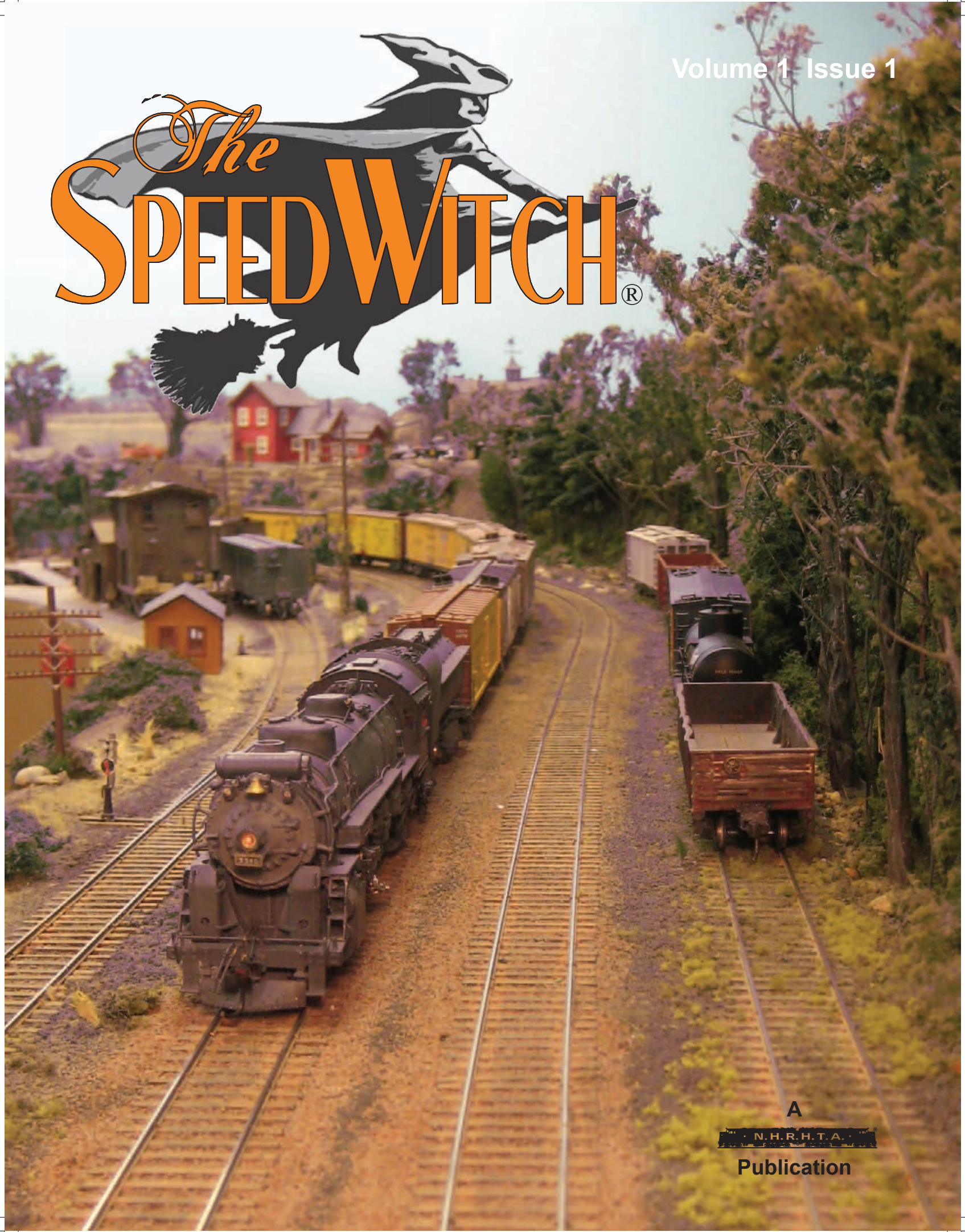


Volume 1 Issue 1



The SPEEDWITCH®



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

Publication

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Welcome to the first **SPEEDWITCH!** As Bill Dulmaine noted in your most recent *Shoreliner*, we have retired the *Bulletin*, and before I go any further

I want to extend my thanks and congratulations to Chris Pey for his very successful stewardship and dedication to the *Bulletin* over the last several years. Having been the Editor of the *Bulletin* for a number of years myself, and knowing the amount of time required to put out an issue, I can appreciate the effort he devoted to achieve the excellent results he did, issue after issue. Chris, job well done!

Initially the **SPEEDWITCH** will be a 16 page, semiannual publication with color anywhere we need to put it. The major emphasis will be on full modeling articles and modeling information, even articles on prototype aspects of the New Haven or its equipment that would be useful to a modeler of the New Haven. "The New Haven Today" will return with articles and news of contemporary goings on in the former New Haven territory.

Bill was right on the mark when he indicated that you, the members, will ultimately determine if the **SPEEDWITCH** is a success or if we can increase either the frequency of publication or the number of pages, or both. To make this work we need your support, and not just your moral support. We need your input in the form of photos of your layouts, or projects. We can't put your face on the cover of the *Rolling Stone*, but like John Grosner who graciously put together a

Front Cover: New Haven Class R-1-b #3345 heads up the **SPEEDWITCH on John Grosner's New Haven layout.**

Back Cover: T-2-b #2416 rumbles across the Buttermilk Bay outlet in Wareham on the way to switch the sections of the *Cape Codder* in Buzzards Bay on John Pryke's model railroad of the New Haven's Cape Cod Division.

SPEEDWITCH consist on his layout for us, you may get to see your layout on the cover of the **SPEEDWITCH**. We need articles from you on New Haven-specific tips and techniques that might help your fellow New Haven modeler. We need to know what is going on locally in former New Haven territory that may be of interest to all of us, whether that be the current railroads or preservation activities.

If you'd like to submit photos, we can accept print, slide or electronic file formats. Prints and slides will be scanned and returned as promptly as possible; however to safeguard your photos if you have the ability to scan them and send files in JPEG or TIFF file formats that is what we recommend. Scans must be at least 300 dpi with a physical print size of at least 3"x4". 600 dpi or higher gives us more flexibility in sizing the photo during layout and we can scale a photo down in size with excellent results but cannot scale up in size without the image pixelating. Most digital cameras that are 5 megapixel or higher will produce a file sufficient to our needs, and as with all close-up modeling photography, watch your focus and depth of field.

Articles can be sent via email in the body or as text files or in MS Word compatible file formats. You will find my postal and email addresses in the *Where To Write* section to the right.

Finally, special thanks to Peter Ness for all his help in getting the **SPEEDWITCH** rolling and to Bill Dulmaine for his artwork on the lady who graces our cover.

Charlie Dunn, Editor

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MANUFACTURERS UPDATE BY PETER R. NESS

S SCALE NEW HAVEN CABOOSE DECALS

Great Decals! Bill Mosteller
P. O. Box 994, Herndon, VA 20172
email: wsm@greatdecals.com
website: www.greatdecals.com.

NEW HAVEN	C-639	C-528	C-514		
NEW HAVEN	C-71	C-180	C-156		
NEW 51-40	C-639	C-528	C-514		
NEW 10-47	C-71	C-180	C-156		
NEW 51-40	C-376	C-303	C-415		
NEW 10-47	C-639	C-528	C-514		
NEW 51-40	C-71	C-180	C-156		
NEW 10-47	C-225	C-504	C-509		
CLASS NE-6	C-376	C-303	C-415		
CLASS NE-2	CLASS NE-3	CLASS NE-5	C-376	C-303	C-415
CLASS NE-4	CLASS NE-5	CLASS NE-6			
NEW 10-47	NEW 51-40	NEW 523	NEW 628		
NEW 928	NEW 928	NEW 928	NEW 928		
NEW 349	NEW 647	NEW 523	NEW 628		

Printed with permission from
Champion Decal Company
artwork HC-236, S Scale, for William Mosteller
by Rail Graphics, NH Caboose, Set WSM-112



Set WSM-112 includes lettering and numbers for classes NE through NE-6 with both "NEW HAVEN" and New Image heralds, and "NEW" stencils from 6-17 through 10-47 to cover many modeling eras. Each set provides 12 "canned" road numbers, some for each of the six classes of cabooses. The modeler can easily make other road numbers valid for the cars. These decals include class and built data specific to each series, the large NH herald, older style road name, road numbers for both sides and ends, and weight data. For those modeling the New Haven post-1956, it is possible to letter two NE-5 or NE-6 cabooses, one in the delivery scheme and one in the "New Image" McGinnis-era scheme. The set does not include repack or safety stencil lettering. Champion Decal Company provided valuable assistance in producing this decal set, which is based on their HC-236 artwork. Dealers' inquiries welcome. MSRP \$4.38 each, postpaid.



ACCURAIL HO SCALE USRA 55-TON HOPPER

Accurail Inc.,
P.O. Box 278, Elburn, IL 60119
Fax: 630-365-6499; Tel: 630-365-1173
email: accurail@accurail.com
Website: www.accurail.com

Item #2566 MSRP \$12.98.

In 1929 the New Haven built two groups of 55-ton hoppers (115000-115386 and 115500-115545) in their New Haven, Conn., shops that were designated Class HM-2. The cars were equipped with Dalman trucks and Ajax hand brakes. These cars were in service into the steam-diesel transition era, and



there is photographic evidence that some cars were converted to work train service and still on New Haven property into the mid-'50s at least. The Accurail car is a relatively accurate model of this series of New Haven hopper. Accurail previously released similar hoppers painted and lettered in the 120000-series.

This is not a highly detailed model, however; the last fairly accurate HO scale model of this car previously available was an Athearn "blue box" hopper custom-painted by 3rd Rail Graphics more than two decades ago. If you model the steam era, this car is a welcome addition to your roster. If you model the late steam era to the mid-'50s this car can easily be converted to non-revenue service by removing the "115" from the road number printed on the car sides and ends, and using decals, apply an "X -" in place of the removed road number. An article describing the history and modeling of some New Haven hopper cars was published in *Shoreliner* Vol. 12, Issue 2, 1981, and is still available through our website: www.NHRHTA.org.



Rail Detail

HO New Haven Decals

These Rail Detail decals can be purchased directly from NHRHTA, Inc.; contact:

John Kasey
252 Nichols Avenue
Stratford, CT 06614-4927

MSRP: Varies by set, see details below.

