

The Railyard Local

Volume 7, Issue 10

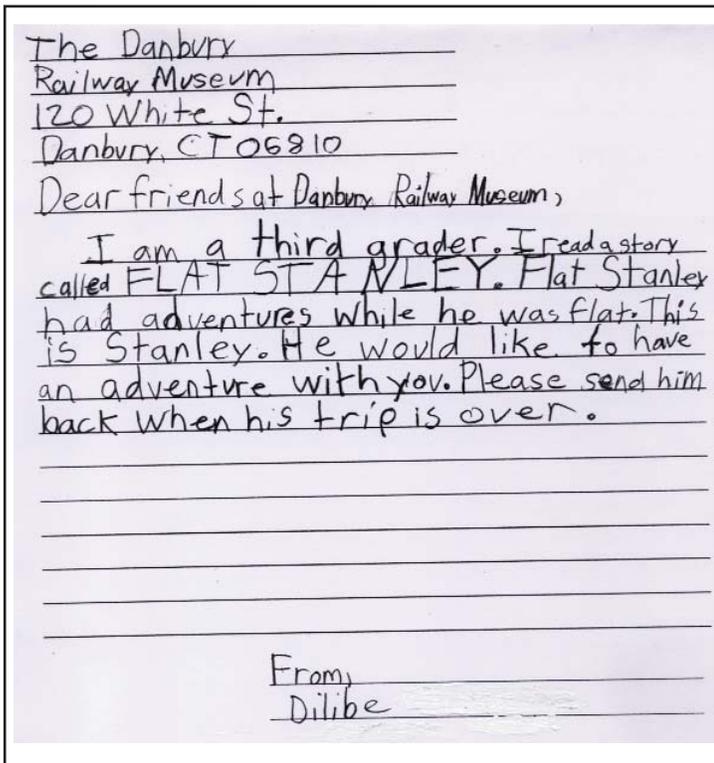
-The Monthly Newsletter of the Danbury Railway Museum-

October 2008

DRM Guest Arrives in Mail

Flat Stanley is welcomed to the Museum

DRM volunteer and Board member Dave Lowry, who works at the Front Desk, took a personal interest in arranging for this unusual guest's overnight accommodations and tour of our Museum. Flat Stanley arrived at our Museum in an envelope, with the following letter to explain his presence.



Dave took Flat Stanley home with him, then arranged for Flat Stanley to have a variety of exciting adventures at the Museum. Dave documented them with photographs, some of which are included in this article. He mailed a postcard to Dilibe advising him when to expect Flat Stanley back. When Flat Stanley was finished with his experiences here, Dave helped him write a letter about his adventures, furnished prints of all of the photos, and mailed all these back with Flat Stanley to Dilibe. This editor appreciates receiving permission from the young man's family and school system, and Dave Lowry, to include the photos and letters in this newsletter. "Flat Stanley's" description of his adventures also refers to some photos which were mailed to Dilibe but not reproduced here.

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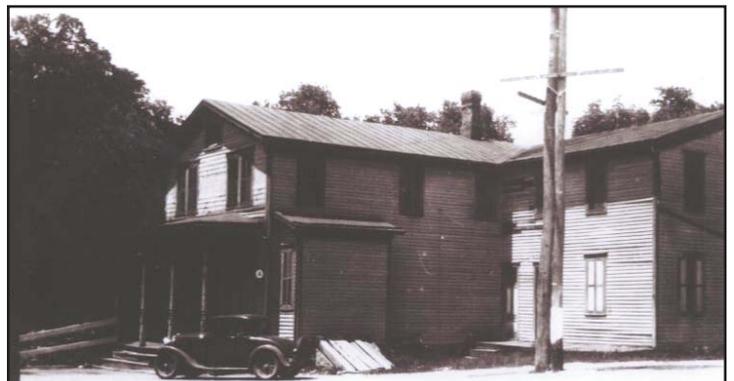
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Nov 1st Rail Excursion to Kent

Excitement is building for DRM trip

Space in three coaches was sold out by the end of September, so we decided to have an additional three coaches added to the consist. Metro-North has agreed to wait up to 20 minutes for connecting with the 9:58am train coming from New York City, and we expect to return to Danbury by about 4:30pm after a stop for lunch, shopping and sightseeing in Kent. We members of the DRM are excited about conducting this first rail event to be held by the Museum in several years, and this opportunity for riding over rare rail mileage. Beginning over six months ago DRM President Ira Pollack began pursuing the idea of sponsoring this event, and as the trip became a reality, others came forward. Pete McLachlan will offer an entertaining and informative commentary during the excursion. DRM Vice-President Wade Roesse and DRM Secretary Steve Gould have met with the Kent Chamber of Commerce and business leaders in Kent, all of whom are eagerly anticipating our trainload of guests. Many businesses there will be offering discounts to our ticket holders. As of press time, there are still tickets remaining, but momentum of sales is picking up, so don't delay if you would like to join us!



