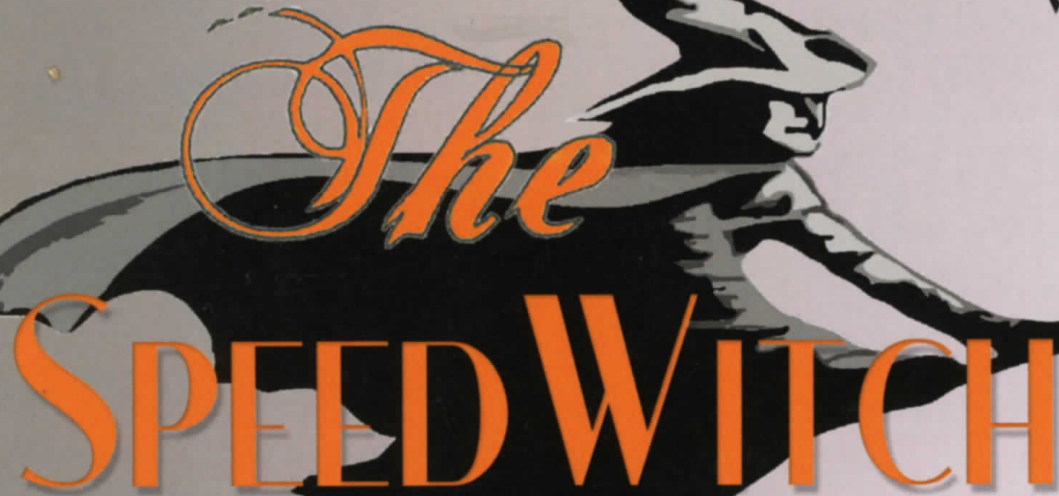


Volume 4 Issue 2



*The*  
SPEEDWITCH



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**Front Cover:** New Haven R-3a #3551 and train are on the eastbound yard lead at Northup Avenue Yard, Pawtucket, Rhode Island. The westbound *Merchants Limited* behind I-5 #1402 is seen to the right. Both #3551 and I-5 #1402 were scratch-built by Bill Aldrich. Bill models the specific time period between July and August 1947. *Photo by Bill Aldrich.*

Below: Scratch-built New Haven R-3a #3551 featured on the cover is seen again on Bill Aldrich's outstanding layout. The R-3a is on a westbound freight running alongside a Long Island Sound inlet at Stonington, Connecticut. *Photo by Bill Aldrich.*



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[www.nhrhta.org](http://www.nhrhta.org)

# MANUFACTURERS UPDATE

by John Sheridan

This year and next are likely to be the best time to date for New Haven modelers! Never has there been such a convergence of prototypically accurate New Haven models.

It's as if an invisible hand has been secretly guiding manufacturers to create prototypically accurate models for the New Haven Railroad instead of yet another Pennsy or Union Pacific model. All of the models listed are not generic models wearing New Haven paint but are dead-on prototypically accurate for the New Haven. The following models are in production or will soon be for a late 2015 - early 2016 release.

## NEW HAVEN MODELS IN PRODUCTION FOR 2015-2016

- New Haven I-4c/d/e/f (Broadway Limited)
- New Haven GP9 (Athearn)
- New Haven FL9 (Rapido)
- New Haven RDC-1 (Rapido)
- New Haven 8600 Series Passenger Cars (Rapido)
- New Haven Pulman Standard post-war boxcars (NHRHTA via Intermountain)

Here is a detailed listing of each model coming your way. We will be posting updates on each model in future *Speedwitches* as they become available.



*Broadway Limited Photo*

## BROADWAY-LIMITED NEW HAVEN I-4 C/D/E/F MSRP \$699.99

**Expected Arrival: August 4, 2015  
Third Quarter 2015**

A prototypically correct New Haven steam engine? Yes, we did get the I-5 but now are getting an I-4 with 2 different tenders - one of them a Vanderbilt!

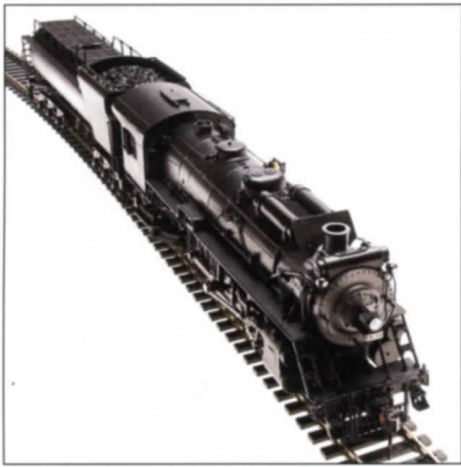
The model is part of Broadway-Limited's "Brass-Hybrid" series of loco-

motives. Broadway Limited took the best of brass model manufacturing and combined it with the reliability of plastic model operation. This locomotive is designed to look great and run as well - something many of your all-brass locomotives lacked.

