

# DANBURY RAILWAY MUSEUM

120 White Street  
Danbury, CT 06813-0090

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

## MUSEUM CALENDAR

Railyard Locals will run on Saturdays April 7 through November 3. Hotdogs and soda will be available in the yard on Saturdays and Sundays.

August 19	Family Day - Members Picnic & Railyard Local
September 8	Special Event TBA
October 26-28	Haunted Railyard
Nov. 23 - Dec. 31	Large scale model layout at the Galleria
Nov. 23 - Dec. 31	Holiday displays at the Museum
December 8	Holiday Express to New Your City
December 15 & 16	Santa trains in the Railyard
December 22 & 23	Santa trains in the Railyard

## Easy Connections

We are always looking for interesting train articles and photographs.

Please contact us by:

Mail: The Danbury Railway Museum  
**Attention: Danbury Departures**  
P.O.Box 90, Danbury, CT 06813

Phone: 203-778-8337

Fax: 203-778-1836

Danbury Departures is made possible by volunteers. Comments and suggestions are always welcome.

Editor: Roberta Ballard  
Layout & Design: Bill O'Keefe  
Printing courtesy of: PIP Printing of Danbury

### Change of address

If you move, please send your change of address to:  
Danbury Railway Museum,  
Attention: Frank Sullivan  
P.O. Box 90, Danbury CT 06813  
Via Email to [drmmembers@aol.com](mailto:drmmembers@aol.com)



[www.danbury.org](http://www.danbury.org) / [drm](http://drm)

# Danbury Departures

Volume No. 9

July 2001



Photo by Tony White

A visit from Thomas the Tank Engine  
July 13 - 15, 2001 Danbury Railway Museum



Photo by Tony White

Thomas and Wilton Tanker truck

## STEAM POWER RETURNS TO THE DANBURY RAIL YARD

By Ed Blackman

For the first time since 1968 steam power operated in the Danbury Rail Yard.

Thomas the Tank Engine, a 0-6-0 steam engine pulled five passenger cars.

Close to 15,000 people rode behind steam in the Danbury Railway Museum yard, between July 13-15, 2001.

The last steam engine to operate in the yard was #97, which operated trips out of Danbury in 1968 under the New Haven Railroad. In January of 1969 the Penn Central took over the New Haven and the engine was towed out of the yard and sent to Essex, CT.

One other Steam Engine operated thru Danbury in 1976. That was the Freedom Train, #1 Ex RDG 2101, but it never came into the Yard. Of course, we have our own steamer, The B&M 1455, but it will need a lot of restoration work before it operates on it's own again.

## On Board This Issue

Letter from the  
President



NH 1402 RS-11  
arrives



Members Picnic  
New York City  
Transit Museum  
visits the DRM

## Letter from the President:

I would like to extend my sincere thanks and gratitude to the volunteers of the Museum who dedicated their time toward this year's Thomas show.

Your energy and perseverance were above and beyond the call of duty. You were true heroes in every aspect of the event, from the track 34 restoration project to the window washing and cleanup of the coaches; the ticket sellers who endlessly wrote down orders; the speeder operators who tirelessly shuttled people to the turntable; and the many other heroes who did their part to make Thomas an event. You were and are the people who keep our Museum alive.

Although there are stories of discontented people at our show, the majority of the visitors had a great time and our volunteers are the ones who made it happen and made it possible to succeed.

In addition to Thomas, the RS11 has finally arrived and work has begun on its restoration. The frame has been welded and further sheet metal work is next on the schedule. We are very proud to have this engine as part of our collection.

Also, in the last month in preparation for the Thomas show, we spent a lot of time cleaning the yard and our efforts are starting to show. At least three dumpsters worth of demolition have been removed and the City of Danbury has also removed the ice-skating rink demolition. We want the yard to be a safe environment for our volunteers and public visitors.

I'm looking forward to involving many of you in the restoration projects and building exhibits that are planned for the next six months.

