

Mohegan Pequot Model Railroad

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



The News for: June 2002

Screensaver Available to Members

Club Members who have a PC computer and want a very nice railroad screensaver with zero investment, can get one by coming to the next Club meeting and picking up the CD from the Club President, Dan Delany. The program cycles through 53 beautiful railroad paintings by the late Howard Fogg.

Correction, Correction, Correction!!

When you come to work on the new passenger modules on Wednesday nights at 7:00 P. M. at Henry Curtis's house in Waterford, the address is 18 Susan Terrace, repeat 18 (not 17) as erroneously printed in last month's newsletter. Club member Henry Curtis emphatically pointed out this error to the newsletter editor at the very first available opportunity. It is important to have vigilant readers of the newsletter like Henry to keep the quality up to a high standard.



Pennsylvania Station, New York City

Conductor/Host for a Day

It still may not be too late to get a chance to have a real train experience. Club member Richard Peiffer has been looking for people to host a coach for the Harvard-Yale Regatta Train on June 8th, 2002. This will afford the volunteer an opportunity to participate in an

old tradition reborn, the observation train for the Yale-Harvard Regatta. The route will be on the New England Central Railroad. There will be a training session to familiarize everyone with railroad safety, car host duties and operation of the coaches. Richard already has several volunteers, so hurry. We might even find a rich Harvard or Yale alumnus to join the Club. Call Richard at (860) 445-0446 or e-mail him at richardpeiffer@earthlink.net for more information

Club Business

Meeting results and other day-to-day activities of the working of the Club will be reported in this section.

Scraps from Club Meetings

(From the Club Secretary's notes.)

The modules have been set up as a working layout again at Larry's house. There was an operating session scheduled for Thursday May 23. Call Larry if you are interested in operating (way bills, schedules and all that stuff) on a regular basis. John Waller is continuing to contact dealers about attending our club show. Final details were discussed on our club car run. Five different car colors and numbers (one per color) and which club decal would look the best (red on white or vice versa). Logos may end up being the color of the car if the cost for red and white is an add-on. Jim Delany discussed some planned and possible trips. Some discussion followed on the advertising of our next club show; magazines, flyers, radio and newspapers.

Bob McGreagor reported that all mods on the club trailer were complete. Some discussion continued as to any future additional mods that may be needed. Bob also presented a new design for barriers around our modules. His new system is much better than anything that we have now. All in attendance felt that we should allocate funds to Bob to make 24 of these new stanchions at approx. \$4.75ea and the ability to add 30 more later. A motion was made and passed to issue \$300 to Bob for this project. Thanks Bob!

Meetings and Work Sessions

Meetings will be held on Sunday the 9th and Sunday the 23rd of June at the Bill Library in Ledyard, CT at 7:30 PM. Work sessions on the new passenger modules (no they still aren't done yet) will be at Henry Curtis's house in Waterford on Wednesday evenings starting at 7:00 P.M. It would be helpful if you bring some tools when you come so people don't stand in line waiting for the only soldering iron or rail nipper. The passenger modules will remain at Henry's throughout the summer so it is time to learn how to drive to 18 Susan Terrace.

Railfanning at Palmer, MA

Dan Delany e-mails

Gentlemen,

Got this from my Uncle. It's about a tourism grant given to Palmer MA, where some of the grant is being used to market the town as a railfanning destination. I don't usually send mass forwards around, but this is worth a read. This is something members should support if we end up doing some railfanning in the Palmer area. For those of you who don't know, Palmer was featured a few years ago in the Trains Magazine "Hot Spots" monthly article.

To: "Dan" dand@FandO.com

Subject: FYI

Date: Tue, 21 May 2002 18:48:29

Palmer set for rail research center

Tuesday, May 21, 2002

By HOLLY ANGELO PALMER –

It seems fitting that the "Town of Seven Railroads" soon will have a railroad research center. The center will be located in the Palmer Public Library and consist of books, videos, other periodicals and computers. The center is being paid for with \$5,000 of a \$30,000 state tourism grant that the Community Development Department received last summer to build a visitor's center inside the library. "People come to Palmer for the railroads," Community Development Department Director Alice L. Davey said yesterday as she looked over some of the new railroad periodicals. "Certainly in the tourism industry, one of Palmer's major strengths is the railroads." The research center will be temporarily located in the library's local history collection section. It will then get its own room once the library undergoes a major renovation that will be completed next year. A partial visitor's center should be available by the end of the summer. "With Palmer being the 'Town of Seven Railroads' and all, we think it's an appropriate thing to do," Palmer Public Library Director Mark J. Contois said. "It will be a place where people can come down and have a place to do some research on railroads." Already, the library has taken delivery of more than 75 books that are intended to lure train enthusiasts to the center. Books on the Boston & Albany, Chesapeake & Ohio, and Baltimore & Ohio lines are already crowding tables at the library, along with books on New England diesels and train stations.