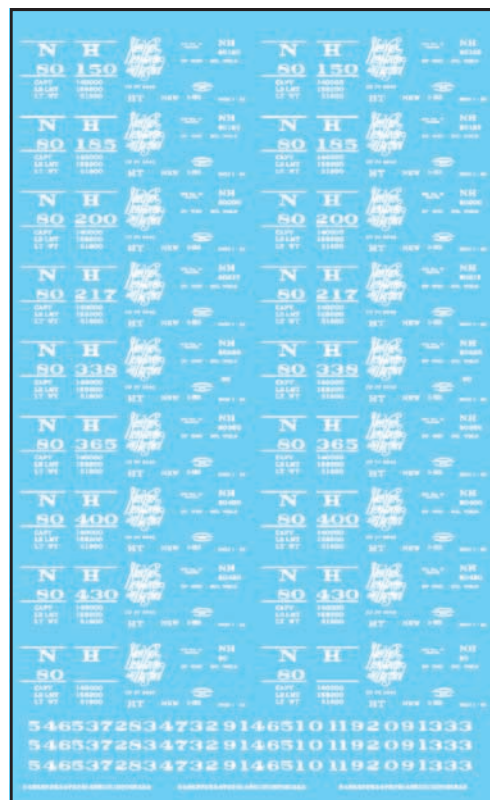
Al Camara of Rail Detail has released four decal sheets to letter various New Haven freight equipment. Made by Microscale exclusively for Rail Detail, each sheet will do multiple cars, are thin and apply very easily using Micro Set. A very nice feature of these decals is that no cutting of the decal is necessary to clear the ribs of hoppers and covered gondolas.

The first sheet will letter the 80000 series 3-bay hoppers built by Pullman Standard Car Co. in 1953 and will letter nine

cars. Cost for this set is \$6.00.

Sheet two will letter the 80000 series 3-bay hoppers (5 cars), 81000 series 4-bay offset side hoppers purchased in 1964 (5 cars), and 36000 series leased boxcars cars in the black large billboard scheme (2 cars). Cost for this sheet is \$8.00.

Sheet three will letter the 117000-117014 series covered hoppers in either the delivery scheme or the repaint script scheme and the 117015-117099 series covered hoppers (5 cars). Also included on this sheet is lettering to decal the New Haven's "K" series tank cars (5 cars). Cost is \$10.00.



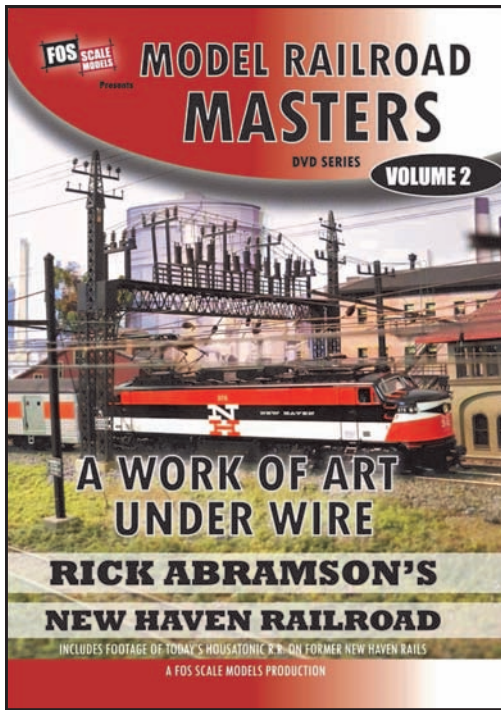
Sheet four consists of lettering to decal the 62000 series covered gondolas (4 cars) and the 61000 series gondolas in the McGinnis paint scheme (5 cars). Cost is \$10.00.



RICK ABRAMSON'S NEW HAVEN RR DVD

FOS Scale Models, P.O. Box 1321,
Pawcatuck, CT 06379, Tel: 914-835-0680
website: www.fosscasemodels.com
email: info@foslimited.com

Featuring heavy electric motors like EP-5 "Jets" and MU "Washboards" roaring by



landmark New Haven locales like Devon and Bridgeport as well as the famous Jenkin's Curve. Bonus Housatonic RR footage. Run time approx. 60 minutes. Price: \$29.95



**N AND HO SCALE
NEW HAVEN DERS-2B
ALCO RS-2 BY WALTHERS**

Wm. K. Walther's, Inc.
5619 W Florist Avenue
Milwaukee, WI 53218-1622
Tel: 800-487-2467, Int'l: 414-527-0770,
email: custserv@walthers.com,
website: <http://www.walthers.com>



Walther's is producing a limited run in both N and HO scales of units #0505 and #0512 in the "McGinnis", or New Image Matter scheme (black hoods, red-orange cab). These RS-2s are part of the Walther's PROTO 1000 product line previously manufactured by Life Like. There is no change to the body as previously released and it comes with the air-cooled turbo exhaust stack (mounted in line with the hood) which can easily be corrected to the water-cooled stack (mounted cross-wise to the hood) with after-market parts such as those made by Custom Finishing.

This release features: New Schemes and Numbers, a DCC-friendly mechanism with Clip-Fit circuit board (N scale), factory-installed 9-pin DCC harness (HO Scale), all-wheel drive and electrical pickup, dual ma-

chined brass flywheels, a heavy die cast split-frame (N scale) chassis with powerful Skew-wound motor (N scale) 14:1 gear ratio helical-cut gears and a five-pole skew-wound motor (HO Scale), Accumate Knuckle Couplers (N Scale) magnetic knuckle couplers (HO Scale), Constant Intensity and Directional Headlights and RP-25 Wheels.

The current offerings are limited run models and Walther's states that the road numbers listed will not be re-run and the engines in this run will be discontinued when sold out. Delivery is expected in January 2011 and can be placed on Advanced Reservation via the Walther's web site or at your local hobby shop.

New Haven #0505
N scale, Part #920-80082. MSRP \$99.98
HO scale, Part #920-35131, MSRP\$99.98.

New Haven #0512
N scale, Part #920-80083 MSRP \$99.98
HO scale, Part #920-35132, MSRP \$99.98.

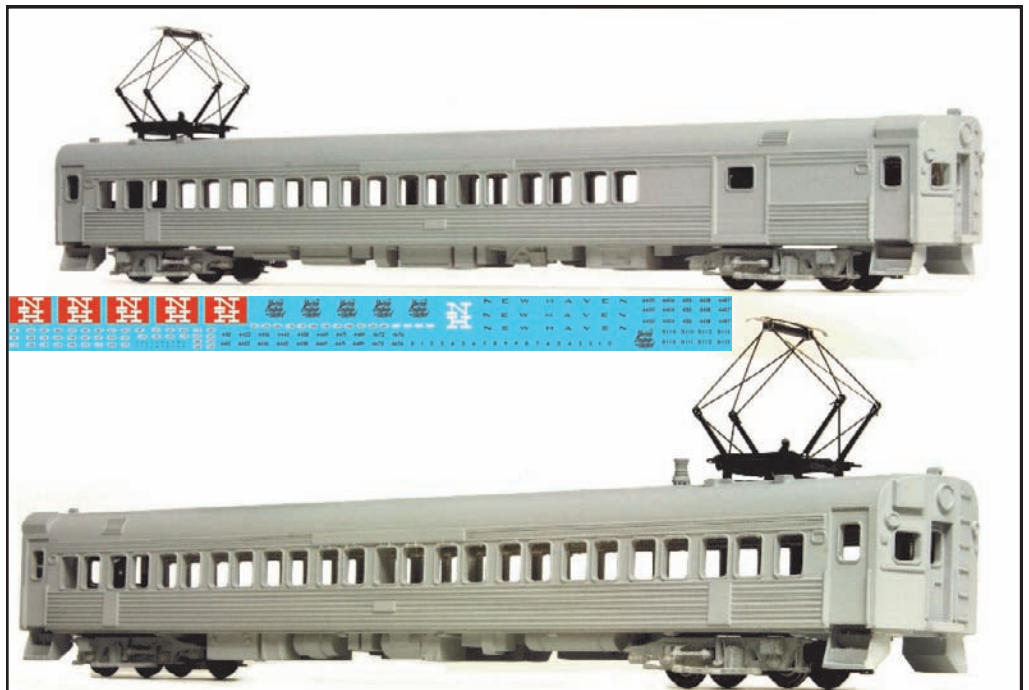


**ISLAND MODELWORKS
NEW HAVEN
PULLMAN-STANDARD
"WASHBOARD"**

Island Modelworks LLC,
website: <http://islandmodelworks.com>;
email: info@islandmodelworks.com

Island Modelworks' HO scale model features:

- One piece shell, coach or combine.
- Chassis with detail cast in place.
- Trucks.
- Flush mounted windows.
- Designed to accept the mechanism



- from Life Like's RDC for powering.
 - Requires 36" wheels and pantographs - not included.
 - Price: \$59.99
- Extras available include:
- Decals: \$2.99
 - Pantographs: \$14.99
 - RDC Drive: \$44.99

The coach version is also available in N scale at \$23.99 with decals for \$1.99. All models are cast to order, please allow 1 to 4 weeks for shipment.



**NHRHTA
NEW HAVEN RAILROAD
2011 CALENDAR**

Contact: Bill Nickerson
9 S. George Washington Rd
Enfield, CT 06082

The NHRHTA is proud to announce our all color New Haven Railroad 2011 Calendar! The price is \$11.00 (plus 6% sales tax for Connecticut residents), shipping included when ordering three or less. Contact Bill Nickerson at the address above or see the flyer in with your *Shoreliner*: Vol. 32, Issue

3, or download and print the flyer from our website at www.NHRHTA.org.



**NHRHTA LIMITED RUN
NEW HAVEN DEY-1-B
ALCO-GE HH660 BY ATLAS**

Contact: Tom Curtin
160 Riverside Blvd, #11A
New York, NY 10069

At long last the Atlas NHRHTA limited run DEY-1-b (Alco-GE HH-660) HO scale switchers are in and by all reports they sound as good as they look! Take a look at the photo at the top right, courtesy Bill Dulmaine. If you didn't pre-order, there are a limited number of units still available, but act now to avoid disappointment. Analog models are \$120.00 each; DCC w/Sound models are \$225.00 each (plus 6% sales tax for Connecticut residents), \$7 shipping when ordering four or less, \$14 shipping for orders of five or more. Contact Tom Curtin at the address above or see the flyer in with your *Shoreliner*: Vol. 32, Issue 3, or download and print the flyer from our website at www.NHRHTA.org.



**SUNSET MODELS
O SCALE EMD FL9**

Sunset Models, Inc.
22 Beta Court, San Ramon, CA 94583
Tel: 925-820-7701, Fax: 925-820-7709

EMD FL9, 2 or 3-rail versions, ABS body; Horizontal motor drive; Full cab interior; Smooth operating; Available in powered A; New Haven, Metro North, Penn Central and Amtrak versions. Price: \$499.95. Reserve now.



