 38 different engine classes and sub-classes, as well as 35 different tenders, and will completely letter seven different models. While much of the basic lettering like numbers and road names can be used on just about any NKP steam engine, the class and tender data is unique to the group that the lettering is in.

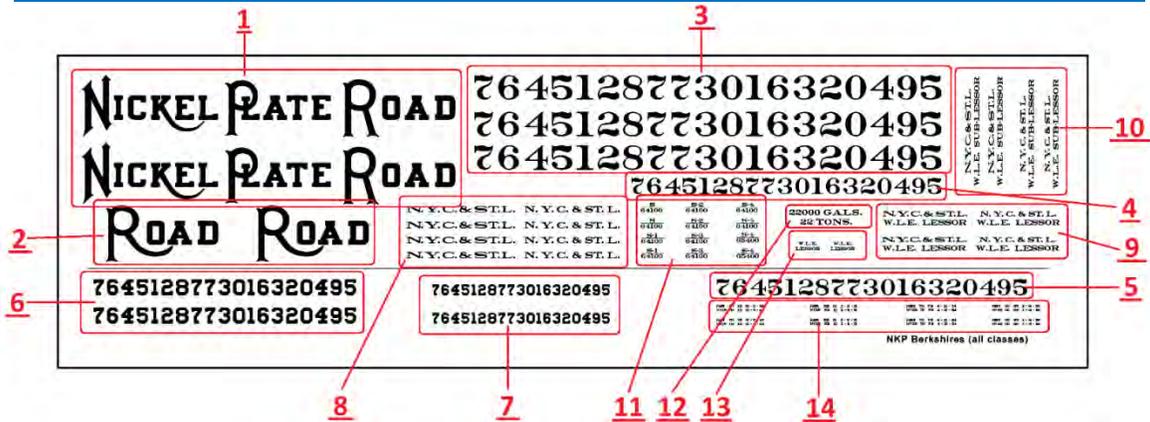


Each of the four groups of decals is arranged in a similar manner. Here's what each of the groups of decals covers:

- 1) TENDER ROAD NAME. 9" tall for Berkshires, large (16,000 gallon capacity and larger) Mikado tenders and some post-1950 passenger steam tenders, 7" tall letters for everything else.
- 2) ALTERNATE SWING TAIL R. For WWII-painted Berkshires.
- 3) CAB AND TENDER NUMBERS.
- 4) FRONT NUMBER BOARD CHARACTERS (in yellow).
- 5) FRONT NUMBER BOARD CHARACTERS (in white, to simulate the aluminum used on Frankfort-served engines).
- 6) "FLYING NUMBER BOARD" CHARACTERS (in white).
- 7) HEADLIGHT SIDE NUMBERS (In white. For engines NOT equipped with flying number boards).
- 8) CORPORATE INITIALS. For NKP-owned engine sand domes and tender sides.
- 9) W&LE LEASE INITIALS, STYLE 1. For former W&LE engines. Used on tender sides ONLY.
- 10) W&LE LEASE INITIALS, STYLE 2. For former W&LE engines. Used on tender sides ONLY.
- 11) ENGINE CLASS AND TRACTIVE EFFORT STENCIL. For cab sides.
- 12) TENDER CAPACITY DATA.
- 13) W&LE LEASE INITIALS. For use on the cabs of former W&LE engines only.
- 14) AIR TANK PRESSURE TEST STENCILS (in white).

As with any "standard" lettering there was some variation to this general guide. For example, the ex-W&LE Berkshires did not have the corporate initials on the sand dome, and most of their other lettering was usually different than the standard. Time is also an important consideration. For example, when built the H-6 class Mikados came with small cab road numbers, which were enlarged to what we expect to see today by the late 1920s. Always refer to prototype photos before decaling!