# Member News

## New Member List:

Raymond Gaines Jr.	Easton, CT
Katie Piedra	Danbury, CT
Michael Trovini & Family	Scarsdale, NY
The Volpe Family	New Fairfield, CT
Wade W. Roese	Redding, CT
McKenney Walter	North Salem, NY
William E. Taylor III	Danbury, CT
Frederick Hesse MD	Brookfield, CT
Michael A. Tebolt	Wappingers Falls, NY
Lynne Valetutti	Poughkeepsie, NY
William L. Wagner	New Milford, CT
Bob, Marie, & Nick Marich	White Plains, NY
Juan Medina	Danbury, CT
Evan Berkowitz	Sudbury, MA
Gordon Q. Cochrane	Foxboro, MA
Anne Mato	Danbury, CT
Mark Noonan	New Canaan, CT
Vaz Family	Greenwich, CT
Jeffrey Anzevino	Highland, NY
Roger Seliga	Shelton, CT
John Matheson	Waterbury, CT
Dan Letizia	Stratford, CT
Vernon Waltz	Danbury, CT
Larry Burch	Meriden, NH
Robert R. Bologna	Purchase, NY
Robert Miller	Redding, CT

## Upgrade to Life Membership:

Vincent Reiner, Jr.	Flushing, NY
George R. Godfrey	Danbury, CT

We hope to see you at an upcoming Wednesday night meeting (7pm at the museum, 120 White Street in downtown Danbury). In addition, we invite you to get involved in Museum activities as soon as possible.

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

### **Danbury Railway Museum**

Attention: Membership Director  
P.O. Box 90  
Danbury, CT 06813

or via e-mail:

DRMMEMBERS@aol.com.

## Members Picnic

Sunday August 19, 2001 - 5: P.M.

Tickets available in advance at the Museum

Come out and enjoy the day and see the many changes in the yard.

See our latest arrival, the New Haven RS-11.

\$6.00 - Adults

\$3.00 - Children under 12

Tickets available in the Gift Shop

## DRM Membership

The DRM has changed the method of renewing memberships. In the past, all the memberships expired on the last day of June. This system has worked well considering the size of our membership.

However, as our data base has grown, it has become necessary to change the way we keep track of our members. Our new system, in addition to keeping members records, will be able to provide various reports to our Officers and the Board of Directors. This will allow them to make informed decisions and allow for future expansion. This part of our new system will be transparent to our members.

The most noticeable part of our new system will be the renewal process. Your renewals will now be processed on a yearly basis, that is, your renewal will expire one year from the date you sent it to the DRM. Therefore, instead of everyone's membership expiring at the same time, they will be spread throughout the year.

You will be notified when your renewal has expired. If you have already sent in your renewal check, we processed it as of the date we received it. If you have any questions about your renewal you can contact the Membership Chairman at DRMMEMBERS@AOL.COM or send a note to the Museum.

## New In the Gift Shop

### Items

Alco PA-1 - D&H shirt

### New Books:

*Freight Equipment of the New York Central - Vol. 1*  
*Box, Stock & Refrigeration Cars*

By R. Lilsestrano & D. Sweetland \$13.95

*Third Avenue Railway*

*A Cityscape of Manhattan & The Bronx*

By F. Kramer \$18.95



### **NH 1402 RS-11 arrives at Danbury Railway Museum**

By Ron Freitag

On June 20th around 10am the Housatonic Railroad delivered DRMX 7589 inside the gate of the Danbury Railway Museum culminating 3 years of efforts to bring the last survivor of the 15 built for the New Haven home.

