

The Railyard Local

Volume 9, Issue 9

-The Monthly Newsletter of the Danbury Railway Museum-

December 2010

Official Notice:

Now accepting nominations

The 2011 Nominating Committee (Steve Gould, Chairman, Jerry Lawlor, John O'Hern members) is now accepting nominations and resumes for openings on the Danbury Railway Museum Board of Directors. All four Officer positions (President, Vice President, Secretary and Treasurer) plus four Director positions are up for election. Each will serve a two year term. If you are interested in running for any of these positions, incumbents and new candidates alike, please prepare your resume that is **no longer than one-half of an 8 1/2" X 11" sheet of paper**, and include the following information:

1. Name, address, phone number, e-mail address.
2. Your DRM accomplishments over the last two years. Keep to 150 words or less.
3. Your plans and goals for DRM over your two-year term. Include a project or area where you would contribute your time. Keep to 150 words or less.

There are three ways to send your resume to the Nominating Committee:

1. By e-mail to GouldSL@aol.com.
2. By regular mail to the DRM at P.O. Box 90, Danbury, CT 06813, Attention:Nominating Committee.
3. By placing the resume in Steve Gould's mailbox at the Museum.

All resumes must be received by 4 PM, Sunday, January 16, 2011, and must be in the format described above to be considered as a candidate. THERE WILL BE NO EXCEPTIONS.

Serving on the Board of Directors is a serious commitment to the Museum and its vision and goals. Please consider running only if you feel you can commit the time and effort to move the Museum forward and help it grow. Regular attendance at Board meetings, which are held the third Thursday of each month at the Museum, is a requirement.

If you have any questions, please contact any member of the Committee for help; all three of the members are present at the Museum every Thursday. Also, if you know of someone who wants to be contacted, please let the Committee know for follow-up.

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DRM Library's Blow-Out Sale 75% Off

In order to reduce the ever growing inventory of duplicate books, timetables and other items, the Library will have a sale of 75% off listed prices between December and the end of March. The Library is open on Tuesday and Wednesday nights, weather permitting. Sometimes there will be someone in the Library on a weekend. To arrange a time, please call the Museum at (203)778-8337 and leave a message for Stan Madyda or Gerry Herrmann, or send an email to danburyrwymuseum@yahoo.com. There also is a list of duplicate books on the website.

Riding to the Pumpkin Patch

Thanks to the many DRM volunteers who made the preparations and assisted on the days of the event, the Museum's annual Pumpkin Patch event again was successful in attracting many guests.



Although it has become an annual event, each year there are some special attractions and different decorations as we constantly strive to enhance our guests' experience. Also, since the Museum is constantly adding new permanent attractions in the railyard and in the building, revisiting guests will find changes.

Continued 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.**

A Goldstein

Hartsdale, NY

Gregory Grice

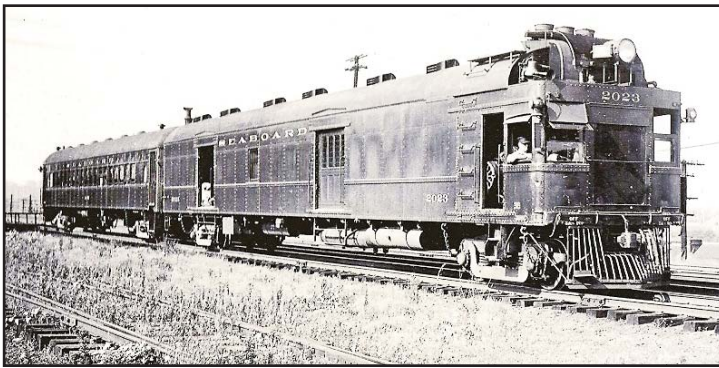
White Plains, NY

Douglas Perry, Jr.

