

The Railyard Local

Volume 6, Issue 10

-The Monthly Newsletter of the Danbury Railway Museum-

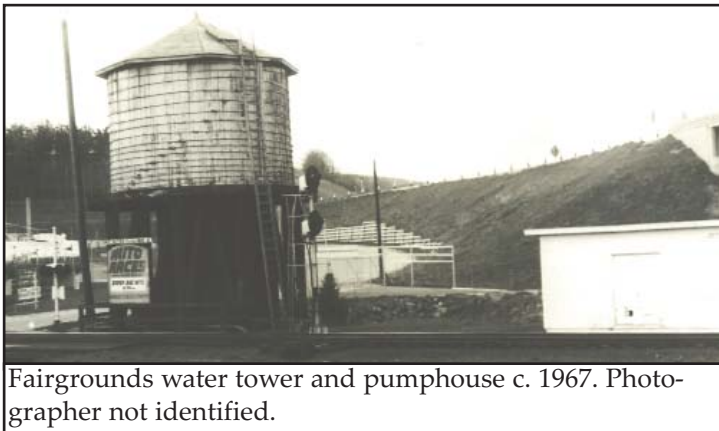
October 2007

Fairgrounds Pumphouse

Preparations being made for move to DRM

John Ivansco once again is heading up a project to save the pumphouse located by the former Fairgrounds in Danbury. A group of Museum members have recently been preparing the pumphouse for a move to the DRM's railyard since at its current location it is too subject to vandalism and flood damage. The motor and pump have already been relocated here.

The pumphouse at the Fairgrounds was erected in 1910. It contains a pump and a 5 hp GE motor, which were used to pump water up into the adjacent water tower. From there gravity fed water into two stand pipes, one beside the eastbound track, the other by the westbound, which provided steam locomotives



Fairgrounds water tower and pumphouse c. 1967. Photographer not identified.

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Teamwork on Trackwork

Track 42 & turntable lead switch progress

Teamwork is very evident now among those doing trackwork. Participants in the restoration of Track 34 already had learned a lot on how to coordinate efforts, and new volunteers joined in at Track 42.



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New Members and Ten Years Ago

Favorite DRM Photos?

From time to time visitors to the Danbury Railway Museum have shared photos that they have taken at the Museum, historic photos of the station or railyard, or of our equipment before it arrived here. Their interest and generosity has been appreciated. Do you have any favorite photos taken on a visit here, or historic photos, that you would like to share with us for consideration to use in this newsletter, and possibly for publicity for the Museum? Please email them to the editor at newsletter@danburyrail.org, or bring or mail prints to Carolyn Taylor, Editor of The Railyard Local, Danbury Railway Museum, 120 White Street, Danbury, CT 06810. Prints can be scanned for use in



the newsletter. Sorry, but we cannot be responsible for returning any prints, and it will be assumed that we have the right to use any photos submitted for the purposes described above. As

has been the policy thus far, individual photographers, but no commercial businesses, will be given credit in the newsletter for their contributions. Issues of *The Railyard Local* are also featured on our website www.danbury.org/drm, with color photos.



Alan Barry visited the DRM recently. The photos accompanying this article were chosen from an emailed set of photos he shot on that occasion.

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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!

Cyndi Morosky	Bethel, CT
David Kopycinski	Moriches, NY
Marc Enis	Flushing, NY
Townsend Farnham	New York, NY
Zane Zumbahler	Brookfield, CT
Robert Whitbeck	Issaquah, WA
William K & Nancy Barr	West Haven, CT

Sounds of Railroading at DRM

Digitrax records soundbites for its website

In August, through Roger Cytron and Stan Madyda, the DRM was contacted by Digitrax, Inc., based in Norcross, GA and the makers of Digitrax Command Control, about recording sounds of our locomotives. Arrangements for the taping were made with the assistance of Steve Gould, Justin Chapin, Wade Roese, Tom McCollough, and Ira Pollack. While here, they recorded sounds of: the RDC Hancock whistle, motor, its traveling over a frog; the SW-8 locomotive being revved up, its horn, and going over a frog; a 44-tonner with bell and horn. Their company will use these sound clips to create sound projects which are available free for download from their website <http://www.digitrax.com/sounddepot.php>. The sounds



l, recording the RDC motor sounds; r, DRM's Justin Chapin, with A.J. Ireland, Rich Businger, and Dave Chaney of Digitrax. Zana Ireland, Digitrax President, also attended.

can be used to make model locomotives sound more realistic. The DRM is being credited as the source, and the company will help publicize our Museum by placing a link to our Museum website. In appreciation,

Digitrax, Inc. made a generous donation to the Museum.

