

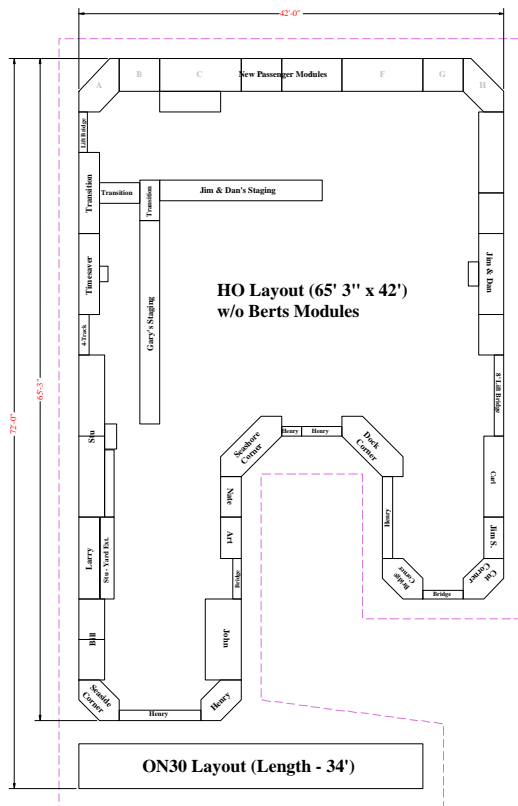
# Mohegan Pequot Model Railroad



## The News for: February 2005

### Springfield Show

The big news for this month is Springfield. Here is Stu Dom's plan for the HO and HO<sub>N3</sub> layouts that will be at the Amherst Show.



The red and blue trailers were loaded at Larry Southwick's house on Saturday January 22 before the big blizzard. Let's hope that we don't have another one before or during the show.

Plan to be at the Young Building by 8:00 A.M. on Friday morning January 28. It will take a lot of hands to set up the G and HO scale layouts and get them operating well by the end of the day.

If you have paid your dues for 2005 Bob Applegate has you on the list for a free pass to the show on Saturday and Sunday. The Big E is going to charge us \$5 to park for two days. You can buy the ticket on Friday so you don't have to stand in line on Saturday to get it.

### Thanks From The Pres

Every year we get all geared up for the Springfield Show. Lots of planning and hard work goes into each of our layouts, especially our mammoth HO layout. The gear up for this year's show has been even longer and more involved due to the endless to-do list we have penned over the year. Over the last month and a half, we have gotten an incredible amount of work done. From module scenery, painting, new plexiglass, and a plethora of new carrying cases, we've been doing everything we can to make this years layout look better than it has in years. I think we have succeeded beyond all my expectations.

Personally, I'd like to thank Jim D. Stu and John W. for all their invaluable work at each and every Wednesday and Sunday work session. In addition, I'd lake to thank Al, Bill E, Bill P, Don, Jon, Jimmy S, Wolf,

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Barb, Jack, Bob A, Larry and Ed for all their help over the last few months.

We gotten a lot of things done, but don't worry, my to-do list is still many pages long, so there's plenty of fun to be had in the coming months.



BLUE MOUNTAIN & READING R.R.-HAMBURG, PA.

### **CLUB Due \$\$\$\$\$\$**

It is a little late for this but you can still pay the Club Secretary, Bob Applegate, (not any other officer) at a meeting or send a check to him at the following address:

The Secretary  
c/o M-P Model RR Club  
23 Hyde Park Drive  
Gales Ferry, CT 06335-1941.

### **Meetings and Work Sessions**

In February we will meet on the 13<sup>th</sup> and 27<sup>th</sup> at 7:30 PM at the Bill Library in Ledyard, CT. Work sessions are at Larry Southwick's house on Wednesdays usually starting around 7:00 PM but you can come earlier. In January we had work sessions on other days to get ready for Springfield. Call Larry if you have some free time, and see if it is convenient to come over and work in his basement.

### **Extracts: January Meeting Notes**

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

(Ref. John Waller's January notes.)

9th (Bill Library) Attended by 35 people (!)

