

The Railyard Local

Volume 12, Issue 7

-The Newsletter of the Danbury Railway Museum-

December 2013

Elections 2014 – Resumes Due

Official Notice: Now Accepting Nominations

The 2014 Nominating Committee being headed up by Steve Gould, Chairman, is now accepting nominations and resumes for openings on the Danbury Railway Museum's Board of Directors. Four Director positions are up for election. Each will serve a two-year term. If you are interested in running for any of these positions, incumbents and new candidates alike, please prepare your resume that is **no longer than one-half of an 8 ½" X 11" sheet of paper**, and include the following information:

1. Name, address, phone number, and e-mail address.
2. Your DRM accomplishments over the last two years. **Keep to 150 words or less.**
3. Your plans & goals for the DRM over your two year term. Include a project or area where you would contribute your time. **Keep to 150 words or less.**

There are three ways to send your resume to the Nominating Committee:

1. By e-mail to: GouldSL@aol.com.
2. By regular mail to the DRM at: PO Box 90, Danbury, CT 06813, Attention:Nominating Committee.
3. By placing the resume in Steve Gould's mailbox at the Museum.

All resumes must be received by 4 PM, Sunday, January 12, 2014, and must be in the format described above to be considered as a candidate. THERE WILL BE NO EXCEPTIONS!

Serving on the Board of Directors is a serious commitment to the Museum and its vision and goals. Please consider running only if you feel you can commit the time and effort to move the Museum forward and help it grow. Regular attendance at Board meetings, which are held the third Thursday of each month at the Museum, is a requirement. Check Museum By-Laws, which are available at the Museum, for requirements for running for any of the positions.

If you have any questions, please contact Steve Gould for help. Also, if you know someone who wants to be contacted about running, please let Steve know for follow up.

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2013 Santa Express Trains

Santa comes to the DRM for annual event

Here comes Santa! We (and the big guy) surely hope you are able to come to this special annual event. He needs to make a list and check it twice and find out who's been naughty or nice!

Ride our Railyard Local and then visit Santa in his specially decked-out coach to welcome kids of all ages. Children will receive a small gift from Santa.

There will also be a special evening train on **December 21st at 4:30pm**, which will make its way through our railyard lit-up with holiday lights. This will be a truly enchanting train ride!

Tickets are **\$10 for ages 2 and over, under 2 free**. So don't miss out and reserve your tickets early! See **Page 2** for complete information on event activities and train dates/times. Santa's waiting!



The time has arrived for Santa to be at the DRM!

Santa train photos (this page and back cover) courtesy of: Carolyn Taylor.

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!

Have you noticed? The address label on each newsletter indicates the expiration date of your membership (recent renewals may not have new date on label). Life Members do not have an expiration date.

Geraldine Stein	Brewster, NY
Stanton Schell	New York, NY
Christina Colarusso	Hopewell Junction, NY
Christopher Edwards	New York, NY
Pedro Soto Jr.	New Fairfield, CT
Daniel Lespino	Wolcott, CT
Chrystalle Anstett	Bethel, CT

Upcoming Events at the DRM

December 7th & 8th, 14th & 15th, and 21st -

2013 Santa Express Weekends!

Come see Santa! Ride the train in our railyard and visit Santa in his Special Coach! Every child will receive a small gift from Santa. **Reservations are strongly recommended!** You can reserve online at our website or you can call **1-203-778-8337**.

The **\$10** admission for visitors ages 2 and up (under 2 years free) includes train ride, exhibits and displays in our beautifully decorated 1903 Station, operating layouts, children's activities including temporary tattoos, and free hot chocolate!

Trains will be running every **half-hour 12:00pm - 3:30pm on Saturdays and 12:30pm - 3:30pm on Sundays**. There will be a **special evening train Saturday, December 21st at 4:30pm!**

If you are a Member and would like to help out with this event, which would be very much appreciated, please contact Sue Teer at 203-778-8337.

Amherst Railway Society Railroad

Hobby Show - January 25th & 26th, 2014

Come to the biggest railroad hobby show in the Northeast! As always, the show will be held at the Eastern States Exposition Fairgrounds in West Springfield, MA, and the DRM will be there. If you never went, come on up and see this impressive show and stop by our table! Admission is **\$10 for adults and free for children 15 years or younger** accompanied by a paying adult. A must see! For more information, go to: www.railroadhobbyshow.com/

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Ten Years Ago

By Stan Madyda

With the fall season completed, attention at the Museum turned to getting ready for the Santa Trains to be held over three weekends in December. Gone were the day-long Holiday Express excursions to New York City as ridership had been in decline.

