

Dear Member,

Now that our operating season has ended I'd like to express my thanks to our train crews who operated flawlessly and professionally every Saturday this season. Although we had some scheduling problems from time to time, we were able to run our yard local with a pretty much constant frequency. I'm very proud of the crew's commitments to our train operations, one of the main sources of revenue for our Museum.

I'd also like to thank all of the people who volunteer at the Front Desk and the yard crews who tirelessly run and maintain our facility during the operating season. These are the people who volunteer at the Museum and go unnoticed but are necessary to keep our operation moving smoothly. I thank you all.

There never seems to be a shortage of projects at the Museum. The priorities are constantly changing and being moved higher or lower on the ladder but we still are moving forward. Over the winter months I would like us to work on a more comprehensive training program for our crews. There still seems to be some missing parts in this equation but I'm sure it will eventually fall into place.

This winter we must begin planning many different venues for our Museum. We must look at the spring events that will be happening and also start planning work projects that must be done in the yard. Over the last few weeks, we have all come to the realization that our aging track work has raised its ugly head and has become an operation and safety hazard. We must start a track maintenance program immediately which will entail many hard hours of tie replacement, rail joint tightening, switch maintenance, and many other infrastructure projects. I propose that at least once a month we spend an all hand's day working on our yard maintenance, weather permitting of course! HA!

In closing I'm very proud of the work that we've done at the DRM and although we have a way to go I'm assured that with your help we can succeed in the future projects that we might pursue.

Happy Holidays!
Ira Pollack,

Photo Credit Mike Miciukiewicz



An Early 1900's Wooden Caboose Donated to the Danbury Railway Museum by the **Connecticut Railroad Historical Society**
Originally Built for the NYC&HH RR

By Mike Miciukiewicz

The caboose had to be hauled to the Museum by truck, but first had to be moved a few hundred feet to a location where the riggers could lift it.



Brakes had to be freed-up, bearings polished and oiled and track had to be repaired before we could roll it.



And finally the Caboose is at its New Home in The Danbury Railway Museum Rail yard!

Please visit Mike's website: www.mikes-stuff.com
Where you will see many photos of the Danbury Railway Museum rail yard and the progress it is making.

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

Directors

Dan Foley, Chairman
Ed Blackman
Suze Blackman
Geoff Knees
Dave Lowry
Peter McLachlan
Randy Natale
Wade Roesse
Michael Salata
Susan Thomas

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 - December 2002

By Wade W. Roesse

November saw one of our diesels go to ground in the yard followed by urgent and expeditious repair operations to get the yard back to safe normal performance. Likewise, our indoor operations have been experiencing some performance deterioration which is adversely affecting the animated displays. We have, therefore, undertaken a new aggressive program to enhance the operation of all our display layouts.

N Gauge:

N Gauge is extremely sensitive to anything and everything when it comes to efficiency and performance quality. A speck of dust appears to be a giant rock and a grease stain an oil slick! All rail is being cleaned, checked for proper gap/gauge and continuity. Locomotive wheel sets are cleaned and coupler relations are checked on various consists.

HO gauge:

We continue to look for people interested in our **HO Gauge** project. Anyone with suggestions about the layout design or wishing to assist with the **HO Project**, please contact Jeff Van Wagenen or yours truly:
Jeff Vanwagenen (203)-263-3627 or jjvanwagenen@yahoo.com.
Wade W. Roesse (203)-938-3611 or Terwad@aol.com.

S Gauge:

The **S gauge** requires rail cleaning, some replacement, and possible re-wiring. Although this is an ongoing process, we will start work and continue until we have enhanced and increased reliability. In addition Bill Britt has again undertaken the task of getting some of the well worn **S gauge** locomotives repaired, but he is running low on gum, tape and bailing wire for this restoration. "Anyone have a spare Locomotive (Steam or Diesel) they would like to share with Us?"

O Gauge:

The **O Gauge** layout also requires general maintenance. The outer rail loop has been totally cleaned and the operating diesel has had all wheel-sets cleaned. Similar rework will be undertaken on the inner loop and associated locomotives, Some rewiring is required and will also be undertaken shortly.

G gauge and "Live Steam":

The **G Gauge** project has not received the hoped for internal personnel support and is destined for the rip track or scrap heap. One last appeal. Members wishing to work on the **G Gauge** or Live Steam should contact:
Bob Boothe (914)-332-9552 and www.mogul1455@hotmail.com and/or Harry Leeds.

As noted recently, the operation of the display layouts in "The Yard Inside" is important to the success of the museum as people visiting expect to experience their dynamics and the children just love to watch.