Most of the locomotive is of brass construction with plastic parts in vital areas such as underframe details that might cause a short if they were all-brass. The models also feature metal boiler castings for weight plus traction tires to increase pulling power. Depending on which ver-

*Broadway Limited Photo*





sion you purchase, this locomotive is accurate from the mid-1920s through the end of I-4 steam in 1952. (Let's see who is the 1st New Haven modeler to take this model apart and backdate it to 1916.)

The I-4 is being offered in 4 versions:

Type I-4-C 1920s era without superheater hatch.\*

Type I-4-D 1920s era with superheater hatch.\*

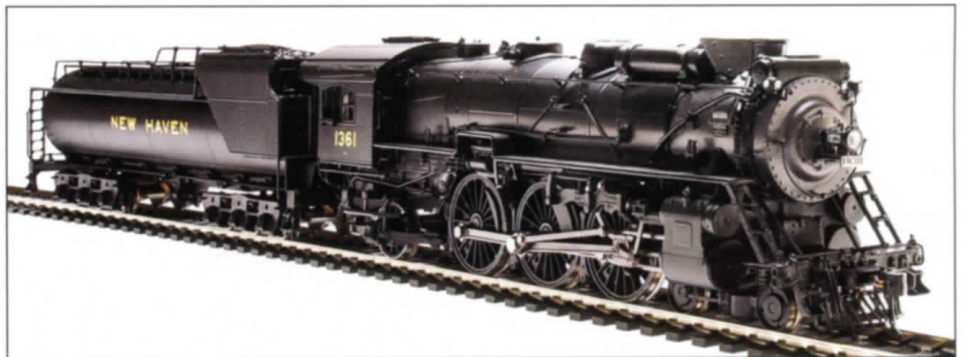
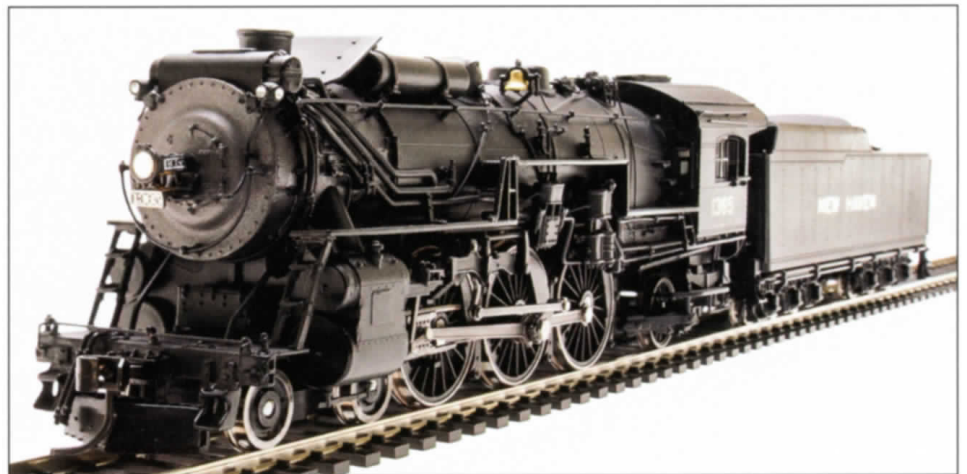
Type I-4-E 1930 - 1940s without superheater hatch.

Type I-4-F 1930 - 1940s with extended superheater hatch.

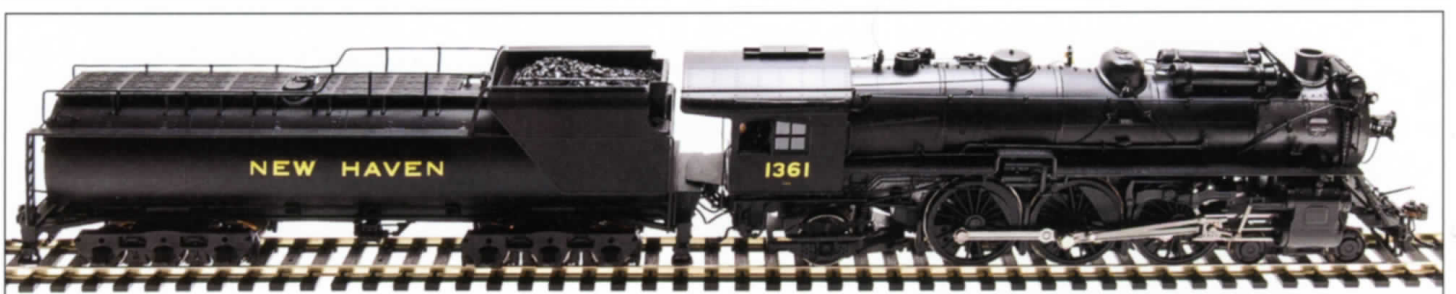
Each version is being offered with either a V-1-a Vanderbilt or W-12-c tender. Nine different road numbers will be offered plus unlettered E and F types for those who want their own numbers. Remember, the only road number you cannot use for this model is #1370 which had an experimental smokebox as a result of the Mansfield wreck.

All BLI I-4s come with Paragon 2 Sound and are both DC and DCC capable.

