

The Railyard Local

Volume 12, Issue 6

-The Newsletter of the Danbury Railway Museum-

November 2013

Pumpkin Patch Event

Families come to the DRM's annual event

The weather was nice with a crisp fall feeling for the DRM's annual Pumpkin Patch event held over three weekends in October. Many families with costumed children came to ride our vintage train being pulled by our very own "Great Pumpkin" locomotive, the 1948 Alco RS-1 New Haven #0673. Once our guests reached the end of track 42, they disembarked and enjoyed our decorated pumpkin patch and free refreshments consisting of cider and cookies being served by our dedicated volunteers. Children were able to pick a free pumpkin from our pumpkin patch. Back inside the decorated Station, children were able to enjoy operating layouts, a free coloring station and temporary tattoos and other activities. A special thanks goes out to all the volunteers who made the event days enjoyable for all our guests!

Pumpkin Patch photos (this page and back cover) courtesy of: Carolyn Taylor.



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Burro Crane Revival

Part 2 - Rehabilitation of main gear shaft

By Michael Madyda, Project Manager

In the May-July 2013 newsletter, I left off by telling you that Louis Pisacano & I removed the main gear shaft from the Model 30 Burro rail crane. This article will describe the steps we took to rehabilitate the main gear shaft and show how you can't judge a book by its cover (you'll read and see why shortly).

On June 11th of last year, we loaded the main gear shaft onto Louis's truck and brought it back to his workshop to work on it since the DRM doesn't have adequate shop facilities for us to work on projects such as this (fig. 1). Later in the month we started work on it by first pulling off the plates, bearings, sleeves and other pieces to inspect the condition of everything, especially the bearings (figs. 2-3). The double-row,



Fig.1 Louis removing main gear shaft from his truck.

tapered roller bearing on the right side of the shaft was rusty and immovable, but salvageable (fig. 4). However, the cylindrical roller bearing cage on the left was a much worse story (figs. 5-6).

We immersed the double-row, tapered roller bearing in a "special" mix of diesel and other oil-based fluids to lubricate and

free-up the bearings and let it soak for several days. To free up the cylindrical roller bearing cage, it was going to take a lot more than just fluids and lubricants. Being that it had sat for such a long time out in the elements,

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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!

Have you noticed? The address label on each newsletter indicates the expiration date of your membership (recent renewals may not have new date on label). Life Members do not have an expiration date.

Robert Humphries	Danbury, CT
Lawrence Badaracco	New Milford, CT
Peter Delgado	Yonkers, NY
Keith Velia	Ridgefield, CT
Philip DeBaffek	Ridgefield, CT
Vincent Catalanotto	Brewster, NY
Carl Zencey	Newtown, CT
Satchi Rmsadcu	Danbury, CT
Amanda Timmerman	Bethel, CT
Meghan Gioffe	Newtown, CT

Upcoming Events at the DRM

November 10th - Active Service Members and Veterans Day

The DRM will be thanking our servicemen and women (past and present) on November 10th. Active service members and veterans will be granted a free train ride with paid admission.

December 7th & 8th, 14th & 15th, and 21st - 2013 Santa Express Weekends!

Come see Santa! Ride the train in our railyard and visit Santa in his Special Coach! Every child will receive a small gift from Santa.

Reservations are strongly recommended!

You can reserve online at our website or you can call 1-203-778-8337.

The \$10 admission for visitors ages 2 and up (under 2 years free) includes train ride, exhibits and displays in our 1903 Station, operating layouts, children's activities including temporary tattoos, and free hot chocolate!

Trains will be running every **half-hour 12:00pm - 3:30pm on Saturdays and 12:30pm - 3:30pm on Sundays**. There will be a **special evening train Saturday, December 21st at 4:30pm!**

If you are a Member and would like to help out with this event, which would be very much

appreciated, please contact Sue Teer at 203-778-8337.

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Ten Years Ago

By Stan Madyda

A successful summer season at the DRM was drawing to a close and plans were underway for the Fall and Winter events. First up were the Haunted Rail Yard weekends. Very different from today's Pumpkin Patch Trains, the Haunted Rail Yard was meant to scare visitors. At the time, the event was recommended for ages 4+. Museum members would dress up as monsters and visitors would be able to walk through one of the passenger cars decorated for Halloween. The rides were only given at night.

