

# Danbury Departures

Volume No. 10

August / September 2001



Ed Blackman cooking his famous ribs as Suze helps.

## DRM Member Picnic

By Dave Lowry and Charlie Albanetti

The annual picnic for the members of the DRM took place Sunday, August 19th, 2001 along track #18 in the railyard. The hour of five o'clock began the festivities where Ed Blackman's Barbeque Ribs and Chicken were the main attraction. There

was also salads, hot dogs, corn on the cob, watermelon, other munchies, and desserts including cake, ice cream, and fruit.

After everyone was full, President Ira Pollack invited all the attendees to have their turn at operating the RS1 #0673. Peter McLachlan gave the instruction, while Skip Kern acted as conductor. Photos of each member were taken at both trackside by Dave Lowry, and from inside the cab by Charlie Albanetti.



DRM members enjoying the good food and company.

The members operated the locomotive up and down track #34, making use of the whistle, bell, throttle, and brake. Also available to members were track speeder rides up and down track #42 and onto the turntable.

There will be a photographic display of the members operating RS1 0673 in the museum. If you would like a copy of your picture, they will be available to you for a small donation. Thanks to everyone who came and helped out with the event. Lastly, a special thanks to Ira for allowing the members to operate their engine and to Ed and Suze Blackman for making it such a delicious picnic.



Charlie Bardo's first time in his life to ever run a locomotive!

## On Board This Issue

Members Picnic

Looking for volunteers

Member Shopping Spree Weekend!

A welcome to new members

## Member News

### Welcome New Members

Tina Bassett	Danbury, CT
Mike D'Aquino	Redding, CT
John Freitas & Family	Danbury, CT
Carl G. Jensen	Wappingers Falls, NY
Carl & Cynthia Gissler	N. London, NH
Lori Rocco & Family	Danbury, CT
Curtis Wayne	Darien, CT

### New in the gift shop:

Thomas the Tank Engine shirts, jackets, overalls, and goods are back in stock! Also new for the children, train whistles of every type, some that blow bubbles.

For the adult railroads, maps are in - including the Railroad Atlas of North American, Northeast - and New England to Maritime Canada, as well as the new Northeast USA Passenger Rail Travelers Map.

New Books in the Shop are the New Haven-Old Colony by Bob Lilsetrano (\$13.95), and new interesting book called "Railroad City-Springfield" - about the New Haven and Boston-Albany in that city. We also have a large selection of the very latest "Trackside" books by Morning Sun - and over 70 new Pentrex videos.

We also have back in stock Alfred Hitchcock's "Strangers On A Train" filmed in 1950 at our station, as well as other train movies, such as the "Emperor", "The Train", and of course, Buster Keaton doing the impossible on board "The General".

Stop in and see us soon!

We hope to see you at an upcoming Wednesday night meeting (7pm at the museum, 120 White Street in downtown Danbury). In addition, we invite you to get involved in Museum activities as soon as possible.

**REMINDER** If you move, please send your change of address to:

**Danbury Railway Museum**

Attention: Membership Director  
P.O. Box 90  
Danbury, CT 06813

or via e-mail:

DRMMEMBERS@aol.com.

**Halloween will soon be here, and our Haunted Railyard event will be happening soon. If you can help prepare for the ghostly nights or be able to participate during the event, please call Sue Thomas at 203-792-1981. We need train crew, ticket sellers, station people as well as spooky goblins and monsters! Come volunteer and I guarantee you will enjoy the haunting!**

### Member Shopping Spree Weekend!

November 24-25 will be a great weekend for members at the Danbury Railway Museum Gift Shop, 20% off all purchases, just in time for Holiday Gift giving or that little something for yourself! Special weekend sales, plus a 20% discount for members!

### FREE!

If you have any interest in the railroads of North Carolina, or it's short lines in particular, the State DOT has a new 28 page FREE publication describing each railroad in the State. There is a page per rail line showing a map with all stations, miles of track, connections, annual carloads, industries served, number of employees, commodities hauled and number of locomotives. There is also a brief history of the line. Web sites are also listed. This publication is "The Railways of North Carolina, The Official Directory - Spring 2001."

