

The Railyard Local

Volume 4, Issue 3

-The Monthly Newsletter of the Danbury Railway Museum-

March 2005

DRM on TV

Museum volunteer on Channel 12

Steve Gould, Danbury Railway Museum Secretary, appeared recently on a local access cable television program "The Education Notebook", which



was taped on February 1, 2005 at Cablevision Channel 12 studios in Norwalk, CT. The show aired three times on February 6th, and six times on February 7th. Danbury Railway Museum was one of three Fairfield County attractions

featured on the show. Steve brought a number of railroad artifacts, which included timetables from the '50's and '60's, an Official Guide, a lantern, and a MTH O-

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Railroading in Winter

Winter weather presents many additional challenges to railroads. These are a few of them, as related by our Yardmaster, Bruce Van Wyk, who also has first-hand knowledge of them through his full-time work on a railroad.

The frigid winter temperatures can freeze the switches. Therefore during the fall season, in preparation for winter, the heaters for the switches need to be checked to make sure they work. Propane or oil heaters need a supply of fuel and someone must make sure they light. Some fire up from remote. An electric dispatcher board shows whether a switch works, and



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In This Issue

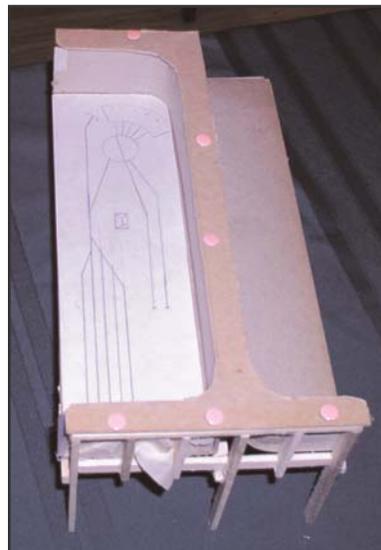
~10 Years Ago at the DRM - page 2
Gift Shop News - page 4

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plus . . .

Membership Updates and Annual Meeting

An HO Diorama for the DRM

About two years ago, Ira asked if anyone was interested in building an HO layout at the Museum. I agreed to lead the effort, and I found myself in New Milford the following weekend with Ira, Bill Britt, and Wade Roesse dismantling an HO layout that had been donated to us. Other donations of HO equipment followed, from individual models of cars and locomotives, to completed layouts.



An early model showing drawn-in track layout with benchwork and the split design of the diorama.

These donations were cataloged and stored while we looked for a suitable location. We surveyed the museum's wire train cars as a possible site for a new layout, but decided against them. The project was dormant until last fall when Ira announced our S gauge

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DRM Events

Upcoming- Easter Bunny Trains

March 19th, 20th, 25th & 26th

Recent - Valentine's Day rides

On February 12th & 13th romance and chocolate were on board when we ran the #32 RDC Budd car for our Valentine's Day event. The station and train were decorated for the occasion with red flowers, hearts, and teddy bears. Our "Cupids" Pete McLachlan and Don Konan distributed chocolates to passengers.

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!

Thomas Strehan	Danbury, CT
Zoria Rosas	Danbury, CT
Jay Mirasol	Brewster, NY
Jim Legnard	Bethel, CT
Lynne Hamilton	Danbury, CT
Mark Forstner	New Fairfield, CT
Greg Correard	Bethel, CT
Martin & Kathryn Buis	Wilton, CT
John Bird	Bethel, CT
Larry Wilson	Bethel, CT
Diane Lanza	Mamaroneck, NY
Lee Montaina	Danbury, CT
Ed Wiley	Gainsville, GA
Robert & Anne Pina	Pawling, NY
Greg Murtagh	Ridgefield, CT
Alfred H. Brand	Kew Gardens, NYC



Railroading Merit Badge

The DRM continues to offer counseling for the Boy Scout Railroading merit badge. The Museum has all the resources for completing the seven requirements. With proper application, the badge can be earned in one day. We have had over 100 boy scouts earn the badge here. Many have come from troops outside of our scout district. The Connecticut Yankee Council, B.S.A. Scatacook District, in conjunction with the DRM, provides instruction for this badge at the Museum on Saturdays, April-October 10-5 and November-March 10-4pm. Those interested, from any scouting district, please call the Danbury Railway Museum at (203) 778-8337. The contact here is John O'Hern.

