



Photo Credit: Turner Railroad Collection/Connecticut Historical Society

## Water Tower to CERM



Photo courtesy of Tony & Kay Holt

## Special Donation Received at Banquet



Mark Granville, President of Connecticut Eastern Chapter, NRHS accepts \$7,000 check from Mr. Max Miller, one of the co-owners of Steam #10. Complete story inside. (Photo by Jean Lambert)

### MARK YOUR CALENDARS:

- 2/15/09 - Monthly Membership meeting - Windham Memorial Hospital - 7:00PM
- 3/1/09 - Monthly Business meeting - Windham Memorial Hospital - 7PM
- 3/15/09 - Monthly Membership meeting - Windham Memorial Hospital - 7PM
- 4/13/09 - 2009 Spring Model Train & Diecast Show
- 5/2/09 - 2009 Museum Season Opens with Metal Fest

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

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The next scheduled meeting of the Connecticut Eastern Chapter, National Railway Historical Society will be held at Windham Memorial Hospital on

**Sunday, Feb. 15, 2009 @  
7:00 PM**

**Please note business meeting will held Sunday March 1, 2009 at the Windham Memorial Hospital at 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**

## **Water Tower Donated to Museum By Adrian Atkins**

Photo on front page shows what the tower looked like prior to it falling down later last year.

We now have a start on a water tower! Back around 1906 the Perry's purchased land in Mansfield Center along the west side of Route 195. An elevated water tower was constructed on an adjacent hill to provide water for domestic use as well as for fire protection purposes. Water was pumped from the pond up to the tower by a Montgomery Ward hydraulic ram.

The cylinder of the water tank itself sat on an elevated substructure. The tank floor was about 30' above the top of the hill. This heavy substructure was constructed of massive yellow pine timbers and 1" diameter tie rods. It had a floor about 3' above the top of the hill as well as an observation deck about halfway up to the tank floor. This was reached via a stairway. I am sure many good times were had on this deck.

Many years ago I had looked at this tower with the thought of taking it down  
January 2009

## **Chapter Leadership**

President	Mark Granville mfgranville@charter.net 860-456-3956
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Secretary	Bill Robinson wer384@att.net 860-456-4903
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Newsletter Editor –	Robert A. LaMay <a href="mailto:Cermf19@comcast.net">Cermf19@comcast.net</a> 860-228-9671
Museum Website -	<a href="http://www.cteastrrmuseum.org">www.cteastrrmuseum.org</a>

for salvage, but decided it would be too dangerous due to rot in one of the tower legs. Several years back Art hall also looked at this tower for the museum and also concluded that it was too dangerous to take down, but told the current owners, Tony and Kay Holt, that if it fell down to let the museum know. Art received a call earlier this winter that the tower was reclining to the ground.

Several of our members surveyed the site. Yes, indeed, the tower had fallen, scattered in the woods the cylinder had folded in and the staves had collapsed inside the bent hoops. This appeared to be salvageable. The conical roof was a total loss. The substructure was a different situation. Some of the timbers were partly on the ground, but most were pointing in the air supported by other splintered timbers and twisted steel rods. It was a giant size 3-D 'pick up sticks' pile. Along with my chain saw and Bob Hassett with various steel cutting devises and the Tuesday work crew, the giant mess was brought down.

The cylindrical tank itself was about 16' high and 14' in diameter and was constructed of 3" cypress staves. The floor was also made of 3" cypress planks are mortised into the staves. Sixteen steel rod hoops held the tank together. These varied in diameter from 7/8" diameter at the bottom to 3/4" diameter at the top. Hoop spacing decreases as you go up the tank. Some of the hoops are badly corroded. About 90% of the staves are architecturally salvageable, but we can't count on them from a structural standpoint. The floor isn't worth saving. The conical roof was made with pie shaped boards and covered with cedar shingles. The tank was manufactured by New England Tank & Tower Co. located in Boston, MA. It was shipped to E.R. Clark Co. in Willimantic, CT.

Currently everything has been dissembled. All salvageable materials have been hauled to a point where we have easy access. About half of the trash has already been hauled away. Obviously we need a little better weather to haul the rest away and complete the cleanup

When this is re-erected at the museum we will design a new sub-structure with heavy vertical posts typical to the New Haven Railroad designs.

We appreciate the generous donation of this tower by Tony and Kay Holt as it will help preserve a little bit of eastern Connecticut history. We now have our start on a water tower.



