

# The Railyard Local

Volume 4, Issue 11

-The Monthly Newsletter of the Danbury Railway Museum-

November 2005

## Santa's North Pole Express

Arrival at DRM Dec. 3 & 4, 10 & 11, 17 & 18

With Frosty and excited passengers aboard, the DRM's vintage train will take a journey within the railyard to visit Santa, Mrs. Santa, and elves at their own specially decorated railroad car. Photos will be available, and children will receive a small gift. The Museum will be open Saturdays 10-5, with trains running 10:30 to 4:30, and Sundays 12-5 with trains running 12:30 to 4:30. Tickets will be \$7 for ages 3 and up. No charge for children under 3 years of age.

On event occasions such as this, there is a need for extra staffing in many ways. If you can help out in any way, please call Sue Thomas at the Museum at (203) 778-8337. These are examples of possible ways to assist: car hosts, escorts to the trains, train crew, Santa, Mrs. Claus, elves, photographer for souvenir photos of children with Santa, Gift Shop assistant, face painter, Front Desk assistant, and putting up decorations both inside and outside the Museum (the weekend after Thanksgiving).

Whether as guest or participant, we look forward to seeing you!



## Museum Hosts Birthday Parties

DRM can accommodate parties year-round

The DRM now has a room specifically decorated and available as space for hosting birthday parties. During the months of December through March parties will be held on Saturdays from 11:00 to 1:00 and 2:00 to 4:00, and on Sundays from 2:00 to 4:00. Parties include use of the party room plus admission to the attractions in the Museum building and railyard. The \$120 party fee is for twelve children; additional children are \$5 each. A \$50 non-refundable deposit is required at time of reservation. Please call (203) 778-8337 for details and reservations.

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plus . . .

Gift Shop and New Members

## Garden Railroading at DRM

### G-Scale Enthusiasts Gather for Event

Members of garden railroading groups, live steam modelers, and individual G-scale fans came from several states to run their large scale equipment on Saturday, October 8<sup>th</sup>. Though the weather was rainy, they were able to set up outside under the canopies of the Museum, and display items inside.



Guests, all dressed for the weather, take time to admire the G-scale, free-lance model of a logging locomotive created by Bob Koenig. The Museum canopies provided shelter for our guests and participants at the event.



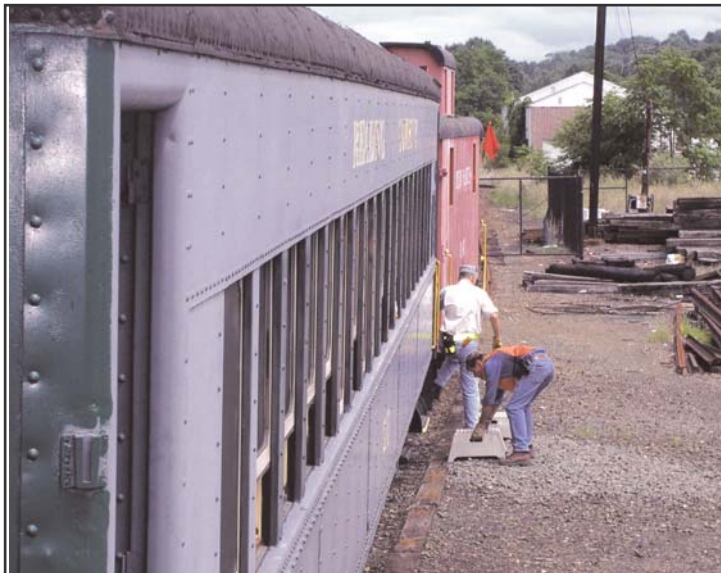
Part of a freight set brought by Harvey Campbell.

*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!

