

President's Letter to Membership

In this month's letter I'd like to thank the exiting Board members for their service to the Museum and also welcome in the new Directors to their Board seats. This position is one of importance and responsibility, for these are the people who are to guide and lead our Museum for the next two years. I wish them well and look forward to working and communicating with them over that time.

Over the last few months we've been very busy planning our upcoming season and a new series of events. Our May 4th show will be somewhat different this year. We've moved the model railroad part of the event with the dealers' tables up the street to the Bill Williams Gym on the WestConn campus at White Street. A shuttle bus will connect the two events with service throughout the day.

As you may know, we have had a long-standing problem of accommodating the dealers in our building with its limited space and this has restricted the size and attendance of the show. This year we will have a combination show with the two locations. Of course, along with our operations in the yard, we will have some added attractions.

We are also planning a 100th Anniversary Birthday celebration for our beloved station on July 12th and 13th. This will include various attractions along with our regular operations in the yard – all commemorating the building's birthday. There will be much more information to follow shortly.

Now that we've almost gotten through this horrible winter there is much planning and work in front of us. There are many projects to pursue in the yard this year and as usual I need your help. Our Saturday work program will be starting up very shortly as the winter snows begin to melt.

I am focusing on developing a list of selected projects this year using our limited finances and resources. I will try to keep you abreast of what's been prioritized and what's going to be worked on at what time. The Volunteer Coordinating Committee and a weekly posting of the work schedule will get the word out. The postings will be on the Volunteer lounge bulletin board and on our web page to help you.

As always, there is a lot going at the Museum, please stand up and be counted and volunteer.

Ira

Easter Bunny Trains

Its that time again, Spring will be right around the corner, I promise!

This year we have four days of Easter Bunny Train Rides, Saturday and Sunday April 12 and 13, Friday and Saturday April 18 and 19.

We need car hosts, gift shop people, tour guides, and general people in the museum to watch the model trains and walk the public to the Bunny Rides (any spare Bunnies would be appreciated too!).

If you can assist, please contact Sue Thomas at 203-792-1981. These are fun events but we need volunteers to assist with the many visitors we have for this event. If you can show people thru a caboose or talk about a steam engine - you're needed.

Thank for your support!

ELECTION RESULTS

Total Ballots Received: 202

Total Ballots Rejected: 7 (4 had no names or member number, and 3 were not paid up members)

Totals For Candidates:

Ira Pollack, President:	179
Ron Freitag, VP	110
Ed Blackman, VP	85
Steve Gould, Secretary	192
Patty Osmer, Treasurer	190

Directors (Top Five Vote Getters Were Elected):

Sue Thomas	143
Dan Foley	130
Mike Salata	113
Geoff Knees	106
Andrew McClellan	95
John O'Hern	77
Steve Meyerson	75
Ron Freitag	70

At the March Board of Directors meeting, Wade Roesse was elected Chairman of the Board of Directors, succeeding Dan Foley.

Congratulations!

Mission....

The purpose of the Danbury Railway Museum is to organize and manage a railway museum in Danbury, Connecticut and to engage in any and all activities convenient to said purposes. The goal of said museum shall be to educate the public to the history of railroading and the role of the railroads, both as part of a natural heritage and as an institution in contemporary society. The corporation is organized exclusively for educational purposes.

Officers

Ira Pollack - President
Ron Freitag - V. President
Steve Gould - Secretary
Patty Osmer - Treasurer

Directors

Wade Roese, Chairman
Suze Blackman
Dan Foley
Geoff Knees
Dave Lowry
Andrew McClellan
Peter McLachlan
Randy Natale
Michael Salata
Susan Thomas

Change of address

Please send change of address to:
Danbury Railway Museum, Inc
Atten: Membership Chairman
P.O. Box 90
Danbury, CT 06813-0090
Or Via Email to:
drmmembers@aol.com

Danbury Departures is made possible by volunteers.

Comments and suggestions are always welcome.

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www.danbury.org/drm

The Yard Inside -

April 2003

By Wade W. Roese

As we slowly pull ourselves out of the snowdrifts, recuperate from the super cold and again see the tops of our railroad tracks, rail operations seem to have picked up both in and out of the Museum. Before I present the status let congratulate new and returning officers and board members recently re-elected on March 19th.

N Gauge: The **N gauge** has received a donation of an operational Pennsylvania Trainmaster from Mr. John Pecota. Thanks John. We have also gotten a number of great photographs from Pete Mclachan which show many of the buildings in and around the yard. Anyone interested in taking a shot at constructing a building for the layout give us a call. We are in the process of doing more topography enhancement and Bill Britt has built and is building additional edifices.