They also have a nice 8.5" X 11" map showing all trackage in the State with a brief listing of railways on the back.

**These are both available FREE from:**

**North Carolina Dept. of Transportation Rail Division**  
1553 Mail Service Center  
Raleigh, NC 27699-1553

Dan Foley



Tony, Albert and Sam reliving history at the Maybrook Railroad Museum

### Oral History Project

By Charlie Albanetti

What had been just a goal for the Danbury Railway Museum, has now become a reality. On August 20th, 2001, Peter McLachlan, Joe Mato, and I, took a ride to the Maybrook Railroad Museum in Maybrook, NY, to start our oral history project. The purpose of this project is to video-document the railroad-related experiences that many of the retired railroaders have and to educate about the history of the railroad through these videos.

The first group to be interviewed were Albert Alexander, Tony Marano, and Sam Christiano, of which all three worked for the New York, New Haven, & Hartford Railroad out of Maybrook, NY. Each retired railroader had their own stories to tell, which were a mix of excitement, drama, and many close calls that filled up almost two hours of tape. The three run the museum in Maybrook, which is located in the Public Library.

But this is only the beginning. There are a few more railroaders that we would like to interview, Charlie Bardo being next on the list. His video will probably be done before you read this article. Hopefully we can continue to find more people to interview, but unfortunately we have lost quite a few already. If you think you may be of help to our project, please email me at [theteentrack@aol.com](mailto:theteentrack@aol.com), or come down to the museum to see me.

Peter, Joe, and I were very happy to be able to have this experience and to do our part in preserving the history of the railroads.

### DRM Station Goals!

by Tony White

Last Saturday member Chris Blackman went shopping. He bought some needed items to go along with the stuff that he had brought to the museum with him. By the days end, he had gone a long way toward getting the DRM wired for a network of computers with several levels of security. Chris donated the materials that he bought. Thank you.

Among our goals is to acquire a computer system and software in the gift shop that is able to scan items purchased and keep records of sales and inventory. This will greatly reduce the number of hours spent doing record keeping for reporting purposes and also the number of hours spent keeping track of what sells at specific times of the year and at particular shows so that merchandise can be more efficiently ordered meaning more profit for the gift shop and museum.

Another goal is to become able to issue tickets for admission, events and excursions at the front desk. To do this we need a computer system and software capable of printing tickets in several varieties as well as the ability to keep records of all transactions. This will allow us to get ahead on ticket sales by being able to sell tickets farther in advance than we have in the past. The old way has definitely resulted in lost revenue because of missed opportunities in selling tickets. Accurate record keeping will assist the DRM in future endeavors with easy access to information to meet regulatory issues and is required for future fund raising.

As anyone knows who has been inside the station, that many attempts have been made to get meaningful pictures and displays there. This is a tedious job and often a difficult one given that everyone involved thus far is also full time employed and only has had limited time to give to this project. Of course the first thing that the visitor sees is the entrance area and front desk. Between us, this is not a pretty sight! We are looking for someone with design abilities to assist us in coming up with a pleasant area in the front and to have the admissions area closed off for security reasons and serve as a place for the computer and copier. In addition,

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## DRM Station Goals! (continued on page four)

whatever we come up with will have the future overall design of the museum in mind to tie it all together in a very pleasant environment and displays.

Anyone with expertise or desire to help is welcome to do so. Anyone willing to donate design skills and or materials is asked to contact me. Any and all suggestions, pictures and drawing will be studied and a plan will be developed for implementation into something that we can all be proud of.

Please send



comments/pictures/drawings to Tony White at the DRM or via email at [drmtony@prodigy.net](mailto:drmtony@prodigy.net).

**REMEMBER  
THE DANBURY RAILWAY MUSEUM  
IS RUN AND STAFFED BY YOU, THE  
MEMBERS!**

DANBURY  
  
RAILWAY  
MUSEUM

THE MUSEUM NEEDS YOUR HELP AND  
SUPPORT TO MAKE IT THE BEST IT CAN BE.  
PLEASE VOLUNTEER IN WHATEVER WAY  
YOU CAN!

