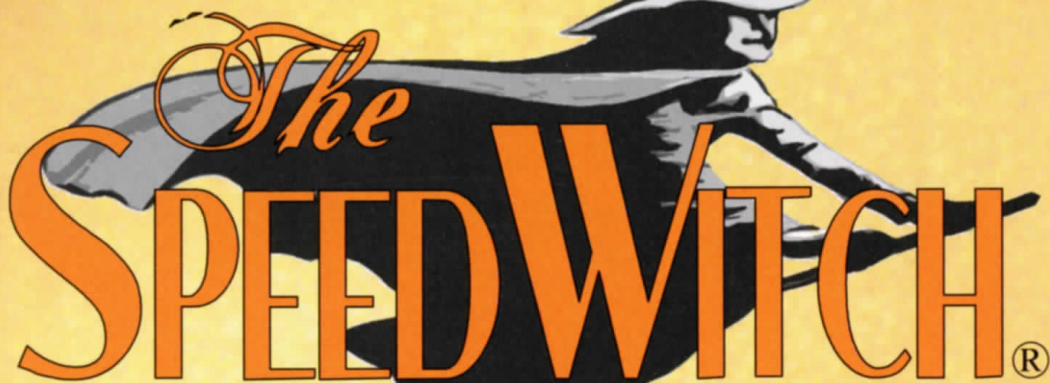


Volume 2 Issue 2



The SPEEDWITCH[®]



A

Publication

taken at Milford
New Haven
with

Manufacturers Update **PAGE 3**
 BY PETER R. NESS

MODELING THE NEW HAVEN
SCRATCHBUILDING MILFORD'S EASTBOUND FREIGHT HOUSE **PAGE 10**
 BY JOHN GROSNER

MODELERS' GALLERY **PAGE 20**

ON THE NEW HAVEN TODAY
STATION PRESERVATION EFFORTS ON CAPE COD **PAGE 21**
 BY BILL REIDY



It is with sadness that I share with you that former NHRHTA Board member and friend, Stephen Boccuzzi, passed away on July 22nd in Doylestown, PA.

Steve was a member of the NHRHTA Board of Directors from 2005 to 2009, and also held the positions of Director of Public Relations and Vice President of Operations for several years. He was a NHRHTA members for over 20 years.

Steve leaves his wife of 34 years, Jayne Santora Boccuzzi and daughters Lori, Ann Marie, and Stephanie. He was born in Stamford, CT on June 4, 1955. He attended Fairfield College Preparatory School and earned a Bachelor of Science degree in nursing science from Fairfield University, and a Master's degree as a cardiovascular clinical specialist from Catholic University. He earned a Ph.D. in exercise physiology from the University of Maryland and an MBA from St. Joseph's University.

Steve was a Fellow of the American College of Cardiology and the American Heart Association, and held several adjunct faculty positions. He authored numerous peer-reviewed journals and sat on the editorial review boards of several medical journals.

Steve most recently joined Otsuka in 2012 as Vice President, Health Economics and Outcomes Research and Field Medical Strategy. Earlier in his career he also worked for Medco Health, Sanofi-aventis, IMS Health, Aetna Health Information Solutions, and Merck.

Front Cover: Scratchbuilt eastbound Milford Freight House by John Grosner.

Photo: John Grosner

Back Cover: NHRHTA 2014 New Haven Railroad Calendar information.



Steve Boccuzzi (right) and me working on last minute program changes at the 2007 NHRHTA Reunion banquet, while Rick Abramson and Rich Pedersen look on.
Photo: Robert Gambling

Steve's family asks that donations be made in his name to Cristo Rey Philadelphia High School: 5218 N. Broad Street, Philadelphia, PA 19141.

It has been my pleasure and privilege to have served on the Board with Steve, and work with him over the last decade.

All too often we take for granted people of Steve's caliber, who quietly volunteer their time and energy so that we all have a richer experience as NHRHTA members. Steve is gone much, much too soon and I will miss him, and so will NHRHTA.

Charlie Dunn, Editor



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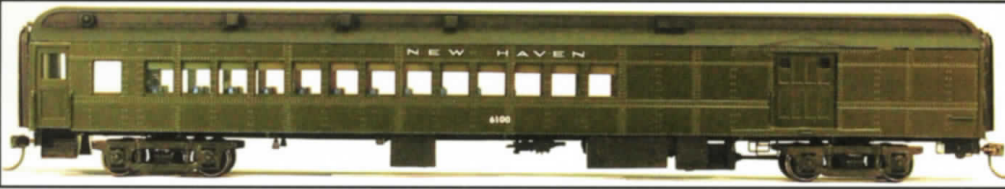
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NHRHTA and NEW HAVEN RAILROAD MERCHANDISE
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PRINTED IN USA



HO SCALE
1929 OSGOOD BRADLEY
STEEL DELUXE COMBINATION
BAGGAGE-SMOKER
SERIES 6100 - 6105

Sparrow's Point Division of
 The Bethlehem Car Works, Inc.,
 P.O. Box 325 Telford, PA 18969,
 Phone: 215-721-3006 Fax: 215-723-2542
 Email: jgreene@netcarrier.com
 Item #SP-62 Price: \$87.50.
Availability is very limited.

In 1929, Pullman-Standard built six deluxe, all steel, combination baggage-smokers at its Osgood Bradley Plant at Worcester, Mass. for the New Haven Railroad. These cars were part of orders for deluxe combines and coaches to re-equip the main line trains throughout the system. These deluxe combines were numbered 6100 through 6105, and paint schemes varied over the years from the 'as delivered' green, to Hunter Green, to NH #13 Pullman Green, to different McGinnis styles. With the different paint came the various lettering styles common to each.

Each combine seated 52 passengers (smokers) in double, bucket-type, rotating chairs, which were upholstered in brown leather (post 1939, in blue-gray leatherette). The vestibule end of the car was outfitted with a single hopper men's salon in a closet on one side of the aisle, and a men's lavatory wash basin and water cooler behind a curtain on the other side of the aisle. When delivered the vestibule doors were of a two pane / one panel style. The doors changed circa 1939 to a one pane / one panel style. The other end of the car featured a 30' baggage compartment with a single 5'-6" baggage door opening on each side, and the style of the baggage door changed over the years. As delivered, a conventional 4 glass pane / 4 wooden panel type door was used. In the mid-1940s, this transitioned to a similar door but with each of the end window panes converted to small square glass panes, and the two center glass panes were replaced with wooden panels. Finally, circa 1953, a metal covered plywood door (Plymetal) with a

single 18" rectangular window glass was used. Per Wayne Drummond, the doors were not changed en masse but on an as needed basis.

The design of the car's underframe did not feature the traditional heavy fish belly style center sill of a Pullman heavyweight, but rather steel, 12" twin I-beams, fitted with cross beams. When delivered, the cars were not air conditioned, but by 1937, they all received Safety Co. electro-mechanical, 5-ton capacity, air conditioning systems. When new, the cars rode on GSC 4-wheel top-equalized trucks equipped with roller bearing unit wheels and roller bearing journals, even though the journal box cover used appears to be a friction bearing type. Beginning in the 1948-49 timeframe, the New Haven replaced many of these trucks with a bottom equalized version with roller bearings.

In 1937, these air conditioned deluxe baggage-smokers saw service between Boston and New York City on trains such as the *Narragansett*, the *Bay State*, *42nd St. Express*, the *New Yorker*, the *Puritan*, and the *Gilt Edge*; and between Springfield and New York City on *The Bankers* and the *Springfield Express*. In the post war years the cars were regulars on *The Federal* between Boston and Washington, DC, on the *Montrealer* and *Washingtonian* between Washington, DC and Montreal, on the *Day White Mountains* between New York City and Berlin, New Hampshire, on trains between New York City and Springfield, and between New York City and Pittsfield, Mass.

The Bethlehem Car Works has recreated these cars in HO Scale as their Sparrow's Point, Kit #SP-62, less trucks and couplers. The kit features plastic floor, car ends and roof, with etched-brass car sides and doors. The roof ends have wooden plugs to convert the stock arched ends of the casting to the flat style ends of the prototype. The model also captures the unique features of the air conditioned prototype, including the clerestory vents and air intakes, plus the major air conditioning system underbody components. The vestibule door is produced in the one pane / one panel style. Three different style baggage doors are

available; the modeler needs to specify the style desired. Decals for the post war era are included. For trucks, use BCW #99, 4 Wheel, Top Equalized Trucks for the as delivered cars, or BCW #166, NHRR 4 Wheel, Bottom Equalized Trucks for cars operating in the post 1948 time period.

(Special thanks to John Greene for providing the above text.)



HO SCALE
36' REBUILT BOXCARS

Funaro & Camerlengo
 10 Funaro Court, Honesdale, PA 18431
 Tel 570-224-4989 & 570-352-2282
 website: <http://www.fandckits.com>
 email: fandckits@verszon.net
 MSRP \$44.99

In 1926 and 1927, the New Haven Railroad rebuilt a number of wood box car to equip them with steel underframes. Cars in this category included the 170000 series 80,000 pound capacity single-sheathed and 160000 series 60,000 pound capacity double-sheathed boxcars.

These boxcars were rebuilt again in 1935 to include new ends, doors and trucks. The 160000 series cars were rebuilt into the 62015 - 69999 series (several groups) while the 170000 series cars were rebuilt into the 70000 - 77999 series (several groups). The 60000 series cars remained in widespread use but by September, 1945 only 214 were still in service and these dwindled down to just two cars by September, 1949, and those survivors remained in service until 1951.

The 70000 series cars followed a similar trend with 1555 cars in service in Septem-





HO SCALE RURAL NEW HAVEN FREIGHT STATION

Alpine Division Models, LLC.
PO Box 6, Artesia, CA. 90722
Phone: 562-860-6060 Fax: 562-860-7800
website: <http://www.alpinemodels.com>
email: msd1962@earthlink.net
Kit #5805 MSRP: \$43.99

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

By then Orleans had become a center of commerce on the outer Cape, and a passing siding had been added. The passenger station sat on the east side of the line while a freight station was across the mainline on the west side.

The New Haven ceased all passenger service beyond Hyannis in 1938, with a brief respite in 1940, and the Orleans passenger station was demolished. The freight station lasted until 1959 and was demolished. All service from North Eastham to Provincetown ended in 1960 and from South Dennis to North Eastham in 1966.

Like Alpine Division's Rural Passenger Station kit featured in our last issue, this kit consists of detailed laser-cut walls, pre-cut cardstock, balsa and basswood strip wood, plastic windows and doors, printed-paper and cardstock overlays, and more. There is a construction review of this kit by George Riley published in the November 2012 issue of *Railroad Model Craftsman*.

ber, 1945 dwindling to 9 cars listed in July, 1951. No cars from either series were listed in the November 1951 Summary of Equipment. In 1944, the 2,000 steel boxcars in service were completely outnumbered by the 4,194 wood boxcars in the New Haven fleet. In 1948, when the New Haven completed accepting delivery of steel boxcars totaling 6,000 cars (5,974 in service) there were only 126 wood boxcars in service, the majority in the 70000 series.

Funaro & Camerlengo has re-released a series of New Haven Railroad 36' Rebuilt Boxcars that represent the 70000 series cars in several different styles. Unlike earlier flat kits that required assembly of roof, sides and ends, all kits now contain one-piece body castings.

Kit #5093 - 36' Rebuilt boxcar with steel doors and ends and 'New Haven' lettering.

Kit #5094 - 36' Rebuilt boxcar with wood doors and wood braced ends and 'New Haven' lettering.

Kit #5095 - 36' Rebuilt boxcar with steel doors and ends and 1942 Billboard lettering.

rebuilt gondolas.

In 1929, employees at the New Haven, Ct., shops built a series of 40-ton gondolas numbered 58000 - 58499. These cars were originally equipped with drop doors which were later welded shut to create a solid bottom car. The cars were equipped with Miner or Universal hand brakes.

The 59000 - 59249 series cars were renumbered from the 58000 series when rebuilt by the International Car Company in 1955 as solid bottom cars by welding the drop doors closed. At that time they were also reclassified as Class GA2. When rebuilt, the cars were repainted with a variation of the 'New Image' paint scheme featuring a red-orange block-letter **NI** applied to the car side. The road number and dimensional data remained white.

