

The Railyard Local

Volume 11, Issue 3

-The Monthly Newsletter of the Danbury Railway Museum-

April 2012

Join Us for Our May Events!

National Train Day and Mother's Day

Danbury Railway Museum will be celebrating railroading, its history and significance on **National Train Day, Saturday, May 12th**. The day will feature free train rides for all. Look for special demonstrations of railroading skills and activities, as well as tours of the railyard. Each year we have been inspired to add more. Among the ones last year were coupling/uncoupling, railroad signaling, FRED, New Haven forge, and RS-1 locomotive demonstrations. What will we



come up with for this year? What equipment will be selected to be operating on the outdoor G-gauge layout? The event will last from 10-4pm.

For **Mother's Day, Sunday, May 13th** the Museum will be offering Moms a free train ride with a child's paid admission and ride. What better way to celebrate these special people in our lives! This event will continue from 12-4pm. If you also are treating Mom to breakfast, the timing will be just right.

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Track Volunteers Needed

Saturday, April 28th

We plan to replace several ties on Track 38 on Saturday, April 28th. Pizza lunch and soda provided. We will get started around 10:00am and work through the day. Safety exam at 9:30am for those who have not taken it this year.

Car Host & Tour Guide Training Session

Ten volunteers attended the training workshop at the Museum conducted by Steve Gould, who was assisted by John O'Hern, on February 25th. Anyone who wants to be either a Car Host and/or Tour Guide must be a DRM member, pass the Safety Exam, attend one of these training sessions, and make a commitment. If you missed this year's session and wish to volunteer in these capacities, contact Steve Gould to make an appointment for a training session.

Steve gave a very well organized presentation which included an overview, car host training review,



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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. (If you have very recently renewed your membership the new date may not be reflected yet on the label). The membership of Life Members does not have an expiration date.

Andrea Eberhard
Joseph Vasaturo

Redding, CT
Danbury, CT

More Railroad Terms in Common Usage?

This editor has received communication from Martha "Marty" Bishop, who has delighted Owey Day guests and staff alike with her marvelous skill at story telling. The editor is pleased to be able to attribute the flyer in the Museum to her. It has been a hobby of hers "to collect common sayings that originated from rail language" and she had created the flyer.

Do you readers have any sayings to add to the list? Also, supposedly there is a book of these sayings. Do you know of any? Please let us know! If you send an email to drmnewslettereditor@gmail.com or mail your response to Danbury Railway Museum, P. O. Box 90, Danbury, CT 06813, Attention: Newsletter Editor, or leave it in the Newsletter box in the DRM Office, an effort will be made to share it with our readers and guests. If an attribution is appropriate, please include it. We look forward to your response!

Marty sent along a saying to add to the list:

Pour on the coal: to indicate that something needs to be done faster; we need more speed

Here are a couple more from the flyer:

Along for the ride: an empty car is just being pulled along; it has no purpose

Bells and Whistles: a reference to the signaling methods used by the trains. When all the bells and whistles were being activated, a mighty noise was

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Ten Years Ago

By Stan Madyda

As the weather started to get nice, after a busy 2001, project managers were planning restoration work for the coming season.

Nancy Sniffen wrote a report on the progress with New Haven RDC #32. A major task had been the restoration of the seats. Due to lack of storage at the DRM, the frames were kept at Sperry Rail. Every few weeks more would have to be retrieved and brought to the DRM where the baggage car served as the work space. The seats were originally "walkover" types but had been welded shut in one position. All of the frames needed to have the weld removed, be cleaned and aligned before they could be painted. Another crew worked on laying down a new tile floor. Once completed, installation of the seats could begin.

