

# The Railyard Local

Volume 7, Issue 3

-The Monthly Newsletter of the Danbury Railway Museum-

March 2008

## Of Course We Were There!

### DRM's annual trip to "Big E"

Through the efforts of members Patty Osmer, Don Konen, Sue Teer, Jim Teer, Wade Roesse, J.R. Mitchell, Dave Roberts, and Suze Blackman, the DRM was well represented at this mega railroad hobby show sponsored by the Amherst Railway Society on January 26<sup>th</sup> and 27<sup>th</sup>. The train layout from our Gift Shop, DRM Library books and magazines for sale, Gift Shop merchandise, flyers, newsletters, train modeling items, and a photo display of our Museum's 2007 activities were transported

by truck to the show. There everything was displayed in our usual location, and under the Danbury Railway Museum banner.



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## March Reminders

Ballot deadline: Wed, March 19<sup>th</sup> 7:30pm

### Help needed for Easter Bunny trains

Please contact Sue Teer at (203) 792-1981 if you can help for any part of the four days of the event. Anyone who will distribute flyers helps us by this free publicity. Our Bunny will be at the DRM on March 15, 16, 21 & 22. The Museum will be open on the Friday and Saturdays from 10-4:30pm, and on the Sunday from 11-4:30pm. Trains will depart every half-hour beginning at 11:30am. Tickets will be \$8 for ages 2 and up.

### Railyard and Crew Qualifying Tests

Saturdays, March 8<sup>th</sup> and March 22<sup>nd</sup>

Times: Safety - 10:30am; Train Crew - 1:00pm

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DRM Express Track and Ten Years Ago

## G Whiz!

### Generous donation of G scale items

By Bob Boothe

Several years ago a number of volunteers from various "large scale" or "G Gauge" Clubs from the tri-state area started helping Paul Busse, his professional "team" from his company, Applied Imagination, and members from the staff of the NY Botanical Garden "set up" the Holiday Train Show. Paul has some dedicated storage space on the grounds for track, bridges, buildings, rolling stock, etc. Each year he brings new buildings and live plants to add from his base of operations in Kentucky. For our part, we've often been involved in "troubleshooting" the electrical systems



J.R. and Wade with some of the donated sections of track.

for the 8 or more separate layouts, testing and repairing equipment, and helping with the landscaping (as directed by Paul and his staff).

While setting up for the 2006 Show, I talked at length with Paul about our "G" Gauge layout then under construction at the DRM. He shared some great idea - specifically, using multiple levels, easy construction techniques, and "keeping it simple," (although layouts may look complex). I mentioned that we were already off to a good start thanks to some generous donations.

During a phone call from Paul re the upcoming Holiday Show, he told me that, after the Show closed

## 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!

Sasha Dichter	Bronxville, NY
Barbara Engstrom	Brewster, NY
Marc Heissan	Darien, CT

## Southern New England Depots and Freight Houses

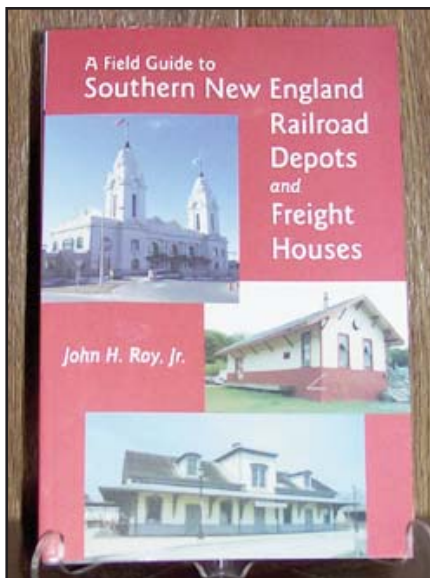
### John Roy to give Wed. March 26<sup>th</sup> program

John, who lives with his family in Stonington, CT and has worked at Electric Boat for 19 years, has had a life-long interest in railroading. He also enjoys biking rail trails. He began photographing trains and stations in the mid 1980's. In about 1990 he began cataloging depots and freight houses, a process which accelerated as he realized that many of these structures were gone forever, and a similar fate awaited many still extant. Magazines such as *Railpace News-magazine*, *Railfan & Railroad*, and *Trains* have published his contributions of news, photos, and articles.