Michele Cousens	Bethel, CT
William J. Raoh	Farmingdale, NY
Patrick Connolly	Danbury, CT
Frank Walters	New Milford, CT
Todd Sharinn	Stamford, CT
Kathy Somme	Carmel, NY
Susan Sarazin	Bethel, CT
Kelly Rudis	Baltimore, MD
Catherine Rilato	Newtown, CT
Abraham Rosario	Jackson Heights, NY
Robin Espinosa	New City, NY
Rich Edwards	Naugatuck, CT
Karen Marcus	Bethel, CT
Anthony Szilagyi	Hanover, PA



## Library News

Here are some of the more recently donated items to our Archives:

John Arceri - railroad publications for shippers, New Hampshire Central Railroad business plan, DOT Zone maps, Official Guide, USRA Final System Plan

Tom Hourican - magazines

DRM Library - Dutchess County Railroads book

Mitch Drabik - O-gauge trains and track

Bill Holland - 8 books

Daniel Mischler - HO train and track, LGB track, trains and 2 transformers

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Anonymous - automatic signal controller

## Ten Years Ago

By Stan Madyda

On Sunday, October 29, 1995, the dedication of Danbury Union Station was held. The weather was sunny and cool as more than 1000 people visited the station and yard. The weeks prior to the dedication



saw many hours put in by members readying the grounds. Debris was removed by the City of Danbury. They also completed the parking lot and plantings around the station. The fencing was completed along with the sliding gate that leads to the yard. Nancy Sniffen and crew cleaned graffiti off the Budd cars while Ira Pollack and others cleaned the newly arrived Burro cranes. The coach interiors were cleaned. The Housatonic Railroad helped the DRM by switching cars around in the yard and placing two of the coaches next to the station on the Maybrook Line. The Providence & Worcester Railroad brought one of their engines into the yard for display. John Pasquene set up track in the yard to offer children and adults rides on his miniature train. Although the station was dedicated, it would be several more months before the Museum would be allowed to move in, so activities continued at Ives Street.

After the dedication, a special ceremony was held inside the station for members. John Flower, who was a founding member and Chairman of the Board, presented the Gandy Dancer Award to five members he felt contributed greatly to the Museum's first year. Recipients were Terri Stramiello, Ed Blackman, Ron Freitag, Gerry Herrmann, and Ira Pollack.

The newsletter also announced that the G-gauge layout in the Galleria on Main Street would be open again starting Thanksgiving weekend and that the Gift Shop would be relocating there for the season.

Organizational changes were also announced. Ed Blackman was appointed Yard Master, replacing Peter McLachlan, who was needed for other Museum responsibilities. A Marketing Group was formed to concentrate on public relations, special events, advertising, fundraising, etc. The Accessions Group was

*Continued on page 6*

# DRM Express Track

By Ira Pollack, President

Hope all is well with you. I'm very proud and excited to announce that our turntable and the site of our former roundhouse facility have been deemed historic, and have been placed on the National Historic Register as of September 15, 2005! I'd like to sincerely thank DRM member Bruce Clouette for his persistence in this project, and all of the work that made this possible. Nine months ago Bruce and I toured the turntable, measuring and photographing the structure, with the hope of someday having it preserved and acknowledged by the U.S. National Park Service by placing it on the National Historic Register. This has long been a dream of mine, and now has become a reality. I have always felt that the turntable is the heart or center of the yard, and definitely one of the main attractions at the Museum. We are very lucky to have been able to use this artifact over the years allowing the public to see its operation, and even ride on it. I'm hoping that new windows of opportunity will open now for funding to fully restore the turntable and pit to its original condition. It is a unique, one of a kind artifact. As I learn more information about this project, I will certainly keep you updated.



In other news, our Strategic Planning Committee has been busy working on a Standard Operating Procedures(SOP) manual. We have reached a point in our growth pattern where we need policy for what we do and how it is done. It's very intriguing how vast our Museum is, how it has grown over the years, and how many procedures are needed to run it smoothly. The past several weeks have been spent writing and refining procedures involving the Front Desk operations. I'd like to thank Patty Osmer and Don Konen for their hard work in putting together an outline, as well as many of the procedures for this area. Eventually the Strategic Planning Committee will work its way through each of our departments, putting procedures into writing for inclusion in a master policy book or

SOP manual. Once finished and presented to our staff, it should be clear what procedures need to be followed and how to do them. It also can be used as a training guide for new volunteers.

Now that the seasons have changed once again, I'd like to take the time to thank all of our volunteers for their dedicated service to the Museum. Looking back on the summer season of 2005, I feel we were very successful in accomplishing many of the projects we had as goals. Although not all have been completed, I'm still very happy with the many compliments received from our guests. This shows me that we're moving forward, making a difference, continuing to grow!

