



HO-Scale Pullman-Bradley 8600-Series Coach by Rapido: A Review Page 3
 by Paul A. Cutler III

New Haven Stainless Parlor Cars in HO Scale Page 9
 by John Sheridan

Rapido's Fabulous New RDC-1: A Review Page 10
 by John Sheridan

Manufacturer's Update: New Decal Sets Page 14
 by John Kasey

Manufacturers Update: Bethlehem Car Works, Inc. Page 16

2016 NHRHTA Volunteer Appreciation Cookout Page 16

NHRHTA 54th Reunion and Train Show Page 19
 by Rick Abramson

Modelers' Gallery Page 21

Modeling Car 1000 Page 23
 by Dave Messer

Front Cover: The year is 1966, and EF-4s #301 and #304 are working for their third owner; VGN, N&W, NH. The train, NG-3 is westbound on Jenkins Curve in Bridgeport, Connecticut heading for the car floats at Bay Ridge, New York for transfer to the PRR at Greenville, NJ. The lead motor, #301 is fitted with a Faiveley pantograph which did not last long. Another motor, the #303 was outfitted the same way. *Photo by Richard A. Abramson.*

Rear Cover: Rapido Announces an upcoming HO EP-5 electric motor.

2017 55th Annual Reunion and Train Show

The Reunion will once again be held in the Valley Railroad's former Dickinson Building, now known as the River Valley Jct. building. This year's event will be held on September 9th.

The reason it took a while to find an open date for our Reunion / Train Show is that the Valley's bookings for the facility are running at least a year in advance, with a great number of events taking place there, including many wedding receptions. It should be emphasized that the Valley Railroad property is owned by the State of Connecticut and the Railroad is considered a State Park. Because of this we cannot charge admission to a state-owned building. We will ask for a suggested \$5.00 donation, however. Please take this into account when you attend, as the dealer fees for tables do not cover all expenses.

Rick Abramson, our Reunion Chairman, successfully orchestrated our highly successful 2016 Reunion last October. He is now actively putting together a program of workshops and events for our upcoming Reunion. I'm sure our Media Specialist, Paul Beck, will also have a spectacular slide and movie presentation for our guests.

As more information becomes available, we will provide additional details.

NEW HAVEN RR HISTORICAL & TECHNICAL ASSOCIATION

2017 REUNION and TRAIN SHOW

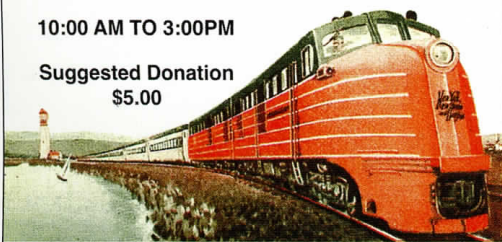
VALLEY RR, ESSEX, CONN.
THE RIVER VALLEY JUNCTION BLDG.

MODEL TRAINS / MEMORABILIA

MODEL RAILROAD WORKSHOPS
TRAINS - SLIDES AND FILMS

10:00 AM TO 3:00PM

Suggested Donation
\$5.00



SEPT. 9, 2017

Dinner Train

The 2016 Dinner Train was from all accounts a great success. The food and camaraderie were outstanding. If you did not take advantage of last year's Dinner Train, you may want to consider the Dinner Train this year. It is a delightful and unique experience.

The Valley Railroad has offered Association members the same special pricing we received last year which includes taxes and gratuities. Contact the Valley Railroad and make sure you identify yourself as an Association member.

For reservations contact Pam Amodio, 860-767-0103, ext. 217.

FARES FOR SEPTEMBER 9, 2017

- Dinner Train: \$75.00
- Train: \$14.00
- Train + Boat: \$22.00

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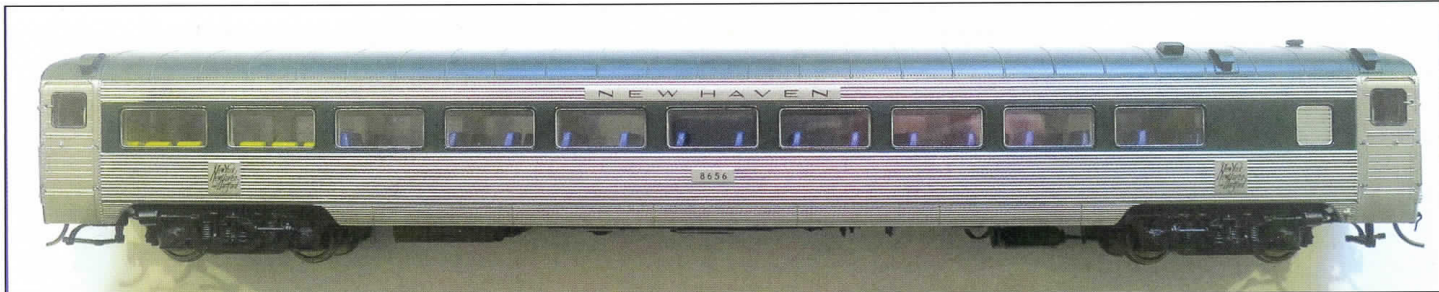
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HO Scale Pullman-Bradley 8600-Series Coach

by Rapido Trains, Inc.



Both photos by W. G. Dulmaine

A Review

by Paul A. Cutler III
www.rapidotrains.com
 MSRP: \$99.00

History

By late 1945 - after years of bankruptcy caused by the Great Depression in the 1930s - the New Haven Railroad had restocked its cash reserves after transporting incredible amounts of freight and people during the hectic days of World War II. The downside of the traffic surge was that the pre-war passenger equipment had been run hard during the war; it was time for new

passenger cars to keep the public riding the New Haven.

Historically, the NH had been in the habit of ordering regular batches of cars like the Osgood Bradley lightweight coaches, plus entire train sets for the cutting-edge *Merchants Limited* and the *Yankee Clipper*. The first class cars would trickle down to other named trains as newer train sets arrived. However, for the post-war era, the NH decided that just re-equipping one or two crack trains was not enough. In December 1945, the NH ordered enough new passenger cars to reequip almost every "name train" on the entire Shore Line Route.

Part of that order was 103 stainless steel-clad coaches, numbered 8600-8702. Built by Pullman in Worcester, Massachusetts, at the former Osgood Bradley plant, they were delivered

from October 1947 to May 1948. The design was based on the Osgood Bradley lightweights and featured round roof ends and curving sides. Trucks were of the GSC 41-BNO outside swing hanger design, a truck the NH helped create and test. The cars were made of Cor-Ten steel, a rust-resistant material. The stainless steel on these NH cars was merely interlocking sheet metal applied over the Cor-Ten steel using clips. The window bands on the coaches, however, were not stainless steel and thus needed to be painted.

Originally, the car window band, roof, and vestibule interior were painted Hunter Green (NH Serial #212) with black lettering on the letterboards, numberboards, and herald plates. Later, when President Patrick B. McGinnis took over in 1954, the cars were all quickly repainted during the Summer of '55 into the "McGinnis Scheme" with a red-orange window band, black roof, and black logo plates with orange "NH" logos. The McGinnis vestibule interiors were painted dark green (NH Serial #401). Very few pictures exist showing both green and orange cars on the same train, indicating how quickly the entire fleet was repainted. Then, as the NH's overall fortunes changed for the worse in the late 1950s, the skirting between the trucks was removed for easier access to the underbody equipment beginning in late 1958 into 1959.

The coaches had blue mohair plush reclining seats that rotated. They were installed in a 2-2 pattern. A glass-walled lounge section with "pigskin" colored seats and 6 ashtray stands was located at the opposite end from the lavatories. The cars were delivered with retracting steps that provided a clean, streamlined appearance when closed but later became a maintenance headache; when the skirts were removed the rotating steps were replaced with fixed ones. At the same time the corner stirrup steps were removed. Window

Packaging of Rapido's 8600 series coach. Photo by Paul A. Cutler III.





An FL9 pulls a pair of 8600-class coaches across the bridge over Hudson Falls at the South Shore Model Railway Club and Museum, Hingham, Massachusetts. Photo by Paul A. Cutler III.

shades were Hunter Green on the exterior to match the original window band color, while being gray on the inside.

The Model – Exterior

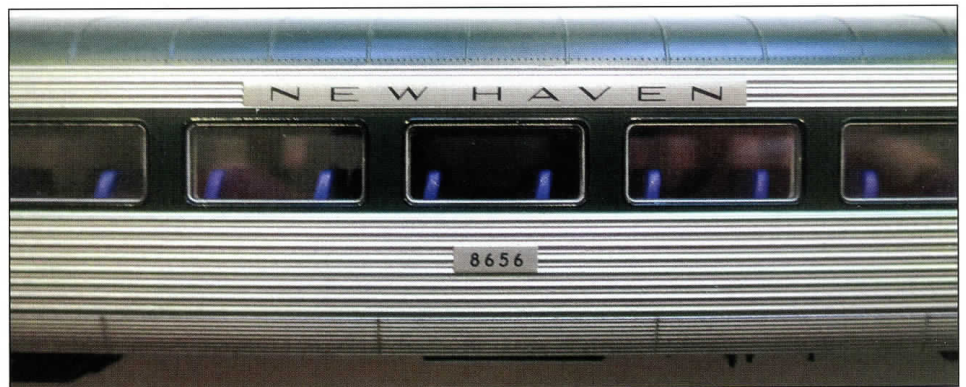
In the interests of full disclosure, the NHRHTA is financially supporting this model's production. This reviewer was involved in the design process on behalf of the NHRHTA.

