



The Railway Dispatch

THE NEWSLETTER OF THE DANBURY RAILWAY MUSEUM

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YEAR-IN-REVIEW 2022

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NYCS Electrics Update



Left: T3-a #278 and S-1 #100 after being relocated 200 feet east on Beacon Island in Glenmont, NY. Photo by Dave Pickett.

Project Manager Stan Madyda has been especially hard at work these past two years leading our effort to save two historic New York Central System electric locomotives the museum has owned since we took ownership in 2013. The two locomotives are Alco/GE built prototype S-1 electric #100... (continued on 2)

President's Report

This past year has seen a large resurgence in activity since our dormancy during the past few years of Covid. Our Events Committee has been hard at work with Pumpkin Trains and the second year of our new Christmas event, The First Gift of Christmas Ex-

press. This is a personalized gift-giving experience that is distinctly different from what many of the organizations in the surrounding areas have to offer. Parents have the choice of bringing in their own pre-wrapped presents or ordering from a train-themed... (continued on 2)

NYCS Electrics Update (continued)

and the only surviving T-Motor, T-3a #278. The land the locomotives sit on, Beacon Island in Glenmont, New York, was purchased by government entity the Port of Albany for development into an offshore wind turbine manufacturing facility. Due to a myriad of issues regarding adjacent landowners and geographical features, it was impossible for us to relocate the electrics to Danbury previously. However, this opportunity has given us the chance to move them to Danbury. The Port and the consultant for the multi-national joint venture, Hudson Meridian Construction Group have been very helpful and have worked with us through this whole process. Volunteers Paul Marsh and Dave Pickett, in addition to Stan, have

been absolutely dedicated to this project and a key part of getting these locomotives to Danbury. On Monday night, December 19th, 2022, the locomotives were relocated off the remains of the Beacon Island siding to a staging area 100' east where they can be separated into major components and shipped to Danbury. This was necessary to allow Hudson Meridian to construct an access road. The move has bought us additional time to move the locomotives. Currently, we expect to ship them in early 2023. This move would not be possible without the generous financial support of Henry Posner, III, Chairman of the Railroad Development Corporation, who has been involved with this project from the very beginning.

President's Report (continued)

... selection on our website. After passengers check in, they are free to enjoy hot chocolate and

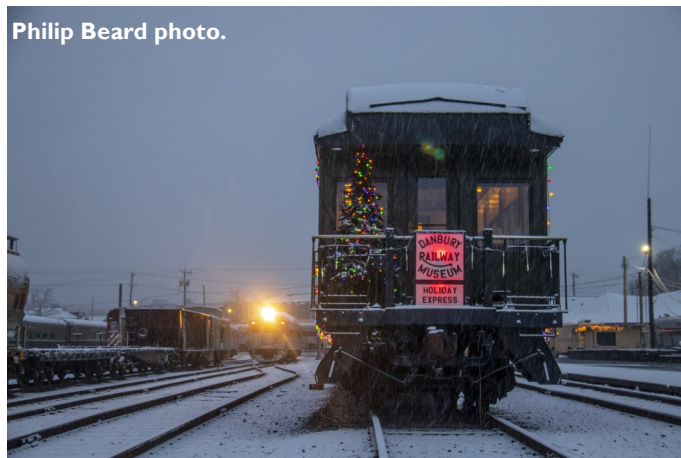
freshly baked cookies while inside the station. We had chocolate chip, and peppermint sugar cookies baked by Mothership on Main of Danbury. When train time comes, visitors board our Rail Diesel Car #32, decked out in Christmas splendor, and renamed 'The Snow Clipper.' The Snow Clipper departs Track 24, heads to the pumphouse, reverses down Track 42, then retraces its steps back to the station. We have gone all out transforming the Railyard into a totally lighted Christmas Wonderland, complete with the Russel Hobo Camp. After the train ride, kids get to meet Santa and Mrs. Claus where the presents await.

