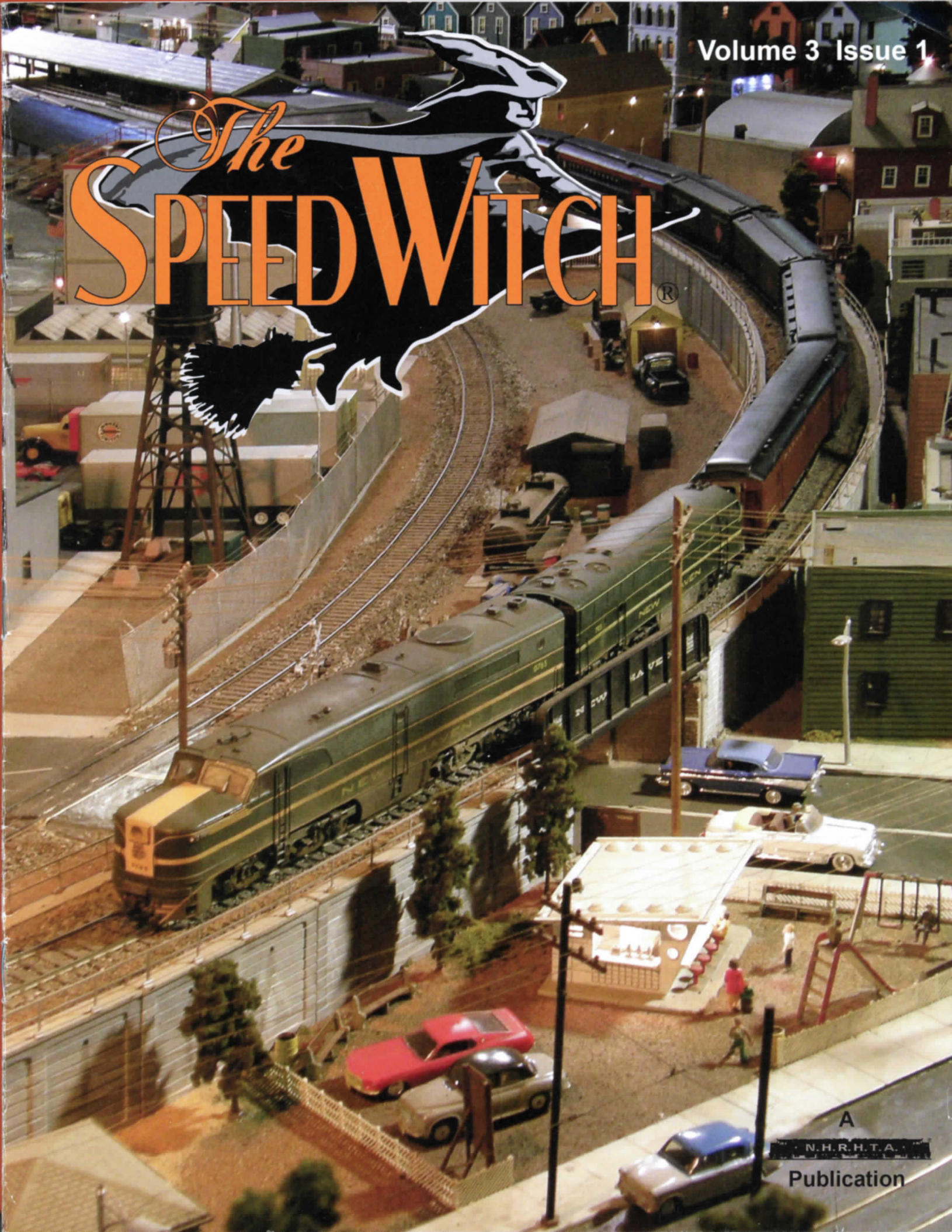


Volume 3 Issue 1

The SPEEDWITCH®



A
N.H.R.H.T.A.
Publication

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An RS-1 with an NE6 caboose and an S-2 with an NE5 caboose are assigned to helper service. They are seen in the Stamford MU Yard. *Photo by John Walther.*



They say there is nothing as constant as change, and as much as we'd prefer it didn't

sometimes, change happens. So it is with me. With this issue of the *SpeedWitch* I'm stepping down as Editor but will continue on as Associate Editor on both the *SpeedWitch* and the *Shoreliner*. Bill Dulmaine will step in as the Editor, ably assisted by his wife, Cosette.

I envy the time that Bill and Cosette have to devote to our NHRHTA publications, and I've enjoyed every bit of getting the *SpeedWitch* up and running, but there

are still a number of years ahead of me before I retire and have more discretionary time available to me.

Finally, I want to point out that the reason you haven't seen a new *SpeedWitch* in a while has nothing to do with my transition to Associate Editor. Quite simply we haven't been getting any new modeling articles to run. So as I step off the Editor's soapbox, I appeal to all you modelers of the New Haven, the *SpeedWitch* needs your support and most importantly articles on your New Haven modeling projects.

Charlie Dunn

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FL9 #2039 slows for a station stop at the Stamford station on the Stamford O-scale club layout. *Photo by John Walther.*

ALL ABOARD STAMFORD! REUNION 2014

THE STAMFORD O-SCALE MODEL RAILROAD CLUB

Saturday November 8, 2014 - St. John's Episcopal Church, 628 Main Street
Stamford, Connecticut - 9:00 AM to 4:00 PM

BACK TO A CLASSIC REUNION

by John Walther

We are planning on the original format of our early reunions. This format and schedule will allow a greater camaradery and fellowship while enjoying many of the the planned events. As you review the events and schedule you may notice a few new items which should help keep everyone entertained during this reunion. There will be many seating areas throughout the church which will be set up to allow attendees to relax and have conversations with other members.