The HO scale model comes in a well-done NH-themed box. On the box bottom there is a copy of a vintage ad for the 8600s from the New Haven RR. Inside the box, you'll find an ad for White River Productions, decals, and an instruction sheet that is always worth a read. The model itself is inside a ½ clear, ½ white "clamshell" plastic packaging that effectively protects the model (we've had no reports of shipping damage). This clamshell merely snaps apart and is much easier to open than on the older Osgood Bradley Rapido cars. The car is then enclosed in a plastic sleeve. I recommend carefully cutting the tape holding the plastic together instead of trying to force the car to slide free because something might break off. Please note: the back of the white plastic clam shell has a bag of stirrup steps or a pair of long-shank couplers taped to it depending on the body style; we'll get to those in a bit.

The model accurately matches all body dimensions as called out on the NYNH&HRR drawing found on page 112 in *The New Haven*

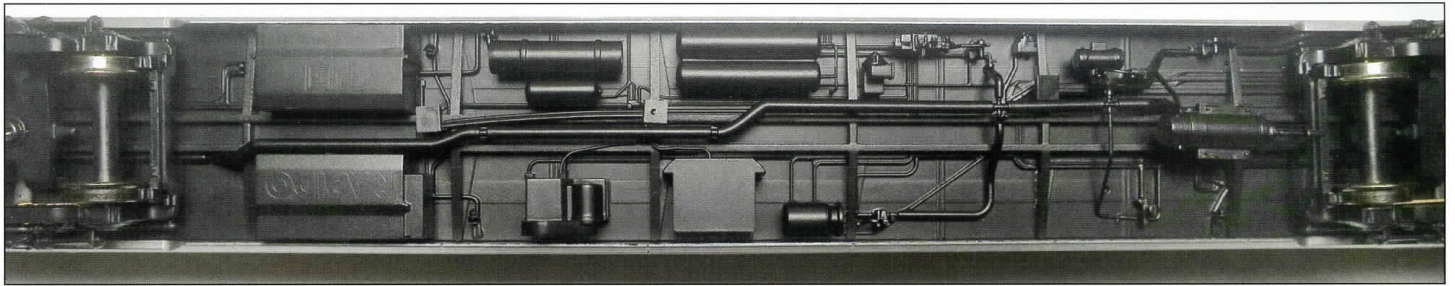
Railroad's Streamlined Passenger Fleet: 1934-1953, by Geoffrey H. Doughty, and has a full interior. The car comes with all-wheel pick-up track-powered constant lighting, illuminating nine LEDs in the ceiling that produce a nice even glow; no light or dark spots are noticeable. Due to the pick-up wipers, the cars are not as free-

rolling as one might want right out of the box. I recommend either a plastic compatible electrical contact lubricant like CRC 2-26 or Atlas Conductible in every journal. Some Labelle Light Oil will work in a pinch, but electrical contact may suffer over time if they get dirty. The trucks themselves are new tooling as Rapido's previous



Both photos by W. G. Dulmaine.





The amazingly detailed underbody on the Rapido 8600 series coach is prototype specific and not a one underbody fits-all as used on some manufacturers' models. Photo by W. G. Dulmaine.

41-BNOs were of a Canadian prototype and did not have electrical pick-up.

The couplers are Rapido's own Macdonald-Cartier type (Kadee-compatible), and each diaphragm is spring-loaded with an etched brass end gate. All external grabirons are present with the side ones and Dutch door handles made of metal. All wheels were in gauge on all the samples, and even after several laps around a large

layout, there have been no derailments on any of 10 different cars. The cars have been tested at full speed in forward or reverse. The car weight is 7 ounces, which conforms to NMRA RP20.1 for recommended car weight.

The underframe, painted black, is the usual Rapido maze of air, steam, and electrical lines; even the waste chutes are modeled. My personal favorites are the electrical cables to the generator

and the way they twist. That is hard to produce in injected molding, but the look is well worth the effort. Also, check out the folded steps tucked up under the vestibules on the skirted versions.

All NH markings are correct in size, location and color. It may come as a surprise to some, but the "New Haven" letterboard and the numberboard are not centered on the model and that's 100% correct. The real boards were centered on the 6th window from the lounge end of the car, and this model accurately depicts this seeming oddity.

The roof detail is crisp, with each angled roof vent having detailed openings.

On the sides, the fluting is the proper Pullman-Standard design with the "big-small-big-small"-type pattern. Note the edges of the Pullman fluting: each is capped with a piece of formed stainless steel to seal the ends of the fluting, and the model replicates this exactly.

All windows are properly recessed and have an external black "rubber gasket". The car side windows also have an inner "aluminum gasket", matching the prototype. The bathroom windows are correctly frosted as done by Pullman in an alternating horizontal stripe pattern.

The Model – Interior

To access the interior of the car, one does not remove the roof, as on the Osgood Bradley coaches. Instead, one unscrews and slides out the coupler boxes and drops the floor out by slightly spreading the sides. There are two body clips approximately 1/3rd the length of the car from each end. To facilitate the floor removal, it is recommended that one uses a screwdriver to push the floor down by inserting it into the end door above the end gate at a steep angle.

Once inside, you see a constant brightness printed circuit board with 9 LEDs suspended over the seats by the end bulkheads. There are a pair of pick-up wires from each truck soldered to the board. The bulkhead interiors and all visible internal walls are painted an industrial cream color, typical for Pullman cars of this era.

At one end, there are a mens and a ladies room (with attached powder room). These rooms are equipped with fixtures including the seat and table in the powder room. The other room is the electrical locker. Down the length of the car are accurately molded blue seats in a 2-2 pattern on a neutral gray floor all the way to



Photos by W. G. Dulmaine.





Bringing up the markers, #8623 rolls to a stop at the Highland Oaks station, South Shore Model Railroad Club. Photo by Paul A. Cutler III.

the glass divider separating the lounge/smoking section. This Art Deco glass divider is striped according to the prototype. Inside the lounge are 14 seats facing the aisle, plus 6 ashtray stands in silver. All the seats in the car have see-through arm rests, which really adds to their appearance when looking in the windows. Also of note inside the car are the circular mirrors located on each bulkhead wall which are not just paint but are, indeed, mirrors.

Inside the vestibules, the bulkhead exterior walls are either #212 Hunter prior to being painted in the McGinnis scheme and #401 after repainting. The door's external push bar is silver.

When putting the shell back on the chassis, remember that the round roof vent is located over the bathrooms. The shell will simply snap back on the chassis, provided one spreads the sides a bit. I found the truck cut outs very handy for doing this on the skirted version. Reinsert the coupler boxes, screw them back on, and the body is attached.

Finishing the Model

The skirted models come with a package of eight of the aforementioned brass stirrup steps,

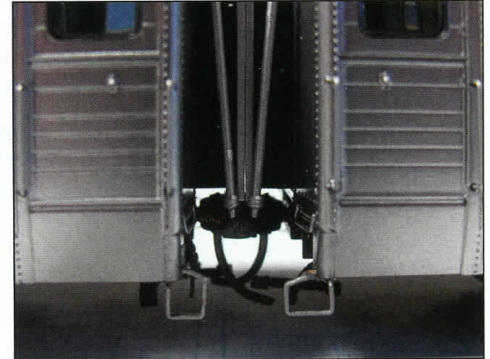
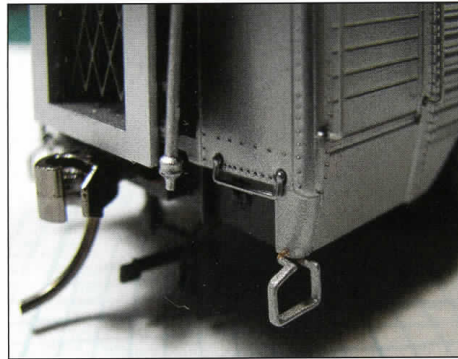
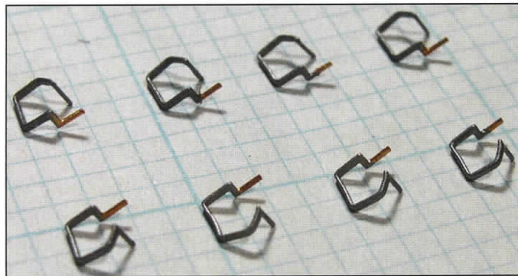
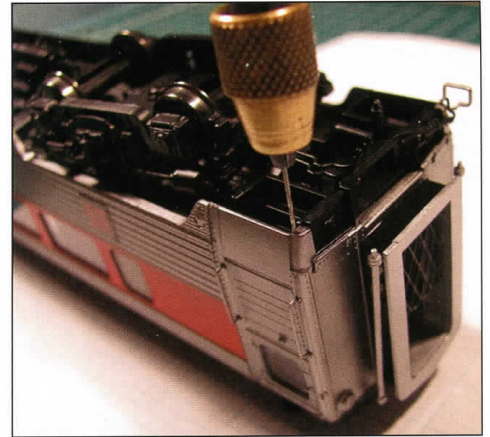
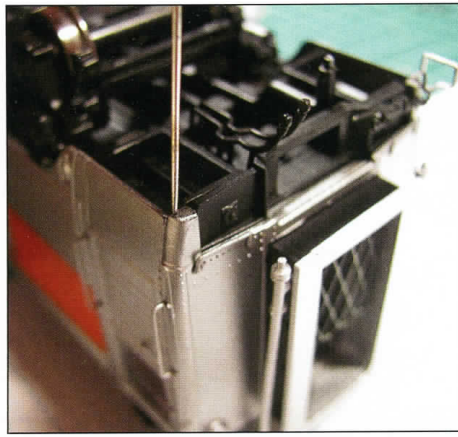
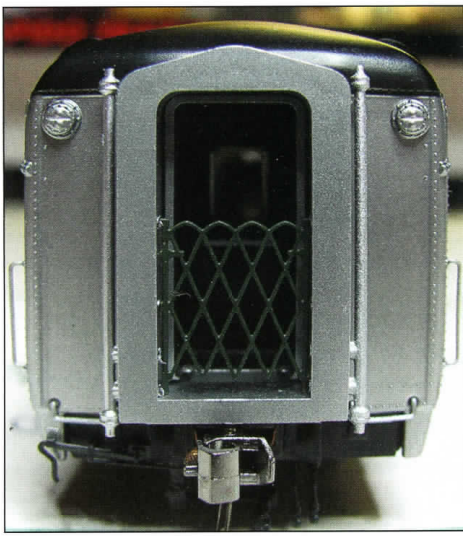
4 lefts and 4 rights, with one silver end and one brass end. You only need half of stirrups, but it's handy to have extras just in case. The unskirted models do not come with any stirrup steps because they were removed with the skirting. Rapido also includes long-shank Macdonald-Cartier couplers for those with tighter radius

curves. Installing the stirrups should only be attempted by modelers who have steady hands, experience with mini-drills, and gap-filling CA "superglue" (See the top of page 7 for instructions for adding the stirrups).

