

# The Railyard Local

Volume 10, Issue 7

-The Monthly Newsletter of the Danbury Railway Museum-

September-October 2011

## Halloween Pumpkin Fun

Three weekends of celebrating at DRM

We hope you will visit for the annual Pumpkin Patch train rides on October 15 & 16, 22 & 23, and 29 & 30, Saturdays 10-4pm, Sundays 12-4pm. Train rides will begin 1/2 hour after opening and run hourly until 3:30pm. The station and Gift Shop will remain open until 4:30. The \$9 ticket for those 2 years and older will include the train ride on vintage equipment, access to historic railroad equipment, G-scale layout, and attractions within the Museum such as the operating layouts, play tables, temporary tattoos, coloring station, and displays. Children 12 and under may pick a fresh pumpkin from our extensive patch and enjoy the interactive opportunities at that location. All are welcome to the refreshing cider and cookies. Wearing costumes is encouraged!



## Danbury Railway Day

Emphasis on more demos and attractions

Our Events Committee and Museum volunteers put in extra effort to add more of the popular demonstrations as well as a greater number of featured attractions on August 13<sup>th</sup>, which was the date of the annual celebration of Danbury Railway Day and the Members' Picnic. Guests responded very positively to these efforts. The consist was headed by a 44-tonner. We realized that by moving the train departure and return spot closer to the location of the New Haven forge, more people were attracted to the demonstration there. Pete McLachlan added an explanation of

*Continued on Page 6*

## In This Issue

~ Ten Years Ago - Page 2

~ Words from Our President - Page 3

~ Tonawanda Valley Status Report - Page 4

Plus . . . New Members

## Tonawanda Valley Photos



Above, historically correct signage created by Art Slothower for the Tonawanda Valley coach. Below, diaphragm reinstalled and left side patched and painted.



See "Tonawanda Valley Status Report" and, photos beginning on Page 4

---

## 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!

Our Membership Chairman requests that all those renewing their membership **PLEASE return the paperwork with your check.**

|                     |                        |
|---------------------|------------------------|
| Emilios Metropoulos | Wilton, CT             |
| Karen Lerner        | Bedford Hills, NY      |
| John C. Begian      | Fairfield, CT          |
| Joseph Carella      | Danbury, CT            |
| Charles Cuniff      | Danbury, CT            |
| Daren Garb          | Pleasant Valley, NY    |
| Yarina Sencion      | Hastings-on-Hudson, NY |
| A Bonanno           | Redding Ridge, CT      |
| Anthony J. Giuliano | Yonkers, NY            |
| Mark Henrichsen     | Fairfield, CT          |
| Chris Costabile     | New Fairfield, CT      |
| David Zapsky        | Bedford Hills, NY      |
| Jean Baptiste       | Scarsdale, NY          |
| David E. Oliver     | Greenwich, CT          |
| Norris Browne       | Wilton, CT             |
| George Totir        | Sandy Hook, CT         |
| John Manley         | Scarsdale, NY          |
| Robert Jufer        | Hastings-on-Hudson, NY |
| Karyn Leviner       | Mahopac, NY            |

---

## Outreach Program Flourishes

Secretary Steve Gould, as part of our Outreach Program, spoke at Plumb Memorial Library in Shelton, CT on July 28. The audience was mostly families with children who had come to hear about the Danbury Railway Museum and its various programs. The librarian who introduced Steve reminded the audience that the library participates in the Museum's Library Pass Program, and she explained how it works.

Steve's talk was broken down into two sections: first an overview of the Museum, explaining its makeup and description of several pieces of equipment that can be toured, then a view of Museum volunteers and why it is the love of trains that draws them there. He described what a "railfan" is and their passion for "the steel wheel on the steel rail", using examples of chasing, photographing, and riding trains. It ended with a lively discussion of the future of U.S. passenger rail.

The Museum's flyer and Calendar of Events were available for pickup after the talk.

(Article submitted by Steve Gould)

---

## Ten Years Ago

By Stan Madyda

Ed Blackman's BBQ ribs and chicken were again the food highlight at the Annual DRM Member Picnic. Salads, hot dogs, corn, watermelon and desserts also were served. The RS-1 locomotive was available for any member wishing to operate it under the guidance of Engineer Peter McLachlan and Conductor Skip Kern. In addition to the RS-1, there was a speeder ride on Track 42.



