

Volume 2 Issue 1

The SPEEDWITCH®



Publication

MANUFACTURERS UPDATE **PAGE 3**
 BY PETER R. NESS

MODELING THE NEW HAVEN

MODELING A NEW HAVEN CLASS J-1 MIKADO 2-8-2 **PAGE 8**
 BY LOUIS DIROSSO

BACKDATING AN INTERMOUNTAIN NEW HAVEN RAILROAD 117000 SERIES COVERED HOPPER..... **PAGE 10**
 BY DAVID BACHAND

MODELER PROFILE – RICK ABRAMSON..... **PAGE 12**

MODELERS' GALLERY **PAGE 14**

TOWER TALK – BOOK REVIEWS AND WANTS **PAGE 15**

THE NHRHTA MODELERS SHOP..... **PAGE 16**

ON THE NEW HAVEN TODAY..... **PAGE 19**



We all come to this hobby with different perspectives and degrees of involvement and skill. Some of us strive to recreate prototypical accuracy in our chosen scale while others are comfortable in approximating the look and feel of this railroad that fascinates us, and others choose to physically articulate the “what if...”.

The common thread across that spectrum is the model and model manufacturing has undergone a transformation in the last decade. Quality and accuracy has improved in the plastic models, and electronics have brought new dimensions of control and sound to operating.

Brass has improved as well, with higher degrees of accuracy and quality, but has also gotten very expensive. Just compare the Custom Brass I-4 to the Precision Scale I-4 in accuracy, quality and price.

The high quality of the new plastic/brass hybrids rivals brass and has driven up prices, and, for the first time causing some older brass models that used to appreciate in value, to actually drop in value. The Custom Brass New Haven I-5 is an example.

Consider the following: A decade ago Chinese factories were clamoring for access to the huge U.S. market giving the major brands choices on who to use to supply the products they wanted to sell. With the world

financial collapse in 2008 all that has changed and there is now just one Chinese manufacturer. This means that all of the brands we've known now have to line up. Production runs are limited and excess stock is frowned upon by the accountants. They only want to produce what they believe will sell in a relatively short period, and if they can get purchase commitments before production begins, all the better.

The local hobby shop we all knew is getting harder and harder to find and those that remain, can ill afford to be the 'showroom' for their online competition.

Even the cost model NHRHTA uses requires a pre-order subscription approach to ensure any special run doesn't result in a loss to the organization.

We New Haven modelers constitute a very small niche market compared to other railroads, probably 5,000 or so in total.

All of this is a long winded way to state what may be obvious to many, and won't likely change anytime soon. Speaking from sad personal experience, if you see a New Haven related product advertised that you have your heart set on, get your pre-order and/or reservation in as soon as you can, else you may well be disappointed.

Charlie Dunn, Editor



Front Cover: In a scene that looks so genuine yet never really existed, New Haven EP-5s #370 and #371 sit under triangle catenary in the early morning sunlight, in *At The Ready*, Christopher Iorillo's incredible digital artwork. Chris constructed the entire scene using computer aided drawing software, modeling all the objects and rendering them into this photorealistic portrait. More of Chris' work can be found at his website: www.beyond-real.com
Digital Artwork: Christopher Iorillo

Back Cover: Pulling its first train after a two-plus year rebuild, New Haven #3025 passes Valley Mikado #40, whose engineer is preparing her for the first night of North Pole Express on 11/18/2011.
Photo: Lee Carlson

SPEEDWITCH STAFF

William G. Dulmaine, Jr. PUBLISHER NHRHTA, INC.
 Charles O. Dunn EDITOR SPEEDWITCH
 Peter R. Ness EDITOR MODELING
 TECHNICAL REVIEW and RESEARCH.... Richard Abramson,
 Thomas Curtin, William G. Dulmaine, Jr., Wayne Drummond,
 Marc J. Frattasio, J. W. Swanberg
 PROOFREADING.....Chris Adams, Richard A. Fleischer,
 Randy Hammill, Bill Lupoli, Bill Reidy, John Sheridan, Edward
 Sweeney
 Chris Adams.....PHOTO ARCHIVIST

“Library of Congress card catalog no. 78-6451543”
 Web Site and New Haven RR Online Forum
www.nhrhta.org

The SPEEDWITCH is published by volume by the New Haven Railroad Historical and Technical Association, Inc., a non-profit, tax exempt organization, an Alabama corporation. Each volume consists of four issues which are published on a best effort basis. The frequency of publication is influenced by, among other things, the availability of volunteer resources, and the submission of written articles and photographic materials.

Subscriptions in USA: \$35.00. Canadian Postage: \$13.00 additional surface mail. All others \$16.00 additional. Air Mail: please inquire. Make check payable to: Treasurer, NHRHTA, Inc.

Copyright © 2012 by NHRHTA, Inc. All rights reserved. The contents of this publication may not be reprinted without written permission from PUBLISHER, NHRHTA.

OFFICERS ~ NHRHTA, INC.

William G. Dulmaine, Jr. PRESIDENT
 PO Box 1125, Sterling, MA 01564
 Tel: 978-422-9746 E-mail: cosette_ploof@comcast.net
 Marlin B. MacLaughlin CORPORATE SECRETARY
 Thomas Curtin TREASURER
 160 Riverside Boulevard #11A New York, NY 10069-0708
 E-mail: tecurtin1@verizon.net
 Richard Pedersen MEMBERSHIP CHAIRMAN

BOARD OF DIRECTORS

Wayne D. Drummond, Chairman
 A.A. Lawrence, Dir. Emeritus
 William G. Dulmaine Jr. Marlin B. MacLaughlin
 Thomas Curtin Richard Abramson
 Richard Dupuis John Walther

WHERE TO WRITE

Shoreliner..... William G. Dulmaine
 P.O. Box 1125, Sterling, MA 01564 Tel: 978-422-9746
 E-mail: cosette_ploof@comcast.net

SPEEDWITCH Editor Charles O. Dunn
 59 Holley Place, Torrington, CT 06790-4840
 E-mail: NHTowerTalk@hotmail.com

Membership Information Richard Pedersen
 59 Waterfall Court, Bloomingdale, NJ 07403 E-mail: nynhh@msn.com

Dealer Inquiries Bill Nickerson
 Shoreliner Distribution and Sales 9 S. George Washington Rd, Enfield, CT 06082
 Tel: 860-749-3795 E-mail: washington2023@att.net

Manufacturer's Inquiries, Members Technical Assistance Service
 Technical Committee Richard Abramson
 56 Beardsley Parkway, Trumbull, CT 06611 E-mail: nhrr379@att.net

Shoreliner BACK ISSUES

NHRHTA and NEW HAVEN RAILROAD MERCHANDISE
 Richard Dupuis
 88 Hemlock Dr., Stamford, CT 06902
 E-mail: rdrdupuis@aol.com

PRINTED IN USA



MANUFACTURERS UPDATE BY PETER R. NESS

HO SCALE NEW HAVEN

RURAL PASSENGER STATION

Alpine Division Models, LLC.,
PO Box 6, Artesia, CA 90722
Tel: 562-860-6060; Fax: 562-860-7800
website: <http://www.alpinemodels.com/index.html>
email: msd1962@earthlink.net
Kit #5804 MSRP: \$53.99

The prototype of this structure was located on the Old Colony Division of the New Haven in the town of Orleans, Massachusetts on Cape Cod. In 1861 the Cape Cod Central Railroad was formed to build a rail line to Orleans reaching there in 1865 after delays caused by the Civil War. Later, the Cape Cod Central became the Cape Cod Railroad which merged with the Old Colony and Newport in 1872 to become the Old Colony Railroad serving southeastern Massachusetts and headquartered in Boston. On March 1, 1893 the New Haven leased the Old Colony for 99 years.

Built in the 1860s, the station consisted of a Railway Express Office, Men's and Ladies' Waiting Rooms and a Ticket Office. By 1900 Orleans had become a center of commerce on the outer Cape, and a passing siding had been added through Orleans. The passenger station sat on the east side of the line while a Freight Station was across the mainline on the west side. There were three freight sidings; two that served the Nickerson Lumber Company while a trestle fuel siding was used by H. H. Snow, where tank cars could be unloaded at one end while hoppers could be unloaded at the other.

In 1939, the New Haven ceased all passenger service beyond Hyannis and the Orleans passenger station was demolished. The freight station lasted until the late 1950s. All



service from Dennis to North Eastham was abandoned in 1965 and the line was torn up.

Even though the kit represents a New Haven structure, similar stations could be found throughout the Northeast on branch lines belonging the NYC, B&M and MEC to mention a few.

The kit consists of detailed mat board walls with pre-cut door and window openings, plastic windows and doors, shingled roofs and more. The model photo depicts a pre-production sample. The final version of the kit will include two chimneys as the prototype had. The freight station will be introduced as a separate kit by Alpine in the near future.



HO SCALE 3800-3946 SERIES NEW HAVEN WOOD BAGGAGE CAR

Sparrow's Point Division of
The Bethlehem Car Works, Inc.
P.O. Box 325 Telford, PA 18969
Tel: 215-721-3006; Fax: 215-723-2542
E-Mail: jgreene@netcarrier.com
Item #SP-61 Price: \$59.95

Between 1926 and 1929, the New Haven Railroad converted 147 wooden horse and carriage cars to steel underframe baggage cars at Readville Shops. These cars were numbered in the 3800-3946 Series and operated in revenue service into the 1960s. Some cars lasted longer in non-revenue service on New Haven wreck or tool trains. As many of these cars were out of revenue service, in August, 1962, a group of five 60-foot steel baggage mail cars (15' apartment, 45' baggage compartment) built in 1930 by Bethlehem were converted to messenger cars and renumbered from the 2790-2794 series into this number series as car numbers 3900-3904.