### **Working with Others**

Essex and New London gave good exposure to the Club. Essex GM called and asked: "what we can do"? A permanent location is possible at Essex as the GM was impressed. We need to talk about the letter from Ann de Vona. (Last month)

### **Shows and Displays**

We might do a display at Danielson after the Springfield show. We are committed to Willimantic on March 20 and the Mystic Middle School on March 13. The future

NMRA conventions in Connecticut should also be kept in mind.

### **Improving Our Lot**

Work sessions will be all day on Sundays, and any other time you can get to Larry's.

### **Meeting Canceled**

The meeting scheduled for January 23 was cancelled due to the blizzard.



### **New M&P Club Shirts**

In early January we accepted orders for new M&P shirts. We will get four types of shirts (sweatshirts [regular and hooded], polo shirts [w/collars] and tee shirts) this time. They will be available in the Standard M&P red but we don't have all shirts in all sizes. Delivery from Tees Plus is expected on January 25/26. The shirts that were ordered by Members will be brought to Springfield so you can pick them up there. Otherwise to buy a shirt contact the Storekeeper, Larry Southwick. The prices to Club Members for new shirts are:

Tee Shirts \$12  
Polo Shirts (Collars) \$16  
Regular Sweatshirts \$15  
Hooded Sweatshirts \$24

### **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.

### **New Members**

We have recorded three new members on the Club roll this month. They are Bob Wood of Clinton; who has interest in N, HO and ON3 scales; Ron Wolf Jackson of Ledyard and his family; (no scales yet), and Alan Wrobel and his family of East Lyme who are interested in N and HO scales. Welcome aboard all!!

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**Letters to the Editor**  
Vent your opinions here!



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

Much work has been done, and much remains to be done on the New Passenger Station (NPS) modules. Things would have been in better shape if we had not experienced so many problems with connectors.

By its very nature, a modular set up requires connectors. There are about 1000 pins in the connectors for the NPS installation. The type of connector, AMP 37-pin plastic shell, was chosen by Stu, as he had already used the same type successfully in his own modules.

Therefore, the discovery that pins were not staying in place in the shells came as a shock, even more so since we do not have a satisfactory explanation for why the problems are occurring, but did not occur for Stu. The pin and wire can be inserted into the shell, and seems to be firmly locked in place, such that it can only be removed by using the extraction tool. But, somehow, mating two connectors can exert forces which will dislodge pins, seemingly emulating the action of the extraction tool.

There is much work required in getting our modules to work smoothly. Track alignment and turnout fitting must be done very carefully to avoid derailments and unintended decoupling. We should be able to fit connectors, and not worry about them, giving us time to work on the things that really matter.

One would have thought that after nearly two centuries of having electrical current flow through wires, manufacturers would have connectors down pat. Sadly, it is not always the case.

Still lacking a satisfactory explanation for the pin problems, we decided that all female

pins<sup>1</sup> on plugs should be glued in place. This is a drastic step indeed, with the possibility that the cure would be worse than the disease. I tried various glues using connectors I had made up for a test harness.

The first glue I tried was Gorilla glue. It turned out to be a disaster. It foams while it is setting, and the stuff got everywhere. It took 12 hours before the foaming stopped. Much cleanup was required, including reaming out the insides of female pins, although they now work OK.

Then I tried plastic model glue, but that bonded to neither the shell nor the pin.

Then I tried Elmer's woodworking glue, and that seemed satisfactory.

After the gluing treatment, and after the glue had a week to set, we started mating connectors. The process is to inspect the male pins and bend them slightly if they appear to be slightly out of line. Then contact-cleaner lubricant is applied to both connectors being mated, and the union made with minimum force on the engaging ring. If the force seems too high, disengage, adjust the male pins again, and try to re-engage. If this goes well, disengage and make sure all pins are still in place, then re-engage once again.

The above tedious and sensitive procedure has been applied to all connectors on the NPS modules. One pin was found to be open circuit, and the wire was actually pulled out from its (female) pin in the shell; it was a dry joint. But that pin had been glued in place. Fortunately, enough force on the extraction tool broke the glue bond, and the pin could be replaced. Whew!!

So we approach operating the NPS at Springfield, with about 80% of the main control panel capabilities in place, with our fingers crossed.

*John*

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<sup>1</sup> For reasons unknown, the female pin is more easily dislodged than the male pin. Do not read any sexist implications into this observation.

