

The Ghost Train Journal



Photo Credit: Turner Railroad Collection/Connecticut Historical Society

Yankee Silversmith Diner on the Way



The Yankee Silversmith Diner passes the Light-house on Route 6 on its way to the museum. (Carolyn Stanich Photo)

Getting Ready to Pick Up



A pair of cranes about to lift the diner body off the trailer. Next move will be to place it back down on its original trucks. See more photos inside this issue. (Carolyn Stanich Photo)

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

MARK YOUR CALENDARS:

- 9/20/06 - Combined Business and Membership meeting – Windham Memorial Hospital – 7:00PM
- 9/26/09 – Parking lot garden workday at 10:00AM
- 10/4/09 - Monthly business meeting at Windham Memorial Hospital – 7:00PM
- 10/18/09 – Monthly membership meeting – Windham Memorial Hospital 7:00PM
- 11/1/09 – Monthly business meeting – Windham Memorial Hospital – 7:00PM
- 11/15/09 – Fall Train Show at Windham High School – more details forthcoming

Vol. 30 Number 8 – Aug-Sept 2009

The next scheduled meeting of the Connecticut Eastern Chapter, National Railway Historical Society will be held at Windham Memorial Hospital on **Sunday, Sep 20, 2009 @ 7:00 PM**

Come see slide show of BNSF – Action on the Needles Sub – by Bob LaMay

This will be combined Business and membership meeting.

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**

Museum Garden is Waning



With fall season not far away, the flowers have come to seed and are ready to fly away. (RA LaMay Photo)
Summer 2009

Chapter Leadership

President Mark Granville
mfgranville@charter.net
860-456-3956

Vice President Duke York
860-423-1878

Treasurer Jeff Laverty
jeffrr@cshore.com
860-429-7961

Asst-Treasurer Gordon Key
860-642-7886

Secretary Bill Robinson
wer384@att.net
860-456-4903

National Director Ray Axelrod
860-228-3197

Newsletter Editor – Bob LaMay
860-228-9671

Cermf19@comcast.net

Museum Website -

www.cteastrrmuseum.org

Lift Off



With the car safely suspended by the cranes, the trailer can now be moved and the trucks placed under the car for lift down. (Carolyn Stanich Photo).



Moving along the Air Line the first time, the museums car-mover safely assisted in the move. Look-outs were watching for any problems from the tracks below or the trees above. (Carolyn Stanich Photo)

The Ghost Train Journal



Photo Credit: Turner Railroad Collection/Connecticut Historical Society

Newsletter by E-mail?

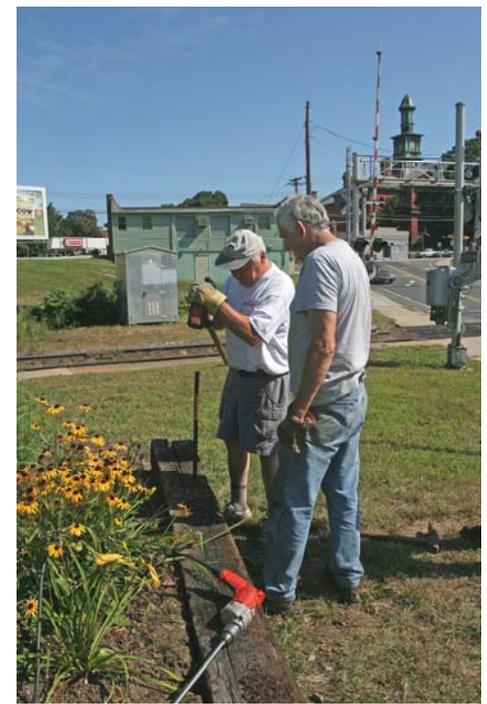
We have not had much of a response on this subject from our membership. So I'm running it again. Please let us know your thoughts. Interested in getting your newsletter by e-mail? If so please contact the museum's website with your e-mail address and let us know you're interested. We are considering doing this as the question was asked at a recent business meeting.



