

Alohegan Pequot Model Railroad

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The News for: March/April 2003

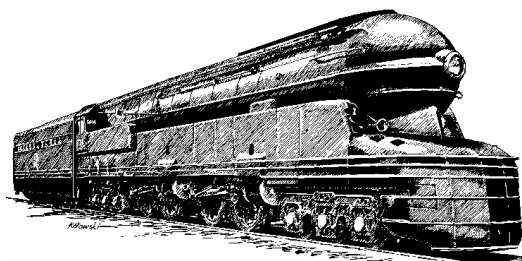
A Tribute to Clark Pritchett

By John Waller

I first met Clark in 1990, when I joined the Club, so I can only assume he has been around model railroading from before 1990. Thus Clark's service to the Club, both in general, and as Newsletter Editor in particular, are worthy of the highest commendation. Leafing back through the Newsletters, I find that Clark took over as Editor from Ed Bradbury as of the December 1997 issue, and put his stamp on the publication, a stamp we now know so well, right from the start. My first involvement was to write a letter about Garrett type articulated locomotives, which was published in the October 1998 issue. Clark responded with his Editorial comments, more than hinting, in his inimical fashion, that the Newsletter was starved of material! I kept writing letters from then on until, in October 1999, I started a column at Clark's suggestion, and this has been so ever since.

Clark has given me quite free reign, and only once has asked me to substantially redo an article. I had become carried away with the history of fuel cells and hydrogen as a fuel, and lost some of the focus on trains as such. Clark resisted all my attempts to sneak Australian spelling into my column. He continued to plead with all members to make more contributions, as I did from time to time, emphasizing that the Newsletter is from the Club members for the Club members.

We wish Clark all the very best in his new position and hope we will hear from him as time goes by. *John*



Club Business

Meeting results and other day-to-day activities of the working of the Club.

Meetings and Work Sessions

The two meetings this month will be held on Sat March 9 at the Mystic Middle School following the show at approximately 4 P.M. and Sun 23 at the Bill Library in Ledyard, CT at 7:30 P.M. April meetings will be held on April 13th, at approximately 4:00 following the show at Windham High School, and on April 27th at 7:30 at the Bill Library in Ledyard. Work Session will continue at Henry Curtis' house wed night for work on the passenger station module, and on Thursdays, beginning on April 17th, at Larry Southwick's house in North Stonington for layout setup and operating sessions. Of course, all members are welcome and encouraged to attend, so I'll see you there.

Still Time for M&P Dues in 2003

Although almost all members have paid, there are still a few out there who haven't. If you're still interested, here's the details: Regular membership is \$25, seniors and juniors are \$12.50 and family memberships are \$30. (Ex-editor's Note: It costs more than a dollar to send a copy of the newsletter so regular membership is encouraged. Generous donations are always graciously accepted.) As we did last year, the policy is to pay your dues to the Club secretary, George Harran, not treasurer Gary Domer. George will record the member as being paid and update the Club mailing list. He will then give the check/cash to the treasurer to deposit in the Club account. This system worked well last year, especially for mailing lists and email lists, so I think we ought to stick with it. If you can't make it to the meetings, mail your check to George Harran at 17 Robin Hill Rd. in Waterford, CT 06385. Please include your complete mailing address (including zip code).

The Club Show

Since we have not yet heard anything positive from any of the local Indian tribes, discussions with St. Bernard High School will take place to set the process in motion for next fall's show. Last year went well, even with having to break into the building, and I would hope to build off last year's success.

Passenger Modules Status

As usual, work continues on the passenger station modules. We have essentially completed wiring on 7 of the 8 modules. This is good news, since we are almost ready to start ballasting, scenery, etc. This tends to be the most rewarding aspect of the hobby, at least for me, when you can transform an empty plywood sheet into a living scene. In other news, we are still waiting on the control panel for this monster. How's that coming Stu? Lastly, we decided this past month to add electro-magnetic uncoupling ramps to the ends of

the 7 platform tracks. This should make switching and train makeup much easier.

