

# Mohegan Pequot Model Railroad



## The News for: April 2004

### Mystic Middle School Debrief

Overall, things went very well for the Mystic Middle School. They made nearly three hundred dollars more from the show this year than they did last year. (Don't ask what we made at our Club Show.) It was not quite as smooth for M&P however. We were under pressure because of a tight setup schedule. The layout was not working when the doors opened but the best wire chasers in the Club found the problem and we were underway shortly after 10:00 AM. If/when we do this show again, we need to arrange with the school to get more time for setting up.

### The Willimantic Show

The Connecticut Eastern Railroad Museum Spring Train Show will be held from 10:00 AM to 3:00 PM on Sunday, April 18, 2004 at the Windham High School in Willimantic, Connecticut. As usual, the M&P Club will be operating there. Loading of HO modules will be at the Woodworkers Warehouse store in Norwich at 6:00 PM on Wednesday April 14. Setup at the school will be at 6:00 PM on Friday night, April 16. The doors open at 6:30 on Sunday morning.

### New Club Treasurer

Don Counsellor was elected to the office of Club Treasurer at the March 28 Meeting. Gary Domer will work with Don over the next few months to assure a smooth transition. Welcome to Officer Country Don!

Gary has served the Club very well as Treasurer over the years. He will be missed when he retires to South Carolina.

### Meeting Dates and Work Sessions

Until further notice, all of our Club meetings and work sessions will be held in Norwich at the Woodworkers Warehouse near Staples. From I-395 take Exit 80 going into Norwich. The shopping center is on the left side of the road (which is CT route 82). Meetings will still be at 7:30 PM on the second and fourth Sunday of the month. Work sessions will be held on Wednesday evenings starting at 7:00 PM. Of course this month is different. The first meeting will be held on Sunday April 18 at Willimantic after the show. (The second Sunday of April is Easter.)

### Speaker at Second April Meeting

Our man in charge of speakers for Club meetings, The Right Honorable Bill Evans, has found someone to talk to us at the second April meeting. Bill convinced Mr. Tim Maslyn to come from New York. Tim owns Integrated Signal Systems in Henrietta, NY (14467) He is going to speak on DCC and Signal Systems. Tim can be reached by phone at 585-334-3614 or email at [ISS@NETACC.NET](mailto:ISS@NETACC.NET).

Although tentatively scheduled for Sunday April 25 at our regular meeting time of 7:30 PM at the Woodworkers Warehouse store in Norwich, there is a possibility of moving the meeting to Saturday or earlier on Sunday to accommodate Tim's schedule. Henrietta, NY is near Rochester so this is a big trip for him.

### Extracts from Meeting Notes in March

[Only includes information relevant this month or not incorporated in other articles in the newsletter.]

(All of the items covered during the March meetings are included in newsletter articles)



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### **Donation to the Club**

(Thanks to Jack Howie)

Our fine corporate neighbor, Pfizer Inc., has contributed two 5 lb CO2 fire extinguishers to the Club. The fire chief at Pfizer who helped with the donation is: Mr. Jody Decarolis; Bldg 118s, MS 4157. In addition, Charlie Watkins of Shipman's Fire equipment (MS 8296-309) did the legwork. Both of these fine gentlemen work with Jack at Eastern Point Road in Groton, CT (06340). The Club will be sending a thank-you note to them.

### **Found at Springfield**

A green Burlington Northern boxcar, made by Roundhouse was found wanting for an owner after the Springfield Show. It is BN #316 228 and has metal wheels. If it is yours contact Jack Howie at 464-6807.



### **M&P Club Field Trips**

Spring has sprung, sorta, and it is now time to get into high gear for field trips. Traditionally the "season" has been the spring and summer. Jim Delany is our coordinator so if you have any suggestions bring them to him so he can make them happen. Here is Jim's latest thinking on the field trips.

