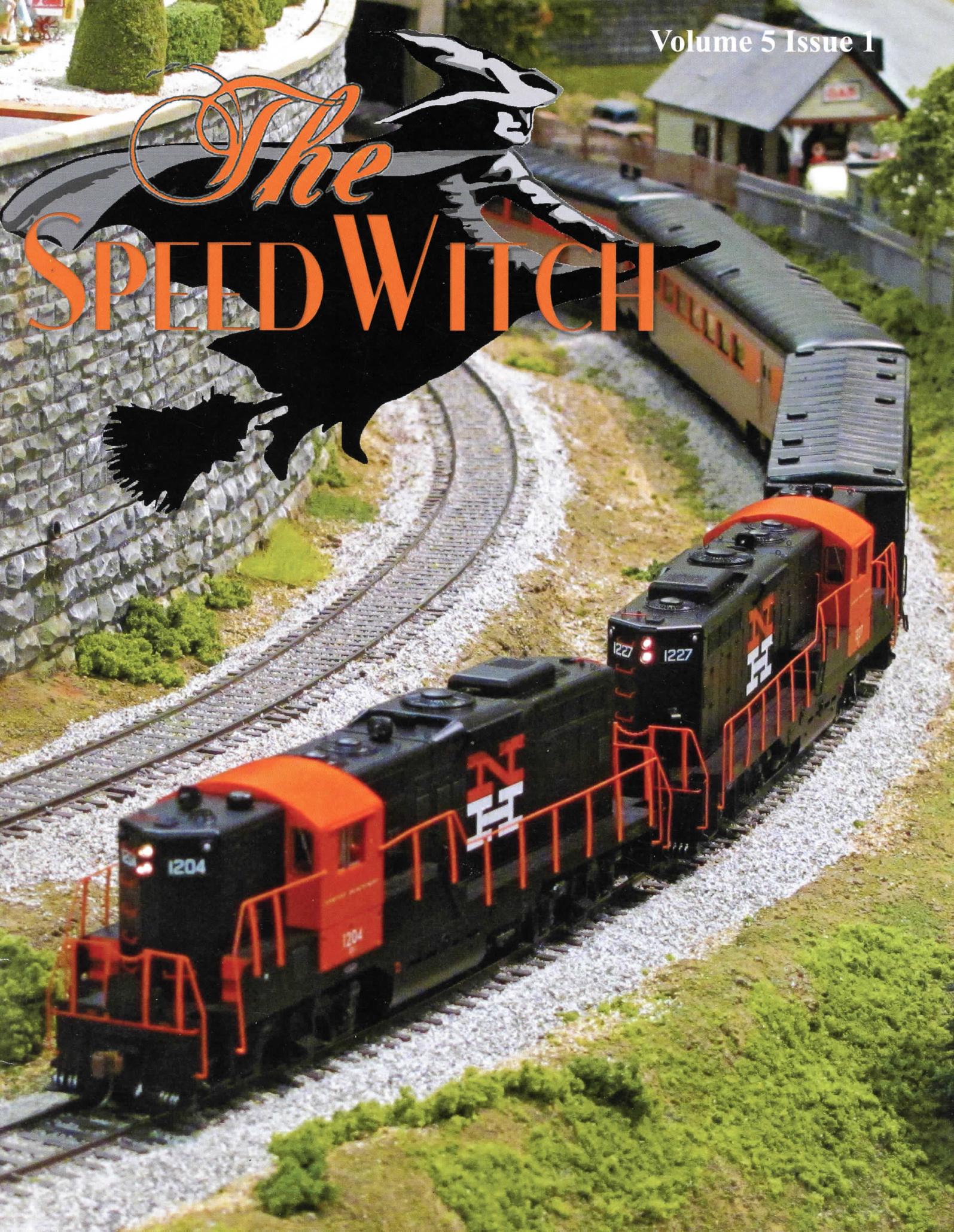


Volume 5 Issue 1

# The SPEEDWITCH







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Cover: Two Athearn Genesis GP9s round the curve below Bryant City at the South Shore Model Railway Club and Museum, Hingham, Massachusetts. *Photo by Paul Cutler III.* Rear Cover: Heading for the car floats at Bay Ridge, symbol freight BG-1 with 2 EF-4s passes under the anchor bridge at S.S. 55 in Bridgeport, Connecticut on a nice spring day in 1966. *Photo by Richard L. Abramson.*



A short time ago, when I asked you about possible photos of the Rocky Neck State Park foot bridge over the tracks, you referred me to Volume 37 Issue 2 of *Shoreliner* on page 25. I looked it up and the photo was perfect. Accordingly, I built a model of the bridge and placed it over the railroad cut. After all these years, this scene of my model railroad now is complete thanks to you. Enclosed are a couple of photos which I thought you might enjoy. They try to duplicate the *Shoreliner* photo by Kent Cochrane. -- *Bill Aldrich*



