

The Railyard Local

Volume 7, Issue 5

-The Monthly Newsletter of the Danbury Railway Museum-

May 2008

Becoming an Engineer for the Danbury Railway Museum

By Bob Andriola

Part II, a continuation from the April issue

It was early the next spring when I started my training as a brakeman with Justin Chapin. I quickly found out that it was necessary to stay on your toes throughout the training. Justin explained a brakeman's job was mainly a walking type of job and that it was of utmost importance to make eye contact with the engineer throughout the car spotting procedures. He took the time to walk me through the hand signals of forward, reverse, easing a car into a hook-up, and how to properly charge the air lines.



Bob as engineer on the RDC Budd car this April.

The most important signal was for a three-step safety stop, which allowed a degree of safety while a brakeman was hooking up cars. Justin

Continued on Page 6

Owney, the RPO Dog

Come Saturday, May 17th to hear the amazing, true story of a rail-riding stray from years ago who gained fame as the mascot of the U.S. Post Office. Special "Owney" stamped envelopes will be given to guests touring our restored RPO car that day. The North Shore Animal League's "Adoption Bus" will be here from 11-3pm. Anyone who successfully adopts a pet will receive a refund of their admission! All this will be in addition to our rides and other attractions.



In This Issue

~ Save the Dates! - Page 2

~ Gift Shop News - Page 4

~ Many DRM Guests Traveled Far - Page 5

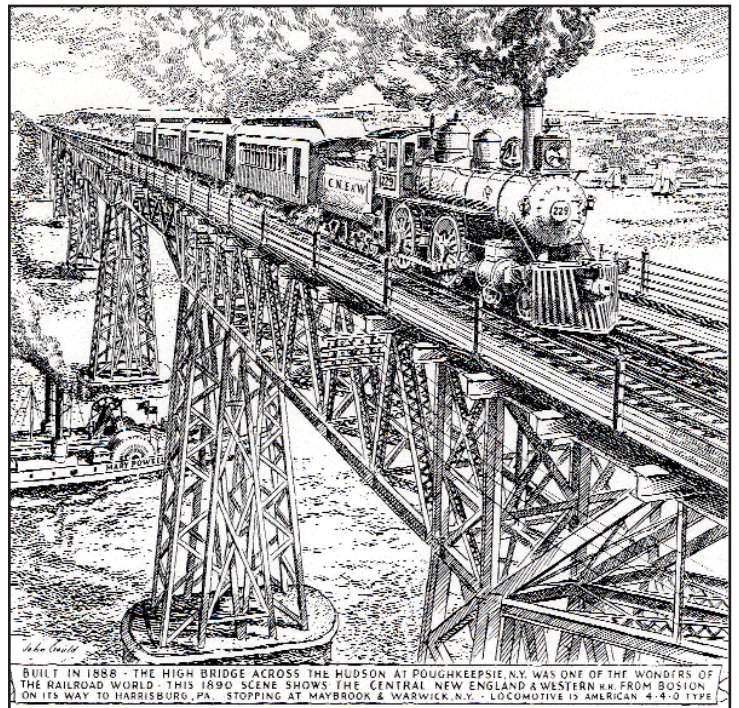
~ A Message from Your Board of Directors - Page 7
plus . . .

DRM Express Track and Ten Years Ago

May 10th Opening Reception

Artist *John Fleming Gould* exhibit at DRM

We are delighted to announce the opening of a spectacular new exhibit in the newly expanded space in our Great Hall, running through December 29th, and featuring the work of this renowned illustrator and graphic artist. Our members, dignitaries, and paying guests are invited to this reception from 1-3pm. This will be an opportunity to meet members of the artist's family while enjoying this very special exhibit and an array of light refreshments.



BUILT IN 1888 - THE HIGH BRIDGE ACROSS THE HUDSON AT POUGHKEEPSIE, N.Y. WAS ONE OF THE WONDERS OF THE RAILROAD WORLD - THIS 1890 SCENE SHOWS THE CENTRAL NEW ENGLAND & WESTERN R.R. FROM BOSTON ON ITS WAY TO HARRISBURG, PA. STOPPING AT MAYBROOK & WARWICK, N.Y. LOCOMOTIVE IS AMERICAN 4-4-0 172E

Mr. Gould (1906-1996) was a prolific artist throughout his adult life. His children have arranged for his work to be shown in various locales, with different selections of his work at each. This one will focus primarily on a railroad theme. Those wanting to purchase prints or originals of his work, will be able to do so. The DRM also will exhibit railroad spike figures and ceramic tiles designed by him.

