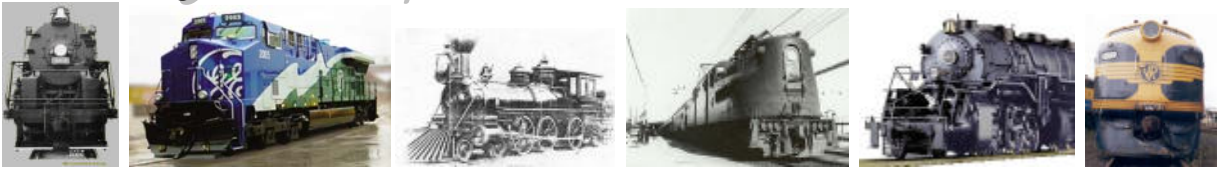


# Mohegan Pequot Model Railroad



## The News for: December 2005

### Thomas the Tank Show at Essex

The Thomas the Tank Engine Show was held in Essex, CT on November (5-6 & 12-13, 2005) and we were there. We had a good time at Essex. The HO layout hasn't looked as good in years. We did our thing: ran the trains, talked to the folks, had derailments and rear-enders and otherwise put on a fine show for the kids and their parents. We might even have even interested a few adults in joining the Club, but we will have to wait to see if they follow through.

On the first weekend the Club did very well with the raffle but the second weekend was different. Two days before the second weekend, Hit Entertainment, the promoters of the Thomas extravaganza, told us through the Valley Railroad people that we could no longer hold our raffle. The Prez (Dan Delany for those of you who forgot) had long negotiations with the Essex folks. They saw the value of our being at the Thomas show and agreed to give us a substantial stipend for the last weekend to make up for not being able to hold the raffle. They did just that and we had a very successful fund-raising two weekends.

Next year the Valley Railroad will give us a stipend for our participation in the Thomas Show. No more debasing performances to sell raffle tickets by some shameless (but unidentified) Club Members. So let's be good little boys and girls when we are at Essex because they are going to be a major benefactor of the Club.

### Christmas at the Valley RR in Essex

The Essex Steam Train/Valley Railroad and the Mohegan-Pequot Model Railroad Club have agreed that the M&P HO layout will be displayed at Essex on December 10 & 11 and 17 & 18 from 12 Noon until 5PM (Dark). The HO layout was moved upstairs from its downstairs location for the Thomas Show. Final connections, adjustments and test runs will be made on Wednesday evening December 7.

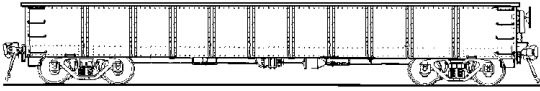
### Dues Dues Dues Dues Dues Dues!!!

OK, we all know by now that dues have increased for membership in the M&P Railroad Club and that it will take place over two years. In 2006/2007 the cost for a single membership is \$30/40 and memberships for families are/will be \$40/50. There are no more exceptions for being a Club Officer or lower rates for Seniors. Junior members will be handled on a case-by-case basis. Original founding members have been given a lifetime membership.

We seem to have resolved the problem of paying dues before Springfield. We just give the Amherst Club a number and they will give us a block of passes, with no member's names on them. Let's hope that we receive enough passes otherwise some of us will be paying to go to the show.

Remember, you pay your dues only to the Club Secretary Bob Applegate, either in person or by mailing them to him at:

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



### **Springfield, Pain and Pleasure**

The Amherst Model Railroad Club Show <http://www.amherstrail.org/show/show.htm> at the "Big E" in West Springfield, MA will be held on January 28 and 29, 2006. Make your motel reservations now! Logistic plans for loading and setting up the modules will be made at the January meetings so be sure to come to them. We would like to see as many of the new private modules as possible set up at Springfield.

Going to Springfield is almost becoming a masochistic experience as the Big E keeps inflicting more financial pain on us to enjoy the pleasure of model railroading. The latest change in Big E policy is that everybody (that includes M&P Club members) will be responsible for their own parking fees. One way to ameliorate the economic sting is to carpool on Saturday and Sunday. At least we don't have to pay on Friday, yet.

### **Extracts: November Meeting Notes**

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

(Ref. John Waller's November notes.)

27th at Bill Library Held outside the Library despite the fact it was not raining. No key!