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# 8600 SERIES UPDATE



BY JOHN SHERIDAN

## HO-SCALE COACH

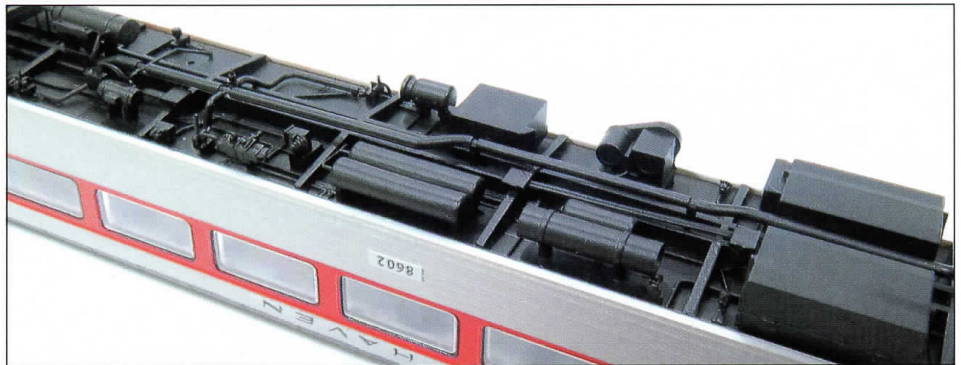
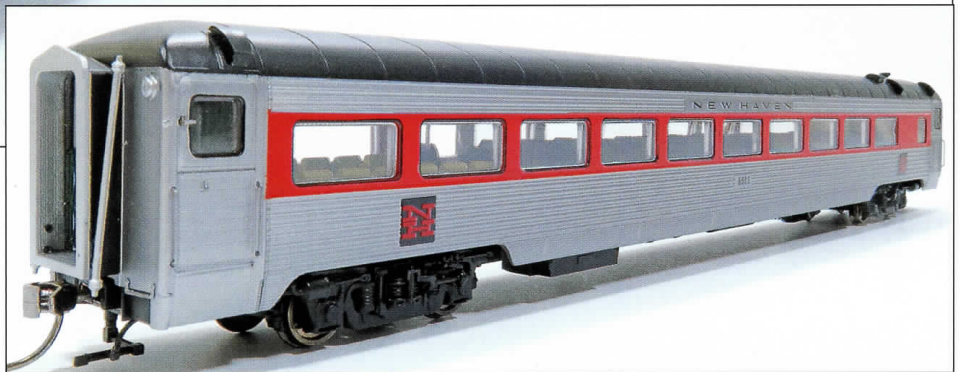
The New Haven 8600 passenger cars are in their final tooling phase at this time. Errors that were discovered in the first round of tooling have been corrected. Two major problems were encountered on the initial tooling. These were:

The indented roof seams - The roof seams are supposed to be welds on the roof plates which should be shown as a raised line NOT an indented line.

The end diaphragms - The initial test shots had the diaphragms as a fixed solid piece instead of being flexible. This has been corrected to ensure your cars will not push each other off the rails on a curved section of track.

There were a few other adjustments on some of the exterior detail that need to be addressed. The final tooling sample should be arriving from Rapido sometime in early fall. When this sample is approved, the cars will go into production shortly thereafter. If everything goes well, we might see the cars arrive from China sometime in July 2016. That means you can start begging Rapido to make us the parlor cars starting anytime after July 31st.

Here are pictures of the initial tooling of the cars that were on display at the Big E train show back in January 2016.



*Photos by John Sheridan.*





# MODELING THE *NEW HAVEN* RAILROAD



## MODELING THE NEW HAVEN RAILROAD'S LOW BULKHEAD FLAT CARS

by  
John Kasey

Above: John Kasey's model of #19106 with its load of bricks is seen arriving at its destination for unloading. *Photo by Richard L. Abramson.* Below: Former New Haven #19100 was photographed at Hartford, Connecticut on March 22, 1970. *John Kasey Collection.*







Former New Haven #19111 was at Maybrook, N. Y. on December 6, 1969. *Photo by George W. Turnbull, John Kasey Collection.*

### PROTOTYPE HISTORY

On the New Haven Railroad the 17300-17399 series flat cars, manufactured by the Greenville Car Company in 1944, proved to

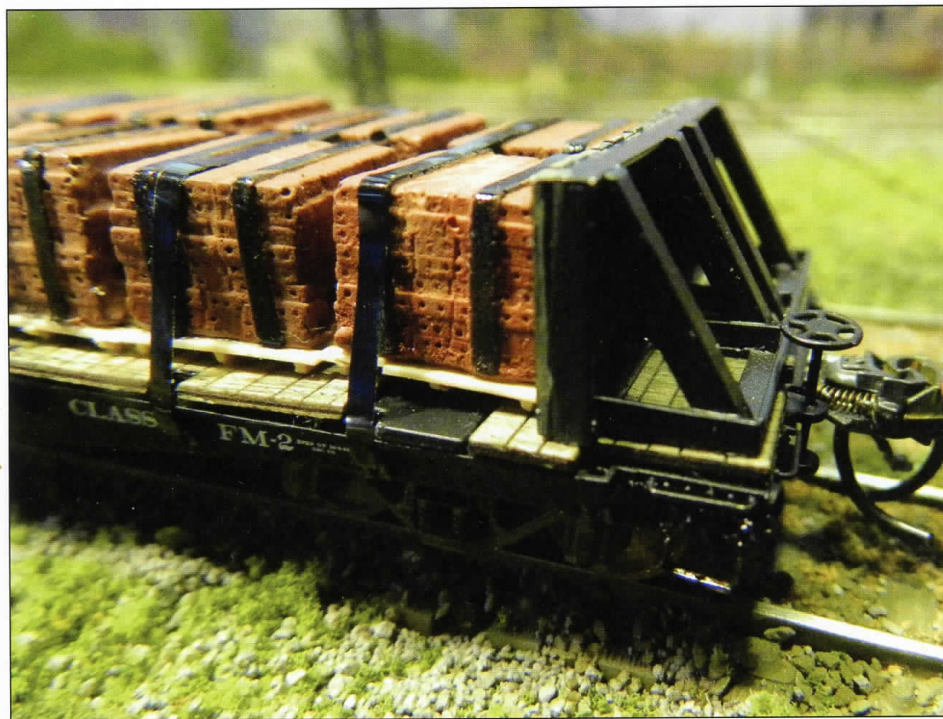
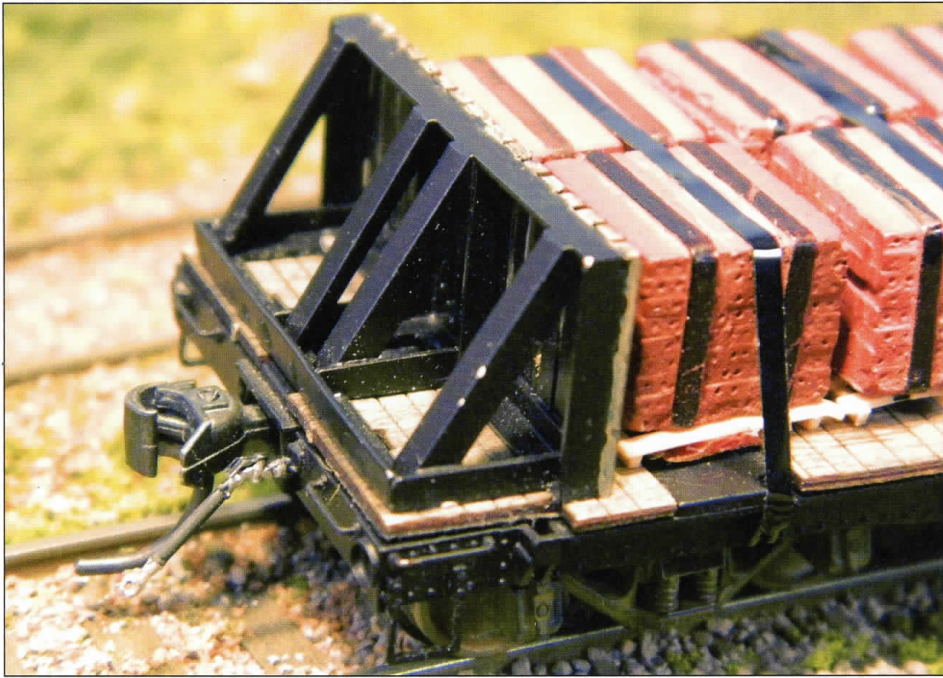
be a very useful resource for the conversion to other purposes required by the railroad. The New Haven converted twenty-five in 1948 for TOFC service and by 1954 had converted thirty-five more for that service. Also, in 1958 and

