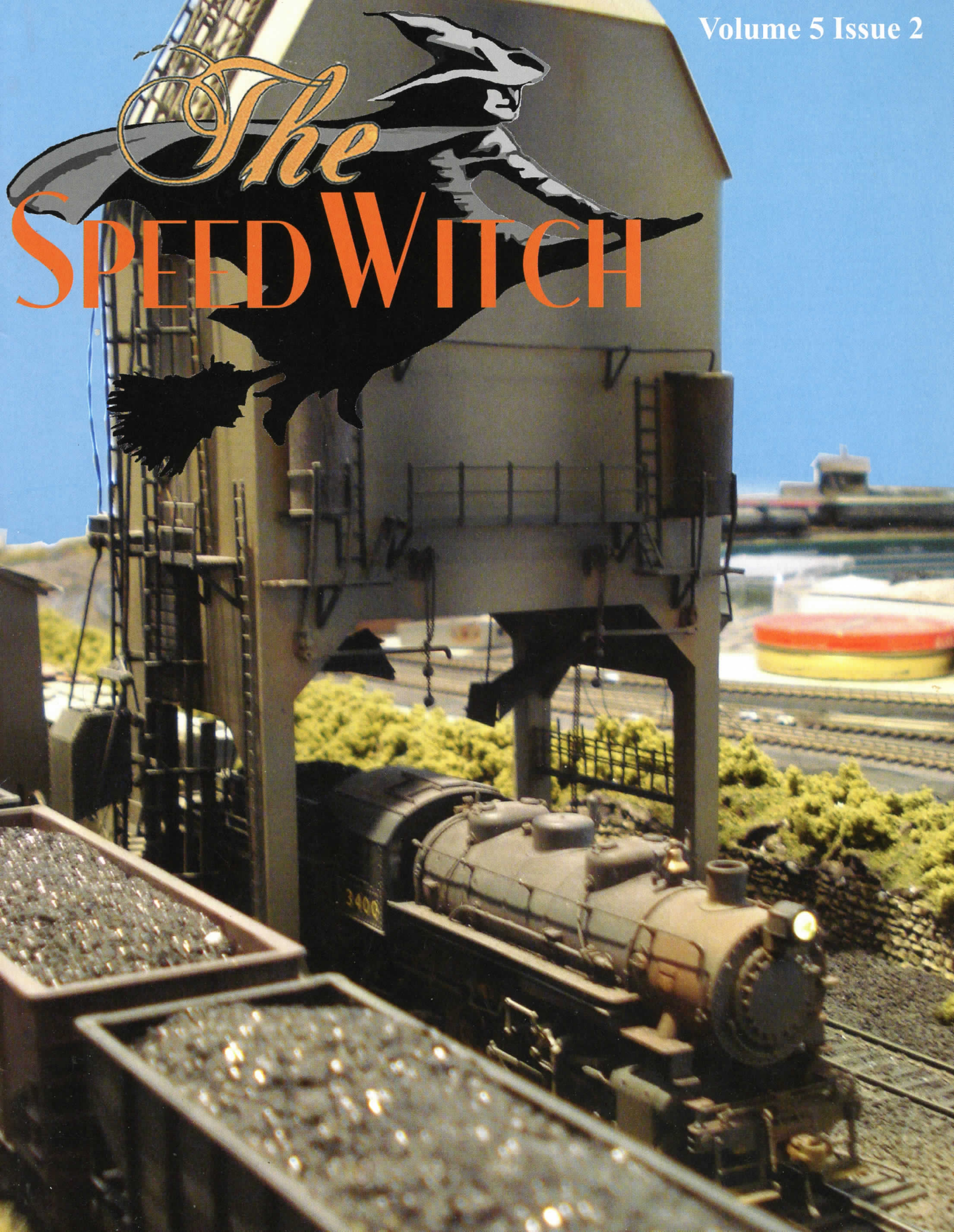


Volume 5 Issue 2



# The SPEEDWITCH





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 by David Bradley  
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Front Cover: Y-3 #3400 simmers as it takes on water, coal and sand at the Midway coaling tower on Ed Sauers' HO Scale New Haven Railroad. Photo by David Bradley.

Rear Cover: 2016 Reunion and Train Show at the Valley Railroad, October 22, 2016. Photo by Ben Perry.

