

The Railyard Local

Volume 11, Issue 6

-The Monthly Newsletter of the Danbury Railway Museum-

August-September 2012

DRM's First Responder's Day

Sept 8th event in remembrance of 9/11/01

First responders will be given free admittance and free train rides on this day of remembrance and to honor the first responder heroes of that time and those who currently assist in emergencies. Identification will be requested. The Museum will be open 10-4pm.



RPO Mascot Owns the Day

Saturday, September 15th will mark the DRM's celebration of both Owney the dog and the United States Railway Post Office Service. What could be more appropriate than serving a free hot dog with each admission! The DRM is privileged to offer tours of our beautifully restored Railway Post Office car. While riding the rails within our railyard, passengers will be entertained with the amazing and true story of Owney. Guests also will be able to ride our turntable and tour other vintage pieces of railroad equipment. The Museum interior features several play tables for youngsters and four scales of operating model layouts for guests of all ages. The exhibits and artifacts displayed change; have you spotted the new ones? The fully-stocked Gift Shop sells books about Owney and cuddly Owney look-alike toy dogs. A G-scale layout runs outside. Admission, which includes the train ride and all attractions, will be \$8 for age 3 and up; under 3 will be free.

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Danbury Open House Day

Danbury Railway Museum, along with local galleries and arts centers, participated on June 9th in Greater Danbury Open House Day. Part of a statewide event, it was celebrating what Connecticut has to offer in terms of art, history and tourist attractions. Locally it was sponsored by Arts Network of Danbury, www.artsnetworkofdanbury.org, an organization established earlier in 2012. Its members are artists and creative companies in the Danbury area, and their goal is to revitalize the arts scene here.

In addition to the Museum's regular attractions, outside the entrance to the Museum building the DRM was pleased to feature an exhibit of sculptures by Brian Walters, who is a member of the above arts organization.

The metal works of art exhibited by Brian are all part of a series titled "Urban Totems". The individ-



Continued on Page 7

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!

Have you noticed? The address label on each newsletter indicates the expiration date of your membership. (If you have very recently renewed your membership the new date may not be reflected yet on the label). The membership of Life Members does not have an expiration date.

Please return the paperwork which was mailed to you when you send in your membership renewal. It helps our Membership Chairman. Thank you!

Kevin Wang	Forest Hills, NY
Megan & Jim Quinn	Fairfield, CT
Christine Morris	Bethel, CT
Luis Roman	Patterson, NY
Barbara & Andrew Nitzberg	New Rochelle, NY
Adam Schwartz	Wantagh, NY
Naomi Hambrecht	Bethel, NY
Vianny Espinal	Danbury, CT
Marilyn Rosen	Sandy Hook, CT
David H. Fuller	Shelton, CT
Brian W. McCoy	Newtown, CT
Charles Herman	Montrose, NY
Matt Wuensch	Milford, CT
James McNamara, Jr	Redding, CT
Jodi Baabdaty	Sandy Hook, CT
Jamie Rodrigues	Danbury, CT

DRM Hours Change in Sept.

After Labor Day, the Museum's hours will change. From then until before Memorial Day next year the DRM will be open Tuesday-Saturday from 10-4pm; Sunday 12-4pm. (Hours may vary slightly for special events.) The Museum will be closed on Monday and Tuesday of each week. The weekly evening Tuesday modeling and Library sessions will continue, subject to weather conditions, as will the Wednesday night programs, free and open to the public.

The Museum made these changes in hours beginning a couple of years ago and has found it has helped with staffing both during the busiest part of the year and rest of the year. It is open daily, with the exception of a few holidays, from Memorial Day through Labor Day.

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Ten Years Ago

By Stan Madyda

The Wednesday night meetings have been popular with members wanting to be updated on the goings on at the Museum and slide/video presentations given by members and friends. As summer got under way, Ira Pollack decided to keep the programs going rather than suspend them. As a result the summer months filled up fast and the weekly programs continue to this day.

Inside the station, work continued on the train layouts. New equipment was being donated, maintenance performed on the layouts and plans were under way for building an HO-gauge layout. Bill Britt had completed the restoration of the Canadian National baggage cart acquired from a nursery in Ridgefield.

Out in the yard, projects were underway on the equipment and track. As always, there was general maintenance and clean up being done.

The year 2002 marked the 100th anniversary of the inauguration of the 20th Century Limited. As part of the celebration, member Lovett Smith's New York Central 3 was coupled onto the rear of Amtrak's Lake Shore Limited bound for Chicago. Several other members accompanied Lovett and his wife Barbara on the trip. Tony White reported on the highlights of the trip in the newsletter.