When converted, cars were equipped with five interior lamps powered by a 3kW Safety Company generator, double wood flooring throughout the car with extra hardwood flooring installed at the door openings. Also included were floor sockets for mail storage, steam heating with vapor regulators and hand-controlled valves. Insulation was hair felt with wood lining throughout the car. Cars were equipped with hand brakes at



Above: Orleans passenger station, 1916. The freight house is to the left. H.H. Snow's is a few hundred feet down the tracks beyond the boxcar.

Photo: from *Cape Cod Railroads* by Robert H. Farson; P. R. Ness collection



both ends and either composite wood and steel or General Steel Castings 4-wheel trucks.

About June 1940, door chains and staples were removed. In September, 1942, car 3882 was renumbered to T-78 when placed in tool train service. In June, 1944, car 3810 was equipped with a Royal slack adjuster. Finally, about January 1951 the upper grabs on the car ends were removed. In addition to T-78, several of these cars ended up continuing to serve the New Haven in tool and wire train service.

The model consists of a laser cut wood body, a three-piece roof with wood center and plastic end caps. The brake wheels are laser cut hardboard. The fishbelly under frame is brass and underbody brake system parts are injection molded plastic. Steps and hand grabs are metal. The kit is supplied with decals and is less trucks & couplers. Bethlehem Car Works #95a trucks are recommended.



**HO SCALE
OSGOOD BRADLEY
8500-SERIES
SMOKER-COACHES**

Rapido Trains Inc.,
140 Applewood Crescent, Unit A,
Concord, ON L4K 4E2 Canada;
website <http://www.rapidotrains.com>
MSRP: \$79.95, Available Fall, 2012,
Reservation deadline October 1, 2012.

New Haven's Osgood Bradley Lightweight coaches #8500-8529 were unique. Each of these 10-window coaches included a separate smoking section at one end of the car for the use of those passengers who chose to "light up" in those less health conscious times! To help clear the air a special ventilation system was installed over the smoker's lounge with a unique, large vent on the roof above.

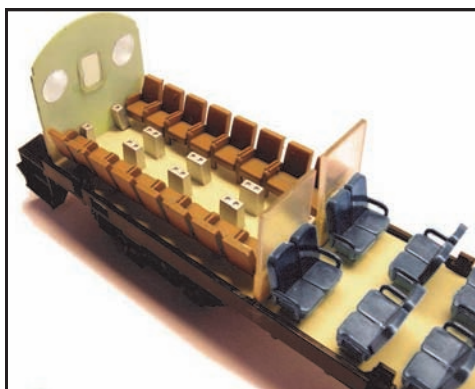
Rapido Trains Inc is now happy to announce the upcoming arrival of their HO scale versions of the 8500 Smokers, complete with a new interior, roof hatch and vent. All cars also include full underbody detail, "Easy-Peasy" lighting, free rolling trucks, separate grab irons & details and ac-

curate paint and lettering. Sorry, stale cigar and cigarette smell is not included.

All cars will be produced to order, so be sure to get your reservations in right away!

Osgood Bradley Lightweight Smokers

Item #	Scheme	Variations	Car #
109095	Undec	Partial skirt	
109096	Undec	No skirt	
109097	New Haven Hunter green	Partial skirt	8501
109098	New Haven Hunter green	Partial skirt	8505
109099	New Haven Hunter green	Partial skirt	8511
109100	New Haven Hunter green	partial skirt	8515
109101	New Haven Hunter green	partial skirt	8518
109102	New Haven Hunter green	partial skirt	8521
109103	New Haven Pullman green	partial skirt	8507
109104	New Haven Pullman green	partial skirt	8513
109105	New Haven Pullman green	partial skirt	8523
109106	New Haven 401 green	partial skirt	8503
109107	New Haven 401 green	partial skirt	8506
109108	New Haven 401 green	partial skirt	8516
109109	New Haven McGinnis	partial skirt	8504
109110	New Haven McGinnis	partial skirt	8509
109111	New Haven McGinnis	partial skirt	8512
109112	New Haven McGinnis	no skirt	8519
109113	New Haven McGinnis	no skirt	8525



To fill out your consists Rapido will also be producing a limited number of New Haven Osgood Bradley Lightweight coaches in all new car numbers.

Osgood Bradley Lightweight Coaches

Item #	Scheme	Variations	Car #
109115	New Haven Hunter Green	Full Skirts	8202
109116	New Haven Hunter Green	Full Skirts	8203
109117	New Haven Hunter Green	Full Skirts	8206
109118	New Haven Hunter Green	Full Skirts	8218
109119	New Haven Hunter Green	Partial Skirts	8235
109120	New Haven Hunter Green	Partial Skirts	8249
109121	New Haven Hunter Green	Partial Skirts	8228
109122	New Haven Hunter Green	Partial Skirts	8254
109123	New Haven Pullman Green	Partial Skirts	8229
109124	New Haven Pullman Green	Partial Skirts	8237
109125	New Haven Pullman Green	Partial Skirts	8259
109126	New Haven 401 Green	No Skirts	8242
109127	New Haven 401 Green	No Skirts	8262
109128	New Haven 401 Green	No Skirts	8267
109129	New Haven McGinnis	Partial Skirts	8217
109130	New Haven McGinnis	Partial Skirts	8219
109131	New Haven McGinnis	Partial Skirts	8233
109132	New Haven McGinnis	Partial Skirts	8251



**N AND HO SCALE
NEW HAVEN PIGGYBACK
TRAILER DECALS**

Highball Graphics
PO Box 57 West Ossipee, NH 03890
Tel: 603-367-8637; Fax: 603-356-0118
website: <http://mgdecals.com/homepage.htm>
email: info@mgdecals.com
HO Scale Item F-294, MSRP \$7.00
N Scale Item FN-294, MSRP \$6.00

Highball Graphics has produced a set of decals in HO and N scales for New Haven owned and leased piggyback trailers covering 35' and 40' trailers in use between late 1955 and about 1964. The decals are available in HO and N scales, and one set will de-



RP-25 wheelsets. Cars #2 and #3 feature detailed interiors while the first car has the drive mechanism. All cars are equipped with lighting. The Comet is DCC ready with NMRA industry standard 8 Pin medium socket set mounted on the locomotive printed circuit board.

The minimum radius will be about 22" in HO scale because in order to make the model look as authentic as possible the side skirts restrict the turning radius.

HO 1935 New-Haven-Comet 3 Car Train: Stock Number 0001-008735; MSRP \$459.98

HO Sound Decoder for Comet train set: Stock Number 0001-006001 MSRP; \$64.98, includes authentic sounds for that time period, and speaker. The decoder features straightforward installation by the modeler or your favorite dealer. For consumers ordering direct from Con-Cor Trains, they can arrange to have the decoder installed for you. Be sure to check with their office for details.



**BEYOND REAL
PHOTOREALISTIC
New Haven
Locomotive Prints**

Email: cjiorillo@comcast.net
Website: www.beyond-real.com
Tel: 203-241-4904.

"Really it's not photography."

Actually it's Beyond Real and created by Christopher Iorillo, an illustrator who specializes in the use of high end 3D modeling and rendering software. After twenty years of experience in the fields of commercial and technical art, Mr. Iorillo still has to convince people that his work is not photography.

Mr. Iorillo has become adept at building machines, one piece at a time, sculpting them in 3D modeling software. He is able to produce an image of any type of machine in any environment, and depending on the complexity of the piece, synthesis can take anywhere from three weeks to six months. Most of all, Mr. Iorillo enjoys creating photorealistic images of famous locomotives and automobiles. He has worked commercially with Ford Motor Company, but also has works displayed in the famous Pennsylvania Railroad Museum in Strasburg, Pennsylvania. Christopher has also created a number of New Haven related images, the detail of 'At The Ready' gracing our cover this issue and the



Above: *EP-5 Cut-A-Way*, Below: *At The Ready*.

Artwork by: *Christopher Iorillo*



Above: *In Good Company*
Artwork by: *Christopher Iorillo*

samples shown here. Details on the various prints currently available and pricing, which vary by the size of the print, can be found on his website.



**HO Scale
North Cohasset Station**

Bollinger Ederly Scale Trains (B.E.S.T.)
375 Bean Hill Road, Belmont, NH 03220
Tel: 603-267-1818
website: <http://www.besttrains.com/index.html>
Kit 1082 MSRP: \$64.95.

Before passenger train service stopped in 1959, commuter trains had been using parts of the Greenbush line for over 100 years. Train service was first started by the South Shore Railroad which built tracks from Braintree to Cohasset in 1849 on which trains were operated by the Old Colony Railroad. In 1867 expansion of the line south of Cohasset was started, eventually extending to Kingston in 1874. In March, 1893, the Old Colony Railroad was leased by the New York, New Haven & Hartford Railroad.

Under the control of the New Haven Railroad the rail lines set all-time records for number of passengers. The popularity of the train was short-lived, however. Cutbacks in service due to World War I were not restored afterwards due to the increasing popularity of the automobile. The New Haven Railroad went bankrupt in 1935 and kept only a few passenger trains running due to a court order. Service south of Greenbush was discontinued in 1939. The railroad enjoyed a brief uptick in traffic in World War II with the construction of the Hingham Naval Ammunition Depot and the Hingham Naval Ammunition Depot Annex. The number of daily trips was increased after World War II, and modern diesel trains were introduced in the 1950s. Freight trains continued to use the line as far south as the Hingham Lumber yard located where the new Nantasket Junction station has just been built, until 1979. The original New Haven passenger depot at North Cohasset, Mass., still stands, having been moved to a nearby location and is now used as a garage.

