



The Railyard Dispatch

THE NEWSLETTER OF THE DANBURY RAILWAY MUSEUM

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FALL 2021

Lifting the Arch



Left: Mariano Bros' crane is positioned to carefully remove the 104-year old structure.

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On September 28th, 2021, the turntable arch was removed from the turntable for the first time in DRM history. The lift was carefully handled by Mariano Brothers Specialty Moving of Danbury. As to when it was last removed from the structure, we can only guess. (continued on 3)

The President's Report

After the CT Kids are Free Summer grant had run its course, our estimates proved to be pretty on point. We then looked to our next hurdle, Pumpkin Patch. Pumpkin Patch would be run the same way it was in 2019. Thanks to Art Slothower, for the first time in museum history we had a train with matching coaches. Art had

painted RDG 1547 last year, and RDG 2015 this year, side by side, the cars looked immaculate, especially when being pulled by the RS-1. This consist was dubbed "The Husking Bee" an homage to the seasonal trains of the same name run by the New Haven Railroad from Grand Central Terminal to Kent. The first two

weekends of Pumpkin Patch were a hit, riders were greeted with apple cider, cookies, and of course pumpkins. A Farmall Cub borrowed from a friend of the museum served as the centerpiece to the patch, the accompanying trailer loaded to the brim with pumpkins. Visitors were also given... (continued on 2)

The Woodstock and Western RR



Above: The W&W is seen being taken apart. Photo by Orion Newall.

After five years of operation, the only standard gauge railroad to exist in Woodstock, Connecticut is being torn up as we speak. With a staggering 0.0094697 miles (50 feet) of track, the Woodstock and Western was the home of Orion Newall's Boston and Maine boxcar as covered in the previous issue. The 72249 has made its way to Danbury and is now back on live rail. Rumor has it the W&W Right of Way will be turned into a trail...



Left: B&M 72249 has been placed on its trucks on track 42.

The President's Report (continued)

the opportunity to park their behinds in cast iron tractor seats, and take advantage of hand painted photo ops. A new and popular addition this year was the "Haunted Caboose" D&H #35815 was decorated by Philip Beard with his own family collection of horror scares. On October 17th, as the 10:30 Husking Bee was making its return trip west down track 18, Coach 2015 derailed, and operations for the rest of the day had to be cancelled, no passengers or

volunteers were reported injured. The cause was deemed to be spread gauge on the "S" curve of track 18 just after the 18 switch. Due to the proximity of the derailment to the track 18 platform, and nature of the track conditions afterwards, outside help had to be contracted. Winters Rigging was called in, they are the area experts when it comes to derailments and were able to right 2015 in a matter of hours using jacks and blocking. Unfortunately the cost of righting

the coach and track repairs will be greater than the net profits generated by Pumpkin Patch. This was another huge blow to our operations. Without the help of our dedicated volunteers who responded to the emergency, assisted passengers off the train, assured they were okay, and stabilized the tracks, our operations would have looked very different the following weekend.

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With a dash of classic Alco smoke, RS-1 0673 begins to shove *The Husking Bee* back to the Pump-house at the east end of Danbury Yard.



Lifting the Arch (continued)

Left: The arch can be seen laying on cribbing. Photo by Alden Burns



Now that the arch is more accessible, our volunteers can look it over and identify any possible issues spots to be repaired. Once any repairs have been made, if necessary, it will be repainted and placed on the turntable.

The Albany Equipment

Project manager Stan Madyda has been working hard to coordinate the removal of the four New York Central locomotives from Port of Albany property in Glenmont, NY. He has dedicated much of his time conversing with our contractor, RJ Corman Railroad Group, the Port of Albany, and the PSEG Power Plant. Next time you see Stan, please thank him for all his hard

work on the project. Stay tuned for more details!



Above: Conrail U25B has been sealed up to protect against the weather and vandals. Photo by Al Gruber.

Mill Plain Station

Contractor Salem Preservation has been working to complete sealing up the exterior of the Mill Plain Station. As seen to the right, the roof is on its way to completion, the station exterior has been painted green and the canopy supports painted red. This beautiful piece of history will be a wonderful addition to the Railyard Local!



Right: Mill Plain Station as of late 2021. Photo by Alden Burns

**Below: Parents and their young ones
enjoying our little pumpkin patch!
Photo by Phillip Beard**



**Above: RS-1 0673 proudly wearing
The Husking Bee banner. Photo by
Phillip Beard**



Danbury Railway Museum

120 White Street, Danbury CT 06810

Phone: (203) 778-8337

Email: editor@danburyrail.org

Website: danburyrail.org

Editor: Alden Burns