Promoting the DRM has always been an ongoing concern. To help make the Museum more visible to the Metropolitan area, we engaged Metro-North to include us in the One Day Getaway programs. The idea was, and still is, to bring people from New York City to Danbury via Metro-North and visit the Museum.

Donations were coming in at a good pace with over \$5,700 through the end of August. Donors were recognized in the newsletter.

In trying to keep up with training programs, Nancy Sniffen agreed to help with the Operations Training making sure trainees were paired with experienced crew members. John O'Hern began taking a more active role with the Safety 101 course.

Logo Denim Shirts Available

Makes a great Christmas or Hanukkah gift!

A very comfortable shirt! If anyone is interested in purchasing a denim shirt in either long- or short-sleeve with the DRM Logo over the left pocket and their name embroidered on the right side (optional), please email the Museum at: info@danburyrail.org. The shirts need to be custom-ordered and will cost \$20 with no name, and \$25 with name. Payment is required before the shirts can be ordered.

Help Wanted for Front Desk

The Danbury Railway Museum is run entirely by dedicated volunteers, but right now we really need front desk volunteers. In the past few months we have lost three dedicated people, Carol Wilson, Don Collier and Dave Lowery. All of these folks gave many hours to the desk in the past.

However, if you are a people-person and like meeting and greeting people, can accurately handle money and sell tickets, we need you! Please contact Sue Teer at 203-792-1981. Thank you!

How I Met My Brother and Fell in Love with Steam Train Locomotives

By Martha Bishop

Early in the 1940's America went to war in Europe and in the Pacific. My brother, who was just 20 at the time, enlisted in the United States Navy. I was just a baby at the time, but we had pictures of him all around the house. When he finished basic training, he came back home, probably for a couple of weeks, and married his high school sweetheart before being shipped out to battle. I think I remember parts of the wedding.

My grandmother lived with us, and she would sit and knit grey wool socks for the soldiers while she told me stories of her grandson, my brother. She was a gold star mother. One of her sons died in World War I, and the Gold Star banner hung in the front window of our house in Indianapolis, Indiana.

About a block and a half from our house was a very active railroad track. My grandmother would often walk me to the tracks so that we could wave at the troop trains passing through. I knew that "troops" was another way of saying soldiers and I knew that my brother was a soldier. Well, actually he was a sailor, but at age two, I was not picky about such details. In any case, I waved with all my might to the soldiers. After all, my big brother was a soldier and he might be on one of those trains. To my unending delight, many of the soldiers would wave back as they passed by. Some of the trains that passed through did not carry soldiers or any passengers at all, but they did carry tanks, cannons and other war machines. My grandmother told me that that equipment would help us to win the war also, so I waved at the machines. Generally, they did not wave back. Even when Grandma did not walk me to the tracks, I would still hear the train and sometimes run out into in the middle of the quiet neighborhood street in front of our house to wave, much to the consternation of my older sister. There was not much traffic in those days, partly due to gas rationing.

My parents knew that Charles, my brother, was in the Pacific in spite of all the black marks covering some of the writing in his letters home. How did they know? He sent grass skirts to my older sister and to me. I kept mine until it literally disintegrated. I didn't know where or even what the Pacific was, but I knew it had something to do with the trains. After all, I saw the trains taking soldiers there. Lying in bed at night, I could hear the long whistle of the steam locomotives warning of their arrival at intersections. Those whistles were comforting because I knew what the trains were carrying, and those soldiers and those machines were keeping us safe at home. I never lost that feeling of security when I heard the whistle of a steam locomotive and its hissing and chuffing for the next decade or two when these magnificent giants still ruled the rails. Even today the clank of train cars being released or coupled and the squeal of steel brakes are appealing to me.

Thankfully, my brother came home in 1946. I remember the phone call. He called from California in the middle of the night. Our phone was in the dining room downstairs, and my parents' bedroom was upstairs at the opposite end of the house. We all heard the phone ringing and my dad racing down the steps with my mom right behind him. Even before reaching the telephone, my dad was yelling, "It's Charles, he's coming home!" He just knew it was Charles.