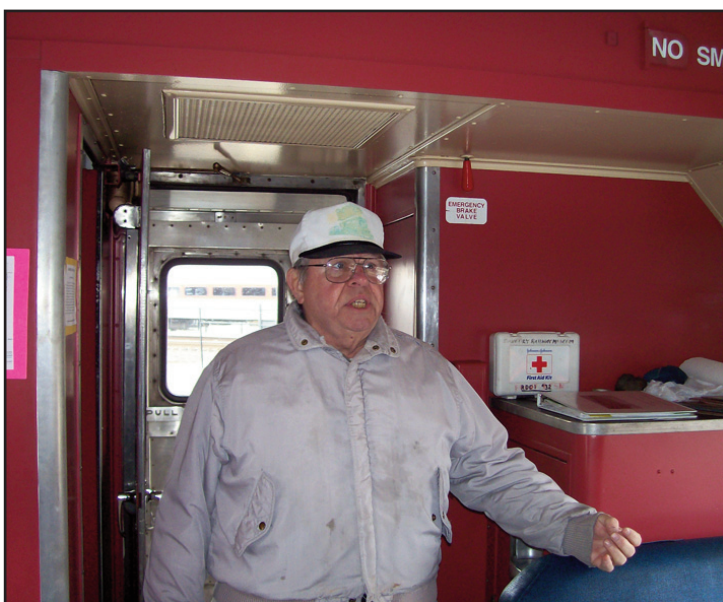


On March 20, 2002 the Pfizer Chemical SW-8 #1 was officially donated to the DRM. The process started in 1999 when Dan Foley learned that rail operations would be shutting down due to changes in the products for which the plant was responsible. Dan contacted Pfizer about the possibility of a donation of one of their engines. At one point, their complex in Groton had over eight miles of track. Our unit was built in 1953 for the Rock Island Railroad as #838 and was purchased by Pfizer in 1989. Another unit, Pfizer #2, which started out as a Southern Pacific engine, was donated to the Connecticut Eastern Railway Museum.

Car Host and Tour Guide Training

Session, Continued from Page 1

and tour guide training review. He touched on points made in the folder containing handouts, led discussion, and answered questions. The folder contained a 2012 Lesson Plan for Tour Guide and Car Host Training, which listed very important points and information so that we can help our guests have an interesting, enjoyable and safe visit at our Museum. A *Railyard Tour Script*, and *Instructions Pertaining to an Onboard Emergency* were also included. It was a thorough training session, and it was very evident that a lot of thought and time had been expended in preparing it.



Following the indoor portion of the session, Pete McLachlan led participants into a coach in the railyard where he pointed out the location of emergency brake valves in a coach, and explained how and under what circumstances it would be appropriate to use one.

Words from Our President

As you read this issue of *The Railyard Local*, the election ballots will have been counted and tallied, the Board of Directors will have convened with a new year to execute, and we will have recognized some outstanding volunteers with certificates and awards. In 1995 five volunteers were presented the Gandy Dancer Award. Fast forward to 2011 and the Gandy Dancer was re-implemented and presented to two additional volunteers.

What, you may ask, is a Gandy Dancer? Generally, Gandy Dancer is a slang term used for early railroad workers who worked laying and maintaining track by hand. It is thought, however, that the term referred to "track examiners" as opposed to actual workers. "Workers" win out as accepted. A "gandy" was probably the name given to a five-foot long bar (lining bar) which was used as a lever to keep track in alignment. Other theories suggest that the motion of track workers lunging against their tools in unison, carried rail, or waddled like ganders (ducks) while running along the railroad ties. A 1918 newspaper article posed that a "gandy dancer was a railway worker who tamps the earth between the ties, or otherwise "dances" along the track. Many stories of singing and chants while workers toiled gave credence to the ideas that the "dance" accompanied the "music". WIKIPEDIA presents eight pages of theories and stories as to who, what, when the "gandy dancer" story spread, changed and survived. You can accept the most plausible for you.