The once & future NH 1402 left warm & sunny Georgia back in February but was delayed when it arrived at Selkirk NY due to it's having developed air problems en route. Basically what the good folks at Selkirk theorized is that she developed freeze cracks. Due to the cramped space in which to work under the cab & the thick layer of quarry dirt everywhere, this was not going to be as pleasant as working on an AC6000. However, as time permitted (& Selkirk is a VERY busy place) the pipers & machinists tried valiantly to patch the system back together. Of course CSX real locomotives needed to move their freight took priority over 7589, so many times she had to be put back out until everything else could be repaired. As they began to eliminate the initial problems, new leaks appeared owing to the nature & age of the piping. Once the brake pipe was tight problems developed with the antiquated 24 type brake valves. At this point Selkirk called me so off I went with Skip Kern, Randy Natale & Mike Miciukiewicz (the same crew that went with me down south to inspect & prep her) to work in concert with CSX shop forces to determine what could be done to get her rolling again. Pieces were replaced or eliminated from the system provided they were not essential for operation of the unit's brake system as a boxcar. After consistently passing the leakage test numerous times she was approved to go!

Speaking as Project manager & on behalf of the DRM I would like to thank everyone at CSX Selkirk for their assis-

tance, persistence & professionalism. Likewise I'd like to thank our friends at the Housatonic Railroad for their expeditious & professional handling of our artifact. I'd also like to thank all the good folks who supported this project with their generous donations, good wishes & positive thought. I am deeply gratified by your desire to see the 1402 saved & your belief & faith in the DRM to do it.

Sincerely Ron Freitag VP & Director of Accessions  
Danbury Railway Museum Danbury CT

---

### **New York City Transit Museum visits the DRM April 28, 2001**

By Gerry Herrmann & Stan Madyda

The New York City Transit Museum visited the Danbury Railway Museum today. 44 visitors arrived via Metro North at 10 A.M. John O'Hern and Dave Lowry greeted the group. President Ira Pollack also welcomed the group.

A tour of the station started the day, then a ride on the Railyard Local and the turntable. This was followed by lunch. After lunch they took a tour of the rail yard and then viewed a slide presentation given by Pete McLachlan on the New Haven Railroad.

The tour ended at 4 P.M. at which time the group boarded the Metro North 4:45 train to New York City. Upon departure they all commented on what a great time they had and plan to return again next year.

---

### **MORE STOPS ON THE NEW HAVEN LINE?**

Submitted by Peter Cornwall

An illustrated article in the New York Times for June 17th reports the efforts and discussions taking place to build a station somewhere between West Haven and Milford, about nine miles, while the average distance between stations on the line to Mt. Vernon is less than two miles. Commuters in the area must now drive or find parking at Milford. Passenger traffic continues to grow on the line, and the 15-minute run between these two stations has suggested the need for an intermediate station. The full article is available in the DRM library.

## Treasurer's Perspective

It has been my pleasure to work with so many fine people who just happen to be DRM Members for the months leading up to the Thomas event and through the completion of it. These people worked tirelessly and unselfishly to provide the personnel needed to get the job done so that almost all of the 15,000 people attending the event had a great time. Their work has made the event a success and has given the DRM a cushion upon which to continue its efforts to build the best museum in all New England.

The Thomas the Tank event lasted three days and during that period of time the membership of the DRM came out and performed at 100% of their capacity. For the volunteers the work did not end at 6 P.M., it continued far into the night and started all over again early the next morning for the three consecutive days of the event. After it was all done, there was a big sigh of relief from all including myself.

There was the usual letdown after a big event and you could hear it in the voices of those who put the event on. You could see it in their faces. There were many unsung heroes without whom the event would never have taken place nor would it have been successful.

Many months ago when the event was a dream for the Board of Directors, Tom McCullough stepped forward to be the director of the event. There were countless emails, phone calls and meetings towards the planning of the event. There were lots of surprises too. Many people came out of the shadows and took on responsibilities that surprised many of the other members.

The event could not have happened without the tireless efforts of Kathie Fay who was in charge of ticketing. She had as equally able assistants Dave Lowry, John O'Hern, Charlie Albanetti, Ed Blackman, Suze Blackman, and Sue Thomas who processed almost 15,000 tickets. In case no one has ever noticed, each transaction takes time for processing and accuracy.

