

The Railyard Local

Volume 7, Issue 4

-The Monthly Newsletter of the Danbury Railway Museum-

April 2008

Easter Bunny Arrived Early

Our volunteers got a jump on the rabbit

We started decorating and preparations early this year. When the time came, our train crews warmed up the RDC Budd car for the Easter Bunny Express, and the Easter Bunny and helpers in the Special Car were warm and welcoming. We were able to switch to another track, which extended the excursion in our railyard considerably. Thank you to all the volunteers who assisted and once again helped conduct a successful event! Events such as this delight our guests, and are a financial necessity for our Museum.



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Becoming an Engineer for the Danbury Railway Museum

By Bob Andriola

As is the case with many members of the Danbury Railway Museum, my first exposure to trains and railroading was receiving a special Christmas gift, a Lionel Train, in 1947. It is now displayed in my "train room" and will be passed on to my grandson. This started my love of trains, which is now over 60 years in length.

During "The Little Engine That Could" event in 2006, I was escorting ticket holders across the Metro-North tracks to the engine. During these activities, I asked one of the long-time volunteers about who actually ran the engine. I had assumed that it had to be a Metro-North Engineer paid by the DRM. To

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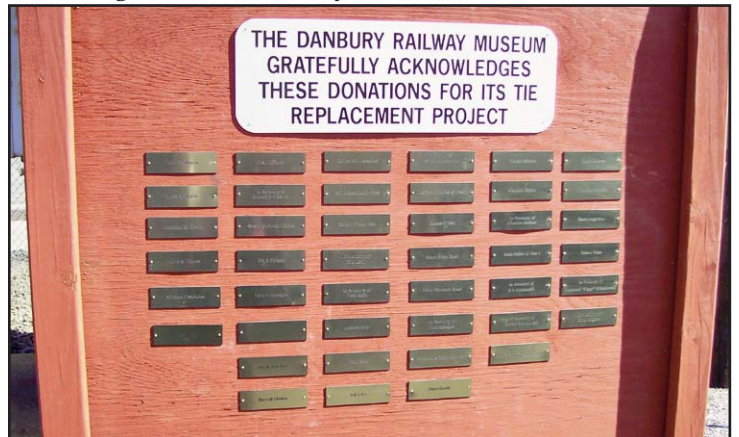
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Tie & Track Donation Plaques

Handsome display acknowledges help

As promised, those who have made donations allowing the purchase of railroad ties and other needed track restoration materials, now have plaques mounted on a special display just beyond the main gate entry to the railyard. Ira Pollack has just finished placing the specially engraved plaques on the display.

There is a lot more space for future donations, and as outlined in Ira's article on Page 3, we have significant trackwork needs ahead of us which will need funding. With Father's Day coming in June, why not give a donation in your father's name. One size fits all and you can't go wrong with the color or style! These haven't gone out of date yet!



DRM Hours April-October

We know spring is here when the Danbury Railway Museum's hours change once again, and we begin our regular operating season of running trains on the weekends. The Museum will be open Tuesday-Saturday 10am-5pm, and on Sundays 12-5pm from April through October. Hours may be slightly different for Special Events, and it will be open for certain Monday holidays such as Memorial Day and Labor Day from 12-3:30pm, so if you have any question, please call the Museum at 203-778-8337.

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!

Steve Deloy	Glastonbury, CT
C.J. Liba	Everett, WA
Steve Sedito	New Fairfield, CT
Cora Cahan Gersten	Katonah, NY
Angelica Jacob	Brookfield, CT
Wendy Gersten	Danbury, CT
Donald E. Collier	Peekskill, NY
Bill King	Redding, CT
David & Juliana Abbott	Darien, CT
Jane Banza	Bedford, NY

Many Thanks to the Generous Donors Who Supported the Museum in 2007!

