

Volume 4 Issue 1

The SPEEDWITCH®



CONSIST

Bridgeport Wire Train Crew Car W-162	Page 3
Correcting the Bethlehem Car Works Kit by Rick Abramson and Bill Dulmaine	
The Modeling of Edward J. Ozog	Page 8
by Edward J. Ozog	
Amherst Railway Society Railroad Hobby Show	Page 11
The Eastern States Exposition Fairgrounds (The Big E) West Springfield, MA January 24 & 25, 2015 by Paul Cutler III	
Back Calendar Photo Listing 2001-2014	Page 16
by Paul Cutler III	



THE 8600 SERIES COACH PROJECT

by John Sheridan

I have spent the last five years collecting data and trying to shop this project to any manufacturer who would listen. Unfortunately, these cars were unique to the New Haven Railroad and no other.

Because there is no way to spread out the development and tooling costs across multiple road names as you can with a standard Pullman-type car, it has simply not been worth the risk for a manufacturer to produce these cars.

To solve this problem, NHRHTA has partnered directly with a manufacturer, in this case Rapido Trains, by investing nearly 50% of the design and tooling cost associated with this model.

That means that the Association has taken the unprecedented step of actually investing its own cash in order to make this model possible by absorbing part of the financial risk involved.

MEMBERSHIP SUPPORT IS ESSENTIAL

We are taking firm pre-production reservations now. Pre-ordering is the only way to make sure you get the cars you want, or at all.

The pre-order sales will be how we gauge the number and specific types of cars that Rapido will manufacture for us.

The Association needs to sell approximately 700 cars to recover our investment. The number of cars purchased by NHRHTA members will determine the financial success or failure of this project and whether or not we move to the next car in the series, the parlor car.

NHRHTA EXCLUSIVE MODEL

The NHRHTA does have an exclusive on the red-orange window band classic McGinnis cars with skirts. I want to emphasize that we will also be selling the other New Haven cars such as those with the green window band and the red-orange window band, unskirted cars.

Order as soon as possible, so that we can determine our production numbers. There will be a copy of the pre-order form included with each issue of the *Shoreliner*. Order forms will be made available on the website and at the NHRHTA sales tables.

COMPETITIVE PRICING

We are pricing these cars to be as price competitive as possible. We are offering a 20% discount (\$79.99). The dealer network will also be selling these cars, but please purchase from NHRHTA.

PAYMENT POLICY

We will not be asking for money during the pre-order period. The order form will provide all the necessary information for pre-ordering the cars. For expedited shipment, payment by credit card is preferred. Credit cards will not be debited until your order is shipped. Those ordering by check or money order will be notified and billed when the cars arrive.

The Association will produce a small number of additional cars that will be offered for sale at shows.

I cannot emphasize enough that the decision to make the next car in the stainless series will depend on the success of our coach sales.

William G. Dulmaine, Jr. PUBLISHER NHRHTA, INC
EDITOR *SPEEDWITCH*
PRODUCTION

Cosette Dulmaine..... TECHNICAL ASSOCIATE
PRODUCTION

Charles O. Dunn..... EDITOR EMERITUS

TECHNICAL REVIEW & RESEARCH... Richard Abramson,
Thomas Curtin, William G. Dulmaine, Jr., Wayne Drummond, Marc J.
Frattasio, John Kasey, J. W. Swanberg

EDITORIAL ASSOCIATES Robert Belletzkic, William
Chapin, Richard A. Fleischer, Bill Lupoli, Ed Ozog, Bill Reidy, Edward
Sweeney

Chris Adams..... PHOTO ARCHIVIST

"Library of Congress card catalog no. 78-6451543"

Website & New Haven RR Online Forum

www.nhrhta.org

The NHRHTA *SpeedWitch* is published by volume by the New Haven Railroad Historical & 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.

Third Class postage paid at Pontiac, IL 61764

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 © 2015 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 Email: cosette_ploof@comcast.net
John Walther VICE PRESIDENT
Marlin B. MacLaughlin..... CORPORATE SECRETARY
Thomas Curtin..... TREASURER
160 Riverside Boulevard #16A New York, NY 10069-0708
Email: 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

CONTACTS

Membership Services..... Richard Pedersen
49 Carnation St, Bergenfield, NJ 07621 Tel: (201) 385-4277
E-Mail: nynhh@msn.com

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

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

Manufacturer Assistance..... William G. Dulmaine
PO Box 1125, Sterling, MA 01564 Tel: (978) 422-9746
E-mail: cosette_ploof@comcast.net

8600 COACH RESERVATIONS BACK ISSUES SHORELINER BACK ISSUES CALENDAR

NHRHTA, P.O. Box 289, Accord, MA 02018
E-Mail: daveclinton@verizon.net
See NHRHTA web site for available issues
www.nhrhta.org



BRIDGEPORT WIRE TRAIN CREW CAR W-162 CORRECTING THE BETHLEHEM CAR WORKS KIT

Note: This model is a work in progress. To get the photos needed for this article, I had to go with some details missing such as the ladder rungs on the "A" end roof cap (right side of headlight). The battery boxes supplied with the kit are too large and will be replaced with smaller ones at a later date.

BY RICK ABRAMSON and BILL DULMAINE

MODEL PHOTOS BY R. L. ABRAMSON, PROTOTYPE PHOTOS BY W. G. DULMAINE, UNLESS NOTED



BETHLEHEM CAR WORKS WIRE TRAIN CREW CAR

Bethlehem Car Works recently released their HO scale model of NH W-162. This is a first in that it is the only model ever produced of a wire train car.

The kit is based on the BCW NH 4400 series copper-clad coaches from which the prototype W-162 was converted in the early 1950s. The W-162 was originally 4404.

The BCW 4400 series model starts as a good basis for the W-162. However, except for providing modified ends (cut out

Details omitted from the BCW kit include Golden Glow headlight and cover, traps, air whistle, two windows on the interior of the vestibule, and ground wires and insulators. *Photo by T. J. Donahue.*



Above: W-162 in transit has the whistles removed. The base of the pipe where the left whistle was mounted is seen to the left of the headlight on the roof end cap. The right whistle was mounted on the pipe next to the right crash post (pipe extended to the bottom of the end cap). Note the supports for the headlight and cover, the ground wire and insulators running up the right crash post to the right clerestory and the grab irons on the roof cap to the right of the headlight. Below: The end windows and windshield wipers are clearly visible in this photo. Note the location of both whistles. Both photos William G. Dulmaine Collection.



sheet metal) which reflects work done by the New Haven during conversion for wire train service, that's where the fidelity to the prototype ends! Unfortunately I built my model following the kit's instructions.

After being advised of the kit's deficiencies by Bill Dulmaine who had owned the prototype, I have spent numerous hours making tedious post assembly corrections. Hopefully the following will help you to avoid my torment in order to produce an accurate model of an interesting prototype.

PROTOTYPE OPERATION

The W-162 was the crew car on the Bridgeport Wire Train. The W-162 was positioned on one end of the wire train and the locomotive on the other end. When the

car was in the lead, being pushed to a work site, visibility to the rear was essential. That's why the sheet metal on the "A" end of the car had been cut out and windows installed on either side of the bulkhead door. It is interesting to note that at the bottom of each window were hand-operated windshield wipers.

A Golden Glow headlight was mounted and centered on the end cap of the roof. A whistle was mounted vertically to the left of the headlight and another was mounted lower and just to the right of the right crash post (see photo below left); the pipe going up along the right crash post was attached to the right hand whistle just above the opening (see photo above left). Both whistles had been removed when the photo at left was taken.

CORRECTING THE MODEL

There are many details that were omitted from the directions and parts supplied with this kit.

The following needs to be done:

1. ADD THE TWO END WINDOWS
2. INSTALL HEADLIGHT AND COVER
3. ADD WHISTLES (2)
4. ADD GROUND WIRES
5. ADD VESTIBULE TRAPS
6. INSTALL GLOBE VENT OVER LAV, ADD JUMPER COVERS, FLOODLIGHTS, WINDSHIELD WIPERS AND MISCELLANEOUS DETAIL AS YOU WISH.

CUTTING END WINDOWS

The end windows on the prototype had a narrower opening than the side windows because of space limitations. The blank bulkhead supplied with the kit is even narrower than the prototype. You will have to make the window opening narrower. The height of the side windows on the prototype were the same as the end windows. If you plan to add the windshield wipers you will need to install a window frame.

The best way to plot the window openings is with a scale rule and pencil.

I recommend an X-Acto #11 blade to cut the openings.

Place the bulkhead on a flat surface and tape it down so it doesn't move when you make your cuts.

Take your scale rule and draw the outline of the window on the bulkhead with the



This photo shows the "A" end of the W-162 model.

pencil. When you are sure you have the correct placement of the windows, begin cutting. I began with the vertical cuts in the sheathing. After making the four vertical cuts, make the horizontal cuts to form the top and bottom of the window. Take your time with the horizontal cuts. You can very easily overshoot the vertical cuts.

If for any reason the cut is not square. You can use a file carefully to correct it.

Take your time. You can't put back what you removed!

INSTALL THE HEADLIGHT AND COVER

You will need to add supports for the front of the headlight (see photo on the previous page). The rear of the headlight rests on the roof cap. Using styrene or thin sheet brass, fabricate the cover and attach supports as shown in the photos. The headlight should not protrude over the end of the car.

ADD WHISTLES

The photo on the bottom left of the opposite page shows the whistle on the left mounted next to the headlight. Another whistle is seen to the lower right. In the photo to the upper right, a pipe with a piece of cloth stuck in it runs alongside the right crash post. This extended just above the cutaway section and the second whistle was mounted to it. These whistles were used for communication purposes.

ADD GROUND WIRES

Another major omission from this kit are the ground wires that run the length of the clerestory on the left side of the car (looking from the "A" end) and down the crash post on both ends where they were grounded to the car frame. There were in-

ulators mounted on curved brackets up the "A" end of the car, across the clerestory and down the "B" end (see prototype photo at the bottom right).

I used small pins with flat heads on them to simulate the brackets with insulators. I bent them 90 degrees (they should be curved). These brackets with insulators were mounted on the outer panels along the clerestory. The flat head on the pins substitutes for the insulators. I painted the pins black and the flat head of the pin glossy brown to represent insulators.

There were also ground wires running from the two smokejacks located on the left



Below Left: Photo of ground wire running from smokejack to the frame. Below Right: The ground wire with insulators is shown running the length of the clerestory and down the end of the car. Also note the water filler cap over the lavatory and the floodlights above the openings on the car end. Above Right: Note Globe vent, filler cap (on roof) and an electric plug cap is below the window.





