



Virtual New Haven Railroad

SPRINGFIELD LINE

Springfield, MA – Hartford, CT – New Haven, CT

TRAIN SIMULATOR 2016

*Virtual
New York
New Haven
and Hartford
Railroad*



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Introduction

Welcome on the Virtual New Haven Railroad

Fancy a little trip back in time, back to when railroads still ruled supreme in the transportation business? Welcome aboard the Virtual New Haven Railroad, a project for Train Simulator 2016, aiming to model the New Haven Railroad's Springfield Line as it appeared in the mid 20th century. The 1950s were the last of the New Haven Railroad's glory days, and we have tried our best to make you feel like you are really there in that special era in railroading history.

We have modeled the Springfield Line in its entirety from the line's northern terminus at Springfield Union Station to its southern end at New Haven Union Station, where it joined the famous New Haven Shore Line. Also included in this route are the branch line to Suffield and Windsor Locks International Airport, the branch line to Bloomfield and Griffins, and a short section of the NH Valley Division in South Hartford.

The real Springfield Line was one of the New Haven's busier lines and we hope to have captured that well on our route. Be it passenger services, mainline freights, local freights or switching moves in the many yards – this route offers something for just about anybody. You will find three major freight yards, including the enormous Cedar Hill Yard with its capacity of 15,000 cars, several small yards, many small and large industries. Passenger stations are present in almost every town along the way, although some had already been taken out of service by the mid 20th century. Please refer to the maps and details on the following pages for more information about the locations on this route.

We hope you will enjoy this little trip back in time, on a unique and busy railroad that despite its several bankruptcies we regard as one of the true industrial icons of the Northeastern U.S.

Bob Jones & Michael Stephan

What Runs Where?

Basic Traffic Patterns

The Springfield Line is a double-tracked mainline of 61 miles that sees a lot of traffic every day. The two mainline tracks are numbered 1 and 2, track 1 is reserved for southbound, track 2 for northbound traffic. Sidings and platform tracks are numbered accordingly, with even numbers indicating northbound and odd numbers southbound traffic.

Unless specifically instructed by the dispatcher or via train order, a train is to stay on the mainline track reserved for its direction of travel. Various passing sidings are in place in each direction to facilitate overtaking of slower trains.

Passenger Trains

Well over a dozen passenger round trips run on the Springfield Line every day. These include local passenger trains stopping at all stations and also express trains like *The Bankers* or *The Connecticut Yankee*. Most local trains terminate and turn at New Haven, the fast express trains and also a few locals run through to New York City.

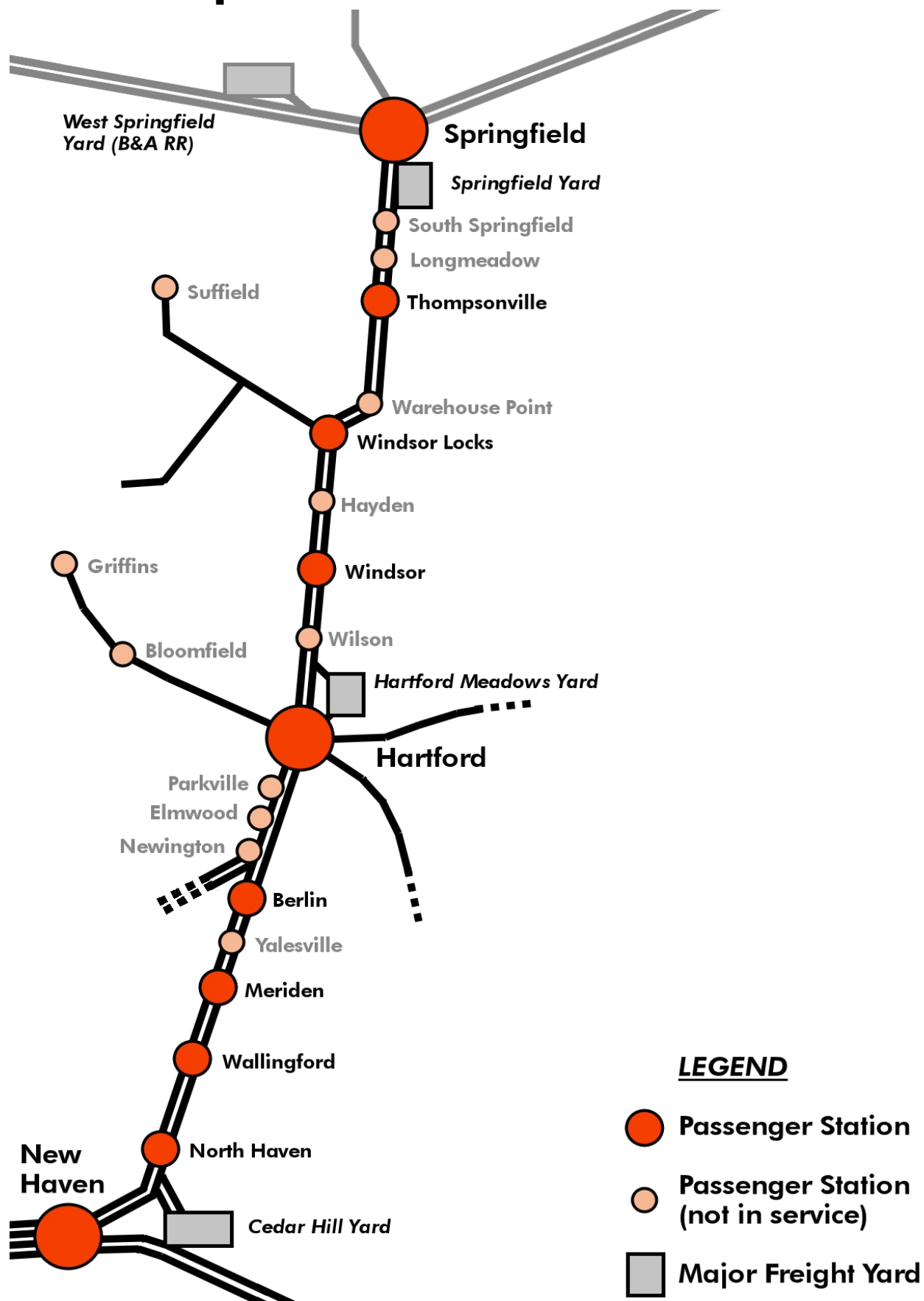
All through traffic in the opposing direction must stop at the signal before the station when a passenger train does a station stop at a platform that is not directly adjacent to the depot (i.e., where passengers have to cross over the other mainline track to reach the train).