Member News

Over the last two months we have several new members. Welcome aboard everyone!

John Waller's Column

With much fanfare the Northeast Corridor has celebrated the completion of electrification from Boston to Washington DC. What is perhaps not realized is that it has been nearly 100 years in the making, according to Trains magazine of March 2003. There, on page 36, William D. Middleton writes about "Faster than a speeding Bullet! More powerful than a diesel locomotive! Able to tunnel through tall buildings! It's not just the Northeast Corridor. It's **Super Railroad.**"

However much we may disagree with William's hype, the article does give some interesting facets of the railroad, although I am unable to verify some of the claims made. In particular the advantages of electrification are espoused, in that trains can run faster and heavier, and use less energy. I dispute the latter as, using the FRA's own numbers, I was able to show that a diesel locomotive uses less energy than an electric locomotive, for the same energy throughput, in terms of fossil fuel consumed. But where electrical energy comes from hydro-electric, nuclear, or renewable energy plants¹, the comparison is not so easy.

Be that as it may, an electrified railroad, with very good reason, is the system of choice where operating within a city environment, and especially tunnelling under a city. This began in about 1880 with street cars (trams), elevated railroads, and subways, in many countries. Direct current and third rail electrification became common, as well as overhead wiring. The

¹ Roughly 50% in the USA.

voltage was limited to about 600, because of the requirements of motors with commutators, and the lack of any technology to transform one DC level into another, except with rotating machinery.

Third rail electrification of itself limits the maximum voltage to about 600, because the rail is so close to the ground, and must operate in all weathers. Some early systems were not well protected against people getting zapped by aggressive electrons, although much better protection has come into use. These limitations apply much less to overhead pickup wires, known as “catenaries” after the shape they take up. Some DC railroads use much higher catenary voltages than 600, which requires that traction motors be connected in series, to limit the maximum voltage across each motor. This, in turn, requires that there be several motors per train, and is best suited to multiple-unit trains. Many power cars in such trains would have four wheel sets, each with its own motor, and the four motors in series. This allows a catenary voltage of 1500 to be used, a system which is still in use in Australia, for example. I have heard of DC catenary voltages as high as 3000 in Europe, but don’t know any details.

In 1905, the New York, New Haven & Hartford, having expanded to four lines between New York and New Haven, took the bold decision to electrify the two inside express tracks. The use of third-rail traction would require many substations along the way, because of the losses at such a low voltage. By this time, Tesla and Edison had already resolved their AC vs DC battle, with Tesla demonstrating conclusively that AC transformers are not only practical but also very efficient². The incentive, in transmitting electricity over long distances, is to use as high a voltage as practical, all else being equal. The losses are inversely proportional to the square of the voltage. Double the voltage, and the losses reduce by

² A modern power transformer is about 99% efficient at full load.

a factor of four. Thus, AC transmission lines, operating at hundreds of thousand of volts, soon began threading their way across industrialized nations.

As William reports, the railroad’s President, Charles P. Clark, took the bold step of selecting AC transmission. Of course, the voltage is limited to well below that of AC transmission lines, particularly by bridges over the railroad, and by the lines passing through steel-member bridges, such as the Hell Gate³ bridge. A voltage of 11,000 was selected although, later, autotransformers were added to actually distribute power at 22,000 volts, but still apply power to the catenary at 11,000 volts.

In an early letter to this Newsletter I explained that, until relatively recently, AC traction with series motors requires a lower frequency than 60 Hz. Clark⁴ chose 25 Hz. I have always been puzzled by this choice, as it is not a sub-multiple of 60. In Europe, in the same time frame, 16.7 Hz was chosen, and is still in use, being 50 Hz divided by 3. Rotary synchronous converters, with their good power factor and high efficiency were used. Now I have a possible explanation, thanks to William’s article. No utility could provide enough power for the railroad, he writes, so the railroad built their own coal-fired generating plants⁵, and could choose any frequency they liked, as it was not locked into 60 Hz in any way.

