

Volume 1 Issue 2



The SPEEDWITCH[®]



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

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SPEEDWITCH Grows!

As a direct result of the overwhelmingly positive response from you, the subscribers (some of which is featured in the **Tower Talk** section), we have increased the page count of the **SPEEDWITCH** from 16 to 24 pages with this issue. Eight more pages allows us to provide additional content and/or longer articles without breaking them into serials across multiple issues.

Why the **SPEEDWITCH**? A question I've been asked a few times since the first issue was mailed and one that deserves an answer.

When Bill Dulmaine and I were in the initial planning stages of this new publication we wanted a departure from the *Bulletin*. Bill noted that we'd already used one of the New Haven's named passenger trains for our primary publication the *Shoreliner*, and suggested we see if one of the named freights might not fit. I liked the idea, as using the name of one of the freights would help differentiate the content of the new publication from the *Shoreliner*.

There were a number of named freights whose names we could have used. The official ones like the *Roundup*, the *Cannonball*, the *Jet*, and the *Maine Bullet*, or the unofficial ones like the *Drop*, the *Jitterbug*, the *Newsboy*, the *Blockader*, and so on. The *Inch Worm* and the *Midnight Horror* were knocked out of contention pretty quickly as their names didn't quite convey the image we wanted. I liked the notion of using the

Drop or the *Jitterbug* as both trains had to stay out of the way of the various through trains and still visit all those sidings along their routes. Bill disagreed and felt we needed a name with a bit more cachet and he suggested the **SPEEDWITCH**. I had heard of the **SPEEDWITCH** and knew it to be a fast freight as its name implies but not much more, so after a bit of research on the train I had to agree it was a good choice. The **SPEEDWITCH** was literally a collection of high priority LCL freight funneled in on other smaller freights throughout Southern New England and added to the train as it made its way from Boston to New York each night. In a sense the purpose of this publication is somewhat similar, to present our subscribers with timely modeling advice, new products available, and the recent news from the New Haven's former territory relating to current railroading or historical preservation drawn from multiple sources. Finally the **SPEEDWITCH** had what none of the others had, some great graphics from which to draw on, pardon the pun.

This brings us to the other question I've been asked, what was the **SPEEDWITCH**? The answer, kindly provided by Peter Lynch, can be found on Page 14.

Charlie Dunn, Editor



Front Cover: Double-headed GE 44 Ton switchers pull a Union Freight Railroad consist out of the yard and down Atlantic Avenue past the Pilgrim Produce warehouse and waterfront on John Pryke's HO scale layout.
Photo: Chris Adams

Back Cover: Bert Sacco's 1st Place award winning photo in the Structures Section at the NHRHTA Annual Reunion's Photo Contest of his HO scale Cedar Hill Coaling Tower.
Photo: Bert Sacco

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MANUFACTURERS UPDATE BY PETER R. NESS

NEW HAVEN PULLMAN-STANDARD STAINLESS STEEL SLEEPER CAR SIDES HO SCALE

NKP Car Company, 1260 Lake St,
Hanover Park, IL 60133

Phone: D(630) 289-4800, E(847) 359-0037
Email: bnsf739@aol.com.

Web site: <http://www.nkpcarco.com/index.html>.
MSRP: \$35.00. Available 12/2010.

NKP Car Company has produced sets of plated brass car sides for the following:

- New Haven 500-526 "Point" Series Pullman-Standard PLAN 4159 4/14 Sleeper. The "Point" series sleepers were delivered to the New Haven between December 1949 and January 1950. These cars were decorated with script heralds on square plates centered above each truck and a painted window band that was Hunter Green at delivery and re-painted red-orange when the cars were repainted in the Matter-McGinnis New Image scheme. The square plates were flipped over for application of the "block NH" herald.
- New Haven 527-537 "Beach" Series Pullman-Standard PLAN 4194 6/4/6 Sleeper and;
- New Haven 550-553 "State" Series Pullman-Standard PLAN 4193 6 Bd/Lge Sleeper - Lounge. The "Beach" and "State" series sleepers were delivered between November 1954 and January 1955 and had an unpainted window band. The cars were equipped with square plates centered over the trucks that were originally decorated with the script herald and, like the "Point" series sleepers, these plates were flipped over for application of the "block NH" herald in the McGinnis era.

In addition, the car sides are being produced with regular and long car name boards to accommodate some of the names - particularly in the 6/4/6 and 6 Bedroom/Lounge cars. NKP Car Company does not keep a lot of sides on hand, but can reorder from supplier with 6-week turnaround. The sides, including a Train Station Products P-S body kit are available for \$35, ordering direct through NKP Car Company.

The Train Station Products underbody kit is also available and contains most of the necessary underbody parts for the cars. Diagrams for the underbody equipment location and diagrams for the roof vents as well as the vent detail parts are also available from NKP

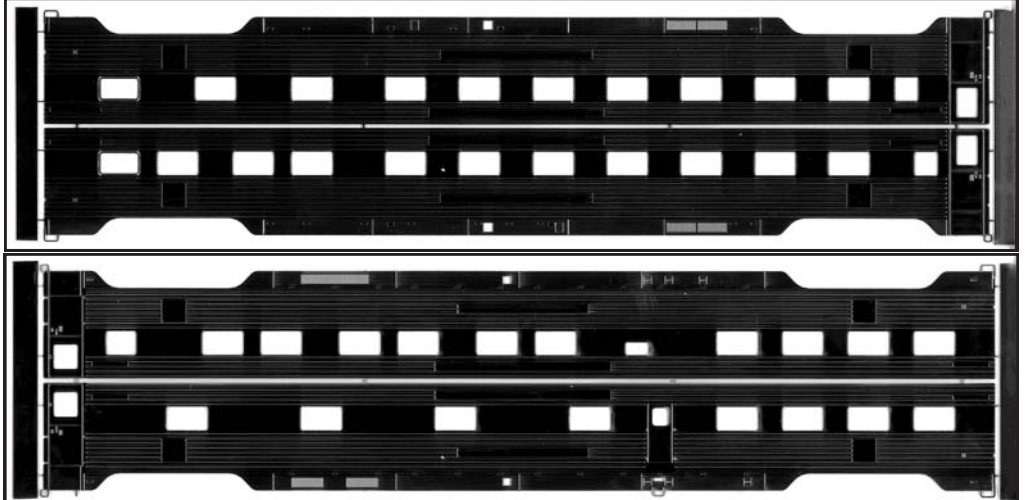


Photo: James Fellows

Car. Train Station Products 41BNO truck and Intermountain wheel sets are also available. A kit of parts to build the complete car is \$70 and includes Kadее whisker couplers, diaphragms and the end lights unique to the New Haven cars.



HO SCALE NEW HAVEN TOWER

The N Scale Architect
4063 County Highway 2, DeLancey, NY 13752.
Phone: 607-746-8416. Fax: 607-746-8421.
e-mail: thenarch@delhitel.net
Web site: <http://thenarch.com/>
MSRP: TBD. Pre-order via website about July 1st. Kit will start to ship by end of July.

This New Haven tower is part of the Railway Heritage Models HO scale series from The N Scale Architect. These laser-cut micro-plywood kits contain illustrated step-by-step instructions, scale drawings and assembly photos. The N Scale Archi-

tect kits typically feature craftsman materials such as self-stick shingle and brick sheets, custom alloy and resin detail castings.

The New Haven Tower kit is based on actual drawings of the New York, New Haven & Hartford Railroad's "standard" reinforced concrete interlocking tower dated 11/16/1915. This design was created in the early 1900s and replicated at dozens of locations throughout the New Haven's system. The model features a single piece cast resin roof. The N Scale Architect has previously released this kit in N scale as well as Cranston Station in both N and HO scales.



HO SCALE PROTO 1000 BUDD RAIL DIESEL CARS

Wm. K. Walthers, Inc., 5601 W. Florist Ave,
Milwaukee, WI 53218-1622 Phone: 1-800-487-2467
or 1-414-527-0770, (8am-5pm CST, M-F)
email: custserv@walthers.com
Web site: <http://www.walthers.com/>
MSRP: \$129.98 Available: November 2011

Walthers has announced a limited run of PROTO 1000 RDC cars in several configurations of RDC-1, RDC-2 and RDC-3 with a plated 'Real Metal' finish. This is great news for New Haven modelers, as these cars have not been run for several years. They will feature authentically contoured radiators with realistic fans, 4-wheel drive and 8-wheel electrical pickup, a 5-pole skew-wound motor and flywheel drive. The RDCs also come equipped with RP-25 metal wheels and Proto MAX™ metal knuckle couplers.

