

# The Ghost Train Journal

Photo Credit: Turner Railroad Collection/Connecticut Historical Society



Larry Lowenthal talks about his book. 'Titanic Railroad'.  
See story inside – (photo by Robert A. LaMay)



The Rail bus Shed was moved to its new location inside the  
Columbia Junction Village area. Will be used as a blacksmith  
shop. – (photo by Robert J. Hassett)

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## From the Editor's Desk

Well, here it is, February 2006. Hard to believe in a few more months we have a few major things taking place at the museum. First on Sunday 4/23/06, Our Spring Train Show will take place at the Windham High School from 10AM to 3PM. Second, The Heritage Metal Fest takes place the first day the museum opens its 2006 season to the public, May 6, 2006 from 9AM to 5PM. More details coming.

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, Feb. 19th @ 7:00 PM.**

Please note: The monthly business meeting will be held on Feb 5th at the same location. All members are welcome and encouraged to attend!

## Annual Banquet at Laventi's

Our 2006 annual banquet was held on Sunday January 22, 2006. Approximately 40 individuals attended. Following a delicious meal, President Mark Granville introduced our guest speaker Mr. Larry Lowenthal. Mr. Lowenthal authored a book entitled "Titanic Railroad - The Southern New England." He talked about New England's last railroad war and how the sinking of the Titanic may have derailed the construction of the Southern New England Railroad. A very interesting talk which included some excellent slides about The New England Southern's Story. Following Larry Lowenthal's talk, a slide show was presented by Mark Granville showing how much progress took place at the museum this past year.

## New Slide Shows Coming

We are once again bringing entertainment back to the regular monthly membership meetings. Starting on Sunday 2/19/06, member Tom Nanos will be presenting his show entitled - 'Views From the Cab'. He will be showing numerous photos taken while riding along with the crew of Connecticut Southern's local freight CSO-1, which operated between West Springfield, MA. To Cedar Hill Yard at New Haven, CT. A great show to see - **Don't miss it - Sunday 2/19/06.**

Another slide show will be presented on Sunday 3/19/06. This one will be presented by member Bob LaMay. His show is entitled - 'Turbos to SPV's'. Bob will cover the SPV's from beginning to end. The second part of the show will show numerous photos of the UTC Turbo, which operated from New Haven Days thru Amtrak and VIA. See the last Turbos to operate which was the RTL which roamed the Hudson River Route. **Don't forget Sunday - 3/19/06.**

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## Rhythm On The Rails to Return

These popular concerts are scheduled to return on selected dates throughout our 2006 season. Starting on May 6<sup>th</sup> and running through the remainder of our season. Stay tuned for more details about these concerts which will appear in future issues of the GTJ.

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## Windham Diner Opens

Following the business meeting held 2/5/06, members went to the Windham Diner for some refreshments. Talk about stepping back into time. A varied menu with numerous choices brought smiles to all who visited that night. This could be a monthly event.

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## High Fuel Costs = More Freight Business

By Rich Cizik

Vol. 14, Number 2 - February 2006

## Ghost Train Journal

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## Calendar of Events

Feb 5 - Business meeting - 7PM

Feb 19 - Membership meeting - 7PM

Mar 5 - Business meeting - 7PM

Mar 19 - Membership meeting - 2PM

This might not sound like a correct statement, but when you consider the railroad's viewpoint, this is what happens as fuel costs raise the amount of long haul freight that's transferred from the highways to over the rails increases. Since the railroads can move freight for less fuel and man-hours than the trucking industry, they have become the less expensive option. That is, a cost of less inconvenience. The inconvenience is of course that not every business address has a rail dock, and not every town has a rail-yard. Which means a return to the good old days where a local truck brought the materials from the factory or warehouse to the rail-yard to be loaded onto the train and the reverse happened at the other end? The only difference for today's freight handler is that we now

## Chapter Leadership

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Photo Credit: Turner Railroad Collection/Connecticut Historical Society

have something called Intermodal freight. This is where a trailer mounted box container of standardized size is transferred to a railcar or a highway trailer loaded on a special flatcar (Piggyback or Top of Flat Car (TOFC) service according to the American Association of Railroads (AAR) Policy and Economics Dept. An intermodal train with 4-6 locomotives can move 280 truckloads off highways, thus reducing highway traffic and relieving gridlock. According to the '2005 Urban Mobility Study', by the Texas Transportation Institute, the annual cost of gridlock in the US amounts to \$63 Billion, representing the cost of 3.7 billion hours of extra travel time and 2.3 billion gallons of fuel wasted in traffic.

Take for example the new business our local short-line railroads are starting to handle. An agreement was put together a few years ago involving four short-line railroads and one Class I railroad to produce a competitive alternative to a CSX and Guilford lines here in the northeast. This new agreement involves the Providence & Worcester, New England Central, Vermont Rail System, Canadian Pacific-Delaware & Hudson railroads and the Norfolk Southern Railroad. This agreement is referred to as 'The New England Gateway'. The routing is as follows; freight arrives at the Port of Providence in Rhode Island. Then the P&W takes it to Worcester, MA. For weighing, since there are no weighing facilities in Providence. It then travels to New London, CT. where the New England Central takes over. And takes the cargo to Bellows Falls, VT. Here the cargo is transferred to the Vermont Rail System, who then takes it to Whitehall, NY. The D&H then takes over and takes it to Binghamton, NY where the NS will take the cargo to the Midwest and southwest. Currently there are a series of test coal trains operating this route from Providence, RI to Johnson City, NY. There will be 8-9 test coal trains scheduled to carry 45-50 loads of coal. Each car averages 100 tons (200,000 lbs.) of coal. If this coal were to be carried over the road, each car would take two

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and half standard tri-axle trailers (80,000 lbs max load). So each test train is equivalent to 110-125 tri-axle loads beating down the highways and burning 9 times the fuel. If the test train plan works out, the power plant will be signing a 3 year contract to haul 300,000 tons a year. This works out to be 80 - 88 trains per year. The low sulfur coal is coming from a mine in South Africa. Next month read Rich's article on another part of the New England Gateway agreement involving auto racks coming thru Willimantic.



From this view at the museum - the P&W coal train approaches the museum. - (Rich Cizik Photo)



Dick Arnold got a little surprise when he got a special birthday cake at the annual banquet. Everyone including the staff sang 'Happy Birthday'. (RA LaMay Photo)

Bob Hassett and Rolf Johnson talk about museum business in front of Pit #1 - (RA LaMay Photo)



Don't forget - Sat. - May 6, 2006 - From 9AM to 5PM we will be hosting the Heritage Metal Festival - Come and see blacksmithing, tinsmithing and pewtersmithing at its very best. Performed by notable artisans from Southern New England. Concerts will also take place morning and afternoon. More details coming. (Tom Nanos Photo)



Bill Voorvaart works on the throttle mechanism for the Maine Central Rail bus. – (Robert A. LaMay photo)



The Chapter had a booth at the 2006 Amherst Train Show held at West Springfield, MA on January 28 & 29, 2006. A note of interest over 12,500 people attended this show alone on Saturday January 28, 2006. (RA LaMay Photo)



Dick Arnold and Duke York keep a close eye on the cutting of metal for supports on the roundhouse door. (RA LaMay Photo)



The rail bus shed moves along the Air Line on its way to its new home at Columbia Junction. – (Robert J. Hassett photo)