

## **President's Message to Membership**

Dear Members,

I'd first like to wish you all a happy and healthy New Year and let you all know that there are many plans in the works at the Museum.

Our Marketing/Planning Committee is busy preparing for our Spring Fair Show on May 4th. This year it will be a combination model railroad show at the Bill Williams Gymnasium at WestConn Campus on White Street, and also, our regular operations in our building and yard. We'll be operating the Trolley shuttle between the Museum and the Gymnasium. We want to try using the gymnasium this year in order to free up the building and allow for many more dealers to attend the event. We could be looking at as many as 100 tables for the show. In the past, we've had a hard time accommodating the dealers at the events with our limited space in the building and this should certainly solve the problem.

The Committee is also planning a Birthday Party on July 12 and 13 for our station as we will be celebrating the 100<sup>th</sup> year anniversary of the station on these dates. I'm hoping to have the various local railroads attend this celebration along with dignitaries from the city and possibly state representatives. We have many different ideas for this event and we are still finalizing the plans.

As always with this kind of an event your help will be needed. There will be many different tasks required of our volunteers to manage these events so please come forward and help out. Contact Dan Gallo or Jerry Lawlor, the Volunteer Coordinators, by calling the Museum's front desk, and they will make the necessary arrangements to use your help and skills.

We are also looking at running a caboose train to replace our regular yard local on a few weekends during the operating season. Also during the month of June, we will be celebrating the 50<sup>th</sup> anniversary of Budd Rail Cars.

These are some of the many events in the planning stages so please come out, join us, and help out!

Ira

## **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.*

### **Officers**

**Ira Pollack - President**  
**Ron Freitag - V. President**  
**Steve Gould - Secretary**  
**Tony White - Treasurer**

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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.

Editor: Roberta Ballard  
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Printing by:  
Infinity Printing

Circulation: Peter Hanen

Danbury Railway Museum, Inc  
Is a not for profit 501(c)(3) all volunteer organization.

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# **The Yard Inside** - February 2003

By Wade W. Roese

It's December as this article gets written and will be the new year as you read. Hopefully the elves and others dropped off some new goodies to enhance your train world enjoyment for 2003. Last Departures addressed the issue of layout maintenance. This issue will be a short status report;

## **N Gauge:**

**N Gauge** continues its track maintenance with cleaning and gauging. Also, some new buildings are under construction using photographs in the Swanberg display as a reference.

## **HO gauge:**

The **HO** display layout from the gift shop will be part of the DRM exhibit in Amherst in February. Hope you got a chance to get to the show.

## **S Gauge:**

The **S gauge** has received a new operation timer thanks to Joe San Fillipo. Joe is a senior engineering student at the University of Pennsylvania and designed and built the electronic timer. The timer will reduce the overall operating time of the operational displays. Bill Britt and I have been trying to find a suitable timer for a couple of months... Thanks Joe!

## **O Gauge:**

The **O Gauge** will hopefully be in receipt of a timer similar to the one Joe San Fillipo provided for the **S Gauge**.

## **G gauge and "Live Steam":**

No News (is good news).

Come see the Swanberg exhibit, lots of interesting photographs of the danbury facilities and area.

Thanks and stay warm out there!

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## Gift Shop News

With the holidays behind us and looking forward to the **Big 'E'**, the Gift Shop crew has been kept busy doing inventory, reviewing items that need to be re-ordered, and selecting merchandise to take to the Amherst show. We've put several things on sale, including all 2003 calendars, so stop by and pick up a bargain!

We're expecting several new books to arrive any day now; perhaps by the time you are reading this newsletter they will already be in stock. We are still offering Gift Certificates, and have plenty of the new 2003 commemorative boxcars left. Remember, these cars, and the other cars we've had made, are a limited run, and when they are gone, no more will be produced.

We're always looking for new ideas, so if you have seen an item that you think we should be carrying, please let us know and we'll do the research on obtaining it.

Hope to see everyone at the **Big 'E'**!

