

The Railyard Local

Volume 10, Issue 3

-The Monthly Newsletter of the Danbury Railway Museum-

April 2011

Running the NH 0428

By Pete McLachlan

It is a diesel-electric FA-1 built in October 1947. FA-1 stands for freight A unit, meaning it had a cab, which the the B units did not. FA-2 came out later and had more horsepower.



NH 0428 is shown as part of an A-B-A arrangement of F units in our railyard last August.

I first became acquainted with 0428 at the time when I started to take photos in 1948. She would show up occasionally in these photos.

My first contact with her after I began to work on the New Haven RR in 1956 was when I was working at Danbury engine house. She showed up on the pit for repairs, something to do with losing her water, but my real acquaintance started in July 1959 when I became a fireman on the Western Division which included Cedar Hill to Maybrook freight trains.

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Focus on Guests and Safety

Safety Officer John O'Hern was busy Saturday, March 12th handing out the DRM Safety Exam along with booklets detailing safety rules and procedures. The Office was filled with members taking the open-book exam even before the scheduled 10:30am starting



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DRM Annual Meeting

Highlighted by election results and reports

The focus of the Wednesday night program on March 16th primarily was the Danbury Railway Museum's Annual Meeting. DRM Vice-President Wade Roesse started the meeting, then introduced DRM Secretary and Chairman of the Nominating Committee Steve Gould who announced the results of the election



of Officers and members of the Board of Directors. Of the 376 ballots mailed, 123 were returned for a 32.4% return rate. We are pleased that at least that percentage of members took the opportunity to make a choice. Three ballots were invalid. The three Officers, who ran unopposed, were reelected: Wade Roesse, Vice-President, Patty Osmer, Treasurer, Steve Gould, Secretary. The four Directors elected were: incumbants Dan Foley, Peter McLachlan, and Carolyn Taylor; Justin Chapin was newly elected to the Board. Chairman of the Board Don Konen then explained the procedures to be followed according to the DRM bylaws in the case that there is a vacancy in the President's position. Since there was no candidate for DRM President, the elected Vice-President becomes the President. Accordingly, Wade Roesse became the Museum's 4th President, and the Board of Directors will elect a successor. Congratulations to the elected Officers and Directors!

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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!

Christopher Vichiola	Torrington, CT
Scott Schaffer	Bethel, CT
Kenneth Hochhauser	Fairfield, CT
David Hawk	Redding, CT
Steven Storch	New York, NY
Christy Counts	Norwalk, CT
Nicholas Yuschak, Jr	Bethel, CT
Steven Coury	Ridgefield, CT

Special RR Program in Bethel

By Stan Madyda

The Danbury Railway Museum, in conjunction with the Bethel Historical Society, will have a Railroad Days program on May 15, 2011 starting at 2:00 PM. DRM member Peter McLachlan will be the guest speaker presenting the program about railroading in and around Bethel, CT.

The program will be held in the 2nd Meeting House located at 40 Main Street in Bethel.

Refreshments will be served.

Donations will be accepted at the door.

DRM Celebrating on May 7th

Where is the best place to be on **National Train Day**? The Danbury Railway Museum, of course! Free train rides. Special demonstrations, children's activities, and all our usual fabulous attractions Saturday from 10-4pm. Volunteers are needed. Guests are all welcome. We hope you will join us in celebrating our railroading heritage.

Thanking March Volunteers

By Sue Teer

In March we had several spring cleaning days to get the building ready for our new season. Showcases were pulled out, the Gift Shop and Office cleaned to the walls, hanging lights polished, etc. A big thanks to our cleaning elves, Dave Roberts, Jim McGeorge, Peter McLachlan, John O'Hern, Jim & Sue Teer, Chuck Sager, Don Konen, Patty Osmer, and Richard Shaboo. My apologies to anyone I may have

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left out, and a big THANKS to those who worked very hard at these cleaning sessions!

Library News

By Stan Madyda

Here are some more donations received by the Library.