CONTACT DAVE LOWRY OUR VOLUNTEER DIRECTOR TO SHOW YOUR SUPPORT **PLEASE.**



## EXPERIENCE THE HOLIDAY EXPRESS ABOARD NYC #3

A GREAT OPPORTUNITY FOR DRM  
MEMBERS

Coupled to the rear of this year's  
Holiday Express excursion on  
December 8, will be the Pullman  
Palace Car know as New York Central #3.

Built in 1928 for Harold Vanderbilt, a director of the New York Central Railroad, it remains as one of the finest private cars existing in North America. Once available only to the privileged and rich, DRM members can experience the Golden Age of rail travel.

The trip will begin with a complete breakfast served in the formal dining room or in your own private stateroom. Then enjoy the ride into Grand Central Terminal on the brass-railed rear platform, in the lushly appointed rear lounge, or from your stateroom window. The return trip will feature a multi-course gourmet dinner served on fine china, silver tableware, and elegant crystal.



Tickets for this once-in-a-lifetime experience are available at \$150.00 per person, and can be obtained by calling the DRM at 203 778-8337 or Don Konen at 845 225-6267. Limited seating is available, and tickets will be sold on a first-come, first-serve basis. Better make your reservations now - last there was a long list of disappointed people who waited until the last minute to call.

### A few Personal words on the 1402 and her Sisters.

By Pete McLachlan

When Danbury Railway Museum's ex New Haven Railroad, DL-701 #1402 finally arrived, I became curious as to how many times I ran her under the New Haven only. I know we paired up many times under Penn Central, then Conrail. Of course she was the 7662 then, so I will stay under the New Haven number.

1402 and I teamed up 18 times with her as the lead unit, mostly on Maybrook Line freights. The other two times were on an extra Danbury to Pittsfield (freight) teamed with 547 Alco RS-3.

It was very unusual to get a 1400 in Danbury, so I was lucky. She left Danbury the next day back for Maybrook Line duty. This was on January 5, 1960.

My only time with her alone was lite to Maybrook from Cedar Hill and back with a coal extra to Devon, Conn. Of course, she had help back with sister 1405, GP #1217 - FA #0413 and GP-9 #1209, hauling a train of 70 cars of coal. (We made it!)

This time on the Maybrook Line is from approximately July 1959 to July 1963. Most of the time, well 80%, I was running the Pittsfield Line, so no Maybrook.

As for a locomotive, the DL-701 was a very good reliable horse and easy to work with. The seat and control stand were comfortable with all controls, brake handles easily at hand.

They had the 24RL brake system, which had no self lap air to hold and air reduction at engineers desire.

Coming down the grades with a heavy long freight, we would make our brake reduction to suit our needs, immediately reach down and reduce the train line feed valve setting to our brake reduction and then release the train brakes and power brake the train down grade usually in about the 3rd notch. The dynamic brakes were cut out by then on most 1400's or all units.

The DL-701 did not have as fast a start as an RS-3, but a lot faster than a GP-9. They (1400's) were good switchers and could bat them out in a busy yard.

When 1402 arrived, she had a steam generator for passenger service and when we caught her and sisters, we would run now and then to Maybrook or back to Cedar Hill with steam coming out both ends. They were fired up to prevent freezing up her boiler pipes.

A few years later, most boilers were taken out of service

so that problem disappeared.

All in all, the DL-701 is a very good locomotive, and I'm glad to see the 1402 here at the Danbury Railway Museum.

After Penn Central she was at Danbury many times. I could count 38 times I had her out of Danbury on local freights. She did go with me to Pittsfield, often, towing the Budd car in passenger service, due to ice or heavy snow. Lots of good fun!

That sums up very briefly my DL-701 thoughts. Of course I could take up the whole newsletter going into fine details of running a DL-701 on all kinds of trains. Maybe later.

God Bless the RS-3! Yes, I ran all 15 of the RS-11's.



Above: as she sits in the DRM rail yard

Below: The way she used to be

