

The Railyard Local

Volume 5, Issue 6

-The Monthly Newsletter of the Danbury Railway Museum-

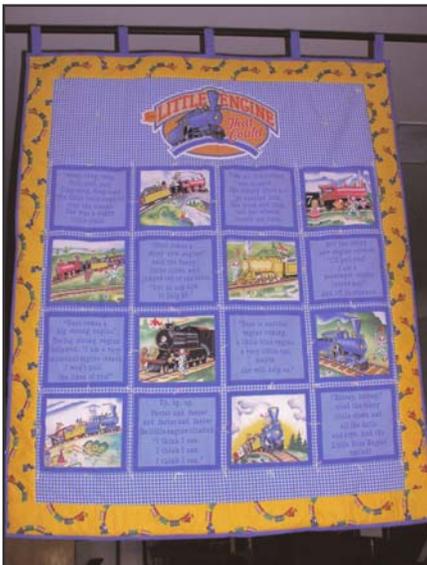
June 2006

Little Engine That Could Arrives at DRM

Bright blue engine awaits young railfans for BIG event



When several DRM members learned of the imminent arrival of the 25 ft replica of **The Little Engine That Could** by truck they excitedly rushed to the railyard to assist in the delivery and unloading of this centerpiece of our event. Once unloaded from the double-drop lowboy truck, it was taken to our turntable, turned around and brought back down the 42 track to wait until the **event on the weekends of June 17&18 and 24&25.**



Janet Nicholas and Barbara D'Agostino, daughters of DRM volunteer Jerry Lawlor, discovered a block of material illustrating *The Little Engine That Could* at a quilting show. They were inspired to use their skills to create the magnificent quilt which now hangs just inside the main entrance to the Museum. It took about 80 hours of work to create it.

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Jeep-Rail Rendezvous July 15

Encore for popular event from 10am-2pm

Last year 166 jeeps of all types lined up along the platforms, generating excitement and interest among both railroad and jeep enthusiasts. The prizes and trophies for numerous diverse categories of contests were very impressive. A long list of contest classes include: custom, dirtiest, longest distance traveled, biggest lift kit, etc. This event augments our regular weekend train operations and Museum attractions.



Would you like to participate by registering your jeep? Call the Museum (203) 778-8337 or check our website www.danbury.org/drm for more information. Join in the fun Saturday, July 15th!

DRM Library to Hold A Sale

Weekends of July 22&23, 29&30

Our Reference and Research Library will hold a sale of duplicate books, magazines, timetables, newsletters and other memorabilia on these Saturdays 10am-4pm, and on the Sundays 12-4pm. All proceeds will benefit the Library Fund for the the continued growth and maintenance of the collection. DRM members will receive a 50% discount.

New Members

We are delighted to welcome our new members this month. All members, as well as the general public, are welcome to attend the weekly meetings and free programs held Wednesdays, 7:30pm, at the Museum, 120 White Street, Danbury. We invite all members to become involved in Museum activities as soon as possible!

Steven King	Wingdale, NY
Donald Rutherford	Carmel, NY
Matt Torpey	Brookfield, CT
James Lebenthal	Pawling, NY
Alexandra Britten	Riverside, CT
James Keenan	Danbury, CT
Jenifer Welton	Southbury, CT
Brooke Coleman	Fairfield, CT
James Hannon	Mahopac, NY
William Chaplinsky	Fairfield, CT
Michelle Wielk	Monroe, CT
Geoffrey & Daryl Hulme	Greenwich, CT
Fred Schaeffer	Poughkeepsie, NY
Gregory F. Caron	Somers, NY
Michael B. Shavelson	Passic, NJ
Morgan Cotter	Ridgefield, CT
Laurentia Marschoren	Scarsdale, NY

Donations

By Patty Osmer

Through March 2006, those listed below have made donations to the Museum, either to the General Fund or for specific projects. The Museum gratefully acknowledges all donations; without your support, we could not continue to grow. Your donation is tax deductible to the extent allowed by law, and it is our goal to acknowledge every donation in a timely manner. If you have made a donation for which you have not received an acknowledgement, please contact the Treasurer. Thank you for your support!

Daniel Malone, Richard Shubar, Paul Bartram, Amos Hewitt, Peter Hoeffner, Charles Kaiser, Matthias Manske, Raymond Miranda, David Murphy, Michael Nadler, Ira Pollack, James Towey, K. Paul Gassner, Marjorie Flower, Dave Ruby, William Sample, Peter Northrop, Hector Torres, Andrew Neilly, Jr, Patty Osmer, Daniel Carlton, Boy Scouts of America, John O'Hern, C. Simone, Jeff & Linda Van Wagenen, Thomas Zummo, Ed Holowinko, Ed Blackman, Brook Coleman, Carl Liba, George Reitdiesner, John Zidik

Volunteer Hours: Ron Huppert's name was inadvertently omitted from the list last month of those who had recorded volunteer hours for 2005. We regret this omission.