BERKSHIRE SET



- 1) 9" tall road name.
- 2) Alternate "curved tail R" ROAD for S-2 Berkshires built during WWII.
- 3) Cab and tender road numbers.
- 4) Yellow (Duluxe) front numbers.
- 5) White front numbers (Frankfort engines only, representing brushed aluminum characters).
- 6) White top mounted number board numbers ("flying number boards")
- 7) White headlight side numbers (for 1930s & 1940s engines without flying number boards).
- 8) Sand dome and tender side corporate initials (two styles).
- 9) Corporate initials with W&LE lessor lettering (for most W&LE S-4 Berkshires).
- 10) Corporate initials with W&LE sub-lessor lettering (for some W&LE S-4 Berkshires).
- 11) Cab side engine class/tractive effort lettering.
- 12) Tender back capacity data.
- 13) Cab side W&LE lessor lettering.
- 14) White air tank pressure test stencils.

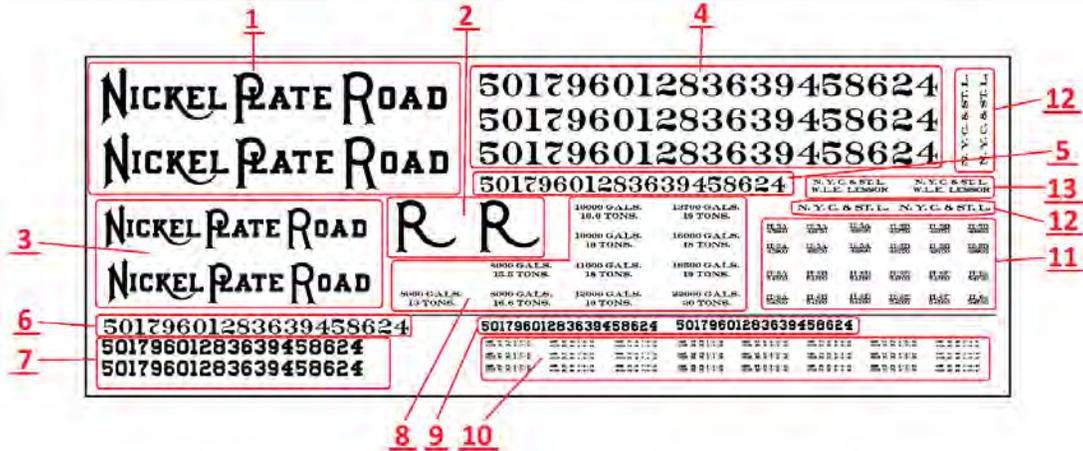
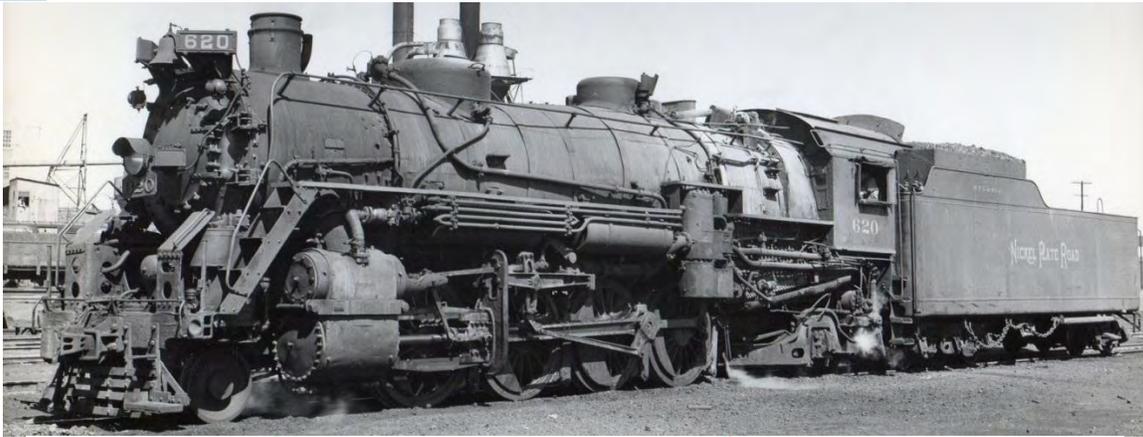
Engine Classes:

- S : 2-8-4, numbers 700-714. On roster from 1934 to 1960.
- S-1 : 2-8-4, numbers 715-739. On roster from 1942 to 1960.
- S-2 : 2-8-4, numbers 740-769. On roster from 1944 to 1960.
- S-3 : 2-8-4, numbers 770-779. On roster from 1949 to 1960.
- S-4 : 2-8-4, numbers 800-832. Former W&LE engines, on roster from 1950 to 1960.

