

The Railyard Local

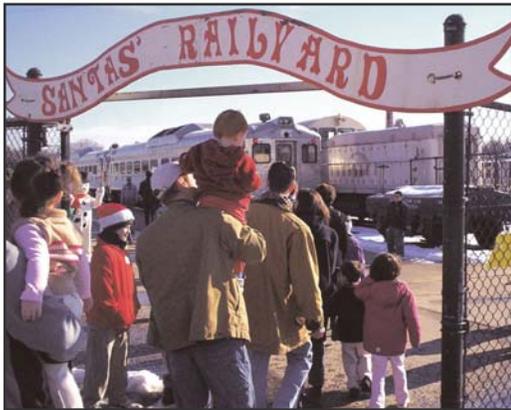
Volume 5, Issue 1

-The Monthly Newsletter of the Danbury Railway Museum-

January 2006

Happy Visitors at Santa Event DRM Welcomes Guests from Several States

The atmosphere at the Danbury Railway Museum has been filled with extra energy and excitement during the past couple of weekends. This is due to the increasingly popular Santa Event being held on three weekends this month. It features a ride aboard a vintage train within the railyard. A red caboose decorated with holiday lights revolves on the turntable. Mr. Frosty leads disembarking passengers to Santa's Special Railroad Car, where Santa, Mrs. Santa, and elves are surrounded by decorations. Photo opportunities for pictures with Santa have been available. Each



child has received a small gift. Even more than in previous years, the Museum building and railyard abounds with festive decorations for the occasion.

The popularity of this event last year prompted us to suggest reservations, and that has worked out very well for our guests, especially those traveling a long distance to come here.

This event is the culmination of the year of

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Maybrook Yard Ledgers

Library has over forty, mostly from the 60's
By Stan Madyda

Several years ago we received a donation of over 40 ledgers from Maybrook Yard, primarily from the 1960's. They consist of Crew Reports, Switch Lists and Yard Switch Reports and copies of Waybills.

Any researcher looking for information on train crews and the people that worked in Maybrook will find the Crew Reports of interest. They show reporting times and assignments.

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Gift Shop and New Members

Retired Railroader's Oral History Documented at DRM

On November 14, 2005, 92-year old Loyd MacNayr, a former Boston & Maine Railroad fireman and engineer, journeyed with his family from East Longmeadow, MA to the Danbury Railway Museum to participate in an oral history video taping. Loyd and his family were greeted at the Museum at around 10am by Bob Boothe, Dan Foley, Rich Edwards, Mike Salata, Peter McLachlan, and Steve Gould. Taping was done in two locations: next to the fireplace in the Museum, and next to and on 2-6-0 #1455 in the rail yard.

Bob Boothe, Steve Gould and Dan Foley take a few minutes in the Museum to go over the script and video-taping plans one more time just before the arrival of Loyd MacNayr and his family.



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Reminder: Resume Deadline

Any member who would like to be considered as a candidate for the Danbury Railway Museum's Board of Directors must submit a resume, as specified in the December issue of *The Railyard Local*, and it must be received at the Museum by **4pm on January 12, 2006**. If you have any questions, please contact Steve Gould at GouldSL@aol.com, Bob Boothe, or Joe Ward at the Museum (203) 778-8337.

New Members

We are delighted to welcome our new members this month. All members are welcome to attend the weekly meetings held Wednesdays, 7:45pm, at the Museum, 120 White Street, Danbury. We invite all members to become involved in Museum activities as soon as possible!

James Terr	Seaford, NY
Ronald A. Huppert	Hartsdale, NY
Thomas McKenna	Danbury, CT
Bonnie Keating	Southbury, CT
Dana Rudolph	Hopewell Jct., NY
Helen Sisk	Wilton, CT
Bernie Hample	Brookfield, CT
Jim Johnstone	Ridgefield, CT
William Sushon	Old Greenwich, CT
Don Durnell	Brookfield, CT
Frank R. Acquanita	Danbury, CT
Wendy Lynn	Greenwich, CT
Naida Salgado-Ariola	New Fairfield, CT
Brian & Mai Hendrix	Danbury, CT
Guy Dobson	Montgomery, NY
Bill Tiszai	Sandy Hook, CT
Thomas K. Landry	Brookfield, CT



