

B&M 1455 at Edaville

By Bob Boothe Project Coordinator

In the process of researching the history of the Boston & Maine 1455 I've come across some interesting early photos and postcards which raise questions about what happened to the engine while at Edaville.

Our research at the DRM shows that the locomotive which was initially number "100" when built in 1907 was renumbered in 1911 to "1455" and remained with that number while in service with the Boston & Maine.



The caption on this postcard with the photo by Hugh Poisson said "The famous 1455 steam train: original road number 100 Built 1907 Donated to Edaville by Patrick McGinnis President of the Boston and Maine".

Note among other things that the headlight is on top of the smoke box which itself along with the smokestack has been painted "graphite/aluminum gray". One wonders if these "retro-numbering" changes were done before or after arriving at Edaville. Note also the tender has "Boston & Maine" on a single line "Boston & Maine" with no "herald box".

Now here's a different photo taken by Dick Leonhardt in 1978.



The engine has been "updated" to again be "1455" with the headlight back in the center of front access door with the number board on the top of the now black smoke box. The tender now has "Boston & Maine" in a herald box.

Any information museum members, friends or others might have to share with us about these or other events in the life of 1455 would be most welcome.

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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Change of address

Please send change of address to:
Danbury Railway Museum, Inc
Atten: Membership Chairman
P.O. Box 90
Danbury, CT 06813-0090

Or Via Email to:
drmmembers@aol.com

Danbury Departures is made possible by volunteers.

Comments and suggestions are always welcome.

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www.danbury.org/drm

The Yard Inside -

March 2003

By Wade W. Roese

January 31, February 1 & 2 and the Yard Inside went on a road trip. Gift shop, layout, displays, Library stuff loaded up Friday early and unloaded that afternoon almost 100 miles North and East. The DRM was well represented with both workers and member visitors. It looked like a transporting of the regulars from Danbury.

N Gauge:

Thanks to Bill Brit, another major building, a former hat factory now obscures part of the **N Gauge** eastern skyline and fills a large void at the end of the rail-yard. We continue to look for photographs showing the various buildings which embraced the rail yard surroundings. Anyone interested in building a model for this layout or possessing helpful pictures, please give us a shout.....or call!

HO gauge:

The **HO** display layout from the gift shop made the road trip and was a cooperative traveler There were over 40 layouts at the Big "E" , most of them being huge and multi-modules. Our little two parallel loop display received lots of small wide eyed railroaders who happily watched the trains disappear and reappear on their circuitous path.

S Gauge:

During our display setup on Friday I was overheard commenting that one of our members should not be allowed to see one of the exhibitors across the isle from the DRM. The exhibitor asked me why and I jokingly stated that our **S Gauge** was having trouble keeping our locomotives operating on the S Gauge as the were old and typical unbearinged **American Flyers**. Mr. Don Thompson, owner and president, of S-Helper Services (an S scale manufacturer) from New Brunswick, NJ. generously donated a new diesel switcher to the DRM **S-Gauge**. Thank you, Thank you, Thank you!!! Bill Brit ("one of our members") is actively integrating our new accession into the layout.

O Gauge:

Bob Westerfield continues to crawl under the **O gauge** for the required maintenance in order to keep our museum visitors entertained.

G gauge and "Live Steam":

Recent conversations with Bob Booth and Harry Leeds indicate the **G Gauge** should be coming out of hibernation in the spring.

Featured Exhibits:

Stop in an view the Swanberg exhibit, lots of interesting photographs of the Danbury facilities and area. We are always looking for exhibit ideas.....got any.. let us know.

Thanks and stay warm out there!

Gift Shop News

For those who have never attended the Big 'E', put it on your calendar next year to do so! Held the first weekend in February, it is without a doubt the best model railroad 'show' in New England, and you are sure to find something to buy! For those of us who 'man' (or woman) the Museum's tables, it consists of two long and busy days, but days that are very exciting. This year was a record year in sales for us; the only problem ... every time we've gone to the show, it snows! Many thanks to the members who helped out at the show, and the Blooming Onion at the Outback on Saturday night was outstanding!