Tender Capacities:

22000 GALS, 22 TONS : class 21-RE, 22-RG, all Berkshire tenders.

MIKADO SET



- 1) 9" tall road name, for large capacity tenders (16,500 and 22,000 gallon tenders ONLY).
- 2) Alternate "curved tail R" for some large capacity tenders painted during WWII.
- 3) 7" tall road name, for all other Mikado tender sizes.
- 4) Cab and tender road numbers.
- 5) Yellow (Duluxe) front numbers.
- 6) White front numbers (Frankfort engines only, representing brushed aluminum characters).
- 7) White top mounted numberboard numbers ("flying numberboards")
- 8) Tender back capacity data.
- 9) White headlight side numbers (for engines without flying numberboards).
- 10) White air tank pressure test stencils.
- 11) Cab side engine class/tractive effort lettering.
- 12) Tender side corporate initials (two styles).
- 13) Corporate initials with W&LE lessor lettering (for W&LE M-1 Mikados).

Engine Classes:

- H-5A (with 45900 tractive effort) : 2-8-2, numbers 500-509 and 950-956 (after 1955). On roster from 1917 to 1960.
- H-5A (with 49750 tractive effort)
- H-5A (with 49900 tractive effort)
- H-5B (with 48750 tractive effort) : 2-8-2, numbers 510-534 and 957-970 (after 1955). On roster from 1917 to 1960.
- H-5B (with 49750 tractive effort)
- H-5B (with 49900 tractive effort)

(H-5's available as older brass imports from Overland and Key)

H-6A : 2-8-2, numbers 601-610. On roster from 1918 to 1956.

H-6B : 2-8-2, numbers 611-615. On roster from 1920 to 1960.

H-6D : 2-8-2, numbers 617-631. On roster from 1922 to 1960.

H-6E : 2-8-2, numbers 632-661. On roster from 1924 to 1960.

H-6F : 2-8-2, numbers 662-671. On roster from 1924 to 1960.

H-6o : 2-8-2, numbers 586-600. Former LE&W engines, on roster from 1924 to 1955.

(H-6 class engines are USRA light Mikados and clones, which are available from many manufacturers)

Note that the class M-1 cab side class data was omitted from this set. Use characters from the small steam set. M-1 engines were USRA heavy engines, available as brass models and from Broadway Limited)

Tender Capacities:

8000 GALS, 13 TONS : class 8-RS, original H-5 tenders cut back to clear vision type.

8000 GALS, 15.5 TONS ; class 8-RX, H-5 tenders cut back to clear vision, with extended coal boards.

8000 GALS, 16.6 TONS : class 8-RL, H-5 tenders with coal boards.

10000 GALS, 16.6 TONS : class 10-RE, H-5 tender lengthened.

10000 GALS, 19 TONS : class 10-RF and 10-RG, original H-6 tenders.

11000 GALS, 18 TONS : class 11-RB, L-1a tenders with H-6 trucks.

12000 GALS, 19 TONS : class 12-RC, H-6 tender lengthened.

13700 GALS, 19 TONS: class 13-RA, H-6 tender lengthened.

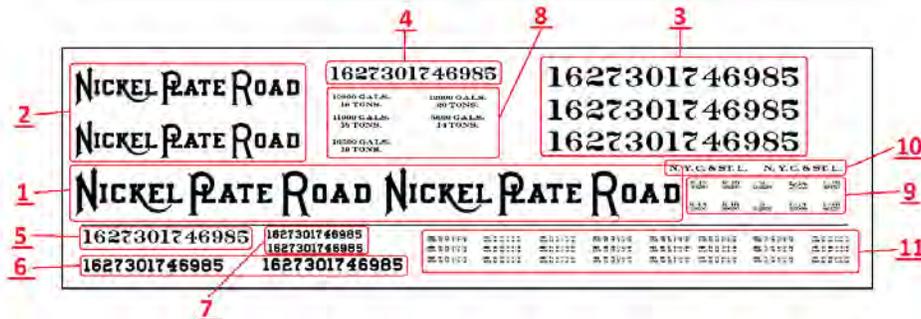
16000 GALS, 18 TONS : no class number, M-1 tenders.

