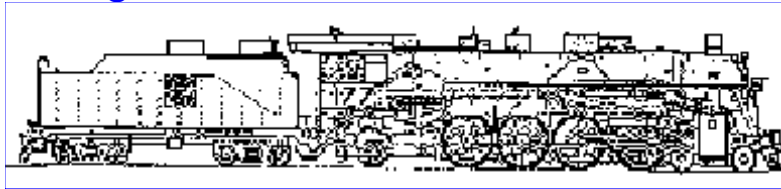


Alohegan Pequot Model Railroad

<http://www.geocities.com/Heartland/Lake/9467/index.html>



The News for: April 2002

Last Days at Saybrook Bed and Bath

The Club will operate the HO and G scale layouts at the Bed and Bath store in Saybrook for the last time for the public on Sunday April the 14th, from 1:00 P.M. to 5:00 P.M. The collection box has shown that they must like us. This has also been a good place to work on the modules. We will be moving all of the modules out of the store by the end of April. It has been a very good run but the time is drawing to an end.

M&P at Willimantic Show

The Club will once again support the Eastern Connecticut Chapter of the NRHS train show at Willimantic, CT with the HO and N scale layouts. The Show is on Sunday April 21 and, like last year, the setup is planned for Friday night (April 19). We will load the modules that are going on Wednesday evening in Saybrook and then unload them and set them up on Friday. This is a much more civilized way to go to a train show with no O Dark Thirty leaving times and exhausting carrying before the first two cups of coffee. We hope to be able to hold a raffle and will put out the donation box. We need your old model railroad and train magazines to help make the public more generous. Of course all of these well-laid plans may change. Come to the meeting on April 14 (at Saybrook) and hear the latest details and to volunteer your services.



Club Business

Meeting results and other day-to-day activities of the working of the Club will be reported in this section. The March meeting notes will be included in next month's newsletter.

Meetings and Work Sessions

The first meeting this month will be held at the Saybrook Shopping Center at 5:00 PM after the conclusion of the operating session on Sunday. The second meeting, on April 28, may possibly be at Saybrook or back at the Bill Library in Ledyard. This will be worked out at the April 14 meeting. Work sessions will be at Saybrook on Wednesday evening at 7:00 P.M. until we leave the store. After that it is an open question based upon where the new passenger modules go and whether working on the modules or running trains will be the focus of the work sessions.

The Club Show

The Club will be held at the Saint Bernard High School in Uncasville, CT on October 20, 2002 from 10 AM to 3 PM. This is the third weekend in October. At the end of the newsletter is the list of vendors that have been contacted already. If your favorite hobby shop or vendor is not on the list, tell him about the show. John Waller is the coordinator for the Club Show. Let him know about any ideas or concerns that you may have. (John Waller is out of the country for most of April.)

The President's Corner

Nothing was received from the President again this month for his column. This is getting serious, very serious!!

M&PMRR Officers & Functionaries

The President	Dan Delany	537-3610
Vice President	John Waller	564-3114
Treasurer	Gary Domer	848-0690
Secretary	George Harran	443-0707
Storekeeper	Larry Southwick	535-2996
Bulk Purchases	Bill Evans	267-9482
Meeting Speakers	Bill Evans	267-9482
Layouts/Name Tags	Stu Dom	536-7637
New Passenger Module	Stu Dom	536-7637
Field Trips	Jim Delany	889-4029
Newsletter	Clark Pritchett	444-1884
Club Web Page	Ross McLean	669-9841
Train Shows	Ron Pothier	reph@snet.net

Member News

New members, old members, wannabee members or shouldbee members. Let's hear from you or your friends.

John Waller's Column

As a follow-up on the parking issues at Springfield, I drove in on the Sunday morning towing my trailer wondering where I would end up. As it happened, I was waved through to a special section for trailers near the Young building. It was worth bringing the trailer, whether I needed it or not!

Dave Alley's epic journey from Chicago to Springfield, and return, for the Amherst Show prompted me to write more about the future of passenger rail in North America. Everybody who writes about traveling with Amtrak seems to report bad experiences. As a Club, it must be assumed we are in favor of passenger rail, otherwise we would not be building a new passenger module!

Trains magazine of March 2002 has another article urging that a sensible national passenger rail policy is needed, and their proposal for what it should look like. Last October I wrote about the report to Congress by the DOT Inspector General, Kenneth

Mead, which he made public after Congress postponed addressing the report. Among other things, Mead referred to the alarming increase in recent failures in Amtrak equipment, due to shortage of capital. Clearly this is exemplified by Dave's experience.

