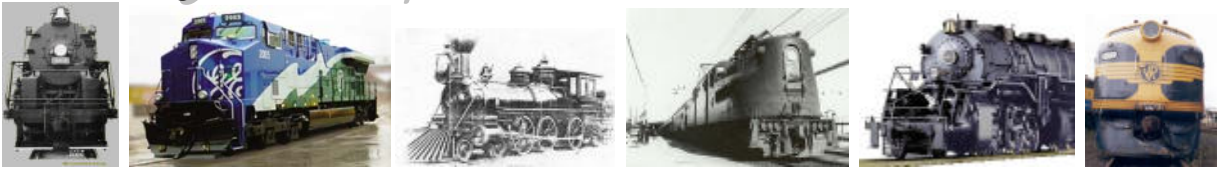


Mohegan Pequot Model Railroad



The News for: January 2006

Christmas at the Valley RR in Essex

The Mohegan-Pequot Model Railroad Club had a very successful two weekend run at the Essex Steam Train/Valley Railroad in Essex, CT. (December 10 & 11 and 17 & 18.) This year we had **two** kerosene heaters and the weather wasn't as brutally cold as it was last year. Visitors were sporadic but we did spread a little Club goodwill.

The modules will be removed from Essex on Wednesday January 4, 2006 beginning in the late afternoon. We always need as many people as possible to lighten the load. They will be taken to Larry Southwick's house and stay there until the Springfield Show.

Next year we hope to be at Essex again, but to include night operations. This requires some upgrade to the premises, such as emergency exit lighting. No donation box will be allowed. Further negotiations are required as to whether we can sell Club cars.

Dues Dues Dues Dues Dues Dues Dues!!!

Dues (\$30) are overdue!!!!!!!!!!!!

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 2006

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 (8th and 22nd) so be sure to come to them. Everybody (that includes M&P Club members) will have to pay parking fees this year. Maybe we can carpool on Saturday and Sunday to cut the cost.

We would like to see as many of the new private modules as possible set up at Springfield to show the world that we are a vibrant Club. Completed modules or those still under construction are all welcome. Bert (See Member News) will probably not be there. It is unlikely that we will bring his modules if he can't make it. Eight Club HO Locomotives are out of commission, and need fixing. Bob McGregor is all set with the G-scale modules.

Everybody is urged to keep all of the layouts clean of coffee cups, sandwich wrappers, and other garbage. Spilling coffee on a boxcar is not a recommended method of weathering.

All-American hauling to Springfield: Bob MacGregor will haul Big Blue; Wolf will haul the white trailer and Jonathon will tow the red one. Passes will be handed out at Springfield on Friday, Jan. 27. Unassigned passes will be in one of the trailers.

Extracts: December Meeting Notes

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

(Ref. John Waller's December notes.)

11th at Essex: A little sketchy on reports. No minutes were available. Prez and V. Prez recalled what had happened at the previous meeting. No Treasurer's report was available. There will be / was no meeting on Christmas Day.

Amherst Show at the Big E in West Springfield, MA. January 28 & 29.

Meetings, Schedule & Work Sessions

Both meetings this month (8th and 22nd) will be held at the Bill Library in Ledyard, when the schedule and details for Springfield will be determined. The starting times are 7:30 PM. Wednesday (January 11, 15 and 25) evening work sessions will return to Larry Southwick's house in North Stonington, starting around 7:00 P. M.

We will remove the HO modules from Essex on Wednesday, the 4th of January, beginning in the late afternoon. The last Wednesday, the 25th, before Springfield will be for loading the modules for the show.

Field Trips

There are no scheduled field trips this Winter but rumor still 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

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.

Bert Beukelaer Tests Hospital Limits

Long-time Club Member Norbert (Bert) Beukelaer broke his hip before Christmas and went to the hospital for a week. After XMAS he left the hospital and now is in the Avalon Health Care Center, 186 Jerry Brown Road, Stonington, CT. Bert is in room number 57. The direct phone number for his room is 860-572-5630.