16500 GALS, 19 TONS : class 16-RA, 16-RB, and 16-RC 5-axle tenders.

22000 GALS, 20 TONS : class 22-RA, 6-axle tenders.



PASSENGER STEAM SET



- 1) 9" tall road name, for Post-WWII Hudsons and some Pacifics.
- 2) 7" tall road name, for most passenger engines.
- 3) Cab and tender road numbers.
- 4) Yellow (Duluxe) front numbers.
- 5) White front numbers (Frankfort engines only, representing brushed aluminum characters).
- 6) White top mounted numberboard numbers ("flying numberboards")
- 7) White headlight side numbers (for engines without flying numberboards).
- 8) Tender back capacity data.
- 9) Cab side engine class/tractive effort lettering.
- 10) Tender side corporate initials.
- 11) White air tank pressure test stencils.

Engine Classes:

K-1A : 4-6-2, numbers 160-163. On roster from 1922 to 1953.

(closest models available are either USRA light Pacifics, or older brass models of NYC K-1 class 4-6-2s)

K-1B : 4-6-2, numbers 164-169. On roster from 1923 to 1953.

(closest models available are either USRA light Pacifics, or older brass models of NYC K-1 class 4-6-2s)

L-1A : 4-6-4, numbers 170-173. On roster from 1927 to 1960.

(available as Nickel Plate Products brass model)

L-1B : 4-6-4, numbers 174-177. On roster from 1929 to 1960.

(available as Nickel Plate Products brass model)

R : 4-6-0, numbers 150-158. On roster from 1907-1948.

(closest model available is the Roundhouse "Harriman" Ten Wheeler kit)

Tender Capacities:

8600 GALS, 14 TONS : class 8-RZ, R-class tenders.

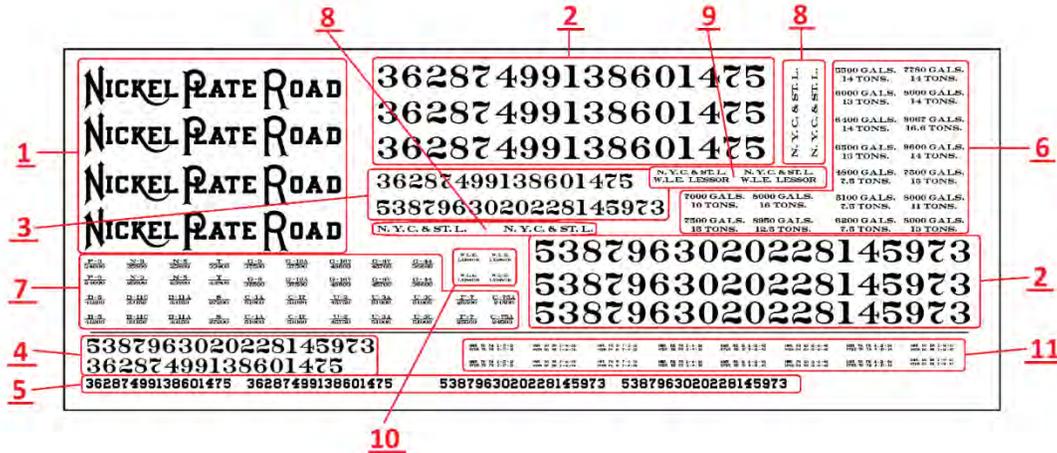
10800 GALS, 16 TONS : class 10-RD, original K-1 tenders.