S Gauge: The **S gauge** diesel switcher received from S-Helper services has been placed into service and is performing nicely.

O Gauge: The **O gauge** gremlins continue to operate, move, and reorient locomotive and stock on the layout. There must be a dispatcher in the house.

Bill Britt has constructed the triangular base which will shortly receive the **HO Scale** model of our own railroad station/Museum. I apologize "or not" for the short winded report this month, but spring is near and progress should follow. Warm up time!

Thanks, Wade

Gift Shop News for April

From Patty Osmer

If you missed your copy of any of the books featured in March (**NEW HAVEN RAILROAD** (Railroad Color History) by Peter E. Lynch in hardcover, **NEW HAVEN COLOR PICTORIAL Volume 2** by Davis Sweetland, and **25 YEARS ON THE ND&C**, by Bernie Rudberg), better hurry in as these are going fast. Rumor has it that Peter Lynch will be at the May Railfan show to sign his new book, and we will be reserving copies to have on hand for this.

Our latest book, "**The Shepaug Railroad 1872-1948**", by Fletcher Cooper, is in stock but won't last long as there was a limited print run of 500 books. The book sells for \$18, and features 13 pages of copy about the history of the railroad, with another 40 pages are filled with black-and-white photographs of trains and their crews, depots along the route and views of the abandoned railroad bed as it appears today.

For those interested in the history of railroad stations, we have in stock "**The Late, Great Pennsylvania Station**", by Lorraine B. Diehl, which is a beautifully illustrated remembrance of the old Penn Station.

April is 'pen month' at the Gift Shop! All members will receive a **free** DRM pen with your purchase of \$25 or more.

We need your help!

If you like people and like selling, the Gift Shop can use you! If you can volunteer even 3 hours a week, please call the Gift Shop at 203-778-8337 to volunteer, or follow the Gift Shop link on our web page (www.danbury.org/drm) to volunteer.

DRM Members in High Places

By Dave Lowry

Once in a while, ceiling light bulbs (very expensive) burn out and banners must be hung!

Below left, Andy McClellan and Charlie Albanetti are shown changing a bulb over the front desk!

Below right, Don Konen is completing the task of hanging a red and white banner for the 100th Anniversary of the Danbury Railroad Station (1903 - 2003).



Photo Credit - Dave Lowry

Welcome New Members

Edward & Jessie Albanetti	Danbury, CT
Phyllis Belcourt----	Bethel, CT
John Caputo	Trumbull, CT
Edward F. DeVito	Torrington, CT
Steven & Cindi Hall	New Milford, CT
Ann & Steve Harrington	Ridgefield, CT
Rose Larujn	Newtown, CT
Bernice Liba	Westport, CT
Matthias Manske	Schoenow, Germany
Daniel Milone	Mill Neck, NY
Rich & Maria Schreiner	Derby, CT
Rev. Samuel V. Scott	Brookfield, CT
Benay Yaffe	Milltown

New Youth Members

Andrew Freitas	Danbury, CT
Katie Freitas	Danbury, CT
Jonathan Freitas	Danbury, CT
Jennifer Jordan	Voorhees, NJ
Kristen Jordan	Voorhees, NJ

A Special Thank You

I would like to officially thank and apologize to those who voted for me during the most recent elections of the Danbury Railway Museum.

After spending six years on the board of directors with four of them being the treasurer, I felt that I knew the pulse of the museum well and also knew the directions that we need to take towards the future and had hoped to be able to continue to help achieve our goals.

Due to a recent increase in workload, I had made the decision to withdraw my name from the ballot.

Again, I would like to thank all those who supported me.

Tony White

Library News

By Stan Mady

The Library continues to receive donations, both large and small. Some of the material duplicate what we already have in the collection. We will be selling duplicate books, magazines and timetables at the May Railfair Show. We will have our table at the Museum.