Above: this photo shows the W-162 at Northup Ave. Yards in Providence, Rhode Island in transit on PC NE-74. A former New Haven NE-6 in Penn Central livery was to the immediate right of the W-162. Note the location of the battery boxes (covers removed during transit as were the smokejacks). Also note the small air tank to the left of the "A" headlight end truck. Below: The model is shown with oversized battery boxes (supplied with the kit). Second From Bottom: Brake detail was mounted almost directly across from the battery boxes and centered on the cars number. Bottom: This photo shows the small air tank installed on the finished model.

side of the car looking from the "A" end. From the "A" end, the blank space between the second and third windows had a ground wire running from the smokejack (mounted above this area on the lower deck of the roof) to the frame. The space between the fifth and six windows from the "B" end also had a ground wire running from the smokejack to the frame. For the ground wires, I used Berkshire Junction heavy black E-Z Line.

UNDERBODY DETAILS

The drawing that comes with the kit showing the location of underbody details is incorrect!

Refer to the prototype and model photos in this article for the correct placement of underbody details including air tanks, battery boxes, control valve and brake cylinder.

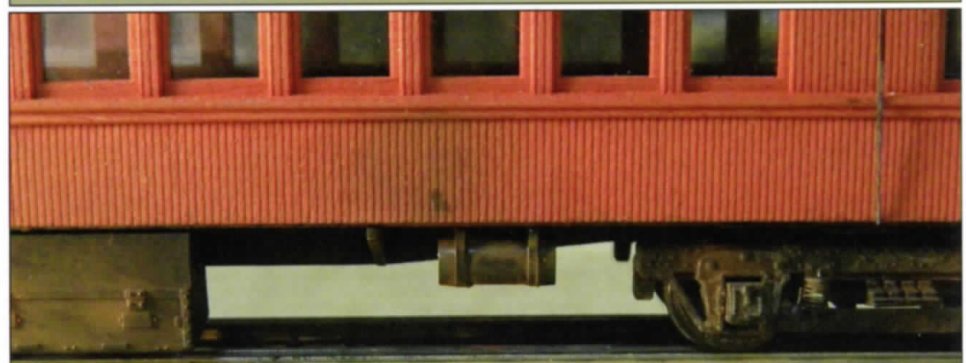
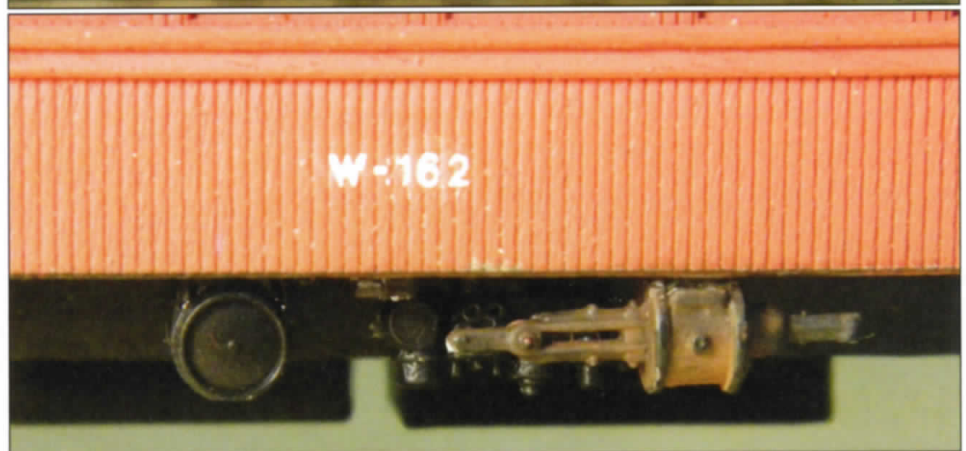
The battery boxes are located on the left side of the car looking from the "A" end, centered below the car number. The battery boxes provided with the kit are much too large. See the broadside prototype photo above for placement.

There is a small air tank located approximately under the fifth window. The broadside prototype photo above shows exact placement.

The large air tank, control valve and brake cylinder are almost directly opposite the battery boxes on the right hand side of the car looking from the "A" end. Note that the large air tank is mounted crosswise under the car. See model photo.

ADD ADDITIONAL DETAILS

See the prototype photos for more details such as various **electric jumper caps** and **floodlights** above the openings on the "B" end of the car. The **battery boxes** supplied with the kit are too large and open as one piece from the bottom on the prototype.





The wire train with W-162 leading is seen on a shove move, passing through Bridgeport, Connecticut in 1966 on Rick's layout.

There are also **steel battery box supports** that angle down from either side and under the battery boxes.

Install grab irons (see prototype photos).

Install Globe Vent and filler cap over lavatory.

PAINTING AND LETTERING

The car which was copper-clad, was painted with a galvanized metal primer (reddish brown), **not hunter green** as stated in the kit instructions.

While most of the cars that made up the Wire Train were red, except for the tower and cable reel cars, the W-162 as explained earlier was a "reddish-brown." Looking at various color photos of the car, the shades appear different, as this happens due to lighting, weather conditions and type of film used at that time.

I tried to take an "average" of the different shades. What I eventually arrived at

was a mixture of Floquil Zinc Chromate Primer and Socony Red cut with lacquer thinner for airbrushing. I just kept adding either color until I arrived at a shade as close as possible.

After airbrushing the car, I weathered the trucks and body with chalks.

The lettering style "New Haven" decals that come with the model is 1920s style lettering. . .not Futura Bold as used in McGinnis schemes. What was really odd was that my kit did not have decals for the W-162 but for another work car. To best match the numbers for the W-162, I used Microscale decals for the "GN Big Sky Blue" for engines.

For the roof, I used Testors Flat Black from a spray can. This is a really Flat Black and gives the roof a real aged appearance enhanced with some weathering. Again, I used chalks for this.

R. L. Abramson

Note: John Greene of BCW has acknowledged some of the problems with the kit. He will have the rear bulkhead windows laser cut on any future runs of the model.

BILL OF MATERIALS

GOLDEN GLOW HEADLIGHT

Custom Finishing #123

WHISTLE - TALL (2)

Custom Finishing #103

GLOBE VENT

Custom Finishing #117

WINDSHIELD WIPERS

Cal-Scale #190-517

SAND FILLER

Detail Associates SD 3004

MU RECEPTACLE SET

Detail Associates MU 1509

GRAB IRON PASSENGER - 36"

Detail Associates #6605



New Haven I-5 Hudson #1400 is storming down the Shore Line with a clean fire trailing a plume of steam exhaust on a cool morning. The model is by Custom Brass which I painted and lettered and slightly modified. The steam is an attempt to add some life to the scene using a no longer available Google app.

by Ed Ozog

My HO scale layout is generic with structures and scenes that allow me to operate a variety of motive power and equipment against a realistic background that could be anywhere on the East Coast. While I grew up on the "Shore Line" I lived most of my life along other railroads and consequently want to

model more than the New Haven even though it is my main interest. The layout consists of large loops for continuous running of fifty car freights and long, passenger trains on minimum 48 inch curves. Six long hidden double-ended staging sidings allow for a progression of trains. Operation for me is mainly sitting back and watching trains roll by at eye level. However, I do have a major industry, The H&M White Corporation, and a large lumber

yard, fuel dealer, freight station and team tracks. The visible sidings in the industrial area comfortably hold a hundred cars, nearly all resin kits, my main modeling interest. I like to move cars around the industrial area but without any aim other than to see the switchers at work. In short, I see my layout as a way of experiencing railroading as a railfan reliving old trackside memories.

Y-3 0-8-0 #3404 is switching tank cars at the coal and oil dealer. The switcher is a Proto 2000 model, two of the cars are resin kits, and the structures are mainly scratch built. The O.H. Wright lumber shed is based on an actual lumber building.





The I-4 Pacific is approaching Providence after having been groomed at the Southampton Street wash pad in Boston. The model is by Custom Brass. I painted and modified it for greater accuracy. I like clean steam like many of the ones I saw during the '50s.

J-1 Mikado #3006 is dropping some cars in front of the facilities of the H&M White Corporation, a major East Coast manufacturing plant. The model is by Key Imports. I painted and lettered it for one of the three 2-8-2s retained into the mid 1950s for snow melting. However, #3006's appearance is from an earlier period than I witnessed.





DEY-1b #0926, an Alco HH660, is removing an empty from the coal and oil dealer's siding. The dealer uses the bunker for anthracite and unloads lesser grades at the elevated trestle in the background. The Atlas diesel was purchased from the NHRHTA and is an excellent runner. The coal bunker is a Campbell kit.

T-2-b 0-6-0 #2423 is switching the H&M White Corp. complex. The factory was built from the modular walls and windows sold by City Classics with the addition of a loading platform and canopy. The #2423 is factory painted brass by Overland Models. The drum on the rear of the tender contains a fire hose. Railroads often equipped steam switchers with fire hoses operated off the locomotive's injectors since fires in rail yards or some industrial areas were not easily reached by fire departments. The switcher's small tender held about 4,500 gallons of water when full.





DEY-3 #0949, an Alco S-1, is placing a Pennsylvania R.R. well car at an H&M White siding where it will receive a high load. The plant produces a number of products and receives and delivers loads daily. The S-1 is by Atlas and the buildings are both scratch-built and built from kits.

AMHERST RAILWAY SOCIETY RAILROAD HOBBY SHOW

THE EASTERN STATES EXPOSITION FAIRGROUNDS (THE BIG E) WEST SPRINGFIELD, MA
JANUARY 24 & 25, 2015

Photography by Paul Cutler III.

BY PAUL CUTLER III

This year's Big Railroad Hobby show was especially thrilling for New Haven Railroad fans with the display of two new HO locomotive models due later this year. We also saw the pre-production plans of the new stainless steel passenger coach, and the announcement of more NH models coming our way.

HO SCALE I-4 PACIFIC

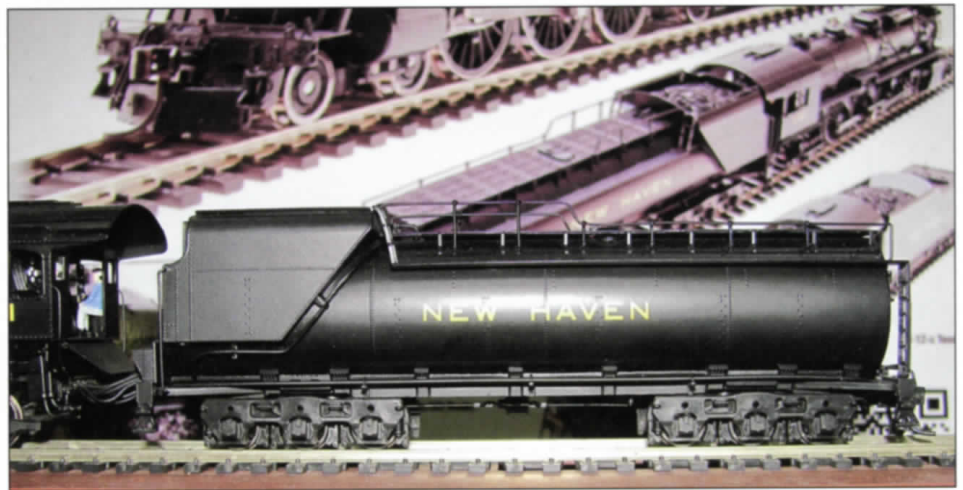
Over at the Broadway Limited Imports booth they had on display their pre-production HO-scale "Brass Hybrid" model of the I-4-c Pacific #1361 with the V-1-a "Vanderbilt" tender. This project, in which the NHRHTA's modeling staff was heavily involved, is the follow up to BLI's success-



ful twice-run I-5 4-6-4 model. The I-4 model was spawned and inspired by the late John Pryke, our most prolific NHRHTA alumnus in the national hobby media. Although John never got to see and sign off on the finished model, we feel we've done his memory proud by getting the details right within the limits of 1/87th scale.

