Bunny Trains a Big Success
Volunteers were kept hopping to accommodate trains full of guests

Our Bunny Trains event was the most successful yet, with over 1750 guests attending over the four days. We ran extra trains and added more seats to scheduled trains. The CN 660 was creatively decorated as home to the Easter Bunny. More decorations for the event abounded in the Museum building and railyard. A G-gauge layout outside attracted admirers.

A BIG thanks to the many who volunteered, and especially to Sue Thomas, the Events Committee and train crews for the decorating and the enabling smooth running of this wonderful event that our guests love so much!

Track Work Has Started!

We started tie replacement beginning on April 7th with Track 34. First dirt and stone had to be shoveled off of the ties so that we could assess their condition.
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!

Chuck and Lori Czajkowski Naugatuck, CT
Seth Alterman South Salem, NY
Toni Anne Spinelli Redding, CT

Ten Years Ago

By Stan Madyda

Highlights of the May 1997 “Danbury Rail News” included an announcement that more equipment was expected to be delivered to the yard. The white Conrail reefer (owned by the Conrail Historical and Technical Society) was expected along with Geoff Knees’ New Haven sleeping car. The wire train ex-New Haven combines were also en route from Metro North. A former New Haven caboose was also donated. This caboose had modifications done during its time under ownership of Penn Central and Conrail. It would be restored as Penn Central. The former PRR caboose from Yorktown had not yet arrived.

The Train Show held in April was very successful with an attendance of 3000 people. The turntable was in operation for the event.

A number of tasks both inside the station and out in the yard were described. Inside, volunteers were needed for Front Desk, Yard Tours, Exhibits, Library and Train Layouts. In the yard, work needed to be done on the Reading coaches, mostly mechanical. Ira Pollack was looking for help for the Mack Rail Bus. Mechanical work was needed on RDC-1 #32. The New Haven caboose needed some mechanical work performed. RS-1 #0679 needed to be lettered as well as have some maintenance and electrical work done. Painters were needed for the PRR box car. The New Haven gondola was in need of a project manager. A general clean up of the yard was needed with tie plates, ties, rail and spikes gathered and sorted. Also, the pit track was to be reconnected to the turntable.

A large scale model train was donated to the Museum and three members, Ira Pollack, Wade Gradia and Tony Muffati began work on the engine, cars and track so that the Museum would have a permanent ride for children.

Continued on Page 6
many, many happy visitors. Once again look at what our volunteers can and always do when they set their minds to it. This event continues to grow every year.

We have begun working on the restoration of Track 34. Our crew has been digging out ties that need replacing in several locations along the track. This is one of those necessary maintenance projects that must be done. We are trying to replace these ties and put the track back in service to extend our running area in the yard. Once done, our crews will be moving over to the turntable lead switch for more tie replacement. We, of course, welcome your help with this project, and we will meet every Saturday at 10am to continue its progress. If you cannot do this heavy type of construction work, but still want to help, the Museum has a track fund raiser. A donation of $35 will buy a railroad tie for our track. Once the project is completed, we will affix a metal plaque on the tie purchased indicating the name of the donor, or a name chosen by the donor.

Once again, there is a lot going on at the Museum. Please come out, volunteer, and help us grow.

Signal Tower Number Info

We were delighted to receive DRM member Dana Laird’s information concerning the former location of the signal tower number. She emailed a photo of the Rowayton Station (looking east) taken after 1914 “but it seems to me to be in the 20’s or 30’s. This image is from a real photo postcard lent to me by Richard Casey. The building closest is the eastbound station which was removed in 1955. Opposite is the westbound station (still in use) and farther east is what appears to be a freight house. The catenary tower which these numbers would have been on is a few yards to the west (behind the photographer) of this photo. The signals for the westbound trains were removed sometime in the 80’s or 90’s.” Thanks Dana!
tion and to help preserve the good ones. The area around the track had to be re-graded to allow for proper drainage. Ties needing replacement were dug around enough that a chain could be attached for the backhoe to drag them out. The area vacated by the ties had to be dug out to a level of about an inch below the remaining ties, a layer of ballast added, then replacement ties carried and dragged into place using tie tongs. More stone will need to be added, tamping, regauging track, and spiking of tie plates. More of all of the above still needs to be done, but most of the ties in the crucial area of Track 34 now at least have been uncovered. Several members have helped in this endeavor, including train crew who have spent time between train runs. New ties and spikes have been ordered. We will need more ballast. More people have joined in, but we need more help. Please come if you can!

After Track 34, work on the lead to the turntable and Track 42 lie ahead.
2006 VOLUNTEERS

By Patty Osmer

As we mark the 13th year of the Danbury Railway Museum, we would like to give each and every one of our volunteers a huge THANK YOU! By far, our volunteers are our most valuable asset, and we could not maintain the Museum without each and every one of you. Whether you can give 2 or 2,000 hours, every one of you makes a difference. The recorded hours for 2006 showed that 78 volunteers donated a little over 14,000 hours to the Museum.