Library Donations

Following are some of the recent donations:

- Jim Whiteside - books, calendars, and a timetable
- John Manley - books, annual reports, employee timetables, Moody's Manuals, stock reports, map
- Joe Ward - 2 8x10 photos of Central of New Jersey trains
- Christine Gaspar - small Lionel train set
- Earl A. Taylor - 5 photos of artillery pieces from the Connecticut National Guard unit stationed in Danbury being shipped out by rail in 1937
- Marty Grossman - blue print of the Park Avenue Viaduct, updated in 1952
- Ira Pollack - manuals and a Boy Scout merit badge book
- Anonymous - 2 photo albums of Sperry Rail Car equipment

Ten Years Ago

By Stan Madyda

The January 1996 brought both good and sad news to the membership.

The good news was the arrival of our RS-1 engine. This engine was purchased from the Green Mountain Railroad on December 27, 1995. The purchase was made possible through donations and a bank loan. The engine, #400, was built in 1948 for the



The RS-1 in the railyard today makes a striking appearance with its orange and black color scheme. It has been used to pull a passenger car and caboose for weekend rides in the yard, and during the week for tour groups and class trips.

Illinois Terminal Railroad as #753. Plans were made to move the RS-1 to Danbury. A member of the DRM was to be on board at all times to ensure the engine kept running and that it always had water. On January 8th, in a very heavy snow storm, Jesse Meeker and Warren Hagenkotter left for Bellows Falls, Vermont. Warren would ride with the engine to New London. From there the engine would be moved to the Belle Dock section of New Haven where it arrived on January 11th. The next step was for it to be inspected by Metro-North before it rode their rails to Danbury. However because of the storm, Metro-North personnel could not inspect the engine for another week. All the time the engine needed to be kept running and DRM members took turns 24 hours a day keeping watch. Finally just after midnight on January 19th the RS-1 arrived in Danbury.

The sad news also occurred on January 19th when we learned that John E. Flower, Chairman of the Board and one of the founders of the Danbury Railway Museum passed away. John served on the original board and was the DRM's first life member. He was also Director of the National Railway Historical Society for the Western Connecticut Chapter. His railroad knowledge and experience with other organizations was very instrumental in making the DRM a reality

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DRM Express Track

By Ira Pollack, President

During this season of sharing and giving, I would like to take the time to thank the volunteers of the Danbury Railway Museum for their service to the Museum this past year. Our very dedicated people, all people from different walks of life, all have the same passion, or love, of railroading. These are the people who make up the staff and life of the Museum.

Our volunteers have worked hard during the year providing educational enjoyment to our many guests. From the Front Desk personnel to the Train Crews in the yard, these are all people proud of what they do and more than willing to share their knowledge with our guests. Our staff has accumulated many thousands of hours of volunteer time to run our operation on a yearly basis and should be very proud of what they have done. We have many varied tasks at the Museum, as you well know - almost too many to mention - but it is this variety that makes us what we are.

This last season was successful for the Museum with many new exhibits, new events, and several new pieces of equipment added to our ever-growing collection in the yard. This is an on-going process of growth and enhancing our Museum as we move forward.

I would also like to thank the Connecticut Department of Transportation, Metro-North, and the City of Danbury for their continued support of the Museum's growth. I wish all of our volunteers and



supporters a safe and healthy New Year and look forward to working with everyone this coming year.

I do have many plans to pursue this New Year, some of which include the following:

To start with, I firmly believe in the process of

running many of the different things we do by committee. I would like to form two committees, one for

events and one for new member and volunteer coordinating. These committees would be run by a small group of people instead of one person doing the com-



Volunteers at our Santa Event created a happy, festive occasion for our many visitors. Events like this require detailed planning and the coordinated efforts of many volunteers. An Events Committee would make this easier.

plete job. Of course I need new volunteers to come forward to help put these plans together and lead these two very important tasks. I see each committee being comprised of approximately three people. The Event Committee would plan out budgets for each event and pursue whatever is necessary to make them successful. The second committee would be responsible for integrating our new volunteers into our work force and helping each volunteer find success and satisfaction within the Museum. Both committees would report monthly to me on their progress, and I in turn would relay their reports to the Board of Directors. If you have any interest in helping in these very important areas please contact me as soon as possible.