## The President's Corner

2005 seems to be off on a good note for the M&P Crew. We are all loaded up and ready to go for Springfield a week early, and in our own trailers (OK, Bob's trailers). This was a contingency we have been planning over the last few years, and when it came down to it this year, everything went as smooth as silk. As with every year, I can't wait for Springfield. This is the big one, and I can't wait to not only be a part of the show, but to spend some (a lot) of my hard earned money on some new toys. Each year I look forward to this for months in advance, and this year has been no exception.

Thanks to the efforts of our members, the layout looks better than it has in years, and its only going to get better in the years to come.

In reflecting over the past year, I must say I feel this has been one of the most enjoyable and productive years the club has had since I became president. Possibilities of additional displays in New London, and the potential for a great long-term relationship with the Essex Steam train have really offset the loss of our club show. I'm also beginning to see a light at the end of the tunnel with the passenger station project, which seemed to really make some big strides forward this year. We have gone back to working on and maintaining some of the other club modules that have been neglected in the past due to the work on the passenger station, improving both the aesthetics and the operation of the layout as a whole. And most of all, we've been having a lot of fun.

This coming year, I'm looking forward to continuing work on the Passenger Modules with renewed enthusiasm. Other plans include a reorganization of Larry's basement to better store modules, equipment and supplies, and still maintain a large space to work and set up an operating layout. I'd like to organize all the club "stuff", so that is can all be found and used by members when they come for work sessions. I'd also like to create a space, either a bookcase or file

cabinet where club documents, photos of the club layouts, newspaper clippings, articles, etc, can be stored, yet easily retrieved and viewed by members. My father and I now planning a replacement for the venerable DeLany Yard complex, and I am planning on building my own scenic 4' module, so I'll be busy on all fronts. I also have a lot of smaller club projects that I'd like to put out there, including new scenery on the inside beach corner, completion of the buildings for the fishery inside corner, updating the scenery on the transition module, and construction of 2 new corner modules to replace our 2 oldest corners, to name just a few. Updating and expanding out web page is also something Jimmy and I have been talking about for a while, and its something we might tackle this summer.

As you can see, I'm full of ideas and projects to keep the club busy and moving forward in the next few years. Once Springfield is over, I'd also like to brainstorm on ideas for our monthly informal meetings, since we will now have more time for clinics and presentations as we ease into February. Feel free to let me know of any ideas you guys might have on this or any other club projects, since I don't see us getting bored any time soon.

See you at the Big E Friday, 8AM.

*Dan*



NICKEL PLATE ROAD

## Vice President's Niche

The electronic information age, and the increase in the size of retail companies, may have combined to bring about the near demise of the Ma and Pa type store. Many hobby shops are or were of the Ma and Pa type; one of the factors which caused us to cancel our Club show.

Of course the electronic information age is also impacting young people in that they may never learn the ability to persist with a task, and take it through the boring bits to

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bring it to fruition. Unless there is a button to click on the screen to make it happen in microseconds, they lose interest.

Maybe this is what deters young people from joining the ranks of model railroaders. A good friend of mine, Dana, brought her son Justin, aged fourteen, along to our layout at Essex to see what we do. Of course, all the Club members present would have been old enough to be the boy's grandfather.

Dana was hoping to wean Justin away from the interminable video games, and he had expressed an interest in trains. I explained that setting up a train to run around the Christmas tree might give instant gratification, but soon palled. I haven't heard the outcome yet.

What ever happens to the 5-year-old boy who comes to our display at Thomas, and spends hours looking at our layout, maybe coming back multiple times between other activities? Such small boys, kicking and screaming, often need to be dragged away by bored parents.

*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.)

### The Club Store

The Storekeeper, Larry Southwick, has stuff. That includes model railroading supplies such as track, wheels and couplers, and now new Club shirts.

## 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.

### New Montana Railroad Museum

(Sent in by Wolf Schubler)

GREAT FALLS, Mont. - A building at the Montana state fairgrounds here will be devoted entirely to a new railroad museum and will feature a model railroad layout built over a span of 50 years, according to an Associated Press story published in the Billings (Mont.) Gazette. Cascade County commissioners decided that the Hobbies and Crafts Building at Montana ExpoPark will be available to the Great Falls Model Railroad Club for its new Montana Museum of Railroad History. Model railroaders already use about one-third of the building.