This is what the Tuesday group faced when they went to remove the tower.  
(Jean Lambert Photo)



This photo shows another view of the take down and removal of all the tower pieces. (Jean Lambert Photo)

## History of Oil Fired Steam #10

By Dick Arnold

Oil fired steam 0-4-0T with builder's #61820 is classed as a 4-26-C, 166. It was built by the Baldwin Locomotive Works in the latter part of 1934 at their plant in Eddystone, PA. Early in 1935, it was given the number 10 and delivered to Standard Steel Works Company, a division of Baldwin Locomotive Works, located in Burnham, PA. BLW built a sister oil fired locomotive, number 11, also for the Standard Steel Works Company. Currently this locomotive is located at the Indiana Railway Museum in French Lick, IN.

Standard Steel Works sold #10 to the Wickware-Spencer Company of Palmer, MA. in November 1949. The Steel Division of Colorado Fuel & iron, Parent of Wickware-Spencer, sold the #10 to Robert Carlson sometime in 1970 and it was moved to the Valley Railroad located in Essex, CT.

Connecticut Eastern Railroad Museum member, Bruce Edgerton, was one of the last engineers to operate Steam #10 on the Valley Railroad. Mr. Joseph Pagano purchased Steam #10 on October 18, 1971 for \$2,800. Mr. Pagano transferred one half ownership to Mr. Max Miller on January 11, 1992.

On November 14, 1996, Joe and Max moved #10 to a boiler shop, Benson Mountain Company of Pascoag, RI. After a dispute with the company about the boiler work, Joe and Max then donated the #10 to the Shelburne Falls trolley Museum of Shelburne Falls, MA. on December of 1997.

Steam #10 did not fit into the Shelburne Falls Trolley Museum plans, so ownership was transferred back to Joe and Max so it could be offered to another museum. Max Miller and Joe Pagano approached the Connecticut Eastern Railroad Museum to see if they would be interested in obtaining Steam #10. The museum agreed to move Steam #10 to Willimantic, CT and begin a restoration program.

On October 17, 2008, the moving crew from CERM loaded Steam #10 onto a trailer at Shelburne Falls, MA. and moved it to its offloading point in the Bridge St. Yard in Willimantic, CT. It was put back on the rails and CERM's General Electric 25 ton locomotive towed Steam #10 along the Air Line to the museum compound and the move was completed at 4:00PM on the same day.

## Steam #10 inside round house



Here's a down on view of Steam # 10 inside the Columbia Jct. Roundhouse. (Robert A. LaMay Photo)

## Special Donation Received

Mr. Max Miller made a very special and generous donation during the annual banquet. To raise funds to help pay for the cost of transporting Steam #10 to its various locations, he collected bottle and

cans over a number of years to help defray the cost. The \$7,000 check he gave to the museum was what was left in this fund. We sincerely appreciate your generous gift and offer our deepest gratitude with a "BIG THANK YOU".

## Great presentation at Annual Banquet



Shown here is John Roy, author of 'A Field Guide to Southern New England Depots and Freight Houses' did an outstanding presentation at our annual banquet. His book will be available in our gift shop. (Photo by Jean Lambert)

## CERM at 'Big Train Show'



Another good showing took place at the Amherst Railway Societies "Big Train Show" ( Photo by Robert A. LaMay

Watch for more info on the:

Hartford National 2009  
National Model Railroad  
Convention  
July 5 - 11, 2009

# The Ghost Train Journal



Photo Credit: Turner Railroad Collection/Connecticut Historical Society

What used to be.....



This was the view from Route 5 in Wallingford, CT when the Yankee Silversmith had its car out in front of its restaurant building. (Robert Beaumont Photo)  
Note! The latest issue of the NRHS News has a great article by Mary Ellen Godin along with a couple color photos by Rich Cizik.



With both wheel sets (trucks) removed, the lowering begins. Note the trailer underneath the car. Plan is to lower the car onto this trailer, connect the wheels and harness assemblies, and off it goes.

Preparing for Move To ....



Art Hall, Jr. and Howard Raphaelson are shown here assisting in putting rail down for the eventual move of the car to the museum in Willimantic. (Photo by Jean Lambert)

## NRHS Qtrly Meeting – 4/18/09 By Ray Axelrod

I'm looking into a possible bus trip to the NRHS Qtrly meeting with the Western Connecticut Chapter, NRHS, to be held on Saturday, April 18, 2009 in South Norwalk, CT. The cost of the bus would run between \$18-22 per person. From South Norwalk a rail trip is being planned on MTA Metro-North to Grand Central Terminal. A guided tour would take place here which would include the Transit Museum, and a tour of some subway facility. The trip needs to be finalized – so people interested should contact Ray at 860-228-3197.

The Western Connecticut Chapter also plays host to the SONO Tower Museum. Nearby is the very nice Maritime Museum. The Western Conn. Chapter is talking about a Friday, April 17, 2009 trip on MTA Metro-North to New Haven and then Shore Line East to New London for a bus ride up to visit our museum from 10:00AM to 3:00PM. More details on all the above will be forth-coming.