If one examines the bottom of the car, there is a distinct post molded into each corner. This

Roof detail showing a vent on the Rapido 8600 series coach. Photo by Paul A. Cutler III.





Top Left: End view of coach. **Top Middle:** Using a common pin, make an indent. **Top Right:** Using a #77 drill bit in a pin vise drill down 3/32". **Above:** This photo shows the reshaped stirrups to be installed. **Second Row Middle:** Detail of installed stirrup. **Second Row Far Right:** This photo shows two of the 8600 series models with close coupling and stirrups installed. **Note:** The factory-shaped stirrup is on the right while the left one has been bent shorter as described in the text. *Photos by Paul A. Cutler III.*

is where the hole for the stirrup should be drilled rather than into the side of the model as in the Rapido instructions. The stirrup step should be out of the way when the prototype's rotating vestibule step swivels down.

To start the hole, use a sharp common pin to make a divot into the bottom of the corner post. This indent will help keep the drill from wandering. Try to cheat it a bit towards the vestibule step and towards the outside of the car to more accurately locate the stirrup. Simply press the pin into the plastic with enough force to leave a divot, but do not press too hard or the pin might slip off and damage the paint (or the modeler!). Use a #77 drill bit in a pin vise and drill through the divot down into the corner post approx. 3/32" deep.

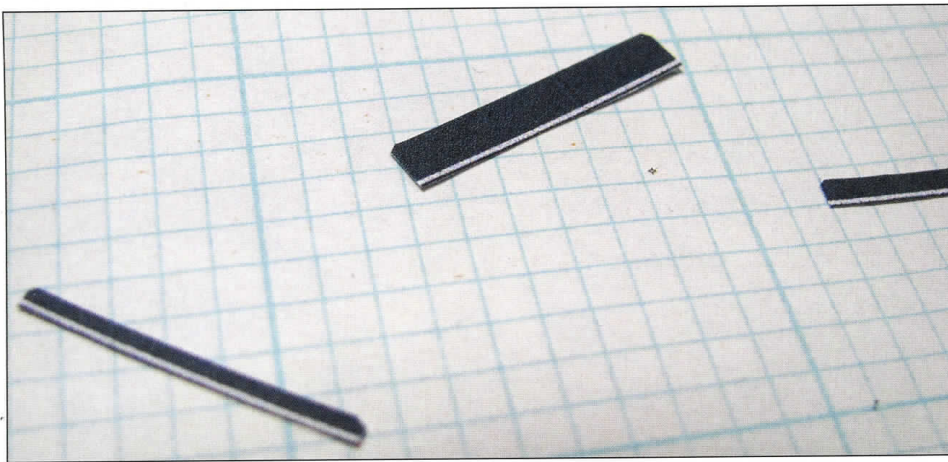
At this point, one has a choice. I first attempted to use the brass stirrup steps "as is". This resulted in the silver bent end of the stirrup being well off the car end. I bent the silver post

end of the stirrup 90 degrees towards the car and drilled another #77 hole into the end of the car. After a dab of CA glue on both ends, I attached the stirrup. The end result is a strong mounting with two holes. However, the end result did not look 100% right to me. The stirrup step appears to be too long at approx. 14" compared to the prototype photo included with the car instructions.

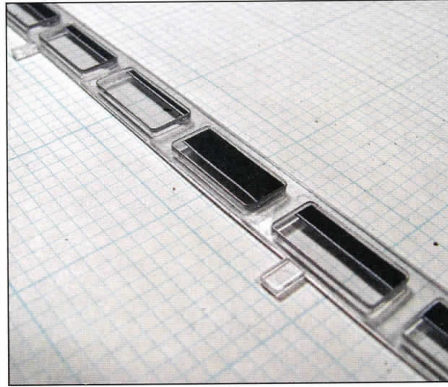
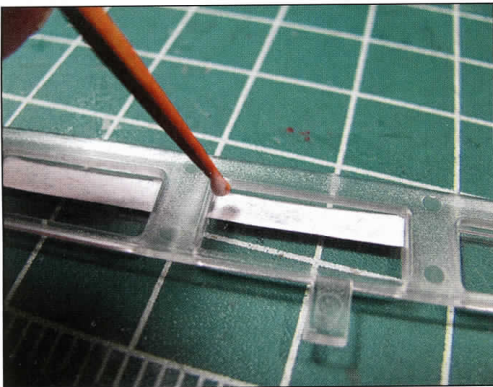
On my next car, I decided that I would shorten the bottom step of the brass stirrup by about 6". To do so, I used a flat pair of pliers to flatten the corner furthest from the car and straighten out the stirrup's bottom step. Then using the same pliers, I bent the step back up, but this time so that the bottom step was around 10

A short westbound passenger train rounds the curve passing a dairy farm at the SSMRC. Photo by Paul A. Cutler III.





Above: Step 1 cutting the window shades out and varying the shade height. Below: Installing shades using white glue sparingly. Bottom Two Photos: Details of installed shades on the 8600 series passenger coach. Photos by Paul A. Cutler III.



scale HO inches long. It can be bent once, but not twice, so make sure to get it right. By shortening the step, it means that the silver end of the stirrup now lays along the end of the car as it should. I do not recommend gluing the silver end of the stirrup as it would mar the paint. Simply dab on the gap-filling CA on the brass end of the stirrup, insert it into the hole in the corner post, then quickly rotate it around so that the silver end lines up alongside the end of the car, perpendicular with the car end. Watch for the cut lever on the car's right side, and make sure the silver end of the stirrup slides under it.

To me, this is the most realistic way to represent the stirrups as they were on the actual 8600 cars.

Another finishing touch is to install the optional window shades. Rapido has created a PDF computer file that represents the Hunter Green window shades the 8600s all had (<http://rapidotrains.com/content/manuals/nh-8600s-shades.pdf>). One can simply print it out, then cut each one out to random heights for a more realistic appearance. When printing the shades, make sure that it prints out full size in "landscape" view. This may require one to download the PDF and open it directly rather than printing it through your browser. When cutting them out, be very precise to cut them on the edge of the color line. They are a very exact fit inside the window glass interior and you want the shade to lay completely flat on the glass. They also need to be nipped at the upper corners to more closely conform to the rounded window corners. Secure the window shades with a white glue such as Microscale's "Micro Kristal Klear" applied very sparingly with a toothpick to the rear of the shade and the inside of the glass edges.

Lastly, to improve the looks of the cars while coupled, I replaced the Rapido Macdonald-Cartier couplers with Kadee #143 short center shank couplers. I chose the whisker type, but the old style works, too. Using short shank Kadees brings the cars a bit closer together, to the point where the diaphragms are just barely touching when the slack runs all the way in. When under tension, the gap between them is just about a real 1/8". To make them fit closer would require some surgery on the underframe and a new screw location, but it is possible. However, that's only recommended for those with larger radius curves.

Conclusion

In this reviewer's opinion, this is not only the best NH stainless steel car model ever made, it is one of the finest plastic passenger car models made, period. We NH fans are fortunate that Rapido Trains and the NHRHTA Board of Directors stepped up to the plate to create this car, because they knocked it out of the ball park. With the upcoming Rapido Parlor, Parlor-Lounge, and EP-5 projects, it's a great time to be a NH passenger train modeler.



**300-324 SERIES PARLOR
MCGINNIS W/SKIRTS
RED-ORANGE WINDOW BAND (1955-1959)
NHRHTA Exclusive HO Model!**

**400-404 SERIES PARLOR LOUNGE
MCGINNIS W/SKIRTS
RED-ORANGE WINDOW BAND (1955-1959)
NHRHTA Exclusive HO Model!**

MANSFIELD	MYSTIC
HARTFORD	GROTON
WOONSOCKET	LYME
STONINGTON	UNNAMED*
PAWTUCKET	*Decals included

NEW BRITAIN	NEW BEDFORD
NEW MILFORD	UNNAMED*

*Decals with additional names included.
Any name can be applied to un-named cars.

New Haven Stainless Parlor Cars in HO Scale

by John Sheridan

With the tremendous success of the New Haven 8600 series coaches, the NHRHTA has once again teamed up with Rapido Trains (www.rapidotrains.com) to bring you the next car in the series: The 300 & 400 series streamlined parlor cars.

The cars were introduced by the New Haven in 1948 to modernize its first class service on the premier trains that operated between Boston & New York. The New Haven purchased 30 cars of 3 types:

- Cars 300-311, 36-seat parlor cars.
- Cars 312-324, 52-seat parlor cars.
- Cars 400-404, 26-seat parlor 14-seat lounge.