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## Welcome New Members

Joseph & Becca Farrell	Wappingers Falls, NY
David Honey Ford	Brookfield, CT
Tim Hayes et al	Sandy Hook, CT
Jerry Kijek	Stamford, CT
Harry E. Landau	Danbury, CT
Ryan Mc Murray	Wappingers Falls, NY
Dave Pierce	Danbury, CT
Scott Sussman	New York, NY
Kenn Williams	Hawleyville, CT
Jack Lawlor	Danbury, CT

## New Life Member

Patty Osmer Carmel, NY

## Monthly Mail

By Dave Lowry

Each month six hundred copies of the Danbury Railway Museum Departures are prepared for mailing.



Above, left to right are volunteers: Peter Hanen, Dave Lowry, Steve Gould and John O'Hern are shown sealing the many copies of Departures! After sealing, the address labels, arranged by Zip code, are applied by hand. Peter then takes the boxed Departures to the U.S. Post Office on Backus Ave. in Danbury.

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A very special thank you to the volunteers that work hard to prepare and mail Danbury Departures.

A lot of time is spent to make sure the newsletter is mailed without delay. The news letter requires special handling because we use mailing to save on postage.

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## Volunteers Needed

Spring Train Show and Railfair 2003  
Sunday May 4, 2003

To be held simultaneously at the Bill Williams Gym of WCSU and Railyard of Danbury Railway Museum.

Volunteers needed between 8am and 6pm

To volunteer, please leave your name and phone number for Jerry Lawlor at:

the museum 203-778-8337 or  
at home 203-378-0654

## REMEMBER YOUR FIRST RAILFAN EXCURSION?

By Steve Gould

Do you remember your first railfan excursion trip? Mine was on October 20, 1957, which is – yikes! – over 45 years ago! But, I remember it as if I took it last week.

Growing up on Eastern Long Island didn't afford many opportunities to take railfan trips. Any that ran on the **Long Island Rail Road** originated "up island" 80 to 100 miles away, and East Hampton and Montauk were trip destinations. Not owning a car and only two trains a day made any attempt to ride one prohibitive.

So, it wasn't until I went away to college at American University in Washington, DC did I have a chance to take such a trip. As you may remember from a previous article, I met railfan Bob Kessler on the first day of classes in 1957. Bob hailed from Montclair, NJ and fan trips were nothing new to him. In fact, it was Bob who spotted the article in the Washington Post, announcing a fan trip to Northumberland, PA from **Union Station**, sponsored by the Washington DC chapter of NRHS. He asked me if I was interested; of course, I was, so we sent in our checks for \$9 each (yes, that's nine dollars) for tickets. For a 377-mile trip, \$.0239 per mile was a bargain!

The weather was outstanding: it was surely a Kodachrome Day, sunny, few clouds, and crisp. The 13-car train, powered by a **GG1**, departed **Union Station** on time and, shortly after passing beneath New York Avenue, we were whipping along at 90 mph. We stopped in Baltimore for more passengers. It was after we left Baltimore that we had time to read the itinerary and found out to our surprise that we were going to have a **PRR H-10** put on at Harrisburg, PA for the rest of the run up to Northumberland! Steam! I had not seen steam in seven years; Bob, on the other hand, had photographed **Pennsy K4**'s on the **NY&LB** a month earlier. You can now see how steam deprived I was!

We left the mainline at Perryville, MD to head up the freight-only **Columbia and Port Deposit Branch** to Harrisburg, paralleling the Susquehanna River all the way. We stopped enroute at Safe Harbor Hydroelectric Dam, a 62' high, 4,869' long structure that began generating electricity in 1931. After an inspection of the power plant and a **Porter** gas switcher and 0-4-0T that were on display, we lined up along one of the tracks as a meet with a freight had been planned. A streamlined **P5A** was the power.

We saw coal smoke as we arrived in Harrisburg, and watched as the **GG1** was taken off and the steam engine added. Hmmm, it sure looked bigger than an **H10**. Soon, the word came down to us in the open door baggage car: 2-8-2 L1 **#559** was going to take us north to Northumberland!