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Ten Years Ago

By Stan Madyda

The March 1995 newsletter was filled with information. Page One spoke of the of the annual meeting and the election. Returning as officers were Peter Cornwall - President, Peter McLachlan - Vice President, Terri Stramiello - Secretary and Jesse Meeker - Treasurer. Re-elected to the board were Charlie Bardo, John Flower and Hal Meeker. New



members to the board included Ed Blackman, Lucye Boland, Charlie Buckels, Geoff Knees, Peter Mariano, Tom Morris, Sue Thomas and Roger Pitt Whitcomb. This board was more representative of the membership than the founding board which was appointed by the mayor.

Some of the items in the Gift Shop were mentioned: primarily tote bags, t-shirts, mugs and the DRM HO box car. The Gift Shop furniture at 16 Ives consisted of a folding table.

It was announced that the Grand Opening and Dedication of the Museum had been scheduled for September 23 and 24, 1995. Terri Stramiello was coordinating activities pertaining to the station and Geoff Knees was in charge of the yard. The yard lease with the city was to be signed in March, allowing the DRM to start cleaning up the debris and weeds. The fencing and pedestrian crossing were scheduled to be installed.

What would a DRM newsletter be without a call for volunteers? With the Museum about to have access to the yard, the list of projects started to grow, and a sign-up board with specific tasks was put up at 16 Ives.

Members also learned about two businessmen wanting to open a dining car restaurant on a parcel of land bordering Patriot Drive and Pahquioque Avenue. The newsletter made it clear that the DRM was not involved in this venture. The businessmen would later purchase two passenger cars and a CN caboose and leased space from the DRM to refurbish the cars. These pieces would later become part of the DRM col-

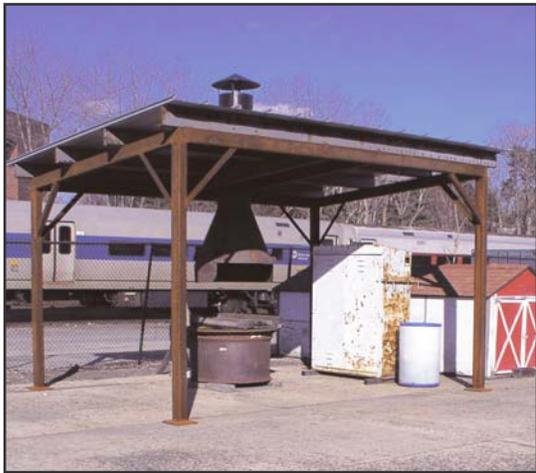
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DRM Express Track

By Ira Pollack, President

This month I would like to wish you well and give you some quick updates on what's going on.

We are pursuing new events at the Museum which will attract people with diversified interests. An example of this is our First Annual Hammer-In event at the Museum which will be held Saturday and Sunday, May 21th & 22th from 10 to 5. We will keep to our normal schedule of weekend train operations; this will be an added attraction. Now that our forge is



operational, we have invited a number of blacksmiths and metal working artisans to join us. They will give demonstrations of their craft, exhibit and sell their

wares in our yard. The number of participants is growing daily. I'm hoping some industrial gas engine owners also will join us.

We have a goal of having a special event every month, each with a different focus, to attract a broader range of guests to the Museum. Each event will work around and augment our regular yard operations. A Sperry Car, or Inspection Car Day has already been scheduled for Saturday and Sunday, June 4th & 5th. We will give rides to guests on board this equipment. We



The DRM's #135 Sperry Rail Flaw Detection Car is seen behind a speeder on the center platform.

may hold another Speeder Car Day, on which we would give tours of the yard using the speeders. I'm also looking at having a music series for a fundraiser. I think these ideas would be good for variety at the Museum, and if held on regular basis, establish the DRM in the public's mind as center of regular interesting attractions. If you have ideas to suggest of types of events to hold, or would like to participate in ones already mentioned, please contact me at the Museum.

Thankfully the seasons soon will be changing again, and we must finalize our plans for the upcoming months in the yard. As always, there are numerous projects to pursue, and I need your help. The more people we have volunteering, the more we can accomplish.