The main issue stalling Congress, as always, is "self sufficiency" for Amtrak, supposed to occur by December 2002. Joseph Vranich¹ summarizes some of the great achievements of North American passenger rail of more than a century ago. Trains regularly ran at 100 mph. Today, Amtrak trains are limited in speed, except on a few tracks. Again from Trains Magazine, the Amtrak train from Chicago to Louisville has been revived, but takes all night to travel the 312 miles, with part of the track imposing a 30 mph speed limit. The French TVG would cover the distance in less than two hours. These limitations take some of the steam out of re-opening Louisville Union Station with its downtown location.

Arriving downtown is not the only virtue of a train. The rail journeys shown on television are so fascinating to watch. Unless you are a fanatic, would you rather see Alaska by train or dog sled? What better way to see the magnificent scenery of the Cascade Mountains, with a gentle snow falling, than from the comfort of a train? As Vranich points out, the footprint of a rail line is much less than a highway. Build a highway, and in time it sprouts an infrastructure that spreads across the landscape. A few years ago my wife and I went to Poughkeepsie, and a very good visit we had too. But I wanted to see the river, and explored various side streets trying to find a spot overlooking the river. But not even River Road went down to the river. The best, and almost only, way to see the river is from the train.



¹ *Super-Trains*, St.Martin's Press, 1991, ISBN 0-312-09468-X. The paper-back version of this book is endorsed by President Clinton on the front cover; Clinton did little but talk about passenger rail.



The P&W Railroad has three passenger cars which they hire out for excursions. Again, things can be seen from the train which cannot be easily seen any other way. The line crosses the middle of a lake. The line winds around the bank of a river. The line runs straight through a forest where, like in the Cascade Mountains, it seems possible just to reach out and touch the trees. Walk the old Air Line grade, and use your imagination.

The virtues of train travel can be extolled on and on. And getting from A to B in the shortest possible time is only one of them. There is a great need for comfortable, safe, affordable, and reliable travel. For many, it does not matter that it is quicker by air; if the train is comfortable and safe, and gets there on schedule, they will take the train. Too many are turned off by experiences like those Dave reported. My own experience in traveling from Worcester to Chicago is that the train was shunted into a siding after leaving Albany, and sat there for over one hour, because someone had forgotten to fill the train water tanks.

The National Highway System was built to serve the public. It never makes a profit. It is not "self sufficient". Imagine the hue and cry if the replacement Baldwin Bridge across the Connecticut River had to be opened to river traffic late on Sunday afternoon. Yet Amtrak's NE Corridor has five opening bridges. Not only are these bridges an impediment because of their ability to open, but train speed across them is severely restricted as well.

The failure to fund Amtrak's capital needs is a reliability and safety issue. There

was not the funding to bypass the opening bridges, yet there was no hesitation in building the new Baldwin Bridge high enough to clear river traffic. Safety has become an issue with Britain's privatized railways, where one company is responsible for the track and infrastructure, and others for trains. The scope for finger pointing², of course, is enormous. My son Robert seriously advised me to choose cars in the middle of the train in England. Privatizing railways implies that they must become self-sufficient.

According to *Trains*, March 2002³, the Federal Government, in 2001, spent \$B33 on highways, \$B12 on airways and airline subsidies (not including post 9/11 increases), and a whopping \$B0.5 on the national passenger rail system. Johnston's plan for Amtrak is described, but it guarantees that Amtrak will run at a loss. Provide a viable passenger rail service or break even financially; it's one or the other, but not both. Why not write to your members of Congress about it? I have.

John Waller



² Humans are good at finger pointing. The first recorded instance of this is in the Garden of Eden, when God asked Adam why he had eaten the forbidden fruit. Adam replied that Eve had nagged him into it. Eve, in turn, blamed the serpent. The serpent's response is not recorded.

³ Bob Johnston, *Our Plan for Amtrak*, page 30.

The Market Place

Club Member Ads

Advertise (free) here to reach many model railroaders eagerly waiting to buy your wonderful stuff. Editor's Note: Let me know when your item sells or when you want to stop running the ad.



