

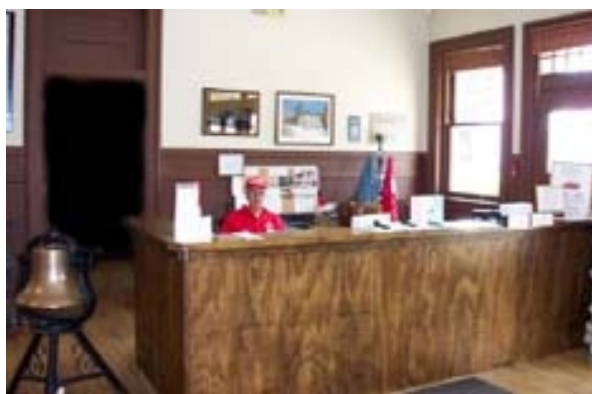


From Roger Seliga

Valley Railroad picks up a flat car that was traded by the DRM for some equipment 2 years ago.



Photo by: Gerry Herrmann



New look for the front desk at the museum thanks to Bill Britt.

The DRM Goes Offsight

By: Gerry Herrmann

The Danbury Railway Museum will have an exhibit at the Danbury Public Library during the month of August 2003. The exhibit will be located in the lower level next to the video library.

DRM Family Picnic - Planned for August 10 5:00
- Save the date! More info in the next newsletter -
If you can help plan and set up, please call Sue Thomas at 203-791-1981, thanks

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.

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Ron Freitag - V. President
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Change of address

Please send change of address to:
Danbury Railway Museum, Inc
Atten: Membership Chairman
P.O. Box 90
Danbury, CT 06813-0090

Or Via Email to:
drmmembers@aol.com

Danbury Departures is made possible by volunteers.

Comments and suggestions are always welcome.

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www.danbury.org/drm

The Yard Inside -

June 2003

By Wade W. Roese

May 4th and the yards were full; and the gymnasium; and the parking lot, etc., etc. Not the Big "E" yet, but a reasonable turnout for a first time show. Next month should have some pictures. The museum had a few vendors, music, operating layouts, informational displays, and Steve Mayerson, who spent hours entertaining and demonstrating his popular weathering talents with an ever present interested public. Thanks for a great job Steve.

The gymnasium had 100 % vendor participation and many visitors. Generally the vendors were happy with customer activity. Our own gift shop was well frequented as was the food and ice cream areas.

The Truck museum from Middlebury provided a Guerrera ten wheel tractor. The truck was on display for the run of the show out by the loading dock. Thanks to the Guerreras.

N Gauge: The **N gauge** is the proud recipient of a new old structure thanks to Dave Rist. Dave spent a lot of time researching and visiting Meeker's Hardware and then reproduced it in 1/160 scale for our **N gauge**. It takes an imposing place at the head of our own White Street and is a great new addition to our structures collection. Want to try a building yourself? Try it... You'll like it!

HO Gauge: Have you told Jeff VanWagenen you are interested in working on the **H.O. Gauge** yet?

S Gauge: The **S gauge** could use a new switch (turnout). Anyone with some spares please contact the museum or Bill Britt. In addition, The timer is again operational on the S Gauge and should reduce wear and tear.

O Gauge: Bob Westerfield has some new bridges for the **O gauge** somaybe revisions are in the works. This layout, also on a timer, is a real workhorse and is great eye candy for the kids

G Gauge: Thanks to Bob Boothe and Harry Leeds, **G Gauge** had a large operating display running outside during the May Show. All the locomotives and cars for the Garden Railroad were donated by Robert Mead, DDS from Ridgefield, CT.

Quote of the month (last month) "With weather getting better" (it didn't) and I apologize, but the daylight hours did get longer! Please come to the museum and enjoy the people and the exhibits.

Tuesday evenings: Library and N Gauge
Wednesday evenings: Meeting and presentations (see schedule on back of this Departures.

Stop by the Yard Inside and see what is happening or drop a note and tell us what you would like to see. It is your museum.

Thanks for your support
Wade

JUNE GIFT SHOP NEWS

A huge "THANKS" to all members who pitched in and helped out to make our May Railfan show a success! We are glad to report that we had a record day of sales in the Gift Shop, beat out only by Thomas the Tank events. I hope everyone interested got a chance to stop by & meet Peter Lynch, and have his book "NEW HAVEN RAILROAD (Railroad Color History)" signed.