11000 GALS, 18 TONS : class 11-RB, L-1a and L-1b 4-6-4 tenders with increased capacity.

12000 GALS, 20 TONS : class 12-RD, K-1a and K-1b tenders, lengthened.

16500 GALS, 19 TONS ; Class 16-RA, 16-RB, and 16-RC. At least two used behind Hudsons during WWII.

SMALL STEAM SET



- 1) 7" tall road name, for all small steam tender sizes.
- 2) Cab and tender road numbers.
- 3) Yellow (Duluxe) front numbers.
- 4) White front numbers (Frankfort engines only, representing brushed aluminum characters).
- 5) White headlight side numbers.
- 6) Tender back capacity data.
- 7) Cab side engine class/tractive effort lettering.
- 8) Tender side corporate initials (two styles).
- 9) Corporate initials with W&LE lessor lettering (for W&LE switchers and Consolidations).
- 10) Cab side W&LE lessor lettering.
- 11) White air tank pressure test stencils.

Engine Classes:

B-5 : 0-6-0, numbers 351-386. Former W&LE engines, on roster from 1950 to 1959.

(USRA-style switchers, available from many manufacturers)

B-11A : 0-6-0, numbers 50-59 and 387-389 (after 1950). On roster from 1916 to 1951.

(NYC-designed switchers, available as older brass imports from Alco and Key)

B-11C : 0-6-0, numbers 70-79 and 395-398 (after 1950). On roster from 1917 to 1955.

(NYC-designed switchers, available as older brass imports from Alco and Key)

C-1A : 0-8-0, numbers 277-295. Former W&LE engines, on roster from 1951 to 1960.

(USRA-style switchers, available from many manufacturers)

C-17 : 0-8-0, numbers 300-304. On roster from 1934 to 1960.

(USRA-style switchers, available from many manufacturers)

C-75A : 4-4-0, numbers 304 and 305. Former LE&W, nee Big Four engines, on roster from 1924 to 1929.

- Engine #304 was the last American-type running on the NKP roster. Engine scrapped in August, 1929.
(closest model available is Bachmann's "modern" 4-4-0)
- F-7 : 2-6-0, numbers 826-827. Former D&TSL engines, on roster from 1924 to 1933.
(closest model available is Bachmann's 2-6-0)
- G-6V : 2-8-0, numbers 475-484. Former LE&W engines, on roster from 1924 to 1948.
(closest model available is Bachmann's Spectrum line 2-8-0)
- G-9 : 2-8-0, numbers 906-916. Former Clover Leaf engines, on roster from 1924 to 1960.
(closest model available is the Roundhouse "Harriman" 2-8-0 kit)
- G-10A : 2-8-0, numbers 860-874. Former Clover Leaf engines, on roster from 1924 to 1953.
(closest model available is the Roundhouse "Harriman" 2-8-0 kit)
- G-16V : 2-8-0, numbers 485-494. Former LE&W engines, on roster from 1924 to 1951.
(closest model available is Bachmann's Spectrum line 2-8-0)
- G-44 : : 2-8-0, numbers 375-398. Former LE&W engines, on roster from 1924 to 1954.
(closest model available is Bachmann's Spectrum line 2-8-0)
- N-3 : 2-8-0, numbers 159-161 and 440-442 (after 1910). On roster from 1907 to 1945.
(closest model available is Bachmann's Spectrum line 2-8-0)
- N-5 : 2-8-0, numbers 448-453. On roster from 1911 to 1948.
(closest model available is Bachmann's Spectrum line 2-8-0)
- P-3 : 4-6-0, numbers 359-366. On roster from 1913-1933.
(closest model available is Bachmann's 63" drivered Ten Wheeler)
- S : 0-6-0, numbers 75-80 and 94-99 (after 1918). On roster from 1913-1949.
Engines reclassified as B-10 after S-class Berkshires were delivered in 1934.
(NYC-designed switchers, available as older brass imports from Alco and Key)
- T : 2-8-0, numbers 460-474. Former NYC engines, on roster from 1916-1933.
(available as older brass models of NYC&HR G-43 class engines)
- U-2 : 0-8-0, numbers 200-204. On roster from 1918 to 1960.
(Original USRA engines, available from many manufacturers)
- U-3A : 0-8-0, numbers 205-207. Former LE&W engines, on roster from 1924 to 1955.
(Original USRA engines, available from many manufacturers)
- U-3C : 0-8-0, numbers 220-229. On roster from 1925 to 1960.
(USRA-style switchers, available from many manufacturers)

Tender capacities:

