

# The Railyard Local

Volume 3, Issue 10

-The Monthly Newsletter of the Danbury Railway Museum-

October 2004

## Strategic Planning for the DRM

By Steve Gould

Jim Whitney of the Northwest Connecticut Convention and Visitors Bureau offered his services to the DRM this spring to help the Board of Directors focus the direction of the Museum. We were a group with many projects on the docket but badly in need of



Pictured above is a group tour of the DRM on a Monday morning. Peter McLachlan welcomes the visitors to the Museum and tells them what they will experience. Increasing group sales is just one aspect of our important plan of growth for the Museum.

a roadmap to help us achieve them. Jim had a process to get us the roadmap, and the Board agreed to take him up on his offer.

Starting April 28<sup>th</sup> and with subsequent meetings on May 11<sup>th</sup>, May 25<sup>th</sup>, June 8<sup>th</sup>, June 22<sup>nd</sup> and July 20<sup>th</sup>, a group consisting of Board and other members

*Continued on page 4*

## We Want You!

We want your help at the DRM. Our volunteers have been going strong over the past few months with the increased attendance and train rides every weekend, but they need more help.

There are many useful and rewarding things to do. You can be a car host, tour guide, front desk or gift shop aide, mechanical or maintenance team member.

If you can help, please leave word for Steve Gould or Sue Thomas at 203.778.8337.

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## Volunteer Training Sessions

One of the short term goals for the DRM is a training program for volunteers. The training program has been developed for all active members to attend, no matter what your current duties may be. Given the growth DRM has seen this past year, we need our volunteers to be as well trained and as professional as possible. For your convenience, we are scheduling the one-hour training sessions on four different dates (you only have to attend one of the sessions). All sessions this year will be held at 9:00am before the Museum opens. The dates are:

*Wednesday, September 29<sup>th</sup>*

*Thursday, September 30<sup>th</sup>*

*Saturday, October 2<sup>nd</sup>*

*Thursday, October 7<sup>th</sup>*

All training sessions will take place at the Museum. There will be handouts including an updated Tour Guide Script.

If you are not yet an active volunteer at the Museum, becoming a Tour Guide or Car Host is an excellent way to get started. If you have a question, do not hesitate to contact Steve Gould, who will be running the training sessions, at 203.929.4368 or at GouldSL@aol.com. See you there!

## Upcoming Book Sale

The DRM Research & Reference Library, in conjunction with the Brookfield Historical Society, will be holding a book sale on November 13<sup>th</sup> and 14<sup>th</sup> at the Brookfield Museum located at the intersection of Routes 25 and 133. The sale will feature duplicate material from our collection.

## New Members

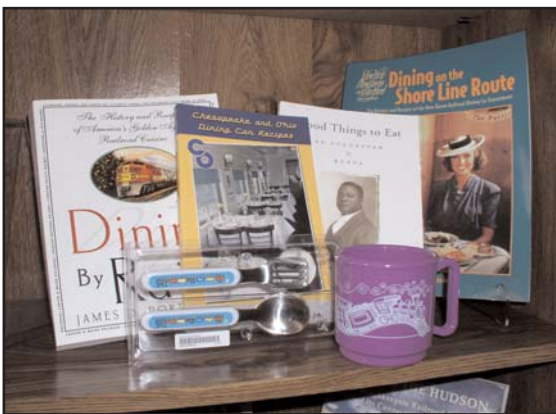
We are delighted to welcome our new members this month along with those who have joined or upgraded to life membership (truly a bargain at \$300 for the entire family). All members are welcome to attend the weekly meetings held Wednesdays, 7:30pm, at the Museum, 120 White Street, Danbury. We invite all members to become involved in Museum activities as soon as possible!

Arthur Slothower	New Fairfield, CT
The Einbinder Family	Roxbury, CT
Carolyn E. Taylor	Thornwood, NY
Bernadette Dennis	Danbury, CT
Greg Maroni	Mt. Kisco, NY
John M. Whitcomb	Danbury, CT
John Bucci	New Fairfield, CT
Bob & Karen Grasso	Danbury, CT
Rich, Dorinda, Jack & Casey Lenihan	Sherman, CT
Marty Lerman	Bethel, CT
Bernard & Joan Mellon	Southbury, CT
Vincent & Amy Ware	Ridgefield, CT
Lawrence Sixbey	Danbury, CT
Barry A. Barnes	Concord, NC
Vivian Sullivan	Sherman, CT
Mary Sieceinsky	Danbury, CT
Kathy Donahue	New Fairfield, CT
Kathryn Liddane	Danbury, CT
<u>Upgrading to Life Membership</u>	
Peter Hanen	Danbury, CT

## The Gift Shop's Cookin'!

From cookbooks to trivets, from placemats to glasses and mugs, the Gift Shop has it all.