By Patty Osmer, Treasurer

Dapco, Entergy, IBM, Olde Newburgh Model RR Club, Union Savings Bank, Nels Anderson, Bob Andriola, Jay Ballard, Roberta Ballard, Gary Bentley, Julius Brooks, Kathleen Broxton, Dan Carleton, Gregory Caron, Justin Chapin, R. Ross Chapin, Mark Cunningham, Andrew Dick, Michael Dziewulski, Jeffrey English, Ken Erdmann, Pepperidge Farm, Clarence Gardner, Paul Gassner, Maureen Gerne, Patricia Giurgescu, Steve Gould, Gary Grahl, Arthur Heilman, Amos Hewett, Jr, Oxford Historical Society, Gerald Howard, Charles Hungler, Andrea Jabara, Charles Kaiser, Hans Krauter, Susan Kudrak, Jerry Lawlor, Harry Leeds, Martin Margulis, AIG Matching, Lauren McCready, Tom McCullough, Robert McFiggans, Dave McKee, Kensington Merrill, Daniel Milone, J.R. Mitchell, Patty Osmer, Howard Pease, Bruce Pennino, Estate of Peter King, Thomas Pinto, Ira Pollack, Andrew Rabinowitz, Dave Roberts, Michael Roche, Hawley School, Stanley Schoonmaker, Darrell Shahin, Edward Shahin, Nancy Sniffen, James Stevenson, Carolyn Taylor, Jim Teer, Frank Thompson, Hector Torres, Ted Wahl, Peter Wicha, Janet & Alton Wilson, Robert Wohlken

Ten Years Ago

By Stan Madyda

The Easter Bunny Train trips that traveled west into New York were highly successful. The one-day event saw four trains carrying hundreds of passengers. The positive response would lead to an expansion of trips in subsequent years.

The Roger Williams, with the two end cars separated by Budd car #41, arrived in Danbury on April 11th. The trip to Danbury started on the morning of April 10th in Middlefield. Providence & Worcester provided a special move to New Haven where a new crew departed at 9:00pm. The routing took the train to Norwalk, where the train had to wait for the last Metro-North train to travel on the branch. The two end units needed interior painting and seats, while the 41 car required much more work. All units are owned by Jim Gagliardi, who rescued the units from the scrap line.

The Spring Show scheduled for May 16th and 17th was fast approaching. With more equipment in the yard, it was hoped that a few pieces could be made presentable for the public. The City of Danbury Special covering 171 miles was again advertised for the 16th.

The Kiddie Train was put in operation for the season. Track work for it was refurbished and a new 4-4-4 steam locomotive (operated by battery) was donated. Equipment was worked on and upgraded, with many members helping with the efforts.

Much planning was being done for "A Day Out With Thomas" scheduled for August. Many activities would be offered along with the train ride, and initial estimates were calling for a minimum of 32 volunteers for each of the three daily shifts.

Work on the Pump House on Segar Street continued, with cleaning, carpentry work and painting being done.

The By Laws Committee, under the direction of Dan Foley, had been working to update the DRM's by-laws, originally written in 1994 when the DRM was incorporated. Considering the growth and development of the Museum, it was felt that the by-laws should be reviewed and appropriate changes made. After many hours of work, the Board met in March and agreed with the changes, which were presented to the membership on April 2nd. Mailing copies of the changes to all members would have been cost prohibitive at the time, so copies of the changes were available in the Museum. Final action by the Board was to be on the agenda for the June 4, 1998 meeting.

DRM Express Track

By Ira Pollack, President

This month I first would like to thank all of the Directors who have served on the Board over the last two years, and I also welcome the new Directors. I'm looking forward to working with them, moving our Museum forward over the next couple of years.



Our President, Ira Pollack, addressed those attending the DRM's Annual Meeting. He reviewed the past year's progress, presented his weekly update on what's happening at the Museum, and focused on future goals of the organization. He has continued his dedication to the Museum, to move the organization forward toward its goals, and to strive to improve communication.

I would like to update you on some of the current issues that are going on at the Museum at this time. To begin with, Jim Poor has been appointed by me as Interim Track Maintenance Supervisor. His responsibilities and jurisdiction will be track repair,



Left, Jim Poor and Ira have begun restoring Track 34. Above, Jim is standardizing the targets on our switches.

and reconstruction and general maintenance of our track infrastructure. He will have full authority over the complete yard trackage, including maintenance equipment movements, locking out of defective areas, and everything pertinent to the yard trackage. Jim has shown me to have exceptional expertise and knowledge, and he already has done wonders for the yard's long overdue overhauling. I am very excited by this appointment, and look forward to Jim's help in stabilizing our Museum's yard.

Our goals for spring and early summer will be to replace ties on Track 34 through the curve and switch, ties on 42, and finally rebuilding large areas on Track 24 (runaround track). My focus is continued track and motive power maintenance. By allowing Jim to pursue this needed priority, we will free up Justin Chapin to pursue our Mechanical needs, which are a huge undertaking, and a priority for sustained rail operations.