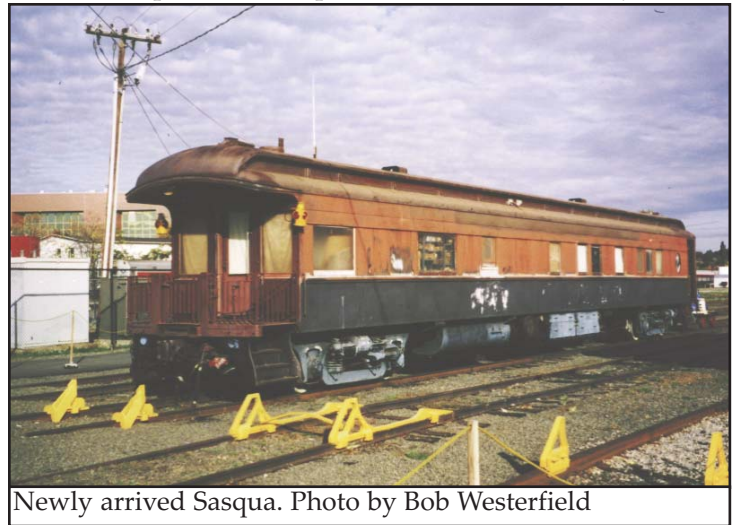
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Ten Years Ago

By Stan Madyda

October 1997 was a busy month for the Danbury Railway Museum with the arrival of new equipment, a successful train show, the DRM Library opening, and a shed built for the 1.5 inch scale train. The Museum also lost one of its valued members and director, Tom Morris.

During the early morning hours of October 11th, Metro North delivered three cars from their retired wire train, along with the Sasqua, a car privately owned by Roger Clements. Because of track work being done on the Danbury branch, the move had to be completed between the hours of 10:30pm and 4:00am. Ed Blackman and Geoff Knees worked with Jack Swanberg on the details of the move. The wire train cars were picked up in Stamford, then dropped in South Norwalk, while the Metro North train crew (Erick Haggengotter, George Humphreys and Mark Farley) went to Westport to pick up the Sasqua. The train went back to South Norwalk to pick up the wire train, then proceeded up the branch to Danbury.



Newly arrived Sasqua. Photo by Bob Westerfield

The new equipment arrived in Danbury in time for our Fall Train Show, which was held on the weekend of October 18th and 19th. A special excursion train sponsored by the DRM arrived from Poughkeepsie with 655 passengers on Saturday. This train also stopped in New Hamburg, Beacon and Hopewell Junction to pick up passengers. The passenger stop at Hopewell Junction was the first in nearly 70 years. Originally the train was to have six cars, but when these sold out, a seventh car was added, and it too sold out. A short trip was then made to Brewster and back, then the excursion train departed for Poughkeepsie at 3:30. Sunday featured three short trips along the Maybrook line. Total attendance was in excess of 3,000 people.

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DRM Express Track

By Ira Pollack, President

I hope all is well with you. As usual, in this month's report, I'd like to keep you updated with some of the things going on at the DRM.

Every month I talk to you about the progress we make in the yard. We've been slowly but steadily making progress with our track maintenance program in the yard. Tamping still remains to be done on Track 34, but what a difference we've made in this area to date! Once tamping is completed, we will be able to operate on this track again, using the center platform as a destination point for the *Railyard Local*. We also have been replacing ties on the turntable lead switch. Many of these timbers were rotted beyond any kind of salvage and must be replaced for use of the switch to the turntable. This, too, has been a slow process, but once again, we are making progress.



This trackwork has been my priority for the yard in the past several months. We must continue maintenance on our track, but at the same time we must try to expand our operating areas and the length of the *Railyard Local's* running space. I must thank our volunteers who have helped me with this important project for the yard and Museum. We've been meeting Saturday mornings at about 10am, and working until closing at 5pm. Our crew has worked out a procedure of replacing the timbers, and we are working as a team. Of course, you're more than welcome to join us, and become a part of this team. I plan to continue this project until the weather gets too cold to work. In another month or so we will be coming to the close of another outdoor season.

I would like to thank everyone for their efforts this year - for what they have done for our Museum's growth. Here is a brief look at some of our accomplishments in the yard and building:

1) #1455 steam locomotive - new deck plate and steel staircase fabricated for much safer and easier access;

exterior and interior painting

2) RPO - interior painted and finished; new metal staircase fabricated; car 98% complete; new exhibit to open soon

3) Wooden NYC caboose - sheathing finished and painted; interior framing; roof scaffolding added to protect cupola

4) CN 660 - Interior staining about 60% complete; rotted vestibule removed with new decking to follow

5) G gauge layout in the yard - expansion of our original layout at this location

6) Track work - About 12 ties replaced on Track 34; progress on rebuilding the turntable lead switch



7) Segar Street pumphouse - Relocation to center platform in our yard is in progress; motor and pump here

8) FA 0428 - Put back on trucks this spring with the help of Wade Roesse and Modzelewski Towing; long overdue project completed in only about 5 hours

9) Museum building - Wade and Tuesday night crew added to displays; many operating layouts now; new display on different weights of rail; all welcome to join Tuesday night group meeting regularly at 7pm.