"The Shepaug Railroad 1872-1948" by Fletcher Cooper is back in stock, but we may not be able to get more of these, so get your copy now.

Also in stock are a number of new items for the young rail fans, including Thomas alarm clocks, train slippers, and "railroad rulers". Stop in and see what new items are available.

For the "Dad" in your life, we have a lot of items this year, including books, NYNH&H ties, NH & NYNH&H golf and denim shirts, pocket watches, mouse pads, coffee mugs, and a whole slew of other products. You'll be sure to find that perfect something in our shop!

We really need volunteers to staff the Gift Shop this summer! If you can volunteer even 3 hours a week, please call the Gift Shop at 203-778-8337 to volunteer, or follow the Gift Shop link on our web page (www.danbury.org/drm) to volunteer.

Open House for the B&M 1455 at the DRM Spring Railfair

By Robert Boothe

We were privileged to have our artist Andrew Neilly Jr. for most of the weather perfect day May 4th signing prints of his outstanding painting of our **B&M 2-6-0 mogul**. His original painting on display by the engine also drew attention to the "mini" tours inside the cab by Harry Leeds, Fred McKenna, Dave Wilson and Bob Boothe. At one point in the afternoon by chance two (2) currently active steam locomotive engineers (one running at Steamtown, the other at New Hope and Ivyland) were in the cab simultaneously giving a "shop talk" on running and maintaining engines such as ours.

For instance, we heard that in some situations engineers rely more on the setting of the "Johnson bar" (which controls the intermediate phases of the "cutoff" of the steam to the cylinders as well as direction forward or reverse) than the throttle (which controls access of steam the cylinders)

Our thanks again to Mr. Neilly for his generosity in donating the 200 prints (limited edition) of his painting with the proceeds committed to the 1455 Restoration Project.

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Can you help?

The Museum needs a color laser printer to be used for printing advertising materials and color copies of the roster. If you can help please contact Charlie Albanetti at the Museum: 203 778-8337 or E-mail: theteentrack@aol.com
Thank you.



Attached are photos from Fleet Bank of their workers painting the inside of the NE5 caboose on May 2. We had 8 people visiting, who worked very hard that day on paint and clean up projects. Our thanks to Al Radke and the Fleet Bank employees, who made a difference!
Sue Thomas



In Memorial

We regret to inform you of the death of Cathy Ryan on May 19, the wife of Bill Ryan of Brookfield, early members of the museum who supported us through the first struggling years. Cathy will long be remembered for her cheerful smile and all the fun we had on our 1994 DRM weekend trip to Steamtown. She was a valuable helper at the Galleria store, the Gift shop, and at several of our early events and excursions.. Cathy did volunteer work for St. Marguerite Bourgeoys Church and the Quota Club International of Candlewood Valley. Our sympathy to Bill, and her parents and family.

TAKE A RIDE ON THE READING..... IRON HORSE RAMBLES, THAT IS

By Steve Gould

The old Soviet Union, when it dieselized, kept most of the replaced steam engines in their famous "strategic reserve", in case war broke out and oil became scarce. During the cold war, some U.S. railroads did the same when the new diesels arrived, but not near the quantities the USSR stockpiled. One such railroad was the **Reading**, which parked six engines "stored serviceable". In the late fifties, the carrier decided that firing up one of the famed **T-1 4-8-4's** and running a passenger excursion would be a public relations coup. And thus was the beginning of 51 "Iron Horse Rambles", as they were named, and college railfan buddy Bob Kessler and I were fortunate to have ridden two and paced two.

We found out about the "rambles" on another steam fan trip, in 1959 with **N&W J #611** (see Departures, March-April 2002), from a fan passing out flyers, and we bought tickets for a May 1, 1960 excursion. The trip left from Jenkintown, PA, a Philadelphia suburb, and since we were attending college in Washington, DC at the time, we had an early morning drive in the rain to make the trip. Highlights of the trip were many. Passing the huge Colorado Fuel & Iron plant in Birdsboro, PA, we were treated to a "whistle salute" between **T-1 #2124** and **CF&I 0-4-0 #4**, the last active camelback engine in the U.S. A photo run-by was held at Klappertal Curve, in the rain. At Hershey, the train stopped next to Hershey Park and Zoo so passengers could visit, while the engine ran light to Rutherford Yard for servicing. By this point, the rain had stopped and the weather was clearing. The train entered the Gettysburg, PA branch shortly after crossing the Susquehanna River in Harrisburg. Near Mt. Holly Springs, the big T-1 slipped and finally stalled, much to the fans glee; rumor had it, however, that the engineer had set the brakes to cause the engine to slip. At the trip's destination, Gettysburg, riders had one and a half hours to board tour busses for a tour of the battlefield. We, however, stayed in the yard to watch the turning of the engine on the wye. Return to Jenkintown was uneventful but with a beautiful sunset visible from the rear vestibule.