SPEEDWITCH VOL. 5 ISSUE 1

In response to the article "Date Nails Used by the New Haven Railroad" by John Iacovino, I have quite a number of brass tie tags that I found during my time as track foreman at the Valley Railroad. These tags were found in three different areas including the Essex station area and the Hadlyme station area. They were affixed to the end of a tie by two 1 1/4 inch copper nails. These tags are in the following numbers: 2400s, 2500s, 2600s, 2700s, 4000s, 4100s, 4200s, 4300s, 4400s, 4500s, 4600s, 5000s, 5100s and 5200s. I also have a tag I found at the Moss American creosote plant in North Haven, and it is NH over 1327 over RR. This tag was found attached to a piece of

treated lumber, possibly bridge railing. I found a 1909 date nail in the North Haven freight house track that is a raised "9" and also a galvanized like the 43 I found nailed in the Essex freight house floor. Another thing I found along the Valley Line is telegraph pole date nails. When telegraph was no longer in use along the Valley, they cut the poles down and left them lying along the line. I found them in the fallen poles when we were cleaning up the line for mowing purposes, nailed in a foot or so above the ground. The nails I have are 27, 28, 29, 30, 31, 32 and 34; they are copper nails and 36 and 44 are steel nails. If I had found them earlier I might have found more but the poles were pretty badly deteriorated.

Max R. Miller.

An overview of the scratchbuilt Westerly Station on Ed Sauers' layout. Photo by David Bradley.



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

Cosette Dulmaine ..... TECHNICAL ASSOCIATE  
 PRODUCTION

Charles O. Dunn ..... EDITOR EMERITUS

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

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

Chris Adams..... PHOTO ARCHIVIST

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OFFICERS ~ NHRHTA, INC.

- William G. Dulmaine, Jr. ....PRESIDENT  
 PO Box 1125, Sterling, MA 01564  
 Tel: (978) 422-9746 Email: cosette\_ploof@comcast.net
- John Walther .....VICE PRESIDENT
- Marlin B. MacLaughlin.....CORPORATE SECRETARY
- Thomas Curtin .....TREASURER  
 160 Riverside Boulevard #16A New York, NY 10069-0710  
 Email: tecurtin1@verizon.net
- Richard Pedersen.....MEMBERSHIP CHAIRMAN

BOARD OF DIRECTORS

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CONTACTS

Membership Services / Shoreliner Inquiries.....Richard Pedersen  
 78 Cross Key Road, Bernville, PA 19506 ..... Tel: (610) 488-0159  
 E-Mail: nynn@msn.com

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

Article and Content Research ..... Charles O. Dunn  
 59 Holley Place, Torrington, CT 06790-4840  
 E-mail: NHTowerTalk@hotmail.com

Dealer Inquiries..... David Clinton  
 Shoreliner Distribution & Sales .....P. O. Box 289, Accord, MA 02018  
 E-Mail: daveclinton@verizon.net

Manufacturer's Inquiries, Technical Assistance..... Bill Dulmaine  
 P.O. Box 1125, Sterling, MA 01564 ..... Tel: (978) 422-9746  
 E-mail: cosette\_ploof@comcast.net



by John Sheridan



**8600 SERIES COACH UPDATE**

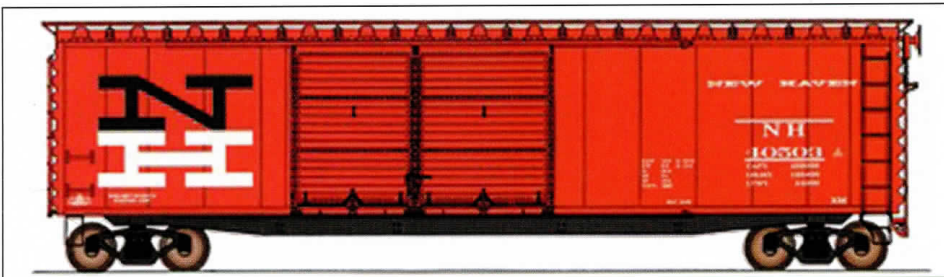
By the time you read this, it is more than likely that the New Haven 8600 series coaches will have arrived from Rapido and are on the way to you. The container carrying our precious cargo left on the week of July 25th. It takes about one month to make the voyage from the factory to dealers so we likely won't see cars until the end of August or the beginning of September. Not all the cars left the factory at the same time so don't be surprised if you don't get your cars at the same time as someone else. If you ordered multiple type of cars (green, McGinnis, unskirted) the order might be held until all of your cars arrive. Please be patient and we will update the membership on the NHRHTA Forum and the *SpeedWitch*. If you plan to pay by check, you will receive a notice for payment. Credit cards will be debited shortly.