From the very beginning, John has been interested in depot and freight house architecture, history, and the context of these buildings within their localities and historical background. His program will reflect these broader interests, so even if you are not an avid train fan, but love architecture and history, come join us for this evening's entertainment!. This will be John's first program at the DRM, and we are very much looking forward to it.

John's book, *A Field Guide to Southern New England Depots and Freight Houses*, documents existing structures and reports their current use, if any. It is on sale in our DRM Gift Shop. List price: \$19.95. He will be available to sign

2 copies of his book.



## Ten Years Ago

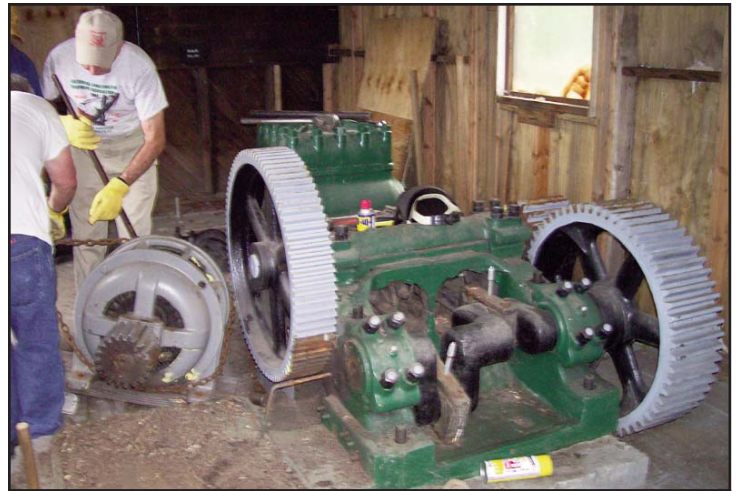
By Stan Madyda

With warmer weather approaching there would be a greater need for help in the yard and also in the station. The March 1998 "Danbury Railway News" asked for members interested in working in the yard to see Ed Blackman and Joey Sanfilippo about work that would need to be done on Tracks 18, 20 and 22. Geoff Knees was in charge of work needing to be done on any equipment.

For inside the Museum, Joe Sacca was appointed Station Staff Manager. Responsibilities of the position would include scheduling of hours and training.

Bill Guider accepted the position of Membership Chairman. Up until Bill's appointment, membership was handled by the President and Secretary. Bill relinquished the work he had been doing on public relations and marketing in order to devote more time to membership.

There was more information about the pump-house on Segar Street which had become property of the Museum. Included were photos of the machinery inside, an outside view, and a 1966 photo of the water



In August 2007 we were preparing to move the motor and pump from the Segar Street pumphouse to the DRM.

tank taken by Dan Foley. The tank burned in 1967. Project Manager John Ivansco was one of the firemen responding to that fire.

Car Hosts were, and still are, an important group needed for excursions outside the confines of the Museum, and for train rides within the yard. In 1998, trips on nine separate days were planned and car hosts would be needed to staff these trips. A description of car host duties was presented. Routine jobs included loading the trains with food, setting up an on-board gift shop, interacting with the passengers, keeping the cars clean, and making for an enjoyable overall trip. Not so routine duties included moving