A different layout, created by the late Pete Ellis of Cascade and measuring 50 x 80 feet, will be the centerpiece of the new museum. It also will have an 800-volume railroad library and railroad artifacts, said Jack Dykstra, spokesman for the museum steering committee. Dykstra added that despite the railroads' importance in the development of Montana, the state does not have a railroad museum per se.

Great Falls, at about 57,000 population the state's third-largest city behind Billings and Missoula, was served by the Great Northern and the Milwaukee Road, both of whose towered depots still stand on the west side of downtown, in use by other businesses. GN successor Burlington Northern Santa Fe still serves the city.

### Maine Central Railroad

The Maine Central was incorporated in 1862 as a consolidation of the Androscoggin and Kennebec and Penobscot and Kennebec railroads. The Maine Central's system covered a total of 823 miles by 1900 (making it the third largest road in New England at the time - behind the New York, New Haven & Hartford and the Boston & Maine). The system operated in southern Maine, northern New Hampshire and Vermont with main lines from Portland via Lewiston and Waterville to Bangor, and branch lines north to Mattawamkeag and Vanceboro and south to Calais.

Its 65 locomotives and over 4,300 freight cars primarily hauled paper products. The Boston & Maine had a large financial interest in the line, and actually shared the

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same president with the Maine Central – Lucius Tuttle (from 1890s through 1910). In 1911 and 1912, the Maine Central took over two 2-foot gauge lines – the Sandy River and Rangely Lake, and the Bridgeton and Saco River. These railroads were held until the early 1920s. The Maine Central was sold to the US Filter Corporation in 1980, which was absorbed by Ashland Oil shortly afterward. In 1981, Guilford Transportation Industries (which had also purchased the Boston and Maine and the Delaware and Hudson) entered the picture and bought the struggling line.

Picture(s) of the Month

~~Keep~~ Start 'em coming.

World Wide Web

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

Flying Yankee Restoration  
<http://www.flyingyankee.com/>

Cape Cod Rails  
<http://capecodrails.railfan.net/>



UNION PACIFIC RR - CHALLENGER

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Model Railroad Calendar

This Month in 2005

**February 13, Ledyard, CT:** M&P Club meeting. 7:30 PM at the Bill Library.

**February 27, Ledyard, CT:** M&P Club meeting. 7:30 PM at the Bill Library.

**February 27, 2005, Auburn MA.** – Worcester Model Railroad Club. Held at the Auburn Elks Club 10 AM-3 PM.

Next Month and Beyond

**March 6, 2005 Cheshire, CT.** Cheshire High School 10 AM - 3 PM, Cheshire Band Association. Contact: Thomas J. Kotulski, (203) 265-7527 54 Old Lane Rd, Wallingford, CT. 06492

**March 13, 2005 M&P** Layout Display for the Mystic Middle School. Ed Bradbury is point of contact.

**March 20, 2005 Willimantic, CT.** Windham High School Contact Joe Sokol 1170 Hartford TPK #E-51 Vernon, CT 06066-4537 or [joseph\\_sokol@msn.com](mailto:joseph_sokol@msn.com)

**Ron Pothier's** 2005 list of train shows is available from him at [repth@snet.net](mailto:repth@snet.net).

The Lighter Side

Definitions

ARBITRATOR: A cook that leaves Arby's to work at McDonalds

AVOIDABLE: What a bullfighter tried to do

BERNADETTE: The act of torching a mortgage

BURGLARIZE: What a crook sees with

CONTROL: A short, ugly inmate

COUNTERFEITERS: Workers who put together kitchen cabinets

ECLIPSE: What an English barber does for a living

EYEDROPPER: A clumsy ophthalmologist

HEROES: What a guy in a boat does

LEFTBANK: What the robber did when his bag was full of money

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MISTY: How golfers create divots  
PARADOX: Two physicians  
PARASITES: What you see from the top of  
the Eiffel Tower  
PHARMACIST: A helper on the farm  
POLARIZE: What penguins see with  
PRIMATE: Removing your spouse from in  
front of the TV  
RELIEF: What trees do in the spring  
RUBBERNECK: What you do to relax your  
wife  
SELFISH: What the owner of a seafood  
store does  
SUDAFED: Brought litigation against a  
government official

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