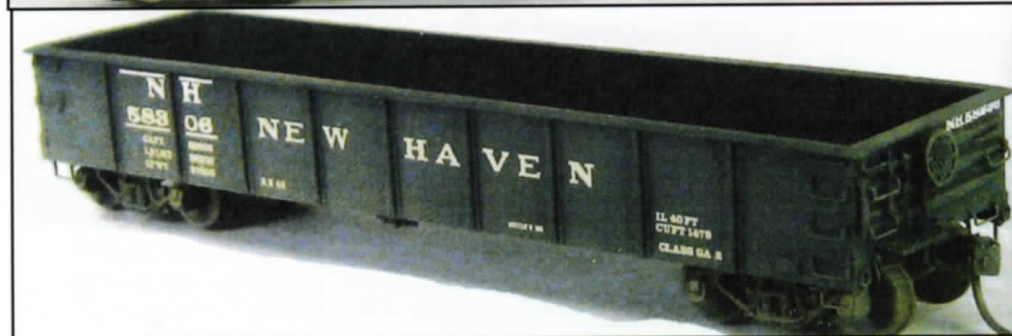
Kit #8241 40' GA-2 steel flat bottom gondola with AB brakes and 'New Haven' lettering 1940 - 1968.

Kit #8243 40' GA-2 steel flat bottom gondolas with AB brakes and McGinnis lettering 1956 - 1968.

HO Scale 40' GA-2 Steel Flat Bottom Gondola

Funaro & Camerlengo
10 Funaro Court, Honesdale, PA 18431
Tel 570-224-4989 & 570-352-2282
website: <http://www.fandckits.com>
email: fandckits@verszon.net
MSRP \$44.99

Funaro & Camerlengo has released a series of New Haven Railroad 40' GA-2 steel flat bottom Gondolas with AB brakes and decals in several different styles. All kits feature one-piece body castings. Kit #8241 is based on the 58000 - 58499 series, after the drop doors were welded shut, while Kit #8243 is based on the 59000 - 59249 series





should be a DER-1c featuring the rebuilt steel side panels, but is merely the DER-1 model in McGinnis livery.

The models feature a heavy die cast chassis, 14:1 gear ratio helical-cut gears, five-pole skew-wound motor, dual machined brass flywheels, all-wheel drive and electrical pickup with RP-25 metal wheels, factory-installed 8-Pin DCC harness, Proto MAX metal couplers and constant and directional lighting.

For the kitbasher, articles have been published by New Haven modeler Bob Vancour in *Shoreliner*, Volume 11, Issue 4 published in 1980, and by Dave Messer in the January 2006 issue of *Railroad Model Craftsman* showing how to modify the sides on an HO scale version of this locomotive. New Haven modeler Rob Gross presented a clinic; "New Havenizing the P1K DL-109" at the 2003 NHRHTA Reunion. New Haven modeler Jim Fellows has a "walkthrough" instructional based on Rob's clinic posted on his website at:

<http://www.freewebs.com/nynhh/alcoroadunits.htm>

HO SCALE

NEW HAVEN DL-109 CLASS DER-1

Wm. K. Walther's, Inc.
5619 W Florist Avenue
Milwaukee, WI 53218-1622
Tel: 800-487-2467, Int'l: 414-527-0770,
email: custserv@walthers.com,
website: <http://www.walthers.com>
MSRP: \$124.98

American Locomotive Company (Alco) DL-109 specification locomotives were identified as Class DER-1 through DER-1c on the New Haven. The units were rated at 2,000HP and equipped with two 539-T prime movers. The first two units, DER-1 0700-0701 were complete at Alco's Schenectady shops just after Pearl Harbor, on December 10, 1941 and were delivered to the New Haven in Boston on December 13th. Beginning in 1942 through 1945 delivery of road numbers 0710 to 0729 (Classes DER-1b & 1c) was completed and the last DL-109s, 0730-0759 (Class DER-1c) were delivered in 1945.

The DL-109 fleet performed yeoman's service throughout WWII, operating in dual passenger and freight service day and night. Between about 1949 and 1951, the DL-109s were rebuilt with new steel side panels to replace the original metal-covered plywood. Unit 0740 was rebuilt with sides that duplicated the appearance of the original sides, but all other DL-109's were rebuilt with new sides that featured upper grill screening and air intakes where the original windows had

been.

All DL-109s were removed from service by the end of 1959 and scrapped after the cessation of Old Colony commuter service from South Station at the end of June of that year. One lone DL-109, #0716, served as a portable power supply for testing of third rail equipment on certain locomotives and was numbered as PP-716. This unit remained on New Haven property until the Penn Central takeover.

Walther's has announced additional Alco DL-109 locomotives in their Walther's Mainline series (formerly Proto1000 series) in two paint schemes:

Walther's #910-9101 represents #0703 painted in the delivery scheme.

Walther's #910-9102 represents #0708 painted in the delivery scheme.

Walther's #910-9103 represents #0759 painted in the McGinnis scheme.

Unit #0759 is a ringer in the bunch. It

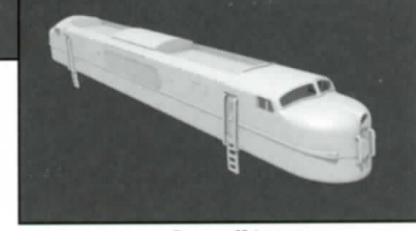
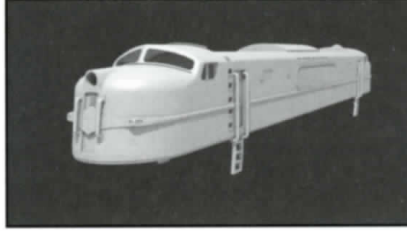
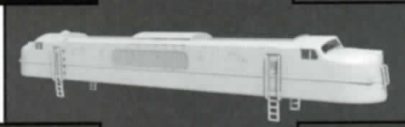
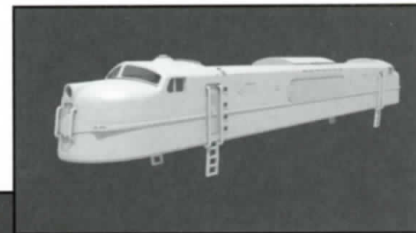
N SCALE

NEW HAVEN EF-3B BODY SHELL

Alternative Model Railways
Sold only on-line at

<http://www.shapeways.com/model/577253/nef302-n-scale-new-haven-ef-3b-with-boiler.html>. MSRP: \$45.06

Similar in styling to the EP-4, between 1942-3 the New Haven purchased ten electric freight locomotives, five built by Baldwin-Westinghouse and five by General Electric. In 1944, units 0150 - 0154 were outfitted with steam boiler equipment to make the capable of hauling passenger consists as well



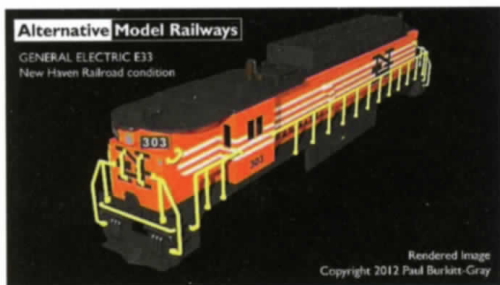
as freight and designated EF-3b. Units 0155 - 0159 were then designated EF-3a. EF-3 locomotives were removed from service in 1959 when the New Haven began a program of de-energizing the overhead catenary that provided power for the electric locomotives as well as MU (multiple unit) commuter cars.

This version of the model, manufactured using 3D printers, depicts the EF-3b locomotives with a steam heating boiler fitted. Included in the model are the main body and a sprue with the grabrails which need to be added separately. Also included on the sprue are replacements for the cab door steps, in case they become damaged. Thus if the steps break during manufacture it is not necessarily required to have the model reprinted.

A GG1 chassis, not included, matches almost exactly the design used by the EF-3. The Kato chassis will need some modification to fit within the printed body.

Using acrylic paints is recommended for this model as they work well on the Frosted Ultra Detail plastic. Enamel paints have been reported to take an excessive amount of time to dry on Frosted Ultra Detail so should not be used.

Suitable decals are available from Microscale Industries for the New Haven Railroad logos and numbers (product code 60-1062) and striping (product code 60-1061).



N SCALE NEW HAVEN EF-4 BODY SHELL

Alternative Model Railways
Sold only on-line at

<http://www.shapeways.com/model/495162/ne3301-n-scale-e33-loco-new-haven.html>. MSRP: \$53.50

General Electric originally built the EF-4 for the Virginian Railway in 1957 where they were known as class EL-C. The bankrupt New Haven Railroad was scouting around for electric locomotives in the early 1960s, and with the absorption of the Virginian by the Norfolk & Western in 1959 and subsequent de-energizing of catenary by that

railroad, the "Virginians" were in the right place at the right time and the right price. The New Haven acquired all 12 units and spare parts for a total of \$300,000. This was almost the price of a single unit when purchased new, and so represented quite a bargain to a bankrupt railroad in need of new electric power.

The "Virginians" arrived on New Haven property in 1963, were cleaned (to remove coal dust from all interior surfaces), painted in a new variant of the 'New Image' scheme, and eleven units (311 ex-N&W 180 was renumbered but not repainted) numbered 300-310 were placed in service almost immediately. The EF-4s, also known by railfans as "Bricks", served the New Haven well. Most units lasted into the Penn Central era and some into Conrail years until electric freight service was discontinued by that railroad in 1981.

This model depicts the EF-4s in the condition they were in during the New Haven period. This kit consists of a 3D printed plastic body shell and sprue of parts for railings. Included in the model are the main body and a sprue with all the handrails and other parts which need to be added separately. The kit is designed with the following New Haven features;

- Front high level multiple unit power cable support, but cable removed
- Rear high level multiple unit power cable
- Full length underframe skirting
- No box on front right walkway
- Original roof-box grill arrangement
- Original horns
- Original type pilot

The model is designed to fit over an Atlas Alco C628 chassis. Some metal will need to be removed from the chassis block for it to sit inside the body, and a small amount of plastic needs to be trimmed from the outer corners of the truck frames to allow them to rotate freely.

Using acrylic paints is recommended for this model as they work well on the Frosted Ultra Detail plastic. Enamel paints have been reported to take an excessive amount of time to dry on Frosted Ultra Detail so should not be used. Suitable decals for the New Haven logos, stripes and numbers are available from Microscale Industries (Product code 60-666).



O SCALE RS-3 NEW HAVEN DERS-2c

Atlas Model Railroad Company
378 Florence Avenue, Hillside, NJ 07205
Phone: 908-687-0880.



Website: <http://www.atlaso.com>

The Alco RS-3 locomotive was the successor to the RS-2 and was delivered in three groups to the New Haven; units 517 - 536 in 1950, 537 - 546 in 1951 and 547 - 561 in 1952. All units were 1600 hp but the first group was characterized by a solid handrail across the pilots. As on many other railroads, these units performed yeoman's duties, hauling both freight and passenger consists right to the last days of the New Haven.

The Atlas RS-3s are available in both 2-rail and 3-rail versions. All locomotives include separately applied wire grab irons, etched metal grille detail, fan detail, lighted number boards and golden-white LED headlights. The 2-rail version has fixed pilots and scale couplers and operates on 36" minimum radius curves.

The 3-rail version is available in TMCC or conventional with horn and bell sounds and operates on a 0-31 minimum diameter curve. 3-rail versions are LEGACY Compatible (100 Speed Steps) and also feature Electric Railroad Co. "Cruise Commander" Technology, improved RailSounds™ digital sound system, operating diesel exhaust unit and electro-couplers.

- 3-rail TMCC Item #20033011 New Haven #519 - \$399.95
- 3-rail TMCC Item #20033012 New Haven #531 - \$399.95
- 3-rail Item #20023011 New Haven #519 - \$249.95
- 3-rail Item #20023012 New Haven #531 - \$249.9
- 2-rail DC Item #20043011 New Haven #519 - \$249.95
- 2-rail DC Item #20043012 New Haven #531 - \$249.95



O SCALE NEW HAVEN EP-5

M.T.H. Electric Trains
7020 Columbia Gateway Dr, Columbia, MD 21046, Phone: 410-381-2580; Fax: 410-381-6122. Website: <http://www.mthtrains.com>
MSRP: \$ 499.95

The EP-5s were built by General Electric and delivered to the New Haven in 1955. The 4,000 HP-rated "Jets" were purchased by the Dumaine administration, but delivered to the railroad while Patrick B. McGinnis was President. This was the first loco-

EP-5 electric



motive to wear a version of the Herbert Matter 'New Image' paint scheme. The ten units were numbered 370-379.

