

How do I get my story in the Members Own Words section?

Well, it's quite simple! Just put together a story about anything railroad related, and send it to Tom Nanos or Bob LaMay (info inside). Then we'll be sure to put it in a future issue!

Railfan Day?

Yep, we're planning a railfan day, which will feature photo runbys, and other events, all geared at the railfan. It's in the early planning stages, so stay tuned for more details soon. Just keep Saturday June 12, 2004 open on your calendars...



Connecticut Eastern Railroad Museum Presents
The Spring 2004

Model Train And Die Cast Toy Show



Windham High School
355 High Street - Willimantic, CT

April 18, 2004
10:00 AM - 3:00 PM

Operating
Layouts

Dealer
Tables



Model
Exhibits

Railroadiana

Free Parking - Wide Aisles - Handicapped Accessible

Admission:

Adults - \$5 - Senior Citizens (62+) - \$4
Children (8-12) - \$1 - Children Under 8 FREE

The Monthly Newsletter for the members of The Connecticut Eastern Chapter of the NRHS & the Connecticut Eastern Railroad Museum
Tom Nanos - Editor in Chief | Bob LaMay - Editor
Volume 12, Number 4 March 2004



From The Editor's Desk

Ah, the sounds of spring - the snow is finally melting, the birds are chirping, the trees are budding, and in the background is the noise of hammers, tampers and the low pitched rumble of a diesel locomotive. Yep, springtime brings workdays at the museum! This issue you'll find out how you can pitch in to help & get ready for this season!

List of Tasks for the spring

There's tons of things to do down at the museum now that the weather has broken. Come on down if you can pitch in. We should have a list of jobs in the next issue. Stay tuned!

Secondary Museum Goals

Well, we've seen the primary goals of the museum for this year - installing the turntable and the restoration of the CV 4052 caboose. Some other goals have also been set forth, goals that we should focus on in the shadows of the two primary goals. These are, first to explore the possibility of creating a "friends of the museum" option for those who do not wish to be members of the NRHS but still want to contribute to the museum. Second, we need to find out what our options are in regards to insurance and operation of the museum. Third, we'd like to have a membership drive to try to increase our membership rolls. So if anyone out there has any ideas on the secondary goals, or would like to help out with them, please contact Mark Granville with your ideas.

Roundhouse Doors

Well, as it turns out, the Roundhouse Doors need some serious work to prevent some seri-

Continued Next Column

ous rot from spreading. It was pointed out at the Feb15th meeting, that due to a number of reasons, the doors have started to rot a bit. In order to stop this from spreading, some work needs to be done ASAP. If you can lend a hand in some carpentry and/or painting, please come down to the museum and lend a hand. This is a really high priority task so we can avoid some extremely costly repairs in the future.

CV 4052 Caboose is Inside the Fence!

Here we go! A few volunteers moved the CV 4052 caboose inside the fence. Check out the article by Bob LaMay with the details!

Roundhouse Windows Update

All the roundhouse windows, including the two round windows and the back door, are now on site and need to be installed. If you're interested in helping to install the windows and/or trim, come on down to the museum on a Saturday work day and pitch in! Also, to avoid damage to the windows, they will need a coat of primer and paint once they're installed. So if you can't help out with the installation of the windows, and you enjoy painting, we can use your help also!

Ghost Train Journal - Submissions

Yep, this is in here again. Thanks to Bill Voorvaart for authoring this month's MoW column - hope you all enjoy it, we sure did! But we still need more material. The more we have the better. What we're looking at is this - if we cannot get more submissions in the next two months, we'll be forced to cut publication back to every other month. We don't want to do this, but between our other museum commitments, our jobs and our family lives, we can't write all the material, lay it out, print it, mail it, etc. every month. We know you budding writers are out there - so don't be afraid! You can get the stories and/or pictures to us in a number of ways - you can send them via email, meet us at a meeting and give it to us, or you can contact us either by email or phone to arrange a time to put it together. We're flexible!

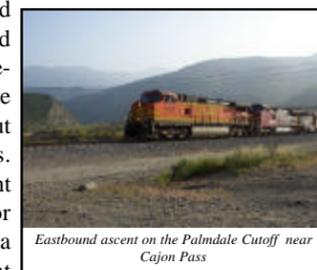
Thanks for reading!
-Tom Nanos & Bob LaMay

The M.O.W. The Member's Own Words

How an airshow trip turned into a railfanning adventure.