The Danbury Railway Museum has applied the nomenclature of GANDY DANCER to an individual that volunteers their services within the Museum. The Gandy Dancer award was originally given to five volunteers who had given much time, dedication, and extraordinary commitment to affect a successful Museum progression. Sadly, many deserving volunteers that continued their commitment and exemplary work ethic went unrecognized. In 2011 we realized it was time to "catch up" and again recognized two deserving DRM members. A review of past recipients of our Gandy Dancer award will indicate a pattern and now a quality of the award candidates. In general, they are multi-talented, work on many projects, assume multiple responsibilities, have continued this commitment for many years, are mentors for new members, and examples to prospective volunteers.

On March 14, 2012 we will have gratefully recognized five Danbury Railway Museum members/volunteers: William Britt, S-gauge modeler, former Director and Vice-President, RPO

Continued on Page 5

1455 Steam Locomotive Project Update

By Bob Boothe, Project Leader

The mild fall and winter of 2011-2012 has allowed members of “the 1455 team” to move forward on a number of projects.

First project up last fall was to get a semi-permanent electrical outlet run out to the locomotive (instead of lightweight extension cords). Heavy duty “bury-able” was run out and buried from the semaphore out to the platform by the 1455, protected by plastic conduit donated by Wade Roesse. Joseph Alves masterfully took care of planning and installing all the wiring and the fittings.

A few weeks later Joe managed to creatively “light up” the 1455 for the winter holiday season. While changing out the headlight temporarily from clear to red for the holidays, Joe mentioned to me that he thought he might be able to replace the damaged “1455” number boards on the headlight. He was given the go-ahead and a few weeks later the replacement boards had been completed. The metal black “stencil” of the numbers is placed between an opaque piece of glass on the inside and a protective clear piece on the outside, with a separate light bulb behind them. Start to finish this was Joe’s initiative and project which we greatly appreciate.



Joseph is shown installing the new number boards, then with the finished result in the above photos by Bob Boothe. Below, photo by Carolyn Taylor showing the windows and the covering over the tender.

We decided that we might be able to get some work done over the winter but we would have to keep the weather out. Wood craftsman Bill Nicholson, consulting with Gerry Hermann, created replacement cab windows and frames. To keep the snow out of the cab and tender we built a frame out of $\frac{3}{4}$ inch metal electrical conduit. The pieces are fastened to each other and the tender using “KoverKlamps”. We bought a high-strength, reinforced, clear boat cover which is tied down using their special anchors so that we have a “greenhouse” effect in the tender.

It also became apparent that the wooden floor of the tender urgently needed replacement since the old floor was completely rotten. The new cover helped make this project possible. In the DRM’s Reference and Research Library Gerry Hermann quickly found copies from the B&MRRHS of the plans for the construction of the tender so we had an idea of how it was built originally. The plans show it started out with a metal frame of longitudinal steel



beams with reinforcing rods and 2 by 8 wide cross planking over the entire frame. The 5000 gallon “u-shaped” water tank was then fastened on top using several large angle irons. A layer of longitudinal 2 by

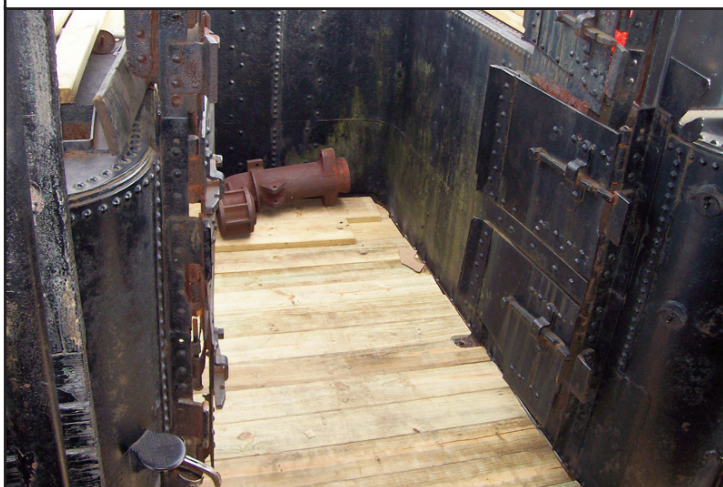
1455 Steam Locomotive Project Update, *Continued from Page 4*

10's were placed in the area where the coal would go. In the front of the tender a final "layer" was a metal plate where the fireman's shovel scooped up the coal.