The cars are listed by the Walthers part number below and will be available in the

following configurations:

- 920-35256 Budd RDC-1 Coach NH #25
- 920-35257 Budd RDC-1 Coach NH #45
- 920-35303 Budd RDC-2 Coach-Baggage NH #120
- 920-35304 Budd RDC-2 Coach-Baggage NH #121
- 920-35351 Budd RDC-3 Coach-Baggage-RPO NH#125
- 920-35352 Budd RDC-3 Coach-Baggage-RPO NH#127



the original drawing; Reissue C, dated January 6, 1950 extended the length of "NEW HAVEN" to 15 ft. with 3 ft. spacing between the "W" and "H." The first leg of the "H" in "New Haven" was centered on the car side, which helped in the painting and lettering process. Reissue C continued using the car body color #212 Hunter Green and in mid-1950 included cars painted in #13 Pullman Green using the

Bethlehem Car Works has released the same basic decal set in two different colors for lettering New Haven heavyweight cars. Set #498 consists of silver (non-metallic Aluminum Gray) lettering while set #499 lettering is white. The decals are compatible with lettering specified in these Pullman drawings, including Reissue C and D. The scale two-inch striping provided in the decal set is specifically for the two-tone gray scheme.

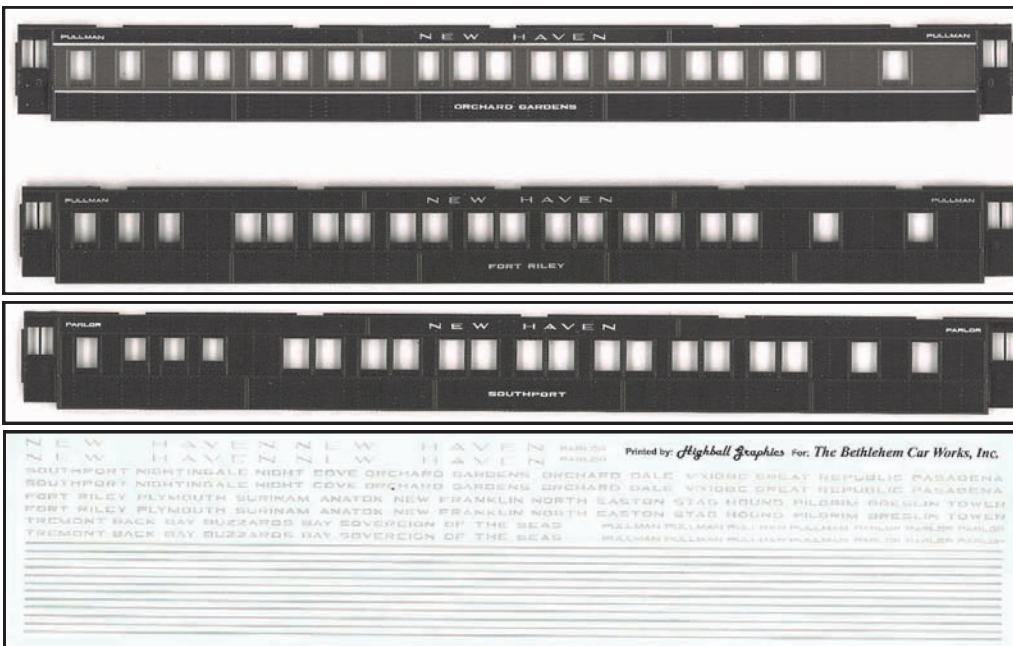
The decals were printed by Highball Graphics for Bethlehem Car Works using a micro-dry ink process that includes a new decal bonding step that results in a very thin durable decal that compares well to a silk-screened decal in both looks and handling. The old problem of printed material disappearing or being damaged during decal handling has been eliminated entirely. Bethlehem Car Works is offering separate sets to let the modeler choose what looks right in terms of lettering color and striping. Many modelers prefer the silver/gray for the cars painted in #212 Hunter Green or #13 Pullman Green, but manufacturers and many modelers prefer white for the cars painted in the two tone gray scheme. The car names selected for the decal set reflect cars known to have used this style lettering based upon photos and/or Pullman records; however, very few cars were painted in the two-tone gray scheme.

We are grateful to the assistance of Col. (Ret.) Tom E. Thompson in preparation of this announcement as well as his support for the development of this product.



ERIE MAITLAND/WALDWICK TOWERS

Erie Lackawanna Historical Society Sales Department, c/o Jay Held - Sales Manager; 10-10 Ellis Av,



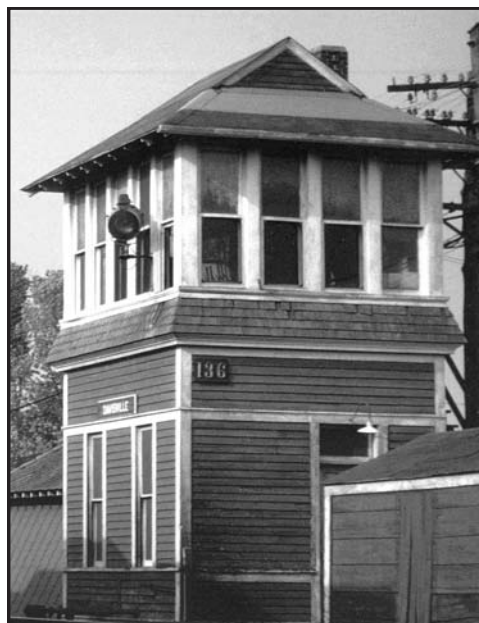
HO SCALE NEW HAVEN HEAVYWEIGHT PULLMAN & PARLOR CAR DECALS

Bethlehem Car Works, Inc.
 P.O. Box 325 Telford, PA 18969
 Phone: 215-721-3006 Fax: 215-723-2542,
 e-mail: jgreene@netcarrier.com
 Web site: <http://www.bethlehemcarworks.com/>
 MSRP: \$10.50.

One of the lettering options missing for New Haven modelers has been the heavy-weight Pullman sleeping cars and parlors owned by the New Haven that were leased and operated by Pullman. Beginning in June 1949, some of these Pullman operated cars were repainted #212 Hunter Green and lettered "NEW HAVEN" with 5.5 lettering on the letterboard along with small "Pullman" or "Parlor" near the car ends; the car name was centered below the windows. While the "NEW HAVEN" font was strictly that used by the railroad, the fonts used for the other lettering were strictly of Pullman design. The color of the lettering used by Pullman was silver (a non-metallic gray), but often looks white in photos. The painting and lettering specifications were recorded in Pullman Painting and Lettering Drawing No. CE-D-4336, dated April 20, 1949 and in revisions which were designated as Reissues.

Over time, Pullman made modifications to

same lettering and layout. The drawing was revised again with Reissue D dated January 28, 1954, changing the body color from green to Pullman's latest two-tone gray scheme with aluminum-gray striping and lettering, retaining the previous lettering fonts and layouts. New Haven heavyweights such as "Plymouth" and "V:XI GBC" were painted in the two-tone gray scheme. The cars owned by the New Haven, but leased and operated by Pullman, were also maintained by Pullman, including painting and lettering.



Fair Lawn, NJ 07410
Web site: www.erielackhs.org
\$65.00 - Non-members; \$52.00 - Members

You might ask why we would be featuring Erie Tower models, but as it happens the Erie Lackawanna Historical Society's Maitland and Waldwick Tower kits are remarkably close cousins to the towers that were built on the NYNH&H during the 1870s and 1880s before the pagoda roofed cement or brick towers were built during the Mellen years. These towers were all up and down the line between New Haven and Woodlawn at places like Rowayton, Norwalk, Naugatuck Junction, and Milford, as well as many other locations across the system. The photo of SS 136 at Davisville, RI and the photo of the Maitland Tower model illustrates the similarities. The New Haven towers were a bit shorter. With some minor changes you can have another New Haven 'signature' structure on your layout. The model is made exclusively for the ELHS by The N Scale Architect and includes laser-cut micro-plywood, illustrated step-by-step instructions, scale drawings and assembly photos, and roofing and window glaze.



HO SCALE STREAMLINED PULLMAN-STANDARD STAINLESS STEEL PASSENGER CARS

River Point Station
115 Maple Street, Warwick, RI 02888-2130
P: 401-467-6907 F: 401-467-5885
email: rps-boss@riverpointstation.com
<http://www.riverpointstation.com/index.html>
MSRP: \$90.00 Delivery: TBA

Walthers has announced advanced reservations of the River Point Station series of lightweight passenger cars that is meticulously scaled from actual Pullman and New York, New Haven & Hartford Railroad documentation and based on the New Haven Railroad's popular post-war lightweights built by Pullman at the former Osgood Bradley plant in Worcester, Massachusetts. The four-axle cars feature the correct 41-BNO, outside swing hanger trucks with metal wheels and positive all-wheel electrical pickup. The food service cars will have the proper three-axle 61-NO trucks.

Material shortages during the war years prevented many railroads, including the New Haven, from acquiring new passenger equipment. When the war ended, Pullman's Worcester plant received orders to build 207, stainless-clad cars, which included coaches, diners, parlors, and others, totaling nine variants. Though the sleepers were built to more conventional Pullman designs, the majority of the cars featured the unique turtleback roof, and semi-tubular form introduced with

the 'American Flyer' lightweights built before the War. Now River Point brings you accurately scaled, finely detailed models of these classic cars.