In closing, I'd like to wish all who read this letter a pleasant and safe holiday season, which is approaching quickly. As always, I look forward to meeting you and exchanging ideas with you.



## Accession Report

By Stan Madyda

Since being appointed Accession Manager earlier this year, I have been working on several projects that Ira Pollack and I hope will enhance the overall collection. As I get further along on some of these projects, they will be reported in the newsletter. We are looking at rolling stock and motive power. I will, along with Gerry Herrmann and Peter McLachlan, continue to review smaller artifacts and library material.

Over the last ten years, the Museum has not had a formal collection policy. Surprisingly I learned that there are some state-funded railroad museums that have only recently formalized their collection policies. So we are not alone. In the coming months, I hope to have a draft to present before the Board of Directors. I envision it to be fairly close to the informal policy we have followed. What it will do is provide a road map to follow in the future.

Members should feel free to contact me with any ideas or information on available equipment. There are considerations we will need to review such as: Does the item fit into the collection? Do we have the resources to transport the piece to Danbury? But it doesn't hurt to ask.

# Update on the HO-Scale Diorama

By Jeff Van Wagenen

Does anyone remember *The Art of Model Railroading* by Frank Ellison? The Newtown High School Library many (many!) years ago cataloged that book, and west coast DRM member Pete Hoeffner and I spent more than a few hours studying Frank's modeling advice in the school library, when we should have been preparing for a history test, or writing a term paper for English class. We would disappear into our parents' basements to try to reproduce the magic we found in the pages of Ellison's book. Well, some of us never quite grow up, so we are still trying. With homework assignments but a dim memory, we are out of the basements, into the great hall of the DRM's 1903 Danbury station, working on the HO diorama.

Our three-layer-cake model project now has two layers, as well as some pink "geography" on the



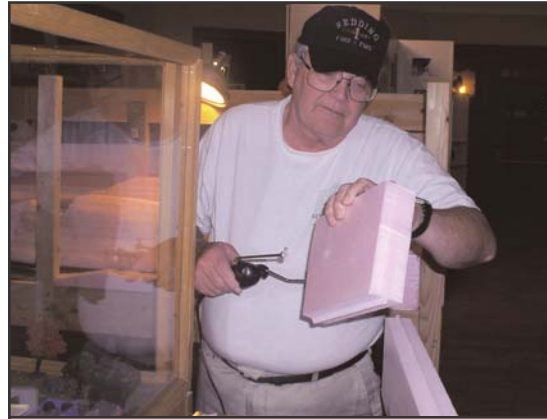
west side. Work continues under the watchful eyes of the Library committee, our Tuesday night sidewalk supervisors. Mistakes (mine): laying out some roadbed without first fitting the track work. That led to an evening of rework on my part, while Marty Grossman and Wade Roese continued on more productive activities.

Marty has developed and tested a circuit for our upper levels. The latest circuit controls the movement from one track to another, much like our railyard train operations. We will plan to publish Marty's circuits for all to see and use at some point in the future. In the meantime, having Marty work on circuits allows Wade and me to avoid having to listen to Marty's observations on the superiority of 1:48 ("O" scale) as apposed to 1:87 ("HO" scale). Fortunately for us, the electrons in the circuits behave the same regardless of the scale modeled.

Wade has roughed in all the terrain on the west side, using foam insulation board and a hot wire cutter. Marty supplied the pink insulation

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board from remnants of a 1:1 scale home renovation project. Marty also supplied the

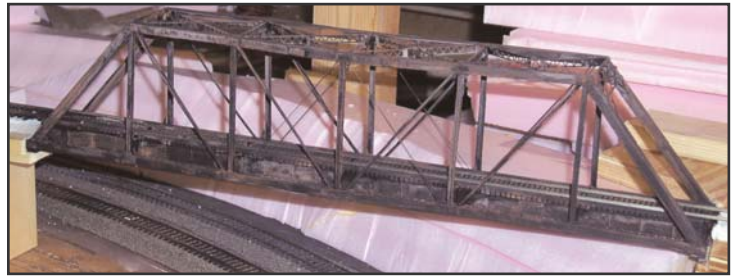


Wade using the hot wire cutter. The reflection at left is from the plexiglass.

hot glue, which was found to be superior to the construction adhesive that required compression and curing time. Wade is now completing the contours,

using a surform tool. This technique has worked well, despite Wade being covered in electro statically-charged pink foam detritus. Makes for interesting looks at the diner across the street!