**RAPIDO EXPRESS
HO SCALE 5-AXLE C-LINER**

Rapido Trains, Inc.
445 Edgeley Boulevard, Unit 1
Concord, ON L4K 4G1, Canada
<http://www.rapidotrains.com>

The folks at Rapido were amazed at the reception to their recent announcement of



HO scale Osgood Bradley coaches in Long Island Railroad and asked what else they could do for the Long Island. The owner of True Line Trains, who shares the same address as Rapido, noted that "our HO scale C-Liner was owned by Long Island." Jason Shron, of Rapido, very politely asked, "can we borrow it?" Happily, True Line Trains agreed.

Rapido has leased True Line Train's tooling for the Fairbanks-Morse C-liner locomotive, and is making some modifications that will result in an almost-new model of this unique locomotive.

The Rapido Express HO scale 5-Axle C-Liner will feature all new, correct trucks and correct side grilles and fans. It will also feature added road specific details such as grab irons and horns. Decoration will include new artwork and accurate colors. As an Express model based on existing tooling, it will not have the same insane level of prototype-specific detail as their all-new FP9.

Sound-equipped units will utilize Soundtrax Tsunami decoders. All locomotives will feature all-wheel pick up and drive as well as Rapido's new 5-pole motor for smooth operation and superior pulling

power.

The first releases in this series will be the HO scale 5-axle CPA20-5 and CPA24-5 locomotives for the Long Island Railroad and the New Haven in as-delivered livery. These locomotives will be produced strictly to order so get your reservations in by December 15, 2010.

If they are successful, they will have other paint schemes planned. Rapido has also indicated that there will be an opportunity to purchase the shell only for those who may wish to upgrade their True Line Trains models. Details on the shells are forth coming.

HO Scale Rapido Express locomotives feature:

- Smooth powerful drive
- All new artwork and decoration
- Correct grilles and road specific details
- DC units are DCC ready
- DCC units feature Soundtrax Tsunami sound.

MSRP • \$169.95-DC

MSRP • \$289.95-DCC/Sound

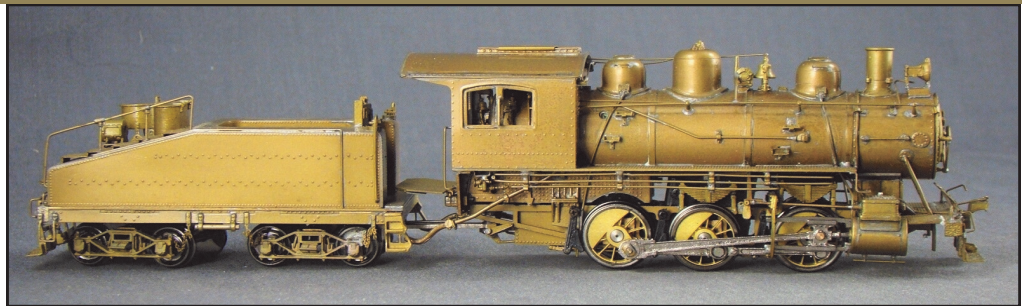
ARRIVING MID-2011 - RESERVE NOW!



DC ITEM #	DCC ITEM #	ROAD #	MODEL (CLASS)
230007	230507	792	CPA24-5 (NH CLASS DER-4)
230008	230508	793	CPA24-5 (NH CLASS DER-4)
230009	230509	794	CPA24-5 (NH CLASS DER-4)
230010	230510	796	CPA24-5 (NH CLASS DER-4)
230011	230511	798	CPA24-5 (NH CLASS DER-4)
230012	230512	799	CPA24-5 (NH CLASS DER-4)



IMPROVING YOUR OVERLAND NEW HAVEN T-2-B, 0-6-0 BY JOHN PRYKE



The New Haven Class T-2-b, 0-6-0 switcher from Overland. 97 of these hard working locomotives toiled on the New Haven around southern New England for over 45 years.

Photos: courtesy Dan Glasure of Brasstrains.com

About 7 years ago, Overland brought out a brass New Haven T-2-b, 0-6-0. The model was the first (and last) steamer built in China at Overland's *Cheyene* factory and was not a financial success. The major problems included: poor running characteristics, a coat of heavy varnish over the superstructure and tender, and some strange, unidentifiable pieces of detail on the boiler which defied explanation. Seventy-five percent of the production of locomotive run was returned to Overland. A portion of these engines were reworked in China, and subsequently re-sold.

I had bought one T-2-b of the original engines; and being an old time kitbasher and scratch builder decided to rework the engine myself. The main pieces of work that I did are as follows:

- I disassembled the locomotive by removing the two screws under each side of the cab, and the large screw that runs up through the cylinder block. I then pulled the boiler off the frame, "rocking" it slightly from side-to-side as the motor sits tightly in the firebox. I

also disconnected the rear brake shoes from the brake rigging by gently pulling the shoe off the brake rigging. The two brake shoes stay attached to the firebox (see *Figure 1*).

- The motor sits on an arm attached to the gearbox, and its shaft is connected to the gearbox with a flexible rubber coupling. When properly aligned, the coupling should move back and forward slightly. I had to squeeze the motor and gearbox together slightly, until the tubing moved freely back and forth about 1/64th of an inch.
- I hooked clip leads up to the engine and started to turn over the drivers. I noted that the crosshead guides on the right side of the engine were too tight, causing a bind, so I gently spread the guides apart with a pair of pliers (see *Figure 2*). This freed up the crosshead.
- I also noted that on the left side of the

engine, the screw holding the side rod to the center driver was hitting the back of the main rod. I put a small bend in the main rod just before where the rod flares forward of the rear driver and a second bend just after the crosshead guide. This moved the center of the main rod away from the center driver by about 1/64-1/32 of an inch. The main rod no longer touched the second driver or the crankpin screw.

- Despite these modifications the engine still had a high starting speed. I found that the cover plate over the drivers was too tight over the front driver (see *Figure 3*). I undid the screw holding the front of the plate to the frame, and slid a Kadee red fiber washer between the cover plate and the frame and retightened the screw. I inserted a drop of LaBelle #108 lubricant in each journal bearing in the engine as well as each side rod joint. I also lubricated the crosshead guides and the piston rods. The locomotive then ran smoothly at all speed ranges, and throttled down very well.
- I next checked the detail on the body against the NHRHTA drawing of the T-2-b as well as photos of the prototype. While most of the piping and fittings were neatly applied, some fittings (the Barco Low Water Alarm) were undersized, but not enough to warrant replacement.
- I found two strange fittings on the handrails that looked like a small pipe sticking out of the handrail. No such detail appeared in the prototype photos; therefore, I cut both pieces off the hand rails.
- The bottom of the gearbox is too deep. I removed it and filed the bottom almost flat. When the engine can clear Kadee uncoupling ramps with out scraping, you have removed enough (see *Figure 3*).

Once you have made these corrections, the engine will run well and look good on your pike.

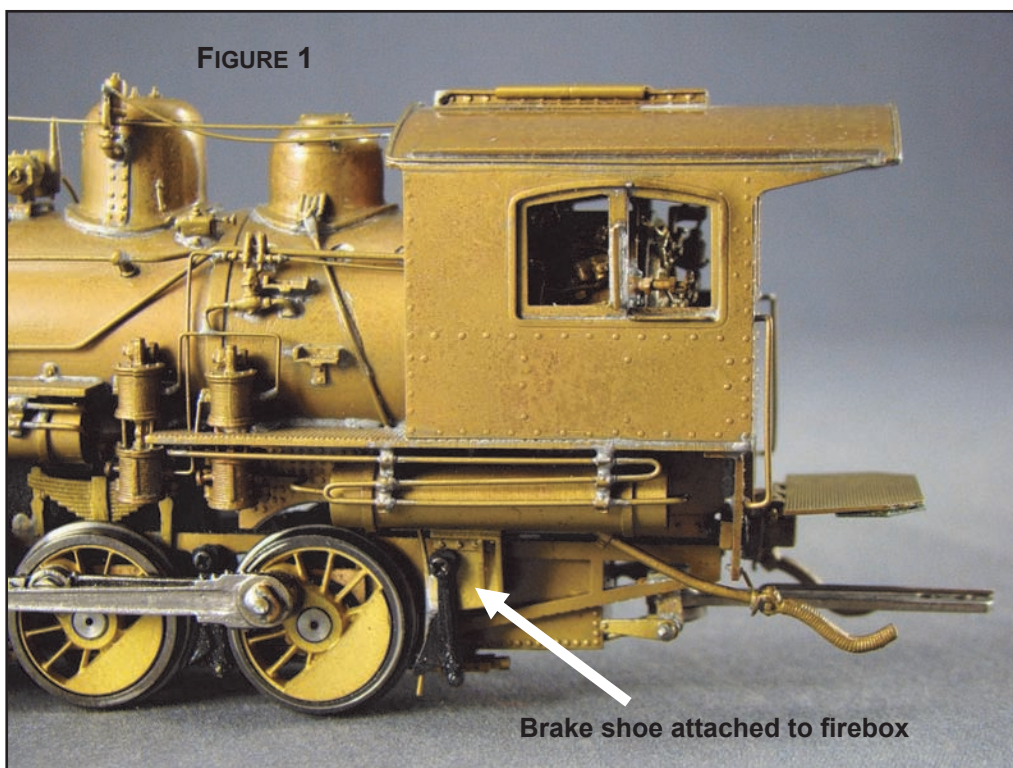


FIGURE 1

Brake shoe attached to firebox

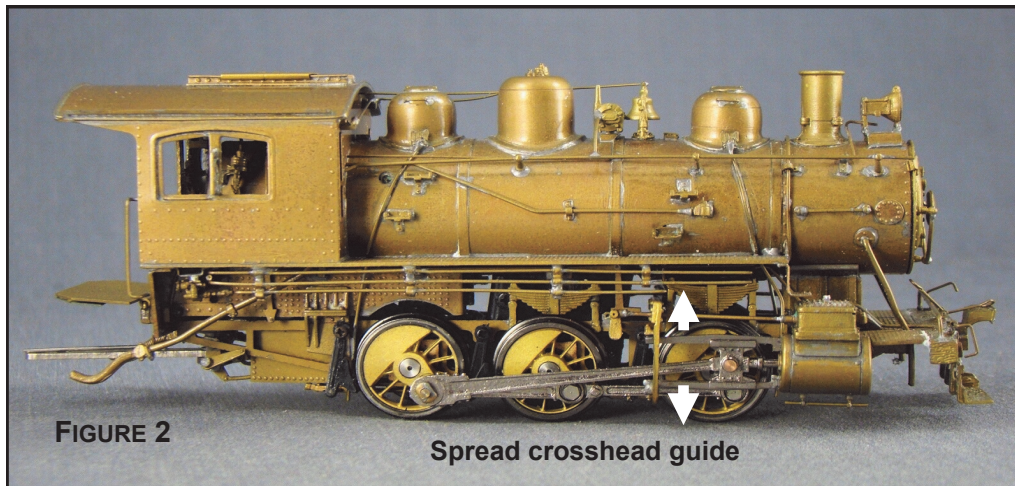


FIGURE 2

Spread crosshead guide

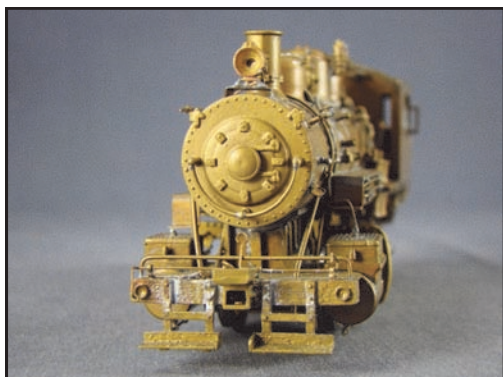
ADDENDUM

I subsequently acquired a second T-2-b from a dealer of used brass and found that it was "factory painted" glossy black with a graphite smokebox and unpainted side rods. There were also mechanical changes from the original lacquered brass unit that I had. The entire cab slid backward so that you can access the detailed backhead (on my brass unit the cab is soldered in place).