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Ten Years Ago

By Stan Madyda

By June 1996, the Museum had moved into Danbury Union Station and plans were under way for the second half of the year. Staffing the station was a priority and Mickey Silberbauer stepped forward to coordinate volunteers. An article in the newsletter written by Mickey addressed the importance of giving time to the DRM and the many jobs that needed to be handled on a daily basis.

In the station itself, we began to see more and more people visiting each week. The Still River Exhibit, conceived and built by the Danbury Preservation Trust, was a major attraction. New, small exhibits were put out whenever we had something to display and an appropriate cabinet. We were always



on the lookout for cabinets. Thanks to Terri Stramiello, several came from the Danbury Public Library after the fire of February 1996. The upright cabinet displaying the pre-war Lionel trains was donated by a jewelry store. In addition to the exhibits, an HO layout was underway.

Out in the yard, Ed Blackman was overseeing activities that included general maintenance and clean-up, work on the turntable pit, equipment restoration and major work on Tracks 18, 20 and 22.

The summer of 1996 also saw the inauguration of our Birthday Party Trains spearheaded by Marie Salata, Shirley Peatfield and others. The parties were a bit different than what they are now. Coach 2014 was used as the Birthday Party car and members of the committee had a more active role in the parties. The Museum provided the cake and small toys for the children.

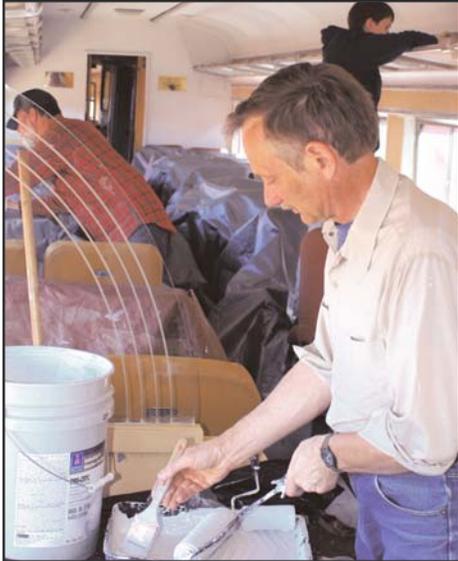
Finances were discussed with the announcement that as of July 1996, a \$2.00 admission fee would be charged. Up until that time, admission was free but visitors did deposit donations in the glass water bottle that still has a place today in our entranceway. We would rely heavily on admissions and membership dues to keep the money flowing.

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DRM Express Track

By Ira Pollack, President

This month I would like to take the time to once again thank our volunteers for their service to the Museum. We have had a busy season to date preparing for The Little Engine That Could. I am very proud and grateful for the outpouring of help in the yard that has come from volunteers to prepare our facility, and particularly the passenger equipment that will be used for this event. This has been a massive project to paint and clean these four cars to make them ready for the public. I must comment that there has also been a



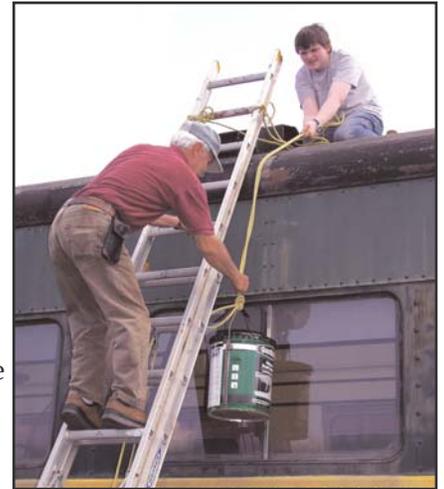
Jim Teer, Ed Holowinko, and James Powell (l.to r) are among the volunteers who have shown up regularly to work on restoring the passenger coaches.

regular crew of people working on this grand project over the last several weeks, almost like a production line in progress. I really can't speak enough for their dedication to this event and to the Museum's growth. Possibly by the time that you read this edition of the newsletter The Little Engine That Could event will be over and have become DRM history.

In order to grow as an organization we must continue to try new ideas and new directions to travel in. We will find that certain things work and others don't but we must always try to explore these new avenues. One of my main goals has been to attract new and different people to our Museum and slowly, a little at a time, this has worked. We have all realized finally that we are in the entertainment industry and must act accordingly to our visitors. This has definitely paid off for us over the last several years. Through the ups and downs of the economy we must be there operating and remaining vibrant, active, alive and, most importantly, still growing and moving forward.