- John Pecora – a book showing drawings of historic locomotives in 4mm scale
- Ron Smith – magazines
- Rich Bauer – model railroad structures and magazines
- Janet and Robert Liberati – one book, "Iron Horse"
- Joseph Alves – one book, "O Scale Primer"
- Patricia Kaufman – a collection of "Model Railroader" magazines
- Alfredo Almeida – an 8 foot long railroad tie level
- Raymond Miranda – photos and a poster
- Robert Bang – a New York Central tower mechanical board, a circa 1920 New Haven ticket window light, 10 wire hangers and a piece of wire from the 1907 catenary, number boards from New Haven RDC #28, stainless steel New Haven car signs and a cast iron New Haven semaphore marker
- David Simington – 5 books
- Bill Ratajack – a coal loader
- John DiBenedetto – 9 books
- Bill Mooney – a collection of "Model Railroader" and "Railroad Model Craftsman" magazines
- Samuel Massena – a video made from home movies taken in Danbury 1954-1960
- Kevin J. McNeillis – an 8x10 photo of fireworks over Danbury Yard
- Anonymous – New York Central sign heads, a crossbuck from the Maybrook Line and signal lights and stands
- Amos Hewitt – New Haven switch lamps, annual reports, newsletters, Penn Central Posts, a caboose lamp, manuals, magazines, switch locks and folding tables from a New Haven parlor car

Several donations were received where the donor is unknown. These items included a ground semaphore and a metal sign saying "track must not be used to clear main track."

A non-railroad donation was made by Veronica and Kenneth Erdmann who gave us a map cabinet with 35 map tubes. This will be used to help store some of our larger drawings and prints.

Words from Our New President

As we read this issue of *The Railyard Local*, the candy eggs and jelly beans are beckoning our "little people" friends. So too, the Bunny Trains have arrived to entice these young visitors to enjoy and share the fun within the DRM. Fun, however, is not only for the young; we as adult members and volunteers should all enjoy what we do, how we work, and how we interact with our guests.



As a founding member and President of the Danbury Railway Museum (2001-2011) for ten years, Ira Pollack has been a tenacious and tireless worker and leader of the Museum. Following are some of the many milestones, achievements, and successes during these ten years as President:

Pumphouse and pump moved
 Steam Thomas the Tank engine
 Two NH box cars acquired
 Wilton semaphore acquired
 NYC wooden caboose
 Tonawanda Valley work
 Roger Williams on display
 Two 44 tonners from Electric Boat
 Little Engine That Could
 Tonawanda Valley acquired
 Turntable on historic register
 G-gauge garden layout
 Ongoing TRACK WORK
 FA-1 0428 on trucks

RS-11 acquired
 RS-3 in the yard
 SW-8 acquired
 Sperry railcar
 Hi-Rail test truck
 Operating shanty
 Yard Office
 Operating Forge
 RPO Car
 Jeep Day
 Antique car show
 RDC operational
 Kent railfan trip
 LEGO display

We extend our sincerest thanks and appreciation for the fortitude, hard work and understanding of Ira and his family, Sue and Josh. We can only hope to continue growing the DRM as it has grown in the past ten years.

In addition, we also wish to thank all the neighbor members who donate their time and energy working at the Museum to keep our projects moving, and to all our neighbor members and distant members who also support us financially.

Our ensuing goals: growth, expansion, construction, innovation, and fun. So let's get on board the DRM train and travel together.

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

Focus on Guests and Safety, *Continued from Page 1*

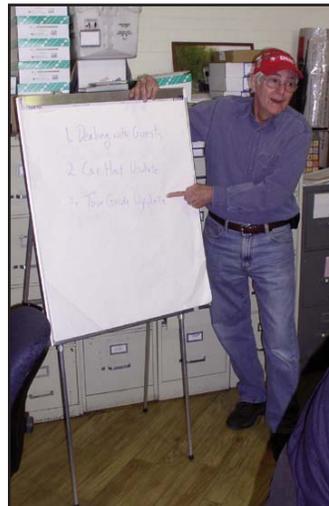
time. Passing is a prerequisite for taking the Operations and Crew test which was held during the same afternoon. It also is requirement for those wishing to volunteer in our railyard. This year newly appointed Chief of Operations Jeff Van Wagenen conducted a question and answer session regarding safety.



Beginning at 1:30pm the Operations and Crew exam discussion was led by Jeff, while Pete McLachlan administered the actual exam. This is necessary for those involved with operations.



The following Saturday morning Steve Gould conducted the Car Host and Tour Guide training session. Included in the discussion were dealing with guests, a Car Host update and Tour Guide update. He emphasized Disney's four priorities for entertaining: safety, courtesy, show, and efficiency, and how they can be implemented at the DRM. It is important to



know your audience. We can emphasize reasons for guests to return again soon. If we do not know the answer to a guest's question, try to find out the answer and respond. Our Museum is somewhat unique by having Tour Guides, and this personal attention makes a very positive impression on our guests. (Photo of some session attendees is on the back page)

Running the NH 0428, *Continued from Page 1*

According to my time book I fired on her 22 times and had her as engineer only 7 times. Working on an FA including 0428 was fun or suicidal.

