

# The Railyard Local

Volume 4, Issue 7

-The Monthly Newsletter of the Danbury Railway Museum-

July 2005

## Jeep-Railroad Rendezvous

Come show off your jeep July 16<sup>th</sup>!

Danbury Railway Museum will host this unique event one day only from 10am-5pm Saturday July 16<sup>th</sup>. Museum admission will be free to jeep show entrants. Virtually every jeep will be able to fit into at least one of the many contest categories, with prizes awarded. We expect a big turnout. Email pre-registration is strongly recommended at: [thebigjeep@completejeephistory.com](mailto:thebigjeep@completejeephistory.com). The rain date will be July 23<sup>rd</sup>. Our *Railyard Local* will be providing vintage train rides on our regular Saturday schedule. Hot food will be available. There will be many free raffle prizes.



Our *Railyard Local* with the Pfizer SW-8 locomotive pulling passenger cars and a caboose.

Come join us for this exciting event, view our new exhibits, signage, and weekly progress in our restorations.

## DRM Awaiting Arrival of Two Metro-North ACMUs

by Stan Madyda

Metro North Railroad has donated two former New York Central ACMU (air conditioned multiple unit) cars to the Danbury Railroad Museum. The ACMU cars are also called the 1100's, in reference to their current numbering series. The entire roster of ACMU's became expendable as Metro North started taking delivery of the new M-7 cars service on the electrified portions of the Harlem and Hudson lines.

*Continued on Page 5*

## In This Issue

~10 Years Ago - page 2

~NH Forge & Hammer-In 2005 - page 4

~HO Scale Layout Update - page 6

plus . . .

Gift Shop News and Membership Updates

## Hammer-In 2005 at the DRM

On the weekend of May 21-22 our guests found many special attractions in addition to our usual ones. Our vintage forge, one of three once used at the New Haven's Cedar Hill yard used to make and repair parts for the railroad, was in full operation. Renowned blacksmiths operated it, as well as their own forges, also giving demonstrations and selling some of their handicrafts.

Volunteers have worked diligently to shelter the forge by building a roof, and enclosing it with sheathing. The project is only partially finished, and in need of more funds in order to complete it. Any donation is welcome. Donors of \$25 to this project will receive a Danbury Railway Museum 7-function pocket knife.

Members of the Connecticut Antique Machinery Association(CAMA) exhibited a variety of turn-of-the-century gasoline engines. There was also a fascinating exhibit of working hit-and-miss engines.



"G" gauge steam engines with cars entertained guests as they ran on a special layout. A special exhibit of blacksmithing tools

included at least one tool believed to have been made at our forge long ago. Hot food was available; a free ice cream was provided with each admission.

*Continued on Page 7*

## 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!

Hans Moreheld	Katonah, NY
Kathy Kuhn	Easton, CT
Douglas E. Wald	Danbury, CT
John & Laura Shea	Fairfield, CT
Hayim Schwartz	Flushing, NY
Jaye Pockriss	North Salem, NY
Ravi Bhusham Pachmadeo	Trumbull, CT
Yuri Kaminsky	Danbury, CT
Tim Brennan	Redding, CT

Upgrade to Life Member: John Silbert



## College Students Film DRM

On May 1, 2005 two Quinnipiac University students visited the Danbury Railway Museum to video tape Union Station (the former name of our Museum building) and pieces of historic railroad equipment for a class project. Drake Gorham and Dennis Taracocchia, students in Prof. Blader's Advanced TV Production class at the university, were required to select a Connecticut attraction for taping; they picked the DRM!!

Museum Secretary Steve Gould, who also gives guided tours, met the students at the Museum and escorted them into the yard. Using the #1455 Boston & Maine steam locomotive as a background, Steve explained the Museum make-up and operation. Since there was trouble with recording the sound, three "takes" were required to get a "wrap" of Steve's comments. Then the students boarded the RDC #32 Budd car and took shots of the yard while heading out to the turntable. There they filmed the turntable as it made its 360-degree trip with a birthday party crowd aboard. Additional shots of equipment and exterior views of Union Station completed the project.

The DRM will receive an edited version of the tape once it is completed.

2

## Ten Years Ago

By Stan Madyda

The July 1995 newsletter showed another logo that the DRM was considering: a drawing of the station flanked by an FL-9 and steam engine.

At this time in 1995, through the efforts of two members, Rick Simpson and Bill Guider, the DRM website was established. The newsletter asked members for any information that could be used on the site.