\* I-4-C and I-4-D 1920s - 1940s



*Photos by Broadway Limited.*





## ATHEARN GENESIS GP9 IN HO WITH EXTENDED WATER TANKS

**MSRP DC \$189.95  
DCC AND SOUND \$289.98**

**Expected Arrival January 2016**

If we were to ever see a correct New Haven model, the GP9 would have been one of the most unlikely of all the models. Proto 2000 produced an HO Scale model of the as-delivered stock GP9 from EMD. New Haven GP9s lasted in stock configuration for about 6 months after delivery.

Athearn is offering the New Haven GP9 with the extended water tanks, Hancock air whistles, and correct steam generator stack. Athearn is offering a New Haven GP9 as part of their Genesis line of HO scale model locomotives. This is the

first time that any manufacturer has offered a New Haven GP9 with the water tanks and modified handrails. These changes were done by the New Haven Railroad's shops after the units arrived from EMD. These changes provided sufficient water capacity for use of GP9s on heavy Shore Line passenger trains.

New Haven HO GP9 Phase II features include:

- New paint scheme
- Dynamic brakes
- All-new extended raised walkways behind cab to accommodate water tanks
- Steam generator vents
- Hancock air whistle
- Cab rain gutter

- No sunshades
- Short hood forward
- 4-Hose MU
- 36" fans
- Winterization hatch
- Low MU stand
- Pilot long grab above coupler lift bar
- Front and rear early Pyle headlight
- Phase II body and skirting
- 800 gallon fuel tank / 800 gallon water tank
- Footboards
- Era: 1956-1968

These locomotives will be offered in both DC and DCC versions. DCC version will be offered with ESU Loksound sound units.

## RAPIDO TRAINS FL9 IN HO SCALE



**Expected Arrival: Early August**

**MSRP DC \$289.95**

**DCC and Sound \$349.95**

**[www.RapidoTrains.com](http://www.RapidoTrains.com)**

(Pre-production samples shown)

Factory painted pre-production models. #2014 as delivered, #2007 with mandated safety appliances added. The Far-Air grills on the production models will be chrome.

The FL9. This model was the only F unit that no manufacturer has ever dared to produce in plastic. The F3s and F7s have been done to death in HO by at least eight different manufacturers. The other F-unit models have been produced by Athearn, Stewart/Bowser, Intermountain and Rapido. The closest we got to a FL9 in the past was the promised model from River Point Station which never made it into production.

This model has been one of the most requested locomotives by New Haven modelers and one of the most difficult to convince manufacturers to produce. Rapido has come to the rescue with the ultimate FL9 model. Rapido will be producing the EDER-5 as built (#2000-#2029), EDER-5A as built (#2030-#2059) and finally, an EDER-5 modernized version.

(Yes, other roadnames are available

such as Penn Central, Conrail, MTA, Metro North, Amtrak and undecorated. For a listing of those roadnumbers, be sure to visit [www.rapidotrains.com](http://www.rapidotrains.com).

### NEW HAVEN FL9 MODEL FEATURES

- Correct details for both delivery groups
- Road-number and era-specific details applied at the factory
- Correct fuel and water tanks, cooling coils, and other details!
- Full underframe detail including piping and conduit
- Etched-metal "no-warp" grills
- See-through fans
- Correct fuel tank skirt configurations
- Operational headlight, back-up light, class lights, and number

- boards
- Full cab interior
- Available as a sound-equipped model with an ESU LokSound sound decoder or as a DC/DCC ready
- Authentic sounds including Hancock air whistle (where appropriate)
- Rapido's proven 5-pole, skew-wound motor and silky-smooth drive system
- Optional detail parts including rooftop pantograph and end ladders (where appropriate)
- Macdonald-Cartier metal knuckle couplers mounted at the correct height
- Several road numbers available per paint scheme
- This model will be offered in both DC and DCC versions with sound.

## RAPIDO NEW HAVEN HO SCALE RDC-1



AS DELIVERED



MCGINNIS ERA / WITH HANCOCK AIR CHIMES

[www.RapidoTrains.com](http://www.RapidoTrains.com)

**Expected Arrival March 2016**

Yes, we had "shorties" from Athearn way back in the day. Yes, we have had correct-length RDC-1s manufactured by Walthers for some time now. The Walthers models are ok but have two major flaws -

1. They are a "generic" model in terms of prototype and accuracy.

2. They used a center-mounted motor with long driveshafts for each truck.

This means that the middle of every RDC is a large dark mass where you should see right through on the prototype.

Once again, Rapido to the rescue. Rapido will be making the models 100% prototypically accurate.