In other news, I have met with Robert Gould, son of John Gould (deceased). We are in the process of collaborating on and opening an art exhibit on the work of John Gould, a well-renowned painter, illustrator, and graphic artist, whose work dates from the 50's and 60's. I am hoping to open this exhibit sometime in May, to run for about six months, in our photo area of the Great Room. I feel this is long overdue for the DRM, and I look for your support and help in producing and promoting this exhibit in a professional way.

In closing this month's report, I will mention that our operating season has once again begun. I am hoping that you can spend some time volunteering at the Museum. Our staff needs you both in the yard and in the building. Please feel free to call me if you are interested in volunteering, and I will refer you to the appropriate project leaders or personnel in your areas of interest. I will be looking forward to seeing and meeting you in the near future.

Easter Bunny Arrived Early, *Continued from Page 1*



DRM Annual Financial Report

By Patty Osmer, DRM Treasurer

DANBURY RAILWAY MUSEUM GENERAL OPERATING FUND RESULTS AS OF 12/31/2007

The General Operating Fund is what is used to pay the Museum's day-to-day bills. Each January, a balanced budget is approved by the Board of Directors.

INCOME:

Events	58,717	(34%)
General Admission	\$54,382	(32%)
Sales (less Cost of Goods)	32,390	(19%)
Membership	14,068	(8%)
General Contributions	7,576	(4%)
Interest Income	3,972	(2%)

Gross Profit \$171,105

EXPENSES:

Utilities (Gas, Electric)	37,866	(25%)
Advertising	20,932	(14%)
General Maintenance	20,018	(14%)
Insurance	19,195	(13%)
Event Expenses	10,128	(7%)
Locomotive Operations	9,018	(6%)
Printing, Publications, Postage	8,627	(6%)
Accounting & Legal	5,550	(4%)
Other Miscellaneous	5,335	(4%)
Credit Card Fees	3,063	(2%)
Equipment Restoration /Maintenance	2,926	(2%)
Equipment Rental	2,437	(2%)
Telephone	2,409	(2%)

Total Expenses \$147,504

NET ORDINARY INCOME \$23,601

TEMPORARY RESTRICTED FUND BALANCE AS OF 12/31/2007

Temporary Restricted Funds are accounts where monies have been earmarked for a specific purpose. The majority of money in these funds comes from donations to a specific project or from grants.

INCOME 2007:

Donations	\$19,732
Grants	4,800

Total Income \$24,532

EXPENSES 2007:

Temporary Restricted Fund Exp.	\$16,028
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NET TEMP. REST FUND INCOME 2007 \$ 8,504

FUND BALANCES AS OF 12/31/2007:

1402 RS-11 locomotive	10,475
1455 Boston & Maine steam locomotive	10,176
44-Tonners brakes	216
44-Tonners other	780
CN 0660 coach	1,000
HO layout	120
Library	8,849
Meserve - N Gauge	700
Meserve - technology	3,966
NH box cars	803
NH cabooses roofwalk	1,000
NYCHR wooden cabooses	6,511
RDC	6,359
RPO	1,121
Rutland	3,238
Shop	300
Tamper	975
Temporary misc.	175
Track	3,759
Turntable	2,000

BALANCE \$62,524



Patty presented a synopsis of this Financial Report at the DRM's Annual Meeting on April 19th, prior to the Wednesday evening's program. She highlighted the importance of our special events and admissions in funding our organization, and the rising cost of utilities as an expense. This report is included to keep our membership informed of our finances. Contrary to what many of our guests believe, we do not receive government funding, and we all are volunteers. With Patty's guidance as Treasurer the DRM manages to maintain a balanced budget.

Becoming an Engineer for the Danbury Railway Museum, Continued from Page 1

my surprise, he told me that it was one of our members who operated our equipment. I pressed further, and inquired about getting into the program. It was explained that, after a safety orientation, a candidate would have to go through a three-step program, which included training in the following areas:

- Conductor.....40 hours
- Brakeman40 hours
- Engineer.....40 hours

After this discussion he asked if I was interested. I immediately replied, "Yes! Who do I see?" He directed me to Ira Pollack, who said to seek out John O'Hern to start my safety training. The possibility of actually operating an engine, such as the SW 8 or the RDC 32, was a dream come true and far different from operating a train on an HO layout.

After John returned from his annual trip to Switzerland, I started my training with military precision. To my surprise, I learned that the conductor actually controlled the train, not the engineer. John drilled into me that the train does not move until the conductor says it is ready to go, and safe to proceed.