1959, seven cars, renumbered 19000-19006, were converted to high bulkhead cars for transporting gypsum board. Work on these cars was performed at the Pullman Standard plant in Worcester, Massachusetts.

The workers are ready to unload bulkhead flat car #19106 as New Haven RS-1 #0660 arrives at the loading dock on Rick Abramson's layout. *Photo by Richard L. Abramson.*







In 1961 the New Haven converted twelve standard flat cars from the 17300-17399 series to low bulkhead flat cars for the purpose of transporting bundled brick from various manufacturers in New England. These twelve cars were renumbered into two separate number series, 19100-19105 and 19106-19111. The two series were similar with the exception of the height of the bulkheads. The extreme height of the 19100-19105 series was 6'5" above the railhead versus 7'5" for the 19106-19111 series. Car brake systems were completely overhauled and all cars were completely repainted black with white lettering. The AAR class designation, FM2, remained the same. The work on these cars was performed at the Cedar Hill shops in New Haven, Connecticut.

## MODELING THE BULKHEAD FLAT CARS

Originally, using an AAR 70-T resin flat car kit from Proto West Scale Models, I had modeled what I thought would be a car from the 19000-19105 series. Not having much to go by at that time, other than a couple of photos, I used "modelers' license" to construct the bulkheads with Evergreen Scale Models .080 x .080 angle for the main structure. The dimensions that I ended up with were a scale 3' x 9' base & a height of 4' for the bulkhead. Angled supports were added on the ends and in the middle. Evergreen Scale Models .030 x .060 was used to simulate the vertical planking. In retrospect I should have used real wooden planks for this feature. After completely assembling, painting and decaling the car for road number #19104, the palletized bricks were placed on the deck and the car was out into service. Many months later, a question on the NHRHTA forum concerning these cars was posted and the dimensions for each series were listed in one of the responses. The car number I had chosen was wrong for the final bulkhead dimension.

While in service disaster struck and I discovered that the solvents in the adhesive (Walthers' Goo) had warped the car. After many attempts to straighten the car out the decision was made to start all over again. Fortunately, Intermountain Railway Company had released a model decorated for a New Haven AAR 70-T 53'6" flat car which made my second attempt considerably easier. This car was issued with six road numbers and has since been re-released with six additional numbers.

**This Page:** These three photos show details of construction elements of the model as well as the brick securing method. **Opposite Page Bottom:** The bulkhead flat with its load of bricks has been delivered to the loading platform. All photos were taken on Rick Abramson's New Haven layout. *Photo by Richard L. Abramson.*



## PAINTING, DECALING AND DETAILS

Since I was starting over with a decorated model, the car was already lettered properly and no data had to be changed except the road number and reporting marks. All other data and the deck were carefully masked off and the road number and reporting marks were repainted using Tru-Color Paint's black. This leaves a nice glossy finish suitable for decaling. In this case I found that just "over painting" the lettering was easier than other methods of lettering removal. Decal set NH-006 (available on the NHRHTA web site) was used to renumber the car to 19106. With the decaling done I sprayed the area with a 50/50 mixture of Testor's Glosscote and Dullcote to blend everything to match the factory paint.

The palletized bricks were salvaged, touched up and attached to the deck (not with Goo!). Banding was applied using Ultra Stripe tape, normally used to pinstripe R/C planes and boats. This tape can be found at hobby shops that deal with R/C models. After replacing the couplers with Kadee number 58s, the bulkhead flat was ready for service.

Thanks go to Wayne D. Drummond for supplying information and contributors on the NHRHTA forum.