Steve Mayerson has repaired and weathered a Central Valley truss bridge for the west side, while



Wade constructed a ballasted-deck girder bridge for the "track as scenery" branch-to-nowhere on the layout's west side.

An early evening trip with Gerry Hermann and Pete McLachlan to the shop boxcar yielded two sheets of Plexiglas for the diorama sides. In a truly random universe, the Plexiglas would have been somewhere in the middle, but no...everything had to be moved to get at it! Wade measured, scored and snapped the plexi without the ruination of a single piece. As an afterthought, the west side plexi was cut large enough to reveal a section of the hidden lower level - sort of Grand Central Terminal-esque. Marty manufactured the milled channel to support the plexi, using his ancient table saw, which I believe dates to shortly after Ben Franklin flew his kite in the thunderstorm. With the plexi in place, we can begin scenic details that curious visitor's fingers would certainly otherwise damage.

Two weeks ago, we inventoried the HO buildings donated by Jim Janik to the DRM when his personal layout was disassembled. We have a large number of excellent models to work with. A number of these structures have appeared on the layout awaiting

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# NYC/HRR Wooden Caboose

By Gerry Herrmann, Project Leader

## Restoration Update - NYC Wooden Caboose

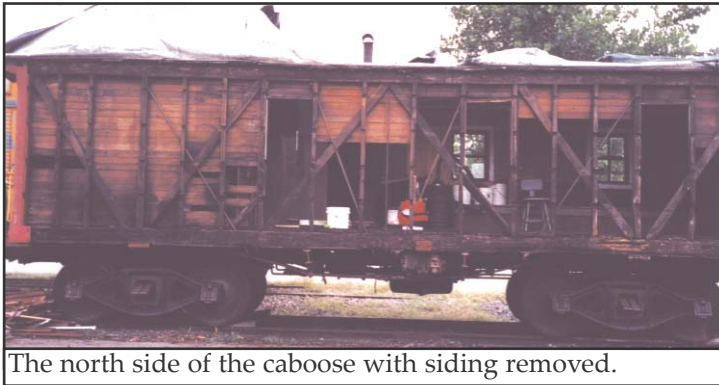
This article is an update of the restoration of the NYC Wooden Caboose #19322 since the February 2005 DRM Newsletter.

On a very hot day in July of 2005, Ed Holowinko, Stan Madyda, Dave Roberts, and I put a second coat of paint on the two ends and one side. It had to be done that day because of the expected move of the caboose to track 40 so that the last side could be restored. On July 28, 2005, operating crew Bruce Van Wyk, Dan Carleton and Justin Chapin moved the caboose.



The north side of the caboose prior to removal of siding.

Early August, we started to remove the siding from the second side that was now over blacktop and accessible to scaffolding. Upon removing all the siding, we realized the rot was more extensive than anticipated. All horizontal beams need to be replaced. Of the 16 vertical beams, 12 have to be replaced. The main lower beam had extensive rot. We routed out the rot in four different areas and replaced it with good wood so that now we can nail the new siding into the main beam. Before we removed the verticals, we reinforced the main roof beam with adjustable jack



The north side of the caboose with siding removed.

posts to protect the roof from collapsing. These jack posts were loaned to us by Bob Pitcher. He altered the jack posts by welding one inch solid rod so they were the right height. This effectively made them useable up to thirteen feet instead of the standard eight feet.

I determined the amount of lumber needed to

rebuild the entire side of the caboose. The necessary lumber was delivered on September 10. We drew a blueprint of the framing of the caboose so that the



View of side from doorway prior to removal of framing.

support beams could be installed where they came out. All the lumber -- beams, interior siding, and exterior siding -- must be milled to the specifications of 1909 when the caboose was built.