Brookfield, CT

Photo of SRS #135 in Service

DRM Secretary Steve Gould, who is a member of the Atlantic Coast Line and Seaboard Air Line Historical Society, was in communication with Larry Goolsby, who is editor of that organization's quarterly magazine *Lines South*, concerning Seaboard Air Line (SAL) pieces still in existence. Steve's information that the DRM owns Sperry Car #135, which once was SAL #2023, was welcome news to Larry. The result is that he sent us a photo from the David Salter Collection showing the car in service. In the photo below it is on the SAL in 1938 on the Atlanta to Abbeville, SC run.



Don Konen and Chuck Sager manned the DRM's table at the November show in Cheshire, CT. Attending these shows is important to our Museum, not only for the sale of merchandise, but perhaps more importantly as an opportunity to distribute our flyers and brochures.

Anonymous
photographer

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Library News

From the Library Collection

By Stan Madyda

This is taken from the Chief Train Dispatcher's Log. We received a photocopy of this particular day and items relating to Danbury are noted below.

Log Chief Train Dispatcher's office from 6:00AM March 22, 1970 to 6:00AM March 23 1970

FIRE AT DANBURY:

5:16 am switchman Shephard S.S. 198 Danbury advised that the engine house at Danbury was on fire, he called the fire department. Agent Siok was called, Foreman Moritz, Track Supervisor Marcutti notified. RR Police notified. Hostler with the switchman moved all engines clear of the fire. Fire all out at 6:50 am, entire 2nd story gutted out, first floor partially gutted. No equipment damage. No delays to trains. No personal injuries. Danbury and RR Police investigating for cause. Claims Dept Mr. Fitzgerald, Insurance Supervisor J. Kasinoff notified.

CB2 REPORTED SHIFTED LOAD DANBURY:

At 9:32 am operator Danbury reported what looked like a shifted load 16th rear car. Conductor inspected same at Berkshire Jct. and found lumber sticking out of 16th rear car N&W 98580 and Mechanical Foreman Moritz secured same and CB2 departed. Delay 43 minutes.

NO. 147 ANNULLED AT CANAAN:

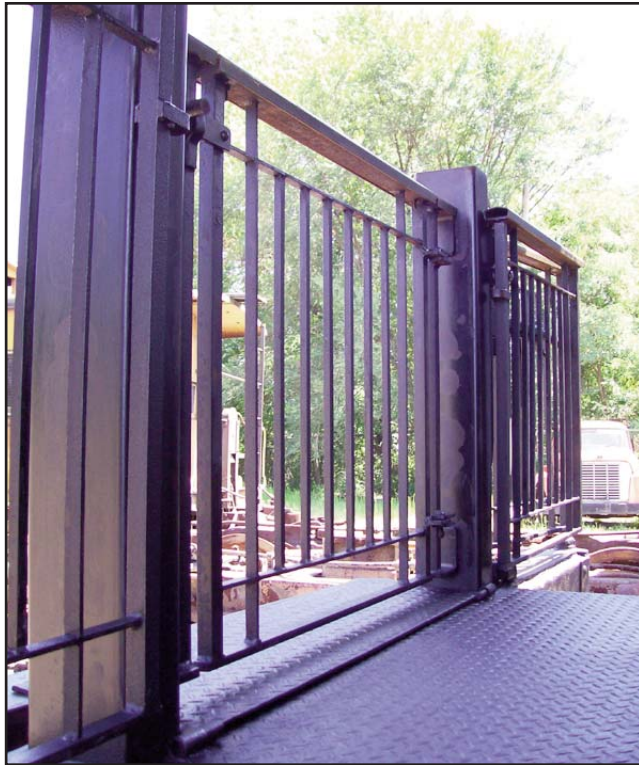
Bus ordered to move passengers from No. 147 at Canaan. No. 147 was annulled Canaan to Danbury to facilitate movement of the Maybrook Wreck Train to Pittsfield enroute Chatham. Bus ordered from Kelly Bus Co. Torrington, Conn. No. 147's Budd car #41 moved deadhead Canaan to Danbury. (Peter McLachlan was the engineer. He said it was pouring rain and by the time he got back to Danbury with the deadhead, the bus had just arrived).



2009 photo of the RDC Budd car #41 in the DRM railyard.