REUNION 2014

ACTIVITIES AND EVENTS

9:00 a.m. Entrance to the reunion is on Grove Street, near the corner of Main and Grove. A sign will be on the sidewalk outside the large double doors.

Free coffee and donuts will be available in the church dining room. Directions to the dining room will be inside the entrance doors.

9:00 a.m. to 3:00 p.m. Video and slide Presentations will be shown in the Dining Room.

9:00 a.m. to 3:00 p.m. Workshops and/or Clinics will be shown in the Teen Headquarters Room.

9:00 a.m. to 3:00 p.m. The Stamford Model Railroad Club will be operating.

Small tours of the layout will be provided.

Many New Haven trains will be operating as well as other Eastern Roads.

9:00 a.m. to 3:00 p.m. The NHRHTA tables will be open for business and be located outside of the Dining Room.

10:00 a.m. to 3:00 p.m. There will be hourly drawings for Door Prizes.

11:00 a.m. & 2:00 p.m. There will be two prizes awarded to the correct New Haven RR Trivia Contests winners.

12:00 to 1:00 p.m. A light Lunch will be offered in the Dining Room consisting of:

Hot dogs, soda, water and a variety of snacks.



A New Haven freight led by a trio of DER-2s (FA-1) is overtaken on the adjoining track by #0759 leading the Bay State towards Baldwin.

AN INTRODUCTION TO THE STAMFORD O-SCALE RAILROAD CLUB

Over 75 years of running O-scale trains in a church basement

Photos by John Walther, Text by Wayne Drummond

BRIEF HISTORY

Seventy five years ago Edmond Avery, Robert Moffet, and Nelson Rich who were members of St. John's Episcopal Church formed the Stamford Model RR Club in the undercroft of this church in Stamford Connecticut. The original layout consisted of 25 feet of track and a Lionel transformer with

outside third rail. The club incorporated and formally adopted The Atlantic Trunk Lines name which continues today.

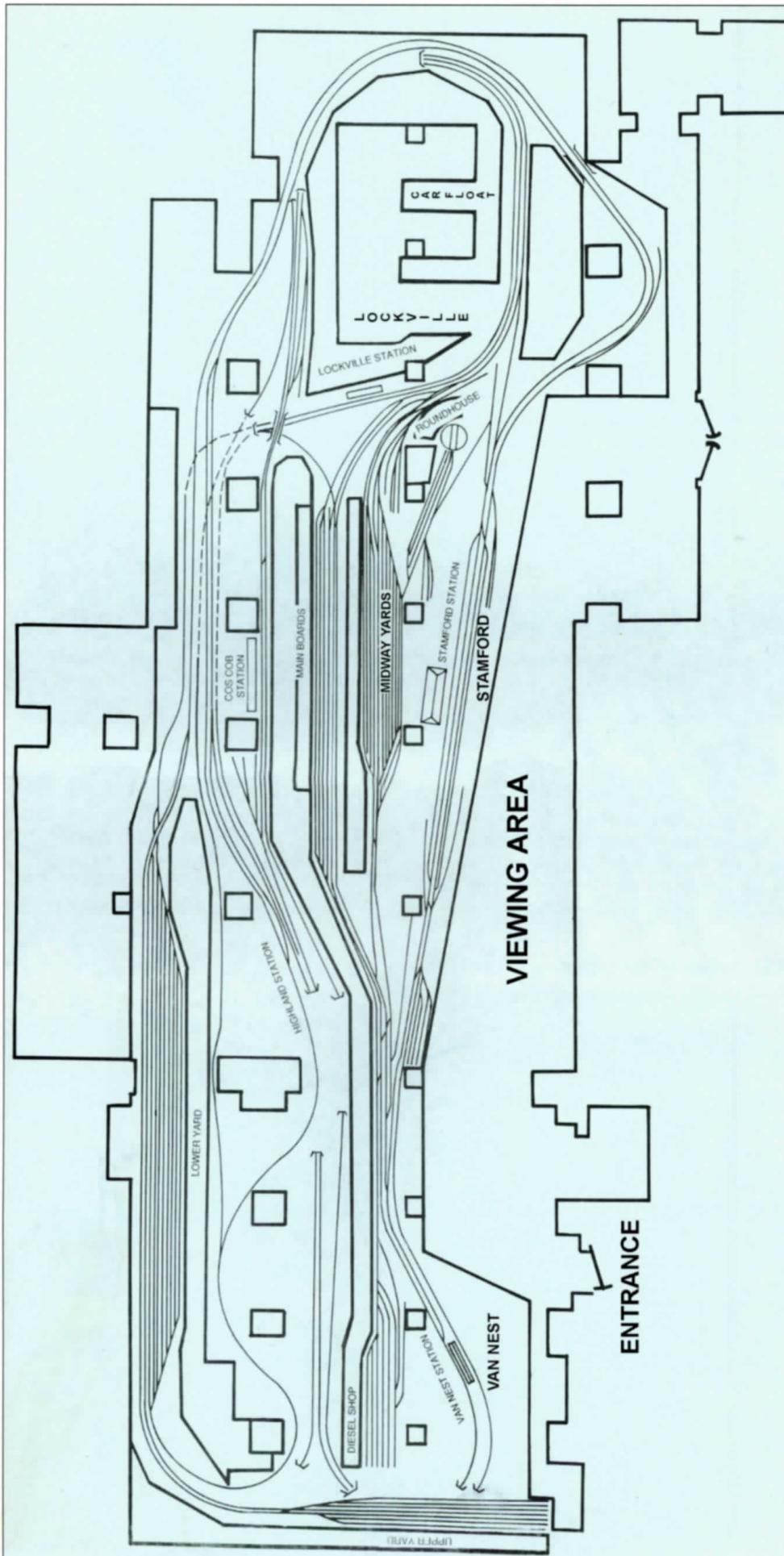
Growth of the layout began after World War II. The Rippowam Valley Light and Traction Lines were also established providing trolley and interurban service. A roundhouse and freight yard were also added.