Back home in the Gift Shop, rumor has it that several new Thomas the Tank cars will be available this year – we haven't seen them yet, but have ordered them and hope to see them any day now.

New books have arrived – **NEW HAVEN RAILROAD** (Railroad Color History) by Peter E. Lynch in hardcover, **NEW HAVEN COLOR PICTORIAL Volume 2** by Davis Sweetland, and **25 YEARS ON THE ND&C**, by Bernie Rudberg. The Lynch book has already sold out in hardcover and no more are available, but we will stock the soft cover as long as we can. So stop on by and get your copy today, or call us to have it sent to you.



Spring Railfair 2003

MARK YOUR CALENDARS!

Sunday May 4th 2003
Admission \$7.00 (Includes Train Show, Railfair, Shuttle bus)

Train Show 10:00 A.M. to 3:00 P.M. at Western Connecticut State University's Bill Williams Gymnasium.

Dealers, operating layouts, clinics, vendor displays & food.

Free parking at the University's garage on White St.

Railfair at our museum 10:00 A.M. to 5:00 P.M. Unlimited rides on rail yard local & track cars. The Danbury Railway Museum Reference & Research Library will be selling artifacts from their collection. Bob Boothe & Harry Leeds will be discussing #1455 our Boston & Maine mogul & explaining what is required to make it operational & the funding that will be required. Gerry Herman tells us our show will be visited by a group from the NY City Transit Museum. They will be coming by train & will be met at S.Norwalk by Gerry & Stan Madyda. Many other activities are in the planning stage. Please plan to attend. Free shuttle buses will be available to take you from one site to the other.

We are asking all members to volunteer and help us at this show. At the Train Show we will need ticket sellers, ticket collectors, hosts, & people to help set up & clean up. At the museum we will need ticket sellers & collectors, train crews, track car operators, hosts, tour guides, gift shop personnel and food handlers. We can use all the help we can get. Please plan to help us. A show of this magnitude can not be successful without willing workers. Please call & tell us if you can help out all day or part time.

Phone the museum & leave your name for Jerry Lawlor at 1-203-778-8337 or call Jerry at home 203-378-0654.

WE NEED YOU!

LIBRARY NEWS

by Stan Madyda

During 2002, the Reference and Research Library was busy with new collections, sorting and accessioning material from prior years, working on exhibits and making new and efficient storage space. 70 donations were received. Our book sales throughout the year made several hundred dollars and more sales are planned for 2003.

We had a number of people contact us for research purposes. They ranged from school children needing information for reports to people interested in specific railroads. We also had a person visit us regarding the information and photos we have on Alfred Hitchcock's filming of "Strangers on a Train." Our yearly visit from the New York Transit Museum occurred in April as well as visits from Terri Stramiello's American Perspectives classes which she teaches at WestConn.

In April, we hosted the quarterly meeting of the Connecticut League of History Organizations, Housatonic Valley Region. In October, member of the group involved with preserving the Poughkeepsie Bridge, Walkway Over the Hudson, visited in order to learn how we accession artifacts and paper material.

While there is still quite a bit of material that needs to be catalogued in the database, here are some numbers of what we have so far:

- 1352 books
- 130 reference books
- 185 manuals for employees and equipment
- 61 videos
- 199 employee timetables
- 2011 public timetables
- Thousands of magazines, newsletters, slides and photographs.

I would also like to thank the following people who combined volunteered over 1200 hours in 2002: Co-Chairman Gerry Herrmann, Peter McLachlan, Suze Blackman, Marty Scatola, Bob Westerfield, Dan Foley, David Simington, Harry Burke, Jim Donato, Jim Dailey, Christen Russo, Charlie Albanetti, Felix Okrasinski and Steve Mayerson.

DANBURY RAILROADERS IN THE GREAT WAR

By Frank K. Thompson, Jr.