During June work was done in the yard to move the lead track for the fencing to go in. Several photos of the work being done were included along with a photo of the food tent. During the summer of 1995, there was a regular Wednesday night work session in the yard until dark. Members would arrive after work and at about 6pm there would be a dinner break with food available for \$2.00. Saturdays also saw work crews in the yard except one day when the temperature reached 106 degrees, so work was cancelled. At the same time, Metro North was also doing track-work on their property leading to the DRM.

We started to receive our first work equipment in the yard: a handcar trailer used to move tools and trash around in the yard, an auto and a riding mower. Rolling stock in the yard included the Reading coaches which had their "Housatonic" lettering removed, the New Haven gondola and the Budd cars. We were introduced to Bruce Van Wyck who along with an associate spent six hours evaluating our two Budd cars. The newsletter optimistically stated that it would take two years to restore both cars.

Even in 1995, the DRM was asking members to keep track of their hours for purposes of reporting what was being done in the yard and elsewhere.

An article explained that the Library was in the process of sorting through donations received to date and that more help was needed. We were only meeting every other Tuesday, thinking two nights a month would be enough time to go through everything. Boy, were we wrong!

In addition to news on upcoming events, dues and the gift shop, there were also two short articles on Plymouth switchers being used in New England and on link and pin couplers. Apparently the couplers were still being used on a Maine two footer, The Monson Railroad, up until the 1940's.



# DRM Express Track

By Ira Pollack, President

I hope all is well with you. Every few months I like to use this column to keep you updated with the list of what is happening at the Museum on a week by weekly basis. I discuss this each Wednesday evening before our guest presentation. The purpose here is to keep those unable to attend the Wednesday programs informed.



Following is a listing of what has been happening, beginning with May and continuing through the first week of June.

MAY:

- 1)Railyard sprayed by Asplundh for weed control
- 2)Work on forge continues for Hammer-In event
- 3)Dumpster rented and filled with more demolition
- 4)Chris Locke donated Sperry artifacts
- 5)Dapco Industries testing and calibrating their vehicles in yard
- 6)Metro-North(MN) to donate switches from Danbury Loop construction project; work begins
- 7)Paperwork signed for ACMU donation by Metro-North
- 8)New tires for the 755 Ford backhoe
- 9)Andrews brothers continue maintenance on vehicles, turntable, backhoe, etc.
- 10)Hammer-In Event held on cool, rainy weekend, but successful. Many thanks to blacksmiths, small engine exhibitors, and all volunteers involved

JUNE:

- 1)Yard and track crew rebuilding points on #20 switch. Many thanks to Bruce Van Wyck, Bob Pitcher, Steve Mayerson, Dave Roberts, and Randy Natale for their hard work
- 2)Dave Roberts was painting the semaphore building; Bill Britt and Gerry Herrmann install windows for the shed
- 3)Signing lease for an additional 5 years for Reading Company coaches; must go before Danbury Common Council before DRM signing
- 4)Stan Madyda appointed accessions manager for the DRM
- 5)Gerry Herrmann and crew of other volunteers con-

tinue work on the NYC caboose

6 All train and yard operations departments move into the yard office

7)Carolyn Taylor begins lettering dimensional data on New Haven boxcar

8)Work continues on RPO car in Canaan which the DRM hopes to acquire in the near future

9)Sperry Car Day successful operations augmented the *Railyard Local*

10)New signage explaining equipment installed around the yard

These are but a few of the things at the Museum. Unfortunately many of the hard working volunteers involved in keeping our Museum running and growing were not individually named here, but their service is indispensable. These are people at the front desk, gift shop, running the birthday parties, train crew, yard and equipment maintenance who tirelessly keep us moving forward. The results of our volunteers' efforts add up quickly. Look at what's happening and how we can succeed!



## Members Save This Date!

### August 21<sup>st</sup> for the members' picnic

Come socialize with fellow members, enjoy great food, and have an opportunity to be "engineer" on one of our full-size locomotives. The fun will start at 5pm. The picnic will be catered again this year, with tables set up outside under the canopy of the Museum. Tickets will be \$15 for adults, \$9 for children ages 6-12, with those age 5 and under free. Tickets will be available at the front desk after July 1<sup>st</sup>. Those purchasing tickets before Wed., August 17<sup>th</sup> will receive a \$2 discount on each ticket. Phone orders also will be accepted with a credit card at (203)778-8337.

Prior to the picnic, drop by between 2 and 4pm for Volunteer Information Day. Volunteers from the various areas of the Museum will be available to explain ways to volunteer at the DRM to anyone interested in helping out here.

