



## RDC MONTH - June, 2003

By Gerry Lawlor

June, 2003, has been designated by The Danbury Railway Museum as Budd RDC month. Our train crews expect to run **New Haven RDC 32** on all the Railyard Local schedules during the month. Many of our members are aware of and appreciate the many hours of dedication and physical labor by Nancy Sniffen and her crew to restore this car to its "as built" condition.

Our **New Haven 32** was built by Edward G. Budd in 1953. It is now 50 years old. It has been meticulously restored to its original condition.

**Budd RDC** cars were self-propelled. They were the answer to the railroad's need for efficient branch line and low revenue mainline transportation services. They were designed to replace older gas-electric cars and locomotive hauled trains of one to two cars used in branch line service.

Our **RDC 32** is classified as an **RDC-1**. It is an all passenger configuration with seating for 90 passenger. The **RDC-2** combined baggage with a 70 passenger configuration. An **RDC-3** combined Railway Post Office and baggage with a 49 passenger configuration. The **RDC-4** combined Railway Post Office and baggage only - no passengers. **RDC-9** was also an all passenger configuration and seated 94 passengers.

The design was set-up so that any **RDC** [Rail Diesel Car] could be operated from either end singly or in multiple units from "the lead motorman's station". The **New Haven** set a maximum speed of 90 m.p.h. for the RDC. Each car was powered by two Detroit Diesel Engine Division G.M.C. diesel engines boasting 275 h.p. each. Quick change of engines was accomplished by using special G.M. designed fixtures. At 112,800 lbs. ready to go, the combination of light weight and twin engines gave the RDC a horse power to weight ratio of 8.689 h.p. per ton. This gave the RDC the ability to accelerate from 0 at 1.4 m.p.h. per second.

Our **New Haven RDC 32** was sold to **Penn Central** in January, 1969. It was sold by **Penn Central** to Amtrak in 1972. Amtrak rebuilt the unit in 1973 and sold it to **Metro North Commuter Railroad** in January, 1983. It was reported as still in service as of March, 1988 according to the book "Budd Car The RDC Story" by Chuck Crouse published by The Weekend Chief Publishing Co. 1990.

**COME RIDE OUR NEW HAVEN 32**

## Mission....

The purpose of the Danbury Railway Museum is to organize and manage a railway museum in Danbury, Connecticut and to engage in any and all activities convenient to said purposes. The goal of said museum shall be to educate the public to the history of railroading and the role of the railroads, both as part of a natural heritage and as an institution in contemporary society. The corporation is organized exclusively for educational purposes.

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Please send change of address to:

Danbury Railway Museum, Inc  
Atten: Membership Chairman  
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Or Via Email to:  
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Comments and suggestions are always welcome.

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# The Yard Inside -

May 2003

By Wade W. Roese

Each week new members and old members come to the museum to participate in the activities and observe the progress of the various projects in work both inside and outside the building. Have you been there lately? Many projects are in the works and welcome the assistance from our talented members. Shows, tours, rides celebrations and restoration work, including new acquisitions, are available for you to work on or view. As they say on TV "Come on down!".

**N Gauge:** The **N gauge** train sets are beginning to look like the real thing. A two engine freight of ten cars and a five car passenger consist have been assembled and have been tweaked to run consistently. Attentive track cleaning and maintenance by Bill Britt and Ken Williams continue to upgrade the displays reliability. New buildings, new photographs, and scenery continue to be added to the system. Anyone interested building something should give us a call. There very small at this scale and should not take much time! Right?

**HO Gauge:** **HO gauge** is well represented in the museum. A static bridge display, the portable operational two train display which currently has a home in the gift shop, and most recently, the newly acquired and displayed **HO** model of or own station which currently sports an **RDC** car. It really needs an electric as the diorama has an overhead catenary system. Have a spare sitting around doing nothing that would like a place in front of our station

**S Gauge:** The **S Gauge** now has two operational trains. Seems the second one had to be turned on. This layout is a very popular operating display and sees a lot of service.

**O Gauge:** Bob Westerfield continues his attentive spare time keeping the **O Gauge** equipment operational when he is not slaving away in the library with all the books, magazines and reference documents.