The 50 NH I-4s were the dominant passenger power on the road from 1916 to the arrival of diesels. Even the ten I-5s in 1937 only bumped them off the fastest & heaviest trains. The I-4 story is one of continual improvement, with Elescos as I-4-a, smaller pistons as I-4-b (or both as I-4-c), Type A superheaters as I-4-d, and thermic syphons as I-4-e (or both as I-4-f). Perhaps no other power had as many miles on them as the I-4 Class for the New Haven.

The detail on the model is exquisite. They put the holes in the driver webbing, and even put the four holes in the pilot wheels. The builder's plate is readable, although some might need their Optivisor to read it. The pilot deck has the correct cut outs, and the cab is the right shape. The model features both brass and diecast construction, includes DC/DCC/Sound and a synchronized smoke system that can be turned off. It looks to be an superb model, and going by their I-5, it should be an excellent runner and tonnage hauler besides. The retail price will be higher than the I-5, but in the eyes of this very biased reviewer it's worth every penny, especially since the last all-brass I-4 was in the \$1200 price range, and that one didn't have the variations avail-



able that BLI is doing, didn't have the correct lettering, and had some incorrect details besides. The only flaw in the BLI pre-production model on display was the location of the cab side numbers, which we are told will be fixed for production models.

BLI's I-4 is coming in 4 versions: I-4-c, I-4-d, I-4-e, and I-4-f. There are two tender variations available: the W-12-c (square 12-wheel) and the V-1-a (Vandy 12-wheel).

The older I-4-c and I-4-d are late-1920s to late-1930s versions of the Pacific, while the I-4-e and I-4-f are only from World War II onward. The V-1-a tenders were only confirmed to be on three I-4s (two I-4-cs and one I-4-d), and only assigned to them in the pre-war era. The idea is that the big Vandys were just used on the *Merchants Limited* to skip the water stop at New London. The two V-1-as arrived in 1927 behind the Y-4s, and within a year had been transferred to two I-4-cs. We believe they stayed behind the I-4s on the *Merchants*, with one I-4-d as a substitute during Class rebuildings, until the arrival of the I-5s in 1937.

By the time WWII broke out, both V-1-a tenders had been reassigned to freight power and all I-4s had been updated to either I-4-e or I-4-f standards. The smaller 8-wheel I-4 tenders (W-7 and W-10) are not available in this run, but perhaps they could be in future runs if this model sells well enough.

So to sum up, if you want to model the pre-war NH but not the *Merchants*, buy the I-4-c or I-4-d with the square tender. If you want to model the pre-war *Merchants*, buy the Vandy-equipped I-4. If you want to model the WWII era or the immediate post-war era up to the last revenue steam runs in 1952, then you want to buy the I-4-e or I-4-f with the square tender. The model is due out in May of this year with a retail price of \$699.99.



FL9 BY RAPIDO

HO & N SCALE

Rapido Trains Inc. had their booth at the show, and had on display two painted pre-production HO scale copies of FL9 EDER-5 #2003, plus an unpainted HO sample. They also had a pair of N scale FL9 shells and some N scale FL9 parts. The assembled HO samples are all hand built and, in the case of the painted ones, hand painted. This included the Farr Grills; production models will have bare metal grills; this also explains the coarse paint separation lines seen. The N scale version is still early in the pre-production stage, and are not quite ready for trial assembly.

As it was, the hand painted samples almost didn't arrive in time for the show. The cargo plane they were on had mechanical trouble in Japan, and delayed the shipment to Friday before the show. Therefore not even Rapido had much chance to look them over before putting it on display Saturday morning.

Again, the NHRHTA is heavily involved in this model, and getting it right is our priority. The FL9 was the signature NH locomotive, being a diesel and an electric while being totally unique to the NH. Flawed? Certainly. A management mistake? Arguably. But no other engine sums up the NH's post-war history like the FL9, both good and bad. It's so much a part of the NH's that even the NHRHTA has been using them as symbols for decades. It's probably the largest class of any NH loco to still exist, and some of them are still earning revenue today almost 60 years after leaving LaGrange.

These pre-production models are still not 100% finished, and there are still a few minor corrections to be made. Several of the smaller detail parts like the steam generator intake stack have been fixed digitally, but have yet to be tooled. When assembled, these pre-production models used some parts from their previous FP9. These parts will be replaced with new tooling once production is started. The numbers on the front number boards were mistakenly stretched to represent a 4-digit board when in reality they were 5-digit boards (many railroads in the old days used the 5th digit for train identification; the NH didn't but it was an EMD standard). This error was made at the factory, and will be fixed before production. The front Hancock air whistle needs a little adjustment, and another issue was that one of the #2003's was missing the roof cooling coil. Oops...but that, too, will be fixed.

Pre-production photo by Rapido



Custom painted pre-production photo by Rapido.



Photo by Paul Cutler III.



Pre-production photo by Rapido.

Once finished, the Rapido FL9 will be the most accurate FL9 ever made that didn't come from LaGrange, IL. Both Rapido and the NHRHTA modeling staff have pored over high resolution photos of FL9s and have made each detail as accurate as possible within the limits of scale, economy and manufacturing. The resulting pre-production models show this attention to detail, with everything from the right number of rivets on the rear sides to the water connection pipe next to the back door.

Rapido will be offering three NH versions of the FL9. The first order, Class EDER-5 (2000-2029) will be offered "as built" with pantographs (1956 to 1960). The second order, Class EDER-5a (2030-2059), will be available as they existed after delivery in 1960. Lastly, they will make the "modernized" Class EDER-5 (2000-2029) with all the safety appliances

added and pantographs removed, good from 1960 onward.

Both the HO and N scale models are due out later this year. HO models will be \$249.95 (DC) or \$349.95 (DCC & sound). N scale models will be \$169.95 (DC) or \$279.95 (DCC & sound).

Still at the Rapido table were the initial painting & lettering drawings for the HO scale NH 8600-series stainless steel coaches. These cars are being made in partnership with the NHRHTA, as our organization has invested in 50% of the tooling costs to get this project to market. This came to be in no small part due to willingness of NH fans all over to buy the NH Osgood Bradley coaches. It convinced both Jason Shron of Rapido and the NHRHTA Board of Directors to take on this uniquely NH prototype.



1955 to 1958

NHRHTA EXCLUSIVE MODEL..... THE CLASSIC McGINNIS ERA 8600
THIS VERSION WITH RED WINDOW BAND AND SKIRTS RAN BEHIND DL-109s, C-LINERS, PA-1s
GP9s, RS-11s, H16-44s AND THE FIRST 30 FL9s

Manufacturer's suggested retail price \$99.00
NHRHTA PRICE \$79.99 + S&H

ALSO AVAILABLE FROM NHRHTA



1947 to mid 1955



1959 to 1968

HO SCALE 8600-SERIES COACHES

After WWII, the NH came out of bankruptcy determined to win over the traveling public. They ordered 222 stainless steel-clad cars from Pullman. Most were built right in Worcester at the old Osgood Bradley plant. Of this fleet, 103 were 78-seat coaches, numbered 8600-8702. The rest were Parlors, Diners, Grills, Combines, Sleepers, and Observations.

The 8600 car models will be available in NH green "as delivered" (1948-1955), McGinnis with skirts (1955-1959), McGinnis without skirts (1960-1968), and a couple post-

NH paint schemes, too. The NHRHTA will have an exclusive on the McGinnis with skirts, and will also be selling the other two NH variations (all in 10 different numbers per scheme, plus unnumbered with decals). Ordering the cars can be done through our website (www.nhrhta.org) or by mail order. It's critically important that our members try to buy all their NH 8600 cars from the NHRHTA if they can as we will use the proceeds from these cars to invest next in Parlors. If those also succeed, then either "County" cars, Diners or Grills

would be next. We need your support to make this happen.

Of course the NHRHTA modeling staff will be on call for this project as well as with the previously mentioned ones. The 8600 design is still in the very early stages, including the gathering of information, and has yet to be passed along to the NHRHTA experts for review.

The cars are due out in 2016, and will have an MSRP of \$99. The NHRHTA will be selling them for \$79 each, plus S&H.

McGinnis Scheme with skirts				
Item #	Car #	Item #	Car #	
<input type="checkbox"/>	17012 8605	<input type="checkbox"/>	17018 8668	
<input type="checkbox"/>	177013 8614	<input type="checkbox"/>	17019 8670	
<input type="checkbox"/>	17014 8623	<input type="checkbox"/>	17020 8681	
<input type="checkbox"/>	17015 8637	<input type="checkbox"/>	17021 8702	
<input type="checkbox"/>	17016 8646	<input type="checkbox"/>	17022 no #	
<input type="checkbox"/>	17017 8654			(includes decal)

Delivery Scheme with skirts				
Item #	Car #	Item #	Car #	
<input type="checkbox"/>	17001 8600	<input type="checkbox"/>	17007 8653	
<input type="checkbox"/>	17002 8608	<input type="checkbox"/>	17008 8656	
<input type="checkbox"/>	17003 8612	<input type="checkbox"/>	17009 8683	
<input type="checkbox"/>	17004 8626	<input type="checkbox"/>	17010 8701	
<input type="checkbox"/>	17005 8638	<input type="checkbox"/>	17011 no #	
<input type="checkbox"/>	17006 8642			(includes decal)

McGinnis Scheme without skirts				
Item #	Car #	Item #	Car #	
<input type="checkbox"/>	17023 8602	<input type="checkbox"/>	17029 8648	
<input type="checkbox"/>	17024 8613	<input type="checkbox"/>	17030 8650	
<input type="checkbox"/>	17025 8615	<input type="checkbox"/>	17031 8659	
<input type="checkbox"/>	17026 8632	<input type="checkbox"/>	17032 8698	
<input type="checkbox"/>	17027 8641	<input type="checkbox"/>	17033 no #	
<input type="checkbox"/>	17028 8644			(includes decal)

HO SCALE RDC-1

More from Rapido was the new announcement of an HO scale Budd RDC-1. This is an all-new model that they claim will be the finest RDC model ever made. Fortunately for NH fans, two NH paint schemes are planned for the first run: as-delivered (1952-1955) and McGinnis (1955-1968). The as delivered will have the original single-chime "blat" horns and stainless steel ends. The McGinnis will have the white, orange and black ends with the twin "NH" logos, plus the Hancock air whistles. Once more, the NHRHTA modeling staff will be contributing to the NH-part of these models.