These are just a few of the activities that have been going on this past season. I'm hoping we can continue with this progress up to the winter frost. We have once again made progress this year. I am very proud of what we have done, and of what we can do when we put our minds to it.



Fairgrounds Pumphouse, Continued from Page 1

with the water they needed to generate steam. When diesel locomotives replaced steam locomotives in the late 1940's, the pumphouse and water tower were no longer needed. The water tower burned down, leaving only the remains of the foundation, and the pumphouse fell into disrepair, prey to vandals, and sometimes home to the homeless. By 1997 the roof had caved in and much of the structure was decayed. That is when John Ivansco became project manager of the restoration of the pumphouse. A crew of dedicated volunteers worked to preserve the building: John Ivansco, Dave McKee, Paul Gassner, and Bernie Balon. Otherwise there would not be a structure remaining for the current move to the Museum. The Danbury News-Times ran an article with an appeal for donations. Hank Zaccara, owner of Chuck's Steak House generously provided all the building materials. The photos on this page were shot by John during the time of restoration, and the flood later on of the Still River. All this is the background material for a future article and photos about the current move of the pumphouse.



Email Message to the Editor

(Forwarded by the Heyel family)

From:
Donald Berry
120 White Street
Danbury, CT

Hi, Carolyn,

It sure feels great, being back in Danbury after almost 17 years. Actually, it was 1981 when I had to move from my original home at the original Danbury Fair. Most of my friends have moved on, too, but out of the area. And what better place for me to call home than the Danbury Railway Museum. What memories.

Sorry to take so long to write to you. I have been quite busy watching the passing scene from my front row Parlor Car seat. Very hard keeping still during the day. Nights I get to roam the yard. There are a few of us still around, and nights are so peaceful. Very nostalgic.

Anyhow, I have been with you since July, and you wanted to know a bit about my background. Here are some specifics:

For many, many years, until 1981, I was the Chief or Head Engineer on the REAL steam engine at the REAL Danbury Fair. Sure miss Mr. Leahy and all my friends. 1981 till 1989 or so, lived on Olympic Drive, Danbury, with Bill & Barbara Shaw. You remember them? Bill was a Danbury Councilman and a corporate pilot with IBM. Before that he was an Army Major and flew helicopters for many USA Presidents - Kennedy, Johnson, Nixon. I had a room overlooking the entire valley so I could see the old Fairgrounds location. Boy, I miss all of them.

Anyhow, the Shaws retired to Florida & I moved to Purchase, NY with Arline Heyel. She was getting on in years so I provided security for her sitting in her living room for almost 10 years. She is gone, now, too.

Then I moved to Westport, CT for 7 years. Private home, many parties, and met lots of very nice people. Then in the summer of 2007, I had a choice of moving to Weston..... nice folks, but I couldn't resist the offer to return to Danbury, and my real love, being around people and trains..... REAL trains. I mean, every day I hear the whistle and horns of the Railyard Local, and numerous Metro-North trains, with an occasional toot from the Housatonic engineers.

So it doesn't get much better than this. Right in the station where I can see so many happy people, especially the kids. I miss children the most from the Danbury Fair days.

Maybe someday, I will get to sit in the cab of B & M 1455..... now THAT would be as good as it gets. Hand on the throttle. Carolyn, maybe you could arrange that for me, with photos and all !!! That would make me very happy.

So, many thanks for your hospitality.

*Respectfully submitted, your friend,
Don*

*PS If you have any questions, just send me an email.... and oh, yes, leave the computer on when you leave at night.
Thanks*

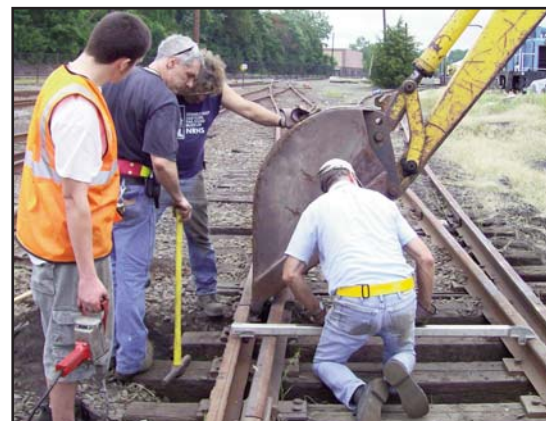


Editor's Note:
Here is a full-length portrait of Donald Berry, which I think he would want included along with his email message. If you would like to visit him, he will be waiting in his parlor car seat just inside the Danbury Railway Museum front doors during the hours the Museum is open. According to him, after hours he may be in the railyard or at the computer.