# New Haven Forge and Hammer-In 2005



Last fall Bob Pitcher welded the stack of the New Haven forge, created the frame and roof for it, and erected the forge. He was assisted by Bill Britt and others. Their work helped protect the forge during the winter, and provided the impetus for further work this spring leading to the Hammer-In 2005. Bob and Bill are shown below installing the roof.

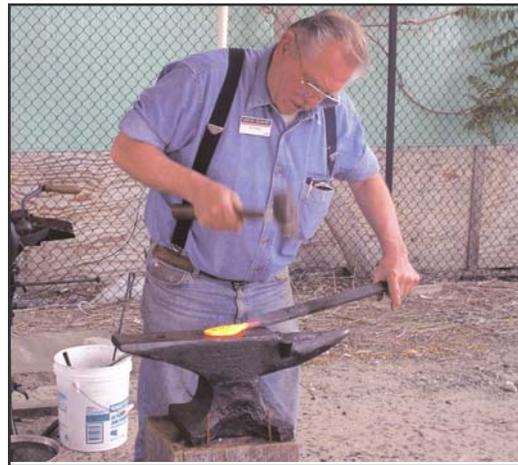


Mike Miciukiewicz and Skip Kern, who are blacksmiths and volunteers at the DRM, worked for many days to erect a frame, then cover it with sheathing for the forge. Mike installed the electrical system including lighting. Glenn Miller assisted them. Carolyn Taylor stained the sheathing. Mike and Skip were instrumental in recruiting other blacksmiths to participate in the Hammer-In, and in publicizing the event.

4

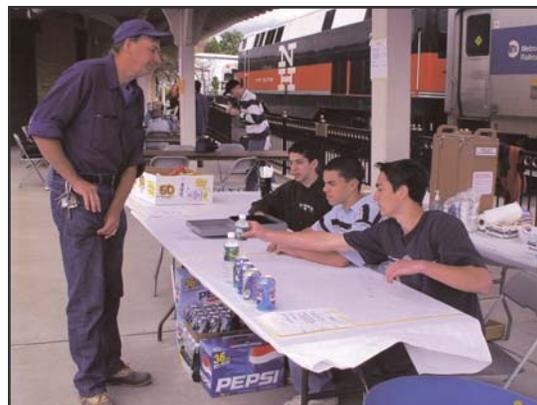


Renowned master-blacksmith Michael Saari(left) demonstrates his skills. Spectators were awed by his blacksmithing abilities. He willingly shared his knowledge and answered questions.



Bill Scheer works on a whaler's killing lance as he gives a demonstration of blacksmithing. Guests at the Hammer-In were amazed at his skills and appreciated his responding to their questions.

Alan and Janice Stock brought hit-and-miss engines. Here they stand with their working Fuller & Johnson 1921 Model N 3-hp engine.



Bethel High School students Keegan Burke, Mike Digrandi, and Matt Costella helped out at the refreshment concession.

The New York Central first took delivery of these cars between February and May 1962 to replace some of the older MU cars that had seen 55 years of service. The first lot ordered in May 1961 and built by Pullman-Standard, were numbered 4600-4625. The New York Central owned these cars. Cars numbered



A typical ACMU 1100 series photographed at North White Plains in 1999.

4700-4725 were leased from the Port Authority of New York/New Jersey. The second lot of cars were ordered in 1964 by the Port Authority and leased to the New York Central. These cars were numbered 4750-4783.

The ACMU's are 85 feet long, seat 130 people and cost approximately \$150,000 when new. They were delivered to the New York Central in olive green paint with gold striping. They were very similar to the 4500 series cars delivered in 1950 and 1951. One of the more distinguishing spotting features was their sealed twin beam headlight as opposed to the large single beam headlight of the 4500's. Another feature was smaller passenger windows. Windows were also tinted to eliminate the need for shades. Pullman Standard claimed the 4600's and the 4700's could reach a top speed of 100 mph. The newer cars were designed so they would operate with the 4500's.

The cars owned by the Port Authority were sometimes called the Rockefeller cars in reference to the state monies used to purchase the cars. The New York State governor at the time, Nelson Rockefeller, was influential in getting legislation passed to purchase the cars.

Several years ago, Metro North announced that the days of the 1100's were numbered. The first "Farewell to the 1100's" trip was run. But the cars were still needed for daily service. With the arrival of the M-7's last year, the 1100's were looking at their last runs. Another "Farewell to the 1100's" trip was run last year. As more M-7's went into service over the winter months, the 1100's were retired.