Here are some more of the many donations we have received:

- Peter Luede - lanterns, spikes, date nails, car window closer, track tool, triple lens end of block signal, men's room sign and a 3rd rail shoe holder
- Cecil S. Ashdowne – books, magazines, postcards, advertisements, phonograph record, plaque, timetables, videos, table and souvenir spoons and tie clasp
- Selma Duignan – books, magazines, brochures, maps, menus, tickets and various railroad documents
- Robert McDevitt – New Haven dining car token
- John Scott – rule books and a manual
- Peter Cornwall – railroad documents, Danbury & Norwalk locomotive roster, books, timetables, magazines, newspaper and magazine articles
- Jim Daily – books
- Anthony Maida – books
- Ed Rockwell – postcards, timetables and ticket book
- Eleanor Sturges – slides, timetables and a paper foldout train
- Robert G Lindner – books
- Dan Foley – 200 slides
- Vincent G. DeYoung – N scale trains
- Eugene Griffen – postcards, tin types, photos
- Dr. Frank Podrasky – model trains
- Jim Towey – photos, magazines, framed prints
- Robert W. Joyce – blueprints from the Sante Fe Railroad and New Haven Railroad
- Gertrude Farrington – 2 prints
- Arthur Rickerby – scrapbooks, data profile books, newsletter, annual reports
- Harry B. Leeds – books
- Bob Westerfield – magazines
- Stuart Jacobson – N scale trains
- Virginia Snopek – slides and a photo album taken by her late husband
- Alan Bird – postcard commemorating the 100th anniversary of the Berlin, CT station
- Gail Ketcham - magazines

We also received anonymously the following items: can for drinking water, coal chute, manuals, books and videos.

From Robert Greenberg

On March 13th my brother and I took a ride to Miami on Tri-Rail. Tri-Rail is the local commuter train that runs from West Palm Beach South to Miami on the hour. Tri-Rail provides free shuttle service to the airports at West Palm Beach and FT. Lauderdale. They seem to be doing well. They are in the process of completing a second track so that they can run on the half hour and hopefully ease the traffic congestion on the local highways and I95.

They have armed guards that come through to check your tickets and keep the train safe. The cars were clean and the ride enjoyable.



You must purchase your ticket before boarding the train from a machine. During the morning commutes this can be a challenge and the change is given in one dollar coins - I had used a \$20 dollar bill - I thought I hit the jackpot!



CSX uses TriRail track and switches in the Miami yard.



Construction for the 2nd track



Inside, upper level for the cars



Tri-Rail Power - sorry I am not a diesel spotter.



The Tri-Rail Metro interchange station in Miami - see how the people are dressed in March!

DANBURY RAILROADERS IN THE GREAT WAR

By Frank K. Thompson, Jr.

Part 2 – 1918-1919, At the Front to After the Armistice

Compared to the unfortunate Tommies in the trenches, the men of the Fourteenth had a relatively enjoyable war. After a nine or ten hour shift, a railroader could return to camp, have a hot meal, take in a film or concert at the camp theater or partake in the nightly poker game, and then retire to a warm dry bunk. Occasional German air raids were a nuisance but not especially dangerous. During the winter lull following the failed Cambrai action, SFC Thompson received a seven day pass to visit Paris, where he had the time of his life, while Sid Webb was granted permission to visit his parents who lived in Birmingham England.

This peaceful existence came to an abrupt end on March 21, 1918. On that date, the Germans launched their final attempt to win the war. With fresh troops transferred from the quiet Russian front and using innovative tactics, they penetrated the British lines along the Somme and drove the Allied forces back as much as forty miles. The railroaders of the Fourteenth found themselves in the thick of this fighting. Under heavy German artillery and machinegun fire they evacuated their positions, rescuing most of their rolling stock and burning or blowing up what could not be moved. Although exciting and dangerous, this forced withdrawal caused only light casualties among the Fourteenth (none killed). The desperate British actually seriously considered employing the Fourteenth as infantry and provided them with rifle and bayonet training. At about this time the Fourteenth traded in its old Krag rifles for British Enfields. Fortunately for the men of the Fourteenth, the German advance outran its supply lines and lost its momentum. The British were finally able to stabilize the front within shelling distance of the city of Amiens and the great "March Drive" ended in a German failure.

With most of their rail system in enemy hands, the Fourteenth Engineers were now redundant. As a consequence, they were dispatched up to Calais for a nominal rest. In the spring of 1918, Calais must have seemed like a soldier's dream – beaches, a British Army Women's Auxiliary Corps camp nearby, and the bistros and estaminets of the city a short distance away. The Fourteenth enjoyed little rest, however, as the men were put to work building a standard gauge bypass line around Calais, while the German air force chose this time to initiate an almost nightly bombing campaign against the port and its surrounding supply depots. During its "rest" at Calais, the Fourteenth was transferred from British to American control and at last became officially part of the American Expeditionary Force (AEF). Also, SFC Thompson was promoted to Master Engineer (Junior Grade) the second highest noncommissioned rank.