### MATERIALS LIST FOR BULKHEAD FLAT CAR

MATERIALS LIST FOR BULKHEAD FLAT CAR		
		Item No.
<b>Intermountain Railway Co.</b>		
53' 6" 70-Ton flat car	(1 req'd)	48701-01, -12
<b>Model Railstuff</b>		
Palletized bricks	(6 req'd)	506-520
(available from Walthers)		
<b>Evergreen Scale Models</b>		
.030 x.060 strip styrene	(1 package)	133
.080 angle	(1 package)	292
<b>Tru-Color Paint</b>		
Black paint	(1 bottle)	TCP-10
<b>Testors Paint</b>		
Dullcote	(1 bottle)	1160
Glosscote	(1 bottle)	1161
<b>NHRHTA, Inc.</b>		
Bulkhead flat decals	(1 set)	NH-006
(available from NHRHTA)*		
<b>Kadee</b>		
Scale metal couplers	(1 pair)	58
<b>Hanger 9</b>		
Black UltraStripe tape-1/16"	(1 package)	HANU80420

\*See [www.nhrhta.org/htdocs/decals.htm](http://www.nhrhta.org/htdocs/decals.htm).





# DATE NAILS USED BY THE NEW HAVEN RAILROAD

BY JOHN R. IACOVINO

The New Haven Railroad Historical and Technical Association has devoted its publications to documenting the history of the New Haven (NH). However, little has been written about its infrastructure.

This article will discuss three topics: the history of railroad tie preservation in the United States and its relationship to the introduction of date nails, the history of NH date nails and a description of NH date nails.

Early in the nineteenth century the introduction of wood ties necessitated the development of effective methods of preservation. By mid-nineteenth century European railroads were experimenting with various wood preservation methods. To facilitate record keeping and monitor the useful life of ties preserved by different methods an identifying mark was placed on each tie. Ultimately the date nail came into use as a permanent and easy identifying method.

By the mid-nineteenth century tie preservation was used extensively in the United States. Most commonly zinc chloride was used followed by creosote in the early twentieth century. However, due to an inexpensive and plentiful supply of wood, preservation was deemed too costly and few railroads persisted with the practice.

Late in the nineteenth century dire predictions of wood shortages were appearing as forest consumption continued unabated. The cost of ties was rapidly escalating. In 1907, seven and one-half percent of forest production output was used for railroad ties. Considering there are approximately two thousand, eight hundred ties per mile of track the consumption was not surprising. The dwindling wood supply and escalating cost spurred a renewed interest in tie preservation. Also the cost of labor to remove and replace ties often exceeded the cost of the tie itself. Early experiments and innovations were performed by the Santa Fe, Rock Island and Southern Pacific. In the east the Central Railroad of New Jersey and the Boston and Maine were early innovators. During this period the preservation of bridge and docking timbers was initiated.

As the nineteenth century ended many railroads were experimenting with various preservation methods to determine the longevity of various types of wood ties in different climates. Test sections were used with ties marked by the type of wood and preservation method. Date nails were ideal for record keeping as one nail could be used to denote the type of wood such as M for maple or E for elm and another nail with the date of insertion. Some nails had both a

letter and date.

In 1898, there were 79 nail companies active in the United States. Today the number is less than a dozen.

Manufacturers identified their nails by three methods: distinctive numerals, marks just below the head of the nail such as a cross, X or diamond and unique anchor patterns or shapes. The earliest user of date nails in the United States was the Mississippi River and Bonne Terre Railroad in 1897 followed by the Great Northern in 1899.

Glen Wiswell and John Evans devised a system for date nail collectors to identify specific manufacturers called WESIS numbers. Their book, *Date Nails Complete*, illustrates the system and classifies nail type of each manufacturer and railroad with accompanying photographs. Jeff Oaks subsequently published *Date Nails and Railroad Tie Preservation* updating *Date Nails Complete*. These books can occasionally be found on eBay.

The earliest use of tie preservation by a NH predecessor was the Old Colony in 1845 when mercuric chloride was used. In 1880 creosote and in 1881 copper sulfate and barium were tested. In 1901, a test section totaling 125 ties of longleaf pine preserved with creosote was used in Rowayton, Connecticut. In 1907, 3202 ties of creosoted, short pine were tested in Greenwich, Connecticut. The origin of these ties is unknown as the NH did not build its first creosoting plant until 1922. No nails from these test sections have been documented. Two types of brass tags are shown. These were found on discarded ties in Talmadge Hill, Connecticut. Likely they were part of a test section date unknown.

The earliest confirmed date nail from the NH, 1907, was found in Waterbury, Connecticut. In years 1910 to 1915, the NH used several nails with the same date but of different manufacturer and style. Likely each type of nail represented a different wood and/or preservation method. Of interest, nearly all ties with a 24 nail have a distinctive gray color. In later years one type of nail was used for each year and exclusively for preventative maintenance.

Commonly, early nails are found on fence posts alongside active ties with dates twelve to fifteen years later. Thus it appears earlier ties had a life of about twelve to fifteen years.

The NH placed its nails in the center of the tie. Other railroads placed nails in the end of ties and either inside or outside of the tie plate. In the early year nails indented numerals were used. However as the indentations accumulated dirt and became difficult to read nails with raised dates were subsequently used.

Many railroads used the same nail manufacturers as the NH. Additionally, the NH used







The author's date nail collection shown here is mounted on a peg board for display.



Above and Below: The three brass tags are from the test section at Talmadge Hill, Connecticut. The oval, metal WUT is from Western Union Telegraph pole.