Throughout the fifties, the club continued

#0786 is at the Van Nest diesel facility sanding towers.



Stamford Model Railroad Club LAYOUT MAP



to grow and almost occupied the entire basement with more trackage being added as well as freight yards. Then in 1965-66, the club began the conversion from outside third rail to two rail DC operation. Also a good portion of the old bench work was replaced due to the ravages of time and humidity resulting from the environment.

In the seventies, construction of many commercial and residential buildings began to fill in the open spaces of the layout. Double tracking of the railroad's main line was completed. The entire electrical system was rewired, main power supplies converted to solid state silicon diodes, and switch power was converted from battery-generator operation to solid state rectification. We also increased our operating positions from 4 to 6 and began utilizing a closed circuit black and white TV system to monitor those parts of the layout which could not be seen by the operators.

Prior to hosting the 1989 O Scale National Convention, a large amount of scenery and track improvement was done.

Twelve years later (2001), we again hosted the O Scale National Convention. Additional yards and trackage were added, and a new overhead lighting system was introduced. A very large industrial park was added, known as Lockville Park, which was named after an area in Stamford that had been the home of the Yale and Towne Manufacturing Co. This area can be operated independently by its own operating position to service the Fueling Facility and railroad car float arrivals and departures.

In 2011 we began adding a catenary system which is a replica of the system used on the New Haven Railroad. The overhead bridges are of the straight leg design equipped with lighted semaphores and high tension towers. We also upgraded and expanded our closed circuit TV monitoring system with additional cameras and flat screen color monitors.

Today the layout has expanded to the full basement area and is approximately 60' x 145'. The trolley and interurban now travels the length of the layout serving several towns and areas. We operate trains from many different railroads, from the East: NH, NYC, PRR, and from the west Santa Fe, Union Pacific, Great Northern and MILW.

The period we model is from about 1950 to 1970 which allows us to incorporate all vintages of equipment, steam, electric and diesel.

LAYOUT STATISTICS

Trackage.....	Over 6000 feet
Engines and Cars	1,700 and still adding
Passenger Stations	13
Commercial and Residential Buildings ...	114
Switches	244
Yards.....	7
Automobiles and Trucks	366

DisAs of: 03/31/2014		
CATEGORY		
1	PASSENGER STATIONS	13
2	FREIGHT STATIONS	7
3	SIGNAL STATIONS (TOWERS)	13
4	OTHER RAILROAD STRUCTURES	73
5	WATER TANKS	6
6	WATER COLUMNS	8
7	RR.COALING FACILITIES	3
8	RR. FUEL FACILITIES (OIL, DIESEL)	5
9	BRIDGES	14
10	SANDING TOWERS	6
11	ROUNDHOUSES (STEAM)	1
12	DIESEL SHOP COMPLEX	1
13	YARDS	11
14	LAYUP YARD TRACKS (STAGING)	38
15	SIDINGS	64
16	STRUCTURES (COMMERCIAL, RESIDENTIAL)	136
17	CAR BARNs (TRACTION LINE)	3
18	TROLLEY STATION STOPS	3
19	TROLLEY BRIDGES	5
20	TROLLEY CONTROL PANELS	3
21	SLIP SWITCHES	2
22	SWITCHES	280
23	TRIPLE SWITCHES	5
24	DIAMONDS	3
25	AUTOMOBILES	223
26	TRUCKS	199
27	BUSES	32
28	CONSTRUCTION EQUIPMENT	45
29	FLOATING EQUIPMENT (BOATS BARGES)	4
30	MAIN BOARD BLOCKS	31
31	AUXILIARY BLOCKS	10
32	OPERATOR MAIN CONTROL BOARDS	6
33	DISPATCHER'S PANEL	1
34	AUXILIARY CONTROL PANELS	10
37	RAILROAD POWER TRANSFORMERS	18
38	TRANSFORMERS (RAILROADS & FOR BUILDING LIGHTS)	30
39	PASSING SIDINGS	5
40	INDUSTRIAL RR ENGINE HOUSE	1
41	TRACK SCALE	1
42	ENGINES REGISTERED AND INSPECTED TO OPERATE	209
43	PASSENGER EQUIPMENT "	260
44	FREIGHT EQUIPMENT "	997
45	MAINT. OF WAY EQUIPMENT "	25
46	TRACTION EQUIPMENT "	10
47	TOTAL ALL TYPES "	1851



Main dispatching panel and yard assignment board which controls all yards and track switches on the layout.

OPERATION

We operate our railroad on direct current through an AC-variatic-controlled input stepped down and rectified with a current capacity of 30 volts and 15 amps, per operating cab position. We have six separate Main Line Cab positions and we can run six trains at the same time over the main line trackage. The Main Line RR tracks are divided into 25 blocks where each block is controlled by a separate toggle switch.

The length of the blocks can be a minimum of 15 feet or up to 75 feet in length or greater.