The Club will not be taking a layout to the NMRA convention in Philadelphia in July, 2006. Reportedly there is not sufficient room. The Prez reminded the organizers that our layout at Stamford stole the show!

Stamford provided good coverage among the NMRA hierarchy. We were the only working layout of any substance present; most others were clinics. Richard Einhorn ([www.TheTrainShow.com](http://www.TheTrainShow.com)) took moving pictures and recorded voices. We are expecting these to be aired on Direct TV Ch. 379 and Dish TV Ch. 9409. Thanks to Bob McGregor for hauling the blue trailer through Stamford traffic.

A thousand old magazines from Model Railroader to Trains have been delivered to Larry Southwick's house. They are free to members but otherwise to be given away at

Club displays and events. Early magazines (pre-WWII) should stay in the Club Library.

Some members are calling for a new membership list with phone numbers and email addresses. How and when it will be distributed is still open to question.

A donation of \$200 will be sent to Christ the King Church, Old Lyme, in memory of Virginia Paradis.

We will defer the Naugatuck Engineer-for-a-day outing until the Spring.

City buildings are still required for the Passenger Module. Members are encouraged to donate and build them. Their height could require the use of the wireless throttles so that engineers can position themselves to see where the trains are. If these throttles are unsatisfactory, other forms of walk-around throttles will need to be considered.

There is a show in West Warwick second or third weekend in December which we might consider attending between Thomas and Christmas (which requires moving upstairs anyway — follow the draught). Dan will provide details.

There were several matters discussed in connection with the dues vote. The need for the raise is to maintain Club liquidity. This may have arisen over inadequate control over expenditure and lack of a budget. The Treasurer provides a very detailed account of expenditure but it is a posteriori. A budget would give a priori accounting, allowing for better control over expenditure. The passenger modules went well over the original cost estimates, but we still remain committed to them as the Club showpiece.

Another matter is that the bulk of the money the Club expends goes to the HO section. There seems to be a real danger that the Club will splinter into the various scales. Dan intends to take steps to avoid this very undesirable trend.

### **Meetings and Work Sessions**

The first meeting of the month will be at Essex on the 11th at 5PM at the completion of our display that day. There will be no second meeting on the 25<sup>th</sup> (XMAS).

Wednesday evening night work sessions will tentatively continue at Larry's house in

North Stonington, starting around 7:00 P. M. with the possibility of holding them at Essex if we need to get some things done there.

### 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.

### Field Trips

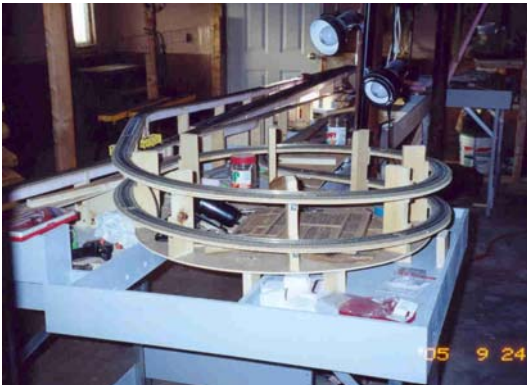
There are no scheduled field trips this Winter but rumor has it that Bob Murphy is going to invite the Club Membership to his house some time in the near future to see his model railroad. This will probably happen in conjunction with a Club meeting.

## Movers and Shakers

### John Waller's Column

This month I want to show you a little bit about progress with my new layout.

After spending those weekends in June making and assembling parts for the new modules, a labour of love, my sub-modules were not completed until July. Then I was down under. So thank you to those who kindly worked on my sub-modules; they are working out very well, as the pictures below attest.



The four sub-modules fit together to form a 16 ft. module. This picture above shows the left-hand end (from the operator's viewpoint). There is a helix which starts below the level of the Club main tracks and

raises trains to above the level of the main tracks to allow them to pass over the latter. The reverse is also true, as the helix will be two-way working.

The picture below shows the other end of the assembled module. The helix is in the background. In the foreground parts of the zigzag or switchback may be seen. This takes trains in the opposite vertical direction to the helix<sup>1</sup>. The horizontal part of the zigzag contains a passing loop.

