



Photo Credit: Turner Railroad Collection/Connecticut Historical Society

Working on Air Compressor for Air System



Bob Hassett and Steve Melady put finishing touches on the museum's recently installed Ingersoll-Rand air compressor. It should prove to be a great asset in the restoration of future pieces of equipment. (Tom Schubert Photo)

Working on Electrical System Duct Work



Steve Melady holds tape measure while Tom Schubert measures where to drill holes into the 4"x4" steel duct work which will hold the wiring for the new electrical system being installed in roundhouse. (Full story inside) (Robert A. LaMay Photo)

Connecticut Eastern Chapter, NRHS, Inc.
Connecticut Eastern Railroad Museum
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MARK YOUR CALENDARS:

- 03/17/2013 – Monthly Membership meeting – 7PM Windham Memorial Hospital
- 04/07/2013 – Monthly Business meeting – 7PM Windham Memorial Hospital
- 04/21/2013 – Spring Train Show – Windham High School – 10AM to 3PM
- 04/21/2013 – Monthly Membership meeting – 7PM Windham Memorial Hospital
- 05/04/2013 – Museum opens for 2013 season – Heritage Metal Fest – Details Soon
- 05/11/2013 – Shooters Gallery Photo Group holds Night Photo Shoot
- 15/19/2013 – Monthly Membership meeting – 7PM Windham Memorial Hospital



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Next Membership meeting of the Connecticut Eastern Chapter, National Railway Historical Society is scheduled

Sunday, March 17, 2013 @ 7:00 PM

Windham Memorial Hospital

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**

Roundhouse Work Continues

Adrian Atkins

The arteries and veins are almost completed for both the air and electrical systems in the round-house. The air compressor has been installed and is now electrically alive and works! Bob Hassett is cleaning and tinkering with the compressor part of the machinery. It still has to be connected to the piping of the air system.

Meanwhile, Bill Voorvaart, with the help from Bob Hassett and Rolf Johnson, have just about completed the air arteries, the main steel piping along the rear wall which will feed each of the six pits, and the veins, air piping within each of the pits. All this piping has been designed and constructed so it pitches to condensate drain valves.

It's pretty much the same for the electrical system. Underground conduits have been buried from the power source to the various wall mounted conduits. These arteries are now complete. Veins, or more varied conduits, connect to electrical boxes on the interior columns and walls. At one point in time the round house appeared like a well dispersed plate of spaghetti! This along with all the

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trenches made it outright dangerous to walk around inside the building. Finally we have a network of mole holes under the floor and the dirt is leveled out so it is easy and safe to walk around.

Jerry Roy, Steve Melady, and Adrian Atkins just finished cleaning the area along the west wall of the roundhouse. This was needed to provide access so the steel conduit could be installed for the electrical. After completing this exercise I'm not what our members would best be called..... 'Junk Collectors', 'Scroungers', or 'Salvage of historic artifacts'. With the new found space, Jerry, Steve, and Adrian have completed the installation of the 4"x4" steel conduit along the rear and west walls. This duct will permit placing electrical plugs at any location along these two walls so as we obtain new equipment we will be able to easily tie into it.

Bob Hassett is taking inhalation therapy so he can huff and puff to activate the air system. Our electrical contractor, Jim Brennan, is pulling wires to bring the plugs to life. As you can see we have made major strides to date.



The photo at the bottom of the previous column shows Tom Schubert drilling holes in the steel conduit so it can be hung along the various walls. (Robert A. LaMay Photo)



Shown here, Bill Voovart is installing piping for the compressed air system along the south wall in the roundhouse next to Pit number 1. (R. A. LaMay Photo)

More Material from Niantic River Bridge Project

Adrian Atkins

According to the Amtrak contract with Cianbro-Middlesex, contractor on the Niantic Railroad Bridge construction project, they were to give the museum certain materials that we had previously requested. After delivering the building, they still had one of the main drive gears and a section of drive chain. I had told the contractor that I would pick them up. They told me to bring a big truck and trailer. This is always a good omen.

Steve Melady likes to collect steel items that can utilize so I wanted to use his eagle eyes on this trip. When we

The Ghost Train Journal



Photo Credit: Turner Railroad Collection/Connecticut Historical Society

arrived the contractor was ready with a large fork lift and cutting torches. They were going to give us some of the steel from the old catenary system. This could be used to construct a sub-structure or the bridge operator's cabin. Steve has a magnetic eye for pieces of steel plate. We also found some more 140 lb rail.

As they were cutting some of the steel members that were too long for the trailer it became apparent that one trip wasn't going to be enough. On the second trip Jerry Roy's keen eyesight made it possible to add more material to our collection.

All in all, these two trips yielded about 20 ton of steel to our reserves. Check out the gear and chain next time you visit the museum. It currently is located between the back of the round-house and the west crossing.

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This photo shows Central Vermont coach that once was located in Rhode Island on its way to a museum in Colorado. The car was placed on a TTX flat and shrink wrapped for the trip. (Robert Hassett Photo)



One of the biggest blizzards in some time dropped over 3 feet of snow which made the trip to the museum next to impossible. The Town of Windham, which we greatly thank and give positive kudos, came to the rescue and plowed our access road. (Jerry Roy Photo)



Steve Melady prepares to install a section of steel conduit for electrical system along back wall. (Robert A. LaMay Photo)



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It's Green Time Again

Janet Atkins

The daffodils in my yard are up against the ledge and are 4" high and some even have yellow buds forming. March will be a difficult month for them. I'm anxious to see what the winter has done to our parking lot flower beds. Patty Jurovaty and I will be checking them out as the ground warms and dries out. What we know is there are rotten wooden ties that need to be replaced and a small amount of reconfiguration done on the beds. We are still no further along on a decision regarding the rail trail going through our parking lot. Last fall we decided we would do some separation and transplanting of existing materials which we have found responded well to the conditions of soil and sun and lack of water. For the time being we are not looking for new plants.

While Patty and I have been developing and maintaining the beds we struggle to find time and always would appreciate help with mulching and weeding. Watch for a posting for the first work day this spring. This is always a big task. The beds only look as good as there are workers and time. The more the merrier. Please feel free to contact Janet at 860-423-5930.



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Adrian Atkins recently obtained the original builders plate from the Niantic River Drawbridge. (R.A. LaMay Photo)



Talk about spaghetti! Cliff Lund is in the process of rewiring the electrical system in our Alco S4 locomotive. (Robert A. LaMay Photo)



More sets of the steel under-frames for the roundhouse doors were delivered by Dick Arnold. (Robert A. LaMay Photo)



While at the museum G&W (Ex NECR) southbound Train 608 passes by the museum in this photo taken from the Gallows Signal. (R.A. LaMay Photo)