One negative point on both units is that there is no little bag of spare parts as you find in virtually all brass engines; nor is there a hex wrench for the crankpin screws.

I recently weathered each locomotive (which requires complete disassembly) and found some other facts that are passed along below:

- The Chinese factory used lots of tiny, blackened Phillips head screws to hold details onto the body/chassis of the locomotive. The diameter of these screws is half that of a 00-90 (the smallest screw available in the US) and they range in length from 1/16 to 1/4 in. Lose one of these when you have the engine in pieces for painting, and there are NO spares. I ended up re-drilling and re-tapping for a 00-90.
- The hex head screws used to hold the side rods to the drivers are neither tapered nor shouldered. Therefore, they can come loose and foul the main rod. After this happened to me, I re-tightened the screw with a 00-90 socket (which did fit) and then use a drop of CA on the rear of the screw to hold it to the inside of the driver.



- If you have to re-drill/re-tap be very careful going through a piece of plastic (like a brake shoe hanger). Whatever plastic is used in China can turn brittle and the hole can wreck the part. Despite these problems, the Overland

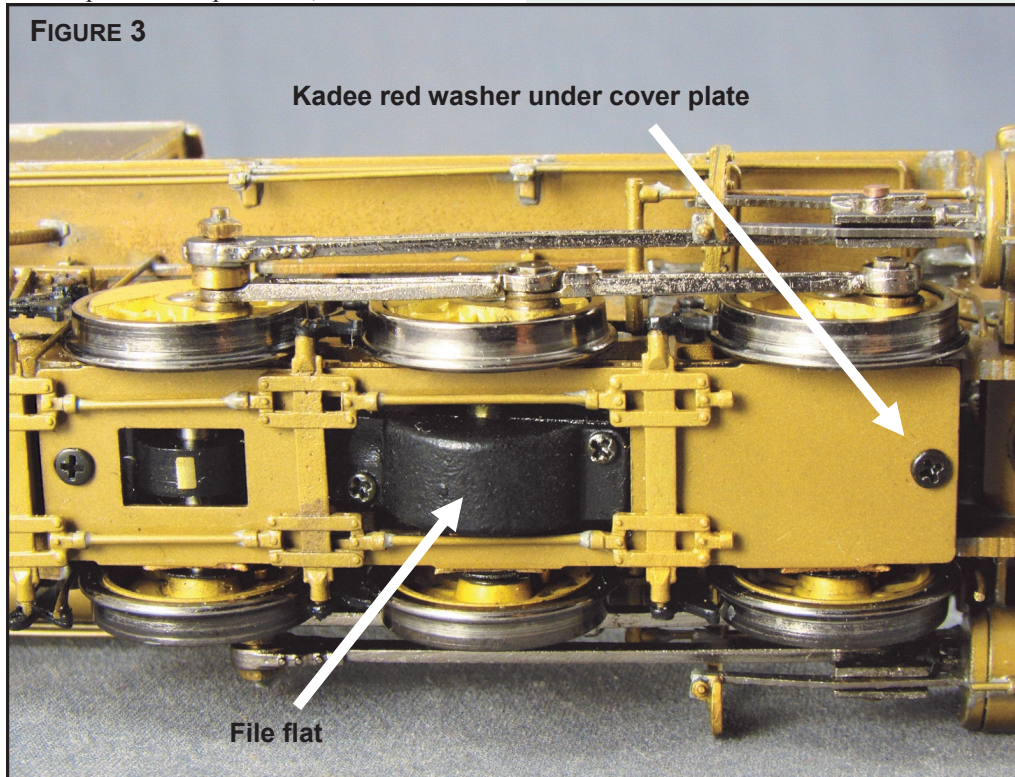


FIGURE 3

Kadee red washer under cover plate

File flat

NH T-2-b can be made into a useful piece of motive power with a little patience. If you find changes or unexpected surprises, work them as a modeler and the results should be worth it.

Editor's Note: As John noted he was in the process of painting and weathering his T-2-b switchers. You can find a photo of one of them, painted and weathered on the rear cover along with Al Lawrence's Standing Data drawing of the T-2-b.

Also, a special thank you to Dan Glasure of Brasstrains.com for kindly supplying the photos used in this article, and a thank you to John Sheridan for re-sizing Al's T-2-b Standing Data sheet to HO scale.

John has shared many photos of his layout with us which we will share with you in upcoming issues.



The New Haven's ninety-seven 0-6-0 Class T-2-b switchers were all products of American Locomotive and acquired in four separate groups between 1905 and 1913 from three different Alco plants.

Numbers: 2373 – 2399	
Alco/Rhode Island	1905
Numbers: 2400 – 2434	
Alco/Rhode Island	1907
Numbers: 2435 – 2444	
Alco/Cooke	1910
Numbers: 2445 – 2469	
Alco/Richmond	1913

The T-2-bs saw service across the entire New Haven system and some were loaned or leased at times to on-line customers. When the 0-8-0 switchers arrived and bumped many from the larger yards at Cedar Hill, Maybrook, Hartford, East Hartford, Providence, and Midway, these workhorses were used at the smaller yards and could be found working the myriad industrial sidings. There even is photographic evidence that at least one was pressed into passenger service.

As it happened two of the oldest T-2-bs had the longest careers, with #2393 being condemned and sold to Curley Vera Construction Co. in March 1950, and #2398 condemned on September 30, 1950 and sold to Schiavone & Son on October 13th for scrap.

ARCHER RIVET DETAILS

BY JOE SMITH AND PETER R. NESS

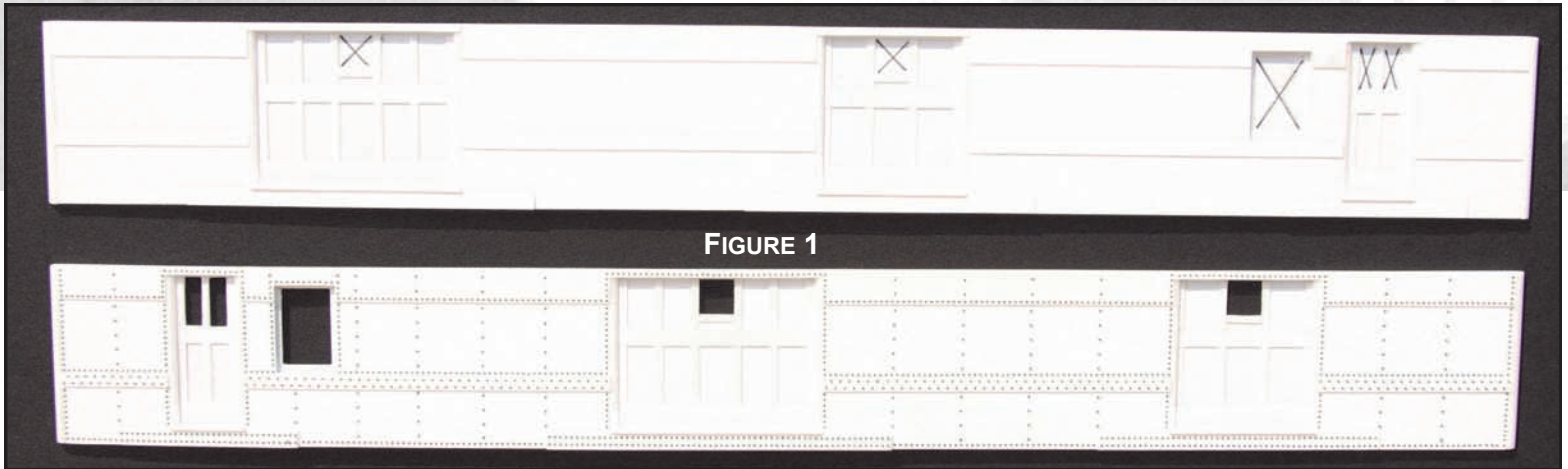


FIGURE 1

Unique was a description that best represents the majority of New Haven motive power and rolling stock. For the model builder this uniqueness provides numerous scratch building and kit bashing opportunities and challenges. Accurately modeling repetitive rows, pitch (spacing) and patterns of button head compression rivets is one of those challenges. Archer Rivet decals have revolutionized this task.

Some of my model building in recent years has focused on building replicas of photographically documented heavy weight equipment used on the Berkshire in the 1950s. The most recent addition to this collection is a 60' baggage mail car with a 15' RPO compartment, built by Bethlehem Steel Co. in 1930. Modeled, utilizing a shortened Branchline coach with Archer rivet decals applied directly on scratch built styrene car sides (see Figure 1).

Archer rivet decals are individual catalyzed resin droplets on clear decal film. The distinctive 3 dimensional aspect of these resin droplets allows them to stand above the surface that they are applied to simulating prototype button head rivets. Archer rivet decals are made to be applied as any other water slide decal to a smooth glossy surface with the one exception that they are applied to the model before the top color coat of paint.

Archer offers several different decal sheets with rivet spacing and head diameters commonly used on prototype railroad equipment, both in HO and N scale. A close examination indicates Archer has cleverly arranged the rows of rivets on their decal sheets (see Figure 2) to provide several different spacing opportunities by either removing rows of rivets horizontally or vertically from

the sheet. Some double and off set rows are also provided. Complete spacing instructions are included with the decal sheet. A comparison between the decal sheet and a close-up photo of the modeled RPO (see Figure 3) will reveal where the several different spaced rows and patterns on the model were cut from the sheet.