In 1950, the 52-seat parlor cars were reduced to 36 seats due to customer complaints. The 400-404 series parlor / lounges changed their names from River Series to New Series due to a naming conflict with the New York Central Railroad cars of a similar named series.

Rapido and the NHRHTA will be offering these cars just as we did with the coaches – Hunter Green window band with skirts, McGinnis Red-Orange with skirts (our exclusive model) and Red-Orange unskirted. All of the standard parlor cars (300-324) will have 36 seats.

For those who just have to have the 52-seat cars. 16 extra seats will be included in a parts bag for you to add them yourself. The parlor-lounge cars will have the 26 parlor seats and 14 lounge seats.

For those of you who want a car name that is not listed here, all of the unnamed cars will include a decal sheet with all of the car names and car numbers, along with a parts bag containing the following items:

- All 4 sizes of name boards
- 16 parlor seats
- 14 lounge seats
- Lounge partitions

This will allow you to create any car with any name in either the 300-324 series parlors or



**300-324 SERIES PARLOR AS-DELIVERED
GREEN ROOF & WINDOW BAND (1947-1955)**

BROCKTON	HOLYOKE
ATTLEBORO	NEWPORT
GUILFORD	UNNAMED*
WESTERLY	*Decals included



**400-404 SERIES PARLOR LOUNGE AS-DELIVERED
GREEN ROOF & WINDOW BAND (1947-1955)**

CONNECTICUT RIVER	BLACKSTONE RIVER
THAMES RIVER	HUDSON RIVER
HOUSATONIC RIVER	UNNAMED Decals included



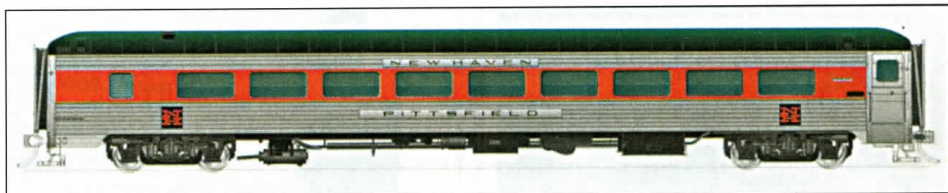
**300-324 SERIES PARLOR UNSKIRTED
WITH RED-ORANGE WINDOW BAND (1959-68)**

PITTSFIELD	PROVIDENCE
BRIDGEPORT	DANBURY
STAMFORD	MERIDEN

the 400-404 series parlor/lounges if you wish. So with a little effort you will get the car name you want.

The success (or failure) of this project will determine whether we move forward with the next car in the stainless fleet. **We need to order 1200 cars to make this project a success and to make the next car possible.** What is the next car you ask? Well, it may be a dining car, or grill car. So please get your order in ASAP!

**RESERVE NOW
DEADLINE FOR ORDERS
MAY 15, 2017**



**400-404 SERIES PARLOR LOUNGE UNSKIRTED MCGINNIS
WITH RED-ORANGE WINDOW BAND (1959-68)**

NEW ROCHELLE	UNNAMED
NEW HAVEN	



Rapido's Fabulous New RDC-1

A Review by John Sheridan

THE MODEL Exterior

The exterior of the model has a metallic stainless steel finish. It is not too shiny but more of a satin sheen that Rapido uses for all its metal finishes. It matches very well with the exteriors found on prototype RDCs and other stainless steel cars.

The lettering is the standard New Haven 5.5 font applied in all the proper locations. Script heralds are provided where needed on the sides and ends for the as-delivered units. There are no end-numbers on the as-delivered units (they were added later). However, Rapido is thoughtful enough to provide a decal sheet with the correct sized numbers should you wish to add the end numbers.

I have put "Fight Cancer" logos on the end



of my as-delivered RDCs. The decal sheet includes the "Fight Cancer" logos.

The as-delivered units come with the underframe painted dark blue and stainless steel engine covers as per the prototype.

The as-delivered units come with a single chime airhorn mounted on each end of the carbody. The New Haven replaced these airhorns with Hancock air whistles sometime around 1953-1954. Rapido has provided 2 Hancock air whistles in the parts bag which is included with every model should you wish to replace the airhorns with air whistles.

The McGinnis scheme units come with the underframes painted black. The end panels are painted white with the end doors painted black. Red panels are painted horizontally across the white end panels with white block NH logos applied in the red stripes. The end car number are black. The McGinnis units come with the Hancock Air Whistles applied along with the end numbers. However, you still get the decals and parts bag with every model should you need them at some point.

All of the vents, intakes, and exhausts on the exterior are beautifully rendered on this model. Everything is where it's supposed to be from the sand hatches to the grabs, ladders, coupler levers, door handles / latches, etc. If it was on an RDC it is on this model. The fluting is beautifully represented and matches the types used by Budd on their passenger cars and RDCs.

The model has twin-sealed headlights as on the prototype. The side number boards are illuminated.

Let's take a look at the underframe. Although a great amount of detail is there, and accurate, you never really see it; however, Jason Shron, owner of Rapido Trains, has a motto: "If it is on the prototype – it will be on our model!" Taking a look at the underframe, all of the boxes, tanks and piping are there where practical. Some of the minor details are molded into the underframe in order to keep costs within reason, but the vast majority is right where it is supposed to be. Few other manufacturer do this on their models. It shows the amount of care Rapido puts into research, design, and manufacturing of their models.

Interior

The interior is where things get really interesting. Until now all HO scale models of the RDC have one huge design flaw – due to the drive mechanism, manufacturers tended to place the motor in the middle of the car and run long drive shafts to gear towers on each truck. This made installing a detailed interior impossible.

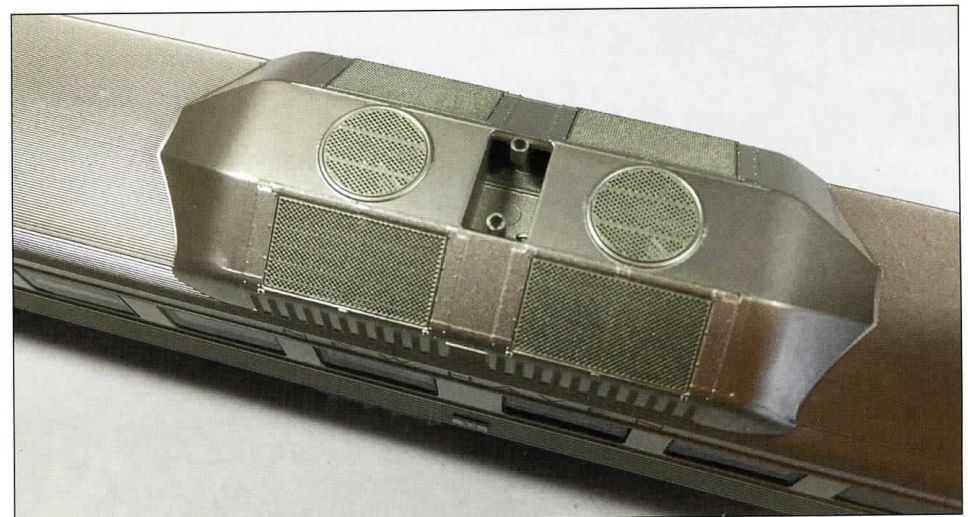
Rapido solved this problem by using 2 motors instead of 1, placing them exactly where the Budd Company placed the 1:1 scale versions – in the engine compartments located in the underframe. They raised the floor slightly to accommodate the drive shafts to the trucks. If you look carefully, you can see the humps for the motors between the seats. Since the hump is lower than



Above: The script herald logo seen on the delivery version of New Haven's RDCs was retained after the units received the flashy McGinnis paint scheme on each end of the vehicle. **Below:** Detailed view showing the roof blister of Rapido's RDC.

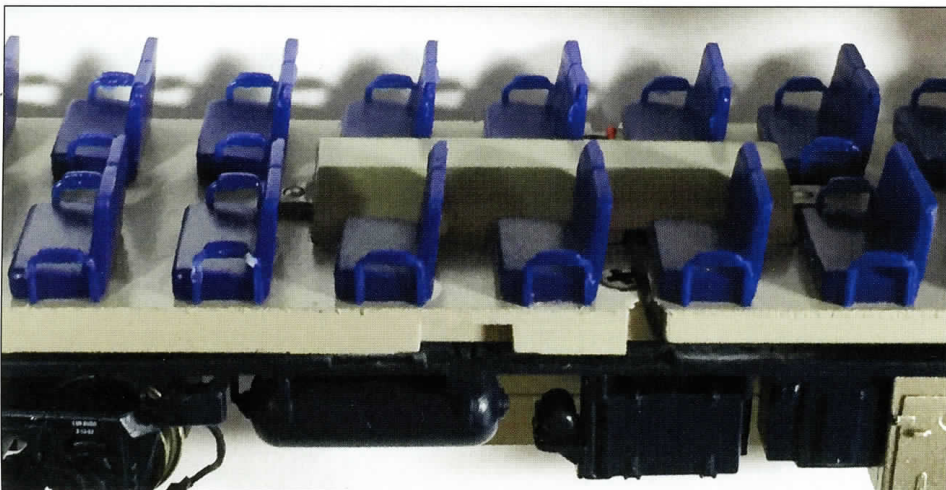


Below: The rectangular opening centered on the top of the blister is indeed correct. This recess was indeed left open on most RDCs produced. Some railroads may have covered this area with a grate, as most model manufacturers have in the past.





Above: This photo shows the interior arrangement of electronics and seating in the new Budd car by Rapido. **Below:** The floor is raised slightly to accommodate the drive shafts to the trucks. This is not visible from the outside of the car.



the seats, it blends into the aisle between the seats so when you look inside the model from the outside, you do not even notice it. Raising the floor also allows for weight to be added under the floor without seeing it. Rapido has chosen to light the interior from end to end – just

as the prototype. For those of you who purchased the NHRHTA/Rapido 8600 series passenger cars, you will be familiar with this kind of lighting package as it makes the entire interior visible from the outside of the car.