Kit Dimensions: Length: 4" Width: 2



1/4". This made in the USA kit features: Laser-cut wood for easy assembly, peel-and-stick shingles, mold-injected doors and windows, simple step by step instructions.

Unfortunately, like some other products marketed as New Haven prototypes but never existed, neither did this model version of North Cohasset Station. While the model has the overall "feel" of the station, the design of the kit uses window castings that are



too tall compared to prototype photos shown on the website with the model. The excessive height of the windows results in incorrect representation of the lower wall trim of the station as well.

B.E.S.T has a reputation of producing quality kits, many of which are accurate reproductions of the prototype structure in miniature. In this case, B.E.S.T. misses the mark for accuracy.

Unlike motive power and rolling stock, New Haven modelers have not been flooded with inaccurate structure models, and also unlike motive power and rolling stock, New Haven modelers have had a steady diet of prototypically accurate structure kits for several decades. The first prototype kits I'm aware of were the Cumberland Freight Station from Crow River Models and Clinton Station produced by New England Structures, both available way back in the 1980s. Crow River continued to produce a number of prototypically correct New Haven structures for a number of years and the product

line is now owned by B.E.S.T. The Hobby Gallery has retained production and sale of New Haven-specific model kits. Hodgdon Models, described below, also began to offer accurate New Haven structures about the same time as Crow River. Trainstuff LLC was another manufacturer of New Haven structure kits that some long time New Haven modelers may remember. More recent offerings have come from Branchline Trains, N Scale Architect, American Model Builders and Swiderville Woodworking.

Over all the years, from all these manufacturers providing model kits in a variety of media, the kits have resulted in reasonably accurate models of New Haven structures; so there is quite a bit of precedent when it comes to any manufacturer producing a New Haven structure kit. B.E.S.T. should be aware of this heritage. Because they are a quality kit manufacturer, I hope they will not be discouraged by poor reception from prototype New Haven modelers and I would be pleased to see them take on another New Haven structure project with more attention to detail.



HO SCALE STRUCTURES

Hodgdon Scale Models
 PO Box 180, Oakdale, CT, 06370
 Website: <http://www.jameshodgdon.com/>
 All products are available by mail.
 Paypal, checks or money orders accepted.
 Make out checks or money orders to: Hodgdon.

Hodgdon Scale models has been in business since 1987, producing craftsman quality structure kits for the model railroad market and those who are interested in New England architecture. Of note for the New Haven modeler are two kits in particular which are presented below. In fact, the first kit Hodgdon Scale Models produced was the station at Essex, Conn.

For those modelers who looked at these

kits years ago and were hesitant to start in on a craftsman kit, you should be aware that whereas Hodgdon Scale Models at one point added color photographs to the directions, this has evolved to the current photo CD included in their kits. Similarly, cutting the wood parts has evolved from some very crude early hand cut kits to today's laser-cut kits.

Essex Station



The kit is based on the Valley Railroad's station at Essex, Conn., formerly used by the New Haven Railroad. Easily backdated to its original use as a freight house, the finished model has a footprint of approximately 13.5" x 5.25", or 97 x 38 HO scale feet. The kit includes laser-cut wood, Tichy windows, B.E.S.T. peel and stick roofing shingles, and an assortment of resin detail castings. MSRP: \$44.99

Interlocking Tower



This interlocking tower is based on a New Haven Railroad prototype at Saybrook Junction. The kit includes many black and white and color photos of the actual prototype, including some interior photos of the tower mechanism, laser-cut windows, roof former, and walls. Resin detail castings add interest to this easy to build model. The model footprint is approximately 5.5" x 3.5" or scale 37' x 28', including the roof overhang and enclosed stairway. MSRP: \$44.99.



MODELING A NEW HAVEN CLASS J-1 MIKADO 2-8-2

BY LOUIS DIROSSO

This modeling project was inspired by John Pryke's article in *Shareliner* Volume 12 issue 1 (out of print). In 1986, I successfully completed the conversion of a Custom Brass R-3a using the same modeling article. The R-3a conversion involved extensive reconstruction of the front of the engine and included shortening the smoke box and replacing of the feedwater piping. The Key J-1 project was somewhat less of a challenge.

The first J-1 I bought was a custom painted model. When I decided that I wanted to make the changes described in the article, I realized that I would probably ruin the paint job in the process. Soldering to a finished brass engine was not something I had perfected. So, I bought another unpainted J-1 that would become the focus of this project.

Locomotive Modifications

As with any brass import, the first step is to disassemble and strip off any clear coat to allow for soldering and maximum paint adherence. Next is to plan out what changes are desired and to acquire the necessary parts and materials needed for the plan. Using Mr. Pryke's article made this step easy as the



All Photos: Louis DiRosso

research is already done.

Following the article, I started with the whistle. It was in the wrong place and had to be moved. With my trusty soldering gun in hand, the whistle was removed, and the hole filled with solder. Then a new hole was drilled atop the boiler, and the whistle repositioned there.

The water pipes are next. These are located under the cab on both sides. Here, I decided to deviate from the article. Replicating

the pipes exactly necessitates the filing of the trailing truck springs so they do not interfere with the pipes. Instead, I bent the pipes at less of an angle. I felt this compromise would look better than seeing the filed springs that would be noticeable as the engine went around sharp curves. Fabricate an equalizer bar and solder this to the front of the trailing truck. This completes the modifications to the engine.

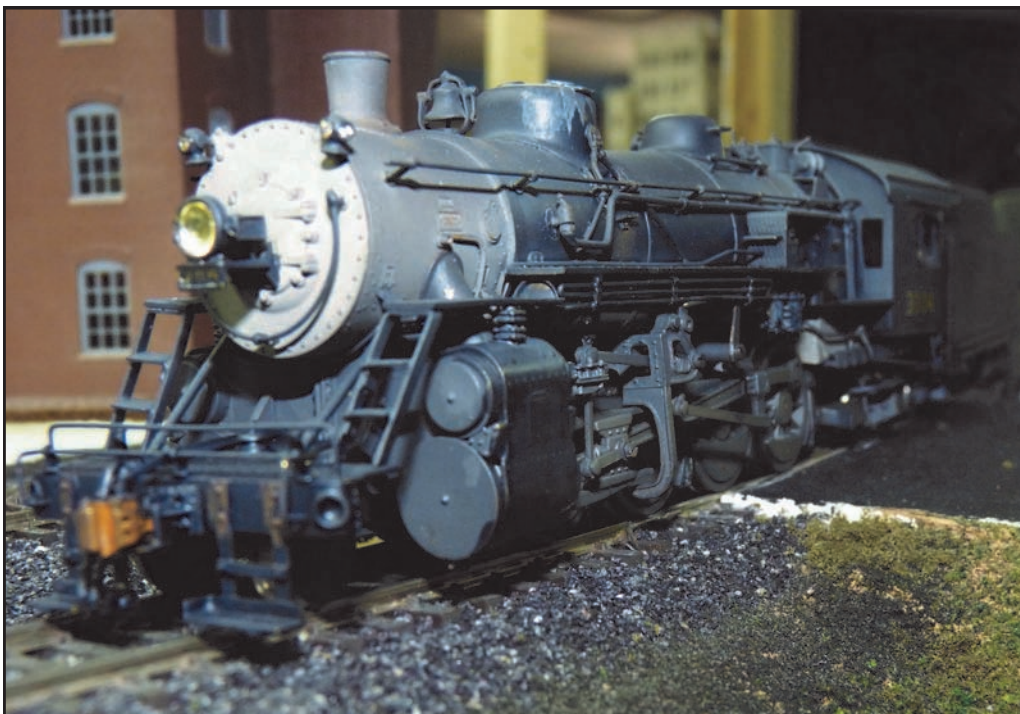
Tender Modifications

With locomotive modifications complete I moved on to the tender. As in the article, I removed the conduit from the left side of the tender and filled the holes. I left the backup light where it is. Some tenders had the light mounted forward of the water hatch. I didn't think that moving it was worth the effort until I saw a photo of one and then I wished that I did. This completes the tender modifications. Key should be commended for producing a fine model. With all modifications complete it's time to move on to the paint shop.

Painting and Lettering

I wanted this locomotive to look like a well-used freight engine and I felt that a weathered paint job would help to enhance the details that I worked so hard to get right. Steam engines lose their shiny black appearance rather quickly. Black turns to gray, and the gray gets highlighted with rust and dirt.

(Continued on page 9)





gives it some contrast and enhances the details. I then sprayed the whole model with a thinned coat of grimy black especially on the top of the cab and the top of the boiler.

Look closely and you will see real coal in the tender. I smashed a lump with a hammer and glued it into place with some white glue. I let a little spill on top of the tender and glue it in place. This is a nice effect. I glued MV lenses into the headlights and markers.

I really enjoyed this modeling project. The modifications were not difficult and, the end result is a model that really captures the unique look of the prototype New Haven J-1.



The cleanest part of a steam engine is always the cab. This area was kept clean by the proud crews whose smiling faces are seen in photographs behind those big cab windows.

I used Polly Scale Steam Power Black mixed with a small amount of Grimy Black to paint the cab, the cylinders and the tender. The boiler and pilot were painted with a heavier mix of Grimy Black added to the Steam Power Black. I painted the smoke box and fire box with Floquil Grime. The trucks, running gear and underbodies were painted Grimy Black. I used Microscale 87-864 decals for the cab numbers and the tender lettering.