The RS 11 in July. It needs a Project Leader for restoration.

Peter McLachlan, Joe Mato and Charlie Albanetti traveled to the Maybrook Railroad Museum to conduct the first in a series of oral history interviews. They met with three retired New Haven railroad men who had worked out of the Maybrook Yard – Albert Alexander, Tony Marano and Sam Christiano. Two hours of tape were recorded. Charlie Bardo was the next scheduled interview.

Work began in the station to get it wired so all the computers could be on the same network. Once completed the plan was to get the Gift Shop computer upgraded so items could be scanned at checkout. Also the Front Desk computer would be upgraded to assist in admissions to the Museum.

In 2001, the Front Desk as we know it did not exist. A call went out to the membership for anyone who could design and build a desk that was more pleasant to look at as well as provide some security to the entrance. Bill Britt would later make a counter that we still use today.

Peter McLachlan wrote an article on his experiences operating the former New Haven DL-701 #1402. Peter looked in his records and saw that he operated the engine as a lead unit 20 times under New Haven, mostly to Maybrook. He also operated it many more times under Penn Central and Conrail. He went on to explain how the engine handled and how she compared to other locomotives. Sometimes in winter, Peter would have the 1402 on the passenger run to Pittsfield towing a Budd due to the buildup of ice and snow on the tracks.

# Words from Our President

As you read this month's issue of *The Railyard Local* please think about its significance and impact on our members. Our local members regularly converse, meet, work on projects together, and even argue about (discuss!) the happenings within our Museum. Many of our members who are not within earshot don't have this exposure. The first purpose of *The Railyard Local* is to inform our readers of progress, schedules, needs, accomplishments, biographies, plans, and the general goings on within the Museum. Periodically, we even throw in some educational history (Purpose #2).

Historically, we started issuing a newsletter, the *Danbury Railway News*, in 1994 under the editorship of then-President Peter C. Cornwall, assisted by Micky Silberbauer, who later took over editorship. The May-June issue in 1998 saw a name change to *Danbury Departures*. Ron Freitag and Bill O'Keefe edited the March and April 2000 issues. Peter Hanen took over the editorial role with the May 2000 issue. Roberta Ballard assumed the editorial position in July 2001, and continued churning out *Danbury Departures* through July 2003. Another name change to our cur-

rent *The Railyard Local* came in July 2003, when Debbie Kern took over as editor and headed the production until July 2004. In August 2004, Peter Hanen and young member Charlie Albanetti jointly provided news coverage – not as editors, but under the heading of the Production and Distribution team. When in January 2005 they were unable to continue, new member and current editor Carolyn Taylor volunteered to assume both the editorial and distribution roles.

Reflecting back through the many issues our newsletter, I have noticed one prominent and recurring characteristic: every issue has had a dedicated and committed individual (or, in some cases, a pair of individuals) who turned out a very significant communication device, having had to chase after contributors for timely article input, assemble the articles, obtain and coordinate supporting photographs, provide the overall layout, and then get it to and back from the printer, address, seal, and get to the Post Office for on-time delivery . . . without staff to assist!

How many of us have every thanked the many people listed above for all the time and energy they have spent preparing and producing what is probably the most important document we disseminate? On behalf of our out-of-earshot members and our local members, I offer sincere thanks to Mr. Cornwall, Ms. Silberbauer, Mr. Freitag Mr. O'Keefe, Mr. Hanen, Ms. Ballard, Ms. Kern, Mr. Albanetti, and Ms. Taylor. Your efforts and expertise have been and continue to be appreciated.

On behalf of the Danbury Railway Museum,  
Wade W. Roese


DANBURY RAILWAY MUSEUM **Danbury Departures**

Volume No. 26 March 2003

---

**B&M 1455 at Edaville**  
By Bob Boothe Project Coordinator


In the process of researching the history of the Boston & Maine 1455 I've come across some interesting early photos and postcards which raise questions about what happened to the engine while at Edaville. Our research at the DRM shows that the locomotive which was initially number "100" when built in 1907 was renumbered in 1911 to "1455" and remained with that number while in service with the Boston & Maine.



