



Photo Credit: Turner Railroad Collection/Connecticut Historical Society

CERM Presence at Hebron Harvest Fair



GTJ Editor Bob LaMay discusses museum history and general information with visitors at the 2014 Hebron Harvest Fair. (Jean Lambert Photo)

CERM Presence at Brooklyn Fair



Veteran blacksmith Rich Cizik demonstrates his skills during the 2014 Brooklyn Fair. The Brooklyn Fair has an area where the blacksmith shop can be set up during the fair. (Jean Lambert Photo)

Connecticut Eastern Chapter, NRHS, Inc.
Connecticut Eastern Railroad Museum
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MARK YOUR CALENDARS:

- 10/04/2014 – Annual Night Photo Shoot – Details in this issue
- 10/05/2014 – Monthly Business Meeting – 7PM – Windham Hospital
- 10/19/2014 – Monthly Membership Meeting - 7PM – Windham Hospital
- 10/19/2014 – Present Officers slate for 2015
- 11/02/2014 – Monthly Business Meeting – 7:00PM – Windham Hospital
- 11/16/2014 – Monthly Membership Meeting & Officers Elections – 7:00PM Windham Hospital



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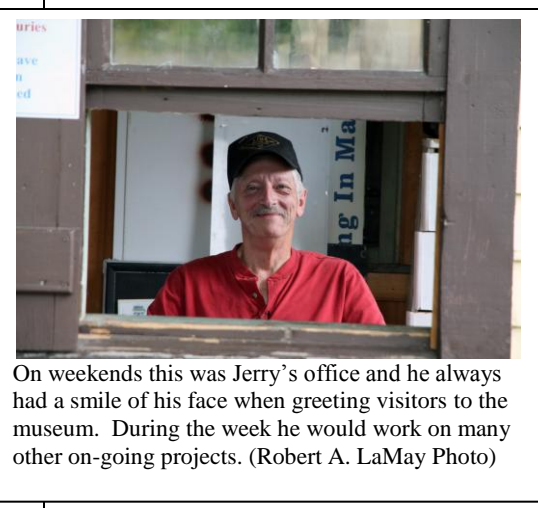
**Monthly Membership Meetings
Held 3rd Sunday each month.
Sunday, October 19, 2014 @ 7:00
PM
Windham Hospital
Please note! If you have photos, short
articles, or just want to make a
comment – please forward them to:
Robert A. LaMay - Editor
@cermf19@comcast.net**

Editor's Notes – Bob LaMay

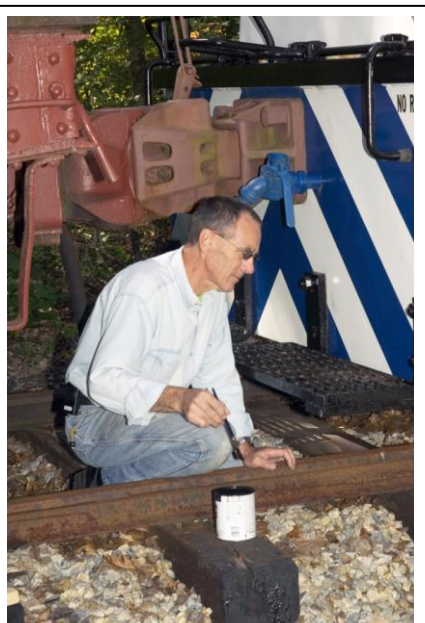
I have to admit this issue of the Ghost Train Journal has proven to be one of the most challenging ones to date. Last month I had to report the loss of Bill Mahancki. This month we lost two more important members, that being Jerry Griffin and Jerry Roy. Jerry Griffin was very instrumental in getting the museum's GE 25 ton locomotive looking like a real locomotive. He did a complete overhaul of the interior of the cab in getting everything painted the way it should be. He was also responsible for its exterior and the final touch was the application of the name 'Lil Tugger' on its flanks. Jerry was very dedicated in everything he did. Thank you Jerry Griffin – you will be missed.

