

President's Message

This month I'd like to talk to you about some new ideas and plans that are in the works at the Museum.

On November 2nd. from 10 a.m. until 1 p.m., we are having a Volunteer Open House and Information Event at the Museum. I'd like to extend an invitation to all of the membership, of course, but especially to our newer members-to the people who don't know what goes on within our organization, how it runs, and what makes it tick. We will have a grand tour of the facility with the department heads and project leaders present to explain their work and talk to you about your interests and hopefully draft you into our diversified volunteer staff. There will be representatives from the train crew, the mechanical department, the gift shop, front desk, the library, the model railroads, and the RDC and Tonawanda Valley restoration crews.

I myself am very interested in meeting with you and finding out what your interests are and why you've joined our ever-growing Museum, and how you might help us prosper.

In other news I've very pleased about the progress that the RDC 32 crew has made in the last few months. Their perseverance in this arduous task has certainly been a success story. Their non-ending endurance has turned a basket case into a near-polished gem. I must also commend the Tonawanda Valley crew in their efforts in the stabilization and restoration of the Pullman heavy weight observation car. They too have taken a basket case and are in the early stages of bringing this eloquent car back from the bone yard. Although faced with a large challenge, I'm confident that they too will persevere in this project. My hat is off to both crews for the many volunteered hours spent on these grand projects.

We have now also begun a program to register the many hours of volunteer time that have been spent on the various projects that we have been working on. These accumulated records will eventually help us in the grant-writing processes in the future.

By the time you receive this newsletter the J. W. Swanberg exhibit, "A Railroad At Work", will have opened in our gallery area. This exhibit shows the New Haven Railroad as a functional railroad just before the Penn Central crash, with many photos of Danbury included in it.

One of my main goals as President is to continually expand our exhibits and try to rotate them as much as possible. I must also mention at this time our chinaware exhibit that was compiled by members Gerry Hermann and Frank Sullivan. It's certainly well worth seeing and it shows you the opulence of an age long gone.

Finally, we have to remain positive in our growth. We still have our problems but we also have many successes, and these successes add up when you stand back and look at the bigger picture. We must always remember where we came from a short eight years ago and also where we can still go.

Thanks for helping.

Ira B. Pollack

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:
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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 - October 2002

By Wade W. Roese

N Gauge:

As I type away with both my fingers I realize the high temperatures have moderated and by the time you read this column your lawn will probably be a carpet of colorful leaves. Many of us will move our railroad operations to the inside winter quarters. As you look for some special indoor projects and enjoy modeling please consider construction of a building for the N gauge layout. Big ones and little ones are required and desired. Bill Britt just delivered his 1"x1"x1" control tower which was located across from the station on White Street. Every additional building is appreciated as each adds character and authenticity to the layout. Dave Rist has worked up a combination of freight cars that now present a reliable performing freight consist. Ira Pollack continues to emulate "Johnny Appleseed".

We still need photographs of buildings in and around the yard.

HO gauge:

As we continue to receive H.O. "stuff" we also continue to seek a layout location (building, railroad car, other suggestion welcomed) in order to begin bench-work. Anyone with a suggestion, please contact Jeff Van Wagenen or yours truly:

Jeff Vanwagenen (203)-263-3627 or jjvanwagenen@yahoo.com.
Wade W. Roese (203)-938-3611 or Terwad@aol.com.

S Gauge:

Still in need of a loco or two. Bill Britt recently attended an S gauge get-together. Hopefully he will share his findings and insight with us soon.

G gauge and "Live Steam":

The DRM has recently been the recipient of a L A R G E "G" scale donation. If you have an interest on working on the G gauge setup please contact: Bob Boothe (914)-332-9552 and www.mogul1455@hotmail.com and Harry Leeds.

When you finish with your raking, please stop and see the progress and the displays in the museum

Thanks again,
Wade.

What is a model railroader's definition of a house?

Answer:

The big thing that sits on the foundation and keeps the rain and snow off the layout.

But of course... Dan Foley

Ride the Holiday Express Train to New York City!

Avoid the hassles of driving or taking a slow, stop-at-every-station train to New York City to do some serious sightseeing or shopping by taking the Danbury Railway Museum's 9th annual Holiday Express. The museum will host this perennially popular event on Saturday, December 7th.

Join your friends for a relaxing "fast express" leaving Danbury Metro-North station at 10:15 AM. On board you'll find a Museum gift shop, musical entertainment, gifts, a raffle, and complimentary snacks. And, who knows, Santa might also be aboard!