Rail Diesel Cars were the modern version of the old doodlebugs from Sykes, Mack and Brill. The RDCs were very successful for the NH, the 40 car fleet replacing 16 locos and 64 cars. Back when railroads were forced to run passenger trains at their expense by the I.C.C., Budd RDCs at least allowed them to operate them as efficiently as possible. It allowed them great flexibility in train consists, and adding service to branch lines while modernizing many commuter runs at the same time.

The model will have a twin motor drive that's located under the floor and connected to the trucks via a drive shaft; just like the prototype! This will allow for a full interior and nontinted windows. There will also be lighted number boards and interior, working headlights and class lights, and the option of DCC and sound. All wheels will be powered, and each model will have wire grabs, metal chains, and an intense amount of underbody detail.

Rapido has said they will be tooling up RDC-2s and RDC-3s later, which were also on the NH roster (2 and 6, respectively). They might do RDC-9s for B&M fans, and there's an exceptionally rare chance they might do RDC-4s...but only if everything else sells well. Personally, I wouldn't hold my breath. Only 14 RDC-4s were ever made, and the NH had 3 of them (M&StL had 2, CN had 3, and CP had 6). As for the *Roger Williams*...go ahead and ask them about it, but let's just say the odds of getting RDC-4s are considerably higher than get-



NH RDC #42 the "Firestone" was the second RDC to wear the name. RDC #26 previously wore the name. It is seen at East Greenwich, Rhode Island covering the schedule of Train 508. Photo by Brad Smith.

ting the *Roger*.

On the RDC-1, four numbers in each NH scheme have been announced, plus un-numbered. DC models will be \$225 each, and DCC and sound versions will be \$325 each.

H16-44 (LOEWY STYLE) HO & N SCALE

Atlas had at the show their latest run of their H16-44 in the Loewy-type body in the "as built" NH scheme of green and orange. These models have been released before by Atlas in HO & N, with the last run announced in 2008 in the "full balloon" green and orange scheme. They did McGinnis back in 2004, and the original "as built" scheme back in 2003. The major change this go-round is that the HO models will be available with DCC and sound for the first time.

The Fairbanks-Morse H16-44 was F-M's second entry into the road switcher market, competing with Alco RS-3s and EMD GP7s. They were not as successful as their competitors, only selling 299 of them compared to 1,370 RS-3s and 2,724 GP7s. The NH H16-44s (Loewy), Class DERS-3, were built in 1950. Originally numbered in the 560s, they were

renumbered into the 590s in 1951 in order to free up the 560s for additional Alco RS-3s when the second order of RS-3s arrived in 1952. Nine of the ten lasted just about until the end in 1968 (#590 was retired in 1960). They spent most of their service lives on the East end in local freight and switching duty. By 1957, all had lost their steam generators, and because they couldn't MU with anything other than another DERS-3, were kept mostly isolated in the Providence or Boston area until they were sent to Oak Point Yard in New York City in the mid-1960s.

The Atlas model is not exactly a NH DERS-3 as the battery boxes are not located over the front (long hood) truck like they should be. Apparently, only the NH ordered this option. Atlas wouldn't tool up the NH-only version back in 2003 and now they are stuck with it. From personal experience, I can tell you that moving these boxes would not be easy as new handrails and milling of the frame are only some of the problems involved.

There will be three numbers for both the HO and N-scale versions (including the ill-fated #590, plus #592 and #593). The HO DC version will retail for \$159.95, and the DCC & sound version will be \$269.95. In N-scale, the DC version will be \$119.95, and the DCC version will be \$159.95.

CONCLUSION

All in all, this is a very exciting time to be a either an HO or N-scale New Haven modeler. In addition to the FL9 and H16-44, N-scalers will see their own version of the Osgood Bradley cars from Rapido as Jason Shron has announced that work has restarted on that project delayed due to factory problems in China. We also know there's another HO NH model coming soon, but we can't say what it is. All we can say is that we NH fans should be pretty happy about it. Your wallet, on the other hand, may be squealing for mercy by the time 2016 rolls around.

RDC-1 #22 on a fan trip at State Line, Mass. on 8/17/52. Photo by T. J. McNamara, NHRHTA, Collection.



BACK CALENDAR PHOTOS

PHOTO LISTING 2001-2014

Compiled by Paul Cutler III

AN OVERLOOKED PHOTO TREASURE TROVE

Our back issue calendars are an often overlooked resource for excellent photo material. Since I started the first color calendar in 1988, I have selected images which are not only pleasing to look at, but contain unique subject matter and background information.

Whether you are interested in photo resources for modeling or for researching historic locations and equipment, our full color calendar photos provide invaluable information. Many of the images depict branch lines such as the Canaan to Lakeville stub and trains which are now long gone. Questions come up on the NHRHTA Forum all the time about such things as station colors.

We are selling these back issue calendars at a very reasonable price; cut them up and file the photos or complete your calendar collection if that is your choice. Each calendar has 13 full-bleed color plates and six smaller ones selected for unique locations or equipment. Furthermore, the background scenes show vintage autos, trucks and period signage such as the old Esso and Gulf gasoline signs.

Color photos often cost between and \$10.00 and \$15.00 each. For \$1.00 per calendar, you get those 13 large format images plus four smaller ones of unique equipment.

Thanks to Paul Cutler III, we have the following listing of calendar photos.

Wayne Drummond



NEW HAVEN RAILROAD

2001 CALENDAR

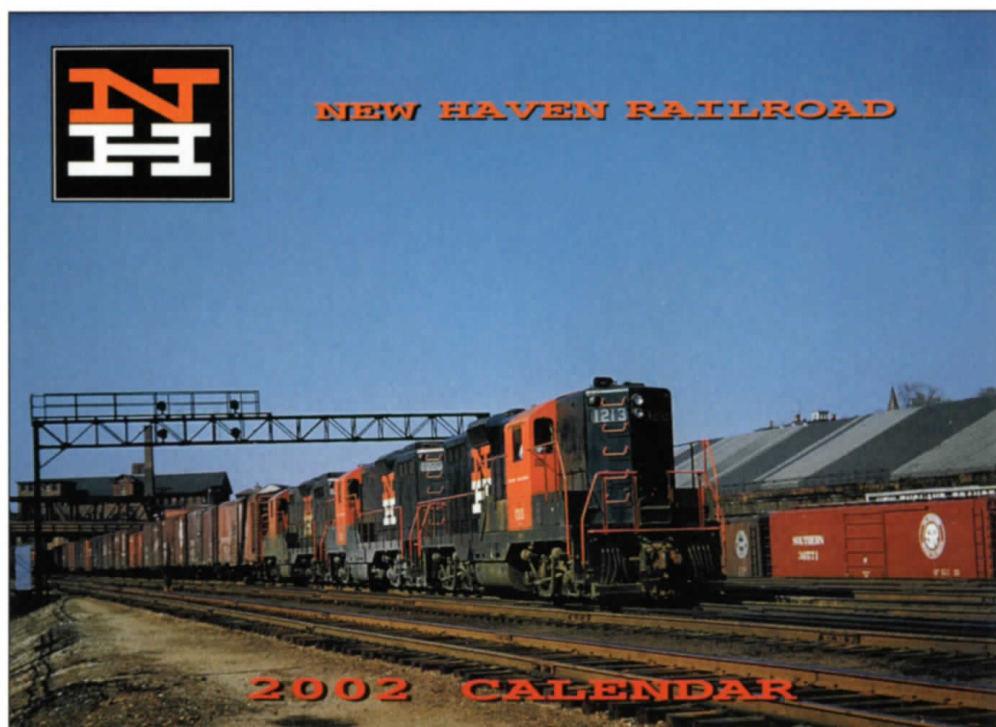


2001 CALENDAR PHOTO LISTING

PAGE:	LOCATION:	EQUIPMENT:	NOTES	DATE	PHOTOGRAPHER:
Front Cover	Provincetown, MA	RDC-1/RDC-1/RDC-1, NE-4, NETCo Bus	Railfan Trip	June 13, 1954	Sweetland, David R.
Page 3	Newington, CT	H16-44 1610, RPO, O-B Coach, HW Coach	Springfield Line passenger train	1957	McNamara, Thomas J.
Page 3	Cumberland, RI	H16-44 1613, NE-5	Caboose hop at Valley Falls Yard	September 1966	Uncredited
January	Hopewell Jct., NY	FA-1/FB-1/FA-1, RS-3	Freight OB-2 passing NX-11 at station; Alpert point	February 1960	McLachlan, Peter
February	New Haven, CT	P12-42 3100	"John Quincy Adams" trainset in front of station	February 14, 1957	Clynes, W. T.
March	South Boston, MA	HH600 0915, boxcars and gondolas	Switching freight cars at piers; orange & green paint	March 3, 1956	Clynes, W. T.
April	New Haven, CT	EP-4 365, SAL or SOU baggage, SS cars	Pulling into station with passenger train	1961	McLachlan, Peter
May	Newtown, CT	FA-1 0409/FB-1/FB-1/FA-1	Freight OB-6, in McGinnis paint	May 1959	McLachlan, Peter
June	Rowayton, CT	MU 5100- & 4400-class "Washboards"	MU Train, in McGinnis paint	June 19, 1961	Swanberg, Jack
July	Newington Jct., CT	DL-109 0756/DL-109/DL-109/DL-109	Light engine move on Springfield Line	July 1954	McNamara, Thomas J.
August	Boston, MA	S-2 0602, meat reefer	Union Freight on Atlantic Ave., orange & green paint	August 1960's	Heald, Bruce K.
September	Green Haven, NY	FA-1 0423/FB-1 0461/FA-1 0422	Freight, orange & green paint	July 1950	McNamara, Thomas J.
October	Putnam, CT to Blackstone, MA	RS-3 530, RPO	As delivered paint with "Fight Cancer" logo	October 17, 1954	Sweetland, David R.
November	New Haven, CT	RS-11 1402/FL9 2013, EP-4 365	Switching baggage cars in front of station	August 1961	Cavanaugh, Casey
December	Newtown, CT	FA-1 0417	Freight NO-1, hooping up orders	January 1960	McLachlan, Peter
Rear Cover	Unknown	SS Diner "William Brewster"	McGinnis paint, no skirts	1960's	Swanberg, Jack
Rear Cover	Bridgeport, CT	EY-1a 6	Could be Manufacturers RR in New Haven, CT	Unknown	Scala, John J.
Rear Cover	Danbury, CT	EP-3 352	Awaiting Train 141 from Pittsfield in front of station	December 1958	Cavanaugh, Casey
Rear Cover	Boston, MA	J-1 3006	In snow melter service with yellow lettering	Unknown	Clynes, W. T.