Don't miss *Dining By Rail: The History and the Recipes of America's*



*Golden Age of Railroad Cuisine*, by James Porterfield.

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This book offers 250 recipes from 48 different

*Continued on page 5*

## Library News

by Stan Madyda

There was no newsletter published in October 1994. However, the big news from the DRM that month was the continuing preparations for our first annual Holiday Express excursion to NYC.

We have installed a display case next to the gift shop, and it features items newly donated to the DRM Collection.

One was donated by Charles



Wilhelm. It is the wooden sign from the Maybrook Line's Mill Plain Station that was located on the west side of Danbury.

For a number of years, we have had on display a scale from the Mill Plain Station. This scale, belonging to John Ivansco was on loan, and now John has made it a permanent donation to the Museum.

John Norris and Starlene Vandunk donated Sperry Rail china - a demitasse cup and bowl.

We also received nine photos of Sperry Cars and an N scale freight car from Nicholas Olivo.

Roger W. Munch donated a copy of *In the Shoreline's Shadow*.

A collection of signal artifacts was received from Chris Locke. Included are subway signals and lenses, lenses from the Cedar Hill and Indian Wells yards, and a sign warning of high voltage.

Additional items were received for our HO train layout: track from David Wilson, and freight cars from Douglas Braunstein.

Marty Scatola donated four books.

From Frank Starnella, we received a New York Central conductor badge and button.

A large collection was donated by David D. Sage. It includes 44 videos, 35 books, three battery operated lanterns, employee timetables, magazines, decals, and Grand Central Terminal commemorative postcards.



# DRM Express Track

by Ira Pollack, President

Now that our operating season is drawing to a close I would like to comment on the many successes we have had this year.

First of all, our volunteers have worked very hard both during the week and during the weekends throughout the season. This added effort has helped us become more financially stable. I commend you all for your outstanding work in helping our Museum grow.

We have begun to change our strategies in advertising and marketing. The fact that many families come to the DRM makes it clear that our messages must reach and attract them.

We all know that visits have to be a good experience for our public. But we ought to look at our operation almost as a play or show that is being put on daily and weekly for our audience. We need to remember that we are always on stage and under the spotlight. Our new volunteer training sessions will focus on this.

We've increased the number of bus tours coming to the DRM. These tours are relatively easy for us to do, as they put little additional pressure on our normal operating staff. They are also income producing. We plan to have more bus tours regularly.

All-in-all we are looking much better than we did this time last year, and it is surely because of the efforts of our volunteers. The season has brought new



membership and new volunteers to our train crew. I am very proud of their efforts and professionalism in the operating of our equipment on the Railyard Local. In the yard we have put up the Wilton semaphore at the entrance to the yard. This was a fantastic group effort by our yard volunteers to see the project through to this point of completion. We have plans



now to erect a small, operator's booth to make the semaphore fully functional for public use.

We have set up a series of displays that allow our guests to access selected pieces of equipment, and there are more descriptive

signs to help identify those pieces and educate our visitors about them. Our volunteers have spent much time painting the exhibits on the 34 platform, and this has greatly enhanced the exhibit area. The wheel sets there have been an interesting asset for our tours. We also have plans for moving a passenger truck into the area.

By the time you have read this we will have opened another photo exhibit. The subject is the Penn Central Railroad featuring photos by Pete McLachlan. The exhibit shows off Peter's eye for railroad photography and his understanding of the historical importance of his subject.

It has long been a goal of mine to make our Museum an interesting experience and a pleasant visit for any guest of ours, and now, a little at a time, this is coming to pass. Of course it is you - the volunteers - who have made it really happen so let's keep up the good work!