It has been a huge success; we've received several comments exclaiming our offerings and no pressure/ no rush atmosphere are more preferential to similar events.



Jennifer Ljongquist photo.

A huge thanks to all our volunteers that have helped hang lights, and the Beard Family who staffed not only the Hobo Camp, but also worked as Elves sorting letters to Santa in the RPO as the Snow Clipper went by. This year, we have grossed over \$43,000 with Santa trains. Our Pumpkin Patch trains back in October were also a huge hit, grossing over \$31,000. Thank you to all our volunteers who helped with these events! We also piloted a new event in November, the Storytime Express, during the 11 AM run of the Railyard Local, volunteer Marty Beard read the children aboard a story. Each child has a copy of the book that Marty is reading, it is included in the cost of the ticket. This event has also been a huge success.



Philip Beard photo.

Thanks to our hard-working volunteers, these events have helped to make decent sized dents in our financial losses from when we were shut down over Covid. However, our current volunteers cannot do this alone. Our ranks have thinned substantially over the past few years and our current volunteers find themselves overburdened with more and more responsibilities. We have reopened fully on Saturdays and Sundays but lack the staff to reopen during the week as we have done historically. Volunteers are our lifeblood, and we cannot operate without you all! If you can offer even a single day or half a day of help a month, you are helping our museum. We are looking for volunteers to help in the library, run the front desk, work on equipment restoration, run trains, and so much

more. If you have a skill that you'd like to offer, reach out to us and we'll find a place for you when the snow thaws!



Jose Alves photo.

This summer has been a flurry of activity. Project Managers Alden Burns and Philip Beard lead the effort to lay new timbers and rail back on our 1916 turntable. Spiking was made easy thanks to a hydraulic spiker generously lent to us by the Naugatuck Railroad. The decking that will make up the walkways and railings has been delivered and now will be installed and stained. Thank you to Home Depot of Danbury for their generous donation of over \$800 in materials to this project! Please reach out to a.burns@danburyrail.org if you'd like to get involved with the completion of the turntable. The restoration of our New York Central tail car for the 20th Century Limited, the *Tonawanda Valley*, was completed a few years ago. With rail access restored to our shop area, the Valley was removed and placed onto Track 18. The car has been a huge hit for visitors and many take pictures on the observation platform. We can thank our dedicated volunteers for making the turntable useable again and for pulling the Valley out. Thank you to Bruce Beard, Justin Chapin, Jim Teer, Franz Gerencir, Eoin Kavanaugh, Philip Beard, and Alden Burns.

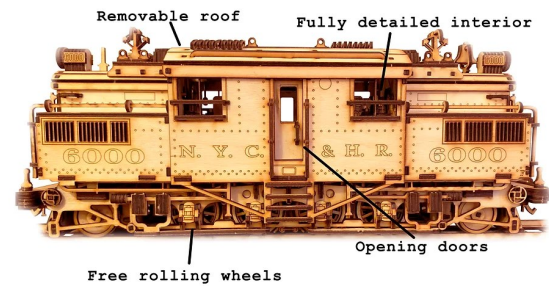
In September, we briefly hosted the Heritage Rail Alliance (HRA), a national, nonprofit organization dedicated to helping institutions dedicated to heritage railroading such as ours. Their annual convention was held this year... (continued on 4)

... at Bradley Airport in Hartford. Over the several days the event ran they visited multiple museums and tourist railroads. Wade Roese was on hand to give a brief presentation on the Connecticut STEPS program which was very well received by attendees, many interested in adopting the program themselves. Our Project Managers pushed hard to get rail placed on the turntable for this event, and they met their goal! Dedicated volunteer Art Slothower continued his annual painting campaign on FL-9 #2006. He repainted one full side all by himself. Thank you, Art! For the event we staged 2006 on the turntable, and it was a huge hit. We ran a train consisting of our two repainted (Thanks to Art over the past few years!) Reading coaches and RS-1 0673. Everyone had a great time, and many compliments were passed around.