On the way to Kent ...the old New Haven building office at Brookfield, CT is still there. This historical photo taken on 6/8/30 is part of Peter McLachlan's collection.

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!

Cathy Yagielski	Danbury, CT
Kristen R. Mackenna	Wilton, CT
Michael J. Walker	Pearl River, NY

DRM Hours Change in Nov.

Beginning November 1st and continuing up until Memorial Day weekend 2009, the Museum's hours will change. It will be closed on Monday and Tuesday each week, but open from Wednesday-Saturday 10-4pm and Sunday 12-4pm. Check with us about the times for special events and holidays.

In a change from previous years, beginning with the 2009 Memorial Day weekend, the Museum will be open 7 days a week, Monday-Saturday 10-5pm and Sunday 12-5pm. That means that we will be open every day during our busy season, and therefore will need additional staff. Please give some thought to helping us out, especially at that time of year!

Lifetime Membership Update

By Steve Gould, DRM Secretary

The Board of Directors, at its regular monthly meeting on September 18, 2008, passed a motion which allows the holder of a Lifetime Membership the same privileges as a Family Membership. Up until that time, the Lifetime Membership was an individual membership only. The current Lifetime Membership dues is a one time payment of \$400. Family Membership, and now Lifetime Membership, allows free admission to all immediate family members living at the same address in addition to other benefits, such as a 10% discount in the Gift Shop, newsletter subscription, plus a discount on admission to special events, and birthday party bookings. Train rides, however, still will cost extra.

Pumpkin Patch Trains

Our popular event still has more weekends ahead: Saturdays, October 18 & 25 from 10-5pm and Sundays, October 19 & 26 from 12-5pm. Trains will run hourly beginning at 10:30 on Saturdays and 12:30 on Sundays. Admission is \$8 for ages 2 and

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over. Join us for fun, as a guest or as staff!

Ten Years Ago

By Stan Madyda

A successful Third Annual Fall Show took place on the weekend of October 17-18, 1998. Staffed by 60 volunteers, the show drew large crowds including more than 400 visitors for a special excursion train to Poughkeepsie and strolling in the Danbury Railway Museum yard for a close-up look at hot riveting demonstrations and the restoration of the Museum's growing collection of rolling stock. Photo opportunities for rail fans young and old were plentiful all around the Museum. Among the attractions were short realistic freight trains pulling different freight cars, speeder rides, and hot riveting and painting demonstrations. Tim Pipelow, the project leader of the Central Vermont 7625 flat car restoration, placed his restored 1962 Pontiac tempest on the car. Museum friends from Willimantic brought a hand pump track car which offered pleasant ride-and-exercise dual entertainment. The volunteering members turned this Annual Fall Show into a memorable experience for the participants and a successful event for the Museum.

On the Yard Work, Ron Freitag reported on the excellent volunteer turnout for the woodwork restoration of the 1907 flatcar from Central Vermont, which served as a rolling display platform in the Annual Fall Show, an idea contributed by Debbie Pipelow. The Central Vermont flatcar was plucked from weeds and even had an in-grown tree through a truck. Howard



Can you find the flat car in this picture?

Peatfield won the tree-removal ad-hoc contest among the restoration crew members. The tree was removed from the archbar sideframe on the A end, and the side sills were straightened by "heat & beat" hammering; the rusted areas were wire brushed and neutralized. The carpentry crew, including Harry Burke, Tom Gallagher, Andy Salamon and Dave Wilson, and headed by Gerry Herrmann, tackled the decking restoration using rough-cut oak of varied size and straightness, which required redrilling of the mounting holes

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DRM Express Track

By Ira Pollack, President

Hope all is well with you this month. We have had a pretty good season this year with many people coming through our facility. Train operations were pretty constant on the weekends, with many pleased customers despite the recent



mechanical issues that we have had. I will say to you that we did have some big bumps in the road starting with the SW-8 fan failing, the RS-1 overheating, the additional track repairs and personnel problems. As President I must always remain professional and portray a positive attitude towards our members and, of course, guests, at all times, although sometimes it is not as easy as it sounds. As a leader I find that in addition to the usual expected tasks of my position I am also having to mediate, deal with major and minor crises, discipline, and constantly try to recruit help, follow up, and supervise. Oftentimes my patience has been tried to the limit. Recently I have found being in this position as President has become very stressing and frustrating.