2002 CALENDAR PHOTO LISTING

PAGE:	LOCATION:	EQUIPMENT:	NOTES	DATE	PHOTOGRAPHER:
Front Cover	Providence, RI	GP9 1213/GP9 1220/GP9	BO-3, Westbound boxcar freight	April 10, 1957	Clynes, W. T.
Page 3	Brewster, NY	Derrick D-6, flat T-26	Maybrook Tool Train picking up a wreck	August 1956	McLachlan, Peter
Page 3	Danbury, CT	Derrick D-100	In McGinnis paint, picking up a derailed reefer	December 1958	McLachlan, Peter
January	Boston, MA	FL9 2001/FL9/SS cars	Taken from SS185 Chickering Tower	January 9, 1966	NHRHTA Collection
February	Attleboro, MA	DL-109/DL-109/baggage/SS cars/OB cars	In green & gold paint	March 18, 1956	Clynes, W. T.
March	New Haven, CT	EF-3b 151	Eastbound freight passing SS75	March 8, 1959	McLachlan, Peter
April	New Rochelle, NY	Seven MUT's	All in green paint	April 5, 1956	Sweetland, David R.
May	New York City, NY	EF-4 304/EF-4 308	Under Hell Gate approach with freight	June 1964	Cavanaugh, Casey
June	New Haven, CT	EP-5 376, EP-5, EF-3, FL9, etc.	New Haven motor storage	June 1958	Swanberg, Jack
July	Derby, CT	FA-1 0409/FB-1/FB-1/FA-1	Westbound freight passing tower B253; McGinnis paint	June 1959	Cavanaugh, Casey
August	Beacon Falls, CT	RS-3/RS-3/RS-3/RS-3	Freight ND-2, in McGinnis and orange & green paint	August 1958	Cavanaugh, Casey
September	South Norwalk, CT	SW1200 641 with Wire Train	Working on the overhead wire	September 1966	Abramson, Rick
October	New York City, NY	EP-3 355, HvyWts, PRR SS cars	The Senator passing Sunnyside Yard	1950-1955	Abers, George J., Jr.
November	Greenbush, MA	Four DL-109's, RS-2, RS-3, RDC-1, RDC-1	Railfan Trip, roundhouse	January 8, 1956	Clynes, W. T.
December	South Norwalk, CT	Drawbridge, catenary, semaphores	Mood picture	Unknown	Abramson, Rick
Rear Cover	New Rochelle, NY	MU 4410 Washboard	Green paint, Brand new car on display	March 28, 1954	Abramson, Rick Collection
Rear Cover	New Canaan, CT	MU 4400-class Washboard	Crossing Richmond Hill Rd., McGinnis paint	September 1966	Abramson, Rick
Rear Cover	New Haven, CT	S-1 0953/FA-1 0422	Lamberton St. Shop, fresh McGinnis paint on S-1	June 1, 1958	Swanberg, Jack
Rear Cover	Newtown, CT	NE-5 C-578	Freight NO-9 getting orders at station	May 8, 1960	McLachlan, Peter



2003 CALENDAR PHOTO LISTING

PAGE:	LOCATION:	EQUIPMENT:	NOTES	DATE	PHOTOGRAPHER:
Front Cover	Stratford to Milford, CT	EP-5 371, SS cars, 1 HW	New EP-5 without vents hauling SS cars in green paint	April 1955	McNamara, Thomas J.
Page 3	Unknown	NE-5 C-534	Red with yellow grabs; on freight	Unknown	Kohl, Norman E.
Page 3	Danbury, CT	NE-5 C-616	Derailed off end of track, Red with yellow grabs	May 27, 1962	Swanberg, Jack
January	Providence, RI	S-1 0966	Coming out of East Side tunnel, McGinnis paint	January 1963	Smith, Brad
February	East Greenwich, RI	RS-3 542, OB cars	Train 525 at station, RS-3 NH Rebuild	Unknown	Smith, Brad
March	Central Falls, RI	DL-109 0754/PA-1 0775, HW Bag, SS cars	Train 11, the Bay State, at Boston Switch	March 18, 1956	Clynes, W. T.
April	Devon, CT	U25B 2520/C-425 2557/C-425	Maybrook-bound freight leaving Shore Line	1966	Abramson, Rick
May	Devon, CT	RS-11 1404/H16-44 1602/H16-44 1603/RS-11	Maybrook-bound freight leaving Shore Line	1958	Cavanaugh, Casey
June	Attleboro, MA	FL9 2012/FL9, SS cars, RDC-1	Day Cape Coddor passing RDC at interlocking	32m 40s	Smith, Brad
July	Kingston, RI	RDC-3 128/RDC-1	Train 508 at station, McGinnis paint	June 1962	Smith, Brad
August	New York City, NY	EP-5, 5 bags, SS & OB cars, NE-5 w/ reefers	EP-5 hauled train overtaking freight at Little Hell Gate	July 1968	Walther, John R.
September	Greenwich, CT	EP-5 379, HvyM and OB cars	Large nose herald under triangle catenary	September 1956	McNamara, Thomas J.
October	Buzzards Bay, MA	GP9 1215, SS car	Backing up to make the hitch for Wood's Hole section	October 1963	Smith, Brad
November	Stamford, CT	4400-Class "Washboards"	Passengers boarding at station, McGinnis paint	1967	Walther, John R.
December	Cedar Hill, CT	SW1200 642/SW1200 655, boxcars	Switching lead between yard and SS81, Shore Line Jct.	December 1959	Cavanaugh, Casey
Rear Cover	Providence, RI	S-2 0618	At Charles St. waiting for signal, green hood top, radio	October 9, 1956	Clynes, W. T.
Rear Cover	Fall River, MA	RS-2 0509	At Ferry St. Yard, black hood & orange cab	December 31, 1963	Clynes, W. T.
Rear Cover	Cedar Hill, CT	FA-1 0406	At engine terminal coal pocket, small logo, NH rebuild	Unknown	Swanberg, Jack
Rear Cover	Cedar Hill, CT	S-2 0618	Stored at Cedar Hill engine terminal, McGinnis, radio	June 1, 1958	Swanberg, Jack

2004 CALENDAR PHOTO LISTING

PAGE:	LOCATION:	EQUIPMENT:	NOTES	DATE	PHOTOGRAPHER:
Front Cover	Davisville, RI	RDC-A 141/RDC-B/RDC-3	Roger Williams A & B units w/ RDC passing SS136	August 1966	Smith, Brad
Page 3	New York City, NY	EP-5, many express cars, SS car	Colonial, crossing Bronx Kills on Hell Gate	January 1968	Walther, John R.
Page 3	New York City, NY	EP-5 378, SS cars	Patriot, crossing Pelham Bay drawbridge	Unknown	Walther, John R.
January	East Greenwich, RI	U25B 2512, TOFC's	Advance BO-1 with Trailiners & boxcars, single U25B	January 1967	Smith, Brad
February	Danbury, CT	FL9 2043, HvyWt Combine, OB coach	Waiting to depart from station	December 23, 1968	Swanberg, Jack
March	Waterbury, CT	RS-2 0504, HvyWt bag & RPO, OB cars	Train 157 departing station, as delivered RS-2 paint	1948	Donahue, T. J.
April	Boston, MA	DL-109 0732, OB car, HvyWt cars, PRR cars	Backing over Fort Point draw, Senator in background	May 24, 1957	Clynes, W. T.
May	Leete's Island, CT	RS-11's 1412/1405/1404, 7 headend, 8 pass.	Mix of boxcars, baggage, SS, OB and HvyWt cars	1957	McNamara, Thomas J.
June	River Point to Hope, RI	S-1 0934	Crossing trestle on BX-27, McGinnis paint	June 1964	Smith, Brad
July	Milford, CT	EP-5 377, OB cars, U25B 2519	Worn EP-5 braking while freight overtakes	July 1967	McNamara, Thomas J.
August	Highland, NY	U25B/U25B/U25B, merchandise freight	Crossing Poughkeepsie Bndge Eastbound, 28+ cars	1967	McNamara, Thomas J.
September	Greens Farms, CT	EF-3a 158, boxcars	Westbound freight on Track 1	Unknown	McNamara, Thomas J.
October	Shelton, CT	U25B 2524/U25B/U25B/U25B, freight	Rolling past Indian Wells State Park	October 1966	McNamara, Thomas J.
November	Redding, CT	FL9 2022/FL9 2015, RPO, Bagg, SS car	Train 140 on Danbury Branch to Pittsfield, MA	1959	Cavanaugh, Casey
December	Cowesett, RI	PA-1, two OB cars	Train 525 in snow at signal, PA in Alpert paint	December 1963	Smith, Brad
Rear Cover	Boston, MA	J-1 3006	At Dover St., snow melter, yellow lettering, silver trim	April 9, 1953	Clynes, W. T.
Rear Cover	Stamford, CT	GP9, PRR Clearance Car 497125	Actually a PC clearance car by then	1968	Donahue, T. J.
Rear Cover	Providence, RI	HH660 0930	In "full hot dog" warm orange & green paint	April 9, 1957	Clynes, W. T.
Rear Cover	Falmouth, MA	RS-3 537	black hood & orange cab, freight at grade crossing	Unknown	Clynes, W. T.



