

The Railyard Local

Volume 5, Issue 9

-The Monthly Newsletter of the Danbury Railway Museum-

September 2006

Blend Food and Trains

Recipe for a good time at Annual Picnic

The third Sunday in August means time for the DRM members' picnic. There is always a generous spread of food, a chance to meet and socialize with other members, plus an opportunity to be engineer on one of our locomotives. Eating at tables set up under



Justin instructs as Corey Eaton runs the SW8 Pfizer engine.

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Popular Pumpkin Patch Event

Weekends: Oct. 14-15th, 21-22nd & 28-29th

The DRM will give train rides to our Pumpkin Patch during this fun family event. Everyone will pick out a small pumpkin, be served cider, apples, and lollipops. Participants also will have a ride on our historic turntable. Face painters will delight the little ones attending. All this is in addition to our regular attractions of model layouts, full-size railroad equipment, and other exhibits. Tickets are \$9 for adults, \$7 for kids 3-12 yrs, 2 and under free. If you would like to help out, please contact Sue Thomas at (203) 792-1981.



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plus . . .

Gift Shop News and New Members

Track Work Fundraiser

Concert held August 12th

In an effort to raise funds for our needed track work, the DRM tried a new auxiliary event, Rockin' on the Railroad. There were four bands scheduled from 12-5pm. They had agreed to play without charging the Museum for their performances. Unfortunately two bands cancelled during the middle of the week prior to the event, and one other just did not appear on the day as scheduled. However the remaining band, Tumbleweed, with whom DRM President Ira Pollack played lead guitar, and DRM member Steve Mayerson joined for the day on keyboards, graciously greatly extended their playing time. Playing from the deck of a flat car, their lively music filled the railyard for most of the time period originally scheduled for four bands, and made the day. Thank you so much! Because at the



Playing with "Tumbleweed", DRM member Steve Mayer-son (partially hidden at far left) on keyboards, DRM President Ira Pollack (second from left) on lead guitar, along with other members of the band and friends.

last minute the event was not run as advertised, we only charged the regular Museum admission cost, and offered refunds to those who had purchased tickets in

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New Members

We are delighted to welcome our new members this month. All members, as well as the general public, are welcome to attend the weekly meetings and free programs held Wednesdays, 7:30pm, at the Museum, 120 White Street, Danbury. We invite all members to become involved in Museum activities as soon as possible!

A. Hermans	Bridgewater, CT
Sheri Neal	Salt Pond, NY
Edwin Alvarez	Waterbury, CT
Peter Wicha	Hartsdale, NY
Paul Feher	Monroe, NY
Christopher, Linda Connelly	Brookfield, CT
Elaine de Souza	Danbury, CT
Corey Eaton	Danbury, CT
Kelly Weiller	Purdys, NY
Andrew D. Rabinowitz	Westport, CT
William Saturno	Waterbury, CT
Thomas Pond	Fairfield, CT
Tullio Bruno	Katonah, NY
Alissa Henderson	Bethlehem, CT
Werner Kaufmann	Brookfield, CT
Christine Adler	Yorktown Heights, NY
Nancy Hancox	Fairfield, CT
James & Diane Jensen	West Brookfield, MA
John Painter	Danbury, CT
H. Millar	Wilton, CT
Daniela Silvestri	Ridgefield, CT
Melissa Amante	Pawling, NY
Chris Day	Ridgefield, CT

Track Work Fundraiser, Continued from Page 1

advance for the original donation price of \$25. A number of those ticket holders generously did not wish a refund, and several other people who came to hear the bands donated money toward the track fund. We do not have the number yet of the amount raised from this event. Every bit helps and the total amount raised through previous railroad tie donation purchases, this benefit, and any other sources for track work will determine how much we will be able to do.

It's not too late to donate the purchase cost of a railroad tie for the Museum. Each donation of \$35 (ck memo: Railroad tie) will enable us to buy a needed tie, and to affix a metal plaque engraved with the person's name of your choice. What better way is there to express a love of trains than to have one's own, or a loved one's name on a railroad tie in our railyard! Doing this track work is the only way we will be able to utilize the tracks, and run trains here. Thank you those who already have donated!

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Ten Years Ago

By Stan Madyda

The September 1996 issue of the Danbury Railway News contained two articles about the early accomplishments of the Museum. The first article dealt with the fact that since its inception, members had put in over 92,000 hours volunteering. As a result, the Museum held a Volunteer Recognition Evening when members who had been very active received special certificates of appreciation. Mayor Gene Eriquez spoke to the membership about the importance of the DRM to Danbury and read a proclamation for the members. Bill Guider showed a slide show presentation on the brief history of the DRM which he had produced. Bill was also sharing this presentation with other groups and businesses in the Danbury area.