The models feature a matte-plated, simulated stainless-steel finish, one-piece ABS body with integral roof. The body is molded in this configuration to preserve the contour of the unique tumblehome. Roof and window panels are painted in the appropriate colors, and window inserts have plated frames. Underframe, trucks, and other equipment are black. Railroad name, as well as heralds on the shields are pad printed; a water-slide decal sheet is provided for the applicable car numbers and names. Cars are assembled except for handrails. Models include interior details and have electrical contacts for separately sold, optional lighting kit.

The cars are listed by the Walthers part number below and will be available in the following configurations:

Streamlined P-S Undecorated (Plated Body, Unlettered, RTR with some assembly required)

618-300930018 Parlor w/Skirts
618-300930040 Parlor No Skirts
618-300940018 Parlor Lounge w/Skirts
618-300940040 Parlor-Lounge No Skirts

As delivered livery, green Roof & Window Panel w/Skirts & Plated Finish RTR

618-364860011 Coach - #8600 Series
618-364921011 Baggage-Lounge #210 Series
618-364930011 Parlor-NH #300 Series
618-364931611 Parlor-NH #316 Mystic
618-364931811 Parlor-NH #318 Groton
618-364931911 Parlor-NH #319 Holyoke
618-364932211 Parlor-NH #322 Newport
618-364932411 Parlor NH #324 Lyme
618-364940011 Parlor-Lounge-NH #400 Series
618-364990011 Diner - NH #900 Series

McGinnis livery, black Roof, vermilion Window Panel w/Skirts & Plated Finish RTR

618-364860023 Coach-NH #8600 Series
618-364921023 Baggage-Lounge #210 Series
618-364930023 Parlor-NH #300 Series
618-364931623 Parlor-NH #316 Mystic
618-364931823 Parlor-NH #318 Groton
618-364931923 Parlor-NH #319 Holyoke
618-364932223 Parlor-NH #322 Newport
618-364932423 Parlor-NH #324 Lyme
618-364940023 Parlor-Lounge-NH #400 Series
618-364990023 Diner-NH #900 Series

McGinnis, black Roof, vermilion Window Panel No Skirts & Plated Finish RTR

618-364860035 Coach-NH #8600 Series
618-364921035 Baggage-Lounge #210 Series
618-364930035 Parlor-NH #300 Series
618-364931635 Parlor-NH #316 Mystic
618-364931835 Parlor-NH #318 Groton
618-364931935 Parlor-NH #319 Holyoke

618-364932235 Parlor-NH #322 Newport
618-364932435 Parlor-NH #324 Lyme
618-364940035 Parlor-Lounge-NH #400 Series
618-364990035 Diner-NH #900 Series.



NHRHTA NEW HAVEN RAILROAD 2012 CALENDAR

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

Announcing the all color New Haven Railroad 2012 Calendar. The price is \$12.00 (plus 6.35% sales tax for Connecticut residents), shipping included when ordering three or fewer. Contact Bill Nickerson at the address above or see the flyer in with your *Shoreliner* Vol. 33, Issue 2, or download and print the flyer from our website at www.NHRHTA.org.



HO Scale New Haven 53' 6" Flat Car with 35' Trailer- Circa 1960 Decals

Microscale Industries
18435 Bandilier Circle, Fountain Valley, CA 92708
Phone: (714) 593-1422 Fax: (714) 593-1432
<http://www.microscale.com/>
HO Minical MC-4412, MSRP: \$4.00.
Available July 2010.

The name of this set; "New Haven 53' 6" Flat Car with 35' Trailer-Circa 1960" is misleading. There were two series of flat cars including one series that was 53' 6" that were used by the New Haven for TOFC service. These two early groups of flat cars were built in the '30s and '40s and used in highway trailer service on the New Haven until they were replaced beginning in 1953 with new, 40' cars that were built specifically for TOFC service.

By about 1955, the 53' 6" flats had been converted back to general service and were no longer used in TOFC service. Also, some of the lettering is specific only to



Above: Bert's completed Coaling Station model. Photo: Lee Ritchie

MODELING THE NEW HAVEN RAILROAD COALING STATION AT CEDAR HILL BY BERT SACCO

Our friend, Bob Piccirillo, designed and began construction of an HO layout depicting the New Haven railroad facilities in New Haven, Connecticut. His layout includes the New Haven station (all tracks), Shoreline Junction, Mill River Junction, the Springfield, New York, and Boston lines, and of course the Cedar Hill Yards and engine facilities. A group of us have been working with him and in the process of building Cedar Hill came the discussion of modeling the Coaling station.

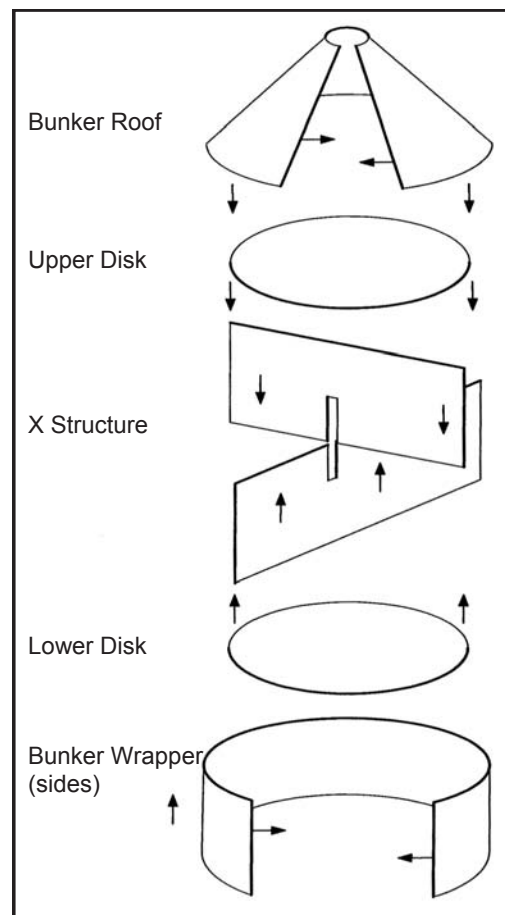
Most of the structure is still standing and can be photographed thanks to the goodwill of the Anastasio Trucking Company who lease the area from CSX. While the portion of the structure fabricated of concrete is still there, most of the metal portions of the structure are gone, especially the platforms, cat-

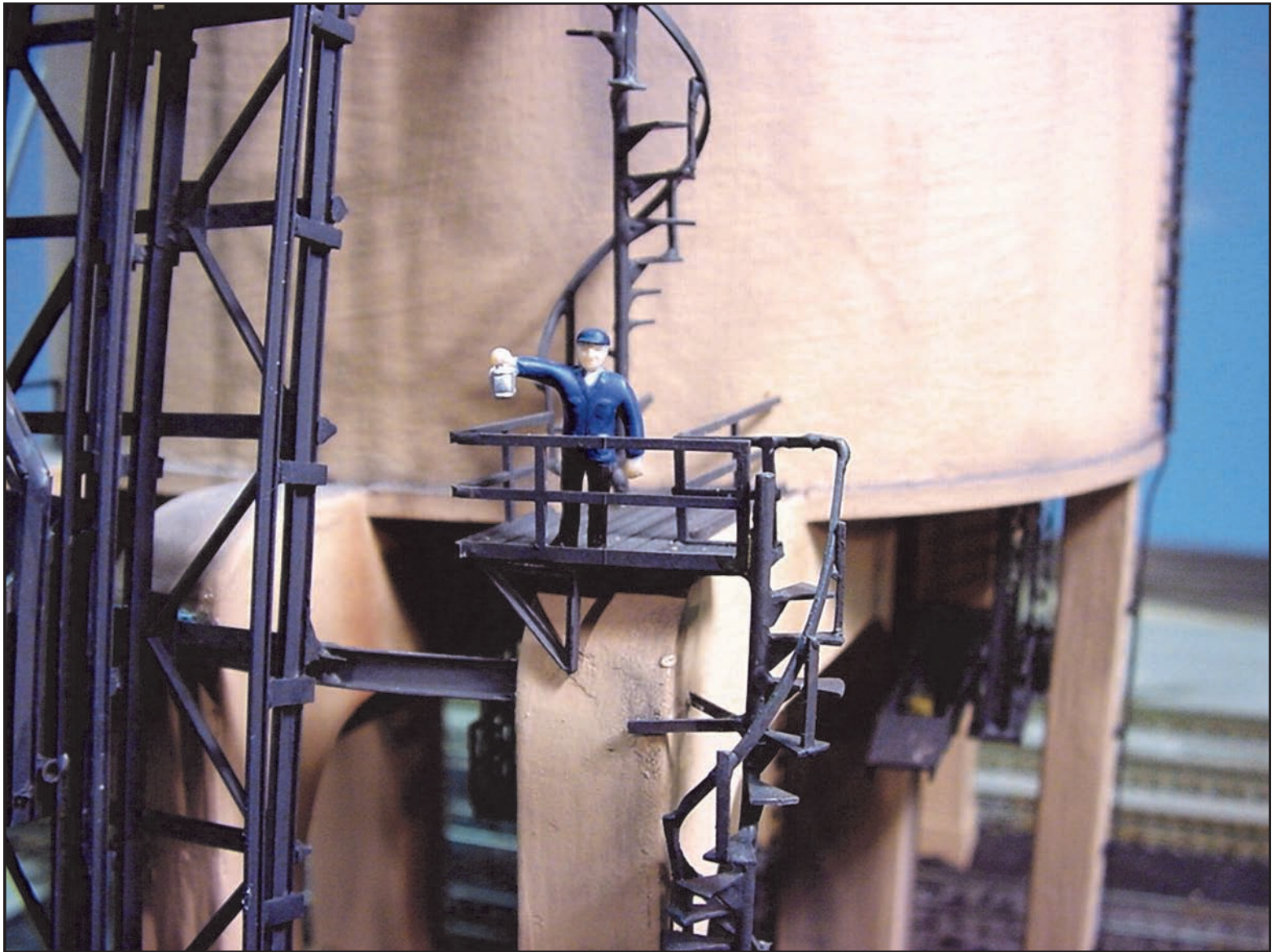
walks, and chutes on the underside of the bunker above the tracks. Dave Peters and Al Lawrence to the rescue; Dave's great photo collection and Al's drawings were a great help and providing needed information. What was also needed was the wonderful article in Volume 32, Issue 4 of the *Shoreliner*.