For weathering, I followed the article again. I dry brushed streaks of Floquil Primer and Rust around the wash out plugs and the pop valves. I brushed on some Rust around the water hatch and along the sides of the tender. I put the engine on blocks and put some power to it and sprayed on some Polly Scale Dirt to the running gear. This



BACKDATING AN INTERMOUNTAIN NEW HAVEN RAILROAD 117000 SERIES COVERED HOPPER

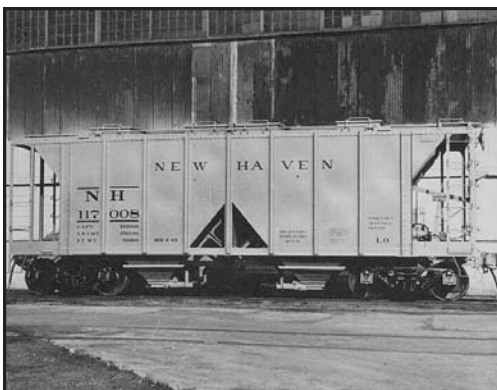
BY DAVID BACHAND

Recently, Intermountain Railway Company released a 70-ton, two-bay covered hopper based on a 1932 American Car and Foundry design. The second release included cars lettered for the New York, New Haven and Hartford Railroad (New Haven). These decorated models have the script emblem on the right side and represent cars that were repainted starting in 1952.

I backdated one these cars to its 'as delivered' paint scheme circa 1954 (representing a 1949 car that had not yet been repainted, to fit into my mid 1950s modeling period) using Speedwitch Media Decals and commonly used weathering techniques.

History

The New Haven received 15 covered hoppers (117000-117014) in 1949 from Pullman Standard Company following the 1932 AC&F design. They were the first covered hoppers owned by the New Haven and from what I have read were used primarily for hauling cement from plants in New York State into New England to build the new Federal Highway System. As delivered, the cars were painted light grey with NEW HAVEN spelled out on the car sides using black, block lettering. As previously mentioned a black script logo replaced the block lettering circa August, 1952.



Above: NH #117008 when new.

Photo: C. O. Dunn collection

The Model

NH 117007 started out as a factory painted Intermountain car. It was backdated to its 'as delivered' paint scheme using Speed-

witch decal set No. D129 and weathered using weathering powders and acrylic paints to approximate a circa 1951 photo of NH 117014 taken in New Haven, Connecticut by Bill Lupoli.



Photo: Bill Lupoli collection

Here's how I did it. The first step was to remove the black script logo from the car sides. I used very fine grained sand paper to accomplish this on one side (*recommended*). Using isopropyl alcohol and a cotton squab on the other side removed all the grey paint prior to removing



Above: The original Intermountain model of NH #117008.

All Model Photos: David Bachand

the emblem (*not recommended*). This panel was repainted with some difficulty in matching the grey color. Luckily, weathering blended the panel with the rest of the model.

The second step was to spray the sides with Testors Clear Gloss Finish and let dry overnight. Rectangular pieces of blue

painters tape were then placed over the capacity, load limit, and light weight data and locations where the reweigh and journal re-pack locations and dates should be stenciled (*see the lettering diagram and photo provided with the Speedwitch decals*). These locations will represent locations where new paint was applied to the car by shop forces when the car was reweighed, journals re-packed and new stenciling applied. An alternative approach would be to add the grey paint patches at these locations after the car is weathered.

The block NEW HAVEN and additional decals were then applied to the car following the Speedwitch directions. I would recommend that you utilize the Speedwitch decals to upgrade all your New Haven hopper models. The additional details greatly enhance any model.

After a coat of Testors Dullcote was applied and completely dried, weathering powders were used to 'dirty up' the car. There is no 'right way' to do this. With practice I have just gotten comfortable with this technique. I usually start by using the basic car color, in this case light grey, to dull up the car lettering. Various combinations of grey (*I mix black and white powders*), black, and browns are applied to the car roof, bottom, and sides. The car in the reference photo appears to have a very grimy roof. I will usually apply the powders to one side the car followed by an application of Dullcote to facilitate holding it. I usually use a spray can. I then go back and weather the other half followed again by an application of Dullcote. Start off light and build up the weathering with multiple applications. Caution: Some of the powders, especially white, will dissolve when the Dullcote is applied so a light even coating is ideal.

The next step is to add the rust patches and streaks using acrylic artist paints. The basic technique I used has been described in many published articles, the most recent of which was an article by Jeremy St. Peter in the October, 2009, *Railroad Model Craftsman*. Using the prototype photo as a guide, rust spots/areas were created by dabbing slightly diluted raw sienna onto the model





using a very fine brush. Note that the prototype photo seems to indicate large areas of rust on the roof and roof seams and associated rust streaks down the car sides below the roof hatches caused by the caustic lime in the cement. Rust streaks were added below the larger rust spots/areas by dry brushing on raw sienna working from the car roof down the sides. Also add some streaks below some of the rust spots on the car sides. I again worked on one side and end at a time.

After the raw sienna has dried go back and dab on burnt umber within the rust spots created using the raw sienna. Also dry brush on some burnt umber inside some of the larger rust streaks. Again allow the burnt umber to dry. This process is again repeated using raw umber. This layering technique creates layers of rust. The darker the color used, the heavier the rust. To create areas of light rust only use raw sienna. Heavily rusted areas get more

raw umber.

When I was content with my weathering I removed the squares of masking tape and applied the reweight and journal repack decals. The car capacity data was left unaltered. A final coat of Dullcote was then applied to the car. When the Dullcote was still very tacky I stippled light grey weathering powder around the roof hatches, discharge hatches and trucks to simulate recently spilled lading. Painting the air hoses grimy black and rust and weathering the couplers finished off the model.

My standard method of weathering freight car trucks starts off by painting the trucks and outer sides of the wheels grimy black. When the black paint is dry I apply a diluted wash of raw umber acrylic paint and some rust highlights using raw sienna. A silver paint marker is then used to paint the outer edge of the wheels. I paint new wheels rust or darker brown color and highlight the outer edge of the wheels with rust. I usually will weather several set of trucks and wheels at the same time.

I would like to thank Mr. Lupoli for permission to use his photo of car #117014 for this article. He also sent me a photo of a very nice G-scale covered hopper model he has completed. So regardless of the scale you choose to model, **GO NEW HAVEN.**



MODELER PROFILE

RICK ABRAMSON

Rick Abramson is a member of the NHRHTA Board of Directors, the Technical Committee Chairman, and has been the chairman of a number of our past NHRHTA Reunions.

I first got introduced to model railroading and trains around 1955 when I was six years old. My dad was big into trains, and I started picking up his interest. Over the years I've had several layouts, culminating in my present 19' x 12' NYNH&H layout.

Like my dad, my interest began to focus on big motors and electric railroads. We moved from Flushing, New York to Norwalk, Connecticut in 1959, and that's when my romance with the New Haven began.

By this time, most of the classic motors of the '20s, '30s and '40s were gone. I immediately took a shine to the Jets. Their screaming blowers and Herbert Matter paint job made them really stand out.

As I grew, I knew I wanted to work for the NYNH&H. That dream came true in February of 1968 when I hired on and worked at Devon, Connecticut. My ultimate goal was to become a locomotive engineer which I did achieve. Since starting with the New Haven, my railroad career has spanned time on the PennCentral, Amtrak, the New York Cross Harbor Railroad, the New York & Atlantic Railroad. I'm currently Superintendent of Operations for the Housatonic Railroad, which operates on the former New



Above: Rick Abramson at his favorite locale, Devon and SS-71. **Below:** EF-3b #0154 with a "Penn" consist has just rolled off the Housatonic River bridge and accelerates under Naugatuck Avenue at Devon, on its way to New Haven and an engine change to complete the journey to Boston. **Photos:** Rick Abramson

Haven Berkshire line and portions of the Maybrook route.

My current New Haven layout, which was featured in the August 2004 issue of *Model*

Railroader, incorporates the electrified zone in and around Bridgeport and Devon, with authentic New Haven catenary and catenary towers and a portion of the Maybrook line, and the Naugatuck and Berkshire branches.

The main focal point of the layout is SS-71, at Devon. I have the four track electrified main with both legs of the wye which lead to SS-B253 at Derby Junction. The layout has fully functional signals at Berkshire Junction.

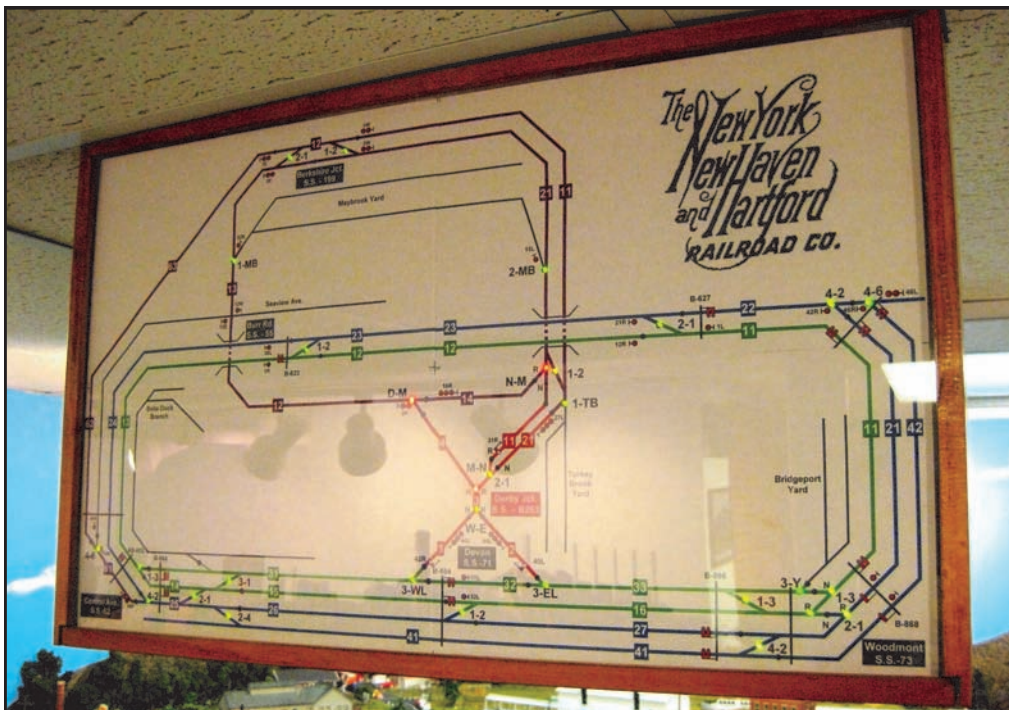
While I missed out on the 12-inch scale EP-1s to EP-4s and EF-1s to EF-3s, I do have them in HO and operate them on the layout. The time frame for the layout is basically set in the mid 1950s to the end of the New Haven in 1968.