Thank you all for your help this season.



met with Jim. He led the group and helped us shape the future by getting us committed to the roadmap. The first meeting was spent identifying "SWOT" - Strengths, Weaknesses, Opportunities, and Threats. It was a "no holds barred" session and nothing was left out. Jim said that Phase I of this process was to stabilize the organization and its finances, get more attendance, lower the cost of doing business, get grants, and develop other revenue generating opportunities.

At the next meeting May 11<sup>th</sup>, the group listed Short Term (one year) and Mid Term (five year) Goals. Money was not to be an issue for this exercise. The objective was to get goals down on paper. There were 38 Short Term and 32 Mid Term goals developed. We were charged at the end of the meeting to select the five goals from each list that each of us would get behind one hundred percent. "Take a stand!" we were told, "The Museum needs doers, not detractors."



Pictured is volunteer Peter McLachlan giving a tour of the railyard to some visitors. One of the best products we offer our guests is our guided tour. Part of our set of goals is to make sure all volunteers have adequate training about the equipment in the railyard, and how to teach our visitors about railroad history.

On May 28<sup>th</sup> when we assembled again, we developed the list of Long Term (ten year) Goals, and the group came up with 35. After we reviewed the list of Short Term and Mid Term goals that had been voted on, we were surprised to see how unified our thoughts were. There was much agreement in both categories. Our homework assignment for the next meeting was to go over the one- and five-year goals that received two or more votes and further

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refine the list to five choices from each cate-

gory. We were also to select five from the ten-year goals.

The June 8<sup>th</sup> meeting was the key meeting in the process. This would determine whether there was a light at the end of the tunnel or an oncoming train!

Before knowing which of the one-, five-, and ten-year goals we were committing ourselves to pursue, meeting attendees were asked to sign a Strategic Plan Agreement, part of which read, "No matter what the final results for the 1, 5, and 10 year goals, we support them and own them UNCONDITIONALLY . . ." If we didn't have members committing to the goals, if we didn't have ownership, we would not be able to move the Museum forward. It was as simple as that. The group was asked to sign the Agreement. Those that did not want to were asked to leave the room. No one did. And once signed, Jim revealed the winning goals:

#### SHORT TERM - ONE YEAR GOALS

- ~Everyone should get tour guide training
- ~Get grant money
- ~Have more motor coach tours
- ~Upgrade 500 ft. of track and two switches
- ~Establish a strong Volunteer Coordinator

#### MID TERM - FIVE YEAR GOALS

- ~Construct building for equipment maintenance
- ~Run trips outside of the yard
- ~Obtain trackage rights to the New York State line
- ~Fix the turntable
- ~Yard and turntable listed as National Historic Places
- ~Enhance marketing
- ~Develop the Board of Directors
- ~Develop younger members

#### LONG TERM - TEN YEAR GOALS

- ~Construct roundhouse and shop buildings
- ~Run excursions using our own equipment
- ~Obtain ongoing government funding
- ~Establish a station at the Danbury Fair Mall
- ~Offer daily train rides

We were then asked by Jim to select one goal from each category for which we would be willing to take a leadership role, and any number of other goals that we would be willing to work on in an assisting capacity. We would then review further at the next meeting.



At the June 22<sup>nd</sup> meeting, Jim had goal sign-up sheets prepared and asked all present at the meeting to sign up for the goals as a leader or a "sub-leader." Concentration this night was on the one-year goals and the results were:

- ~Everyone get tour guide training - Steve Gould
- ~Get grant money - John Silbert
- ~Have more motor coach tours - Charlie Albanetti
- ~Upgrade 500 ft. of track and switches - Ira Pollack
- ~Strong Volunteer Coordinator - Sue Thomas

The leaders and those who signed up to help out met in individual groups for a short time to start the ball rolling in each goal, and a short presentation was made by each group before the meeting concluded.



A bus tour visits the DRM on a Monday morning. Our facility is perfect for large groups, and our knowledgeable volunteers are virtual professionals at teaching them about railroad history.

The July meeting was to hear a progress report from each of the goal groups. The results showed that we were indeed on our way and focused:

- ~Tour guide training: Tour script revised. Training session lesson plan completed. Training sessions scheduled.
- ~Grants: Process developing. Two grants (Amherst Railway Society and NRHS) have already been obtained. Trains Magazine grant application being prepared. Other grant requests being pursued with research being conducted for new sources. Grant committee being restructured.
- ~Motor coach tours: Marketing materials being prepared. One bus tour completed. Two more tours

scheduled for August.