Photo Credit: Bob Kessler

*L-1 at Northumberland, PA*

Soon we pulled into the yard at Northumberland. It was here that the **Pennsylvania Railroad** had been storing its steam locomotive collection, and most were outside and placed for photography. There was the **Lindberg Atlantic; D16b #1223; #1737**, the first **K4** (actually it was a stand-in since **#1737** had already been scrapped). An **H10** was under steam and moved to the turntable for photos, as did the **L1**. Both were freshly painted and gleamed in the bright sun. (This collection was eventually donated to the Railroad Museum of Pennsylvania in Strasburg, PA, and they are on display there).

Return to Washington was to be via a different route. We crossed Rockville Bridge and turned south into Enola Yard. While the L1 was taken off and a pair of **PRR RS3**'s was added, we were allowed to detrain. There was still steam in hump service as we noticed a number of **L1**'s performing these chores. But steam was dying in 1957 and it wasn't long before it was history. The trip returned to Baltimore via York, PA; then a **GG1** took the train back to Washington.



Photo Credit: Bob Kessler

*Streamlined P5A meets excursion at Safe Harbor*

It was not until 10 PM that Bob and I got back to the dorm. Non-railfan roommates were not very interested in how we spent our day, and kidded us about how we looked: we were covered with cinders from head to toe. But, so what? It was quite a day and the first of many with steam. "You had to have been there!"



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**TRACK WORK**  
**NOVEMBER 15, 16,17, 2002**

**Day One:** On the morning of November 15, 2002, a determined crew met at the east end of the DRM yard to start the arduous task of removing and replacing a 39ft section of track. We also planned on the removal and replacement of selected ties in an adjacent section of track. The day promised to be a good one as the sun was shining. We knew that the bulk of the work had to be done on this day because the weatherman has predicted heavy rains for Saturday, Sunday and Monday. With the pending arrival of the NYC3 on the 20th of Nov., this work became first priority.

As the day progressed, we felt confident that we could easily have the job done in two days. But as you know, Murphy's law will prevail. We started to lose hydraulic oil from our backhoe. The problem got worse and worse until we had to shut down the machine. After a thorough inspection, we found a hose that ran behind the engine had split. It was of course difficult to get at. After removing the hose, we sent Joe out to have a new one made up. We wound up losing a couple of hours to the breakdown and with the shorter days, we now realized that it may take longer than we expected.

**Day two:** The weatherman was correct. Wet, wet, wet. The crew again assembled to continue the track work. Although we did not have any problems with our equipment this day, our hopes were dashed when we found the air compressor would not produce enough air to the jackhammer to drive the spikes into the new ties. This meant that we would have to use spike mauls to drive in each spike. This meant that work would slow down a little and the crew would now have to call on muscles that haven't been used in a while. I can vouch for the sore muscles. While we made good progress today it became clear that yet another day would be needed to finish the work. We also knew that it would again be wet, wet, wet.

**Day three:** Wet, wet, wet. The crew showed up today sore, but determined to finish the job. And finish we did with a good buffer zone of two days before the NYC3 arrived.

Listed below is the scope of work that needed to be done in order to do this small but important job:

39ft length of track east of the changeover switch to be removed for the replacement of ties. The existing ties could no longer hold the track in gage. This section of track is part of our mainline for the Rail Yard Local and also allows access to the yard from the outside. Materials needed for the job: New ties, new spikes, new track bolts, new gage rods and new ballast. The work that had to be done included: removing all spikes, unbolting the two sections of rail, placing the two rail sections off to the side, collecting and storing all tie plates, remove old ties, excavate so a new sub roadbed could be laid down, grade to level, install ballast for sub roadbed, install ties, place the two sections of rail and bolt together, install tie plates, jack each tie up tight to the rail, install spikes, (with spike maul) install gage rods where needed, gage and level track as work progresses, install ballast for tamping around ties, tamp ballast, checking for level while tamping ballast. Also replaced was every 4th tie in the next section of track east of the one we were working on. New ties were used, as were new spikes and gage rods. We also did maintenance on the changeover switch, tightened bolts and spikes along the main route. After an inspection of our work, we ran the 0673 and train set over the newly laid track and being satisfied with the results we called it a day. We have all had at one time or another a romantic vision of what it would be like to lay track across this great land. The reality is that it is hard, dangerous work that takes planning, sheer strength, determination and a good crew to get it done. I for one have a healthy respect for those who have laid track without the benefit of modern conveniences that we enjoy today. i.e.: backhoes, air compressors, jack hammers hot coffee on demand, a warm, dry baggage car to retreat to, to eat lunch and try to dry out, be able to return home each night to wash and dry clothes, shower and get a good nights sleep. If you are interested in learning how to do track work, we will gladly show you how to lay track. We anticipate more track projects starting this spring. The following is a list of hours we spent on the job: Friday we started at 07:00hrs, Saturday 08:00 hrs Sunday 09:00 hrs and worked to about 17:00 hrs each day.