There was no preplanned system to the construction, although it eventually fell into four phases. (1) the concrete bunker and support structure, (2) the appurtenances on the structure – platforms, ladders, lights, stairways, chutes, and catwalks, (3) the hoist, elevator, and delivery structure to bring coal to the hatches on top from the below ground hoppers, and (4) the unloading hopper and shed, hoist house and other trackside pieces. The coaling station is a large structure, over 14 stories high. The finished model is 17 inches high. Constructing the bunker felt more like "O" scale than "HO",

Bunker and Support Structure

The basic material of the bunker construc-
(Continued on page 8)





(Continued from page 7)

tion is heavy cardstock available at any art store. Two rectangular pieces were cut equal to the height and diameter of the bunker (see sketch on page 7). These were glued together to form an "X". Two disks, equal to the tank diameter were then cut and attached (glued) to the top and bottom of the "X" material. Next a lighter piece of cardstock was wrapped around the disks to form the cylinder portion of the tank.

To produce the roof of the bunker another disk was cut, this time with the diameter equal to the length of the sloped portion of the roof. The disk was overlapped and formed into a cone shape until the angle of the cone was equal to the roof slope. The point of the cone was cut off to make room for the concrete hatch structure at its top. The concrete hatch structure was fabricated of Evergreen styrene by the cut and fit method using lots of aircraft joint filler.

Next, the eight support columns and girders were built. Stripwood placed vertically and horizontally inside the prototype shape

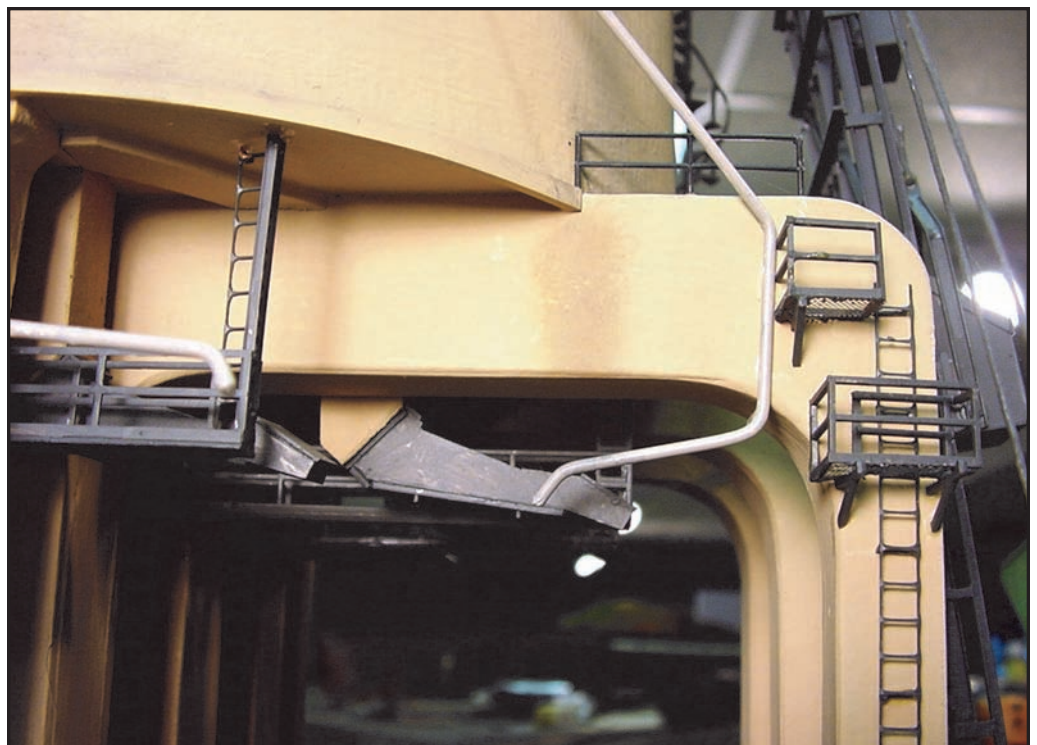
(Continued on page 10)

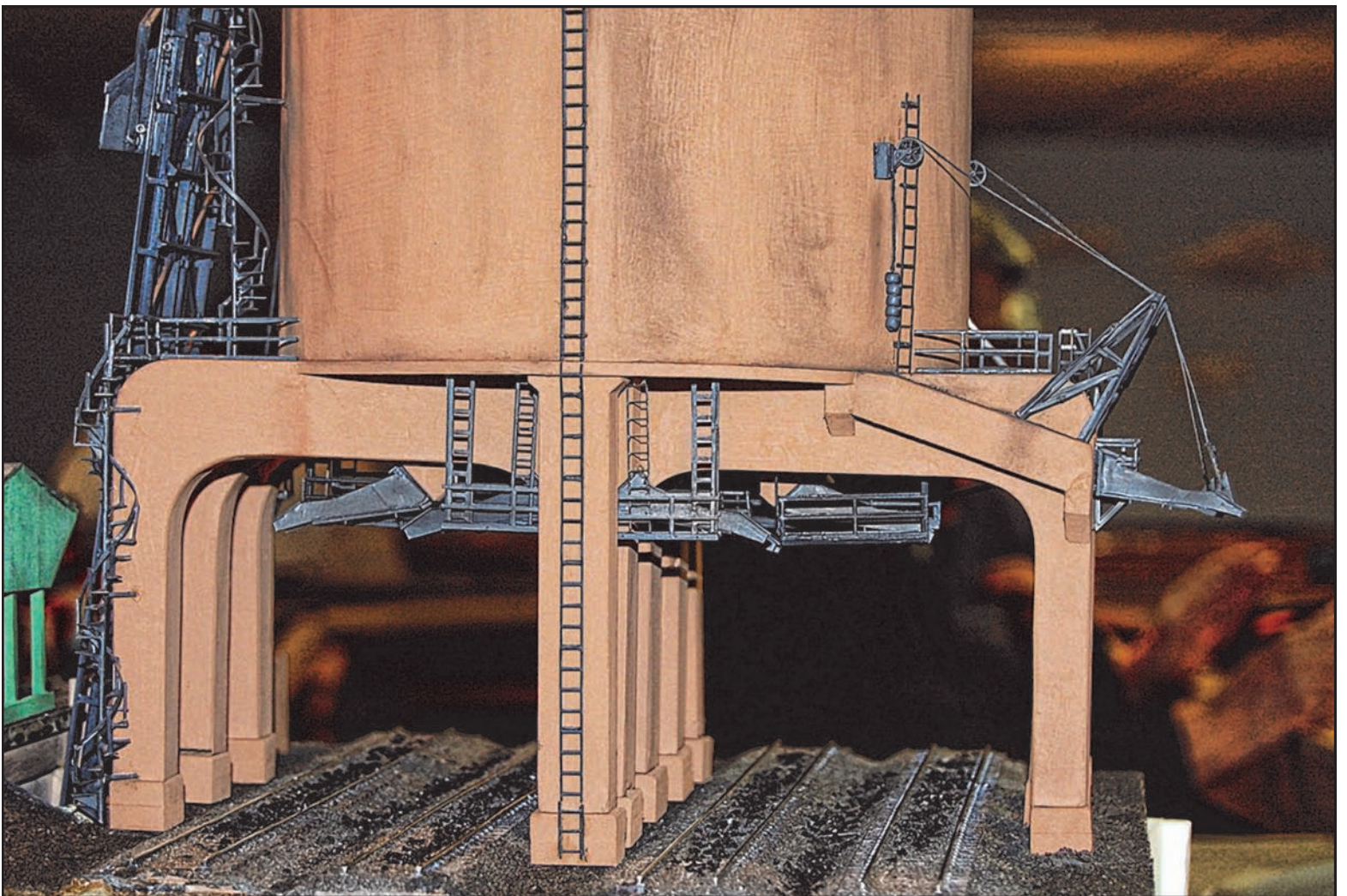
Above: Spiral staircase and platform detail; Below and Opposite Top: Coal and Sand delivery equipment detail.