If any of the above indicated work has interest to you and you would like to assist please contact me at (203)-938-3611 or Ira Pollack c/o the DRM and advise us of your availability and expertise. Enjoy your holidays and "be careful out there"!

Thanks, Wade.

Haunted Railyard 02

We had a very successful childrens event on October, the Haunted Railyard, where monsters and witches rode the trains with 286 people attending over the 3 day event.

I am very grateful to all the volunteers who helped to make this event lots of fun and very worthwhile for the museum, the crew, station help, gift shop and scary monsters and witches - you know who you are - your time was much appreciated and a big thank you for making this thrilling event.

Sue Thomas, Event chairman.

NEWS FROM THE GIFT SHOP!

We continue to carry a large selection of books, calendars, and other items. And, we may be able to order something for you if we don't carry it.

This year for the first time, we will be selling Gift Certificates for \$5.00. These may be redeemed for any merchandise in the Gift Shop. The perfect gift for the person that's hard to buy for! (Note: member discount will apply at time of redemption. Gift certificates may not be redeemed for merchandise totaling less than \$2.50).

Coming soon!

Watch for NEW HAVEN RAILROAD by Peter Lynch, which is expected in January. This 160 page hardcover book contains 100 color and 50 black/white photos, and will sell for \$29.95.

Santa Trains coming up

The two weekends before Christmas we are running our famous train ride in the yard for children to visit with Santa, Mrs. Claus, the elves, and Mr. Frosty. Bring your little ones for a great time, they will receive a small gift from Santa and the whole family will have fun!

If you can volunteer for a few hours, please contact Sue Thomas at 792-1981 with the hours your are available. Lots of jobs, from train crew, car hosts, photographer, etc. All help very much appreciated to make this a success!

New Members

Susan Becker	Ridgefield, CT
Emil J. Berti	Torrington, CT
Charles Bessels	Brewster, NY
Joe Golden	Newtown, CT
Thomas Haessler	Danbury, CT
Peter Houlahan	Redding, CT
Ron Isaac	Ridgefield, CT
Charles B. Jones JR.	Rockville, CT
Lee I. Korotzer	Deer Park, NY
Newell & Vanet Neulinger	Stamford, CT
Harold & Coralie Noonan	Danbury, CT
Tim Mygatt	Danbury, CT
James Teer	Seaford, NY
Marcia Weeks	Colchester, CT

New Youth Member

John Ireland	Norwalk, CT
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New Feature for the DRM Website

A new section is being added to the "Member" page listing on-going projects and status reports as reported by the project managers. This should give members a chance to see what is happening with their favorite projects. Information posted could include (but not be limited to) request for volunteer assistance, scheduled work, current activities, recent accomplishments, future plans, etc.. Project managers should supply this info by email to: jsdrm@snet.net, or put in John Silbert's mailbox at the Museum. Please use email for time sensitive material.

TV Needed

The Danbury Railway Museum is in need of a new TV an upcoming exhibit.

If you can donate a TV (no larger than 19"), please contact Charlie Albanetti at: theteentrack@aol.com or at the museum at (203) 778-8337.

New Year's Eve at the Museum

On New Year's Eve we are open to the members and public and will have a band, displays, and a warm holiday welcome for all.

At Midnight we will have a casual dinner for members (after the Midnight fireworks by the City of Danbury from our rail yard)! If you will be joining us for dinner, please call the museum desk at 203-778-8337 or Sue Thomas at: 203-792-1981 for tickets.



Tonawanda Valley Restoration Update

By Charlie Albanetti

The Tonawanda Valley restoration crew has made quite a bit of progress in the last month. Paint removal of the main lounge is almost complete. We have been working on drawings of the original décor and have been trying to functionally reproduce this appearance. There is a lot of art work involved; any artists help would be appreciated.

We also will have to manufacture new light fixtures to replicate the originals in the main lounge. Thankfully the rest of the car still has its original fixtures. Plans are also underway to convert the car to 110v electric power so that we can easily power the lights, fans, and doorbells. This will be very helpful as the current 220v system would require many new and expensive supplies. As soon as the paint removal is finished, hopefully within the next two or three weeks, we will begin a complete dismantling of the lounge. This will allow us to assess the damage/aging that the car has endured, and figure out how to preserve it.

Don Konen has graciously offered his carpentry services to help rebuild the window frames to all the windows in the main lounge. This is something that is extremely necessary as many of these windows are rotted. This project will begin very soon.

If you can help with any of the above projects, either physically or financially, please contact me at , or call me at the museum.

Thanks, Your help is greatly appreciated.