There is also a separate Dispatcher's Operating position which controls all of the layout railroad track switches and many of the siding tracks. This job controls the routing of the six operating trains. Since there are portions of the layout not visible to an operator, we rely on our closed circuit TV system to view those areas.

The roundhouse and diesel engine facili-

DL-109 #0759 is hauling the Bay State past the East Wye.





FL9 #2039 stopped at Stamford Station with the *Gilt Edge Shore Line Express*.

ties are controlled by a separate operator. Some of our main yards which store passenger and freight cars and smaller complexes, can be controlled by an individual operator also.

Freight trains can be up to sixty feet in length with as many as three diesel locomotives pulling 45 cars. The passenger trains are also quite long, too, where you can have two locomotives pulling 12 to 15 cars.

TRACTION

Many of the streetcars follow Connecticut Company prototypes that operated through the Stamford area. They are powered from the overhead and run the entire length of the layout. One terminal on the east end is Van Nest and the other terminal at the west end is Lockville; the cars stop at various locations along the way.

YARD FACILITIES

As viewed in our layout diagram, there are 7 major yards. They are the Upper Rear Yard (7 Layup tracks) and Lower Rear Yard (7 Layup tracks), Lower Alcove (8 Layup tracks), Upper Alcove Yard (8 Layup tracks) and the Upper Passenger Yard (7 Layup tracks), there are two Hidden Dead Storage Yards. Just in front of the control panel is Central Yard and then Midway Freight Yard which dispatches shorter locals. All of the yards, except the Midway Freight Yard, are controlled by the Dispatcher's Position.

These yards contain many of the trains

which are run during our annual show. The capacities of cars within these yards vary but can be as many as 200 to 275 cars per yard. The Lower and Upper Rear Yards total 56 feet in the length.

VAN NEST

This town is located on the left side of the

entrance as one enters the layout. This town is named for an area in the Bronx, N.Y.C. where the New Haven Railroad had a major overhaul shop for electric locomotives. All buildings in the town have interiors and lights and were kit or scratchbuilt. There is a major station serving this town along with the Diesel Engine Facility in the background. A large passenger car yard overlooks the town from the hilltop.

The local is getting ready to depart Airline Junction





MIANUS CHEMICAL

A chemical facility, which is serviced by the Atlantic Trunk Lines, is located just before Stamford Railroad Station on the layout. All of the tanks and structures within this complex were scratch built. The yard can handle several railroad tank cars.

ATLANTIC TRUNK LINES

DIESEL LOCOMOTIVE FACILITY

The Diesel Locomotive Facility provides servicing for all of the diesel locomotives utilized on the Atlantic Trunk Lines. It is independently controlled by an operating position which provides for movements of diesel engines within the facility. It is also able to move the engines out of the yard to the Midway Freight Yard behind Stamford Station for freight train departures.

STAMFORD STATION

The Stamford Station, located in the middle of the viewing area, on the diagram, is an exact replica of the original Stamford Station before it was replaced in the early eighties. It is an exact replica, brick by brick, carved in wood of the East Bound station building now long gone. The fence that divides the pairs of tracks is made from paper clips soldered together to replicate the original fence at the station.



A Pennsy GG1 with the *Steel City Express* is eastbound through Stamford Station while DEY-5 (S-2) #0617 travels on the west bound track through Stamford Station. This is the view seen when standing on the Stamford platform.

ROUNDHOUSE AREA

This is the steam engine terminal, with its turntable, roundhouse structure and service tracks. It can accommodate as many as 26 locomotives. The roundhouse was built by students at the Riverside Court School in Connecticut and donated to the Club in 1943. The structure has been modified and upgraded over the years and interior lighting and details have been added. This facility is operated inde-

pendently from the main operating positions of the layout.

LOCKVILLE PARK INDUSTRIAL PARK

Another large complex to the right of the roundhouse is known as Lockville Park Industrial Park. This area is served by the Atlantic Trunk Lines but has its own industrial RR to distribute the cars to the various indus-

tries within the park. The original Lionel Factory, built in 1937 is constructed within this park. A large oil facility is enclosed within this area serviced by the industrial RR. A recent addition to this park is the railroad car float which delivers offline cars via car float barges. This park is also operated by independent control and utilizes "a walk around throttle". This method enables the operators to be close to wherever they need to be in the park complex for dropping off or picking up cars.



**CATENARY INSTALLED
at the Stamford Model
Railroad Club**
by Michael Ribuffo

Above: An eastbound mail and express train pauses at Stamford for head end work. Below: EP-5 #377 with the *Steel City* eastbound passes the *Gilt Edge*. Opposite Page top: Circuit breakers for the anchor bridge in the transformer yard. Opposite Page Bottom: A new anchor bridge is being installed. This is the anchor bridge as of the summer of 2014, not completed. Modeling photos by John Walther.

The Stamford Model Railroad Club's O-Scale layout has always displayed a strong New Haven influence, particularly in its centerpiece Stamford Station and four-track mainline. For many years, the New Haven's signature catenary has been the one element missing from this scene. The availability of New Haven prototype catenary structures from Model Memories has now enabled the SMRRC to mark its 75th anniversary with a complete Stamford catenary installation.

The catenary project has been a collaborative effort among a number of SMRR Club members, with John Walther and Bob Blonski installing most of the Model Memories wire and catenary bridges. Preceding this installation, Tom Curtin and others performed a great deal of research to ensure that the modeled catenary system and signals yielded the correct New Haven 'feel', down to the High Voltage warning signs, insulators and electrical distribution equipment and signals. Some additional details regarding this additional modeling are provided as follows.