- ~Upgrade track and switches: Quotes being obtained for the changeover switch and 500 ft. of track.
- ~Volunteer Coordinator: Volunteers being categorized. Volunteer lists being developed. Log book being compiled. Searching for new volunteer sources.

Are we excited? Doesn't it show? You bet we are! The process continues. And we are making remarkable, measurable progress: our admission revenues are double vs. last year through early August. Why? A bus tour, school groups during the week, more birthday parties, and an increase in people off the street due to improved marketing are giving us this growth.

Our next quest is to develop a business plan for 2005 that we can give to government officials and corporate entities that want to see such a document. This will build support, financial and otherwise. The business plan is being written as you read these words.

The story is not over, not by a long shot. Stay tuned for further progress reports in the newsletter. Better yet, come on down to the Museum and volunteer, and be a part of this progress. We are rockin'!

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*Gift Shop, continued from page 2*

railroad lines, including Lobster Newburg from the New York Central and the New Haven Salad Plate Special.

We also carry *Chesapeake and Ohio Dining Car Recipes* with 148 pages of "formulas" for everything from soup to dessert, with some beverages thrown in for good measure.

Read *Good Things to Eat* by Rufus Estes, a former slave and the first African American chef to write - and publish - a cookbook. Estes rose in life to become a chef to two presidents, European royalty, and private Pullman Car travelers. As in the first edition of 1911, the 1999 reproduction includes details on how to clean the pig for Roast Suckling Pig.

*Dining on the Shoreline Route* by Marc Frattasio not only presents the history of the New Haven's food service operations but also contains over 200 actual recipes used on board the New Haven's trains.

Don't forget placemats for the kids, coffee mugs for adults and children, and our 16 oz. beverage glass. Keep in mind - members receive 10% off all Gift Shop items.

# Sperry Car #135

## Part II - A Virtual Tour

By Chris Locke

Welcome to my second installment on SRS 135. Here I will give you a two-page virtual tour of the inside of the car. This can be supplemented with a



guided tour given by DRM volunteers next time you visit the Museum.

When you're first hired at Sperry to work on "the big cars" as they're called, you become an Assistant Operator, or stooge. This is your first step on the road to becoming a Chief Operator. It is your task to learn everything there is to know about this car, since you will be living, eating, sleeping, and working on it for the next three months. So put on your dirty overalls, and let's take a look at your new home.

The rail-flaw detection equipment is located in the operating room at the rear of the car. However, lets start the tour at the front, or drivers, end.

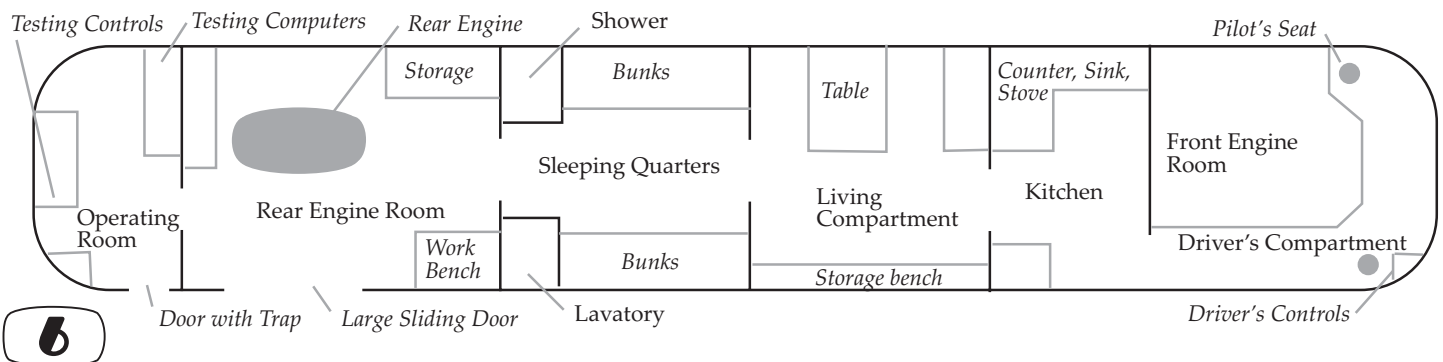
Welcome to the Driver's Compartment. This is where you'll first work. After your tour of becoming the new stooge on the car, you will study the Operators Manual, especially the section on driving, since that's your first task. The Sperry Car Driver's