The train is expected to once again be pulled by one of the sleek Genesis locomotives (hopefully in the New Haven paint scheme!), and the rear will be brought up by a private rail car, New York Central No. 3, built by Pullman in 1928 for NYC Director, Harold Vanderbilt. After giving you about 5 hours in the Big Apple, the Holiday Express will return to Danbury at 7:15 PM.

Tickets ▼ adults: \$35, children (5-15): \$20 ▼ are available by phone with major credit cards (203-778-8337), or stop by the Museum at 120 White Street in Danbury during operating hours (Tuesday through Saturday, 10 AM - 5 PM and Sunday, noon to 5 PM).

Group rates and charters/private cars are also available.

The Danbury Railway Museum is a nonprofit organization, staffed solely by volunteers, and is dedicated to the preservation of, and education about, railroad history. The museum is located in the restored Danbury Station and rail yard at 120 White Street, Danbury, CT.

For further information, visit the Web site at: [Http://www.danbury.org/drm](http://www.danbury.org/drm) or call the museum at: 203-778-8337.

Haunted Railyard

Coming soon, the Haunted Railyard family event, Ghosts will be roaming the railyard Friday, Sat, Sun October 26, 27, 28 from 7 to 8:30 each evening.

If you would like to be part of this fun event, even for a few hours, volunteers are need to be Monsters, train crew, station duty, car hosts, witches, lots of things to do.

Set up will be at the 2012 on the center platform starting 10:00 a.m. On Saturday, October 19. If you can help, we need people to hang cobwebs and set up monsters and gravestones.

If you can help with this event, please call Sue Thomas at 203-746-1381. Its lots of fun.....watch the engine by moonlight and monsterglow - come out and have fun at the Haunted Railyard!

From the Front Desk

In August the International Citroen Car Club Rallye(ICCRR) held its 12th international rally in Amherst , Massachusetts on the campus of the University of Massachusetts.

On August the 21st while on my first day on the reception desk, a group of four walked in and asked if any of us spoke French. It seems they were touring in their vintage autos. They had shipped two 1920's Citroens From Belgium to Boston and driven them to the rallye. One of the cars, a 1922 Type B2 taxi had been overall first prize. The four stayed, took the tour, communicated in animated French-English. Asked if we knew where there was a spark plug sand blaster, to clear a fouling plug. Then asked how to get to Route 6, without using '84'. I stopped traffic so they could make the left turn onto White Street. We were on their itinerary, DRM is known world wide.

Joseph S. Ward

THE GANG OF THREE AND THE FLANGED WHEEL

By Steve Gould

I am sure members of the museum recognized the fun that comes from railfanning with a group, as per last month's article on the Frantic Fatuous Four. Now, I have the pleasure of telling you about another such group, The Gang of Three, a group that I have been allowed to join on several rail safaris, but only as a guest. Why? Because a cardinal rule of this group is that the membership is limited to three. Reason: because if it were more or less, the name would have to be changed!

The G3 was formed on May 12, 1988 and consists of the three charter members: Bob Kessler (who has dual membership in the Frantic Fatuous Four) from Reston, VA; John Bjorkland of Warren, MI; and Jim Koglin of Harrison Twp, MI. Bob was stationed in the Air Force at Selfridge AFB and first met John at a Michigan Railroad Club meeting in the early 1970's. John worked for Ford Motor Company in their logistics group. Although Jim was also in the Air Force at Selfridge, he never ran into Bob. Jim and John, though, were good friends so it was inevitable that the three would get together.

The group decided to draft a Creed, which is:

1. To pursue the route of the flanged wheel on the steel rail.
2. To photograph all the "Great Templedoms of Railroadiana".
3. To document railroading today as we read about the railroading of yesterday
4. To leave no piece of ballast unthrown.
5. To photograph every Amtrak train.
6. To laugh at each other and with one another.
7. To bitch about the weather.
8. To complain about the lack of trains, and hoot and holler at the successes.

Now to the rules, of which you already know the first two:

1. All three must be present for the outing to be considered official.
2. Sometime during the outing an official group photo is to be taken.
3. Each member will take a turn sleeping on a rollaway bed.
4. Each member will supply his own deodorant and tooth paste and underwear.
5. Shower and toilet schedule must be adhered to for maximum efficiency and minimum confusion.