When my brother arrived in Indianapolis and the home of his wife's parents where she was living, my dad and I went there to drive them to our house. By this time, I was six years old and it was the first time I remember seeing my brother in person, not a picture. I bravely stood behind my father, stuck my head between his legs and, beginning with the shoes and ending at the head, I studied all five feet, nine inches of my brother. Charles was still in his uniform and he was the tallest man I had ever seen. He grinned down at me.

That's how I met my brother and that's how I fell in love with steam locomotives....but there is more to this story.

For many years since, I now have many fond memories of my brother. For a few years, before their sons were born, Charles and his wife, Martha, came to my parent's house every Christmas morning. My sisters and I were not allowed into the living room until they got there and sometimes they didn't make it until 7 or 7:30 in the morning! Every year, my brother would insist that we come outside because Santa was on the roof. Every year we were always just a little too late to see Santa, but we were always sure we could hear the bells on his sleigh, even though I was beginning to have doubts about Santa. I can still hear Santa's sleigh bells on Christmas morning.

He and his friends used to come to our house to play badminton, tell bad jokes and sing silly songs. He is still telling jokes, but golfing has taken the place of badminton. He

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Words from Our President

"Volunteers are us." "You got it!" Each year we have approximately 400 members that support the Museum in various ways, such as through donations, contributions and volunteering of time. Volunteering of time is probably one of the most important benefits we receive from our members. Volunteer time and expertise is what grows and propels our Museum. Engineers, conductors, car hosts, front desk staff, event staff, painters, carpenters, electricians, blacksmiths, etc. Every volunteer position is significant in its importance and function, which brings up the point of this report. Help! We need you...well, we need more volunteers to venture forward. We have lost the service of too many volunteers. Too many have passed away, relocated elsewhere, have limited travel and transportation abilities, or have succumbed to other responsibilities which preclude their continued ability to share their time and dedication at the Museum.

So, again, we need your help! Please think about your interests, what you like to do and what you could do. Would you enjoy helping and have the time to assist the Museum? We do need your physical support at the Museum. Many of our volunteers have reaped the rewards of sharing volunteer time, talents and expertise. We thank you in advance for any consideration and assistance you might afford us.

On behalf of the Danbury Railway Museum, Wade W. Roesse

How I Met My Brother and Fell in Love with Steam Train Locomotives, Con't from Page 3

rarely talks about his war experiences, except for one. Charles held the rank of Pharmacist, first class, in the Navy, but since the Marines did not have a medical crew then, Charles was attached to the Marines as a corpsman. My brother went ashore on the beaches of Iwo Jima with these Marines...but that is not what he talks about. What he will talk to you about is seeing the American Flag flying atop Mt. Suribachi.

My brother was very proud when he was one of thousands of honored guests at the dedication of the World War II Memorial in Washington, D. C. a few years ago. I am very proud of him and very grateful that I was able to meet him in person on that long ago day.

He is still one of the tallest men I have ever known.

Editor's notes:

Martha's brother is now 91 and lives near one of his two sons in Washington State, but he is still active and has many interests. She hopes she can follow his example.

Martha (Owney storyteller) has told this story to Toastmasters International during one of their speech contests where she placed second in the district (third) round. The topic for this speech was inspirational and she felt honored because the competition was fierce.

As a veteran of a uniformed service myself (U.S. Public Health Service), this story is dedicated to all our veterans who have served our country. Take a moment this Veterans Day to think about what they did for our country, and if you come across one, say "Thank you" and shake their hand. Remember – freedom isn't free.

Pumpkin Patch Event, Continued from Page 1



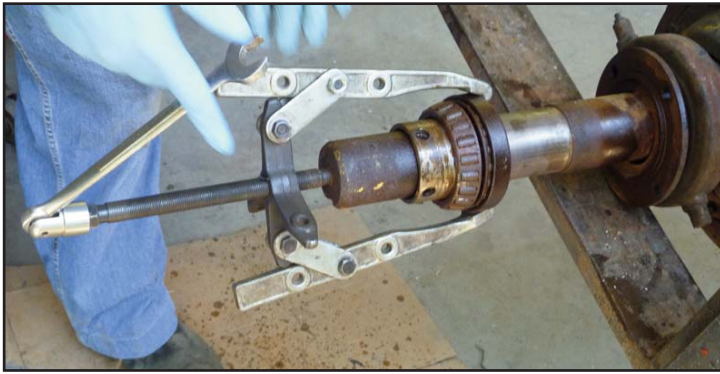


Fig.2 Double-row tapered roller bearing being removed by means of a mechanical puller.