Gerard 'Jerry' Roy was another very important member to this museum. There wasn't anything he was afraid to do. Whatever the task Jerry did, and did it completely. He wasn't afraid of manual labor. He was one of the few individuals that would give Adrian Atkins a run for his money. After he had his stroke he came back slowly but as time went on he was on a roll. After Bill Mahancki took ill Jerry gladly took over the duties of the museum admissions and when he wasn't there he took over helping with any paint project the museum was involved with. He just completed applying the first primer coat on the Central Vermont Center Cupola Caboose number 4052. Jerry Roy will certainly be missed. Thank you Jerry Roy, a true friend and a valued member of the museum.

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On weekends this was Jerry's office and he always had a smile of his face when greeting visitors to the museum. During the week he would work on many other on-going projects. (Robert A. LaMay Photo)



This photo shows Jerry Griffin applying the finishing touches of painting the GE 25 ton locomotive. He named it 'Lil Tugger' Taken May 2005. (R. A. LaMay Photo)



With the exception of a few hours Jerry applied most of the primer coat on the Central Vermont Caboose number 4052. (Robert A. LaMay Photo)

What Could this Be.....? A Well???? Adrian Atkins

What was a piece of concrete sticking up above the ground behind the round-house? While continuing to clean up behind the round-house, I did a little exploration with the back hoe. The concrete I thought might be an end wall or small foundation proved to be one wall of a small concrete pit. This pit had a vertical piece of railroad tie protruding up and had been filled in with more concrete and dirt debris.

At this point Art Hall, Jr. with his trusty shovel became very interested. As he dug, he uncovered an old 6" pipe. This underground pipe heads horizontally toward the rear of the round-house and appears to go to a vertical 6" pipe in the round-house near the old steam



Photo Credit: Turner Railroad Collection/Connecticut Historical Society

boiler location. In the pit, the pipe takes a 90 degree turn and heads vertically down.

When we put a chain on the vertical tie and pulled we discovered it wasn't a piece of tie, but was an entire switch tie. Deep in the cavity we could see water. A long 2x4 was used as a probe which indicated there was 3-4 feet of mud below the water level. This meant the bottom of the pit was about 17.5 feet below the top of the original exposed piece of concrete. This was about the debt of the round-house foundations. The water level in this area is right for ground water. The concrete side walls of the pit are vertical down to a certain point than it flares out making us suspect that a cistern existed. If the 6" line was a water intake line than there had to be a sizeable reservoir to draw water from.

Art is sure this concrete was not part of the original round-house construction. The concrete form used here resembles the form work used on the concrete valve box located near the ash pit. Also the area behind the round-house was low and had been filled in relatively recently. At the present moment it is unsafe to excavate the pit any further, so we await further instructions. The question still remains – What have we uncovered?

The Great East Thompson Train Wreck

Connecticut Eastern Railroad Museum and the Thompson Historical Society are planning a walk and talk at the site of the world's only four engine wreck which occurred in 1891. The event will take place on Wednesday October 8, 2014 at 11:30AM on the walking trail that intersects East Thompson Road in Thompson, CT.

Later that day, at the Tourtellotte Memorial High School in North Grosvenordale, CT. Noted train historian Bob Belletske will give an interesting presentation on the "Train Stations of Thompson." will take place at 4:30PM.

A short presentation created by historians Bob Belletzkie and Tom Chase on the Ramsdell Train Collection will be given at 5:30PM. This collection, generously donated by Ramsdell relatives Dale King to the Thompson Historical Society, contains a diverse range of rail, trolley, and a few sea and auto images as well.

Following the talk, visitors can see the Ramsdell Collection in its initial stages of being cataloged. The late Alice Ramsdell, being related to the Tourtellotte and Ballard families, would be pleased to see both train collections in the Tourtellotte Memorial Room open and available for visitors that evening from 5:30 – 7:30PM.

At 7:30PM there will be Thompson Historical Society presentation at the Tourtellotte Memorial High School on the "1891 – Four Engine East Thompson Train Wreck". The circumstances leading up to this disaster will be discussed in detail. Photos from the Ramsdell train collection will be shown.

Admission is FREE. Please check our website for last minute details.