Freight Traffic

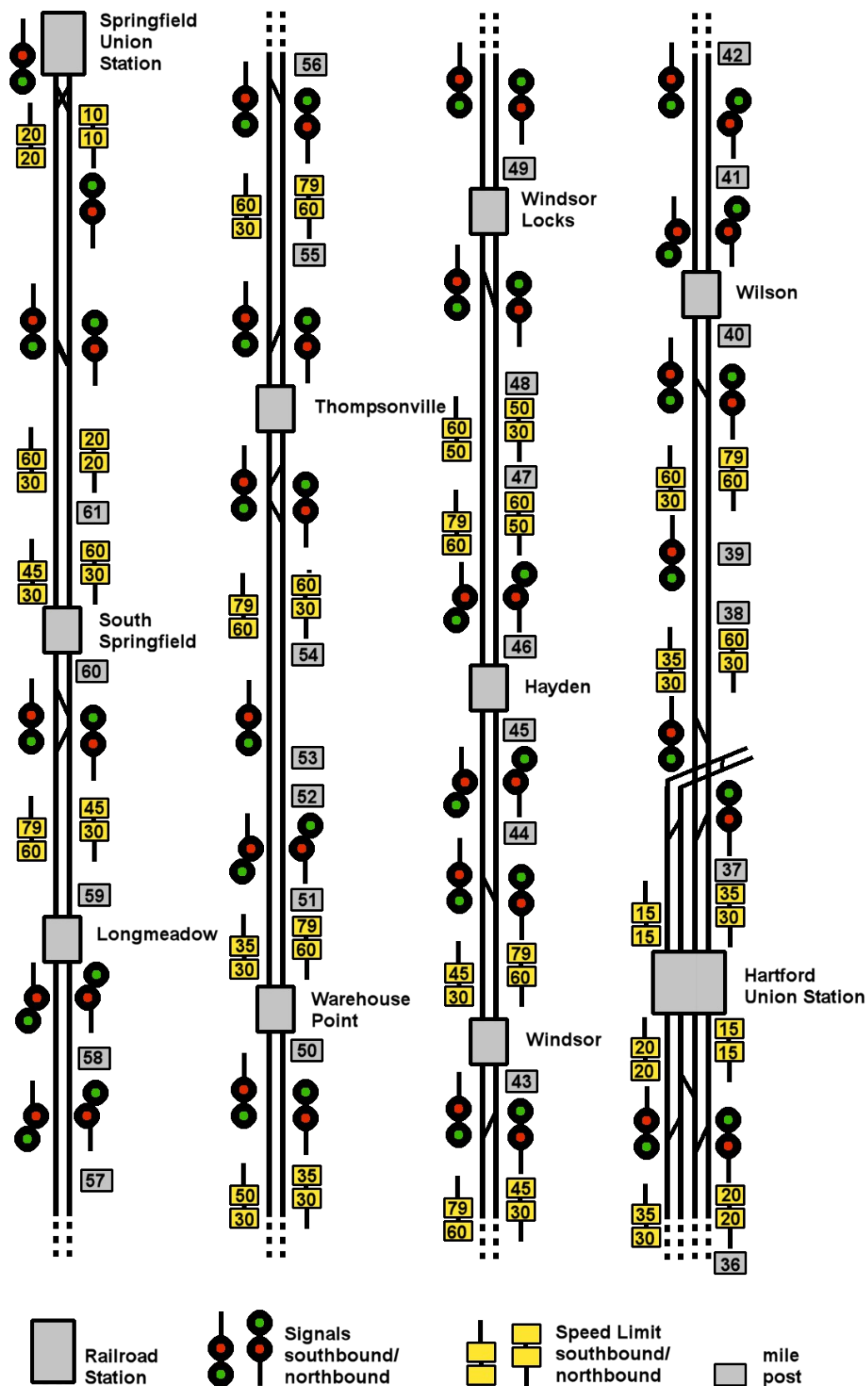
Two important freight hubs are present along the Springfield Line: Cedar Hill Yard and Hartford Meadows Yard. Cedar Hill is the major freight hub on the New Haven Railroad, trains to almost all other destinations can be assembled here. Hartford is the junction of the Springfield Line, the Highland Line and the Valley Line and handles freight traffic for points on those lines.

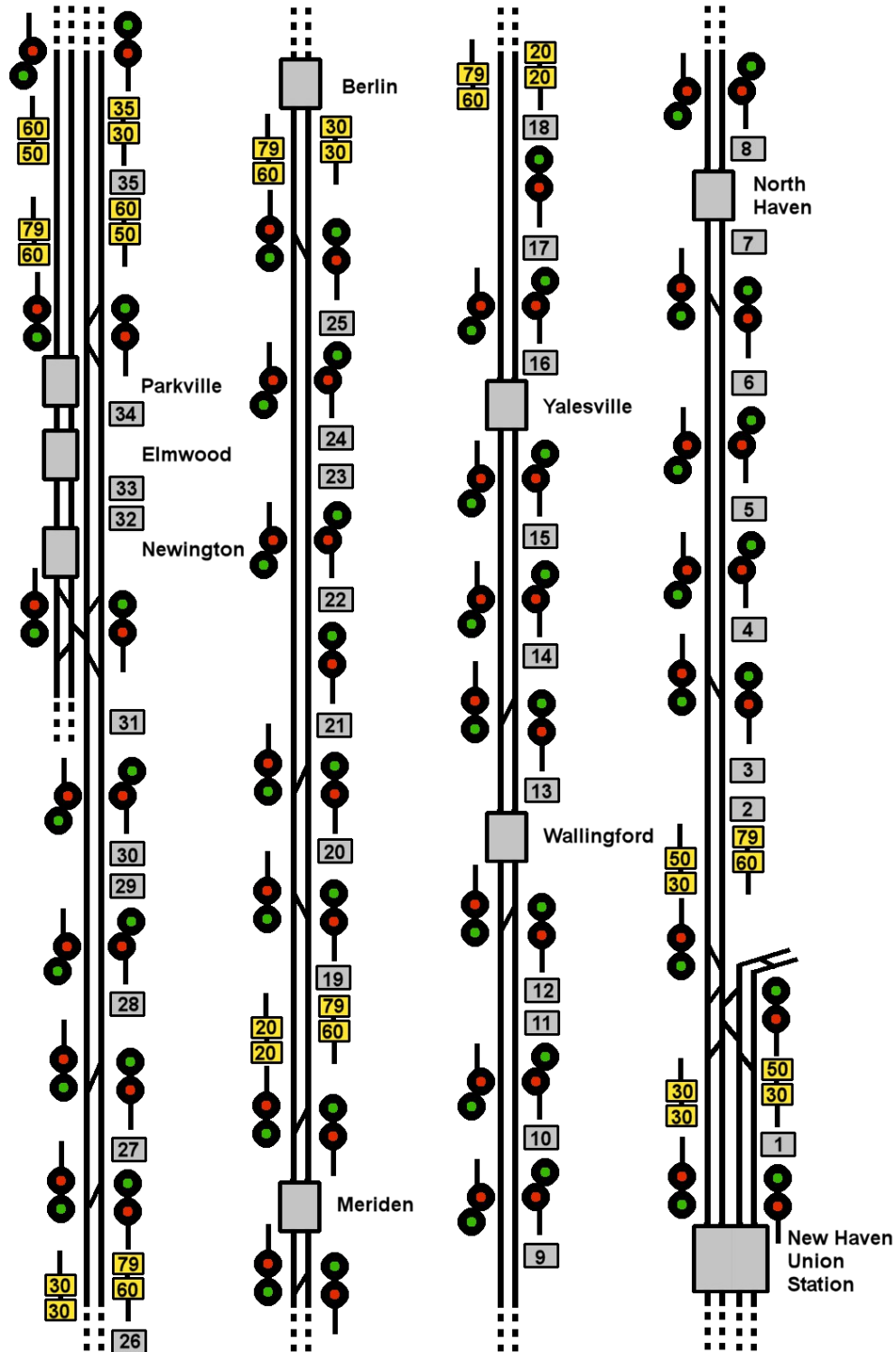
Trains traveling between Hartford and Springfield consist mainly of traffic generated along this part of the line or cars to be interchanged with the Boston & Maine and Boston & Albany railroads at Springfield. They are generally shorter than trains south of Hartford.