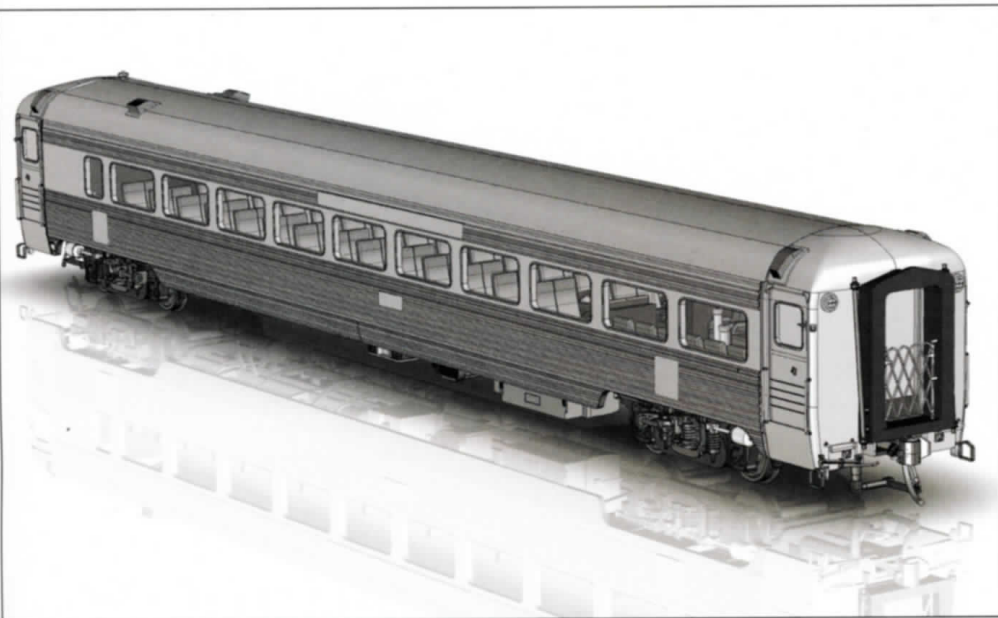
They will be moving the motors to where the motors were in the prototype: below the frame in the engine boxes where the original engines were on the prototypes. Each truck will be driven by its own motor by a short hidden driveshaft. This feature allows Rapido to manufacture the RDC-1 as Budd intended: by having an interior occupied by seats instead of the drive system.

These models will feature the correct details for a phase 1B version of the RDC-1 for the New Haven such as airhorns/air whistles and see-through screens on the roof.

Paint schemes include both script herald Dumaine Era versions and McGinnis

era versions. As with all Rapido models, these RDCs will be offered in DC and DCC versions.

HO RDC-1 (Phase 1B) - New Haven (Script)		
Road#	DC Item#	DC/DCC Sound Item#
	\$225.00 MSRP	\$324.00 MSRP
21	16064	16564
23	16065	16565
26	16066	16566
29	16067	16567
no#	16068	16568
HO RDC-1 (Phase 1-B) - McGinnis		
24	16069	16569
32	16070	16570
37	16071	16571
47	16072	16572
no#	16073	16573



Rapido CAD drawing of NH 8600 series coach. The drawing is in the developmental stage and does not represent a finished product.

## NEW HAVEN 8600 SERIES COACH IN HO SCALE



As delivered w/skirts and Hunter green roof and window band.



NHRHTA EXCLUSIVE McGinnis paint scheme w/skirts.



McGinnis scheme skirts removed (post 1959).

### Expected Arrival February 2016

Now here is a model I thought I would never see in my lifetime. At one point I had one mostly computer aided designed so I could "3D" print my own copies. As we in the modeling world know all too well: The moment you scratch build a never-before model of your favorite prototype - some manufacturer will come out with the same model.

Well, once again our friends at Rapido in conjunction with the NHRHTA are offering for the first time in HO scale a

prototypically correct model of the 8600 series stainless steel passenger coaches.

This is a model that no manufacturer would touch with a 10 foot pole. I know; I tried shopping the idea around to every manufacturer I could think of. Why? Because only the New Haven Railroad ordered their Pullman passenger cars with turtle-back roof ends instead of the standard straight roof like every other railroad in the US or Canada.

This presented a rather difficult challenge: how to get a manufacturer to commit the time, money, and risk to produce a passenger car with such a limited potential

market.

NHRHTA put their money where their mouth is and offered to help Rapido make this car a reality by becoming a direct investor in the tooling costs. This lowered the risk to a point where Rapido was willing to make the car.

If these cars are a commercial success, we might see the parlors and other cars of the stainless steel fleet sometime in the near future.

### NHRHTA Exclusive Car

The cars will be done in 3 versions for the New Haven -

1. As-delivered 1947 - 1955 with Hunter green painted window band, roofs and script logos.

2. 1955-1959 McGinnis 406 orange-red window band, black roof, fixed skirts, and block NH logos. This car is being produced as an NHRHTA exclusive and can only be purchased from us.

3. 1959 - 1968 McGinnis 409 orange-red window band, black roof, fixed stairs, without skirts and block NH Logos.

(All 3 versions can be purchased from NHRHTA).

### September 30, 2015 Ordering Deadline

As is the case with manufacturers these days, Rapido will only manufacture the number of cars pre-ordered. By September 30, 2015, we will have to submit to Rapido the numbers of cars and versions we are ordering.

We have included an order form for these cars with recent *Shoreliners*. Please don't wait until the last minute to send your order to us.

The Association has invested a serious amount of money to make this car available for the New Haven modeler. We hope that you will support our effort by purchasing your cars from us.