In preparation for replacing the 1455 tender's floor all the wood remnants were removed exposing the corroded frames (which will need work yet to be done). To simplify things, Bob Pitcher came up with an ingenious solution - he spot welded angle iron along the remaining intact rivets on the bottom edge of the tank, and with some additional creative metal work, created solid metal supports for replacement cross planks. As anticipated, nothing was truly square, so we custom fit each plank out of pressure treated 2 by 8's and 2 by 10's. Once dried out they will receive coats of preservative stains.



Bob Pitcher is welding angle iron in the above photo by Joseph Alves, and the new custom-built tender floor shown in the photo below shot by Carolyn Taylor.



Joseph Alves has written his own account, as follows, of the creation of new number boards for the 1455, as well as acknowledgements:

"After looking at the headlight, I thought, 'Why not have some metal numbers made?' Thanks to

Richard Stebbins, James Mills and the whole of the Henry Abbott Manufacturing Department for taking the old cardboard signs and using them as a template for the new signs. Next, thanks to Bob Pitcher for trimming and grinding bits of solidified molten metal off the signs where the precise cuts were made. Finally, thanks to Robert Hipp, Ed Welch and the whole Henry Abbott Automotive Collision Repair and Refurbishing Department for expertly painting the new number boards a glossy black, which not only makes them look amazing, but also protects the steel signs from the elements. The 1455 thanks all those listed above for her new number boards, which can now be seen in the headlight."



Joseph took this shot of a new number board prior to its installation.

Words from Our President, *Continued from Page 3*

project leader, Tonawanda Valley project leader, and longtime member; Steven Gould, Secretary to the Board, communicator, out-reach representative, presenter, tour guide chairman, event committee, long-time member, etc.; Stan Madyda, Assistant Librarian, Vice-President and Board member, responsible for many of our accessions, presentations, liaison, and almost a charter member; Patricia "Patty" Osmer, Treasurer and Board member, Gift Shop manager and purchasing agent, advertising manager, events chair, "Big E" and train shows, and long-time member; David Roberts, New York Central caboose, mailman, banker, "elf", "Santa's helper", carpenter, landscaper, "gopher", idea man, and, generally, if something needs to be done, Dave will help do it! There are other deserving people who parallel the efforts and dedication of the above recipients. On behalf of the newly elected Board of Directors, thank you in advance for your continued efforts, support, and volunteerism.

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



DRM Annual Financial Report

By Patty Osmer, DRM Treasurer

GENERAL OPERATING FUND RESULTS AS OF 12/31/11

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 above and beyond normal operating expenses is budgeted to be put into Asset Restoration/Maintenance, and Improvements.

INCOME:		%Income;change
Events	42,153	(28.62%); -9.1%
General Admission	52,901	(35.92%); -15.1%
Sales (less cost of goods)	29,941	(20.33%); 38.0%
Membership	13,150	(8.93%); -11.0%
General Contributions	4,732	(3.21%); 0.3%
Interest Income	2,143	(1.45%); -32.0%
Other	2,275	(1.54%); 355.0%
GROSS PROFIT:	147,295	-4.0

EXPENSES:		% of Expenses
Accounting/Legal	4,213	(3.81%)
Advertising	14,880	(13.46%)
Asset Restoration/Preserv.	1,258	NOTE 2 (1.14%)
Credit Card Fees	3,008	(2.72%)
Equipment Rental	2,687	(2.43%)
Exhibits	978	(0.88%)
Event Expense	4,116	(3.72%)
General Maint. & Supplies	12,976	(11.74%)
Insurance	13,631	(12.33%)
Locomotive Operations	7,424	(6.72%)
Misc (Misc, Refuse, Fees, etc)	8,585	(7.77%)
Printing/Publications/Postage	6,517	(5.90%)
Telephone	2,966	(2.68%)
Utilities (gas, electric)	26,764	(24.21%)
Yard & Maintenance Equip	547	(0.49%)
TOTAL EXPENSES:	110,550	

NET ORDINARY INCOME 36,745

NOTE 1:

The Gift Shop sales were down 5% over 2010, but because so many goods had been bought in 2010, they did not have to be bought in 2011, so overall profit from sales was higher.