Overview Map

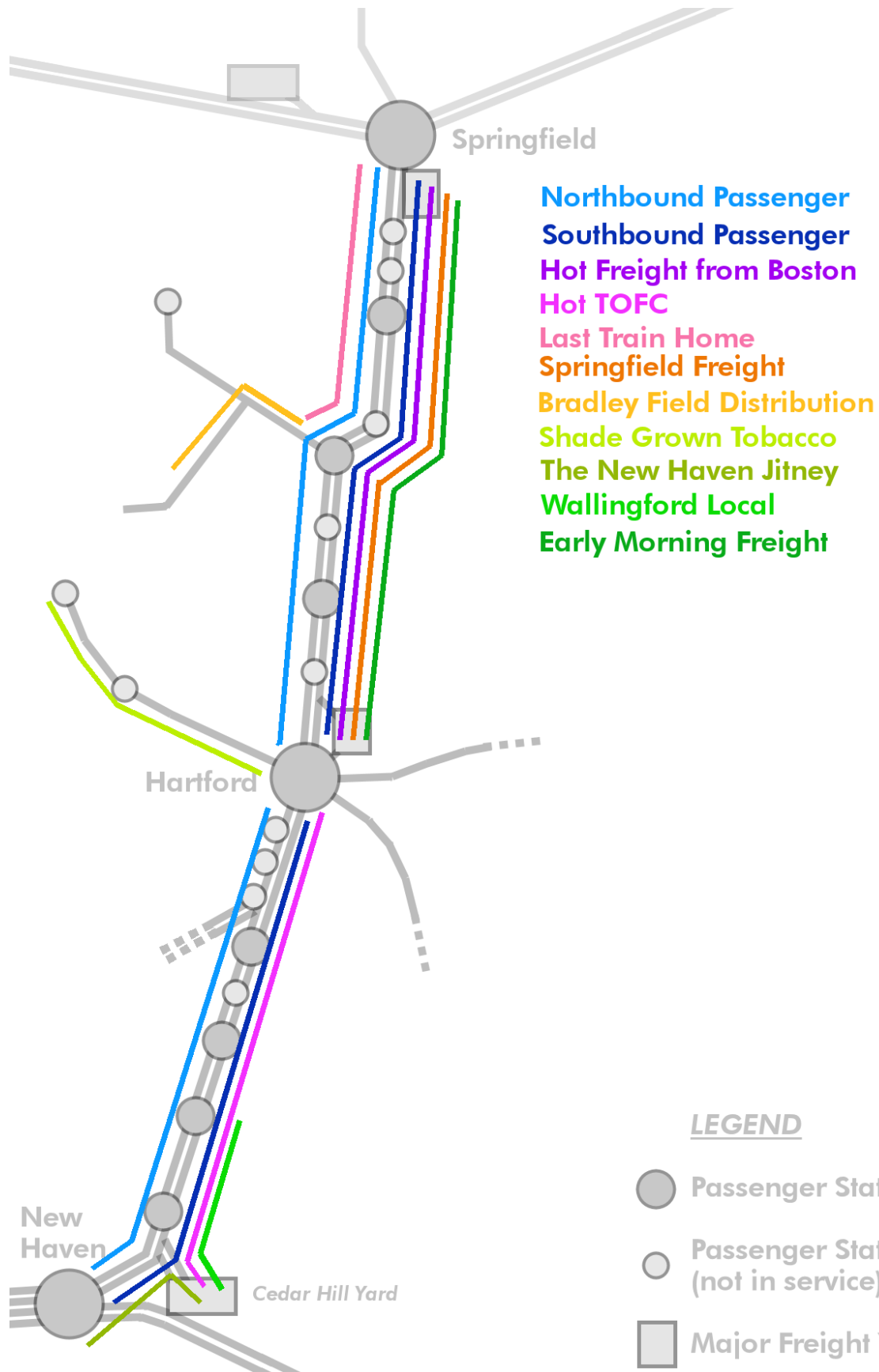


Mainline Diagram





Scenario Map



Scenario Work Orders

[44-tonner] Bradley Field Distribution

Duration: 45 minutes **Difficulty:** challenging

Briefing: Switch cars and assemble your train at Bradley Field Airport, then take the train to Windsor Locks and deliver the cars.

Work Order:

- 1) Assemble your train in correct order. From back to front (south to north): first the two McGinnis NH boxcars from Bay 3, then the two brown NH cars from Bay 6, and in front the three B&M cars from Bay 1.
- 2) Pick up boxcars 34010, 31045 from BDL Warehouse 6.
- 3) Pick up boxcars 75412, 76253, 73434 from BDL Warehouse 1.
- 4) Uncouple all boxcars on BDL Warehouse 1.
- 5) Move to the other track and drop off your caboose at BDL Warehouse 2.
- 6) Pick up all seven boxcars from BDL Warehouse 1.
- 7) Add the caboose from BDL Warehouse 2 to the end of the train.
- 8) Proceed to Windsor Locks.
- 9) Drop off all cars and the caboose on the House Track.
- 10) Run around the house track via the platform.
- 11) Park your engine with the caboose on Windsor Locks Track 11.

[44-tonner] The New Haven Jitney

Duration: 35 minutes **Difficulty:** moderate

Briefing: Run the NH's employee shuttle from New Haven Union Station to Cedar Hill Yard amidst heavy freight and yard traffic, with a few stops along the way.

Work Order:

- 1) Depart New Haven Union Station by 6:59 a.m. Wait for exit signal to clear.
- 2) Stop at the temporary platform at the Cedar Hill Engine Terminal. Set switches into the roundhouse loop track manually. Depart at 7:11 a.m.
- 3) Proceed to the Westbound Classification Yard and stop at the temporary platform on the bypass track. All switches are set. Depart at 7:18 a.m.
- 4) Stop at the temporary platform at the LCL Terminal. All switches are set. Depart at 7:22 a.m.
- 5) Pull up to the next signal and wait until a freight train coming off the Airline has cleared the switches ahead of you.
- 6) Set the switches and cross over to the LCL Terminal Lead E.
- 7) Pull ahead to the next signal. Wait until the train leaving the LCL terminal behind you has cleared the crossovers into the Material Yard. Set the switches and proceed.
- 8) Stop at the temporary platform at the Material Yard. Arrive by 7:31 a.m.
- 9) Set the switches and reverse into the layover spur.

[Alco S-2] Shade Grown Tobacco

Duration: 30 minutes **Difficulty:** moderate

Briefing: Take a train of tobacco leaves from Griffins to Hartford during harvest season. Pick up some more cars at Bloomfield.

Work Order:

- 1) Depart Griffins.
- 2) Drop off the caboose on the platform at Bloomfield.
- 3) Pull ahead clear of the siding's switch.
- 4) Reverse into Bloomfield Siding and pick up the two cuts of boxcars from there.
- 5) Pull back out onto the mainline until clear of the switch.
- 6) Pick up your caboose on the platform track.
- 7) Proceed to Hartford.
- 8) Cross through HART Junction and enter Hartford Yard on track 17. All switches have been set for you.

[Alco S-2] Wallingford Local

Duration: 35 minutes **Difficulty:** moderate

Briefing: Pick up cars in and around Wallingford, then run to Cedar Hill Yard.

Work Order:

- 1) Run around the cars on the freight house track (Wallingford Yard 3) using track Wallingford Yard 1.
- 2) Pick up all cars from Wallingford Freight House.
- 3) Proceed to HL Judd Co and drop off all cars on the passing siding, next to the HL Judd Co. spur.
- 4) Pick up the three cars from HL Judd Co.
- 5) Pick up the rest of your train.
- 6) Proceed to the end of the passing siding and enter the mainline.
- 7) Proceed to North Haven and enter the line to Cedar Hill Yard.
- 8) Go via the Southbound Receiving Lead and pull into Southbound Receiving Yard track 2. Stop at the end of the siding and wait for further instructions. You must set switches inside the yard manually.

[EMD GP9] Early Morning freight

Duration: 50 minutes **Difficulty:** simple

Briefing: Pick up your train in the departure yard at Springfield and take it to Hartford.

Work Order:

- 1) Wait for yard switcher to pull into the track next to you.
- 2) Set switches ahead of you for a clear path onto the mainline.
- 3) Pick up your train from Springfield Yard 6.
- 4) Exit Springfield and head to Hartford.
- 5) Observe the dispatcher's messages.
- 6) Enter Hartford Yard on siding 3. The ground crew will have set the switches.
- 7) Stop at the end of the siding and await further instructions.

[EMD GP9] Hot Freight from Boston

Duration: 60 minutes **Difficulty:** moderate

Briefing: Run a hot freight train from Hartford to Springfield. Break up the train upon arrival and deliver the cars to their destination tracks.