More Trackwork Photos



Teamwork on Trackwork, Continued from Page 1



Rick Abramson's Show a Special Attraction

The audience that gathered at the DRM on Saturday evening, September 8th was entertained by a slide show on the New Haven Railroad. Throughout the three-hour presentation, Rick supplied informative commentary that was frequently punctuated by humorous remarks. He has special affection for electric locomotives. The slides from his collection spanned a broad chronologic sequence of motive power: EP1's - EP5's, EF1's - EF4's, and finally, reluctantly, photos of diesels including FL9's. As railroad ownership changed, the accompanying changes in color schemes were evident. There were construction shots of EP-3s taken by GE in Erie, PA in 1931. Hell Gate Bridge and Cedar Hill provided the venue for some very scenic photos. One special shot taken from Wildman Street showed the last train of standard equipment to Pittsfield, MA. Some of the slides were taken by T.J. Donahue. Rick noted that if anyone is writing a book about New Haven electrics, he has many photos!

Rick, who started his railroading career in 1968 with the New Haven Railroad, has worked for several railroads, and is now the regular engineer on NX-10 on the Housatonic Railroad, working between New Milford, Danbury, and Canaan. The program included slides of his exquisite HO model layout, which has a recreation of Devon as its center theme, and was the feature cover story of the August 2004 issue of *Model Railroader*. It operates using correctly modeled NH style catenary, of course!



Rick will return with another Saturday night slide presentation, probably on GG1's, Erie Lackawanna, and Reading. Those who attended his debut program here will be certain to plan to be here for this encore.

Ten Years Ago, *Continued from Page 2*

Show Chairman Don Silberbauer provided a two page report in the newsletter detailing the events and thanking individuals involved in the event. To help with the food concession, the Newtown High School Band Parents Association came forward. Speeder rides were a big attraction, with several guest owners of speeders bringing their equipment into the yard. In addition to the excursion trains, Railyard Locals were run during the two days of the event. Budd car tours were given and a Rail Car Theatre was in operation. The gift shop was well stocked. Jack Swanberg and Rich Pedersen were on hand for book signings.



The Pennsylvania baggage car which was an ex-Metro-North wire train car, at the DRM in 1997, in this photo by Bob Westerfield.

In 1997, the Museum offered “Kiddie Train” rides during Birthday Parties and special events. A shed needed to be built to house the equipment. Project Leader Gerry Herrmann, along with Dave McKee, Dave Wilson, Andy Salamon and Tom Morris constructed the shed. Ira Pollack did the painting.

The Reference & Research Library officially opened on September 24th. Over 100 donations had been received to the members of the Library Committee were (and still are) actively involved in accessioning and cataloguing the material received.

Tara Lewis who was serving as the Museum’s Secretary resigned her position because of outside commitments. The newsletter asked for anyone interested in the position to please apply.

At the beginning of October, members learned of the sudden passing of Tom Morris. Tom was a board member and volunteer who, along with his wife Sherry and daughter Colleen, devoted many hours to the Museum. The Galleria Christmas Layout was his project, and many members came forward to construct the layout and maintain it. He was always available for excursions, shows, and so many other projects taking place at Museum.

Favorite DRM Photos?, *Continued from Page 1*



All photographs above taken by Alan Barry.

Help!

The Museum’s G-gauge layout is need of a small locomotive or any other G-gauge equipment which someone would be willing to donate to the Museum. Please contact Wade Roesse (203-938-3611) or the Museum at 203-778-8337. Thank you.



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MUSEUM CALENDAR

- Oct 24(7:30pm) Videos - Steve Gould
- Oct 31 HOLIDAY - HAPPY HALLOWEEN
- Nov 7(7:30pm) Slides; steam freights - Dan Gallo, Sr.
- Nov 14(7:30pm) Slides - D.C., MD, VA - Bob Kessler
- Nov 15(7:00pm) Board Meeting (Open to Members)
- Nov 21 HOLIDAY HAPPY THANKSGIVING
- Nov 28(7:30pm) Video; caboose odyssey-Gary Gurske

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



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Change of Address

If you move, please send your change of address to:
 Danbury Railway Museum,
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 PO Box 90, Danbury, CT 06813
 Via Email to drmmembers@aol.com