In the yard, Skip Kern, Ron Freitag, Randy Natale, Geoff Knees, Ira Pollack, Steve Meyerson, Joe Mato, Dan Carleton, Tim Pieplow to name a few took it upon themselves to restore track 34 which was the main running track for Thomas the Tank.

Joe Ward and Randy Natale provided the refreshment stands with the help of Pete McLachlan, Tom Blackman, Suze Blackman, Andrew Solomon, Don Konan, Patty Osmer. Randy's mother and his girlfriend Maureen.

Darryl Harrington provided major assistance to train boarding with car hosts assisting passengers on and off the train. Among them were Caitlyn Freitas, Andrew Freitas, Mary Freitas, James Wiggams, Nancy Sniffen, Dan Carleton, Dave Lowry and Roberta Ballard, just to mention a few.

Volunteer coordinator for the event was Wayne Karns and the special EMT for the event was Wade Roese.

In the Gift Shop was Sue Thomas and her crew of Debbie Kern, Francis Hansen, Katie Fay, Carol Wilson, JoAnn Petreycik, Christine Solomon and others.

Michael Petreycik ran the Kiddie Train. The Track Speeders were operated by Ira Pollack, Fred Marinelli, Al Mion, John Ivansco, Paul Gastner, and Steve Meyerson. Entertainment was obtained by Mike Salata. Other important members who assisted during the event were: Bob Boothe, Dave Wilson, Bob Gambling, Rose Mato, Dana Laird, John Andrews, Chris Blackman, John Christy, Bob Broderick and Bob his son, Dan Eriksen, Ed and Beth Holowinko, Peter Hanen, Christen Russo, Stan Madyda, Susan Pollack, Howard and Shirley Peatfield, John Silbert, Frank Sullivan, David Simington, Smiley McClellan, and Rubin Thomas.

The crew for the DRM Local consisted of Skip Kern, Ron Freitag, and Glenn Miller. Joe Mato and Geoff Knees coordinated the moves between the two trains that operated in the yard for the three days.

Mike Miciukiewicz, Gerry Herrmann, Steve Mayerson, Dan Carleton, and Ira Pollack were responsible for most of the set-up and breakdown of the event and the eventual job of cleanup.

In addition I would like to thank the crew from the Strasburg Railroad, Carl Plaisted, Brad Johnson and Dave Greiner for the outstanding job that they did before, during and after the event. They were extremely helpful and friendly to the DRM members and to the attendees of the event.

Due to all the efforts of those listed and those whom I (in a senior moment) have forgotten, the DRM will be able to meet its obligations, which will make my life as Treasurer much more pleasant.

As a result of the fine efforts of all those who helped prior to and during the show, The DRM will provide lunch to all those who work in the rail yard and in the station on Saturdays until the end of this current season. If you have been thinking of coming out to help by volunteering your time, this is a great time to do so based on the smiling faces during lunch, it was a very nice treat!

Tony White

---

## OLD CATENARY WILL SOON BE REPLACED

Submitted by Peter Cornwall

The Connecticut section of the New York Times for Sunday, May 20 featured the long time DRM friend, Jack Swanberg, recently retired, who told part of the story of the old catenary still in use on parts of Metro North's New Haven line. It is being replaced as fast as possible with new wire, which should reduce failures that are all too frequent. The article is now in the DRM library. The story of this old catenary raises the question: Shouldn't the DRM have at least one section of the old wire being scrapped, since we are the only owners of cars which ran under these wires from the 1950's until replaced by the present equipment?

# A glimpse of "A Visit with Thomas The Tank Engine"

Photos by Tony White



Thomas and Wilton Tanker truck



Petting Zoo



Marty-Magic-Steinberg



Visitors at the event



A visitor posing in the 1995 wooden engine



DRM volunteers at work



Lining up for a ride with Thomas



Speeder Rides