Returning to the M.T.H. Premier line for the first time in ten years, the EP-5 is sure to be a welcome sight on your O gauge layout. Unlike other 3-rail EP-5s, the M.T.H. Premier version features prototypically detailed 6-wheel die-cast trucks. Riding atop the trucks is a metal chassis and an intricately detailed ABS shell. Operating, motorized metal pantographs and other details make this the best O gauge EP-5 ever produced. Inside the engine, you will find two flywheel-equipped motors and the awesome sounds and features

of the Proto-Sound 3.0 Digital Sound and Train Control System.

Users operating the EP-5 in conventional mode will find that by depressing the transformer's direction button to stop the locomotive, the rear pantograph will remain in the up position while the lead pantograph slowly rises up. Once the lead pantograph is in its up position, the rear pantograph will slowly lower into the down position. At this point another press of the direction button will cause the locomotive to reverse making the lead pantograph now the rear pantograph and in the up position.

In command operation two operating modes will be offered; auto and manual. Auto mode will behave similar to conventional mode with the rear pantograph in the up position when moving. The up and down movement of the pantograph will be direction controlled using the DCS Digital Command Control System. In Manual mode, the user will have to raise and lower both pantographs via the DCS System as they wish regardless of directional state.

Product #20-5663-1, EP-5 electric engine with Proto-Sound 3.0 - New Haven Cab Nos. 370, 373 and 376.



SUNSET MODELS O SCALE EMD FL9

Sunset Models, Inc.

22 Beta Court, San Ramon, CA 94583
Tel: 925-820-7701, Fax: 925-820-7709

An update on the Sunset Models EMD FL9. A few 2-rail New Haven livery units are still available, however the 3-rail New Haven units are sold out. John Walther shared the photo below of two of the units looking right at home on the Stamford Model Railroad Club's O scale layout spotted with a train at the Stamford station.



NEW HAVEN ANCHOR BRIDGE
NEW HAVEN ELECTRICS
DECALS

Model Memories
 P.O. Box 722, Powhatan, VA 23139
 Tel: 804-598-4761
 www.modelmemories.com
 Email: modelmemories@comcast.net

Model Memories, LLC has expanded its line of U.S.-made fine-scale New Haven Railroad catenary with the addition of an Anchor Bridge and paint finishing products.

The Anchor Bridge is fully assembled and fabricated of etched brass and is designed to capture the style of a typical Anchor Bridge found along the Shore Line. It is available in HO and O Scale in 2, 3, and 4 track configurations, priced \$305, \$335 and \$375 respectively.

Decals for early New Haven electric motors have long been unavailable to modelers wanting to finish their brass New Haven electrics. Model Memories, LLC now offers ten decal sets in HO scale for the following classes: EY-2, EF-1, EF-2, EP-1, and EP-2. The decal sets are available for early and later years in Metallic and Dulux Gold respectively. Each set has the correct numbers for each engine, correct lettering styles and correctly sized headlight numbers. These decals are made from thin-film paper for the best possible finished product. Pricing ranges from \$8.95 to \$11.95 based on the engine and number of lettering options.



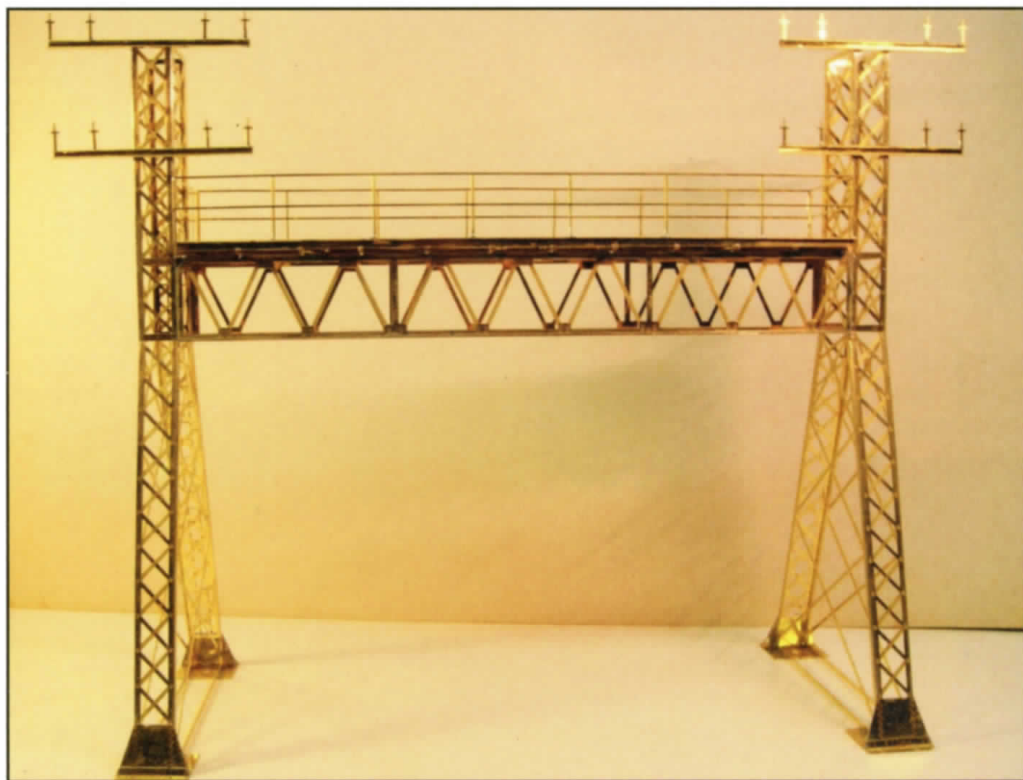
NEW HAVEN HO SCALE
WOODEN BOXCARS

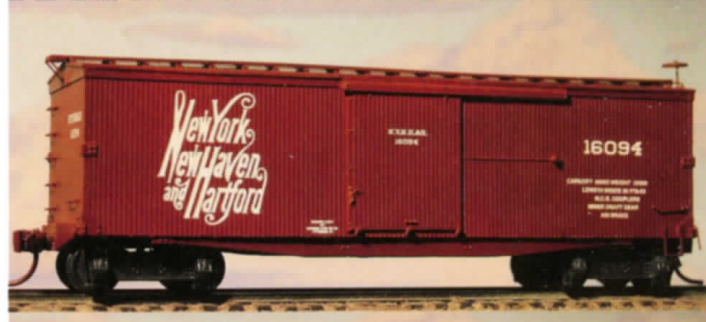
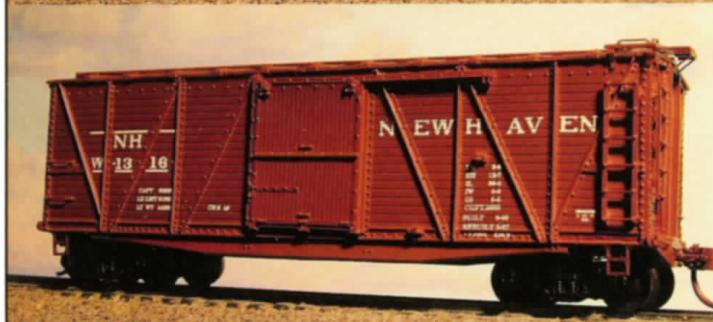
Westerfield Models, LLC .
 PO Box 1476, Golden, CO 80402
 Tel: 303-658-9343
 www.westerfieldmodels.com
 Email: westerfieldmodels@gmail.com

The New Haven Railroad purchased 1,000 cars numbered 15000-15999 in 1902. These were a generic design by Pressed Steel Car Co. (Kit 10501). In 1903-4 3,300 more fishbelly side sill cars were purchased of modified design and numbered 16000-16999 and 32000-34299; they differed in side sills, end sills, door track and underbody. The 1903-4 cars were renumbered 71000-72299 and 86000-86999 in 1908 and given safety appliances in 1915. Cars built by Standard Steel received 6-rung ladders on the sides and ends and reinforced doors.

When given safety appliances the lettering scheme was changed to reflect both the new NH reporting marks and the MCB appliance and size standards. Another general rebuilding took place in 1925-6 and only slight changes were made at this time, the 1925 rebuilt cars received a tourist slogan on the door.

In 1927-1928 the cars went through a major rebuilding to receive steel underframes. The 16000-series cars were rebuilt as 60,000 pound capacity double sheathed cars with steel underframes and straight side sills. The 17000-series cars were rebuilt as 80,000 pound capacity single sheathed cars. These were a unique design with steel angle bracing (instead of the more common Z-bar or hat-section bracing), and they retained their pressed steel fishbelly side sills. When given cast sideframe trucks beginning in 1937, the cars were renumbered to the 70000-





70999 series.

The cars ran in interchange service to about 1950 but many cars were shifted to MOW for tax purposes where they continued to run in captive service somewhat later. Furthermore some cars were converted to work, wire and tower service where they ran into the early 1960s.

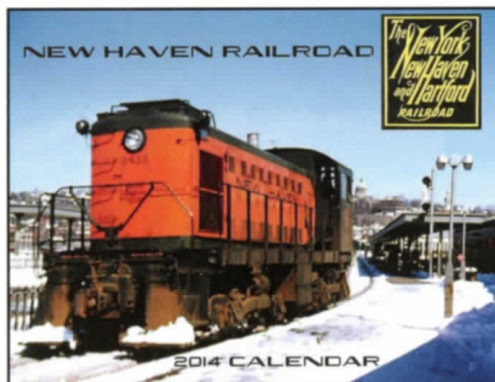
Available in HO scale once again are the following Westerfield Golden Age Line 36' New Haven wooden boxcar models:

- Kit 10501 1902 DS Box, Original
- Kit 10503 1903-04 DS Box, Original
- Kit 10511 1902 DS Box, Safety Apps
- Kit 10513 1903-04 DS Box, Safety Apps, AC&F
- Kit 10514 1903-04 DS Box, Safety Apps, SSC
- Kit 10551 XM7 SS Box

All kits are \$38.00, except Kit 10551 which is \$39.00. Decals are available separately at \$5.00 a set and map to the kits as follows:

- Decal Set D10501 for Kits 10501 & 10503
- Decal Set D10511 for Kits 10511, 10513, 10514
- Decal Set D10551 for Kit 10551.

NHRHTA NEW HAVEN RAILROAD 2014 CALENDAR



Contact: Gordon Q. Cochrane
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Anyone who ordered our 2013 Calendar and hasn't received it should contact our Membership Chairman, Rich Pedersen at 49 Carnation St, Bergenfield, NJ 07621 or E-Mail him at: nynhh@msn.com.



SCRATCHBUILDING MILFORD'S EASTBOUND FREIGHT HOUSE

BY JOHN GROSNER

Having just completed a model of the westbound freight house that used to be in Milford, Connecticut, someone familiar with the area asked me if I knew that Milford also had an eastbound freight house. This was news to me. Being part of a group that is modeling the downtown area of Milford, we knew about and had in place the Track 4 trailpoint siding, but didn't realize that at track's end there used to be a freight house. It was only through extensive research that I was able to find out information relating to this building and begin the model.

First, I looked up the New Haven Railroad Valuation Maps, part of NHRHTA's collection at the Dodd Archive, digitized and made available online by UCONN. In reviewing the valuation map of downtown Milford, I found clear cut evidence of its existence and

was able to see scale-wise that it had to be proportionately smaller than my scratch-built westbound freight house.

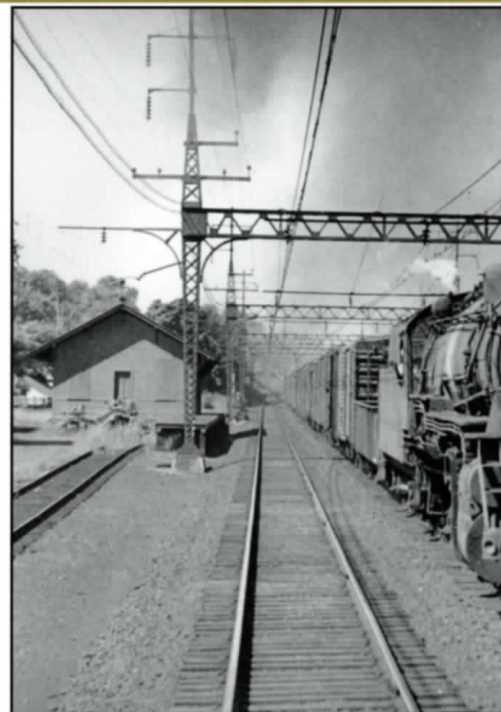
I also found it still standing in a 1965 aerial photograph from the online collection at the Connecticut State Library and Archive.

Using these two sources for reference, overall size, location, and track/platform arrangement were deduced.