Photos: Lee Ritchie

Opposite Bottom: Ladder, platform and coal delivery detail.

Photo: Bert Sacco







Above and Below: Hoist and coal loading trackway at the top of the tower and curving down the face of the bunker. Note the hoist cables to the left in each photo leading down to the Hoist House.
Photos: Lee Ritchie

(Continued from page 8)

cut from styrene was used. The three column and girder structures and the two separate columns were glued to the underside of the bunker. The prototype also has beams which run between the girders under the bunker. Stripwood was used here as well.

The remaining concrete construction was the coal conveyance tubes from the underside of the bunker to the chutes. These are still present at the structure and provided the most challenging piece of the project. Photographing this and sketching them was easy. However trying to interpret the photos later at home led to frustration.

Platforms, Ladders, Stairways, etc.

Reference was made in earnest to the Walthers catalog. With help from Evergreen, Tichy, Plastruct, Northeast, and the patience of the Hobby Gallery, many of the parts and materials for the platforms, etc. were found and used. However apparently no one makes a model of a spiral stairway and the prototype contains two very long ones. Our friend Alphonse Brouseau came up with the solution. Cut a series of disks,



equal in diameter to the stairway diameter and drill a hole in the disk center the same size as the stairway support column. The disks were then cut into twelve pre-shaped segments each representing a step and glued to the support column radially. Five complete circles of disk segments were used to duplicate the prototype. Evergreen plaster strips were glued to some of the strips to form the vertical portion of the railing. The railing itself is a piece of styrene strip heated around a piece of round dowel to form the curve of the stairways, then glued to the vertical members. One final detail – each step is supported by a gusset plate welded to the support column. Small triangles of styrene were used for the gussets.

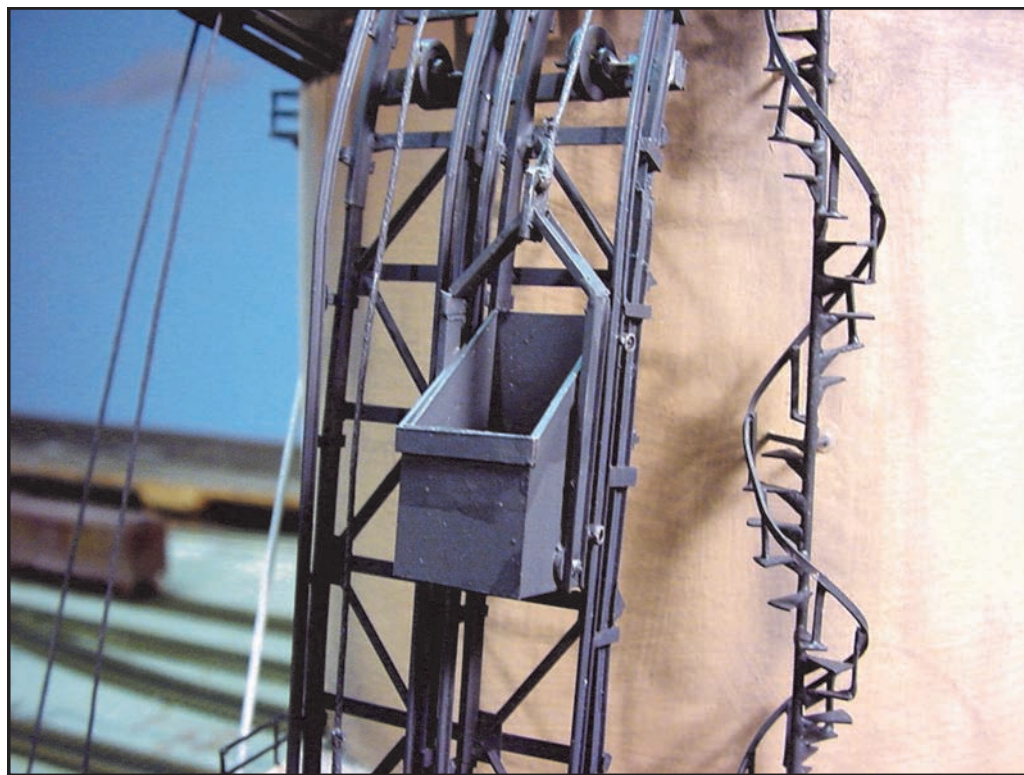
One important step to include here. Before adding any details to the basic structure, cover it with two coats of shellac to seal the cardstock and prevent warpage. Also, I suggest painting the concrete structure at this point. A few paint samples from our local paint store provided a good match to the photos. As each platform, stairway etc. was added to the structure it was also painted.

Hoist and Delivery Structure

The hoist structure consists of eight tracks, four for each elevator bucket. Four end at the bunker hatch and four run to the top of the tipping structure. All of the materials needed (channels, angles, flat stock) are available from Evergreen. Two concerns: the elevator track structure starts several feet below ground surface (see Al Lawrence's drawings indicating hopper); and the tracks curve twice to get to the hatch and above.

Below: The Hoist house was made from ordinary cardstock.

Photo: Lee Ritchie



Above: The coal hoist buckets were made from styrene, and “N” scale wheels. The cables are string painted black and weathered with rust. The pulleys are made from shirt buttons.
Photo: Lee Ritchie

The tracks were made from channel shaped styrene and were heated and pre-bent to proper contour before starting the structure construction, use the south side view to obtain the proper length of the tracks. The buckets were made from styrene. “N” scale wheels were used – the two at the front of the bucket fit the lower tracks of the elevator. The two at the rear fit the upper track to

facilitate tipping of the buckets. We found no drawings of the buckets and referred to a painting by Steve Cryan for information. Hatch covers are sheet styrene and the hoop shaped opening device is fabricated from wire.

The structure also delivered sand with sand conduits located on its south face. Evergreen plastic covered soft wire, 1/16” diameter works well. It was easy to bend but strong enough to span the distances between platforms. The cables for the bucket hoist are string, painted black with a touch of rust. The pulleys are drilled out shirt bottoms donated by Al Brouseau.

Beneath the elevator tracks is a hoist house and is shown on the Lawrence drawings. It was fabricated from cardstock.

Unloading Hopper and Shed

Our site visits revealed that all of the elevated tracks and delivery hopper are gone. Fortunately the Lawrence drawings, photos, and our friend Gus Rancourt were of great help. Gus actually switched cars on the delivery tracks during his early railroad days. The below grade portion of the hopper is made from cardstock and shellacked. It should be painted and weathered before proceeding with track installation. The hopper car unloading tracks bridge the hopper and the rail must be supported its entire length. 3/8” I beams by Evergreen were used, one per track rail with each rail glued to an I beam. No ties are placed above the hopper, to allow for clear space through which the



Above: Detail of the unloading hopper and shed on the left compared to the prototype in T. J. Donahue's photo on the right.

Model photo: Lee Ritchie

coal fell from the open hoppers on each car. Considering the size of the bunker and its capacity, the supply hopper and hoist probably operated almost continuously.

To afford some protection to personnel a shed existed over the tracks and hopper. The shed was built of stripwood frame. The sides are scribed sheet basewood and the roof is cardstock. The tarpaper roof is made up of Kleenex over wet paint with a second coat of paint over the Kleenex.

Once the two main elements of the model neared completion they were touched up with paint, sprayed with flat finish, and weathered with chalk. It was decided to place the structure on a base and complete the locomotive track installation before installation on Bob's layout. A piece of homotote was cut, and sealed with shellac. Code 83 track was installed both under the bunker and under the hopper shed. The track was ballasted with a mix using mostly cinders and coal and sand deposits under the chutes. Because the bottom of the delivery hopper is below the bunker tracks, a temporary stand was built to accommodate the difference.

At the layout the tracks were drawn on the layout track bed but not yet installed. The hole in the layout for the hopper was plotted and cut out accordingly. Finally the completed model was placed on the layout in accord with the pre-drawn diagram. The hopper supply tracks required adjustment of the layout trackbed to meet the proper grade and elevation. The tracks were connected, powered, and operations begun.

Many thanks to all mentioned above whose help was invaluable, also Lee Ritchie, Jack Mamula and Anthony Piccirillo who helped with the photos and to my wife Carol for her support and weathering advice.

While building the model, one can appreciate the tough and unhealthy conditions the railroad men endured. Working at substantial heights, in winter, and breathing contaminated air must have presented severe conditions which no one of us have to endure today. We are fortunate.



Below: Another view of Bert's completed model on Bob Piccirillo's New Haven, Connecticut railroad facilities layout.

Photo - Bert Sacco





Above: Detail view of tower's floodlights, bunker ventilation duct and sand delivery piping.

Photo: Lee Ritchie

Below: Close up view of the unloading hopper and shed. Note the tar paper effect on the shed's roof using tissue paper and paint.

Photo: Lee Ritchie





Above: *The Flight of the Speed Witch* painted by William G. Dulmaine, Jr.