The interior colors are grey floors and side

walls. The partitions are painted red as on the New Haven's RDCs, and the seats are dark blue. The prototype RDCs had 2 restrooms – one on each end. Rapido has been thoughtful enough to include 2 restrooms complete with hopper and sink. Can you see them from the outside? No; but they are there. The lighting circuit / DCC decoder board are at the top of the interior. This board runs the length of the model and includes the lighting package for all the interior and exterior lights, DCC circuitry, and a 21 Pin ESU Locksound select decoder. The speaker is mounted on the roof and all the truck wiring is fed through the exhaust ductwork in the middle of the car. Although the interior is lit, you will not see any exposed wiring on the inside of the model.

The vestibules have the interior doors / bulkheads installed. The bulkhead also supports the circuit board for the headlights which is part of the outside bulkhead and is colored black to hide it. The vestibules are not lighted, but the headlights are baffled sufficiently to block any light leakage.

One thing I did note is that there are no engineer controls in the vestibule nor is there a fold-out seat for the engineer. It is a minor omission and does not detract from the model, particularly since the vestibule is not lighted.

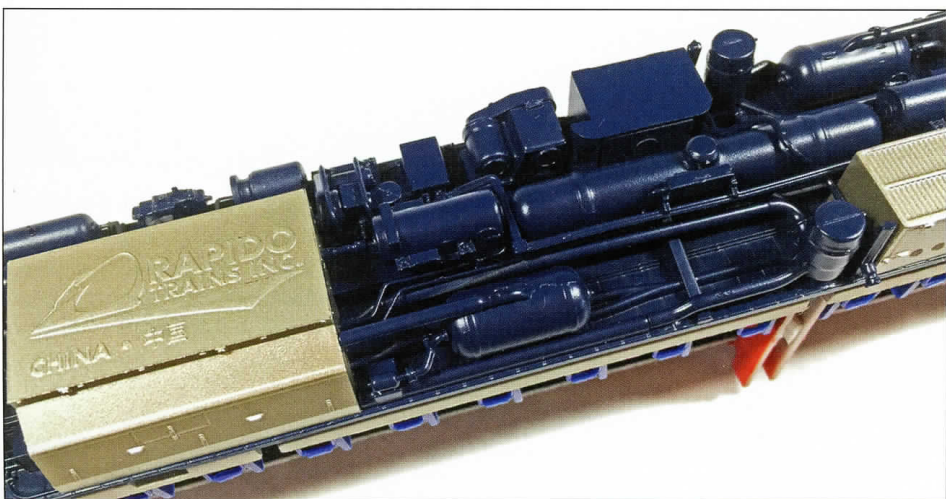
Packaging

This model is packaged extremely well. The model is isolated in a clamshell plastic container inside a plastic sleeve that keeps it immobilized. It is surrounded by styrofoam and foam padding.

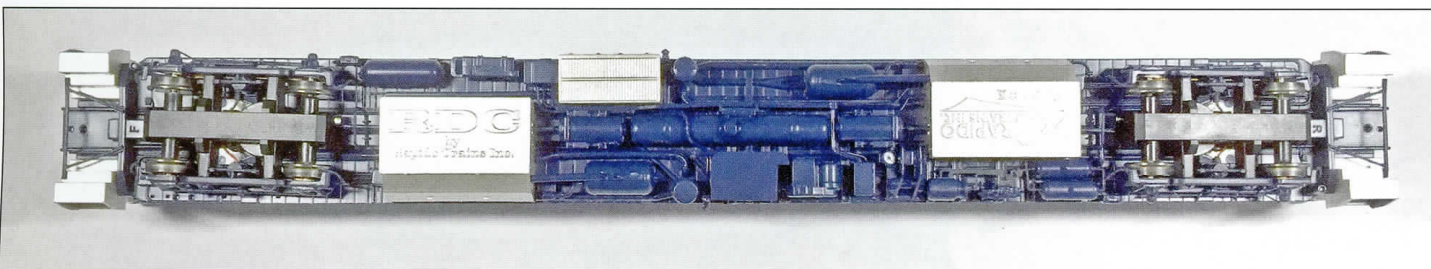
Rapido fully supports its product and will replace or repair any damaged parts. Simply contact them via the Rapido website (www.rapido-trains.com) or phone (1-855-572-6917).

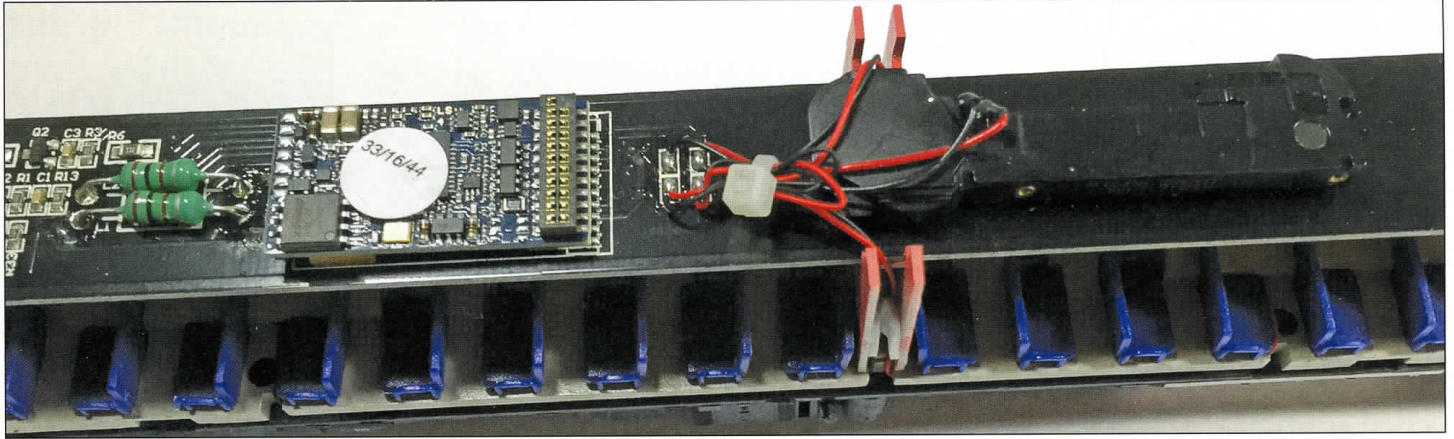
The Instructions

Read the instructions, this is very important! For those of you who still operate your RDC in DC mode, please pay special attention



Above and Below: Rapido has outdone itself with regard to underbody detail as seen in these two photos.





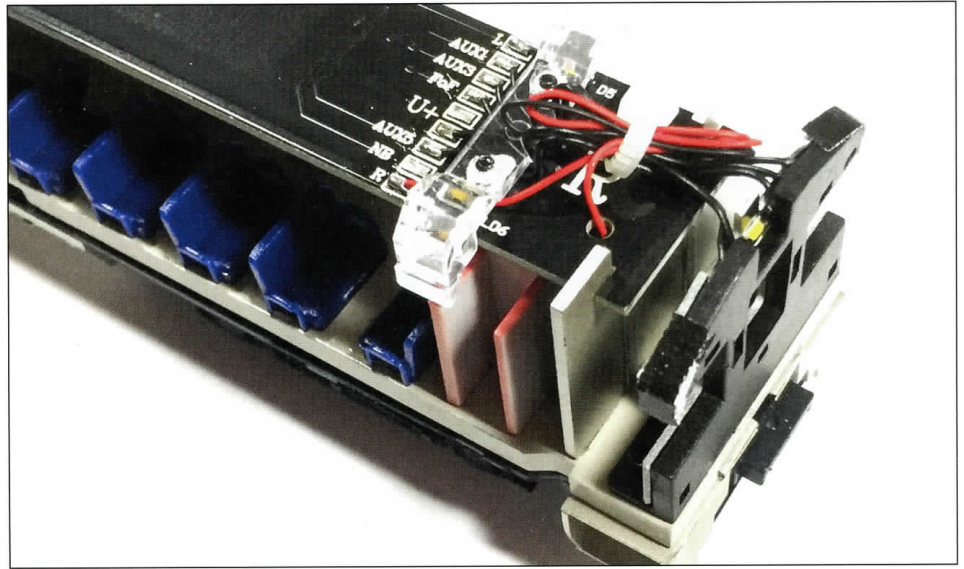
Above: The lighting circuit / DCC decoder board is at the top of the interior. The board runs the length of the model and includes the lighting package. Below: The bulkhead supports the circuit board for the headlights.

to the warning on the bottom of page 12 in the manual concerning DC operation.

Conclusion

These are beautiful models, and we doubt that any other manufacturer will ever create a model as detailed and stunning as the RDC produced by Rapido. Rapido does plan to produce the RDC-2s, RDC-3s, and possibly the RDC-4s. All of these RDC variations were owned by the New Haven Railroad. If you want these models as well, I suggest you let Rapido know by buying more RDC-1s.

This model was designed by Bill Schneider of Rapido Trains. Bill was assisted by members of the NHRHTA design team. The team consisted of Paul Cutler III, Rick Abramson, Asa Worcester, Bill Dulmaine and me, John Sheridan.