³ How did the name “Hell Gate” arise? The bridge is over the East River, so is it something to do with Washington’s escape across the river in poor visibility; something like the Dunkirk of the American Revolution?

⁴ The other Clark of course.

⁵ What irony! Actually, the use of coal to generate electrical energy gave the railroad a direct comparison between coal consumed by steam and electric locomotives for the same work. William reports that the electric locomotives used half the coal used by steam locomotives. Diesel and gas-turbine locomotives can do much better than that!

Not surprisingly, the innovative AC approach had its teething problems. The whole overhead system was subject to corrosion by steam locomotives; the catenary itself wore excessively, broke, and kinked, resulting in poor contact with the locomotive collector⁶. The main system in the locomotives themselves, the 25 Hz transformer and traction motors, performed well, but were badly served by the ancillary systems. Also, truck hunting limited speed, until locomotives were stabilized with pony wheels. By 1914, the troubles seemed to have all been ironed out, and electrification reached New Haven. The railroad also proposed four-track working between Boston and Providence (44 miles), free of grade-level crossings, and similarly electrified. It never happened, although we might speculate what might have transpired if it had.

Meanwhile, the PRR, noting the success of AC traction, embarked on its own scheme to get passengers into New York under the Hudson River. The road between Penn Street Station and Washington DC was completed in 1935, with an inaugural run behind a GG1⁷. The GG1, of course, saw almost 50 years of service and, perhaps, was the last of the electric locomotives on the railroad to specifically require 25 Hz. The era of solid state electronics brought the rectifier locomotive, the most notable being the AEM-7 based closely on a Swedish design, which is still in service. Reportedly the AEM-7 is being upgraded to AC traction motors. *John*

The President's Corner

Since I am writing the rest of the newsletter, it would be really bad if there was no president's corner article. I guess I would be forced into the position of shaming

⁶ The French National Railways (SNCF) should probably be credited with developing the catenary/collector system for the high speeds in use today, but not until much later than 1914.

⁷ Our Clark once described the GG1 as "everybody's favorite".

myself into writing an article for...myself. Now I see why I drove Clark nuts.

Anyways, 2003 has started off being a pretty busy and fun filled year for the M&P. As usual, the Springfield Show went well, with all members having a great time, and spending more money than they probably should, but hey, that's what we go to work for, right. Our most recent display at the Mystic Middle School went very well. With a smooth running railroad, and an excess supply of donuts, you know the M&P group was a happy bunch. And of course, the school was very pleased with the money made to support their activities. All in attendance were in support of returning next year for a similar display. A few weeks off is the Willimantic Show, which is always a good time. And after that, we relax, sort of. We will finally return a layout to the basement of Larry's house, and recommence operating sessions there. This, at least for me, was a nice balance to Wednesday night work sessions at Henry's. Wednesday night build stuff, Thursday night: Play. Sounds good to me. Lastly, the coming of summer can mean only one thing, women in revealing clothing!! OK, maybe two things. There is once again talk of a trip to the railroad rich lands of Pennsylvania. Jim DeLany will planning the trip, so more info will be forth coming. That's enough rambling for now.

The Prez, *Dan Delany*

Clearfield County Train Excursions

By Rich Pfiffer

In the mid-nineteenth century, the major railroad systems were looking for friendly sources of supply for the materials that kept them operating. This meant their own lines into areas where there was timber for wood, mines for coal and wells for oil. The northwestern counties of Pennsylvania had all of these and in such abundance that three major eastern trunk lines (the Baltimore and Ohio, New York Central and Pennsylvania railroads) built track into the area either directly or through subsidiaries. A fourth,

the Erie, entered the area from the north by trackage rights.