Barbara Schubler says "He (Bert) really appreciates the visits I can tell by the sound of his voice, he is much more cheerful." Let's visit Bert or give him a call when we can. Mr. Model-railroading would like it.

John Waller's Column

Did a conspiracy really kill the streetcar? This is the title of an article by John Diers in Trains magazine January 2006.

There was a germ to the conspiracy idea, writes Diers, but the main reason is that an operator of city transport, backed by people who wanted to sell buses, bought out 62 streetcar companies. All but four of them were killed.

The city transport operator was taken to court by the Feds, along with its backers, not for killing streetcars, but for monopolizing the sale of buses. Nine corporations were fined a whopping \$5000 plus costs each, and seven executives \$1 each¹. Business continued as usual, so the Feds were in on it too.

The first time I went to Washington DC in the early 1960s, streetcars were still running. On another visit shortly after that, they were gone. At the time I was working for the Australian Government.

It was not just powerful private companies that killed the streetcar, or tram. Many government transport system operators were persuaded that trams should be replaced by buses. Trams disappeared all over the United Kingdom, but not in Switzerland, that gigantic model train set.

Sydney was laid out before the days of town planning. The streets run every which way. Trams were seen as major impediments to the flow of motor traffic, so out they came. Guess what? The congestion increased. I used to quip about Sydney buses: "Where else could you get a 40 minute bus ride for only 5 cents?"

By contrast, Melbourne was laid out following town planning guidelines developed in the USA. Some streets were so broad there were wisecracks about needing to hire a horse and cart to cross the street. Melbourne city fathers sent transport experts away with fleas in their ears if any suggestion was made about removing the trams.

¹ Darn it! One less cup of coffee today.

One of the pictures in Diers fine article shows a line of cars stopped waiting for passengers to board and alight from a streetcar. The picture acknowledgement is to the Minnesota Streetcar Museum.

This scene is repeated every day in Melbourne. During the evening rush hour trams are lining up one behind the other in the major streets of the Central Business District. Most passengers have weekly, quarterly, or yearly passes, and just climb aboard. The trams have right of way, accelerate quickly, and are gone quietly and without leaving behind clouds of noxious smoke².

It is something I don't see mentioned very much. The motor traffic congestion caused by trams is due to their inherent right of way, but this same feature is responsible for the trams moving crowds quickly.

As ever, wheels turn full circle. Cities which removed streetcars and commuter rail are turning back to streetcars and light rail. Washington DC installed a brand-new subway. St. Louis and Houston have new systems. Even Los Angeles reverted. Cities like New York and London are so thankful for the subway/underground systems. As we have just seen, industrial disputations can create havoc in such systems, a back-handed way of demonstrating how useful they are.

I have written before about the commuter rail system in Perth, still being expanded. Maybe this illustrates the advantage of scrapping an existing system, waiting a while to see just how much it was needed, and then starting up again with a brand-new system. Especially in Perth, where each line has dedicated track.

Sydney scrapped its trams but continued to expand its commuter rail³. But there are conflicts in line usage. A sick passenger on one line can bring half the system down. A

² The smoke "emitted" by the tram is a long way from the CBD, perhaps at a coal-fired power station, but that is another story.

³ The signalling convention I use on my block control demo is a simplification of that used in Sydney.

major upgrade to make lines more exclusive and reduce inter-dependence is under way.

John

The President's Corner

But, huh, well, I thought, my dog ate --, you mean now?, already, I promise - - - -

Dan

Vice President's Niche

I connected up some old power packs for use on the "F" module, and they were used a bit. But they might just have prompted Stu, at least, to give the wireless throttles one more try. I think he had some success with them.

People are getting more accustomed to the control panel. Larry was practicing his suicide tactics at Essex.