The NHRHTA has an exclusive on the McGinnis painted cars with skirts. You will not find these at any of your local dealers. The NHRHTA will have a very limited amount of cars of all types for sale at our show tables. You may want to add to your fleet once you see these beautiful cars. Once we sell the cars we have in stock, we have no idea as to when or if there will be a rerun of these cars.

**Intermountain 50' New Haven Box Cars**

([www.intermountain-railway.com](http://www.intermountain-railway.com))

Intermountain railway is offering New Haven boxcars in HO scale. There are two 50' boxcars with all new numbers scheduled for release in winter 2016/2017.

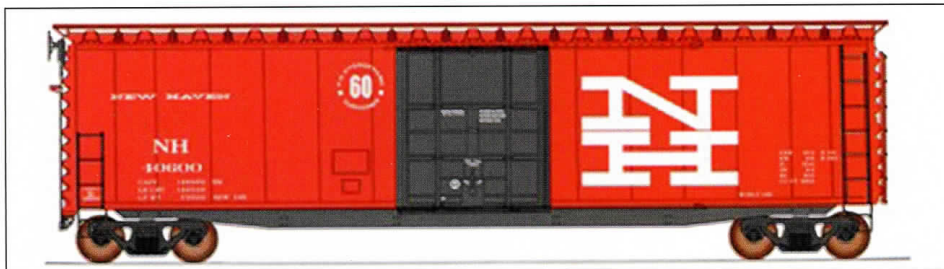


**PS-1 50' Double Door Boxcars (HO Scale)**

Stock Number / Car Number

45611-19 40501	45611-20 40503	45611-21 40506
45611-22 40508	45611-23 40513	45611-24 40514

**PS-1 50' Single Door Boxcars**



**New Cushion Underframes (HO Scale)**

Stock Number / Car number

45953-01 40600	45953-02 40601	45953-03 40602
45953-04 40603	45953-05 40604	45953-06 40605

**RAPIDO TRAINS**

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

**NEW HAVEN 8200 SERIES**

**10-WINDOW COACH**

**N-SCALE**

**NEW HAVEN – HUNTER GREEN**

**10-WINDOW COACH**

**PARTIAL SKIRTS – ~1947- ~1950**

CAR #	ITEM #	CAR #	ITEM #
8252	509001	8261	509005
8255	509002	8264	509006
8258	509003	No #	509007
8260	509004		

**NEW HAVEN PULLMAN GREEN**

**10-WINDOW COACH**

**PARTIAL SKIRTS – ~1950- ~1954**

CAR #	ITEM #	CAR #	ITEM #
8205	509008	8238	509012
8207	509009	8245	509013
8213	509010	No #	509014
8237	509011		

Rapido Trains is offering the 8200 series Osgood Bradley 10-window coach in N scale. This is the first time this car has ever been offered in N scale from any manufacturer. Now available.

