



Photo Credit: Turner Railroad Collection/Connecticut Historical Society

Snow Storms close Museum Road



Snow, snow, and more snow. With so much snow and ice it was almost impossible to get to the museum grounds. With some hard work clearing tons of snow the road was finally cleared. See story and more photos inside. (Robert A. LaMay Photo)

Under-Track Conveyor Donated to Museum



An Under-Track Conveyor was donated to the museum. While doing some track reclamation, the above photographed item was donated and delivered to the museum. Please see the full story and more photos inside. (Adrian Atkins photo)

MARK YOUR CALENDARS:

- 3/20/11 - Monthly membership meeting - Windham Memorial Hospital - 7:00PM
- 4/3/11 - Monthly business meeting - Windham Memorial Hospital - 7:00PM
- 4/17/11 - Spring Train Show - Windham High School - Watch for details
- 5/1/11 - Monthly business meeting - Windham Memorial Hospital - 7:00PM
- 5/7/11 - 2011 Opening Day of Museum - Heritage Metal Fest (Watch for Details)
- 5/14/11 - Rescheduled Night Photo Shoot for Shooter's Gallery Photo Group
- 5/15/11 - Monthly membership meeting - Windham Memorial Hospital - 7:00PM

Note! A Vote to Amend the By-Laws WILL take place - please be present.

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A membership meeting of the Connecticut Eastern Chapter, National Railway Historical Society will be held at Windham Memorial Hospital on **Sunday, Mar. 20, 2011 @ 7:00 PM**

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

Under-Track Conveyor Donated to Museum

Adrian Atkins

The Connecticut Southern Railroad (CSOR) has donated an under-track conveyor/auger bulk un-loader. It was located just off Warwame Ave. in a small railroad yard in the south end of Hartford, CT. This un-loader has a rubber conveyor belt that runs horizontally under the track in a pit, than angles up to bring the conveyor exit point above the ground. At this point the belt discharges onto an inclined trough auger which raises the material high enough so it can be discharged into trucks.

Through the years the drive mechanisms have been changed. The apparatus was last used around 1990 by Morrison-Knudsen/White Oak Excavators to unload expanded shale aggregate for the new Charter Oak Bridge approaches. These bottom discharge cars unloaded the light-weight aggregate via this conveyor into trucks which then would haul it to the roadway approach fills. Due to the varied clay underlying this area, the DOT needed lightweight fill to avoid overloading the clay below. Currently electric motors power the conveyor/auger. At the same time we were taking up the Hartford rail we were also dismantling and hauling the un-loader to the museum.

The January GTJ should have **been Vol. 34 Number 1 – January 2011**

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www.cteastrrmuseum.org



This is the view facing Hartford of the un-loader/auger prior to its dismantling. In the foreground is where the material was loaded before it traveled along the conveyor and into trucks. (Robert A. LaMay Photo)

Snow Buries Museum

Robert A. LaMay

From right after Christmas 2010 up until the end of January 2011 every major Nor'easter that came up the coast dumped on the State of Connecticut. Not only did the museum get buried but the railroads in the area needed assistance in moving this snow around. Here are a few photos that show the effects.



New England Central RR crews chip ice away from Bridge St. crossing. Note snow pile in background. (Robert A. LaMay Photo)



View from Gallows Signal of a snowy Village of Columbia Jct. (Janet Atkins Photo)



Both the NECR and the P&W had plows in the area to clear snow. Here P&W plows at Versailles, CT. (Adrian Atkins Photo)

The Ghost Train Journal

Photo Credit: Turner Railroad Collection/Connecticut Historical Society



Rolf Johnson snow blows his way to the FL9 so he can check on the batteries. (Robert A. LaMay Photo)



Rolf Johnson inspects for damage inside the collapsed equipment tent in the village area. (Robert A. LaMay Photo)