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!

David Barboza	Derby, CT
Nicole Cadovius	Sherman, CT
Wendy Chard	New Fairfield, CT
Rachel Bermingham	West Redding, CT

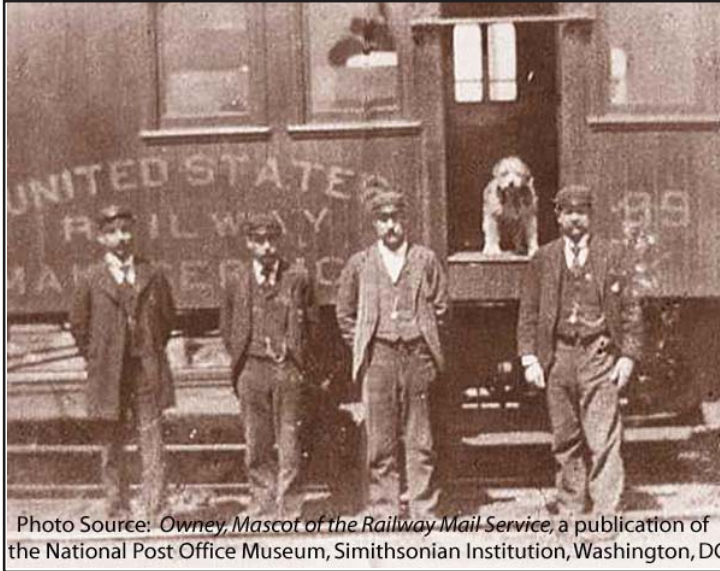


Photo Source: *Owney, Mascot of the Railway Mail Service*, a publication of the National Post Office Museum, Smithsonian Institution, Washington, DC

Save the Dates!

Schedule full of events for May and June

May 10th, National Railroad Day

Buy one *Railyard Local* ticket, get one free
Opening reception for new John Fleming
Gould art exhibit

May 11th, Mother's Day

Mothers ride free with child's paid admission.

May 17th, Owney, the RPO Dog Day

Stories, history and children's activities

May 26th, Memorial Day

Museum open 12-3:30pm.
Train rides planned

June 15th, Father's Day

Fathers ride free with child's paid admission
Special caboose trains

June 21, 22, 28, 29th

Little Engine That Could event

The DRM needs your help! Please sign

2

up to volunteer for this feature event!

Ten Years Ago

By Stan Madyda

The May 1998 newsletter was combined with the June issue and featured a whole new look. It was renamed "Danbury Departures". Peter Cornwall remained editor but Charlene Schosser assumed the role of designer. The newsletter had bolder, modern typefaces and offered more graphics than before.

The big news at the DRM was the upcoming "A Day Out With Thomas" event scheduled for three days in August. Planning meetings every Wednesday night were announced and members were encouraged to attend. A listing of jobs was posted that would have to be filled from planning to take down. It was anticipated that "A Day Out With Thomas" would add much needed working capital to the treasury.

The Reference & Research Library provided an update on the over 120 donations received to date. One of the major collections was from the estate of Nathaniel Greene which came in 1994 as our first donation. The collection contained over 100 books, magazines, newspaper articles, photographs, timetables and a large assortment of railroad related material including some 3-dimensional objects.

The Spring Show was a success. The special excursion train originating in New York City carried over 300 passengers. After a four hour stay at the show, the excursion traveled over the Beacon Line on its way back to New York City. Favorable comments



were heard on how far the DRM had come in a few short years. Photos showed Geoff Knees next to the Roger Williams with the paint job he did on the nose of unit #140 (done in time for the show) and of the Penn Central caboose during the night photo session.

Gift Shop help was needed so a call for volunteers was made for the Sat. and Sun. afternoon shifts.

The Museum received some free publicity when the station was shown on the front cover of the 1998-1999 SNET Danbury Telephone Directory.