A trip to the Providence Northern layout in Providence is an easy Saturday morning ride. I expect to call them this week and set this up for late April, after Easter and the Willimantic show. I will also speak with George Sellios in Peabody, Mass. to schedule a visit to the fabulous Franklin and South Manchester (F&SM) layout. This is only open once a month so will try for a Saturday in May or June. Depending on the date of the F&SM trip will plan a trip to either Grand Central Station or to Selkirk and the Albany Amtrak station, which is a new structure opened a year or so ago. A visit to the RPI layout may have to wait until fall, when the academic year resumes.

The annual club trip is now planned for late July, 2004, during the 3rd or 4th week of the month. Will try to schedule this so as many members can go as possible, i.e. avoiding conflicts. We have talked about visiting Altoona again, as well as going farther west to a train hotspot in Ohio that Bob MacGregor found in RailPace. Side trips such as visiting Northlandz going west or returning are possible. This can be discussed further at Club meetings over the next few months.

We usually leave for day trips from the commuter lot in Norwich. This lot is located at EXIT 82, the Yantic/Norwichtown exit, northbound off I-395. At the end of the exit ramp turn left and go under I-395. The lot is on the right just after the overpass.

### **Member News**

Here is where we actually try to communicate with our fellow Club members and those who might want to join us. Do you need some help with a model railroading problem, have expertise to share or just want to get out in the world more? Then let it be known in the Club newsletter.

### **An M&P Published Author**

John Waller (who else) has just had an article entitled "Automatic Block and Signal Control with DCC: As Implemented on a Simple Demonstration Layout." accepted for publication by Scale Rails (the NMRA Bulletin). Congratulations John! We knew that it was just a matter of time for the world to recognize what we have known for a long time, that you are writing really good stuff!



### **John Waller's Column**

Do you ever wonder how much the general public really knows about trains and railroads? Since passenger train travel collapsed in North America in the 1960's, probably not much.

We hear much about road transport of freight because it affects us directly. In proportion to their numbers, reportedly, tractor-trailers are responsible for eight times

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the number of accidents compared to smaller vehicles. I always feel nervous when surrounded by tractor-trailers, all moving at 70 mph<sup>1</sup>, (Editor: or more!) on I-95.

The average John or Joan Citizen probably has little idea what would happen to airline or highway traffic if rail freight were abandoned. As has been said many times, a grateful government pays a substantial amount of the infrastructure costs for airways and highways, but not for railroads.

What prompted this political and social tirade? Don Phillips writes a regular column for Trains magazine called "Potomac Pundit". In the April 2004 issue, Don reports that he "retired" from the Washington Post, although will continue to do his trains column.

His column this time has the heading: "Alas, my departure says a lot about the status of railroading in the public conscience." Don was covering ground transportation for the Post, until aviation was folded into his bailiwick. It was made clear that routine news didn't cut it, that the public were only interested in stuff that made them afraid, so he left.

Don writes that he will spend some of his new freedom photographing steam in various countries, having started in China, and spend more time with his family. Maybe he will get to publish some of the pictures<sup>2</sup>.

Many of our field trips, such as to Altoona, are designed to view sites where there are of the order of 100 trains each day. Who but rail fans or railroad workers would have any idea that trains were so frequent? People who live near a train track quickly lose any perspective on train movement frequency, unless they have a special interest. More often than not, their main response is annoyance if their sleep is disturbed.

One hundred trains with one hundred cars apiece, of course, translates into something

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<sup>1</sup> I realize the drivers are under tremendous pressure to get to their destination on time, so's the nervous shareholders of various companies involved can get their dividends. You might also have trouble finding any goods in the trailer labelled "made in the USA". Maybe the tractor and the trailer are made in North America?

<sup>2</sup> Steam or family!

like 10,000 tractor-trailers. More to the point, many of these vehicles would be carrying capacity loads, and damage to highways would be enormous.

Lowe's is currently building a distribution center in Plainfield. Despite the fact that the area is zoned for industrial use, local residents complained loud and long about the eyesore of the huge warehouse, and a few tens of trucks per day coming and going<sup>3</sup>.