Part 1 – 1917, From Camp Rockingham to the Front

By the time the trench stalemate of the First World War was a few months old, the leaders of both opposing armies realized that horse-drawn transport could not begin to carry the huge amounts of munitions and supplies consumed by their fighting forces. Far-sighted officers recognized that motor vehicles would be the mode of transport in the future, but the trucks of the time were still primitive and mechanically unreliable. The armies then turned to a technology that had both the needed capacity and reliability – the railroad. At the start of 1917, the areas behind both sides of the front were laced with a network of 60-centimeter gauge light railways. These diminutive railroads could be laid easily on unprepared ground, and could be repaired quickly if damaged by shellfire. The light railways carried artillery ammunition, rations and other materiel from the standard gauge railheads well in the rear right up to the batteries and trenches at the front and returned with wounded men.

When the United States declared war in April 1917, the first troops the Allies requested be sent were those to build, operate and maintain light and standard gauge railways. The Army Corps of Engineers asked the railroad companies serving various metropolitan regions of the United States to provide men for nine regiments of Railway Engineers. The Fourteenth Regiment of Engineers was formed from employees of the railroads that served Boston. Company E of the Fourteenth was composed of men from the "west end" of the New York New Haven and Hartford.

The call for experienced railroad men reached Danbury in May 1917. Five men from Danbury, Larry Mannion, brakeman, Paul McDonald, engineer, Frank Rice, car inspector, Frank Thompson, night yardmaster, and Sidney Webb, brakeman, received permission from the Division Superintendent to enlist. On June 28th, after a sendoff from their friends and fellow workers, these men boarded a train that would take them to a training camp in New Hampshire. (It is interesting to note that, in 1917, it was possible to travel directly from Danbury to Boston by way of Waterbury, Hartford and Putnam.)

Continued on page 5



Frank Thompson (Right) and fellow recruit, probably Frank Rice, at Camp Rockingham, N.H.

The training camp to which the Danbury men reported was "Camp Rockingham," Salem, New Hampshire, better known before and since as Rockingham Park Racetrack. There they joined other men, all volunteers, from Waterbury, Bridgeport, New Haven and other Connecticut towns under the command of Captain Louis Lovett. Because of his civilian experience, Thompson was named Sergeant First Class. Mannion, Webb and Rice were also created non-commissioned officers. At Camp Rockingham the officers and NCOs were billeted in former administration buildings, while the enlisted men bunked in the grandstands. Their parade ground was the former racecourse. Much of the equipment issued to the recruits was of Spanish War vintage. The firearm they received was the model 1898 Krag-Jorgensen rifle, a good weapon in its day but by 1917 totally outmoded. They carried these antiquated arms to France.

The training the regiment received at Camp Rockingham must have been very basic indeed, because, on July 26th, the regiment, 1200 men strong, boarded trains for the journey to the Port of New York, where they would embark on the White Star liner "Adriatic" bound for Europe and the war. The "Adriatic" was still in civilian service and so the NCOs of the Fourteenth got to travel as second-class passengers.

While the Fourteenth Regiment was at sea, the allied governments decided to stage a display of international solidarity. Thus it was that the Fourteenth Engineers and their brother railway regiments in their convoy became the first foreign troops since 1689, and the first Americans ever, to parade through the streets of London. On August 15th, these amateur soldiers, not yet two months from civilian life, led by the band of the Brigade of Guards, marched before Buckingham Palace where they were saluted by King George V and his mother Queen Alexandra. The citizens of London thronged the parade route and exuberantly cheered the marching Yanks.



American railway engineer troops parading before King George V. London, August 15, 1917

In spite of the enthusiastic welcome they received in London, the regiment was not to remain long in England, for on August 18th, 1917, they disembarked from the cross-channel ferry at Boulogne, France. They were now officially "over there."

Only six days after their triumphal parade through London, the Fourteenth Engineers detrained at the devastated city of Arras on the Somme Front. Here the Regiment dispersed, the First Battalion being sent to operate the light railway maintenance shops at Pozieres, while the Second Battalion, including Company E, took over operation of the 60-cm light railway lines supporting the British Third Army.

