



Photo Credit: Turner Railroad Collection/Connecticut Historical Society

Eagle Project Completed for Museum



Scout Owen Pender of Mansfield Center receives handshake from President Mark Granville for completion of his Eagle project – the Chaplin Crossing Shanty. Excellent work. (Jean Lambert Photo)

Project ‘Gallows’ Proceeds on Schedule



Dick Arnold and Art Hall Jr. look on as fresh concrete pours into the new footings for a full size and operating replica of the ‘Gallows’ Signal that once stood at Bridge St. up until the 1950’s. In the back Adrian Adkins and Bob Hassett make sure the concrete is level at all times. See full story inside this issue. (Robert A. LaMay Photo)

MARK YOUR CALENDARS:

- 7/18/2010 – Combined business and membership meeting – Windham Memorial Hospital – 7:00PM
- 8/1/2010 – Monthly business meeting – Windham Memorial Hospital – 7:00PM
- 8/15/2010 – Monthly membership meeting Windham Memorial Hospital – 7:00PM
- 9/10 – 9/12/2010 – Hebron Harvest Fair – Hebron, CT.
- 9/25/2010 – Annual Night Photo Shoot – More details forthcoming.

Connecticut Eastern Chapter, NRHS, Inc.
Connecticut Eastern Railroad Museum
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Vol. 34 Number 6– June 2010

A combined business and membership meeting of the Connecticut Eastern Chapter, National Railway Historical Society will be held at Windham Memorial Hospital on **Sunday, July 18, 2010 @ 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

Project ‘Gallows’ Has Begun

By Adrian Adkins

The Connecticut Eastern Railroad Museum dedicated to bringing railroad history to Eastern Connecticut has begun constructing a working replica of the unique ‘Gallows’ signal, which regulated railroad traffic at the Bridge St. crossing in Willimantic, CT. Originally built around 1850, this railroad signal controlled railroad traffic for the New London Northern, New York & New England, and the NY, NH & H Railroads. The two armed signal was used until the 1950’s. The former New Haven lines operated east and west while the NLN operated north and south. The lines crossed at grade just west of Bridge St. where the entrance to the museum is currently located today. An employee known as the crossing tender would set the signals and also manually stop vehicular traffic on Bridge St. as there weren’t any gates to operate.

The crossing tender worked out of a small building on the northwest side of bridge St. The crossing tender would receive instructions by telegraph from the railroads and was responsible for all train movements. He manually set the two arms on the crossing signal and maintained the red and green kerosene lanterns that hung on the arms. He also was responsible for transmitting orders received by telegraph to the train engineers as they passed.

In a previous issue of the GTJ I put a short piece explaining what the different positions

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indicated to the trains. It came from a 12/4/1892 New York & New England timetable entitled ‘**Semaphore Signals at Willimantic**’. Air Line Jct., Bridge St., and New London Northern grade crossing. Rule 29 –

The upper arm set in diagonal position (after the switches have been properly set) by day and with two green lanterns at night (which will show the position of the arm), gives NY & NE trains a right to proceed, and stops all New London Northern and NY, NH & H trains.

The upper arm set in a vertical position (after the switches have been properly set) by day and with two green and two red lanterns at night (which will show the position of the arm), gives New London Northern trains a right to proceed and stops all NY & NE and NY, NH & H trains.

The lower arm set in a diagonal position by day, or two red lanterns at night (which will show the position of the arm), and *upper arm in horizontal position, or two green and one red lantern*, gives NY, NH & H trains a right to proceed, and stops all NY & NE and New London Northern trains.

Both arms in a horizontal position by day and with two green and one red lantern on the lower arm (which will show the position of the arm), stops all trains.

The switch and signal men must be very careful to have the switches and signals to conform to the above and not change position of the switches, until after both arms have been set in the horizontal position.

All trains will come to a full stop within 500 (500) feet, and before running over, the switches named above.

- First Class trains of either road will have the right to the switches and signals over second class trains of the other.
- Trains will not exceed six miles per hour over this crossing.
- Eastbound trains *must not pass “stop” board* until signal and switches are in position to allow NY & NE RR trains to proceed.