Clearfield County became the center of these operations with the county seat of Clearfield being served by the Pennsylvania, the New York Central and the Buffalo, Rochester & Pittsburgh railroads as well as local short lines and trolleys. Service peaked in 1918 with 28 passenger trains serving Clearfield on an average day and a constant parade of freights over dozens of main lines and branches. There were 19 logging railroads in the county alone.

Regularly scheduled passenger service ended on the B, R&P to Clearfield when the B&O took over in 1932; the NYC also in 1932 and the PRR operated its last in 1942. With the exception of a troop train in 1952 and excursions in 1957, 1963 and 1981, all was quiet. After that, only freights plied the lines. The R. J. Corman Railroad Group took over what was left from Conrail in 1995. By the year 2000, CSX and R. J. Corman operated a total of barely 200 miles of railroad in the county. Norfolk Southern connected with R. J. Corman at Keating to the north and Cresson to the south. Passenger service was a fading memory.

Until.

Oct 19th 2002, 6:00 am, Philadelphia, 30th Street Station: The task was familiar: tie all the loose ends together and make it work, in other words, get everyone in one place (on the train) at one time. Getting the passengers in one place was easy; anyone who belonged on a first class excursion train and were seen wandering around a big city station on Saturday at 6:00 am really stood out. The train thing, well, it was being assembled outside the station I had no direct communication with it. That issue evaporated quickly as Station Manager Frank Fullmer, Bennett Levin and myself got it all together. Passengers who didn't want to wait were driven out to the train. Later, two PRR E8s eased the varnish into 30th Street Station and all passengers were

in their place by departure time. The Susquehannock, with fifteen cars in tow, headed west toward Harrisburg.

The Susquehannock was one of two American Association of Private Rail Car Operators excursions that were ultimately heading to a convention at the B&O Railroad museum in Baltimore, MD. Both would go through Clearfield, PA, the eastern train today and the western train eight days later on its return trip to Chicago. The excursions were organized to celebrate Railroad Heritage Week in Clearfield. The use of the two special trains of Private Cars helped ferry equipment to and from Clearfield.

My job was hosting coach service today and supervising the car hosts during the local runs out of Clearfield in the week between the Susquehannock and the returning western AAPRCO train. I had made previous trips to Clearfield to attend meetings and do training for the car hosts. I also had the adventure of scouting the railroad in a high-rail car. It was the most enthusiastic group I had ever worked with and they thought of most contingencies and logistics on their own (including Emergency Medical Service aboard each trip) despite having never done excursion service before. If only life was always so good!

I was host of two coaches on Saturday, the Golden Sands (ex-SP) and the Mohave (ex-AT&SF). Both are home based in St. Louis and the Golden Sands was on its first trip after an overhaul. Both were in immaculate condition and Don Bowling (who was onboard the whole way from St. Louis) kept them in prime mechanical condition. The coach passengers would board in Harrisburg so I had time to relax. My day had begun 24 hours earlier in Groton, CT, at my job as a Naval Submarine School Instructor so I would need a lot of coffee to make it the all the way to Clearfield. Except that there was no coffee. None! Now, one of my running gags is to comment on what kind of coffee people make, so this essay could be real

short (Don't count on it). The adjoining car, the Warrior Ridge, was my salvation, guardian angel, priest and rabbi on the beverage issue. And, yes, they made GREAT coffee!!

At Harrisburg, the coach passengers boarded, boxed lunches were loaded and two members of the Harrisburg Chapter NRHS, Mr. & Mrs. Mark Irvin, took over hosting the Golden Sands. Now here's where being "air-dropped" into a situation becomes interesting. The arrangement was that all couples travelling on this excursion did so in the Golden Sands. The wives brought extra food and (most importantly) coffee so the husbands were happy. Meanwhile, back in the Mohave, it was all guys, no wives, doughnuts or coffee and you can just imagine the mood in there. What I would have given for a McDonalds "railroad drive thru" at Rockville! THANK GOD FOR THE WARRIOR RIDGE!!