Fig.3 The different pieces that came off the right side of the main gear shaft.

water had gotten into the bearing cage sleeve and damaged many of the cylindrical bearings. Some of the bearings were so badly pitted, rusted and immovable due to crud, it had to be taken apart in order to get it freed-up.

Work to free the cage bearings started by drilling through the pins on a milling machine at their mid-points, which held each side of the bearing cage together (fig. 7). Five pins held the cage together which housed 15 cylindrical bearings, each pin separated by three roller bearings. Next, the halved pins themselves were removed by drilling out their heads and punching them out through the side of the cage (fig. 8). Only eight of the fifteen cylindrical roller bearings were good enough to be re-used, the others were too rusted and pitted to be re-used (fig. 9). The ones to be salvaged were cleaned up with emery cloth on a metal lathe. Seven new cylin-



Fig. 4 Seized double-row tapered roller bearing.



Fig. 5 Rusted and seized cylindrical roller bearing cage and sleeve (left).



Fig. 6 Close-up of seized cylindrical roller bearing cage.

drical roller bearings had to be found or fabricated.

Luckily, Louis has a very well-equipped shop and had some lying around, although some had to be cut-down to size and the ends chamfered in order to fit in the cage. That was accomplished by means of a chop-saw (figs. 10-11). What about the pins? Well, Louis had that covered too with his well-equipped shop. On his trusty metal lathe, he turned down pins with smaller diameters on each end that



Fig. 7 Drilling out pins.



Fig. 8 One half of roller bearing cage with heads of pins removed.



Fig. 9 Opened cylindrical roller bearing cage with rusted and pitted bearings.



Fig. 10 Cutting a new cylindrical bearing on a chop saw.



Fig. 11 Chamfering a new cylindrical bearing on a chop saw.

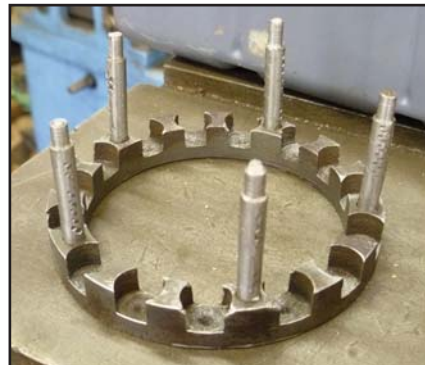


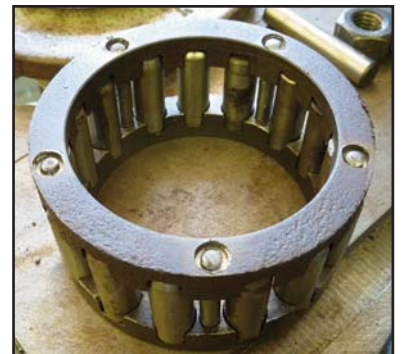
Fig. 12 Newly turned pins seated in one-half of bearing cage.



Fig. 13 Cage assembly with new pins (minus the cylindrical bearings).

would fit through the holes of the cage, which had two different diameters on each side of the housings to keep the pins from poking all the way through (figs. 12-13). Then, when the bearings and new pins were in place, the ends of the new pins were peened over to form a head that would hold the bearing cage together (figs. 14-17).

The sleeve that fit over the cylindrical roller bearing cage



Figs. 14-17 (left to right): New (& old) cylindrical bearings and pins in place in one-half of cage; Both halves of cage in place with pins to be peened over; Louis peening over pins; Completed cylindrical roller bearing cage.

had some rust and needed some attention too. That was put onto the lathe and turned very slowly to take off a very small amount of metal (and rust) from the inside so it would fit easier over the roller bearing cage (figs. 18-19). Afterwards, a new grease fitting was inserted since the old one had broken off (fig. 20). The same process of inside turning was done for the right double-row tapered roller bearing, which was freed up thanks to the "special" lubricant concoction.



