

Alohegan Pequot Model Railroad

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



The News for: July 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.



Pennsylvania Station, New York City

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 Vice-President's notes.)

Work sessions continue on the passenger station at Henry Curtis's house on Wednesday nights. Everyone is always encouraged to attend. Recently attendance has been excellent, with plenty of motivated club members working away. John Waller is continuing to contact dealers about attending our club show. Bob MacGreggor displayed his latest design for the new club barriers. Thanks to Bob for grabbing this

project by the horns and running with it. Jim Delany discussed some planned and possible trips. The trip to Altoona, slated for July 18-21 will be discussed in detail later in the newsletter.

Some discussion followed on the advertising of our next club show; magazines, flyers, radio and newspapers.

Meetings and Work Sessions

Meetings will be held on Sunday the 14th of July and Sunday the 18th of August 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. Operating sessions at Larry Southwick's house will be scheduled at the meeting in July. Look for a mass email following the meeting if you can't make it.

M-P Golf Outing

Over the past few months Stu Dom and I (Mr. Prez) have been talking about getting a group of us together and hitting the links for a round of golf. I was thinking sometime in August, since we have the trip coming up. I will bring this up at the meeting to gauge the interest, and call for a tee time(s) next month sometime. I think this is a great idea, and it

should be hilarious seeing us out there hacking it up. Don't worry about your golf skills either, none of us will be setting any course records, or at least any we can be proud of.

The President's Corner

The President's corner returns after a 1 month vacation. Hopefully everyone is enjoying the summer weather. Personally, I have found that after graduation from college, the serious lack of a 3 month summer vacation takes most of the joy out of summer. Well, it was fun while it lasted.

Summer is the time of the year where model trains usually takes a backseat to other "warm weather" activities. For most, that includes vacations, beaches, sailing, gardening, etc. So, in order to make sure trains stay in everyone's agenda for the summer, we have kept the calendar full of activities, including work sessions, operating sessions, and most importantly, field trips. Last month's trip to the F&SM and North Shore Club was a great time, with around 15 members in attendance. As the summer goes on, things will only get better. On the horizon is a trip of epic proportions, or for those of you who are Pennsy fans, it could be referred to as a pilgrimage. We will trek into the heart of the gone but not forgotten Pennsy system to Altoona, PA, and nearby Horseshoe Curve. For those of you who have never been there, this is mountain railroading at its best. I have been looking forward to this particular trip for some time, and can't wait for July 18th to come. Right now there are around 8 people planning on going. Following the July 14th meeting, hotel reservations will be made, so a final list of attendees will be needed by then. So, everyone who is interested, get time off from work, stock up on film and get ready for some heavy duty railfanning.

Since I am writing the rest of the newsletter this month, The President's Column will be a little shorter than normal. Lastly, after putting the newsletter together this month, I now, more than ever, realize

what an excellent job Clark does with the newsletter. Some people are naturally gifted at this sort of thing, like Clark. Others are meant to receive the newsletter by email and read it, Like Me. See you Wednesday night.

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

The trip to the F&SM and the North Shore Club was a resounding success. Hot on the heels of this trip, is the long awaited trip to Altoona, PA. Here is the proposed Itinerary for the trip:

Pilgrimage to the Pennsy July 18th – July 21st

July 18th

7:00 AM – Leave CT for Altoona
4:00 PM – Arrive at Altoona, check in.
4:00-Dark – Do some evening railfanning
and eat dinner

July 19th

AM Railfan Altoona Yard and Shop
Complex. Head for Horseshoe Curve.
Lunch at the Curve
Afternoon- Railfan Horseshoe Curve. Head
to Gallitzin later in the afternoon. Finish
railfanning at Cresson. Head back to
Altoona for Dinner.

July 20th

AM – Check out Altoona one more time.
Late AM – Head for East Broad Top Railfan
EBT into the afternoon.
Late Afternoon – Head to Harrisburg Area.
Do some late PM railfanning in Enola Area

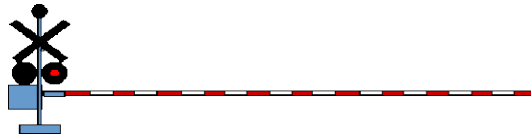
July 21st

AM –Railfan Enola area, Rockville Bridge
Lunch – Head to Harrisburg Station
Railfan Harrisburg area.
PM – Head for Home

Other suggestions are welcome. This
itinerary is similar to a trip made about 7
years ago by my father and I, so the time
frames should be pretty realistic. Bring lots
of film!!