The back page of the newsletter had space for a new monthly column dedicated to Yard Work. The idea was to tell about the work being done in the yard whether it be restoration, exhibits, track work or information about our rolling stock. Another photo showed Ron Freitag preparing the Penn Central caboose for the Spring Show.

DRM Express Track

By Ira Pollack, President

This month, as always, will update you on some of the things going on at the DRM.

To start with, our Tuesday night crew has been helping increase the size of our exhibit area. They have added panels to the existing sections, thereby adding



more wall space to this area. If you do not know by now, the Museum will be presenting an art exhibit featuring the works of John Fleming Gould, noted illustrator and graphic artist. Our exhibit will be running from May 10th through December 29th, so please make an effort to view this prolific artist's work of the 1950's and 1960's.

Our yard work continues with our crews replacing ties on the 34 Track with a possible option of rebuilding the 32 switch and track for additional storage for our equipment. As you well know, the track-



work is an ongoing project at the Museum. There is certainly enough of it to go around for everyone here. We have definitely made progress, but there is a long way to go. For the most part, we try to meet and work on Saturday mornings, weather permitting.



Several weeks ago, our yard crew began, let's call it a beautification project, at our yard entrance. We planted about 20 of the shrubs that were donated to us by Paul Busse from the New York Botanical Garden's winter show. Our work has made a big difference in this pathway into the yard. I feel very strongly about having a people-friendly environment, while experiencing our yard and collection. Please feel free to water



these plants if you can when you visit. Once again, I must tell you there are many good things happening at the Museum.

Many of the plans within our 1-5-10 year plan are slowly coming to pass. It does take time though, which is frustrating to me on a regular basis. I would tell you more if I could, but I do not want to be overanxious and certainly would not want to disappoint you. I feel that we are making progress though in every direction that we head in, and there are a lot of them!

Your help is always appreciated, and forever needed to keep our Museum what it is today, and what it can and will be tomorrow.

In closing this report, I hope that you approve of where we are going and hope that you will continue to be part of our growth and success. As always, I look forward to meeting and working with you as a volunteer.



Gift Shop News

By Patty Osmer

Danbury Railway Museum Exclusive!

Our 2008 car has arrived! Featured is the **Conrail Reefer #359020**, on display in our railyard, complete with GPS and DRMX 2008 markings! This car was fitted with a GPS transponder - the first ever use of GPS on a freight car. Only 300 of these fully assembled HO scale models were created. Member price: \$22.50



New books in the Gift Shop

We have 4 new books:

New England Shortlines in Color

Some shortlines the average fan has never heard of are covered in this comprehensive look back well before Conrail. Some of the lines covered are: Aroostook Valley, Claremont & Concord, Fore River Railroad, Portland Terminal Company, and Hoosac Tunnel & Wilmington Railroad. Hardcover, 128 pages, abundant color photos. Member price: \$54

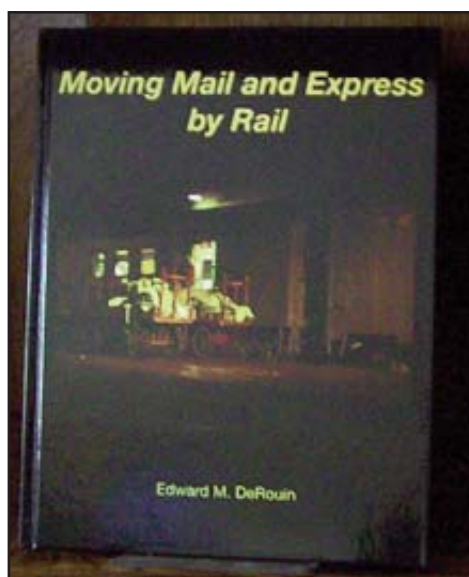
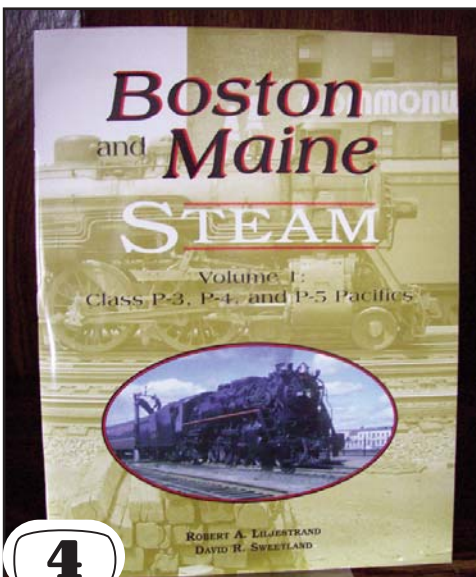
Maine Central in Color Volume 3:

Almost a "Maine Central Facilities in Color" book for all the stations seen along with the trains. Color photography as early as 1941! Hardcover, 128 pages, lavish photos. Member price: \$54

Boston & Maine Steam Volume 1:

Photos of Class P-3, P-4, and P-5 Pacific locomotives. Softcover, 48 pages. Member price \$18

Moving Mail and Freight by Rail:



A look into the railroad history, organization and operation of mail and express train operations in U.S. railroading, taking you inside the head end business, defining and clarifying mail, baggage and express work. Includes nearly 200 photos, both B&W and some color, over 100 tables of Railway Express Agency car space reservations and train consists for many different railroads - including all of the major railroads. Also includes a man's recollections of the Railway Express Agency and a nice remembrance from an RPO clerk regarding his job. Hardcover. Member price: \$54

Many DRM Guests Traveled Far

Once again we want to express our appreciation of guests who have made the effort to sign our Guest Book, and for their comments. Following are hometowns of guests visiting between August and December 2007. It is clear that the Danbury Railway Museum is an attraction of interest nationally and internationally. Because of space limitations, the hometowns listed, which show the wide and far range of the home locations of our visitors, include places outside the CT, MA, and NY area. However our guests from the more immediate area and their comments are equally important. Thank you all! We love sharing what our Museum has to offer.

Anna, IL	Eugene, OR	St. Charles, IL	Newfield, NJ
Bellaire, TX	Philadelphia, PA	Margate, FL	Ocklawaha, FL
St. Charles, IL	Beeton, Ont, Canada	Orange Park, FL	Port Orange, FL
Gibsonia, PA	Williamsburg, VA	Arlington, WA	N. Ft. Meyers, FL
Washington, DC	Wilmington, DE	Morrisville, PA	Brunswick, NJ
Rock Ledge, PA	Kokomo, IN	Santiago, Chile	Hanahan, SC
Lockeford, CA	Atlanta, GA	Wanganui, New Zealand	London, UK
Joppa, MD	Hodgenville, KY	Annandale, MN	Logansport, IN
Auburn IN	Herriman, VT	Alexandria, VA	Little Chute, WI
Rohnert Park, CA	Santa Rosa, CA	Reston, VA	Stillwater, NJ
Pittsburgh, PA	Chepachet, RI	S. Windsor, NSW., Australia	Passaic, NJ
Hamburg, PA	Los Angeles, CA	Derry, NH	Arcadia, CA
Oreland, PA	Orlando, FL	Bumpass, VA	Santa Cruz, CA
Lancaster, VA	Marine City, MI	Tombstone, AZ	Pottsville, PA
Stockton, CA	N. Potomac, MD	Myerstown, PA	Lebanon, PA
Ashville, NC	Solon, OH	Stephens City, VA	Woodland, WA
Deering, NH	Lexington Park, MD	Cedarburg, WI	Ottawa, Ont, Canada
Sebastian, FL	Riverside, OH	Fellbach, Germany	Neuhausen, Germany
Preston, UK	Plainsboro, NJ	Teaneck, NJ	Quakertown, PA
Cody, WY	Pembroke, Ont, Canada	Aston, PA	Land 'o Lakes, FL
Dunnellon, FL	Horsham, PA	Winder, GA	Scott Depot, WV
Buena Park, CA	Woodstock, Ont, Canada	Dunbar, Scotland	Tel Aviv, Israel
Sherrill, IA	Chicago, IL	Oxnard, CA	Lake Ariel, PA
Acworth, GA	Dayton, OH	Waynesboro, PA	Kingsport, TN
Kloster Lechfeld, Bavaria	The Phillippines	Anaheim, CA	Carlisle, PA
Clifton, NJ	Montreal, Que, Canada	Bremen, IN	Effort, PA
Fair Lawn, NJ	Wood-Ridge, NJ	Dallas, GA	Bakersfield, CA
Blairstown, NJ	Pawtucket, RI	Lindsay, Ont, Canada	The Netherlands
Bernardsville, NJ	Broadview Hts, OH	Evanston, IL	Valdosta, GA
Tavernier, FL	Centreville, VA	Muelheim an der Ruhr, Ger	North Haverhill, NH
Broken Arrow, OK	Orangeville, Ont, Canada	Pine, CO	Brea, CA
Mooresville, NC	Edmond, OK	Boothwyn, PA	York, PA
Kendall Park, NJ	Conover, NC	Santa Clara, CA	Modesto, CA
Ctr. Strafford, NH	Toledo, OH	Whitby, Ont, Canada	Boalsburg, PA
Blue Ridge, TX	Albuquerque, NM	Colorado Springs, CO	Vero Beach, FL
Sarasota, FL	Boeblingen, Germany	Pluederhausen, Germany	Petaluma, CA
Piscataway, NJ	Middletown, DE	Laurel, MD	Punta Gorda, FL
Simpsonville, SC	Waycross, GA	Glenside, PA	Miami, FL
Tacoma, WA	St. Petersburg, FL	Clifton Heights, PA	Tully, Ireland
Nashua, NH	Conyers, GA	Oatley, NSW, Australia	Loudon, TN
Collingswood, NJ	Malaga, NJ	Clemson, SC	Dover, NJ
Philadelphia, PA	Marlton, NJ	Bihac, Bosnia & Herzegovina	Des Moines, IA
Burlington, NJ	Pitman, NJ	Sewanee, TN	Springfield, VT
Manassas, VA	Royersford, PA	Oceanside, CA	McHenry, IL
Wellington, New Zealand	San Diego, CA	Glen Arm, MD	Rome, Italy

