

Danbury Departures

Volume No. 17

June 2002

President's Report to the Membership

Dear Members,

Hope all is well with you. I come to you week after week and every month and ask you for your help in working on the projects we have at the Museum, the list is endless. I must admit that to continually ask you for your help has become frustrating. I want our Museum to look and operate as the best Museum around and sometimes it's hard to keep our projects moving without the help of the volunteers. You must be involved in our growth. It is you, the volunteers, who keep this place open. It is you, the volunteers, who brought us this far in the eight years that we have been here. Please support our growth and come out and help.

This month I'd like to thank the following volunteers for their contributions. My thanks go out to the people involved in the Wednesday night presentations. These are the people with the slide and video shows and clinics who have taught us about the colorful history of railroading, both local and worldwide, full and scale sizes. They have helped us fulfill one of our goals as a Museum, and that is to educate the public. Now that our Wednesday night schedule for 2001-2002 is drawing to an end, I must thank each of them for their help in bringing more people to the Museum and for making Wednesday night an evening to look forward to. I'm also eager for the new season to begin in September so these people can return with their new presentations.

I'd also like to thank all the volunteers who were involved with the Spring Railfair 2002. You were all very dedicated to a successful show but unfortunately, the weather wasn't with us this year. Very often it is difficult to plan for perfect weather for a one-day show and there is always the risk of rain. But those who were there to help, those who were there to display, and those who were there to view our equipment and displays all had a wonderful time.

In the weeks to come we will look for the arrival of the Roger Williams trainset owned by Jimmy Gagliardi. I have plans to use the Roger Williams for a foliage train in the Fall and possibly as an excursion train for railfans. I hope that this works for us in that it is a unique trainset and could be a good draw and fund raiser for us.

Now that the warm weather is finally upon us I'm looking for restoration and clean-up crews in the yard. We have much work to do on our equipment and now is the time to start that work. Saturdays have been and always will be the big day for work parties. Some weekday afternoon sessions can also be arranged. Please contact me if you have any intentions or wishes of working in the yard, on the equipment, or if you have any other interest in the Museum in which you would like to get involved.

See you soon!

Mission....

The purpose of the Danbury Railway Museum is to organize and manage a railway museum in Danbury, Connecticut and to engage in any and all activities convenient to said purposes. The goal of said museum shall be to educate the public to the history of railroading and the role of the railroads, both as part of a natural heritage and as an institution in contemporary society. The corporation is organized exclusively for educational purposes.

Officers

Ira Pollack - President
Ron Freitag - V. President
Steve Gould - Secretary
Tony White - Treasurer

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Or Via Email to:
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Danbury Departures is made possible by volunteers.

Comments and suggestions are always welcome.

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The Yard Inside - June 2002

By Wade W. Roese

This month's yard will reflect minimum activity, but will have the pictures I promised last month.

N gauge contributions gratefully continue and the donations can be seen in the number of locos and rolling stock now in the "yard" In addition a few buildings and vehicles have been received and will soon be on display. I again extend thanks to the many people whom have made generous contributions.

HO gauge:

Jeff Van Wagenen and Bill Britt recently started disassembly and transporting another HO layout contribution. Highly detailed and operational. Jeff is looking for more people that are interested in working on an HO layout, so please give him a call at:

(203)-263-3627 or jjvanwagenen@yahoo.com.

Meetings of the club are set for Wednesdays at the DRM at 7:30p.m.

S gauge:

As stated in the previous 'Departures', we continue to look for anyone out there with a spare locomotive that needs a home. Thanks.

G Gauge:

Again a number of people have expressed a desire to start a G gauge garden layout some place in the yard. I hope to have the contact persons name and number for the next departures.

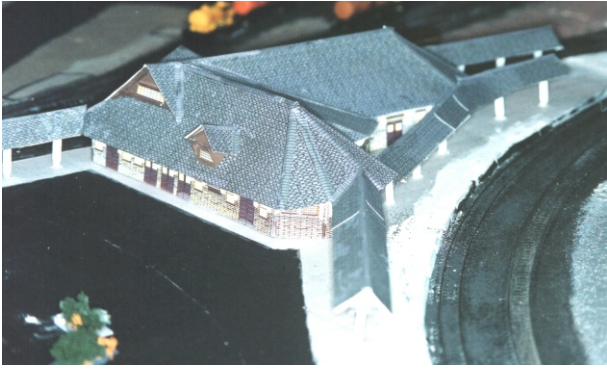
"The Worlds Greatest Hobby": Nothing new on this program.

"There's a place for everyone in he Yard Inside".
Stop in!