As for the building's details, plans drawn by Mike Ribuffo of the Darien Freight House proved to be very close to this building, and many others around the New Haven system as a standard design was employed by the railroad and modified to fit the needs of each location by making the building longer or shorter, or moving the placement of doors and windows.

Still I wasn't sure of the door and window locations. This was cleared up when I came across a photo on page 28 of Geoffrey Doughty's book: *New Haven in Color, Volume 2: The Struggle for Survival*.

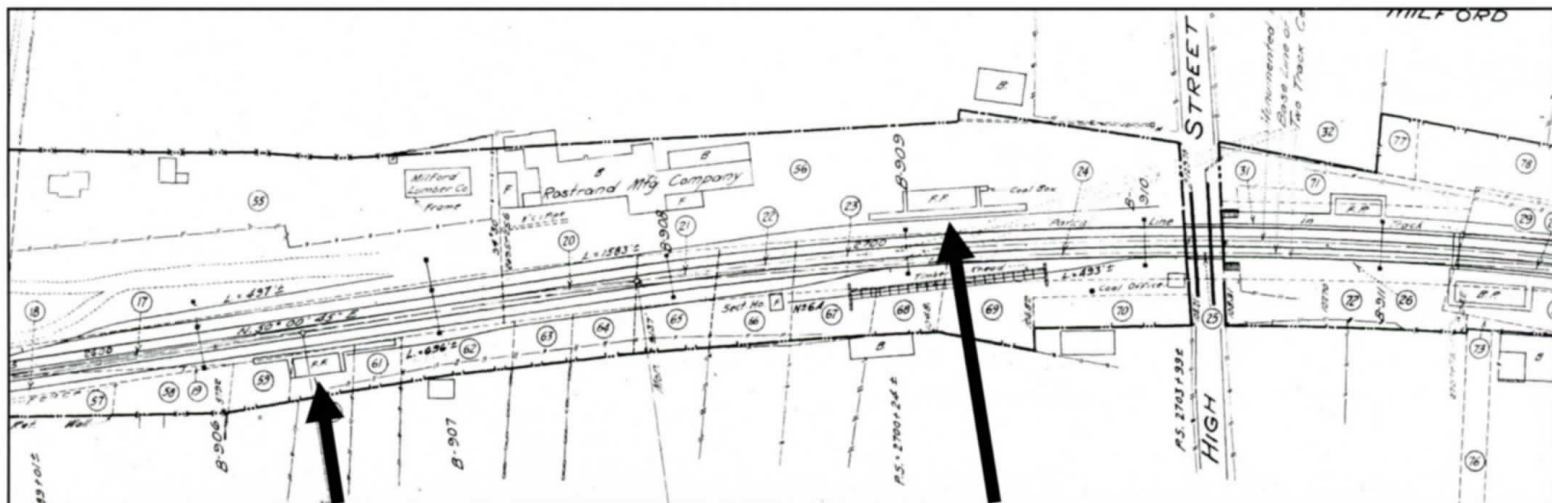
Armed with this information I started the build.



The eastbound freight house at Milford, Connecticut as it looked in the late 1940s. Note that the siding is still electrified.

Photo:

Kent Cochrane, NHRHTA collection



Eastbound Freight House

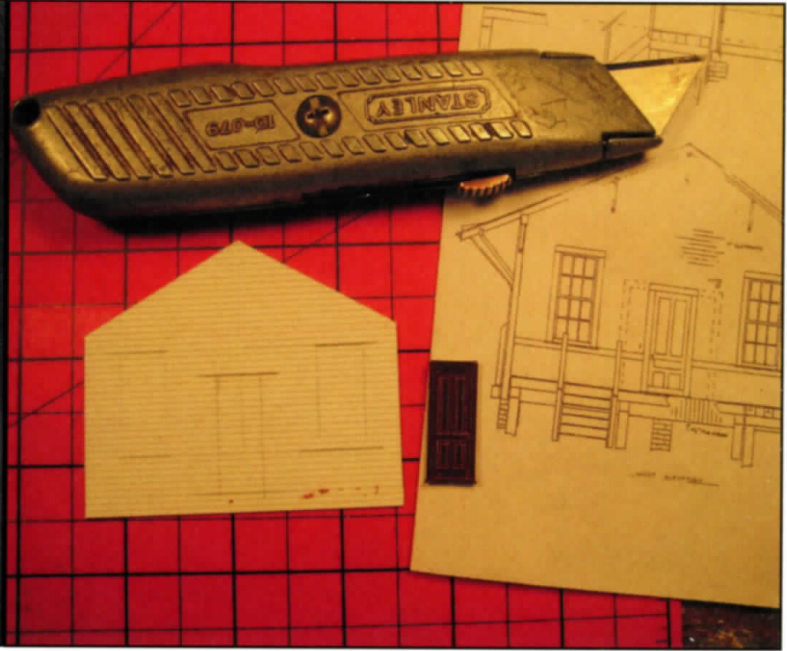
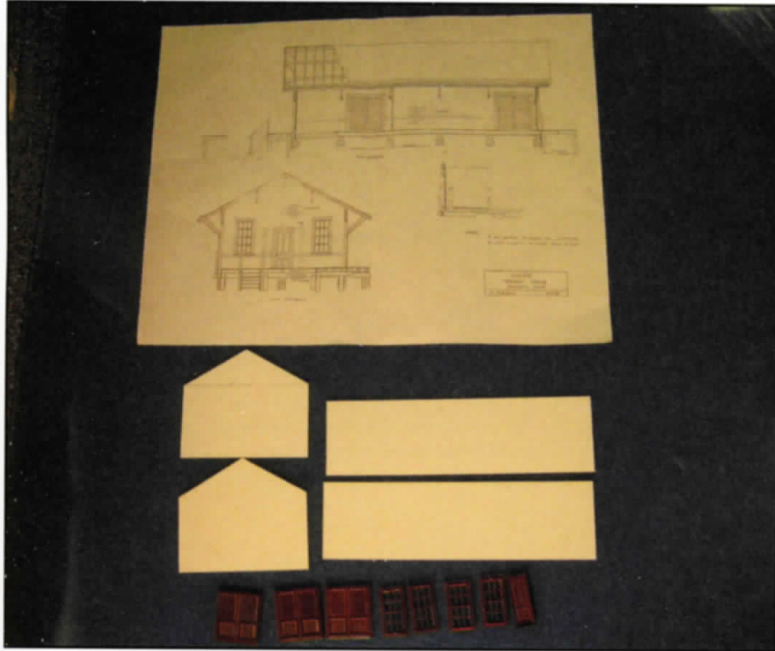
Westbound Freight House



1. Using a computer, the Darien Freight House drawing was enlarged to HO scale. (See centerspread on pages 12 and 13.)

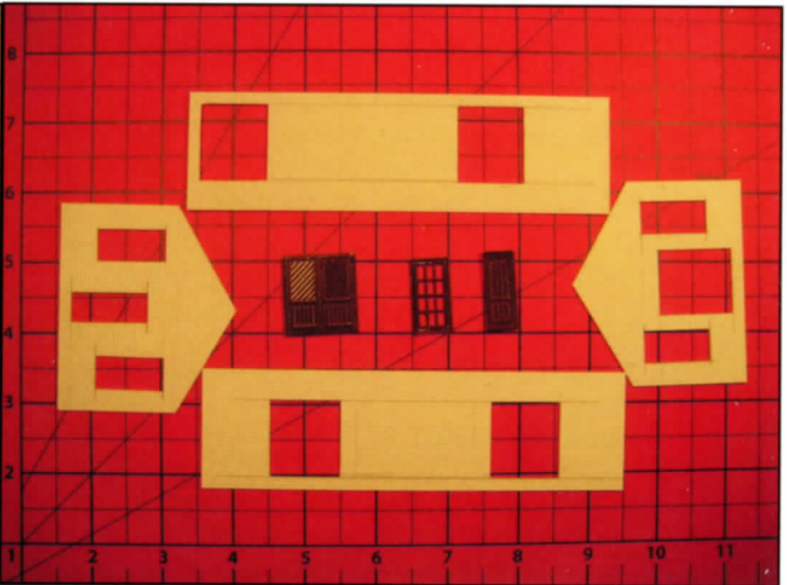
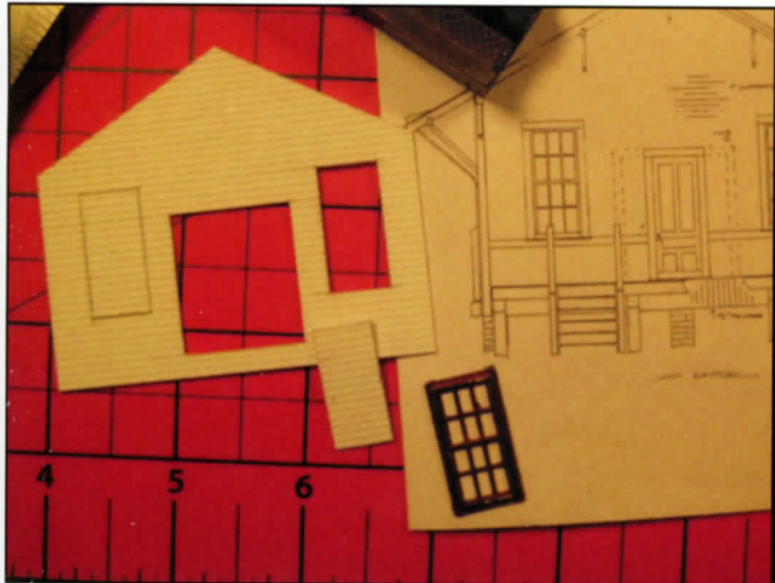
2. The walls were cut from 0.60 clapboard siding. Pre-painted doors and windows came from my scrap box.

3. All doors and windows are drawn on the siding in pencil.

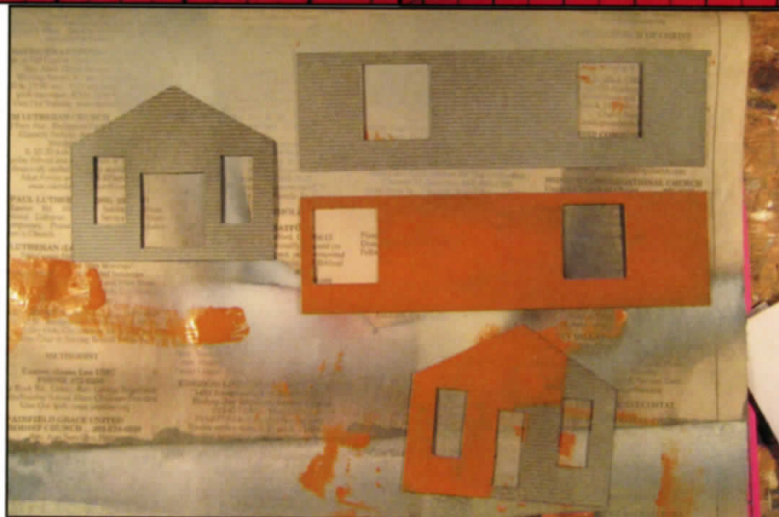


4. Openings are cut out with a utility knife. Masonry doors and windows will have the exterior casings applied later.

5. All doors and windows cut in all walls.

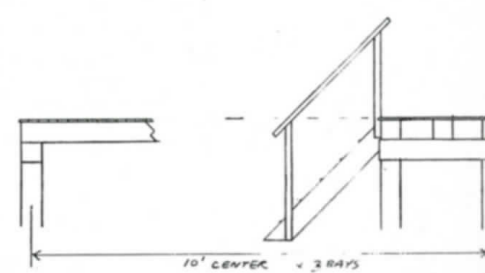


6. The walls are sprayed with gray primer and when dry, brushed with their final color.

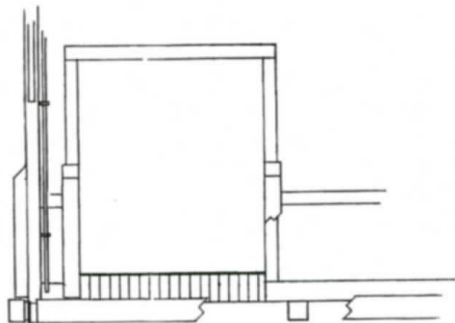




West Elevation



- Notes: 1. East elevation has freight door, no windows.
 2. North elevation is mirror image of south.