Work Order:

- 1) Depart Hartford Yard. All switches have been set.
- 2) Head north on track 2.
- 3) Arrive at Windsor Locks no later than 2:35 p.m.
- 4) Arrive at Longmeadow no later than 2:50 p.m.
- 5) Enter the yard sidings at Springfield. Switches have been set.
- 6) Drop off the caboose, the boxcars and the single standard flatcar on Springfield Yard 15.
- 7) Pull ahead through the yard on Springfield Yard 13.
- 8) Enter the mainline, track 2, past MP 61 and then enter the Freight House lead track.
- 9) Drop off all trailer flatcars and run around them using the mainline track.
- 10) Couple to the other end of the trailer flatcars and pull them back out onto the mainline.
- 11) Drop off all trailer cars on the TOFC Ramp track.
- 12) Park your engine on Springfield Loading Pltf 4.

[EMD GP9] Hot TOFC

Duration: 55 minutes **Difficulty:** simple

Briefing: Run a high priority trailer train from Cedar Hill Yard to Hartford Yard.

Work Order:

- 1) Depart Cedar Hill Yard and head north. Enter the Springfield Line on track 2.
- 2) Arrive at North Haven no later than 7:47 p.m.
- 3) Arrive at Meriden no later than 8:02 p.m.
- 4) Arrive at Berlin no later than 8:16 p.m.

- 5) Arrive at MP 36 no later than 8:30 p.m.
- 6) Arrive at HART Junction no later than 8:35 p.m.
- 7) Go via Hartford Yard South Lead 2 into Hartford Yard Track 3. All switches have been set.
- 8) Wait for further instructions.

[EMD GP9] Last Train Home

Duration: 30 minutes **Difficulty:** moderate

Briefing: You got held up at a red signal just outside Windsor Locks. Complete the run to Springfield and stop at all stations along the way.

Work Order:

- 1) Wait for signal to clear, then follow the train ahead of you into Windsor Locks.
- 2) Stop at Windsor Locks.
- 3) Stop at Thompsonville.
- 4) If needed, request permission (press TAB key) to pass the signal at the Springfield Engine Maintenance facilities.
- 5) Stop at Springfield Union Station.

[EMD GP9] Northbound Passenger pt. 1

Duration: 55 minutes **Difficulty:** moderate

Briefing: Run the New Haven – Springfield local passenger service. Your schedule is tight and your GP9 has just enough power to get the long train up to speed. Part 1 of 2, runs from New Haven to Hartford.

Work Order:

- 1) Depart New Haven Union Station.
- 2) Stop at North Haven.
- 3) Stop at Wallingford.
- 4) Stop at Meriden.
- 5) Stop at Berlin.
- 6) Stop at Hartford.

[EMD GP9] Northbound Passenger pt. 2

Duration: 45 minutes **Difficulty:** moderate

Briefing: Continue the run of the northbound passenger train. You start at Hartford Union Station and your destination is Springfield Union Station. Part 2 of 2.

Work Order:

- 1) Depart Hartford Union Station.
- 2) Stop at Windsor.
- 3) Stop at Windsor Locks.
- 4) Stop at Thompsonville.
- 5) Stop at Springfield Union Station.

[EMD GP9] Southbound Passenger pt. 1

Duration: 45 minutes **Difficulty:** moderate

Briefing: Run the Springfield – New Haven local passenger service. This is part 1 or 2 and will take you from Springfield Union Station to Hartford.

Work Order:

- 1) Depart Springfield Union Station.
- 2) Stop at Thompsonville.
- 3) Stop at Windsor Locks.
- 4) Stop at Windsor.
- 5) Stop at Hartford Union Station.

[EMD GP9] Southbound Passenger pt. 2

Duration: 55 minutes **Difficulty:** moderate

Briefing: Continue the run of the southbound passenger train. You start at Hartford Union Station and your destination is New Haven Union Station. Part 2 of 2.

Work Order:

- 1) Depart Hartford Union Station.
- 2) Stop at Berlin.
- 3) Stop at Meriden.
- 4) Stop at Wallingford.
- 5) Stop at New Haven Union Station.

[EMD GP9] Springfield Freight pt. 1

Duration: 30 minutes **Difficulty:** moderate

Briefing: Take a freight train from Hartford Yard to Springfield. Part 1 will take you to just outside of Windsor Locks. Part 1 of 2.

Work Order:

- 1) Depart Hartford Yard. All Switches have been set.
- 2) Enter the passing siding at Windsor, Windsor Siding 2. Arrive there by 11:20 a.m.
- 3) Wait for northbound passenger to overtake you.
- 4) Follow the passenger train once the signal clears.
- 5) Stop at the signal at MP48 and await instructions.
- 6) Continue the run to Springfield from this point in the second part of the scenario.

[EMD GP9] Springfield Freight pt. 2

Duration: 40 minutes **Difficulty:** simple

Briefing: Continue the run to Springfield. You start at the red signal just outside of Windsor Locks where part 1 ended. Part 2 of 2.

Work Order:

- 1) Follow the passenger train and proceed to Springfield on track 2.
- 2) Mind the signals, the passenger train is going to stop at Thompsonville and Springfield.
- 3) Cross over to track 1 and enter the arrival-departure yard at South Springfield.
- 4) Drop all cars of your train on the north end of Springfield Yard 4B
- 5) Proceed to the north end of track Springfield Yard 4A and wait for a southbound passenger train to pass.
- 6) Park your engine on track Springfield Rhse Fuel 1. You must set all switches manually.

Important Whistle Signals

Whistle Posts

Whistle posts are placed approximately 1,500 feet ahead of public or private grade crossings that require the engineer to blow the whistle or sound the horn. The whistle signal is ~ ~ - ~

Whistle Signals

The signals prescribed are illustrated by "-" for short sounds and "~" for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance it is to be conveyed.

Sound	Indication
-	Apply brakes. Stop.
~	Release brakes. Proceed.
~ - - -	Flagman protect rear of train.
- -	When standing, start.
- - -	When standing, back.
~ ~ - ~	Approaching public crossings at grade. To be prolonged or repeated until crossing reached.
Succession of -	Alarm for persons or live stock on the track.
~ -	When running against the current of traffic: (1) Approaching curves or other points where view may be obscured. (2) Approaching trains. (3) On two tracks approaching stations.

Speed Signs and Rules

General Speed Rules on the New Haven Railroad

- **Limited Speed:** Passenger Train: 45 mph, Freight Train: 40 mph
- **Medium Speed:** 30 mph
- **Slow Speed:** 15 mph
- **Restricted Speed:** Do not exceed 15 mph. Train must at all times be able to stop within half of range of vision short of other trains or equipment obstructions.

Unless indicated otherwise by speed signs, **Slow Speed** applies on all **yard** and **industry tracks**.

Unless indicated otherwise by speed signs or signals, **Medium Speed** applies through all **crossovers** between **mainline tracks 1 and 2** on the Springfield Line. **Slow Speed** applies through all **turnouts leading off the mainline tracks** (i.e. into branchline tracks, passing sidings, yard or industry tracks.)

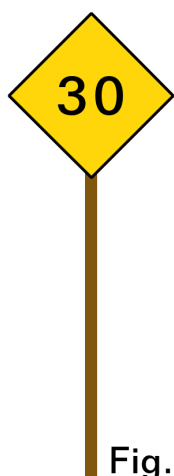
Permanent Speed Restrictions

Fig. 1



Fig. 2



Fig. 3

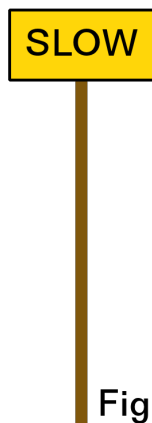
Temporary Speed Restrictions

Fig. 4

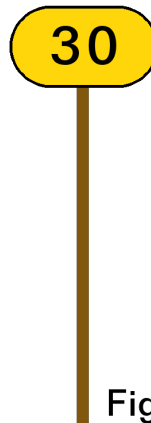


Fig. 5



Fig. 6

Permanent and temporary speed restrictions are announced by a signpost, as shown above, typically placed on the right side of the tracks approximately 1,500 ft. before the start of the reduced speed zone. Speed signs are also posted at the beginning of an increased speed zone.