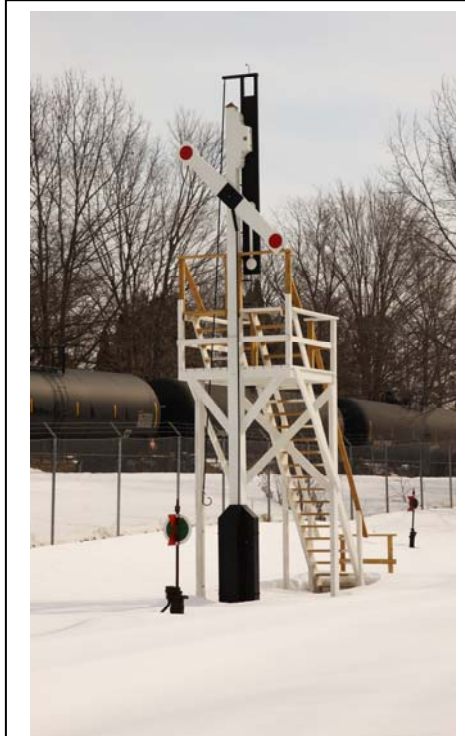
Seems like we have some low overhead in the museum's Port-o-let. (R. Cizik Photo)



Rolf Johnson climbs into the engine room of the FL9 to make sure all is ok. (Robert A. LaMay Photo)



Rolf Johnson points to the 5 foot mark – Adrian Atkins did a phenomenal job in clearing the snow in the village area. (Robert A. LaMay Photo)



A loaded ethanol train passes a silent and snow covered Gallows Signal. (R.A. LaMay)

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2011 Snow Storms Impact Museum

Taken from various e-mails –

2/13/2011 – From Rolf Johnson – Road is finally open, the front gate is able to pass vehicles, but the 16-24 inches of snow will be a stopper. The section-house and roundhouse are barely accessible. Equipment tent has collapsed and the port-a-potty is partially collapsed, this should bounce back once the snow load is off the roof.

02/14/2011 – From Rich Cizik – Both Rolf Johnson (in the AM) and Rich Cizik (in the PM) were at the museum over the weekend. Rich got there later in the day and noticed small footprints on top of the snow. Rich needed to use Canadian Tennis Rackets to get around the museum grounds. (no photos available) Noticed a few trees had fallen along various spots along the fence-line.

02/17/2011 – As of the 16th I plowed inside the locked gate and have provided access to the section-house, freight house, the tent, blacksmith shop, in front of the roundhouse, and around west end of rear door. On Tuesday the driveways were ice troughs and by Wednesday mud holes were mixing in. Many large mountains of snow were scattered around the museum grounds. Door on Pit 6 should NOT be used because of badly deteriorated wood at the bottom hinge leaving only the top hinge functional. The Town of Windham should be commended for plowing the driveway. Must have used a truck and loader as snow is plowed on the diagonal. Proper Thank yous should be sent to the DPW asap.

Notice of Intent to Amend the By-Laws

Mark Granville - President

Several amendments to the Chapter by-laws were approved at the November 2010 regular membership meeting. These included adding a procedure for the removal of an officer and formalizing "Connecticut Eastern Railroad Museum (CERM)" as the Chapter's business name. Unfortunately provisions for establishing a Trustee managed endowment were set aside following lengthy discussion of the proposed language. The endowment and

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executive committees have met several times since then to resolve the various issues and have developed a proposal to add Article XIII, Endowment Fund, to the by-laws. Members can download this article from our web-site: www.cteastrrmuseum.org – **A vote to adopt the changes has been scheduled for the MAY 15, 2011 membership meeting. It is very important that we have a quorum at the meeting so the vote can go forward.**



I took this photo on 2/3/11 when the snow was piled pretty high. The top of a payloader can be seen on the right. (Robert A. LaMay Photo)



I see the 44 ton with a couple box cars, however where is the track? We may see that in the spring. (Robert A. LaMay Photo)



Need a tow? (Rich Cizik Photo)



New England Central's northbound train 610 with a trio of SD40's roll past the Gallows Signal which lies in Columbia Jct. (Robert A. LaMay Photo)