**G Gauge:** Now that better weather is upon us we can expect to see some work on the **G Gauge**. Let us know if you have interest working on the "big stuff".

With weather getting better and daylight hours getting longer stop at the museum, get involved or just look around. You're always welcome and there is usually something new to enjoy.

Till next month, happy railroading.  
Wade

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## Gift Shop News for May

After the Easter Bunny trains, the next big event will be the May Railfan show. We have at least 2 dozen copies of the **NEW HAVEN RAILROAD** (Railroad Color History) book by Peter E. Lynch in stock, and rumor has it that the author will be at the May show for book signing.

The Gift Shop would like to extend a round of applause to Sue Thomas, who has represented us at a number of shows this year. Please support the Gift Shop by attending as many local shows as you can.

We really need volunteers to staff the Gift Shop this summer! If you can volunteer even 3 hours a week, please call the Gift Shop at 203-778-8337 to volunteer, or follow the Gift Shop link on our web page ([www.danbury.org/drm](http://www.danbury.org/drm)) to volunteer.

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### New Members

John Ballantine	Brewster, NY
Margie Damota	Bethel, CT
John Lenz	Stamford, CT
Fred A. Sandri	Shelton, CT
Julieta P. Sebastian	Carmel, NY
Julian Waller	Yonkers, NY

### New Youth Member

Davey Man Brian	Dover Plains, NY
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## SPECIAL ANNOUNCEMENT

Father's Day, Sunday June 15, 2003

Danbury Railway Museum will offer FREE RDC Budd Car rides to all fathers accompanied by a child on Father's Day June 15, 2003. New Haven Railroad RDC 32 will be utilized for this service. It was restored after many years of hard labor and much patience by our member Nancy Sniffen and a dedicated group of helpers. Invite all the fathers in your family and your friends families to be with us on this very special Father's Day.

## From John O'Hern

Shown below is a group of 16 Boy Scouts from Troop 70, Newtown, Connecticut. They are working for their Railroad Merit Badge in the Museum. Because of the availability of information, displays, etc., The boys can earn the badge in one day. John O'Hern, an active Scouter, and Dave Lowry, serve as merit badge councilors. There is no charge for this program, but donations are accepted. A tour of the yard and a Railyard Local trip (when running) is included. Comments, so far, have been very favorable.



Photo by Dave Lowry

BSA Troop 70, Newtown for Railroad Merit Badge.  
March 15, 2003.

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The Museum is in need of a color laser printer to be used for printing advertising materials and color copies of our roster. If you can help please contact Charlie Albanetti at the Museum: 203 778-8337 or  
E-mail: [the\\_teen\\_track@aol.com](mailto:the_teen_track@aol.com)

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A BIG thank you to all who helped in April at the two Easter Bunny Weekends. We had over 1200 people visit us during that time, and I believe they all had fun. We had a caboose open for tours, and many visitors walked through the RS1 after taking the train ride, as well as visiting the model trains childrens play area in the station. The Gift Shop also was busy, busy, busy. Again, thanks to all who came out to make this a successful event.  
Sue Thomas

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## LIBRARY NEWS

By Stan Madyda

In April, the Library hosted a field trip by Terri Stramiello's American Perspectives classes at West Conn. Part of the course covers railroads and the part they played in American History. This semester, about 70 students spent an hour visiting the Museum and touring the yard. Serving as tour guides this year were Bob Boothe, Steve Gould, Peter McLachlan, Gerry Herrmann, John O'Hern, Dave Lowry and myself.

We were hoping to have the New York Transit Museum make their annual trip during our May Railfair Show. They were not able to organize the trip and have postponed it until later in the summer. By the way, their Museum in Brooklyn has been closed for renovations but is scheduled to re-open this summer. It is definitely worth a trip. I'll try to have more information for the next issue.