As a fireman I was responsible for keeping her on line (running). As a fireman you were required to walk your units approximately every ½ hour if no alarm bells rang in between. To walk through an FA one would put ear plugs in because the noise in 8th notch (full throttle) was deafening. One characteristic of FAs was that the fuel filters were down by the walkway floor and in bitter cold the fuel could gel in the filter. To keep ahead of this you had to stay inside the units (up to five) and keep turning the filters and using a fusee on the filter to keep the fuel from gelling. This could include almost the whole run. On an FA you had to check on water, temperature, amp readings, lube oil readings, and just troubleshoot. Sometimes a unit would overheat or have a ground relay so when the bells rang you had to go back and reset the ground relay and hand-adjust the shutter opening or fan circulation by manual override. Sometimes when a unit would go down you had to pull out and reinsert the jumper cables. Many electrical problems were solved by doing this. While you are doing all this you are bouncing along up to 40mph and rocking like a Sometimes you are inside working with proper tools in your hand, ear plugs, and your flashlight in your mouth because you needed two hands. One difficult part about going from unit to unit was jumping between them because one unit was always rocking the opposite way from the other unit. When you walked the units you had to write down all readings and hand the report to your engineer. At the end of the run I filled out a report on each unit and turned it in to the engine house.



This photo taken by Pete at Cedar Hill on February 10, 1957 shows 0428 as the middle unit shortly after they installed MU cables on her nose so she could be used as a middle unit instead of as a lead unit only.

long and it had a mechanism so all you had to do was move it about 5 inches and window would go fully up or down. The gauge lights were a very soft blue.

FAs on a heavy freight were excellent. The 0428 and her sisters were good pickup units, rode well even at 50mph (west of Hopewell Jct.). On a heavy grade they could get down to 7mph, full throttle, and not blow up or have problems. Now one thing about traveling at that speed and throttle was that your fireman now had to check each unit individually for overheating and overamps. However you very rarely came upon this problem.

When I was promoted to engineer in September 1965, I caught 0428 approximately 7 times and it was more fun running 0428 than trying to keep her on line.

The FAs had three seats up front, two on the left. The left one on the window was for the head brakeman, the middle seat for the fireman, and the one on the right side was for the engineer. The engineer's seat was very comfortable with excellent visibility out front. The control stand was very centrally located in the cab and comfortable to use. The engineer's window had a hand crank about 2 feet



Photo taken by Pete at Newtown, CT, train NO-1 ("N" for Cedar Hill and "O" for Maybrook, the destination) on March 1957 shows a closeup of how she looked elephant style.

Running the NH 0428, *Continued from Page 4*

As engineer you sent the fireman back through the units at 30mph to take amp readings in all units, turn in the report to me as engineer, and this is how I would judge how the units are working for power. This was done in the 8th notch and with a full load. The amps are what power the train.

At Cedar Hill or Maybrook they would calculate the horsepower needed for the tonnage on the steepest grade. Of course yardmasters could never add right!

The 0428 and sisters did not last long after 1966-68 due to newer power (locomotives with 2500 horsepower compared to the FA's 1500HP) for the Maybrook Line. However some of her sisters lasted until approximately 1972, but up near Boston.



The photo above, taken by Pete, shows 0428 westbound extra at Newtown, CT in 1966 right after she was rebuilt at Alco. The lead A and B units were fresh out of the shop. Notice the hind two units which were out of the shop a month previously and already in need of a bath. The engineer and fireman are waving.

In the photo at left, taken in our railyard last August by Carolyn Taylor, Pete was enthralled DRM member Cecil Ashdown and guest Colin Pomeroy with stories of his experiences and information about our railyard artifacts. Colin, who is the author of several books including *The Bermuda Railway: Gone - But Not Forgotten*, was particularly interested in the F units.

DRM Annual Meeting, *Continued from Page 1*



Above, Chairman of the Board Don Konen explaining election procedures. Below, new DRM President Wade Roese addressing people attending the Annual Meeting.



Wade then praised his predecessor as President, Ira Pollack, who held that office for ten years from 2001-2011. Addressing the assembled members and guests at the program, Wade enumerated some of the many accomplishments during those ten years. He thanked the Board members for their service, various members for their help, and also those people who came to this year's Annual Meeting.



Peter McLachlan(r.) after being presented with the Gandy Dancer award from Stan Madyda(l.), encouraged communication, ideas, and suggestions.