In the building, I would like us to begin a project of digitally photographing our many three dimensional artifacts. This could be used to create another electronic slide show to educate our guests on some of these unique pieces. We could additionally use this display at some of the train shows that we attend. I would like the public to be more aware of the variety of artifacts that have been received.

In the yard this spring I am looking at major track work upgrades on tracks 34 and 42 and other selected areas. At this point I am putting a budget together and planning out what kind of work and material will be needed for this project.

These are but a few of my goals for the upcoming months. In closing, once again, thank you all for your generosity and help to the Museum's growth and prosperity this year.

Gift Shop News

During the month of January the Gift Shop will feature a sale on model railroading books. Everyone will receive a discount of 25% on modeling books. So while the winter weather may make working on full-



size equipment difficult, this may be the perfect time to pursue your interest in modeling, or adopt it as a new hobby.



We now carry the full line of SPV railroad atlas books (shown at left), of which there are now fifteen. All sections of the United States plus maritime Canada are now published in these volumes. The Gift Shop has some colorful new railroading signs (shown below) for brightening up any fan's home decor or layout.



Donations

The Danbury Railway Museum has recently received monetary donations from the following people:
 Bill Britt, Ed & Suze Blackman, Roberta Ballard, James Stevenson, Richard C. Moreton, David McCauley, Susan Sarrazin, Dan Carleton, Susan Thomas, Franz Gerencir, Jay Ballard, Julius Brooks, Russell Strilowich, Peter King and IDENIX.

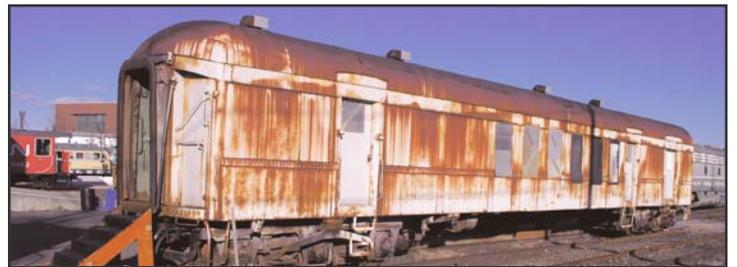


Finally a photo of our DRM HO-scale car for 2006, a chemical tanker, which was written up in the October issue.

RPO - News and Notes

By Bill Britt, Project Leader

The window replacement funding campaign is coming along nicely; we have reached slightly over 60%, so we still have a way to go. We also will need additional funds for other restoration of the car. Any and all donations are appreciated. Please make any check donations out to the Danbury Railway Museum with a memo that it is for the RPO.



As of this time we have nine usable #2 canvas mail sacks. We written our U.S. government representative as well as the postal museum at the Smithsonian, but to date have not received a reply from either. So again we ask for your assistance. Please ask your local postmaster for them. One of our members acquired four such sacks by doing just that.

A temporary set of steps has been donated, so we now have limited access to the car.

Did you know? Railroad accidents were so frequent around the turn of the 20th century, causing large casualties (104 RPO clerks lost in 1903) that the Post Office Department designed the steel car, and wanted at least one car placed between it and the tender.

As usual, we are always happy to hear from you regarding rail post office cars.

Steve Gould interviewed Loyd inside the Museum station building, where Loyd related his related his railroading experiences. Loyd was working

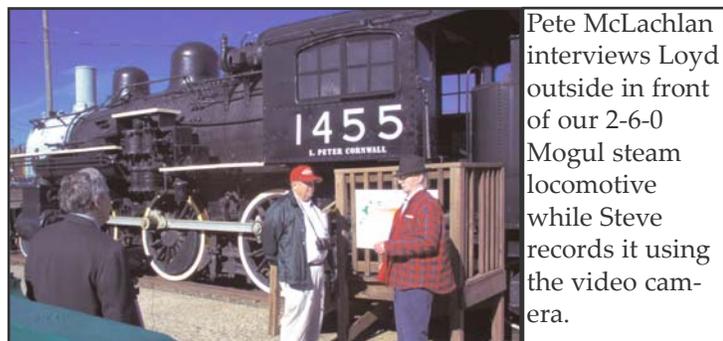


The Steve Gould and Loyd MacNayr conduct the DRM's version of a "fireside chat" as the video camera rolls.

for a roofing contractor in 1942 when jobs became scarce due to World War II. Loyd's father-in-law, an engineer with the B&M, suggested he file an application and he was hired as a student fireman. He stared out firing 0-6-0 and 0-8-0 switchers and a 2-6-0 Mogul, #1493, on a local passenger run. It took six months as a student fireman before he could fire through trains. Loyd became a full fireman on September 21, 1942.