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

Allen Pollack, the NMRA President, in
writing about our "wonderful hobby" in the
April 2002 NMRA Bulletin, reports on a
visit to the annual toy fair in Nuremberg.
The fair lasts one week, of which Allen
spent three days visiting the various
buildings. He reports that the train buildings
were packed, and other buildings were
comparatively empty. No numbers on
attendance are quoted, but it made me think
of Springfield. People not connected with
model trains are usually surprised to hear the
numbers, such as 20,000 attendance over
two days at Springfield, when there is no
Super Bowl interference. Another number
that might well be surprising is that the
candidate vendors for our Club show now
number 91, although only a fraction will
show, of course

I recently went to a Civil War re-
enactment, where the attendance was also
surprising. Obviously, to dress up in 1860s
clothing, make or buy all the Civil War
trappings, keep horses, etc., requires a
dedication at least equal to ours. And, like
us, all the items are transported to a site and

set up for a particular event, then broken down and taken away again. There are also vendors. But there is one striking difference. Whole families are much more involved than with our hobby. Why is that? Is it the dressing up in clothes, especially for women, that represent an elegance lost in today's society? Hardly anyone wears hats now, a matter I personally decry. One woman, whom Rae and I have seen more than once at a re-enactment, just dresses up for the sake of it, and walks around, playing no other part in other proceedings. We too, at a recent meeting, stressed the need for our own "uniforms" at train shows.

To follow on from that, what makes model railroading such a "wonderful hobby", and what makes MPRR a good Club? I wrote before in this column (July 1999¹) about how I became acquainted with trains, and Clark responded in kind, but nobody else did. Again; what about it guys? So part of the reason we belong to the Club is a love of trains, which we might have trouble defining, but don't really care; the love exists, and that's that. As a hobby, model railroading is certainly demanding, in terms of time devoted and money spent. Thus part of our motivation is to see that these resources are expended wisely, and this I believe we do.

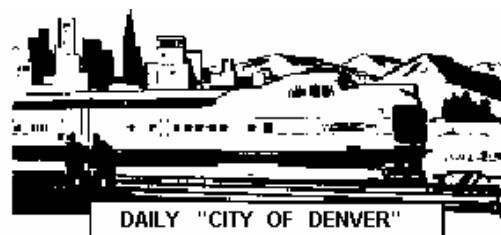
Perhaps one of the most visible and impressive aspects of our activities is the way we have organized our module systems, so that we can set up to any size and shape to suit the space available. Many spectators comment on this aspect: "Wow! You set this up just for this show? How long did it take you?" Four or five hours is my usual HO answer (I know 'N' scale can do it quicker). For me, setting up is one of the highlights of our activities. To start with a bare floor, then a few hours later, have trains running is enough to lift anyone's spirit.

¹ As an aside, there is a report in the August 1999 Newsletter about progress with the new passenger modules!

Another important aspect is we don't rest on our laurels. There is always something new in the pipeline². The new passenger modules represent a high degree of flexibility, are impressive in their sheer complexity, and have many technical innovations. Not the least of these innovations is the standard of documentation, thanks to Stu. Building the passenger modules continues to be quite a task, partly because it is difficult to outsource the work, as each module is unique, and each has required the core team to be present to make adjustments to the design. For my own part, I had felt less than able to make a good contribution until recently, when I took on the task of fitting components to the control panels, and doing local wiring therein. This task I can do largely at home, as there are just so many people can fit into Henry's basement room³, and I have a long way to travel.

On my own work, I am pleased to report that I have built a working version of block and signal control, using DCC; I believe the methodology I use is unique. Those interested might care to come and see it demonstrated at some suitable time, as it is not portable. In the conceptual stage at the moment is a DCC module which can be brought to train shows.

John Waller



² OK you cynics, the pipeline for the new passenger modules has been long.

³ Thanks to Grace and Henry for putting up with us for so long.

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. A sign up sheet will be passed around at the next meeting for those wishing to order new club attire. The intent is for us to all be looking our best for the club show in October.

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

How about a little railroad trivia? Answers are at the end of the newsletter. Thanks to John Waller for this edition of the Lighter Side.

Do you know what the following terms mean?

Buff,

Draft,

Drilling,

Ex parte,

Facture,

Hi-Rail,

Hostler,

Lowry process,

Measurement ton,

Pour point,

Stop-off,

Wrecking frog.

Model Railroad Calendar

This Month in 2002

July 14, Ledyard, CT - The Club meeting will be on the second Sunday of July at the Bill Library in Ledyard, CT starting at 7:30 PM.

July 18-21 - Club field trip to Altoona and Harrisburg, PA, with various railfanning stops along the way. See the trip itinerary for details.

All July 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

Answers to this issue's trivia questions:

Buff is the force resulting in compression in the coupler shank.

Draft is the force resulting in tension in the coupler shank.

Drilling is the switching or handling of cars in a freight yard.

Ex parte (from the Latin⁴) is from only one side or party.

Facture is an invoice or bill of goods.

Hi-Rail is a truck or automobile with retractable flanged wheels so it may be used on either highway or track.

⁴ You have probably heard the student's lament on being forced to learn Latin: "Latin is a dead language, as dead as dead can be, first it killed the Romans, and now it's killing me."

Hostler is a person who operates light engines in designated engine-house territory.

Lowry process relates to a particular technique for injecting creosote into a tie.

Measurement ton is a volumetric measure of 40 cubic feet.

Pour point is the temperature at which lubricant only just flows.

Stop-off is a privilege afforded shippers under tariff and transport regulations.

Wrecking frog is another term for "re-railer".



Cleveland Union Terminal