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# DRM Express Track

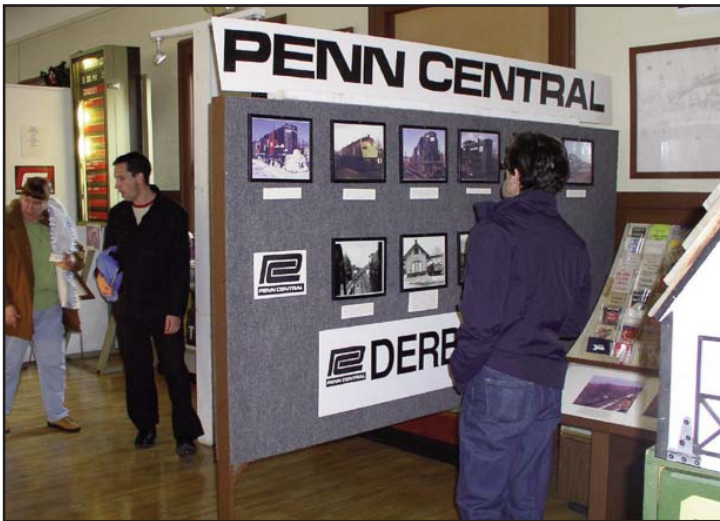
By Ira Pollack, President

I am hoping all is well with you this month. I do not have much to tell you right now, but will say I am looking forward to the upcoming spring season.

Once the cold weather is gone, I want to get back into our ever-present yard maintenance program. To start with, we have a section of rail to replace on Track 42. Fortunately it is located in an accessible area right next to Flower Lane. This rail section of questionable condition is about 25 feet long and in need of attention as soon as possible. After what we did this last season with our track work, I am confident about tackling this project once the ground defrosts and settles.

These kinds of projects are, and will be, a constant at the Museum. It is an ongoing thing, unfortunately, but we must address them on a regular basis. Of course, once again I will be calling you for help on Saturdays to proceed with this and the many other tasks that we have in the yard.

In other news, I am looking into updating our photo display exhibit in the building. I have been approached by a gentleman who would like to exhibit his father's paintings of New Haven, NYC, and Erie Railroad subjects at the DRM. I feel it is time to overhaul our exhibit area anyway, and this could be a great opportunity to do so.

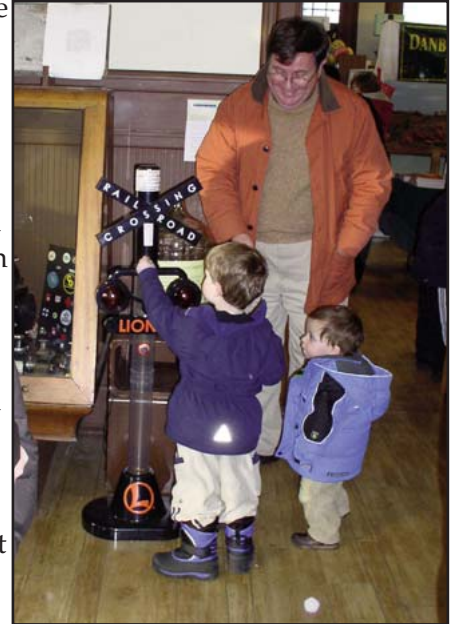


I must also say that over the years our collection of artifacts has grown immensely, almost to the point of overflowing. It seems that almost every day someone is donating to our historical collection. Who would have known years ago, when we first opened, that this was going to happen?

There still is a lot of activity at the Museum, even with the cold weather season. As I have stated many times, there is much going on behind the scenes on a regular basis. Many of these things do take time

to develop, which of course adds to my frustrations and anxieties, but will be worth it all in the end. In the meantime I will just report to you that project "xyz" is still pending and that we are moving forward with it at this point.

In closing this month's report, I will mention that by later this month we will have elected new board members to serve in the growth of our Museum, and to lead our membership for the next two years. I would like to take this opportunity to thank those members who have served on the Board, and also to welcome the new directors for these upcoming years. We all have a challenge before us, but with our combined knowledge and experience, we can positively succeed with our goals. It is a definite commitment to all involved in the growth of our Museum, from all of the different levels, but we must all work together toward that common goal, and operate as a team. Communication is our key to success, and we must maintain that at all times.



Thank you. I will either see or talk to you next month.