There are still problems in turnout control for the "F" module. Two turnouts needed temporary wires run to make them operate at Essex. It is all in the wiring and/or connector pins between the control panel and the "F" module. Once a temporary wire is run, everything operates perfectly.

The turnout wires run through the "D" and "E" modules. Since there are no turnouts in "D" and "E", a remote turnout control panel could be connected directly to the "F" module. Then the only wires running from the control panel would be power supply outputs and ground.

The original intention was to run additional wires between the control panel and "F", but the direct connection makes them unnecessary. The drawback is there is an all or nothing situation. All "F" turnouts are connected to the remote panel or none.

The original design allows any "F" turnouts to be connected to the remote panel. There are possible ways around that, but.

As far as I know, the only connections which have been giving problems are those for turnouts. These are all smaller gauge wires than used in routing traction power. This points to trouble with connector pins, a matter mentioned many times in these columns.

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 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

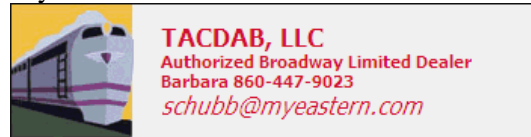
(from Barbara Schubler)

Hello to all fellow model railroad buffs.

I am here to tell you that not only is TACDAB a dealer for BROADWAY-LIMITED IMPORTS. I also deal with TONY'S TRAINS, AMERICAN HOBBY DISTRIBUTORS, and PORTMAN HOBBIES And for those of you looking to purchase BACHMAN, BRANCH LINE, LIFE-LIKE or ATLAS...I am also a dealer for HOBBY STORES DISTRIBUTING. So if anyone out there in the hobby fanatic world needs to desperately order anything to make your hobby (or yourself) happy. TACDAB is the place to go.

TACDAB can be reached by calling Barbara at 860-447-9023 or cell phone 860-460-4900 and the email is schubb@myeastern.com
Spread the word.... ONE OF THE ONLY REMAINING MODEL TRAIN HOBBY PLACES LEFT IN SOUTH EASTERN CONNECTICUT is TACDAB. YOU'LL BE PLEASED WITH THE DISCOUNT YOU RECEIVE.

REMEMBER... THE PLACE TO FILL YOUR MODEL TRAIN "WISH LIST" or anyone else is TACDAB!



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.

Which Union Station?

When a city consolidated or unified the passenger stations of several railroads they generally called it a Union Station. Here are pictures of a number of Union Stations. Which is in which city?



<http://www.mpr.org>



C



G



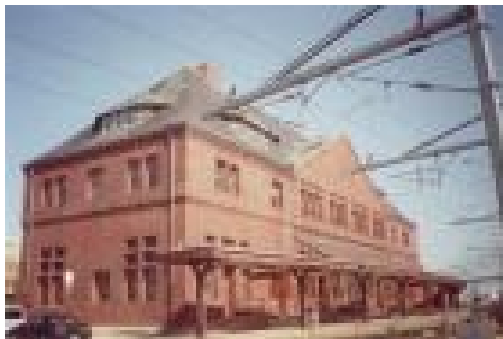
D



H



E



F

Union Station Cities

1-Chicago, IL; 2-Cincinnati, OH
3-New London, CT; 4-Denver, CO
5-Nashville, TN; 6-Tacoma, WA
7-Washington, DC; 8-New haven, CT

Answers next month

World Wide Web

The new expanded web site is really up! Jim Spavins is waiting for your stuff. He 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. Come see "us" at <http://www.mpr.org>

Amherst Show at the Big E in West Springfield, MA. January 28 & 29.

The Life Section

We're Not Getting Any Younger

STROKE ID: THE THREE QUESTIONS

During a BBQ, a friend stumbled and took a little fall-- she assured everyone that she was fine (they offered to call paramedics), she said she had simply tripped over a brick because of her new shoes. They got her cleaned up and a new plate of food. While she appeared a bit shaken up, Ingrid went about enjoying herself the rest of the evening. Ingrid's husband called later, telling everyone that his wife had been taken to the hospital-- at 6:00pm that night, Ingrid passed away.

