

Advance NE-1



Water color "Flight of the Speedwitch" by William G. Dulmaine, Jr.

Advance NE-1 Volume 1 Issue 1

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Advance NE-1

One of the problems we've had in getting timely information to the modeler has been insufficient material to fill out a 24-page *SpeedWitch* on a regular and timely basis. We are inaugurating a new and less elaborate publication to be issued as a supplement to the *SpeedWitch*, which can be published as needed to give our readers up-to-date information on events and models being produced.

The new publication is *Advance NE-1*. This will give you updated and timely railroad news, as well as information about new model offerings, so that you will be able to order these products on an advance order basis.

Please note this publication is not meant to be a replacement for our in-depth *SpeedWitch*.

Bill Dulmaine
Editor, Advance NE-1

DEVELOPING THE I-4 PACIFIC IN HO SCALE

Design 101 - How the BLI Model of the New Haven I-4 started as a pitch & ended-up as a model.

by John Sheridan

The Pitch

Back in October of 2011, I was asked by Broadway Limited Imports (BLI) to send them a list of steam locomotives that would make good candidates for their Hybrid line of models. The Hybrid line is for locomotives that would not be economical to mass produce but are perfect for a brass-plastic model which can be produced in lower quantities at a fairly reasonable price.

The list I forwarded to them included three New Haven locomotives in a list of 10 possible candidates.

The New Haven locomotives suggested were the I-4 Pacific, the R-1 Mountain type, and the K-1-d Mogul.

Finally, in January 2012, I heard from BLI that the New Haven I-4 was chosen as one of the models they had decided to manufacture as part of their Hybrid Brass line. They also asked how fast and how much information we could get to them in order to make the model. I needed to get them all of basic data within 90 days so the factory could begin the design process that turns ideas into models.

Premium HO Steam LOCOMOTIVE
ANNOUNCEMENT
by BROADWAY LIMITED Imports

New Haven I-4, HO

OPERATES WITH SOUND IN DC AND DCC

The New Haven's BLI model of the I-4 Pacific has been developed in conjunction with personnel at the New Haven Railroad Historical and Technical Association. The success of this locomotive model will to a large extent determine additional New Haven steam locomotives from the manufacturer. As has become standard in the hobby, the number of models produced is determined strictly by pre-orders. Don't be left out!

IMPORTANT - DEADLINE FOR ORDERS MAY 30, 2014

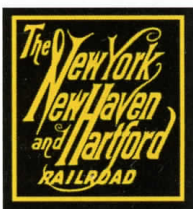
MODELS WILL ONLY BE PRODUCED TO PRE-ORDERS

EXPECTED DELIVERY - JANUARY 2015

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BLI by fax 386-673-8080

WWW.BROADWAY-LIMITED.COM

**MODEL VARIATIONS
TO BE PRODUCED**



- cat. #1936 NH I-4-e, #1351, W-12-c tender
- cat. #1937 NH I-4-e, #1372, W-12-c tender
- cat. #1938 NH I-4-f, #1353, W-12-c tender
- cat. #1939 NH I-4-f, #1398, W-12-c tender
- cat. #1940 NH I-4-d, #1357, W-12-c tender
- cat. #1941 NH I-4-d, #1365, W-12-c tender
- cat. #1942 NH I-4-d, #1359, V-1-a Vanderbilt tender
- cat. #1943 NH I-4-c, #1361, V-1-a Vanderbilt tender
- cat. #1944 NH I-4-c #1392, V-1-a Vanderbilt tender
- cat. #1945 NH I-4-f, Unlettered, W-12-c tender
- cat. #1946 NH I-4-e, Unlettered, W-12-c tender, Varnished Brass

Forming a team

The first task in a project the size of this scope is to put together a design team. The team would consist of people who have considerable knowledge on the subject and/or considerable data to contribute.

The NHRHTA has a huge pool of incredibly knowledgeable people who have the data we need to create the model. I asked Bill Dulmaine - President of the NHRHTA who should be involved in the design team for this project. Bill and I came up with the list of people who should be on the core team:

John Pryke - The oracle of Steam Locomotive information for the New Haven Railroad. John knew just about everything that ran in steam on the New Haven.

Randy Hammill and Chris Adams - Randy & Chris had been working with John Pryke to transfer John's vast knowledge of New Haven steam on behalf of the NHRHTA so that the information would not be lost should John pass away. These two would fill-in the gaps if John's illness prevented him from working on the project.

Paul Cutler III - Paul has been working with me for quite some time on other projects and is a good source of info on the New Haven. Paul pays an incredible amount of attention to detail and often will find things that I completely missed. Paul was one of the key people involved with me on the Intermountain NE-5 Caboose project.

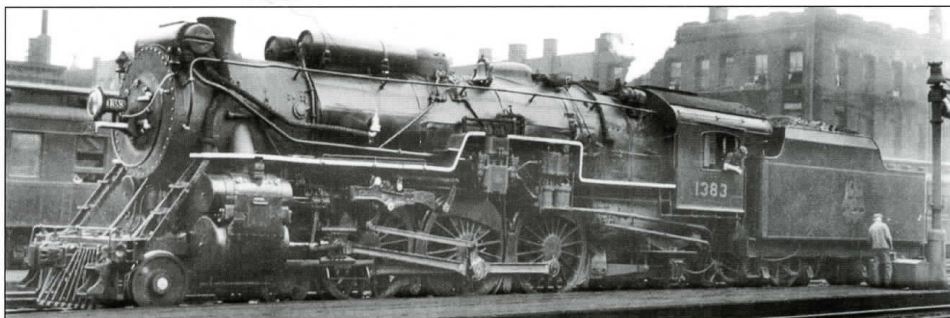
In addition to the core team, we also needed expertise from other people who could contribute data, photographs, etc for the project. This secondary team consisted of: Bill Dulmaine, Charlie Dunn, Wayne Drummond, and Rick Abramson.