TEMPORARY RESTRICTED FUND BALANCE AS OF 12/31/11

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

INCOME 2011

Donations & Grants 29,977

TOTAL INCOME 29,977

EXPENSES 2011: 15,449

NET TEMP RESTRICTED FUND 2011: 14,528

FUND BALANCES AS OF 12/31/11:

1402 RS-11 locomotive	12,675
1455 Boston & Maine steam locomotive	9225
Coach repair	2000
HO layout	796
Library	12,782
Meserve - N gauge	379
NH box cars	803
NH cabooses roofwalk	1,000
NYCHRR wooden cabooses	2560
RDC	10,827
RPO	334
Rutland	3,238
Shop	320
Tamper	2,475
Tonawanda Valley	9414
Track	1346
Turntable	375
Weaver Bequest	10,000

BALANCE: 80,549

NOTE 2:

The majority of asset restoration and maintenance costs came from temporary restricted funds.



Calendar of Events 2012

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

Sweetheart Trains - Take your sweetheart for a train ride, weather permitting	February 11 & 12
Bunny Trains - Trains rides to the Easter Bunny's special coach	March 25 & 31, April 1, 6, & 7
National Train Day - Free train rides & other activities to be announced	May 12
Mother's Day - Moms ride free with child's paid admission	May 13
Memorial Day - Summer hours begin. Open 12-4pm with train rides.	May 28
Father's Day - Fathers ride free w/child's paid admission. Special cabooses trains	June 17
July 4- CLOSED	
Danbury Railway Day & Member Picnic - Special Celebration with special activities	August 11
Labor Day - Summer hours end. Open 12-4 with train rides	September 3
Owney, the Railway Post Office Dog Day - Stories, history, and children's activities to honor Owney, the famous RPO dog	September 15
Pumpkin Patch - Take a train ride to the Pumpkin Patch. Free pumpkin for children	October 13, 14, 20, 21, 27 & 28
Railfan Trip - Tentative. Check our web site www.danburyrail.org for developing information.	Fall
Santa Trains - Train rides and visit Santa in his Special Coach	December 2, 8, 9, 15 & 16

Please note: Bunny Trains, Pumpkin Patch, and Santa Trains are special events, so pricing and scheduling may differ from regular events. All other events are attractions **in addition** to our regular weekend schedule of train rides. Visit us at www.danburyrail.org or contact the Museum at 203-778-8337 for an up-to-date schedule and information. Reservations are suggested for Bunny Trains and Santa Trains, and are available through our web site. Discounted admission for DRM members. All events are subject to change.

Museum Hours

Memorial Day - Labor Day: Monday - Saturday, 10-5pm, Sunday 12-5pm

Labor Day - Memorial Day: Wednesday - Saturday, 10-4pm, Sunday 12-4pm

Closed holidays except Memorial Day and Labor Day

Open 12-4pm Memorial Day and Labor Day

Hours may differ for holidays and special events



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MUSEUM CALENDAR

Apr	4(7:30pm)	Out of Hoboken - Carl Liba
Apr	11(7:30pm)	To be announced - Ed Blackman
Apr	18(7:30pm)	To be announced - Wade Roese
Apr	19(7:00pm)	Board Meeting - Open to members
Apr	25(7:30pm)	To be announced - Steve Gould
May	2(7:30pm)	D&H Locos and Trains - Carl Liba

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

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



Contact Information

Please contact us with submissions:

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Attention: Newsletter

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Change of Address

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Attention: Membership Chairman

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Via Email to drmmembers@aol.com