Cliff Lund arranged to have the Willimantic Public Works Dept. catch basin cleaning vacuum truck suck all the small debris out of the concrete riser to a depth of 10 feet. Shown here is the process taking place. (Bob Hassett Photo)



A special display was put together by Adrian and Janet Atkins for the Student Activities Fair ECSU to promote working with the museum. (Adrian Atkins Photo)



With Dick Arnold operating boom truck, Adrian Atkins giving signals, Art Hall Jr. guides up a large piece of concrete being hauled up out of the cistern. (Robert A. LaMay Photo)



A great donation was received to the museum from Paul Langevin by Jean Lambert. The donation consisted of the top part of a semaphore from Groton when the line was electrified. Also the promotional display of the high-speed Acela trains was also included. (Bob Hassett Photo)



Wreck scene – from Connecticut Railroads – An Illustrated History by Gregg Turner & Melancthon Jacobus.



Photo Credit: Turner Railroad Collection/Connecticut Historical Society



This photo taken during the 2013 10th Annual Photo Shoot shows the passenger train stopped in front of freight house waiting for a new crew before it proceeds to the Chaplin Station to receive passengers. (Robert A. LaMay Photo)



This photo shows Adrian Atkins, Rolf Johnson, Andrew Porter, and Dan Ditullio preparing to remove the switch points along with rail at Dayville, CT. (Cliff Lund Photo)

11th Annual Night Photo Shoot Saturday October 4, 2014

Robert A. LaMay Editor

For the 11th year in a row the Connecticut Eastern Railroad Museum will be hosting the Night Photo Shoot on Saturday October 4, 2014. We will once again welcome photographers from all over the northeast to participate. Come spend an evening with us as we photograph various scenes that have been set up during the day. As in the past we will feature various pre-determined scenes as we walk around the museum. The event should start at sunset and last until approx. 11:00PM. The cost is \$25.00 per person and space is limited so make your reservations early to assure yourself of a spot. Lighting as in the past will be provided by Steve Barry.

As in the past we are looking for volunteers to move equipment between scenes and also act as models in some of the photos taken. Please dress warm and bring a sturdy tripod and a good flashlight. For further information please contact Tom Nanos. His e-mail is tomnanos@sbcglobal.net

Dayville Railroad Siding

Adrian Atkins

Several years ago Bill Voovardt discovered the remains of a railroad siding feeding the former Knox Glass plant at Dayville, CT. Most of the siding had been removed when the present day shopping center was constructed. Also this section of track had been disconnected from the Providence & Worcester's main line.

We thought the remaining line was owned by the shopping center owners, but research and detective work performed by Howard Raphaelson revealed that the remaining materials were in fact owned by the Providence & Worcester Railroad. They donated the material to us and Howard made arrangements for us to cross shopping center property for easy access.

A contingent consisting of Rolf Johnson, Dan Ditullio, Jean-Paul Vincent, Andrew Porter, Cliff Lund, Adrian Atkins, Steve Melady, and Jerry Roy from our Tuesday work-day made quick work of cleaning up the brush and dismantling all of the rail.

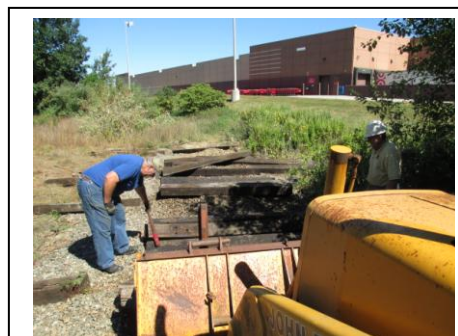
The following Sunday, Steve, Rolf, and Adrian loaded the rail, switch points, ties and hauled them back to the museum. While this was not a huge project we still acquired 262'

of 107# rail, a set of switch points and 49 relay ties. The ties made this endeavor very desirable. Thank you everyone for a job well done.

Chapter Elections

Mark Granville – President

It's that time again to nominate a slate for next year's Chapter officers. A nominating committee consisting of Robert A. LaMay and Pieter Roos was appointed at the September 21st membership meeting. The nominating committee is charged with presenting a proposed slate of Officers at the October 19th membership meeting with elections scheduled to take place at the November 16th membership meeting. Nominations will be accepted from the floor at both meetings. Anyone willing to serve as president, vice-president, secretary, treasurer, asst. treasurer, or National representative should contact Bob LaMay 860-530-1278 or Pieter Roos 860-450-1870.



This photo taken near the shopping mall at Dayville shows Steve Melady and Rolf Johnson getting ties ready for loading. (Adrian Atkins Photo)