Article and photos by Bill Voorvaart

Last May my father and I flew to California to attend the Plains Of Fame Air Show in Chino. Jack had arrived before me, and when I arrived we immediately got into the car to seek out some trains. We went searching for the Alameda Corridor that connects Long Beach to Los Angeles, and soon found it. This was constructed as a huge trench so that there would be no grade crossings, and to speed up the flow of traffic. We saw no trains but did get a good look at the trench. This is not a good place to watch trains because of the supporting arches across the trench. From a low angle it appears to have a covered roof. The only view is directly under the spot where one is standing. It was an interesting site however.



Eastbound ascent on the Palmdale Cutoff near Cajon Pass

Calendar of Events

- Mar 20 Work Day at the museum
- Mar 21 Membership Meeting with Dave Jodoim slideshow
- Mar 27 Work Day at the museum
- Apr 3 Work Day at the museum
- Apr 4 Buisness Meeting
- Apr 10 Work Day at the museum
- Apr 17 Work Day at the museum
- Apr 18 Membership Meeting with Bob LaMay slideshow
- Apr 24 Work Day at the museum

Saturday morning we arrived at the air show early, and got a lot of pictures of a whole range of WWII aircraft, and saw a good air show. When the show closed in the afternoon we proceeded to the Colton Yard. From the Pepper Avenue Bridge we had a good view of the yard, and stayed



Westbound Swift Unit Roadrailer train

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M.O.W Story Continued

there till dusk. Witnessed a lot of switching movements and a very long westbound BNSF freight pulled by four very dirty engines. While there we meet a fellow by the name of Morvin



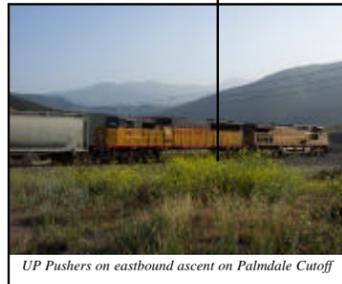
Westbound BNSF doublestack

with a very strong English Accent. He inquired if there was any action, and we

told him what we had been seeing. I asked him if he could give us directions to the Cajon Pass, and he gave us precise directions. More about Morvin later.

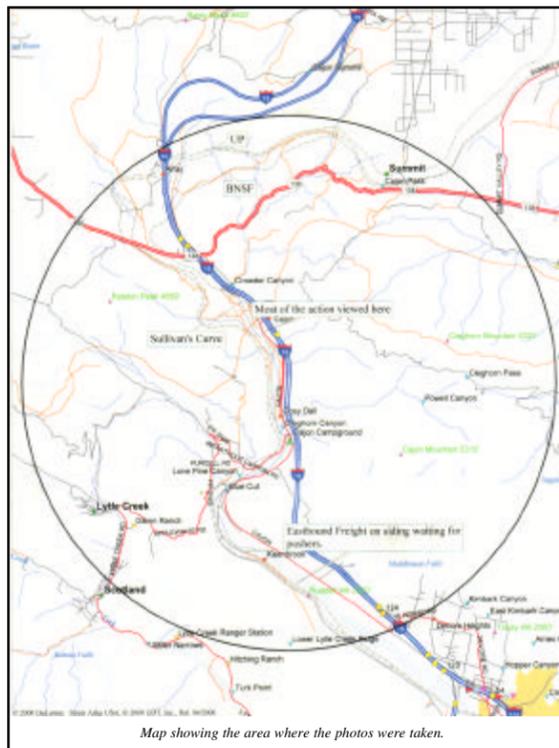
Sunday morning we went back to the air show, and left around noon to go out in search of trains, and Cajon. We decided to park off Cleghorn Road just down from Sullivan's curve, which was recommended by Morvin, and we were richly rewarded.

About 10 minutes later we heard the diesel horns and could see a westbound train coming down around Sullivan's Curve. Next a westbound unit train of Swift roadrailers. Soon a little blue car pulled up, and it was Morvin. This



UP Pushers on eastbound ascent on Palmdale Cutoff

little guy was over here all the way from England, to watch and video trains. His wife traveled with him and was very pleasant, was happy to travel with him and stay in the car with her knitting. We found it amazing that this little fellow from England could give us such explicit directions, to such a great train-watching site. For the next two hours there was a constant movement of trains both eastbound and westbound. Each time we decided to leave there would be the sound of another horn, and we would



Map showing the area where the photos were taken.

get back out of the car, to enjoy still another train. I can't help but compare this to our experience in New England where we sometimes have to wait for long periods to see a train.

After our minds were on overload with the sights and sounds we decided that it was time to go, but

rather than get back on the highway we drove down Cajon Blvd toward Devore. Earlier we had spotted an eastbound freight down in the valley at Ruddell Hill on a siding waiting for pushers. We noticed that the pushers had arrived and it was starting to move, so we parked the car again at another great viewing site, to take more photos. With that we decided that it was really time to leave, and head back to the hotel

and return the car. Further down the hill we heard another horn, which was the helpers coming back down the hill. This time we watched from the car.