The anchor bridge with its sectionalizing breakers, bus bars and transformer yard represents a key point of interest, and warranted a significant amount of research to ensure its accuracy. Mike Crandell and John Walther found and photographed several circuit breakers and anchor bridge bus bar structures remaining from the New Haven; these combined with period photos enabled us to estimate the size and configuration of the breakers, balancing auto-transformers and other equipment. Some of these are illustrated in the photographs on this page. When we later obtained actual New Haven anchor bridge drawings from the New Haven Electrification Collection at the UCONN Libraries, we found almost an exact match!

John Walther scratchbuilt the two balancing auto-transformers, including the many cooling coils which were individually fabricated and installed. These balancing transformers were installed around 1915, and solved many of the ground current and telephone interference problems that plagued the original unbalanced distribution system.

Because of the large quantity of circuit breakers required, I made them using a combination of epoxy and metal castings. Mike Crandell made the patterns for the insulators, the arc quenchers (the oil-can things) and the mounting frames, while I made the main circuit breaker body, knife switches and arms, as well as the rubber molds.

John Walther and I did additional research into the correct circuit and bus bar configuration for the anchor bridge, and found that the sectionalizing arrangement followed a standard overall pattern with site-dependent variations. Our bridge reproduces this standard New Haven pattern as adapted to the Club's track configuration. I made a CADRAIL drawing of the Model Memories anchor bridge to design and fit the extra bus-bar structures. These were fabricated in brass as complete subassemblies at my home shop, using various jigs, and later mounted to the anchor bridge using soldering tweezers. The accompanying photos show some of this work.

The work remaining is to mount and wire the circuit breakers to the bus bars, and to add the bus bars and knife switches connecting the auto-transformers. We expect this will be completed prior to the 2014 NHRHTA Reunion.

MEMBERSHIP

We are always looking for new members who are interested in model railroading. We always meet on every Tuesday evening. Visitors are always welcome to the club. Stop by and see what we have to offer.

Our annual open house is usually held on the Saturday after Thanksgiving and the first Saturday of December.

Our web site is www.stamfordmodelclub.com or you may contact Michael Crandall at mulinerix@yahoo.com



MANUFACTURERS UPDATE

IMPORTANT - THESE MODELS WILL BE PRODUCED STRICTLY TO ORDER, GET YOUR RESERVATIONS IN NOW
Orders must be received by February 20, 2015

RAPIDO TO PRODUCE EMD FL9 IN HO & N SCALE NEW HAVEN 1957 EDER-5 AND 1960 EDER-5a



HO Scale N Scale

THE WAIT IS OVER!

The long wait is almost over. Rapido Trains has announced the FL9 in both HO and N scale. They will be offered in both DC and DCC versions.

We are indeed fortunate to have one of the best manufacturers in the model railroad business producing this long awaited locomotive. If the quality and scale fidelity of their Osgood Bradley lightweight coaches and smokers are any indication of what we can expect, the FL9 by Rapido should be a world class winner.

RAPIDO ANNOUNCEMENT

Rapido is pleased to announce the production of the EMD FL9 in HO scale! These models will feature all-new tooling with our exceptional level of detail, smooth power trains and accurate paint and lettering. These new HO models will be available with factory-installed ESU LokSound DCC/sound decoders or as DC models (DCC-ready).

Rapido's HO scale models will include accurate details for both the first and second delivery groups of locomotives. In addition, we will offer many optional details which will allow accurate modeling of most of these units throughout their service life. Decorated units will include the correct combination of details for the scheme with optional extra parts included for customer installation if desired.

Check Rapido's web site for updates and more information. www.rapido-trains.com. Order from any hobby dealer or directly from: Rapido Trains Inc., 500 Alden Road, Unit 16 Markham, Ontario L3R 5H5.



HO - EDER-5 AS DELIVERED 1957

DC \$249.95 MSRP	DCC \$349.95 MSRP
ROAD # ITEM #	ROAD # ITEM #
200014000	200014500
200314001	200314501
200714002	200714502
200914003	200914503
201414004	201414504
201614005	201614505
202214006	202214506
202514007	202514507
No #14008	No #14508

N - EDER-5 AS DELIVERED 1957

DC \$169.95 MSRP	DCC \$279.95 MSRP
ROAD # ITEM #	ROAD # ITEM #
200015000	200015500
200315001	200315501
200715002	200715502
200915003	200915503
201415004	201415504
201615005	201615505
202215006	202215506
202515007	202515507
No #15008	No #15508



HO - 1957 EDER-5 MODERNIZED

DC \$249.95 MSRP	DCC \$349.95 MSRP
ROAD # ITEM #	ROAD # ITEM #
200114009	200114509
200414010	200414510
200814011	200814511
201214012	201214012
201514013	201514013
201814014	201814014
202114015	202114015
202814016	202814016
No #14017	No #14017

N - 1957 EDER-5 MODERNIZED

DC \$169.95 MSRP	DCC \$279.95 MSRP
ROAD # ITEM #	ROAD # ITEM #
200115009	200115509
200415010	200415510
200815011	200815511
201215012	201215012
201515013	201515513
201815014	201815514
202115015	202115515
202815016	202815516
No #15017	No #15517