Our second ramble experience, in October 1960, was double the fun!! Why? This ramble featured a double-header, with **#2124** and "protect engine" **#2100**. Both were T-1's but they had their differences: **#2100** was a friction bearing engine while **#2124** had roller bearings. Also, **#2100** had a high pitched peanut whistle while **#2124**, a chime. The contrast was a sound I will never forget. This trip left from Harrisburg, PA at 7 AM, which meant another early morning drive from Washington. Departure was on time. We stopped at Hershey for passengers, and again at Reading, where nine coaches and a baggage car were added. The train now consisted of 26 cars, making it the longest passenger train operated by the Reading since World War II. As we departed Reading, a switcher paced

the train with employees getting unbelievable photos of the two big engines blasting out. We stopped for a photo run-by at Port Clinton on a sweeping curve. Bob and I had walked to the last car so we could be first on the photo line. It worked as we had an unobstructed view; but, unfortunately it was raining lightly. We stopped at Tamaqua where A-B-A F units were swapped for the T-1's since the curvature of the Catawissa branch prohibited their operation. The T-1's ran light to West Milton while we negotiated the branch. We had a photo stop on the 102 foot high Mainville fill. Arrival at West Milton found the T-1's waiting. We left West Milton with steam and headed south to Lewisburg, passing Bucknell University, and crossing the Susquehanna on a 2,265 foot long bridge. We returned to Tamaqua via Sunbury, Shamokin, and Mahanoy Tunnel. At Reading, the T-1's and nine cars were dropped, and two RS-3's took us back to Harrisburg. It was quite a day and because of the rain, we were filthy.

In 1961, we paced two rambles on the Gettysburg Branch. Both used **T-1 #2100**. The first trip, we picked up in Gardners and got shots at several other points prior to arrival at Gettysburg. We also caught the turning of the engine and the departure of the train. The second ramble ran two weeks later and we started at Mt. Holly Springs. There were five of us in Bob's car: Bob, my roommate and his girl friend, and me and my girl friend (now my wife). That was unique as the gals got to see what pacing was all about: racing from point to point, jumping out of the car to grab shots. At one point, to get ahead of the T-1, Bob drove in the wrong lane on PA Route 34 to pass pacers and parked cars so we could get the shot of **#2100** blasting through a cut. We had a picnic lunch at a most unusual location – at the top of one of the battlefield viewing towers, which also afforded an outstanding view of **#2100** and combine running light. Did this pacing experience convince my wife to join me later in life, chasing trains? The answer is, no, it did not.

Alas, the Iron Horse Rambles are a thing of the past. We were truly blessed back then to have a railroad that enjoyed running steam. Now, in the 21st century, we know just how blessed we were, since "big steam" probably will never run again in the East. Thank goodness for the camera so the experience can be relived again and again.



T-1 2100 near Gettysburg, PA. May 1961
Photo by Steve Gould

Dear Members,

Hope all is well with you. I'd like to check in with you and let you know about some of the things that have been going on at the Museum.

Most recently we tried a new type of event for our Spring show. On May 4th, we leased the WestConn Bill Williams Gymnasium for about 105 tables of model trains, railroadiana, photos, and operating layouts. This location added to the usual activities that we have in the yard and building. We found that our Station building has become too full with exhibits and artifacts to properly accommodate the dealers and their wares so this was the perfect location for the dealer part of the show. We were able to run the Danbury HART Trolleys very successfully back and forth between the Gym and the Museum with stops at the Parking Garage. This is the first time that we have tried an event with multiple sites and surprisingly it pulled together very nicely, and succeeded momentarily also.