He got his first shot at the throttle, while still a fireman, on a P4 Pacific, #3712. The regular engineer had a heart condition no one knew about and wanted to sleep. This turned out to be Loyd's favorite steam engine as it was easy to fire. Moguls were fine but he didn't get much chance to fire them; he never fired #1455 that he could remember.

Loyd's most prestigious assignment was on June 30, 1944, when he was called to fire a special train to White River Junction, VT. His train order read, "Engine such-and-such. Run passenger extra Springfield to White River Junction and has right over all trains." The train was double-headed and had a 15-



Pete McLachlan interviews Loyd outside in front of our 2-6-0 Mogul steam locomotive while Steve records it using the video camera.

plus car consist; Loyd was aboard newly stoked Consolidation #2714. The train was carrying many of the delegates to the Bretton Woods Conference in New Hampshire and Loyd believes that President Franklin D. Roosevelt and maybe Churchill and Stalin were aboard his train.

Loyd worked for the B&M for 39 years. He had system-wide seniority and was qualified to run the Conn River Division (Springfield to White River Junction). He retired in 1981 and served during the transition from steam power to diesel. His favorite steam engine was the P4 Pacific and his favorite diesel was the EMD GP7. He hated Alco RS3's and called them "dogs". "The man who designed it never had to run it", he said. He liked handling passenger trains better than freights because of the shorter trips and better pay.

The Museum group moved outside where Pete McLachlan, himself a retired engineer, picked up the interview with Loyd. Pete asked Loyd about what he did once he reported to the engine to which he was



assigned, so Loyd walked Pete through the inspection steps. Loyd then entered the cab of #1455 and he pointed out the various valves and gauges he used in his work

as fireman. Loyd took up his position on the left side and waved to his family from the cab window.

After a group photo the family walked over to the Holiday Diner for a bite to eat, after which Loyd and his family left for home.



Loyd's family pauses for a group photo beside the #1455. From l. to r: grand-daughter Missy Wilder, daughter-in-law Barbara MacNayr, daughter Julie Pike, his wife Gladys (seated), Loyd, and grand-daughter Laurie Flechsig.

We are truly grateful for Loyd and his family for making the drive down to Danbury so that we could obtain the oral history. In 1999, the Museum received a grant from the Meserve Memorial Foundation to obtain video equipment for the purpose of doing such interviews, which means the DRM continues to pursue its mission as an educational organization in preserving New England railroad history.

The Yards Inside

H-O! H-O! 'Tis the Season

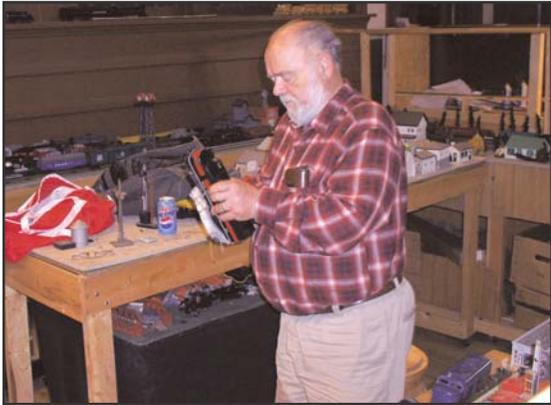
As work has progressed on the HO-scale layout, a new member has lent his talents to the project. J. R. Mitchell has joined the group consisting of Jeff Van Wagenen, Wade Roesse, Marty Grossman, and Steve Mayerson who already have been constructing the layout. There is room for more modeling enthusiasts, so how about joining us!