Above: This is one of the Connecticut Company's tags sometimes found on abandoned telegraph poles. Left: These rectangular "New Haven" tags also identified New Haven poles.



second hand ties from other railroads; these are erroneously attributed to NH use. Many early 1950 nails were noted on the line from Waterbury to Terryville. They are typical nails used by the Erie Railroad. Nail collectors often believe they are on NH track but in reality the track was owned and nailed by another railroad.

Long abandoned telegraph poles along NH track can also be a source of date nails. Most poles were owned by Western Union Telegraph and have a WUT oval tag as shown. Accompanying nails are one inch long and copper; some are steel. The date on the nail indicates the date the pole was treated. The NH also owned telegraph poles; they are marked with NH embossed tags as shown. Connecticut Company owned poles adjacent to NH track for its street cars. Their poles are identified by a rectangular tag. Date nails on these poles are the same as NH.

Illustrated are NH date nails beginning in 1907 and ending in 1944, the last year of documented use. For the missing dates the NH likely used a nail; however I have personally not found that date. *Date Nails and Railroad Tie Preservation* lists the missing dates with a description of the type of nail and manufacturer. Many early dates were found on abandoned lines from Branchville to Ridgefield and South Norwalk to Wilson Point. Fence posts along the right-of-way are another source of nails. The Z-10 nail is unique. It represents a combination of a date insertion and preservation method; the Z presumably referring to zinc chloride.

In 1910, the NH used four types of nails, in 1914, three types and 1915, two types. Each type presumably representing either a different wood or preservation method. Usually these nails are found in sequence making comparisons of tie longevity easier. I have shown distinct varieties of the same date and manufacturer of the 25 and 29 nails. Minor varieties abound. The 34,

35 and 36 nails have square shafts similar to horseshoe nails and are classified as type 03. 1939 was a transition year as the NH used two different manufacturers of nails. Previous to 1939 the NH used preponderantly type 07 nails from the United States Steel Company. In 1939 they used type 07 as well as 05 nails from the Jones and Laughlin Steel Corporation. The departure, likely due to supplier shortages due to the pre-war demand for steel, continued as NH used a type 03 nail in 42, type 25 in 43 and back to 07 in 44. Nails from the 40s are very scarce. No NH nails are reported from 40 and 41. During the war years many railroads used a one and

one half inch nail in place of the usual two and one half inch nail.

Although some railroads inserted date nails into the 1970s, use dramatically diminished as preservation methods became highly effective and tie integrity could be evaluated by mechanical means obviating the need for track inspection crews to visually inspect each individual tie and read the nail dates.





# ATHEARN GENESIS NEW HAVEN GP9

**PRODUCT REVIEW  
BY PAUL CUTLER III**

Photos by Paul Cutler III

**HO Scale**

**DC only: \$189.98 MSRP**

**DCC with Sound: \$289.98 MSRP**

**Announced: March 2015**

**Delivered: February 2016**

The Athearn Genesis GP9 represents the modern way of manufacturing in model railroading. In the past, modelers of smaller railroads like the NH custom painted their own models rather than wait for a model company to make something. Later on, one might get some models in that road, but they would be either completely

fake or totally generic. Today, model companies will not only create highly accurate models, but will go through the expense of custom tooling one-off variations to satisfy the current crop of modelers. This GP9 goes that extra mile for NH fans.

## **-Prototype-**

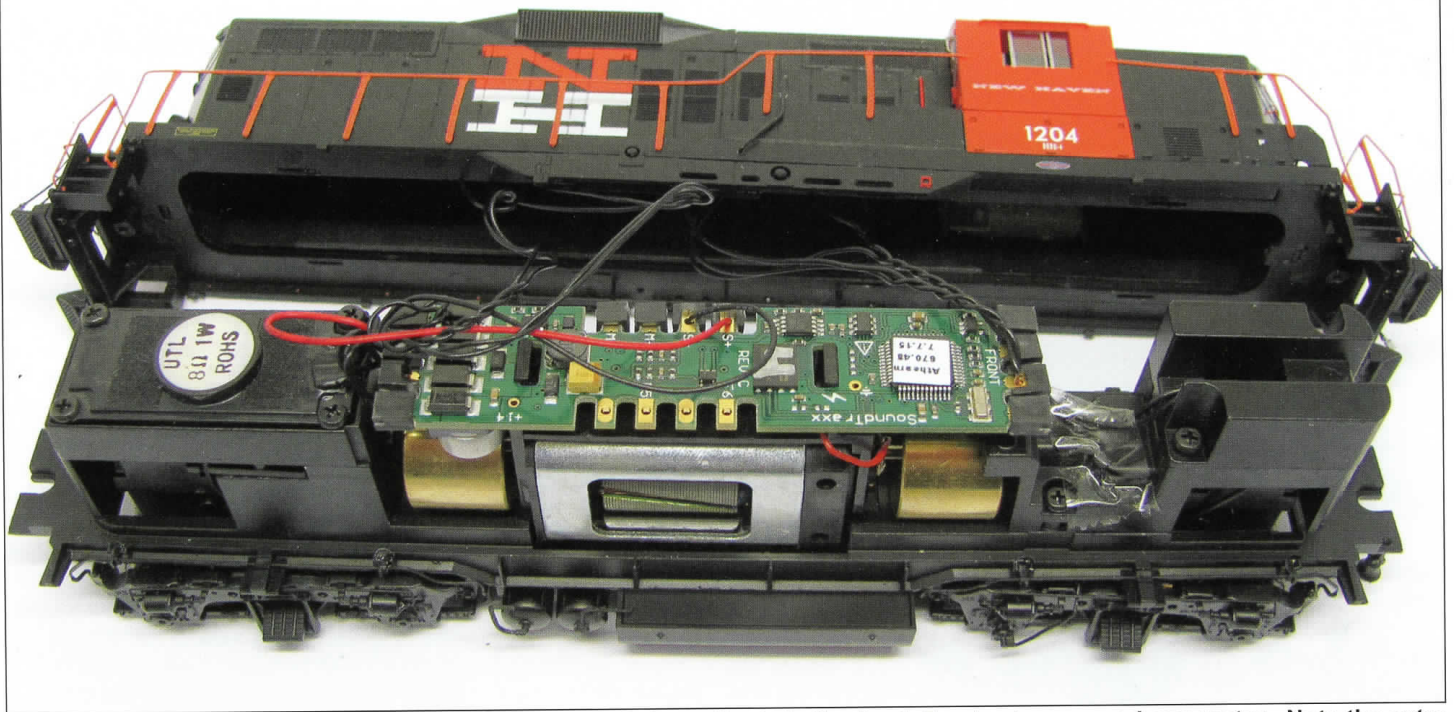
The New Haven Railroad under President Patrick B. McGinnis had a plan to re-dieselize the entire railroad with just one type of prime mover: the EMD 567 2-stroke diesel. The plan called for 268 locos: 88 FL9s, 60 SW1200s, and 120 GP9s, all to replace the 350+ existing NH diesels from Alco, F-M, Lima, and GE.