Internet chat rooms talked about the entire

fleet going to the scrapper in Ohio. I brought this to Ira Pollack's attention and he said that he would make some calls to see if Metro North would make a donation to the DRM. Ira tried but could not get a reply from Metro North as to the disposition of the cars. He turned the project over to me in mid February but it was looking like the rumors might be true - no cars were to be saved. I first called Gabriele Shubert, Director of the New York Transit Museum. My thinking was that both the Transit Museum and Metro North have the same parent, the MTA, and maybe they could help. The Transit Museum was well aware of the historical significance of the cars. Ms. Shubert put me in touch with Charlie Sachs, Senior Curator of the Museum. Mr. Sachs told me of their interest in a car but storage and display of the car would be a problem. He gave me some suggestions on what I needed to do when contacting Mr. Keith Lambregtse of Metro North. He also sent a few emails on our behalf. I eventually sent Metro North a formal proposal asking for one or two cars and what are intentions were for them should they be donated.

After three months of emails and phone calls, Mr. Peter A. Cannito, President of Metro North, signed the Bill of Sale on May 23rd transferring two ACMU cars to the Danbury Railway Museum at no cost. The car numbers are 1128 and 1171. It may take a little research to get the original New York Central numbers. Metro North was all set to deliver the cars but track work by them outside our yard postponed this.

Next month, I'll talk a little bit more about the cars and what I proposed to Metro North.



Another shot of an ACMU 1100 series, a car similar to the ones the DRM has acquired.

#### SOURCES:

"New York Central's Later Power" by Alvin Stauffer and Edward L. May

"Central's Clunky Rail Cars" by Thomas G. Meehan. An article appearing in the First Quarter 2002 issue of the Central Headlight, published by the New York Central System Historical Society.

# Update on the HO Layout

By Jeff Van Wagenen

Our track-laying technique was as follows: We cut-and-fit a large section of track, tacking it in place. Using a spray can of rust-brown paint, we sprayed the sides of the rail. Using a spray can of flat black, we lightly sprayed the tops of the ties. We wiped off the railhead, and then lifted the track several inches off the homabed roadbed. We then painted the roadbed with a thick coating of carpenter's glue. We set the track into the glue, and nailed it in place. We then



sprinkled ballast over the track, and left it to dry. The following week we used a vacuum to recover the excess ballast, using a stocking in the end of the vacuum hose to catch the excess ballast. All rail joints were neatly soldered by "track boss" Wade. This combination of glue and solder technique is not recommended if you plan to reuse your track; it's pretty well set for good.

For two weeks we experienced some delays in construction as we operated our first test train. We dug out a donated locomotive and a few cars. After replacing couplers and a quick wheel and track cleaning, our first operations were underway. It doesn't



matter how many layouts you build; it's always back to Christmas morning when the first train completes its first loop.

We are now shifting gears and getting Marty's prototype electronics installed to control operations on our two bottom loops. Our adopted rules for our con-

resistor axles, etc. on rolling stock)so that any DC equipment will work out-of-the-box. In order to control train movements, signals, turnouts and crossing gates, there will be quite a few circuits to design and



Jeff Van Wagenen helps Marty Grossman show off his electronics. He continues to work on perfecting them.

build. On May 3<sup>rd</sup> we tested the first of our circuits, which included infrared detectors, step-up transistors, and relays that will start and stop trains traveling on the lower loops. It worked! At the same time, Wade



Starting the second level of the HO layout.

continued construction of our second level, which will allow scenery to proceed on the layout's west side.

You are welcome to stop by any Tuesday evening to join us. There's lots to do, and we will welcome your contribution.



A spacing gauge is used to make sure tracks are laid parallel to one another.



controls are that they must be train-equipment independent(that is, no DCC, no magnets,

# LIBRARY NEWS

By Stan Madyda

During the Hammer-In Weekend in May, we held another sale of duplicate material. We still have more than 375 books for sale. To help move the inventory along, the Gift Shop is now selling a limited number of them. If you would like to see a list of what we have for sale, please contact Gerry Herrmann, Peter McLachlan, me, or any other member of the Library Committee. We did receive a donation of lanterns that the donor is allowing us to sell. They are \$40 and



include New York Central and a non-railroad one from the New Haven Water Company.