Marty Grossman and J.R. Mitchell help move the HO-layout toward completion. Would you like to join them? There's still plenty to do. Come check it out.

'O', yes!

There has been a resurgence in interest in the Museum's O-gauge layout. Ron Huppert and Richard Shubar, in particular, have been spending hours within the center portion of the layout cleaning track and equipment, doing some repairs, and brainstorming ideas of what can be done to spruce up the exhibit. More of the O-gauge rolling stock is in action and our



Richard Shubar is shown working on a locomotive. He also brought lights and a small tree to the layout for the holiday season.

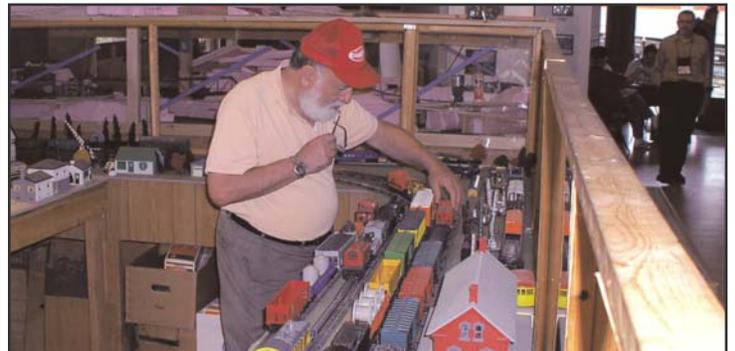
guests are noticing the difference. Visitors gather around enjoying the action and asking questions of our volunteers as they work on this model railroad.

Thanks to the efforts of Ron Huppert, and the generosity of Westchester Trains and Hobbies in White Plains, NY we have Lionel's Thomas train at the Museum chugging around the O-gauge tracks on indefinite loan.

Anyone else with an interest in participating in this exhibit is welcome.

N's looking for more action

Using grant money from the Meserve Foundation, the DRM is looking to make the N-gauge layout a lot more interactive. This exhibit shows the Danbury railyard as it was in the 1950's. We want to enhance the exhibit by adding an audio component, so that by pushing buttons visitors can have a tour of the yard as it was at that time. There still are some buildings and scenery to be finished on this layout, so if you have an interest in doing that, please step forward. Now that work has slowed in the **yard outside** due to the weather, how about coming to the **yard inside!**



Ron Huppert is in a familiar pose as he refurbishes the O-gauge equipment. Below, the Thomas train circles the track.



Ten Years Ago, Continued from Page 2

Other news in the newsletter mentioned that the yard would become a temporary home to three privately owned cars of Canadian origin. The equipment (a dining car, lounge and caboose), was purchased by two businessmen who hoped to turn them into a restaurant. Their dreams never became a reality and the three cars are now part of the DRM Collection.

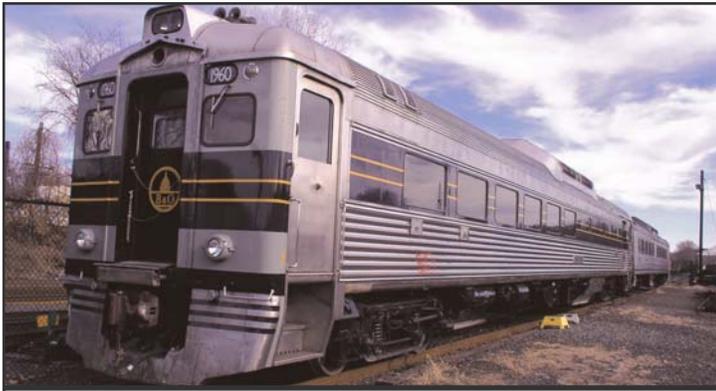
The importance of getting the Danbury Railway Museum name publicized was discussed. Bill Guider was serving as the Publicity Director, and Rick Simpson as Internet Coordinator. The newsletter asked anyone with DRM photos to pass them on.

April and May would be important months. The Open House and Train Show was in the planning stages. Part of the festivities would include an excursion over the Maybrook. In May, an excursion sponsored by the Sunrise Chapter of the NHRS would visit the DRM, and later in the month we would hold our combined rail/river cruise excursion to the Hudson River.