Its "rest" completed, the Fourteenth Regiment, with its Danbury contingent, set out on August 1918 to join the AEF, beginning an odyssey across northern France that would last two months. They traveled by train, truck and foot through the Marne sector and the Argonne, repairing roads, reconstructing bridges, performing guard duty in rear areas, and on occasion, standing by as reserve infantry. Moved aimlessly around and sleeping in abandoned buildings or on the ground, they seldom remained more than a few days in any one place. During this period of wandering, Company E, briefly crossed paths with the 56th Field Artillery, which also contained a fair number of Danburians.

Finally, on September 10, 1918, the regiment resumed its railroading career. Arriving in the Argonne Sector, the

Fourteenth was assigned to operate light railways in support of the French Second Army and later the American First Army. By early October it had charge of an extensive 60-cm light rail network west and south of Verdun. Much of this network had been built by the Germans and later incorporated into the Allied system. The duties of the regiment here were about as they were with the British – transporting ammunition and rations up to the front lines and returning with salvage.

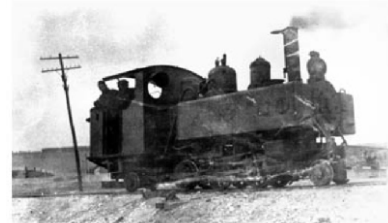
The day of the Armistice ending the war found Frank Thompson, now Mater Engineer Senior Grade, in charge of a detachment of Company E at a ration and ammunition dump in the Bois de Montagne south of Verdun. Larry Mannion was classed as "Stable Sergeant," remarkable in a unit that had no horses; this probably meant he was in charge of the company's motor pool. Frank Rice was a motor vehicle driver at regimental headquarters, while Sid Webb had become the company cook. Paul McDonald apparently was still a locomotive engineer.

Since they were among the first American troops to arrive in France, the men of the Fourteenth felt that they should be among the first to return home. The army being the army, however, this was not to be. It was decided that the railway regiments would remain in France to help the French salvage material from the battlefields. Needless to say, this did not go over well with the men and morale sagged, but, in spite of their disappointment, they labored on. Throughout the long winter of 1918-1919, the Red Cross, the Salvation Army and other charitable organizations brought camp shows, films and concerts to the troops to keep up their spirits, and leave passes were generously granted. During this period MESH Thompson and others received passes to visit Nice and Monte Carlo.

On March 9, 1919, while Thompson and his companions were still basking in Nice, the regiment at last received orders to move to the port of embarkation, Bordeaux. On April 17th, the regiment boarded the former fruit steamer "Dakotan" for the voyage home. Their war was over. The "Dakotan" arrived in Boston on April 27th, to a rousing welcome by friends and supporters. The Danbury men were honorably discharged at Camp Devens, Massachusetts. Early in May 1919, Thompson, Rice Webb and the others arrived back in Danbury to resume their civilian occupations after nearly two years of military service.



Signal Corps cameraman filming a supply train on the light railway near Dieue-sur-Meuse, November 1918. (National Archives)



Baldwin 2-6-2T Locomotive (National Archives)

START UP (literally!) FOR 2003

by Ron Freitag

On Sunday March 16th, Skip Kern (engineer), Justin Chapin (conductor/trainee) & myself (conductor), switched the yard in preparation for the 2003 operating season. You may have noticed if you've been to the yard lately that it's had a sort of "hey, they forgot to put their toys away" look to it. This is not how we like to have things at DRM & unfortunately was caused by circumstances beyond our control. During what was to be the last switch of the season where we would put everything back in place we developed a problem with some of our track which required immediate attention. This was accomplished in breakneck fashion by a very dedicated group under the direction of Chief Mechanical Officer Kern. Fortunately, (or maybe fortuitously) Skip had recently completed & received his certification for track work from the Railway Education Bureau. Practical application of his courses proved he paid close attention to his studies & he certainly earned his stripes. Once this was completed, just in time for the arrival of private car **New York Central 3**, our priorities were turned to running the Santa trains & the Holiday Express. **NYC 3** needed to be plugged into the standby power at the west end of track 18 (that's the first on in the yard) so the Railyard local trainset was spotted on 20, so it too could be pugged in to keep the **RS-1**'s prime mover from freezing. With the best of intentions to complete what we'd started, we kept the loco at the ready & waited for the events to be over & the NYC 3 to depart. Then.... the weather started. Our plan was to switch the yard Dec. 26th. Remember the nice white Christmas we had? I was watching TV & saw a news report on the storm & all the power outages & the reporter was standing in the blinding snow on Main Street in Danbury. A quick call to Skip about the conditions revealed that he'd already left to go over to DRM to check on things. When he got there he determined that it was best to drain the locomotive & unplug it for the safety of the artifact.