I must take the time now to thank our volunteers for the many dedicated hours spent to make this event happen. I was very impressed by the professionalism that was displayed by everyone involved with the show, from the ticket vendors, to the train crews, to the food servers, they were the people who made this happen. I'd also like to thank Sue Thomas, John Silbert, and Jerry Lawlor for their efforts as Head Coordinators of the event. Thank you all for your help and I hope that we can do this again next year.

Our next event will be coming up very shortly – on July 12th and 13th – to celebrate our Station's 100th anniversary. We are looking at an assortment of events that will be going on throughout the weekend so please check the flyers that will be circulating. They will describe what will be happening. Please turn out for this celebration if you can, even if you don't volunteer to work this show, celebrate with us in our grand Station's history and attend it.

We've also been very busy in the yard working on our equipment when and where we can with our limited budgets, finances, and people power. The Maine Central caboose's interior has been painted and restored by many of our volunteer efforts and has been put into our train service on our Yard Local. My thanks go out to Justin Chapin for leading this project and making it happen.

On May 2 we were assisted by employees of Fleet Bank who helped us paint the interior of the C627 caboose. This was in recognition of National Volunteer Week. They were a great help to me and to the Museum and made a hard job pleasant and enjoyable. Further news from the yard is that I have opened an exhibit at the turntable and roundhouse area explaining what was once there. The exhibit includes photos of the roundhouse and a quick explanation of its history. This important area is our destination point for our train ride and must be developed as such. Thanks to Bill Britt we were able to assemble this exhibit in short order.

Of course there are many more projects before us. There is obviously a lifetime of work in front of us but we can do it, one project at a time, and then move on to the next. I would like us to begin work soon on one of the New Haven

box cars. This would basically entail having a so-called sanding-down party, followed by a painting party. I know that it can work this way, we have done it before.

Finally, in closing I will be starting a fund drive to raise monies for our non-ending track work. We have a challenging season ahead of us to upgrade several sections of track. We are in need of switch point and tie replacement in several important areas of our yard and need your financial help. Please donate what you can to help this project and help the Museum maintain train service for our customers and membership.

I've covered a lot of subjects here and tried to cover a lot of ground. It's obvious that a lot is happening at the DRM. Please support it any way you can. See you next time!

Ira Pollack,
President

From Robert Underwood

I am a big fan of the **RDC** and it was a pleasure to ride the DRM's own #32 in the yard at RAILFAIR on May 4th. I've ridden **RDC**'s on the **B&M**, most New Haven lines that had them, as well as on the **Jersey Central** and **Penn-Reading Seashore Lines**. My most bizarre RDC ride occurred on the **New Haven** from Worcester to New London on Monday April 6, 1964. **RDC #20** departed on time as tr 579. I was standing at the "sacred threshold" as I call it, just inside the car so I could look out front. On many occasions I was invited inside to ride the fireman's seat and keep the engineer company. It was a normal trip as far as somewhere around Jewitt City but then I got a whiff of something that smelled like smoke. I looked back and saw nothing unusual but then the conductor came running up to say that the car was on fire and to stop the train at once! This time when I looked back I couldn't even see as far as the middle of the car. It was full of acrid smoke.

Everyone bailed off the car and the train crew emptied a fire extinguisher under the car then used the axe to chop smoldering insulation off piping. Everyone got back on the car, half riding the front and rear vestibules and with both doors open the smoke cleared out of the car.

We made our regular station stop at Norwich. There was just a little smoke coming from under the car and the interior was clear but very stinky so we continued our run to New London arriving there just 12"L. The platform was loaded with people as a train to Boston was due and the Merchants Limited to OCT had not yet arrived. This is the train I wanted and we "stinkers" boarded. I paid my \$2.37 extra for a swivel seat in a parlor car and then headed for the diner where the topic of the night was "The great Budd Car adventure."

Congrats and a huge thanks to all who helped bring #32 back to its as delivered shape. The car is BEAUTIFUL!

Happy Rails

HOW DO VISITORS SEE US?