It's great to relive those times vicariously through the layout!

Editor's Note: Having grown up in Milford, Connecticut and spent a lot of time at Devon, I can attest to the accuracy of Rick's truly remarkable reproduction of the location.



Right: New Haven 2-8-0, class F-5, #154 pauses to switch out some cars at Cannondale, Connecticut on the Berkshire branch on Rick's layout.
 Photo: Rick Abramson



Above: An Oak Point to Cedar Hill freight led by a pair of EF-4s, having just crossed the Housatonic River bridge, meets up with United Aircraft's Turbo Train out on a test run at SS-71 at Devon, formerly Naugatuck Junction.

Left: Rick's custom built control board is mounted from the ceiling and affords an overall view of the entire 19' x 12' layout and the position of each switch. Central Ave, Devon and Woodmont are located in the lower portion. Bridgeport, it's famous "Chinese wall" and Seaview Railroad are in the center of the layout and Berkshire Junction and Maybrook Yard are located at the top.

Photos: Rick Abramson

MODELERS' GALLERY



Left: Class K-1-b #344 pulling a local freight under the Bridge Street viaduct at Shelton, Connecticut on John Grosner's HO scale model railroad, that features locations around Derby and Shelton, with cars to drop at various sidings in the neighborhood. John scratch-built his version of the Bridge Street span, originally built by the Berlin Iron Works in 1888.

Photo: C. O. Dunn

Right: Another view of John's Bridge Street iron bridge looking eastward to the concrete bridge across the Housatonic River with downtown Derby in the distance. Note that he replicated the ornamental Berlin Iron Works builders plate that was atop the original. Nice job on the wooden plank bridge deck, too. No exaggeration there. Riding across the bridge was always a teeth rattling experience!

Photo: C. O. Dunn



Left: New Haven 0-6-0 switcher #2416 knocks cars around at Buzzards Bay across from the station and SS U-416 on John Pryke's HO scale Cape Cod layout. John scratch-built his Buzzards Bay station.

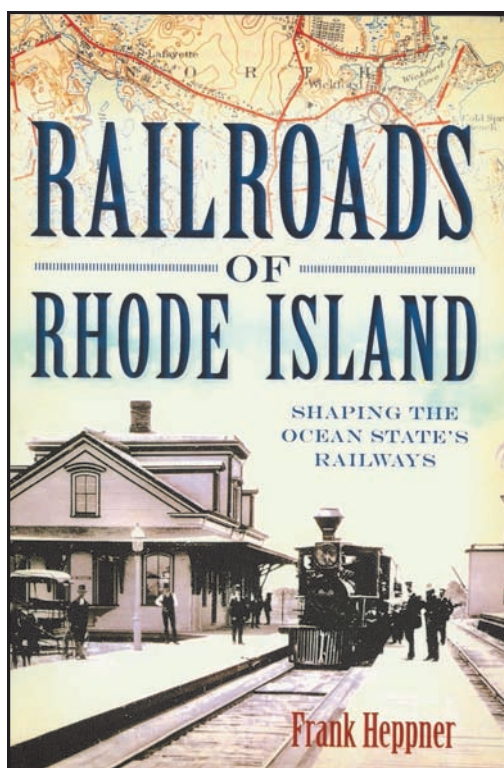
Photo: C. O. Dunn



Tower Talk

Book Reviews

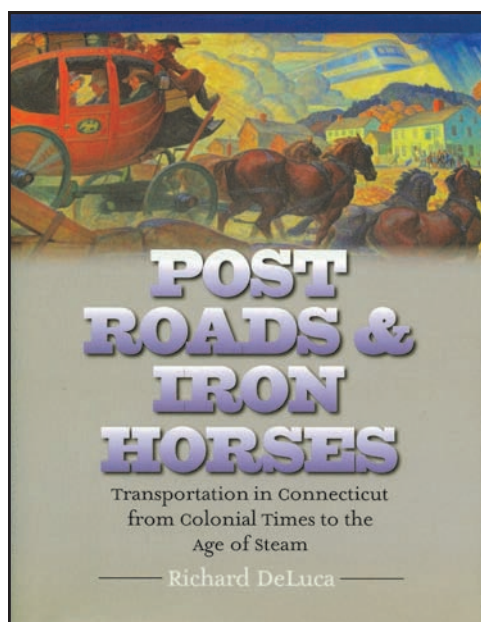
A short time ago, I came across two recently published works that will be of interest to students of the New Haven Railroad and its predecessors.



The first title is *Railroads of Rhode Island, Shaping the Ocean State's Railways* by Frank Heppner. This is a 193 page soft cover book in similar size and print quality to the Portrait of America books but with more text and fewer photographs. There are a fair number of photographs, maps and historical ephemera, but most are of moderate quality.

However, the story of Rhode Island's railways, as told by Mr. Heppner, proves to be both engaging and entertaining. The author has a gift for prose and often injects humor into his tale, particularly when he describes some of the peculiarities of our smallest state. Evidently, what it lacks in size seems to have been more than made up for with foibles. Mr. Heppner also has a talent for broader context as he relates not only the what, where and when, but the why of it, how economic and societal events and influences shaped the decisions that resulted in how the various railroads of the state were conceived. All in all, a very enjoyable read and welcome addition to one's library.

Railroads of Rhode Island is published by The History Press and retails for \$19.99 and can be found for less.



The second title is *Post Roads & Iron Horses, Transportation in Connecticut from Colonial Times to the Age of Steam* by Richard DeLuca. This book is a 251 page hard cover with extensive footnotes. It contains many photographs, maps, copies of various ephemera throughout, but the reproduction of many are disappointingly marginal, and many of the maps require a magnifying glass to read. The one exception is the top third of the dust jacket where a portion of a WPA mural from the Bridgeport Post Office is presented beautifully in color and tucked up in the majestic clouds is a depiction the New Haven's streamlined train, the Comet.

In opening, Mr. DeLuca provides bonus material, starting his story much earlier than implied in the subtitle, going back in geologic history to help set the physical stage of his tale.

His writing style is direct and matter of fact, taking the reader through the evolution of travel in the Nutmeg state from the rise of stagecoaches along the Post Roads, to the introduction of steam powered ships on Long Island Sound, to the short life of the two canal systems built in the state, even taking a look at the attempts to make plank roads viable. All of this occupies the first half of the book and, for those of us with an interest in railroad history, sets the stage for the building and growth of Connecticut's rail network.

The chapters dealing with the growth the railroads and the rise of the New York, New Haven and Hartford Railroad are familiar ground to any of us who have studied the subject matter, and here Mr. DeLuca for the most part covers it well.

Although I found it interesting that one

of the central characters in the accomplishment of the NY&NH and H&NH merger into the NYNH&H and his influence on the political scene well before the merger and certainly thereafter, is missing altogether. That person was William D. Bishop of Bridgeport, president of the NY&NH, first president of the NYNH&H, and its senior director until his resignation due to ill health in October 1903. This coincided with the arrival of Charles S. Mellen. It was Bishop, who was also an influential member of the State Legislature, who spearheaded the efforts to gain legislative approval of the merger and whose 'horse trading' to secure that outcome helped decide Hartford's future as the state's permanent capitol.

That and the reproduction quality of many images notwithstanding, this is an informative and interesting read.

Post Roads & Iron Horses is published by the Wesleyan University Press and retails for \$35.00, but can be found for less.

Charlie Dunn, Editor

Wanted

Seeking documents, drawings, photographs of South Station / Boston Terminal. Specifically, looking for shots of the express and powerhouse buildings. If you have photos, please contact John Sheridan at jrsheridan@earthlink.net. John's blog about South Station can be found at: <http://southstation.blogspot.com/>

Wanted

Seeking New Haven Railroad steam locomotive information, (photocopies or scans) specifically:

- Description of Steam Locomotives booklets from 1925 -1935.
- Classification of Locomotives booklets from 1908 - 1916.
- Official List of Officers, Stations, Agents, Etc., from 1907 - 1915 and 1928 - 1935.
- Locomotive Repair reports from 1880 - 1953.
- Engine Assignment booklets from 1909 - 1917 and 1925 - 1935, and 1940 - 1947.
- Any NYNH&H documentation related to steam locomotives repaired or overhauled at Readville, New Haven, East Hartford, South Boston, Roxbury, Norwood, or South Braintree.
- Statement of Engine Failures reports
- Condition of Engines reports

If you have any of these, please contact Charlie Dunn at:

NHTowerTalk@hotmail.com.