At the time, EMD was swamped with orders for GP's and couldn't deliver even half the order. The best they could do was 25%. As a stopgap, the NH ordered 15 RS-11s and 15 H16-44s to go along with their 30 GP9s defeating the purpose of getting all the same type of engine in the first place. But that's what makes the NH



**Above: New GP9s leave the Mt. View Tunnel at the South Shore Model Railway Club and Museum, Hingham, Massachusetts. Left: GP9 #1204 showing off her short hood to advantage. Note the "Observe Rule S.92 on the end sills which quickly got covered with dirt on the New Haven.**





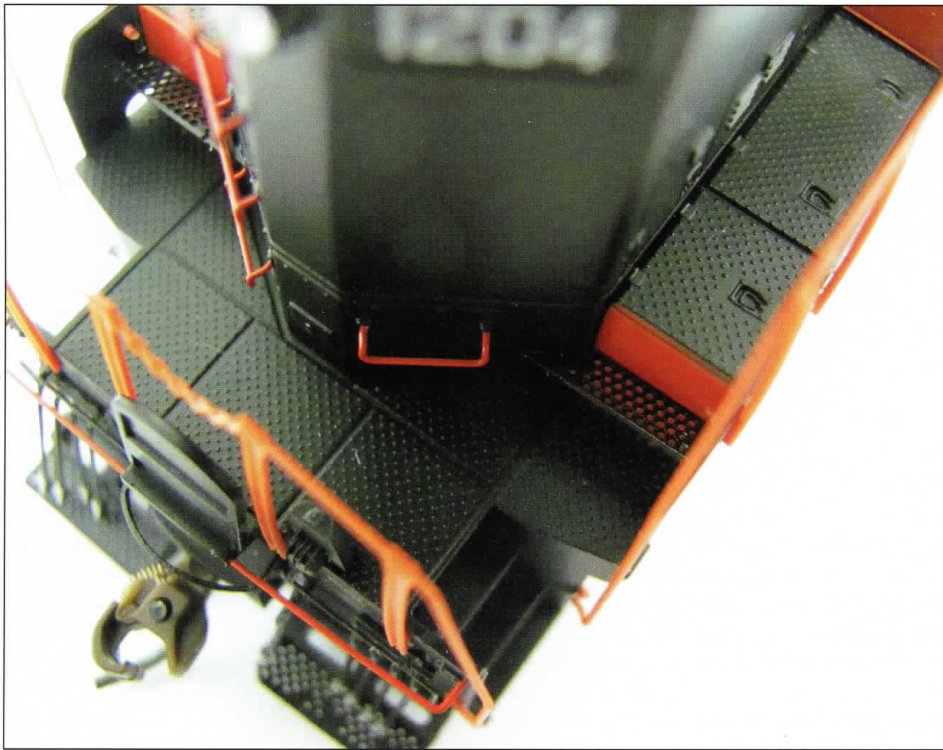
Above: Soundtraxx Tsunami sound board as installed above the twin flywheel, 5-pole skew-wound can motor. Note the extra light function solder pads on the board to add a cab light if one wanted to. Below Right: Another view of the model. Bottom: Broadside view of a 1200. One of the few physical flaws in this model is the bent down Hancock air whistle on the long hood and the unaltered water fill location on the skirt.

special. Imagine how boring our modeling would be if the original plan had been carried out. Only three engine types after 1956? Horrors!

In the summer of 1956, 30 GP9s arrived from EMD's plant in LaGrange, Illinois. Classed "DERS-4" (Diesel Electric Road Switcher - 4th type) by the railroad, the crews dubbed them "Cadillacs" due to their smooth riding Blomberg trucks (compared to the typical drop equalized trucks from Alco, F-M, et al.). They were well liked by crews and mechanical men alike, being right at home on mainline passenger trains, commuter runs, local freights, and symbol freights. About the only thing they didn't do well was switching, because of their slow loading (but it made them better road engines).







**Left: Downward view showing the tread detail and the impressive see-through steps mounted on the front of the battery boxes. Bottom Left: Close-up of the cab showing the 3" class code that should be just 1" tall. The cab windows can be open or closed.**

The GP9s were delivered with a 567C prime mover at 1750 hp producing 63,500 lbs of tractive effort. They had an 800 gallon diesel fuel tank and 800 gallons of water capacity for the steam generator. They also had 83 MPH gearing, 24RL brakes, and were dual cab signal-equipped.

All of them made it past January 1, 1969 and went on to long careers post-NH. Some are still in use today, although most have been heavily modified.