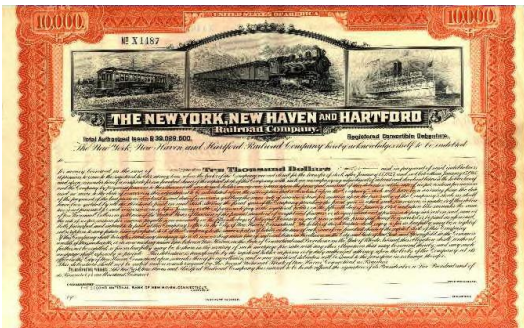
MRC Command 2000 DCC Console, Power supply and Handheld Walk-around with memory. \$125.00 Change of plans prompts sale. Art "S-Scale" Ferguson 860-767-7138

Free Magazines: Mainline Modeler, all 2000 issues and 21 issues of O Gauge Railroading spanning 1999 to 2001. Free for picking up from Henry Keroack in Norwich. Call Henry at 887-2932. [Go see Henry's O-Scale layout, hand-built engines and cars and his award for model building signed by Al Kalmbach in the 1930's. Henry has been in model railroading for quite a while.]

Railroad Time & Money Memorabilia: For selection and prices contact Clark Pritchett at modlrrnews or 860-444-1884.



Real Railroad Pocket Watches



Old Railroad Stocks & Bonds:

The Club Store

The Club carries a number of items commonly used by model railroaders.

The Storekeeper's Report

Here is the Club inventory list. We got stuff.

The Technical Section

Contributions are always welcome. You can write about anything from prototype to model railroads. Scenery, electrical, benchwork, model building and more are all of interest to the club members.

We have one powerful technical article on constant intensity lighting by Stu Dom. It is at the back of the newsletter.

The World Wide Web

Jim Hodgdon writes, "You have to see this Railroad site [NERAIL Photo Archive](http://photos.nerail.org/) <http://photos.nerail.org/> A very cool collection of 5000 RR photos." Send your favorite railroad links into the newsletter so all of the members can surf them.

Electronic-Mailing/Communications

Please e-mail the newsletter editor at modlrrnews@aol.com to get on the list for sending the newsletter electronically. Some people still have technical problems but we are trying to overcome them.

Also, would all Club officers and the functionaries please send in their e-mail addresses to Dan Delany if they haven't done so already.

The Lighter Side

The Newsletter editor does not-censor articles sent in by Club members. This was e-mailed by a veteran Club member. If you are easily offended by "adult" language, you might not want to read this. (Interested?)

A mother was working in the kitchen, listening to her five-year old son playing with his new electric train in the living room. She heard the train stop and her son saying, "All of you bastards who want off, get the hell off now, cause this is the last stop! And all of you bastards who are getting on, get your low-income asses in the

train, cause we are going down the tracks." The horrified mother went in and told her son, "We don't use that kind of language in this house. Now I want you to go to your room and you are to stay there for TWO HOURS. When you come out, you may play with your train, but I want you to use nice language."

Two hours later, the son came out of the bedroom and resumed playing with his train. Soon the train stopped and the mother heard her son say, "all passengers who are disembarking the train, please remember to take all of your belongings with you. We thank you for traveling with us today and hope your trip was a pleasant one."

She then hears the little boy continue, "For those of you just boarding, we ask you to stow all of your hand luggage under your seat. Remember, there is no smoking on the train. We hope you will have a pleasant and relaxing journey with us today."

As the mother began to smile, the child added, "For those of you who are pissed off about the TWO HOUR delay, please see the bitch in the kitchen."



Model Railroad Calendar

This Month in 2002

April 3, 10 & 17 Old Saybrook, CT Work sessions on the new passenger modules will start at 7:00 PM on Wednesday evenings at the Bed and Bath store in the Saybrook Shopping Center.

April 14 Old Saybrook, CT -The first Club meeting will be held on the Sunday of the month after the doors close on the public display (1:00 P.M. – 5:00 P.M.).

April 14, , Milford, CT. -Train Show at Jonathon Law School 10 AM-3 PM Exit 34 off I-95. Robert L. Fabbri (203) 933-0922

April 28 Ledyard, CT -The second Club meeting will be held on the fourth Sunday of the month at the Bill Library at 7:30 P.M.

April 21, Willimantic, CT 10 AM-3 PM. Windham High School. Eastern Connecticut Chapter of the NRHS. M&P will be there.

Ron Pothier's list of train shows for the year is available from him at repth@snet.net

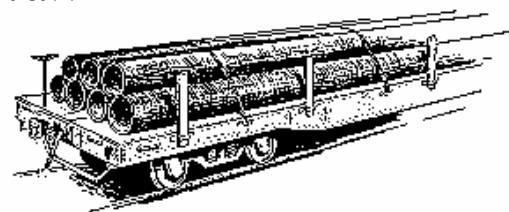
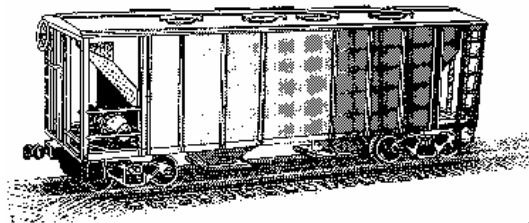
Next Month and Beyond

Send in the information please.

