

# The SPEEDWITCH





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**Front Cover:** On the O scale Stamford club layout, a Berkshire line train has arrived at Danbury, Connecticut and is awaiting departure for New York in 1959. See the article on the construction of the station and the club's recreation of Danbury for the full story of this project. *Photo: John Walther*

**Rear Cover:** Rapido and the N.H.R.H.T.A. have announced an upcoming stainless steel diner in HO scale. Order today! *Graphic: John Sheridan*

## CONDUCTOR'S WHEEL REPORT

Welcome to the newest edition of the *SpeedWitch*, the New Haven Railroad Historical & Technical Association's modeling magazine (and occasionally for current events in former NH territory). I am your new editor, and I gratefully appreciate this opportunity from the NHRHTA Board of Directors to bring this magazine to you, the readers.

Even though I was born 6 years after the NH disappeared, I became a NH fan at a very young age. My father, Paul, Jr., converted from Lionel to HO scale in 1958, and he had a fleet of HO Rivarossi NH passenger cars when I was a kid. Because they were so much more expensive than his other cars, I was told not to play with them. Naturally, this led me to sneak into the basement and play with them anyway.

Years went by before I learned that not only was the New Haven a real railroad, but that it ran on the tracks right near my home. My introduction to the NH was my dad's 1988 copy of *Passenger Train Journal*, dedicated to the "Late, Great New Haven Railroad". I was fascinated. When I was 15, my dad took me to the South Shore Model Railway Club train show where we first met the NHRHTA with Bill Reidy's Old Colony Division group. I convinced my dad to join both the SSMRC and the NHRHTA in 1990, and he decided we should be train show volunteers. Our first NHRHTA show was January 1991 and we've been doing six to eight train shows a year for the NHRHTA ever since.

In 2007, I took over running the inventory for the East End train show crew along with Dave Clinton, a fellow member of the SSMRC. In 2017, Paul Beck stepped down from running the East End train show group's finances and being the show boss, which he turned over to me. When Bill Nickerson stepped down from running the West End train show crew in 2018, the East End became the only crew and has taken over the show tables for our Reunion and for West Springfield at the Big E show.

In addition to the train shows, I've also been the chief "nitpicker" and research assistant for various NH-related products that have come out in recent years. That started because of my friendship with fellow SSMRC member John Sheridan, who started drawing decals for Microscale in the 1990s. Because of his many contacts in the industry, I've been able to get a sneak peak into the production side of this hobby by finding the errors before the models are made. It's given me a greater appreciation of the work that goes into getting a model to market.

### We Need Modeling Content!

This is the part of the editorial where I plead for articles and feedback. I know there are a lot of NH model railroaders around. We're seeing an explosion in the number of new NH products on the market, and we could really use some articles and photos showing what you are doing in the hobby. They don't have to be big "How To..." articles, they can be "railfan" shots as well. Frankly, we need fillers of the 2 or 3 page variety just as much as we need the 6 to 10-page main articles. Reviews of current or even older equipment can be useful. Installing DCC and sound in an old NH brass steamer? Take some pics and show us how you did it.

Please write to me at: [paulcutleriii@yahoo.com](mailto:paulcutleriii@yahoo.com) or at my address to the right because we can use some Letters to the Editor, too. Thanks for reading, and *Weather Or No Go New Haven*.



Photo by Editor

Paul A. Cutler III

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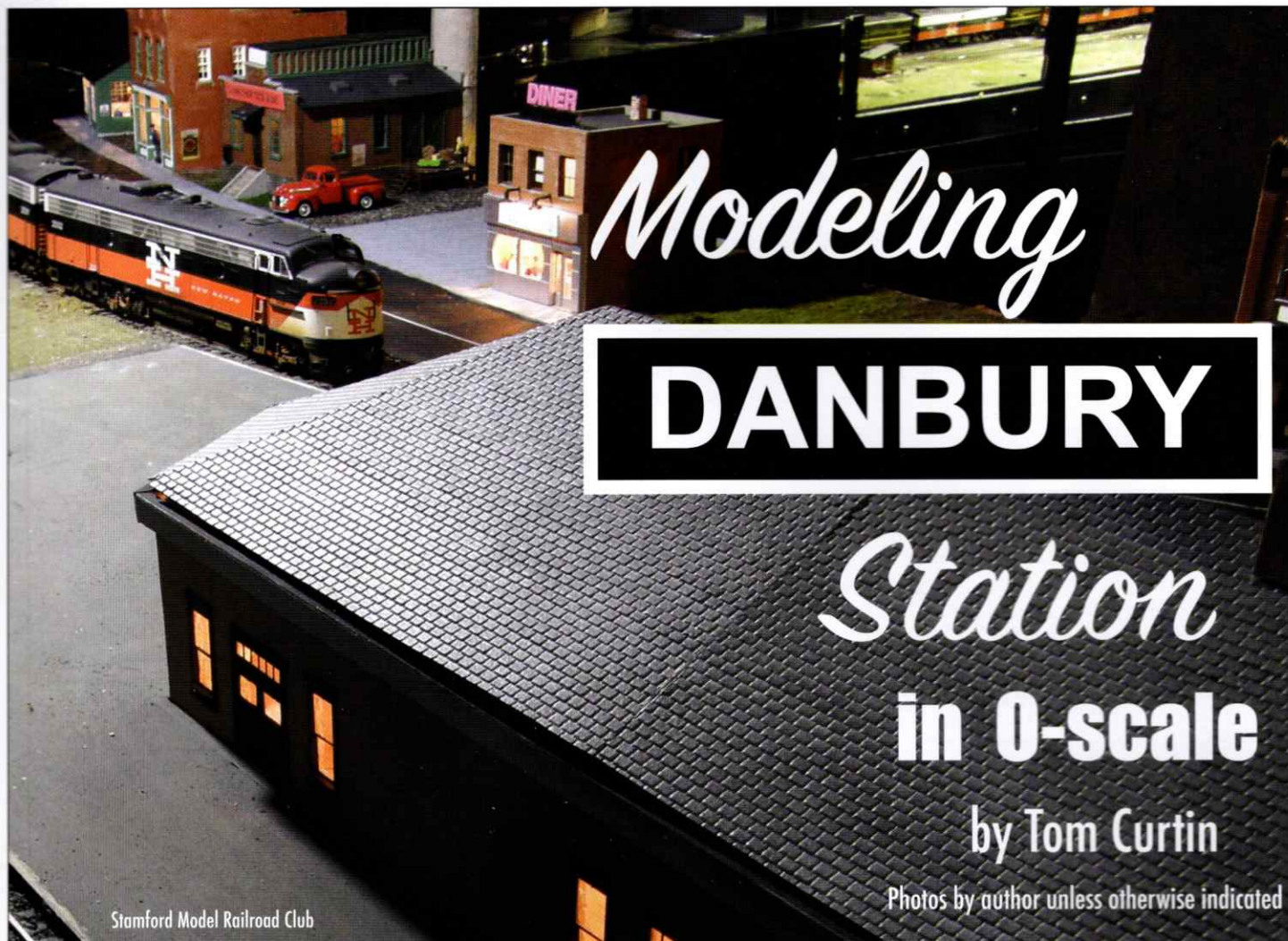
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# Modeling

# DANBURY

# Station in O-scale

by Tom Curtin

Photos by author unless otherwise indicated

Stamford Model Railroad Club

FL9's, newly used on the Berkshire in the spring of 1959, arrive at Danbury on a June evening with train #147. Photo: John Walther

## MODELING THE PROTOTYPE IN O-SCALE

It's relatively uncommon among American modelers to reproduce a particular railroad location with multiple buildings, tracks, and other details as close to the "real place" as is practical (I specified "American" because I have been told that it is indeed common in certain other countries). No question, it has its challenges, perhaps the largest being the necessary structure scratchbuilding. Just about any modeler would be advised that if you had never before scratch-built a structure model, you ought to settle for a simple subject, say with four walls and a single roof gable. But I never got that advice, so I selected one with 13 walls, three roof gables of different heights, and nine roof "hips" ---- this, because I had spent all my formative years as a New Haven fan and a good chunk of my life since then watching trains at Danbury, Connecticut, and that was the station I simply had to model. I'm not the first or even the second modeler to undertake this structure. I had wanted to do so for years, but before I did a strange metamorphosis took place: after 50 years of modeling in HO I converted to O scale when I joined the Stamford club. Many aspects of that conversion are about as easy as the religious kind, but it has

its advantages. One advantage is that it's easier to build a large building than a small one (and you quickly learn that in O scale every building is large!). The Stamford club railroad is a logical place for Danbury station since that layout already has four other models of actual New Haven passenger stations, all built by various members over the years.

Those familiar with Danbury are well aware of the "siting" of the station in the junction the New Haven called S.S. 198, where the "loop track" --- the line from Norwalk --- joined the straight Maybrook line. It was opened in 1903 to replace two smaller Danbury stations built by predecessor roads.

## START WITH A PLAN

A good set of plans of the structure is indispensable, and fortunately my tenure in the NHRHTA is long enough that I have a complete set of the NHRHTA's old "Datapaks", which includes a sheet of Danbury Station (see page 4). That sheet has a floor plan, an elevation drawing of the longest wall (the 123 foot long wall facing the Maybrook main) and an interior elevation of the waiting room wing. That was enough to get started. In 2009 my Stamford club colleagues

John Walther and Bob Blonski and I visited the station to get detail photos and further measurements.

I determined the plans in the NHRHTA Datapak (page 4) to be 1:357, or 1:7.43 of O scale. I took the sheet to my neighborhood Fedex Office (formerly Kinko's) store, which has good enlarging copiers. Enlarging an 8.5 by 11 inch sheet 7.43 times produces many sheets of paper which then have to be taped or glued together. When finished I had the necessary O scale plans to proceed. Another enlarging project was a copy of the New Haven real estate "val map" of Danbury in O scale. Like all NH val maps it is 1:1200 so it had to be enlarged 25 times, resulting in another prodigious pile of paper. This O scale valuation map would be necessary in order to get the station, a couple of nearby structures, and related details sited properly when completed. This copy-enlarging might have been simpler if I had learned to use the large format printer at a Fedex Office, but I elected to do it the labor intensive way.

Early on I determined the era I wanted to model. The appearance of the building has changed quite a bit over its history. Originally it had complete platform shed covers on both the Maybrook and Norwalk line sides. Those appear

ROOF SLATE AND TIN SHINGLES  
 COVER SHED 'N' 16 FT. x 285 FT. WOOD  
 " " "S" 16 FT. x 252 FT. " "  
 PLATFORM 'N' 14' 6" x 340 FT. CONCRETE  
 " " "S" 14' 6" x 400 FT. " "  
 HEATING HOT WATER  
 LIGHTS ELECTRIC  
 SEWAGE