Additionally, earlier this fall we shook hands with our friendly neighbors, the Railroad Museum of New England, and inked out a mutually agreeable deal. When members of the Railroad Museum of New England visit the Danbury Railway Museum, they receive free general admission and a 10% discount in the gift Shop. When Members of the Danbury Railway Museum visit the Railroad Museum of New England, they receive free passage on regularly scheduled Naugatuck Railroad trains and a 10% discount in the gift shop. But! Members of both the DRM AND RMNE also receive a 25% discount on featured excursions at the Railroad Museum of New England (excluding Christmas), and a \$100 discount on the Hands on the Throttle program at the

Danbury Railway Museum. Program to take effect 2023. This is a huge collaborative step that both organizations have taken agreed upon. Thank you to our friends at the RMNE, we look forward to working together!

This summer we continued the CT Kids are Free Summer initiative. Last year the State awarded us \$16,000 to cover the



general admission of visitors under 18 and one accompanying adult, from July 3rd through September 6th. Thanks to this program, we have seen a rise in attendance as well as a large rise in sales in our gift shop as a result. I have been working to enhance our gift shop offerings over this year. We now offer a large selection of T-shirts, thanks to Mohawk Design. We offer new locomotive nose themed mugs, laser cut wooden models, a new array of books, expanded pin selection, and plenty of other items including magnets drawn by Andy Fletcher. Come check out what we have to offer!

Sincerely,

Jose Alves

Letter From the Editor

Hello Everyone,

I would like to offer my apologies for the lack of newsletter issues over this past year. Taking on the newsletter was a larger responsibility, both in time and energy, than I originally anticipated. We've become short-staffed since Covid began, and the newsletter accidentally took a backseat while we worked to keep operations going. Communication is one of the most important things for an organization to have. From here on out I expect to have regular issues in a timely manner. If you have con-

tent, stories, photos, etc., that you wish to see featured, please send me an email at editor@danburyrail.org. If you wish to become involved with the newsletter, I would certainly appreciate assistance with it. The best newsletters will be the ones where we all collaborate! Thank you for your patience.

Yours truly,

Alden Burns, Editor

Boston TV Station Crew Visits DRM

Steve Gould - On July 14, 2022, a camera crew and reporter from Boston TV station WCVB, Channel 5, the ABC affiliate in Beantown, visited DRM. Reporter Ted Reinstein and his camera man were at the Museum to film a segment for the station's nightly newsmagazine "Chronicle", which was going to do a segment about Fairfield County. They spent about two hours getting what they needed.

President Jose Alves was interviewed in the yard with the wooden Boston & Maine Railroad box car, owned by member and Director Orion Newall-Vuillemot, as a backdrop. Once the interview was completed, the crew jumped aboard RSI #0673 for a cab ride with Engineer Tom McCullough out to the turntable area; Tom talked about the locomotive and what he was doing as the RSI and Reading coach #1547 headed East. Conductor for the trip was Jim Teer.

Jose spoke about the turntable restoration and gave the TV crew a tour of the totally restored 1928 Tonawanda Valley observation, lounge and sleeping

car which was part of the equipment on the 20th Century Limited. Meanwhile, Tom and Jim backed the train west so that they could tape the moving train as it headed back towards the turntable. The Alco did not disappoint as it emitted the thick exhaust all Alco's are known for!

Secretary Steve Gould, who had arranged for the visit with the crew, gave... (continued on 8)



Steve Gould photo.

Library Update

Library chair Stan Madyda continues to catalogue and process new donations. We have received a new collection from the late Ron Wright, a prominent railroad photographer. It consists of photo negatives and prints of the New York Central System, Canadian Railroads, and other railroads of the northeast. A donation of manuals and paperwork was accepted from Andy Kromer, volun-

teer at the Railroad Museum of New England and Metro-North Railroad employee. This donation consists of manuals for several individual CTDOT ex-New Haven FL-9m locomotives, a slew of paperwork regarding rebuilt SPV Constitution Liner cars, and a manual for the Grand Central Terminal crane. This donation came out of the shop in New Haven before it was torn down. Thank you, Andy!