The DRM owns part of the 20th Century Limited. Restoration has been led by Bill Britt and Art Slothower.

Also in the newsletter were articles by members John O'Hern and Steve Gould who told how they became interested in railroading. Steve took it one step further by reporting on his working career at Standard Brands handling rail shipments, and to a lesser extent when he worked for Pepperridge Farm.

Danbury Visitor - Sperry Rail Services Car 119

By Jeff Van Wagenen

The Danbury station had an interesting visitor the last week of June: Sperry Rail Services car 119. She was being tested on the Housatonic rails next to the station, after being rebuilt stem to stern and outfitted with Sperry's latest technology.

The 119 was originally B&O 6003, and actually pre-dates our own Sperry Car 135, which was donated to the Museum by Sperry in 2004, and remains one of our most popular exhibits. While externally similar to the 135, the 119 incorporates innovations developed and used in Europe. I had a chance to speak to Alastair Veitch, Managing Director for Sperry, who was over from the UK to direct 119's outfitting.

When the 135 was in service, it used induction to detect flaws. It would travel slowly along the track, squirting a calcium chloride solution on the rails and sending a high current through a short section of rail under the truck. When a flaw was detected, the car would stop, back up and retest. The flaw was marked with yellow paint and logged. Then the car would continue on its way.



The photo on the left depicts the SRS 135 in the DRM railyard. Guests are welcome to tour this piece of railroad history. Newsletter issues between July 2004 and January 2005 have described this vehicle and what it was like to operate it. The shot at the right taken by Jeff Van Wagenen is of the modern vehicle on the Housatonic Railroad tracks in July.

The 119 uses both induction and ultrasound to detect internal flaws in rails. Plain water is used as the contact solution. The car zips along, and can inspect 100 to 200 miles per day. No more stopping and starting when flaws are detected; the exact location is logged by GPS, with the exact distance from the surrounding welded rail joints also logged. The efficiency of the increased testing speed is effectively multiplied in practice, since the railroad's dispatchers don't have to put the 119 "in the hole" as frequently for trains that need to pass.

When I worked for the Erie-Lackawanna, I had a couple of interesting encounters with the older technology. At Summit tower, I lined a Sperry car for a passing track. A few minutes later I got a call on the line-side telephone. The MU train following the Sperry car was stalled on the hill between Millburn and Summit. The wheels couldn't get traction on the calcium chloride solution left behind by the Sperry car. A half hour later another MU train came up behind and coupled up. The now-combined train stalled, and tripped the 3,000 volt circuit breaker in the tower, triggering an alarm bell, whose principal purpose was to deafen the operator (me), and make it impossible to communicate with the power dispatcher over the phone. It was not a good day! On another occasion, I was working the drawbridge over the Passaic River in Newark, on the Newark-Patterson Branch. Along came a Sperry car. I lowered the bridge, cleared the signal, and the Sperry car trundled across the bridge, tying up on the west side of the river for the day. Unfortunately, the high current sent through the rails burned off several rail bonds on the lightly-used branch! These particular rail bonds were short sections of braided wire between sections of rail to insure continuity in the signal system. With the bonds burned off, the blocks read as occupied, and the bridge could not be raised. I was able to communicate by radio from the tower to the marine traffic. There were some angry tugboat captains for the next two hours! I cannot repeat what the tugs had to say to me.

Notwithstanding the aforementioned experiences, it was always a treat to see the bright yellow cars, and especially to have the assurance that dangerous rails would be replaced and serious accidents avoided. Have a look at the photo of the new-and-improved Sperry 119. What is the new logo hidden behind the brown paper mask? I don't know; we'll have to wait to see.

Words from Our President

The subject this month is projects and progress. Significant progress has been made this summer on our ongoing projects. In addition, new projects have been initiated. Kudos to the volunteers and crews that toil and labor in the not so pleasant working conditions: Hot, Muggy, Hot, Wet, Hot and Hot!

Great progress on: Art Slothower on the Tonawanda interior; Justin, Jim and Peter on the RS-1 and other power equipment; Rob Bell and Jim Teer on the speeder; Bob Pitcher, Joe and Mike Laporta with repair of the turntable clutch; Gil Lettelier and his crew on the pavilions; Bob Boothe on the 1455; and new projects. Gil Lettelier and crew worked on a “looks like new CN caboose” which is again Red! There is a new yellow line 24 inches wide for warning at the boarding ramp. Gil and crew have also started painting and decking a flat car. Mike Madyda and helpers have started working on our Burro crane, which entails lots of research and “heavy lifting”. We have highlighted some of the major projects going on, but many other behind the scene efforts quietly progress also, not receiving recognition or the flair that a new “paint job” exudes.