Information

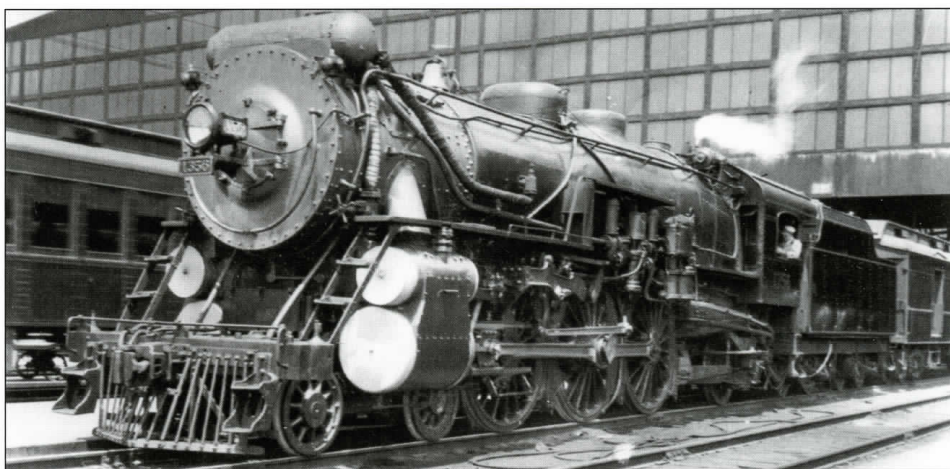
With the team formed, it was time to gather the information.

It was a cold day in February 2012 when Paul Cutler and I drove down to John Pryke's home in Orleans, at the "elbow" of Cape Cod, to gather data for the model and inform him that the project was indeed a reality. The only thing I told him over the phone was that I was looking for steam locomotive information. I wanted to wait until I spoke to him in-person to tell him that the project was indeed a reality.

Of course, John being the kind of guy he was, asked straight forward why I needed information - particularly concerning the I-4. I finally told him that I had the go-ahead from the manufacturer for the I-4 project, he smiled, the I-4 was one of his favorite locomotives. He was positively thrilled to be able to work on the project as it took his mind off more serious health-related matters. While we were there, he was continuously reaching into his vast collection - feeding us tons of data, drawings and anything else he could get his hands on. We spent



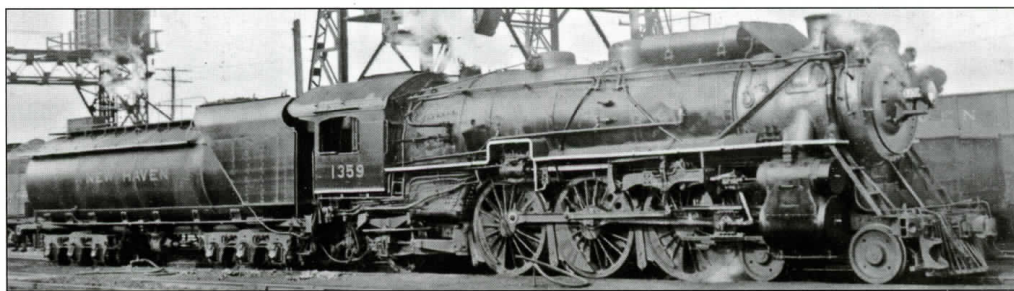
I-4-c NH I-4-c #1383 still has its original type "A" superheater. It has an Elesco feed water heater but no type "E" superheater (no hatch behind stack). Note that the smoke deflector is not installed at this time. The locomotive was photographed at Springfield, Mass in June of 1930. *J. W. Swanberg Collection.*



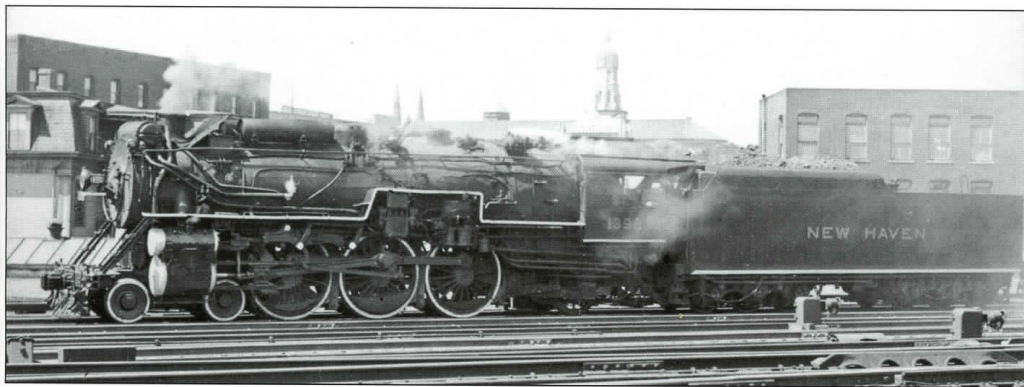
I-4-d NH I-4-d #1356 was at Boston, Mass. in June of 1928. Note that a type "E" superheater has been applied and a hatch added between the stack and bell. The smoke deflector and air tanks have yet to be installed on this locomotive. *J. W. Swanberg Collection.*