The main projects for this season will be finishing the lettering on the New Haven Boxcar #33732, cleaning up and painting the RS11 #1402 diesel locomotive, installing the semaphore's operators shed, and continuing to enhance the exhibits in the yard. Of course, there will be many other projects and tasks, but I would like up to focus on these big ones. We have had some really big successes in the yard over



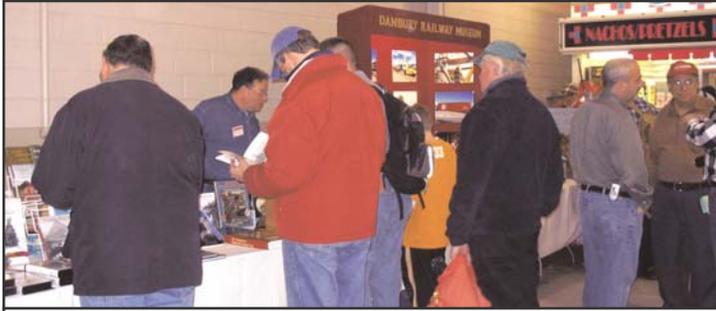
the last few seasons. Let's keep the momentum going!

Once the weather improves I will pick certain projects to focus upon in the yard each Saturday. I will keep you informed of these by posting, calling and announcing them at the Wednesday night programs. We will hope to see you by 9:30am Saturday mornings in the DRM yard. Our Museum continues to grow; we need your help to keep it growing. I've seen what we've done already and know that we can succeed in whatever we choose to do. It's amazing what we can accomplish by working together. There is great satisfaction in seeing the results of a day's volunteering at DRM. It is true that each person can make a big difference.

Please support our growth. See you in the yard!

Gift Shop News

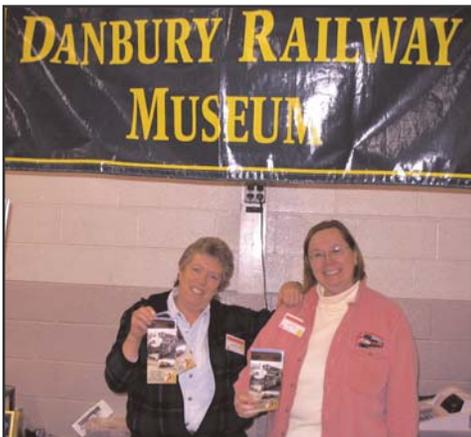
Once again the DRM was present at the Big "E" in Springfield Mass, on January 29th and 30th, where we had several tables of Gift Shop merchandise for sale, as well as a computerized slide show, an operating layout, and pictures of works in progress in the yard.



Steve Mayerson "mans" the DRM table, while John Silbert (far right) touts the merits of our Museum to train fans at "Big E".

Many of the 17,000 people who attended the event stopped by to either learn about the museum or look at our wares. Also volunteering were Ed and Suze Blackman, Don Konen, Wade Roese, and several others who dropped by to help out as needed.

New items in the Gift Shop this month include



Patty Osmer and Sue Thomas spent the weekend selling DRM Gift Shop items and handing out fliers. Throughout the year we have guests at the Museum who say they learned about it at this show.

FROM THE DINING CAR, by James D. Porterfield. This companion to his earlier DINING BY RAIL, which presented information and recipes from rails-gone-by, features similar information from today's passenger trains. We were lucky to meet Jim at "Big E" and have him

autograph several copies of his book for us. The book retails for \$32.50 - member price is \$29.25

THE NEW YORK, WESTCHESTER AND BOSTON RAILWAY COMPANY, a new book by Robert Bang and with a Forward from our own Dan Gallo, details this well-built, high-speed electrified line owned by the New Haven, and designed to serve the region's commuter traffic. This review of its short but memorable 40-year life includes a thorough history, over 200 previously unpublished B&W photographs, detailed track diagrams, timetables, maps and much more. This book was published in limited

edition, and is \$35 for non-members, \$31.50 for members.

CONTRIBUTIONS TO TRACK REPAIR FUND

Through the end of 2004, we have received \$15,420 in donations toward the \$30,000 track repair necessary in 2003. In January, we received additional donations of \$213. Recent donors have been: Ilene Gelch Benghiat, Carl Leaman, Martin Buis, Michael Johnson, John Gogliettino, Robert Pina, J. Paul Gassner, Richard Onorevole, Mr. Fisher, Dean Hamilton, Kathleen Towley.