Compartment has everything the Driver needs to move the car: At the Driver's seat (right side of the car) are the throttle, reverser, brake handle, and various other controls. At the Pilot's seat (left side of the car, not pictured) is the extension handset to the railroad radio located in the Operating Room. A Sperry Car can make no movements on the track without the Pilot (employed by the host railroad) on board, and without the host rail-



road's permission and any paperwork necessary (clearance card, Form 9, orders, etc.). The large room in the center of the Driver's Compartment, which makes quarters up here very cramped, is the Front Engine Room (to the left of the Driver's seat), which houses the prime mover engine, the night engine, and the battery charger.

Moving towards the rear of the car, the next room you encounter is the Kitchen. Cars used to have Stewards, who shopped for and cooked the meals for the crew. For \$2.50 you could have a home-cooked lunch on the car. Crew members ate for free. The Steward slept in the Operating Room. This Kitchen, though small, contained everything the crew needed to make meals:





refrigerator, stove with oven, coffee maker, and microwave. When you wake up in the morning, the very first thing you do is turn on the coffee maker.



Then your normal work day starts.

The next room is the Living Compartment.

This room served several purposes. It is the relaxation quarters after the work day is finished, meals are eaten here, television and VCR are usually on the cars, and a collection of

the crew's magazines are here. Also, each crew member has a locker in which to keep his things. Not one square inch of a Sperry Car goes without use. Under every seat bench is storage. You'll find hydraulic hoses, belt material, pipe and hose fittings, and large tools. Above every seat is cabinet storage for books, manuals, schematics, drawings, files, and paperwork.

Moving one room back are the Sleeping Quarters.

Sperry has two kinds of big cars, state room cars and bunk room cars. SRS 135 is a bunk room car and can sleep up to four. The state room cars have three individual rooms, to



sleep up to five. Guess what's under the lower two bunks? More storage. Here are hoses, pipes, more tubing, and other consumables the car needs. If the car breaks down on the track, it's the crew's job to get it off the main line and onto a siding. You can't stop the railroad from moving trains while you're ordering parts from Danbury . . .

At the very end of the bunk room are two smaller rooms. On the left side is the shower, on the



right is the lavatory. No storage here.

The next compartment is the Rear Engine Room. This room contains a lot of equipment: water heater, cold water storage, rear engine, rail current generators, day-time electricity generator, furnace,

Microphor tank for the toilet, more spare parts, all electrical circuit breakers, rail water, calcium tanks, calcium chloride bags (for winter testing) and most any tool you can imagine. You work here repairing the day's broken or worn-out equipment on the work bench.

The last room is the Operating Room, and it is the room from which the car is controlled during the day. All the controls the Chief Operator



needs are here. He runs the car and tells the Driver where to drive while the rail testing is being done. His chair faces to the rear to observe rail under test. The Assistant Operator sits to his right, with the railroad radio above his head, to pass instructions to the Driver's Compartment. Unless it is cold, the trap door and side door of the Operating Room are left open. This is because the Assistant Operator, or stooge must climb on and off the car many, many times during the day.

Next article: Your first day of work.



# What's Happening at the DRM

Many projects are underway both in the yard and in the station. Come on in and lend a hand!