Above, John O'Hern as conductor. Below, Jim Teer, John O'Hern, and Don Konen as crew on the RDC Budd car.

The first part of the training was to learn about the braking systems on the various trains. John had compiled a checklist for the conductors to use while starting the engines and running stock. The list included: testing for the horn, bell, and running lights and performing a brake



a brake



check. The final step before releasing the train for operation is to have a crew briefing among the engineer, conductor, and car host(s). During the briefing, the exact route, whether there was a stop at the



Train crew for the Easter Bunny event on March 15th: Jim Teer, Jim Poor, Bob Andriola, and John O'Hern

turntable and for how long, and any other details about the run would be discussed. After all of these items had been satisfactorily completed, a train was ready to board passengers.

Additionally, John explained to me that the conductor would also be responsible for operating the turntable as part of the experience our ticket holders would have.

Insuring the turntable was operational included: climbing down under the track bed, engaging the battery, and being certain that there was enough gas to run the turntable. On one of the early runs, in my haste, I forgot to check the gas level. Sure enough, the turntable stopped midway through the ride. John glared at me. I looked at the ticket holders on the turntable, and as expected, there were two pregnant mothers holding toddlers. Not good. Anyway, Don Konen, who was the engineer that day, ran down, got the gas, and filled the tank. We were back in business. I never did that again.

As I got into the training, it became apparent to me that, after the brake check which insured that all was functioning on the consist, good communication with the engineer was of prime importance. I can honestly say that, in every case, each one of the engineers was supportive and understanding, particularly when I was "talking in" the consist to a train stop. In a few instances, as I called out car lengths to a train stop, lengths somehow shortened, much to the surprise of the engineers who had to come to an abrupt stop!

In any event, I trained for about 65-70 hours in all kinds of weather and was finally qualified as a conductor in November 2006.

On to the next phase.....

Watch for the continuation of Bob's crew training experiences in the May issue of *The Railyard Local*.

Calendar of Events 2008

Free programs and DRM weekly update, open to the public, every Wednesday, 7:30pm at the Museum
Train rides on weekends April - November, subject to availability

Mother's Day - Moms free with child's paid admission **May 11**

Owney, the Post Office Dog Day - Stories, history, and children's activities **May 17**

Memorial Day - 12:00-3:30pm. Train rides at 12:30, 1:30 & 2:30 **May 26**

Father's Day - Dads ride free with child's paid admission; special caboose trains **June 15**

Little Engine That Could

25 ft. Engine Visits Danbury - Many additional children's attractions

June 21-22, 28 & 29
(Reservations suggested)

July 4 - Open 12:00-3:30pm. Train rides at 12:30, 1:30 & 2:30 **July 4**

Danbury Railroad Day - Attractions to be announced
& Member picnic **August 9**

Labor Day - Open 12:00-3:30pm. Train rides at 12:30, 1:30 & 2:30 **September 1**

Pumpkin Patch - Take a train ride to the Pumpkin Patch.
Free pumpkin for all children **October 11-12, 18-19, 25-26**

Santa Trains - Santa's special train rides (reservations suggested) **December 7, 13-14, 20-21**

First Night - Danbury's New Year's Eve celebration (pending)
Family entertainment **December 31**

Please note: Little Engine That Could, Pumpkin Patch, and Santa Trains are special events. All other events are attractions **in addition** to our regular weekend schedule of train rides. Tickets for special events will be available through our website. Visit us at www.danbury.org/drm or contact the Museum at 203-778-8337 for an up-to-date schedule and information. All events are subject to change.





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MUSEUM CALENDAR

Apr	9(7:30pm)	NYC Putnam Div. - Joe Schiavone
Apr	16(7:30pm)	Membership Open Forum-Ira Pollack
Apr	17(7:00pm)	Board Meeting (Open to Members)
Apr	23(7:30pm)	Slides; NYC Hudson Line - Bill Losee
Apr	30(7:30pm)	Slides; Railroad Stuff - Stan Madyda
May	7(7:30pm)	Slides; C&O Locos/Trains - Carl Liba
May	14(7:30pm)	Slides; TBA - Pete McLachlan
May	15(7:00pm)	Board Meeting (Open to Members)

Please call the Museum in cases of inclement weather.

Museum hours: Tuesday-Saturday 10-5pm; Sunday 12-5pm
See the newsletter in color at www.danbury.org/drm!



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