THE NHRHTA MODELERS SHOP

NEW HAVEN 33000 - 33499 STEEL BOX CAR



NHRHTA EXCLUSIVE BY INTERMOUNTAIN NEW RTR MODEL - NEW TOOLING - NEVER BEFORE OFFERED

10' Interior Height Car with interim Improved Dreadnaught Ends

Two Road Numbers 1945 - Black Door: 33203, 33299

Four Road Numbers Red Oxide Door 33250, 33291, 33361, 33401

VERY LIMITED SUPPLY!

These box cars were built by Pullman in late 1945. The cars had an interior height of 10'. Unlike the previous New Haven steel cars, these cars were built to AAR postwar design standards with interim Improved Dreadnaught ends and Apex Tri-Lok steel running boards. As with all the New Haven's boxcars of the period, including the PS-1s, the cars were delivered with black doors. Over a period of time, the doors were repainted body color as the cars were shopped.

These beautifully detailed HO scale models, which represent the 33100-33499 subset of the series that came with reinforced door posts, are a special limited run for NHRHTA by Intermountain Railway Company and come fully assembled with trucks and couplers. There are only 100 of the 1945 black door variant available and 200 of the repaint variant available. These models are a must for any New Haven layout. Both cars are in stock now so get your order in to avoid disappointment. Each car costs \$29.95, S&H is \$7.00 per order, and taxes extra.

MSRP is \$31.99, NHRHTA Price: \$29.95 plus shipping

How to order from the NHRHTA Modelers Shop

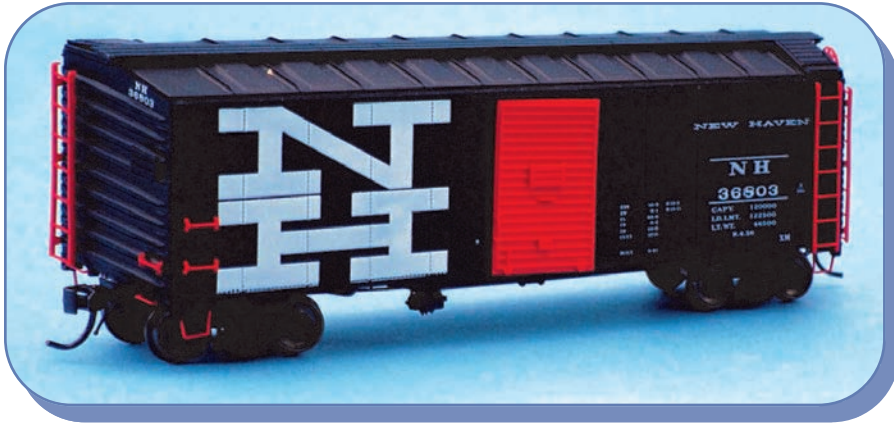
For all kits contact:

Lee Ritchie
510 Church Street - Route #68
Wallingford, CT 06492-2128



Make your check payable to "Treasurer, NHRHTA, Inc." Connecticut residents must include the 6.35% sales tax on the value of the order. Please don't forget to include \$7.00 per order for Shipping & Handling. Allow 4 to 6 weeks for delivery.

Order forms for the kits and decals can also be found on the NHRHTA website: www.NHRHTA.org



NHRHTA 36000-series Box Car Assembled (black with white billboard McGinnis block NH heralds with safety appliances red)

Originally built in 1941 by Pressed Steel Car Co., a few in the 36800-36836 series were repainted in a variant of the Herbert Matter new image paint scheme, with black bodies, red-orange doors, ladders, grabs and hand rails, and a huge white block **NH** on the left side of the door.

These HO scale assembled cars are produced by Intermountain Railway Company and make a distinctive addition to any layout period from 1955 to 1968. Four road numbers are available @ \$29.95 each, taxes and S&H extra.

ALCO-GE HH660 switcher (NHRHTA Class DEY-1-b) in the first warm orange/ hunter green scheme with "NEW HAVEN" along the top of the hood sides. The New Haven purchased ten of these distinctive high hood switchers with most of them spending their days on the east end of the railroad. They arrived in 1939/40 and five of them lasted to the end in 1968.

This is a limited HO scale run by Atlas especially for NHRHTA and we still have a few left in stock, so don't miss out. DC unit @ \$120 each, road numbers 0924 & 0926 available. -- DCC unit with sound @ \$225 each., road numbers 0924 & 0926 available. Taxes and S&H extra.



NHRHTA Kit #4: 164000 series Rebuilt Box Car with outside braced wood ends and wood doors.

In 1926 & 1927 the New Haven undertook a project to rebuild 5,000 double-sheathed and outside braced boxcars that were originally built in 1912. The work took place in the Lamberton St roundhouse in New Haven and added about two decades of service life before they were replaced by steel boxcars in the mid to late 1940s. Some made the transition to Work train service but most were scrapped during those years. Many were sold to Grossman's Lumber and used for storage and some to American Steel & Wire for their intra-factory service and one went to the Grafton & Upton and used as a Freight Station after the Grafton depot burned down.

This HO scale craftsman kit requires assembly and is \$19.95 each with decals included, but no trucks or couplers. Taxes and S&H extra.

Note: The model pictured at left represents the kit after it has been assembled, painted and decaled.



ALCO-GE S-2 switcher (NHRHTA Class DEY-5) in the 1944 delivery paint scheme - #13 Pullman Green.

These workhorse units were found all over the New Haven and are an ideal addition to any layout modeling the transition from steam and the early days of first generation diesels. In addition to switching duties they could be found out on the branch lines as well.

This is a limited HO scale run by Atlas especially for NHRHTA and we only have a few left in stock, so don't miss out. Road numbers 0611 & 0615 available. DC only @ \$59.95 each, taxes and S&H extra.



NHRHTA DECALS

To order Decals from the NHRHTA Modelers Shop, contact: John Kasey
252 Nichols Avenue
Stratford, CT 06614-4927

Make your check payable to "Treasurer, NHRHTA, Inc." Connecticut residents must include the 6.35% sales tax on the value of the order. Please don't forget to include \$3.00 per order for Shipping & Handling. Allow 2 to 3 weeks for delivery.

Order forms for the kits and decals can also be found on the NHRHTA website: www.NHRHTA.org



NH-003 Decal Set: 50' Covered Gondolas & 40' Open Gondolas

This HO scale decal set consists of sufficient lettering to decal four of the 62000 series covered gondolas and five the 61000 series gondolas in the McGinnis paint scheme (shown above). Cost is \$10.00 a set, taxes and S&H extra.

Note: The model pictured is not included and is shown only to represent the decals contained in the set when they are applied to a model.



NH-004 Decal Set: 81000-Series 4-Bay Hoppers, 80000-Series 3-Bay Hoppers & 36000-Series Large Billboard Boxcars

This HO scale decal set will letter five of the New Haven 80000 series 3-bay hoppers (shown below), and five of the New Haven 81000 series 4-bay offset side hoppers leased in 1965 (shown above), and two New Haven 36000 series leased boxcars cars in the Herbert Matter black large billboard scheme (not shown). Cost for this set is \$8.00, taxes and S&H extra.

Note: The model pictured is not included and is shown only to represent the decals contained in the set when they are applied to a model.



NH-001 Decal Set: 80000-Series 3-Bay Hoppers

This HO scale decal set will letter nine New Haven 80000 series 3-bay hoppers (shown above) built by Pullman Standard Car Co. in 1953. Cost for this set is \$6.00, taxes and S&H extra.

Note: The model pictured is not included and is shown only to represent the decals contained in the set when they are applied to a model.

WINTER BREAK-IN AND VANDALISM

EAST WINDSOR — Saturday morning February 18, 2012, volunteers at the Connecticut Trolley Museum found three trolley cars dating back to 1905 stripped of their copper and brass components. Discovered during a convention of trolley enthusiasts



from other trolley museums east of the Mississippi River, damage is estimated to be in the tens of thousands of dollars. Thieves were able to peel back a section of the metal siding on the barn to gain access. Once inside, crowbars were used to pry brass pieces off of the ceilings, windows, and exterior of these wooden cars doing extensive damage to the woodwork. Also, wiring was cut and some of the control gear was stripped out of the cars. The three cars that were stripped include:

- Car 1326 - the Museum's Birthday Car
- Car 840 - the last open car to operate in revenue service in the United States
- Car 101 - a freight motor that the Museum acquired in 2009



Now, all three will require extensive work before they can be returned to operation for museum patrons to enjoy. Parts were missing from a fourth car in the barn that was already partially disassembled. In addition, the lock was cut on a track tool shed to gain access;

however, it does not appear that any track materials were stolen.

The Connecticut Trolley Museum, which is operated by volunteers, features trolley rides on a 1.5 mile track and exhibits of the era.

A fund has been set up to repair the damage and to improve security at the Visitor's Center. Anyone wishing to help should send donations to the Vandalism Repair Fund, CT Trolley Museum, 58 North Road, East Windsor, CT 06088.

Connecticut Trolley Museum



SHORE LINE TROLLEY MUSEUM DAMAGED BY IRENE FLOODS

EAST HAVEN — When Irene came ashore at East Haven, the Shore Line Trolley Museum was as ready as it could possibly be. A number of the museum's volunteers spent long hours in the days before the storm moving cars to higher tracks where possible. After all, it's hard to relocate almost 100 antique trolleys when their home sits below the 100-year-flood level.

Ironically, the museum's board of trustees had just inaugurated an "Elevating the Collection" fundraising campaign in March aimed at building elevated housing for the collection to protect it against even the most devastating hurricane.



The museum, listed on the National Register of Historic Places, is located at 17 River St., right next to the Farm River, and has been through recurring floods. This time, with the punishing storm surge brought by Irene, the museum suffered the worst tidal flood in its history.