As some of you have noticed, I have not attended the Wednesday night meetings for several weeks now. For many years I have spent extra time and effort to prepare weekly updates and present them on Wednesday nights. I have begun to feel that a good percentage of our Wednesday night attendees really do not care about what is happening at the Museum. I feel frustrated and very awkward standing in front of them, asking for help either in the yard or for whatever event or project I am trying to work on, and getting no positive response. The original intent when I started the Wednesday night sessions was to plan for the upcoming weekend work projects, but now it has changed into a social gathering, which is OK I guess. I can no longer spend the time or energy to call and approach our volunteers to ask for help. Nor can I plan any project accurately if nobody shows up to help with the necessary projects.

I had and still have many goals and aspirations for the Museum's growth, and have succeeded in many directions, but I cannot do this alone, as I have stated many times in the past. I also have gotten the feeling that many people really do not care or understand the true needs of the Museum or the direction it should be heading in. Everything that is at the DRM is great, with all its diversity, but understand very clearly



that without an operating train ride the Museum will wither away very quickly. Our guests come to see and ride the trains. That must be the priority for everyone who is a member, either on the Board or even as a person who might show up on

a Wednesday night. I have had a vision of the Museum's future, but I feel now that this really is not the majority's vision. We need people who will temporarily put aside their own little agendas or personal projects here to help with a project urgently needed for the good of the whole Museum. We have many outstanding problems that are not getting solved, and that only a few people, including myself, are working to solve. This is where my frustration comes from.

I have tried to keep you, the membership, updated on the events going on at the Museum, but I have been getting the impression from the lack of response that maybe it is not important to you, and possibly not worth my time to do it. Do you care whether we do urgently needed maintenance on our tracks in order to keep operating our Railyard Local? Do you care that maintenance issues with our motive power are seriously jeopardizing our ability to give train rides and hold events? Do you really care that soon we will be operating with only half of the motive power working on the Budd car, barely running the Railyard Local? Maybe operating train rides is no longer the priority for the Museum. **Please let me know what you think.**

We have gotten through this season folks with the many mechanical and personnel issues, and I do not know if we can withstand another season of this stress. I am hoping that there is some light at the end of this mechanical tunnel that we have gone through this year, that we can find some resolve in our future and regain some sort of focus and direction for the Museum. I do not mean to sound negative, but I want to be truthful to you and let you know where things really stand. I am hoping that we can complete the trackwork that is before us, and that we can successfully see through the Pumpkin Patch and Santa Claus events that are coming up very shortly.

THANK YOU to all of you who have pitched in to help with these major issues facing the Museum!

Qualification as a Steam Locomotive Fireman

By Chris Locke

(Chris' article continued from the September issue)

I remained in the employ of the Valley Railroad for the next 3 years, learning how to fire the 97, and the 40, both Alco's from the 1920's. I remember Dave taking a vacation, and the shop painting those bright red Chinese wheels on the 1647 black. I remember meeting many people, in particular, one very old man. Every few weeks he would show up with hat and gloves, and come for a ride in the cab. His name was Bill Copeland, and he was the last steam road foreman of engines for the New Haven.

My favorite memory of this man was with my permanent engineer, Jim Alteiri. The road foreman always rode with Jim and me. One week, Jim asked if I would stay late the next time; we were going to let this man take the locomotive for a spin. He hadn't driven a steam locomotive in over 40 years. This was going to be fun. By this time I was able to fire an engine without having the safety valve lift, and could remain clean all day. The day arrived for our guest engineer, and I had worn a white shirt that day. He showed up at the end of the day with a shirt and tie, brand new gloves, a New Haven hat, and oh yeah, he was blind in one eye. He had lived through a boiler explosion in Providence, Rhode Island, and lost the use of one eye.



Retired road foreman Bill Copeland with the author, Chris Locke.