reinforced the importance of this maneuver by not moving the train until I had properly signaled the removal of the three-step safety stop after a hook-up just prior to moving a train. Another very important agreement was for train movement; the train crew decides whether to use hand signals or radio communications. Once decided, the crew continues that mode of operation until all re-group and agree to change

As we all know, Justin is a fountain of knowledge. When asked, he freely imparts that knowledge. He was very patient and politely corrected me when I signaled for move "west" and we were actually supposed to move "east." I heard over the radio, "No, Bob, the other west." At the end of the day, I can honestly say that I was dog tired. Justin was right; it was not only a walking job but also a climbing job.

I also worked with Jeremy Rice during my training as a



Above, setting the hand brake. Below, switching on/off the Budd car.



brakeman. He took a very different approach than Justin. He had previously volunteered at the B&O Museum and had completed an operations course there. As we went through each operation, Jeremy explained the reasons behind all of the functions and kept questioning me about various operations to see what I knew. This was a good approach in that it served to refresh my memory, and if I did not know or understand a particular item, my lack of knowledge surfaced. He did not cut me a break, and when we were going to practice decoupling and coupling the loco to the coaches, I replied, "I do not have a radio."

He quickly responded, "What about your hands?" I learned a lot that day and really

got to understand the hand signals better.

After these days and a few others, I felt more comfortable in running a train and that I was learning more and more. My preconceived notions about railroading were being completely changed, and I realized that railroading was a very serious business. The two phases of the training, Conductor and Brakeman, were complementary, and knowledge of both was absolutely necessary for smooth running, safe operations. On to the next phase.....

I started my training as an engineer with both



Above, blowing the air tank. Below, foot on the dead man's pedal of the RDC Budd car.



Don Konen and Jeff Van Wagenen early last spring. During the first few days, all I did was observe the procedures for starting the engine and all of the actions of the engineer while stopping. I observed and took notes for most of the day, and at the end of the day, I made one or two runs under their watchful eyes.

Both Don and Jeff spent a lot of time going through the various systems and starting the engine properly. Jeff had sent me a checklist that he had developed for starting the SW 8. Later in December, he sent the checklist for RDC 32/41. We followed them to the letter during the training, and I still use them today with few changes.

The lists go into detail about engaging the batteries, understanding the functioning of the control switches, checking the fluid levels, opening the needle valves and partially turning over the engine to force out any moisture in the cylinders, starting the engine and waiting for the braking system to be charged.