It Was a HOTT Summer

Tom McCollough - The DRM's Hands on the Throttle (HOTT) program continues to attract participants from all over the region with what

more than one has said is "a really great unique experience" and "the experience of a lifetime." This is the immersive program where participants learn how to operate a vintage diesel-electric locomotive (Alco RS-1 or GE 44-Tonner) and build their own freight train in our historic railyard. The multi-part, over-over-3 1/2-hour program consists of classroom training, brakeman training (how to safely couple and uncouple cars), and locomotive and freight car switching operations.

We've had folks from all over sign up for the program: Connecticut, New York, Maryland, Virginia, Michigan, Ver-

mont, Maine, and Pennsylvania have all been represented. One of our more recent participants was a young college student from St. Albans, VT, Adsel Sparrow — our first female student! Growing up in a railroad town such as St. Albans, she's been a railfan from a very early age. Her father, who accompanied her, had the following to say about his daughter: "From childhood and into her early teens, Adsel would spend hours at the roundhouse watching



Tom McCollough photo.



Tom McCollough photo.

the engines being serviced or at the yard watching the trains being... (continued on 8)

Yard Update

Turntable

As president Alves mentioned earlier above, our 95' turntable has been subject to much activity over the course of this summer. It has been almost entirely redecked, with rail successfully spiked to the timbers making it possible to move rolling stock on it once again. Many pieces have already been spun and we are glad to have it back in service! It is an essential piece of infrastructure that makes the lives of our volunteers much easier.

Mechanical Department

In 2019 the museum received EMD F-10 #413 from Metro-North. We paid one dollar for the locomotive, and it is now museum property. We have begun looking it over for a return to service. It is in excellent condition and nothing major appears to be missing. An EMD barring tool has been purchased. A barring tool allows the engine to be spun to determine if everything is working as intended. It can be used on locomotives #413, #2006, and #2013. It cannot be used on SW-8 #1 or RS-3m #605, because while they have EMD engines, they do not have the fulcrum required to pivot the tool on. If the engine can turn completely with no issues, that is a good sign. If something stops the engine from spinning, that is a bad sign. In January after Santa trains, we will prelube the engine and bar it over, as well as putting it over a pit and giving it a throughout, in-depth inspection. If all proves well, we will begin to seek donations for the purchase for 200 gallons of oil and batteries.

SW-8 #1 has been down for the past few years due to an issue with one of the cylinder heads. Four new heads have been acquired thanks to our friends at the Anthracite Railroads Historical Society (ARHS). The heads are RTOs, or Running Take Outs, meaning the parts functioned in the way they were intended to when removed from the engine. They were removed from the ARHS's former Boston and Maine EMD F-7B locomotive. The unit originally had an EMD 567B block, but the ARHS swapped it out with a new (to the engine) 567C. The 567Cs are far more supportable and easier to maintain. #1 will be repaired and returned to service pending the purchase of new batteries. The batter-

ies currently in #1 died late last year. However, we can't be too mad. They came with the locomotive from Pfizer over twenty years ago!

Locomotives 0673 and 1399 continue to operate our Railyard Local and events trains. RDC 32 held down the fort on Santa trains and continues to provide excellent service. Secretary Gould and Alden Burns are working on a grant to go towards overhauling two spare engines for 32. While a reliable runner, 32's #1 engine is tired and in need of a work. Alden found a vendor, which is not easy to find for the Detroit Diesel 6-110 engines it has, and we are now waiting on a quote.