THE SPEED WITCH

BY PETER E. LYNCH

The story of the namesake of this publication, The *SPEEDWITCH*, parallels changes on the New Haven Railroad and Southern New England industry. The history of NE-1 and NE-2, which were established in 1931, is quite intricate because it provided overnight service between many New Haven points and PRR locations in Philadelphia and Baltimore. It is reminiscent of UPS or Fed Ex overnight service today.

Train NE-1 that started in 1931 was made possible by the 1927 electrification of the freight tracks over Hell Gate Bridge from S.S. 3 to Bay Ridge that facilitated through service between Cedar Hill and Bay Ridge by eliminating steam transfer and resulting delays between Oak Point and Bay Ridge. Train NE-1 for Philadelphia and Baltimore was scheduled to leave Boston at 5:15 pm, the first of four, then five, "Hot" New Haven westbound freights. (After NE-1 *The Speed Witch*, BH-1 *The Cannonball* left Boston at 5:45 pm for Oak Point and Harlem River, then BG-3 left at 6:15 pm for Bay Ridge with freight for western points on the PRR, then BO-1 at 6:45 pm with Maybrook

freight and finally, at 8:45 pm (added in 1936) was BH-3 *The Round Up* also for Oak Point and Harlem River).

NE-1 connected from the freight houses and customers in Boston plus "*The Shoe Extra*" from Brockton, designated KB-2 in 1932. NE-1 picked up cars from both local customers and local freights at Readville, then at Providence including cars brought from Worcester on WP-3 along with numerous local freight connections and then at New London and Cedar Hill. NE-1 became 1st NE-1 in 1940 and then BNE-1 in 1952. For a short time in 1952 there was also a PNE-1 from Providence for a few months during unsuccessful attempt to close Cedar Hill West Hump. NE-1 service between Boston, Providence and Cedar Hill ended in 1954. KB-2 from Brockton was discontinued during World War II, never to return. Worcester traffic from NE-1 would move to Cedar Hill on N-1 after WP-3 was eliminated in 1949.

Traffic from Springfield and Hartford connected to NE-1 in various ways over the years. Initially train S-1 brought this traffic to Cedar Hill for NE-1. In 1932, S-1 was changed to operate from Hartford,

connecting there from Springfield with SH-1, to East Bridgeport with NE-1 traffic from Hartford, New Britain, Holyoke (via YN-1 to New Britain or Plainville), Waterbury and Derby-Ansonia. From 1935 through 1939, NE-1 traffic from all of these points plus Bridgeport via EN-2 was forwarded to Cedar Hill to connect to NE-1 there. In 1940 2nd NE-1 was established to run from Hartford via Waterbury and East Bridgeport to Bay Ridge. After the war this was modified by the addition of ANE-1 from Hartford to East Bridgeport and the operation of 2nd NE-1 from Cedar Hill to pick up ANE-1 traffic at East Bridgeport. This would last until 1949 when all of this traffic would move to Cedar Hill on either SN-1 or YN-1 with the exception of Waterbury and Derby-Ansonia traffic which moved to East Bridgeport on DE-1; then DN-1 after 1952 when DE-1 was eliminated. After 1954, NE-1 originated at Cedar Hill and handled traffic in the post-1952 arrangement. In 1968, in a move coordinated with the new Penn Central RR, NE-1 was discontinued and replaced by NO-1 from Cedar Hill with PRR cars for Edgemoor (Wilmington), Baltimore and Potomac Yard

(Continued on page 15)

that operated via Maybrook and the Lehigh and Hudson River RR to Phillipsburg, NJ, for connection to the PRR.

Eastbound NE-2 operated from Bay Ridge to Boston via Cedar Hill. In 1931-2, Waterbury traffic was dropped at East Bridgeport but in 1933 was handled via Cedar Hill for ND-2. Traffic from Hartford, Springfield, New Britain and Holyoke moved to Cedar Hill for NS-2 or NY-2. Worcester traffic moved to New London for P-2. Sometime in the early 1940s NE-2 was discontinued east of New Haven. In 1949, it lost the *Speed Witch* designation and was discontinued in 1968.

Editor's Note: Just days after receiving this article from Pete I was stunned to learn of his death from a heart attack. It is hard to find words to express how much he has contributed to NHRHTA over the years and how much he helped me personally from my early days as the Bulletin editor, through my stint as Shoreliner editor, and now on the SPEEDWITCH. It's difficult to accept that this article is the last we will hear from him. He was a true gentleman and friend. Pete, thank you for all that you have shared with us.

Charlie Dunn, Editor



Tower Talk

Letters to the Editor

"I'm very pleased with the first issue of the SPEEDWITCH - interesting and informative content. This is an excellent effort by the NHRHTA publications people - congratulations."

Charles King

"I thought the SPEEDWITCH was innovative, well written, and informative. A good addition to NHRHTA programs."

Rev. Robert Cordery

"SPEEDWITCH was great, outstanding job. If more often is possible. Fabulous."

Antonio Melo

"I was pleasantly surprised and very interested with all modeling info on the New Ha-

ven and other info in the SPEEDWITCH. There were things I never would have bothered to look (for) and/or find elsewhere. Can't wait for the next issue. Great job!"

Joseph DeCarlo

"I'm not crazy about the SPEEDWITCH in its present form. Too model oriented. I had expected more of a newsletter with brief historical notes."

John Trowill

"Just a quick note on your latest project. What a great publication! There aren't many out there that can hold my attention from cover to cover, but this one absolutely did! I'll echo the sentiment on the forum - wish it came more often, but I certainly understand that we all have limited time available for these things. I'll just have to re-read this one in a couple of months while I look forward to the next edition. Thanks to you and your team for putting out something I know I'll learn from."

Dave Kmetz

"Kudos on the new magazine. I think it's very well done and look forward to future issues. I like the modeling information. I have quite a few NH models and am working on plans to model the Mansfield, Mass., area where I lived as a child and got my first taste of railroading. I hope that there will continue to be articles about NH history as I have found them to be very interesting over the years. Living out in Colorado, I don't get many opportunities to trek back to New England to poke around so the historical articles are always a welcome look back."

Peter Conlon

"I wanted to say that I absolutely was thrilled to read and view the photos inside SPEEDWITCH issue #1. This is exactly what I personally have wanted for years. My hat is off to you and all the people who contributed to this. Great job and I look so forward to future issues too!"

Fred Hoxsie

"Excellent change of BULLETIN, I am looking forward to volume 1 issue 2. Keep up the good work."

Warren Young

"I liked the periodical SPEEDWITCH very much since I am a New Haven modeler, would like to see it published more often or (with) more pages."

Denis Gaita

"Would like to see included in SPEEDWITCH books, magazines, etc. about the

New Haven and where and how to get them since "Along the Line" is no longer available. Thanks."

John Kiniry

"The SPEEDWITCH was an interesting read. It seems to be geared to the HO modeler. I'm an "O" and "S" gauge modeler."

Peter Barelli

"I enjoyed the new SPEEDWITCH publication and look forward to its continuation."

John Wilson

"I greatly enjoyed the first SPEEDWITCH. When originally was asked to contribute material to the publication, I must say I was a bit skeptical about it actually getting off the ground. A lot of work from Mr. Dunn and others in the NHRHTA to see the project through is greatly appreciated. I am an active New Haven modeler and enjoy sharing my experiences and reading about what like-minded modelers are doing. I look forward to contributing more material to the publication and reading many great modeling articles contributed by others."

David Bachand

"I received my copy just prior to Thanksgiving and I love it. I really like the idea of a publication built around the modeling aspects of the New Haven."

Michael R. Wade

"Thank you Charlie Dunn, Peter R. Ness, et al for this new NHRHTA publication! This is a really neat publication. For me, particularly now living in Florida, modeling the NH is as important as the real thing. This publication does it. I also appreciated the On the NH Today section. My only problem I see is that it will only come out twice a year. I understand why but I could easily take this type of info and pictures monthly! Thanks again everyone who made it happen!"

Paul Starzyk

"Great first issue!! I agree twice a year is not enough. How about four times a year? Shoreliner, SPEEDWITCH, Shoreliner and so on. The front cover picture is great, any chances of seeing more pictures of this layout? I model in "O" Scale, but if I see any New Haven modeling be it "N", "O" or "HO" I just want too see more. I get ideas from looking at the layouts. For instance, since I model in "O" I wanted big curves and lots of room to run trains, but John Pryke's "new" New Haven Cape Cod layout gave me the idea that a small and compact layout can be just as much fun."