I-4-e This class consisted of locomotives with the original Type "A" superheaters and thermic syphons applied starting in 1925. New Haven #1380. *NHRHTA, Inc. Collection.*



I-4-f New Haven I-4-f #1359 at Boston, Mass. on March 27, 1933. *Photo by William Monypenny, NHRHTA, Inc. Collection.*



These I-4-f locomotives had Type "E" superheaters and thermic syphons. While not necessarily a class feature, the locomotives with Type "E" superheaters eventually received a larger hatch that resembled a rectangular box that straddled the smokebox just behind the smoke deflectors. In general, this is a spotting feature of the class, although it's possible that the hatch was added to some I-4-d's prior to the installation of thermic syphons starting in 1928. New Haven I-4-f #1398 is waiting for the south-bound *East Wind* in 1940 at Worcester, Massachusetts. *NHRHTA, Inc. Collection.*

most of the afternoon going over the I-4s from headlight to tender with him using his hand-built meticulous models as a guide. It was truly a pleasure to listen to his thoughts and opinions about the project. In fact, he insisted that we push hard for the V-1-a Vanderbilt tender that is now one of the tenders to be offered with this model.

After visiting John, I set-up a group email for all the members on the design team so we could all collaborate on gathering the data and discussing details on the model. I spoke at length with Chris & Randy on the data I gathered from John Pryke. Once they knew what we had, they knew where to go in order to fill-in the gaps in John's data. Wayne Drummond supplied photos, and some of the older NHRHTA drawings. Rick contributed some photos and a good set of clean I-4 design drawings. Bill and Charlie contributed photographs. All of the data was scanned into computers, processed and sent to the manufacturer.

What Variations?

The core team created a document listing what we felt would be the best options for the model in terms of tenders, locomotive variations, etc. we broke it down like this:

LOCOMOTIVE - Modeling steam locomotives is a difficult task as they had a terrible habit of changing from one number to the next. The trick here is to provide the best possible model and at the same time not increase manufacturing costs. Too high a manufacturing cost and the project would wither.

The final models we would push for would be the I-4-c, I-4-d, I-4-e, and I-4-f. We chose these types because these models could all be built from the same boiler, cab, frame etc. without too many radical changes. To make all 4 of these variations would involve minor changes in the location of the boiler mounted air tanks (I-4-c and I-4-e) to hatch covers for the Type E Superheater access (I-4-d and I-4-f). There are

other issues such as the air pump size so we chose the one which was most common for the time frame (The larger 2 cylinder pump on the fireman's side, Stokers installed, etc).

The one locomotive we specifically did not want to do is the infamous 1370 post-wreck. Once we selected the types, we then settled on a timeframe that stretched from the late 1920s through the 1930s and 1940s.

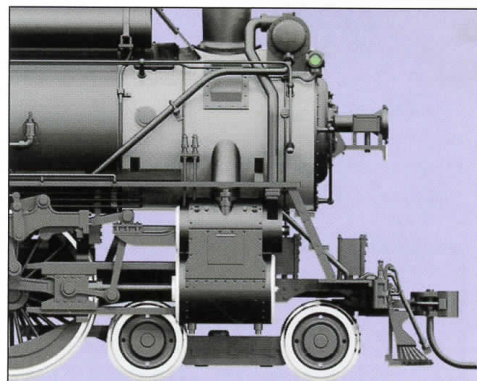
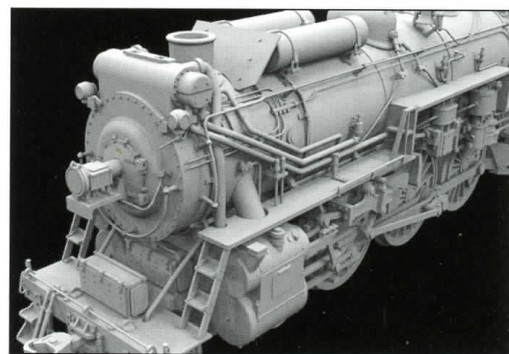
TENDERS - The I-4 primarily carried four types of tenders through its service life. These tenders were the W-7, W-10, W-12, and finally the V-1-a. John Pryke pushed hard for the V-1-a as it was used on at least three I-4s dedicated to the *Merchants Limited* from around 1929 until the arrival of the I-5s in 1937.