We plan to return as soon as possible and this time go all the way to the summit, and to the Tehachapi curve. Maybe we will even take in another air show. Want to come along?

Museum Membership Meeting Entertainment

March 2004 - David Jodoin will be presenting some of his slides of the Providence & Worcester Railroad. Dave will be presenting a mostly contemporary look at the P&W, but he will also include some earlier slides of the P&W railroad.

April 2004 - Rescheduled Show - Slide show by Bob LaMay - "Building a Railroad Museum - Part One 1991 to 2000" Bob will be showing the progress of the Connecticut Eastern Railroad Museum's working members over this 9 year span in a series of photos. Bob will be showing the multitude of members that helped to take the museum from an idea to a reality.

May 2004 - Some armchair railfanning with a showing of Broken Knuckle Video Production's DVD *Northeast Rails 2000-2002*. This program covers three more years of great railroad action in the Northeast, with most of the focus going to the lines in Southern New England & Eastern New York State. We'll be playing a portion of the 2 hour DVD. Many other railroad videos (in both DVD and VHS format) can be purchased at the Broken Knuckle website - www.bkvp.com. Thanks to Ken Buckman, owner of BKVP, for allowing us to show this video.

Have any suggestions for entertainment at the Membership Meetings? Drop us a line and let us know, we'll look into it and try to arrange it!

CV Caboose No. 4052 - On Track to Restoration

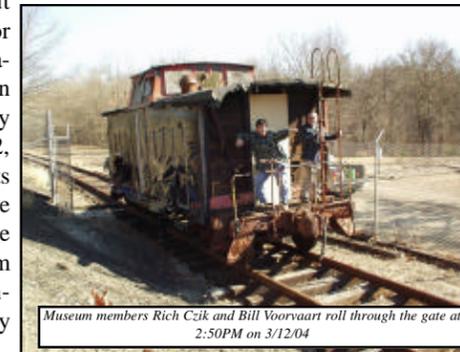
By Robert A. LaMay
Photos and Text by Author

Center cupola caboose no. 4052 was built by American car & Foundry in 1923 for the Central Vermont Railway in 1923. It was used system wide until it was sold to the Connecticut Electric Railway in 1959. It was sometime during its stay with Connecticut Electric that it suffered a fire and received a fair amount of damage. Since it didn't fit into Connecticut Electric's future plans it was purchased and delivered to the Connecticut Eastern Railroad Museum in May of 1999.



25 tonner pulls caboose 4052 to the first switch. Here it was uncoupled and pulled onto siding to allow caboose to go by.

One of Connecticut Eastern's major goals for 2004 calls for the restoration of this caboose. On cold, bright, and very windy Saturday, March 12, 2004 the caboose started its final journey from the Bridge St. Yard along the Air Line to museum grounds where it will eventually be completely restored.



Museum members Rich Czjk and Bill Voorvaart roll through the gate at 2:50PM on 3/12/04

A number of museum members used various modes of power to make this trip possible. Once a check of the brake system was completed and oil was put into the journal boxes its trip began. First a car mover pole was used to get the caboose rolling where it was coupled up to the 25 ton locomotive. The 25 ton locomotive than

moved the 4052 to the 1st switch where it was uncoupled. The 25 tonner was than moved onto a crossover switch where it stopped. The caboose with help of the car mover pole and sturdy members than pushed the 4052 west along

the Air Line. It moved slowly along the Air Line to a point where the museum access road gets right next to the Air Line track. At this point a Chevy diesel pickup truck was tethered to the caboose for the next phase of the trip. The caboose was pulled very slowly to just outside the museum's main gate. Here the tether was removed and the caboose rolled through the museum's gate at 2:50PM. It was stopped just inside the gate.

From this point the caboose will be moved closer to the roundhouse where restoration will

begin. So if you are interested in bringing CV caboose no. 4052 back to life and you are handy with this type of restoration, please by all means come down to Columbia Jet and help out.

Some Recent Work At The Museum



Museum member Bill Voorvaart works inside roundhouse on brake system of MEC railbus. Robert A LaMay Photo



The roundhouse two round windows sit inside the roundhouse awaiting installation. Robert A LaMay Photo

The next scheduled meeting of the Connecticut Eastern Chapter, National Railway Historical Society will be at Windham Community Memorial Hospital 112 Mansfield Ave., Willimantic, CT on Sunday, Mar 21st @ 7:00 PM.

Please note: The monthly business meeting will be held at the same location on the first Sunday of the month.

All members are welcome and encouraged to attend!

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First Thursday after the next Business Meeting