The trip up the Buffalo Line was spectacular. As the scenery rolled by, my mind drifted a bit as I remembered my roots in the area. My mother, as a little girl in the late 1920's, spent time at the family summer home in Pillow. Her folks traveled from Farmingdale, Long Island on the LIRR and the PRR where they were met by a stagecoach at Dalmatia for the remaining six miles into town. At Sunbury, the line swings northwest as the train crossed both the Susquehannas (North and West Branches). In between is Packers Island where, as a little boy in the late 1960's, I looked out of my bedroom window at the PRR coal and ore trains as they rumbled over the bridges on both sides of the island. I wondered if that kid ever dreamed that someday he would be looking back? The house still stands (as does the one in Pillow). Our neighbor on Packers Island, R. C. Forbs, worked for the railroad and this is where it all started for me.

Now on the "River Line", the West Branch of the Susquehanna River was our constant companion all the way to Clearfield some

150 miles distant. The train passed Jersey Shore where the NYC gained its eastern entrance into Clearfield County, first by way of Lock Haven through Snow Shoe on The Beach Creek Railroad in 1885 and later, via 35 miles of trackage rights, on the PRR Buffalo Line through Keating in 1902. The legal wrangling brought about by this cooperation between arc-rivals is a fascinating story in itself.

At Keating, Norfolk Southern handed the train over to the R. J. Corman Railroad. Tim Potts, General manager for R. J. Corman Pennsylvania Lines, boarded as pilot and in a few minutes we whistled off into the woods. Mr. Potts is a third generation railroader to this line and had been my local mentor since our first meeting in late July. Next, the rare event the photographers were waiting for, a photo stop. At an undisclosed and nearly inaccessible location, the train halted and the buffs had a holiday. Low clouds and occasional drizzle did not dampen spirits as the train backed up and did an impressive run-by.

Further on to the south, the town of Clearfield had been preparing for the train's arrival for weeks. The local newspaper, The Progress, had daily reports on all the preparations and details concerning the trains. Shelly Marshall of the Clearfield Chamber of Commerce had overseen quite a party. A weeklong festival was set up between the two long distance AAPRCO excursions including fourteen local rides using R. J. Corman diesels, the Golden Sands, Mohave and three ex-D, L&W Edison cars from the Horseshoe Curve Chapter NRHS in Altoona. The AAPRCO excursion train would be in town until Monday. After the train's arrival, a parade of marching bands and antique cars conveyed dignitaries to the center of town where speeches and presentations of the key to the city were given to representatives of the R. J. Corman Railroad Group, Norfolk Southern as well as Eric and Bennett Levin.

The train was spotted on Williams St. (on the B & O main which ran down the middle of it) and stretched over three blocks. Later it was backed into the yard and serviced. There were fire trucks and a gang of volunteers on both sides and they set to washing every car as the train was backed slowly by.

In the evening a dinner was set up for the R. J. Corman crew in *The Survivor*. The owner, Dante Stephenson, is a real character and a member of the first group of Navy Seals back in the early 1960's. His standard equipment includes a gourmet chef and he has an extensive hat collection that lines the roof of his car. These are no cheap ball caps but the real items from militaries around the world. The railroad crew received quite a treat but one person was missing. An "urgent" call to the office brought Greg Shad out to the train. He was asked, "What nationality are you?" His reply, "German, I guess." Well, if you can imagine Schultz from Hogan's Heroes, you get the picture. All guests were required to wear their hat at all times while on *The Survivor*.