The replica will be built as close as possible to the original design and will be located just inside the main gate to our Columbia Jct. Village. The main post is an 8” x 8” timber and tapers part way to the top. The post is 27 feet long and will hold the two signal arms described above. The arms could point horizontally, diagonally, or vertically depending upon the instructions received by the tender operator. The arms were manually locked in position with metal rods. Lanterns were lit and hung on the arms at night. An elevated wooden platform permitted the tender operator access to adjust arms and or lanterns. A stairway led to the platform area, thus the name ‘Gallows’ came about.

Foundations have been poured and the timber work will follow throughout the summer months. The public is welcome to visit the museum on weekends to view the progress on this very unique piece of signal equipment. Museum member Dick Arnold of Bolton, CT. is coordinating this project. The construction of this signal has been made possible by Mrs. Doris Johnson of Manchester, CT. who donated the funding in honor of her late husband, Mr. Johnson. He was noted for his authentic models of railroad signals for model railroading.

Summer 2010

The Ghost Train Journal



Photo Credit: Turner Railroad Collection/Connecticut Historical Society



Member Steve Melady welds the support being constructed for new 'Gallows' Signal. (Robert A. LaMay Photo)



As concrete is being poured, Mark Granville, Art Hall, Jr., Bob Hassett, Dick Arnold, and Adrian Adkins make sure the flow is controlled as it goes into the main 'Gallows' support. (Robert A. LaMay Photo)



Mark Granville guides the new 'Gallows' support as Art Hall Jr., and Bill Bouchelle look on. (Robert A. LaMay Photo)



Dick Arnold and Art Hall Jr. put finishing touches after all the footings were filled with concrete. (Robert A. LaMay Photo)



Duke York continues on the restoration of the museum's Central Vermont Center Cupola caboose no. 4052. (Robert A. LaMay Photo)

Don't forget – 2010 Night Photo Shoot scheduled for **September 25, 2010**. Planning is currently under way for some new set ups in and around Columbia Jct.. Watch for more details – coming soon!

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Owen Pender admires his first class job of restoring the museum's Chaplin Crossing Shanty. (Robert A. LaMay Photo)



Members of the Mass Bay RRE made a brief stop to tour our museum. (Jean Lambert Photo)



Members work on the interior of the roundhouse installing window hardware so the windows would operate correctly. (Robert A. LaMay Photo)

PROJECTS	Timeframe	Leader/Contact	Notes
CV 1012 cabinet restoration	ongoing	Duke York	
Restoration inside roundhouse	ASAP	Rick Cizik	a lot of work needs to be done
Electrician shop	ASAP	Rick Cizik	to be done by other city people
MU car roof	Summer 2010	Dick Arnold	
Overhead system signal	Summer 2010	Dick Arnold	
RR #1-25	ongoing	Adrian Adkins	would like to do this later in the year
Small letters like	ongoing	Rob Agnew	
RR number marker	Summer 2010	Dick Arnold	
REPAIR rail in Bush Hill	Summer/Fall 2010	Adrian Adkins	Four rail with switches
REPAIR rail in Hartford	Fall/Summer 2010	Adrian Adkins	1078 rail
REPAIR rail at Jones Hill	Fall/Summer 2010	Adrian Adkins	2 inches 1078 rail
REPAIR rail from Fishkill, Siding		Adrian Adkins	1078 & 1040 rail
REPAIR rail from Fishkill, Siding		Adrian Adkins	(can we buy 1040?)
REPAIR rail	2011	Dick Arnold	very close to completion
RR 10 rail box	ongoing	Bill Hays	
RR 10 rail box	ongoing	Bill Hays	
Track work - 1078/1040 rail	ongoing	Dick Arnold	
RR 10 rail box	ongoing	Andy Fischer	
RR 10 rail box	ongoing	CISE Land	
RR 10 rail box	ongoing	James Hoy	
RR 10 rail box	ongoing	Art Hall	
RR 10 rail box	ongoing	Andy Fischer	

A new project roster has been placed inside the NHRR Section House. It lists project description, timeframe, and contact person. (RA LaMay Photo)



Members install a repaired roundhouse window damaged earlier from a vandalism incident. (Robert A. LaMay Photo)

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Rich Cizik works on water-proofing roof of the MU Car Trainer used as the museum's Gift Shop. (RA LaMay Photo)



Rocky Hill, CT - Bob Hassett works on removing rail nuts while nearby Howard Raphaelson removes rail joint bars. In the background Adrian Adkins removes brush while clearing the rail. Once cleared the rail will be removed and transported to the museum. (Robert A. LaMay Photo)