He climbed up into the cab like a little kid. He had to have been in his 80's. He sat down on the engineers seat box and Jim explained the drive cylinders were a Russian design, Troffomof I think, and before moving the reverser, steam had to be admitted into the drive cylinders to push the piston halves all the way out. He gave the throttle a little pull,

and quickly closed it. The drifting valves made a quiet fffffFT, and the piston halves clanked into place. The engine was ready. My part had been ready for the past week. I had a half glass of water, hot fire, no bank, and 200 PSI on the gauge. Jim stood behind him, holding on to the ladder rails, to look over his shoulder. After all, Jim was the engineer regardless who was on the seat box, and that locomotive was still his responsibility. He looked at me and winked.



The crew of the 1647 assembled for a photo, with Chris at the far left, shovel in hand.

The old man gave two hoots of the whistle, turned on the bell ringer, gave a yank on the throttle and closed it, pushed the reverser full forward, took off the train brake, pulled again on the throttle, and grabbed the whistle cord. His motions were like silk. He pulled that whistle hard. There wasn't a soul in the Connecticut River valley that wasn't going to know that he was driving the train today. The track leaving Essex yard curves to the left. He couldn't see at all around the boiler; it was my job. I sat on my seat box till we crossed Main Street, where the track straightened out. He hooked up the reverser and sat to enjoy his trip. I'm not sure who enjoyed the trip more, he or I. After we went a couple miles, we reversed back into Essex, and I'll never forget what happened next. As we were coming into the yard, with the road crossing, whistle, bell, everything that was happening to this old gentleman, he hollered "bad iron!" I looked at Jim, he looked at me, and then Jim said "That's a trailing point spring switch, it's ok." Here's a 80+ year old man, blind in one eye, hadn't sat in that seat for over 40 years, who saw something I had never seen as

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NYC/HRR Wooden Caboose #19322 2008 Restoration Update

By Gerry Herrmann, Project Leader

Beginning in April 2008, we concentrated our efforts on the cupola. We removed the rest of the roof grab irons, work which was started in November 2007 (see February 2008 edition of *The Railyard Local*). The roof of the cupola was removed (see photo 1, with



Franz Gerencir) then proceeded to take the entire cupola apart. As suspected, there was extensive wood rot. All of the pieces needed replacing except the roof trusses. These were rebuilt (see photo 2, before and



photo 3, after). We assembled the frame of the cupola



on a concrete platform (see photo 4). This gave us a good idea of how to complete the reconstruction of the cupola with new wood.

Bob Pitcher fabricated new truss rods and cleaned all the nuts and bolts. The bolts hold the cupola together and the truss rods fasten the cupola to the main body of the caboose. Tropical storm Hanna hit Danbury and damaged our roof tarp. The caboose looked like a swimming pool inside. Dave Roberts, Jim Poor, Franz Gerencir and I removed the damaged tarp and replaced it with an extra-strength silver tarp. Because of the condition of the cupola, the roof replacement will be put on held. As weather permits, we will mill all of the wood parts. That will require mortise, tenon, rabbets, and dados, as well as drilling all the holes for the bolts and rods.

During the summer of 2008, Ira Pollack painted the New York Central System herald, letters and numbers. Both sides of the caboose have the herald, letters and numbers at this time.