Track Department

This year, the major project in Danbury Yard will be returning Track 18 to service. There are several ties in poor condition and the track has been Out Of Service since last October. To return it to service we will be replacing ties, one stick of rail, and dumping new ballast. This track is essential to running trains along with Track 24, which we have been using in the interim. If you would like to be involved with this project, please contact a.burns@danburyrail.org.

Train Crew

For many years, Mike and Joe LaPorta have been a huge part of our train operations. This summer, we said bittersweet goodbyes as they moved on to their new beginnings in North Carolina. Mike and Joe, thank you for many years of service to the museum. You will be missed! We wish you the best in your new endeavors. We are searching for new engineers and conductors, please reach out to Jim Teer at jim.teer@att.net to become involved!

... built. When the trains would “puff away” down the line, Adsel would often say, “I want to drive a train someday.” Adsel did every railroading task we threw at her, grinning all the while. After her HOTT session, she commented that it was an “incredible experience” and said it was “something I will never forget.”

If you’ve got a railfan at least 18 years old in your family, they might also enjoy experiencing something they will never forget. It makes a great gift! Email the museum at hott@danburyrail.org to be put in contact with our program coordinator.

News and Happenings

In June, a memorial service was held for museum founding member Peter McLachlan. It was organized by Jack Swanberg and Tom DeJoseph. The service was held on Track 18 in front of FL-9 2006. There were several speakers and a proclamation was read by Bob Godfrey.

Earlier this year, Operation Toy Train reached out to us regarding a 44-ton locomotive they were purchasing for parts, and asked us if we wanted in. We gave them a long list of parts that will help keep locomotive #1399 in service and could assist with returning #0814 to service in the future. In exchange, we will be donating \$3,000 towards the movement of the locomotive to its new home at the Port Jervis Transportation Museum. Soon, we will be visiting to remove our new parts from the locomotive.

Philip Beard repainted our Grand Central Terminal crane, GCT-1, with a fresh coat of black paint, making it look like 10 million dollars.

The Museum purchased a scissor lift to help with many high-up tasks in the yard. This will prove to be a very helpful machine, especially when hanging Christmas lights outside the station and in the yard.

Earlier this year, the museum was offered a Conrail N-21 caboose by the CSX Corporation. Their terms: Donation to the museum and free delivery to any interchange point on their system. How could we say no? Unfortunately, they decided to keep the caboose and use it as a shoving platform. Perhaps another day they will offer it again.



Steve Gould photo.

(continued from 5)...them “fact sheets” about the Museum and the equipment on display. The segment was aired during August and was a nice overview of the Museum. It even featured member George Psarofagis and the Holiday Diner across the street from the Museum!

The segment can be viewed by clicking [here](#), or by entering this link into an internet browser:

https://youtu.be/_Axo5JnvZfU

Long Ago Connection With The Late Pete McLachlan

Steve Gould - Pete McLachlan (1938-2021), long time DRM member and railroader extraordinaire, and I had a connection that I never knew about until I joined the DRM in 2001. When Pete told me of his service with the New Haven Railroad and specifically handling Maybrook Line freight trains, a light went on and I figured it out. I remember first meeting Pete when I came to the Museum one Saturday in 2001; Pete was running the RSI and invited me, a new member, for a ride in the cab, one of the many stories of Pete taking new members under his wing, I am sure.

In October 1964, I was fresh out of the U.S. Army after three years of service and I joined food conglomerate Standard Brands Incorporated in November as a Distribution Division staff assistant in the New York Headquarters Office. SBI was a distant # 2 in size behind the huge General Foods Corporation. Some of the company's brands included Chase & Sanborn coffee, Fleischmann's and Blue Bonnet margarine, Royal deserts, Tender Leaf tea, Hunt Club dog food, Planters Peanuts products, and Baby Ruth and Butterfinger candy. A stand-alone subsidiary was Fleschmann Distilling Corporation.