**NEW HAVEN – #401 GREEN**

**10-WINDOW COACH**

**NO SKIRTS – ~1954 ~1955**

CAR #	ITEM #	CAR #	ITEM #
8201	509015	8236	509019
8208	509016	8242	509020
8210	509017	No #	509021
8214	509018		

**NEW HAVEN – MCGINNIS**

**10-WINDOW COACH**

**NO SKIRTS – ~1955- 1968**

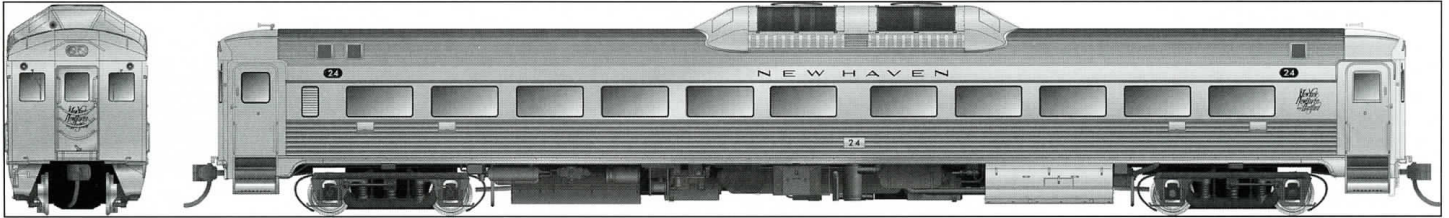
CAR #	ITEM #	CAR #	ITEM #
8209	509022	8250	509028
8216	509023	8253	509029
8224	509024	8263	509030
8232	509025	8268	509031
8240	509026	No #	509032
8248	509027		



# RAPIDO RDC-1 (HO SCALE) [www.rapidotrains.com](http://www.rapidotrains.com)

Rapido is offering RDC-1s in HO Scale. These RDCs are like nothing you have ever seen before with an incredible amount of detail, road-specific detail, & best of all - a complete interior. Unlike previous runs of RDC from other manufacturers who put the drive motor in the middle of the car body, Rapido has engineered their RDCs so the motor & drive system are located where they were in the originals - underneath the body.

## HO RDC-1 (Phase 1b) – New Haven (Script)



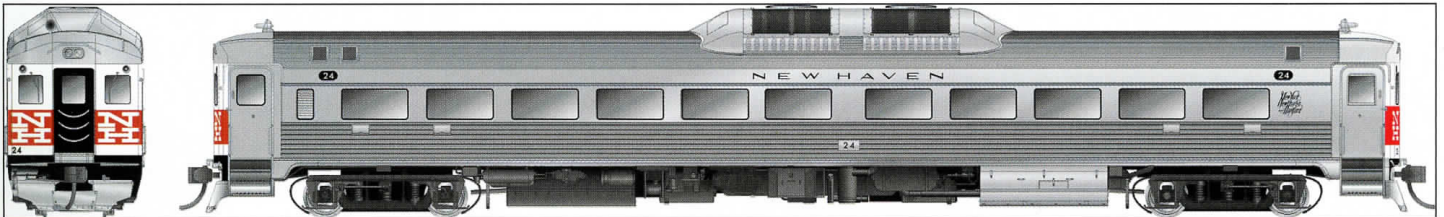
### HO RDC-1 (Phase 1b) – New Haven (Script)

### HO RDC-1 (Phase 1b) – New Haven (McGinnis)

ROAD #	DC ITEM #	DC/DCC/SOUND ITEM #
	\$225.00 MSRP	\$325.00 MSRP
21	16064	16564
23	16065	16565
26	16066	16566
29	1606	16567
No #	16068	16568

ROAD #	DC ITEM #	DC/DCC/SOUND ITEM #
	\$225.00 MSRP	\$325.00 MSRP
24	16069	16569
32	16070	16570
37	16071	16571
47	16072	16572
No #	16073	16573

## HO RDC-1 (Phase 1b) – New Haven (McGinnis)



## CENTRALIA CAR SHOPS

[WWW.INTERMOUNTAIN-RAILWAY.COM](http://WWW.INTERMOUNTAIN-RAILWAY.COM)

### NE-5 CABOOSES

Intermountain is re-running the Centralia Car Shops New Haven NE-5 Caboosees in HO scale. They are offering 3 schemes - The Trailiner scheme, as-delivered Red scheme with NEW HAVEN lettering, & the final NH block scheme (dip job).