Since the DRM is a 501(C)(3) Corporation, your donation is fully tax deductible to the extent allowed by law. We welcome Matching Grants - if your company participates in this program, please send appropriate forms to Treasurer, Danbury Railway Museum, Box 90, Danbury, CT 06813. We rely on donations to help us further our Mission.

Volunteer Recognition, continued from page 6

Buildings & Grounds: Buildings & Grounds maintenance

Equipment Maintenance: Work on Operating Rolling Stock(also list equipment)

Equipment Restoration: Work on non-Operating Rolling Stock(also list equipment)

Exhibits - Station: All inside exhibits

Exhibits - Yard: Yard exhibits not operating on track. Examples are Forge, Frogs, Turntable, etc.(list equipment)

Library

Operations: Train Crew

Special Event: Shows, Bunny, Pumpkin, etc.

Station: Gift Shop, Front Desk, Tour Guide, Car Host

Track: Repair, inspect, maintenance, etc.

Yard - Other: All other yard activities not mentioned elsewhere

When you do your taxes, remember, the federal government allows those who itemize income taxes to deduct 14 cents per mile as a contribution for all the miles you drive to and from the Museum for volunteering. That's another reason to keep track of your hours!

Several long-time volunteers will be recognized at the 2005 Annual Meeting on March 16th for their continuing years of service. Please be on hand to thank them.

If you have any suggestions or comments regarding our Volunteer Recognition program, please feel free to send them to the Museum, c/o Volunteer Recognition.

American Flyer layout had become a maintenance problem and would be disassembled. Would we like the space for an HO layout? You bet!

We had a defined space, and a group of us met in October to discuss objectives and concepts, leading us to a design. Our goals were to build a display railroad that could be operated by the public (including children), having a high degree of reliability, and lots of visual interest. We knew we'd be able to showcase the talents of several museum members who also have home layouts. We began planning for our 6' by 12' space.



A model showing the track layout for both sides of the diorama, as well as the different levels of track and underpasses

Our committee approach to the design was informal, but very useful. I listened to suggestions over the next weeks. An "island" design became a double-sided diorama. A stub-end classification yard became through yard with the addition of a mirror. The plan was inverted such that the diorama sides were reversed. Plans for the operations of trains were discussed and refined. We worked

this out with pencil and paper from the comfort of the museum office.

Next we built some models of our models. Marty Grossman built a 1:12 scale model of the benchwork, followed by a 1:4 scale model of the benchwork jointery. I built a 1:12 scale model of the design that illustrated our three track elevations and



The actual benchwork is well under way, with sturdy construction to give good support and stability for the layout.

basic scenic details. The initial planning completed, we boxed the S Gauge locomotives and cars, and disassembled the S Gauge benchwork. Wade was successful in soliciting a generous donation of lumber for our new benchwork from Ring's End lumberyard in Bethel, and we were underway.



Project leader Jeff Van Waggenen discusses HO diorama plans with participants Wade Roese and Marty Grossman

Model railroading is often solo activity, carried on by patient craftsmen working quietly in their basement space. It's a different experience working in a warm, dry, well-lighted, 100 year-old station building, surrounded by railroad artifacts and photographs, and working with fellow model railroaders and friends. There's lots to talk about as we work out model engineering problems and proceed with construction tasks. Tuesday evenings are now a permanent entry in my day planner.

If you have an interest in participating, please see me, Wade, or Marty, or drop by the museum almost any Tuesday evening. We would love to show you what we're up to, and have you join us.

Watch for updates on the HO diorama in future issues.