I like to step back from time to time to look at our Museum as a newcomer, as if I've never been here before. When I do I am always amazed at what I see. I'm always impressed at walking through the building with its variety of color, exhibits, artifacts, and activities. Our gift shop always seems to attract me with something new that I must have. The layouts in the

back are always growing, bigger and better. On walking into the yard, once again I'm impressed. Look at what we've done, this really does look good. We have taken on a very professional look to our operation, both inside and out. I'm not just saying that folks, I mean that, truly. Our Museum must continue to grow though. We cannot rest on our



Dave Roberts and James Powell hoist a bucket of tar for applying to the roof of a passenger coach.

achievements; we must continue to move forward.

I must tell you we still have important voids to fill within our ranks to keep us from stagnating. We are still in need of someone to come forward and pursue the advertising and marketing of our product on a regular basis. This is very important for our continued growth and exposure so that the public will know who we are and what we have to offer. Advertising is one of our most important tools that we must use continually.

The Museum is still in dire need of a full-time Operations Director. This person would conduct a training program for new train crew members, schedule our operations and ensure continued train operations throughout our season. Geoff Knees has graciously helped out as an interim train scheduler. My thanks to him.

Finally a person is needed to head the Volunteer Committee. This too is very important to our continued growth. This way the new members within the Museum who would volunteer for our many different projects and departments would know who to contact and when that work might be going on.

Actually all of the above are important positions for our continued growth. Please come forward and help us continue the momentum.

In closing, our Museum has grown immensely over the years. We have turned into professionals, surprisingly, sometimes even in spite of ourselves. It's sometimes encouraging to me to talk to people from other organizations like ours from time to time. We share our successes, problems, and solutions. Recently we even have found ourselves in the position of role model for other train organizations. Always remember who we are, what we've done over these past years and also always be proud of who we are.

What's Happening

As soon as weather permitted, our devoted volunteers showed up to work on projects in the rail-yard. They have been concentrating mainly on projects in preparation for our BIG event, The Little Engine That Could. Four passenger coaches needed interior restoration, wiring and power for a public address system, and roof tarring. Platforms needed to be cleared and display items relocated. A stage was created for the musical entertainment. Our SW8 needed repairs. Meanwhile we have been running our train rides on the weekends, holding special events such as the Hammer-In, hosting birthday parties and tour groups. The DRM has been a busy place!



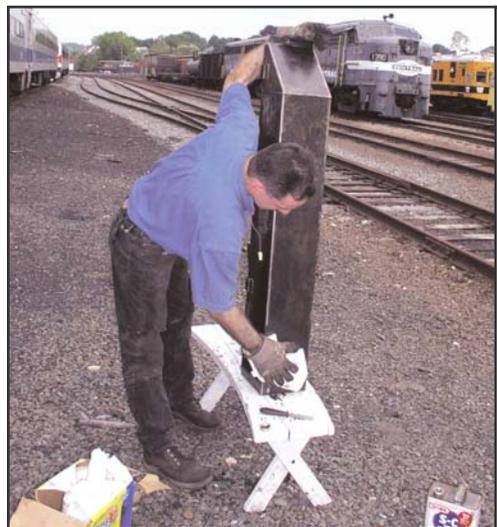
Before & after photos of one of the coaches being restored. Above, the old paint and rust has already been scraped off. Below, the transformed car sides and ends are freshly painted in soft yellow-orange, a perfect match with upholstered seats; the ceiling is satin white; the floor painted a soft gray.



Once again Bob Pitcher ("Metal Man") has quietly lent his talents to help the DRM in numerous ways. At left, he is converting an empty battery box under a passenger car into space for the generator to be used for the P.A. system at The Little Engine That Could event.



At right, new member Brad Porter levels the deck of a flat car enough that plywood sheets could be attached, creating a stage to be used by musicians at the event.



At left, after removing the peeling paint, Dan Carleton wipes down a belt housing on the SW8 locomotive. Below, John Ivansco, Ira Pollack, and Bill Britt work with the help of our indispensable backhoe to clear off a platform.





Children attending one of the birthday parties at the DRM show their delight at being in the cab of our steam locomotive during the railyard tour. Below, beautification continues alongside the Wilton semaphore and operator's shed. A member donated and planted perennials in front of the newly installed NH fencing. There are other areas in the railyard that would look wonderful with some flowers and shrubs. If you would like to help, please contact the Museum.