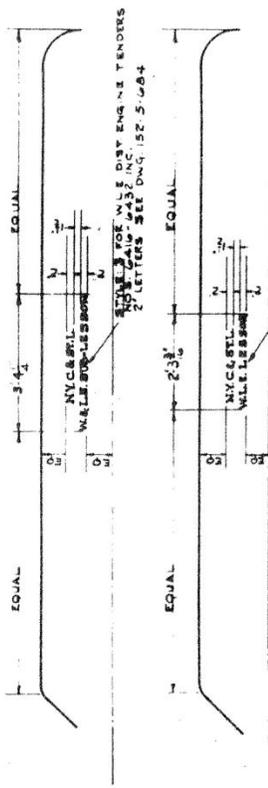
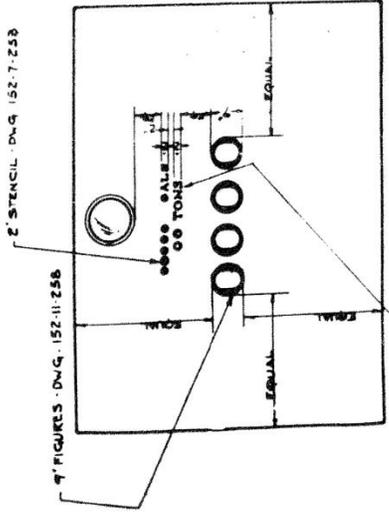
- 4800 GALS, 7.5 TONS : class 4-RC, original B-10 0-6-0 tenders.
- 5100 GALS, 7.5 TONS : class 5-RE and 5-RF, original B-11a and B-11d 0-6-0 tenders.
- 5500 GALS, 14 TONS : class 6-RN, original N-3 2-8-0 tenders.
- 6000 GALS, 13 TONS
- 6200 GALS, 7.5 TONS : class 6-RA, original B-11B and B-11c 0-6-0 tenders.
- 6400 GALS, 14 TONS
- 6500 GALS, 13 TONS ; class 8-RA, original class T 2-8-0 tenders.
- 7000 GALS, 10 TONS : class 7-RJ, original U-2 0-8-0 tenders.
- 7500 GALS, 15 TONS (on set twice) : class 7-RK, original G-7, G-8, G-9 and G-10a 2-8-0 tenders.
- 7780 GALS, 14 TONS ; class 8-RJ, original G-6v, G-16v and G-16w 2-8-0 tenders.
Also class 8-RY, similar tender cut back to clear vision type.
- 8000 GALS, 11 TONS : class 8-RF, original U-3a 0-8-0 tenders.
- 8000 GALS, 13 TONS ; class 8-RS, H-5 2-8-2 and assorted 0-8-0 tenders cut back to clear vision type.
- 8000 GALS, 14 TONS : class 8-RZ, original class R 4-6-0 tender.
- 8000 GALS, 16 TONS : class 8-RG, original U-3b 0-8-0 tenders.
- 8067 GALS, 16.6 TONS : class 8-RL, original H-5a and H-5b 2-8-2 tenders.
- 8950 GALS, 12.5 TONS
- 9600 GALS, 14 TONS ; class 9-RR, G-7, G-8, G-9 and G-10a 2-8-0 tenders, lengthened.