The Somme Sector had been occupied by the British after hard and bloody fighting the previous year, and had suffered heavy destruction. With no fanfare, the Fourteenth's railroaders fell into their task. The motive power they found waiting them comprised British Hunslett and Barclay steam locomotives, a variety of gasoline-mechanical locomotives, which they referred to as "tractors," and U. S.-built Baldwin 4-6-0T engines which engineers like Paul McDonald much preferred. On first seeing this rolling stock, the Yanks compared it to the miniature trains of amusement parks, but soon grew skilled in its operation.

SFC Thompson was placed in charge of a detachment of men from several companies at a complex of British ammunition dumps surrounding the ruined village of Mercatel about seven kilometers behind the forward lines. There his duties were of a general yardmaster. The steam locomotives, which could operate only out of range of the enemy's artillery, brought up cars of ammunition and supplies from rear areas. From Mercatel, this material was transported onward to the front line batteries and trenches on trains drawn by the gasoline tractors. These were operated only at night to avoid observation by the enemy. Because of the lightness of the rail used and lack of ballast, derailments and other accidents were frequent and the troops became proficient in dealing with them.

In December 1917, the British, supported by the Fourteenth U. S. Engineers, initiated the first massed armored attack in history at Cambrai. Thanks to the new tanks, the attack was initially successful but, in the end, the British were driven back to their start line. After this prophetic failure, the western front settled down into its fourth winter of mud and misery.

To be continued....

RAILFANNING ESTONIA BEFORE AND AFTER INDEPENDENCE

By Steve Gould

My wife was born in the small country of Estonia. The size of New Jersey and Maryland combined, Estonia is one of the Baltic States, which include Latvia and Lithuania; it lies 40 miles across the Gulf of Finland from Helsinki. She and her family left Estonia when the Soviets began to occupy the country after World War II, and came to the United States in 1949.

In 1988, and again in 1994, we had the chance to go to Estonia, to explore the roots of my wife's family there. It was two entirely different countries: in 1988, Estonia still was part of the USSR with Russian influence everywhere, but in 1994, the country was an independent nation, having regained its freedom from the Soviets in 1991.

Life was firmly under the control of the Russians in 1988. When we entered the country at the port of Tallinn, our Russian visas and US passports were taken from us, which was a way of controlling movement. We were forbidden to leave the city limits of Tallinn without supervision from Intourist, the Russian Travel Agency. Being caught "without papers" was an excellent incentive for not going off on your own.



L Class decapod as a stationary boiler for laundry - Tallinn
Steve Gould 1994

We were on Intourist bus or local tours most every day. I asked the Russian tour guide Vaike about taking pictures of trains. She told me, no photographs were allowed of any train, station, right-of-way, or equipment. I could take pictures of the trams (streetcars) but that was all. So, my railfan photos were meager at best. I had a video camera and one of my wife's relatives took me over to a suburban Tallinn station. I took a chance a grabbed a video of the building; no sooner was the camera running when the Russian station agent came outside protesting something. I was told she had hoped I was from the TV station taping the deplorable conditions she had to work under. We left quickly and drove to another station to watch a train arrive. I was taking no chances here and just left the camera hanging off my shoulder. Out of the corner of my eye, I could see this station's agent approaching; she thought I was an employee of the railroad, doing a normal monthly inspection of on-line stations. She told us that all agents had been notified of my presence. No, my wife's relative said, we were only here to watch the train pull in. A few days later, I saw "live steam" near the Tallinn main station; it was a Russian L-class decapod, being used as a stationary boiler for a laundry. My camera stayed in its case and I committed the scene to memory instead of film.

In 1994, things had changed drastically...for the good, I might add. My first indication of change was seeing a city bus, as we left the airport, advertising Campbell's Soup! There were no prohibitions on rail photography. Everything was fair game. While my wife and relatives were shopping, I spent a full day at the Baltijam (the main station in Tallinn) taking pictures to my heart's content. I saw DMU's (diesel multiple unit's) and EMU's (electric

multiple unit's) of various designs. There were diesel hood units that bared a resemblance to F-M units. At one point, I thought I heard an Alco RS unit. Much to my amazement, an RS3 copy burred by, with black Alco-like exhaust. I had read later that the Russians had used US manufacturer's blueprints in building locomotives. And there was the 2-10-0, still doing stationary boiler work. This time, I got it on film and video. Inside the station, I noticed an ad for a new Tallinn to Valga train. What was amazing was that the graphics included a stylized Amtrak F40 and Superliners!