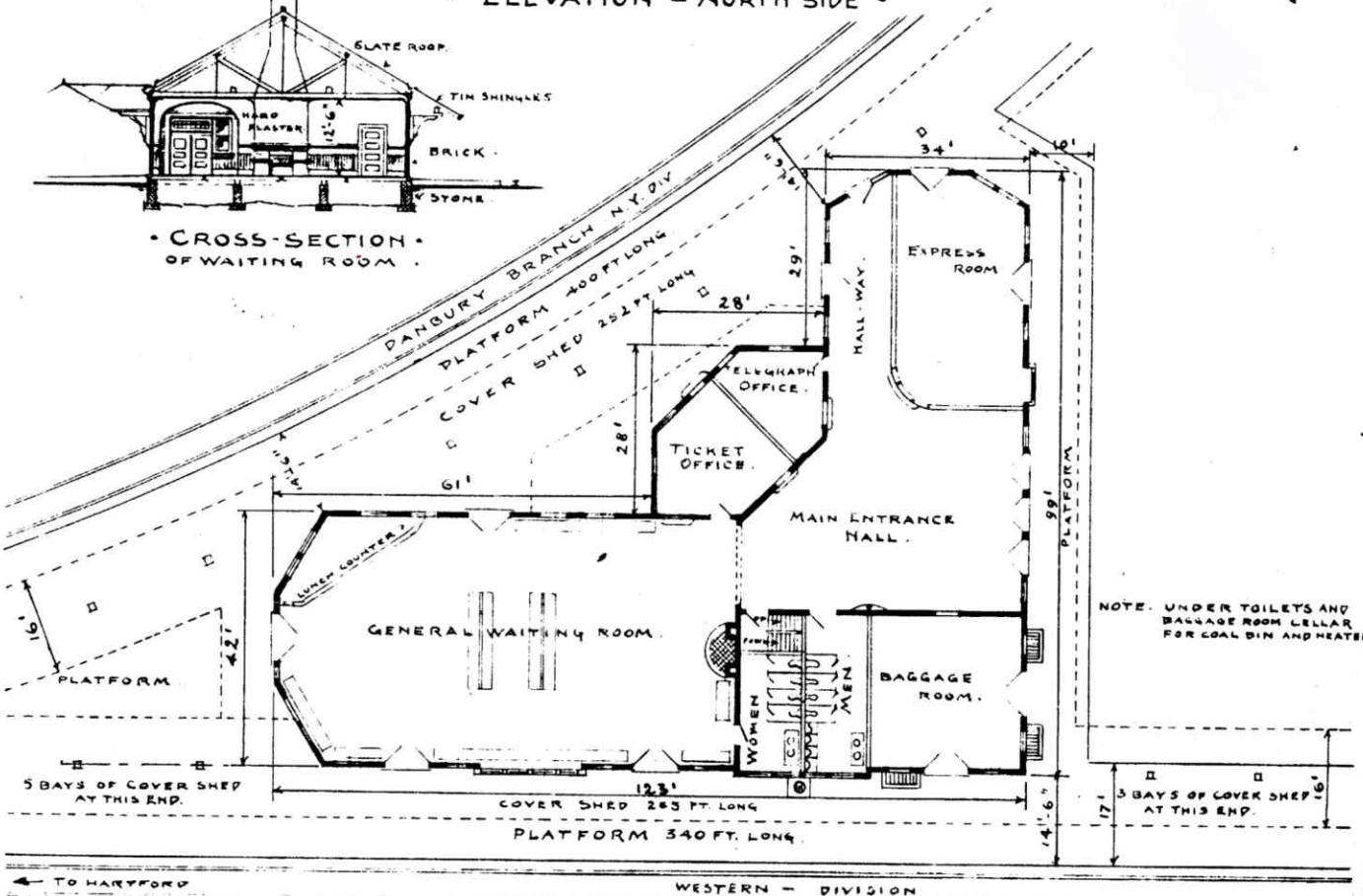
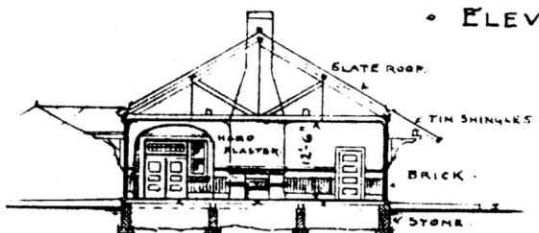
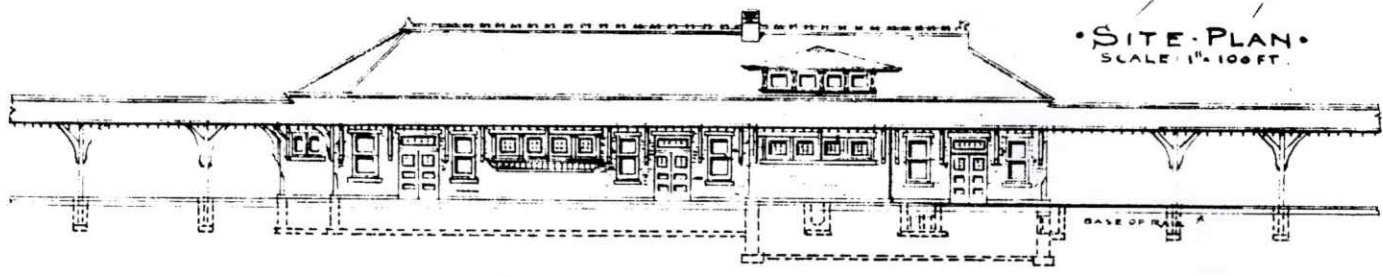
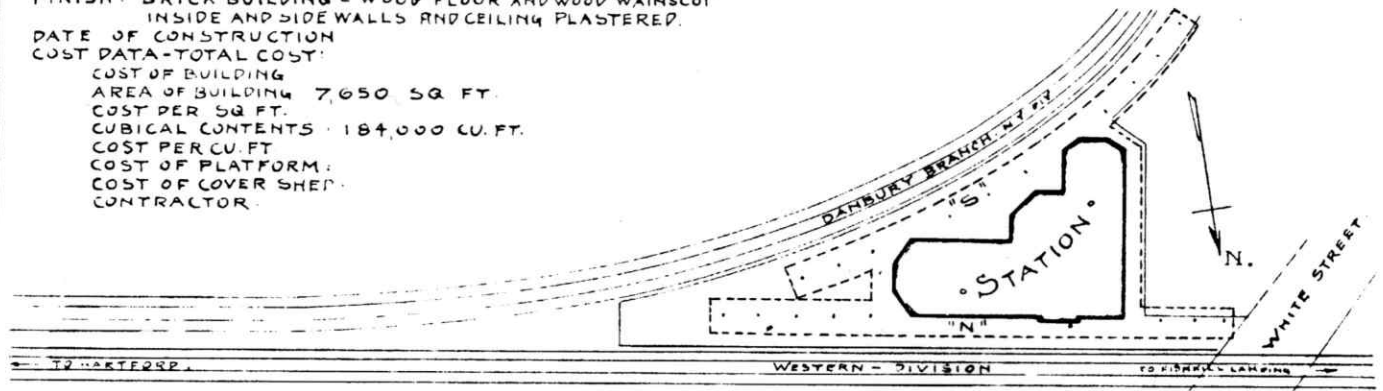
FINISH: BRICK BUILDING - WOOD FLOOR AND WOOD WAINSCOT  
 INSIDE AND SIDE WALLS AND CEILING PLASTERED.

DATE OF CONSTRUCTION

COST DATA - TOTAL COST:

COST OF BUILDING  
 AREA OF BUILDING 7650 SQ. FT.  
 COST PER SQ. FT.  
 CUBICAL CONTENTS 184,000 CU. FT.  
 COST PER CU. FT.  
 COST OF PLATFORM:  
 COST OF COVER SHED:  
 CONTRACTOR

• N.Y.N.H.&H.R.R. •  
 • HIGHLAND DIVISION •  
 • PASSENGER STATION •  
 • DANBURY CONN. •  
 SCALE: 1" = 30 FT. JULY 1902.



DRAWN BY: J.J.R. DEZ 1 1913.  
 TRACED BY: J.J.R.

180

FILE NO. 3085.



This Charles Gunn photo of the side facing the Norwalk main shows that a roof replacement is in process in August 1954, probably following removal of the last of the platform shed covers earlier in 1954. The double door (the one without glass or transom) facing the photographer is one of two accessing the express room. Photo: NHRHTA Collection

in Kent Cochrane's steam era photos (mostly 1947) as well as in the famous Alfred Hitchcock film *Strangers on a Train* (October 1950). The shed covers on the Maybrook side were removed around 1951 and on the Norwalk side in --- as nearly as I can determine --- early 1954. I elected to model about the year 1959. That's within the time period I remember best, and also within the period when the passenger business was still interesting, with a functioning Railway Express Agency office and a number of baggage wagons in use, and two pairs of daily trains to and from Pittsfield, Massachusetts.

## LOCATING THE STATION

It was not difficult for the Stamford club folks to locate the right site for the station --- there is exactly one location where the existing track layout is close to correct. The site selected wasn't perfect, since it entailed, among other feats, a considerable "geological" task: flattening a hill (more about this later!). Given that we had the absolutely non-negotiable groundrule not to add, subtract, or move any tracks, locating the station so that it fits logically and in a visually satisfying way into the existing layout is a lot more challenging and full of tradeoffs than building the correct track plan first!

## MATERIALS

Having read a *Model Railroader* article several years ago featuring a large Santa Fe station constructed of foam core board, I decided this would be an easy material to work with. Also, Plastruct makes both brick wall and roof shingle veneer sheets in O scale. Then there was the matter that architects call fenestration, i.e., doors and windows. The aforementioned 13 walls contain a total of 31 windows and 13 doors in various styles and sizes. While I puzzled over how to

handle that challenge, one of my colleagues at the club introduced me to the Grandt Line catalog. Since this station was built, Grandt Line has closed, much to the sadness of scratchbuilders. Fortunately, the detail product line was recently purchased by the San Juan Model Co. at [www.sanjuanmodelco.com](http://www.sanjuanmodelco.com).

I began by cutting the floor out of 1/4 inch plywood. That was fairly simple. Next I began studying the doors and windows on the long wall elevation on the NHRHTA data sheet. I needed

photos of several of the other walls in order to have a full picture of what I would need from Grandt Line. It was clear that some compromising (read "cheating") was necessary. Here's an example: there are ten double doors topped with glass transoms. The closest O scale Grandt Line door to the station's double doors is almost the right size but it has a single row of glass panes in the transom whereas the ones on the station have three rows of panes. I don't need to tell you the compromise I made! A number of those dou-



Fig. 2: The foam core sections that will form the 13 walls, and the Plastruct brick veneer sections, have been cut and glued together. Almost all the door and window openings are cut out, and the walls are ready to paint.

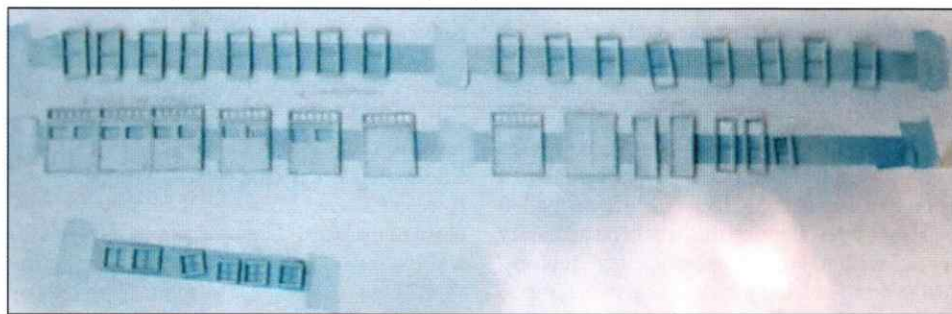
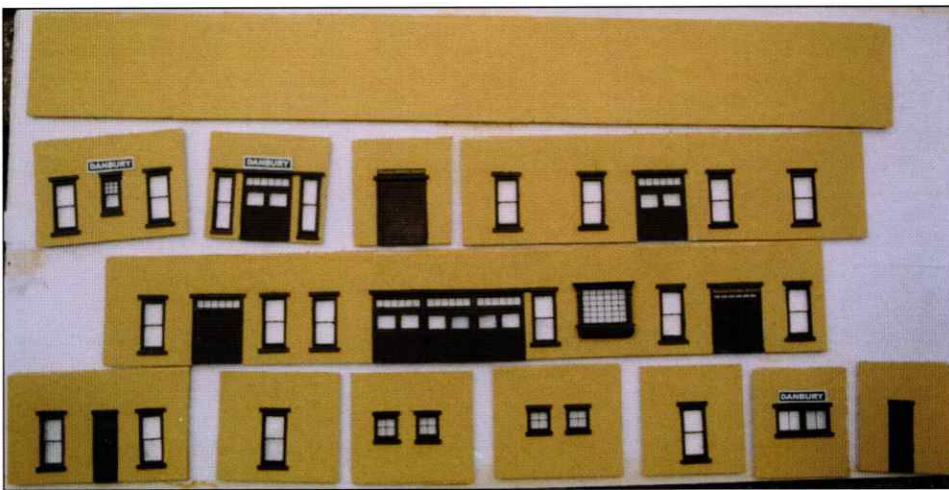


Fig. 3: The Grandt Line doors and windows have just received a coat of gray primer. Note that several of the double doors have had window openings cut into them using a Micro-Mark tool made for this purpose. All the vertical mullions have been removed from the double hung windows, since the prototype structure does not have these.



**Fig. 4:** All wall painting is done. The elaborate multi-paned express room window (third wall down) was scratchbuilt by John Walther since nothing on the market remotely resembles this. The doors and windows are not cut into the long wall (top) yet; that will be done next. The station signs were done with PowerPoint.

ble doors needed to have windows cut into them. Photos will show you which ones. Micro Mark sells an excellent tool for cutting the necessary right angles for these window openings. One of the express room windows had to be scratchbuilt --- there was no alternative --- and that job was admirably executed by John Walther.