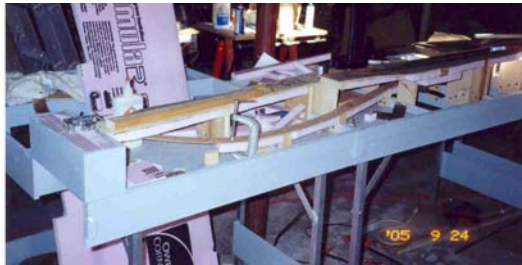


The picture below shows the helix end again, with the overpass on the twin main tracks. One end of the zigzag is at left. Between that and the helix the bed for the Club main tracks may be seen.

<sup>1</sup> What goes up must come down, or vice-versa.



The picture below shows the bed for the Club main tracks, with the lower end of the zigzag diving below the bed. There are no connections between my tracks and the Club main tracks, as I will be operating with DCC.



Track beds are comprised of 1/8" or 3/16" plywood, depending on the loading. Beds are stiffened with foam glued to the underside. In the picture the G clamp is holding a strip of foam while the glue sets.

All the road beds are held above the main frames of the sub-modules by sky hooks; no, not really, by risers from the main frames. The beds, at the moment, are very open; in many cases there is nothing between the bed and the floor. The current work in progress is to install various means to avoid repeating Galileo's famous experiment<sup>2</sup>.

*John*

<sup>2</sup> A \$200 locomotive hits the floor at the same time as a \$20 reefer.

## The President's Corner

What's this section for again?

*Dan*

## Vice President's Niche

The wireless throttles purchased for the passenger station have not proved popular. I certainly do not like them. Even if they worked perfectly at Essex, there is still the niggling worry that they won't work well at a big show, where there may be wireless interference from other layouts and perhaps lighting.

There is little doubt that some sort of remote control is required for operators of the passenger station running trains on the 'F' module. It is too hard seeing what is going on from the control panel.

Because the wireless throttles are such a pain I set up some old wired throttles for the four power sources A, B, C, and D. There just happened to be four old throttles lying around, and I put them to use for testing.

Two of the throttles, the better two, are on the pull-out shelf that emerges from the left of the control panel. The other two throttles are strictly of the toy type and are actually rheostats<sup>3</sup>, a variable resistance in series with the current to the train, from which does not give good control, but quite adequate for trains around the Christmas Tree.

Of course, this shelf, and its pair at the other end of the control panel, were never intended to carry throttles. It was just a convenient location for testing, always on the assumption that the wireless throttles would eventually be commissioned.

What is the solution? I suggest some form of wired control, preferably something which can be plugged in at a number of stations, as the trains are being followed around.

I don't know whether such throttles are available for DC control. In any case, I am

<sup>3</sup> A rheostat is not a general name for any form of power, lighting, train, etc. control. It is strictly a variable high-powered resistor.

most reluctant to propose spending any more money on the control panel.

So I have my thinking cap on. Any suggestions?

*John*

### Letters to the Editor

Vent your opinions here!  
Com'on, you have one.



### 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 Club Storekeeper, Larry Southwick, has model railroading supplies such as track, roadbed, wheels and couplers as well as a whole new slug of electrical parts (see last month's newsletter for the inventory). Unfortunately the price of "stuff" has increased in the market so be prepared for a price change. We still have Club hats and shirts.

All Club Members are encouraged to buy stuff from the Club Store. We have a lot of money tied up in stuff and it is for the convenience of Club Members.

#### Commercial Corner

This space reserved

### 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.

### The New York Central System

Originally formed in the 1850's by the consolidation of 10 small upstate New York lines, the NYC would grow to dominate New York and northeastern rail transportation. Running from Manhattan to Chicago, and on to St. Louis, its lines skirted the Hudson River, the Erie Canal, and the Great Lakes before driving deep into the Midwest and earning it the nickname, the "Water Level Route."

In the late 19th Century, it ranked among the top five corporations in America, and it would remain in the top five transportation companies right up until the bitter end. Some of the companies it either owned or exercised control over during its heyday were: The Pittsburgh & Lake Erie, the Michigan Central, the Boston & Albany, the Chesapeake & Ohio, the Big Four (Cleveland, Cincinnati, Chicago & St. Louis), the Nickle Plate (New York, Chicago & St. Louis), and the Baltimore & Ohio Railroad.

After World War II, its fortunes waned; in 1968 it merged with long time rival the Pennsylvania Railroad to form the ill fated Penn Central, which went bankrupt in 1970. Six years later with most of the rest of the northeastern rail system in bankruptcy, Congress created Conrail out of six of the failed companies, and the last vestiges of the NYC were wiped away.