In earlier times, a rail spur would have been built to the (now) P&W tracks. In fact Plainfield, whose trains first came in the first half of the 19<sup>th</sup> Century, has many abandoned spurs to (sadly) abandoned industrial facilities. Some of these spurs have been removed, others have just been left in place to rot along with the facilities they formerly serviced.

*John*

(Editor's Note: John is optimistic about how bad it would be if the railroad loads were carried on the highways. The capacity of a trailer is only 50,000 Lbs. while railroad cars can carry 100,000 Lbs. or more. Based on maximum capacity, one hundred-trains with 100 cars would translate to 20,000 trucks on the highways. Of course it all depends upon loading factors, destinations, etc. but let's keep the trains off of the highways.)

### The President's Corner

(The Prez discussing Overwork!

*Dan*



### Vice President's Niche

The display at Mystic Middle School went well I thought, thanks to all who turned up and worked against the time constraint. The setting up, being split into two parts in time, perhaps took longer than usual. There were a few bugs in the main traction power distribution bus that

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<sup>3</sup> I can say this glibly because I live far from the affected area!

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took some sorting out, including a broken socket on the "H" module of the new passenger station, which did not help. I plan to make an adaptor which will make it easier to do fault finding on the main traction bus.

If there is a fault at an unknown location, one does a "binary search" to optimize the time required to find the module where the fault is occurring. This involves breaking the bus connection at the point opposite the power feeds and testing each half. Whichever half shows the fault, split that half in two and test again, and so on, always splitting in two. This strategy should work for a single open circuit. If there are multiple faults, or short circuits, more trial and error is necessary.

We need to be aware a single open circuit exists. As we operate with a closed loop it might not always be obvious, until trains start to run slowly on entering a particular section. Probably it would be wise to split the bus in two and test each half, even if no fault appears to be present.

*John*

## 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 advertisement.)

### HO Scale Stuff

- 1) NHRHTA Limited run kit - C&BT Shops; Pullman Standard Boxcar with improved Dreadnaught ends (Block Herald -NH), boxcar red, car # 33216; \$4.00
- 2) NHRHTA Limited run kit - C&BT Shops; Pullman Standard Boxcar with improved Dreadnaught ends (Block Herald -NH), boxcar red, car # 33450; \$4.00
- 3) Atlas Classic Locomotive (made in China) 8778 - ALCO RS-11 New York Central #8014, Black-lightening stripe; NIB; \$60.00
- 4) Proto 1K LIF23934 - 100-Ton Hopper B&O #82967; Black, white lettering; blt 4-79; \$5.00
- 5) Walthers 932-7001 - Thrall Door Box Car, Weyerhaeuser #4348; Lime green, white lettering; \$10.00

6) Atlas 1677-1 - ACF 60' DD Auto Parts Car, Union Pacific #960566, yellow sides, silver top, ends, Shield logo; \$13.00

7) Pacific Western Rail Systems, Limited Edition Special Run; 3 car set (in shrink wrap) H1074A,B,C; by Intermountain; ACF 2 Bay Covered Hopper, BN435600, BN435637, BN437006; Green, white lettering; BN logo. \$60.00 for the set

### N Scale Stuff

1) Kato 186-0308 - 2 window Cupola Caboose; PRR # 478124; Red, black roof; white lettering, PRR keystone logo, "local service Pittsburgh built 2-52 NB"; \$14.00

All of the above, HO and N, can be had from Bob Applegate at 860 464-2118 or email Bob at [rapplegate@snet.net](mailto:rapplegate@snet.net)

### The Club Store

The Storekeeper has metal wheels, both 33" and 36", and couplers and the usual model railroad stuff too. The new shirts are in too so if you ordered one or want one see the Storekeeper, Larry Southwick. Oh yeah, Larry has some other model railroad supplies too.