Thanks,
Wade



O Gauge Layout - Bob Westerfield



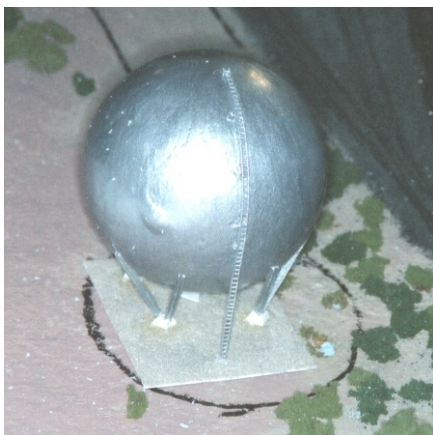
Union Station - Danbury - Richard



Round House and Back Shop - John Christy



Freight House - Steve Mayerson



Gas Ball - Wade Roese



Coal Company - Ira Pollack

LONG ISLAND SUNRISE TRAIN CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY TRIP TO EAST HAMPTON MAY 5, 2002

GOIN' HOME....VIA THE LIRR

by Steve Gould

First of all, let me just say this: if you are expecting a report of seeing nine steam locomotives in operation, as was the case with FFF member Paul Waugaman's treatise on a visit to the West Somerset Railway's Steam Gala earlier this Spring, forget it. Hey, this is the USA... ..nine steam engines together in one place? Dream on!! No, folks, sorry to disappoint you but this is a report of a trip on a rather mundane train on a rather mundane railroad. But it is still steel wheel on steel rail, so it counts!!

I got up at 6:30 AM, had breakfast, and headed for Long Island. Although the train originated in Jamaica, I felt parking would be much easier in Babylon, about 35 minutes further East. Besides, the NRHS folks had made arrangements with the LIRR to make an unscheduled stop in Babylon to pick up fans, which was at 10:50 AM. I gave myself three hours to make the trip, which only took an hour and 40 minutes. Traffic was very light; I don't think I have ever seen the Long Island Expressway, the world's longest parking lot, so free of cars and trucks.

I got to the station and parked right in front of the ticket office. Parking is not free so I had to remember the space number, walk over to a machine, and enter it and the amount of time I planned to be there. After pumping in five quarters (two hours per quarter), out popped the ticket. I then picked up the latest timetables and headed up to the platform to check out the action.

Babylon has changed drastically since the early 1960's. One summer, when I worked as a relief ticket agent for the LIRR, I would take a local to Babylon from Bay Shore to watch the action before my 2 PM trick started. The tracks were at grade and the station, an old wooden structure dating back to 1881, sported high level wooden platforms for three tracks. In 1964, that all changed with a grade crossing elimination project. The old station was torn down and a new one built above street level.

Two trains came in before the "10:50 AM" a set of M1 MU's heading for New York's Penn Station and an Eastbound diesel train with four double deck coaches being pulled by a new GM DE30AC, headed for Speonk. The Montauk train arrived right on time; there were about 10 or 15 who were getting on and we were told to board the first car, the charter car for the group. The consist: DE30AC #408, Coach #4049 (the charter car), Coach 4082, and Cab Control Car #5002. All the cars were the new double deckers.

Now, about the cars: from the outside, they are ugly. Not as ugly as the Florida Metro Rail's or the Coaster double deckers on lease to Virginia Railway Express. (Those are as ugly as you can get). Inside, it is another story. The cars are very well appointed, with high back, comfortable seats and big windows. They ride very well and are very quiet, a major, I mean to tell you, MAJOR improvement over the old Pullman-Standard clunkers that dated back to the late 50's and early 60's. Bob Kessler remembers well when he, son Rob, and I rode those coaches out to Greenport in November 1987. The rattles and rumbles of those cars were practically deafening, and the ride felt like it was on the ties, not rails. In any event, these cars are a vast improvement.

Our first stop was Bay Shore, followed by Sayville, Patchogue, Speonk, Westhampton, Hampton Bays, Southampton, and East Hampton at 12:31 PM. At Bay Shore, the old station still stands, which is where I worked that one summer. In the yard at Speonk were some additional train sets, including the one seen earlier at Babylon. The old station at Hampton Bays had been razed in favor of new high level platforms that all stations now have (double deckers have no traps that allow ground level stops). At Bridgehampton, there were tons of MOW equipment that were part of a major tie replacement and ballast tamping operation that was underway. And entering East Hampton, I could not see our old house and farm buildings due to all of the new growth alongside the tracks. Not long ago that was a grazing pasture for cows, but then, it was over 40 years ago!!!!

We were on time at East Hampton and the hoard of 75 or so detrained, crossed Railroad Avenue (hmmm, interesting name for a street next to the station), and walked down Newtown Lane to the Grill Restaurant, where we were treated to a buffet lunch (it was part of the ticket price). I can remember helping my Dad deliver milk to this restaurant 50 years ago when it was called Lyons Bar and Grill... ..yes, a senior moment over lunch!!! After lunch I walked the balance of Newtown Lane and Main Street, passing stores that were now boutiques instead of regular clothing, shoe, or stationary stores. At 2 PM, I walked down North Main Street to take up position, near the LIRR overpass, so that I could video the 2:31 PM train headed for Montauk. As I set up for the shot, I remembered how Bob Kessler and I crouched on the bridge abutment in 1960 to photograph the noon train to Montauk with a Fairbanks Morse C-Liner on the point.

