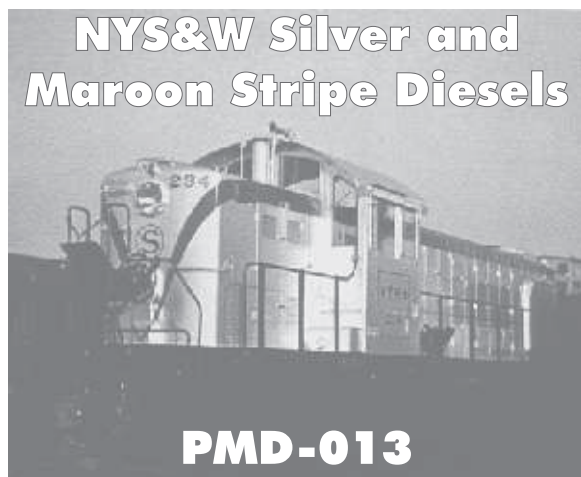


# PRIME MOVER MODEL RAILROAD DECALS

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**Background History:** The New York, Susquehanna and Western started dieselization in 1941 with the purchase of RS1 and S2 locomotives from the American Locomotive Company. These units, delivered in an attractive maroon and gray scheme, helped vanquish steam on the NYS&W, and the Susquehanna proclaimed itself to be the first US Class 1 railroad to be totally dieselized in 1945. Shortly after Budd delivered a new fleet of stainless steel coaches and self-propelled railcars in 1950, the Susquehanna adopted a new paint scheme of silver with a maroon stripe to match the new cars. The last two RS1's ordered by the railroad were delivered in 1953 factory painted in this new scheme. This scheme didn't last too long, since in 1955, in an economy move, the railroad introduced the solid silver scheme. This scheme lasted for nearly 20 years, before the few remaining units received the new yellow and black paint.

**The Model:** The silver and maroon stripe scheme was an extremely flashy and attractive paint scheme, and went well with the railroad's fleet of Budd stainless steel passenger cars. The scheme started appearing on units in 1950, and was replaced with the solid silver scheme by the mid-1950's. Due to the short duration of this scheme, the entire fleet didn't get repainted into this scheme, and some units went straight from the maroon/gray scheme right into the solid silver scheme. Two units, 254 and 256, were notable as the only units to come factory-delivered in the new paint.

The basic paint scheme for these units was a bright silver body (any manufacturer's bright silver color will work), a black underframe, and black handrails. A 12" maroon stripe runs along the top of both the long and short hood. A good match for this maroon color is using Polly Scale paints: 8 parts ATSF Red and 1 part EL Maroon. At the hood ends, the stripes on either side of the unit curve downward and converge at the bottom center of each end; refer to Figure 1. To aid in masking this end curve, a pattern for masking (full size HO scale) is found on this page. Please note that this is only striping representative of one or two units. These stripes were painted without the luxury of stencils, and as such vary greatly from unit to unit. Please refer to photographs of specific units when stenciling these stripes. Also note that on at least one unit (234, refer to Lucas' Susquehanna book for photo), the maroon paint extended onto the top of the long hood. It is uncertain if this holds true for all units, however.

No.	Builder	Built	Notes
150*	Whitcomb	1/42	ex-US Army 7720, acquired 9/46; to Coe Rail 1960
151	Whitcomb	1/42	ex-US Army 7723, acquired 9/46; <b>appeared not to have "S" on front</b> ; to Old Dominion Iron & Steel 1960
202	S2	12/41	<b>Horizontal radiator shutters, small steplight above front headlight, dropstep on hood end</b> ; scrapped 3/83
203	S2	4/42	<b>Black cab roof/hood top</b> ; scrapped 3/83
204	S2	12/41	To G.R. Silcott for scrap 7/66
205	S2	4/42	Scrapped 3/83
206*	S2	3/42	Restored by Bergen-Rockland Chapter NRHS 1985; to United Railroad Historical Society
208*	S2	3/42	<b>Lacked box around "NYSW" lettering on cab</b> ; scrapped
230	RS1	11/44	Retired 1966; scrapped 3/83
231	RS1	4/43	<b>Horizontal radiator shutters</b> ; scrapped 3/83
232*	RS1	1/45	Scrapped
233	RS1	4/43	Sold as Genesee & Wyoming #43 via G.R. Silcott, later used for parts; frame was re-used