### M&PMRR Officers & Functionaries

<b>The President</b>	Dan DeLany	860 643-9303
<b>Vice President</b>	John Waller	564-3114
<b>Treasurer</b>	Gary Domer	446-2113
<b>Secretary</b>	George Harran	443-0707
<b>Storekeeper</b>	Larry Southwick	535-2996
<b>Bulk Purchases</b>	Bill Evans	267-9482
<b>Meeting Speakers</b>	Bill Evans	267-9482
<b>Layouts/Name Tags</b>	Stu Dom	536-7637
<b>New Pa\$\$enger Module</b>	Stu Dom	536-7637
<b>Field Trips</b>	Jim DeLany	889-4029
<b>Newsletter</b>	Clark Pritchett	444-1884
<b>Club WebPage</b>	Jim Spavins	<a href="mailto:spavij@rpi.edu">spavij@rpi.edu</a>



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## Letters to the Editor

Vent your opinions here!  
The Club is waiting to hear from you.

## The Technical Section

Contributions are welcome. You can write about anything from prototypes and history to model railroads. Scenery, electrical, bench work, model building and more are all of interest to the club members.

Here is a timely article relating to the editor's recent trip to Fort Worth watching the remotely controlled UP yard engines at work.  
*Railroad Union Insists Use of Remote Control Imperils Safety in Toledo, Ohio*

By David Patch, The Blade, Toledo, Ohio  
Knight Ridder/Tribune Business News  
[www.miami.com/ml/miamiherald/business/national/8173913.htm](http://www.miami.com/ml/miamiherald/business/national/8173913.htm)  
(Editor's Question: Didn't we have a David Patch in the Club a number of years ago who had articles and pictures published in some of the railfan magazines?)

## World Wide Web

Send in your favorite railroad related websites and they will be published here so everybody can access them.

A west coast view of railroad history.  
<http://www.sdrm.org/history/timeline/>

### Web Sites

(from The Ghost Train Journal,  
[www.cteastrrmuseum.org](http://www.cteastrrmuseum.org))

**NMRA-** <http://www.nmra.org>  
**Northeastern Region NMRA**  
<http://page.cthome.net/kenmay/NERHOME.HTML>  
**Nutmeg Division NER**  
<http://pages.cthome.net/kenmay/NERDIV05.HTML>  
**NER Convention Information**  
<http://pages.cthome.net/kenmay/nerspr02.html>  
**Connecticut Railroad Attractions**  
<http://www.railterminal.com/ctr.html>  
**Don Inace Providence & Worcester Model Railroad**  
<http://members.tripod.com/pwmrr1/>  
**Ed Juare East Coast Railroad**  
<http://railfan145.com/>  
**Bob Davis Mashamou k Valley & Western Railroad**  
<http://www.members.tripod.com/railfan10/>

**Bob Van Cleef North River Railway**  
<http://www.northriverrailway.com/Home.html>  
**Bob also** created a web site with a lot of links to various places

<http://www.northriverrailway.com/nutmeglinks.html>

**George Sellios' Franklin and South Manchester Railroad**

<http://www.horailroad.com/frm/fsmlayout.html>

**Connecticut G Scalers**

<http://members.tripod.com/~CTGScalers/>

**Adobe Acrobat**

To download free Acrobat Reader

<http://www.adobe.com>



## Model Railroading Clubs

(from The Ghost Train Journal,

[www.cteastrrmuseum.org](http://www.cteastrrmuseum.org))

Compiled by Al Daley

**Connecticut G Gauge Module Club G Scale**  
Dave Snow (co-founder), 68 Hacienda Circle  
Plantsville, CT 06479, (860) 276-9324

**Connecticut G Scalers G Scale** George L. Edgerton, 111 Fan Hill Road Monroe, CT 06460, (203) 268-3410 Round Robin (meet in members homes monthly)

**Connecticut S Gaugers S Scale** Bill Fuhrman, 174 Lukes Road, Bethlehem, CT 06751 (203) 266-7935,

**Connecticut Society of Ferroequinologists and Model Railway Engineers O Scale** See the Silk City Model Railroad

**Hartford Garden Railway Society G Scale**  
Contact Person: Lee Brandes (860) 291-0611  
P.O. Box 150 South Windsor, CT 06074

**Housatonic Model Railroad Club HO Scale**  
Contact Person: Jeff Dean P. O. Box 234,  
Fairfield, CT 06824

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**Mohegan - Pequot Model RR Club** *G, HO, N, O Scales (Modular)* **Address and Contact Person: not up to date.** Location: Bill Memorial Library, Rt. 117, Ledyard, CT Meets 2nd & 4th Sun. at 7:30 p.m. (Once per month in July and August).