On Sunday, the excursion toured the "Clearfield Cluster". The first leg was east to Bigler, an 18-mile loop that served a coal loadout and uses both NYC and PRR trackage. In the coaches, my head count was short two passengers. They showed up at Woodland on the "NYC" outbound leg waiving their tickets at the train. The R. J. Corman locos pulled us around the loop and stopped on the "PRR" return leg where I boarded the first passengers at Woodland since 1942! The sharp curves through the loop precluded use of the E8s. We were also met by the whole congregation of the Woodland United Methodist Church whose pastor, the Rev. Chuck Swenson, had cut his sermon short so everyone could run outside and wave at the train! The Rev. (also a bus driver for Fullington Trailways) would be a car host with me on a Pittsburgh trip a week later.

There were several die-hard rare mileage collectors onboard the Mohave, one of who hired a limousine to get to Clearfield in time for this excursion - from BOSTON! Another has been on nearly every excursion I've worked on in Pennsylvania and New England. It's great to have repeat customers.

The train returned to Clearfield, swapped power back to the E8s and headed west to the headwaters of the West Branch of the Susquehanna River at the town of Cherry Tree. The town marks the corner of three counties (Clearfield, Cambria and Indiana) and the western boundary of the 1768 Treaty of Ft. Stanwix that was negotiated by William Penn's heirs for land then held by the Five Nations Tribe. A cherry tree marked the spot and was later replaced with a stone monument, which stands today.

The passengers left the train at the Main Street crossing and stepped out onto a red carpet and reception with nearly the whole town of 1500 in attendance. Vendors lined the streets and the Volunteer Fire Company had a dinner for all takers. The layover lasted less than two hours and the excursion train loaded up and headed east for the return to Clearfield where a street festival had been in progress all day. Many passengers spent the evening in the St. Charles Café reveling at the Gandy Dancer's Ball.

Monday was an off day for me (no excursions but certainly opportunities for other things). The AAPRCO special, now down to 13 cars after dropping the two coaches, was ready for today's trip to Pittsburgh. Onboard the 5711, Eric Levin (engineer), Bill Decker (pilot) and myself settled in for the trip. The first obstacle in front of the train was a crossing at a point where six streets intersected. I asked Bill if grade crossings were a problem. He replied that local people usually know when to get out of the way but at the next crossing, school buses were a problem. We rounded a blind curve, horn blowing for said crossing,

and damned if there wasn't a bus running the warning lights! Well, all buses have numbers stamped on them and they were in plain view.

The train left the B&O main at Curwensville, crossed over the abandoned PRR main and the Susquehanna on a high bridge and headed southwest on the NYC toward Mahaffey and then on the PRR toward Cresson. Wet autumn leaves, steep grades and sharp curves taxed the E8s ability to hold the rail as the blinking wheel slip indicator frustrated attempts to gain speed. Never the less, we made good progress and were ahead of schedule. Eric is a great throttle and sander artist. I learned the art of whistling for grade crossings, as there were many railfans to sound a loud warning for.

At Cresson, the R. J. Corman crew and myself left the train and it was turned over to Norfolk Southern for the fast run down the PRR passenger main to Pittsburgh. I noted Gary Gelzer, Bennett's cousin and Warrior Ridge host in full PRR Car Attendant attire, waving from the platform of the PRR 120 (a classy touch). The train backed up the grade to MO and then whistled off westward down the West Slope to Pittsburgh.

The excursions had attracted a lot of high-level attention in Clearfield. The Mohave and Golden Sands would host several parties over the next week both in the yard and on excursions. Part of the celebration was over the soon to be reopened line to Philipsburg which would service two coal loadouts. My cousins in the area had an interest in this since one of them had invested in loaders and other equipment for this project. My Great Grandfather, John Irvin had been a trolley conductor on the Centre & Clearfield Street Railway and later the postmaster for the borough of Hawk Run near Philipsburg.