The transport carrying the diner makes a wide turn off Bridge St. to where the car will be unloaded. (Carolyn Stanich Photo)



Duke York on right with William Bouchelle (Photo)



Walt Dumas on left with Art Hall, Jr. work on the strengthening the garden walls at the Bridge St. entrance. (R. A. LaMay Photo)



After turning the car around on the turntable it will be placed on the ash pit track near the black-smith shop. It took many hours of planning, moving, and bringing it into the museum. Kudos to all involved. (Carolyn Stanich Photo)

Museum Keys

We will begin changing the museum locks as soon as we have distributed some of the new keys. You will find an application for a key in this issue of GTJ.

The Ghost Train Journal

Photo Credit: Turner Railroad Collection/Connecticut Historical Society

If you want a new key, please fill out the application and mail it to our post office box or give it to one of the Chapter officers at the museum. Please do not enclose the deposit at this time. We will collect it when we give you the key.

Blast from the Past



Nov 1, 1992 Amtrak's Montrealer stops at Willimantic for the first time. Here the conductor gets a welcome handshake as the train arrives. (Robert A. LaMay Photo)



As Joe Cerreto looks on members William C. Jeske and Art Hall, Jr. unveil the 'Chaplin' sign on the Chaplin Station during the 'Grand Opening'. Robert A. LaMay Photo)

Semaphore Signals at Willimantic

Taken from a New York & New England timetable dated Sept 1892.

Summer 2009

At the Air Line Junction, Bridge St., and New London Northern Grade Crossing, the following applies –

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

B – The upper arm set in a vertical position (after all switches have been properly set) by day, and with two green and two red lights 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.

C – The lower arm set in a diagonal position by day, or two red lights at night (which will show the position of the arm), gives NY,NH&H trains the right to proceed, and stops all NY&NE and NLN trains.

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

The Switch and Signal men must be very careful to have the switches and signals conform, as above, and not change the position of the switches, until after both arms of the signal have been set in a horizontal position. **Note – All trains will come to a full stop within 500 feet of, and before running over, the switches named above.**

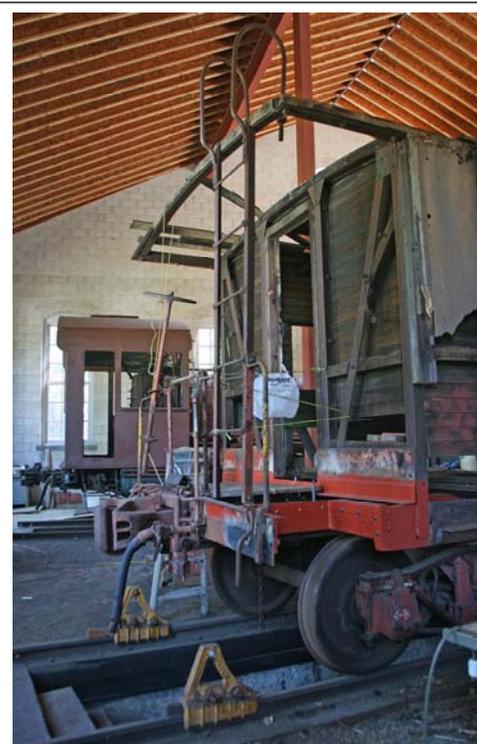
First Class trains of either road will have the right to the switches and signals, over second class trains of the other. Trains will not exceed six miles per hour over his crossing.

Eastbound trains **must not pass 'STOP' board** until signals and switches are in position to allow NY & NE RR trains to proceed.

Please note that plans are in the works to build a full size working model of the famous signal that once stood near the Bridge St. grade crossing. Because of the stairs that led to the work area of the signal it was referred to as the 'Gallows' Signal.



Duke York strikes a pose during the Grand Opening of the museum at Bridge St. (Robert A. LaMay Photo)



This photo shows the progress made with the steel work on the CV no. 4052 caboose. (Robert A. LaMay Photo)