Robert A. Buck, a train expert from Warren, said the research center is an "absolutely super idea." He has helped the library pick out various titles for the collection. "Palmer has a legacy and a slogan - The Town of Seven Railroads," Buck said. "There is so much historic material in books and videotapes."

The town never had seven railroads because the Hampden Railroad and Southern New England Railroad were never completed. However, it did boast the Boston & Albany Railroad, Central Vermont Railroad, Ware River Railroad (a branch of

the Boston & Albany), the Athol Enfield Railroad (a branch of the Boston & Albany) and the Massachusetts Central Railroad. Buck said he is hoping the new center rejuvenates a push to restore the old Union Station on Depot Street in downtown Depot Village. Designed by Henry Hobson Richardson in 1883, the station is included in the National Register of Historic Places. Train enthusiasts from all over can be found along the tracks near the run-down station watching the trains pass through town. Holly Angelo can be reached at hangelo@union-news.com. © 2002 UNION-NEWS. Used with permission. (at least we hope so.)

Update on Club and Other Shows

No new information is available on the Club Show this month. The point that is being made again and again is that Club Members involvement is the key to the success of the show. We need to promote the show any way that we can (well almost any way) and that means time and effort, YOURS! Come to the next meeting and find out what is needed, call John Waller (the show chairman) and volunteer, share your ideas, hand out some flyers, call in a favor, whatever. You get the idea.

M&P Field Trips

Jim Delany (889-4029) is the coordinator for Club trips to railroad and trolley museums and historic sites, railroad stations, train rides, train watching locations and club and private model railroad layouts. Here is the first one:

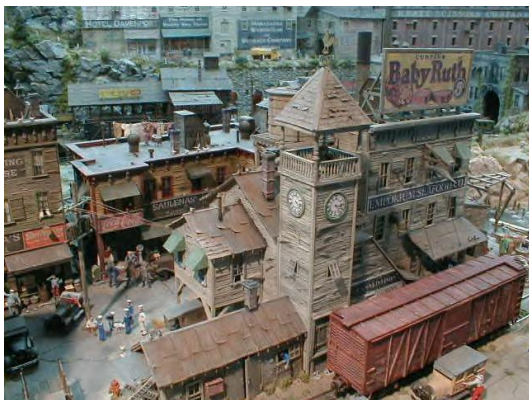


Photo by Ken Spranza

June 1st; George Selios' "Franklin and South Manchester" in Peabody, MA. If possible we will also go to the North Shore Model Railroad layout in Wakefield, MA, <http://www.nsmrc.org/> just a couple of towns away. This will be an all-day trip so be prepared to have your brain numbed by the unbelievably realistic detail of the Franklin and South Manchester and then eat at the Brothers Restaurant in Wakefield and operate trains on the Chesapeake System in the afternoon. We will leave from the Norwich commuter parking which is located at exit 82 (not route 82 which is Exit 80) off of I-395 at 7 00 A.M.

Other trips that are warming up are to Grand Central Terminal (NYC) and a multi-day trip to Altoona, PA and the surrounding railroad environs. Jim is just waiting for your suggestions for this year's field trips.

The President's Corner

You can't print what you don't have.

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	repth@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

It will probably come as no surprise to readers that this month the topic will again be about trains in Australia!

Late in the 19th Century a decision was made to install narrow-gauge railways as part of the Victorian Railways network, with emphasis on hilly terrain and logging. One of the four such railways of 2' 6" gauge ran from Ferntree Gully, near Melbourne, up through the Dandenong Ranges to Gembrook. My mother and I rode from Ferntree Gully to Gembrook and back in 1955, shortly after which the lines were closed down.

But the proximity of the Gembrook line to Melbourne, and the very picturesque nature of the Dandenong Ranges, resulted in the formation of the Puffing Billy Preservation Society. Even as a mixed freight/passenger working railway, special quite luxurious passenger cars had been provided, as well as a dining car, so great was the tourist demand. The Society raised money and lobbied the Victorian Parliament with a petition containing 14,000 signatures.