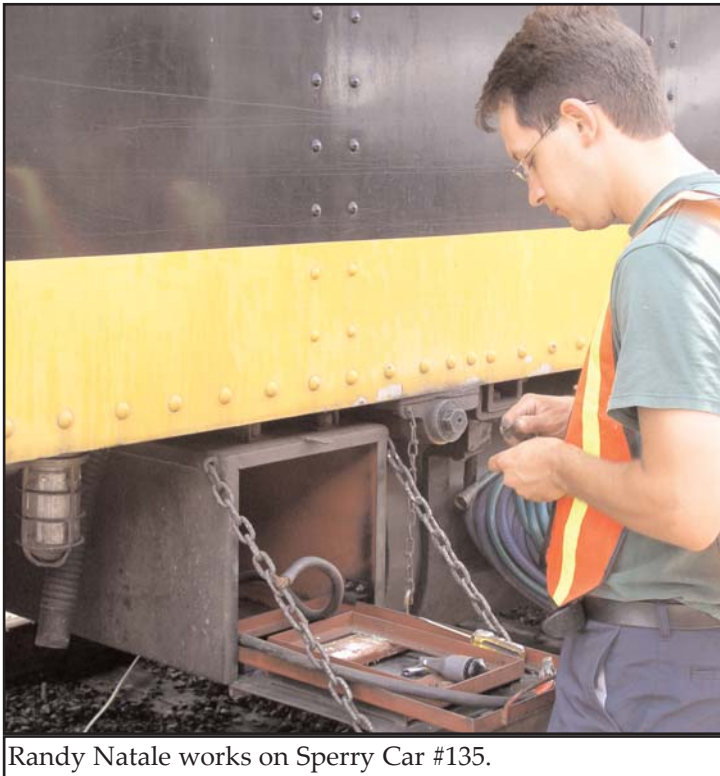
Jeremy Rice pulls a spike to make room for the new rail joint bar being installed on track 38, while Bob Pitcher sweeps away loose ballast.



Bruce Van Wyk tries to get the RDC #32 air conditioner to work. Once the car's air conditioner works again, we will be able to use it in summer operation.



Ed Holowinko finishes painting the freight truck, one of our new exhibits on the center platform. The truck has now been completely painted and looks great for our visitors.



Randy Natale works on Sperry Car #135.



Bob Pitcher torches a bolt out of a rail joint bar. The joint bar was broken and needed replacement. Bob found this a good opportunity to teach some other volunteers how to use a torch for cutting.



# Help Restore Steam Locomotive Boston & Maine Mogul #1455

For your \$50 or more tax deductible donation, you will receive a numbered 16"x 20" unframed color print from the original artwork by Andrew Neilly.

Only 200 numbered prints were produced. All proceeds will go towards the 1455 Restoration Fund.

## ABOUT THE LOCOMOTIVE:

This Boston & Maine 2-6-0 Mogul, #1455, was built in 1907 by ALCO, in Manchester, NH. 135 were produced

for the B&M, and this locomotive was used in passenger, commuter, freight and switching service principally in New Hampshire. #1455 was last used out of Boston's North Station to Clinton, MA and

retired in 1956. The locomotive is now part of Danbury Railway Museum where it is on display.

## ABOUT THE ARTIST:

Andrew H. Neilly, Jr. was a summertime artist until 1988, when he enrolled in the Silvermine School of Art. There he studied watercolor and oils with a number of recognized artists. He is presently a member of the Rowayton Arts Center, the Silvermine School of Art, the Ridgefield Guild of Artists and the Western Maine Arts Group. Mr. Neilly has participated in a number of art shows in Connecticut, New York, and Maine. His paintings reflect his particular interest in trains and steam engines and the extensive travel which has been part of his publishing career.

Mr. Neilly is retired from a forty-five year

career with John Wiley and Sons, Inc., a New York publisher, where he served as president and vice chairman. He presently resides in Weston, CT.

Prints are available at the DRM or by mail. To order by mail, please fill out the order form below and



mail to Danbury Railway Museum, 1455 Restoration Fund, PO Box 90, Danbury, CT 06813-0090.

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Please send a copy of Andrew Neilly's 1455 print. I am enclosing a minimum donation of \$50.00. Make checks payable to Danbury Railway Museum. Mail to: Danbury Railway Museum, 1455 Restoration Fund, PO Box 90, Danbury, CT 06813-0090.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_



# Membership Picnic

The annual membership picnic was well attended on the afternoon of Sunday, August 15<sup>th</sup>.



The picnic had over 50 attendees.

Over fifty members participated in the activities, which included the opportunity to run our 1948 RS1 diesel locomotive.

The catered menu included chicken marsala, sausage and peppers, ziti, salads, breads, and a fantastic platter of olives.



President Members enjoyed a wide selection of foods, including fresh watermelon.

Ira Pollack delivered a welcoming and enthusiastic address noting our accomplishments over the past year as well as our goals for the future.

Picnic-goers also heard a few words from Jim Whitney, the Executive Director of the Northwest CT Convention and Visitors Bureau, whom you have been reading

about for the past few months. Jim is assisting a dedicated group of DRM volunteers in developing a business plan.