The other article dealt with the arrival of the Mack Rail Bus from Sperry Rail. At the time, it was located outside of the Sperry property in Danbury and was rusting away. Sperry, through their President Tom DeJoseph, agreed to donate the car to the DRM. There



The Museum building features an informational and photographic display about the FCD Mack Rail Bus.

was one problem, and that was the cost to move the car was \$2500, money the DRM did not have to spend. Ira Pollack and A.J. Scioto came up with the idea of seeking out people and companies who would donate their services for the move. Help was found with individuals who donated tow trucks, a flatbed truck, a backhoe and expertise. On September 7th and 8th, the move of the FCD Mack Rail Bus was accomplished.

The history of the Mack Rail Bus stems from the time Frederick C. Dumaine was in control of the New Haven, which had just come out of bankruptcy. Dumaine started to make changes on the railroad, including keeping lightly used passenger lines but using less expensive equipment. Mack Manufacturing developed the rail bus designated FCD-1 (Dumaine's initials) in 1952. The first one was successful in testing and 9 more were ordered by Frederick C. Dumaine, Jr.,

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DRM Express Track

By Ira Pollack, President

This month I'd like to review some of the things that have happened at the Museum, and also focus on some of our goals for the future.

The beginning of our season was spent with a lot of preparation for the Little Engine That Could event. Our yard crews and staff spent endless hours working on our equipment and facility getting it ready for this new event. Many, many hours of volunteer time were expended running the event. Unfortunately, the Little Engine event didn't meet our expectations as far as ticket sales were concerned. We thought it had the potential for significant financial profit. Although it had intangible positive aspects, the Museum actually lost money on the event due to the amount of overhead required. Also, the weather was poor throughout. I feel that the Museum had to try this as a new event, and certainly we did pull together and work as a team, all for a common goal. In the future, though, I think we should try to balance this labor intensive type of event with our work force potential. Our volunteers really worked hard over those weekends, and those guests attending had an enjoyable time, but the end result was disappointing.



DRM President Ira Pollack welcomed members attending the Annual Picnic, and expressed thanks to all who have volunteered this year.

We held some other smaller events in the yard mid-season with mixed results. One was the Jeep/Rail Rendezvous, which was a popular auxiliary event last year. Another was a new event this year - a concert to raise money for our ever-present track work. The concert, especially, did not meet expectations. I would like to thank those that did attend and contribute to these causes.

We must continue to think of new ideas and events, and think of new ways of raising money to continue our growth. Obviously some of these ideas

will work, and others will not. However we must keep trying to attract new people with their new ideas. Our very popular Pumpkin Patch, Santa, and Easter Bunny events started out as new ideas once. We have continued to hold these events on an annual basis ever since. Please let me know of any ideas you have about possible events for next year's season. An added attraction type of event does not necessarily have to be railroad related. If people come to the DRM because of the added attraction, they will also see our Museum and what we have to offer.

Now that the season is almost over we still have many goals to see through. Restoration work has progressed with our three main projects: the RPO, the RS11 #1402, and the NYC caboose. I'm very pleased to see our members come forward and take responsibilities for these large projects. We still have major issues



Gerry Herrmann peers out the window on the north side of the NYC caboose, which is almost 100 years old.

before us though. Track work is still waiting in the yard, and I am hoping that we can proceed with tie replacement in the very near future at the turntable and lead switch. There are always multiple projects and things to do at the Museum.

We must solve some of the outstanding problems within our infrastructure. We must continue to promote and market ourselves to the outside world. To date no one has come forward to help with this as a full-time position. I still maintain advertising is one of the important tools in making a successful museum. There are still many other challenges that I face as President, and as always need you help. Always feel free to talk with me about any kind of solution that you may have for our problems. It's hard for me to list all of our challenges in this short column, but I feel we can solve them one at a time. Most importantly, we must work together as one team.

Thank you all for your service to the Museum this season.

RAILROAD MOVIE TRIVIA QUIZ

By Steve Gould

We all know that the Danbury Union Station was featured in Alfred Hitchcock's "Strangers on a Train" from 1950, and that scenes for "It Happened to Jane" were filmed near Essex and in Plainfield.



This is one of the movie stills in a photographic display of the filming of "Strangers on a Train". The movie stills and poster photo used in the display in our Museum building are on loan to the DRM from Ronald Freitag. The film is for sale in our Gift Shop.

Strangers on a Train marked the first film in a long collaboration between Hitchcock and Academy Award-winning cinematographer Robert Burks. *Strangers on a Train* was nominated (but did not win) for Best Cinematography.

That said, below are some other movies that featured railroad locations or equipment. How many of these questions can you answer?