## -Model Development-

The history of this particular model started



5 years ago at the January 2011 Big Railroad Hobby Show in West Springfield, MA. At that show, Athearn announced a new line of models based on the EMD GP7 and GP9 in their high-end "Genesis" line of products. John Sheridan and I sat down with John Engstrom of Athearn and talked about doing a NH version of the GP9. Mr. Engstrom was concerned at first when we told him about the NH's unique water tanks with custom handrails. He said that the price might have to be an extra \$5 or \$10 to accommodate these details, but our argument was that NH fans would gladly pay a little extra to get a real DERS-4 model and not just another generic GP9 like the Life-Like model of 2000. Our conversation ended with John Sheridan promising to send them all the prototype info they'd need. Later, Rick Abramson sent pictures to Athearn plus the P&L diagram.

Years went by, and John Engstrom retired, but we kept hearing from Athearn that the DERS-4 model would probably get made...but would it have the water tanks? Eventually, word reached us that the decision had been made to make the water tanks without a higher cost, but the project would be delayed further. We didn't mind. We've been waiting forever to get our hands on a real NH GP9 in HO scale, so what's another production cycle to wait?

Well, production schedules in China for our hobby are always questionable. Companies go out of business without warning; tooling gets lost, then found; other projects can take priority; and one could lose half the assembly workforce after the Chinese New Year when all the workers go home for the holidays and decide to stay there. As a result, the Genesis NH GP9 was pushed back in the production queue several times. Finally our turn arrived and our DERS-4

was announced in March, 2015 – with the water tanks.

When Athearn posted the pre-production artwork, I was happy the model would be made soon, but rather disappointed in the artwork: there were many errors. The art was drawn in-house by Athearn in California and I'm guessing the artist didn't have much prototype information at hand. Either that, or he was in a hurry. I sent an e-mail full of corrections to John Sheridan and he forwarded it to Athearn. They in turn sent the original art to John and asked him to fix it. Fortunately by this time, Craig Walker was in charge of Athearn's product development. Since John and Craig had worked together at Microscale Decals years ago, Craig knows John is well-experienced with decal art. John made the changes (including a whole new McGinnis logo), and I was the proofer correcting the changes. After some back and forth, we got it spot on and sent it to Athearn.

As an additional note, the original flawed art showed the tall steam generator exhaust stack on the NH short hood. This "top hat" style was apparently common on the SP, NYC, and others. In fact, it was used on all previous non-Canadian Athearn GP9 runs that had steam generators. When we pointed out to them that the NH had a short stack instead of a tall one, we learned Athearn hadn't actually realized that there was more than one kind. John Sheridan actually drew one up in 3D CAD, corrected by yours truly, and sent it to Athearn. They in turn had it tooled to John's drawing and it has been added to their product line. It can also be seen on the new maroon B&M GP7.

Finally, the pre-production NH GP9 sample arrived from China and pictures were sent to John and me. To our shock, the pre-production sample was painted in the old flawed artwork with the tall exhaust stack. For reasons unknown, the Chinese had used the original artwork file when making the model. Another quick flurry of e-mails went halfway around the world and changes were quickly made. The rush and confusion resulted in three minor art flaws, which I will get to later in this review.

At this year's Big Railroad Hobby Show in January, Athearn displayed their corrected pre-production model, and within a month the DERS-4's were on the market.

## -Review-

The model comes in a heavy cardboard box typical of Athearn Genesis. Inside one will find a nice instruction manual, the warranty, a warranty mail-in card, and an ad for Athearn News. Inside the foam padding, the model is encased in the usual plastic "clamshell" packaging that's be-



**Right: #1204 and #1227 are accelerating out of the station at Bryant City, paralleling the main road out of town.**

come the norm. Note the safety warning on the clamshell: never pick up the model by the dynamic hatch.

Using NYNH&H drawing #56521 (DERS-4, 1200-1229) from the Locomotive Diagram book, the Athearn Genesis model matches all major dimensions within a scale inch or two using dial calipers, dividers and a scale rule.

The model itself has a long list of features representing the state of the art in model railroading. Not only does it have metal grab irons, a full cab interior, see-through fans, and etched radiator grills, it also has details like the black gasket around the end windows, window wipers, sand lines and sliding windows. Even the small steps on the front of the battery boxes are see-through.

The most impressive thing is, of course, the customizing that Athearn has done to truly make a NH DERS-4 and not just a generic GP9. Twenty years ago, we'd have been happy to get a GP9 in NH paint that was at least in the right "phase". Today, we get Hancock air whistles, the right MU stands, correct pilot details, proper headlights, and so on.

For NH fans, the detail parts that make the GP9 into a DERS-4 are the unique rectangular



water tanks mounted behind the cab. These were a NH-installed modification made within six months of their summer 1956 delivery to increase water capacity from 800 gal. to 1200 gal. The NH had two variations: one where the vent pipe bent aft and one where the vent pipe bent forward (seen on both sides). The "bent aft" type seems to be the original and more common type, and "bent forward" appears to be a later variation that allowed for an extended handrail stanchion down to the original mounting location on the sill. Perhaps the water tanks became structurally

weak in this location and required reinforcement? We'll probably never know. Not all NH GP9s got this variation, and so Athearn has modeled the "bent aft" type only.

One thing missed in the process was the side skirts. When the NH received the 1200's, the side skirts were as normal for a Phase II GP9 and this has been faithfully recreated on the model. However, when the water tanks were added, the water fill moved forward by about 2 feet on both sides of the engine. The new location shrank the second horizontal slot in the skirt

**Train 171, the *Patriot*, is passing over Essex Jct. with a pair of 1200s on the point. These photographs were taken on the South Shore Model Railway Club and Museum's spectacular layout. The cars, painted by the author, are Soho brass while the rebuilt troop sleeper is a resin kit.**





by approximately two thirds and left a blank spot where the fill used to be. For Athearn to have done this would have required yet another piece of NH-only tooling. I feel lucky just to have the water tanks, so I can't feel too badly about this.