### LAYING OUT THE WALLS

Next I measured and cut pieces of plain paper to use as templates for the other 12 walls of the structure. I had previously made several extra O scale size copies of the long wall elevation so that I could cut and paste the others in a manner that would put the windows and doors in the right places on those walls. The photos and measurements I took of the actual station were indispensable. Once I had templates of all 13 walls I cut the foam core board (inexpensive and easily available in craft stores such as Michael's) to the correct lengths and heights. My colleague John Walther prefers a product called "Perfic Panels" which is better to work with, being both thinner than 1/4 inch foam core and also being made of polyurethane on the outsides instead of paper. I agree it is superior; however, Perfic Panels come only in 16 inch square pieces, which would have required splicing multiple pieces together for the two long walls of the station. I did use Perfic Panels for the interior walls. Number all the walls as you go, as it is critical to keep them in order. My numbering scheme designates the front of the structure, facing the parking lot and White Street as "Wall 1", then works counter-clockwise to "Wall 13", the long wall facing the Maybrook.

When I had cut all the walls, I next cut the Plastruct brick veneer pieces to go over them. I cut the veneer about 1/4 inch oversize on the left and right sides, figuring this would be necessary when I went to join the walls together. It is critical to do all glueing with a latex product, this to avoid anything that could "attack" the plastic. I used Phenoseal Vinyl Adhesive Caulk from Home Depot.

Once the adhesive had fully set I cut out all

the door and window openings on all walls (Fig. 2). Work slowly and carefully. To match the prototype structure it is absolutely critical that the tops of all the doors and windows match perfectly all the way around the station! At this time I also did all the cutting and fitting where each pair of walls would meet. Lay each adjoining pair of walls on end on the plywood floor and do the trimming and fitting necessary. Don't glue



**Fig. 5:** The walls and floor have been assembled, and some of the interior details are installed. The structure has been taken outdoors for these sunlight photos. The 1/2" dowels that provide solidity are clearly visible.

anything yet!

### COLOR SELECTION

Once the holes were all cut the walls were ready to paint. I stood before the bewildering array of Home Depot color chip panels armed with several color photos of the station, and my favorite design and color consultant --- my wife Eileen. She decided on Behr #PPU6-5, "Cork." It wasn't an easy choice --- there were multiple close runners-up! I painted two coats on all the walls.

The next step was to paint the doors and windows. This can be done quickly by taping them to a sheet of cardboard and spraying. I used gray primer (Fig. 3) followed by a finish coat of Floquil roof brown (another product no

longer available since this was written, but there are other flat dark browns that will be satisfactory). If you are modeling the 1960s the window frames got repainted about that time in a color resembling Tuscan Red. When the paint had dried, the next step was to cut and install the "glass." I used thin plexiglas, which is not difficult to cut into correct-size pieces. There are many panes, so I was at this for a while. Most of the windows are double-hung, i.e., have two panes in slightly different planes, so I couldn't get away with cutting a single pane per window. Since the panes and the window frames are both plastic, the glueing here can be done with plastic cement.

I was then ready to install all the doors and windows into the walls. I had to work slowly here too. I glued the doors and windows in place with the vinyl caulk. This is messy --- there's no way to avoid it.

Next I made the top and bottom sills by taking some 3/32" wide, thin plastic strips from Evergreen Scale Models and cutting them into pieces a little wider than the top of each door and the top and bottom of each window. After cutting I painted them to match the doors and windows. On the actual station the sills are solid cut brownstone, which in its natural state is very close in color to the dark brown doors and win-

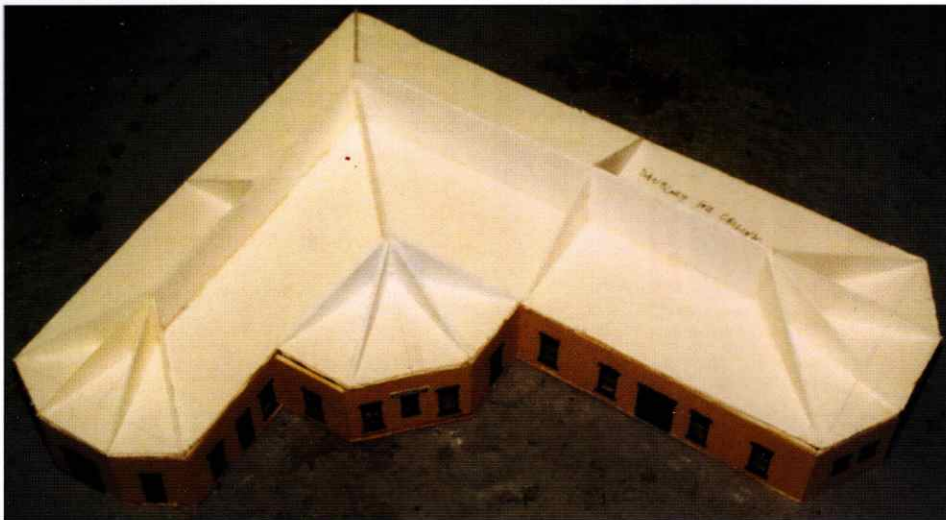
dows. I glued these pieces to the outside of the brick walls. Yes, the outside --- on the prototype structure the brownstone pieces protrude about an inch from the brick walls. I glued them in place with ACC (Fig. 4).

### ASSEMBLING THE WALLS

Now came the first really rewarding activity: joining the walls together and to the floor. I decided that before doing this I would make the signage and glue it to the appropriate walls. There is obviously the station name "DANBURY," of which there were three on the station in the era I'm modeling. Fortunately the Danbury Railway Museum has preserved one of the originals. Although very badly weathered, it's



**Fig. 6:** The interior detail is essentially complete. Compare this to the floor plan shown previously. In this view the REA room is at lower left and the waiting room is at upper right. John ingeniously crafted the lighting from rows of lights obtained from an actual railroad interlocking machine that was being retired! *Photo: John Walther*



**Fig. 7:** The supporting framework for the roof is nearly complete. Note how the triangular "hips" at the end of each wing were designed.

measurable, and is 60 by 15 inches. Danbury station never received McGinnis-style signs, so they're the traditional white on black with a white border. There were also "RAILWAY EXPRESS AGENCY" signs above the two doors to the express room. A 1956 color photo by the late Art Mitchell shows these were of gold lettering on black, all upper case letters but in two different type sizes. Since those REA signs are long vanished I had to guess at the dimensions. The signs were easy to produce on my computer using PowerPoint. After printing them I glued them to thin cardstock with rubber cement, then cut them out and glued them to the station walls with ACC.

The next item is a level of detail many modelers won't wish to bother with. Photos of the era show --- as were common on stations all over the New York area --- a number of Broadway theater posters on the station walls. I wanted to match what was playing in New York with the year I was modeling. I discovered the web site [www.broadwayworld.com](http://www.broadwayworld.com) which handily has all that information. Then I had to find the right posters and located the web site [www.broadway-posters.com](http://www.broadway-posters.com), which sells reproductions --- although not in any modeling scale! They protect the copyright ownership of these by making it impossible to print any of the online samples on your computer printer. I found I could photo-

graph my computer screen with my phone and get "postage stamp size" copies that way [Since one can't purchase posters in any model scale, and since I was doing this for historical purposes, what I did is unlikely to be regarded as a copyright law violation]. Wayne Drummond had previously made excellent poster frames in the proper scale.

I assembled the walls and floor with the latex caulk. I cut a 1/2-inch round dowel into pieces a bit shorter than the heights of the walls and glued a piece to where each pair of walls met. Some model builders will consider a dowel of this size to be overkill, and perhaps it is. I will tell you the result is a very sound, solid structure. Don't try to install all the walls at once. I began with the two long walls which join at a 90 degree angle. Then when those were set, I worked out in both directions from there (Fig. 5).

## INTERIOR DETAILS

Before proceeding to the roof --- the most difficult task of the project --- I took a break and did the most enjoyable task: detailing the interior (Fig. 6). I cut the interior walls from the Perfic-Panels. This was not difficult. I made the one section of curved wall by cutting a 90-degree section of a piece of PVC pipe. I purchased all sorts of interior details from Model Tech Studios of North Hampton, NH ([modeltechstudios.com](http://modeltechstudios.com)): radiators, a phone booth, furniture for the agent's office, even toilets for the rest rooms. No one produces a waiting room bench of the correct 15'8" length, so John Walther scratchbuilt one. Later John also provided me with furnishings and piles of parcels for the Express office. Various club members have acquired scrap parts collections from their own building projects, so I was able to cobble together the fireplace in the waiting room (yes, there is one!).

## THE ROOF

Now, on to the roof. The roof of this station was unquestionably designed by a madman from hell and required considerable thought. My scale plan showed the roof of the long waiting room wing to be 27 feet high. Modeler Joseph Smith who has built the station in HO told me he had determined the roofs of the other two wings to be 24 feet high. I began by cutting a flat ceiling from the foam core board, identical to the plywood floor. This will serve as both the station ceiling and the base of the roof. Then I sat and stared to try to decide what to do next. Each roof wing terminates in three triangular "hips," but how to figure their dimensions? Suddenly in a great rush of inspiration my eleventh grade math (sines, cosines, etc.) came back to me! Each hip forms an isosceles triangle. A series of three lines, one bisecting the base of each triangle, will meet at a common point that locates the roof peak of that wing. Having those points, I cut a foam core ridgepole for each wing and a series of foam core triangles defining the edges of each



**Fig. 8:** The “roof from hell” is done! The unavoidable gaps and cracks have been filled with the latex caulk, which are barely visible after sanding and painting. Note the difficult point where the 3 roof wings of different heights were joined. The chimney is made of leftover Plastruct brick veneer topped with card stock.



**Fig. 9:** The roof has been painted and weathered. The 3/8” by 1/8” pieces of wood molding are glued to the tops of the walls and provide a flat surface for the roof (which is removable) to sit on.



**Fig. 10:** The distinctive “dog house” gable is shown to good effect.

hip. I cut many additional triangles for each wing to form a substantial roof framework (Fig. 7).

Before cutting the roof shingle panels I cut templates from cardboard (This is a lot more economical than wasting the plastruct shingle panels). The cardboard sheets that come in dress

shirts from the laundry are excellent for this purpose. The most complex part of the roof is the point where the three wings come together. Because of the different heights, this produces a gable --- said to resemble a small dog house --- on the side facing White Street.

When I cut the actual shingles I had to pay

## RE-CREATING DANBURY

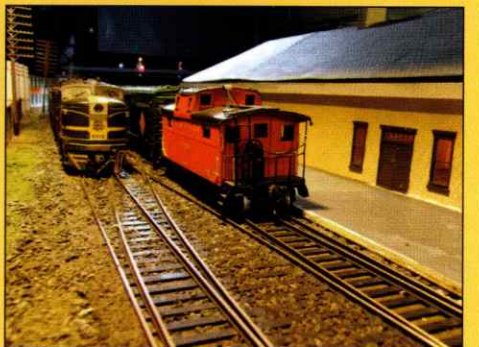
by Tom Curtin and John Walther



The flattened hill at the Stamford Model Railroad Club as it first appeared, but before the flattening was completed. Photo: John Walther

The location where the station would go was occupied by a large hill with a rock cut that the Stamford Club's main line passed through. Behind this was a largely unfinished area. So, the first step in creating the site was the “great geological feat”. The hill was flattened and the entire area replaced with plywood by the club's great team of John Walther, Mike Crandall, and Rich Slinsky. Then I laid down my much-enlarged copy of the New Haven valuation map to determine the best fit for the station into the existing tracks. Wayne Drummond gave me a tutorial on the club's standard method for installing stations and platforms: to cut and glue down 1/4-inch square wood moldings for outlines of the station and platforms. The station building has to fit inside the moldings, with the platforms and parking lot built up around them with plaster.

