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 track work.

In This Issue
~Ten Years Ago - page 2
~Railroad Movie Trivia Quiz - page 4
~RPO News & Notes - page 5
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 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

Popular Pumpkin Patch Event

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.

Justin instructs as Corey Eaton runs the SW8 Pfizer engine.

Playing with “Tumbleweed”, DRM member Steve Mayerson (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.

Continued on Page 2
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
Willliam 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

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 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.,
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 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.

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 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.

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 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.

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.

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
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.

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
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.

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.

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.
MUSEUM CALENDAR

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!

Contact Information

Please contact us with submissions:
Mail: The Danbury Railway Museum
     Attention: Newsletter
     PO Box 90, Danbury, CT 06813
Phone: 203.778.8337
Fax: 203.778.1836
Email: newsletter@danburyrail.org
Editor: Carolyn Taylor
Printing by: Infinity Printing of Danbury

Change of Address

If you move, please send your change of address to:
Danbury Railway Museum,
Attention: Membership Chairman
PO Box 90, Danbury, CT 06813
Via Email to drmmembers@aol.com