Fig. 1: Speed Restriction applies to all classes of trains.

Fig. 2: Speed Restriction indicated on upper sign applies to passenger trains, on lower sign to all other trains.

Fig. 3: A separate number plate placed below the single- or double-headed speed signs indicates for how many subsequent curves the speed restrictions applies.

Fig. 4: Temporary speed post, requiring all trains to reduce to slow speed.

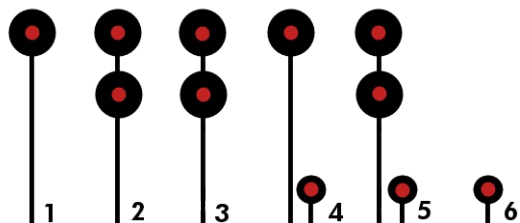
Fig. 5: Temporary speed posts for other speeds are indicated by their oval shape.

Fig. 6: Resume sign, placed at the end of the temporary speed restriction.

Signaling Rules

Interlocking Signals

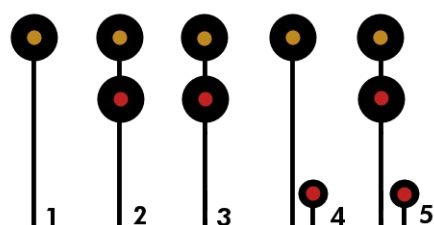
Aspect



Name and Indication

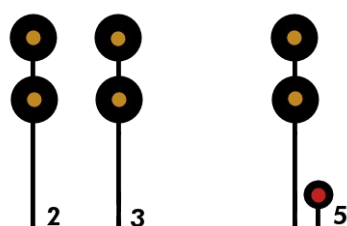
Name: Stop

Indication: Stop



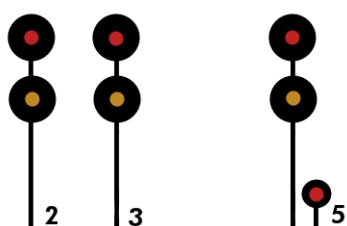
Name: Approach

Indication: Proceed preparing to stop at the next signal on this or diverging route. Trains exceeding limited speed must at once reduce to that speed.



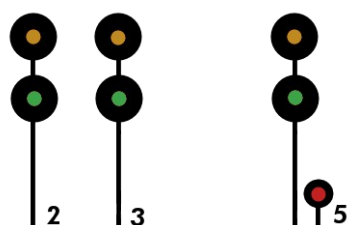
Name: Advance Approach

Indication: Proceed preparing to stop at second signal on this or diverging route. Trains exceeding limited speed must at once reduce to that speed.



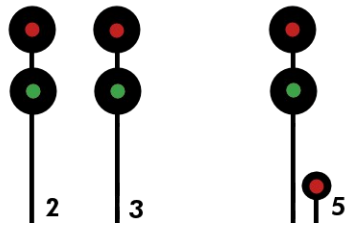
Name: Medium Approach

Indication: Proceed at medium speed preparing to stop at next signal.



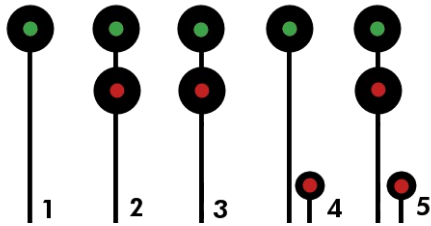
Name: Approach Medium

Indication: Proceed approaching next signal at medium speed.



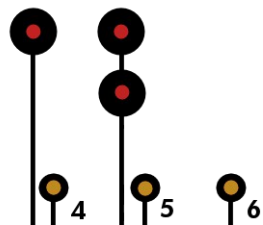
Name: Medium Clear

Indication: Proceed; medium speed within interlocking limits.



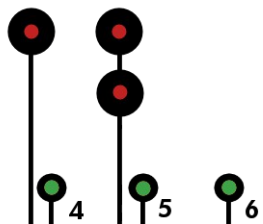
Name: Clear

Indication: Proceed.



Name: Restricting

Indication: Proceed at restricted speed within interlocking limits.



Name: Slow Clear

Indication: Proceed; slow speed within interlocking limits.

Automatic Block Signals

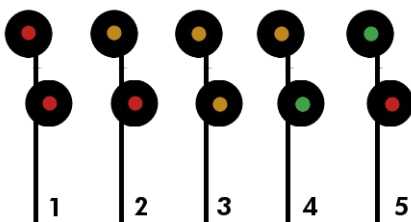


Fig. 1: Stop

Fig. 2: Approach

Fig. 3: Advance Approach

Fig. 4: Approach Medium

Fig. 5: Clear

Remember: If a signal isn't all red, it isn't red at all.

Signal Placement, Dummy Signal Masts

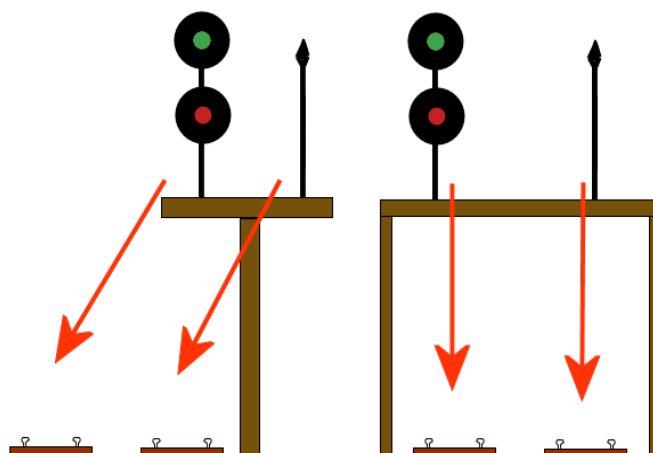
Signals are typically placed on the right side of the track they govern or mounted on a gantry above them.

There are rare instances where a signal is placed on the left side of the track it governs, but that is only done where it is absolutely clear to which track the signal belongs.

Dummy signal masts, as shown on the illustration above, are used in situations where it otherwise

might not be clear which track(s) the signal(s) govern. This might for example be the case when the left-hand track of two tracks leads to a signal protected turnout, whereas the right-hand track heads straight on without the need for a signal.

In short: the presence of dummy masts as shown above indicates that there are one or more tracks between the active signal and the track it governs.



Cab Controls

The engines in this add-on use the standard keyboard controls of Train Simulator 2016. Please refer to the User Manual of Train Simulator 2016 or the Academy scenarios for general information about how to drive a locomotive in this game.

Legend

1	Reverser	7	Bell
2	Regulator (Throttle)	8	Windscreen Wipers
3	Independent Brake (Locomotive Brake)	9	Engine Start
4	Train Brake	10	Headlights
5	Horn	11	Dynamic Brake
6	Sander		