Recent donations to the Library and Archives include:

Tom Hourican - Rutland Railroad Historical Society newsletters; Alan Gruber - plans for rail improvements, South Norwalk to Danbury, dated March 1912; Jack Farrell - 2 locks and 2 hammers; Skip and Debbie Kern - blacksmith items for display at our forge; John Garren - m LIRR glass locomotive number board, mounted whistle and builder plate, mounted brake handle and throttle handle; Stan Madyda - books, magazines and 7 Loco profiles; Howard Peatfield - NMRA Bulletins and magazines; Doug Fox - 3 books; William Fenton - collection of 11 books and 10 videos; Douglas Braunstein - HO train cars, 1 photo album, 5 books and magazines; Lauren Pierson Gallagher - engineman's time book; Chris Locke - Sperry Rail Car material; Kevin Jones - 8 books, 8 videos, timetables, waybills, prints, NRHS materials, postcards, cloth patches, the first issue of PC Post, PRR stock certificate, 1972 issue of NYCT Rules and Regulations and Ives Toy Company ad; Elizabeth A. Elsenboss - 30 collectible railway watch fobs(now on display); Jeff Van Wagenen - 17 books, 2 videos, 14 manuals and an air horn from the John Quincy Adams; John Stamatov - 6 lanterns; Dorothy Nitsos - date stamp from the LIRR Jamaica Station; Albert P. Vieira - MTA conductor's uniform; Paul K. Bertram - PRR Rockville Bridge framed print; Dan Foley - carpenter tools; Amanda Williams - Thomas the Tank Engine play table; H.F. Casey Cavanaugh - Hancock locomotive whistle.

*Hammer-In 2005 at the DRM, Continued from Page 1*

Within the Museum building, our Library volunteers conducted a very successful sale that included duplicate items. Several vendors were on hand to sell a variety of railroad related items. Our gift shop volunteers were kept very busy!

All this was in addition to our *Railyard Local* train rides, and our year-round Museum building and railyard attractions!

Despite discouraging weekend weather, our volunteers and guests were enthusiastic about this event. It was a success thanks to the coordinated involvement of many volunteers. We expect to conduct another Hammer-In next year.

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## Item Needed:

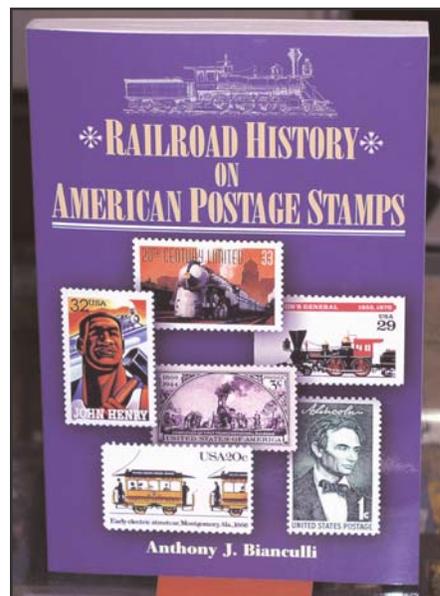
Do you have an N-gauge locomotive to donate to the DRM? We desperately need them.

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## Gift Shop News

By Patty Osmer

We're getting some new books, and we've found some great new titles! Among them are RAILROAD HISTORY ON AMERICAN POSTAGE STAMPS by Anthony J. Bianculli. Read the stories behind the US stamps that portray railroad history. Almost 200 stamps depicting railroading highlights including land grants, the completing of the transcontinental railroad, heroes(from John Henry and Casey Jones), and equipment from famous locomotives to



workaday freight cars are described. Member price: \$31.50.

Hans

Halberstad's WORKING STEAM tells us about the 1400 steam locomotives existing in the US and Canada today, of which about 300 are still operational. This treasury of vintage locomotives - with information on where and how modern-day travelers can see and ride them - presents a tour of restored and active locomotives from all over North America. Member price: \$20.66.



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## MUSEUM CALENDAR

- |                  |   |
|------------------|---|
| July 13 (7:45pm) | Historic Slides - DRM Library                         |
| July 20 (7:45pm) | Hartford Line - Bob LaMay                             |
| July 21 (7:00pm) | Board Meeting (Open to Members)                       |
| July 27 (7:45pm) | Brazil Diesel, Steam and Trolley -<br>J.W. Swanberg   |
| Aug 3 (7:45pm)   | Railroading Along Scenic Hudson<br>River - Ron Smith  |
| Aug 10 (7:45pm)  | "Oh, Shay Can You See" - Cass Scenic<br>- Steve Gould |

Be sure to look for the full color version of this newsletter on our website: [www.danbury.org/drm](http://www.danbury.org/drm)!



### Contact Information

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### **Change of Address**

If you move, please send your change of address to:  
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Via Email to [drmmembers@sbcglobal.net](mailto:drmmembers@sbcglobal.net)

