



The two ash pits at our museum. Please read Howard Raphaelson's interesting tale about the mystery about the two ash pits in this issue. (R.A. LaMay photo)



C.W. Walker's car at the museum's Fall Car Show held at the museum on 10/29/05. (Rich Czick photo)

From The Editors Desk

Much has happened since our last Ghost Train Journal involving our Editor in Chief, Tom Nanos. His family has grown to the point where he and his wife Jill have two young daughters and along with this comes the need for more space; hence he has taken on the task of adding more rooms to his current house. All of this takes a lot of time, effort, and patience. So Tom will be taking some badly needed time off to complete these many major tasks at hand. In the meantime I will be taking over the Ghost Train Journal.

Since this part is new to me, I'm asking for all the help possible. Please assist me in writing the many short articles needed to inform the membership of the museum's finances and other important happenings. If you have photos that would add to the readers' interests please get them to me.

Annual Banquet

The annual banquet will be held on Jan 22, 2006 at Leventi's at 2PM. The restaurant is located at the junctions of Rte 66 and Rte 6. \$25 per person, choice of prime rib, baked stuff chicken, and Baked Scallops. Speaker will be Mr. Larry Lowenthal author "The Titanic Railroad." More info forthcoming.

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, Dec. 18th @ 7:00 PM.**

Please note: The monthly business meeting will be held on Dec 4th at the same location. All members are welcome and encouraged to attend!

The Mystery of the Two Ash Pits

By Howard Raphaelson

For those who have been to the museum, there are two adjoining ash pits with a heavy concrete partition in between. We have speculated on the reason why, but in absence of any real evidence, have not been able to reach the consensus on the reason. We needed someone with specific experience in dealing with steam engine operations to give us a more precise reason.

On October 22, 2005 we hosted a birthday party at the museum. As we were locking up, a car with two men approached the gate and asked if we were open. One of the men said that he travels through the area occasionally on business, but had never been able to get here when he could go in. I offered to give them a tour, and the two men accepted and happily toured the museum along with our equipment. It became quite clear that the man who drove had some knowledge of trains. The other man, Leslie Drake of Enfield, England appeared to be much more interested and was more knowledgeable. His visit today was the result of a carefully researched plan to visit a number of railroad facilities.

When we were on the way out we were passing the ash pits. I speculated on the reasons for the two pits. Mr. Drake said that he had spent a lot of time shoveling out ash pits, and had seen a similar arrangement in England. He said that the small one was the original ash pit. At some point it was decided to increase the size, and the larger one was added. He pointed out that it was obvious that the smaller one was much older.

Thinking all this over, his explanation made a lot of sense. By adding an additional separate pit, work could be done between trains without a serious disruption of operations, and without the need to demolish the heavy concrete block making up the eastern end of the original pit. The longer combined pits would meet a need for more capacity and would perhaps allow for more casual placement of locomotives when the dumping took place.

Ghost Train Journal

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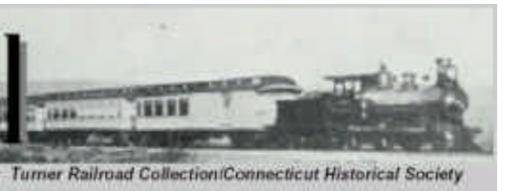
Calendar of Events

Dec 4 – Business meeting – 7PM
Dec 18 – Membership meeting – 7PM
Jan 8 – Business meeting – 7PM
Jan 22 – Annual Banquet at Leventi's – 2PM
No membership meeting will be held that evening.
May 6, 2006 – Heritage Metal Fest – details forthcoming

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All Aboard – Letterboxing at the Museum

By Janet Atkins
“All Aboard!” Letterboxing has found a place at our museum. This treasure hunting activity has many individuals and families participating in adventuresome exploration in their local communities, other states, and yes, around the world. People keep journals of places they go and record, finding hidden letterboxes by stamping in their personal journals and also stamping their own personal stamp in the journal within each box. John and Stacy Listori of Norwich, Conn. hand carved appropriate rubber stamps and have written clues for seven sites located at our museum. People started arriving within two days of Listori’s posting the clues on the appropriate internet websites. Information is available at www.cteastmusem.org/letterboxing.html, www.atlasquest.com and www.letterboxing.org. One letterboxer said she liked finding Sandy’s letterboxes because of the beautifully made stamps.

If you are at the museum and see someone hunting for one of those boxes, perhaps you can find out more about this new fun activity and see one of these quality detailed stamps. This project will certainly help our museum become more visible and we thank the Listori’s for their valuable gift of time. It has been a real pleasure to have worked with them on this project.

SPV 2000 Parts Arrive at Museum

By Robert A. LaMay

Bob Hassett and Dick Arnold made a grueling trip to Philadelphia, Penn. And back to retrieve numerous SPV 2000 parts which were generously donated by Charlie Theobald. Ever since we acquired ex MNR SPV 2000 #293 we’ve been on a quest to obtain many of the parts that
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will be needed to complete this restoration project. When the trailer load of goodies arrived at the museum, Bob LaMay, Rich Czik, Stu Coleman, and Steve Melady assisted with the unloading process. This helps us considerably, but we still need to acquire seat cushions, back and head rests. There are other exterior parts needed to bring the unit back to its original look. Currently members are still pursuing other avenues to acquire various parts. If anyone reading this knows the where other key SPV parts can be found please contact us via our website or call 860-456-9999.

From the Treasurer’s Office – The Summer & Fall concert series was attended by an average of 47 people for the 7 concerts. Gross proceeds were \$3,714.91 while the expenses amounted to \$1,775.45 leaving a net profit of \$1,939.46.



Rich Czik, Stu Coleman, and Bob Hassett start unloading the SPV treasures brought back from Philadelphia, PA.



Sandi O’Brian and grandson Tanner Lupoli from Niantic, CT. stamp in their journals after finding one of seven letterboxes at our museum.



Oct. 16, 2005 the Connecticut Chapter Inline Sixers held their Annual picnic at our museum on 10/16/05.



The Connecticut Blacksmith Guild held a learning session at our museum. Rich Czik stirs his famous chili which will be served later that day.



Bill Schere blacksmith from Mystic Seaport Village visited the museum on 11/26/05. He along with members of the museum and Connecticut Blacksmith Guild discussed and displayed their blacksmith skills. (R.A. LaMay photo)



Stephen Melady welds additional support plates inside the turntable bridge at the museum. (R.A. LaMay photo)



Above - An antique car show was held at the museum on 10/29/05. One of the areas set up for displays is shown above. (R.A. LaMay photo)

Below - Our ex. Penn Central crane truck came in real handy when the roundhouse doors needed to be retrimmed. Once the doors were lowered they were taken inside to be repaired. (R.A. LaMay photo)