We anticipate installing the vertical and horizontal beams, and all of the interior siding and window framing before winter. The exterior siding and windows will be completed afterwards, weather permitting.

The project volunteers for 2005 to date were: John Fegley, Dan Foley, Franz Gerencir, Larry Giurgescu, Ed Holowinko, Michael Madyda, Stan Madyda, Pete McLachlan, Bob Pitcher and Dave Roberts. The total volunteer time for 2005 through September exceeded 180 hours.



Evidence of former residents of the caboose.

The DRM would appreciate donations mailed to the museum and a notation made on the check that it is for the restoration of this historic caboose. Tax-deductible contributions should be sent to:

Danbury Railway Museum  
NYC/HRR #19322 Project  
120 White Street  
Danbury, CT 06810

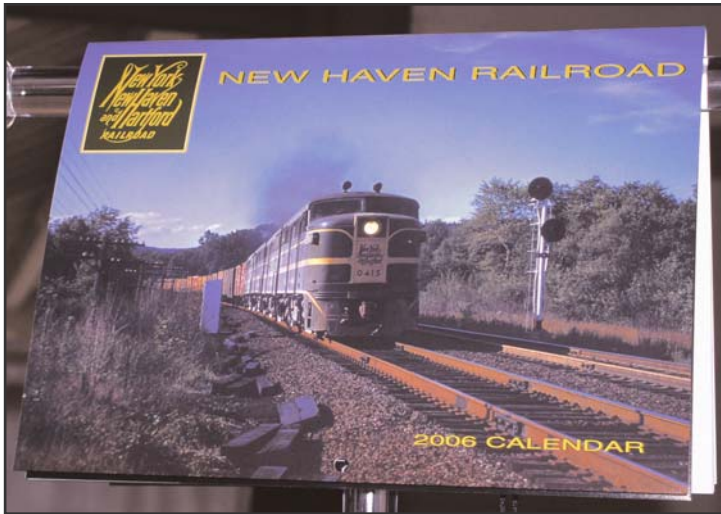
A plaque to honor and thank the donors will be permanently affixed in the caboose upon completion of the restoration. Photos of the restoration's progress are by Gerry Herrmann.

# Gift Shop News

By Patty Osmer

Once again, the Gift Shop will be holding the Annual Member Appreciation Sale with 20% off regular prices for all members. It will run Friday, November 25<sup>th</sup> through Sunday the 27<sup>th</sup>. This sale applies to regular priced, in-stock merchandise. We will not be able to hold or special order items. However the regular 10% discount for DRM members will apply to such items.

Especially with the holidays coming soon, you probably will want to make your list now. Here are some suggestions: Thomas merchandise (including socks, which we finally have been able to order); an assortment of well-made wooden toys for the younger train fans; the popular 2006 New Haven calendar (shown below); new jigsaw puzzles; a marvelous



assortment of Leanin Tree Christmas cards (also shown); Christmas ornaments, including our special Danbury Railway Museum decorations (pictured below); the limited edition 2006 HO scale Danbury



Railway Museum car, which is a chemical tanker, in white, featuring the DRM semaphore logo. We have a reputation for being one of the best stocked gift shops of train-related items. Come on in to browse,

create your own list of items, and shop here!

## Donations

Donations have been recently received from: Kenneth Erdmann, Daniel Pawling, John Svehlak, Gerhard Grahl, James Miller, John Morse, Robert Wohlken, Darrell Shahin, Nelson Nordquist, Carl Libra, Nick Peck, Ability Beyond Disability, Ed Shahin, Jr., Theodore F. Cleveland, Nels Anderson, J. Peirce Behrendt, Dan Carleton, and John & Carol Stottle.

*Ten Years Ago, Continued from Page 2*

split into two parts, with one concentrating on rolling stock and structures, the other focusing on smaller objects and library material. A Mechanical Group was formed to be concerned with the maintenance and restoration of rolling stock. The last change to take place was with the Yard Group, which was to oversee everything in the yard itself, including track, structures, staffing, security, displays, safety, electrical, etc.

Progress was made on the Budd car with Ed Blackman, Ron Freitag, Lennie Hanson and Fred Marinelli traveling to the B & O Museum in Baltimore to bring back radiators for #32.