Bill Wheeler



MODELER PROFILE

JOHN PRYKE

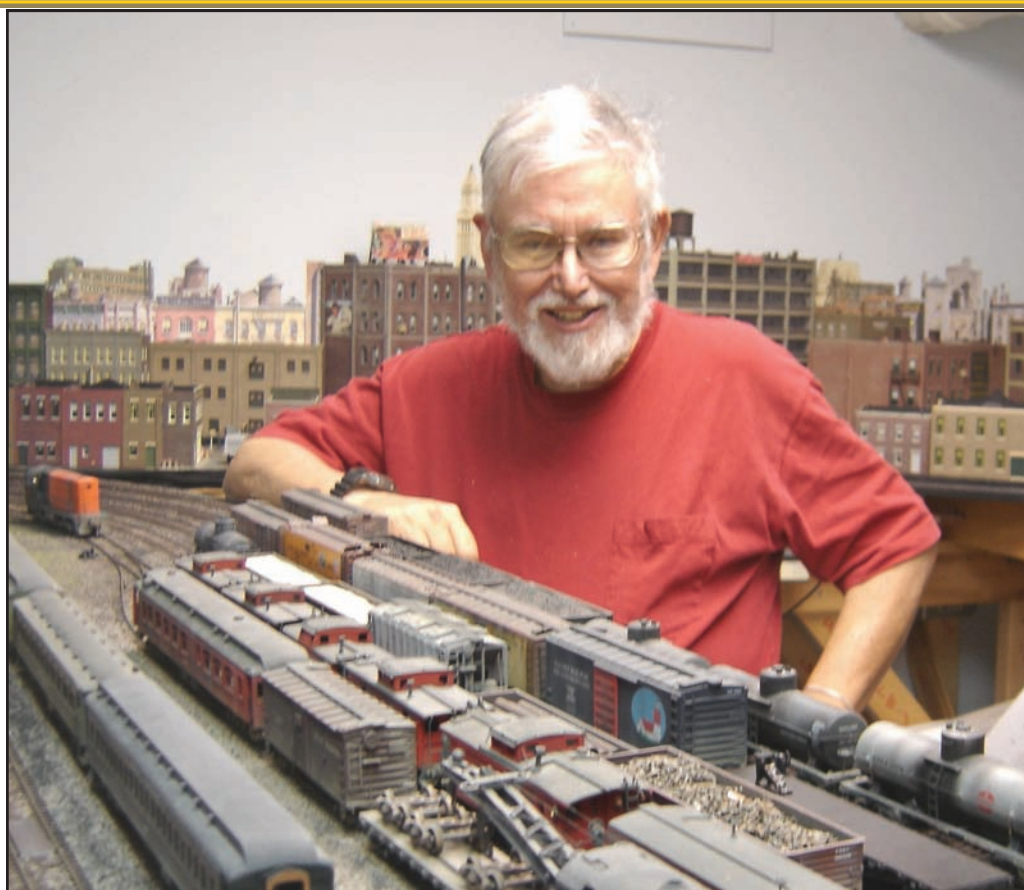
STEAM EXPERT

John Pryke is a founder of NHRHTA, and well known for his models and layouts representing the steam era in the 1940s. He has modeled the New Haven all of his life; and here he'll tell you why in his own words.

I have lived all my life within 30 miles of the New Haven Railroad. During the 1940s when growing up in New York City, my Dad and I would go up to the 99th St. Signal Bridge at the exit of the Park Avenue tunnel to watch train traffic to and from Grand Central. The New Haven's streamlined EP-4 were the biggest locomotives that I had ever seen.

Starting in 1946 the family took summer vacations to Old Saybrook, Connecticut, and two to three times a week we would go down to the platform of the station to watch the Limiteds and long freights rumble by. In those days, the New Haven was about 65% steam, so I remember seeing R-1s, R-2s, I-5s, I-4s and I-2s either stop or blast through the station at speed.

On September 3, 1948 (the Friday night before Labor Day) the Advanced Merchants Ltd came through with 22 heavyweight parlor cars behind double-headed I-4s doing 65 mph. Both locomotives were working hard to get up the grade to the Connecticut River draw; and the Earth shook. I was scared out of my wits but said to myself, "some day I



Above: John Pryke amongst his handiwork. Below: DERS-2b #0502 and consist leaving Hyannis making its way back to Boston. Photos: John Pryke

will model this". I was hooked,

By 1959 I had scratch built my first New Haven steam engine in HO, an I-5, followed by an I-4, and then an R-3a (with working

third cylinder and Gresley valve gear) which won First Prize at the 1964 NMRA Philadelphia Convention. Six more scratch built New Haven steamers followed until brass importers began to catch up.

In 1962, I, along with Al Lawrence and other New Haven devotees, founded NHRTIG (the predecessor of NHRHTA) to provide technical and modeling information to other New Haven modelers. Our initial annual meetings were a humble beginning to today's organization

Over the years, I have built three New Haven layouts, each quite different in nature, but all set on September 3, 1948. The first, located in Acton, MA was a 30' x 40' model of the NH from New York to Boston which was featured in the February 1992 issue of *Model Railroader*. This pike which took 25 years to complete was mainline railroading at its finest, with all hand-laid track.

My second layout was Boston's waterfront Union Freight, an urban switching railroad with all in-street running. I built it in support of my book on *City Scenery for your Model Railroad*, which I wrote for Kalmbach in 1998-1999. Initially the UFRR was used in conjunction with the big pike in Acton; and when I moved to Cape Cod in 2005 it moved with me.





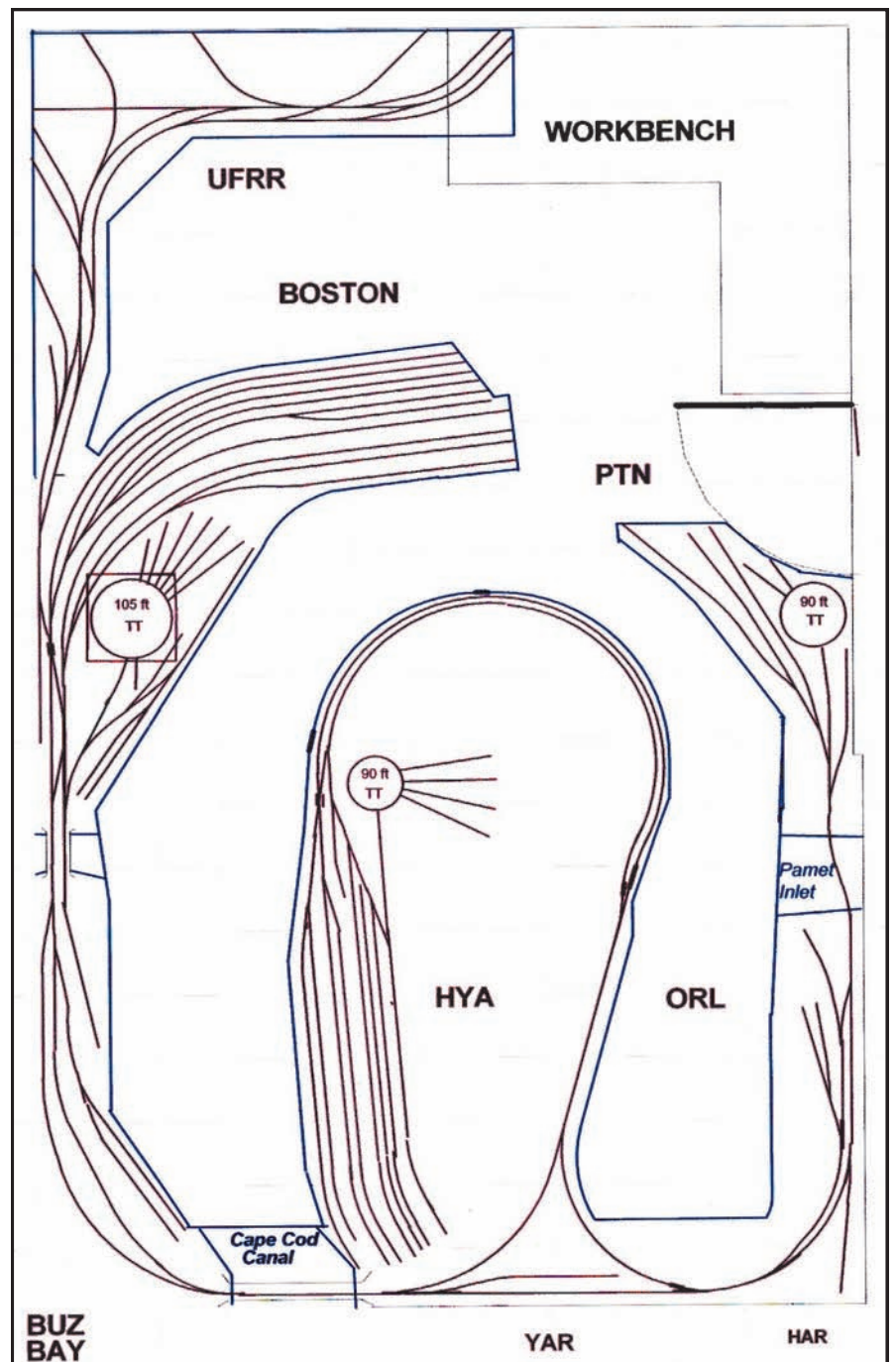
John uses photographic backdrops, from pictures he takes himself, to make his railroad look like it is on Cape Cod. Here New Haven mogul #363, class K-1-d, hauls a short freight out of Provincetown and is about to cross the Pamet River in Truro. Note how the river seamlessly blends with the photo backdrop to make this very realistic scene. *Photo: John Pryke*

My third layout, now under construction, is a model of the New Haven on Cape Cod also set in 1948. It includes the salvaged Union Freight, and the run is from Boston to Buzzards Bay, across the Cape Cod Canal to the Yarmouth Wye, where the spur to Hyannis branches off, and the main line continues on to Provincetown. This layout has required extensive historical research since most of the old right-of-way is now a bike trail. The layout fills a 24' x 12' room in my basement. All track is in, and operation now extends to Hyannis. I hope to have the Outer Cape line to P-town in operation by mid-September. The best thing about this newest pike is that it is 85% steam.