Here are a few more donations we received in the last year:

- Lorraine Rivers - letter written by and to John McCarthy during the 1920's. He was a policeman for **The New Haven**.
- Gerald P. Lawlor – Official Guides, timetables and various brochures and paper material from railroads.
- David Carusello – conductor's uniform
- Stan Madyda – information on Metro North's new M-7 cars
- Stanley Jones – family history on Orville Scott who was a Danbury & Norwalk employee
- William Clifford – N scale trains, tracks and buildings
- Joe Sacca – cut-away model of a steam engine, books, magazines and N scale trains
- Maureen Deppem – a towel and hot plate lettered for the New Haven. She also donated three display cases
- Ronald J. Antonelli – magazines and newspapers
- Peter Hirsch – a gear cutting machine
- Claire Williams – a book on the "Flying Scotsman"
- Susan Endler – employee timetables, rule books, railroad glassware, ash trays, books and magazines
- Dr. Robert Mead – G scale trains
- Russell Loveland – stock certificates, books and manuals
- Ed Blackman – 117 slides
- John O'Hern – New Haven conductor's hat
- G. Roger Clements – magazines
- Edwin J. Fellows – 6 reference books
- Jim Miller – one book
- John Grabert – New Haven crossing bell, shields, one lamp, a dwarf signal and a fire extinguisher
- Richard Kessler – a top of a switch stand with flags
- DRM Gift Shop – magazines
- Howard Graden – passenger seat arm rest and a stamping from the end of a passenger seat.
- Angelo J. M. Miranda – five videos
- Raymond Miranda – postcards and catalogs
- Michael McFall – magazines and manuals
- Dave Lowry – a video of the opening of DRM's exhibit "The Way it Was"
- Harry Burke – two books
- Richard A Treadwell, Sr. – a photo of an FL-9 at Danbury

Thanks again to everyone who has made a donation.

## Historical Significance of the Boston & Maine 2-6-0 Steam Locomotive

Bob Boothe  
1455 Project Coordinator Danbury Railway Museum

For about two generations—from 1830 until 1950—an era of 120 years—steam powered locomotives were the primary type of engine used on American railroads. Close to 180,000 Steam locomotives were built in the United States during these years. The **Boston & Maine #1455** was built in 1907 thus just a little past the midpoint of the steam engine era.

From the outset, the conditions under which the locomotives of America had to operate directly influenced their design. The early railroad tracks were often laid as quickly and as inexpensively as possible to create year-round cheap transportation of goods and materials with less concern being given to passengers and their comfort. Increasing the pulling capacity of locomotives over the usually uneven and often curving track age was the primary goal. In response to the continuing need for increased power (and therefore heavier locomotives) and yet still the have the ability to resist the tendency to derail on the poor track, various locomotive designs were tried some with various sets of guiding wheels in front of the main driving or powered wheels.

The #1455 is an example of the very common the “2-6-0” wheel arrangement which appeared on the American scene around 1864. A system of interconnected “equalizing levers” was used such that the four rear driving wheels had essentially “independent suspension”. In addition, the front pilot truck (with the two leading wheels) was ingeniously designed such that it would guide itself and thus the locomotive frame through tight curves. Just as important, this two wheel pilot shared the suspension system of the front two drivers. The net result of these innovations was a dramatically improved locomotive with over 87% of its weight distributed to the driving wheels. (In the case of the #1455 weighing 71 tons, that means there is about 10 tons on each driving wheel and 5 tons on each of the front pilot wheels.

The 2-6-0 locomotive (with the fully equalized driving wheels and swiveling lead pilot truck) which was introduced in the mid 1800’s was in fact almost 50% more powerful than it’s related widely used predecessor, the American type 4-

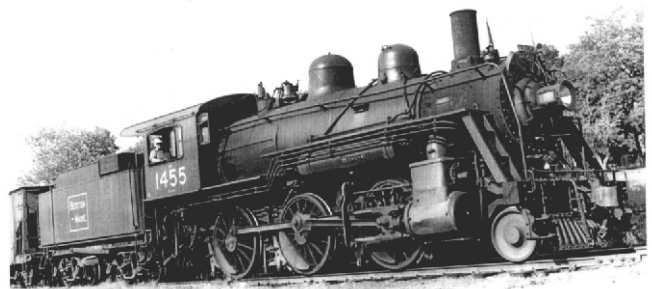
4-0. Coincidentally, at the time of the introduction of the 2 6 0 in the mid 1800’s the phrase “mogul” (referring to those who were ruling India) was in general use and had come to mean “a person in a powerful position of government or business”. Since the 2-6-0 similarly demonstrated “extraordinary power” railroad workers dubbed this engine type the “mogul” and the term stuck.