Stan Madyda announced the winners of the Gandy Dancer award for outstanding

service to the DRM. It was first given out by one of the DRM's founders John Flower in 1995. All recipients of this award will be listed on a plaque to be displayed within the Museum. This year's members honored and each presented with a handsome plaque were Peter McLachlan and Sue Teer. Thank you for all the ways you have helped the Museum, and congratulations!

Secretary Steve Gould, who also is on the Grant Committee, gave a report on grants applied for and received this past year, including one from Amherst Railway Society. The Museum also received an Award of Merit for our restoration of the PRR Railway Post Office car.

Treasurer Patty Osmer gave a summary of the financial status of the Museum. The DRM Annual Financial Report is on Page 7 in this newsletter issue.

This was followed by updates by Chief of

Operations Jeff Van Wagenen, Newsletter Editor and #1455 Project Leader Carolyn Taylor, Stan Madyda of the DRM Library staff, and Dan Foley, who schedules the Wednesday night programs. They also expressed appreciation for those who have helped them with their work.



Board member Dan Foley thanked those doing Wed. night programs.

The Annual Meeting part of the evening's program concluded with Wade giving some background about his fascination with trains and how this interest has broadened over the years. He emphasized the word "we", and said that we ought to think about ways to use our collective talents as we strive to reach the Danbury Railway Museum's goals.



DRM Annual Financial Report

By Patty Osmer, DRM Treasurer

GENERAL OPERATING FUND RESULTS AS OF 12/31/10

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	46,395	(30.33%); 8.1%
General Admission	62,295	(40.73%); 10.2%
Sales (less cost of goods)	21,686	(14.18%); -30.5%
Membership	14,601	(9.55%); 1.7%
General Contributions	4,607	(3.01%); -17.1%
Interest Income	2,871	(1.88%); -20.4%
Other	500	(0.33%); -58.3%
GROSS PROFIT:	155,366	NOTE 1

EXPENSES:		% of Expenses
Accounting/Legal	7,075	(5.84%)
Advertising	12,361	(10.21%)
Asset Restoration/Preserv.	2,606	NOTE 2(2.15%)
Credit Card Fees	3,024	(2.50%)
Equipment Rental	2,991	(2.47%)
Exhibits	1,415	(1.17%)
Event Expense	4,058	(3.35%)
General Maint. & Supplies	17,470	(14.43%)
Insurance	14,085	(11.64%)
Locomotive Operations	6,441	(5.32%)
Misc (Misc, Refuse, Fees, etc)	6,756	(5.58%)
Printing/Publications/Postage	5,678	(4.69%)
Telephone	2,827	(2.34%)
Utilities (gas, electric)	30,594	(25.27%)
Yard & Maintenance Equip	3,668	(3.03%)
TOTAL EXPENSES:	121,049	

NET ORDINARY INCOME 31,906

NOTE 1:

The Gift Shop had an unusually high cost of goods due to chances to buy a lot of merchandise at a greatly reduced price.

TEMPORARY RESTRICTED FUND BALANCE AS OF 12/31/10

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 2010	
Donations	12,540
Grants	4,143
TOTAL INCOME	14,683
EXPENSES 2010:	18,817
NET TEMP RESTRICTED FUND 2010:	-4,134

FUND BALANCES AS OF 12/31/10:

1402 RS-11 locomotive	12,675
1455 Boston & Maine steam locomotive	9,592
44-Tonners' brakes	1,212
HO layout	742
Library	12,014
Meserve - N gauge	484
Meserve - Technology	1,033
NH box cars	743
NH caboose roofwalk	1,000
NYCHRR wooden caboose	4,564
RDC	7,477
RPO	1,175
Rutland	3,238
Shop	320
Tamper	2,475
Tonawanda Valley	5,946
Track	681
Turntable	100

BALANCE: 65,471

NOTE 2:

The majority of asset restoration and maintenance costs came from temporary restricted funds, as did turntable restoration.



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MUSEUM CALENDAR

Apr	27(7:30pm)	Driving Home 1966 Pt 2 - Pete McLachlan
May	4(7:30pm)	ACL/SAL Trains & Locos - Carl Liba
May	11(7:30pm)	Army Trains Video - Sue Teer
May	18(7:30pm)	Newfoundland N.G. - Al Baker
May	19(7:00pm)	Board Meeting - Open to Members
May	25(7:30pm)	T.B.A. - Pete McLachlan
June	1(7:30pm)	T.B.A. - Carl Liba

Museum hours: Wed-Sat 10-4pm; Sun 12-4pm
See the newsletter in color at www.danburyrail.org!



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