## Extra!

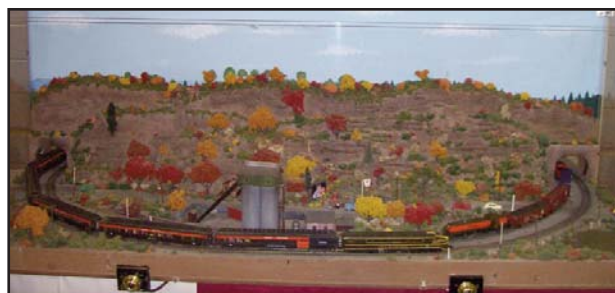
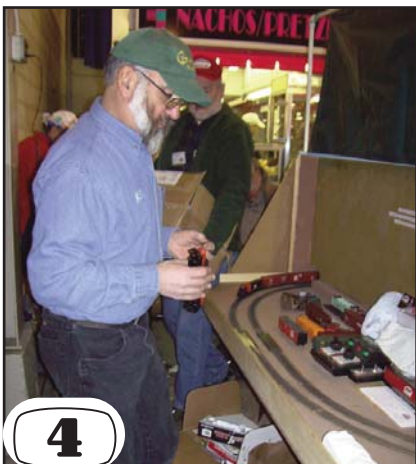
In addition to books for sale, the DRM Reference and Research Library sells *Trains* and *Model Railroader* magazines, bundled by the year, from the 1940's, 50's, and 60's, for \$5 a bundle. Contact our Library if you are interested, and for further information.



*Of Course We Were There!, Continued from Page 1*

Saturday was by far the busier day, as has been the case other years, with total attendance of about 21,000. Our Museum did very well with sales. It always is a great opportunity to publicize our Museum and upcoming activities. Our members, whether staffing the booth or just immensely enjoying the show, used the chance to shop, reconnect with other train enthusiasts, organizations, and vendors, and to absorb the ambiance of this long awaited weekend. Patty Osmer always manages to find new items for selling in our DRM Gift Shop. The ever-popular layout was kept running from behind the scene by our modeling crew.

This show, which expanded to four buildings this year, is a major highlight of the year for many of our members and other attendees. It represents a huge effort by Amherst Railway Society to conduct this show. We are pleased to attend and support this endeavor through our participation as a vendor, and by the attendance of so many of our members. The DRM has been the recipient of generous grants from this organization. Funds for the grants are raised from proceeds from this show.