Wayne fabricated the platforms and parking lot with Structolite, which is customarily used for paving on the Stamford layout. I constructed the parking barriers (visible in Fig. 11) from a section of rail just as the New Haven did. These are painted white with diagonal black stripes on the bottom side (which faces the autos). It's much easier to paint the rail as one piece and cut it just before installing. I cut each barrier 5 feet long (1 1/4" in O), with 4 feet above the ground. They're installed about 4 feet apart. ¶¶



Two freights meet on the “Maybrook side” of the station. Note the signal bridge in the background. Photo: John Walther





Stamford Model Railroad Club

Fig. 11: The finished station with parking barriers made from old rail, just like the prototype. Photo: John Walther



This photo taken from across White Street in August 1954 shows what is officially the “front” of the station. Unfortunately it’s partially blocked by the Railway Express truck. The tall brick chimney in center background is not part of the station, but rather of the now-demolished freight house. Photo: Charles Gunn/NHRHTA Collection

### THE SIGNAL BRIDGE AND SS-198 SHANTY

A very distinctive feature of the site, and one that has appeared in most photos over the years, is the signal bridge just east of the east end of the platforms (Fig. 12). This was probably constructed at the time of the electrification. It carries the eastbound SS-198 home signals for the Maybrook line and the Norwalk main, and on the opposite side a manual block signal for Berkshire Line trains entering the Norwalk main. The railroad also installed two spotlights on top of the bridge for nighttime illumination. We had for years in the Stamford club’s “scrap box” an old metal bridge that had been part of a catenary system on the layout years ago. While not exactly the correct design it was just about the correct length to span the tracks. Wayne cleaned up and painted it and installed the walkway across the top. John put his electrical engineering expertise to work creating the correct home signals, which, although non-working, are lit. The shanty (not visible in Fig. 12) is built from a Bachmann “Plasticville” crossing shanty kit in which John finished the interior with signal levers (Note: The only levers at SS-198 were for the signals --- the switches were all hand-thrown).

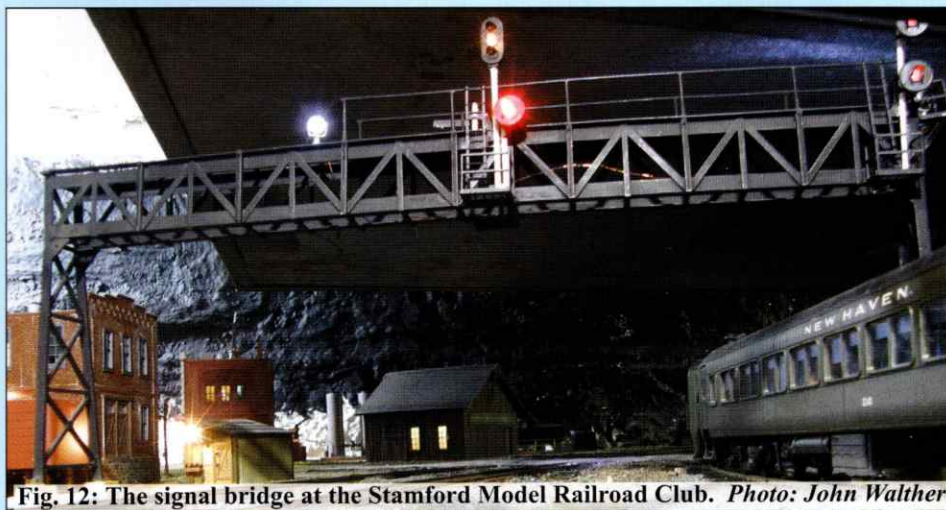


Fig. 12: The signal bridge at the Stamford Model Railroad Club. Photo: John Walther

# Leahy Fuel Company Structures



Fig. 13

Stamford Model Railroad Club  
Photo: John Walther

The large two-story rectangular building and row of three oil tanks (Fig. 13) on the opposite side of the Maybrook Line from the station are an important part of our re-creation. That property had belonged to the New Haven until 1950, and the rectangular building had been a railroad office building for many years before that. It appears to have been constructed at two different times, the first floor probably in the 1890s and the second floor probably about 1912 when the building became the headquarters of the New Haven's Danbury Division and the Central New England Railway (Yes, the CNE).

John Leahy applied his own unique flair to the property. John, one of Danbury's finest and best loved businessmen, had acquired the Danbury Fair around 1946, and the Fair became his hobby and great love for the remaining 29 years of his life. He decided to finish the exteriors of his fuel company buildings to match the structures at the Fair Grounds. Hence the ex-New Haven office building, which had been painted in the railroad's standard brown and gray, became white with bright forest green trim (Note: if you model the steam era be sure to use the railroad's paint scheme). Every year the dates of the following "Great Danbury State Fair" were painted on side facing the tracks in a bright yellow sign with red letters. Wayne Drummond created this sign using the correct dates for the 1959 fair.

Fortunately, the "footprint" and correct location for the building are also on the val map that we had used to position the station, so we were able to determine the dimensions and location. Note the structure is not parallel to the Maybrook tracks. It was parallel to the original 1881 alignment of the New York & New England, but the tracks were relocated when the New

Haven's double-tracking was done about 1906. John Walther magnificently constructed this large structure. The oil tanks were white – two with red stripes and one with green stripes. Fortunately, approximately correct tanks were in the club's scrap inventory (thanks are due to Bob Blonski for getting the stripes applied straight!). Along the fence (Fig. 14) there were two kinds of poles: the railroad's old telephone and telegraph lines (almost



Fig. 14: The Ex-CNE office building is angled to match the old track alignment.

completely unused by the 1950s) and some white poles with colored pennants. The latter were placed by John Leahy to follow the Fair Grounds motif. The "Leahy's" wording on one of the fuel tanks, and on the oil trucks parked next to them, were easily downloaded from Leahy Fuel's own web site. The telephone poles were from Weaver Models, another detail sadly no longer available. ☹

close attention to be sure they were all facing the right way! As I trimmed and glued I watched my roof take shape. When everything had set, there were, of course, unavoidable gaps and cracks

that I filled with the latex caulk (Fig. 8). I cut a triangular piece of PerficPanel and inserted a small plastic window into it to fill the "dog house" (Fig. 10).

Eileen, my color consultant, determined the best paint for the gray roof singles was Glidden OBG 46/020 "Medici Grey." I applied two thin coats. After this had set for several days I weathered the roof with a thin wash of black wiped on with a paper towel.

After removal of the roof overhangs and platform shed covers in 1954 the bottom edges of the roof were finished in tar paper with a white painted molding around the edges. I found the simplest way to simulate this was to use 3/8" by 1/8" pieces of wood molding cut to fit the top of each wall section, and painted in flat black and white (Fig. 9). This also handily provides a flat surface for the roof to sit on. I have left the roof removable in order: 1) to appreciate the finished interior, and 2) to allow our resident electrical engineer John Walther to install lighting (Fig. 6).

## ADDITIONAL DETAILS

Those familiar with the prototype structure will realize there are additional details that can be added. The most obvious --- for a steam era or early diesel era model --- are the platform shed covers. They would be a hellish scratchbuilding project, but an alternative is to use Atlas plastic station platform extensions. Those excellent models have been on the market for many years and are conveniently produced in O, HO, and N scales! They are not inexpensive and you'll need quite a few. Since one side of the platform is on a curve, a lot of meticulous cutting and fitting of angles would be necessary to follow the curve. The NHRHTA Datasheet denotes the necessary lengths of the sheds.

A necessary detail is the chimney, which is simply made out of the same brick Plastruct siding as used on the walls, with a gray cardboard top. Not surprisingly, it gets mounted on the roof directly above the waiting room fireplace.

## A FEW TRIBUTES

Danbury station has been modeled twice previously that I know of, both times in HO. About 40 years ago a superb masterpiece was built by the late Bob Rsaza. It is currently displayed at the Danbury Railway Museum. Bob modeled the station "as built." More recently Joe Smith has built another excellent HO model which he displayed at an NHRHTA reunion a few years ago. Probably the most interesting model of all is in 12-inch scale --- yes, the prototype station itself. After narrowly dodging the wrecking ball in the early 1980s, the badly run-down building was acquired by the City of Danbury, which bankrolled a total restoration of the station. The project was designed and managed in 1995 and 1996 by noted Danbury architect Roger Whitcomb. Roger has become a master of historical restorations in Danbury, and the station wasn't his first such project in Danbury. Incidentally, he will be the first to tell you he took a few liberties with the 12-inch scale design (as I did with the 1:48 design)! ☹



# MANUFACTURERS UPDATE

## Rapido Trains, Inc. Stainless Steel Diners



Images by Rapido Trains

MSRP: \$139.95  
NHRHTA Price: \$111.99  
HO Scale

www.rapidotrains.com  
www.nhrhta.org

Order Deadline: June 24, 2019  
Expected Delivery: Late 2019



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



Rapido Trains, in cooperation with the NHRHTA, is releasing an HO scale model of the New Haven's stainless steel diners. These will be available directly from the NHRHTA (see the back cover of this issue for the order form) in three variations: "as delivered" Hunter Green (1948-1955), McGinnis with skirts (1955-1959), and McGinnis without skirts (1959-1968). The McGinnis diners with skirts will only be available direct through the NHRHTA.

The cars will match the previous 8600 coaches and parlors, and will feature: a full kitchen and dining interior (yes, they're setting the tables), track powered lighting, free-rolling 6-wheel trucks, and a fully detailed underbody. A 22" minimum radius is recommended, but 18" radius is possible with modification.

The continuation of this run of NH stainless steel passenger cars through Rapido and the NHRHTA depends on selling enough of the newest cars. If we NH fans want "County" cars, grills or sleepers, we must sell enough diners first, so please consider buying an extra diner. We know the NH only had ten of them, but almost every train used one, sometimes two.

### HUNTER GREEN

Car Name:	<i>Jonathan Edwards</i>	<i>Samuel Huntington</i>	<i>Lewis Morris</i>
Order No.:	132001	132002	132003
Car Name:	<i>Roger Sherman</i>	<i>John Carver</i>	Unnamed
Order No.:	132004	132005	132006

### NHRHTA EXCLUSIVE! MCGINNIS (SKIRTED)

Car Name:	<i>Samuel Huntington</i>	<i>Lewis Morris</i>	<i>Roger Sherman</i>
Order No.:	132007	132008	132009
Car Name:	<i>John Carver</i>	<i>William Bradford</i>	Unnamed
Order No.:	132010	132011	132012

### MCGINNIS (NO SKIRTS)

Car Name:	<i>Jonathan Edwards</i>	<i>William Williams</i>	<i>Myles Standish</i>
Order No.:	132013	132014	132015
Car Name:	<i>John Alden</i>	<i>William Brewster</i>	Unnamed
Order No.:	132016	132017	132018

## Wm. K. Walthers, Inc. WALTHERS® SW1200

Images by  
Walthers Trains

DC MSRP: \$169.98  
DCC/Sound MSRP: \$259.98  
HO Scale

www.walthers.com  
Expected Delivery: February 28, 2019

Pre-Production Model



Courtesy of Walthers Trains



Pre-Production Model

Courtesy of Walthers Trains

### Photos taken exclusively for the SpeedWitch by Walthers!

Walthers new and improved SW1200 model is due out shortly. This model has their new helical gear driveline and features either DC (DCC Ready) or DCC with an ESU LokSound decoder, a die-cast frame, LED lights, and NH specific details such as Hancock Air Whistles, dual sealed beam headlights, 600 gallon fuel tank, cab roof vent, dropsteps, footboards, and most visibly, the proper Flexicoil trucks with side skirt cut-outs. This will be the first time that an accurate NH DEY-7 (SW1200) model will be on the market in plastic.

DC (DCC Ready)		DCC with Sound	
NH #645	NH #651	NH #641	NH #648
920-48442	920-48443	920-41442	920-41443

## Rapido Trains, Inc.



### RS-11

DC MSRP: \$225  
DCC/Sound MSRP: \$335  
HO Scale

www.rapidotrains.com  
Order Deadline: Extended  
Expected Delivery: Mid-2019

Images by  
Rapido Trains



Rapido Trains has announced a brand new model of Alco's RS-11, the NH version being known as a DERS-5. Unlike previous incarnations

of this model, this will truly be a DERS-5 and not a generic Alco model painted in NH red-orange & black.

NH-specific details include: Hancock Air Whistles, steam generator, train control box for ATS, NH handrails (which include the diagonal brace at the end of the long hood that went to the next stanchion, not the sill), and the as-delivered fuel/water tank.

Road #:	#1401	#1402	#1405	#1409	#1412	#1414
DC:	31011	31012	31013	31014	31015	31016
Sound:	31511	31512	31513	31514	31515	31516

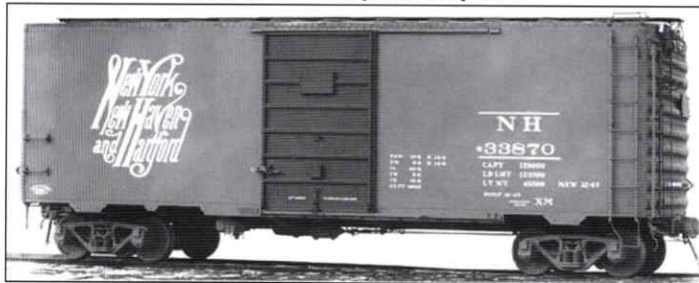
**Kadee Quality Products Co.**  
**1947 PS-1 40' Boxcar**



MSRP: \$39.95  
 HO Scale  
 www.kadee.com

Images by  
 Kadee

Expected Delivery: January 2019



**33500-series boxcar, script with 7' black door**

With a brand new body design, Kadee is releasing a post-war 1947 Pullman-Standard PS-1 40' boxcar. This HO model will have the 7-panel, 7' wide Superior door painted black, while the rest of the car is boxcar red with white lettering and logos.