I cannot emphasize enough that the success of this project will directly influence whether or not you see any additional versions of the New Haven's stainless fleet. We need to sell 700 cars to make this project break even. If we are successful in meeting our goal, the next car type that we would invest in would be the New Haven's parlor cars.

**Ordering information is included with this mailing. DON'T MISS OUT!**

## NEW FROM THE NHRHTA

### NEW HAVEN 33000 - 33499 SERIES BOX CARS

A while back we offered these box cars that were exclusively decorated by Intermountain for the NHRHTA. These 10 foot interior height box cars with interim improved Dreadnaught ends were offered in two paint schemes: as delivered with script herald and black door and as repainted with a box car red door.

These cars sold out quickly, and many modelers missed out on the black door car. We immediately ordered additional black door cars as well as a new paint scheme, the Alpert repaints with the block herald to the right side of the door.

We have been waiting for Intermountain to rerun this car, and they are finally arriving!



**CARS AVAILABLE AT \$29.95 EACH MSRP \$31.95**

AS BUILT WITH SCRIPT LOGO AND BLACK DOOR ..... 33312 AND 33400  
BLOCK NH SCHEME ..... 33193, 33216, 33335 and 33395

### Box car & Calendar orders

Mail to: NHRHTA  
PO Box 289  
Accord, MA 02018

Checks, money orders and credit cards: Visa, Master Card and Discover accepted  
Make checks payable to: Treasurer, NHRHTA - credit cards: card number and exp. date

Mailing: \$6.00 for first car \$1.00 each additional car  
Massachusetts residents add 6.25% sales tax (\$1.87 per car)

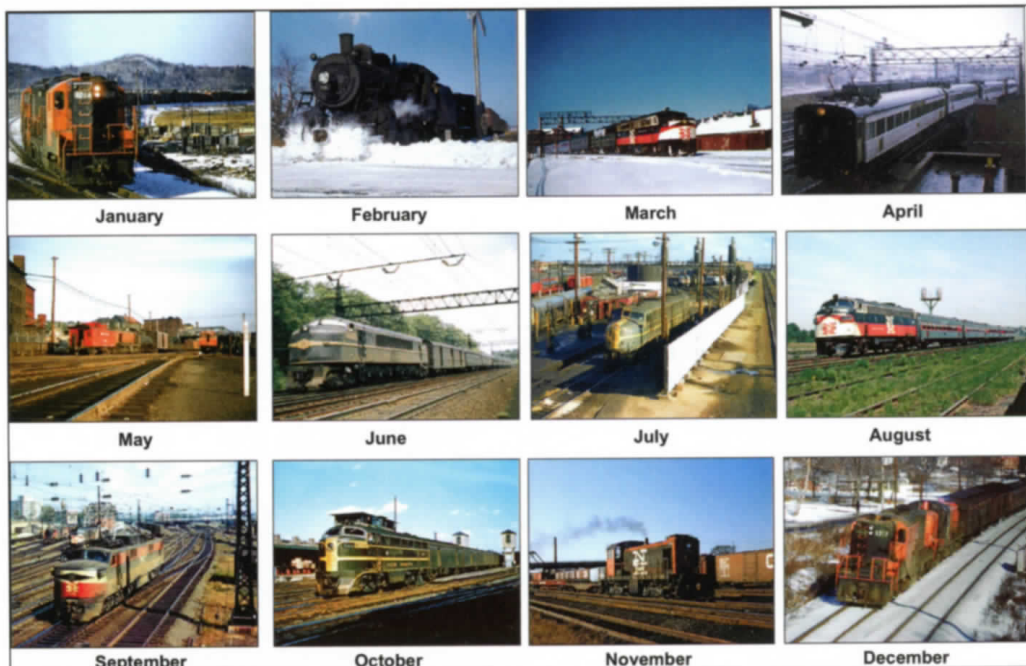
## NEW HAVEN 2016 CALENDAR



**\$10.95 EACH**

Our new 2016 calendar is now available. It features twelve 9 x 12 photos by noted New Haven Railroad photographers.

These colorful calendars make great gifts for anyone interested in the New Haven Railroad. Don't be disappointed, order now.



Checks, money orders and credit cards: Visa, Master Card and Discover accepted  
Make checks payable to: Treasurer, NHRHTA - credit cards: card number and exp. date  
Mailing: 1-2 calendars \$3.00, 3-4 \$5.60, 5 or more \$7.00  
Massachusetts residents add 6.25% sales tax (\$0.68 per calendar)



**SAT., NOV. 14, 2015 AT THE STAMFORD O-SCALE CLUB**

**9:00 a.m. - 5:00p.m.**

# 53<sup>rd</sup> NHRHTA REUNION

St. John's Episcopal Church, 628 Main St.,  
(corner Grove) Stamford, CT

## NEW HAVEN FILMS

**NEW** not previously shown films:

- **NEW HAVEN CAB RIDES LATE NON-NH STEAM**  
by engineer Dave Flanagan
- **TROLLEYS IN PROVIDENCE & CONNECTICUT COMPANY FILMS IN COLOR**  
by Everett Chapman
- **WARTIME STEAM**  
by Dave Waddington
- **NEW HAVEN I-5s AND PAs AT BOSTON IN COLOR**  
by Al Michaud
- **TRAINS ON THE POUGHKEEPSIE BRIDGE ON THE MAYBROOK LINE**  
by Dave Murray of Poughkeepsie
- **LAST TRAIN TO PITTSFIELD 1971 DOCUMENTARY, NEWLY RESTORED**