This smiling group of volunteers shows up regularly on Fridays to greet our visitors at the Front Desk and Gift Shop, and to provide tours of the railyard. From r. to l. are Dave Wilson, Carol Wilson, Dave Rist, and Richard Shaboo.


We know that there are other volunteers and more hours which we would like to include if we are given the paperwork.

In order to keep track of volunteer hours (which are often required for grants) the Board of Directors is asking everyone who volunteers to fill out a volunteer log, either at the Front Desk, the Library, the Office, the Crew Trailer, or with the Project Manager. Or, you can keep track of your hours in a pocket calendar (the Museum will even BUY the calendar - just leave a note for Patty Osmer or Jerry Lawlor), or just write your hours on a sheet of paper. However you record your time, just leave a copy of your hours for the month in the Volunteer Hour Mail Box in the Office. Please note the project you worked on, or if you worked on the restoration of a specific piece of equipment, please note that, also. Your transportation time to and from the Museum counts. If you have any questions, Patty or Jerry will be happy to answer them.

Again, thank you all for helping us to restore and maintain a vital part of our history. We couldn’t do it without you! And PLEASE, PLEASE … help us out by recording your hours!

Carl Liba on Wed. May 30th

Slides of Southern Pacific Locos and trains

One of our newer presenters of the DRM’s Wednesday evening programs is member Carl Liba, who lives in Westport with his wife Bernice. His college degree was in Civil Engineering from the University of Connecticut. He worked for the New York Central during its final years, then was employed in the transportation management consulting field for many years. At Reebie Associates he developed computer programs and models which helped clients transport materials efficiently, and shippers plan efficient flow of traffic. That chiefly included North American railroads.

Carl has a deep interest in railroad history and is a member of several railroad historical societies. He has an extensive slide collection of rail carriers, ships, and airplanes. He also is actively involved in the NMRA, particularly concerning its forthcoming 2009 National Meeting in Hartford, CT. Carl’s love of history shows in his participation on the Finance Board of the Westport Historical Society.

We welcome you to join us Wednesdays evenings at 7:30pm for DRM President Ira Pollack’s weekly update on DRM activities, followed immediately by our very interesting programs. There usually is some time to talk personally with the presenter after the program. Please consult the Museum Calendar on the back page of each newsletter issue for upcoming programs.
The Yard Inside
By Wade W. Roese

Layout Status:

N Gauge: The N Gauge still needs volunteers to build some buildings. Please give one a shot.

HO Gauge: Steve and Gary have moved landscaping operations to the East side. Painting of the walls, platforms and roadbed is also done, along with most of the yard ballasting on the East side of the layout. J.R. and yours truly have built and installed arches and retaining walls on the East side. Cosmetic work on the HO is almost complete. Electronic control and operation has been going through testing, and we are beginning our playing! Come down and join us on any Tuesday 7-10pm.

O Gauge: New construction imminent. A while ago we received a donation of a Genesis 103 locomotive and car set painted in the McGinnis paint scheme. In order to qualify for this donation, we were required to submit photographs of the inside and outside of the Museum. The day I took the pictures, the real thing sat on the Metro-North storage track outside of the Museum. How appropriate!

G Gauge: Within a display case in front of the O-gauge layout sits an LGB articulated 0-6-6-0 #25851 set on test rollers which operates when the O gauge is activated. This is an interesting presentation which allows viewing rod and valve gear operation.

As soon as the weather is favorable, we should be working on the proposed new G gauge setup outside. Please consider joining us.

The vertical glass display case to the left of the fireplace has again been updated with commemorative dishware thanks to the efforts of Gerry Herrmann and the Library staff. Neat stuff! The Library has also provided new artifacts which will be placed on display very shortly, or possibly as you read this article.

Ten Years Ago, Continued from Page 2

Rhoda Guider was in charge of the “Model Railroader Widow’s Tea to be held in June. It was designed to attract more women to the Museum. A slide presentation on the DRM was to be given. There would also be several female volunteers attending to speak about their involvement.

Upcoming events were announced. The Hudson Highland Special would traverse the Beacon line letting passengers off in Cold Spring for those wishing to shop and dine. Any passengers not wishing to do this could travel to Peekskill to take a river cruise on the MV Commander and a tour of West Point. Another notable event was the Clinton Corners, New York Historical Society’s exhibit on Hudson River Railroads.
Bunny Trains a Big Success, Continued from Page 1
MUSEUM CALENDAR

May 16(7:30pm) Slides; 1970's St. Louis & Kansas City
Bob Kessler

May 17(7:00pm) Board Meeting (Open to Members)

May 23(7:30pm) Nevada 1992 Steam & Diesel - Pete
McLachlan

May 30(7:30pm) Slides; S.P. Locos & Trains - Carl Liba

June 6(7:30pm) More Fabulous Slides -Bob Gambling

June 13(7:30pm) Videos; Loops of North Carolina -
Steve Gould

Be sure to look for the full color version of this
newsletter on our website: www.danbury.org/drm!

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