HO RDC-1 (Phase 1b)		(Script)
ROAD#	DC	DC/DCC/SOUND
	\$225.00 MSRP	\$325.00 MSRP
21	Stock #16064	Stock #16564
23	Stock #16065	Stock #16565
26	Stock #16066	Stock #16566
29	Stock #16067	Stock #16567
No #	Stock #16068	Stock #16568

HO RDC-1 (Phase 1b)		(McGinnis)
ROAD #	DC	DC/DCC/SOUND
	\$225.00 MSRP	\$325.00 MSRP
24	Stock #16069	Stock #16569
32	Stock #16070	Stock #16570
37	Stock #16071	Stock #16571
46	Stock #16072	Stock #16572
No #	Stock #16073	Stock #16573

Above: Stock numbers and road numbers available. Below: The decal sheet includes the circa 1954 "Fight Cancer" logos.

6107 6111 6112 6114 6115 6116 6117 6118 6119 6120 6121 6122 6123 6124 6125 6126 6127 6128 6129 6130 6131 6132 6133 6134 6135 6136 6137 6138 6139 6140 6141 6142 6143 6144 6145 6146 6147 6148 6149 6150 6151	6152 6153 6154 6155 6156 6157 6158 6159 6160 6161 6162 6163 6164 6165 6166 6167 6168 6169 6170 6171 6172 6173 6174 6175 6176 6177 6178 6179 6180 6181 6182 6183 6184 6185 6186 6187 6188 6189 6190 6191 6192 6193 6194 6195 6196 6197 6198 6199 6200 6201 6202 6203 6204 6205 6206 6207 6208 6209 6210 6211 6212 6213 6214 6215 6216 6217 6218 6219 6220 6221 6222 6223 6224 6225 6226 6227 6228 6229 6230 6231 6232 6233 6234 6235 6236 6237 6238 6239 6240 6241 6242 6243 6244 6245 6246 6247 6248 6249 6250 6251 6252 6253 6254 6255 6256 6257 6258 6259 6260 6261 6262 6263 6264 6265 6266 6267 6268 6269 6270 6271 6272 6273 6274 6275 6276 6277 6278 6279 6280 6281 6282 6283 6284 6285 6286 6287 6288 6289 6290 6291 6292 6293 6294 6295 6296 6297 6298 6299 6300 6301 6302 6303 6304 6305 6306 6307 6308 6309 6310 6311 6312 6313 6314 6315 6316 6317 6318 6319 6320 6321 6322 6323 6324 6325 6326 6327 6328 6329 6330 6331 6332 6333 6334 6335 6336 6337 6338 6339 6340 6341 6342 6343 6344 6345 6346 6347 6348 6349 6350 6351 6352 6353 6354 6355 6356 6357 6358 6359 6360 6361 6362 6363 6364 6365 6366 6367 6368 6369 6370 6371 6372 6373 6374 6375 6376 6377 6378 6379 6380 6381 6382 6383 6384 6385 6386 6387 6388 6389 6390 6391 6392 6393 6394 6395 6396 6397 6398 6399 6400 6401 6402 6403 6404 6405 6406 6407 6408 6409 6410 6411 6412 6413 6414 6415 6416 6417 6418 6419 6420 6421 6422 6423 6424 6425 6426 6427 6428 6429 6430 6431 6432 6433 6434 6435 6436 6437 6438 6439 6440 6441 6442 6443 6444 6445 6446 6447 6448 6449 6450 6451 6452 6453 6454 6455 6456 6457 6458 6459 6460 6461 6462 6463 6464 6465 6466 6467 6468 6469 6470 6471 6472 6473 6474 6475 6476 6477 6478 6479 6480 6481 6482 6483 6484 6485 6486 6487 6488 6489 6490 6491 6492 6493 6494 6495 6496 6497 6498 6499 6500 6501 6502 6503 6504 6505 6506 6507 6508 6509 6510 6511 6512 6513 6514 6515 6516 6517 6518 6519 6520 6521 6522 6523 6524 6525 6526 6527 6528 6529 6530 6531 6532 6533 6534 6535 6536 6537 6538 6539 6540 6541 6542 6543 6544 6545 6546 6547 6548 6549 6550 6551 6552 6553 6554 6555 6556 6557 6558 6559 6560 6561 6562 6563 6564 6565 6566 6567 6568 6569 6570 6571 6572 6573 6574 6575 6576 6577 6578 6579 6580 6581 6582 6583 6584 6585 6586 6587 6588 6589 6590 6591 6592 6593 6594 6595 6596 6597 6598 6599 6600 6601 6602 6603 6604 6605 6606 6607 6608 6609 6610 6611 6612 6613 6614 6615 6616 6617 6618 6619 6620 6621 6622 6623 6624 6625 6626 6627 6628 6629 6630 6631 6632 6633 6634 6635 6636 6637 6638 6639 6640 6641 6642 6643 6644 6645 6646 6647 6648 6649 6650 6651 6652 6653 6654 6655 6656 6657 6658 6659 6660 6661 6662 6663 6664 6665 6666 6667 6668 6669 6670 6671 6672 6673 6674 6675 6676 6677 6678 6679 6680 6681 6682 6683 6684 6685 6686 6687 6688 6689 6690 6691 6692 6693 6694 6695 6696 6697 6698 6699 6700 6701 6702 6703 6704 6705 6706 6707 6708 6709 6710 6711 6712 6713 6714 6715 6716 6717 6718 6719 6720 6721 6722 6723 6724 6725 6726 6727 6728 6729 6730 6731 6732 6733 6734 6735 6736 6737 6738 6739 6740 6741 6742 6743 6744 6745 6746 6747 6748 6749 6750 6751 6752 6753 6754 6755 6756 6757 6758 6759 6760 6761 6762 6763 6764 6765 6766 6767 6768 6769 6770 6771 6772 6773 6774 6775 6776 6777 6778 6779 6780 6781 6782 6783 6784 6785 6786 6787 6788 6789 6790 6791 6792 6793 6794 6795 6796 6797 6798 6799 6800 6801 6802 6803 6804 6805 6806 6807 6808 6809 6810 6811 6812 6813 6814 6815 6816 6817 6818 6819 6820 6821 6822 6823 6824 6825 6826 6827 6828 6829 6830 6831 6832 6833 6834 6835 6836 6837 6838 6839 6840 6841 6842 6843 6844 6845 6846 6847 6848 6849 6850 6851 6852 6853 6854 6855 6856 6857 6858 6859 6860 6861 6862 6863 6864 6865 6866 6867 6868 6869 6870 6871 6872 6873 6874 6875 6876 6877 6878 6879 6880 6881 6882 6883 6884 6885 6886 6887 6888 6889 6890 6891 6892 6893 6894 6895 6896 6897 6898 6899 6900 6901 6902 6903 6904 6905 6906 6907 6908 6909 6910 6911 6912 6913 6914 6915 6916 6917 6918 6919 6920 6921 6922 6923 6924 6925 6926 6927 6928 6929 6930 6931 6932 6933 6934 6935 6936 6937 6938 6939 6940 6941 6942 6943 6944 6945 6946 6947 6948 6949 6950 6951 6952 6953 6954 6955 6956 6957 6958 6959 6960 6961 6962 6963 6964 6965 6966 6967 6968 6969 6970 6971 6972 6973 6974 6975 6976 6977 6978 6979 6980 6981 6982 6983 6984 6985 6986 6987 6988 6989 6990 6991 6992 6993 6994 6995 6996 6997 6998 6999 7000	<p>Reading RDC-1 Phase 2</p> <p>3 3</p> <p>226 226</p> <p>241 241</p> <p>10 10</p> <p>4 4</p> <p>229 229</p> <p>246 246</p> <p>SP Numberboards</p>
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New Haven Decal Sets Available from the NHRHTA

**Custom New Haven Decals
made by Microscale
exclusively for Rail Detail**

Difco Dump Car
Sheet will do 6 complete Cars
Series NHA220 - NHA229



Wood Ice Reefers
Sheet will do 7 complete cars using blanks provided
Series I-58 to I-73



NEW DECAL SETS Available from NHRHTA

By John Kasey

Al Camara (www.RailDetail.com) has produced two new New Haven decal sets available from the NHRHTA at www.nhrhta.org.

The NHRHTA now carries three new HO scale decal sets to letter various cars that were used in company service after being taken off of the roster.

Decal set NH-008 will decal up to six wooden maintenance of way and tool cars, both single sheathed and double sheathed. The decals' edges are tapered to eliminate the sharp edges that sometimes appear after being cut from a larger sheet. Another nice feature of these decals is the fact that the lettering for each panel on the car are separate with no decal film crossing over the side braces, for example. Retail price for the set is \$12.00 and are available on www.nhrhta.org.

Decal set NH-009 will letter six air dump cars in the A-220 through A-229 series as well as seven wooden ice reefers in the I-58 through I-73 series. Retail price for the set is \$14.00 and available on the website as well.

Al Camara of Rail Detail, the mid-Florida based supplier of a large number of decal sets carried by the NHRHTA, has worked very closely with the Association and Microscale Industries to produce the most accurate decals available. Sets for troop sleepers are now available. Double-sheathed boxcars will be coming in 2017.