The caption on this postcard with the photo by Hugh Poisson said "The famous 1455 steam train: original road number 100 Built 1907 Donated to Edaville by Patrick McGinnis President of the Boston and Maine".

Note among other things that the headlight is on top of the smoke box which itself along with the smokestack has been painted "graphite/aluminum gray". One wonders if these "retro-numbering" changes were done before or after arriving at Edaville. Note also the tender has "Boston & Maine" on a single line "Boston & Maine" with no "herald box".

Now here's a different photo taken by Dick Leonhardt in 1978.



The engine has been "updated" to again be "1455" with the headlight back in the center of front access door with the number board on the top of the now black smoke box. The tender now has "Boston & Maine" in a herald box.

Any information museum members, friends or others might have to share with us about these or other events in the life of 1455 would be most welcome.

1

## #1455 Project Leader Thanks

By Carolyn Taylor

The time has come for someone else to assume leadership of the cosmetic restoration and maintenance of this jewel in the Museum's collection of historical equipment.

It has been a privilege to head up this project. I want to thank those who have assisted during that time, and hope I am not missing anyone: Dave Roberts, Justin Chapin, Bob Pitcher, Singer's Welding Works, Dan Carleton, Bill Nicholson, Ira Pollack, Bill Britt, Gerry Herrmann, Wade Roese, and Randy Natale who participated in restoration efforts. Steve Gould, Bob Boothe, Peter McLachlan, Don Konen and tour guides have helped to educate Museum guests about the history and functioning of steam locomotives, and this one in particular.

I wish the DRM great success in advancing the restoration of this unique piece in locomotive and steam history.

---

# Tonawanda Valley Status Report

(as of August 26, 2011)

By Bill Britt, Project Leader

**GOAL:** Create a Static Display out of the Rusty Hulk of the last of The "Valley Cars" - The Tonawanda Valley.

## To Date:

### External:

- ~Main lounge windows have been remade, painted and installed
- ~Kitchen window has been remade, glazed and installed. The damage to this window resulted in a great deal of rust to the forward left side of the car, which will need to be replaced.
- ~Art Slothower has wire brushed primed patched and painted the roof.
- ~Art has wire brushed, sanded, patched, primed, and painted the right side of the car, the observation deck and about 60% of the left side of the car.(The remainder will be done after the side is patched.
- ~Battery box covers have been made and installed.
- ~Art has reproduced and installed the "20th" Century Limited herald.

### Internal:

- ~System has been converted from 30 volt DC to 120 volt AC.

## Currently Working On:

- ~Getting the head end of the car patched and welded
- ~Getting the forward left side of the car patched primed and painted
- ~Reinstalling the diaphragm
- ~Kitchen area de-rusted, primed and painted

## Work To Be Done:

After getting the above work completed and funds are available, we have the following items to do: (if funds are not available, we will have to shut down until they are)

### External:

- ~Make two sets of Dutch Doors and install them on the forward end of the car.
- ~Make or have made two sets of traps for the forward end of the car.
- ~Re-deck the forward platform.
- ~Wire brush and sand the forward platform, including the overhang.
- ~Have the car lettered "PULLMAN" and TONAWANDA VALLEY.
- ~Complete painting the trucks and other under parts of the car.
- ~Remove all the detritus.

### Internal:

- ~Wire brush, sand and paint the entire interior of the car.
- ~Rebuild the built-in furniture in the private compartment, and the small lounge.
- ~Replace the missing toilet bowl in the private compartment.
- ~Examine the existing floor and repair where necessary. It has been brought to my attention that we are being criticized for repairing the floor where we have. We repaired a hole approximately two-foot square near the forward end of the car in order to enter safely -- ours. (This

## Tonawanda Valley Status Report, *Continued from Page 4*

is the same type of sniping we received when we worked on the RPO). After the examination we will decide the appropriate covering for each space.