North Elevation

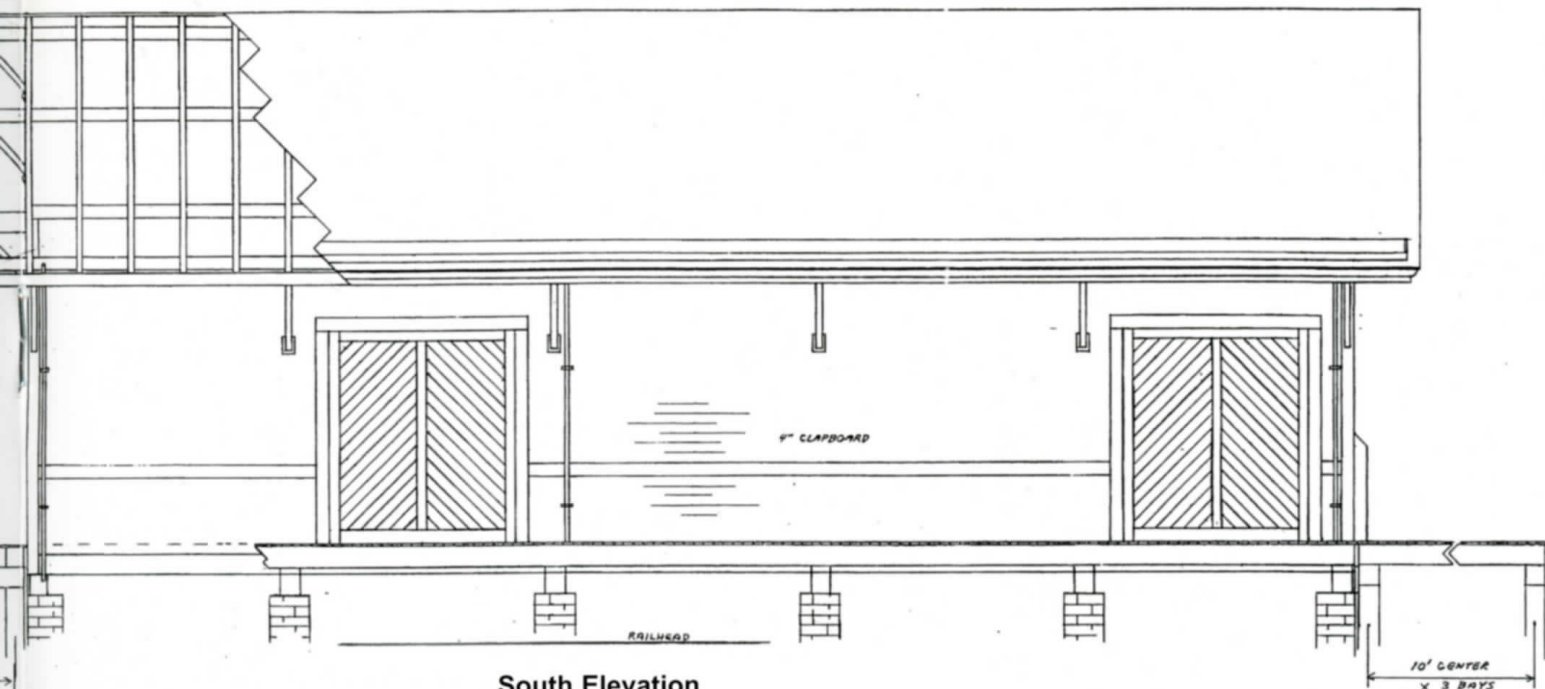
DARIEN FREIGHT HOUSE

Drawn by Mike Ribuffo

HO SCALE

Note: The Darien freight house is of a standard New Haven design. The author used Mike Ribuffo's drawing of the Darien freight house as a starting point for building his model. Door positions and other details were changed as needed to reflect the details of the eastbound Milford freight house being modeled.





South Elevation



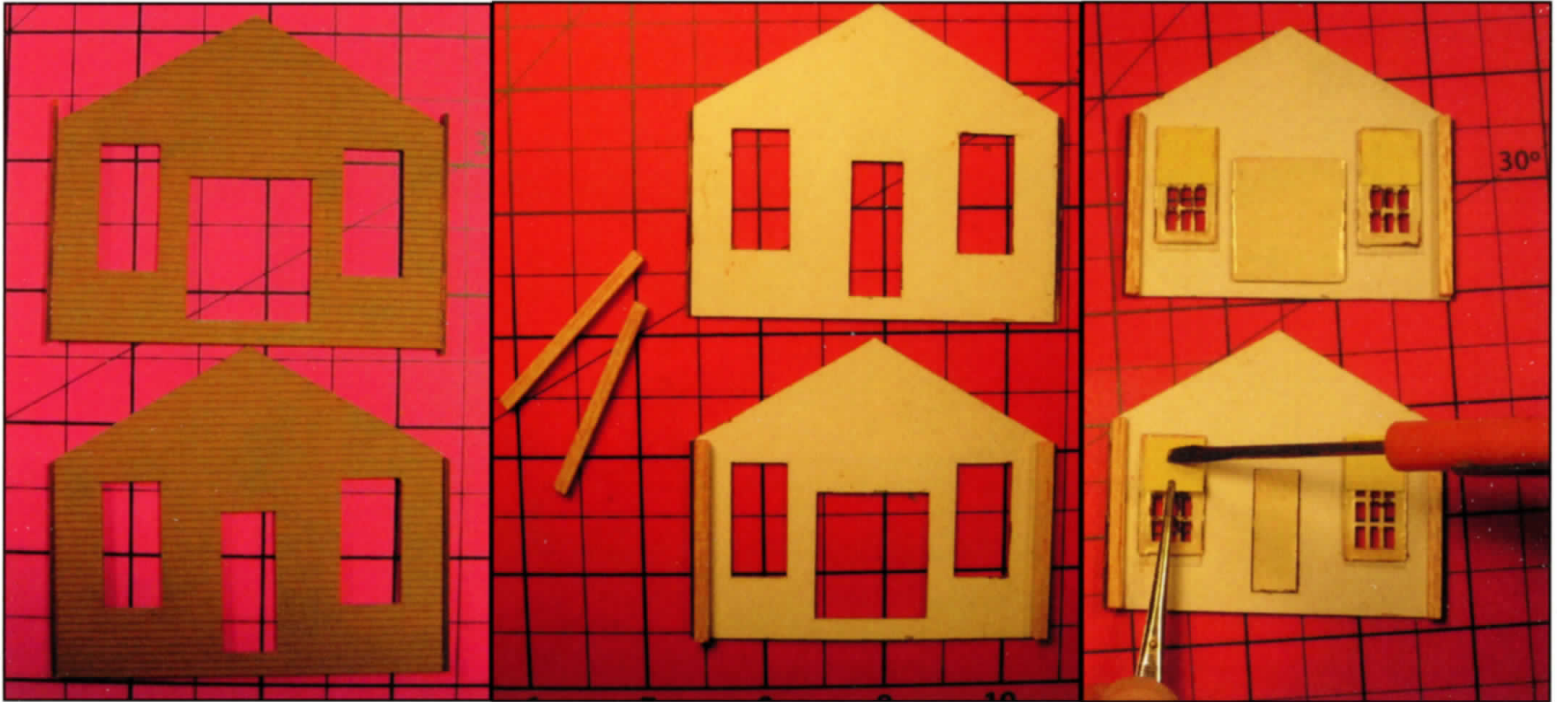
Bill of Materials

Item	Qty
Evergreen Styrene	
#4061 .060 Clapboard Sheet Styrene	1 pkg
#103 .010 x .060 (Roof Support Brackets)	24"
#104 .010 x .080 (Exterior Casing)	64"
#153 .060 x .060 (Roof Supports, Freight Door Sills)	8"
#164 .080 x .080 (Platform Posts)	12"
#210 .030 Rod (Vent)	1"
#211 .040 Rod (Leaders)	24"
#242 .080 Half Round (Gutters)	14"
Central Valley	
#1601 Stockade Fencing (Platforms)	24"
#1602 Steps & Ladders (Steps & Rails)	
Tichy	
#8027 Lamp Reflectors	2
Misc. Parts:	
1/16" Cardstock (Roof, Floor)	
.020 Wire (Reflector piping)	
Campbell Shingles or equivalent	
1/8" x 1/8" Balsa (Internal Bracing)	10"
24" Brick Pilasters (from plastic Chimney Stock)	10"
Door / Window Suggestions:	
Grandt Line #5283, 5088, 5080	
Tichy #8153, 8022, 8033, 8125	

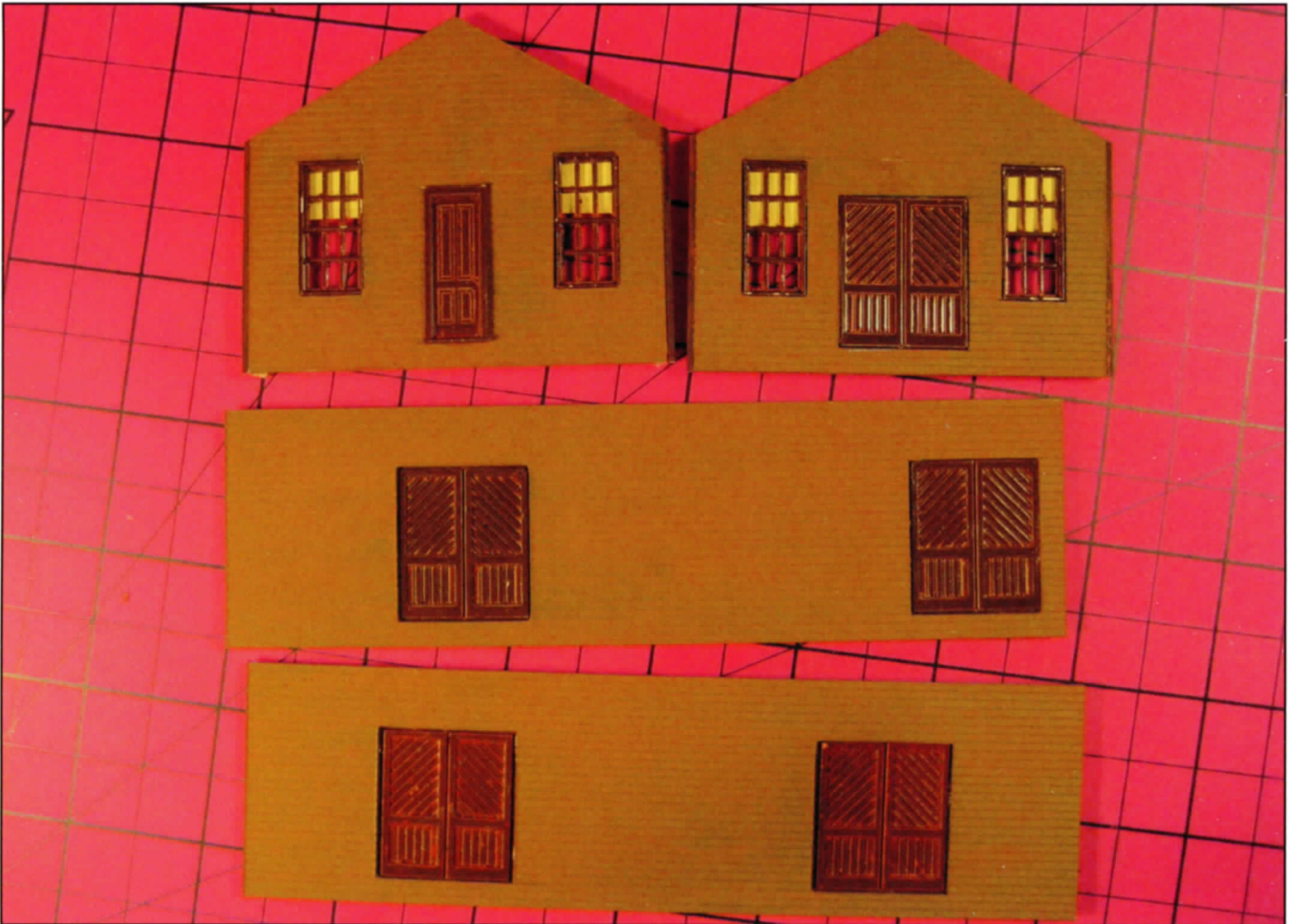
7. Oversized, pre-painted 0.60 square corner boards are glued on the gable walls and trimmed to size when the glue is dry.

8. 1/8" balsa interior corner bracing is glued just to the inside of the corner boards.