This model should match the NH's 33500-series boxcar with A.S.F. A-3 Ride Control Trucks, rounded end corrugations, welded side panels, Apex roof walk, straight end ladders, and the aforementioned 7' Superior door. Only one road number will be available, #33870 (pictured above).

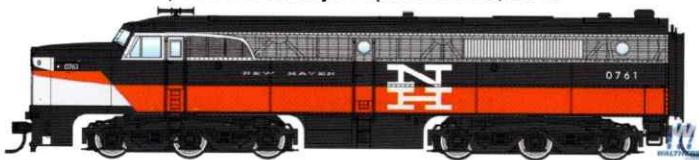
Car No.:	#33870
Order No.:	4323

**WALTHERS PA-1**

DC MSRP: \$159.98  
 DCC/Sound MSRP: \$219.98  
 HO Scale

www.walthers.com

Expected Delivery: September 28, 2019



After a long absence from the market, the Walthers Proto PA-1 is returning in NH paint. This model will be available in the "red-orange on bottom" McGinnis paint scheme in four road numbers; two with DCC/sound and two without. The sound decoder is being made by ESU LokSound, and will include the proper NH Wabco Type E-2 airhorn as well as four other horn sounds and two bells. It will have the new helical gear drive, LED headlight, and a 21-pin plug for DCC.

Also from Walthers is a PA-1 detail kit #910-252 for \$9.98. This 14-piece kit includes: 2 pilot grabs, 2 left rear dropstep grabs, 2 right rear dropstep grabs, and 8 roof lift rings, all made of factory formed stainless

steel wire, plus illustrated instructions. This kit is also for anyone with the older Proto PA-1's who may have broken a grabiron or two.

DC (DCC Ready)		DCC with Sound	
NH #0766	NH #0779	NH #0761	NH #0770
920-10083	920-10084	920-20085	920-20086

<b>Walthers PA-1 Detailing Kit</b>	910-252
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**Rapido Trains, Inc.**

**SW1200**

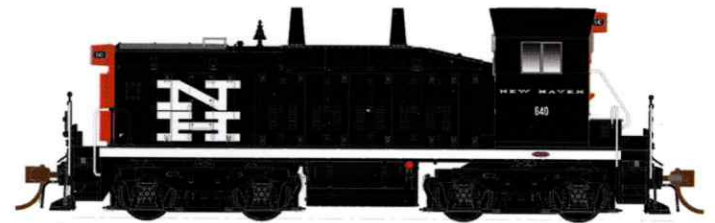
DC MSRP: \$225  
 DCC/Sound MSRP: \$335  
 HO Scale

www.rapidotrains.com

Order Deadline: June 24, 2019

Expected Delivery: Late 2019

Images by  
 Rapido Trains



Just recently announced on Christmas Day 2018, Rapido Trains is following up their successful Canadian SW1200RS models with the American SW1200. Featuring the usual Rapido attention to detail, this model will have all the NH DEY-7 specific detailing including Hancock Air Whistles, Flexicoil trucks, skirt cutouts, MU, twin sealed beam headlights, and so on. The artwork above is preliminary and will be corrected when it gets closer to production time. The DCC/sound version will come with an ESU LokSound decoder.

Road No.:	#640	#648	#654
DC:	27040	27041	27042
DCC/Sound:	27540	27541	27542

**ATLAS RS-3**



DC MSRP: \$164.95  
 DCC/Sound MSRP: \$274.95  
 HO Scale

www.atlasrr.com

Order Deadline: May 16, 2018

Expected Delivery: TBA

Images by Atlas  
 Model Railroad Co.



The newest run of Atlas RS-3's will be in the "as delivered" paint job for the Alco Phase Ib model, NH 537-561. They will have the new lengthwise air-cooled exhaust stack, but will otherwise be the usual Atlas Classic body style with twin sealed beam headlights, wire grabirons, etc.

Note that the art shown above is new & improved over the original advertised artwork. The NHRHTA contacted Atlas and between us we got it as close to prototype as possible up to the limit of the existing tooling.

DC (DCC Ready) - Silver		DCC with Sound - Gold	
NH #539	NH #552	NH #539	NH #552
10003026	10003027	10003046	10003047



Rapido Trains, Inc.

## FB-2

Images by  
Rapido Trains

DC MSRP: \$199.95  
DCC/Sound MSRP: \$299.95  
HO Scale

www.rapidotrains.com  
Order Deadline: February 11, 2019  
Expected Delivery: Mid-2019



Rapido released their FA-2 a while back and is now making the matching FB-2. The NH, of course, didn't have FA-2's, having ordered 30 FA-1's and 15 FB-1's in 1947. After a while, the NH saw a need for several A-B-B-A sets and ordered five more FB-units in 1951. Since Alco had stopped making FB-1's by then, the NH got 5 FB-2's instead.

The Rapido version will feature railroad specific details, such as a correct fuel tank, dynamic brakes, correct battery box louvers, etc., making these true NH DER-2c models. This will be a first in HO for NH fans as previous models were generic and not offered in NH. Rapido is offering these in both the "as delivered" Green & Gold scheme and in the McGinnis scheme in both DC (with a 21-pin DCC plug) or DCC with sound using an ESU LokSound decoder.

	Green & Gold Scheme			McGinnis Scheme	
Road No.:	#466	#467	#469	#465	#468
DC:	22035	22036	22037	22038	22039
Sound:	22535	22536	22537	22538	22539



## InterMountain Railway Co. Wood Refrigerator

MSRP: \$34.95  
HO Scale

Images by Inter-  
Mountain

www.intermountain-railway.com  
Expected Delivery: TBA



This wood sided, steel framed ice reefer was part of a vast Fruit Growers Express fleet of cars. Some were assigned to the NH, with the squared graphic above stating "When Empty, Return to NYNH&H RR Boston, Mass. via Service Route".

InterMountain had previously released this Ready-To-Run car in six numbers, and are taking reservations for another six as shown below.

Car No.:	#59043	#59186	#59231	#59367	#59425	#59602
Order #:	47720-07	47720-08	47720-09	47720-10	47720-11	47720-12



Rapido Trains, Inc.

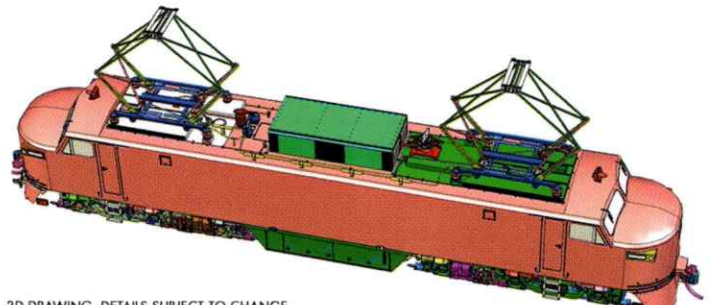
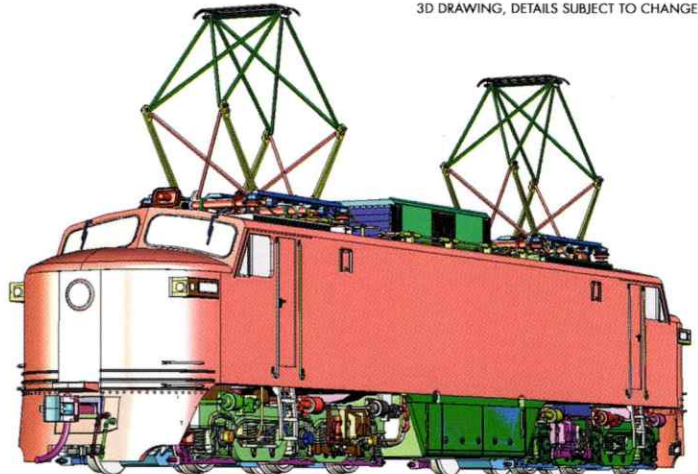
## EP-5

Images by  
Rapido Trains

DC MSRP: \$349.95  
DCC/Sound MSRP: \$459.95  
HO Scale

www.rapidotrains.com  
Order Deadline: February 11, 2019  
Expected Delivery: Mid-2019

3D DRAWING, DETAILS SUBJECT TO CHANGE



3D DRAWING, DETAILS SUBJECT TO CHANGE



Announced at our 2017 NHRHTA Reunion, the Rapido EP-5 is due for release this summer. It's been a long development process due to the mechanized pantographs and the tight internal clearances (just like the real EP-5).

The models will have directional pantographs in DCC versions, LED headlights, class lights, ground lights, and sound versions will have accurate "Jet" sounds. Paint schemes include the 1955 "As Built" without side screens, the side screens version from 1955-1962, the post-1962 version with nose side grabirons and no side skirts, plus the famous yellow version from the McGinnis-scheme test at Erie, PA in 1955.

	As Built, No Side Screens			Side Screens		
Road #:	#370	#377	#379	#373	#374	#376
DC:	84001	84002	84003	84004	84005	84006
Sound:	84501	84502	84503	84504	84505	84506

	Modernized, No Skirts				Yellow
Road #:	#371	#372	#377	#378	#372
DC:	84007	84008	84009	84010	84015
Sound:	84507	84508	84509	84510	84515

# HAVE A SEAT!

## HO New Haven: Modeling Parlor Car Changes With Rapido Trains

by **John Sheridan**

Images by author unless otherwise indicated

36 Chair Parlor Interior  
Photo: NHRHTA Collection

When the New Haven Railroad took delivery of the 300 series Parlors and the 400 series Parlor-Lounges, little did they realize what changes they would transform into over their service lives.

When delivered in 1948, the cars came in three versions that were externally identical but had three different interiors:

300 - 311: 36 Chair Parlor Cars.

312 - 324: 52 Chair Parlor Cars.

400 - 404: 38 Chair Parlor - 14 Lounge Seats.

In the 21 years of service on the New Haven, these three versions were modified 13 times. Names were changed, seats removed or added, cars repainted, and car bodies were modified over the course of their service lives.

### The Models

In 2018, Rapido Trains, in cooperation with the NHRHTA, released HO versions of these parlor and parlor-lounge cars. Both types were

made in three NH paint schemes: "as delivered" in green, McGinnis orange with skirts (an NHRHTA exclusive), and McGinnis orange without skirts. Each of these schemes were available in either 36 chair or 26 chair - 14 lounge seat configurations. Most interestingly, each scheme was also available as an "Unnamed" car kit. This last version is the easiest way to model all the different NH parlor cars.

The "Unnamed" Rapido parlor kits had no nameboards, interior walls, or seats installed. Instead they were included pre-painted in a polybag as well as with a sheet of decals for all the parlor names. With the unnamed car kits (and user-supplied coach seats for the 7200s), one could model any parlor or parlor-lounge car correct for that paint scheme.

### Green Scheme: 1948-1955

The 25 parlors and the five parlor-lounges were delivered in 1948 with stainless steel sides, #212 Hunter Green window band, and roof. Vestibule interiors were painted #401 Green. The underframes & trucks were painted black.



Image modified by Paul Cutler III from Marc Frattasio's Collection

## 36 Chair: As Built Mid 1948-Mid 1955\*

1. As-Delivered 36 chair parlor (car numbers 300 - 311). The first 12 stainless steel parlor cars were delivered with 36 parlor chairs in two rows. The chairs in the first six rows and last six rows were upholstered blue while the middle six rows were upholstered gray.



300 Pittsfield	301 Bridgeport	302 Mansfield	303 Brockton	304 Hartford	305 Rowayton*
306 Cranston	307 Worcester	308 Stamford	309 Stonington	310 Torrington	311 Providence

\*Rowayton renamed Woonsocket in June 1949.

## 52 Chair: As Built Mid 1948-Spring 1949

2. As-Delivered 52 chair parlor (car numbers 312 - 324). The second series of 13 stainless steel parlor cars were delivered with 52 parlor chairs in three rows. The chairs in the first six rows and last six rows were upholstered blue while the middle six rows were upholstered gray. The first row and last row in the car only had two chairs in the row instead of three.