The railway is now called the Puffing Billy Railway, <http://www.puffingbilly.com.au/>, run by the Emerald Tourist Railway Board, with the support of the State Ministry of Tourism. Volunteer staff are permitted to work under the supervision of Victorian Railways staff, where appropriate. There is now a mix of paid and volunteer staff. The trains run every day of the year, except Christmas Day.

The motive power mainly comes from six 2-6-2 tank locomotives, of USA design, built in Victoria; they burn black coal. The

oldest of these is now over 100 years old. All six are beautifully restored, and perform flawlessly. There is also a Shay in the Museum, which was built by Lima in 1912, and operated on the Ali-Shan Forest Railway in Taiwan. I don't know if there are plans to put it into a working state. There is also a Climax, which is in a working state, and a Garrett, which I saw partially restored in the workshops. A diesel locomotive does duty on days of extreme fire danger.

The Climax, built by the USA company of that name in 1928, was imported by the Victorian Forests Commission, and hauled timber in Gippsland (eastern Victoria) for 23 years, and then retired. In 1959 the Commission told the Preservation Society they could have the Climax gratis, provided transport was arranged. Finally, in 1965 it was transferred by road to the Museum, and painstaking restoration began which was not completed until the 1980s. Like the Shay, the Climax is a geared steam locomotive; both types are designed for logging. This particular Climax burns wood, and is of the tank type. The regular 2-6-2 locomotives are not very fast; the progress of the Climax, which is used on special occasions, is referred to as "stately".

I took the trip on a Thursday, no special day. There were 12 cars waiting at the platform at Belgrave, where the train now starts from. The line from Ferntree Gully to Belgrave is now part of the Melbourne electric train commuter system, so access to Puffing Billy by train is easy. By the time the train left, those 12 cars were full!

I arrived at Belgrave quite early to be greeted by the sight of three 2-6-2 locomotives quietly steaming away, waiting to get to the day's business. The train I was on was double-headed, and departed right on schedule. The climb to Gembrook, 24 km from Belgrave, has some steep gradients and the delightful little locos work very hard in places. There are several wooden trestle bridges to cross, one over a road just after Belgrave, where cars stop to see the train go by.

Menzies Creek is a stop part-way up to Gembrook, and that's where the Museum is

located. I had the option of touring the Museum or continuing on to Gembrook. The train splits at Menzies Creek. I would have preferred to do both, but chose Gembrook to relive my 1955 trip. I had ridden Puffing Billy a few times since 1955, most recently in 1993, but the line to Gembrook was not restored until just before the centenary of the railway in December 2000.

The Dandenong Ranges are not spectacular like the Andes or Rocky Mountains, but are nevertheless very attractive. The highest point on the line is only about 1000 feet above sea level. There are glimpses of farms, lakes, bush, and the sea as the journey proceeds. Every few minutes the scene changes as the line winds around the steep slopes. Some of the cars are open passenger cars, pushed into service to meet the great demand in the 1920s. People sit in these cars with their legs dangling out, and can literally touch the passing flora. There is a 1940s picture in the information brochure showing people riding on the roof; this is now banned!

John Waller

Oh nostalgia, it brings a tear to the eye of even those with the hardest hearts.

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.

Wanted: 9 AMFLEET coaches including a snack car and one AMTRAK mail-luggage car. Call Josh Rooney at (860) 464-2379 or email him at JJROONEY01@SNET.NET.

The Club Store

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

The Storekeeper's Report

More Club shirts may now be needed, but an inventory is required first. A new Club inventory list is being prepared.

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.

Thank you Stu (Dom) for last month's blockbuster article.

The World Wide Web

Links, Links, Links, Links, Links

Now here is a link to more than 15,000 places on the web with train stuff.

<http://www.geocities.com/Vienna/Choir/6820/j.html>

The Lighter Side

Nominated for quote of the year is the statement made by Texas Republican Member of The House of representatives, Dick Arney, who was asked: "If you had been in President Clinton's place, would you have resigned over the Monica Lewinsky incident?" He responded: "If I were in the President's place I would not have gotten a chance to resign. I would be laying in a pool of my own blood, hearing Mrs. Arney standing over me saying, "How do I reload this damn thing?"

Model Railroad Calendar

This Month in 2002

June 9 and 23, Ledyard, CT - Club meetings will be on second and fourth Sunday of June at the Bill Library in Ledyard, CT starting at 7:30 PM.

All June Wednesdays, Waterford, CT - Club work sessions will be at Henry Curtis' house at 18 Susan Terrace. Bring tools to complete the new passenger modules.

Next Month and Beyond

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

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



Cleveland Union Terminal

