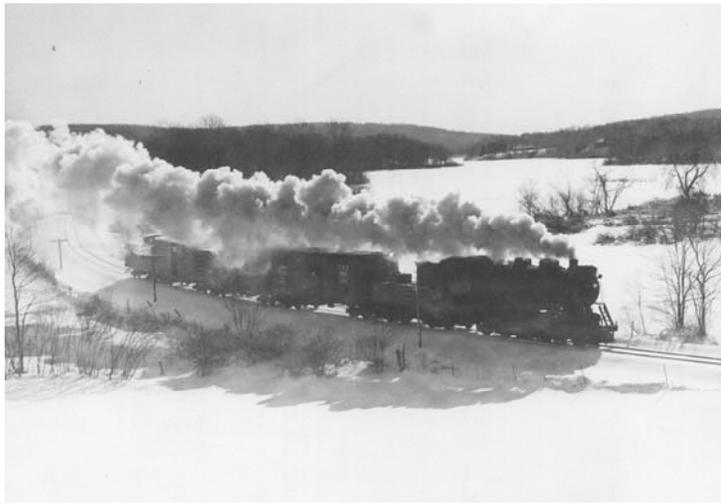


The Ghost Train Journal



Photo Credit: Turner Railroad Collection/Connecticut Historical Society

Steam Train Rolls North at Mansfield



Attend our membership meeting on March 21, 2010. John Wallace took many photos of the CV and NH operating in Eastern Connecticut and Massachusetts. The above photo taken in the mid 1950's shows a CV freight heading north with Eagleville Pond in the background. He will be presenting a colorful slide show from the 1950's. (John Wallace Photo)

Our Display Area at the Big Train Show



Treasurer Jeff Laverty stands in front of museum display table at the 2010 Amherst railway Society Train Show held at the Big E Fairgrounds located in West Springfield, MA. Over 21,000 people attended this year's train show. (Robert A. LaMay Photo)

MARK YOUR CALENDARS:

3/7/2010 - Monthly business meeting - Windham Memorial Hospital - 7:00PM
3/21/2010 - Monthly Membership Meeting - Windham Memorial - 7:00PM
3/28/2010 - Model Train Show - 10:00AM - 3:00PM - Windham High School
5/1/2010 - Museum Opens for 2010 Season with Heritage Metal Fest 9:00AM - 4:00PM

Connecticut Eastern Chapter, NRHS, Inc.
Connecticut Eastern Railroad Museum
PO Box 665
Willimantic, CT 06226

Vol. 32 Number 2– January 2010

The next scheduled meeting of the Connecticut Eastern Chapter, National Railway Historical Society will be held at Windham Memorial Hospital on **Sunday, Mar. 21, 2010 @ 7:00 PM**

Come see John Wallace present a slide show of both CV and NH steam trains in Eastern Conn. Taken during the mid 1950's.

Please note! If you have photos, short articles, or just want to make a comment – please forward them to: **Robert A. LaMay - Editor @cermf19@comcast.net**

Bad Wreck – Manchester, CT.
Submitted by Dick Sobielo

Many of us know of the wreck of the New Haven Railroad's freight train known as the 'Bullet' which occurred in Manchester, CT on the morning of October 14, 1933. However, there was another wreck which is described per an article found in the New York Times, March 29, 1888.

Hartford, Conn., March 28. – There was a bad accident on the New York & New England Railroad near Manchester at 8 o'clock this morning when an engineer and fireman of a passenger train were killed. The train was an accommodation between Willimantic and Hartford. The crew composed of Charles Grant, conductor, James E. Kelso, engineer, and Thomas Boyle, fireman. The train left Manchester with three cars loaded with commuters bound for Hartford. Half a mile west of the station is a high railroad bridge over the Hockanum River. (Note this bridge is often referred to as the 'Tin Bridge'.) As the train approached the bridge the engineer shut off the steam to slow the train down, without warning, the boiler blew up. The force of the shock was terrific. The locomotive was shattered and the tender was thrown off the track. The momentum of Winter 2009

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the train was sufficient to push the wrecked engine 200 feet. The front platform of the baggage car was demolished, but beyond that no serious damage was done to the train. With the explosion came a cloud of steam, this enveloped the train. The passengers knew they were near the bridge, and when the cars left the rails they were panic-stricken, fearing they were about to plunge into the river. When the train came to a standstill they found the engineer near his locomotive badly scalded and unconscious, and the fireman a few rods back, dead with a fractured skull. A physician on the train attended the injured engineer, and found the ribs on his right side crushed. He died soon afterward. The engineer was unmarried and lived in Willimantic. The fireman was married and lived in Hartford. He left a widow and three children. The locomotive had been condemned, and it was on its last trip of the day. Had the explosion occurred a half minute later the train would have reached the bridge and everyone would have been thrown off with frightful results.