The I-4s used the W7s, W-10s, and W-12 tenders during the same time period it was hard to nail-down a specific "general use" tender so we focused on the fact that in the 1940s, most I-4s carried the W-12 tender or the W-10 in later service life. So in our project plan, we listed the tenders in order of priority first to last: W-12, W10, and finally W-7

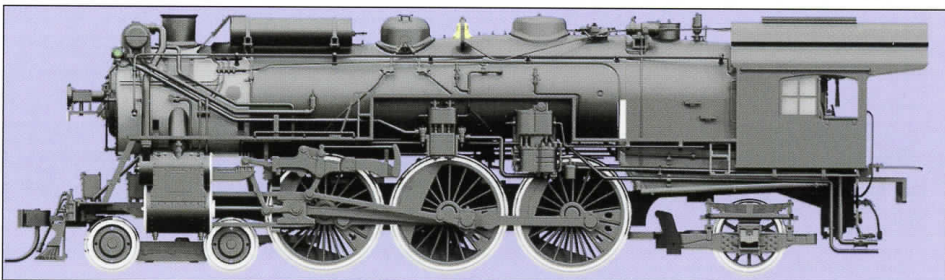
The next step

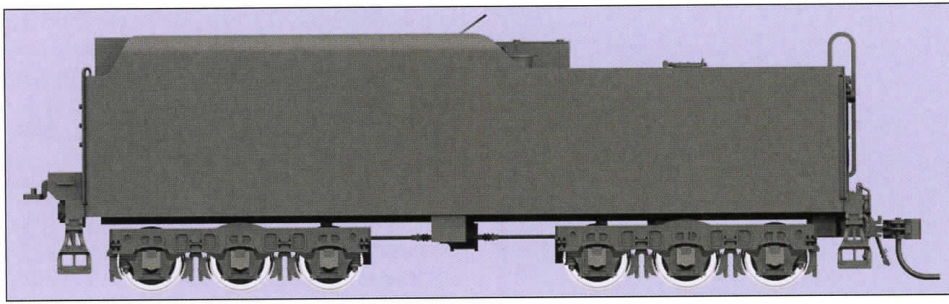
We put the project plan together, scanned all of the photos, drawings, etc. and sent it off to BLI for consideration in May of 2012. During

the summer and into the fall, we would be asked by the manufacturer to provide more info as the team in China was drawing the CAD files that would be used to create the final product. Finally, in February of 2013, we started to see CAD models of the locomotive from China. As I am able to create, modify, and build CAD files, BLI sent to me the initial CAD files of the locomotive and tenders for review and changes required prior to tooling. From the CAD model, I was able to spin, tilt, and see the "virtual" model from any angle. Now that I had the CAD files in my computer, it is pretty easy to create renders of the model and send them out for comment. (some of those renders are part of this article). One of the bigger bonuses of using CAD files is that we can see any mistakes and/or omissions. If we noticed something odd, I could zoom-in or tilt to any angle for further review and suggest corrections. With the renders, the core team created a document that pointed out all of the mistakes in the model with notes on how to correct it. There is nothing better than a visual model that points to exactly what you are looking at and how to correct it - especially since the designers do not speak your



The CAD images are for illustration purposes only. They were created to be used in finalizing the models' design and correcting errors. The finished model will reflect the final design changes and modifications.





W-12-c tender

16 tons coal, 16,000 gallons water

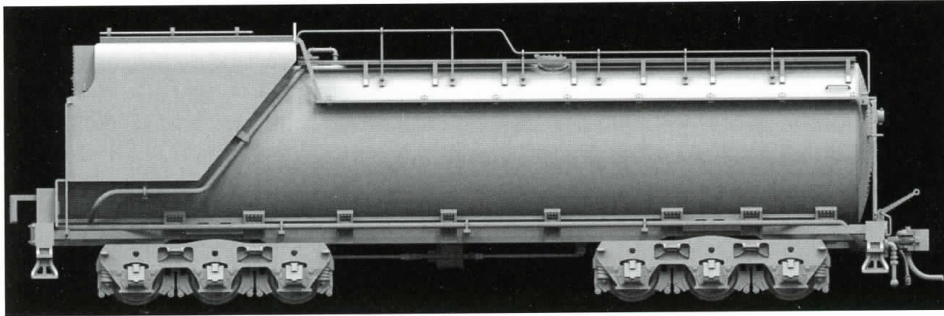
Circa 1930 six "long haul" tenders were delivered. These replaced the V-1-a tenders on #1359 and #1392 and four other units. A number of locomotives were equipped with the W-12-c over the years, including #1351, 1353, 1372, 1381, 1384, 1387, 1389, 1390, 1391, 1392, 1398.

The CAD images are for illustration purposes only. They were created to be used in finalizing the models' design and correcting errors. The finished model will reflect the final design changes and modifications.

V-1-a tender

16 tons coal, 15,000 gallons water

In 1928 or 1929 two locomotives (#1359 and #1392) received V-1-a Vanderbilt tenders originally delivered on Y-4 class switchers. These two locomotives were assigned to *The Merchants* to eliminate a water stop at New London. Photographic evidence shows these tenders still in use through at least 1933. Another photograph shows #1361 in the same time period with one of the two V-1-a's, most likely to maintain *The Merchants* schedule while one of the regularly assigned locomotives was being serviced.



language and live on the other side of the planet.

background. All we saw was the passage of time.

The Wait

We quickly created and sent off the document listing the corrections that need to be made to the model. We also learned from the manufacturer that the models to be created would be the I-4-c through I-4-f with the Vanderbilt Tender and the W-12 tenders. (The W-10 & W-7 tenders might be considered if there is ever another run of the model).