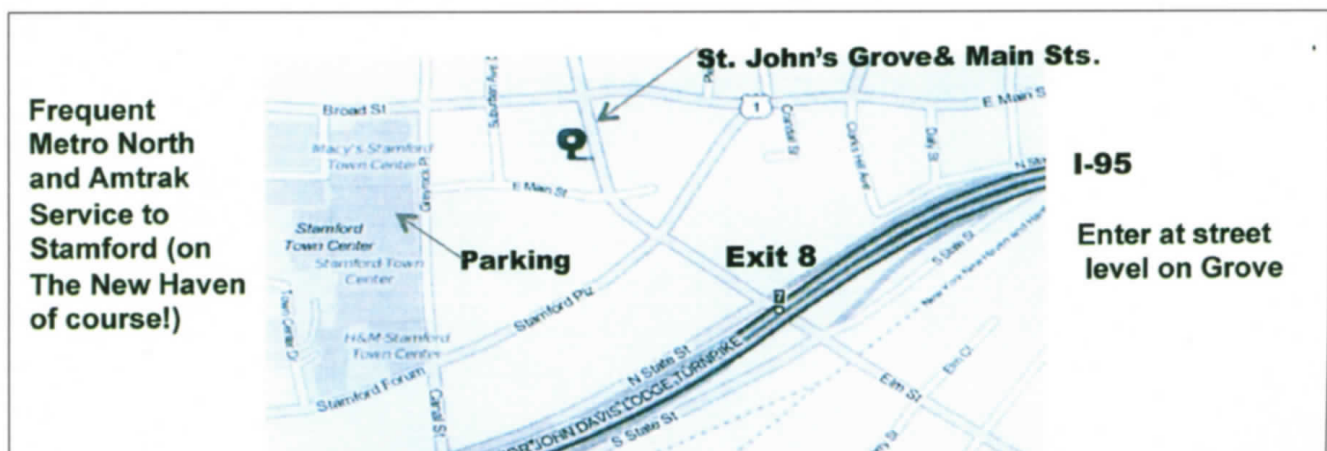
**AND...** a few surprises!

AND OF COURSE ENJOY close contact (that public visitors don't normally get) of the spectacular O scale Stamford club layout. The train consists and layout scenes are the closest thing on the planet today to the "real" New Haven!!



## CLINICS & WORKSHOPS

- **NH passenger cars & consists**  
by Jim Fellow
- **Scratch building structures 101**  
by Ron Poidomani
- **Evolution of the FL9**  
by Rick Abramson
- **Modeling with selective compression**  
by Rick Abramson
- **Bob's Photo...** New Haven photos on sale



See the rear cover for overall map and hotel information

# Modeling LINESIDE DETAILS

by Bill Aldrich

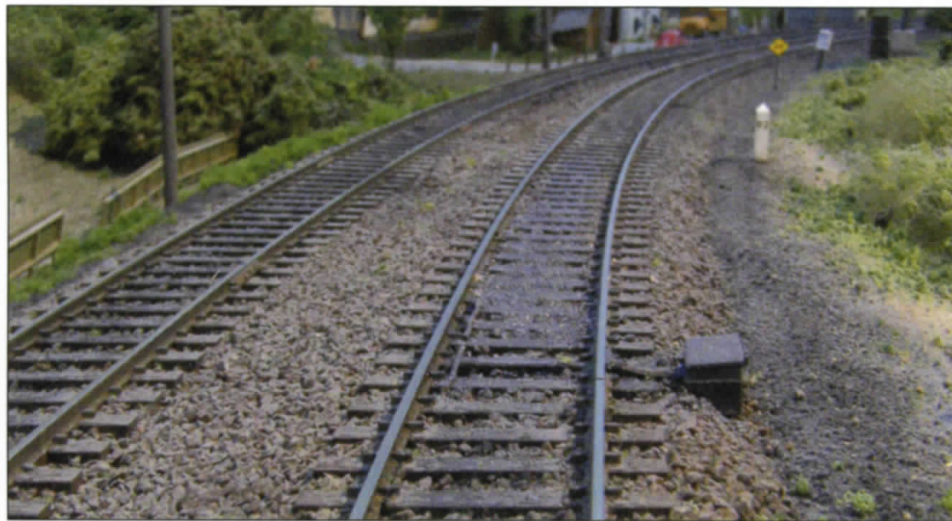
Model Photos by Bill Aldrich

Often many excellent model railroads neglect to various degrees the many lineside details which complete a given scene. For example, the various types of relay cases are often included in a layout but the cable connections between the case and the lineside power line are seldom modeled.