Plans were being finalized for the Museum's hosting of events for Danbury's First Night Celebration. Six shows were on tap for the late afternoon and into the night. Back in 2003, there were many venues open in Danbury right up to 11:30pm and fireworks were shot off at midnight to ring in the New Year. Most of the venues were musical acts with some shows for children. After the last show at the Museum, members would stay to watch the fireworks and enjoy food and beverages.

We heard news that General Dynamics (Electric Boat) in Groton, CT was discontinuing their rail operations. It was well known that one of the 44-tonner engines was an ex-New Haven. The decision was made to ask General Dynamics if they would consider donating one or both of their 44-tonners to the Museum. The Museum learned that Sperry Rail was going to donate their Rail Detector Car #135, as it was recently retired. The car was built in 1928 by the St. Louis Car Company as a self-propelled baggage/passenger car for the Seaboard Air Line. Sperry bought the car in 1945.

Logo Denim Shirts Available

Makes a great Christmas gift!

A very comfortable shirt! If anyone is interested in purchasing a denim shirt in either long- or short-sleeve with the DRM Logo over the left pocket and their name embroidered on the right side (optional), please email the Museum at: info@danburyrail.org. The shirts need to be custom-ordered and will cost \$20 with no name, and \$25 with name. Payment is required before the shirts can be ordered.

Help Wanted for Front Desk

The Danbury Railway Museum is run entirely by dedicated volunteers, but right now we really need front desk volunteers. In the past few months we have lost three dedicated people, Carol Wilson, Don Collier and Dave Lowery. All of these folks gave many hours to the desk in the past.

However, if you are a people-person and like meeting and greeting people, can accurately handle money and sell tickets, we need you! Please contact Sue Teer at 203-792-1981. Thank you!

Library News

By Stan Madyda

The sharing of material we have received in the Library is now benefitting several institutions.

Several years ago, member Marty Grossman donated three books of blueprints from the New York Central which showed side track diagrams of the Electric Division and standard plans. These books contain a wealth of information. In April I met with a couple of members of the New York Central System Historical Society and showed them the books. They did not have this material in their collection and were very much interested in it. Not wanting to part with it, we came up with an arrangement whereby they would scan the material at their cost and produce a DVD that they could sell to their members and the DRM would receive a small royalty on each DVD sold. The books were sent off to the Society and later returned with a finished DVD. It's a win-win situation for both organizations. The NYC SHS has additions to their archives and we not only retain ownership of the originals but have a digital copy as well. I am in the process of gathering other items we can send them for scanning.

Every once in a while we receive donations with items that do not fit in our collection. We try to find homes for anything that is historical in nature. In the past we have transferred items to the Danbury Historical Society, The Connecticut Antique Machinery Association, The New York Transit Museum and the Bethel Historical Society. A recent donation from the Weaver Estate included a number of items that were not railroad related. These included watercolor prints of the U.S.S. Pensacola, photographs and glass plates of steamships as well as photos of country singer Carl Smith. Thanks to the work of Danielle Spino, who is the newest member of the Library Group, the Pensacola prints have been sent to the U.S. Naval Academy Museum in Annapolis, the steamship material is going to the Steamship Historical Society in Cranston, RI and the photos of Carl Smith are going back to his daughter whose mother is June Carter who later married Johnny Cash.

Bell Returns to the B&M 1455

By Bob Boothe, Project Manager & Jeff VanWagenen, Superintendent

Bob Boothe -

Problem and historical background:

The engine bell could be rung either by a cord pulled by the fireman (for short bursts), but usually by a compressed air piston mechanism patented by Gollmar (Figs. 1 & 2).



Fig.1: 3-D image of Gollmar automatic bell ringer. Courtesy of Alan LePain.



Fig.2: Gollmar automatic bell ringer as attached to a bell.

compressed air piston mechanism patented by Gollmar (Figs. 1 & 2).

The powered ringer needed the bell to swing only in one direction so it had a "block" on the clapper. When our visitors tried to ring it they had to pull mightily to get the bell moving before it would strike on the back swing.