312 Attleboro	313 Pawtucket	314 Guilford	315 Westerly	316 Mystic	317 Danbury
318 Groton	319 Holyoke	320 Meriden	321 Milford	322 Newport	323 Taunton
				323 Taunton	324 Lyme

## 38 Chair - 14 Lounge: As Built Mid 1948-Spring 1949

3. As-Delivered 38 chair 14 seat parlor lounge (car numbers 400 - 404). The 5 stainless steel parlor-lounge cars were delivered with 38 parlor chairs in three rows and a 14 seat lounge section. The chairs in the first four rows and last four rows were upholstered blue while the middle five rows were upholstered gray. The first row (nearest the lounge) had only two seats in the row instead of three. The lounge seats were upholstered in Redolite-tan pigskin color.



400 Connecticut River	401 Thames River	402 Housatonic River	403 Blackstone River	404 Hudson River
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## 36 Chair: Modified Spring 1949-Mid 1955

4. 52 chair parlor converted to 36 seat parlor (car numbers 312 - 324). The second series of 12 stainless steel parlor cars were reconfigured from 52 seats in three rows to 36 seats in two rows due to complaints by the passengers.



312 Attleboro	313 Pawtucket	314 Guilford	315 Westerly	316 Mystic	317 Danbury
318 Groton	319 Holyoke	320 Meriden	321 Milford	322 Newport	323 Taunton
				323 Taunton	324 Lyme

## 26 Chair - 14 Lounge: Modified Spring 1949-Spring 1950

5. 38 chair 14 seat parlor lounge converted to 26 chair 14 seat parlor lounge (car numbers 400 - 404). The five stainless steel parlor lounge cars were reconfigured from 38 seats in three rows to 26 seats in two rows due to complaints by the passengers. The 14 seat lounge section was retained.



400 Connecticut River	401 Thames River	402 Housatonic River	403 Blackstone River	404 Hudson River
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## 36 Chair: Rowayton As Built Mid 1948-June 1949

6. One car was renamed in 1949. This was the only standard parlor car to have its name changed in the entire series of 25 cars.



305 Rowayton

Renamed in June 1949 to Woonsocket, but still numbered 305



In June, 1949 the railroad had a ceremony changing the name to Woonsocket. *New Haven Railroad photo, NHRHTA collection*



## 26 Chair - 14 Lounge: Renamed Spring 1950-Mid 1955

7. All five of the River series parlor lounge cars names were changed to the New series due to issues with the NYC who also had car names in the River series. The New Haven decided to change the car names to avoid confusion and simply flipped the nameboards over and applied the new name.



400 <i>New Britain</i>	401 <i>New Rochelle</i>	402 <i>New Milford</i>	403 <i>New Bedford</i>	404 <i>New Haven</i>
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### McGinnis Scheme Skirted: 1955-1959

In April 1954, Patrick McGinnis won a proxy battle over Frederic "Buck" Dulmaine, Jr. to become president of the railroad. By the end of 1954, he decided to change the public's view of the NH as staid & conservative by creating a

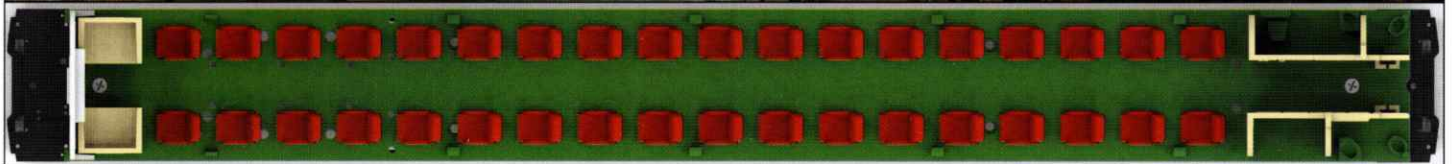
new logo of bold design. Interior design firm Knoll Associates was retained, and they put design consultant Herbert Matter to the task of re-making the NH's image. He came up with a new logo using an extended slab serif font. When placed N over H, it hinted at railroad tracks as if viewed from above.

The first use of the new logo was on the

NH's 1954 annual report. Pleased with the logo, McGinnis decided to rebrand the entire railroad, and again Matter was consulted. The new color scheme of black, white & red-orange was first applied to the new EP-5's in January 1955. Well received by the public, the new scheme was quickly painted on the entire 222 stainless steel car fleet in the summer and early fall of 1955.

## 36 Chair: Repainted Mid 1955-1959

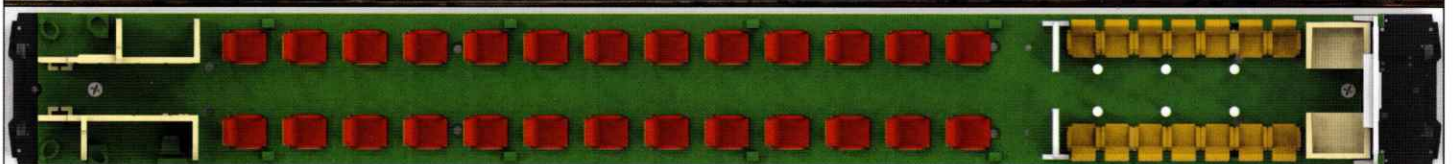
8. All 25 of the parlors re-decorated in the McGinnis New Image scheme. This involved repainting the window band from #212 Hunter Green to #406 Red-Orange, the roof was painted black, and the vestibule interior repainted to #13 Pullman Green. The parlor chairs were reupholstered from the as-delivered blue/gray colors to all red.



300 <i>Pittsfield</i>	301 <i>Bridgeport</i>	302 <i>Mansfield</i>	303 <i>Brockton</i>	304 <i>Hartford</i>	305 <i>Woonsocket</i>
306 <i>Cranston</i>	307 <i>Worcester</i>	308 <i>Stamford</i>	309 <i>Stonington</i>	310 <i>Torrington</i>	311 <i>Providence</i>
312 <i>Attleboro</i>	313 <i>Pawtucket</i>	314 <i>Guilford</i>	315 <i>Westerly</i>	316 <i>Mystic</i>	317 <i>Danbury</i>
318 <i>Groton</i>	319 <i>Holyoke</i>	320 <i>Meriden</i>	321 <i>Milford</i>	322 <i>Newport</i>	323 <i>Taunton</i>
					324 <i>Lyme</i>

## 26 Chair - 14 Lounge: Repainted Mid 1955-1959

9. All 5 of the parlors-lounges redecorated in the McGinnis New Image scheme. This involved repainting the window band from #212 Hunter Green to #406 Red-Orange, the roof was painted black, the vestibule interior repainted to #13 Pullman Green, and the parlor chairs reupholstered from the as-delivered blue/gray colors to all red. From photo evidence, at least some lounge seats were also reupholstered in red.



400 <i>New Britain</i>	401 <i>New Rochelle</i>	402 <i>New Milford</i>	403 <i>New Bedford</i>	404 <i>New Haven</i>
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**McGinnis Scheme  
Unskirted: 1959-1968**

As bankruptcy loomed, the management decided to economize where possible. One of the early things they did was to remove the

hinged flip up side skirting on all the stainless steel cars, including the parlors. This exposed all the under-floor mechanical devices for easier access.

Another maintenance headache were the fold up vestibule staircases. Originally these

stairs rotated upwards when the trapdoor was closed using mechanical levers. Years of salty snow from traveler's shoes did the mechanism no favors. To save on maintenance, the railroad removed the rotating steps and applied new fixed stairs for all the non-sleeping stainless steel cars.

**36 Chair: Skirting Removed 1959-1968\*†**

10. 36 chair parlor (300-324). Between 1959 & 1960, all cars had the vestibule stairs changed from the drop-down type to fixed stairs. During this time, the center skirts removed to improve maintenance.



300 Pittsfield*	301 Bridgeport	302 Mansfield	303 Brockton†	304 Hartford	305 Woonsocket
306 Cranston	307 Worcester	308 Stamford*	309 Stonington*	310 Torrington*	311 Providence*
312 Attleboro*	313 Pawtucket	314 Guilford	315 Westerly*	316 Mystic†	317 Danbury*
318 Groton	319 Holyoke	320 Meriden	321 Milford†	322 Newport*†	323 Taunton*
					324 Lyme

\*Changed to 72-seat coaches for 1964 New York World's Fair. †Changed to 52 chair parlors in 1967.

**26 Chair - 14 Lounge: Skirting Removed 1959-1968**

11. 26 chair parlor 14 seat lounge (400-404). Between 1959 & 1960, all cars had the vestibule stairs changed from the drop-down type to fixed stairs. During this time, the center skirts removed to improve maintenance.



400 New Britain	401 New Rochelle	402 New Milford	403 New Bedford	404 New Haven
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**McGinnis Scheme  
Remodeled: 1964-1968**

Passenger ridership started dwindling after airline and highway competition started in the 1950s. There just weren't as many First Class passengers and parlor seats became excess. In

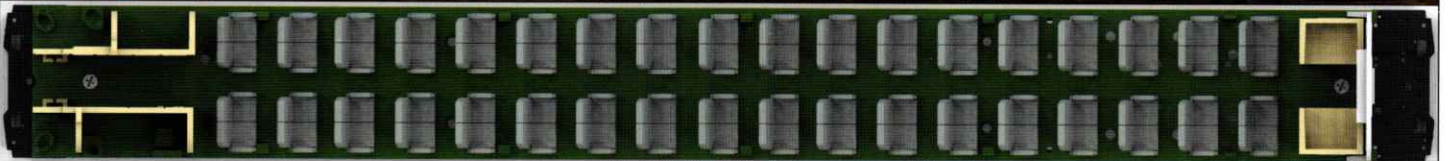
1964, the New York World's Fair was expected to bring a large increase in coach traffic, so the decision was made to remodel ten 32 chair parlors into 72-seat coaches. New coach seats were installed by railroad shop forces.

As the 1960s rolled on, the railroad was desperately trying to hold onto customers. One idea

was to reduce parlor care fares. This worked to the extent that three of the remaining 36 chair parlors and one of the 72 coaches were remodeled into 52 chair parlors. Brockton had been delivered with 36 chairs, but Mystic, Milford, and Newport returned to their original 52 chair appearance, coming full circle in twenty years.

**72 Seat Coach: Remodeled 1964-1968**

12. These 10 cars were converted from 36 Chair Parlors to 72 seat coaches in anticipation of the uptick in traffic for the 1964 World's Fair.



7200 (ex-Pittsfield)	7201 (ex-Stamford)	7202 (ex-Stonington)	7203 (ex-Torrington)	7204 (ex-Providence)
7205 (ex-Attleboro)	7206 (ex-Westerly)	7207 (ex-Danbury)	7208 (ex-Newport)	7209 (ex-Taunton)

# 52 Chair: Remodeled 1967-1968

13. These 4 cars were changed from 36 Chair parlors to 52 Seat Parlors due to increased demand for Parlor Seats as a result of fare changes.



## Post-1968

There you have it – 13 changes to 30 cars over the course of 21 years. However, this wasn't the end of the changes.

If you want to add a 14th change, all 30 parlors made it into Penn Central in 1969 where the logos and the color of the window band was changed back to green (Penn Central Green of course – not Hunter Green).

More changes were made by Amtrak when 12 cars were acquired in 1971. First they were painted in Amtrak Phase I. The next change was when the former *Bridgeport*, *Worcester*, and *Mystic* parlors were converted to 76 seat coaches in 1974. The last Amtrak changes occurred when ex-*Westerly* and ex-*Danbury* were converted to 56 seat coach - 12 seat lounge cars, while ex-*Newport* became an Amtrak camp car. After that the surviving cars went on to be used in a variety of roles, most recently on a tourist line as a cab car complete with end windows, a headlight, and an airhorn!

## Modeling the 52-chair Parlor

1. Remove all the seats, partitions, & chairs.
2. Leave the blue luggage racks & yellow bathroom bulkheads. Note: if you have an unnamed car, assemble & glue in-place these items before you drill.
3. Sand the floor till it is smooth.
4. Copy, cut out and lay down the drilling template on floor. Make sure that you align the ends with the correct end of the car.
5. Tape the template securely to the ends so that it does not move. This is very important as some of the existing holes are pretty close together.
6. To add the middle row of parlor chairs, you will need to drill holes for ALL of the seats – not just the middle row. Note: the New Haven moved the parlor chairs 6 inches towards the middle of the car when they removed the parlor chair middle row. Removing the middle row and moving the edge seats changed the width of the aisle from a cramped 24 inches to a more comfortable 36 inches in the real cars. Moving the edge seats also allowed them to rotate a full 360 degrees.