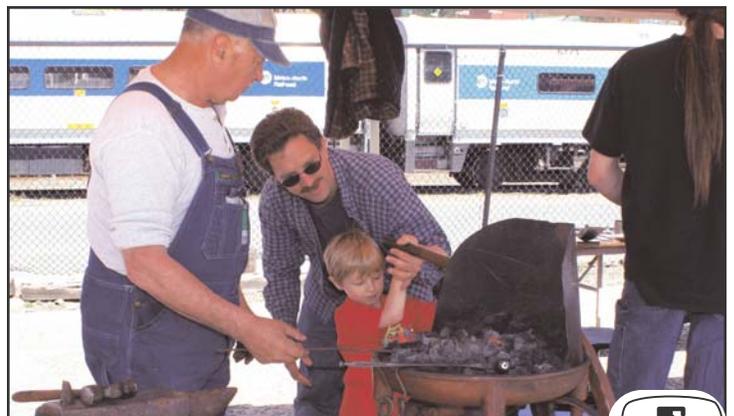
A view of the restored interior of one coach looking through the vestibule to a volunteer painting in the next one.

Second Annual Hammer-In

The popularity of this special supplementary event last year encouraged us to schedule it again. Once again our New Haven forge was fired up, blacksmiths and metal artisans brought portable forges and demonstrated their skills. This year's event also featured a "green coal" area in which event attendees could try their hand at blacksmithing under the guidance and supervision of blacksmiths. Jack Farrell brought his unique collection of early American hand-forged tools from the 1800s to 1900s. All this was in addition to the train rides and attractions regularly offered to guests at the Museum. Thank you Mike Powell for the photos of the event!



Above, Glenn Miller fired up, then uses the DRM's New Haven forge, one of three forges formerly used at Cedar Hill. At left and below, enthusiastic observers of two generations become participants in the "green coal" area under the supervision of a skilled blacksmith.



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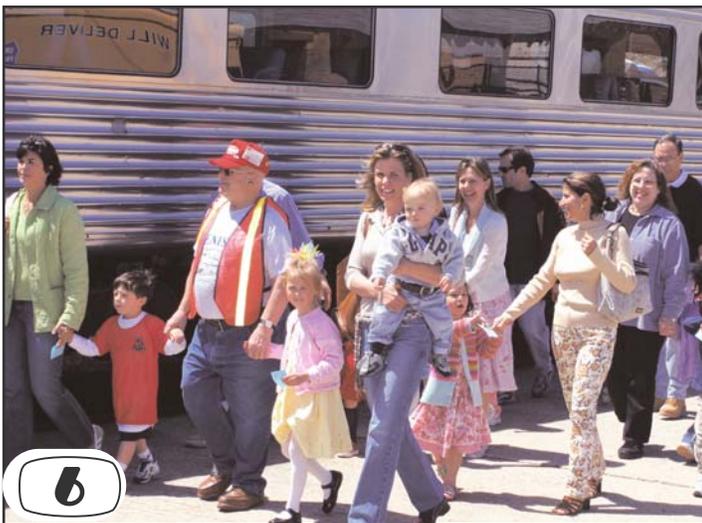
Jack Farrell demonstrates the use of a hand-forged tool to a group of fascinated onlookers.



A sampling of tools in his collection is shown in a special display on his truck.



An artisan pours pewter into molds (left). Below, Al Vieira escorts a group to the train, after which he will conduct a tour of the railyard and accessible equipment there.



Coming events were announced that included Fall Foliage train rides on Metro North and the Annual Holiday Express into New York City. One Fall Train Show was planned as well as our first Halloween Ghost Train attraction. Work would continue on the HO layout, and the G scale layout was again scheduled to be put up in the Galleria on Main Street.

On an historical note, there was a brief article in the newsletter on the Central New England Railway and its relationship to Danbury. The article also mentioned the three-volume history published by Bob Nimke on the entire railroad. Today these rare books can be seen advertised for as much as \$450 for the set. The Reference and Research Library recently acquired this set as part of the Harry Vallas Collection.

RPO News & Notes

By Bill Britt, Project Leader

Well as we write this , the windows are almost finished. By the time you get the next newsletter issue they should all be installed.(Editors note: He's right!) We have had a bit of difficulty with some of them, and other yard tasks have caused some delays.



The newly installed windows also show a reflection of the concern and generosity of many train lovers.

As mentioned in the last newsletter, we will then start on the roof. Generally speaking, the roof is in fair to good condition. There are some minor holes that have to be repaired. The scuppers will have to be re-caulked. As mentioned last month, we will have to de-rust, prime and paint it. At this time we are again low on funds after paying \$2,800 for the windows. If anyone knows of a good "Fairy Godmother" or Grant Awarder, we would appreciate having their names.