Jeff and his team solved the alignment of the pull cord to get it nice and straight and easy to get to. They also figured out a way to get it to swing in either direction - to make it "user friendly".

Jeff has the details on how they fabricated the new clapper "hinge(?)" mechanism.

This is a great example of how some talented and dedicated folks can take a

"historical" object (the bell), clean it up (i.e., help preserve it), restore it to a better functioning condition, and make it easier for our visitors to "recreate" the experience of ringing the bell.

Now when visitors ring the bell, we can quiz them as to why it was necessary (the John Bull of the Camden and Amboy was the first with a bell--wonder where she got hers)?

Words from Our President

Happy Thanksgiving (belated, of course)! With a membership census currently approaching four hundred, many commuting volunteers, and with members dispersed around the country and overseas, there must be some organization. Our Board of Directors meets on the third Thursday of each month. Who are they and what do they do? Have you ever asked that? Sure you have! Currently, seven Directors and four Officers comprise the Board. During the year they collectively have worked approximately 8,000 to 9,000 hours on behalf of our membership and have over 150 years of DRM membership. Following is a little bit of information about DRM "staff".

Al Baker, Danbury Police Chief, relocated from the Midwest. He is in charge of Museum relations with the city of Danbury, head of DRM security, participates in fund raising, and gives many of the Wednesday night presentations.

Justin Chapin, a 15 year veteran of Optimum Cable services is our Chief Mechanical Officer who brings a legacy of railroad background to the DRM. Also on our Building and Restoration Committees, Justin is in charge of our equipment in the yard and its maintenance, and assists with the education and qualification of operating personnel.

Dr. Bob Boothe is a retired orthopedic surgeon and a graduate of Princeton University. He is a modeler, member of the Restoration Committee, writer, and currently project manager of our 1455 B&M steam locomotive.

Dr. Mike Madyda is a pharmacist who holds a Bachelors and Doctorate from the University of the Sciences in Philadelphia and a couple of Masters degrees from Quinnipiac University. As our newest Board member, Mike has many years with the Museum. He has recently put his expertise to use as our new newsletter editor, is currently the project manager on the restoration of our Burro crane and is also a conductor for the Railyard Local.

Pete McLachlan, a DRM founding member and retired railroad engineer with 40+ years' experience, is our resident history expert/historian, which makes him a valuable asset to our Library staff. He is a member of the Restoration Committee, our volunteer coordinator, outreach member, Wednesday night presenter and avid rail photographer.

Jeff VanWagenen, another long time DRM member, is employed in the banking industry and is our Yard Superintendent. Jeff is in charge of yard operations, education and qualification of operating crew and crew scheduler. He is also a member of the Restoration Committee and modeling group, and an engineer/conductor.

Don Konen, a long time member, is DRM Board Chairman, a position elected by the Board each year. Don, a graduate of Bridgeport University and formerly an electrical engineer with IBM, is involved with museum and yard operations. He is an operating engineer/conductor, tour guide, assists with our finances, front desk, modeling and shows, and is a member of the Restoration Committee.

Patty Osmer, also a long time member, is our Treasurer, an officer position elected by the DRM membership every two years. Patty, also a graduate of Bridgeport University, was employed by AT&T as an IT expert. She manages our finances, assists at the front desk, heads up Gift Shop operations, assists with shows, oversees the computer and phone systems and assists in the day-to-day operations of the Museum. These are just some of the tasks Patty has undertaken during her many years with the DRM.

Steve Gould, a graduate of American University, is our Secretary, also a membership-elected position. A long time DRM member and former Pepperidge Farm V.P. of logistics, Steve is Chairman of the Restoration, Nominating and Grant Committees. He also handles communications, public outreach, helps out at the front desk and is a tour guide.

Stan Madyda, DRM Vice President, elected for a two-year term, a founding member and graduate of Mercy College, is Senior Vice President of marketing with Espee Co. Stan is currently in charge of our Station, acquisitions and library. He works on the restoration of the NYC caboose and is a member of the Restoration Committee.