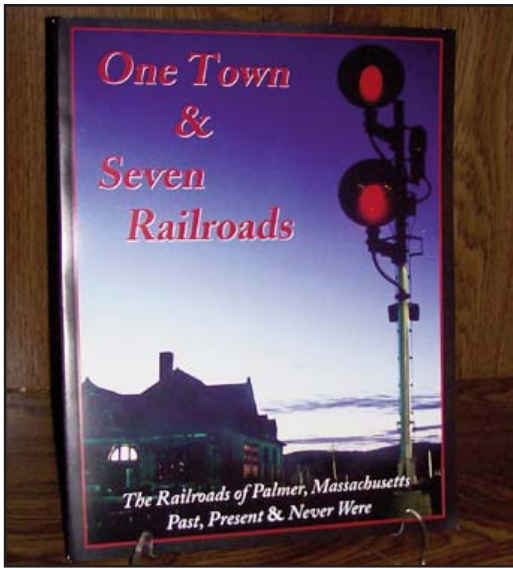


# Gift Shop News

By Patty Osmer

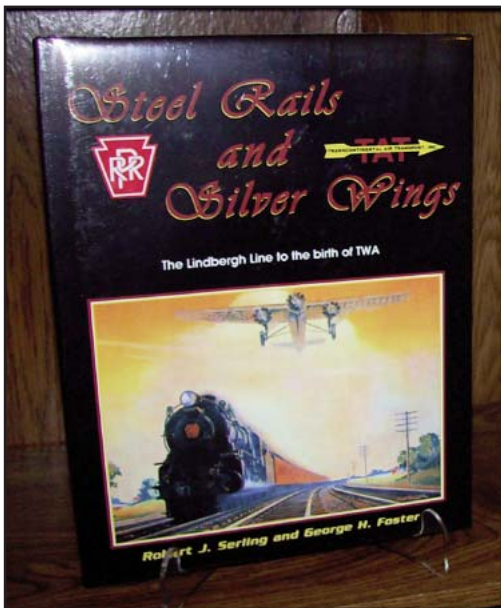
We picked up a couple of new books at the show; some of them are listed below. There are only one or two copies of each in stock, so hurry in! We will glad to mail a book to you; please email us at [info@danburyrail.org](mailto:info@danburyrail.org) to check if the book is in stock. We will let you know the shipping costs.

*One Town & Seven Railroads: The Railroads of Palmer, Massachusetts; Past, Present & Never Were*



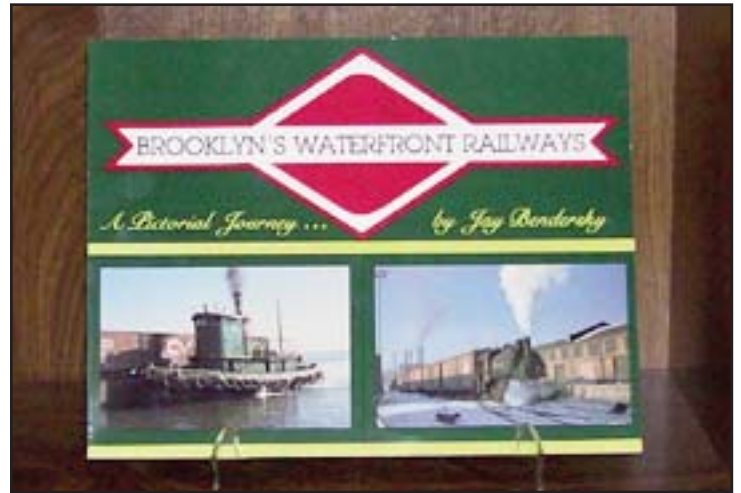
Created and written by the members of the Palmer Public Library Railroad Advisory Board. The book contains highly detailed maps and newly discovered historical photographs. Member cost: \$27.

*Steel Rails & Silver Wings* by R. Serling & G. Foster



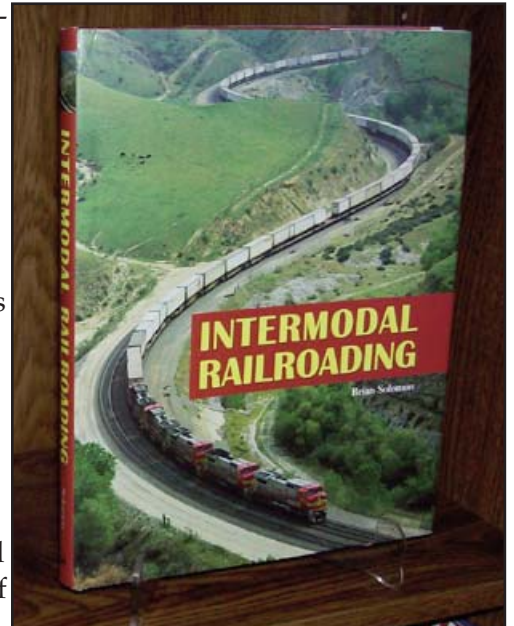
This is the brief history of the joint service between the Santa Fe and Pennsylvania Railroads with train and transcontinental airplane transport. This book tells of the development of the tri-motor airplane, and more. Hard Cover. Member price: \$31.50

*Brooklyn's Waterfront Railways: A Pictorial Journey* by Jay Bendersky, is intended to be a photographic look at the railroad and carfloat operations along the shores of Brooklyn and across New York Harbor. Soft cover, 64 pages. Member price: \$27.