NEW! NH-008: Wooden Work Service & Tool Cars – enough for 6 cars @ \$12.00 each

NEW! NH-009: Air Dump Car, NHA-220, NHA-229 Series, enough for 6 cars, and Series I-58 – I-73 Wood Ice Reefers, enough for 7 cars @ \$14.00 each

NEW! NH-010: Troop Sleeper - Two Schemes, Green and McGinnis Black, enough for 8 cars of each scheme @ \$14.00

NH-001: 80000-Series 3-Bay Hoppers (for Atlas cars) – enough for 9 cars @ \$6.00 each

NH-002: 117000-Series Covered Hoppers & Tank Cars with new Tank Car supplement sheet – enough for 5 cars @ \$12.00 each

NH-003: 50' Covered Gondolas & 40' Open Gondolas – enough for 4-5 cars @ \$10.00 each

NH-004: 81000-Series 4-Bay Hoppers, 80000-Series 3-Bay Hoppers & 36000-Series Large Billboard Boxcars (for MDC/Athearn cars) – enough for 2-5 cars @ \$8.00 each

NH-005: Depressed Center Flat Cars & 16000-Series GATX Flat Cars – enough for 3-5 @ \$14.00 each

NH-006: 19100-19111 Series 70-T Low Bulkhead Flat Cars, 17800-17899 Series 50-T Flat Cars & 17050-17059 Series Depressed Center Flat Cars – enough for 4-5 cars @ \$10.00 each

NH-007: 17200-17275 Series 70-T Flat Cars & 17300-17399 70-T Flat Car – enough for 5 cars @ \$9.00 each

AccuCal 7033H: Double Door Boxcar @ \$4.00 each

AccuCal 7067H: SW1200 DEY-7 @ \$4.00 each

State of Maine: NH/BAR Boxcar Red-White-Blue Scheme @ \$5.00 each

State of Maine: Alpert Repaint scheme @ \$5.00 each

New Haven EF-3 Electric Locomotives @ \$5.00 each

New Haven Open Platform MUs @ \$5.00 each

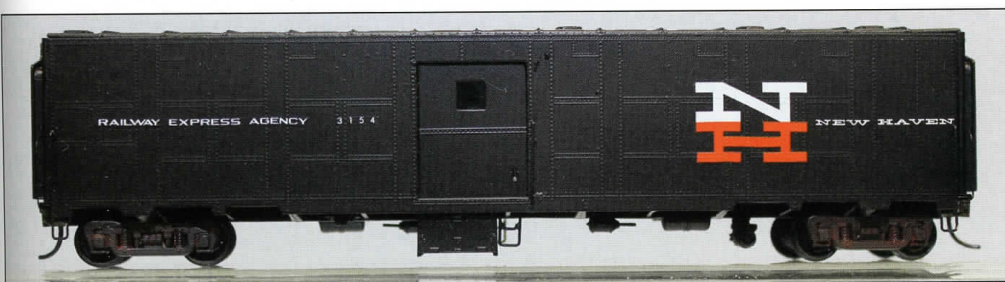
TO ORDER DECAL SETS:

Massachusetts residents include 6.25% Sales Tax S&H (\$3.50 per order)

We accept MasterCard, Visa, Discover and checks. Please make your check payable to "Treasurer, NHRHTA, Inc." Massachusetts residents please include the 6.25% sales tax on the value of the order. Please do not forget to include Shipping & Handling. Charges are as indicated. Please allow 4 - 6 weeks for delivery.

SEND PAYMENT AND ORDER TO:

NHRHTA
PO Box 289
Accord, MA 02018



NEW HAVEN #3154

The car was "kit-bashed" using a Walthers Proto troop sleeper and Model Railroad Warehouse brass sides and decaled with set NH-010.



NEW HAVEN #81022

This Athearn four-bay hopper was lettered using Al Camara's decal set for New Haven four-bay quad hoppers. The deal set will letter 5+ cars.

These four-bay hoppers (Series 81000 - 81029) were built in 1929 and acquired second hand from the U. S. Railway Equipment company.



NEW HAVEN #80374

An MDC 9-panel 70-ton triple hopper was used to create this model of a New Haven 80000 Series triple hopper. The cars were built by Pullman-Standard in 1953.

The decal sheet will allow you to decal up to 9 cars.



NEW HAVEN #17064

This model of a New Haven 38'1" depressed center car was made from an Eastern Car Works depressed center flatcar kit.

Unfortunately, this car is no longer available but can be found at train shows, etc. Al Camara's decal set will letter up to 5 cars.

A Kibri #9922 transformer was used for the load. Unfortunately, it too, is out of production.



NEW HAVEN #K-29

This model of K-29 began as an Inter-mountain 8,000-gallon tank car. John produced this company service tank car using Al Camara's decals. This decal set will letter 6+ cars.



NEW HAVEN #K-53

John began this tank car project with a Walthers proto 10,000-gallon tank car. The dome platform was salvaged from an Athearn chemical tank car.

John used Al Camara's decals to produce this handsome model of company service tank car K-53.



Bethlehem Car Works, Inc.
jgreene@netcarrier.com

Announces New Haven Heavy-weight coaches and Tower series Pullmans

John Greene of Bethlehem Car Works, Inc. has announced two new kits for New Haven heavy-weight coaches #7800- #7950. They are available as built without air conditioning (kit #1205) and with air conditioning (kit #1206). The kits come complete with New Haven decals, less wheel sets and couplers. The kits are priced at \$39.95 each. Shipping and handling is \$7.00.

By the time you read this Bethlehem Car Works should have kits available for Pullmans, *Bok Tower*, *Breslin Tower* and *Victoria Tower*. These kits will include Branchline Pullman parts with resin car sides and resin roof. Anticipated price is \$87.50 each.

2016 NHRHTA Volunteer Appreciation Cookout

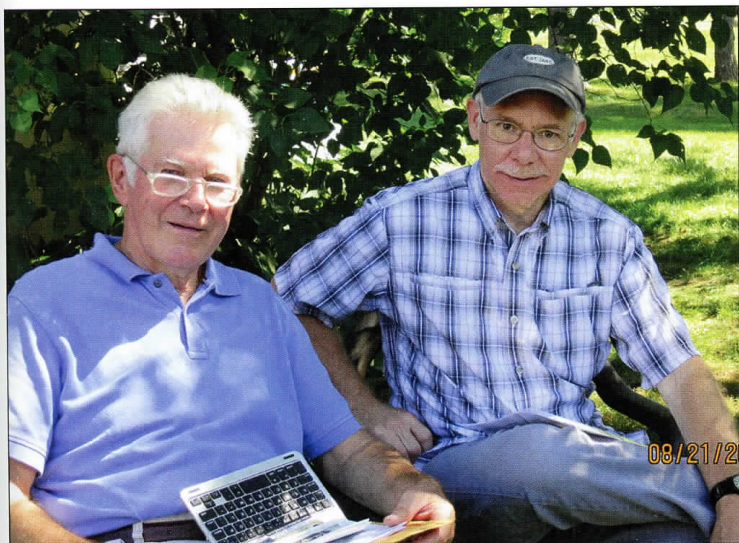
We'd like to introduce you to some of the NHRHTA volunteers
August 21, 2016 - Sterling, Massachusetts



Above: Left: Left to Right - Paul Cutler III, Crew Chief of the East End Old Colony Division Show Crew, Chris Adams, NHRHTA Photo Librarian, and John Sheridan Model Development. Right: Left to Right - Paul Beck, our Media Specialist and Dave Clinton, Manager of the Company Store, Parlor Car Orders, and Assistant Membership Chairman.

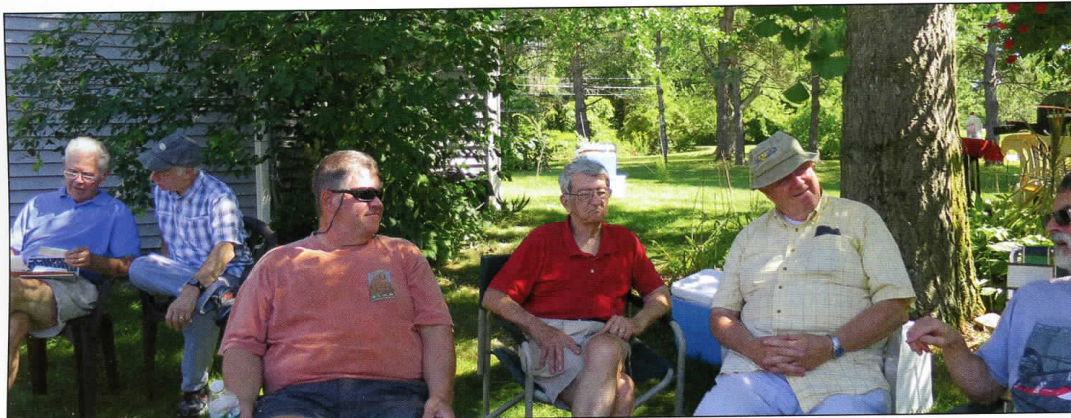
Opposite Page: Top Left: Bill Dulmaine CC&BW (Chief Cook and Bottle Washer) slinging burgers. Top Right: Paul Beck, our Media expert takes on the role of official "Grill Car Boy" cooking gourmet delights. Middle: Left to Right, Ron High, first Editor of *Shoreliner*, Gordon Cochrane, second Editor of *Shoreliner*, Bob Vancour, Photo Library, Chris Adams, Photo Librarian, Charlie Dunn (pink shirt) Photo Library, Bill Dulmaine (in rear), John Sheridan, Model Development, Mark Frattasio, Author and NHRHTA New Haven Forum Manager, and Bob Belletzkic (partially visible), Photo Library. Bottom Left: Dick Otto Photo Library and Mike Ribuffo, Author. Bottom Right: Max Miller, Photo Library, Dick Otto, Photo Library, Bill Dulmaine, President and Editor, *Shoreliner* and *SpeedWitch* and Dave Clinton.







Top Left: Susan Otto and Connie Fogarty. Top Right: Bill Nickerson, Crew Chief West End Show Crew. Above Left: Nancy Kowal in the foreground with Claudette Menard behind Nancy. Above Right: Bob Belletzkie, Photo Library/ Editorial Associate, Richard Fleischer, Author, Historian, Editorial Associate, Max Miller, Photo Library. Below Left: Left to Right - Dick Otto, Mike Ribuffo, John Sheridan, Paul Cutler Jr., Paul Beck and Dave Clinton, discussing the aesthetics of the Penn Central image. Right: Charlie Dunn, Editor Emeritus *Shoreliner* / *SpeedWitch*, Photo Library.