The basic 2 6 0 “mogul” type locomotive was popular with the railroad executives (economical to run, reliable, moderate maintenance costs) and well accepted by the train crews. Although many more powerful locomotives were subsequently built, nevertheless 2- 6 -0 moguls were kept in continuous production in America for over 60 years (1863 to 1920).

Between 1903 and 1910, The **Boston and Maine Railroad** had **Alco** (at the Manchester NH plant) build 135 moguls similar to the **1455** (calling them the “B-15 class”) For the most part the **B&M** used them for light freight, passenger, and switching service throughout New England. The **#1455** ended its long career in 1956 hauling commuter trains from Boston’s North Station to Clinton Mass. Moguls similar to the **B&M #1455** were used extensively by numerous railroads throughout the United States including the **Boston & Maine**, the **New York Central**, and the **New Haven** (which frequently had them right here in Danbury. )

Sadly of the more than 11,000 moguls built in America over this time, fewer than 75 have survived the cutting torch. Of these, only 6 standard gauge moguls are actually capable of being fired up and running on their own power.

The **#1455** is thus a rare and unique piece of our American Industrial Heritage and worthy of our efforts of historic preservation and restoration.



DANVERS, MASS. JUJE 24, 1941.  
H.W Boothroyd.

H&B

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## WORKING FOR THE WORLD'S BUSIEST PASSENGER RAILROAD

By Steve Gould

When I attended American University in Washington, DC back in the late fifties, my major was transportation and traffic management in the School of Business Administration. I felt I could enhance future job opportunities by working one summer for a transportation company. And the company I had set my sights on was the **Long Island Rail Road**.

I got a head start by contacting the railroad early and attending a job interview at the railroad's Jamaica, NY headquarters office in September 1959, before heading back to college for my junior year; my goal was a summer job in 1960. The LIRR contacted several months after the interview and offered me a relief ticket clerk position, subbing for permanent station agents who would be taking summer vacations. I would start as soon as I got home for the summer in June 1960.

I traveled to Jamaica for an orientation visit I was furnished a temporary pass so that I could travel to where I was needed without cost, as I did not own a car at the time. I lived in East Hampton, on the Montauk Branch, 100 rail miles from Long Island City. Little did I realize how much trouble these two facts – no car and living so far out on the island – were going to cause me.

I was in training the first two weeks, first at Southampton with Agent Osborne, next at Flatbush Avenue station; and finally, at Pennsylvania Station in New York. Southampton was a breeze, as trains were few and ticket sales nominal. Besides, Agent Osborne was a railfan and this helped to pass the time during lulls in the day. And, I was able to catch a ride home several nights on the local freight, riding in the caboose. They would drop me off practically at my house since the LIRR ran next to a pasture on our farm.

Flatbush Avenue, as expected, was livelier, and I was getting a good grip on what I would be expected to do. After several days, I was moved up to the big time – the **LIRR** ticket office in **Penn Station**. Here is where I had my first rude awakening of the working world. At first I watched the ticket clerk I was assigned to; then he turned over the window to me and stood by as I sold tickets. Slowly, but surely I knew where the Ronkonkama tickets were vs. Great Neck or Freeport, Long Beach or Massapequa Park. At one point when I thought things were going smoothly, I noted police running about the area. And then I heard a booming voice cry out from the Stationmaster's Office, "Gould, get your %\$@ in here, NOW!" It was then, in so many words, peppered with expletives, that I found that I had set off a silent burglar alarm by stepping on a floor switch. Try as I might to plead my case that no one told me where it was, it did nothing to temper the onslaught. Finally, I was told to remove my posterior from his office and go get lunch. Thankfully, that was my last day of training at **Penn Station**, and the two weeks of training were at an end. I would find out later where I would be heading to next. Would it be home? Or would it be another station for work?

It would be Bay Shore! I worked with the station agent for about a week to become familiar with the job. But, the following week, my **LIRR** career came to a standstill. On July 10, 1960, the railroad employees went on strike, shutting down the system until August 3, and I was furloughed. Alas! What happened to my summer job? Luckily, I was able to go back to work at the stationery store at which I had worked previously. When the railroad came back, I found out that I would have to travel to different stations during each week, and without a car and infrequent westbound train service, that became an impossible task. So, the **LIRR** assigned me the 2 PM to 9 PM Sunday trick at the station at which I was most familiar, Bay Shore, and I kept my "day job" at the store for the rest of the week.