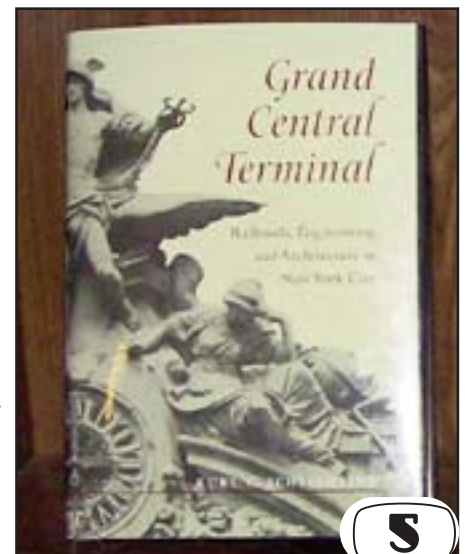


*Intermodal Railroading* by Brian Solomon chronicles one

of the most revolutionary developments in freight railroading during the twentieth century: intermodal shipping, or the use of containers to move cargo between trains, trucks, and oceangoing vessels. It was a development that transformed the movement of freight around the world, with an almost incalculable impact on American industry. Member price: \$33.30.



If you missed the PBS "American Experience" program "Grand Central" which aired in early February, you can read all about the terminal in Kurt Schlichting's book, *Grand Central Terminal*. Anyone interested in urban history, railroads, architecture or business history will find this a fascinating book. Member price: \$27.





*G Whiz!, Continued from Page 1*

in Jan 2008, he might have “a little extra track” from some sections he was replacing, as well as a few excess cars, and wondered “if the DRM might like them as a donation?” On behalf of the Museum, I accepted his offer and alerted Wade Rouse about rounding up some more manpower/trucks for “the pickup” date - Monday Jan 14<sup>th</sup>.

When I next talked with Paul in early Jan., it seemed he would also have some bridges, more track, and smaller plants left over. We thought that a pickup truck and my wagon would be able to handle it all. When our “team” (Wade Rouse, J.R. Mitchell, Bob Boothe, Harry Leeds) arrived, and saw the size of the bridges, mounted track, and large amount of rolling stock (an entire NYC passenger train set), the “game plan” changed. Fortunately J.R.’s large Suburban wagon had a trailer hitch, and he was willing to go all the way back the CT to get his large trailer. Instead, Paul graciously allowed us to use his trailer - the 20 footer used to haul the larger structures up from Kentucky. We spent the day helping “disassemble” track/bridges, etc. and at the end of the day loaded the “excess” mounted track sections and bridges on the trailer. My Subaru wagon and J.R.’s Suburban were loaded to the top with equipment, plants, etc. We all then converged that night at the DRM to unload this first batch.

As promised, J.R. delivered Paul’s trailer back to him at 8am the following morning, loaded up his Suburban with more plants, and dashed back to Danbury to unload. I also returned to the Botanical Garden, helped with minor cleanup, and after filling up my wagon, headed back to Danbury, where we offloaded the final batch of plants with Wade’s help.

*Continued on Page 7*



1



2

1) J.R. and Wade with disassembled track. 2) A bridge when part of the Holiday Show. 3) Track on the trailer, and 5) J.R. and Wade with two of Paul Busse’s sons, but it’s getting dark. # 4, 6, & 7) Bridges and sections of track on and beside our structure for a G gauge layout outside at the DRM. Photos at NYBG by Bob Boothe, at DRM by Carolyn Taylor.



3



4



5



6



7



# The Yard Inside

By Wade Roese

WOW! It's been a long time since I updated you. "Sorry!"

## Layout Status:

### Z Gauge:

No layout, but we do have some on display.

### N Gauge:

The N gauge is still looking for volunteers to build some more buildings. J.R. has built a number of small residences, and other appropriate structures are in the works. We have received some donations of new locomotives: a New Haven Baby Trainmaster and a 2-8-0 steam loco which currently roam the layout. Track maintenance is in process.