Tonawanda Valley Coach Photos

Work has been progressing on restoration of the Tonawanda Valley coach under the direction of Project Leader Bill Britt. Bob Pitcher has been doing a very professional restoration of the stairways and platforms. In these photos taken in August, he is shown working on one end, while the other images are of the observation end where the restoration has been completed. Progress also has been made on the interior, including electrical work.

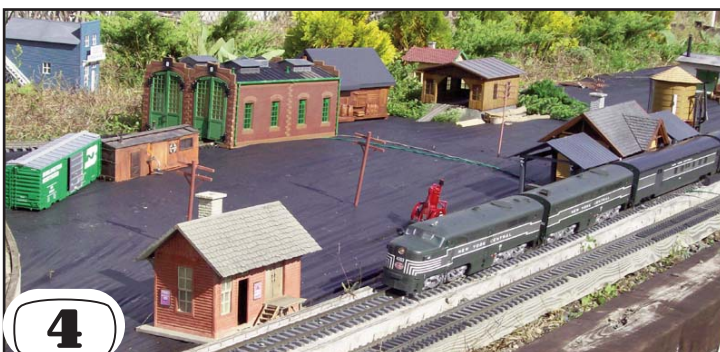
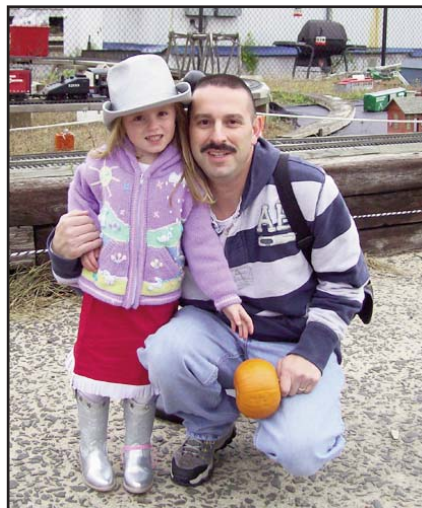


Join Us at "Big E" in January at Amherst's Train Show!

Danbury Railway Museum once again will have tables and a layout set up at the immense four-building Railroad Hobby Show in W. Springfield, MA sponsored by Amherst Railway Society. The Saturday and Sunday dates of January 29th and 30th long ago were marked on calendars of many railroad enthusiasts. Times will be 9-5pm on Saturday and 10-5pm on Sunday. Admission is \$10 daily for adults with children 15 and under FREE when accompanied by a paying adult. More information is at www.AmherstRail.org. We hope you will look for us at the show. If you would like to help, please contact Patty Osmer or Sue Teer at the DRM.

Riding to the Pumpkin Patch, *Continued from Page 1*

Adding to everyone's enjoyment is that each year we have more children coming dressed in costumes. Some of them are pictured below. We have noticed that families are finding the Museum provides many moments to treasure, and therefore wonderful opportunities for taking photos to remember and share those times.



Continued on Page 5

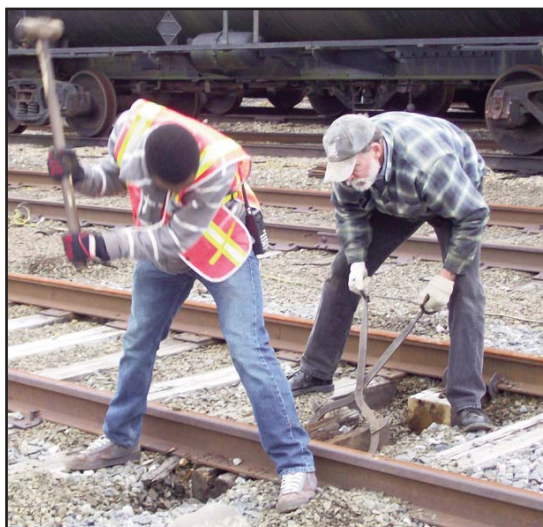
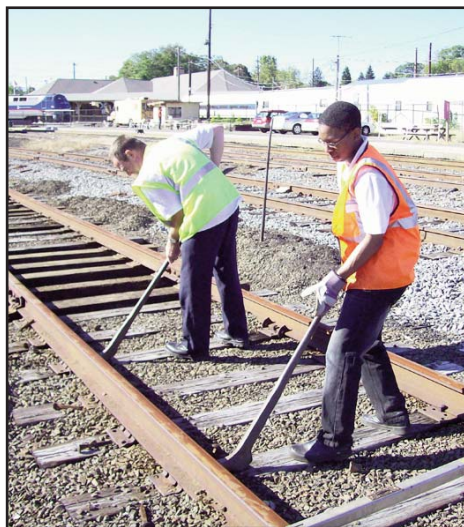
Pumpkin Patch, Continued from Page 4