Which brings us to March 15th. Skip, Justin & Jeremy Rice arrived bright & early at DRM to begin the start up process for the old ALCO. Once the loco was filled with water & the journal boxes were cleaned & oiled (along with some ice removal on 2 of them), it was ready to go. When I arrived Sunday morning, Skip & Justin had already got it started & were waiting for me (I'm always a little late) to begin.

After setting the trainset (coach Reading 1547 & caboose NH C-627) over in the runaround we proceeded to make our moves. We first picked up **Penn Central 23662** (the green caboose on the end of our freight train) to use as a power brake car & also since the marketing group requested this car be put in the trainset for Easter so **NH C-627** could be used for a walk thru display. **PC 23662**'s interior is still unfinished & cannot take riders at this time but can be used by the conductor for back up moves. We then put #1, the **EMD SW-8** switcher donated by Pfizer (ex-Rock Island 838) & **CDOT 605** the leased **RS-3m (Erie Lackawanna 1050)** over on track 20 so they could be serviced & made ready for use. We next placed our latest addition, **New York Central 19322** a wooden caboose built in 1909, on track 40 just east of the crossing so Master Carpenter Gerry Herrmann & crew could begin work on it. After that we placed caboose **NH C-627** on track 24 along the walkway & tacked the PC caboose on the hind end of **Couch 1547**. We then coupled onto the head end of our consist & spotted it up on track 18, just like we were planning to do oh so long ago.

So...now that were back to normal (yeah, right) what 's next at the DRM? I've prepared a 3 page list of projects that I feel

need to be addressed in the next couple of years. I presented it to the Board of Directors & they are reviewing it to help prioritize what we'd like to attack in 2003. When I've received their feedback & I have a definite plan for the year I will report back to you as we will need your help. But how to get involved Ron? I'm glad you asked! Please feel free to contact me anytime with questions, your thoughts for what you'd like to see happening at your museum & certainly if you'd like to volunteer. I can be reached at 1-845-365-9145 or online lbhf1@juno.com. I very much look forward to hearing from you & welcome your assistance.



NYC 19322 is shoving west under the watchful eye of Justin Chapin powered by RS-1 NH 0673 with caboose PC 23662 along for extra breaking as the air brakes are inoperative on the 1909 built wooden caboose.



Track 40 DRM's reatoration "ready" track is heading west with the latest addition to DRM's projects NYC 19322 on the point.



Our 1948 vintage ALCO 0673 is shoving west to add caboose PC 23662 to the Railyard Local trainset for the Easter Trains.



The Easter Railyard Local trainset is all together & headed home up track 18.

Photo credit - Ron Freitag

Help Restore B & M #1455 Mogul

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.



Digital photo by Peirce Behrendt

**Only 200 numbered prints are 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.

Artist Andrew Neilly will be available to sign copies of his print at the Danbury Railway Museum from 12 noon to 2 PM on Sunday, May 4, 2003 during the Spring Railfair.

Prints are available at the Museum or by mail. To order by mail, please fill out the order form below and mail to 1455 Restoration Fund, Danbury Railway Museum, P.O. Box 90, Danbury, CT 06813-0090.

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.

Name _____

Address _____

City, State, Zip _____

MUSEUM CALENDAR

J. W. Swanberg Photo Exhibit:

“A RAILROAD AT WORK”

The New Haven Railorad 1956 - 1966

Wed. Apr. 23 - 7:45 PM	Dan Foley - Slides, Not So Wide
Wed. Apr. 30 - 7:45 PM	Mike Johnson - To Be Announced
Wed. May 7 - 7:45 PM	Dan Gallo Jr. - NYS & W Steam #142
Wed. May 14 - 7:45 PM	Steve Mayerson - Weathering and Structures
Wed. May 21 - 7:45 PM	Ira Pollack - Castings
Wed. May 28 - 7:45 PM	Pete McLachlan - There Are Other Railroads!
Wed. June 4 - 7:45 PM	Steve Gould - Rockville Bridge - Strasburg Railroad
Wed. June 11- 7:45 PM	Carlton Mablee - Walkill Valley Railroad

Museum Hours: Wednesday - Saturday 10AM - 4PM

Sunday Noon - 4PM