**New Haven Society of Model Engineers** *HO Scale* Wallingford, CT Contact Person: Blaise Vece, (203) 239-9367 Location: Wallingford Train Station, 37 Hall Ave. Wallingford, CT Meets every Friday night.

**Silk City Model Railroad Club** *HO, N, O scales* 71 Hilliard Street, Manchester, CT 06040 Contact: Robert Bell or Michael Halvorsen, (860) 646-0610 Meets 1st & 3rd Sun. from 2:30-4:00 p.m.

**Stamford Model Railroad Club, Inc.** *O scale* P. O. Box 2123, Darien, CT 06820 Contact Person: Bob Wagner, (203) 966-2355 Location of Club: St. John's Episcopal Church, 625 Main Street, Stamford, CT Meets every Tuesday evening at 7:00 p.m. (Operation 1st Tues.).

**Tobacco Valley Modular Railroad Club** *HO Scale (Modular)* Contact Person: Ken May, (860) 872-3441 Location of Club: Site to be determined

**Torrington Area Model Railroaders** *HO, N, S, G or Large Scale* 123 McGuinness Street, Torrington CT 06790-3232 Contact: Phil Lent, (860) 489-8961, Location of Club: Lewis St., Torrington, CT Business Meeting 7 p.m. the 1st Tuesday of the month and running or clinic after. Every Wednesday at 7 p.m. is an operating night for those who would like to run.

**Valley HO Track Club** *HO Scale (Modular)* Contact People: Bob Collett, (203) 929-4084 or John "Duke" O'Connell, President, (203) 389-8967 Location of Club: Round robin at members' houses. Meets monthly.

**Valley N Track Club** *N Scale (Modular)* Contact People: Art Frankforter, (203) 929-4986 or Jim Dahl, (203) 748-0670 Location of Club: Round robin at members' houses. Meets 2nd Wednesday.

To visit the website of some of the clubs, go to the NMRA website (shown in List of Websites), click on *Directory of World Wide Rail Sites*, click on *Clubs: States A-E*, click on *CT*.

## Model Railroad Calendar

### This Month in 2004

**April 4, 2004, Milford, CT** -: The Sixth Annual Close-Up Train Show, Jonathan Law High School, 20 Lansdale Avenue, 10:00 AM. to 3:00 PM.

**April 18, 2004, Willimantic, CT:** The Eastern Railroad Museum and Train Show, Windham High School, 355 High Street, from 10 AM. to 3:00 PM. M&P loads HO modules at Norwich at 6:00 PM on April 14 and sets up at the high school starting at 6:00 PM on Friday evening, April 16.

### Next Month and Beyond

**May 15, 2004, East Haven, CT:** Model Train and Trolley Meet, The Shore Line Trolley Museum, 17 River Street.

**June 4-5, 2004, Collinsville, CT:** Prototype Modelers Meet, Canton Community Center, 40 Dyer Ave.

**June 4-5, 2004, Thomaston, CT** -: The Battle for the Tracks, Railroad Museum of New England, Thomaston Train Station. 10:00 AM. - 6:00 PM. Saturday, 10:00 a. m. -4:00 p. m. Sunday.

**August 22, 2004, New Haven, CT:** All Gauge Train Show, New Haven City-Wide Field House, 480 Sherman Parkway. 9:00 or 10 AM. To 3.00 PM.

Ron Pothier's list of train shows for the year is available from him at [repth@snet.net](mailto:repth@snet.net).

### The Lighter Side



**We frequently model this, don't we?**

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