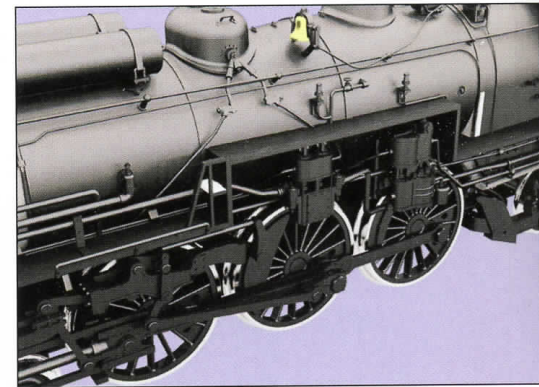
After we submitted the changes we waited. And waited. And waited. There was no news at all on the status of the model from early March onward. Of course, since none of us are employees of BLI, we had no idea as to the negotiations that were going on between the manufacturer - designer - to importer in the

The Long Wait is Over

Finally, in December of 2013, rumblings from the manufacturer. They let us know that the model was going through some last minute changes and tweaking so it could be put on the manufacturing schedule.

BLI formally announced the model at the Amherst Railway Show at the Big E in late January 2014. The model is on schedule to be manufactured in the fall of 2014 for a delivery in January 2015.

As usual, this is a limited-run model with a pre-order due date of May 30th 2014 so if you want one of these, make sure you get a reserve!



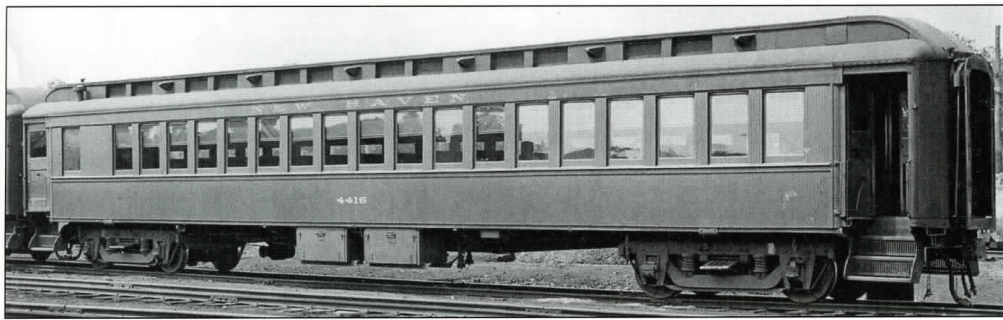
A TRIBUTE TO JOHN PRYKE

One of the main reasons we pushed so hard to produce this model, was because of one man - John Pryke. John passed away on December 22, 2013. John had long been the NHRHTA's steam expert and had authored many articles in *Model Railroader* magazine over the years that in most cases specifically dealt with New Haven Railroad subjects. He will be greatly missed by all who knew him.

As I stated, on the NHRHTA forum soon after the announcement of the I-4 model: "without John's assistance and vast knowledge of NH steam, I'm not sure we could have pulled this model off. John worked directly with us on this model until his health declined to the point he could no longer actively participate. Even when he could no longer participate due to his fragile health, I did make sure he received regular updates on the project right up until the end. Unfortunately, due to the inevitable production delays these kind of projects run into, we could not get this model on the market before John left us in late December. The one thing that would have made the project exceptional would have been to hand John the finished model just so he could see what his vision accomplished and for all of us to enjoy for years to come."

To the benefit of all of us, John did pass his considerable knowledge of New Haven steam on to Chris and Randy so they now have all the information that took him decades to acquire. Although it is sad that we lost a good friend and fellow NHRHTA member, we can be glad that he helped bring to life something we can all enjoy and treasure for a long time to come. We dedicate this HO scale model of the New Haven I-4 to you John Pryke.

John Sheridan



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72-SEAT SMOKER/COACH

BETHLEHEM CAR WORKS, 3 CAROUSEL DRIVE, TELFORD, PA 18969 \$6.00 S&H, PA TAX 6%

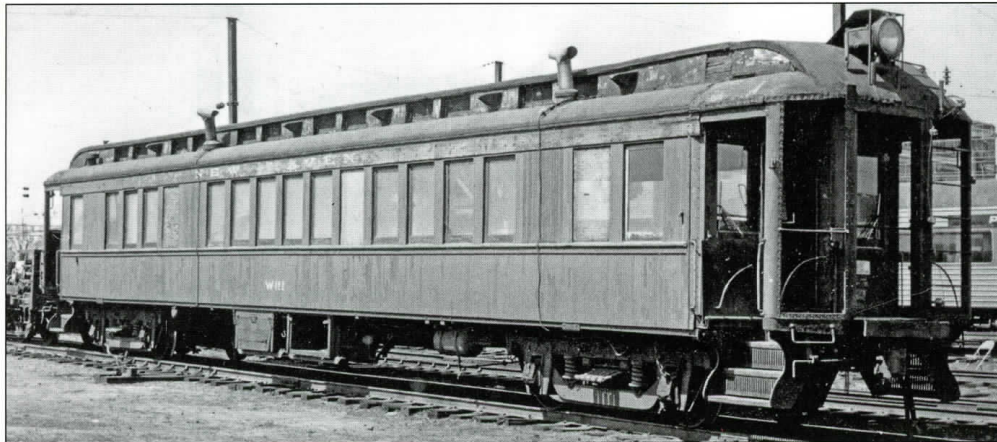
1929 STEEL UNDERFRAME REBUILT COACHES

In 1929, the New Haven's Readville Shops rebuilt 25 truss-rod under frame open-platform copper-clad smokers and coaches. The cars received a shallow fish-belly steel under frame, steel ends with an enclosed vestibule. At this time, the gas lighting system was replaced with electric lighting.