Our thanks to all the people whose time this summer has been shared in moving us forward, creating a new and better appearance, and instilling some new excitement.

On behalf of the DRM, Wade Roesé



Left, the Museum’s new way to keep track of progress on projects; above, the RED CN caboose; below, progress on the Rutland flatcar with its restoration and maintenance from the trucks up to its deck; Jeff Van Wagenen relates information about trucks and bearings

DRM PROJECT STATUS								
PROJECT	PROJ. LEAD	PRIO.	STAFFED	FUNDED	SCHED.	STATUS	NEEDS	NOTES
RS-1 ANDERSON	CHAPMAN	H	✓	✓		IN PRG.		
ST. RAILCAR	LETTELIER	H	✓	✓		IN PRG.		REPAIR CRAP BOLT
YONAH CARROLL	LETTELIER	L	✓	✓		IN PRG.		
DRIFT CAR	MADYDA	H	✓	✓		IN PRG.		
TONGUE VALLEY	BONJOURNAUX	H	✓	✓		IN PRG.		
NYS CABOOSE	ANDERSON	H	✓	✓		IN PRG.		
44 TURNER BRW		L						
44 TURNER BRW		H						
44 GUNPT	PRICE/ROSE	L						
RESTORED BIKES	LETTELIER	L	PARTIAL	FUNDED		IN PRG.		REPAIRING BRK
RESTORED BIKES	LETTELIER	L				IN PRG.		REPAIR
ANDERSON #23		L				IN PRG.		AND TRUCK HUBS
ANDERSON #23	CHAPMAN	H	✓	✓		IN PRG.		TRUCK PURCHASED - GOT TO LENGTH
ANDERSON #23		L				IN PRG.		TRUCKS ATTACHED
ANDERSON #23		L				IN PRG.		
RS-1/OL 761	ANDERSON	H						WORK IN PROG.
ANDERSON #23		H						IN PRG.
44 GUNPT	PRICE	L						REPAIR
44 GUNPT	PRICE	L						
44 GUNPT	PRICE	L						
44 GUNPT	PRICE	L						
44 GUNPT	PRICE	L						
44 GUNPT	PRICE	L						
44 GUNPT	PRICE	L						
44 GUNPT	PRICE	L						
44 GUNPT	PRICE	L						



Words from Our President, *Continued from Page 4*



Top left, Bob Boothe, top right, Harry Leeds on the 1455, brushing on the historically-accurate color, and left, the finished result; above, Gerry Herrmann removing paint from wooden pieces from the NYCHRR caboose; left, the bright yellow safety line at Track 18; below left, the proposed footprint for re-erection of the Botsford water tower; below, progress on trackwork



August Operations Report

By Jeff Van Wagenen, Superintendent of Operations at DRM

We began the 2012 season using our GE 44 Tonner 1399, aka "Dianne". She awaits an oil cooler for the number 1 engine, so we have been operating using only the number 2 engine. This is enough to pull the Railyard Local, but not much else(!) Our RDC 42 has filled in where crew was not qualified on the 1399. The 42 is a great car in the winter (because of the heat), but is uncomfortable in the summer (because of the...).

Wade Roese worked with Metro-North contractors to have our fence on the east end of the yard moved about two car lengths east, which gives us a bit more room for our operations. The turntable is down for repairs. Bob Pitcher has secured a new clutch, and it should be operational soon. As a result of the turntable being unavailable, operations have included a stop/visit to the pump house, but no turntable ride. Alternately, we have been de-training at the end of track 42 for a guided tour of the RPO, at the discretion of the operating crew. The tours of the RPO car have been well-received.



Photo showing the extended trackage in our railyard, and at right, the pavilion now with decking on the roof.

Gil Letellier has been busy with a number of projects, one of which is the pavilion at the end of track 42, which will soon have a roof. This will afford shelter from the sun for those who wish to de-train and re-board a later train. I have been encouraging train crews and car hosts to advise riders that they can ride as often as they want (that day) by presenting their tickets again. This practice doesn't apply for special events, but we have had plenty of room on our regular weekend trains to do this.