Archers 7/8" head diameter rivets (surface details #25) were used on the RPO model. Obviously, individual rivets can be applied one at a time, but to aid alignment,

consistent spacing and to speed the application process, I cut them from the sheet in continuous strips as lengthy as possible or needed. Before applying the decals, using a combination square, I laid out the location of the various rows of rivets onto the car sides by lightly penciling in guide lines. I applied the decals centered on these lines and directly to the unpainted and cleaned styrene, followed by a coat of Solvaset decal setting solution. I did experience some lifting with a few of the rivets when handling the car side

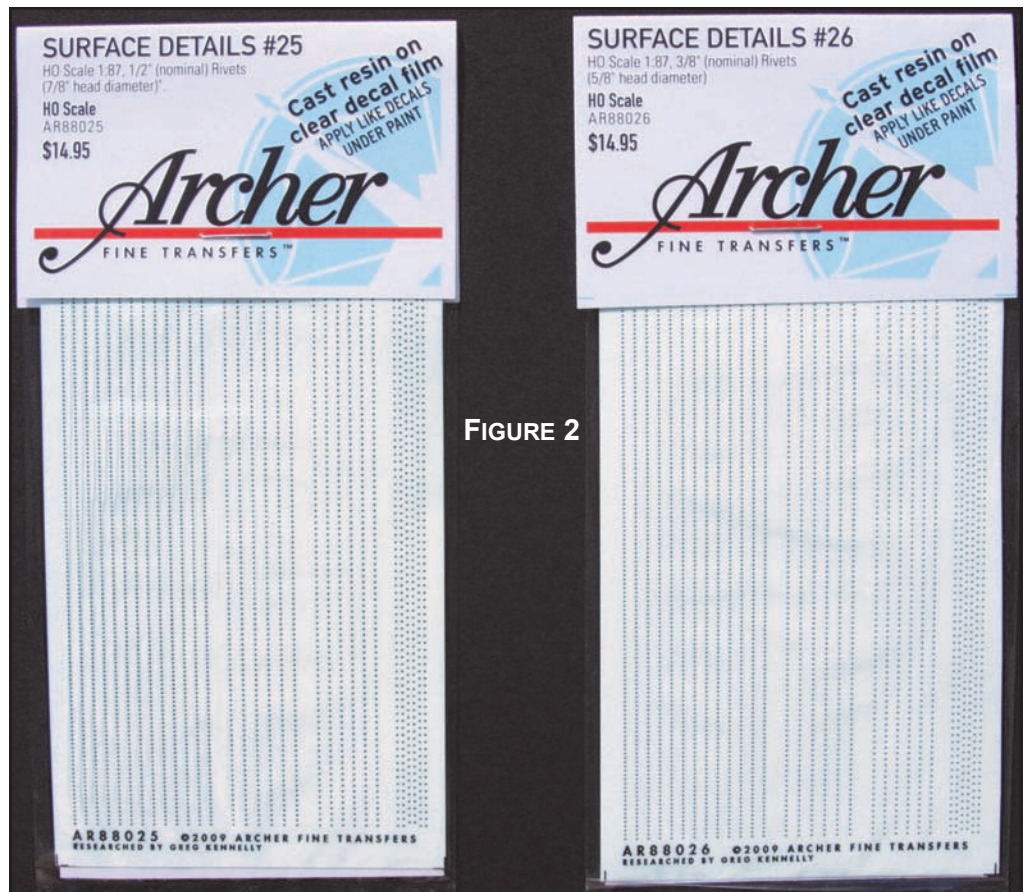


FIGURE 2

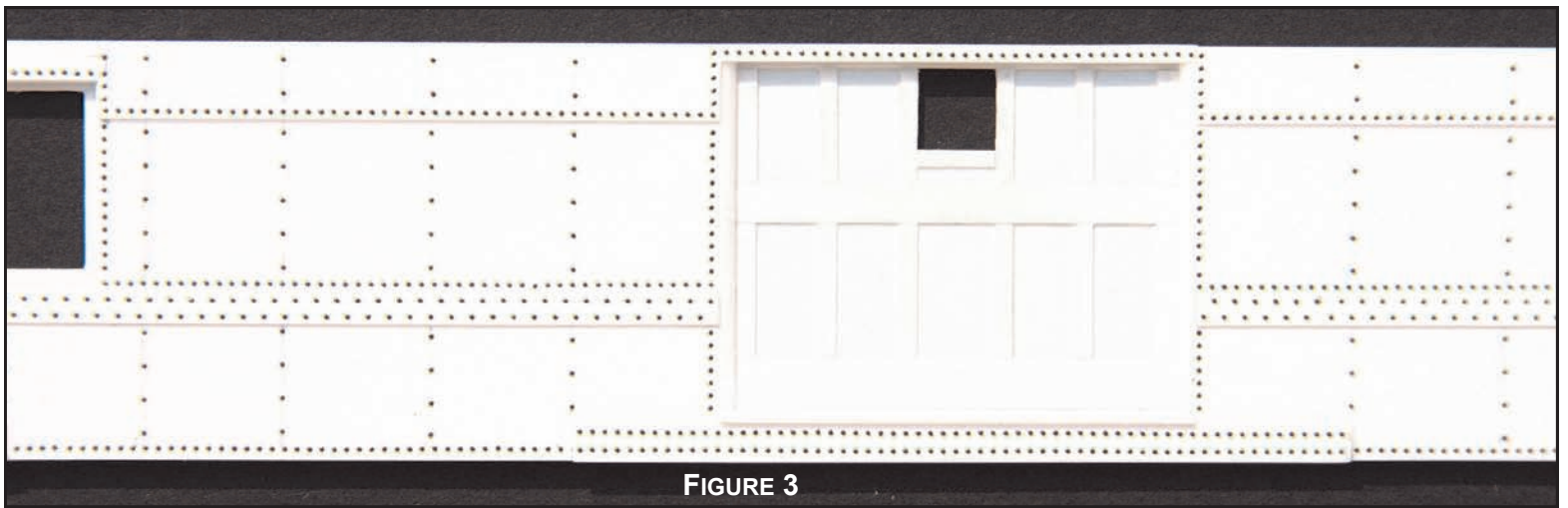


FIGURE 3

later. When building the second car side, I lightly sanded the styrene with 1500 grit wet/dry sandpaper before decaling, this cured the lifting problem. I know of other modelers that have applied Archer rivet decals on a glossy painted surface followed by decal setting solution with no lifting issues.

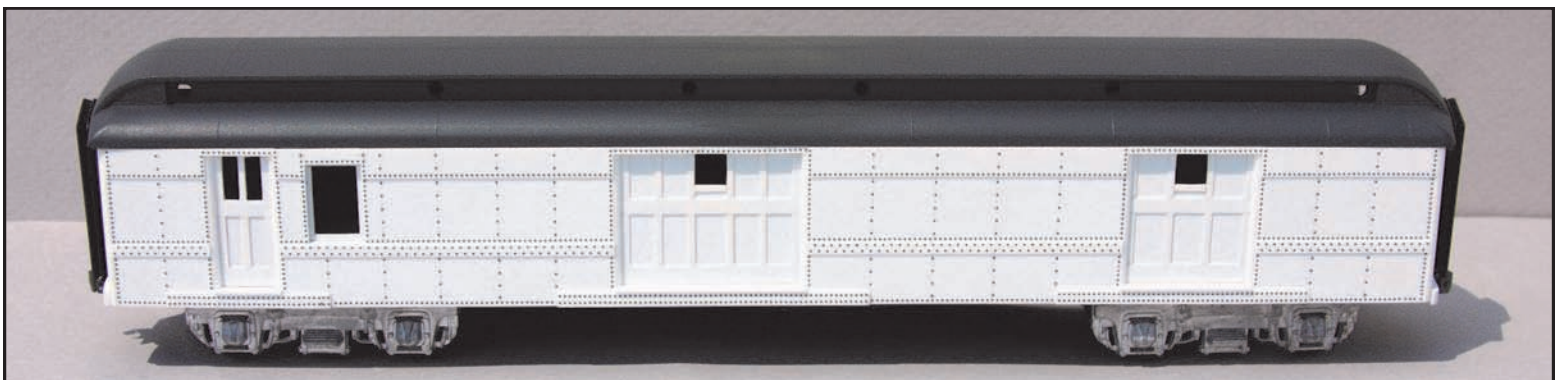
One huge advantage of using rivet decals as opposed to embossing rivets with a pounce wheel or punch is that if you make a mistake, it is easily corrected. Removing a decal and re-decating is significantly easier

than making a whole new piece because of an uncorrectable embossing error. My pounce wheel and punches have been retired. I will use these decals on all of my future scratch building and kit bashing projects that require rivets; their use in building New Haven equipment seems endless.

Versatile can describe both the New Haven's innovative use of diesel-electric motive power in both passenger and freight service as well as Archer rivet details. In addition to their application for scratch-building or detailing passenger and head-end equipment, they are equally useful for freight car modeling.

In building models of New Haven Post-war AAR 10' Inside Height box cars, these rivets can be used to detail the 3-over-4 Improved Dreadnaught ends which are available as a welded-seam version from

Archer Fine Transfers. While it does require patience when cutting, handling and positioning the individual rivets, the task is made easier with the use of a fresh hobby knife blade, a pair of flat, wide blade tweezers for handling (to keep the individual rivets from launching off into space for points unknown) and a fine tip paint brush and pointed tweezers for final positioning. This product will provide new meaning to the term "rivet counters".



Archer Fine Transfers. Decals are properly

packaged and promptly shipped direct from Archer. Decal sheets are priced at \$14.95 per sheet.

Archer Fine Transfers
P. O. Box 1277
Youngsville, NC 27596
email: info@archertransfers.com.