Restoration of Track 24

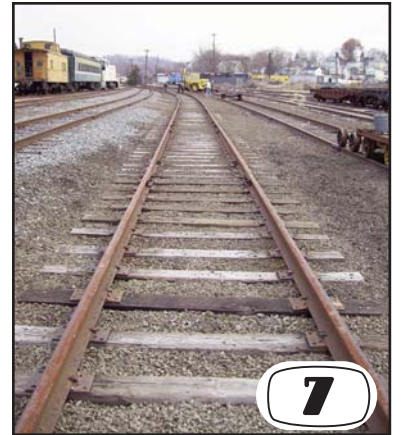
The restoration of Track 24 was a project requiring the coordinated effort of many volunteers over months of time. Each Saturday, under the direction of Ira, the number and composition of the crew would vary, but all worked together toward this goal in a dedicated effort. Sometimes volunteers would further the progress during the week. From previous experience, we have learned, and are constantly learning, new ways to make use of the backhoe, track carts, generator, power tools, and a locomotive (for air compression). When completed, approximately 60 ties had been replaced and that area of the track regauged.

The photos on this page and continued on Page 7 are intended to depict the volunteers at work and sequence of steps in restoring the track. The first step was to determine which ties needed to be replaced. In areas where there was a joint more ties needed to be replaced to ensure stability. Spikes had to be removed from the double flanged tie plates, which also were then put aside for later use. Ballast was removed from around the ties, then they were pulled out using the backhoe or tie tongs. Using a saws-all tool first to cut the tie turned out to be an effective way to simplify the removal. Ties were loaded on to a track cart for transfer to the backhoe, or loaded directly into the bucket of the backhoe for removal from the track area. The new ties were delivered by backhoe, and put into position. Tie plates were placed into position without being spiked. The distance between the rails was measured, and it was determined that the south rail needed to be moved to bring this area of the track into proper gauge. This meant that tie plates on some ties not being replaced also needed to be loosened, old spike holes plugged, new holes drilled, then the tie plates respiked. The backhoe was used to pull the rail into the proper position, then keep it there as holes for the spikes were drilled in the ties using power from a generator on a track cart, and finally spikes pounded into the tie plates. At times a locomotive was used to supply compressed air for a pneumatic tool for spiking. The 3/4" ballast was shoveled back around each tie, and required very little in the way of tamping. Finally the track was ready for a test run by our motive power, and it passed very well! Congratulations to a dedicated crew!



The photo on this page of Ed using the saws-all was shot by Tom Brown, and it is not known who took the one on Page 7 of volunteers shoveling ballast back around the replaced ties. All other photos were taken by Carolyn Taylor.

Restoration of Track 24, Continued from Page 6





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Address Correction Requested

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MUSEUM CALENDAR

Dec	16(7:00pm)	Board Meeting - Open to Members
Dec	22	MERRY CHRISTMAS
Dec	29	HAPPY NEW YEAR
Jan	5(7:30pm)	ATSF Super Chief - Carl Liba
Jan	12(7:30pm)	T.B.A.
Jan	16(4:00pm)	Deadline for BOD resumes
Jan	19(7:30pm)	T.B.A.
Jan	26(7:30pm)	T.B.A.
Feb	2(7:30pm)	Atlantic Coastline Trains - Carl Liba

Museum hours: Wed-Sat 10-4pm; Sun 12-4pm
See the newsletter in color at www.danburyrail.org!



Contact Information

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Change of Address

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