Most of these cars had been originally built as first-class coaches. After the 1929 rebuild, they soldiered on in Boston area Old Colony commuter service for many years.

The cars were clad in copper. The reason for this is unique. The shop time required to apply multiple layers of varnish on the cars was excessive. This was due to the fact that modern fast drying paints had not been developed at this time. Copper sheathing covered the entire exterior of the car. This included letterboards, the tongue and groove wood sides, etc.

The surface of the cars was then thoroughly cleaned and chemically oxidized to turn the copper blue-green. The cars were then clear-coated and ready for service. The cars seated 72, and when rebuilt, were 69 feet 11 inches long over coupler faces and they retained their left side rear windows (inside the closed vestibule). The cars continued in service with some lasting in revenue service until 1949.

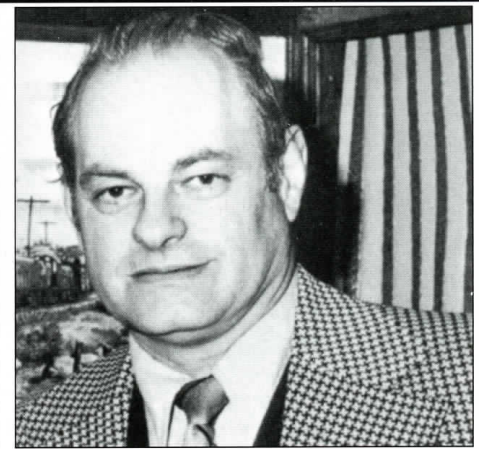


KIT #69 WIRE CAR # W-162 \$59.95

BRIDGEPORT WIRE TRAIN CREW CAR

BETHLEHEM CAR WORKS, 3 CAROUSEL DRIVE, TELFORD, PA 18969 \$6.00 S&H, PA TAX 6%

Bridgeport Wire Train crew car #W-162 was built as an open platform truss rod first-class-coach by Osgood Bradley at Worcester, Massachusetts as #1591 in 1907. In 1929, it was rebuilt with a steel underframe and steel ends and renumbered #4404. The car was eventually put into Bridgeport wire train service. The sheet metal on the ends of the car was cut out. The car was used as an early push-pull control car. One end was opened up completely and two windows were installed with manually operated windshield wipers. A Golden Glow headlight was mounted on the rear of the car as were two air whistles. A pressure gauge and air brake valve were also installed. The car's interior featured the foreman's desk, water tanks in the ceiling, lockers, and a lavatory for the crew. The car was purchased by Bill Dulmaine from Penn Central in 1973 and was extensively restored. The interior was stripped of paint and its original red mahogany finish was restored. It was used for a number of years as the *Shoreliner* publications office. The former W-162 is now owned by Robin and Blake Lamothe and resides at the Steaming Tender Restaurant in Palmer, Mass.



IN MEMORIAM

Arthur E. Mitchell

Arthur E. Mitchell's passed away on March 22, 2014. Arthur was a former New Haven railroader. He was a great personal friend of many in the NHRHTA, and had been a member of the NHRHTA, Inc.'s Board of Directors.

Arthur was an active Mason and had at one time been Superintendent of Operations at the Connecticut Trolley Museum. Arthur also shared a common interest with his son Jeff in antique fire apparatus. He photographed the New Haven extensively from 1950 to 1956.

Art's family had ties to the railroad industry that dated back to his great-grandfather George Vibbets who was an engineer on the Valley Railroad in 1875. His grandfather Mike Welsh was a senior conductor on the Central New England Railway becoming employed by the New Haven when the CNE was absorbed into the Consolidated. He retired with 55 years of combined service. One of Art's prize possessions was his grandfather's CNE lantern. Art's great uncle Karl A. Mitchell was superintendent of the New Haven's Hartford division during the 1920s and 1930s.

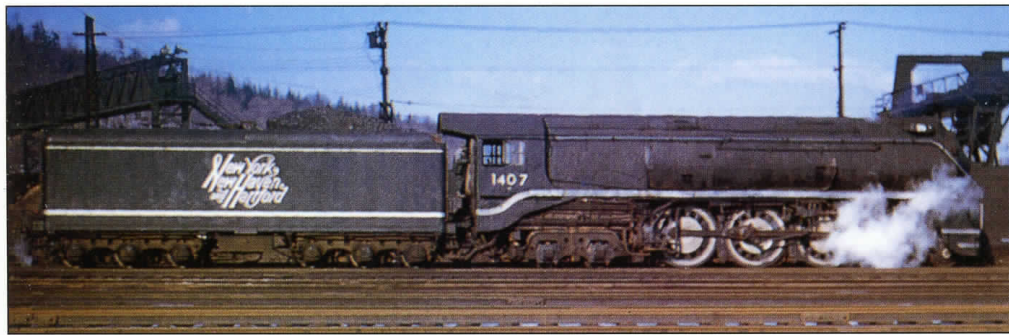
Art followed in his family's tradition of railroading by going to work for the New Haven in 1952 as a brakeman. Arthur was soon promoted to the status of freight conductor on the New Haven division. During this period of time, Arthur did most of his New Haven Railroad photography.