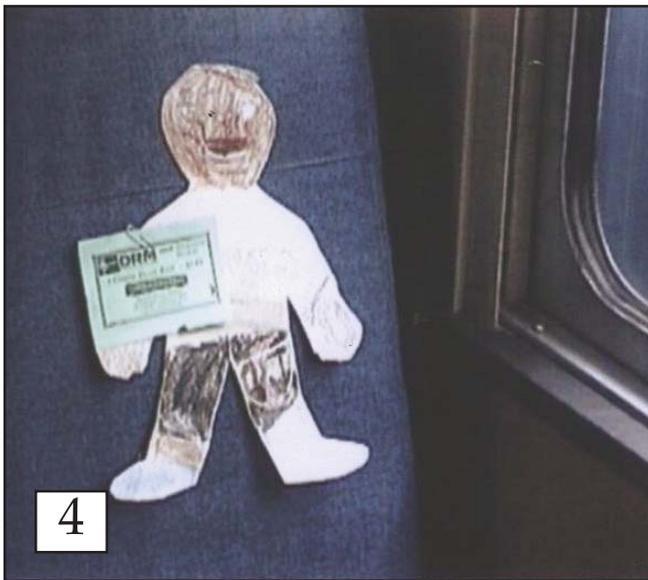
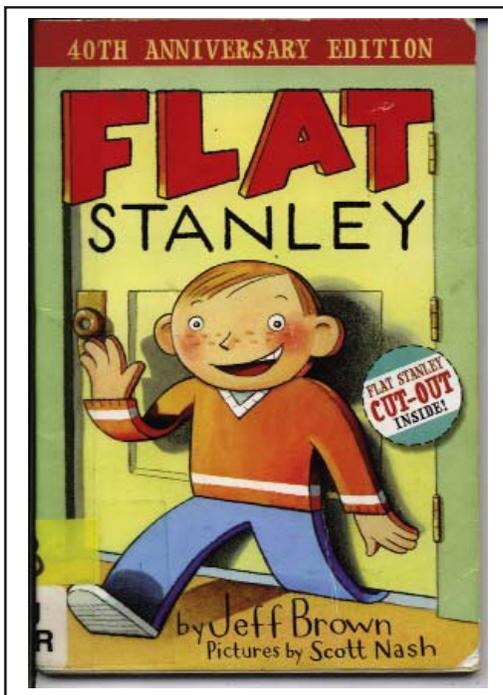
Volunteers for 2008 are: Harry Burke, John Fegley, Franz Gerencir, Gerry Herrmann, Don Konen, Mike Madyda, Steve Mayerson, Pete McLachlan, Bill Nicholson, Bob Pitcher, Ira Pollack, Jim Poor and Dave Roberts.

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.

All these were photos taken by Gerry Herrmann.

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My Adventure at the
Danbury Railway Museum
by
Flat Stanley Sept. 11-13, 2008

I arrived at the DRM on Thursday 9/11/08 and went to stay at the home of Mr. Koway, the DRM STATION MASTER. Photo 1

I could not go out to play on Fri 9/12/08 because of the rain! Photo 2.

On Saturday, 9/13/08 I toured the DRM and saw model trains. Photo 3. I had a ride in the Budd car (RDC #32) photo 4. During the ride into the rail yard, I was allowed to ride up front. Photo 5. We stopped to have a ride on the turn table. Photo 6. On the way back in, I was at the controls with Engineer Jim. Photos 7 & 8. Walking back into the Museum, I climbed into old 1455 steam engine Photo 9.

When I got back into the Museum, I was invited to a birthday party. Photo 10

I was given 5 tickets for you to have a ride

Flat Stanley
Sept. 20, 2008

P.S. Lots plan a class trip in the Spring of 2008 or 09!

Top left, the cover of the book *Flat Stanley* by Jeff Brown, published by HarperCollins Publishers and first published in 1964. Above, "Flat Stanley's" letter to Dilibe. Photo #4 shows him riding in the RDC #34 Budd car; in #7 he was at the controls with Engineer Jim; in #5 he rode up front in the Budd car



Ten Years Ago, Continued from Page 2

(with the timely assistance of Joey Sanfilippo and the Blackman brothers). The finishing touches included Ira Pollack's stenciling of the car's lettering, using a 1923 photo model of a "sister car", obtained by Dan Foley.



One of the flat cars being moved to the Museum. A Power-point presentation of the moving of our NH T-27 flat car is available. Just ask the Front Desk staff to turn it on for you.

Dan Foley also reminded Museum's members to participate in the special Train Slide Auction scheduled that November.

Another yard work project, carried out by Nancy Sniffen and a dedicated crew, focused on the NH RDC 32 upgrades, including removing the seats and carpeting so the wall panels could be removed, sanded and painted.

Much work was being done on the three cabooses that were in various stages of restoration – PRR 477099, NH C-627 and PC 23662.

Metro-North facilitated the long awaited transport of Geoff Knees' NH Sleeping Car named *Stratford Point*, from a New Milford location to DRM.