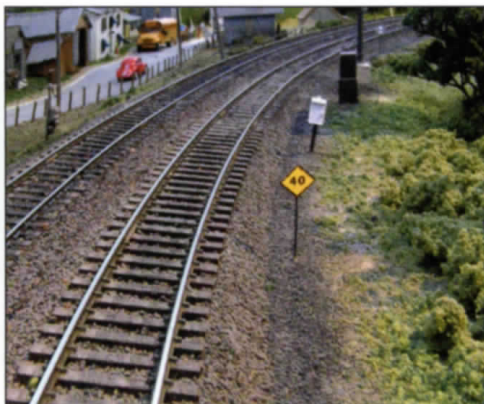
Of course, lineside details depend upon the era modeled. In my case and as represented here, these details represent those existing on the New Haven, Boston and Shore Line divisions in the 1940s era.



DER-1 (DL-109) #0757 at Shore Line Jct. Photo by T. J. Donahue, John Garofalo Collection.



**Above: MAINLINE FLANGE GREASE APPLICATOR** showing grease box, lines to inner surface of outside rail and applicator rods along inner face of outside rail. I rubbed graphite into the surface of the ties in the area of the applicator and toward the track curve to simulate grease deposits. **Below from Left to Right: SIGNS ALONG TRACK** show the mile marker in the foreground, a speed limit sign and beyond that a railroad phone box and a flanger sign with double boards indicating two obstructions close together.





**Left: SWING BRIDGE AND APPROACH DETAILS** Telltales and support poles at the approach to the swing bridge at Mystic, Connecticut on my layout. **Above: FIRE HOSE BOX** used in such areas as draw/swing bridges, towers, etc. **Below Left and Below Right: RELAY CASE** (on opposite approach to the bridge) for signals and derail, also showing circuit breaker box (small vertical box on the utility pole).



**Left: MAINLINE SWITCH POINT DERAIL** operated by electric switch machine which was part of the drawbridge signal interlocking system. **Below Left and Right: SWITCH RODS** from levers operated in tower to tracks.



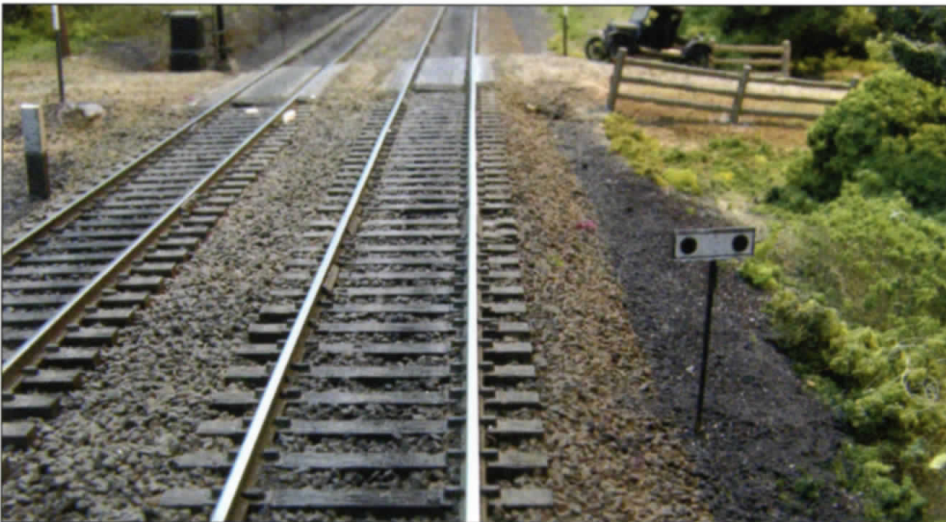


**Above: INTERLOCKING DRAWBRIDGE SIGNAL** Rounded blade ends and boards vertical above each other show a restrictive signal. Aspect in photo is clear. **Above Right: DISTANT OR APPROACH SIGNAL** approach is indicated by lower board using yellow fish tail. **Below Right: BLOCK SIGNAL** red board with pointed end. Note: by 1947 some block signals were lower quadrant while others were upper quadrant.



**Above: DWARF SWITCH STAND** on yard tracks. Targets usually red and lunar white or yellow and purple (era 1948). **Below: SIDING DERAIL AND THROW STAND** New Haven derrails were red.