Did you know railway postal clerks were issued side arms and were required to wear them when they were on duty? We have not been able to learn however of any situation where these guns were used in the line of duty.

Thanks again for your interest in the RPO; we look forward to hearing from you.

The Yard Inside

By Wade W. Roesé

Displays inside and outside the Museum are focusing on the upcoming Little Engine That Could event coming up in June. We need as many members as possible to assist with this event. Please volunteer your talents. We need you!

Layout Status:

N Gauge: Not too much to report on the N gauge, but there is still plenty of opportunity for you energetic modelers to build a new model to enhance this popular layout. We can always use assistance.

HO Gauge: The HO gauge layout is actively progressing. Currently the layout has the following completed: bench work for the three levels, track laying on the third level, bridge abutments and plaster in place, the yard turntable in place, foam landscaping sculpted and ready for painting. Electronic control circuits have been designed, built, and are being installed, thanks to Marty Grossman. Steve Mayerson has taken on the job



An angle shot of the progress on the roundhouse and turntable which are part of the HO scale layout in the Museum building.

of painting backdrop and positioning the many donated buildings to represent a city and yard scene. There still remains much work to be done on the HO. We invite anyone interested in joining the fun to be part of our crew and come to the Museum Tuesdays at 7:00pm.

S Gauge: A new display is in the works

O Gauge: Richard Shubar and Ron Huppert are reorganizing and redesigning the O gauge to be more interesting and exciting for our youthful visitors.

Marty Grossman has completed the new timing circuit; he and Jeff Van Wagenen have added additional feeder lines to enhance the operating reliability. Rich sequesters himself inside the layout each Tuesday and is looking for some additional O-gaugers to join him.

G Gauge: The 10 ft x 14 ft G gauge replication of an historic logging operation is fully installed and operational. It includes its own Marty Grossman-installed

timing masterpiece. We have additional plans for G gauge, so please contact me for the "inside scoop".

Again we invite you to join us on Tuesday for the N, HO, O and G gauges. Lots of things to do, lots of fun. We welcome your assistance and participation. Remember, Tuesday evenings: model trains, Library, and more.

Stop by the Yard Inside to see what is happening, or drop a note to tell us what you would like to see. Other interior displays are now in the works. It is your Museum. We invite your ideas, input, and participation.

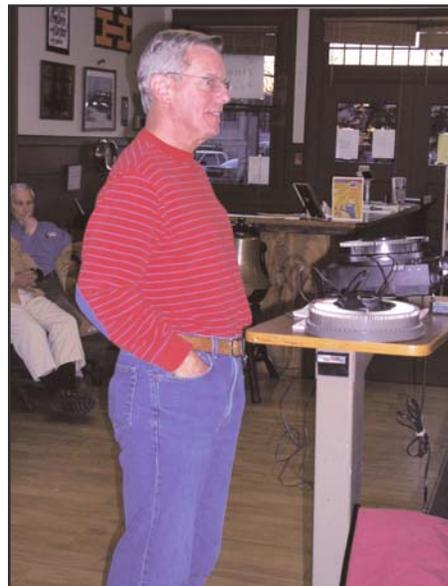


Rich Shubar has been delighting Museum guests and volunteers by decorating the O-gauge layout for various holidays, festive days and special events. Thanks to him the DRM O-gauge has its own parade of decorations in time for Memorial Day.

Four Decades of N.E. Rails

Wed. night guest from Virginia

Bob Kessler, a long-time friend and former classmate at American University of Steve Gould's, made the trip from his home in Virginia to present a slide show of New England railroading. Bob and Steve have been railfanning together for a time spanning almost 50 years. Thank you Bob for joining us to present your informative and entertaining program!



The DRM's Wednesday night programs are listed on the back of each newsletter, are open to the public and free of charge. Our President gives an update on the Museum activities at 7:30 prior to each program. We hope you will join us then.



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MUSEUM CALENDAR

- | | |
|-----------------|--|
| June 14(7:30pm) | Durango 1984 (Slides) - Paul Gassner |
| June 15(7:00pm) | Board Meeting (Open to Members) |
| June 21(7:30pm) | Video, Steam in 20s-40s - Dick Shubar |
| June 28(7:30pm) | Slides from His Collection - Ed Blackman |
| July 5(7:30pm) | Railroads 1965-85 - Steve Gould |
| July 12(7:30pm) | Video, Steam in the 50s - Dick Shubar |
| July 19(7:30pm) | Slides-End of New Haven - Pete McLachlan |

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



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