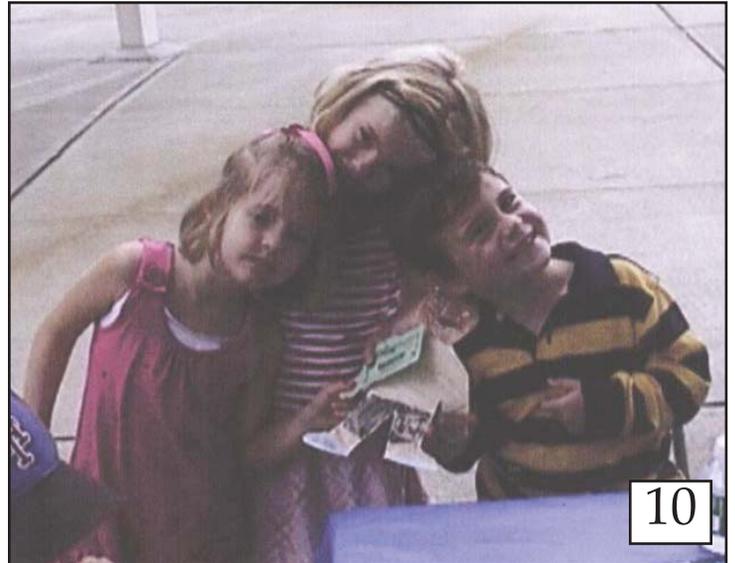
The Oral History Archives Group (comprising Peter McLachlan, Dan Foley, Peter Cornwell, Ed Blackman, Geoff Knees, John Silbert, Joe Sacco, Marie Salata, Charlie Bardo and Don Silberbauer) designated a section of a Museum's passenger car collection for video production and editing of the recordings pertaining to the Museum's history and recent activities; grant funding from the Merserve Memorial Fund was applied for with the assistance of Jane Swanton.

The Marketing Plan for the year ahead, unveiled by Ed Blackman, designed to bring in more visitors and members, included a list of future special outreach events: a Spring Show in May, a Summer Special in July-August, and another Fall Show in September, as well as open-doors for scheduled groups appointments at times other than the regular hours.

In the Easy Connections section of the newsletter, a renewed invitation was extended to all Museum members and friends to participate in the Wednesday night featured presentations.

DRM Guest Arrives in Mail, Continued from Page 6

Flat Stanley tells the story of a boy who is flattened to a thickness of one-half inch during one night by a bulletin board falling on him. It relates his adventures and problems while being flat, until he is re-inflated to his normal self. The book encourages readers to make their own Flat Stanley, and sometimes school classes send their Flat Stanleys to different places for adventures. Stanley is the main character in a series of books by the same author.

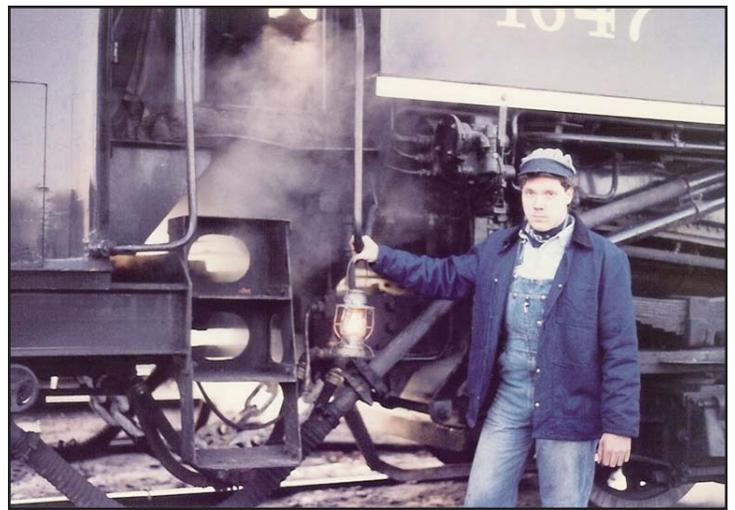


Flat Stanley attended a birthday party at our Museum.

Qualification as a Steam Locomotive Fireman,

Continued from Page 4

incorrect, and noticed it was wrong. I left the yard that day a very humbled fireman.



Chris as the fireman in front of the 1647 steam locomotive.

After being qualified as a fireman, the next step was rule 867. This rule permitted the fireman to drive the locomotive under the eye of the engineer... And that's another story!



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MUSEUM CALENDAR

Oct	22(7:30pm)	Slides fr His Collection-Ed Blackman
Oct	29(7:30pm)	Last Maybrk Freights - Joe Schiavone
Nov	5(7:30pm)	Slides; Rio Grande So.(3 ft)-Carl Liba
Nov	12(7:30pm)	Vid; John Mueller Coll-Stan Madyda
Nov	19(7:30pm)	DRM thru the Yrs - DRM Library
Nov	20(7:00pm)	Board Meeting - Open to Members

Museum hours: Tuesday-Saturday 10-5pm; Sunday 12-5pm

New hours beginning Nov. 1st Wed-Sat 10-4pm; Sun 12-4pm

See the newsletter in color at www.danbury.org/drm!



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Change of Address

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