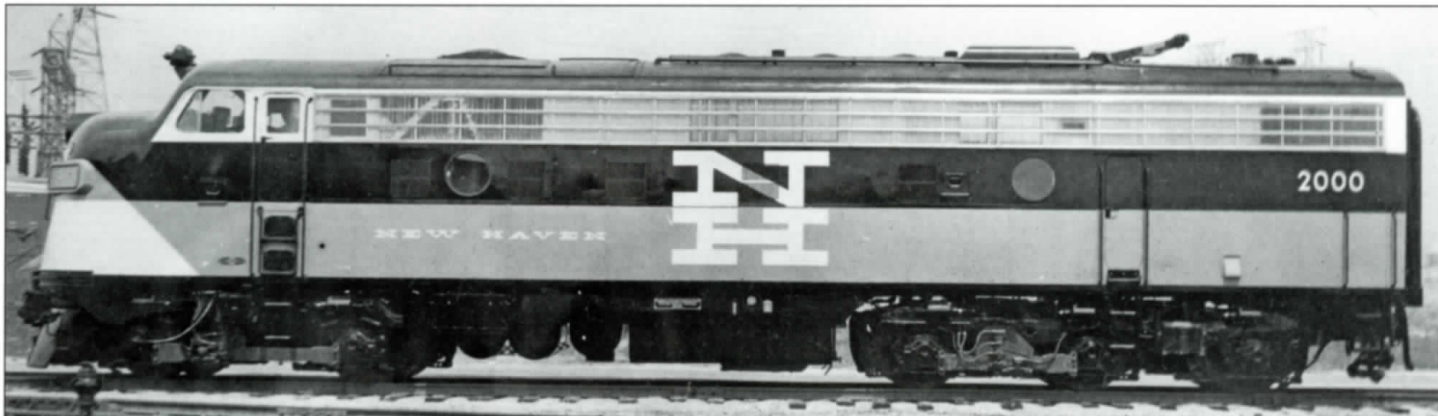


HO - EDER5-a AS DELIVERED 1960

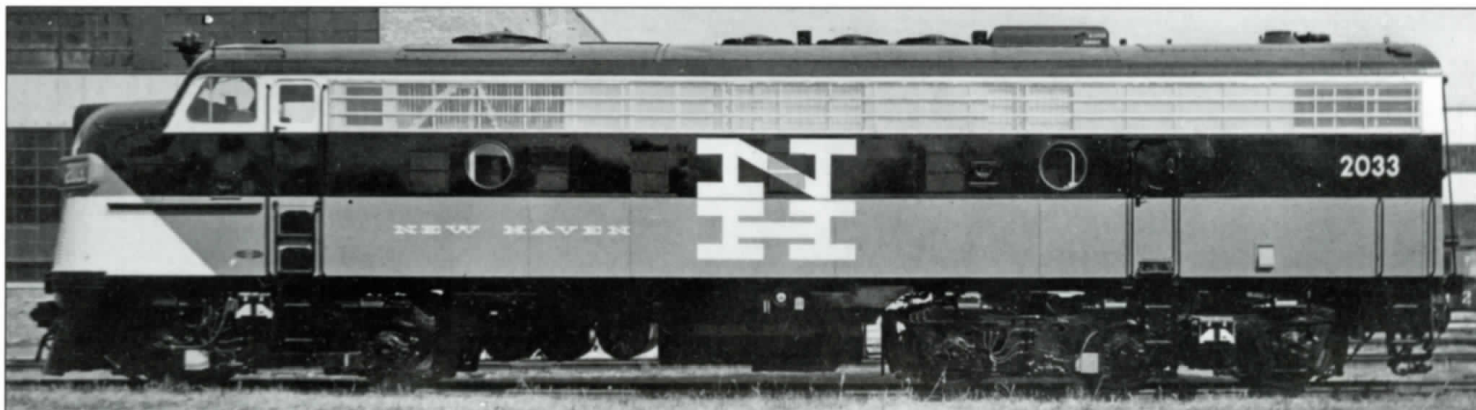
DC \$249.95 MSRP	DCC \$349.95 MSRP
ROAD # ITEM #	ROAD # ITEM #
203114018	203114518
203414019	203414519
203714020	203714520
204214021	204214521
204314022	204314522
204714023	204714523
205114024	205114524
205914025	205914525
No #14026	No #14526

N - EDER-5a AS DELIVERED 1960

DC \$169.95 MSRP	DCC \$279.95 MSRP
ROAD # ITEM #	ROAD # ITEM #
203115018	203115518
203415019	203415519
203715020	203715520
204215021	204215521
204315022	204315522
204715023	204715523
205115024	205115524
205915025	205915525
No #15026	No #15526



Builder's photo. EDER-5 AS DELIVERED 2000-2029. NHRHTA, Inc. Collection.



Builder's photo. EDER-5a AS DELIVERED 2030-2059. NHRHTA, Inc. Collection.

DETAILS EDER-5 #2000-#2029 AS DELIVERED

The first group was delivered in 1957 and classed EDER-5 by the railroad. These locomotives came with nose MU capability for possible use in multiples for freight service. They were delivered with the following

1. Control jumper socket doors flanking the headlight. The pilot also had jumpers and had a considerably different arrangement (see comparison of photos to the right).
2. On fireman side of roof there was a coil of piping parallel to the three exposed fans.
3. As delivered had a small DC roof pantograph on panel just behind winterization cover (these were rarely used, if ever, and removed over a period of time).
4. Had ladder on rear of engineer's side of unit for access to pantograph.
5. There was a third seat in the cab for a head-end brakeman (freight service).