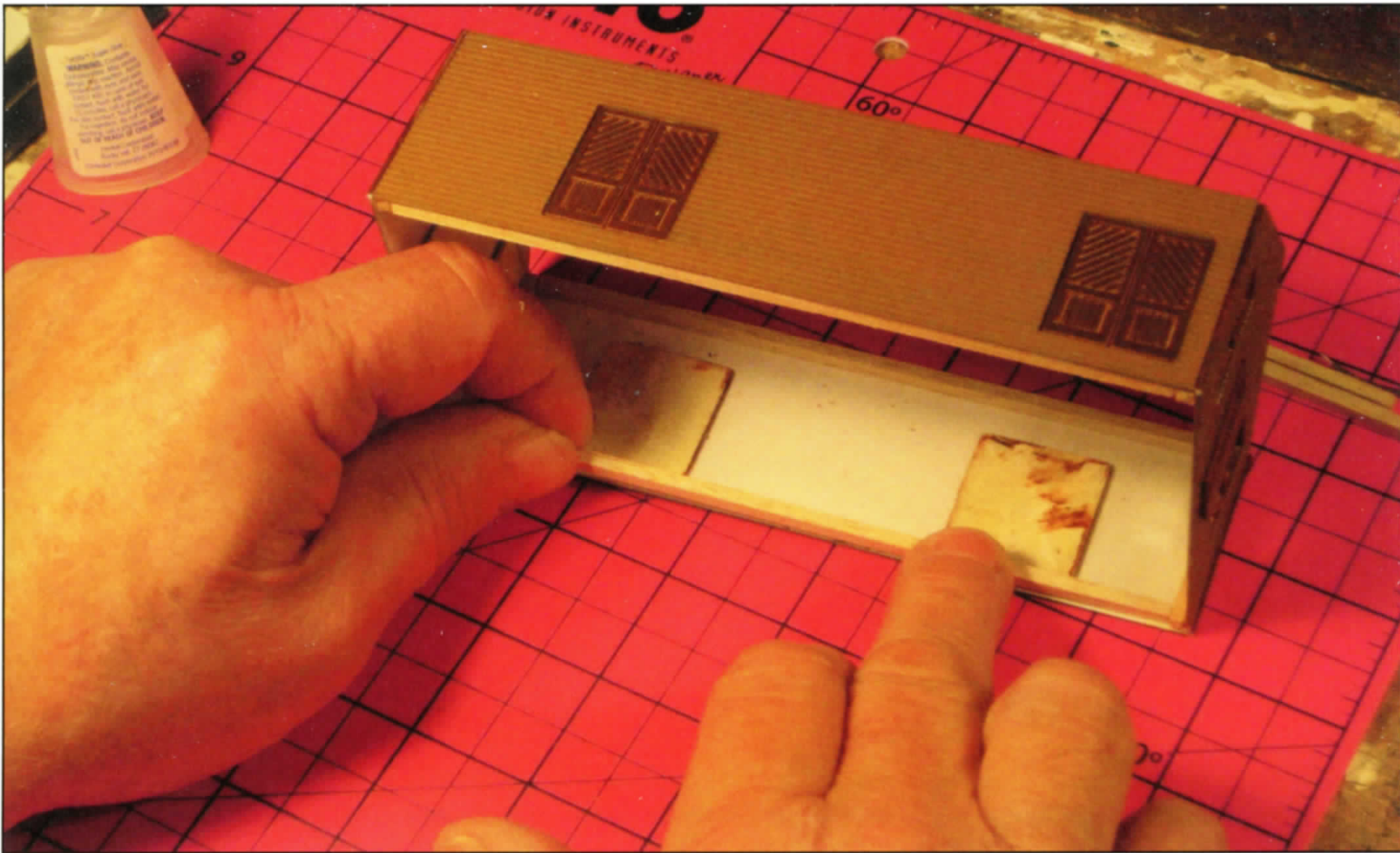
9. Doors and windows are glued in the walls from the back. The window glazing and shades are glued in place next.



10. A view of the finished walls.



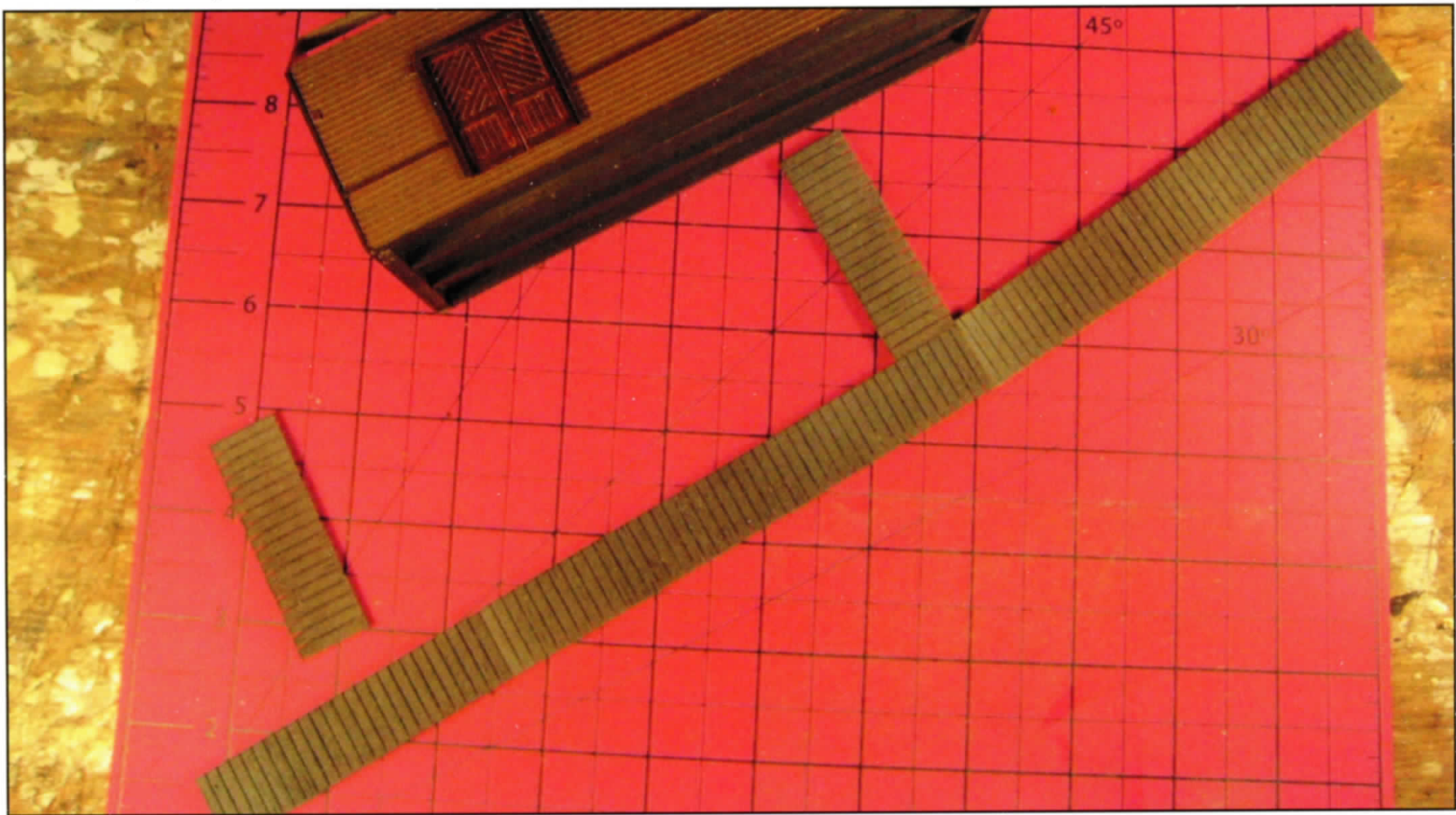
11. Assemble the four walls. Install horizontal bracing along the top and bottom of the walls, and between the gable peaks.



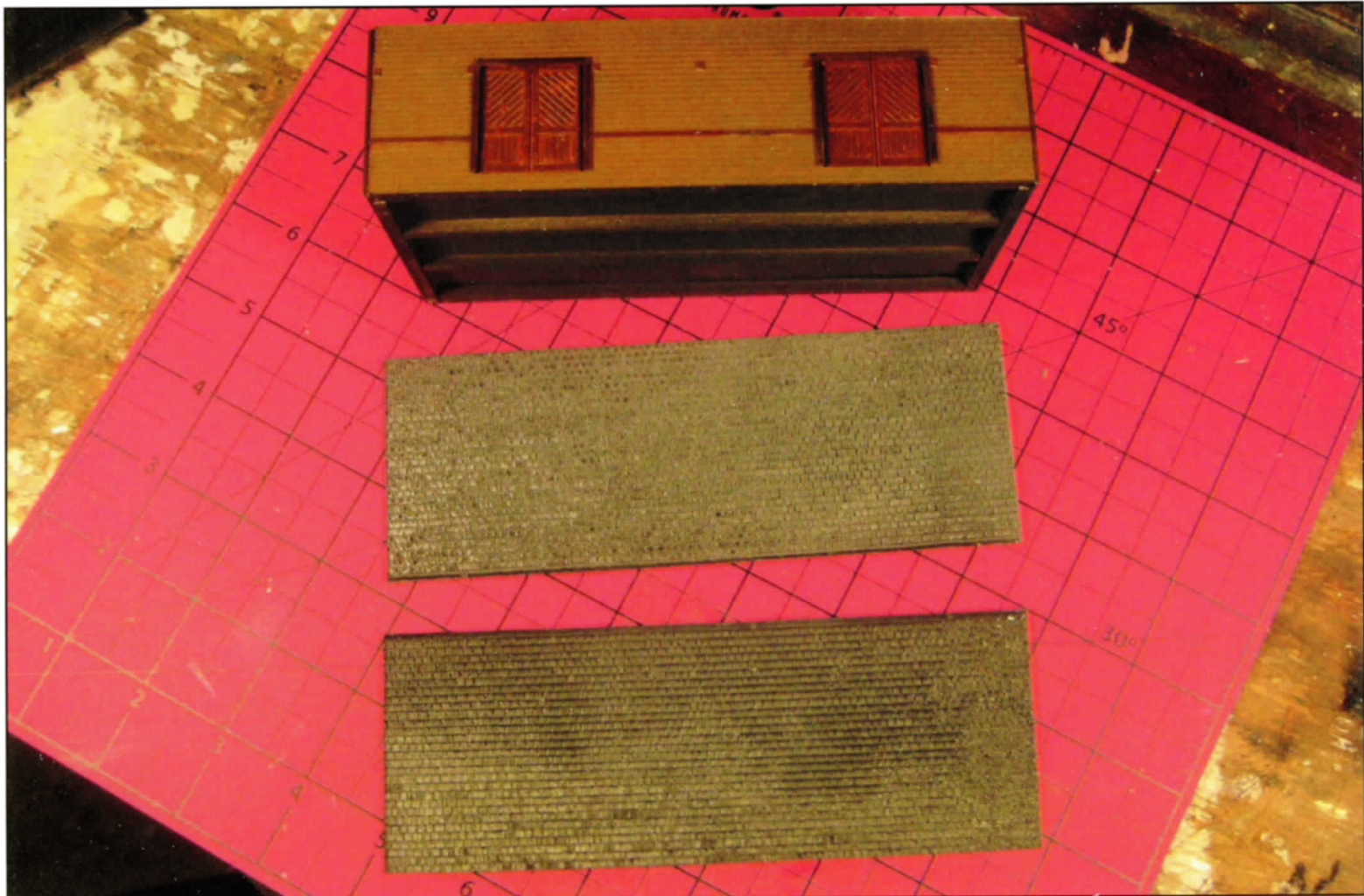
12. Apply exterior casings around doors and windows. Also apply horizontal chair railing made from pre-painted 0.10 x 0.60 styrene.