The next three days were spent with fourth and fifth grade children aboard the Bigler Educator, which ran twice a day over the

loop through Bigler using the three Edison cars and bracketed by R. J. Corman locos. The Edison cars had no electricity so the cars were kept inside the engine house all night to warm them up. There the concrete floors in the cars absorbed the heat and together with the passengers kept everyone comfortable throughout the day. Gerry Hatcher of Cen-Clear Child Services coordinated the trips, Ed Hinkle of Penn State University did brakeman duty and Terry Wigfield had some of his associates from Clearfield EMS on every train throughout the week. All the volunteers had devoured everything railroad so by the time the first trip was completed, I could have departed and not worried about a thing. Again, if only life was always so good!

A concession was set up at the terminal on Williams Street. Every train was met by members of the Clearfield County Historical Society in period dress and local mascots such as the County National Bank Bear. One local man outfitted Gerry Hatcher with a genuine PRR conductor's hat and raincoat. A documentary film crew traveled with us and filmed the train and festivities.

During the first trip, I did my usual and punched tickets and as I made my way back through the cars, one child asked for my autograph. When I said, "Yes", eighty other tablets went up and it took me 10 minutes to get out of the car! Word spread fast and I signed tablets in every car on every trip. This enthusiasm spread to the car hosts and train crew whenever they appeared. The hosts, crew and myself want to personally thank the County National Bank Bear for providing the tablets.

On Wednesday evening, we did a third trip for the Head Start kids. These are pre-school children and we carried a lot more of them since they fit three to a seat (that's a lot of puppies). The train went to Curwensville this time and the kids loved the view from the bridge. These little ones didn't ask for autographs much but several times I did say, "Will the owner of this puppy please unwrap

it from my leg?" They sure were a friendly bunch.

Friday began three days of public trips. The Mohave and Golden Sands joined the consist for the twice daily runs up the Susquehanna to Karthaus which is half way to Keating. This was the Ring Rock Express so named for the rock where river rafts tied up regularly in the late 19th and early 20th centuries. The last raft into town tied up to the south of Ring Rock after missing it in 1938. Ed Hinkle did double duty on these

runs as trip coordinator and brakeman.

On Sunday, the second trip went west to Cherry Tree so that there would be no conflict with the AAPRCO excursion using the line to Clearfield from Keating that evening. The Headwaters Express to Cherry Tree was a longer trip with a slower return since the excursion train followed a coal train from Mahaffey all the way back to Clearfield. Daylight Savings Time had just ended Saturday night so this put us back in town after dark. The Edison cars had no lights and I thought the unloading in Clearfield would be difficult without them. Then an Emergency Medical Services person called me on the radio and asked if I wanted lights rigged up at our destination. Perfect! All the fire truck activity in Clearfield brought out most of the neighborhood to watch our arrival. Williams Street took on a carnival atmosphere as the Fire Department set up lights as we rolled into town.

This wasn't the only time I had a genuinely pleasant surprise. At the conclusion of an earlier trip, as the train readied to unload, I went out to direct traffic and got a call over the radio to come back and be the "catcher". This is the position where a car host stands on the ground and in front of detraining passengers so if anyone trips, they're caught. This is done on any unimproved surface. The street was paved but crowned; that is anyone stepping off the train would be a little out of balance and even more so when

they hit the street. The kids on the student trips didn't have any trouble with it as had none of the volunteers. The first passenger I saw weighed over 300 pounds. He didn't trip. The next two old ladies did. Now I knew the volunteers had not only read my manual but also paid close attention to it. The only problem was that every gorgeous blonde made it off just fine.

The western AAPRCO special returned in the evening after traveling on the Port Road and Buffalo Line and the coaches were switched back in. Amtrak Genesis units were strangers in this town and, with 18 cars in tow, would get a big test tomorrow. My test was to make sure the coffee debacle wasn't repeated on the trip to Pittsburgh. I had already bought pastries from the Methodist Women, who had provided food service for the last three days, raided Wall-Mart and ordered coffee from Sheetz to be picked up in the morning. Lunches were on the ticket too.