The location of the bridge mentioned in the article can be found today by following the Adams Mill Hiking Trail, which begins adjacent to the Adams Mill Restaurant on

Adams St. in Manchester, CT. The bridge is used on a regular basis by the Connecticut Southern Railroad whose trains serve the grain elevator in the north end of town.



Chapter President Mark Granville, along with Owen Pender (C), and his father Jim Pender discuss Owen's Eagle Scout project. The restoration of the Chaplin Shanty is his proposed Eagle project. (Robert A. LaMay Photo)

THROUGH DAILY TRAIN between New Haven and Boston VIA WILLIMANTIC "The Highland Express"			
Lv. New Haven	7:40 a.m.	Lv. Boston	5:50 p.m.
Meriden	8:09 a.m.	Due Hartford	8:58 p.m.
Hartford	8:37 a.m.	" Meriden	9:31 p.m.
Due Boston	11:40 a.m.	" New Haven	10:00 p.m.
Buffet Parlor Car and Coaches			

The above is a section taken from a March 1929 New Haven timetable



Photo Credit: Turner Railroad Collection/Connecticut Historical Society

Around the Museum



Rolf Johnson looks over the cab interior of Steam 10. It was decided at a recent business meeting to investigate what needed to be done in order to get the locomotive 'static display ready'. (Robert A. LaMay Photo)



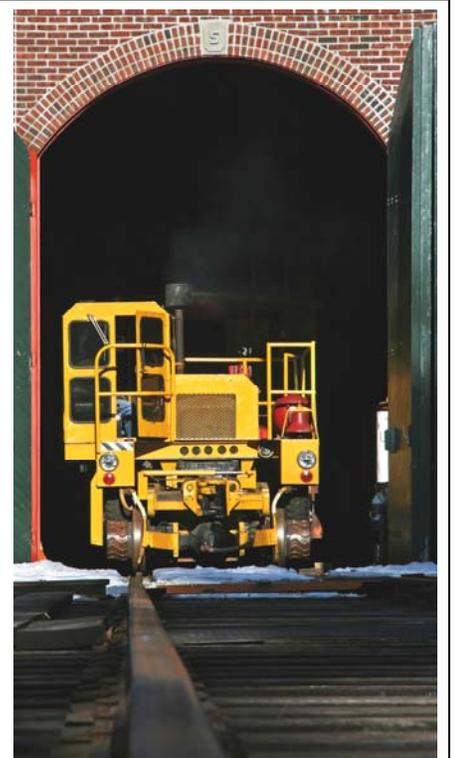
Bill Voorvaart responds to a question asked by Rolf Johnson during a look over of the cab interior of Steam 10. (Robert A. LaMay Photo)



After completing the filming of "Frequent Flyers" the car-mover was used to move the rail cars back to their normal locations. (Robert A. LaMay Photo)



As Art Hall Jr. (L) measures Pillar Crane, as Mark Granville (R) keeps a close eye on things. (Robert A. LaMay Photo)



Looking along the rail as the car-mover warms up inside the Columbia Jct Roundhouse. (Robert A. LaMay Photo)

Winter 2009

The Ghost Train Journal



Photo Credit: Turner Railroad Collection/Connecticut Historical Society



Mark Granville (L) discussed proposed Eagle project with Duke York (C) and potential Eagle Scout Owen Pender. (Robert A. LaMay Photo)



Art Hall Jr. takes notes with Dick Arnold during discussions about the restoration needed to set up the pillar crane display. (Robert A. LaMay Photo)



In spite of the cold weather progress is being made on the museum's Central Vermont center cupola caboose No. 4052. (Robert A. LaMay Photo)



P&W's first ethanol train departed Willimantic on 2/6/2010 with locomotives 4003 and 3904 leading 16 cars. (RA LaMay Photo)

Winter 2009