Figs. 18-19 (left & center): Roller bearing cage sleeve being turned on metal lathe. Fig. 20 Finished cage sleeve with new grease fitting (sticking out on left).



Then it was time to put everything back together. First, the left roller bearing cage was placed back on the shaft, then its sleeve and then the

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plate holding it in place, which was bolted to the plate on the other side of the bearing cage (figs. 21-22). Then, the same method was done for the right side, but with the addition of a collar on the far end holding everything in place (fig. 23).



Fig. 21 Bearing cage sleeve being placed over cylindrical roller bearing cage.

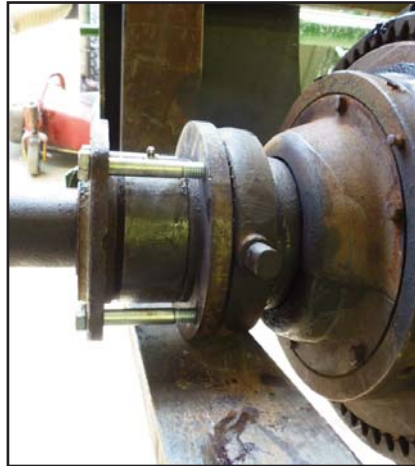


Fig. 22 Left side assembly bolted into place.



Fig. 23 Right side assembly bolted into place.



Fig. 24 (left): Lubricating the main gear shaft through a new grease fitting.
Fig. 25 (right): Main gear shaft coated with "special" mixture.

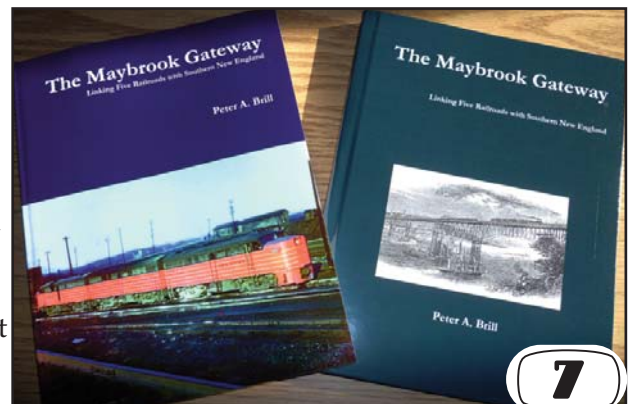


A new grease fitting was installed at the center of the main gear shaft after removing the stub that was still in the hole when the old one broke off. Finally, it was time to grease the fittings and slather the whole gear shaft with the "special" mixture to protect and lubricate it (figs. 24-25).

Unfortunately, we still don't have any funding yet for this project and will be needing money soon for other parts of the crane. If you feel that this is a worthwhile project and would like to see it come to fruition, we would greatly appreciate a monetary donation. Please send checks to: Danbury Railway Museum, Attention: Burro crane restoration, P.O. Box 90, Danbury, CT 06813, and make checks out to: Danbury Railway Museum with 'Burro crane restoration' in the memo. Thank you very much for your help!

Gift Shop News

The gift shop has added a new book! It is **The Maybrook Gateway: Linking Five Railroads with Southern New England** by Peter A. Brill. This 256-page book covers operations of the L&NE, L&HR and O&W to the New Haven connection at Maybrook Yard, the gateway to Southern New England. Mr. Brill also includes an examination of their larger competitor, the Erie/EL, and an analysis of these three anthracite roads' westward connections, the LV, DL&W, CNJ/RDG/B&O and the PRR. It is available in both hard (\$54.95) and soft (\$39.95) covers (Members get a 10% discount off the cover price).





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MUSEUM CALENDAR

- October 30(7:30pm) Road to Chicago and Back - Joe LaPorta
- November 6(7:30pm) Rio Grande Southern - Carl Liba
- November 13(7:30pm) To Be Announced - Bill Brett
- November 20(7:30pm) Pre-Amtrak Passenger Trains - Pete McLaughlin
- November 21(7:00pm) Board Meeting - Open to Members
- November 27 Happy Thanksgiving & Happy Hanukkah!

Museum hours: Wed-Sat 10-4; Sun 12-4

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



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