Restored Budd Cars Arrive

Excitement generated by two beauties

Those fortunate enough to be in the Danbury Railway Museum's railyard on the morning of Thursday, December 1st witnessed the arrival of the #162 and B&O #1960 Budd cars. The restoration of these privately-owned unique pieces has just been completed. The #162 will be a welcome addition to the Roger Williams consist that already makes its home in the railyard.



The B&O #1060 is shown above; the #162 below.



Happy Visitors at Santa Event, Continued from Page 1

selfless effort on the part of our volunteers. It requires the participation of many members to make it the success that it is for our visitors. The success of a big event such as this also is crucial to the financial well-being of the Museum. The holiday atmosphere and excitement are contagious, encouraging our volunteers to continue their efforts to share their love of railroad-



ing with others. Many thanks to our volunteers, and especially to Sue Thomas, who coordinated the event!

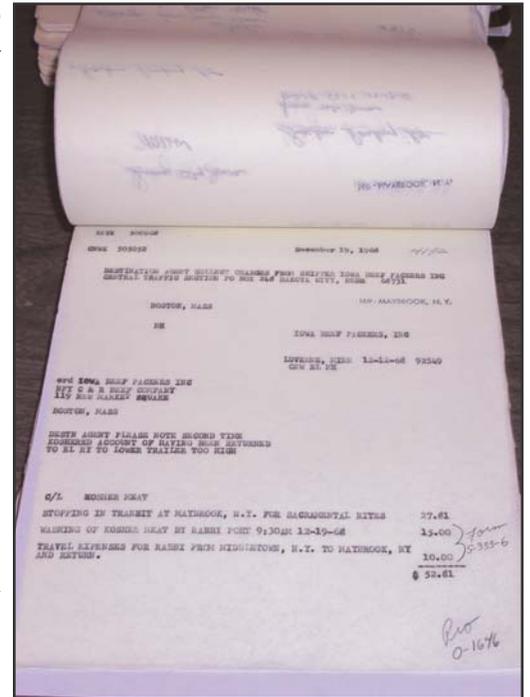
Maybrook Yard Ledgers, Continued from Page 1

The Waybills will give researchers and modelers information on the types of cars that passed through Maybrook destined for New England. Looking at a ledger from 1968-69 shows a number of commodities shipped by rail. A good deal of meat from the Midwest went through Maybrook enroute to markets in Connecticut and New England. Some of the prominent shippers were Sioux City Dressed Beef, Royal Packing, Missouri Beef Packers, Mid States Beef Packers and John Roth & Sons. These shippers were located in Iowa, Nebraska, Missouri and North Dakota. For the most, the meat was shipped in ice reefers from a variety of private owners - Wilson Car Lines, American Refrigerator Transit, National Car Company, Union Refrigerator Transit and Western Fruit Express. Many of the waybills have charges for icing the cars in Maybrook (approximately \$30). There are other waybills for reefers loaded with kosher meat. Charges show the cost for having a Rabbi travel from Middletown to give sacramental rites and wash the meat.

Other waybills show carloads of lumber, butter furniture, lettuce, scrap paper, grape juice (to Giovino Brothers in Waterbury), shingles and cotton traveled through Maybrook Yard. Waybills

were also written by the New Haven for shipments of manufactured cakes of ice, a truck bolster for Oak Point and scrap wheels. Another documented moving passenger coach W-221 that was part of the Maybrook wreck train to go to New Haven for repairs.

The ledgers contain useful information and are available to members and researchers by appointment.



Acknowledgement:

Thank you Joe Ward for being one of the tour guides when the New York Transit Museum visited the Museum in October. His name was inadvertently omitted in last month's article about the visit.



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MUSEUM CALENDAR

- Jan 18(7:45pm) Slides from His Collection - Ed Blackman
- Jan 19(7:00pm) Board Meeting (Open to Members)
- Jan 25(7:45pm) LIRR Encore 50's - 80's(video) - Steve Gould
- Feb 1(7:45pm) New Haven - Bob Gambling
- Feb 8(7:45pm) Weathering (Modeling) - Steve Mayerson
- Feb 15(7:45pm) Putnam Station and Danbury - Roger Liller

Be sure to look for the full color version of this newsletter on our website: www.danbury.org/drm/



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