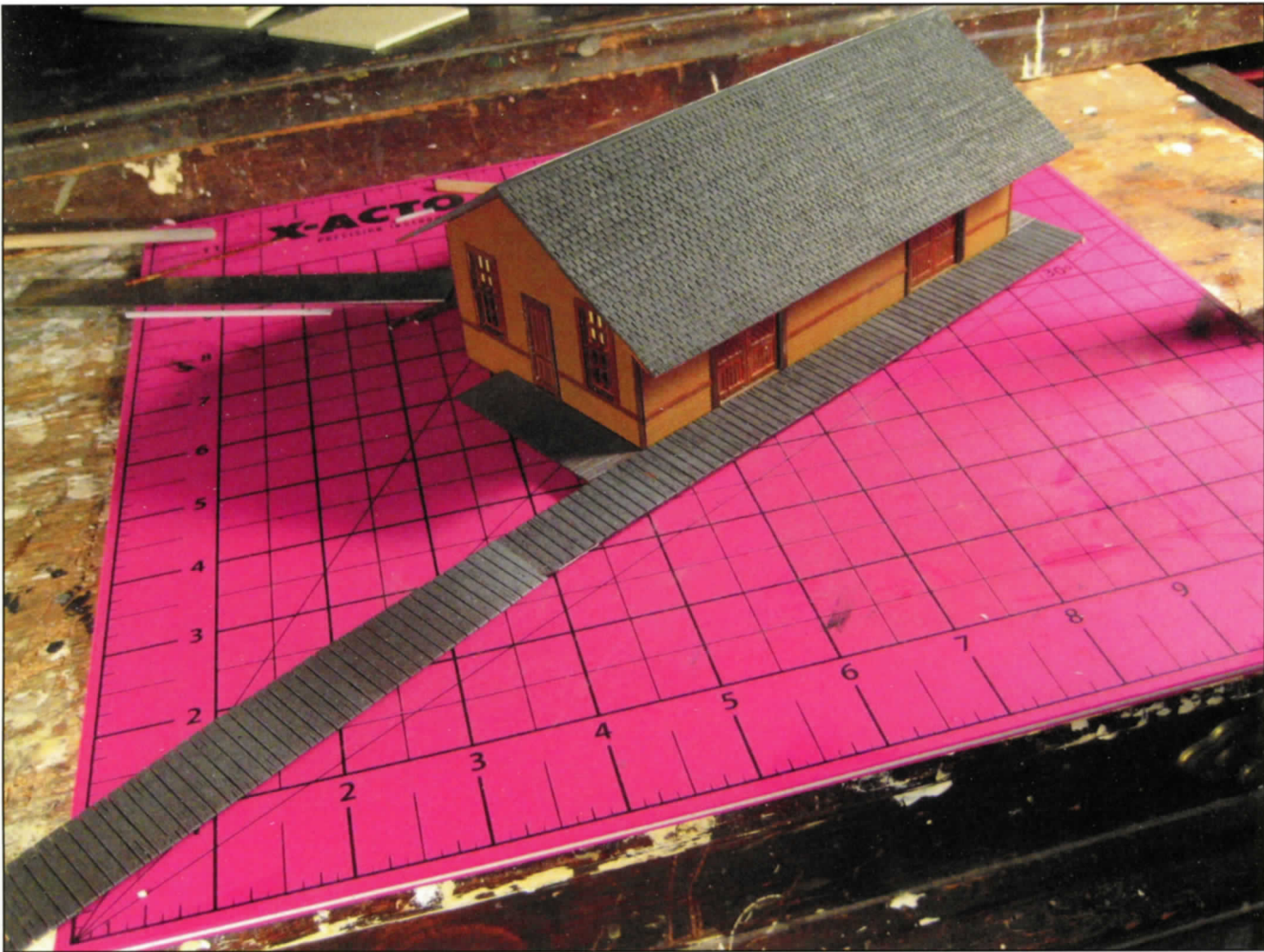
13. Piece together platforms made from Central Valley stockade fencing.



14. Install pre-painted cardboard floor on top of bottom horizontal balsa wall bracing. Cardboard with Campbell shingles applied can be substituted for pre-painted cast resin roof sections.



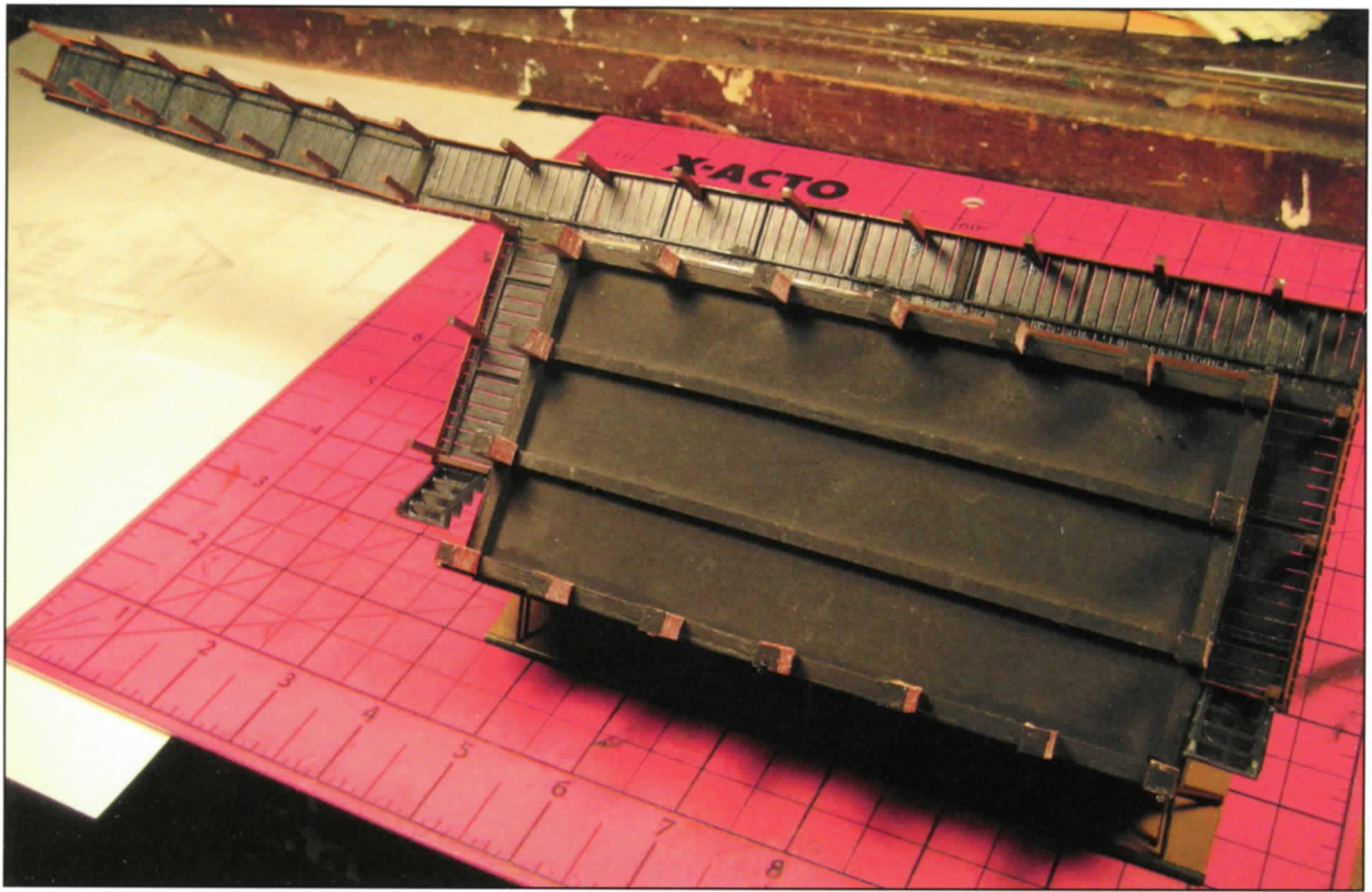
15. Glue on pre-painted roof and platforms.



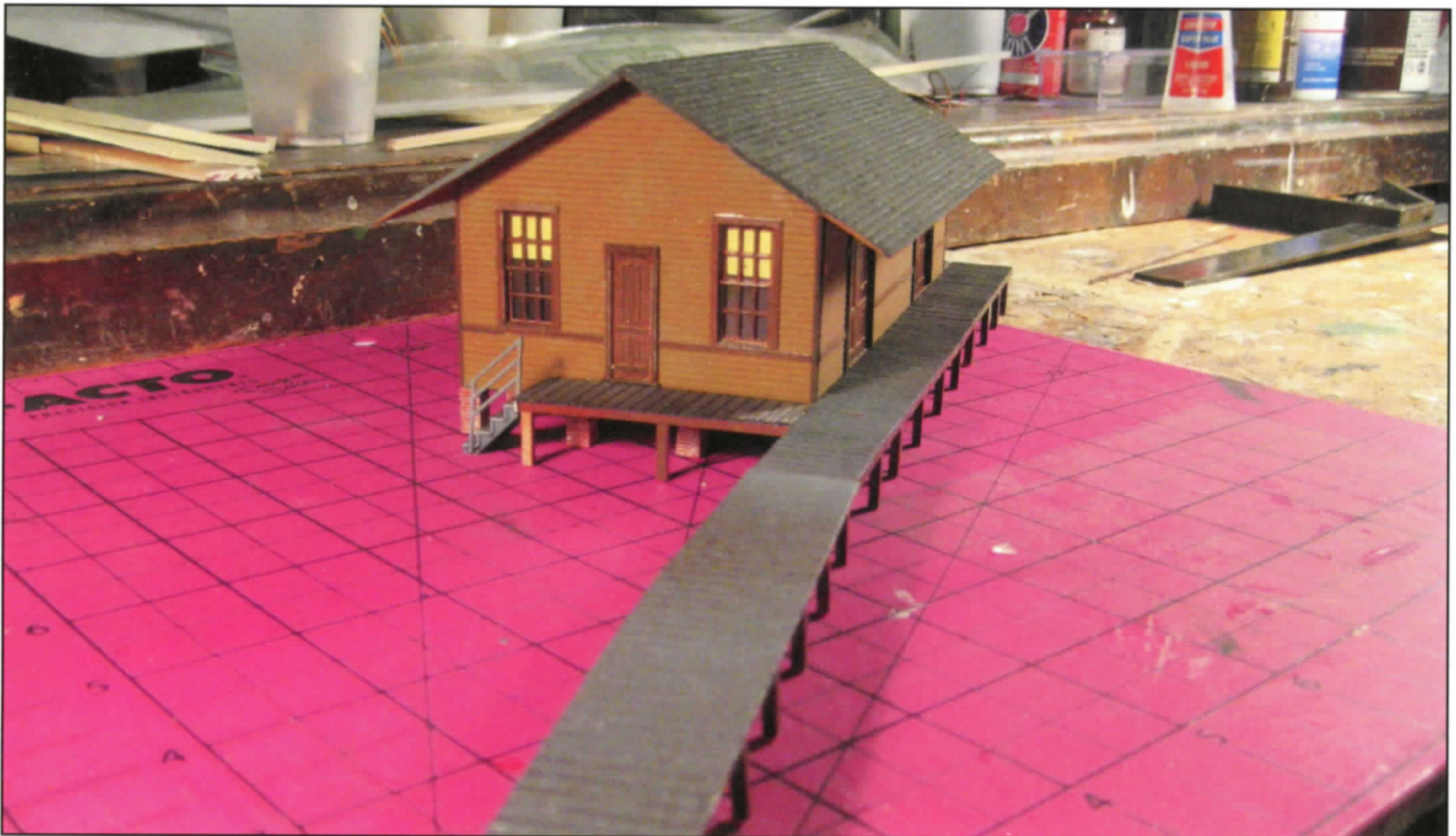
16. Glue on pre-painted cast resin brick pilasters and 0.80 square styrene posts.