### HO Gauge:

Electronic control and operation is complete. Five of the five operational tracks are! Marty's many hours under the layout with his circuits and wires have resulted in 5 trains with 12 moves including automated turnout routing.

### S Gauge:

Static displays only, but rumblings are in the air that a future S gauge active display may be planned.

### O Gauge:

Trackwork has begun. A couple of temporary loops are in place for minimum operation. Please think about joining our Tuesday work crew to assist with this or any of our display projects.

### G Gauge

"The exterior G gauge display has received a number of nice donations capped by a large gift from Paul Busse: almost 500 feet of track (much of it mounted on roadbed), locomotives, 10 passenger cars, approximately 12 freight cars, 4 spectacular bridges, and over 100 living plants. Work will resume outside as soon as weather allows. Please plan to join us. Thanks to all those with Weed reduction suggestions.

Please join the Museum projects:

**Tuesday evenings** - modeling and Library, 7:00pm

**Wednesday evenings** - Slides, videos, demonstrations, etc.; open to members and friends, 7:30pm

*G Whiz!, Continued from Page 7*

## Editor's note:

Paul Busse's company, Applied Imagination, has created botanical exhibits nationwide. PBS made a documentary "Holiday Train Show" with David Hartman featuring Paul Busse and Applied Imagination. The website link, [www.appliedimagination.biz/index.html](http://www.appliedimagination.biz/index.html) will lead you straight to a marvelous photo gallery of his company's finished displays, and sequences showing their installation over many days of time.

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downed trees from the tracks (along the Maybrook after a storm) and helping to raise a crossing that wanted to remain in the down position (Segar Street). At the time, car hosts needed to complete a short course. A listing of members who had volunteered as car hosts was included.

Working together, Dan Foley and Ira Pollack secured a donation of five flat cars located in the Bullard plant in Fairfield, CT. These flat cars were formerly from the New Haven and Central Vermont railroads.



A restored Central Vermont flat car, one of the five from Bullard's foundry rests on the center platform. When discovered, trees were growing through the rotted deck. DRM volunteers installed a new oak deck, and Ira Pollack painstakingly lettered the numerous specifications.

Arrangements were also being made with Metro North to move the double-ended crane to Danbury from its location in North White Plains. The railroad would retain ownership of the crane and its two accompanying flat cars.



The tunnel crane, or "breakdown train" as young Thomas fans call it, is a unique attraction in our railyard. It is still flanked by the two flat cars.

The Roger Williams train set was being readied by owner Jim Gagliardi to move from Middlefield, CT to Danbury.

Marie Salata was recognized for her hard work in organizing children's birthday parties. These events were proving to be very successful adding needed funds to the treasury.

Reminders were included about the upcoming Thomas the Tank Engine event, City of Danbury excursion originating in New York City, and the importance of keeping track of volunteer hours.



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## MUSEUM CALENDAR

Mar	12(7:30pm)	Slides; B&M locos & trains -Carl Liba
Mar	19(7:30pm)	<b>7:30pm ballot deadline: Annual Meeting;</b> Videos; TBA - Gary Gurske
Mar	20(7:00pm)	Board Meeting (Open to Members)
Mar	26(7:30pm)	So. New England RR Depots & Freight Houses - John Roy
Apr	2(7:30pm)	Slides; N&W locos & trains-Carl Liba
Apr	9(7:30pm)	New Haven slides - Pete McLachlan
Apr	16(7:30pm)	Membership Open Forum-Ira Pollack

Please call the Museum in cases of inclement weather.

**Museum hours:** Tuesday-Saturday 10-4pm; Sunday 12-4pm

Visit our website: [www.danbury.org/drm/](http://www.danbury.org/drm/)



### Contact Information

Please contact us with submissions:

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Fax: 203.778.1836

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### **Change of Address**

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

Danbury Railway Museum,  
Attention: Membership Chairman  
PO Box 90, Danbury, CT 06813  
Via Email to [drmmembers@aol.com](mailto:drmmembers@aol.com)