~Furniture will have to be purchased. Each of the two lounge areas will be handled separately. Furniture in each compartment must be compatible within itself. We have two couches that came from the car. Through the generosity of Roberta Ballard these have been stored at her home for a number of years. Furniture for the small lounge must be of a size that can be carried through the two-foot hallway. There is a possibility that some similar furniture exists in Indiana; we will look further into this at some time in the future.

~The window shades will have to be examined, cleaned or replaced.



Top l., Art and Edelman's Metalworks, Inc. employee discussing reinstallation of diaphragm(r.); below l., hoisting diaphragm into place. Below r., finished forward right side, diaphragm reinstalled. Below, forward left side before and after patching; photos just above and below by Carolyn Taylor; others by Bill Britt, Project Leader



## Danbury Railway Day, *Continued from Page 1*

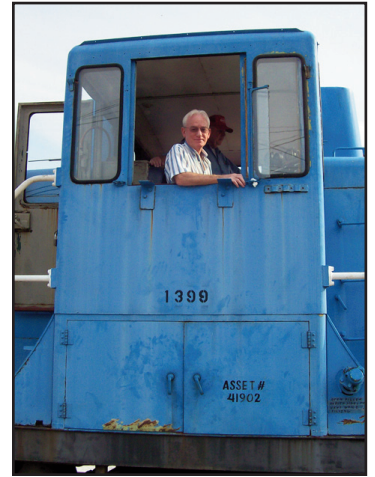
the use of signal flags to the demonstration he and Don Konen gave showing uncoupling and coupling of train equipment. Also new to the program was Steve Gould's semaphore demonstration. He reprised his explanation of FRED. The activity of sand art available from a vendor on the 18 platform was popular. Although unfortunately more guests did not travel to the center platform to actually attend the musical performance by Pete Herger and his band, the acoustics were so incredible throughout most of the railyard that everyone was able to thoroughly enjoy his entertainment. The new pavilion was gratefully used by guests and provided a perfect place from which to watch the active G-scale layout.

The chance to be "pretengineer", so much in demand by members at the Annual Picnic, was scheduled to begin prior to the picnic, then continue after the meal. This helped keep the time frame within daylight hours. This year featured the first opportunity to run the 44-tonner! As usual, the food selections at the picnic left everyone satisfied. DRM President Wade Roesse gave a brief speech, then unveiled the plaque listing previous DRM Presidents and one acknowledging recipients of the "Gandy Dancer's Award". Both plaques are to be mounted in public view within the Museum to honor those extraordinary volunteer members.



Continued on Page 7

Danbury Railway Day, Continued from Page 6





PO Box 90, DANBURY, CT 06813  
Address Correction Requested

NONPROFIT ORGANIZATION  
U.S. POSTAGE PAID  
DANBURY, CT  
PERMIT NO. 569

## MUSEUM CALENDAR

|      |            |  |
|------|------------|--|
| Sept | 28(7:30pm) | 20th Century Cab Units - Ron Smith                   |
| Oct  | 5(7:30pm)  | N.P. Steam + Trains - Carl Liba                      |
| Oct  | 12(7:30pm) | Old Put. 25 Years - Joe Schiavone                    |
| Oct  | 19(7:30pm) | Candlewood Camera Club Night<br>Photo Shoot Training |
| Oct  | 20(7:00pm) | Board Meeting - Open to Members                      |
| Oct  | 26(7:30pm) | Amtrak 1972 - Pete McLachlan                         |
| Nov  | 2(7:30pm)  | S P Steam + Trains - Carl Liba                       |
| Nov  | 9(7:30pm)  | NYW & B, NH, NYC - Joe Carella                       |
| Nov  | 16(7:30pm) | Tourist Rails - Dan Foley                            |

**Museum hours: Wed-Sat 10-4; Sun 12-4;**

See the newsletter in color at [www.danburyrail.org](http://www.danburyrail.org)!



### Contact Information

Please contact us with submissions:

Mail: The Danbury Railway Museum  
Attention: Newsletter  
PO Box 90, Danbury, CT 06813

Phone: 203.778.8337

Fax: 203.778.1836

Email: [drmnewslettereditor@gmail.com](mailto:drmnewslettereditor@gmail.com)

Editor: Carolyn Taylor

Printing by: Infinity Printing of Danbury

### **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)