Editor's Note: In addition to his modeling skills and accomplishments, John is also an accomplished author. He has written two books and over 60 articles for Model Railroader magazine.



This little vignette is just another example of John's attention to details. It certainly seems that the Mister & Missus are in spirited discourse about their vegetable patch. *Photo: Chris Adams*





Above: Class I-2 #1320 has backed onto the turntable at the South Boston enginehouse while in the background Alco-GE RS-2 #0502, New Haven class DERS-2b, heads up a Boston - Hyannis passenger run. In the background is the Union Freight Railroad portion of the layout. *Photo: John Pryke*

Opposite Page Top: J-1 #3009 is taking on water and coal at Hyannis on Cape Cod for its run back to Boston. Due to weight restrictions on the Canal Bridge in 1948, these were the only eight coupled steam engines to run on the Cape. John is well known for weathering all of his motive power and rolling stock, and this elderly Mike is no exception.

Photo: John Pryke

Below: Meeting a pair of GE-44 ton switchers towing freight cars down the middle of Atlantic Avenue was a big surprise to motorists in 1948 who thought the tracks down the middle of the street were old trolley tracks. Inevitably the cars and trucks had to give way to the Union Freight. John's model of Union Freight accurately captures why a UFRR transfer run ruled the road.

Photo: John Pryke





Below: A impressive portrait of an impressive model. John's scratchbuilt New Haven class R-3a #3561 complete with working third cylinder and Gresley valve gear, which won him First Prize at the 1964 NMRA Philadelphia Convention. John was approached at the convention by Linn Wescott, then Editor of Model Railroader, to write the article on its construction which appeared in the August, 1965 edition. Built over a two year period from 1961 – 1963, over 1,500 man hours went into its construction. The only commercial parts used were the motor, tender trucks and a few detail castings. Forty-one years later, #3561 still runs.

Photo: Andrew Petrou



MODELERS' GALLERY



Left: Class G-4-a #846 and train thunder down Ed Ozog's 'generic' East Coast pike. The G-4-a is an Empire-Midland brass import from 1979 and is what #846 would have looked like from the early 1930s until it was sold to US War Dept. in 1942 and shipped to Australia for use on Commonwealth Railways and renumbered CR #78, retired 11/1945, and finally scrapped 1955. Ed modified the tender to make it accurate and did a little work to the Southern valve gear. Also #846 was one of only five G-4-a ten wheelers (#845 - #849) delivered with arch window cabs. Photographic evidence shows that #805, #813, #824, and #859 received arch window cabs later.

Photo: Ed Ozog



Above: New Haven #3404, class Y-3 0-8-0, shuffles a couple of B&M and Rutland box cars around the manufacturing district of Ed's layout. The 0-8-0 is a Proto 2000 model only slightly improved. The cars are resin kits from Westerfield and F&C. The "manufacturing district" buildings are mainly kit bashed with one scratch built.

Photo: Ed Ozog



Best in Show at the 48th Annual NHRHTA Reunion Modeling Contest was won by Chris Adams for his New Haven NE caboose #C-265. Chris' model was constructed from the NHRHTA NE kit with scratch built roof walks and end platform walks, full underbody brake rigging, and additional detail parts.

Photo: C. O. Dunn

ONE LOST: TORRINGTON STATION DEMOLISHED

TORRINGTON — In spite of being on the National Register of Historic Places the demolition of the 113 year old Torrington railroad station began Tuesday morning, January 4th.



Photos: Waterbury Republican-American

The building was taken down by a pair of large backhoes, and by late the next day the work was complete.

The station was built in 1898 and served trains along the New York, New Haven and Hartford's Naugatuck line. It was one of ten of similar design built by the New Haven for small cities between 1891 and 1900, including Berlin, Seymour, Stamford (east & westbound), South Norwalk (east & westbound), Jewett City, Norwich, and Port Chester, NY.

After passenger service ceased in 1958 the railroad sold the building and it was left



Photo: Register-Citizen

largely untouched and neglected since. Eventually the roof began to leak, then the ceiling began to rot, and finally the floors rotted so that the large wooden ticket booth finally fell through into the crawl spaces beneath the floor. The Torrington Historical Society was able to save some items, including the ticket window and some of the terra-cotta ornaments from the outside of the building.

C. O. Dunn



ONE SAVED: HOPEWELL JUNCTION DEPOT RESTORATION



A small, but dedicated group of volunteers continuing an effort that began back in 1996, have labored all through this past winter bringing the Hopewell Junction Depot back from the brink. Battling the elements they have managed to accomplish a virtual reconstruction of the building. A new roof, rafters and floor have all been nearly completed with work moving on to the interior bead board. When completed it will open its doors this Fall as a visitors center on the adjoining rail trail, formerly the New Haven's Maybrook line.

The group, formally known as the Hopewell Depot Restoration Corporation, is led by Bernie Rudberg and he notes that they are always looking for additional volunteers to help speed the work, and they'll gladly accept donations from those unable to be physically present. Donations may



be sent to:

Hopewell Depot Restoration Corp.
P. O. Box 1044

Hopewell Junction, NY, 12533-1044

Progress on the restoration can be followed on Facebook at the following link:
<http://www.facebook.com/pages/Hopewell-Depot-Restoration-Corp/182372071793718>

C. O. Dunn; Photos: Bernie Rudberg



EX-NEW HAVEN RDCs IN OREGON



Above: Ex-New Haven Shoreliners # 121 (RDC-2) and # 129 (RDC-3), ex-Alaska #711 and #702, and now Portland, Oregon's Tri-Met #1711 and #1702 at Beaverton.
Photo: Tri-Met

Below: #1711 and #1702 are seen below departing the Beaverton Transit Center headed back to Wilsonville on 12/18/2010.
Photo: Andrew Robb





On Saturday, February 11, 2011, PanAm local PL -1 prepares to depart Plainville for East Deerfield with three engines and 45 cars. This was the first time in over fifteen years there have been three engines in Plainville at the same time. Of the three only #351 could lead because it has the necessary cab signals and ATC for operating on Amtrak. The second unit, #307, does not have these thus could only be used as a trailer, and the third unit, #352, has cab signals and ATC but was sent north dead because of outdated FRA tests. Of the 45 cars, 25 were empty LPG tank cars from Amerigas in Southington which receives a large number of these cars during the winter months. *Photo: John Osmun*



The first eight-car set of the new M-8 railcars entered service on Metro-North Railroad's New Haven Line on March 1, 2011, seen here just arriving from New Haven. A second eight-car set followed on Friday, March 18th. Another ten M-8s are currently being tested at New Haven and should enter service in May. *Photo: Stamford Advocate/Kathleen O'Rourke*



Looking like a New Haven engine terminal from the early 60s this early morning scene was captured at the Railroad Museum of New England's Volunteer Shop in Thomaston, CT, on Sunday, April 3rd. On the right sits FL9a #2019, which was originally New Haven #2049. To the left are F7 locomotives #6690 (ex-CDOT #6690, ex-PATrain #6690, ex-WA&G #2200, orig. SP #6443) and #6691 (ex-CDOT #6691, ex-PATrain #6691, ex-WA&G #2300, orig. T&NO #365). On May 13th both F7 units began the trip to their new home at the Galveston Railroad Museum. *Photo: Howard Pincus*



Left: Metro-North #226 brings up the rear of two train sets westbound over the former New Haven Maybrook line at the Connecticut/New York state line as they gingerly made their way at 10 MPH from Danbury to Brewster, NY on March 9th. Right: Metro-North #209, mid-train at the same location. Top inset: NHRHTA's own Rick Abramson was the Housatonic's pilot and ran the trains both days from Danbury to the New York state line over the Housatonic, seen here with Paul Holland, Metro-North Conductor (R) and Glen Scanlon, Metro-North Engineer (L). The special move was necessitated when the washout on the Danbury line at Bethel, CT (lower inset) stranded five locomotives and 25 coaches at Danbury. It had been 2½ years since the last train had passed this way.

Photos: Rick Abramson; Top Inset: Association of Commuter Rail Employees; Lower Inset photo: John Osmun



Above Right: Former Utah Transit Authority MP36PH-3C, now Massachusetts Bay Transportation Authority (MBTA) #010, newly arrived at the Providence & Worcester Yard in Worcester on January 14, 2011.

Above Left: #010's Engine Room looking forward, engineer's side.

Bottom Left: HEP compartment and Caterpillar C18 engine.

Bottom Right: View of the Control Console.

Photos: Preston Cook