The artwork is crisp and opaque. The detailed art is very well done, and the builder plate on the side sill is legible. One can even make out the "EMD" logo in the center of the builder's plate.

There are three minor flaws in the art that were no doubt due to the rush to fix the error that was made in China with the old artwork. The first, and most noticeable, is the class "DERS-4" under the cab number. According to most of the NYNH&H painting diagrams, the class was in 1" letters. On this model, they're 3" high. Secondly, there is a small 1" gap between the "N" and the "H" on the McGinnis logo. As a rule with McGinnis logos, the N and H should touch if they are different colors as on the GP9. Only when they are both the same color do they have a gap. Lastly, the "OBSERVE RULE S.92" lettering on the end sills is probably about half the size it should be.

All three of these paint flaws are pretty minor and in no way detract from the overall ap-

pearance of the model.

The location of the art work all looks proper, and it appears to be the correct NH Serial #409 red-orange paint color.

The fit and finish of the model looks good, with only some small glue marks visible around the etched metal screens. Otherwise, almost all the details are straight and true, the exception being the Hancock whistle on the long hood pointing slightly downwards on both examples (but the short hood one is perfect).

Both models tested ran excellently in the typical Athearn Genesis way. There was no grinding, squealing, or thumping, and performance was smooth at all speeds. Both samples came with the Soundtraxx Tsunami DCC and Sound decoder with their usually excellent EMD 567 prime mover sound effects. As an added bonus for us, Soundtraxx has put the Hancock air whistle sound as the default setting. So instead of the usual blat horn, we get the melodic toot of a Hancock.

The Tsunami that comes from the factory installed in Athearn models is not the "full blown" version of the decoder. For example, there are only 3 horns instead of 16: that's not to say that this version is really lacking. There are

still over 150 Configuration Variables (CV's) to customize your GP9 with. Most modelers, even long-time DCC users, rarely do much to custom program their locos after they put the address in.

Lights on the model are mini-bulbs, not LED's. The reason for doing so is that the bulbs still look more like real headlights than LED's. However, they do burn out a lot faster. Fortunately, there are third party LED lighting kits out there to replace the bulbs if one is of a mind to do so. One big improvement over previous runs of Genesis locos has been the addition of clear lenses to the headlights. Before, one had a too-small bulb rattling around loose in the fixture. Now they look realistic even when not lit.

### -Conclusion-

This model is close to perfect, which is pretty astonishing for a mass-produced plastic model that is not a NH-only locomotive. It really blows away the previous Life-Like incarnation from 16 years ago. It looks, sounds, and runs great. I highly recommend this model to any New Haven HO modeler.

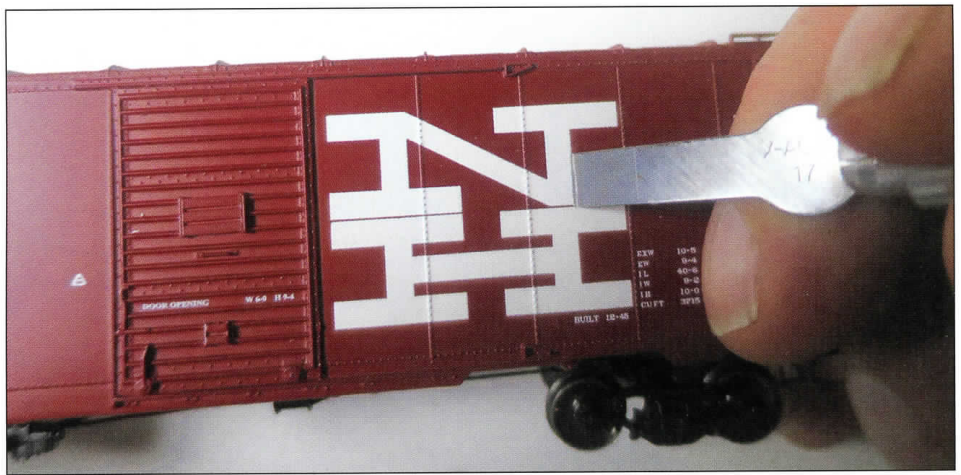
**The air is filled with the sounds of EMD 567s as a local freight with GP9s passes the entrance of East Middleton yard while an FL9 (Rapido) powered passenger train slams past.**





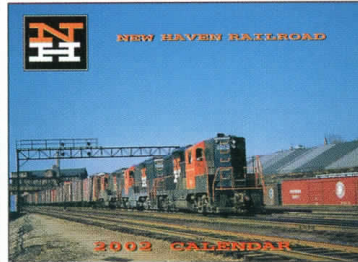
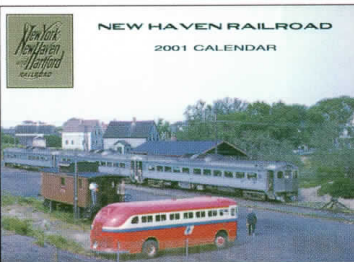
# ONE TOO MANY SERIFS

For some reason, Maybrook repainted some of the New Haven's box cars such as the *State of Maine* cars into the Alpert scheme with an extra serif on the "N". The 33000 series cars did not receive the extra serif. An easy fix is to carefully remove the offending serif by using a chisel blade knife to carefully scrape off the serif. Keep the blade level and use several passes. It is advised that you practice on a discarded car body's lettering to hone your technique. Spray the car with a light coat of Dullcote to flatten any blemishes on the painted surface. Your alternative is to match the color, mask the area of the serif and paint.



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