2005 CALENDAR PHOTO LISTING

PAGE:	LOCATION:	EQUIPMENT:	NOTES	DATE	PHOTOGRAPHER:
Front Cover	Newington, CT	H16-44 1614, Non-NH Baggage, SS, O-B, HvyWt	Springfield Line passenger train	Fall of 1957	McNamara, Thomas J.
Page 3	New Bedford, MA	Flanger S-80	Built 1928-1929	October 8, 1955	Clynes, W. T.
Page 3	Providence, RI	Snow Plow S-10	Double Track Plow	Unknown	Usenia, M. Collection
January	New Bedford, MA	HH660 0923; S-1 0923, RS-2	In yard switching cars, all orange & green paint	January 27, 1957	Clynes, W. T.
February	New Haven, CT	RS-3 530, HvyWt Combine, RPO, PA-1	West of station, orange & green loco, McGinnis car	Unknown	Usenia, M. Collection
March	Kent, CT	RS-3 559/RS-3/RS-3, boxcars	NX-13 at Lime Rock crossing, Alpert, O&G, McGinnis	March 1961	Cavanaugh, Casey
April	Providence, RI	P12-42 3100, transect cars	"John Quincy Adams" departing station Westbound	1957	Clynes, W. T.
May	Providence, RI	DL-109 0753, O-B coach, HvyWt coach	Departing station Eastbound with local pass.; 401 O-B	May 7, 1957	Clynes, W. T.
June	Davisville, RI	U25B 2502, C-425 2553, FL9, boxcars	BN-1 freight with dead FL9 in train, Westbound	1965	Smith, Brad
July	New London, CT	FL9 2025/FL9, SS cars	23 Yankee Clipper crossing Thames River bridge	July 1962	Smith, Brad
August	Maybrook, NY	LS1200 630, BAR boxcars	Near hump yard, switching cars, "as delivered" paint	August 1, 1955	Usenia, M. Collection
September	New Britain, CT	DL-109 0731, O-B smoker, Bagg-RPO	Passing Trap Rock Co. with local passenger train	September 1952	McNamara, Thomas J.
October	Plainfield, CT	RDC-3 127	Crossing diamond on Norwich & Worcester line	Unknown	Smith, Brad
November	Warwick, RI	CPA24-5 792, silver HvyWt diner, SS & O-B cars	Passing cemetery, mix of green and orange SS cars	1956	Usenia, M. Collection
December	Providence, RI area	PA-1 0778/PA-1, baggage cars, O-B car	Smoky green & gold PA's pulling express in the snow	Winter of 1956	Usenia, M. Collection
Rear Cover	Cranston, RI	Boxcar 34014	Brown script logo "DF" boxcar, Class XML, roster shot	July 4, 1955	Usenia, M. Collection
Rear Cover	Mystic, RI	Mystic Station	"New Image" paint with McGinnis logos	August 15, 1964	Basch, George
Rear Cover	Woods Hole, MA	RDC-2 120	At station; RDC "as built" - only 6 months old	March 28, 1953	Usenia, M. Collection
Rear Cover	Yarmouthport, MA	SS Obs "Watch Hill", SS parlor, SS County, GP9	Neptune being turned on wye	1963	Basch, George

2006 CALENDAR PHOTO LISTING

PAGE:	LOCATION:	EQUIPMENT:	NOTES	DATE	PHOTOGRAPHER:
Front Cover	Holmes, NY	FA-1 0415/FB-1/FB-1/FA-1, reefers	On Maybrook line with distant signal, green & gold paint	August 1953	McNamara, Thomas J.
Page 3	Shelton, CT	U25B 2525/C-425/C-425/RS-3	Passing Indian Well Park; rebuilt RS-3 in Alpert paint	June 1967	McNamara, Thomas J.
Page 3	Devon, CT	U25B 2508/U25B 2509/C-425/SW1200, boxcars	Westbound freight on east leg of wye	December 1966	Abramson, Rick
January	Berlin, CT	FL9 2013/FL9, express boxcars	Springfield Line passenger train through the snow	January 1958	McNamara, Thomas J.
February	Providence, RI	RDC-1 40	Leaving Charles St. Engine House at spring switch	1963	Smith, Brad
March	New Rochelle, NY	HvyWt Multiple Unit Trailer	Eastbound MUT passing SS22	March 28, 1953	Abramson, Rick
April	Providence, RI	GP9 1212/GP9 1200/GP9, NH bagg, PRR cars	Train 188 William Penn leaving station	April 10, 1957	Clynes, W T
May	Maybrook, NY	LS1200 638, DL&W baggage, DL&W F3A	DL&W railfan trip being switched in yard, O&G paint	May 7, 1955	Rugen, William J.
June	River Point, RI	S-1 0934	BX-27 with full crew passing Agent and station	Unknown	Smith, Brad
July	Windsor, CT	FL9 2037, HvyWt baggages, OB car	New FL9 with port-side shelf (!) passing freight house	1961	McNamara, Thomas J.
August	Devon, CT	GP9 1219/RS-11/H16-44/EF-4/EF-4, boxcars	Westbound freight on Track 1; diesels helping electrics	Summer of 1966	McNamara, Thomas J.
September	Providence, RI	GP9 1221, NH express box (ex-troop sleeper)	Waiting local passenger at station	1962	Smith, Brad
October	Woodlawn Jct, NY	Four MU 4400-series "Washboards"	Eastbound MU train under catenary	Fall of 1967	Abramson, Rick
November	Providence, RI	PA-1, RS-3 530, boxcars	In snow at station; RS-3 in original paint, "Fight Cancer"	Unknown	Clynes, W T
December	South Norwalk, CT	Station, catenary, mood shot	Train 33 Sundown arriving at station	December 31, 1968	Abramson, Rick
Rear Cover	East Hartford, CT	S-2 0609/Yard Slug DT-1	Slug ex-EY-3 0216, both in green and orange paint	February 28, 1953	Kasey, J. Collection
Rear Cover	Thomaston, CT	FL9 2000/FL9 2054	Railfan trip to new Thomaston Dam	June 25, 1966	Hart, R. B.
Rear Cover	Westfield, MA	Drop bottom gondola 50008	Roster shot; loaded with coke	May 21, 1967	Kasey, J. Collection
Rear Cover	Fall River, MA	NE-5 C-515	Roster shot, in Ferry St. Yard, red with yellow grabs	December 30, 1955	Clynes, W T



2007 CALENDAR PHOTO LISTING

PAGE:	LOCATION:	EQUIPMENT:	NOTES	DATE	PHOTOGRAPHER:
Front Cover	Canaan, CT	FL9 2015/FL9, passenger cars	Train 145 arriving at station	August 1959	Cavanaugh, Casey
Page 3	Plainfield, CT	NE-5 C-583	Roster shot, all-black caboose	1964	Smith, Brad
Page 3	West Warwick, RI	NE-6 C651	Roster shot, all-orange caboose	June 1967	Smith, Brad
January	Forest Hills, MA	RDC-1 42 Firestone	On Needham Branch in the snow	February 1966	Clark, Norton D.
February	Stockbridge, MA	FL9 2019/FL9, O-B and HvyWt cars	Train 145 arriving at station in the snow	January 1960	Cavanaugh, Casey
March	Blackstone, MA	I-2 1329, RPO, Bagg, O-B cars	Train 130 crossing bridge on Midland Div.	March 5, 1948	Hill, Lawson
April	Boston, MA	PA-1/PA-1, ex-troop sleeper, baggage, SS cars	Backing over Fort Point draw outside South Station	September 1960	Cavanaugh, Casey
May	Norwood, MA	RS-3 534, covered hoppers	BX-22 at station waiting for signal; RS-3 in Alpert paint	Unknown	Clynes, W T
June	Buzzards Bay, MA	FL9 2012, GP9 1215, SS cars	Day Cape Codder splitting into sections at station	1963	Smith, Brad
July	Rising, MA	RS-3 531, boxcars	NX-12 Southbound to Canaan; RS-3 "as delivered" paint	Unknown	Cavanaugh, Casey
August	Cornwall Bridge, CT	RS-3 547/RS-3, HvyWt Bagg, O-B cars	Train 145 crossing Furnace Brook, O&G w/ green top	1958	Cavanaugh, Casey
September	Cedar Hill, CT	EF-4 310/EF-4/EF-4, EF-4 301	At motor storage; 301 has no pantograph	1968	Abramson, Rick
October	Savin Rock, CT	Connecticut Co. Trolley 3210	Departing station at park	1948	Rugen, William J.
November	New Canaan, CT	HvyWt MUT Combine 4650/HvyWt MU	At station	Winter of 1954	Abramson, Rick
December	Providence, RI	PA-1 0762/PA-1 0780, Bagg, SS and O-B cars	Train 15 New Yorker arriving at station; green & gold	Unknown	Clynes, W T
Rear Cover	Dudley, MA	Snow Plow S-6, H16-44	Double track plow, working plow extra	January 9, 1958	Kasey, J. Collection
Rear Cover	Scituate, MA	RS-3 537, Flanger, NE-6	"Modern" flanger working extra train at station	Unknown	Kasey, J. Collection
Rear Cover	Framingham, MA	Jordan Spreader M-31	Clearing snow from yard tracks	January 1, 1968	Kasey, J. Collection
Rear Cover	Framingham, MA	Snow Plow S-17	In storage in yard, only steel single track plow on NH	March 19, 1967	Kasey, J. Collection

2008 CALENDAR PHOTO LISTING

PAGE:	LOCATION:	EQUIPMENT:	NOTES	DATE	PHOTOGRAPHER:
Front Cover	New York City, NY	EP-5 376, express boxcars, baggage, etc.	At Track 11 platform in Penn Station	Mid-1960's	Ford, George Collection
Page 3	New Haven, CT	Ex-VGN EL-C 134	Outside Lambertson St. Shop; still in VGN colors	August 9, 1963	Swanberg, Jack
Page 3	New Haven, CT	EF-4 304	inside Lambertson St. Shop; first EF-4 painted	August 21, 1963	Swanberg, Jack
January	Beacon Falls, CT	RS-3/RS-3, boxcars, State of Maine, reefer, etc.	NX-15 on Naugatuck Line	December 1959	Cavanaugh, Casey
February	Framingham, MA	HH660 0927, RS-1, SW1200	At sand tower; green paint on hood tops on HH and RS	1956	Clynes, W. T.
March	Bristol, CT	RS-11 1410, gondolas, boxcars, etc.	Smoky and worn out Alco on local freight	1968	Ford, George Collection
April	Springfield, MA	FL9, boxcars, covered hoppers, and open hoppers	An FL9 switching freight cars in the yard	April 27, 1968	Ford, George
May	New Haven, CT	Connecticut Co. Trolley Parlor 500	On Shelton Ave. crossing Canal Line; last day for CTCo	May 2, 1948	Rugen, William J.
June	West Kingston, RI	CPA24-5 796/CPA24-5, SS cars, HvyWt car	12+ car express train passing tower	1952	Eaton, George
July	Springfield, MA	RDC-1 46, O-B, SS, Bag., PRR RPO, GP9/GP9	Train 71, passing old yard and Memorial Bridge	1968	Ford, George
August	Near Bridgeport, CT	RDC-2 120	Train 452 under catenary towards Waterbury	August 24, 1964	Swanberg, Jack
September	Boston, MA	FL9 2058, NYC ETA 4010	At South Station at platform near bumper	September 1962	Smith, Brad
October	Attleboro, MA	GP9 1209/GP9, SS cars, 1 HvyWt car	Train 29, Giff Edge, passing tower and Taunton branch	November 4, 1956	Clynes, W. T.
November	Cedar Hill, CT	S-1 0944, RS-11 1414, FB-2 468, FB-2 466	Engine storage with 12 locos, roundhouse, sand towers	Winter of 1961	Swanberg, Jack
December	Watertown, CT	RS-3 529, tank car, boxcars, etc.	Type I rebuild in Alpert scheme	December 8, 1963	Swanberg, Jack
Rear Cover	New Haven, CT	EP-5 372, SS-cars, EP-5 377, boxcar	Train 170 Colonial, & 173 Senator, at station	March 26, 1966	Swanberg, Jack
Rear Cover	New Haven, CT	EP-5 378, SS cars	Train 26, Merchants Limited, departing station	August 23, 1964	Swanberg, Jack
Rear Cover	Unknown	EP-5 376, bag., SS-cars	Dirty EP-5 with original paint	Unknown	Ford, George
Rear Cover	Bridgeport, CT	EP-5 371, bag. SS cars, OB cars	Train 50, Eastbound passenger train with 8 cars	August 27, 1964	Swanberg, Jack