The only train I was going to miss was the return movement of the Edison cars to Cresson. The Rev. Chuck Swenson would host the Golden Sands and I would host the Mohave on the trip to Pittsburgh. My mom was to be a passenger on my car and arrived in town Sunday afternoon. As the sun rose on day ten and after saying good-bye to the cousins, loading supplies and the passengers, all was ready.

Oct 28th 2002, 8:00 am, Clearfield, Williams Street Station: The task was familiar: tie all the loose ends together and make it work, in other words, get everyone in one place (on the train) at one time. I had all my passengers on the train and even plenty of coffee! So far, life is so good. Not so fast, where were the lunches? None! Well, I had coffee and that was the most important thing right now (Sheetz makes good coffee too). The lunch thing could wait till noon and with Bennett Levin on the train, we would be in Pittsburgh ahead of schedule by at least an hour. The train

whistled off and followed the steps of the Susquehannock of a week earlier.

In the lead locomotive, Bill Decker was having fun with the Genesis units. They can really lug and with modern wheel slip technology and trucks, they handled the heavy train with ease. Somewhere south of Mahaffey, Bill radioed he saw some sticks near the track. The limbs thumped down the sides of the locos and our coaches as the train came to a halt. Then came the time honored tradition of helping the crew move the offending tree out of the way. Not a dent or a scratch and we whistled off and headed south.

At Cresson, the R. J. Corman crew and Bennett Levin left the train and it was turned over to Norfolk Southern for the fast run down the PRR passenger main to Pittsburgh. We made great time and arrived at the station around 1:00 p.m., well over an hour early. Two buses picked up all the coach passengers and we headed back to Clearfield. I slept most of the way and nearly missed the lunch stop at Hoss's, a down home country buffet. Some totals: ten days, sixteen trains, over 75 volunteers, 3600 passengers and 180 hours on duty. I was extremely happy and beat!

The Clearfield County Train Excursions were a resounding success. Sponsors covered nearly all the expenses on the student trips and the local charities brought in over \$50,000. As for the train crews and the car host volunteers, they had the "Three Cs", that is: Communication, Cooperation and Courtesy. That made my job phenomenally easy. They should consider a regular excursion line. Clearfield was fortunate to have supporters and from inside and outside the county who cooperated with each other on the project. Two that were chief among them: the local railroad, R. J. Corman Pennsylvania Lines, and the Norfolk Southern who handled the trains to and from the connections to R. J. Corman.

One night, as I was walking through downtown Clearfield, a teenager passed me said, "How are you today sir?" "Very good and you?" I replied. "Fine sir." He said. Then it happened again and, when the next young person passed me, again. All you folks in big cities take note: there is a feisty little county in the mountains of Pennsylvania called Clearfield that knows what it wants to do and has the heart and soul to make it happen.

That's the news from the Navy world traveler: going only where the water is pure, the sunsets brilliant and the natives: above average.

Thanks for the Article Rich!

The Market Place

Club Member Ads

Advertise (free) here to reach more than seventy 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

The Club Store

The Storekeeper's Report

M&PMRR Officers & Functionaries

The President	Dan Delany	860 643-9303
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	See "The President"	
Club Web Page	Jim Spavins	

The Technical Section

Contributions are 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.

Model Railroad Calendar

This Month

April 13th Fall show at Windham High School for the CT Eastern Railroad Museum 10AM-3PM, Setup Friday night April 11th, at 6PM. Be there, or be square.
April Work sessions on the new passenger modules will start at 7:00 PM on Wednesday evenings at Henry's House. Operating session will begin April 17th at Larry's house in North Stonington.

Next Month and Beyond

Club Trip!!!

Submitting Newsletter Items

The club has a post office box that can be used for newsletter mailings. It is; P. O. Box 55 Quaker Hill, CT 06375-0055 Electronic versions are preferred so retyping is not necessary. E-mail enclosures can now be opened. Microsoft Word and other compatible word processing programs should be used. Send items to be published by E-mailing them to me at home at: delanydeland2@aol.com, or at work at dand@fando.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.