**DECAL APPLICATION INSTRUCTIONS:** **1.** Make sure the surface to be decaled is clean and smooth. If the surface is not glossy or reasonably smooth, spray it with a gloss lacquer (such as Testors Glosscote). Surfaces that are not glossy are microscopically rough and can give a finished decal a "hazy" appearance. **2.** Cut the lettering off the decal sheet with a sharp knife or a pair of scissors. Be sure to cut as closely to the edge of the lettering as possible to minimize visible decal film. **3.** Place the decal in water until it slides easily on its backing. **4.** Slide the decal off its backing carefully onto the model, using a toothpick if necessary. If needed, add a drop of water to help maneuver the decal into its final position. **5.** Blot the decal with a lint-free paper towel to remove excess water. After dry, remove any extra glue with a paintbrush dipped in water; blot dry again. **6.** Apply a decal setting solution (we suggest Champ's "Decal Set" or Walther's "Solvaset") so that the decal will fit around any crevices or details. IMPORTANT: If using Solvaset, use sparingly or dilute with water so as not to dissolve the ink. After solution is applied, DO NOT touch the decal until dry. If any bubbles appear, slit them with a sharp blade and apply solution again. **7.** Give the model a final overspray of a dull lacquer finish (such as Testors Dulcote) to hide any decal film and to protect the decals.

Silver "SUSQUEHANNA" lettering was located within the maroon band on the long hood. An S-ball appears below the headlights on the hood ends. Road numbers appeared on the end of the hoods, immediately to the right of the headlight (it appeared underneath the leftmost window on the ends of the S2 switchers). On the side of the cab is a lettering box that features the NYSW initials and the units' number. A wider version of the box appeared on the S2 cabs; on the decal sheet, the middle pair of lettering boxes with the number "20" are for S2's, and the right most pair with just the number "2" are for RS1's.

There were several anomalies amongst the fleet of RS1's and S2's in this scheme: RS1 #248 wore small rectangular hash marks on its side sill: one between each stanchion, and one under each cab edge (refer to the Krause/Crist "Susquehanna" book, top of page 32) - these hash marks are included as part of this set. RS1 #238 had an upside-down S-ball on its short hood end. S2 #208 lacked a box around its cab-side lettering.

Most of these maroon-stripe schemed Alco units had "cat whisker" stripes on their pilots. These stripes were either silver or white, and often had similarly-painted footboard edges. A few units also had another lettering detail added in the late 1950's: "FIRE EXTINGUISHER" stenciling beneath the S-ball logo on the hood ends. One other notable variation appeared on RS1 numbers 254 and 256. These came delivered from Alco with nonstandard S-ball logos (noted with "254, 256" on the decal sheet), the only units to be factory-painted in this scheme. All units also had small Roman "F" (for front) lettering in white on the sidesill next to the stairs on the long hood end.

Finally, in a class all their own are the two Whitcomb switchers. At least one of these units (150) was known to have been painted in the maroon stripe scheme. These were painted in the same manner as their larger Alco brethren: solid silver body, black underframe, and a maroon stripe along the top of the hood (refer to Figure 2) The "SUSQUEHANNA" roadname appeared across the top of the hood, and a wide lettering box appeared on the cab sides (the leftmost box on the decal sheet). A wide ornate "S" (without a circle) was applied to the front grille of the units. White brake test lettering appeared on the air cylinders on either side of the units, and a large Roman "F" was located on the front corner of each side sill.