1. In "North by Northwest", another Alfred Hitchcock classic, Cary Grant tries to buy a ticket for the 20th Century Limited at which ticket window in Grand Central Terminal?
2. Again from "North by Northwest", Cary Grant walks past one car before boarding the train. You can see the car name and number. What are they? He and Eva Marie Saint later walked past NYC E8 #4044 in Chicago.
3. In a 1960's film, John Frankenheimer's "Seconds", which starred Rock Hudson, actor John Randolph, in the beginning of the film, is headed for the 5:23 PM train to Hartsdale in Grand Central. What was the track number? Couple of other interesting tidbits: he also walked past FL9 #2046, still in the McGinnis scheme. And, when he got off in Scarsdale, it was from one of the earlier NYC ACMU's.
4. Name the type and number of the PRR steam locomotive used in the opening title shots from "Hello, Dolly". Garrison, NY stood in for Yonkers in the film. And Poughkeepsie played New York City!
5. What types of diesels were seen in the opening titles of "Bad Day at Black Rock"? They were pulling the "streamliner" which rarely made

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a stop at Black Rock, according to the town's station agent.

6. People were being evacuated by train from the Devil's Tower area in "Close Encounters of the Third Kind". From what Wyoming railroad station did they board? The actual location for the shot was in Georgia. Although the station had the correct name, a Family Lines unit was seen approaching. Yes, only a railfan would notice!
7. Two Connecticut residents, Paul Newman and Joanne Woodward, appeared together in "From the Terrace", in the '50's. A famous steam locomotive was also featured. Which one?
8. In "The Natural" with Robert Redford, the train Roy Hobbs is riding to Chicago on makes a water stop. On the head end was which steam engine? Hint: it was a Grand Trunk Western 2-8-2.
9. "In the Heat of the Night" had character Virgil Tibbs waiting for a train. An E7, #107, was seen on the head end of the train pulling in to the station. Do you remember the railroad name?
10. In the first "Superman, The Movie", Lex Luthor's sidekick, played by Ned Beatty, walks through the tunnels in Grand Central Terminal. Several cops are on his tail but they get run over by a.....what? Extra credit for the unit number.
11. In "The Day the Earth Stood Still", there's a quick view of a PCC. Was it Capital Transit or DC Transit at the time the film was made?

How did you do? We need more questions for another quiz. Please submit yours to the Editor with the answers, of course.

(The answers are on Page 5 of this issue.)



Dan Carleton gets ready to hand Jim Teer (left) part of the fixture he has just removed that was holding the headlight for one of the 44 tonners. Jeremy Rice stands ready to assist. Dan proceeded to scrape away corrosion from the socket. The removed portion is corroded but will serve as a model for a newly fabricated piece.

RPO News and Notes

By Bill Britt, Project Leader

As of this time (8/24/06) we are moving right along. Art Slothower has finished the car roof and it looks pretty good. Work has begun on removing the heavy rust from the sides. Bob Pitcher rescued a nice piece of sheet metal from our scrap pile, and as a result we now have replaced the battery box door that was missing.



By the end of August, the RPO car's roof was a glossy black shining in the sun, and looking great. A special paint/epoxy product has made a durable finish.

The diaphragms have been removed from both ends of the car for repair and coating; some welding work will be required on the head end frame work. The canvas will have to be replaced on both ends; if anyone knows of a source of very heavy industrial canvas, we would appreciate knowing of it. Thanks.



At left, one of the ends of the RPO car with the diaphragm removed. Photo above right, shows Bill Britt using an electric wire brush tool to clean corrosion off the window sills on the south side of the car. The same method was used to prepare the sides of the car for coating. What an amazing transformation!

Did you know? RPO clerks were required to know the routing of 1000 post offices within three months of their being employed, and 5000 after one year on the job. Annual exams were administered to show their continued competence.

Now for the worst part of this restoration job! We have funds that should cover the costs to coat the exterior of the car, but the interior work is ahead of us. Anything you can do to help us in this regard will be appreciated. Thank you.



After considerable sanding, and coats of black paint on the cab, Carolyn Taylor has completed the lettering on the other side of our Boston & Maine steam locomotive.

Railroad Movie Trivia Quiz Answers

Answers to quiz on Page 4.

1. #15 where the Metro North windows are today.
2. Imperial State, #10006
3. Track 25
4. PRR D16B #1223, now in RR Museum of PA.
5. SP F's
6. Gillette, WY
7. Reading T1 #2124, now at Steamtown.
8. GTW #4070, now on display in Cleveland, OH
9. GM&O
10. FL9 #5048
11. Capital Transit

Gift Shop News

By Patty Osmer

DRM Denim Shirts for Volunteers

Because of popular demand, we will once again be ordering denim shirts for DRM volunteers. The shirts sport the DRM logo on the left side, as shown, and a name optionally embroidered over the patch pocket. Pre-ordered shirts will be sold at cost, and may be ordered in either long sleeve or short sleeve in any size. All shirts will have the DRM logo embroidered on them. The shirts are very sturdy and run true to size. The cost varies depending on size and style, and there is an additional charge for a name. Prices run between approximately \$25 for a standard size short sleeve shirt with name, and \$37 for a long sleeve, over-sized shirt with name. Shirts are available in Men's size S - XXXL, and tall sizes are available. If you would like to order a shirt, please email Patty Osmer at p.osmer@verizon.net, or contact her at the Museum.