Arthur was actively involved in promoting and arranging the very last steam trip on the New Haven behind J-1 #3016 on July 19, 1953.

In 1958 he left the New Haven Railroad to work in several fields, including being associated with Mack Trucks, Inc. and in diesel maintenance. He retired as assistant service manager for Bancroft Motors in Worcester, Massachusetts.

Many of Art's photos graced the covers of the *Shoreliner* and its pages.

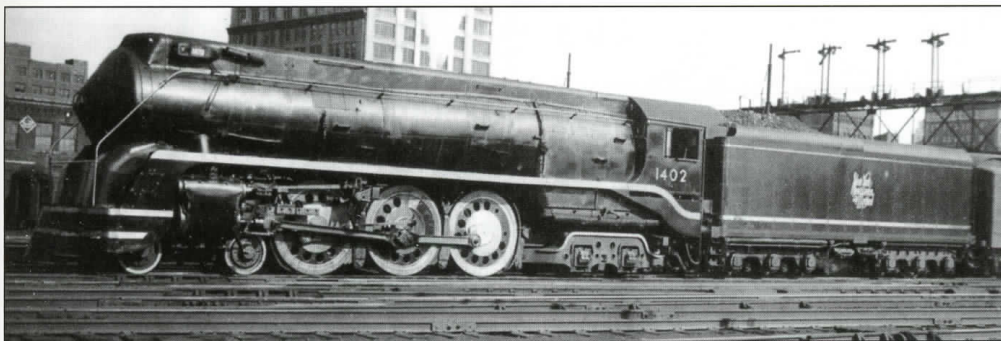
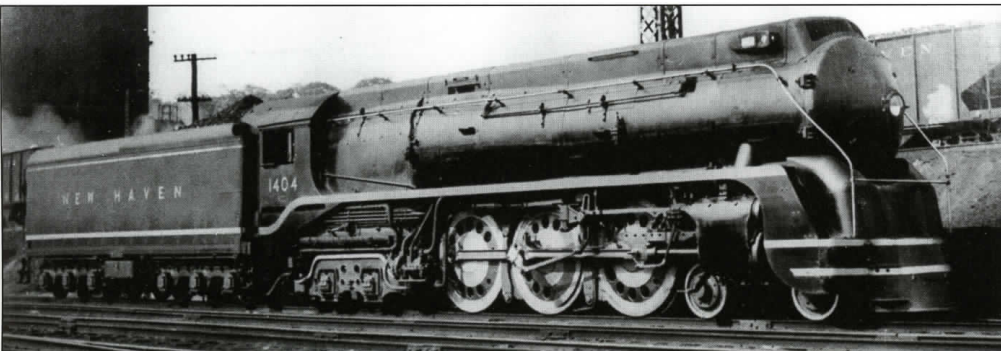
Arthur will be missed greatly.



I-5 #1407 at the Cedar Hill engine facility. Photographed by Arthur E. Mitchell.

**BROADWAY LIMITED IMPORTS HAS
ANNOUNCED ANOTHER RUN OF THEIR
BRASS HYBRID NEW HAVEN I-5
EXPECTED DELIVERY: SUMMER 2014 MSRP: \$549.99**

A nearly new #1404 is at Cedar Hill. NHRHTA, Inc. Collection.



New Haven I-5 #1402 at Boston, Mass. in April 1938. Photo by Lewis Walter.

THE NEW HAVEN I-5

In 1937, New Haven received ten 4-6-4 locomotives built by Baldwin. These were the last steam power the road would purchase and they were certainly the most beautiful. They featured streamlined boilers that were gloss black with stainless steel stripes and trim (aluminum paint on the tenders.) They were powered by large 80" Boxpok drivers that were ideal for the speedy Shore Line passenger trains that serviced New Haven and Boston. Many of these routes originated in, or continued to, New York via the New Haven's electrified western end. These locomotives hauled some of the most recognizable extra fare trains in railroad-ing including the *Merchants Limited*, *Senator* and *Yankee Clipper*.

BLI

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*Precision Drive Mechanism engineered for continuous heavy load towing an smooth slow speed operation

*Locomotive Composition: Brass Body with Die Cast Chassis

*Motor Type: 5-Pole Can with Skewed Armature & Fly Wheel

*Couplers: (2) Operating Kadee Compatible

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*Recommended Minimum Radius: 18 in or greater

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*Operates with Sound in DC & DCC (use DCMaster for DC sound)

*Prototypical Light Operation with Golden White LED Headlight

*Auto Pilot (ATS) - Records and plays back sound and movement sequences for automated operation. (Macro Operation)

*16-bit Sound System for high frequency sound clarity

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*Playable/Quillable Whistle for multiple whistle lengths & patterns

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*Adjustable bell ringing interval for faster or slower bell

*Numerous user-mappable functions with available keys

*Reversing Mechanism Sound at Direction Change

*Air let-off, Air Pump, Blow Down, Pop-Off, Injector, Brake Squeal

*Passenger Station Announcement Sounds - Controlled with Function Key

*Feight Yard, Lumber Yard, Maintenance Yard - Contolled with Function Keys

*Grade Crossing automatic Signal

*Simple Programming with Integral DCC Coder

*Automatic Forward / Reverse Signal - When activated, stopping triggers a stop whistle toot. When moving forward from a stopped position, toots twice. When moving in reverse, toots three times.