"It was shocking to see 100-year-old antiques sitting in pools of water, knowing that every minute was further damaging their valuable and irreplaceable motors," said Jeff Hakner, chairman of the trustees.

"The good news is that there is minimal damage to the car barns. Sprague station, where most visitors first encounter the muse-



um, is fine," Hakner said. "Most of the railway line is undamaged. However track washouts will prevent us from being able to operate all the way to Short Beach for some time. We plan to have limited operations in effect by Saturday, Sept. 3."

The bad news is that almost 90 other cars, one dating to 1878, have received some damage. The collection includes 46 cars more than 100 years old. All of them are considered out of service until they can be inspected and their motor insulation tested. The process will take several weeks.

Water in the car barns ran from 12 to 24 inches deep. Cars 948, 850, and 357 are the only ones known to have completely escaped flooding and will be operational once electrical power has been restored.

"Every car we have inspected is repairable, but it will take a significant amount of work," Hakner said. "Repairing one car with a flooded motor can take 500 hours of skilled labor. We'll be fighting the effects of this flood on our collection for years to come."

Virtually all of the activities at the trolley museum are manned by volunteers, from repairmen to conductors and from engineers to committee chairs.

"We launched the 'Elevating the Collection' campaign to prevent catastrophic damage to an invaluable collection," said Hakner, who is also the co-chairman of the fundraising campaign. "We need to construct two buildings above the salt marsh floodplain. Each building will house four railway tracks."

"If the new buildings had been in place this weekend, the cars inside would have suffered no damage from Irene," Hakner said. "We have already secured \$156,000 toward this goal and are in conversation with a significant group of prospective donors who are considering support."

The goal of the campaign is to reach \$2,000,000. With 1,000 new or renewed memberships each year, the museum association has a dedicated base of supporters



who are rallying to the call for aid.

Hakner went on to say that ‘when our new buildings are completed, we will never again have to repair cars knowing that we will have to do it all over again after the next flood.’

The popular tourist attraction had nearly 20,000 visitors in 2010. The museum operates a portion of the old "F" trolley route of the Connecticut Company, which provided service from downtown New Haven, through East Haven and into Branford. Passenger service on the line began July 31, 1900, providing clean, fast, affordable, reliable public transportation. Residents in the suburbs, who couldn't afford to stable a horse, could then take the trolley to shop for groceries, go to work or school, or go out on the town for the evening.

To a great extent, the trolley created the suburbs by making it possible to live far away from urban centers of employment and yet commute easily. However, its future was dimmed with the advent of the automobile. By the time WWII came along, the lines had been drastically cut back. The trolleys survived during the war years because of the high demand for rubber and gasoline for the armed services. During the war though, many of the rails were torn up for scrap metal. Finally, on September 25, 1948, the last trolley car made its run.

The museum association immediately assumed operation of the line, making this the oldest continuously operating suburban trolley line in the United States, using cars that have come to the museum from throughout the United State and Canada.

Museum officials ask people who enjoy the trolleys to join the museum and give to the campaign. To find out more, call the museum at 203-467-6927 or email them at

office@ShoreLineTrolley.org or go to www.ElevatingTheCollection.org.

Mary Athey
East Haven Patch: 8/31/2011;
Photos: Shore Line Trolley Museum



HOPEWELL JUNCTION DEPOT RESTORATION

Those hard working volunteers of the Hopewell Depot Restoration group have been very busy taking advantage of the mildest winter in recent memory, accomplishing an impressive amount of work

this past season as is clearly evident in the two photographs on this page. External restoration is essentially complete on all but the east side of the building. In the interior spaces the Waiting room and museum room are nearly complete.

On April 25th., the depot's Visitors Center was formally dedicated in a Grand Opening ceremony complete with ribbon cutting featuring local politicians, supporters and well deserved special recognition for Bernie Rudberg, who attended all decked out in his Conductor's uniform.

While much has been accomplished there is still much more to do with two thirds of the interior of the building that will be used for the museum space yet to be completed. The flooring in three rooms, two interior doors, crown, window and door molding, track lighting, and baseboard trim are all still on the "to do" list.

The group, formally known as the Hopewell Depot Restoration Corporation, is always looking for assistance of the physical and/or monetary variety.

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



THOMASTON STATION DESIGNATION

THOMASTON—Last week, the historic Thomaston Train Station received a designation on the State Register of Historic Places. The station, built in 1881 by the original Naugatuck Railroad, serves as the home base of The Railroad Museum of New England, which offers scenic train rides along the Naugatuck River.

“It’s a wonderful designation that will enable us to move toward the next steps to bring the station back to its proper appearance as a railroad station. It will allow us to look at additional funding for continued restoration,” said Howard Pincus, a trustee at the museum.

According to the Railroad Museum of

ister, except that the special considerations are not applicable.

Mr. Pincus said that even though the station has suffered neglect and a fire many years before the railroad museum became owners of it, the building was still remarkably intact as a railroad station.

Additionally, he added the building is now being used for its original purpose, as it was in 1881. “It served in that role as a railroad station until 1958. In 1999, the museum started using the building as a railroad station once again,” said Mr. Pincus.

Mr. Pincus said the designation will help when it comes to obtaining grants. “We have been turned down a number of times because we were told the building is not an historic building if it is not on the register,” he said.

He said the plans going forward are to let the building tell its original story. “We have

the roof structure and that was probably the primary thing that saved the building.”

In 2001, the museum received another grant from Thomaston Savings Bank for further upgrades.

For more information, call 860-283-RAIL and visit www.rmne.org.

*Daniela Forte
Litchfield County Times: 5/10/2012*



MOVING HISTORIC SWITCHING TOWER IN QUESTION

ATTLEBORO—The state’s cash-strapped transportation authority has pulled funding for the moving of a historic railroad switching tower, derailing efforts to save the increasingly fragile building, redevelopment officials said Thursday.

The run down tower sits just off the Pleasant Street overpass and is owned by the Attleboro Redevelopment Authority.

The ARA was counting on \$92,000 in



Thomaston Station on June 10, 2012 on the occasion of the visit of Flagg Coal Company #75, “Hank the Tank”.
Photo: C. O. Dunn

New England’s Web site, www.rmne, it is a nonprofit educational and historical organization that dates back to January, 1968.

Mr. Pincus said the state designation could lead to a larger honor, inclusion on the National Register of Historic Places.

“Our plans are to proceed to the next step, but right now [we’re] just very happy we were able to get on the state registry,” said Mr. Pincus.

According to the Connecticut Trust of Historic Preservation Website, www.cttrust.org, the State Register of Historic Places is an official listing of properties and sites that are important to the historical development of Connecticut. It uses the same criteria for listings as the National Reg-

been archeologists; we have discovered everything from paint samples and original plaster molding that had been saved as samples for reproduction. We have been able to determine with a good degree of accuracy the original layout of the building,” said Mr. Pincus.

“The building had suffered an arson fire in 1993 and was sitting with the roof completely burned off. The town was very helpful in assisting us in the early cleanup efforts,” said Mr. Pincus. “Additionally the Thomaston Savings Bank has been a marvelous benefactor. In 1996 [and] 1997, the bank funded the replacement of the roof which involved complete reconstruction of



cash from the MBTA to move the structure to the nearby Attleboro Corporate Campus for restoration.

Severe financial problems at the MBTA, including a \$160 million budget deficit and \$6 billion debt apparently sparked the cut. The MBTA is raising fares July 1 to help address its immediate money problems.

The transportation authority gave the tower to the ARA for preservation purposes, and plans called for the renovated structure to be moved to the former site of Attleboro’s Old Barn as part of the ARA’s downtown revitalization project.

It’s to be used as a museum and eatery.

The tower, obsolete and out of use for years, came with a pledge of \$92,000 to pay for the move.

Despite the deteriorating building, the switching equipment inside is in good condition and can be used as an educational display.

Businessman and historic preservationist

Gary Demers, who's heading up the restoration, is worried the cash cut increases chances the building — which he described as the best switching tower in the region — will be further damaged by vandals or the weather.

"It would be a shame to lose this opportunity because of \$100,000," Demers said.

Demers said he's especially worried vandals will try to burn the structure, which would also damage the railroad's high voltage lines and steel rails.

The money was withdrawn after the MBTA had issued a purchase order to a company called International Chimney of Williamsville, N.Y. to move the structure, Demers said.

ARA Chairwoman Judy Robbins said she will pursue the matter with the city's legislative delegation and state officials.

George W. Rhodes
The Sun Chronicle: 6/8/2012



NHRHTA BACK ON THE RAILS WITH STEAM

For the first time in more than 20 years NHRHTA will be sponsoring a Fan Trip, and for the first time in the organization's history it will be steam powered.

Arranged in conjunction with the Valley Railroad in Essex, Connecticut, the trip is scheduled for Saturday, September 15, 2012, departing at 10:00 AM from Essex depot. The journey, scheduled to last over five hours, will cover every mile of track the Valley Railroad operates proceeding south from Essex, to the wye at Saybrook, then north to Goodspeed located across the Connecticut River from the famous Goodspeed Opera House, and then back to Essex. During the trip riders can look forward to photo runbys and meets with the Valley's regularly scheduled trains that day, pulled by the their other 2-8-2 Mikado #40.

NHRHTA's consist for the day will include three coaches, the former New Haven Railroad parlor car "Great Republic", and power provided by the Valley's newest steam locomotive, 2-8-2 Mikado #3025 dressed in New Haven livery.

