



CONNECTICUT EASTERN RAILROAD MUSEUM'S
FIRST ANNUAL RAILFAN DAY
SATURDAY JUNE 12, 2004
DAYTIME ACTIVITIES - 10AM - 3PM
NIGHTTIME PHOTO SESSION - 9PM



From The Editor's Desk

Sorry for the delay in getting this issue of the *Ghost Train Journal* out to you all. Family & work commitments got in the way of getting this issue together. So now that we're here, without further adieu, here we go!

Members' Parking Rules

Now that we're into our season when visitors and volunteers alike will be visiting the museum, we'd like to remind you of the parking rules for when you come down. If you're coming down to visit the museum either by yourself, or with others, please park in the parking lot outside the gate. If you will be working at the museum, please park behind the roundhouse. Only in the case that you need access to your vehicle while you're working, you can park where you will be working.

Train Show Update!

The Spring Model Train & Die Cast Toy Show was a great success! Jeff Laverty reports that the preliminary numbers puts us at over \$1,000 in profit! Thanks to everyone who helped out to make this a success.

The "Friends of the Museum" Issue

The Membership Services Committee has refined the possibilities for establishing a Friends of the Museum organization. They are: 1) No change in the current organization (i.e. no "Friends"), 2) Create a separate group within the current Museum corporation. Members of the "Friends" group would have no vote in NRHS Chapter affairs, or 3) Re-incorporate a new company that includes the Chapter, Museum and Friends organizations all in one

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entity. The options are being reviewed and the committee will report back with their findings soon.

Roundhouse Paver Sales

Well, to help out with paver sales, we've included a copy of the sales flier in the brochure (see page 3). Feel free to photocopy that page and give it to family, friends, or just about anyone else who would want to be immortalized in a roundhouse paver!

Ghost Train Journal - Submissions

I guess the well ran dry, because there hasn't been any more submissions for material. We'll try to keep this up every month, but perhaps in the "off season" we'll need to cut back to a more infrequent publishing schedule. We'll be sure to keep you informed.

Thanks for reading!

-Tom Nanos & Bob LaMay

Hartford - The Hub for Commuter Rail Building a Case for the DMU

By Robert A. LaMay

The railroad lines that emanate in and out of Hartford, Connecticut haven't changed significantly over a number of years. However, the operator of these various lines has changed. For the purposes of this paper let's consider Hartford, Connecticut as the hub of a wheel and the lines coming into the City are the spokes. All of the major points of the hub, the various lines are in current use today. Let's look at each point and discuss its importance to commuter rail operations.

Points North - Lines moving northward from Hartford are currently operated by the National Railroad Passenger Corporation (Amtrak), Connecticut Southern Railroad and Guilford Transportation Industries. Today passenger trains stop at Windsor and Windsor Locks.

There's another line, which has been the basis of many studies in the past. This would be the Griffins Line, which heads northwest from Union Station in downtown Hartford. This line goes to Bloomfield, Connecticut. Currently this line sees freight operations by Central New England Railroad. It interchanges with Connecticut Southern in Hartford and serves local businesses along the way to Bloomfield.

Another important line, which leaves the mainline at Windsor Locks and traverses to Bradley International Airport, serves many local industries in the area. This line is operated by the Connecticut Southern Railroad. This is discussed in detail in the Rail Study.

There is a plan currently underway to see if commuter rail between Springfield, Mass. and New Haven, Conn. via Hartford would be feasible. It's called the New Haven - Hartford - Springfield Commuter Rail Implementation Study (called Rail Study). Wilbur Associates, a group of engineers, planners, and economists hired by the Connecticut Department of Transportation, did the feasibility study. The northern segment of the line is included within this study. Please visit <http://www.nhhsrail.com>.

Points East - The line to the east extends to Manchester, Connecticut and passes through the Town of East Hartford. Today this line is operated by Connecticut Southern Railroad, which operates freight trains on this line. Another railroad, Central New England operates freight trains from the Connecticut Southern connection in East Hartford to Enfield, Connecticut. This line passes through the towns of South Windsor, Broad Brook, Scantic, and Enfield. The tracks support freight service and should prove viable for commuter operations. This section is covered in the Rail Study using commuter buses to cover this area.

Points West - Amtrak's mainline heads more in a southwest direction once it leaves Hartford's Union Station on its way to New Haven, Connecticut. Trains stop at Kensington (New Britain), Meriden, Wallingford, and New Haven. Guilford

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Calendar of Events

- May 8 Work Day at the museum
- May 15 Work Day at the Museum
- May 16 Membership Meeting
DVD - *Northeast Rails 2000-2002*
- May 22 Work Day at the museum
- May 29 Work Day at the museum
- Jun 5 Work Day at the museum
- Jun 6 Business Meeting
- Jun 12 Willimantic Rail Day
Our Railfan Event

Willimantic, CT 06226
P.O. Box 665
Connecticut Eastern Railroad Museum &
Connecticut Eastern Chapter, NRHS, Inc.