We could drive anywhere in the country without a problem and another relative drove us everywhere. In the town of Turi, I spotted an M62 class double-ended freight diesel tied up in the yard. The 1200 hp unit was built in Moscow in 1978. The crew, in Estonian, wanted to know if I was interested in a tour of the cab. My wife came along as I needed an interpreter. I also visited a narrow gauge museum in Lavassaare and had a cab ride in a gasoline switcher. The gift shop was a narrow gauge coach and had for sale, among other things, back issues of Trains Magazine (Gerry Herrmann, take note!).



M62 class freight diesel at Turi, Estonia

One day, my wife's relative and I took an EMU commuter train from Tallinn to Aegividu, which took a shade over an hour with ten intermediate stops. If anybody remembers the sound of the whining traction motors of the old Pennsy MP54's or old IRT subway cars, then this is what you would have heard here. What a beautiful noise! Upon return to Tallinn, we were in time to witness the departure of the Moscow express.

Today, the scene has changed again. Eesti Raudtee is now privatized and owned by a consortium called Baltic Rail Services. The ancient Russian diesels are being replaced by ex-UP and Conrail C36-7's and C30-7's. One of the Frantic Fatuous Four, Rev. Everett Sahrbeck, visited Estonia last summer and was able to grab some shots of the "new" power. One of these days, I may go back to Estonia, only this time to experience the familiar sights and sounds of GE power.



Managed to get a cab ride in this narrow gauge diesel.

Thieves hit Strasburg Railroad - Be on the Lookout!

Thieves forcibly broke into the Strasburg Rail Road's engine house, and took the following items:

The number plates from engines #31, #90, #475.

Classification lights from engines #31, and #89.

1 new classification light.

6 rear end marker lamps, 4 kerosene, and 2 converted to battery operation.

1 photograph of engine #89 on the Green Mountain. Side view with specifications.

1 Strasburg Rail Road rule book. Red loose leaf format.

1 Small (about E normal size) locomotive brass bell and yoke.

1 ICC steam locomotive defect chart.

They also forced open (and destroyed in the process) a steel door to the back shop, but we haven't spotted anything missing from in there yet.

It appears that there were two perpetrators in that they left many footprints and tire tracks in the snow.

Pennsylvania State Police are investigating. They seemed to have a specific "shopping list" in that they took only railfan collectibles, and only specific ones at that.

We at the Strasburg Rail Road ask for the help of the community to return our property to us, and to bring these criminals to justice.

If anyone has any information, please call the Strasburg Rail Road at 717-687-8421.

Forwarded by Alexander D. Mitchell IV

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.**

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.

Artist Andrew Neilly will be available to sign copies of his print at the Danbury Railway Museum from 12 noon to 2 PM on Sunday, May 4, 2003 during the Spring Railfair.

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.

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 _____

Address _____

City, State, Zip _____

MUSEUM CALENDAR

J. W. Swanberg Photo Exhibit:

“A RAILROAD AT WORK”

The New Haven Railroad 1956 - 1966

Wed. Apr. 2 - 7:30 PM	Dan Gallo Jr. - New Hope and Ivyland
Wed. Apr. 9 - 7:30 PM	Steve Mayerson - Scenery
Wed. Apr. 16 - 7:30 PM	Dan Gallo - East Broad Top, Fall Special
Wed. Apr. 23 - 7:30 PM	Dan Foley - Slides, Not So Wide
Wed. Apr. 30 - 7:30 PM	Mike Johnson - To Be Announced
Wed. May 7 - 7:30 PM	Dan Gallo Jr. - NYS & W Steam #142
Wed. May 14 - 7:30 PM	Steve Mayerson - Weathering and Structures

**Museum Hours: Wednesday - Saturday 10AM - 4PM
Sunday Noon - 4PM**