Becoming an Engineer for the Danbury Railway Museum, *Continued from Page 6*

After the brake system was charged, we finally performed the brake check with the conductor. While going through all of the checks and the testing of the brakes, the purpose of all of the sequential training made sense to me. You can't do one phase without



Checking the oil on the Budd car.

understanding the other. I proceeded in this manner throughout the summer training with other engineers, including Pete McLachlan, Jeremy Rice, and Tom

McCullough. I learned valuable lessons from them all.

I felt that I was proceeding well but knew I was not quite proficient with the automatic braking system. All else was going well, and by September I thought I could do a checkout run with Justin Chapin. During the six or seven runs we made that day, it became evident to me that I needed more time on the braking systems. I asked if I were ready, and Justin said, "Not yet." Disappointed, I continued my training and gained more proficiency. Both Jeremy and Justin concentrated on familiarity with the automatic braking system. Quite frankly, Justin made the right decision.

I completed my qualification on the SW 8 in October in time for the Pumpkin Patch event and on the RDC 32 in mid December. Needless to say, I was happy, particularly when my grandson was in the cab of SW 8 on one of the Pumpkin Patch days. In checking my records, it took about 80 hours to complete my qualification. Still, it was a dream come true.

I just want to take this opportunity to thank everyone involved in my training. Everyone was very patient, knowledgeable and gave feedback in a forward-looking manner. I also thank everyone in the Museum for this opportunity, and I apologize to anyone who I inadvertently may have not recognized.



A Message from Your Board of Directors

By Don Konen, Chairman of the Board

The recent general election for five Director seats on the Board of Directors exhibited an irregularity that was an embarrassment to two of the candidates, as well as to the Nominating Committee and the entire Board. Specifically, two of the candidates had unintentionally allowed their Museum membership to lapse before they submitted their resumes to the Nominating Committee. Contrary to the Museum's bylaws, which state that only Museum members may be nominated, both were nevertheless nominated and appeared on the ballots mailed to all voting members.

Both candidates had renewed their memberships by the time the election was held on March 19th at the Annual Meeting. However, the bylaws violation was discovered for one candidate but not the other before the election, and that candidate's nomination was ruled invalid and his name stricken from the ballot before the election results were announced. Subsequent to the election, the other candidate's bylaws infraction was confirmed. So even though both candidates were in violation of the same Section and Article of the bylaws, one was elected and the other was not.

The solution to this dilemma had to treat both candidates fairly and impartially, and also respect the votes cast by the membership in the general election, while taking into consideration the mistakes made in the nominating process. At a Special Meeting, the Board decided that a solution meeting all objectives would be to add one additional Director's seat to the Board (this happily is allowed by the bylaws), and offer that additional seat to the candidate whose election had been disallowed. This offer was accepted; therefore the Board of Directors now has 10 Directors, as well as the four Officers.

Board of Directors:

Dan Foley
Steve Gould, Secretary
Don Konen, Chairman of the Board
Dave Lowry
Randy Natale
John O'Hern
Patty Osmer, Treasurer
Bob Pitcher
Ira Pollack, President
Wade Roese, Vice President
Mike Salata
Rich Shubar
Carolyn Taylor
Jeff Van Wagenen



PO Box 90, DANBURY, CT 06813

NONPROFIT ORGANIZATION
U.S. POSTAGE PAID
DANBURY, CT
PERMIT NO. 569

MUSEUM CALENDAR

May	7(7:30pm)	The Legacy of John Fleming Gould - Presentation by Robert Gould
May	14(7:30pm)	Slides; C&O Locos/Trains - Carl Liba
May	15(7:00pm)	Board Meeting (Open to Members)
May	21(7:30pm)	Slides; Executive Trains - Ron Smith
May	28(7:30pm)	Video; TBA - Steve Gould
June	4(7:30pm)	Slides; C.P.R. "Canadian" - Carl Liba
June	11(7:30pm)	Slides; TBA - Bob Kessler
June	18(7:30pm)	Video; W. Eur. Steam - Rich Shubar

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



Contact Information

Please contact us with submissions:
Mail: The Danbury Railway Museum
Attention: Newsletter
PO Box 90, Danbury, CT 06813
Phone: 203.778.8337
Fax: 203.778.1836
Email: newsletter@danburyrail.org

Editor: Carolyn Taylor

Printing by: Infinity Printing of Danbury

Change of Address

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