The train back was scheduled at 3:56 PM so I decided to head back to the station, passing the East Hampton Middle School building. When I attended school, it was the only school building in town for kindergarten through senior year. The consist, which I did not get, was that of the 2:31 train. The return to Babylon was uneventful although this time I rode in the lower level and viewed station platforms that were at eye level now. The train was getting more crowded with every stop so the conductor opened up our car so people could have seats. Unscheduled arrival at Babylon at 5:31 PM was on time. Before detraining, I made sure I told Gene Collera, the trip chairman, that Harry Burke of the Danbury Railway Museum said hello!

All in all, this was a great trip and my first on the new double deck equipment. I was very impressed. And the weather for the day was outstanding.



Photo Credit Steve Gould

NEW YORK TRANSIT MUSEUM VISITS DANBURY RAILWAY MUSEUM

By Gerry Herrmann

On April 27, 2002, twenty-seven members from the New York Transit Museum left Grand Central Terminal at 8:04 AM heading for Danbury. On the trip up, they were given a packet which included DRM Equipment Roster, the day's schedule and a program evaluation form (the roster and day program was taken by me to the Transit Museum located at Borough Hall section of Brooklyn on April 9, 2002).

The group was met by Stan Madyda and myself at the South Norwalk Station and we had one car to ourselves on the local to Danbury. We gave them a brief written history of the line and the Museum. We held a drawing for the cab rides on the Railyard Local.

On arriving in Danbury, the group was met by Dave Lowry who escorted them to the Museum. The group was then greeted by our President Ira Pollack. They then had the opportunity to tour the Station and visit the Gift Shop. Bill Britt, Wade Roese and David Rist were available to answer questions on the N scale layout of Danbury Yard. With the ringing of our steam engine bell, the group was taken to the yard and boarded the RDC #32. Bruce Van Wyck was our engineer for the trip through the yard (one rider commented "a trip down memory lane). " Nancy Sniffen spoke to the group on the progress of the restoration work.

After lunch, the group browsed our Library which also had books for sale. Then, off to our Theatre Car, the Reading coach #2012. Peter McLachlan gave a slide presentation on the mainline, the Danbury Branch and the Maybrook line covering the New York, New Haven & Hartford Railroad, Penn Central, Conrail and the Housatonic Railroad.

Then, Peter McLachlan wore his second hat, becoming engineer for the Yard Local. His conductor was John O'Hern. A trip was taken through the yard and stopping for a spin on our turntable. After the Yard Local, the group was split up into four groups. Dave Wilson, Steve Gould, Howard Peatfield and Peter Hanen took the groups on the yard tour. Included in the tour was a visit to the Tonawanda Valley (the car was spruced up by Charlie Albanetti before the tour). Roberta Ballard greeted the group and handed out historic facts about the car. Also waiting was John Ivansco, Paul Gassner and Harry Burke to take our visitors on a speeder ride which also included a spin on our turntable for a second time.

It was then time to take the group to the Danbury Railway Station to catch the 4:44 back to New York. Being a long day for our DRM volunteers, hearing favorable comments on their visit to our Museum made it worthwhile.

Here are some favorable comments from our visitors guest book:

Mark Watson - "Gets better every time I come here."

Charon Carr - "This is my first trip and I loved it."

Jane Cowan - "Lovely photographs - cool Strangers on the Train info."

This was the Transit Museum's fourth trip to the DRM. By all accounts, it looks like this can be an annual event. In closing, Stan and I would like to thank all the volunteers in making this an eventful day for our visitors.

LIBRARY NEWS

by Stan Madyda

The members half price book sale has been extended to the end of June. Please see Gerry Herrmann or Stan Madyda for details.

Students from Terri Stramiello's WestConn history classes visited on April 11. There was a morning session and an afternoon session, about 40 students in each class. They spent an hour at the Museum as part of their course. Members who assisted in taking the students through the station and the yard were Gerry Herrmann, Peter McLachlan, Steve Gould, John O'Hern and Dave Lowry.

Donations received from 1999 and 2000.