In another strange twist of fate, with the 1997 sale of Conrail to CSX Transportation and the Norfolk Southern companies, the remains of the NYC would be divvied up between the successors to most of the railroads that it once owned. The wheel had come full circle.

### World Wide Web

The new expanded web site is now up! Jim Spavins explained some of its features to the Club at the last meeting but he is working hard on it to add more stuff. Jim is still looking for your pictures and anything else that you might want to put on the web page. This can be anything from layout progress, where to go railfanning, shows of

interest, interesting websites or whatever you would like to share.  
<http://www.mprrr.org>



Right Down the Street in Augusta, Georgia

## Model Railroad Calendar

### This Month in 2005

**December 7, 14, 21 & 28: North Stonington, CT.** Work sessions at The Laurence of Southwick's house at 7:00 P.M. Possible shift to Essex on some evenings so stay tuned to your favorite M&P Officer.

**December 10, 11, 17 & 18: Essex, CT.** The M&P HO layout is open to the public from Noon until 5:00 PM each weekend day.

**December 11, 2005: Essex, CT.** The first/only meeting of the month will be held at 5:00 PM at Essex Steam Train at the close of the M&P operating day.

### Next Month and Beyond

**January 28/29, 2006; W. Springfield, MA.** Amherst Railway Society Show at the Big E. Get your rooms NOW!

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

### The Lighter Side Redneck Mother

A woman walks into the downtown welfare office, trailed by 15 kids.

"WOW," the social worker exclaims, "are they ALL YOURS???"

"Yep they are all mine," the flustered momma sighs, having heard that question a thousand times before.

She says, "Sit down Leroy." All of the

children rush to find seats.

Well," says the social worker, "then you must be here to sign up

I'll need all your children's names."

"This one's my oldest - he is Leroy."

"OK, and who's next?"

"Well, this one he is Leroy, also."

The social worker raises an eyebrow but continues. One by one, through the oldest four, all boys, all named Leroy. Then she is introduced to the eldest girl, Leighroy!

"All right," says the caseworker. "I'm seeing a pattern here. Are THEY ALL named Leroy?"

Their Momma replied, "Well, yes-it makes it easier. When it's time to get them out of bed and ready for school, I yell, 'Leroy!' An' when it's time for dinner, I just yell 'Leroy!' an' they all comes a runnin'. and if I need to stop the kid who's running into the street, I just yell Leroy' and all of them stop. It's the smartest idea I ever had, namin' them all Leroy."

The social worker thinks this over for a bit, then wrinkles her forehead and says tentatively, "But what if you just want ONE kid to come, and not the whole bunch?"

"Then I call them by their last names."

## Club Administration

In this new standard section we will **eventually** have the things that we all need to know so the Club functions more smoothly.

### M&PMRR Officers & Functionaries

<b>The President</b>	<b>Dan DeLany</b>	860 748-7581
<b>Vice President</b>	<b>John Waller</b>	564-3114
<b>Treasurer</b>	<b>Don Counsellor</b>	739-6381
<b>Secretary</b>	<b>Robert Applegate</b>	464-2118
<b>Storekeeper</b>	<b>Larry Southwick</b>	535-2996
<b>Field Trips</b>	<b>Jim DeLany</b>	889-4029
<b>Newsletter Editor</b>	<b>Clark Pritchett</b>	444-1884
<b>Newsletter Mailing, Meeting Speakers and Bulk Purchases</b>	<b>Bill Evans</b>	267-9482
<b>New Passenger Modules, Name Tags and Show Layouts</b>	<b>Stu Dom</b>	536-7637
<b>Webmaster</b>	<b>Jim Spavins</b>	

[jimspav@alum.rpi.edu](mailto:jimspav@alum.rpi.edu)

Real Prototype Railroading Information

M&P HO Christmas Display in Essex on December 10/11 and 17/18.

<http://www.mpr.org>

Richard Peiffer [rpeiffer@charter.net](mailto:rpeiffer@charter.net)

**Submitting Newsletter Items**

Send items to be published by E-mailing them to Clark at: [modlrnews@aol.com](mailto:modlrnews@aol.com), or snail-mail them to 23 Beacon Hill Dr. Waterford, CT 06385.



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