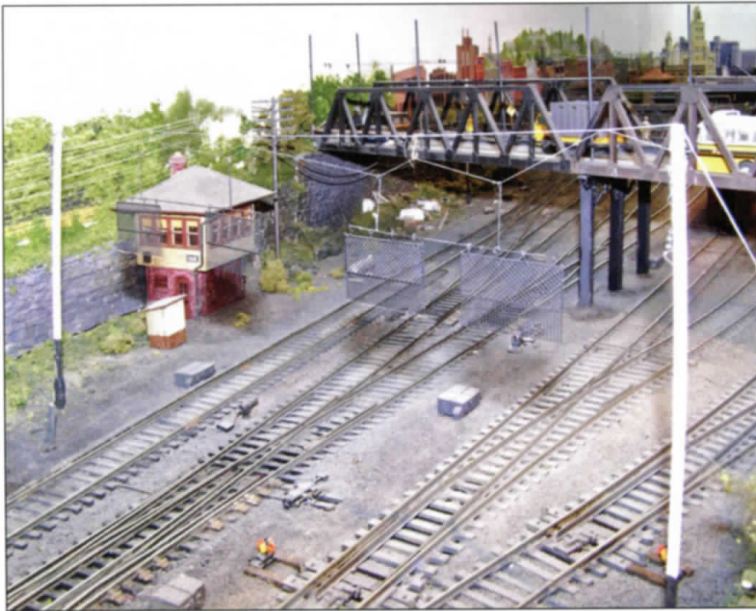




**Above: RAILROAD CROSSING DETAILS** whistle post for grade crossing not visible beyond the curve and cross bucks guarding the crossing in the foreground. Note the planked crossing on the rural dirt road. **Left:** This view is from the other side of the crossing above. **FLANGER SIGN** for grade crossing in the distance. **Below: RULE 26 BLUE FLAG POST** was blue metal flag and post. In 1947 "RULE 26" was painted on the flag.

**Below: FOUR BOLT FISH PLATE** used on secondary main tracks, yard tracks and sidings.





**Above Left: ORMS STREET TOWER AND TELLTALES** at Smith St. overpass in Providence, Rhode Island. **Above Right: CAR WATERING STATIONS** at Providence, Rhode Island station. Hoses are supported in white troughs.



**Above: RUBBISH** along the Charles St. cut in Providence, Rhode Island. **Above Right: NEW RAIL AND TIE PLATES** along the right of way. **Right: TRACK GANG** replacing rail section, note new tie plates along the track.

**Left: PROPANE TANK** and piping for switch point ice melting heaters for winter operation. **Below: PROPANE PIPES** to open flame heaters, long switch closure rails. Also visible in the foreground is a battery box.

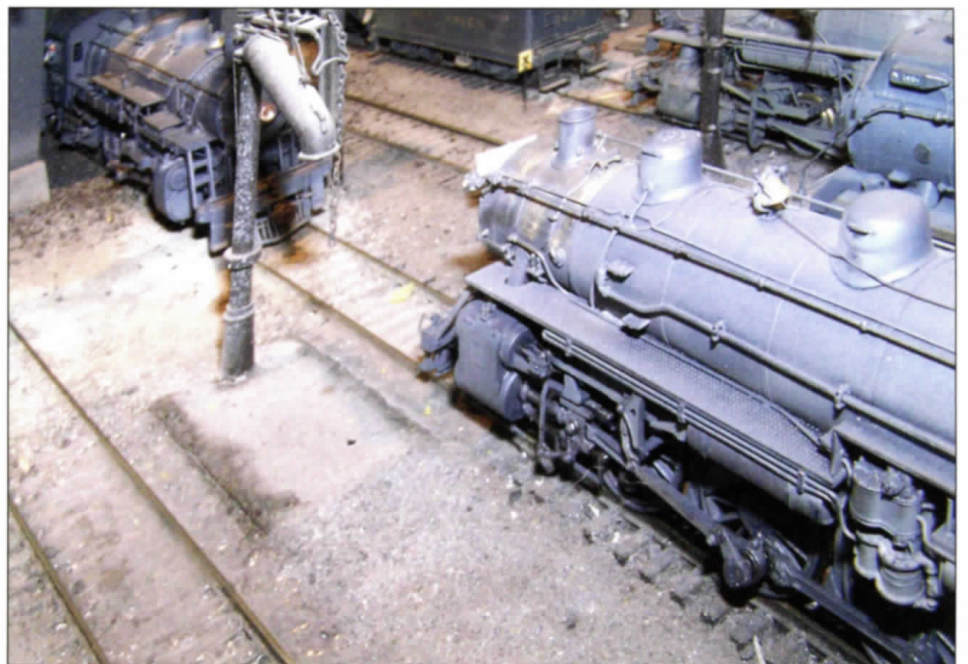




**Above:** General interior view of the Charles St. engine house. The foreman's office is in the lower left of the photo. The locomotives from top to bottom L-1 2-10-2 #3201, H-1 4-4-2 #1101, I-4 4-6-2 #1388 and I-4 4-6-2 #1391. **Below:** Charles St. engine terminal showing water stand pipe. **Bottom Left:** Interior of Charles St. engine house with foreman's office and small lathe at lower left. Locomotives visible from top to bottom I-4-c 4-6-2 #1357, R-2a 4-8-2 #3505 and R-3a 4-8-2 #3553.

## Details

### CHARLES ST. ENGINE TERMINAL



# REUNION 2015

## STAMFORD HOTEL ACCOMMODATIONS

In the vicinity of St. John's Episcopal Church

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

**Sheraton Stamford Hotel**  
Across the street. 700 East Main  
203-358-8400 \$129.00

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

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

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

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

**Super 8**  
32 Grenhart Rd. Off of Exit 6 on I-95, 866-712-4780 and \$67.00

**Americas Best Value Inn**  
1029 E. Main 8 minutes by car, 866-538-0332 and \$70.00

## PARKING

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

## METRO-NORTH / AMTRAK

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



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

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