7. Use a #56 drill bit to drill the new holes. Be careful when drilling the outer holes as the new ones will be right next to the old ones. If you

make a slight mistake, it will be covered-up by the chair itself when you glue them back in.

8. Once you drill all the holes, remove the template and repaint the floor if you choose to do so. The original floor covering was a dark oak leaf pattern carpet. This was later covered with a lighter colored carpet runner down the aisle (see page 14).

9. Glue the chairs in place. For a 52 chair parlor the rows are right & left side 18 chairs – 6 blue – 6 gray – 6 blue. Middle row 5 blue – 6 gray – 5 blue. Be sure to leave out the first and last chair in middle aisle as in the prototype. See the chair layout diagrams in this article for more info.

## Modeling the 72-seat Coach

1. There is no template for the coach seats simply because you can use any coach seats for this. The coach seats the New Haven used were not 8600 series coach seats. I personally used 8200 series coach seats as I had them readily available.

2. Remove all the seats, partitions, and chairs from the car interior.

3. Leave the luggage racks and bathroom bulkheads. Note: if you have an unnamed car, assemble and glue in place these items before you add the seats.

4. Use the existing holes for the parlor seats and align your coach seat to it. The parlor chairs were replaced by coach seats on a 1:1 basis for 72 coach seats total. Be careful not to position the coach seats too near the edge as it will inter-

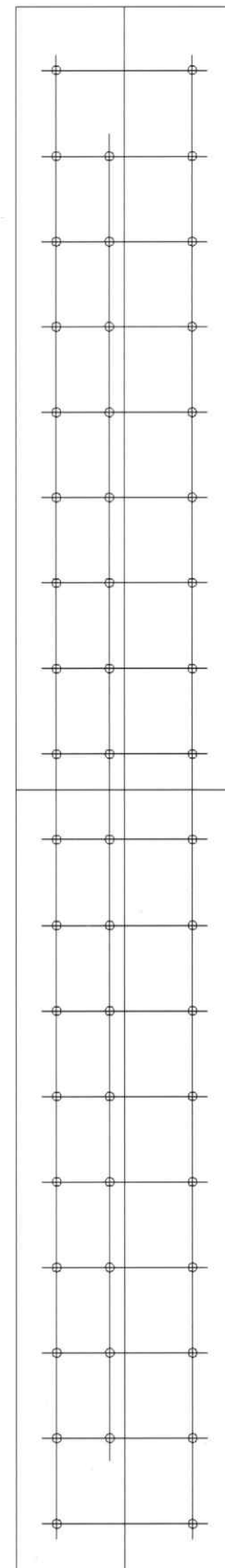


7200-series coach interior remodeled from a parlor. Photo: Charles Hanlon

fere with the windows. Use the little wedges on the floor as a guide for positioning.

5. Add enough coach seats to create 72 seats (36 coach seats, 18 per side). ☞

Bathroom  
End



Luggage Rack  
End

The 52-Chair conversion template in full HO scale. Cut it out and tape it to the floor between the car bulkheads.

# Rapido HO Parlor Cars:

## a Review by John Sheridan

South Shore Model Railway Club & Museum  
Photo: John Sheridan

This spring, we were treated to the long-awaited New Haven Stainless Steel Parlor Cars in HO Scale manufactured by Rapido Trains.

those who pre-ordered the cars the price discount was set @ \$79.99.

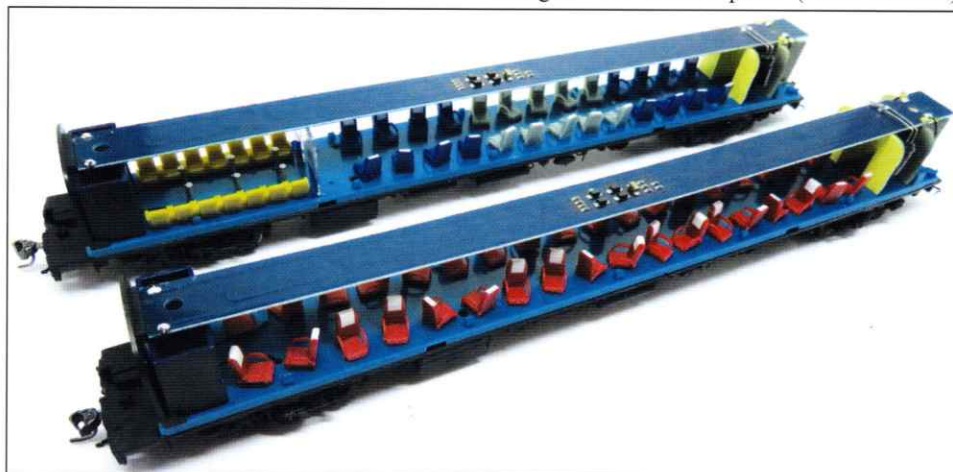
The parlor cars offered were actually two designs – the 36 chair parlor (series 300-319)

window band (1955-1959), and finally, the McGinnis repainted cars without skirts (1959-1968).

### Review of the model

The cars are built pretty much like the previous New Haven 8600 Coaches. The floor drops out from the bottom of the car in order to access the interior. All of the paint colors exactly match the previous coach cars in color and tone.

As mentioned above, the cars were manufactured in 6 different styles – Skirted, Unskirted, 36 Chair Parlor, and 26 Chair - 14 Lounge seats and 2 paint schemes. The style of car depended on which name you choose and which era you are modeling. The exception of course are the unnamed cars which allow you to



The 26C-14L parlor-lounge interior from the 1949-'55 era above with the 36C parlor interior in the McGinnis era below. Photo: Paul Cutler III

These cars are a result of collaboration between the NHRHTA and Rapido Trains. The NHRHTA put up a percentage of the costs to help design, tool, manufacture, and assemble the cars while Rapido Trains funded the rest of the project. The buy-in cost for the NHRHTA allowed us to get an "exclusive" scheme (the repainted McGinnis cars with skirts) and to

and the 26 chair-14 lounge seat parlor-lounge (series 400-404). Even though roughly 1/2 of the real parlors were delivered with 52 seats, all of the Rapido parlor cars were manufactured with 36 seats – additional chairs were offered in the parts bag for those who wish to add the additional 14 seats.



The green scheme, the McGinnis with skirts, and the McGinnis without skirts. Photo: Paul Cutler III

purchase the cars from Rapido at a very favorable price. The NHRHTA also committed to purchasing a minimum of 1000 of cars for sale to interested buyers on a pre-order basis. The MSRP price of the cars was set @ \$99.00. For

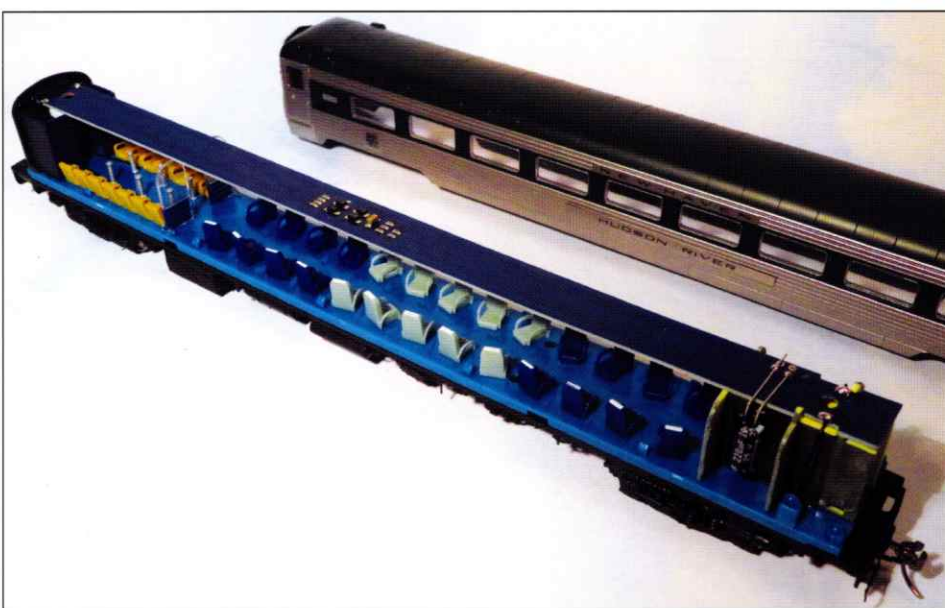
Three different schemes were offered: the original as-delivered scheme with NH Serial #212 Hunter Green roof and window band (1947-1955), the McGinnis repainted scheme with black roof and NH Serial #406 red-orange



This is the end to add the metal stirrups included only with the skirted cars. Photo: Paul Cutler III



The steps were replaced and the stirrups removed as unnecessary when the skirts were eliminated. Photo: Paul Cutler III



Removing the body is as simple as spreading the sides and shaking downwards. The chassis should drop out, but sometimes a coupler cut lever is attached to both body and frame. Cutting the pin into the body will fix this. *Photo: Paul Cutler III*

make just about any car in any of the three primary styles – Green scheme with skirts, McGinnis with skirts, and McGinnis without skirts.

### Body

The body shell is a one-piece molded design which includes the ends, sides, and roof all as one piece. The parlors and parlor-lounges only had a vestibule at one end of the car which is the main distinction between them and the coaches. Other than the vestibule, the cars carried the same fluting style, window size and diaphragms. Rapido did a great job with capturing the cars' distinct curved profile on the carbody sides and unique turtleback roof.

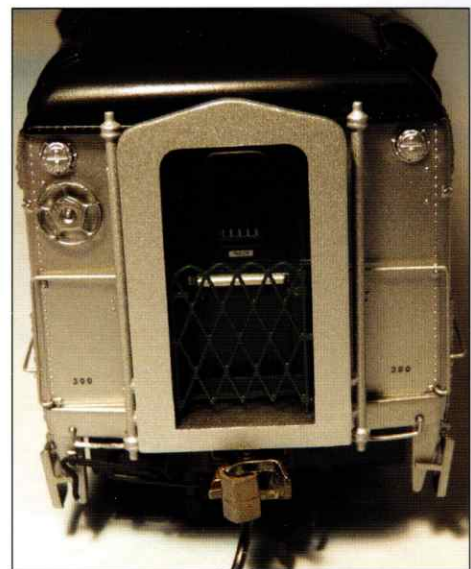
### Nameboards

The nameboards for the parlor cars are a little thicker than the previous coaches. This is due to the fact that the New Haven parlors/parlor-lounges carried four different sizes of name-

board. The size of board depended on the name of the car – with *Lyme* being the smallest at 6'8" scale feet and the River-series cars having the longest at 19' 6". Rapido manufactured the nameboards as thin as possible in plastic while still holding their shape. They used two pins on the back side to keep the boards level.

### Diaphragms & Ends

Rapido used the same style of diaphragms as on the previous coaches. They are a really good design which provides enough spring to flex in and out and rock side-to-side. This allows the cars to be used in tight curves (22 inches is the minimum radius as designed and 18 inches if you swap out the standard couplers for the long-shank couplers included in the box). The diaphragms include the gates to keep your HO scale passengers from accidentally falling out. The interior door and vestibule on one end are painted the correct NH Serial #401 green just like the real cars. The brake wheel (on the non-

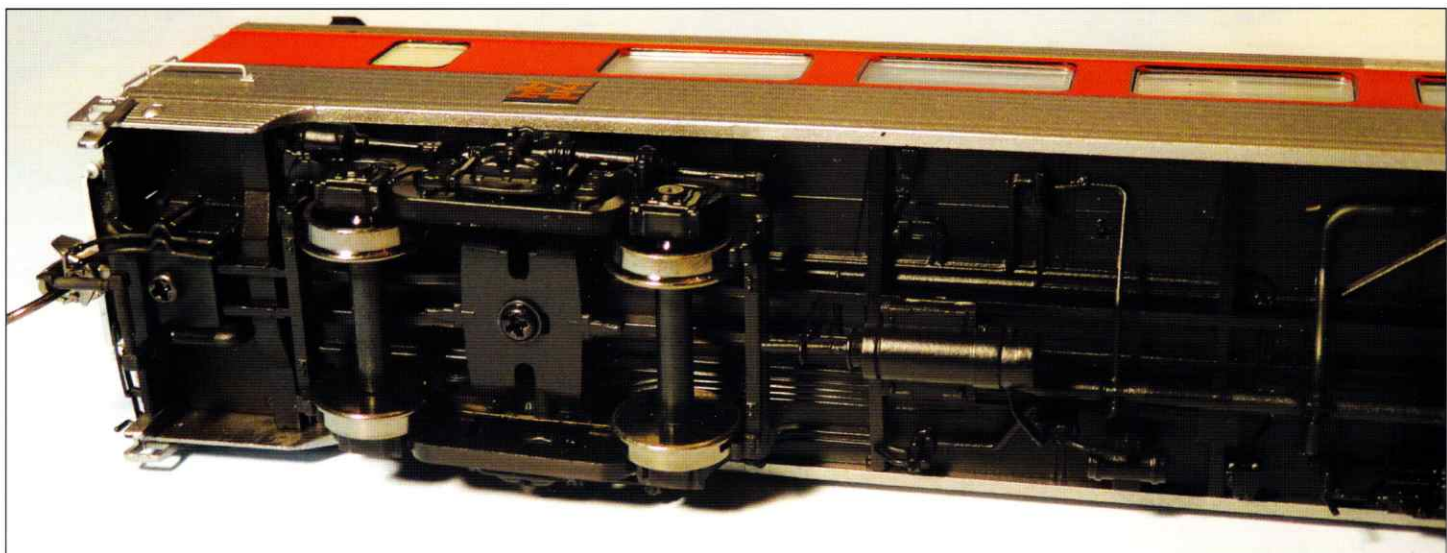


The blind end of the car. Above the silver pushbar on the door is a small silver sign that says "Parlor" if your eyes are good enough. *Photo: Paul Cutler III* (vestibule end only), non-operating marker lights, and grabirons finish out the detail on the ends.