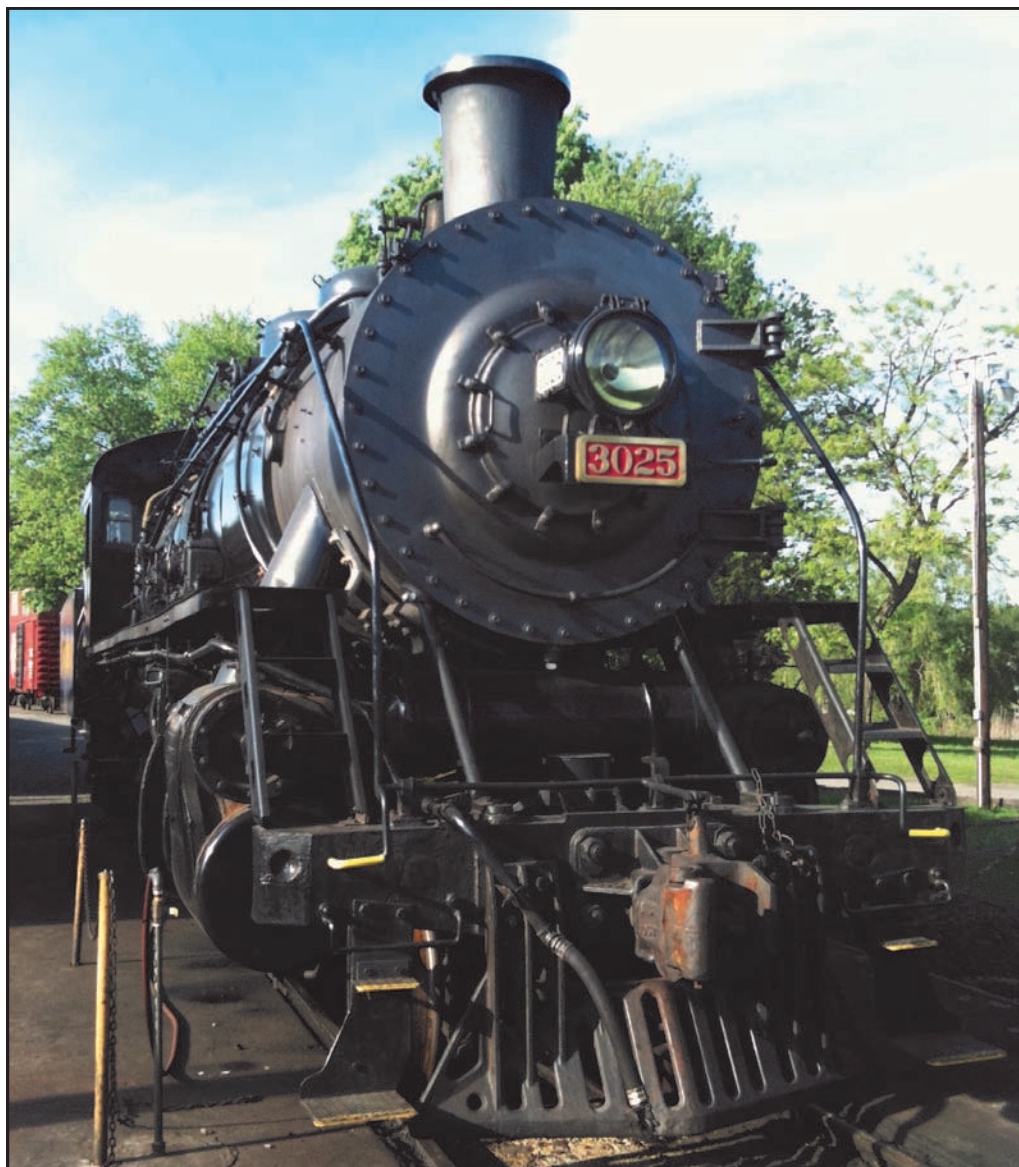
Number 3025 was acquired by the Valley Railroad in October, 2008 in an auction of the Knox & Kane Railroad #58, which had been damaged in a fire at their engine house. It was originally built by Tangshan Locomotive & Rolling Stock Works in July, 1989. By December 19, 2008 the scorched locomotive had arrived at its new home at Essex.

What followed was 36 months of inspec-



Above: Knox & Kane Railroad #58 on the day of its auction in October 2008 at Kane, Pennsylvania.
Photo: Valley Railroad

Below: Number 3025 fully restored and transformed, facing south resting over the ash pit at Essex, Connecticut in the evening sunlight on May 17, 2012. The number plate was molded from an original New Haven number plate. The headlight is a vintage "Golden Glow" the same as those that graced the J-1 class and many other New Haven steam engines.
Photo: C. O. Dunn





Above: Close up view of the classic New Haven style arch window cab the Valley Railroad fabricated using original New Haven Railroad drawings as a basis.

Photos: C. O. Dunn

tion, restoration, rebuilding and a decision to pay homage to a class of locomotive that once frequented the tracks of the Valley line for 40 years, the New Haven class J-1, 2-8-2 Mikado.

The twenty five J-1 class engines (#3000 - #3024) were built in 1916 by the American Locomotive Company and were the New Haven's first large freight locomotives. While soon eclipsed by larger freight loco-

motives, they remained in everyday service until the early 1950s with the last one sent to the scrap yard in 1958.

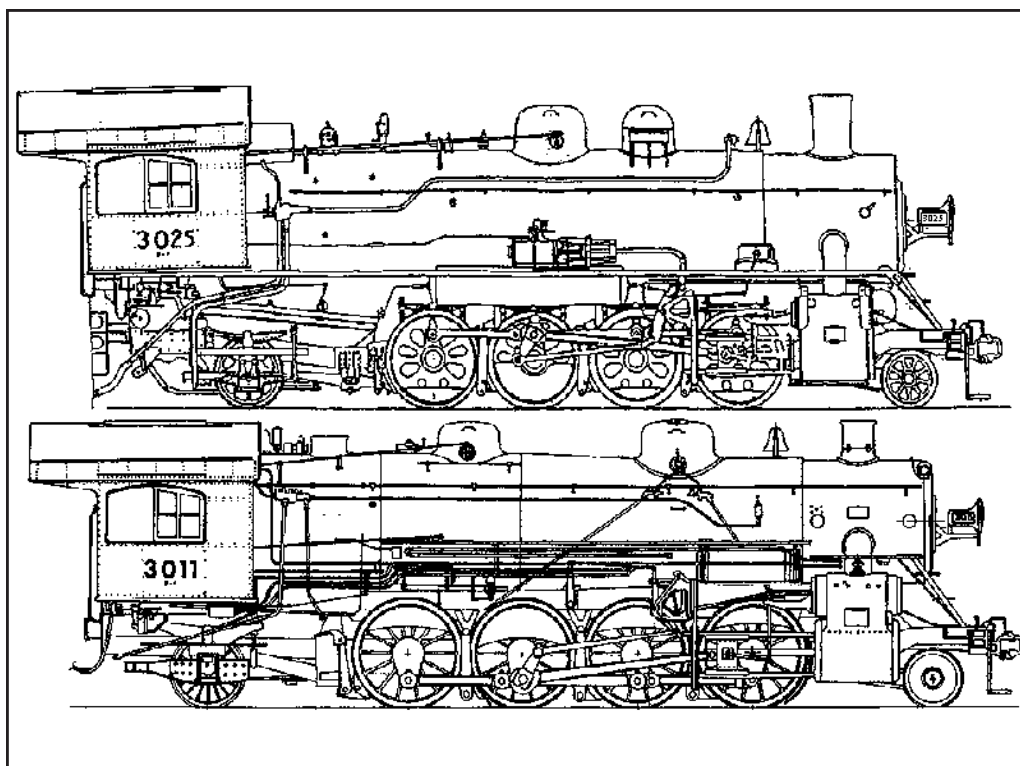
While planning the rebuilding of their "new" locomotive, a number of Valley employees and volunteers suggested that since they had to build a new cab anyway, why not build a New Haven style cab with classic arched windows. Original New Haven Railroad drawings, furnished by Al Law-

rence through J. W. Swanberg and modified to fit #3025, were used. Through several generous donations genuine New Haven accessories were added to the engine, including a "Golden Glow" headlight from New Haven class R-3-a 4-8-2, #3556; a whistle from a New Haven class I-4 4-6-2 Pacific; a set of New Haven classification lights; and a bell, that once adorned two New Haven locomotives, #2402, a 0-6-0 class T-2-b switcher retired in 1939, and #3015, a class J-1 2-8-2 Mikado retired in 1950, graces the smokebox just behind the stack.

Max Miller arranged to have a brass number plate specially cast using the number plate from New Haven class I-2 4-6-2 Pacific, #1311 as a model for the plate and the numeral 3. Rubbings from three other original New Haven number plates were secured for the numerals 0, 2, and 5. As was the New Haven's practice, the plate is mounted just below the headlight.

The tender also received the "New Haven" styling by being modified into a 'clear-view' configuration, which also facilitates safe operations on the Valley, as running tender first can't be avoided. The tender also sports a "Golden Glow" headlight from New Haven class I-2 #1319.

Topping it all off is a paint job right out of the New Haven's Mechanical Department's painting and lettering specifications. The engine and tender are finished in glossy black with a graphite gray smoke box and finished off with dulux gold lettering as was used on the New Haven J-1s between the late 1920s and their retirement in the mid-1950s.



Left: An approximate scale comparison of a drawing of #3025 (top) with a drawing of New Haven #3011 (bottom) illustrates the similarities and differences of the two locomotives. The New Haven J-1s were about a foot and a half longer and a few inches shorter. The J-1s had 63" diameter spoked drivers while #3025 has 54" diameter boxpok drivers. Cylinder diameter and stroke varied as well, 21"x28" on #3025 and 25"x30" on the J-1s. Steam and sand dome positions are different as well.

Both Drawings: A. A. Lawrence