I would like to thank the following people for giving their time and effort to get this job done while working in foul weather and against the clock.

Mike Miciukiewicz, Ron Freitag, Ira Pollack, Joe Mato, Dave Roberts, Jeremy Rice, Bill Britt, Glenn Miller, Randy Natale, Justin Chapin, Lonnie Klopowski.

I would also like to thank the station personnel for bringing lunch and coffee to a cold and hungry crew. To view our work and see other neat stuff at the DRM, please visit this website: [www.mikes-stuff.com](http://www.mikes-stuff.com)

Skip Kern/CMO

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## LIBRARY NEWS

by Stan Madyda

The past couple of months have been a busy time in the Library as we continue to accession and sort through material that we have received over the past several years. We did purchase an additional flat file which allows us to ease the overcrowding we were experiencing in the existing files.

We received another large collection of model train magazines and just about every issue was a duplicate of what we have. Before donating magazines, please contact either Gerry Herrmann or myself. Duplicate magazines do not sell when we have a sale and they take up much needed space. What we did with this collection was offer free magazines to the children and parents who visited the Museum during the Santa Train weekends..

Here is a recap of the remaining donations we received during 2001:

Tim Silvas – maps, timetables, manuals, corporate documents and brochures  
Don Oman – headlight and books  
John Hide – railroad light  
Bob Boothe – books  
Robert Wohlken – magazines  
Eleanor Sterry – 13 photos of the Hatch Pond train wreck  
Charles McCullough – 2 hand lanterns  
Richard Nowakowski – dwarf signal, track signs, SPV number plate, crossbucks with lights, locomotive bell.  
New York Transit Museum – map of the Danbury Branch  
Jacqueline Kean – timetables, framed picture, lanterns, brochures  
Public Archaeology Survey Team – artifacts recovered from Lamberton Street Shops located in New Haven  
Grace Lewis – framed prints, photos and postcards  
Stan Madyda – CSX Annual report, New Haven forms, letter from the Danbury & Norwalk, NYC Tariff Book  
John Dietter – New Haven Lifetime Pass  
R. T. Gross – photos  
Cesar Vergara – Postal Train illustration  
Laurie Gavel – poster of German trains  
Lloyd McIlwain – lantern  
Frances Schenck – train puzzle  
Gerald Lawlor – timetables, brochures, employee magazines, newspaper articles, photos, prints, maps, and books  
Stanley Albert – 26 videos  
Robert Leavitt – timetables, magazines, annual reports, a collection of Leanin Tree Christmas Cards  
Michael Johnson – books  
Edwin Fellows – Car Builder Cyclopedias  
Lovett Smith – “FRED” from New York Central 3  
Estate of Ed Owen – postcards, train whistle, HO kits  
Hans Kuring – 1500 slides  
David Brzoska – books  
Robert Chandler – stationery  
James Benedict – HO kits  
Michael Fox – Lionel switches

We also received anonymous donations of books, magazines, manuals, videos and pencils.



Danbury Railway Museum display at  
Amherst Railway Society  
Railroad Hobby Show - February 1 & 2, 2003

The display this year was designed and built by Charlie Albanetti with the aid of his father Ed Albanetti.