Alco S-2 Cab Controls



EMD GP9 Cab Controls



GE 44-tonner Cab Controls



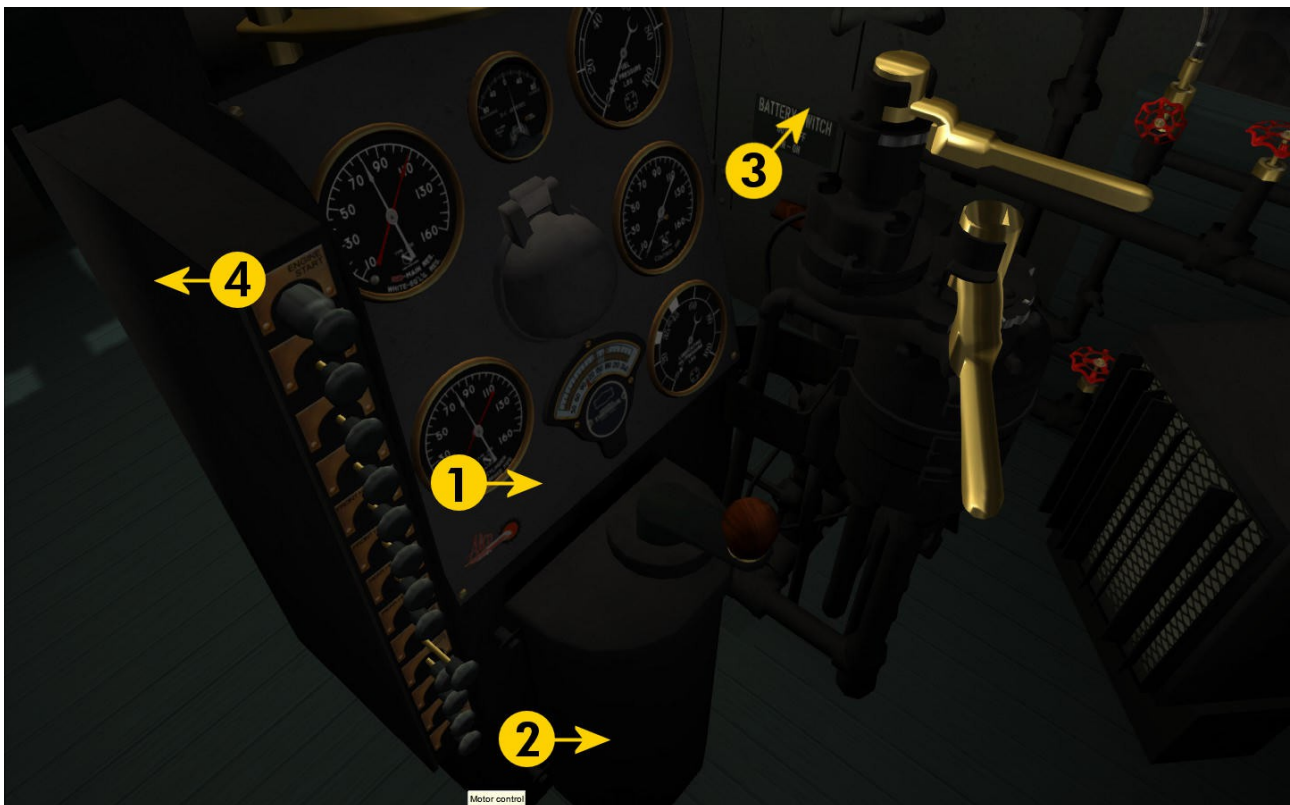
ALCO S-2 Engine Start-up Procedure:

The ALCO S-2 engine has been modeled with a more detailed engine start-up procedure.

To start the engine, you must:

- 1) Pull out the FUEL PUMP switch on the left-hand console
- 2) Pull out the MOTOR CONTROL switch, the bottom one on the left-hand console
- 3) Push up the BATTERY SWITCH, which is located on the cab wall behind the train and engine brake control stand
- 4) Press the ENGINE START button, the top one on the left-hand console

To stop the engine at any time, simply shut off the fuel pump.



Operating the Train Brakes

All engines included with the VNHRR Springfield Line are equipped with a simplified model of the brake valves found on many first generation diesel engines. In contrast to the brakes you may be used to from more modern U.S. diesel engines in Train Simulator 2016, these are not self-lapping. To operate them properly, you must handle them more like the train brakes on a steam engine.

To slow down a train, a **Minimum Reduction** application of the brakes is often sufficient. Minimum Reduction is the second notch on the brake handle when you pull the train brake handle. To apply the train brakes further than their minimum, for example to slow down on a downhill stretch of track or to come to a complete stop, move the handle to the **Apply** position. Watch the brake pipe pressure readouts, once you have reached the desired brake force, pull the brake handle back to the **Lap** position. The brake pipe pressure will now be maintained at the current level. Should you need more brake force, move the handle back to Apply, wait until the desired brake pipe pressure has been reached, then move it back to Lap.

Please note that the further you move the handle into the Apply position, the faster the brake pipe pressure will change. It takes some practice to learn how much brake pressure you need to apply to get the desired deceleration. It is advisable, especially if you are not an experienced engineer in a first generation diesel engine, to start the whole deceleration process early and apply the brakes gently.

To release the brakes, pull the lever back towards you, to the **Release** position. Please note that this fully releases the brakes on the whole train, you cannot do partial brake releases with this type of braking equipment.

On the extreme right end of the lever's way of travel is the **Neutral Handle Off**, beyond which you find the **Emergency** setting. This immediately applies maximum brake force, use it only in cases of actual emergency.

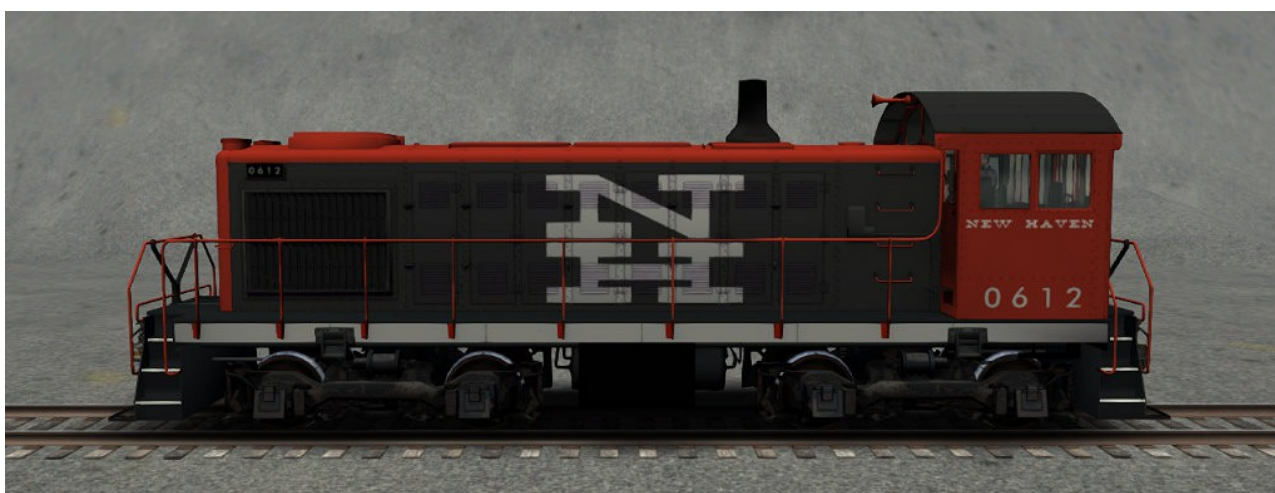
Engines

ALCO S-2

The ALCO S-2 is a 1,000 horsepower diesel electric switcher engine, produced between 1940 and 1950. The NH owned several engines of this model, numbered 0600 to 0621. They were used mostly in yard switching and on light local freight runs. The S-2 could not be operated in multiple-unit lash-ups ("MU").



The S-2 wore a number of liveries during its life on the New Haven, three of them have been included with this route add-on: ALCO S-2 in the early diesel switcher livery. Mostly phased out by the 1950s.



ALCO S-2 in the "McGinnis" livery. Several variants of this livery existed.



ALCO S-2 in the orange/green switcher livery of the early 50s.



ALCO S-2 in the "Trustee" livery.

GE 44-ton switcher

Built between 1940 and 1956, the 44-tonner is a light switching and industrial diesel electric engine. Its weight of 44 short tons was aimed at circumventing a union rule that was in effect during that time, requiring locomotives weighing more than 45 tons to be manned by engineer and fireman. The New Haven owned several engines of this type, numbered 0800-0818.



GE 44-tonner in orange/green livery.



GE 44-tonner in McGinnis livery.

EMD GP9

The GP9 is a versatile diesel-electric engine of the road switcher type. With its 1,750 horsepower 567C 16-cylinder power-plant at its heart, the GP9 can handle just about anything from local freights to stopping passenger trains. The New Haven rostered this unit 1200 to 1229, equipped it with its trademark Hancock Air Whistles and steam boilers for heating passenger trains.