2009 CALENDAR PHOTO LISTING

Front Cover	Ansonia, CT	RDC-1 39	Train 455 Southbound on Naugatuck line; Fall Colors	October 1966	Schneider, Rolf H.
Page 3	Canton Jct., MA	I-5, 1403, 8 HvyWt parlors on Merchants Limited	Westbound at Canton Jct.		Ford, George Collection
Page 3	Unknown	I-5, PRR box, RPO, PRR B60b, PRR HvyWts, SS	Westbound to NY Penn Station; possibly Readville	Post-1947	Ford, George Collection
January	Rising, MA	RS-3 534/RS-3, RS-3, NE-5, boxcars	NX-12 being passed by Southbound freight, rebuilt RS's	1966	Ford, George
February	Turkey Brook, CT	RS-11 1411/GP9/H16-44/RS-11/RS-11, hoppers	5-units hauling empty B&O hoppers	1963	Cavanaugh, Casey
March	Providence, RI	H16-44 591 (Lowey)	East of station in snow; in "as delivered" paint	March 20, 1956	Clynes, W. T.
April	Fall River, MA	SW1200 649/SW1200 642	CF-1 power, being serviced in yard	April 21, 1956	Clynes, W. T.
May	Pawtucket, RI	RDC-A/RDC-B/RDC-1	Train 555 "Roger Williams" units near Woodlawn Tower	Unknown	Chin, Thomas B.
June	Cedar Hill, CT	S-1 0988, HvyWt Copper Clad Coach	Employee "Jitney" train to New Haven station	Summer of 1956	Swanberg, Jack
July	Middleboro, MA	RS-2 0508/RS-2 0507/RS-2 0511, circus flats	James E. Strates Shows at station, 0507 in Alpert paint	July 18, 1965	NHRHTA Collection
August	Larchmont, NY	HvyWt MUT RPO 2767, eight HvyWt MU's	At station, one of only two RPO MUT's	August 1959	Connor, David
September	Providence, RI	GP9 1210/GP9 1201, boxcars	Passing Northup Ave. Yard with freight	September 1966	Chin, Thomas B.
October	Providence, RI	FL9 2033/FL9 2040, E-L baggage, SS car	Train 175 Patriot, just North of Silver Spring Ave.	1967	Chin, Thomas B.
November	Sharon, MA	R-1b 3345, express boxcar	4-8-2 Mountain used in passenger service in snow	Unknown	Ford, George Collection
December	Providence, RI	RS-3 539, HvyWt coaches	Train 567 passing Charles St.; green & orange paint	December 11, 1955	Clynes, W. T.
Rear Cover	Sharon, MA	L-1a 3225	Roster shot, 2-10-2 Santa Fe	Unknown	Ford, George Collection
Rear Cover	Unknown	K-1b 468	Roster shot, 2-6-0 Mogul	Unknown	Ford, George Collection
Rear Cover	Buzzard's Bay, MA	I-2 1342	Roster shot, 4-6-2 Pacific	Unknown	Ford, George Collection
Rear Cover	Unknown	Y-4 3608	Roster shot, 0-8-0 3-cylinder	Unknown	Ford, George Collection

2010 NHRHTA CALENDAR PHOTO LISTING

PAGE:	LOCATION:	EQUIPMENT:	NOTES	DATE	PHOTOGRAPHER:
Front Cover	Providence, RI	PA-1 0783/PA-1, SS cars	Train 9, <i>Mayflower</i> , approaching station	November 20, 1955	Clynes, W T
Page 3	Cedar Hill, CT	S-1 0945, RS-3 532, FA-1 0411, RS-3 553	At roundhouse, McGinnis S-1 & RS-3, as built RS-3	June 1, 1958	Swanberg, Jack
Page 3	Danbury, CT	EP-2 322/EP-3b 352/EP-3b 3358	At engine facility, McGinnis paint on EP-2 and EP-3b	March 16, 1958	Swanberg, Jack
January	Providence, RI	RDC-1 22	On Track 3 passing closed hump yard at Northup Ave.	Winter of 1967	Chin, Thomas B.
February	Bronx, NY	44ton 0817, EY-2 218, EP-2 309	Inside Van Nest Shops, orange & green on 44-ton	1954	McNamara, Thomas J
March	Kingston, RI	PA-1 0775/DL-109, 6 or more head end cars	Train 13, 42 nd Street, in the snow, North of station	March 10, 1956	Clynes, W T
April	Providence, RI	HH660 0930, NE-5 C-520, freight cars	At Brayton Ave. Yard, switching cars, O&G paint	April 12, 1957	Clynes, W T
May	Cedar Hill, CT	EF-4 304/EF-4 309	At Eastbound receiving yard	May 1964	Cavanaugh, Casey
June	Clyde, RI	S-1 0934	BX-27 switching cars, McGinnis S-unit	Unknown	Smith, Brad
July	Springfield, MA	PA-1 0763, B&M F2A 4225, S-2 0621	At engine facility, Alpert paint	Unknown	Smith, Brad
August	State Line, MA	RDC-1 22	Railfan Trip at station, brand new RDC	August 17, 1952	McNamara, Thomas J
September	Stamford, CT	Two 4400-series "Washboard" MU's	Passing through graveyard, original paint	September 1966	McNamara, Thomas J.
October	Newtown, CT	FA-1 0421/FB-1 0452/FB-1/FA-1, boxcars	Westbound freight, McGinnis FA-1/FB-1	Unknown	Swanberg, Jack
November	New Haven, CT	PA-1 0770/PA-1/RS-3	At Lambertson St. in front of coal tower	1958	Cavanaugh, Casey
December	West Warwick, RI	FL9 2044/FL9	Derailment detour, passing old roundhouse	Unknown	Smith, Brad
Rear Cover	Unknown	RS-3 539, HvyWt coaches	Green hood top, air cooled stack, ex-parlor coaches	Unknown	Ford, George Collection
Rear Cover	East Greenwich, RI	RS-3 526, SS cars	Train 525 at station, Alpert scheme, rebuild	June 1967	Smith, Brad
Rear Cover	State Line, MA	RS-3 531, boxcar	Switching cars at interchange, as built paint	Unknown	Ford, George Collection
Rear Cover	Canaan, CT	RS-3 555/RS-3, OB cars	Southbound passenger at station, green hood top	Unknown	Ford, George Collection



2011 NHRHTA CALENDAR PHOTO LISTING

PAGE:	LOCATION:	EQUIPMENT:	NOTES	DATE	PHOTOGRAPHER:
Front Cover	Unknown	I-2, HvyWt Combine and Coaches	On the Needham Branch	1950	McNamara, Thomas J
Page 3	Stamford, CT	MU 4290	Round Roof MU, green paint, at terminal	October 5, 1958	Swanberg, Jack
Page 3	East Portchester, CT	Three MU of the 4400-series	Just West of Tower SS27, McGinnis paint	1957	McNamara, Thomas J
January	Providence, RI	Snow Melter, J-1 3020, USA MRS-1 B-7028	Barber-Greene at station, picking up snow	Winter of 1956	Clynes, W T.
February	Providence, RI	RS-1 0664, NE-5 C-577, freight cars	Switching cars West of Silver Spring Bridge, Alpert paint	Unknown	Chin, Thomas B
March	Cedar Hill, CT	RS-3 558/RS-3/RS-3, TOFC	Departing yard Eastbound, 2 Alperts, 1 green hood top	April 1964	Cavanaugh, Casey
April	Boston, MA	U25B 2509/C-425 2558	At South Bay Jct., running light under OCRR bridge	Unknown	Wheeler, Bill
May	Green Haven, NY	FA-1 0416/FB-1/FB-1/FA-1	Eastbound freight passing Westbound Freight	1954	McNamara, Thomas J.
June	Bay Ridge, NY	EF-4 304/EF-4	At motor storage in yard at night	March 1964	Landau, Gerald H.
July	Onset, MA	PA-1/PA-1/RS-3, SS cars	Night Cape Codder, deadhead move, orange SS cars	Summer of 1956	Clynes, W T.
August	Newtown, CT	GP9 1211/GP9/RS-11/H16-44, freight cars	Maybrook Line freight train	August 5, 1958	Swanberg, Jack
September	East Greenwich, RI	RDC-1 42 Firestone/RDC-1	Train 508, rounding curve, crossing bridge	Unknown	Smith, Brad
October	Buzzards Bay, MA	RS-2 0505/RS-2, boxes and tankcars	Crossing Cape Cod Vertical Lift Bridge, McGinnis paint	Unknown	Cavanaugh, Casey
November	Unknown	FL9 2012/FL9 2017, three OB cars	Train 79 on Hartford Line	1958	Swanberg, Jack
December	Providence, RI	DL-109 0759/PA-1, HvyWt Baggage cars	The Colonial/entering station in the snow, McGinnis DL	1956	Useria, M. Collection
Rear Cover	Unknown	44-ton 0816, flatcar 17346	Wrecked loco on flatcar, orange & green paint	July 1958	Swanberg, Jack
Rear Cover	Providence, RI	44-ton 0815	At station, McGinnis paint	May 7, 1957	Clynes, W T.
Rear Cover	Middleboro, MA	Insulated Boxcar 45099	ex-"State of Maine" boxcar, McGinnis paint	Unknown	Clark, Norton D.
Rear Cover	Cedar Hill, CT	Boxcar 34017	"DF" Damage Free boxcar, brown car with script logo	Unknown	Snopek, Joe