THE NEW YORK CHICAGO AND ST. LOUIS R.R.
MECHANICAL DEPARTMENT

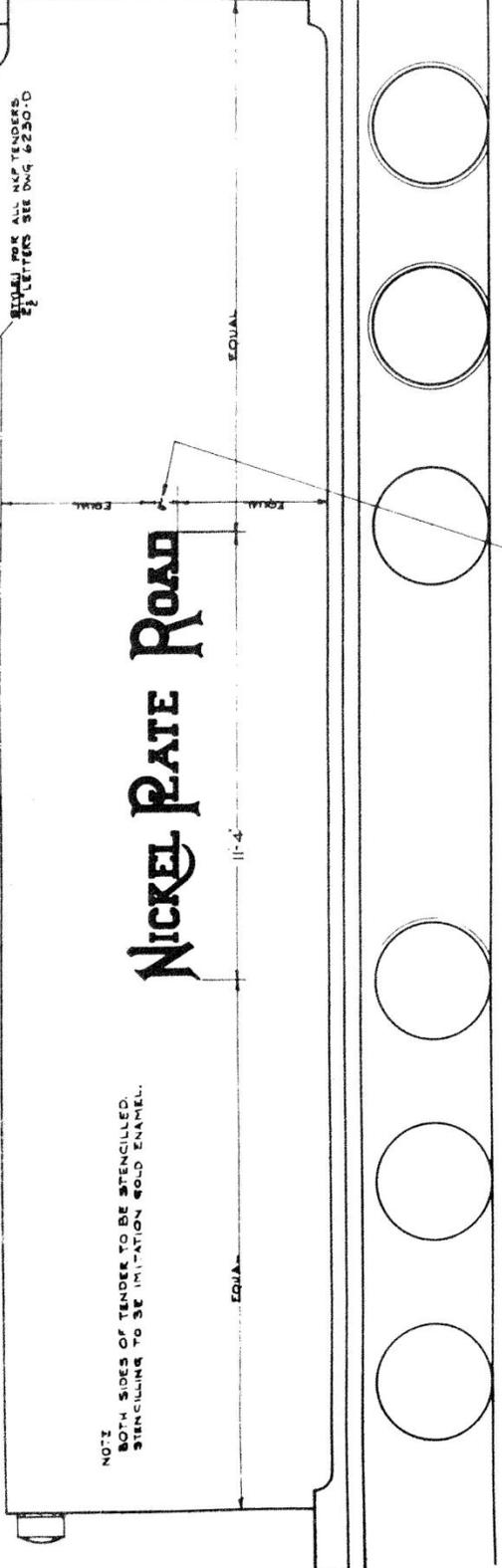
CLEVELAND, OHIO DATE MARCH 23, 1930

STENCILLING ON TENDERS

61-4-68



COAL CAPACITY TO BE APPLIED TO TENDERS USED WITH ROAD LOCOMOTIVES ONLY



NOTE: BOTH SIDES OF TENDER TO BE STENCILLED. STENCILLING TO BE IMITATION GOLD ENAMEL.

MONOGRAM TO BE APPLIED TO ALL 1000 GALLON AND 2200 GALLON CAPACITY TENDERS TO DWGS. 151-4-417-5, 151-9-9. MONOGRAM TO BE APPLIED TO ALL EXCEPT 1000 GALLON AND 2200 GALLON CAPACITY TENDERS TO DWGS. 151-8-431, 151-8-437, 151-8-438.

ALONG THE LINE



It's a hot and steamy early day in August, along the St. Louis District's Fourth Subdivision. The fall rains are late this year, and the grass along the right of way is brown, dry and brittle. That's actually good news for the road crews along this part of the NKP main line, since it means that they don't have to deal with the "Mud Time" sucking their boots off while they trudge along the ROW throwing switches and cutting cars.

Art Shale modeling and photo



Wheeling superpower has finally arrived in Adena! *Modeler's Notebook* contributor Chris Ellis has been looking for a Wheeling S-4 Berkshire, and he finally found one. Here's NKP 832 doing what it's supposed to do: logging heavy coal drags in Wheeling territory.



Speaking of heavy lugging, how about an H-6e Mikado in live steam? We couldn't track down the owner or builder of this 7.5" scale engine when the photo came through the NKP Live Steam Facebook group, but it's too impressive to not share!



NKP 726 hits a grade crossing running at track speed, heading eastbound out of Charleston. Tony Koester photo.



Coal mines are a busy place, and these NKP cars are starting to stack up waiting for a Berkshire to take them downhill. Eric Payne modeling and photo

THE NKPHTS MODELER'S NOTEBOOK NEEDS YOUR HELP!

Are you a Nickel Plate modeler? Or a modeler of the Wheeling & Lake Erie, the Lake Erie & Western, the Clover Leaf, or any of the predecessor roads that went into creating the Greater Nickel Plate? Do you have a digital camera? Would you like to share what you're doing, or what you know, or your tips and techniques on modeling the NKP? Then have we got the forum for you!