What's Happening - 10/23/02 to 11/13/02

by Ira Pollack

1. The yard gate has been moved to facilitate better entry into yard with heavy equipment.
2. No Christmas train layout this year at the Galleria. This ends a seven-year tradition. Maybe next year we'll have it at the DRM station.
3. The Haunted Rail Yard was a grand success. Many new faces volunteered for the event. Thanks to the whole crew.
4. The Volunteer Job Fair gave us a fair turnout of new people. Many thanks to Dan Gallo and Jerry Lawlor for hosting the event. Hopefully we will do this again in the spring. Additionally, because of their efforts, we now have a volunteer welcome package to present to new members.
5. Charlie, Roberta, and crew are stripping the interior of the Tonawanda Valley observation lounge. Dirty work.
6. Brush being cleared in preparation for the eventual movement of NYC wooden caboose up in Canaan CT. Thanks to Gerry Herrmann and Harry Burke.
7. Work continues on the N Gauge layout. Dave Rist has built a model of the house that stood on White Street.
8. A movie crew visited the yard to film a few scenes in front of the Rutland boxcar. Very cold and windy evening for all.
9. Lead wheel on RS 1 derails due to bad track at gate area. Ron Freitag and crew help in rerailing unit.
10. During the weekend of 11/15 to 11/18, crews rebuilt 50 ft of track in inclement weather—rain and wind. My hat goes off to all the people involved in this project for their tenacity, perseverance and dedication to our museum.

That's it for now, although there are many other things that have happened in this span of time. This is only a segment of what happens at the DRM.

See you next time,
Ira

LIBRARY NEWS

by Stan Madyda

Work continues in the Library accessioning and sorting books, timetables, magazines and various material we receive on almost a weekly basis. If you have made a donation in 2002, you will receive a thank you letter and Deed of Gift before the end of the year.

During the past month, we were visited by Bill Sepe and some of his associates from "Walkway Over the Hudson." They are the group that is working towards the preservation of the Poughkeepsie Bridge. They spent an evening learning about our Library and the methods we have in place for donated material.

Here are donations received during 2001:

John Mech – RS-11 operators manual and a diesel parts catalog
Harry Burke – book
Jim Towey – magazines
Steve Gould – trip report and five Official Guides
Dan Foley – slides, book, magazines, CSX annual report and a timetable
Raymond Varian – New York Central oil can
David Carusella – MTA uniform
David Sampson – photographs
Wade Roesse – prints of the double ended crane and Thomas the Tank Engine
Bayard Cutcliffe – Information from Wilton Historical Society on the Danbury & Norwalk
Earl J. Meyers – Pikes Peak poster
Robert Walpock – books and magazines
Neale Riely – manuals and timetables
Robert Broderick, Jr. – track plan used for the double ended crane
Gerry Kearney – books, magazines and timetables
Frank Quintano – FL-9AC operator's manual
Charles Bardo – 1915 map of the New Haven Railroad
Daniel Leab – timetables brochures, map
Charlie Buckels – items found at the Cos Cob train station
John S. Greene – magazines
Carmela Troccoli – New Haven clear globe lantern
David Barr – Penn Central brake and train air signal instruction manual
Walter Dunlap – 10 manuals and various railroad pads
Peter Cornwall – blueprints, track plans, prints
Jack Swanberg – two photo albums
Sharon DeJoseph – books
Jim Gagliardi – books
Chris Hanson – Central Vermont newsletters and photos.

"Hands On Train Display"

Railroad Station - New Milford, CT

Dec. 14 - 31, 2002

Come to the historic New Milford Railroad Station and enjoy the "Hands On Train Display" during the holiday season. There will be two operating Lionel layouts for the entire family to enjoy. This is a yearly event sponsored by the Greater New Milford Chamber of Commerce. The trains will be on display beginning Sat., Dec. 14th through Dec. 31st. Hours of operation will be weekends 12 noon to 4 pm. The weekdays of Dec. 16 - 20 the hours will be 4 - 8 pm. The weekends of Dec. 23, 26, and 27 the hours will be noon to 4 pm. The train show will not be open on Dec. 24 or 25.

Santa will be arriving on Sat. Dec. 14th at noon and again on Sat. Dec. 21.

TRACING MY FATHER'S FOOTSTEPS

PART TWO

BY FRANK K. THOMPSON JR.

On our way to Verdun, we visit the huge, somber American cemetery at Romagne and the Pennsylvania State Memorial at Varennes. Between Varennes and Verdun, we pass through or near Dombasle, Nixeville, and Cheppy, all places mentioned in Dad's journals

Next morning we start out on our quest to find Rattentout and Morsenek. We have good maps, and drive south along the Meuse. A landmark we look for is the quarry in which the Fourteenth Engineers Regimental Headquarters was located. We find no sign of Rattentout but we spot the quarry. Back up the road we find a side road signed *Rue sous les Carrieres* "The Street below the Quarries." We drive up this road maybe 200 meters – the pavement ends. We park the car and start walking up the dirt road, but find it blocked by a fallen tree. We struggle on, over, under and around more fallen trees. The trail deteriorates and then disappears. We bushwhack back to the car, take a last look at our elusive goal and drive on.