NHRHTA 54th Reunion and Train Show

By Rick Abramson

Photos by Bob Gambling

Despite a rainy and chilly October 22, 2016 a fabulous time was had by both vendors and attendees at our reunion/train show held at the Valley Railroad in Essex, Connecticut.. The old Dickinson Witch Hazel facility was utilized for the vendors, workshops and videos. Both were extremely well attended. The sounds of Valley

RR #40 added great “background sounds” and atmosphere to the event. The melodious steam whistle, clanging bell and the sounds and smell of steam were noticed and enjoyed by all. Our sincerest thanks to the Valley Railroad for their cooperation in helping to make this one of the best reunion/train show in years!

Paul Beck’s video presentations were spectacular as usual. Various workshops were presented by Reggie Day, Chris Adams, Bill Schneider of Rapido Trains, Rick Abramson and Ron Poidomani. All of these were standing room only!

The biggest news event was Rapido’s an-

Above: The Valley Railroad’s #40 has just arrived with a train from Deep River. Below: Our Reunion / Train Show was held in the River Valley Junction building, formerly the Dickinson Witch Hazel factory. The former coach provided food service.





Left: Bill Schneider, Rapido's U. S. Representative gives his workshop at the Reunion. **Second From Top:** Our NHRHTA show crew from left to right - Bob Vancour, Marc J. Frattasio, Bill Nickerson, West End Crew Chief, and master modeler John Kasey.

nouncement of forthcoming EP-5s in HO. What a perfect NH model to add to their FL9s, 8600 series coaches and upcoming parlor cars.

It was without a doubt a banner NY,NH&H day.

The perfect ending to the day was our first ever "rolling banquet." Many attendees rode the famous dinner train where a wonderful dinner was enjoyed by all in New Haven heavyweights *Wallingford* and *Meriden*. Many who attended our event patronized the steam trains and vice versa.

As the reunion/train show chairman, I would like to thank the following for their unselfish assistance in helping to make this a most successful event for both The Valley RR and the NHRHTA.

Kevin Dodd; President of the Valley RR
Pam Amodio, Events Manager; Valley RR
NHRHTA volunteers:

Cosette and Bill Dulmaine

Tom Curtin

Paul Beck

Chris Adams

Bob Vancour

Marc Frattasio

Reggie Day

Ron Poidomani

Dave Clinton

John Kasey

Bill Nickerson

Gordon Cochrane

Dennis Fenessey

Steve Magnani of The Hobby Gallery

Steve Cryan, Steven Cryan Studios

Ellie and Ron Rosenberg of Ron's Books

Bill Schneider of Rapido Trains

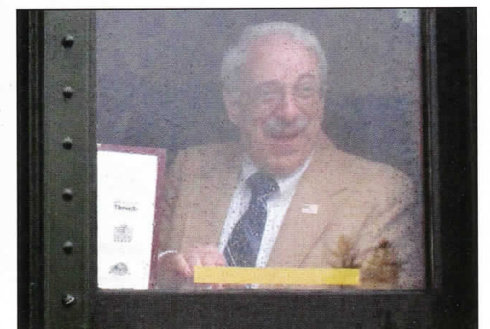
AND OF COURSE all the vendors who supported the event.

We are thrilled to announce that the Reunion/Train Show will once again be held at the Valley RR this year on September 9, 2017 from 10:00 a.m. to 3:00 p.m.

Let's make this one even better!



Second From Bottom: The Rapido display shows their new Budd RDC and their FA-2 models. Wouldn't a state-of-the art FA-1 from Rapido be nice? **Bottom Left:** Noted artist Steve Cryan in conversation with attendees. **Below:** A jubilant Rick Abramson, Reunion Chairman, awaits the departure of the dinner train. Job well done!



MODELERS' GALLERY



NHRHTA member and master modeler Joseph Smith provided us with these photos depicting his fabulous modeling of Danbury, Connecticut. Joe provided us with the following caption: "It's mid-week in the summer of 1957 and Train 144 *The Berkshire*, GCT to Pittsfield, Massachusetts has arrived at the Danbury, Connecticut railroad station at 7:15 p.m. The EP-2 that has brought #144 to the north end of the electrified trackage will be cut off, and diesel power will take over after the 10-minute engine change. The train will then travel the remaining 89 miles to Pittsfield, Massachusetts. Before leaving Danbury, three coaches will be cut off the rear of the eight-car train". Joe scratch-built the Danbury freight house, Leahy's Fuel Co., (the New Haven's former Danbury Division Headquarters) building and Danbury station. The catenary is modified from Model Memories.





**FL9s AND THE 8600 SERIES COACHES IN ACTION
PHOTOS BY DICK BRION**

In response to your request on the NHRHTA Forum, I've attached a few photos of 8600 coaches. Sorry about the lighting, it is overhead fluorescent, not studio quality.

I ran the Rapido lightweight SS cars on my club layout, The Knoxville Area Model Railroaders in Oak Ridge, Tennessee. We are part of the Children's Museum of Oak Ridge.

I was very pleased with their operation, four continuous hours of flawless running - truly quality products!

Dick Brion





Modeling Car #1000

by Dave Messer

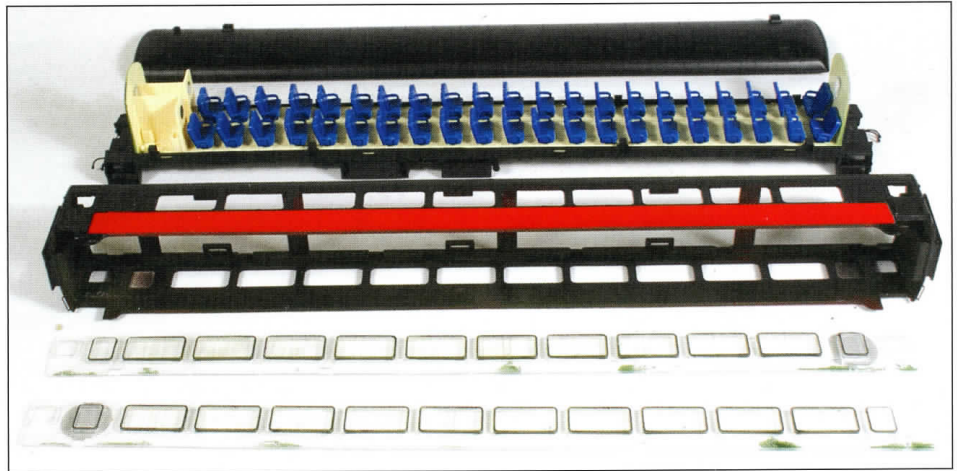
Prototype Background

In the late 1950s, Pullman proposed a program to rebuild the New Haven's aging Osgood Bradley lightweight passenger car fleet. It began by sending coach #8266 back to the Pullman-Bradley plant, where new, slightly smaller single main windows were in-stalled, the small end windows on both sides were plated over, and the interior fitted with 64 rotating reclining seats plus 14 individual leather chairs in a smoking section. The exterior was repainted black with a wide vermilion band under the windows and a silver roof, which was changed to black shortly thereafter. The lettering scheme in white consisted of "New Haven" centered on the letterboard in 5.6 script, and a 24" block NH logo centered below the windows. A small number #1000 was located under the end windows on either end.

The cash-strapped New Haven never came up with the funds to carry out the rebuilding program, so Car #1000 became a one-of-a-kind example and joined the fleet, many of which were subsequently repainted in the not unattractive "Black Knight" scheme, black with a ver-million letterboard.

Modeling Car #1000

Cars in the Black Knight scheme have been manufactured by Rapido in both HO and N scale, but to my knowledge only Division Point has produced a model of Car #1000, so here's how to reproduce this stunning scheme in HO. Start by snapping off the roof and removing the trucks and couplers. Then completely disassemble the carbody by gently spreading the side walls and removing the floor, seats and all. Pry the clear window strips loose from inside the carbody and, using a non-etching paint removal solvent, carefully remove the center post (touch up the gaskets if necessary with an extra fine point



black marking pen). Note: this uses the original window strips to represent windows that are a bit taller than the prototype ones installed on this car, but the end result is very close without performing major surgery. Then cut four small pieces, approximately 2'9" X 3'3" from 0.005" styrene (or 0.010" sanded thinner) and carefully cement them over the end windows so they fit precisely within the rivet strips.

Then spray paint the area under the windows with Tru-Color #TCP-39 New Haven Socony Red. When the paint is thoroughly dry, mask the area under the windows and between the hand grabs with blue painter's tape, and spray the carbody with Tru-Color #TCP-10 Black; also paint the steps attached to the floor. Carefully outline the hand grabs with an extra fine point silver marking pen. Leave the roof

black or repaint it silver as desired. Microscale decal set #87-884 New Haven Passenger Cars provides the correct lettering, logo and even #1000 printed separately on the sheet.

Once everything is set, reassemble the carbody (check the locking tabs, they only go one way), add the roof, trucks and couplers, and Car #1000 is ready to join your roster.

Bill of Materials

Rapido HO Osgood Bradley Lightweight Coach (any scheme, but without skirts and preferably with a smoking lounge).

Sheet styrene 0.005" (or 0.010" sanded thinner).

Tru-Color #TCP-39 New Haven Socony Red and #TCP-10 Black.

Microscale Decal Set #87-884.

Top: The completed car is really impressive. **Second from Top:** Photo 1 – This shows the disassembled carbody with the vermilion band painted. Note that the floor portion shown is without a smoking section – I later swapped this with one from a car that had one, so the end result is correct. **Right:** Car 1000 joins its Black Knight colleagues on the author's layout. *Photos by Dave Messer.*



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