

PRIME MOVER MODEL RAILROAD DECALS

8 Fawnridge Drive
Long Valley, NJ 07853-3247
www.PrimeMoverDecals.com

PMD-018 NYS&W E9 Diesels



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 Dullcote) to hide any decal film and to protect the decals.

diesels into E9m's, and these units served until 1992, when they were retired with decades of faithful service. The entire fleet was up for sale, and the New York, Susquehanna and Western Railway decided to purchase BN 9921 and 9915 to become their 2400 and 2402, respectively. After being prepped and painted into the NYS&W passenger scheme by National Railway Equipment in Silvis, Illinois, the units moved east to fulfill their roles in Syracuse, NY-area commuter service.

The Model: The NYS&W E9 diesels are radical in appearance, with their striking wine-and-gold paint scheme, and their smooth porthole-less sides and recessed class lights. The entire body is painted maroon (we suggest Accu-Flex DM&IR Maroon). The pilot, underframe, rear diaphragm and roof are painted black. The entire roof is black from the rear of the unit to the leading edge of the riveted roof panel (ending almost evenly with the cab-end edge of the louvered side grilles). In addition, the black goes diagonally toward the back of the unit one foot after going off the riveted plate. Grab irons are painted either yellow or maroon, refer to photos. Note the color is yellow, not gold as on the NYS&W's passenger fleet, and the decals reflect this. The unit's horn, antenna, and step tops are painted yellow. The "fat" striping wraps around the body to the diaphragm on the rear, and terminates at the front in a "vee" point, with the NYS&W "S-ball" between the "vee." The "thin" striping also wraps around to the diaphragm, and terminates slightly ahead of the cab window on either side, terminating in an upsidedown "arrow hook." The word "SUSQUEHANNA" appears between the stripes directly ahead of the unit's center access door. The "NYSW 24.." lettering appears between the rear and center doors, below the "fat" stripe. The larger "24.." number goes above the thin stripe on the right rear of the unit. The small "E-9" lettering goes below the "fat" stripe, centered under the sand fill hatch on each side of the unit. A small white "F" appears just above the pilot anticlimber on each side. The white numberboard numbers appear on black numberboards. Finally, the small detail decals can be applied. "EMERGENCY FUEL CUT-OFF" appears over the fuel filler on both sides, and "TRUCK CUT-OUT" appears over each end of each truck on the engineer's (right) side of the unit. Refer to photographs for best results.

Useful Reference: Railpace Newsmagazine, August 1995.

Special thanks to Daniel Dawdy for photos and research assistance.

Background history: The Chicago, Burlington & Quincy Railroad (affectionately known as the "Burlington") began purchasing EMD E8 and E9 diesels during the early 1950's to power their crack passenger trains. After years of service, they slowly migrated to Chicago-area commuter service. After the Burlington Northern merger, the units were repainted into the new BN green and white, and continued to serve in commuter service. In the early 1970's Morrison-Knudsen rebuilt most of the active fleet of E8 and E9