EMD GP9

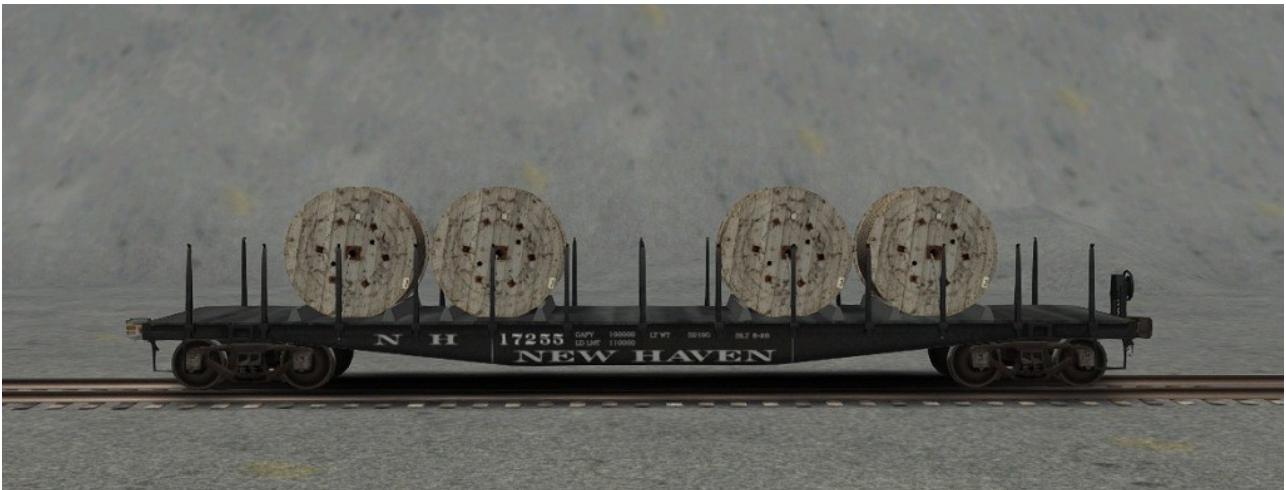
Freight Cars and Non-Revenue Equipment



40' PS-1 Boxcar. Five New Haven liveries and three others are included.



40' Double-sheathed Boxcar. Two New Haven versions and three others are included.



50' Flatcar. Comes with various loads.



43' Steel Gondola. Gavel, Coal, Steel Coil and Cable Reel loads.



52' Steel Gondola. Pipes load.



65' Steel Gondola. Steel Coil and Lumber loads.



55t Coal Hopper.



70t Coal Hopper.



40' Insulated Boxcar. Originally built for seasonal potato transport and equipped with heater. Often used to transport clean cargo such as paper outside of the harvest season.



40' Icebox Reefer. Insulated boxcar with iceboxes to cool the perishable cargo.



Tankcar.



Trailer Flatcar (TOFC). The NH was among the pioneers of trailer train service in North America, starting with converted standard flatcars in the 1930s.



Class NE-5 Caboose. Three liveries are included (from left to right): standard McGinnis livery, experimental inverted McGinnis livery, original red livery.

Passenger Equipment



Heavyweight Baggage Car.



Heavyweight Baggage Car, McGinnis livery.



Heavyweight Coach.



Heavyweight Coach. McGinnis livery.



Osgood-Bradley Lightweight Coach. Hunter Green livery.



Osgood-Bradley Lightweight Coach. Pullman Green livery.



Osgood-Bradley Lightweight Coach. 401 Green livery.



Osgood-Bradley Lightweight Coach. McGinnis livery.

Towns and Locations

Springfield, MA

The Connecticut River Valley played a key role in the Industrial Revolution that changed economic and social life in the United States during the nineteenth century. The river itself served as a transportation and communication link for the earliest human settlements, and later provided power to run mills and factories. The Springfield Armory attracted skilled craftsmen and engineers, and was the site of crucial technological improvements in armaments, machinery, and metalwork.

Springfield is the northern hub of the VNHRR Springfield route. Three railroads meet here, the Boston & Albany's mainline to Boston and Albany, the Boston & Maine's line to Greenfield, and the New Haven's Springfield line to New Haven. Local Passenger trains ran on all three railroads, in addition you can board express services on the B&A (to Boston and Albany) or on the NH to travel to New York City via New Haven. The Railroads made Springfield a regional hub of industry and innovation, in everything from ice skates to automobiles including things like the legendary Indian Motorcycle or the Springfield Rifle.

West Springfield, MA

The town of West Springfield is marked by the huge classification yard of the B&A railroad that cuts the town in half. It is quite an interesting yard, built along a curve and with east and westbound yards separated by the double track mainline, giving you the opportunity to run some pretty challenging yard switching tasks.

To the north of the yard is a big double roundhouse, medium sized engine and car repair shops, and several industries. A short branch line to the south of the yard takes you to the Springfield Exposition Grounds and the West Springfield power plant, originally a coal-fired plant that is used primarily to assist with energy generation during the hours of peak demand.

Thompsonville, CT

Thompsonville is a small town a few miles south of Springfield. Local New Haven – Spring-

field passenger trains stop here and a team track and a freight house spur can be found next to the depot on both sides of the mainline. Thompsonville's most noteworthy feature is the Bigelow-Sanford Carpet Company, with its several cargo tracks and even its own small power plant.

North and south of Thompsonville are two passing sidings, one for each direction. The northbound passing track can also be used as a drill track to switch the carpet factory's tracks.

Warehouse Point, CT

The first English settler in what is today known as East Windsor, was William Pynchon, the founder of Springfield, Massachusetts. In 1636, he erected a warehouse for his settlement's transshipment of goods at what is, to this day, known as "Warehouse Point". Pynchon selected the site of Warehouse Point because of its location near the Enfield Falls — the first major falls in the Connecticut River, where all seagoing vessels were forced to terminate their voyages, and then transship to smaller vessels.

The railroad station at Warehouse Point is about a mile north of the actual town, which is located on the east bank of the Connecticut River just opposite of Windsor Locks. There are only a small factory and a few team tracks left at the former station of Warehouse Point.

Windsor Locks, CT

Windsor Locks is an industrial town on the west bank of the Connecticut River and also the beginning of the New Haven's Suffield Spur. At Windsor Locks you can find the typical depot and freight house combination, accompanied by a small yard serving the Suffield branch-line and also utilized by the local industries. The yard and station are set in an unusual environment, between the one-sided main street on the west and the mainline, canal, multistory mills and factories to the east.

Just north of the Suffield Spur Junction are two short passing and switching sidings, one on each mainline track.

Suffield, CT

Located at one end of the branchline ("spur" in New Haven terminology) that carries its name, the town of Suffield does not generate much traffic. The primary business around here is agriculture, and more precisely shade-grown tobacco – which is what all those long, flat tents along the line are for. The tobacco is grown under the shade of the tents, then dried in the long tobacco barns, and finally shipped out to be used as cigar wrapping. Connecticut River Valley shade grown tobacco is considered to be some of the best cigar wrap in the world.

The other end of the Suffield Spur is much busier in terms of railroad traffic: Bradley Field, originally named 'Windsor Locks Army Air Base'. In 1941 it was renamed 'Army Air Base, Bradley Field' after Lt. Eugene Bradley was killed in a 'dogfight' training exercise above the field. The facility became locally known as Bradley Field when the government returned the facility to the State of Connecticut for civil operation in 1946. Today it is known as Bradley International Airport (BDL). The facility then and now requires aircraft fuel, oil, and various other goods that get handled at the airport warehouses.

Situated at the far end of the Bradley Field Spur is the Hamilton Standard Propeller Corporation, which back in the days our route is set in was a leading US manufacturer of aircraft propellers.