By John O'Hern

Remember when Mayor Koch would ask New York City residents, "How am I doing?" Our visitor sign in book tells us how DRM is doing. Here are some sample comments compiled from visitor sign in sheets since the beginning of this year:

"Wonderful museum – great for kids." 2/03

"Wonderful tour of train yard. Great place for kids." 2/03

"Would like to come back – nice collection of historic trains." 3/03

"Wonderful – we'll be back! Thanks, Dave, for the tour." 3/03

"What a great experience for our 3 year old. Also for us adults. You have a wonderful place." 4/03

"Thank you so much! Our son loves trains and how special that he got to ride with the Easter Bunny." 4/03

"Thank you for all your hard work. Great collection." 4/03

"Great for Danbury. My grandkids loved the ride; John O'Hern told me they would." 4/03

This one was from a visitor from the UK: "Excellent!! We were going to NY but decided that this looked too interesting to miss. Thanks!" 4/03

"We have visited many train museums. It is a pleasure to visit such a nice one." 4/03

"Very nice place to visit. Very friendly." 4/03

We assume that this is a favorable comment in today's teenage lingo: "This place kicks big butt." 5/03

"Beautiful and lots of history." 5/03

"Excellent source for rail history." 5/03

And here is another visitor from the UK: "A superb museum, very friendly staff and an excellent personal tour by Steve Gould. Many, many thanks." 5/03

So you see, your customers will tell you if you have "got it right". And it appears to many that we have!



Railfair 2003, an extra special thanks.

By Sue Thomas

Our big event of the year, Railfair 2003, was a lot of fun and a success for the museum financially. On a beautiful sunny Sunday, May 4, lots of people made their way to the Westconn Parking garage and took the shuttle to the Train Show at the Bill Williams Gym on Osborne Street, then to the museum for train rides, displays, ice cream, and lots of fun.

Our thanks go to the many people who spent some a very long days making this event a success. We would like to mention Don Konan, Joe Ward and Carol Wilson for a tremendous effort with all the food they prepared, and Carol and John Stottle and Ken Lee for their beautiful music in the station all day. A special thanks to Steve Meyerson for his popular Model Railroad Clinics, Kathy Fay and Patty Osmer, who never stopped in the Gift Shop for a moment, our train crew Tom McCullough, John Geigle, Skip Kern, Ron Freitag, Nancy Sniffin. More thanks to Jerry Lawler for arranging all the volunteers, Sue Thomas and John Silbert for working with the dealers, Ed and Suze Blackman and Richard Shaboo for selling all their ice cream, Dave Lowry, Charlie Albanetti, Dan Gallo, Andrew McClellan, Bernice and husband as the ticket selling crew, Bob Boothe for the 1455 Steam Engine Tours, and G Gauge layout, Gerry Hermann, Pete McLaughlin, Stan Madyda for the Library and 1455 steam print sales, Bob Westerfield and Bob Rist for watching the layouts in the station, Mike Salata for the Trolleys, and Ira Pollock, Bill Britt, Justin Chapin, Jim Daly for all their hours to make us look good, our Speeder people Fred McKenna, Carl Matsen, Ira Pollack, Fred Marinelli, and to Sean Hart. Dave Roberts, Bob Broderick, Jeff Van Wagenen, Dave Wilson, Tom Hasselmeyer, Steve Gould, Howard Peatfield for being there when we needed them.

I know someone has been forgotten, please accept our apologies, but you can all pat yourselves on the back for doing a fine job.

Come & Celebrate

July 12th & 13th, 2003

the 100th Anniversary Of the Danbury, CT Railroad Station



Please Join Us to Celebrate this Historic Event.

Date: **July 12th & 13th, 2003.**

Time: 10:00am – 5:00pm

Place: The Danbury Railway Museum
120 White Street
Danbury, CT 06810

Tickets are \$7.00 for Adults
\$5.00 for Children(5-12)

For More Information, Please Call 203.778.8337

Door Prizes Provided By:

American Association of Railroads & Microsoft

100th Year Ceremony – 1pm Saturday

City Proclamation – Guest Speakers – Station History

Activities and Attractions:

- Y105 FM Broadcasting Live On-Premises
- Scooper Bowl Party (Ice Cream Fair) with over 15 stores participating (FREE ICECREAM!)
 - USPS Stamp Cancellation
 - New Railroad History Exhibits
- **Caboose Train / Turntable Rides**
 - Locomotive Cab Rides Available*
- Night Photo Session (Reservation Required)*
 - Gift Shop / Special Exhibitors
 - Food & Refreshments*
 - Live Music & Entertainment – Yankee Maids/Sweet Adelines Chorus, Children's Music Program and more...

*Additional Cost Associated with this Event



If Walls Could Talk...