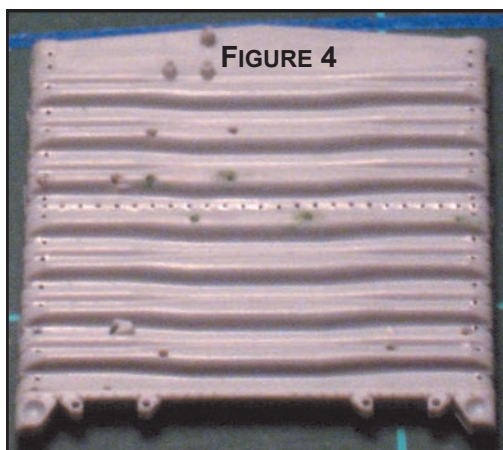


FIGURE 4

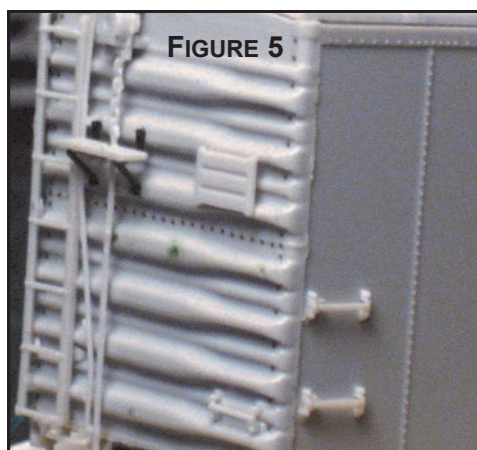


FIGURE 5



NEW HAVEN 8200 SERIES OSGOOD BRADLEY PASSENGER CARS

BY JOHN SHERIDAN

Rapido Trains of Ontario Canada has blessed the NHRHTA with the introduction of the Osgood Bradley "American Flyer" passenger cars.

Why blessed you asked? For once, a model railroad manufacturer has created a model that is dead-on to a New Haven prototype in HO-Scale. Name the last time that happened!

The prototype for these cars was delivered in 3 lots. The first batch of 50 cars, Lot W125000 numbered 8200-8249 was built between December 1934 and February 1935. The second batch of 30 cars, Lot W6495 numbered 8250-8269 was built in October 1936. Finally, an additional 30 cars Lot W6557 numbered 8500-8529 were built in September 1938. The last 30 cars differed from the first 70 cars externally by having a roof hatch over the lavatory end that accessed the air-conditioning packs from the outside.

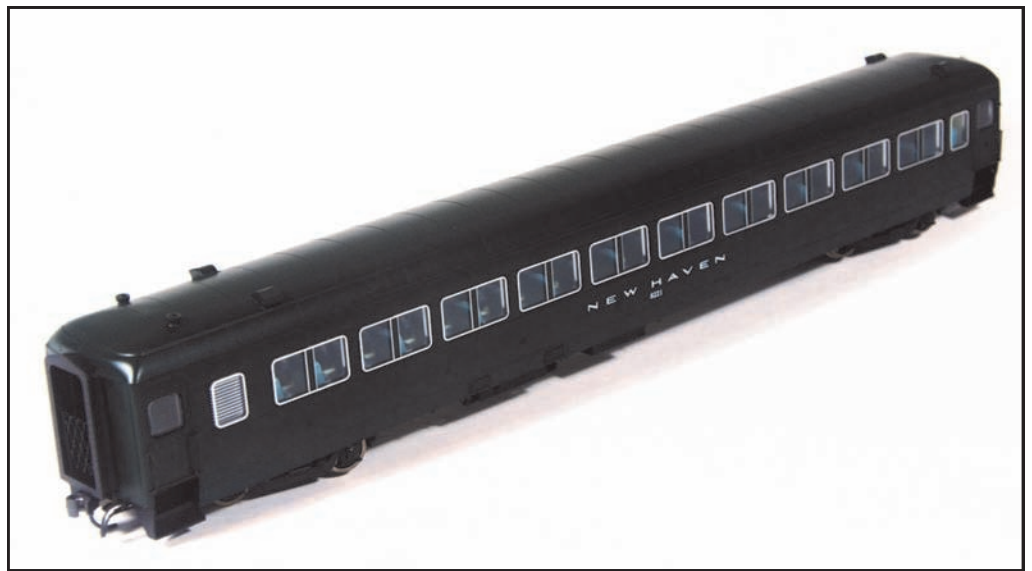
The cars Rapido chose to model are based on the first 70 cars: 8200-8269 without the roof hatch.

Those who have not seen these models in person are missing quite a sight. The cars match exactly the prototype cars that rolled on New Haven rails. Rapido has raised the bar in manufacturing standards by creating a level of detail that you would only see if the cars were brass models of recent vintage.

First impressions

The cars come packaged in a standard long box that most model passenger cars are packed in. The car itself is packed inside a clear package clamshell container. This packaging really protects the model from any outside damage. Packaged with the car is a bag containing plastic parts such as the steam lines, steam traps, extra brake cylinders, and longer couplers for those who wish to run their cars on tight curves. Also packed with the car is a magnetic wand for turning on the interior car lights and 2 batteries that you need to install if you choose to use the lighting feature. Instructions and general information is also included with the car.

Every car comes with MacDonald-Cartier metal couplers. Once the car is free of the plastic packaging, it is ready to put on the tracks and run. Of course you are free to add the extra parts at any time but they are



The Full Skirted Rapido Osgood Bradley car as-delivered in Hunter Green as used between 1935 and 1947.
Photo: John Sheridan

not required.

The cars are designed to run out of the box on a minimum of 24" curves. If you have tighter curves, you will need to use longer couplers (provided) and might be required to modify the trucks slightly if you purchased the cars with full skirting.

Here's a breakdown from the first run which are all available as of this review (1 August 2010)

Full Skirted cars as-delivered 1935-1947:

Color- Hunter Green: complete body including roof.

Underframe: Black

Car Numbers: 8200, 8211, 8212, 8221, 8227, 8230, 8239, 8247, un-numbered.

Partial Skirted cars (wheel skirts removed) 1947-1954:

Body Color – Hunter Green

Roof – Black

Underframe – Black

Car Numbers: 8252, 8255, 8258, 8260, 8261, 8264, 8265, 8269, un-numbered.

Partial Skirted cars (wheel skirts removed) 1950-1954

Body Color – Pullman Green

Roof – Black

Underframe – Black

Car Numbers: 8205, 8207, 8213, 8238, 8245, un-numbered

Non Skirted Cars (wheel and center frame skirts removed) 1957-1968

Body Color – 401 Green

Roof – Black

Underframe – Black

Car Numbers: 8201, 8208, 8210, 8214, 8236, un-numbered

Non Skirted Cars (wheel and center frame skirts removed) 1955 - 1968

Body Color – Black with red banner above windows (NH Black Knight scheme)

Roof – Black

Underframe – Black

Car Numbers: 8209, 8216, 8224, 8232, 8240, 8248, 8251, 8253, 8266, 8268, un-numbered.

For those keeping count, that's 36 numbered cars in all schemes plus an un-numbered version for each scheme for a total of 41 different cars – just for the New Haven Railroad!

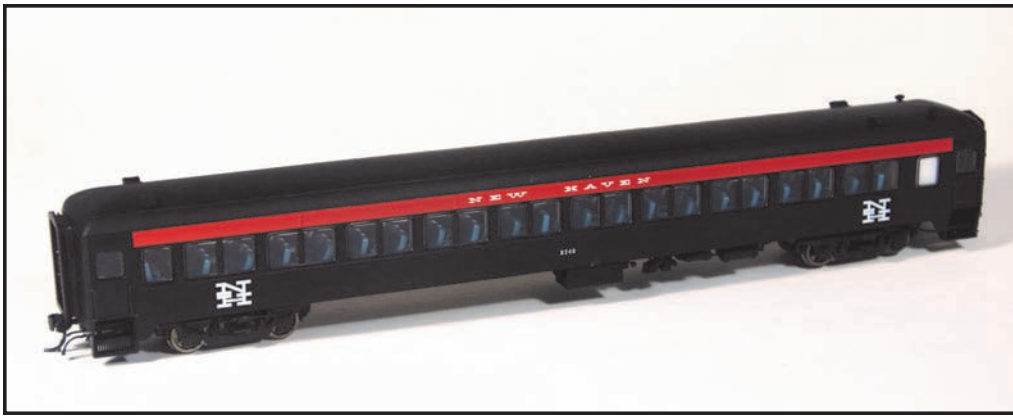
Exterior body

The window spacing and rivet detail exactly matches the drawings and photographs for the prototype cars. The body has the correct camber leading up to the roof as the prototypes originally did. Many manufacturers leave out this minor but very important detail. Rapido took a lot of trouble to get this feature right.

The skirts (or lack of) all depends on which car you purchased and the paint scheme. The carbody is a single piece of plastic which includes the car sides and ends. This greatly simplifies assembly and allows Rapido to use other body styles (such as car skirts) in order to increase variety of styles while at the same time using the same underframe and roof parts for other railroads.

The vestibule steps are see-through plastic and beautifully detailed. The vestibule doors are molded to the side body so they cannot be opened without extensive work.

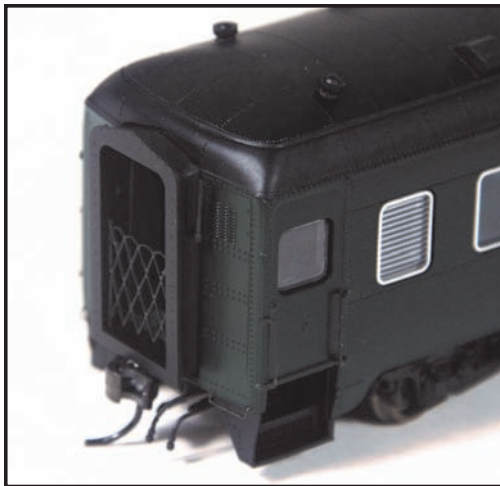
The window mullions are part of the glass inserts and not part of the carbody. One minor feature left out of these cars is the lack of window shades that the prototype cars all had. Personally I'm glad that they left this feature out since the car shades would have partially hidden the full interior. Rapido did include the horizontal blinds for the rest-room windows for those who insist on a bit



The Non Skirted Rapido Osgood Bradley car in the McGinnis “new image” so-called “Black Knight” livery used between 1955 and 1968.
Photo: John Sheridan

of modesty.

The car ends contain a nice set of working diaphragms. The diaphragms snug right up to the next car in-line using the default couplers. Both ends of the cars come equipped with finely detailed gates inside the diaphragm.



Note the detailed car end with working diaphragms and finely detailed gates and steps.

Photo: John Sheridan

Underframe

The underframe contains all the typical water, air and steam piping, battery boxes, etc. that you would have found on the prototype. In fact, everything you would expect under the car is there even though you might not see it once the car is on the rails. In modern passenger cars, these kinds of details go very far in selling the cars.

The trucks are dead-on replicas for the 41-E trucks that were used on the prototype. (Note, these trucks will be available as a separate part for those, like me, who need these trucks for “other” projects.)

Roof

The roof is a one-piece design that has the correct number of overlapping panels as found on the prototype. The most outstanding feature of the roof is the end curve down

to the diaphragms. This is a very distinct feature of these cars also but is also a very complex compound curve. Rapido has represented this curve beautifully and correctly with a very smooth transition from roof panel to end.