Newsletter Items

The Club has a post office box that can be used for newsletter mailings and other Club purposes. The mailing address is; P. O. Box 55 Quaker Hill, CT 06375-0055 E-mail enclosures can now be opened and electronic versions are preferred to handwritten copies so retyping is not necessary. Microsoft Word and other compatible word processing programs should be used. You can also send items to be published by E-mailing them to me at: modlrrnews@aol.com If you do send something, it is a good idea to phone and say that you sent it since unwanted e-mail is constantly filling the system and I dump it before reading. Say M&P newsletter article in the subject line. You can also put the items on a floppy disk in Microsoft Word and give it to me or mail it to the post office box (above). The deadline for submissions is one week before the end of the month.

Clark Pritchett, Editor



Scroll down to the next page for the list of vendors that have been contacted about the M&P Club Show.

Vendors already contacted about the M&P Club Show on October 21, 2002.

<u>Name of Vendor</u>	<u>Mail address</u>	<u>Contact(s)</u>
226 th Transportation Railway Operating Company	1400 Hartford Tpke., #16, North Haven, CT 06473	Pasquale F. Perrott, Jr.
Big "E" Productions	PO box 75, Greenlard, NH 03840	Dick & Barb Eisfeller
Canadian Model Trains, Inc.	521 North Service Rd., E., Unit 2C, Oakville, ON L6H 1A5	Bill Dauphinee, Tom Tomblin
Clear Block Productions, Inc.	PO box 527, Marion, OH 43301-0527	
Connecticut Discount Trains*	PO box 296, Wallingford, CT 06492	Michael Claypool
Cookies Die Cast, LLC*	#6 Commerce Dr., North Windham, CT 06256	Jack M. Kivastec
Crusader Rail Services	5920 Houghton St., Philadelphia, PA 19128-1638	Ray Kaminski
Danbury Railway Museum	PO box 90, Danbury, CT 06810	Sue Thomas
Depot Hobbies & Antiques	99 Engineers Drive, Suite 2, Williston, VT 05495	Niclo A. Korpi
Dr. Tinker Antique Toy Trains	1 Belfry Terrace, Lexington, MA 02421	
East Coast Train Parts	PO box 604, Englishtown, NJ 07726	
Ferguson	22 Old Dobbin Lane, Ivoryton, CT 06442	Art Ferguson
Friends of Bedford Depot Park, Inc.	3 Mae Rd., Bedford, MA 01730	
Grace Photo/ The Patch King	PO box 145, York Harbor, ME 03911	Patrick Grace
HO Gauge Model Trains	19 Jefferson Rd., Westford, MA 01886	Frederick Farrar
Hobby Gallery*	1810 Meriden Rd., Wolcott, CT 06716	Steve Magnani
Jacob Pike*	PO box 422, East Bridgewater, MA 02333	Jacob Pike
Johnsons Trains*	78 Finley St., Manchester, CT 06040	Frank E. Johnson
Little Rhody's Trains	48 North Olney St., Johnston, RI 02919	Mike Leite
Mansfield Hobbies	31 Mill Rd., Kingston, NH 03846	
Model Rail Supply*	36 Spooner St., Plymouth, MA 02360	Joe Meehan
My Dad's Trains*	PO box 945, Wrentham, MA 02093-0945	George Thompson
N Less Trains	PO box 123 Fiskeville, RI 02823	David Blair
Pacific Western Rail Systems	250 H St., Blaine, Washington 98230	Dan Huberman
Pocono Mountain Lines	639 Lakeside Dr., Tobyhanna, PA 18466	John Ramage
Sokol's Structures*	1170 Hartford Tpke., Apt. E51, Vernon, CT 06066-4537	Joseph Sokol
T & M Hobbies*	32 Fenwood dr., Pawling, NY 12564	Theod Fisch
Traction Yearbook	PO box 123, Merrick, NY 11566	Joseph P. Saitta
Train & Trooper	PO box 137, Phillips, ME 04966	
Train Stuff, LLC	PO box 5181, Milford, CT 06460	
TRAINS MDT	7246 Bear Swamp Rd., Williamson, NY 14589	Mark O. Hess
Visuals at Work*	98 Tetlow St., West Haven, CT 06516	Jayne Derwin, Skip Vaughn
Weaver Models	PO box 231, Northumberland, PA 17857	Gary D. Hartman, Jr.

33 on list.

* accepted 2001.