DRM Annual Meeting

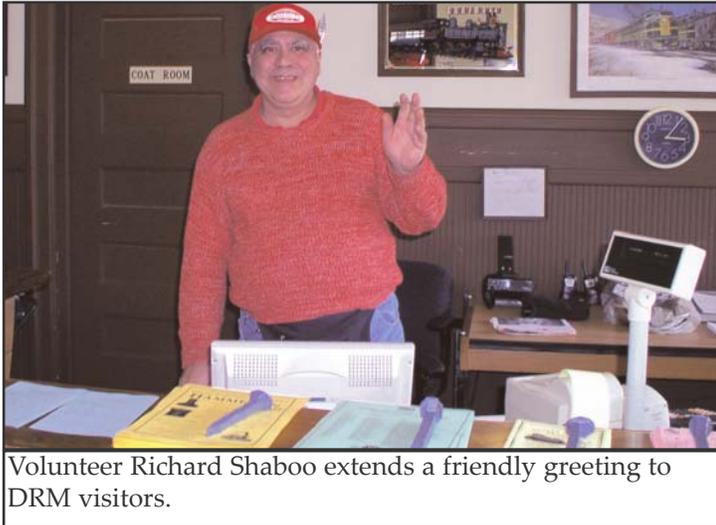
The Museum's Annual Meeting will take place on March 16th at 7:30pm at the Museum. **That time is also the deadline for election ballots to be received at the Museum.** Come hear the "State of the Museum" report including financial standing. There will be a special volunteer recognition of long-time volunteers. Our dedicated Library staff will show photo highlights from the DRM collection. Election results will be announced by program's end. Be among the first to hear who will be the officers and members of the Board of Directors.

Volunteer Recognition

By Patty Osmer

Recognizing that our volunteers make the Museum what it is, a Volunteer Recognition program is under way, so that we can properly recognize and thank those people who give their time and efforts to restoring or operating equipment, giving yard tours, working in the gift shop or at the front desk, maintaining the buildings and grounds, and doing the hundreds of other things that are necessary for our Museum's operations.

One task that has been recently completed is the creation of a volunteer hour recording system. We need all our volunteers to record their hours. It is important to properly acknowledge the contribution of each volunteer, to get an accurate picture of how many hours it takes to operate the Museum, and essential in applying for grants that we desperately need.



We are urging ... in fact, begging ... all of you volunteers to PLEASE, PLEASE help us by recording your hours. We have provided Log Sheets for this purpose in the Yard Office, Supplies Caboose, Volunteer Lounge, Front Desk, and Library, so that you can just sign in on whichever book is most convenient on the particular day you are volunteering. Even keeping track of your hours in a calendar, notebook, or just on a sheet of paper, and giving us a copy of it monthly can provide us with the input we need. All we need to know is what area you were working in and for how many hours for each month. For convenience, we have broken the various activities into a few general categories:

Administration: Mailings, Newsletter, Meetings,
Secretarial, Treasurer, etc.

continued on page 4

.Library News

By Stan Madyda

These are some additional donations received through the end of December:

- Annette Castellano - book "Trolleys Across New York"
- Dorothy K. Wildman - a painting on the Boston & Worcester Railroad
- John Stottle - books, magazines, model trains, videos, signs, railroad pins and other railroad collectible items
- Sue Fellows - HO, S and O scale model trains
- Diane Brown - negatives for photos taken by H. F. Brown
- Jack Swanberg - slides, photos and various railroad papers
- Dave Cheney - book "North American Railyards"
- James Stevenson - Lehigh Valley and New Haven plat ters
- Bob Crowe - HO scale model trains
- Tammy Payuk - a Thomas the Tank Engine display
- Harry R. Tucker - books, timetables and other miscellaneous paper items
- Andy Poschmann - oil can
- Dan Gallo, Sr. - topographical maps, magazines, books, Conrail System plans, newsletters and railroad paper items
- Jim Benedict - New York Central MOW lettering diagrams
- Bill Buckner - N scale model trains
- John W. Purdy - insulators, D&H oil cans, D&H date stamp, books framed prints
- Thomas Lepre - railroad flashlight
- Brookfield Historical Society and Museum - a glossary of railroad slang
- Frank Kingston Smith - rule books, operating instructions and timetables primarily from the Pennsylvania Railroad
- Vernon White - a 1928 newspaper article on a fighting incident on the New Haven
- James Yee - current brochures and timetables from the MTA and New Jersey Transit

If you made a donation to the Library last year and still have not signed and returned the Deed of Gift, please do so. The Deed of Gift legally transfers ownership of the donation to the DRM.

Thanks to everyone who made a donation!

Donations received in 2005 will be acknowledged in the April issue of this newsletter.

whether or not it is gapping. The majority of the switches are hand thrown. Snow must be shoveled from the switches and also at least ten feet in front of the switches. Ice has to be cleared from any frozen switches.