### Stock Number / Car Number

CCS1203-01 C-591      CCS1203-02 C-592



### Stock Number / Car Number

CCS1204-04 C-538    CCS1204-05 C-575    CCS1204-06 C-627



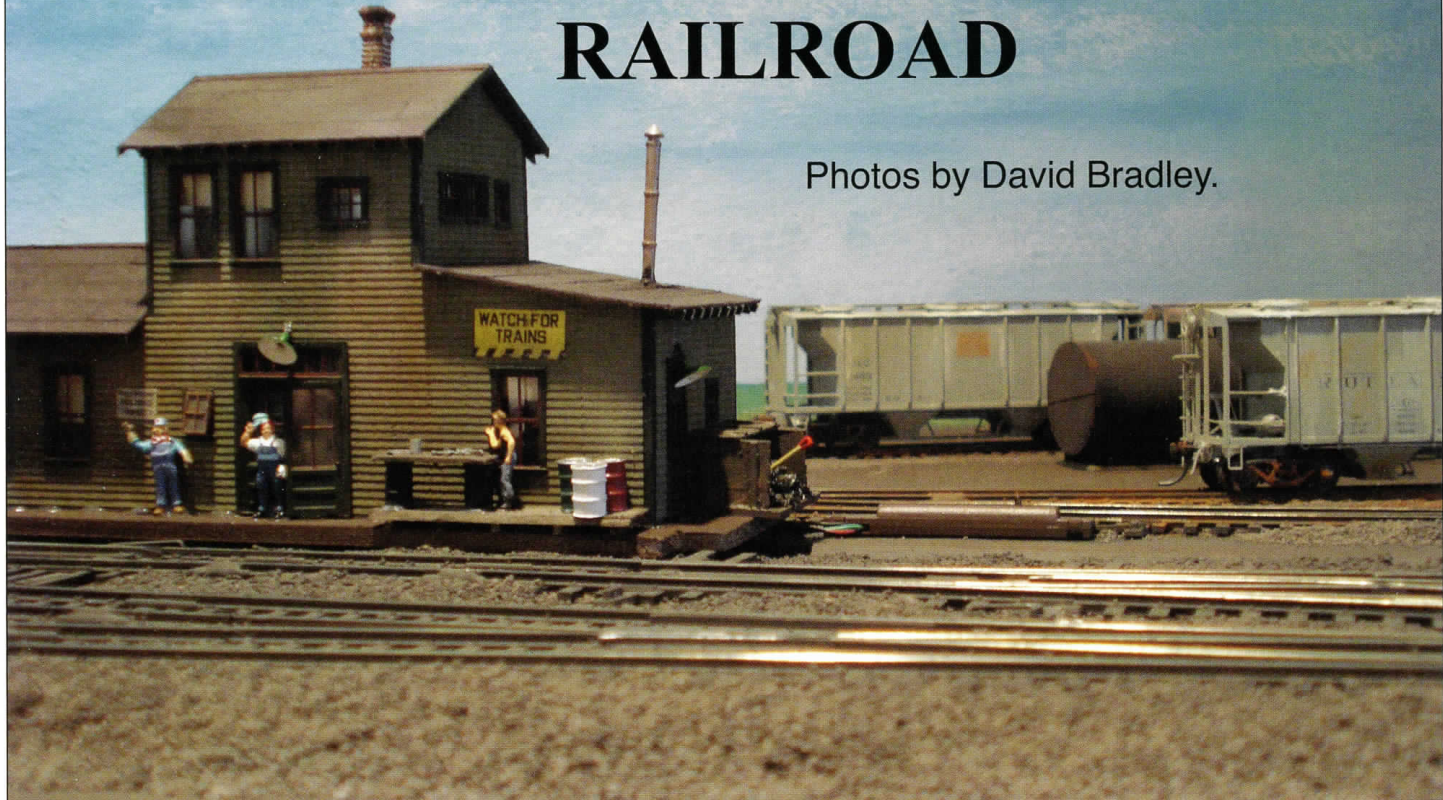
### Stock Number / Car Number

CCS1207-04 C-546 / CCS1207-05 C-552 / DDS1207-06 C-624



# ED SAUERS' NEW HAVEN RAILROAD

Photos by David Bradley.



by David Bradley

Growing up in New England and living in retirement hard by the former New Haven trackage (now the Amtrak Northeast Corridor) in Stonington, Connecticut, it's a given that my neighbor Ed Sauers and I would undertake a model railroad that recreates the NHRR Shore Line in our area. That's just what has been evolving over the last ten years or so above Ed's garage and next door to my house in Stonington.

Conceived in 2005 this layout is a microcosm of the New Haven in its heyday, the late '40s to mid-'50s, on the section of the track between East Lyme, Connecticut and Westerly, Rhode Island draws heavily from my childhood recollections of the railroad and the region as they were back then. Far from complete, but there is nevertheless a fair section in scenery to go with full operation of a double-track main line with some industrial sidings and one passenger station. Two more are under construction.