Wade W. Roese, President, is also a position elected every two years. Wade graduated in 1966 from LIU with a degree in civil and electrical engineering. He was employed in the aerospace industry, was VP of a local construction firm and was self-employed as an architectural designer for over 40 years. Also a long time

Jeff VanWagenen -

The DRM's Boston & Maine 1455 (American Locomotive Company, Manchester Works, 1907) is a favorite exhibit of both young and old. Shortly after her arrival from Cape Cod, Bob Pitcher fabricated a sturdy set of metal steps and platform, allowing visitors to access the cab, and view the locomotive's controls, gauges, firebox and coal bunker. Since that time, stabilization and restoration projects have progressed, first under Carolyn Taylor, and later under Bob Boothe, as Project Managers for the 1455.

Visitors to the 1455's cab were encouraged to ring the bell, by pulling the bell cord. It could be done, but not without significant effort. There were several problems, the most significant being that the bell clapper would only strike the bell on its back swing. A related problem is that the bell crank is canted back towards the cab about 15 degrees or so (possibly to prevent an aggressive pull from swinging the bell completely around). The bell cord need to be pulled smartly, such that the crank was horizontal, then released, so that the clapper would strike the forward edge of the bell on the back swing.

Our initial remediation was to install a sleeve where the bell cord passed through the cab. Dave Roberts and I filed the rough opening to receive an electrical EMT connector, which has smooth edges on both sides. The frayed bell cord was replaced with aircraft cable from the bell crank back through the cab. I then proposed to remediate the back swing issue, and with Bob's permission, Justin and I removed the bell on Sunday, October 28th of last year.

I remember that date. Justin extended the backhoe over the bell, while I secured the bell hanger to the backhoe bucket, standing on top of the boiler. The sky had turned black. It began to rain, and I scrambled down as lightning flashed in the sky. Superstorm Sandy had arrived!

For almost a year, the bell would be locked away in our PRR boxcar.

The next challenge was to remove the existing clapper. The clapper passes through the top of the bell, securing it to the hanger. It is held by two nuts, locked against one another. To further guarantee that the nuts didn't loosen from the vibration of the moving locomotive, the inside of the top-most nut, which extended above the clapper stud, was welded, nut to stud. I procured some grinding stones from the hardware store, and spent the next two hours grinding away at the welds with my electric drill. Bob Pitcher happened along in his truck, and stopped to observe my operation. He left and returned from his truck a moment later. In less than a minute, he had both nuts neatly cut away. The clapper was now removed. It was air-operated, with a stop that prevented it from swinging backward. I handed it to Bob. Could he fabricate something? The clapper disappeared into his truck.

Since the bell was now in pieces, I decided to clean it up a bit (Fig. 3). It had been painted black, probably



Fig.3: 1455's bell as it looked removed from her perch and disassembled.

post-retirement, after the boiler lagging was removed, when the whole locomotive was spray-painted. It must have been good paint, because it was impervious to my attempts to remove it with steel wool. It yielded to two cans of paint remover, carefully applied outdoors with rubber gloves. Nasty stuff!

Towards the end of spring, there was a present in my museum mailbox. A rebuilt clapper, with new nuts, as well as a turned cap nut, just as pretty as pretty could be. All finished and painted gloss black (Fig. 4).

Well, Bob had done his thing, and now it was up to me to get it back together and up on the 1455. I hadn't been too comfortable with the backhoe removal, and so I looked for another lift. The summer passed with no success. So on Saturday, October 26th, I gave Justin a call on his cell phone. "Are you at the museum? Can you help me out with the backhoe?" Up it went; my fears unfounded (Fig. 5).

Two weeks later, Justin and I repositioned the pulley and replaced the rope (Fig. 6). Putting away our tools, on the other side of the yard, we could hear our visitors ringing the bell.



Fig. 4: New bell clapper assembled and installed in the bell.



Fig. 5: Hoisting the refurbished bell back into position on top of the 1455 by means of the backhoe.