17. Bottom view of pre-painted cast resin brick pilasters and 0.80 square styrene posts.



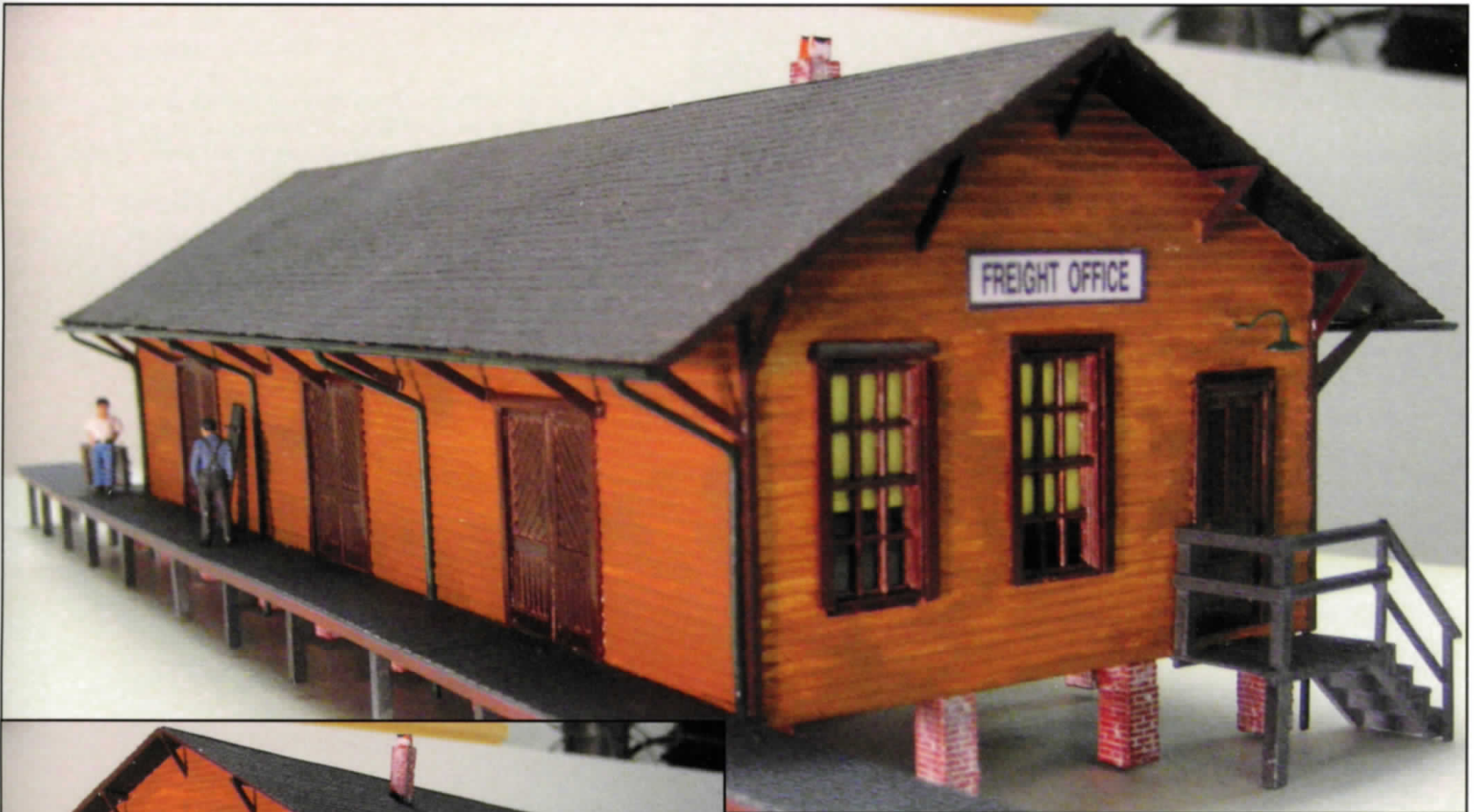
18. Glue on Central Valley stairs and railings on both ends.



19. Pre-painted 0.10 x 0.60 roof bracing, 0.60 half round gutters, 0.30 round leaders and vent, chimney and Tichy lamp reflectors installed, completing the model.



Below: Two views of John's model of the westbound Milford freight house. Note the same basic building design just longer.



MODELERS' GALLERY



Above: On display at the Amherst Model Railroad show this past January was this model of the Thomaston, Connecticut station from the Torrington Area Model Railroaders club.

Photo: C. O. Dunn

Left: While only about 75% of HO scale, this model of the Waterbury railroad station on the the Quaboag Valley Railroaders layout at the Amherst show is still impressive in size. Constructed of colored and printed station plans glued over a foam core structure, the model captures the look and feel of the original.

Photo: C. O. Dunn

Below: A closer view of the Stamford station model on the O scale layout of Stamford Model Railroad Club. The New Haven had very similar stations at South Norwalk, Berlin, Torrington, Norwich and Port Chester, NY.

Photo: C. O. Dunn



STATION PRESERVATION EFFORTS ON CAPE COD

West Barnstable Depot Restoration

The Cape Cod Chapter, National Railway Historical Society is in the process of restoring the historic West Barnstable train station on Cape Cod. The depot is of the classic New Haven stucco/brick and Spanish tile roof design that the railroad employed during the first two decades of the twentieth century throughout its system. Other examples on the New Haven's Cape lines included Buzzards Bay (still standing and in use by the Cape Cod Canal Region Chamber of Commerce) and Sagamore (no longer standing). Of the three, the West Barnstable station was the earliest, opening in the early summer of 1911. The depot replaced a smaller wooden depot which had become too small to handle the passenger traffic of the villages that used the depot, including Marston's Mills and other villages along Nantucket Sound that lacked direct rail service.

On October 14th, 2001, the Chapter signed a ten-year lease for the station with the Town of Barnstable, owner of the building. At the time, the depot was a dilapidated, board-up building, which had not seen any use for several years. The last passenger train to use the station had been the New Haven's *Neptune*, which made its last run back to Grand



Former New Haven Interlocking tower U-416, now the Buzzards Bay Tower Museum.

Photo: C. O. Dunn

Central Terminal on Sunday, September 13, 1964 – the last seasonal New York – Cape Cod run by the New Haven. From 1984 to 1988, the Cape Cod & Hyannis Railroad provided a popular seasonal Boston area (Braintree) – Hyannis service, and Amtrak's *Cape Codder* service offered New York City (Penn Station) – Hyannis service during the summer seasons of 1986 through 1996 (latter years was a connecting service via Providence). Both services

stopped at West Barnstable, but the depot building was not open to railroad passengers.

Following the winter of 2002, the Chapter started in earnest on restoration of the station. By the summer of 2002, the building had been cleaned up enough so that the Chapter could hold meetings in the building during warm weather months. In 2003, the station was opened to the public on Saturdays. That year, the Chapter, through finan-



West Barnstable Depot, now home to the Cape Cod Chapter, National Railway Historical Society.

Photo: Linda Z. Peganto, Cape Cod Chapter, NRHS



Gray Gables station, now located on the grounds of the Aptucxet Trading Post, owned by the Bourne Historical Society.

Photo: courtesy Tracy Levin

cial assistance from the town, the Cape Cod Cooperative Bank, NRHS New England Director William Wood and a \$1,700 Railway Heritage Preservation grant from the NRHS, hired a professional historic preservation consultant to complete an assessment of the building. Based on that analysis, restoration of the building's stucco exterior commenced, and in 2004 the building was repainted in what is believed to be the building's original 1911 colors, thanks to the generous donation of paint and discounted supplies by the Hyannis Sherwin-Williams store and labor by the Barnstable County Sheriff's Community Service Crew.

In following years, the depot has become a focal point for village activities, including the annual West Barnstable Village Festival, held in mid-August, and the fall *Cranberry Express* excursion to Buzzards Bay and return aboard the Cape Cod Central, a fund raiser for both the Chapter and the West Barnstable Village Association. Historic Cape Cod railroad exhibits fill the building, and the Chapter hosts tour groups each summer. The depot also now serves as a Saturday stop for the Cape Cod Central's excursion train to the Cape Cod Canal and return.

Based on the success of the Chapter's management and restoration work of the depot, the Town of Barnstable offered a 20-year lease extension to the Chapter, which was signed on June 1st, 2012. This new long-term lease will help the Chapter seek additional grants to continue restoration work on



Chatham Railroad Museum, Chatham, Massachusetts.

Photo: © Christopher Seufert Photography



In addition to the stations cited in Bill Reidy's article, we received an email from the Bourne Conservation Trust looking for information about the Cataumet station, which belongs to the Trust, asking specifically about the platform lighting fixtures and the materials used for the platform as they are working on restoration of both.

Photo: courtesy David Dimmick, Bourne Conservation Trust

the depot's interior. Next up is restoration of the depot's floor, which has been aided by a generous \$1,000 grant from the Amherst Railway Society. The Chapter also plans to install a new heating system so the building can be used year-round.

Information on the Cape Cod Chapter and the West Barnstable depot restoration can be found at www.capecodnrhs.org.

Buzzards Bay Tower Museum

In 2009, the Town of Bourne provided funding to Cape Rail, Inc. (parent company of Mass. Coastal Railroad and the Cape Cod Central Railroad) to aid in restoration of the state-owned Buzzards Bay interlocking tower U-416. Under agreement with the town, Cape Rail said it would open the first floor of the tower as a museum. While restoration work continues, the Cape Cod Chapter opened the first floor to the public during the Bourne Scallop Festival September 21st through 23rd under an agreement with Cape Rail.

Pending completion of the restoration work, the Chapter and Cape Rail hope to open the tower museum during special events in the village, including future Bourne Scallop Festivals and the planned Cape Cod Canal centennial celebration in 2014.

Gray Gables Station

The Cape is fortunate to have two addi-

tional railroad stations open as museums. In Bourne village, the Gray Gables station is on the grounds of the Aptuxet Trading Post, owned by the Bourne Historical Society. This station served the summer White House of U.S. President Grover Cleveland during the years 1893 – 1896 and included a telegraph direct to the White House in Washington, D.C. In 1976, the building was moved from the Monument Neck Road crossing area to the ATP grounds.

The BHS is looking to add to its railroad collection at the station. In particular, the group would like to set up a telegraph set display in the station and to possibly add a Keith Car Works-era rail car to its museum. The Keith Car Works was located in Sagamore near the Sagamore Bridge and built freight rail cars from the mid-1800s into the 1920s, including thousands for the New Haven, most notably six NE-2 cabooses.

Further information can be found at www.bournehistoricalociety.org/railroadstation.html.

Chatham Railroad Museum

The oldest railroad station museum on the Cape is the Chatham Railroad Museum. The handsome Victorian-era station was built in 1887, during the construction of the Chatham Railroad, and was opened by the Old Colony Railroad on November

21st with the opening of the branch. Chatham was the last Cape Cod town to receive rail service (with the exception of Mashpee, which never had a railroad) and was the first to lose service. In 1937, the Chatham branch was abandoned, and the Chatham depot stood unused for much of the next 20+ years, before Mr. and Mrs. Jacob Cox of Cleveland, Ohio and Chatham purchased the building in 1960 and donated it to the Town of Chatham.

At the suggestion of the Chatham Chamber of Commerce, a railroad museum was created in the building under the leadership of Mr. Frank Love, a retired New York Central Railroad executive. Mr. Love arranged the donations of many railroad items for exhibit in the station, including many related to the New York Central and some related to the Cape and specifically the Chatham branch. Today the museum is open summer Tuesdays – Saturdays 10 a.m. to 4 p.m.

More information about the Chatham Railroad Museum can be found at www.chathamrailroadmuseum.com.

*Bill Reidy - NHRHTA Webmaster & Editor,
Cape Rail Dispatch
February 25, 2013*



ANNOUNCING THE NHRHTA, INC. ALL COLOR NEW HAVEN RAILROAD 2014 CALENDAR

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Cover - DEY-3 #0935 (S-1) makes its way through Providence Union Station on track 4 on March 20, 1956. *W. T. Clynes Photo.*

January - Consecutively numbered DERS-4 (GP9) units # 1207 and #1208 lead train #77 through Newington Connecticut, on January 26, 1959. *J. W. Swanberg Photo.*

February - EDER-5 (FL9) and mate are seen arriving at Providence Union station with Train # 170 the "Colonial". *Thomas B. Chin Photo.*

March - A pair of open platform MU's, motor and trailer, are at New Rochelle yard with a Connecticut Valley Chapter NRHS fan trip on March 28, 1954. *T. J. McNamara Photo, NHRHTA, Inc. Collection.*

April - EP-3a #350 departs New Haven with train #171, the "Patriot" in 1960. *H. F. (Casey) Cavanaugh Photo.*

May - EDER-5 (FL9) units #2009 and #2025 lead Sunday morning #139 on the Berkshire line on May 16, 1959. *J. W. Swanberg Photo.*

June - DER-3a (PA-1) #0766 in green and gold, with a passenger train at Stonington, Connecticut. *NHRHTA, Inc. Collection.*

July - Three matched units from the "Roger Williams" are departing Back Bay station with a Boston - Providence local in the summer of 1961. *Thomas B. Chin Photo.*

August - A sparkling EP-5 #374 and matching stainless cars flash by the Cos Cob power plant. *T. J. McNamara, NHRHTA, Inc. Collection.*

September - EF-4 motors #307 and #300 climb the westbound approach of Hell Gate bridge in 1964. *H. F. (Casey) Cavanaugh Photo.*

October - DER-2a (FA-1) and mates head up another Maybrook freight. A boy on his bicycle watches from the overhead bridge. *NHRHTA, Inc. Collection.*

November - Train #15 the "Puritan", led by EDER-5a (FL9) #2056 and EDER-5 (FL9) #2004 approach Providence, Rhode Island in 1967. *Thomas B. Chin Photo.*

December - A Shore Line express led by DER-3a (PA-1) #0780 in green and gold and a companion unit in the McGinnis scheme are seen arriving at New Haven, Connecticut in December of 1958. *H. F. (Casey) Cavanaugh Photo.*

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