The roof vents are nicely detailed small castings. The small round lavatory vents are also well represented.

Interior

The interior of the car is completely detailed and includes the 42 Heywood-Wakefield Chairs (for a total of 84 seats). The chairs are molded in blue plastic, which are a touch too light in color in my opinion. This is a minor quibble since I plan to paint the chairs royal blue with chrome trim anyway.

The interior bulkhead on the lavatory end has the small rounded mirrors, a very nice touch. The interior bulkheads and vestibule are all molded in a light yellow plastic, which is pretty close to the “Bone” color used in the original colors. The floors are molded in the same yellow color, which begs it to be painted in checkerboard colors, or tiled with Red Cap Line stick-on tiles. (Heck, if you are painting the chairs, you might as well do the floors too!). For those who are sane enough to leave the interior “as is” don’t worry, the interiors look beautiful if you simply peer through the windows.

The most interesting detail and I found as quite a surprise, is the cars do include a men’s and women’s lavatory complete with commode, sink, and chairs. Mind you, the lavatory windows have horizontal blinds that hide these details, but once you open the roof, you can understand why Rapido chose to include these features. I like Rapido’s rule: if it is there on the prototype, it should be modeled.

The good news

Rapido has created a real winner of a model here. These cars are exactly what I’ve always wanted to do with those old

E&B Valley cars but would have taken years to build my fleet. Are these cars cheap? Not exactly, these cars are retail priced at \$74.95 per car but you can find them much cheaper if you shop around. The 60-70 dollar price tag is normal today for any HO Scale passenger car produced by Walthers, Broadway Limited, Kato, etc. For the amount of detail and accuracy you are getting with this car, the price tag is worth the expense.

The bad news

If you waited for your hobby shop to stock these cars, you might be a tad disappointed in that most of these cars were sold-out before they hit the shelves. So if you did not pre-order, you are going to have a hard time getting your hands on the cars you want. Of course, this is only the first run of cars in New Haven paint schemes and I’m sure there will be more runs of cars in the next couple of years.

Another issue that popped up is the New Haven Full-Skirted Hunter Green cars have



One minor issue is the font style used for the car numbers on the 1935-1947 era cars. Rapido will be providing decals with the correct font to those who wish them.

Photo: John Sheridan

the incorrect font for the car numbers ONLY (The **NEW HAVEN** name above the number is correct). The numbers should have been non-serif but arrived from the factory with serifs. Since the numbers are small the serifs really do not show-up but they are there nonetheless. Rapido has issued a full apology for the mistake (a very rare event for any manufacturer these days) and has offered to provide decals to correct the numbers free of charge. To claim the revised numbers, simply contact Rapido and they will send you the decals when they arrive.

The Future

Next year Rapido should be running the 11-window 92 seat cars and the 8500-8529 10-window cars with the roof hatches. Since the current run pretty much sold out, the future looks good for us New Haven modelers.



MODELERS' GALLERY



HO Scale Baker's Chocolate Tank Car by Mike Smeltzer

While not a New Haven car, the railroad served Baker's Chocolate as an on-line customer. This is an Overland Pfaudler Milk car, painted with Scalecoat Pullman Green paint and lettered with Speedwitch Media Baker's Chocolate Decals. Mike also added a couple of chalk marks.

Photo: Mike Smeltzer



1st Prize 2009 NHRHTA Modeling Contest-Freight category: New Haven Covered Hopper #117007 by David Bachand. Dave took an Intermountain Railway Company 70-ton, two-bay covered hopper based on a 1932 American Car and Foundry design, lettered for the New York, New Haven and Hartford Railroad, and backdated it to its as-delivered paint scheme of 1949, using Speedwitch Media Decals and commonly used weathering techniques. This photo is a teaser of more to come as Dave wrote up a short article on how he accomplished his impressive results and we'll be sharing that article in an upcoming issue.

Photo: David Bachand



Chris Adams' New Haven 2-6-0 Mogul Class K-1-b #278 sits at the coal dock waiting for its next run.

Photo: C. O. Dunn



This signal station once stood at Rising Jct. on the Berkshire Line near Housatonic, Mass. A reference photo from Bob's Photo was used as a guide by Joe Smith to scratch build this HO model. The structure is fabricated using various Evergreen styrene strips and siding, Tichy Train Group windows and door frame, the door is scratch built to match the prototype. The signal mast is built with brass stock from KS Engineering. The train order boards are etched brass items from Free State Systems. This train order board will be fully functional when installed on Joe's Berkshire based layout, now under construction.

Photos: Joe Smith



HOUSATONIC RAILROAD TO START OWN STUDY OF REOPENING PASSENGER LINE

CANAAN — The only time "All Aboard" and "Tickets, please" have been heard in this part of the world since 1971 is when special summer train excursions are organized by railroad museums.

The Housatonic Railroad Co. now says it wants to bring back passenger service permanently on its line between Danbury and Pittsfield, Mass.

"We're going ahead with our own study to determine whether passenger service is viable," John Hanlon, company president, said Friday. "We believe that the potential exists for a successful service, but we need sound ridership and market data to see if that's true."

Hanlon said his privately owned company, working on this concept for the past two years, had hoped to get funding for a study from federal stimulus grants sought by the state Department of Transportation, but gave up when no funds for rail transport came through.

The company has consequently retained a Massachusetts-based firm, Market Street Research of Northampton, to conduct a 12-week survey at a cost the company president

declined to disclose.

If the survey results support the reintroduction of passenger service, Hanlon said his company stands ready to spend, with the help of other investors, \$100 million to \$150 million to improve the tracks and other infrastructure along the 90 miles of rail his company controls between Danbury and Pittsfield.

"We're talking about rebuilding the entire railroad," said Colin Pease, Housatonic's vice president for special projects.

"An upgrade of the tracks and adding passenger service would be welcomed by a lot of people around here," said Cornwall First Selectman Gorden Ridgway, noting a history of derailments on the line. "It would be easier to get to New York from here, too."

Hanlon said his financial model would be to return to a system that "worked very well for well over 100 years" when freight and passenger services were shared by the same carriers. Now they are totally separate, with freight controlled by the private sector and passenger service by the public sector, he said. By merging their functions and expenses again, he said, "it may be possible to operate a passenger service at substantially lower cost to the public than traditional commuter rail operations."

State transportation authorities favor restoring passenger service from Danbury north only to New Milford, a distance of 14 miles. When asked about the prospects

of extending the service beyond her town, New Milford Mayor Patricia Murphy said: "I love that. I don't want to be the end of the line."

Murphy and others along the route said passenger service could revitalize Northwestern Connecticut's tourism industry, which is almost totally dependent upon road traffic. The only down side they could foresee would be more delays at road crossings. Currently, freight trains run up and down the line three to five times a day.

"My initial reaction is that it's an idea with merit," said Kent First Selectman Bruce K. Adams, who recalled the last time that passenger rail service had been seriously reconsidered was during the gas shortages of the 1970s.

"I'd be all for it," said Russell J. Sawicki, owner of West Cornwall's Wandering Moose Cafe, which is less than 100 feet from the railroad tracks. "It could revitalize the area."

Housatonic Railroad's survey will focus primarily on business and engineering concerns, such as pricing, competitive rail and road concerns, track renovation costs, station and crossing needs and special features that would appeal to passengers, such as wireless computer access.

In a phone interview Friday, Pease noted differences between the interests of southbound passengers, many of whom would be commuters, and northbound passengers, who would largely be expected to be tourists, weekend homeowners and private-school students.

Danbury currently is the most northerly point for passenger rail service in western Connecticut, connecting to New York City through South Norwalk and Stamford. Commuter traffic on Metro-North lines across the New York state border is expanding rapidly and would pose the greatest competition to a new service on this side of the line.

*George Krinsky, Republican-American
June 12, 2010*



STATE'S NEW M-8 RAILROAD CARS MAKE FIRST INDEPENDENT TEST RUN

Metro-North Railroad conducted its first track test of the first eight M-8 railcars it has



Two M-8s at New Haven on Christmas day, 2009

Photo: Stamford Advocate



The final phase of the renovation and rebuilding of Canaan Union Station has begun with extensive work on the interior spaces left to complete. The fully realized restoration is slated to include a restaurant, offices and railroad museum.

Photo: courtesy of Bernie Rudberg

received from Kawasaki Rail Car, part of a fleet of 340 cars that the railroad hopes to have fully in service by October 2012. A Metro-North official said the railroad faces a challenging schedule to get the first eight M-8 cars in service by later this year.

A set of eight new M-8 railroad cars made their first independent test run between New Haven and Milford Monday night without problems, running on their own power as engineers kept tabs on the computer-driven rolling stock for any flaws that could keep them from passenger service in 2010, officials said.

The eight cars, which have been delivered since December, have previously been seen being pulled along Connecticut tracks by locomotives to test whether they can clear rail bridges. They passed another milestone Monday by traveling at 20 to 40 mph to test acceleration and braking systems, Metro-North Railroad spokeswoman Marjorie Anders said.

"The first test was a success," Anders said. "There will be some refinements required in the computer software during the process more than any physical changes to the cars."

Anders said the railroad is working with the manufacturer, Kawasaki Rail Car, on a plan to fine tune the cars' electrical systems and other components to get them into service without further delays.

The railroad is addressing concerns raised in April by a consultant to the Metropolitan Transportation Authority that the railroad should coordinate more closely with Kawasaki to identify and complete necessary re-ramps needed in order to debut the cars this year.

"Everybody wants to make a good project and on budget," Anders said. "It is a huge project and a very complicated project and

everybody wants to get its money worth. It's a very delicate balance on any kind of big contract like this and we are working very, very closely with Kawasaki to produce a very good rail car."

The state and Metro-North are paying \$760 million for the fleet of 300 new M-8s, which will begin replacing the state's run-down fleet of M-2 and M-4 cars, the majority of which date back to the 1970s.

"We're still keeping up the modified schedule but it is a challenging schedule to keep up," Anders said.

A report completed for the MTA by the McKissack & Delcan engineering firm said the first six cars delivered by Kawasaki

arrived before installation of a computerized central diagnostic system, which controls the cars' propulsion, braking, lights, and heating and air conditioning.

Anders said the technologically advanced system has been installed and will be monitored and changed as necessary over the next six months to assure it is working properly.

Connecticut Rail Commuter Council Chairman Jim Cameron and state Sen. Andrew McDonald, D-Stamford, said that they were surprised to hear about the technical issues in the report.

"The continued slippage here is very discouraging and hasn't been adequately explained by the administration," McDonald said. "Commuters have waited far too long for these trains and my hope and expectation is that administration will get this project back on track."