During the winter trains using a pantograph for electricity may have a double pantograph. The first clears off the ice so that the second one can pick up the power.

In order to keep the third rail clear for trains needing power from it, railroads may need to run a train back and forth just for that purpose.

Ballast is necessary for distributing the weight of a train properly, and to stabilize the position of the rails. The ballast in the switch must be 4" under the rod points. the level of ballast there must be checked



and corrected, if needed. If the ballast has been fouled by soil or other contaminants to the stone, it must be replaced. This is because ballast that is mixed with other materials does not drain properly, and therefore will freeze, thaw, refreeze and heave, causing problems with the rails. This maintenance of the ballast is best done in the fall before the leaves fall, because a layer of leaves actually makes it easier to take the snow out.

During a winter storm, every grade crossing must be checked. Crews travel in trucks from one grade crossing to the next in miserable weather to check the crossings in their designated territory. Snowplows may have nicked a rail there. Flanges on the grade can collect water from the roadway. The water freezes, and can lift a train off the rails. Salt can get into the circuits and activate the crossings, though



a train is not coming right then. It is up to the crews to correct any dangerous conditions such as these.

Locomotives do not have antifreeze in them. When the temperature dips below freezing, the

engines must be kept warm. Either they are kept running, or have a block heater put on. If the heater cannot maintain adequate engine temperature due to extreme cold perhaps combined with wind chill, then there is no choice but to keep the engines running.



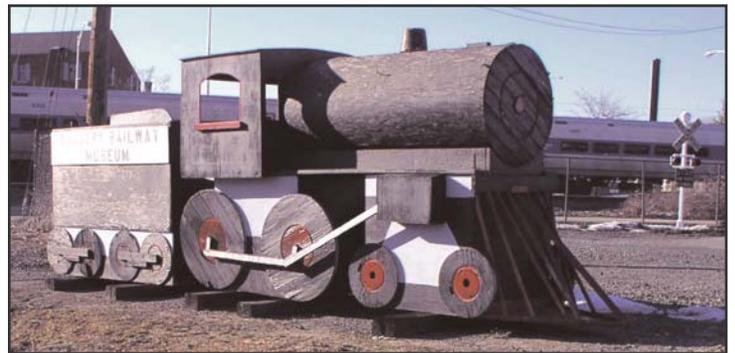
Many adjustments in running the trains have to be made depending upon weather conditions. One very important example concerns braking. In addition to concerns about braking in poor weather conditions, there are variations in how different equipment reacts to those conditions. Cast iron shoes grab better on slippery tracks. Composite shoes need to warm up a bit before they begin to brake well.

All this just relates to keeping the trains running, and safely. Of course, parking lots, sidewalks, and other areas used by passengers also need to be cleared of snow and ice during the winter.

Ten Years Ago, continued from page 2

lection when the restaurant plan could not be completed.

A new project under the guidance of Ira Pollack was mentioned - build a float for the Memorial Day Parade. The wooden steam engine located near



the yard entrance is the result. A number of members got together for this project which started out in Gerry Herrmann's garage and was completed in space loaned to the DRM by Mariano Brothers.

The newsletter also reminded members about the Hudson River Special and asked for any donations of tools and machinery to be used in the yard.

DRM on TV, continued from page 2

gauge K4 steam locomotive. DRM's portion of the program ran six minutes, twenty seconds, enough time for Steve to cover what one can see and do at the Museum. Are "Good Morning America" and "Today" appearances next for DRM?

DANBURY RAILWAY MUSEUM

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MUSEUM CALENDAR

- | | |
|------------------|---|
| Mar. 16 (7:30pm) | DRM Annual Meeting
DRM Collection - DRM Library |
| Mar. 17 (7:00pm) | Board Meeting (Open to Members) |
| Mar. 23 (7:45pm) | Maybrook Line - Roger Liller |
| Mar. 30 (7:45pm) | NHRR and Beyond - Peter
McLachlan |
| Apr. 6 (7:45pm) | Pioneer Privatization in Estonia -
Steve Gould |
| Apr. 13 (7:45pm) | From Rails to Trails - Sue DelBianco |

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



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Printing by: Infinity Printing of Danbury

Change of Address

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