The group has 16 recorded gatherings, which has taken them to all parts of the USA. In 1988, the first, it was Sand Patch Scratchings. They have covered the RF&P prior to its inclusion in CSX; Down the Rat Hole; A Bridge Two Far (the Lynchburg, VA trestles); The Marysville Twisters (UP's Maryville Sub); Revenge of the Cheese Heads (the "new" **Wisconsin Central** and the "new" SOO); New England Nonsense (Conrail's B&A route in the Berkshires). The two I joined were Fall Frenzy (Sand Patch and Western Maryland Scenic #734) and Fall Extra East Smoke & Foliage Extravaganza (EBT, PRR E8's, and Horseshoe Curve). Both of these became Wednesday night video presentations for me at the Museum.

Their most recent trek, called "North By Northwest", involved a visit to the Pacific Northwest to see and shoot the famed **BNSF** "funnel", as well as the former GN route through Montana and Washington. Jim Koglin is the self-appointed scribe for the group and puts together wonderfully detailed trip reports that include train numbers and descriptions of locations. Successes and failures are given equal coverage. All in all, the G3 has visited 20 states, some more than once.

There are four "rites" observed by the group each time they go on an expedition:

1. Feast of the Semaphore: bag lunch or a Mickey-D delicacy to the site of a former interlocking tower.
2. Annual Pilgrimage to a Templedom of Railroadiana: the Horseshoe Curve or Foley on Sand Patch east slope would qualify.
3. Rites to Encourage the Appearance of a Train: the opening of a can of your favorite beverage or ridding oneself of a used beverage would do the trick.
4. The Gathering of the Transparencies – the showing of the slides.

Where next will the Gang of Three head? Well a suggestion was made by me to come back to New England and include a visit to DRM in the pursuit of the flanged wheel. Only time will tell.



The "Gang of Three"

Bob Kessler, John Bjorkland, and Jim Koglin
on WM Scenic #734 fantrip, October 1999.

Tonawanda Valley Update

From Charlie Albanetti, Assistant Project Manager/Crew Chief

The months of August/September saw great change in the progress of the Tonawanda Valley. With over 100 hours volunteered by the dedicated crew, the roof of the car was tarred. This was done not only to restore the roof to its original black color, but to also prevent leaks. We had to move the car onto the track 40 platform so that we could use a two-level scaffolding to get on top of the car. We then used rollers to apply the tar to the roof, only after power-washing the roof first, to remove the years of dirt that was residing there. Paint brushes were used to apply the tar in the cracks and grooves. It was an extremely messy job, most days going home covered in black, but the outcome was well worth it.

In addition to that large job, we have also begun work on the lounge windows. This is necessary because the windows are the easiest point of entry for water to leak in. Each window has to be removed, the track must be sanded and painted to rust-proof it, and then each window frame must be sanded and painted. This is a very slow job due to the sanding, but a necessary one.

Most recently, we have begun paint removal inside the lounge on the walls and ceiling. This is necessary to restore the car to its original 20th Century Limited appearance.

If anyone would like to help with the Tonawanda Valley restoration project, please contact myself at: theteentrack@aol.com or Roberta Ballard at: roberta@iliketrains.com

Thanks for your support!



Elkhart Valley, sister to the
Tonawanda Valley.

WHAT'S HAPPENING

By Ira Pollack

Dear DRM Member,

These are some of the things that have been going on in the last ½ of September at the Museum:

Week of 9/18/02

1. Saturday we mounted the cross bucks next to the portapotty on the concrete that we had poured
2. Wednesday the wind storm trashed and destroyed our tent next to the containers.
3. Nancy and crew fired up the #2 engine in the RDC 32.
4. Sunday before – Skip, Ron, Gerry, and Pete went up to Canaan to work on the wooden caboose #19332, NYC&HRRR
5. Looking into moving South Gate 90 degrees to allow for easier access for heavy equipment.

Week of 9/24/02

1. Congratulations to Wade Roese in election to open seat on Board of Directors
2. Dave Roberts working on semaphore, painted white on Saturday, more coats needed
3. Work continues on exterior and interior of Tonawanda Valley, paint stripping parlor room, and fiberglassing in exterior.
4. J. W. Swanberg exhibit opening October 12. Diligently working on it.
5. Patti and Don have finished the skirting for n gauge layout – Looks Great!
6. March of 2003 will be 50 year anniversary of Budd Cars, RDC 32's birthday party being planned.
7. On November 2 at 10 a.m. until 1 p.m. we will be holding a Volunteer Clinic, giving tour of facility to new members.

MEMBERS APPRECIATION WEEKEND

To show our appreciation for our members, all members will receive 20% off on items in the Gift Shop over the Thanksgiving Weekend (**November 29 - December 1**).

Discount does not apply to Gift Certificates (discounts for merchandise purchased with Gift Certificates will be applied at the time of the sale).

Bring in your membership card and stock up for the Holidays!