In 1969, I was promoted to Manager of Railway Equipment in the Traffic Department. The company had a fleet of tank cars of various types and sizes, handling everything from molasses to vinegar to 190 proof grain neutral spirits (alcohol) and 140 proof bourbon whiskey. There was also a fleet of railroad -assigned and insulated 50' DF/B (for Damage Free/Bulkhead) box cars for the various packaged grocery products. These cars were for palletized unit load shipments and had side fillers that

Steve Gould photo.



Steve Gould photo.



scissored out to lock in loads from the sides; two movable bulkhead doors locked in the loads across the car.

The largest fleet of these cars was assigned to the Planters Suffolk, VA plant by the Norfolk & Western Railway and were used for shipments of peanut products to various distribution centers throughout the USA. When the cars were unloaded and 56 empty pallets were placed inside, the cars were routed back empty to the plant where they were assigned for reloading. These assigned box cars from the N&W, which served the Suffolk, VA plant, were for shipments to San Francisco, Chicago, Birmingham, Columbus, and Westwood, MA. Of course, the railroad expected the routing that would give them the longest line haul.

The Warehouse 128 Corporation distribution center in Westwood, MA, which was near Boston, served the New England market. The cars were routed to New England via what was called the “bridge route”, meaning, of course, it utilized the Poughkeepsie Bridge. The route included a litany of railroads which are all “fallen flags” today, and was N&W (Hagerstown, MD), Western Maryland – Reading – Central Railroad of NJ – Lehigh & Hudson River (Maybrook) New Haven. Of course, I had no idea that Peter, as engineer, was handling the loaded cars out of Maybrook on his freight trains. And peanuts were not the only Standard Brands product Pete’s trains moved out of Maybrook: dog food came out of Sherburne, NY on the Erie-Lackawanna Railroad (E-L) and coffee and desserts came from Hoboken, NJ via Hoboken Shore Railroad and E-L, both using E-L assigned box cars. If you knew Pete, you might have heard him make an off-color comment about the Planters shipments. It can’t be printed here but ask me sometime about it.

Alas, everything you have read above is gone: the Poughkeepsie Bridge is no longer used as a rail route; all those railroads used out of the plants cited above are history; Standard Brands no longer exists (Planters does however); and since 2021, so is Pete. Rest in peace, Mr. Engineer!

2022 in Color!



Left: GCT-I wearing a new coat of black and yellow paint, thanks to Philip Beard. Philip Beard photo.

Above Right: Stan Madyda standing in S-I #100, on Beacon Island in Glenmont, NY. Jeff Van Wagenen photo.

Above Left: One of our popular “HOTT” sessions in progress. Jeff Van Wagenen photo.

2022 in Color! (continued)



Left: Philip Beard standing on the fully retimbered turntable.



Above Left: 1399 taking a spin as the first locomotive to ride the turntable since work began. Above Right: FL-9 2006 staged on the turntable for the HRA conference. Alden Burns photo.



Left: 1399 taking a spin as the first locomotive to ride the turntable since work began. Right: Tonawanda Valley and 2006 while switching. Alden Burns photos.

2022 in Color! (continued)



Left: P&W Railroad “outlawed” in Danbury with the stone train. Jeff Van Wagenen photo.
Right: FL-9 2006 prior to painting. Alden Burns photo.



Left: FL-9 2006 undergoing body prep. Right: 2006 towards completion. Alden Burns photos.



Left: 2006 towards completion. Right: Locomotive 0673 traction motor while inspecting brushes and commutators. Alden Burns photos.

2022 in Color! (continued)



Before & After: Beard family cleaning up the turntable sign. Bruce Beard photos.



Left: Lit 413 engine room. Right: The museum's new EMD barring tool shown how it will be used. Alden Burns photos.

2022 in Color! (continued)



Left & Below: Peter McLachlan's memorial service on Track 18. Alden Burns and Jeff Van Wagenen photos.



Above: Locomotive 1455 being moved in preparation for Santa trains.



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