These new issues of the *Modeler's Notebook* mark the rejuvenation of the online magazine, which can become the greatest resource available for modeling and showcasing the work of NKP modelers around the globe. Ultimately, the plan is to issue the virtual magazine quarterly, but that means that the editorial board of the NKPHTS needs YOUR help in adding to its pages!

We're looking for just about any and all submissions for the magazine. Full-length features, small one to three page "mini features" and stand-alone photos are all welcome and desired. So long as the subject matter is NKP-related, it's fair game! You say that you aren't a writer? No problem: the NKPHTS editorial staff is here to help. With good quality cameras coming standard in just about every smart phone these days, taking photos couldn't be simpler! (so long as they're relatively well-lit and in focus, that is) And we'd love to see your work in all scales and skill levels: S, TT, High-Rail and live steam are all as welcome as O, HO and N.

So share your love of Nickel Plate modeling today! To talk to the editorial staff about a submission, or to submit an article, please contact the following:

Ray Breyer (Editor, *Nickel Plate Road Modeler's Notebook*)

Tony Koester (NKPHTS Modeling Director)

Art Lemke (NKPHTS Publications Director)

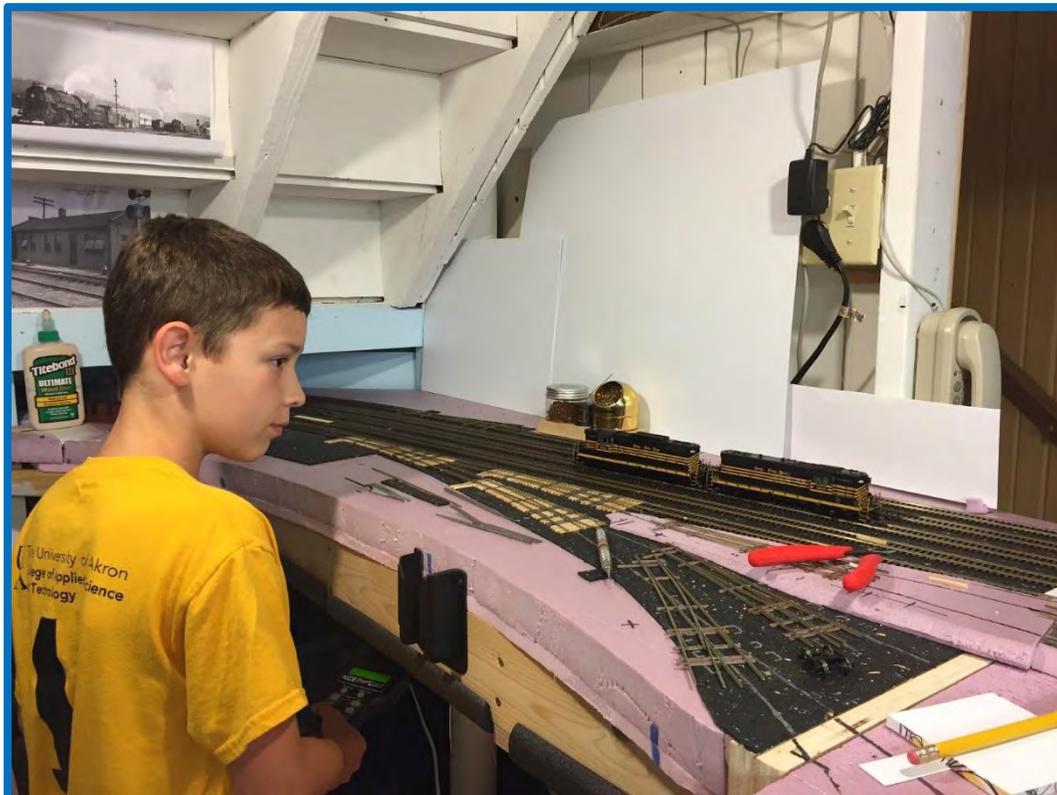
Adam Matthews (NKPHTS Internet Services Director)

rtbsvrr69@yahoo.com

nkpfan@pdt.net

publications@nkphts.org

webmaster@nkphts.org



Chris Ellis photo.