*Engine sound intensity varies with load

*Individually adjustable sound volumes for each effect

*EZ Reset Button for quick return to factory default settings



The #2019 is seen awaiting a professional paint job. Photo by Howard Pincus.

RMNE'S FL9 #2019 To be a STAR at THE NORTH CAROLINA'S TRANSPORTATION MUSEUM'S "STREAMLINERS AT SPENCER"

www.nctrans.org

THE THIRD LIFE OF FL9 #2019 by Bill Sample

Like it or not, the Electro-Motive FL9 "electric-diesel-electric" locomotive has come to be the best known latter day representative of the New York, New Haven and Hartford Railroad. Our railroad had a unique fleet of 60 of the locomotives and their story has been well told in various *Shoreliner* issues as well as other publications such as *Trains* magazine.

The FL9 story also has another "unique" chapter and that is the story of their "second coming" as New Haven Railroad liveried units, a story that has strong New Haven Railroad Historical and Technical Association involvement. This chapter in the FL9's history was also well documented in the *Shoreliner* as well. Thanks to the efforts of NHRHTA and the cooperation of the owner of 10 units, the Connecticut Department of Transportation Rail Office, our railroad's image was preserved in

the form of all 10 units. Saved by CDoT were the former New Haven 2005 (CDoT 2002), 2007 (CDoT 2026), 2015 (CDoT 2027), 2026 (CDoT 2006), 2038 (CDoT 2011), 2041 (CDoT 2014), 2044 (CDoT 2016), 2049 (CDoT 2019), 2057 (CDoT 2023), and 2058 (CDoT 2024). No other "fallen flag" railroad was ever honored to this extent, not even the mighty Pennsylvania.

As new "dual mode" GE locomotives began to arrive in 1995 the FL9s gradually saw less use. Following the final deliveries of the GEs in 2001 it was just a matter of time before the final runs of the remaining FL9s. A well-documented "Farewell to the FL9" trip was run from Stamford to Canaan and return using CDoT 2024 and 2027 on the 23rd of October 2005. The final FL9s in use on Metro North were the MK rebuilds which still carried the New Haven paint scheme and several of these remained serviceable into 2009.

2009 would prove to be an important year

in FL9 history. On January 29th the Chrome rebuilt CDoT FL9s were officially donated to three Connecticut railroad museums – CDoT 2023 going to the Connecticut Eastern Railroad Museum in Willimantic, CDoT 2006 remaining in its old territory at the Danbury Railway Museum, and CDoT 2002 and 2019 officially joining the Railroad Museum of New England collection on their Naugatuck Railroad. The following month, on February 26, what is believed to be the final movement of an FL9 over Metro-North took place. In April it was reported that CDoT 2011 was last the final unit to be run, at the Harmon shop it was used for "hotel power" on coaches. The locomotives would slumber at Harmon until June 16, when they would be hauled by a Brookville BL20gh type locomotive home to the New Haven Shop of CDoT. And there they still sit in 2014, facing an uncertain future.

Facing a better future is the RMNE's 2019, the former NH 2049. Once ownership was



RMNE waits for new batteries and radiator work, while #2019 is seen in the background. *Photo by Howard Pincus.*

transferred to the RMNE both it and 2002 began their third lives as New Haven locomotives and were returned to service, although the 2002 was later returned to storage in need of new batteries and some radiator work. The 2019 has been a regular performer on the Naugy's passenger trains, becoming what is probably the final former New Haven locomotive to operate on former New Haven trackage. This apparently caught the eye of the planners of the "Streamliners at Spencer" event at the North Carolina Transportation Museum (see www.nctrans.org) and the RMNE received an invitation to the event, including free transportation to and from Spencer. The RMNE quickly decided that 2019's somewhat weath-

ered appearance would not be appropriate for this important event, so a plan was quickly but thoroughly put together to give the locomotive an extensive cosmetic overhaul as well as a thorough mechanical and electrical exam. This began during the winter when the locomotive was moved into the south end of track 5 at the RMNE's Volunteer Shop in Thomaston. Dozens of RMNE volunteers spent thousands of work hours stripping, grinding, sanding, cutting and welding the locomotive's exterior, with the cab and even the engine room getting attention. This work progressed well past the normal weekend and single weekday evening work nights as volunteers could be found 5, 6, or even 7 days a week on this effort. From the

underbelly of the fuel tanks to the top of the car body, the surface was carefully prepared for a professionally applied paint job, which was scheduled for completion by mid April. Many other hours were spent in planning the restoration and also the appearance at Spencer, which will include an informational display on the locomotive, the project and the RMNE. The locomotive will be operated on the museum grounds, complete with a Hancock Airchime whistle.

DONATIONS

Dressing the #2019 for the ball will not be cheap – all this will cost in excess of \$20,000.00. We have set up an on-line donation procedure that can be found at the following address:

<http://www.crowdrise.com/nh2019/fundraiser/railroadmuseumofnewe>

Or you can send your donation directly to our treasurer: Louis Edmonds, Treasurer RMNE, P. O. Box 400, Thomaston, CT 06787.

Please consider helping out with this project as it will offer a rare opportunity to show the New Haven Railroad flag at what will certainly be an event with national and even international news coverage.

The #2019 is seen freshly painted. Grills, letterboards, etc. await installation. *Photo by Bill Sample.*