## Useful References:

Ball, Don Jr. *America's Colorful Railroads*. Bonanza Books, 1978.  
Carleton, Paul. *Rails Around Gotham*. D. Carleton Railbooks, 1981.  
Krause, John and Crist, Ed. *Susquehanna*. Carstens Publications, Inc., 1980.  
Lucas, W. A. *The History of the New York, Susquehanna and Western Railroad*. Railroadians of America, 1939/1980.

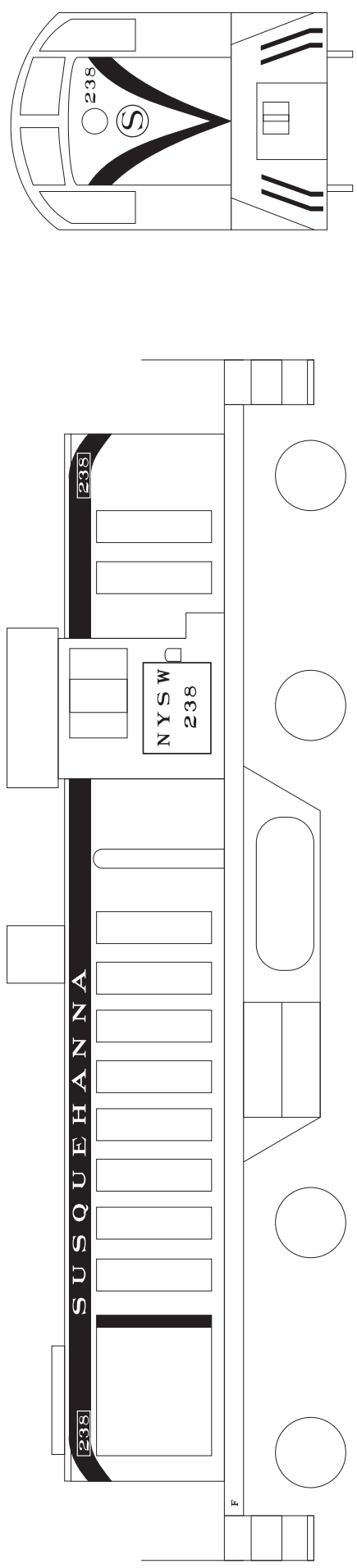
Special thanks to Pieter Terwilleger for his gracious assistance in this project.