DETAIL DIFFERENCES EDER-5a #2030-#2059 AS DELIVERED

The second group was delivered in 1960 and classed EDER-5a. Due to requirements specified by the federal funding agreement the locomotives could only be used for passenger service, hence no need for nose MU capability. Between 1957 and 1960 the ICC had also enact-

ed safety regulations which required access to the windshield for cleaning. The piping on the roof had been eliminated, as was the troublesome DC pantograph and access ladder.

1. No nose MU capability / no third cab seat.
2. Different pilot arrangement.
3. No piping on roof.
4. Never had a pantograph.
5. No ladder on rear as delivered.
6. Access platforms for windshield cleaning below both cab windows. Fireman's side platform removed and installed on engineer's side of the first 30 units.



ROOF PIPING ON #2000-#2029

An explanation for the piping coil on #2000 to #2029 comes from one of the EMD delivery personnel. The first thirty in 1957 received an EMD model 567 C-3 diesel rated at 1750 hp. By 1960 the C-3 was no longer in production being replaced by the 564 D-1 engine rated at 1800 hp. and this piping was not needed on the D-1 (Note: Since the feds specified that the second thirty were to be exactly like the

Below Left: Builder's photo of 1957 EDER-5 #2000. Below: Builder's photo of EDER-5a #2033. NHRHTA, Inc. Collection.



first thirty, this resulted in the #2030-#2059 being fitted with an older WABCO air brake model 24RL instead of the newer WABCO 26L like the rebuilt FA and RS-3).

Wayne D. Drummond

SMALL DC PANTOGRAPH

This pantograph which was installed on the first units was never a success. They disappeared over a period of time, probably during shoppings. When the pantograph disappeared, so did the access ladder on the unit.

A December 27, 1958 photo shows the #2013 with a pan, and #2028 without a pan. It also shows #2029 and #2027 both with pans. However, some pans evidently were never physically removed by the New Haven Railroad; an item in *Extra 2000 South* for June-July 1970 states that "Overhead third rail trolley shoes are only still left on 5002 and 5009." These are of course the Penn Central numbers for ex-New Haven #2002 and #2009.

J. W. Swanberg



Above Left: Builder's photo of the rear of EDER-5 #2000. Above Right: Builder's photo for the rear of EDER-5a #2033. Note the detail differences between the 1957 and 1960 versions of the FL9. The lettering style is different as well. *NHRHTA, Inc. Collection.*



Above; New Haven EDER-5 #2028 leads a Springfield line train in July of 1960 at Quarry Jct., Conn. Below: New Haven EDER-5a #2058 is snorthbound south of Windsor, Conn. with a mixed consist in 1961. *Both Kodachromes by T. J. McNamara, NHRHTA Inc. Collection.*



ON THE NEW HAVEN TODAY

RMNE FL9 #2019 at Spencer

by Bill Sample

As planned, the Railroad Museum of New England had the restoration of New Haven (CDoT) #2019 largely completed by late April. A professional paint crew was hired in to complete the exterior after the volunteers had completed the body work and surface preparation, sometimes working 7-day weeks deep into the evening. The interior of the cab was also treated to an extensive overhaul and some of the final assembly of that area would take place at the North Carolina Museum of Transportation in late May by the RMNE Expeditionary Team – several members who travelled to Spencer, NC to staff the RMNE's presence at the event.

The sojourn to the south began when #2019 left the Naugy and was carefully hauled by Pan Am Southern local freight PL1 from Highland Junction, CT to Plainville, CT on May 9th, where it sat for a couple of days under the watchful eyes of the Plainville Police Department, right next to their headquarters. While your editor checked it out a police officer stopped by and when I stated I was involved with the group that owned the loco he spent about 5 minutes showing photos that he had taken off duty of the #2019 and remarked several times how beautiful it looked – yes he did say “beautiful” and I told him we had many volunteers who spent many hours getting it that way, including a certain former Amtrak locomotive engineer who had worked on these locomotives during their commercial lives.

The loco moved on freight PLED to East Deerfield, MA, a long trip delayed by traffic congestion on the Amtrak line to Springfield, arriving in East Deerfield by the 14th.

On the 16th it was coupled behind the road power of PAS train EDMO and headed west over the old B&M Fitchburg Division through the Hoosac Tunnel to the Mohawk Yard near Schenectady, NY on the Canadian Pacific's Delaware & Hudson Railway. At Mohawk the NH #2019 awaited a slot on a Norfolk Southern Montreal-Enola PA freight which has trackage rights over the D&H, and it made it to the former Pennsy Enola Yard near Harrisburg, PA by May 22nd. There it joined other Spencer-bound locomotives and safely arrived at Spencer by early the following week.

The official gathering of the Streamliners at Spencer began on Thursday May 29th and ran through June 1st. It was a very successful event and almost 10,000 tickets were sold so you can be sure that well over 10,000 were present when the various paid and volunteer staff members were included in the grand total.

26 “streamliners” – mainly EMD E and F units – attended and our FL9 was the newest of



On the Spencer turntable, the newest (1960) F unit in attendance stands out from the crowd with its McGinnis/Matter paint scheme. The sweet sound of its Hancock air chime whistle also set it out from the others. Photo by Bill Sample.

them all, being built in 1960. The New Haven #2019 was very much a stand-out locomotive at the event in both sight and sound – that Matter/McGinnis color scheme was an attention-getter and no other locomotive offered the mellow tones of a Hancock air chime whistle. We were selected to power several of the “demonstration” passenger trains, running at the opposite end of the train from the former Burlington E5, the oldest operating diesel to be used on the passenger train.

We were quite happy to be able to represent the New Haven Railroad at this historic gathering.