Continued on page 7.....

Continued from page 6

## Working for the World's Busiest Passenger Railroad

I could get to and from Bay Shore by train, although it made for a long day. I had to take a 8:53 AM train from East Hampton to Bay Shore, getting there around 11 AM, and figure out how to pass the time until my trick started at 2 PM. With a **LIRR** pass and a camera in hand, that wasn't hard to do. So, I rode trains and got off at various stations to take shots. After my trick ended at 9 PM, I would have to wait in the station office until a train to East Hampton came through at around 11 PM, mainly an equipment deadhead move with a rider coach and a final destination of Montauk. I got to East Hampton at around 1 AM and walked home, only to get up Monday for my 8 AM job at the store. Like I said...a long day.

Bay Shore business on a Sunday ebbed and flowed, like the tide. The station was close to where the ferries to Fire Island docked so business was light until the ferries returned with beach goers starting around 5 PM. Then, huge lines would form. If it was the end of the month, the commuters would line up to buy their monthly commutation tickets. At one point on one Sunday, I ran out of change and a teenager railfan, who stuck around part of the day, was given the job to find singles for me. Man, I took a chance giving him \$50 to get some one's and five's for me, but I was desperate. He came back, though, and I got through the day. Oh yeah, the agent I relieved showed me where a loaded pistol was stored but cautioned me not to be a hero. I thought about that a number of times after the sun went down!

My **LIRR** career came to an abrupt end late that summer when the railroad went out on strike again in sympathy with a Pennsy strike. Although, I worked not near as long as I thought I would, I did get to ride the system and get some decent shots, and learn a little of what it is like to work for the steel wheel on steel rail.



LIRR C-Liner #2402 stops at Bay Shore with a train for Montauk in June 1960. Photo by Steve Gould.



LIRR RS #1553 on a run-around move at Babylon in August 1960. Photo by Steve Gould.



LIRR violates its Budd warranty using its entire fleet of RDC's to tow a baggage car at Bay Shore in June 1960. Photo by Steve Gould.

## ABOUT THE LOCOMOTIVE:

This Boston & Maine 2-6-0 Mogul, #1455, was built in 1907 by ALCO, in Manchester, NH. 135 were produced for the B&M, and this locomotive was used in passenger, commuter, freight and switching service principally in New Hampshire. #1455 was last used out of Boston's North Station to Clinton, MA and retired in 1956. The locomotive is now part of Danbury Railway Museum where it is on display.

## ABOUT THE ARTIST:

Andrew H. Neilly, Jr. was a summertime artist until 1988, when he enrolled in the Silvermine School of Art. There he studied watercolor and oils with a number of recognized artists. He is presently a member of the Rowayton Arts Center, the Silvermine School of Art, the Ridgefield Guild of Artists and the Western Maine Arts Group. Mr. Neilly has participated in a number of art shows in Connecticut, New York and Maine. His paintings reflect his particular interest in trains and steam engines and the extensive travel which has been part of his publishing career.

Mr. Neilly is retired from a forty-five year career with John Wiley and Sons, Inc., a New York publisher, where he served as president and vice chairman. He presently resides in Weston.

**Prints are available at the Museum or by mail.**

**To order by mail, please fill out the order form below and mail to 1455 Restoration Fund, Danbury Railway Museum, P.O. Box 90, Danbury, CT 06813-0090.**

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Please send a copy of Andrew Neilly's 1455 print. I am enclosing a minimum donation of \$50.00. Make checks payable to Danbury Railway Museum.

Name \_\_\_\_\_

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City, State, Zip \_\_\_\_\_



# Help Restore B & M #1455 Mogul

For your \$50 or more tax deductible donation, you will receive a numbered 16" x 20" unframed color print from the original artwork by Andrew Neilly.



Digital photo by Peirce Behrendt

**Only 200 numbered prints are produced.  
All proceeds will go towards the 1455 Restoration Fund.**