The newsletter also noted two special trains that visited Danbury. One was an excursion featuring three rebuilt SPV cars and two F-7's from Shore Line East. The excursion was destined for Canaan. The other train was a Metro-North inspection train with their new Genesis locomotive #201 in the lead. This train came from Derby and was headed to South Norwalk.

# Buy a Different Kind of Tie

This one comes with a name on it, and no need to coordinate colors!

The Danbury Railway Museum operates full-size trains in its railyard. Doing that requires ongoing maintenance of the railyard, including the tracks. In order to secure funding for track maintenance, we are asking train enthusiasts and other supporters of our Museum to donate \$35 for the purchase of each railroad tie needed for trackwork in our railyard. Your donation will be acknowledged by your name on a metal plaque affixed to each tie purchased with your help. Perhaps consider giving one in someone's name as a gift, or as a remembrance.



# Answers to Kids' Tracks

Matching game in October issue, Page 5

1. D 2. B 3. F 4. A 5. E 6. C 7. G

*Update on HO-Scale Diorama, Continued from Page 4*



Jeff works on smoothing the trackbed prior to the tracks being laid on the second level of tracks.

permanent placement. Steve has been appointed town planner, zoning officer, structural engineer, building inspector, etc, for the town that will rise against the east side backdrop. Wade is constructing a road through the town on the west side,

with hopes to restore a number of buildings to their proper foundations soon.

Coming soon: backdrops, and our top layer: the west side yard.

*Garden Railroading at DRM. Continued from Page 1*

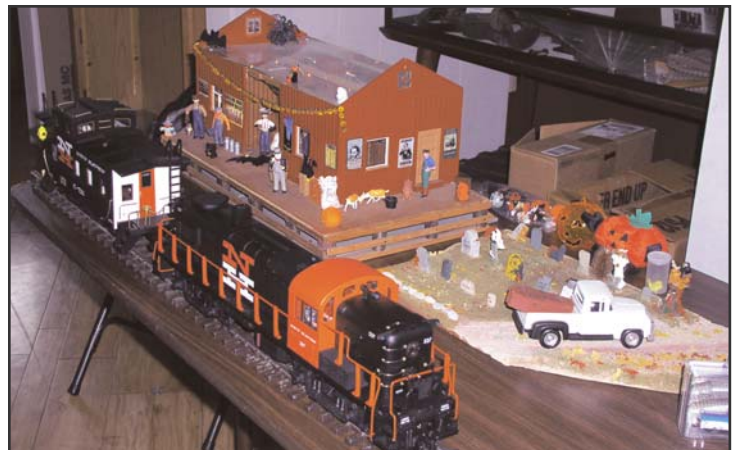
All this was in addition to our regular operations and exhibits. We welcomed the opportunity to host this G-scale event, and appreciate the efforts of the model railroading participants who delighted our guests with their operating equipment and displays.



A few of the members from groups that participated: Westchester Garden Railroad Society, Connecticut "G"-Scalers, Garden Railroaders of Northern N.J. and live-steam modelers.



This operating live-steam model is an exact duplicate of "The Lion", a British locomotive built in 1838. The actual locomotive is on display in London, England.



This colorful display was set up by David Barboza in the Museum. The New Haven locomotive is owned by the DRM, but the caboose, station, and graveyard are his and were super-detailed by him.



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## MUSEUM CALENDAR

- |                 |  |
|-----------------|--|
| Nov 30 (7:45pm) | Steam Locos in Regular Service - Pete McLachlan      |
| Dec 7 (7:45pm)  | England 2001 (video) - Steve Gould                   |
| Dec 14 (7:45pm) | Scratch Building (modeling) - Wade Roese             |
| Dec 15 (7:00pm) | Board Meeting (Open to Members)                      |
| Dec 21 (7:45pm) | Historic Slides - Gary Gerske                        |
| Dec 28 (7:45pm) | New Haven slides - Bob Gambling                      |
| Jan 4 (7:45pm)  | Ukrainian Steam in the Snow(slides)<br>J.W. Swanberg |

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

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: [newsletter@danburyrail.org](mailto:newsletter@danburyrail.org)

Editor: Carolyn Taylor

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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)