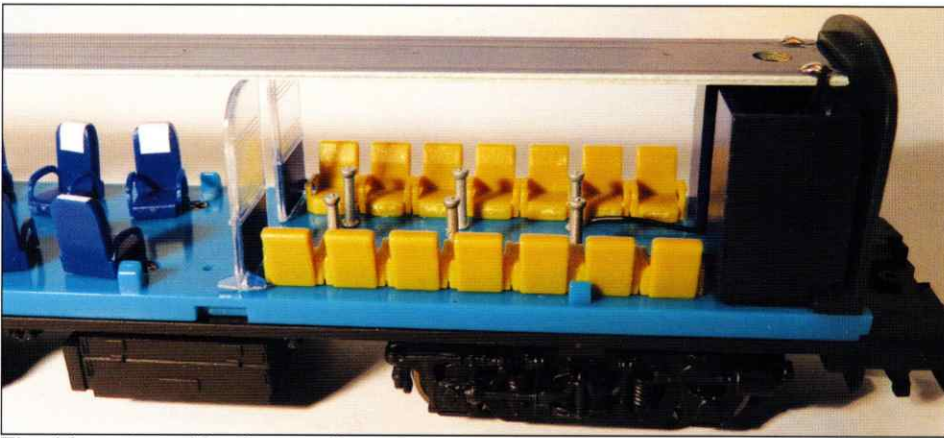
### Underframe

The underframe is exactly the same as the 8600 coaches with one exception – namely the non-vestibule end of the car does not have stepwells for obvious reasons. Other than that, you can see that Rapido has gone out of their way to include as much of the underframe equipment and piping that is on the real cars.

The level of detail is exceptional to say the least. Other brand cars are not even remotely close to the detail found under these models. All the parts are where they are supposed to be and correctly scaled. Unlike other passenger cars on the market, Rapido designed their cars to allow the underframe to be dropped out in order to gain access to the interior. I really like this feature as it is easier to remove the underframe by simply



The underframe of these cars are just as detailed as the rest of the car. No detail was spared, including electrical conduits and waste pipes. *Photo: Paul Cutler III*

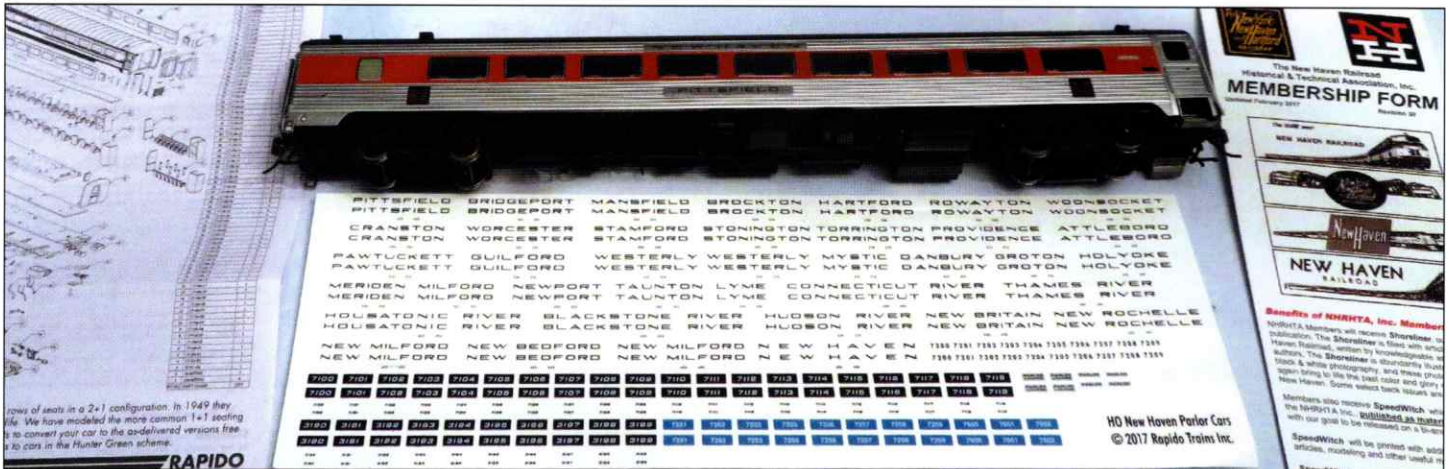


The 14-seat smoking lounge from one of the River/New cars. Note the partitions, ashtrays, and luggage racks. Photo: Paul Cutler III

spreading the sides than to perform the Walthers "Twist" in order to pop the roof off. Also, there is no ugly roof seam to deal with if you remove the roof and break the pins. Rapido also included the Barco steam lines, signal line, and air line on both ends of the car along with the uncoupling levers. Rapido uses Macdonald-Cartier couplers for all their cars. These work better than some other coupler designs; however, since all my passenger cars use Kadee couplers, I will be swapping mine out (I use the Kadee #148 Whisker couplers which are a much better design than your run-of-the-mill Kadee #5s).

### Trucks

The weakest feature of the previous



The decal sheet comes with every car and will do every parlor and parlor-lounge name. An NHRHTA membership application is also included. Photo: Paul Cutler III



The interior parts bag for the green unnamed car kit includes 30 blue chairs and 18 gray chairs. Also shown are 4 nameboard lengths, 14 lounge seats, bulkheads, luggage racks, ashtrays, etc. Photo: Paul Cutler III

coaches was the trucks. They were correctly detailed for the 41-BNO-11 truck but did not roll very well unless you greased or graphited them a lot. Rapido went back to the drawing board and redesigned it so the trucks on the parlors roll considerably better than the older truck. So much so that you need to watch your cars on a flat surface so they don't accidentally roll off the table!

### Interior

The car interior comes in two styles depending on which car you purchased:

- 26 parlor chairs - 14 lounge seat
- 36 parlor chairs.

The interior for all the cars has the correct arrangement of the restrooms at non-vestibule end of the car and the luggage racks at the vestibule end. The parlor interior has the 36 parlor seat layout. The parlor-lounge has the 26 parlor chairs and 14 lounge seats in the glassed in smoking section along with the pedestal mounted ash trays / drink holders. There are several notable details to be observed in the cars:

- All of the Parlor Chairs have the headrests painted on each chair. Nice touch.
- The Green as-delivered cars have the cor-

rect colored chairs with 6 blue chairs – 6 gray chairs – 6 blue chairs. The McGinnis repainted cars had all red chairs.

- The lounge chairs are the same as the coach lounge seats – yellow/brownish which is correct for New Haven lightweights but a little too yellow for my taste. They are more yellow-ish because they are bare plastic instead of painted. I recommend painting them in order to tone them down a bit.

The interior lighting is a solid circuit board that runs the length of the car. On the circuit board is mounted nine LEDs. This produces an enormous amount of light inside the car. The lighting is continuous as long as power is applied to the rails – there is no off switch, unfortunately. I can tell you from experience that once you place these cars on the rails, you will definitely

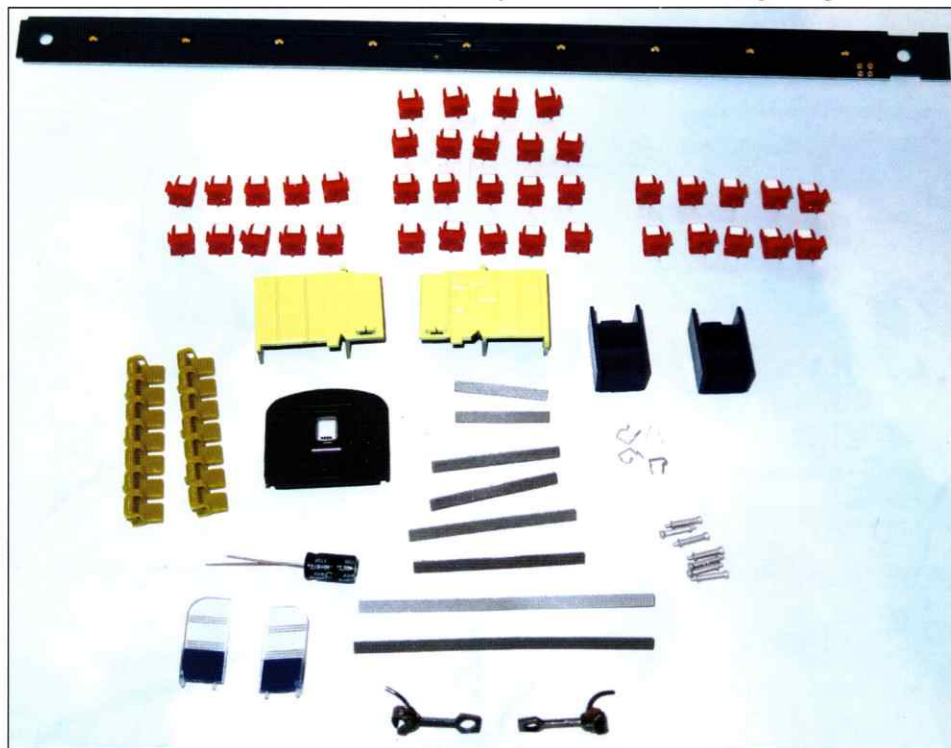


The unnamed version right out of the box shows off the one-piece body construction of the parlor and the pre-drilled floor for doing the 26C-14L or 36C versions.

*Photo: Paul Cutler III*

see right inside of them. So I recommend that you make sure each car has passengers and make

some window shades (instructions and template for the shades will be in another article).



The interior parts bag for a McGinnis unnamed car kit includes 39 red chairs.

*Photo: Paul Cutler III*



Finished parlors rounding the curve at the South Shore Model Railway Club & Museum. *Photo: John Sheridan*

## The Unnamed Cars

For those of you who purchased the unnamed cars, Rapido gave you a bonus – the interior ended-up being a kit!

No, this was not intentional. It was due to a mix-up and language barrier between Rapido and the factory. Since there are two interior styles, AND the un-named cars would allow you to make either style of interior, Rapido told the factory to not install the interior chairs/seats. Well, in Chinese this translated into “do not install the interior”. So, being good workers they did exactly that – not install the interior and placed all the parts in bags along with the other parts. This means that in order to get the interior you want, you need a little glue and a soldering iron to completely finish the cars.

On the plus side, along with the interior parts, you also received the following:

- All four sizes of nameboards. This allows you to make any of the 36 car names for your car.
- A large decal sheet that has all the names for the parlor and parlor-lounge cars.
- Extra seats for those who wish to add the middle rows in either the parlor or parlor – lounge.
- The lounge seats and glass partitions if you want to make the parlor-lounges.
- The outstanding learning experience of putting together your own interior!

Seriously, the hardest part about building the interior is having to solder the feeder wires and capacitor to the circuit board. Everything on the board is clearly marked so if you can handle a soldering iron you should have no difficulty.

## Conclusion

I have been waiting for a very long time for these cars to be manufactured. Rapido seems to love New Haven modelers as they keep making models of items I never thought I would ever see in this or any other scale. The cars are a very welcome addition to my fleet and I hope they will be part of your fleet as well. 𠄎

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**McGinnis Orange - No Skirts**

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