We have just received a supply of decals sporting the DRM logo in black and white (see photo below). These vinyl decals have a peel-off backing, and can be placed on a bumper or on the outside of a window. Cost to members is 90 cents.



Recent Donations

Donations have been recently received from the following: David Lowry, Barbara Flower, Daniel Carleton, Carolyn Taylor, Steve Gould, Dave Roberts, Marjorie Flower, J. R. Mitchell, Mary Pape

Ten Years Ago, Continued from Page 2



The Move. The caption for this photo from the DRM collection is "Unloading #2 from the flat car after the trip from Bridgeport CT". For more information about this unique piece, come view our display and see the real FCD Mack Rail Bus in our rail yard. Our primary focus right now is to restore the windows which were vandalized just prior to its being acquired by our Museum.

who was now in control of the railroad. But in 1954, Patrick McGinnis won a proxy fight against Dumaine. Dumaine and his rail bus project left the New Haven. The Mack Rail Buses were never used in regular service and the units were stored in Readville, MA. In 1958, the New Haven began to remove the cars from Readville. Six went to Spain, two went to Sperry, and another two went to Remington Arms in Bridgeport, then were later sold to Sperry. Our car, #15, was one of the two that went to Remington.



Remington changed our rail bus' number from #15 to #2. The photo above is courtesy of the New Haven Historical Society and shows "#2 in service at Remington Arms, Bridgeport CT".

In other news from the September 1996 newsletter, it was announced that Jesse Meeker resigned as treasurer in order to spend more time with his business. Mickey Silberbauer was elected by the Board as his replacement. It was also announced that the Board voted to increase the number of Directors by one and expected to fill this position during the October meeting. This would increase the size of the board to 18, including the Mayor of Danbury who served ex officio.



our Museum canopies, we could view part of our beloved railyard. DRM President Ira Pollack spoke briefly, welcoming everyone, expressing thanks for everyone's help this year, and to Patty Osmer and Anne Marie Shannon for organizing this year's picnic.



Bill Webb puts the locomotive into reverse for the trip down the #18 track.

Full of delicious food, those wishing to run our SW8 Pfizer locomotive, crossed to the #18 track, where thanks to Justin Chapin supervising our "Engineers for a Day", and Dave Roberts acting as conductor, once again we were able to enjoy a highlight of our annual picnic. Some of our younger members could hardly wait. They hurriedly ate, then waited by the locomotive in order to be first in line to run the train.



Ken Landsiedel's excitement is evident as he sits at the controls, ready to be engineer. Justin gives the instructions while Corey watches. Below, Dave Roberts, who was the conductor.



Dessert was almost their undoing, because when they left to go back into the Museum building and took their time eating the sweets, our train crew showed up, ready to run. Word was relayed to the boys, they rushed out to the train, and others in line let them go ahead to be on the first run down the track and back.

Little Red Caboose

Restoration has been steadily progressing on the New York Central wooden caboose.



These are photos of Gerry Herrmann and Franz Gerencir, first doing interior carpentry (above), then installing framing for the pocket windows outside on the north side.



Gerry indicated that the framing is very frustrating because of the large number of angles and the precision required for them.



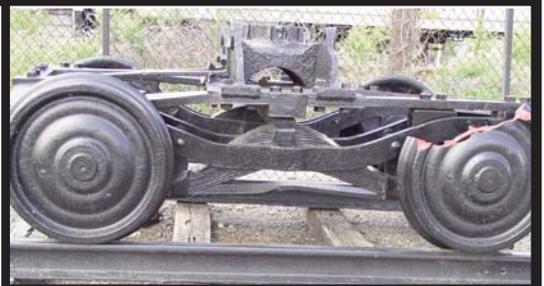
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MUSEUM CALENDAR

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| Sept 20(7:30pm) | Video - Steam Across America - Dick Shubar |
| Sept 21(7:00pm) | Board Meeting (Open to Members) |
| Sept 27(7:30pm) | Slides; 1977 Canadian Pacific in the Rockies - Pete McLachlan |
| Oct 4(7:30pm) | RR Modeling Tips - Steve Mayerson |
| Oct 11(7:30pm) | Europe in 1992 - Gerry Herrmann |
| Oct 18(7:30pm) | Steam Preserv. in U.K.- Bill Brett |

Be sure to look for the full color version of this newsletter on our website: www.danbury.org/drm/



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