2012 NHRHTA CALENDAR PHOTO LISTING

PAGE:	LOCATION:	EQUIPMENT:	NOTES	DATE	PHOTOGRAPHER:
Front Cover	Stony Creek, CT	PA-1 0760/PA-1, RPO, Bagg, HvyW Parlor, SS	McGinnis & Reverse McGinnis PA's, TTG Parlor	March 17, 1957	McNamara, Thomas J.
Page 3	South Norwalk, CT	B&M RDC-3 6300	Leased RDC arriving at station from Danbury	June 1966	Fagerberg, Harold Collection
Page 3	South Norwalk, CT	RDC-3 126	Departing Shore Line at interlocking to Danbury	August 1965	Wanaseja, Harold
January	Hartford, CT	GP9 1203/GP9/GP9, box, bagg., OB cars	Northbound, at station, Capital in background	January 1965	Wanaseja, Harold
February	Providence, RI	HH600 0912, S-1 0991, S-1 0931	At Charles St. roundhouse, buried in snow, all O&G	Winter of 1956	Clynes, W. T.
March	Leete's Island, CT	PA-1 0776/PA-1, HvyW Parlor, SS & OB cars	Westbound, PA's in McGinnis and green & gold	March 17, 1957	McNamara, Thomas J.
April	Old Greenwich, CT	EP-5 370, SS cars	Train 23, Yankee Clipper, passing station	April 5, 1956	Clynes, W. T.
May	Providence, RI	S-1 0966, RDC-2 121	At Charles St., S-1 on turntable w/ orange "N" McGinnis	Unknown	Clynes, W. T.
June	New London, CT	RDC-1 29, J-1 3016, four RS-3's (553)	Railfan Trip at engine storage, 6-month old RDC	July 19, 1953	Wanaseja, Harold
July	Taunton, MA	RS-2 0508/RS-2 0507/RS-2 0511, circus flats	At grade crossing downtown; 0507 in Alpert paint	July 18, 1965	Ness, Peter Collection
August	New London, CT	FL9 2039/FL9 2016, three CV GP9's	FL9's on bridge crossing over CV yard	August 1964	Smith, Brad
September	Old Saybrook, CT	PA-1 0780/PA-1, boxes, RPO, SS cars	Shiny PA's and green SS cars at speed	December 1954	McNamara, Thomas J.
October	North Kingston, RI	DL-109 0707/DL-109, SS Combine, HvyW cars	Westbound at Day Bridge Rd., McGinnis SS car	Unknown	Clynes, W. T.
November	Providence, RI	U25B 2500/U25B 2502, box, RS-3, boxes	At Branch Ave. leaving yard, RS being towed dead	Unknown	Chin, Thomas B.
December	Cedar Hill, CT	PA-1 0784/PA-1, box, RPO, bagg., SS cars	Train 175, Colonial, at Shore Line Jct., McGinnis SS's	1956	McNamara, Thomas J.
Rear Cover	East Lyme, CT	PA-1 0777/PA-1, bagg., SS cars, HvyWts	Green & gold PA's hauling McGinnis stainless cars	July 1957	McNamara, Thomas J.
Rear Cover	Canton Jct., MA	PA-1 0765, OB smoker, HvyW coach	The Clam Digger, HvyW is ex-parlor, leaving viaduct	September 1954	McNamara, Thomas J.
Rear Cover	New Haven, CT	PA-1 0769	At New Haven motor storage, grimy PA	December 13, 1958	Swanberg, Jack
Rear Cover	Cedar Hill, CT	PA-1 0760/PA-1 0761/PA-1	On dead line, CH coal tower in back	Unknown	McNamara, Thomas J.



NEW HAVEN RAILROAD



2012 CALENDAR

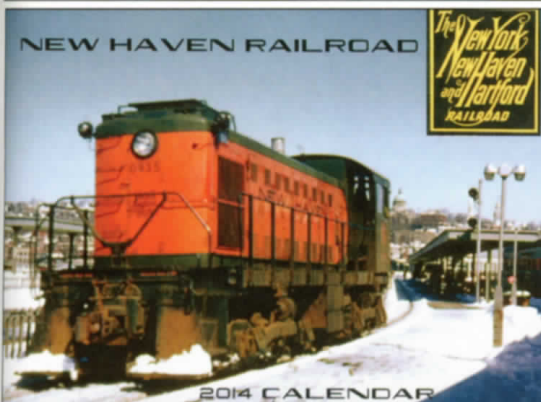


2013 NHRHTA CALENDAR PHOTO LISTING

PAGE:	LOCATION:	EQUIPMENT:	NOTES	DATE	PHOTOGRAPHER:
Front Cover	Walpole, MA	RDC-1 34	Train 914 departing East to Norwood, at station	September 6, 1964	Clynes, W. T.
Page 3	Cedar Hill, CT	PA-1/PA-1/PA-1, TOFC	Departing yard w/ Eastbound TOFC train, 1 PA in Alpert	September 1963	Cavanaugh, Casey
Page 3	New Haven, CT	RS-3 526	Fresh from rebuilding, RS is spotless in Alpert paint	May 31, 1959	Swanberg, Jack
January	Plainville, CT	FL9 2012/FL9 2027/FL9 2003, freight cars	Train NY-2 to Holyoke, MA	January 1961	McNamara, Thomas J.
February	Danbury, CT	FA-1 0428/FB-1/FA-1 0424, script boxcar	Train NO-7 to Maybrook passing yard, 0424 in McGinnis	December 28, 1958	Swanberg, Jack
March	Bridgeport, CT	EP-2 311, bagg., SS cars, HvyW Diner	Near Burr Rd. Tower, green SS cars	Unknown	Donahue, T. J.
April	South Boston, MA	HH660 0927, boxcars	Switching cars in yard, orange & green paint on HH	March 3, 1956	Clynes, W. T.
May	Danbury, CT	EP-5 375	On mainline near yard, waiting for Pittsfield train	Unknown	Swanberg, Jack
June	Milford, CT	FL9 2016/FL9, foreign road sleepers	Camp Train of Pullmans passing station	June 1963	McNamara, Thomas J.
July	Cedar Hill, CT	H16-44 1603/H16-44 1613/GP9 1217, boxcars	At Shore Line Jct., entering yard	Unknown	Cavanaugh, Casey
August	Providence, RI	GP9 1212, REA box, HvyW coaches, OB car	Passing Northup Ave. Yard	Unknown	Chin, Thomas B.
September	East Greenwich, RI	U25B 2507/U25B, reefer, TOFC	Train NK-2 to Boston via Brockton	Unknown	Smith, Brad
October	Unknown	EP-2 313/EP-3 351	Light engine move with a Tiger and a Flatbottom	1956	McNamara, Thomas J.
November	East Greenwich, RI	U25B 2511/U25B 2520, boxcars	Freight train in the snow at grade crossing	Unknown	Smith, Brad
December	Providence, RI	DL-109 0710/CPA24-5 790, PRR bagg., parlor	Departing station East, passing tower, McGinnis SS	1956	Clynes, W. T.
Rear Cover	Rowayton, CT	EP-3 352	Light engine move	June 20, 1959	Swanberg, Jack
Rear Cover	Stamford, CT	MU "Washboard" 4412	At inspection & repair area	August 1954	McNamara, Thomas J.
Rear Cover	Providence, RI	H16-44 592/H16-44 598	one "as built" paint, one w/ green hood top, at station	Unknown	Clynes, W. T.
Rear Cover	Newtown, CT	Derrick D-100	Steam crane w/ McGinnis logo, working a wreck	June 3, 1959	Swanberg, Jack

2014 CALENDAR PHOTO LISTING

PAGE:	LOCATION:	EQUIPMENT:	NOTES	DATE	PHOTOGRAPHER:
Front Cover	Providence, RI	S-1 0935	Radio equipped; in orange and green paint	March 20, 1956	Clynes, W. T.
Page 3	Boston, MA	FL9 2013/FL9, PRR cars	Very worn FL9 on a Penn train at South Station	Unknown	NHRHTA Collection
Page 3	Springfield, MA	FL9 2008/FL9	At West end of station; "Haas" repaint	Unknown	NHRHTA Collection
January	Newington, CT	GP9 1207/GP9 1208, bagg., HvyW, O-B, SS	Train 77 passing station	January 26, 1959	Swanberg, Jack
February	Providence, RI	FL9 2006/FL9, OB car, PRR cars	Train 170 Colonial/ at station	1967	Chin, Thomas B.
March	New Rochelle, NY	HvyW MUT 4200/MU - Open Platform	Railfan Trip in yard, Cedar St. SS23, "Fight Cancer"	March 25, 1954	McNamara, Thomas J.
April	New Haven, CT	EP-3 350, SS cars	Train 171, Patriot, leaving station	1960	Cavanaugh, Casey
May	Bethel, CT	FL9 2009/FL9, OB cars	Train 139, heading into Bethel Lower Siding	May 16, 1959	Swanberg, Jack
June	Stonington, CT	PA-1 0766, bagg., HvyW, OB cars	Westbound passing signal; clean PA in green & gold	Unknown	NHRHTA Collection
July	Boston, MA	RDC-A/RDC-B/RDC-A	"Roger Williams" train just south of Back Bay station	1961	Chin, Thomas B.
August	Cos Cob, CT	EP-5 374, SS cars	Shore Line express passing NH hopper cars	1956	McNamara, Thomas J.
September	New York City, NY	EF-4 307/EF-4 300, freight cars	Climbing Westbound approach to Hell Gate Bridge	1964	Cavanaugh, Casey
October	Unknown	FA-1 0427/FA-1/FB-1/FA-1, freight cars	On Maybrook line, 0427 in Alpert paint	Unknown	NHRHTA Collection
November	Providence, RI	FL9 2056/FL9 2004, 5 SS cars, 1 O-B car	Train 15, Puritan, passing Northup Ave. Yard	1967	Chin, Thomas B.
December	New Haven, CT	PA-1 0780/PA-1, express box	Arriving at station; 1 PA in green, 1 in McGinnis	December 1958	Cavanaugh, Casey
Rear Cover	Unknown	Steam Derrick Tender L-66	Tender for D-2, fresh red paint, white "New Haven"	Unknown	NHRHTA Collection
Rear Cover	New York City, NY	EF-1 86	At Oak Point Yard, motor storage	April 5, 1956	Clynes, W. T.
Rear Cover	Van Nest, NY	Heater Trailer HT-5	Near Shops, waiting for winter	Unknown	NHRHTA Collection
Rear Cover	Providence, RI	DL-109 0722	Backing to Charles St. engine house w/ Hancocks	March 20, 1956	Clynes, W. T.



Total number of calendars ordered _____ @ \$1.00 each + S&H Total amount due _____

Massachusetts residents add 6.25% sales tax

_____ 2001 _____ 2002 _____ 2003 _____ 2004 _____ 2005 _____ 2006 _____ 2007

_____ 2008 _____ 2009 _____ 2010 _____ 2011 _____ 2012 _____ 2013 _____ 2014

SHIPPING

1 calendar \$2.50, 3-4 calendars \$5.75
 2 calendars \$3.50 5+ calendars \$12.75

Name _____
 Address _____

Credit Card (MC/Visa/Discover)

Card # _____

Exp _____

State _____ Zip Code _____ Phone _____

NHRHTA, P.O. Box 289, Accord, MA 02018

email credit card orders to: daveclinton@verizon.net

_____ Check _____ Money Order