## Full-size HO scale Mask for end striping



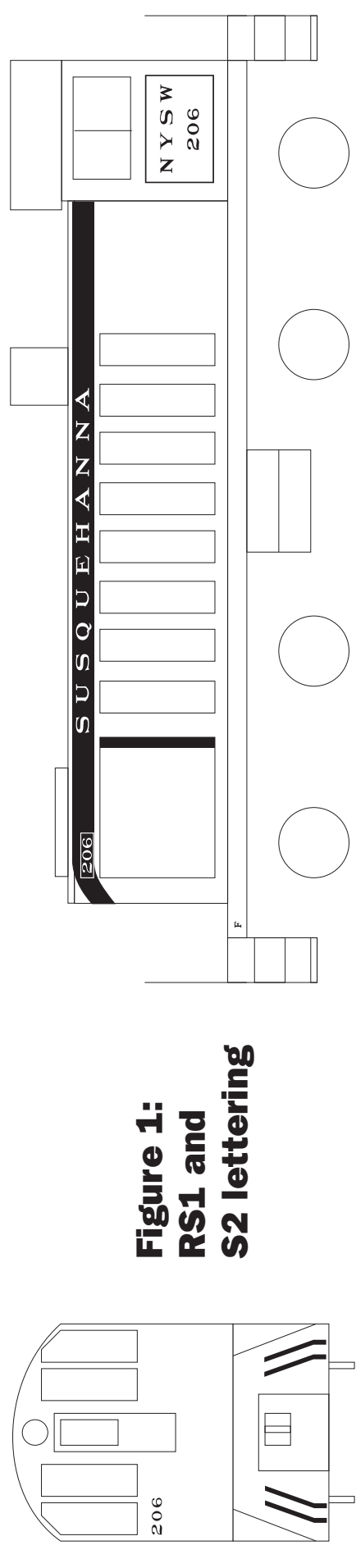
No.	Builder	Built	Notes
234*	RS1	1/45	<b>Had maroon long hood roof; had small steplight above headlight and drop step on short hood end; had no pilot stripes</b> ; Scrapped 3/83
236	RS1	1/45	Scrapped 3/83
238*	RS1	3/45	<b>Upside-down S-ball on short hood</b> ; trade-in to GE, scrapped 1988
240	RS1	3/45	To Valley Railroad, 1983; then to Tioga Central, 1987; semi-restored as NYS&W-painted "TC 240"
242*	RS1	5/45	Scrapped
244	RS1	9/47	To Streigel 244, scrapped
246	RS1	9/47	To Tennessee #6, 7/63; to Southern #6, 8/73; to BR&L 11/73; to Agricor #2, 8/74; to Int'l Min. & Chem. 207, 9/75; still extant
248*	RS1	10/47	<b>Hash marks on side sill</b> ; scrapped
250*	RS1	10/47	To VTR 250, 11/65; trade-in to EMD 9/66; scrapped
252	RS1	10/47	Trade-in to GE, scrapped 1988
254*	RS1	3/53	Scrapped
256*	RS1	3/53	<b>Retrofitted with RS3-style radiator fan circa 1960, only long hood might have been repainted solid silver</b> ; scrapped 3/83

\* Verified that this unit wore silver/maroon stripe scheme. Roster compiled by Paul Tupaczewski with additional input from Pieter Terwilleger, George Berisso and the NYS&W T&HS.

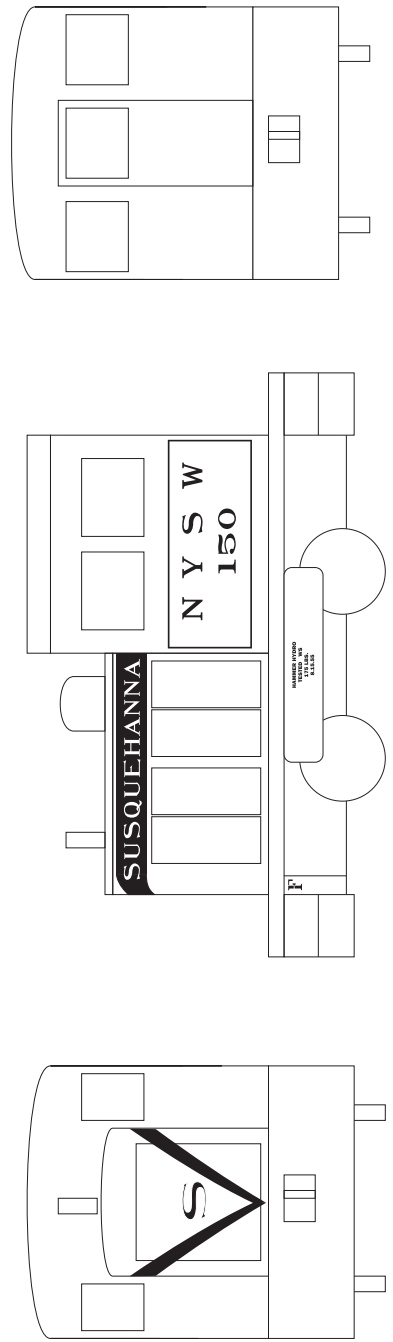


**RS1/S2 hood end**

**RS1 left side**



**Figure 1:  
RS1 and  
S2 lettering**



**Figure 2:  
Whitcomb  
lettering**

**Front**

**Side**

**Rear**