- Bald Eagles, EMB Jim Beam decanter
- Daniel McLeod photo of Danbury Union Station
- First Black Ink (The Marina) rail used to haul boats from Candlewood Lake
- Vincent Whitney two D&H lanterns and various railroad material
- Robert Underwood number sign from NH washboard #4461
- Malcolm Hunt books, map, posters, timetables and photos
- William Carrig poster, material from Maybrook and 4 letters
- Robert Bang Budd car light lenses, Grand Central Terminal clearance sign, cast iron steps from a NYC steam engine tender, New Haven catenary wire supports
- Great Northeastern Railroad Foundation station sign from East Canaan, CT
- New Milford Public Library New Haven safety rule book
- Anonymous Short Line magazines
- Thomas Makowski photos and negatives taken in 1985 in Danbury and Canaan
- Stanley Bator books
- Barry Fausig uniforms, blueprints and security charts
- Harry Burke old subway map and 1907 LIRR waybill
- Peter Cornwall photos, train register, annual reports, excursion flyers, timetables, magazines and books
- Ingrid McCauley book and a magazine
- Unknown Penn Central trainman and conductor seniority list
- Bob Westerfield magazines and photo
- Robert Tegtmier NMRA Bulletins
- Anthony Allegretta various New Haven Railroad material
- Joe Sacca 2 photos of Brookfield Junction
- Donna Defilippa/Don Stump video tapes, photo albums and slides
- David Morrison book
- J. David Conrad seven railroad manuals
- Mike Miciukiewicz photo
- Herb Deutsch 4 photos
- Nelson Nordquist switch warmer
- Robert G. Lacey New Haven water can
- Edokfield Junction
- Donna Defilippa/Don Stump video tapes, photo albums and slides
- David Morrison book
- J. David Conrad seven railroad manuals
- Mike Miciukiewicz photo
- Herb Deutsch 4 photos
- Nelson Nordquist switch warmer
- Robert G. Lacey New Haven water can
- Ed Gerson Grand Central Terminal poster
- Posquar F. Perrotti two rerailers
- Rodney Swain calendar, newsletters and Shoreliners
- John Mech Alco manuals
- Fielding Bowman posters and magazines
- Christopher Barbieri magazines
- Edwin Storrs four scrapbooks
- Walt Dunlap headlight from a snowplow, pot belly stove from shanty once located in Danbury Yard and desk drawer from a desk that was in the freight house
- Jack Swanberg two photos
- Ginny Levin souvenir stone from one of the first rails in the United States
- Phil Lopes one photo and four manuals
- Louise Calabro picture and Christmas ornaments

Thanks to everyone who has donated.

CANAAN UNION STATION UPDATE

By Dan Foley

A Visit to Canaan on May 10th was very positive. The fire destroyed-east wing and center tower of the historic *Union Station* have been removed, the south end of the west wing has been boarded up, and restoration has begun. The site is secured by a chain link fence and a 3 or 4 man crew was hard at work on the west wing. A new roof has been installed and the crew was working, restoring the canopy along the Housatonic main line track. They were adding new fascia boards as I watched. The original stone foundations of the removed sections are exposed, and are quite interesting.



At the local hobby shop, I was told that most of the funds necessary for the project have been raised - NO Federal money, a little State money, and the rest private funds. The completion date is said to be this December. The town is strongly behind the project.

On a more negative note, the remaining cabooses on the old *C.N.E.* main, west of the station continue to deteriorate. A recent flyer circulating in the area, offered three of them for sale at \$6,500 each. Two of them are steel, while one is a plywood rebuild, all from the *MEC*. They have all been seriously vandalized. The “woodie” is probably the most restorable of the three, as plywood and lath is readily available and quick to install. None of them are worth the asking price (the two *MEC* NE cars stored at the *D.R.M.* were sold for much less).

The NYC “woodie” is fast becoming a basket case. Several years ago, we suggested that the car be moved to the *D.R.M.* for security and stabilization, and were turned down. Today, I don't think that we would want it, it is that bad.

The *C.N.E.* main has been removed west of the cars and a new lumber storage building constructed on the old r.o.w. The track in front of the station has also been removed. Not too much of the old *C.N.E.* left, other than the “wye” and the spur to the mill east of town.

At Falls Village, the *N.H.* caboose and the other ex *RDG.* ex *HRR* coach are on display for an eventual museum. The caboose is painted and lettered on the east side, but not especially photographical due to a power pole. The west side had the large “*NH*” on it but no other lettering so far. Naturally, this side gets good afternoon sun for pix.

Welcome New Members

Edward F. Clarke
Laurel Fleger
Raymond D. Hickson
Gordon Hoggans
Lisa Lewis
Darrell Mell
Jody Valyou
Alton & Janet Wilson

Rye, NY
Stratford, CT
Hopewell Jct., NY
Milford, CT
Alpharetta, GA
Greenwich, NY
Dover Plains, NY
Southbury, CT



Photo Credit Nick Zabawar

DRM Easter Train



Easter bunny Rachel Beard playing cello.

A special thanks to all who helped make the Easter Bunny Special event a huge success this year.

The Museum was host to over 1,000 visitors during the event.



Nick Zabawar and Nick Jr. Enjoying the Easter bunny.



Getting ready for the Spring Railfair