Windsor, CT

The first English settlement in the state of Connecticut. It lies on the northern border of Connecticut's capital, Hartford.

The NHRR runs parallel to the Connecticut River through Windsor, with a station in Windsor center. The station is listed on the National Register of Historic Places. There were also stations at Wilson in the south of town and Hayden in the north, both named for landowners who provided land for the railroad's right of way. Sidings at Windsor station allowed cars to be spotted at the freight house. An 1856 brownstone arch bridge carries the tracks over Pleasant St and the Farmington River. Incorporating a horizontal curve, its engineering was noteworthy when built. Following a fatal grade crossing accident, a three-track-wide plate girder bridge was installed to carry tracks over Palisado Ave in Windsor center.

Hartford, CT

Hartford is the capital of the state of Connecticut and the largest city in Connecticut that is not on the coastline. The first English settlers arrived in 1635 and their settlement was originally called Newtown, but was renamed Hartford in 1637. The name "Hartford" was chosen to honor the English town of Hertford (pronounced "Hartford").

Pastor Thomas Hooker's sermon inspired the writing of the Fundamental Orders of Connecticut, a document (ratified January 14, 1639) investing the people with the authority to govern, rather than ceding such authority to a higher power. Hooker's conception of self-rule embodied in the Fundamental Orders went on to inspire the Connecticut Constitution, and ultimately the U.S. Constitution. Today, one of Connecticut's nicknames is the "Constitution State."

Almost 400 years old, Hartford is among the oldest cities in the United States. Nicknamed the "Insurance Capital of the World", Hartford houses many insurance company headquarters, and insurance remains the region's major industry. Travelers tower on Main St and the Aetna building on Farmington Ave, in mid century, were two of the largest structures in the city.

Hartford is also home to Colt's Patent Firearms Manufacturing Company, founded in 1855 by Samuel Colt. It is the successor corporation to Colt's earlier firearms-making efforts since 1836. Between the 1850s and World War I, Colt was the dominating force in its industry and a seminal influence on manufacturing technology. Colt's earliest designs played a major role in the popularization of the revolver and the shift away from earlier single-shot pistols.

In 1868, resident Mark Twain wrote, "Of all the beautiful towns it has been my fortune to see, this is the chief."

Bloomfield, CT

Bloomfield's early economy was agriculturally based, mostly in shade tobacco, until it became a densely populated suburb of Hartford in mid 20th century, catering to the Insurance and Aircraft industries.

The branchline from Hartford to Griffins was originally a part of the Central New England Railway's network, linking Hartford and Springfield in the east with Poughkeepsie and Campbell Hall in the west. The New Haven acquired financial control of the CNE in 1904, mainly due to their interest in the CNE's Poughkeepsie Bridge and their connection to Maybrook, and soon abandoned several less important portions of the CNE line.

Berlin, CT

Berlin is a small residential and industrial town a few miles south of New Britain, CT. Berlin was incorporated in 1785 and thanks to native son and gun manufacturer Simeon North played an important role in the early phase of the industrialization.

Berlin, in spite of its small size, was also important for the New Haven railroad. The local passenger station, with its red brick building built in 1900, was a regular stop for the local and even some of the fast passenger services on the Springfield Line. Bus connections existed to nearby New Britain.

A small switching yard can be found at Berlin, serving some local industries and a short connecting line to the Highland Line at New Britain. Heading off into the shrubland to the northeast of town, you can also see the remains of the abandoned Middletown branch that connected to the Valley Line and the Air Line at Middletown.

Meriden, CT

Meriden, a small city on the Quinnipiac river and named after the town of Meriden in the English West Midlands, is roughly the midway point between Hartford and New Haven. The New Haven railroad's mainline tracks run through the middle of town, while the remains of the long ago abandoned Meriden, Waterbury & Connecticut River Railroad circle around town, now used by the NHRR to reach a trap rock quarry and a couple of industries. A small switching yard can be found just north of the town center, the railroad serves several small and large industries from here.

A beautiful colonial revival style railroad station is located in the middle of downtown, it is a stop on all passenger services on the Springfield Line. It is a low platform station like almost all passenger stations on the New Haven railroad were.

Various famous industries can be found in Meriden, including the Meriden Britannia Silver Plate Company which was one of the companies that earned Meriden its nickname, "the Silver City".

Yalesville, CT

A few miles further south along the Quinnipiac river from Meriden, Yalesville is a village that developed around a mill in the late 17th century. In the mid 20th century, during the period our route is set in, it still was just a small village. There is a former station stop, now reduced to a freight shed for the occasional LCL (less-than-carload) pickup or drop-off and an industry siding of a few cars' length.

Wallingford, CT

Wallingford dates back to 1667, when the Connecticut General Assembly established a village in what would later evolve into the small city of Wallingford. It is quite similar to Meriden in structure and layout, albeit a bit smaller. The railroad tracks also cross straight through town, with the railroad station located right in the center of downtown. The station building was built in 1871 in French Second Empire style. It is larger, but otherwise very similar to the depot building at Windsor.

A small yard and a fairly large freight house can be found just north of the station.

Wallingford is a place of heavy industry: several steel and metal manufacturing industries can be found in town, the biggest one being the Allegheny Metals Co. A short way south of Wallingford, you will see the large chemical plant of American Cyanamid.

North Haven, CT

North Haven, situated less than ten miles from downtown New Haven along the banks of the meandering Quinnipiac river, is a mostly residential town at the edge of the suburban area of greater New Haven. North Haven has its own railroad station on the Springfield Line, though not all of the local trains stop here and none of the express services.

North Haven is the home of Quinnipiac University and there are also several industries within North Haven's boundaries, several of them with rail access via the Springfield Line.

Cedar Hill Yard

Cedar Hill Yard was one of the largest classification yards in North America (and probably the entire world) back in the mid 20th century. It consisted of 14 yards, serving the six lines of the New Haven RR that converged here. At its peak, Cedar Hill Yard had a capacity of 15,000 cars on over 150 miles of track.

Parts of the yard complex were electrified, so that trains arriving from or leaving to New York City could arrive and depart without needing to be towed or change engines before even arriving at the yard. A set of loop tracks facilitated the quick movement of the electric engines between the engine terminal and the New York and Maybrook arrival/departure yards.

Separate arrival/departure yards were built for the Springfield Line, the Airline and the Shoreline. Two classification yards, each with over fifty tracks, were built for north/eastbound and westbound freight.

Additional facilities included a multi-track LCL transfer terminal, with sixteen tracks around four cargo sheds. Loaded boxcars were placed on the outer, empties on the inner tracks. A set of sidings directly adjacent to the LCL terminal was used for switching and storage.

New Haven, CT

New Haven is the southern terminus of our route and also the southern end point of the Springfield Line. New Haven, home of Yale University, was founded in 1638 by English Puritan settlers. From the late 18th century onwards, New Haven became a center of industry, particularly in gun-manufacturing. New Haven local Eli Whitney, inventor of the cotton gin, was one of the early leaders of that industrial revolution that saw Connecticut leap to the forefront of the new economy.

On the railroad, New Haven is the end of the electrified territory from New York City. The New Haven Railroad had plans to extend their electrified territory to Boston, but for various reasons ranging from economic downturns to the outbreak of the second World War, this plan was only realized by Amtrak many decades later.

At New Haven, the Springfield Line, the Shoreline to Boston, the Airline to Middletown and the New York line converge. Also branching off in town is the line to Mt. Carmel and on to Plainville and Westfield. Union Station, housed in a large beaux-arts building opened in 1920, has eight through platform tracks and sees many passenger trains every day.

Directly adjacent to the station are the large car repair shops, a mail and Rail Express Agency building with several loading platforms, and Water St. Yard, a local switching yard serving the surrounding industries and facilities.

Various other industries can be found along the Mill River branch, a heavy industrial branchline along New Haven's docks and industries, branching off the mainline just east of where it exits from the cutting in which it runs through downtown New Haven.

Credits and Acknowledgments

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Other Credits

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