I have talked to Gil about a station sign for the new pavilion. Please send your suggestions! We have "Roberts Park" and "Still River" as suggestions, so far. Maybe we could have some water and popsicles available there. Maybe some Harvey Girls, in period costumes. Well, maybe that is asking too much...

Gil and Justin have been working on painting and repairs to one of our derelict flat cars, which has renewed talk and interest in equipping it with sides and benches for use on the Rail Yard Local. No promises yet!

Here is the news you have been waiting for! Justin Chapin and Jim Teer have succeeded in reinstalling the serviced brake equipment on the RS1 0673. Justin, Jim and Pete Celona reinstalled a rebuilt water pump on July 1st. This was not easy work, but with teamwork, thought and care, it got done. We are hopefully very near to returning the 0673 to service.

We are looking for additional volunteers to train as Conductors and Engineers, as well as for volunteers to help with tie replacement. Please send me a note through the Museum mailbox if you can give us a hand.



At left, Justin Chapin stands atop the RS1 0673 with Pete Celona and Jim Teer while replacing the water pump. R, the end of day for the 44-tonner and crew. Photos by Jeff Van Wagenen.

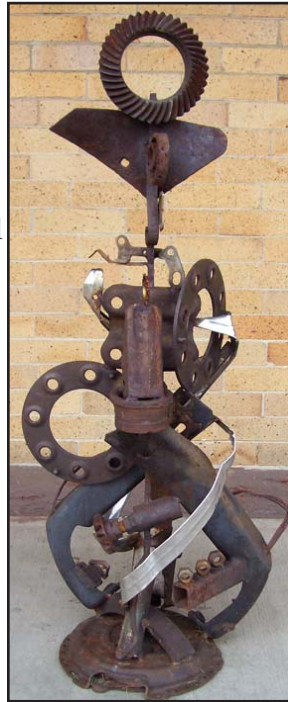


Danbury Open House Day, *Continued from Page 1*

ual sculptures, which were created from scraps of industrial metal including railroad spikes, were deliberately left untitled so that viewers and owners will be open-minded in their perception of the artwork, but in looking at the works the title of the series seems most apt. Most are available for purchase. They have been left unpainted, which seems to be most appropriate considering their materials' heritage. A major part of Brian's goal has been to honor this area's industrial heritage and the workers in those industries. The Museum seemed to be a very appropriate venue for this exhibit. He oils the sculptures once a year to preserve them. Although the artwork is graceful in appearance, he indicates each is rather weighty.

Brian's work has been featured at a number of locations throughout New England. He is a welder by trade and self-taught sculptor, which may help account for the uniqueness of his artwork. In addition to other awards, in he was presented with New Haven Paint and Clay Club's prestigious award for sculpture. One sculpture recently put on exhibit at another location weighs 500 pounds! He has created other series of works. Brian is represented by the Behnke Doherty Gallery of Washington Depot, CT, where some of his work is exhibited. For more information, please visit metulsculpt@yahoo.com.

As shown in photos below, there was a demonstration of blacksmithing skills at the DRM's New Haven forge. As part of his birthday celebration at the Museum, the birthday child was treated to a ride in the locomotive cab with engineer Jeff Van Wagenen. The pumphouse was ready for tours with its "porch". The consist was giving rides using the newly extended trackage in the railyard.





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MUSEUM CALENDAR

Aug	8(7:30pm)	Shays on Cheat Mt.-DRM Library
Aug	15(7:30pm)	N.H. 3025 on Frt.+ Pass.-Dan GalloSr
Aug	16(7:00pm)	Board Meeting - Open to Members
Aug	22(7:30pm)	In and Around Selkirk - Gary Gurske
Aug	29(7:30pm)	Pikes Peak by Rail - DRM Library
Sept	3	LABOR DAY Open 12-4pm. Summer hrs end.
Sept	5(7:30pm)	G.N. Steam + Electric - Carl Liba
Sept	12(7:30pm)	Slide Program by Stan Madyda
Sept	19(7:30pm)	S.S. Chief Chicago-L.A. - Bill Brett
Sept	20(7:00pm)	Board Meeting - Open to Members
Sept	26(7:30pm)	Misc. 1970 on - Pete McLachlan
Oct	3(7:30pm)	San Juan Exp., Silverton - Carl Liba
Oct	10(7:30pm)	N+W/SOU Steam thru Decades - Dan Gallo, Sr.

Museum hours: Mon-Sat 10-5; Sun 12-5;

Beg. Sept 4, Wed-Sat 10-4; Sun 12-4

See the newsletter in color at www.danburyrail.org!



Contact Information

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