Following the event, the whistles and 3rd rail shoes were removed and the locomotive was prepared for its return to New England. It had been a wonderful experience but it was an expensive undertaking and we still would appreciate any donation to help cover expenses!

We have set up an online 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 so that we will be able to begin work on other historic former New Haven locomotives such as RS-3 529.

THE OTHER FL9 LOCOMOTIVES IN THE RMNE COLLECTION

With the #2019 being in the spotlight the RMNE's other FL9s seem to lurk in the shadows. The locomotive that arrived with the #2019 is the NH (CDoT) #2002, the former New Haven #2005. It is now the oldest remaining FL9. Although it operated for a time at the RMNE's Naugatuck Railroad it has been sidelined with radiator and battery problems. Recent work on #2002 has consisted mainly of making it weather tight for long-term storage.

The RMNE also has the newest FL9, Metro-North #2033 – the former New Haven

#2059. Not only was this the final New Haven passenger locomotive built, it was also the final true F unit of any type to be constructed. First noticed by the RMNE back in the 1980s, a donation was requested from owner Metro-North but it would take 19 years before it would become part of their collection.

For now making both weather tight for long term storage is the priority, but it is generally felt that #2002 would lead a better life at a new home. Getting it running again would likely cost over \$10,000.00 and these locomotives are not all that well-suited for a curvaceous line like the upper Naugy. This 10 grand would pay for the needed radiator repair or replacement, and new batteries. It does not even include any cosmetic work on the locomotive – this would add an additional \$20,000.00 to the total project cost. This is money better spent on the RS-3 #529, a locomotive that had a long history of operating in both freight and passenger service on the Naugy.

Regarding Metro-North #2033 – this is a true museum piece and eventually it should see a restoration to its original New Haven Railroad appearance, which would make for an interesting sight next to the CDoT version of the New Haven FL9. Costs to get this locomotive running and looking good have not yet been estimated but it would likely run at least \$50,000.

At least the RMNE knows fully well what will be needed to restore an FL9 based on what went into #2019!

RS-3 #529 is currently awaits the installation of new wheels as the existing wheels no longer have enough material for reprofiling to operational standards. Photo by Dale Nickle, RMNE.



REUNION 2014 STAMFORD HOTEL ACCOMMODATIONS

In the vicinity of St.
John's Episcopal Church

For those wishing to come to the reunion the night before, we have listed those hotels close to St. John's Episcopal Church:

Sheraton Stamford Hotel
Across the street. 700 East Main
203-358-8400 \$119.00

Amsterdam Hotel
4 blocks. 19 Clark Street 203-363-4300 \$99.99

Stamford Marriot Hotel
5 blocks. 243 Tresser Blvd. 203-357-9555 \$135.00

Courtyard Stamford Downtown
5 blocks. 275 Summer St. 203-358-8822 \$129.00

Hotel Zero Degrees
7 blocks. 909 Washington St. 203-363-7900 \$99.00

Holiday Inn Express
8 minutes by car. 2703 Summer St.
1-888-465-4329

PARKING

Parking will be at The Stamford Town Center, just two short blocks from the church. The cost for parking is .50 cents for three hours, additional time can be added when you initially park. We suggest that you have change for the meter. NOTE A map is attached of the parking facility.

METRO- NORTH / AMTRAK

Stamford RR Station-All Metro-North trains stop at this station as well as most Amtrak trains. Taxis are available at the station. It is about a ten to



Lot #	Lot Name	Enter From	Rates
1	People's United Bank Lot	Bedford Street	\$4/Eve ~ Thu-Fri-Sat only
2	Target	Broad Street	\$1/first 2 Hrs, then \$2/Hr ~ \$11/Day
3	Burlington Coat Factory	Summer Street	FREE to BCF Customers
4	Bedford Street Lot	Broad or Forest	\$1/Hour
5	Bedford Street Garage	Broad or Forest	\$1/Hour ~ \$9/Day ~ \$3/Evening* Sat & Sun Free until 5pm
6	Courtyard by Marriott Valet Only	Lower Summer	Wkdays \$3/Hr ~ \$16/Day Wknd & Evng \$8
7	Landmark Square	Atlantic or Broad	Wkdays \$4/Hr ~ \$16/Day Wknd & Evng \$3/first 3 Hrs ~ \$5/5 Hrs
8	West Park Place Lot	West Park Place	\$1/Hour
9	Summer Street Garage	Lower Summer, Broad or or Wash. Blvd. Northbound	\$1/Hour ~ \$9/Day ~ \$3/Evening* Sat & Sun Free until 5pm
10	Wells Fargo Bank Garage	Lower Summer	\$2/Hour ~ \$9/Day ~ \$5/Evng and Wknd
11	Park Square West Garage	Lower Summer	\$1/Hour
12	Bell Street Garage	Bell or Clark	\$1/Hour ~ \$9/Day ~ \$3/Evening* Sat & Sun Free until 5pm
13	St. John's Lot	Bell Street	\$1/Hour
14	300 Atlantic Street Garage	Tresser Blvd	\$3.50/Hour ~ \$15/Day ~ \$3/Eve
15	Stamford Town Center	Atlantic, Tresser or Greyrock	\$.50 for 3 Hours ~ Free Sun
16	Spring Street Lot	Spring Street	\$3/Day (up to 2 hrs) , \$5/Eve-Tues-Sat

City garages are open 24 hours and subject to change
On-Street Meters \$1/Hour All rates subject to change without notice
*City Garage Evening Flat Rate: Earlybird, enter after 5pm/\$3 ~ Peak, enter after 10pm/\$5