We pass through Genicourt, Rupt and Moilly, on back roads paralleling the line of the 60-cm light railway. We find nothing of the light railway, but it has been there, as evidenced by the farmer's fence posts. At a crossroads just beyond Moilly, we stop. Our maps show the light railway crossing three roads at the crossroads. We get out and take a look around. In the surrounding forest we find a footpath that aligns fairly closely with the rail line shown on our map. Because of its gentle gradient, we deduce that this is the line of the light railway to Morsenek. We hike a portion of the path. On both sides, preserved by the forest are trenches, dugouts, bunkers and shell holes, the landscape of war still surviving after 85 years. We drive on, seeking Morsenek. Futilely, it turns out, for all traces of human activity are concealed by the dense forest.

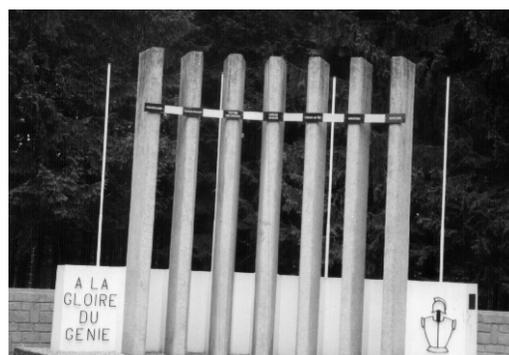
On our way back to Verdun, we detour to visit the battlefield of the hill of Eparges. Here we discover a relatively new (1991) monument inscribed *Aux Gloire du Genie* "To the Glory of the Engineers." Among the types of engineers commemorated by the monument are those of the *chemin-de-fer* -- the railway engineers! Although the monument is dedicated to the engineers of the French army, we interpret it to honor all of the engineers who served on this front, including the Americans and my Dad.

Our quest is nearly at an end. On the next afternoon we drive out to the battlefield of Verdun. Here, among the cannons and other military relics displayed outside the Visitor Center/Museum, is a French-designed two-bogie gondola used on the 60-cm railway. The Americans as well as the French used cars of this type. Later in the day, we discover two sections of 60-cm track leaning against the outer wall of ruined Fort Douaumont.

On our way to the airport and home we take in a last bit of railroadiana. In the Forest of Compeigne, we visit the standard gauge siding where stands a replica of the dining car in which the Armistice ending the Great War was signed on November 11, 1918.



Light rail track used as
by a French farmer as
fence post. Sept. 2002



Monument to French army engineers.
Chemin-de-fer is third pylon from right.
Sept. 2002

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA TOUR GROUP VISIT DRM

By Steve Gould

On October 15, 2002, a huge tour bus pulled into the parking lot just prior to opening of the Museum at 10 AM. It was a tour group from the Friends of the Railroad Museum of Pennsylvania. The group, numbering thirty, had been touring various railroad museums in New England and this day it was our turn to entertain them. The group had stayed overnight in Danbury.

Dave Lowry gave a short presentation about the Museum and told the group that, after they had time to look at the inside displays, they would be taken on a tour of the equipment in the rail yard. The group was broken into two groups of fifteen, led by Dave Lowry and Steve Gould. It was decided to get the group across the **Metro North** tracks prior to the Norwalk shuttle train departing so that the photographers in the group could get a well-lit shot of the New Haven-painted **Genesis P32**, which was powering the train that day!

The group seemed fascinated at the size and quality of the equipment we had on display. Skip Kern opened the cab of the **RS3m #605** and those who wanted to could have a look inside. They were particularly impressed with the work that had been done on **RDC #32**. Dave had learned that one member of his tour group, Ellis Bachman, had recently learned he was a direct descendent of Roger Williams of Rhode Island. Hearing that, Dave took Ellis for a posed shot in front of the "Roger Williams". Ellis, who lives in Strasburg, PA, was retired, having spent thirty years of service with the **Strasburg Rail Road**.

All in all, the group enjoyed their visit to the DRM and left with many fond memories.



Photo Credit Dave Lowry

Ellis Bachman, descendant of
Roger Williams
With
"The Roger Williams"



Photo Credit Dave Lowry

Tour group boarding bus.



Photo Credit Steve Gould

Steve Gould's half of "The Friends of
The RailRoad Museum of PA"
Tour group.