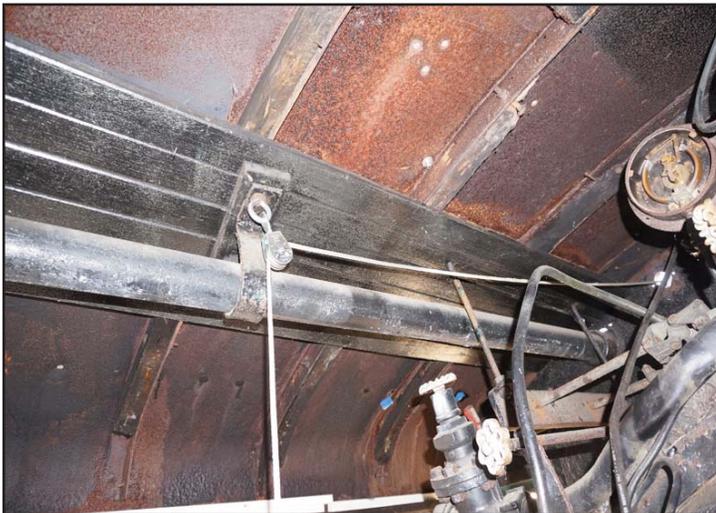


Fig.6 (left):
New bell cord
routing.

It was a great sound.

I want to thank Jeff, Justin, Bob and any other people involved for all the hard work you put into "re-purposing" the bell for the 1455. - *Bob Boothe*

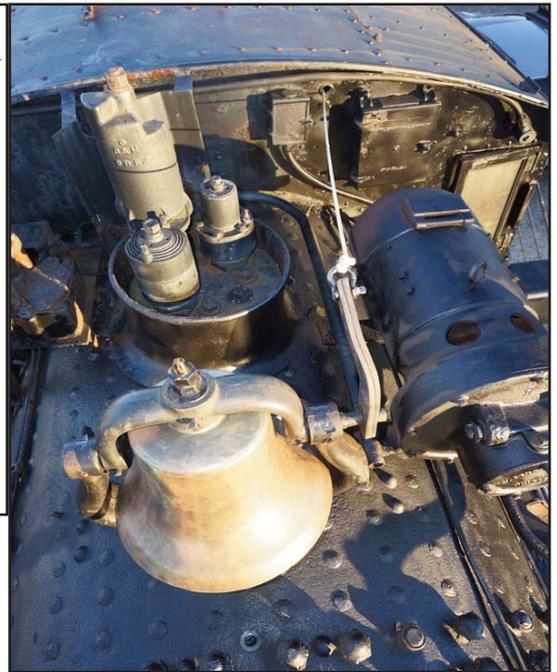


Fig. 7 (right):
Bell re-
stalled on top
of the 1455.

Words from Our President, Continued from Page 4

member of the DRM, Wade is a modeler, Director of Exhibits, Chairman of the Building Committee, Tuesday night modeling group member, liaison and outreach member. He also assists in shows and at the front desk, and is in charge of customer service and the complaint department. The President is also responsible to assist all the people listed above without whom the President could not do his job. This President has the opportunity to interact with all the Officers and Directors listed above on an ongoing basis.

A Thanksgiving acknowledgement: I am thankful to have the pleasure of serving with and friendship of the ten people listed above and the service and devotion of the DRM membership.



On behalf of the Danbury Railway Museum, Wade W. Roese

Season's Greetings!
The Danbury Railway Museum's
Officers and Directors wish you and
yours a happy, healthy and safe
Holiday season with best wishes for
the New Year!



Pictured from left to right (Standing): Peter McLachlan; Bob Boothe; Justin Chapin; Jeff VanWagenen; Mike Madyda. (Sitting): Wade Roese; Stan Madyda; Steve Gould; Don Konen. Not pictured: Patty Osmer and Al Baker.



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MUSEUM CALENDAR

December	4(7:30pm)	Mohawks & Mountains - Carl Liba
December	11(7:30pm)	Isle of Man Railways - John Barton
December	18(7:30pm)	Vermont Railroading - Pete McLaughlin
December	19(7:00pm)	Board Meeting - Open to Members
December	25	MERRY CHRISTMAS!
January	1, 2014	HAPPY NEW YEAR!
January	8(7:30pm)	NYC P&T Motors - Carl Liba
January	15(7:30pm)	Glory Days Blue Mt. & Rdg. - Joe LaPorta
January	16(7:00pm)	Board Meeting - Open to Members
January	22(7:30pm)	Upstate New York Railroads - Stan - Madyda
January	29(7:30pm)	To Be Announced - Ron Smith
February	5(7:30pm)	MILW West End - Carl Liba

Museum hours: Wed-Sat 10-4; Sun 12-4

See the newsletter in color at www.danburyrail.org!



Contact Information

Please contact us with submissions:

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Attention: Newsletter

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Change of Address

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

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