Last year, Gov. M. Jodi Rell postponed a planned fare increase meant to pay for the new M-8 cars after the council and others argued the hike should be delayed until they were in service.

Each pilot car must run 4,000 miles without showing defects before being approved for serving the public.

"We've been asking about the M-8 cars at every meeting for probably five years now and have been constantly reassured that everything was going along well, so we were disappointed to hear the pilot cars were going to be late last year," Cameron said.

**Martin B. Cassidy, CTPost.com
May 18, 2010**



Housatonic RR #3600 has just returned from Great Barrington, Mass., with a trainload of happy excursionists celebrating Railroad Days in Canaan, Conn., in July. The Housatonic partnered with the Berkshire Scenic Railway Museum who provided ex-Erie coaches and volunteer staff to run trips between Canaan and Great Barrington.

Photo: Rick Abramson

MBTA 1030 CAME HOME AGAIN

REPAIRED AFTER 2008 CANTON JUNCTION COLLISION

BY PRESTON COOK

On Wednesday April 14, 2010, MBTA F40PHM-2C locomotive 1030 returned to the Boston Engine Terminal in Somerville from an extensive rebuilding at MotivePower in Boise, Idaho. The return of the locomotive to its home shop was the final step in a sequence of events that had started unexpectedly on March 25, 2008.

That evening, MBTA 1030 was on the point of the 4:48 train from South Station to Stoughton. At around 5:12 PM the locomotive was approaching Canton Junction station on Track 1 around milepost 214.60 when the Amtrak ACSES system unexpectedly initiated a penalty and applied the train's brakes. As the locomotive and cars were coming to a stop, engineer Ronald Gomes got on the radio to the dispatcher to try to find out what was going on, and in an instant he got the unwelcome surprise of a lifetime as a runaway freight car suddenly appeared under the Chapman Street Bridge, traveling at high speed, and approaching his train on the same track. It had gotten loose from a lumber yard on the Stoughton Branch, travelling 2 ½ miles down the branch toward the Northeast Corridor at steadily increasing speed while dropping about 100 feet in elevation from Stoughton to Canton Junction. Engineer Gomes only had about twenty seconds to react between the time he saw the car and the impact, and was trying to get permission to reverse the train and run away from the oncoming freight car when it ran into the locomotive.

A conductor on the train, overhearing the conversation with the dispatcher, warned passengers to brace for a collision.

The runaway spine car, fully loaded with home construction materials, impacted the cab of MBTA 1030 at a speed estimated to be in excess of 40 miles per hour, bouncing the engineer around the cab interior like a ping pong ball, and throwing standing passengers in the train to the floor. Despite being heavily bruised Engineer Gomes was still able to perform his duties following the impact and got on the radio to call for emergency services, and within a short time the police cars and ambulances started to arrive. It was estimated that of approximately 300 passengers on the train, about 150 had injuries. It was quite miraculous that there were no fatalities. The point of impact was on a relatively straight stretch of track rather than a curve, and all the equipment stayed on the rails.

The collision with the freight car punched back the nose of the MBTA locomotive, knocking the coupler pocket downward and bending the frame. The locomotive was cleaned up enough on the scene to allow it to be moved as a cripple, and was brought back to the Boston Engine Terminal where it sat for several months. After a series of examinations and investigations, the MBTA determined that it was feasible to rebuild the 1030 for further service, and bids were solicited from interested parties. The work was awarded to MotivePower in Boise, which had built the locomotive in the early 1990s when it was the Boise Locomotive Company, a subsidiary of Morrison-Knudsen Company. MotivePower had also done a mid-life overhaul and partial rebuilding on the 1030 as part of a contract to refurbish all the similar locomotives in the MBTA 1025

and 1050 number classes. That work had been completed and the locomotive returned to service in 2003.

For the 2010 accident repair MotivePower cut down the cab and nose, repaired the frame and coupler pocket damage, and rebuilt most of the cab structure from the side doors forward. The undamaged structure of the locomotive was inspected for any problems, the machinery was all checked over, and several improvements were installed, including dual onboard cameras and an electrical cabinet mounted aftermarket auto-start and auto-shutdown system that prevents the locomotive from idling unattended for long periods of time. The locomotive was also repainted from the cab doors forward.

The locomotive was ready for return to the MBTA by April 4, 2010. It was picked up by the Idaho Northern & Pacific and interchanged with the Union Pacific at Nampa, Idaho on the 5th of April. From there it made the trip across the Union Pacific and former Chicago & North Western lines, passing through Chicago to interchange with CSX at Barr Yard, then through Buffalo to Selkirk and Framingham, Massachusetts. It was taken into Beacon Park after a half day in Framingham and was delivered to the MBTA on the morning of April 14th. Checkout by the MBTA included mechanical maintenance, required inspections, and cab signal requalification, with the unit returning to service two days after its arrival on the property.

Due in part to the extremely unusual circumstances of the Canton accident, and the subsequent rebuilding and return of MBTA 1030 to service after quite extensive damage, there has been a lot of discussion on the railroad and among the ridership about the possibility of having the locomotive designated for historic preservation when it eventually is retired from service. That is still a number of years into the future, since it is now the most recently rebuilt locomotive in the fleet. The performance of this locomotive in a very unusual and unanticipated accident situation demonstrated that the older set of federal collision resistance standards that applied to the construction of MBTA 1030 were indeed quite good and met this test very well. The accident also demonstrated the value of the Amtrak ACSES Civil Speed Enforcement System, which brought the train down to a speed where the severity of the collision was reduced considerably. And of course the event was a demonstration of professionalism and dedication to duty by the engineer and the train crew who performed outstandingly in a very difficult and totally unanticipated situation.

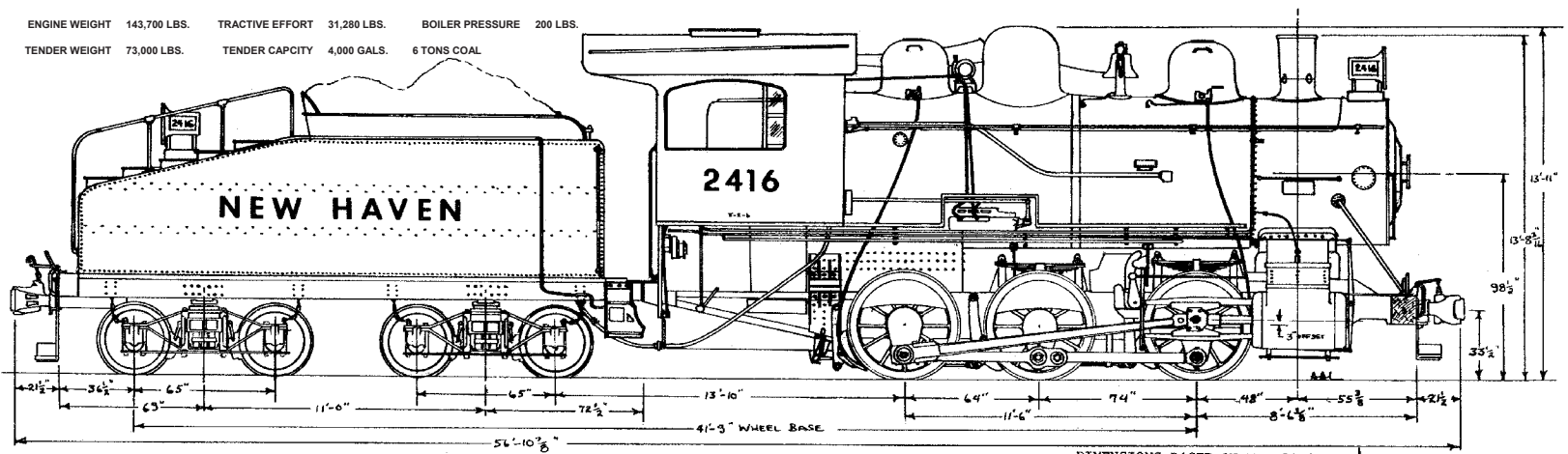


MBTA #1030 back home with a new cab courtesy of MotivePower in Boise, Idaho. The repair was necessitated by the March 25, 2008 accident at Canton, Mass., when a runaway freight car ran down the Stoughton Branch onto the Northeast Corridor and into #1030.

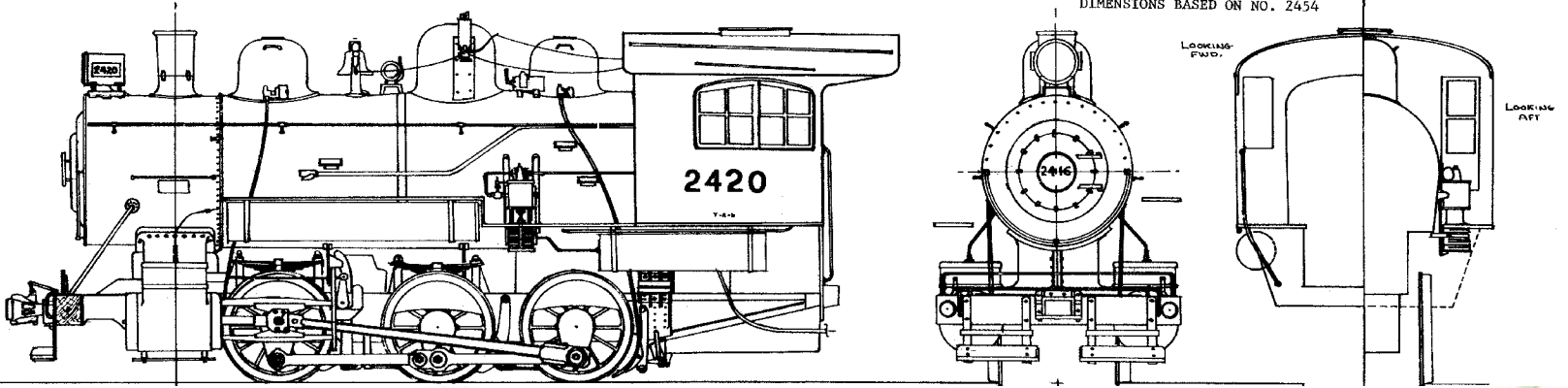
Photo: Preston Cook



ENGINE WEIGHT 143,700 LBS. TRACTIVE EFFORT 31,280 LBS. BOILER PRESSURE 200 LBS.
 TENDER WEIGHT 73,000 LBS. TENDER CAPACITY 4,000 GALS. 6 TONS COAL



DIMENSIONS BASED ON NO. 2454



Drawing by Al Lawrence; Resized to HO Scale by John Sheridan.