Ed and I have lots of experience with model railroading; Ed having gone around six times while I'm on, my 9th project (going back before

**Top:** A yard crew waves to a passing express at the Sonoco cement plant sidings in Groton. **Left:** A New London bound freight passes a Yellow Dog Extra just west of the Rocky Neck overpass in Niantic.





my first electric train set at age 5. Both of us are dyed-in-the-wool rail aficionados, I'm a life-long New Haven fan and Ed a relatively recent con-

vert from NYC/B&A (he lived in the Springfield, Massachusetts area before coming to Stonington and "getting religion"). We decided early

on to model the Shore Line in our immediate area and the results so far have been unique and original although much inspiration was gained from articles, video, personal interviews with master New Haven RR modeler Bill Aldrich and prior reminiscences of my late Uncle Jim Bradley.

Selective compression has been a necessity, considering that the layout is approximately 20 by 20 feet, with a center section and an around-the-room main line. New London and an (imaginary) engine terminal will occupy the center area. While most of the structures on the layout are laser kits built by Ed, my three station buildings are scratch built in 4/5 of full dimensions. It was seen right away that full-scale would dominate the available space to an unacceptable degree so all dimensions except height were multiplied by .8 to achieve a smaller footprint and a more compact structure. The results speak for themselves; the overall effect works nicely and the models just fit better.

Scenery is essentially complete from East Lyme to Midway and from Stonington to West-erly with finishing touches being applied to "Little Italy" on Oak Street in the latter town. Concurrently, Groton is under construction in-

**Above:** This overview shows Ed's scratchbuilt Westerly Station. **Below:** A tank train of empties is enroute to Cedar Hill from the Hess fuel depot in Groton.





cluding a large Sonoco Concrete Company module and a Hess fuel depot. Long-forgotten line-side installations from the '40s-'50s are Seidner food products and the Coca Cola bottling plant in Westerly. There is even my compressed model of my trackside Stonington property complete with my Uncle Jim's NH observation car *Fox Point* occupying its own rails on a bluff overlooking the main line and the saltwater cove.

A mural backdrop occupies part of one wall. The rest of the layout is surrounded by access walkway and different areas and communities are demarcated by scenic dividers. Buildings and track signals are illuminated, as is the lighthouse just off Rocky Neck Beach.

Rolling stock is passenger and freight. Kit-bashed and E&B Valley cars couple with new-release NH passenger equipment being added as it becomes available. Revenue and MOW equipment is also amply represented. Power has evolved from our DC New Haven prototype locomotives, many of them kitbashed (some of these are NHRHTA-award winning) plastic and early brass examples of NH steam and pre-McGinnis first-generation diesels. The layout is now NCE/DCC equipped and Ed has provided new, sound-equipped locos both out-of-the-box and retrofitted, among them brass and brass/hybrid steam plus new production and retrofit NH diesels. Although not prototypical, several classes of steam and first-generation diesels rub shoulders with New Image-era geeps and the new FL9s. Personally, I believe that these last should never operate at the same time as any steam power but artistic license usually wins the day and it's likely to see a symbol freight powered by a 3-unit lash-up of GP9s passing or meeting a peddler freight with a Y-class steam switcher or R-class 4-8-2 on the point. Ed's rationale is that, "They run and sound so good it's a shame not to use them." Likewise, FL9s may run in one direction with mixed revenue cars and "Black Knight" coaches while a pair of C-liners or a hybrid I-5 pulls heavyweight Pullmans and green-banded stainless cars the opposite way.

Future plans include Broadway and Roosevelt Avenue at Mystic Depot, complete with a drawbridge and marinas across the tracks, and downtown New London in the Union Station plaza area. The freelanced coach yard, commissary, ice plant and a roundhouse/engine service facility will occupy the remaining space in the center section of the layout. Along with two freight staging areas and three industrial siding complexes, this will provide considerable switching, light engine and through train moves.



**Top Right: Eastbound Geeps are passed by speeding FL9s on the Canal Street overpass in Westerly. Middle: The westbound *Gilt Edge* approaches West-erly Station. Right: A typical colonial-era farmhouse dominates an eastern Connecticut farm scene.**



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# 2016 REUNION

and

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