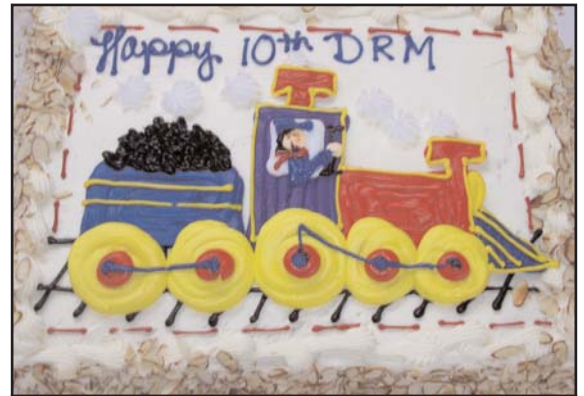
Read more about this on pages 1 & 4 of this issue.

Thanks to Sue Thomas, Don Konen, and Patty

Osmer for coordinating a splendid afternoon of fellowship and fun.



A very happy Jim Whitney walks away from the RS1, which he had just finished operating.



A cake to celebrate the DRM's 10th Birthday was just one of the many dessert selections.

Visit the DRM website to view this newsletter in full color!

<http://www.danbury.org/drm>

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# NYCHRR WOODEN CABOOSE

## 2004 Restoration Update

By Gerry Herrmann

DRM volunteers continued the restoration work on the caboose in April 2004.

First we mounted a fence so that we could cut off the excess siding evenly on the bottom of the caboose.

Fascia boards were installed under the roof edge to give the caboose a finished look.

Stan Madyda, Mat Manske, and I painted it box car brown. At this point, we hoped to have the caboose moved to another track



Franz (left) and Gerry (right) after siding removed.

to give us access to the other side. This didn't happen because the yard crew was unable to move the caboose owing to switch problems. The caboose will eventually be moved before winter.

Instead, we decided to work on the two ends.



Small fascia board exposing #3322.

The siding was removed on one end. The paint was stripped from the end posts and door posts to prepare for new siding. When John Fegley was stripping paint, he discovered #19322 under the paint on the large fas-

cia board and #3322 under the paint of the small fascia board over the door. #3322 was used when the caboose was delivered to the New York Central and Hudson River Line in 1909.



Large fascia board exposing #19322.

With the siding completed and painted, it was time to apply the Herald. Originally, Harry Burke planned to hand draw a Herald for the New York Central System from a photo. Fortunately, Patty Osmer, our gift shop manager, loaned us a reproduction of the Herald, which we had enlarged to the actual size of 33 inches by 16 inches. This was used by Ira Pollock to make a stencil. He painted the Herald with a black background and white letters on the side of the caboose. The NYC was painted on the side of the caboose. The number 19322 will be applied when we get a stencil.

This year's project volunteers are: Bob Boothe, Harry Burke, Jim Daly, John A. Fegley, Dan Foley, Franz M. Gerencir, Michael R. Madyda, Stan Madyda, Matthias Manske, Steve Mayerson, Ira Pollack, Jim Whiteside, and Dave Wilson.

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 photos on this page are by John A. Fegley.

# DANBURY RAILWAY MUSEUM

PO Box 90  
Danbury, CT 06813

NONPROFIT ORGANIZATION  
U.S. POSTAGE PAID  
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PERMIT NO. 569

## MUSEUM CALENDAR

DRM Railyard Local Train Rides Are Running Every  
Saturday and Sunday!

Oct. 6 (7:45pm)	Housatonic Models - Eric Mayerson
Oct. 13 (7:45pm)	Historic Photographs - Dan Gallo, Sr.
Oct. 20 (7:45pm)	Traction & Railroads - Steve Gould
Oct. 21 (7:00pm)	Board Meeting (Open to Members)

**Oct. 16,17,23,24,30,31 Pumpkin Patch Trains**

**Dec. 4,5,11,12,18,19 Santa Trains**



### Contact Information

Please contact us with submissions:  
Mail: The Danbury Railway Museum  
Attention: Newsletter  
PO Box 90, Danbury, CT 06813  
Phone: 203.778.8337  
Fax: 203.778.1836  
Email: [newsletter@danburyrail.org](mailto:newsletter@danburyrail.org)

Newsletter Production & Distribution Team:  
Charlie Albanetti  
Peter Hanen

Printing by: Infinity Printing of Danbury

### Change of Address

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