She had suffered a stroke at the BBQ-- had they known THE THREE QUESTIONS, perhaps Ingrid would be with us today. It only takes a few moments to read this life-saving information.

RECOGNIZING A STROKE

A neurologist says that if he can get to a stroke victim within 3 hours he can totally reverse the effects of a stroke... totally. He said the trick is getting a stroke recognized, diagnosed, and then getting to the patient within 3 hours, which is tough. Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer brain damage when people nearby fail to recognize the symptoms of a stroke. Doctors say a bystander can recognize a stroke by ASKING THREE SIMPLE QUESTIONS.

Ask the individual to:

1. SMILE.
2. RAISE BOTH ARMS.
3. SPEAK A SIMPLE SENTENCE

(Coherently. For example... "It is sunny out today.")

If he or she has trouble with any of these tasks, call 9-1-1 immediately and describe the symptoms to the dispatcher. After discovering that a group of non-medical volunteers could identify facial weakness, arm weakness and speech problems, which are symptoms of a stroke. Researchers urged the general public to learn the three questions. They presented their conclusions

at the American Stroke Association's annual meeting. Widespread use of this test could result in prompt diagnosis and treatment of the stroke and prevent brain damage.

(from Jim Hodgdon)

Model Railroad Calendar

This Month in 2006

January 4; Essex, CT. Load HO modules at Essex and bring to Larry Southwick's house in North Stonington

January 8, 2006; Ledyard, CT. First meeting of the month. Held at the Bill Library starting at 7:30

January 11 & 18, North Stonington, CT. Work sessions at Larry Southwick's house beginning around 7:00 PM.

January 22, 2006; Ledyard, CT. Second meeting of the month. Held at the Bill Library starting at 7:30

January 25, North Stonington, CT. The tentative loading date for Springfield but come to the meetings for the exact date, place and times.

January 27, 2006; W. Springfield, MA. Setup all day for the show on the weekend.

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

Next Month and Beyond

Ron Pothier's 2006 list of train shows is available from him at repth@snet.net.

The Lighter Side **Governmental Humor**

Working for a stodgy government department can have its relief. The following is a true story. But it must be prefaced with a small explanation.

In the Westminster (parliamentary) style of government (UK, Australia, etc.) the Prime Minister appoints elected members of his party to run the various government departments, and they are called "ministers". In addition, each department has a "permanent head" who is a civil servant. These two people are supposed to work closely together, but in practice the

Amherst Show at the Big E in West Springfield, MA. January 28 & 29.

permanent head's main aim in life is to make sure the minister gets blamed for all blunders.

This story is about Sir Arthur Tange, permanent head of the Australian Department of Defence some years ago.

One day it came to Tange's notice that a security guard had admitted an employee to the building without a pass. The guard maintained he knew the employee well.

Tange issued an order that all security measures were to be strictly enforced. But a few days later Tange himself forgot his pass, fronted up to the guard in the lobby and demanded to be let in. Naturally, the guard thought he was being tested and refused.

Thereupon transpired a number of unpleasant exchanges culminating in Tange throwing a flowerpot across the lobby. It was clear he saw neither irony nor humour in the situation.

The flower in the pot was a forget-me-not.

RED SKELTON'S RECIPE FOR THE PERFECT MARRIAGE

1. Two times a week, we go to a nice restaurant, have a little beverage, good food and companionship. She goes on Tuesdays, I go on Fridays.
2. We also sleep in separate beds. Hers is in California and mine is in Texas.
3. I take my wife everywhere....but she keeps finding her way back.
4. I asked my wife where she wanted to go for our anniversary. "Somewhere I haven't been in a long time!" she said. So I suggested the kitchen.
5. We always hold hands. If I let go, she shops.
6. She has an electric blender, electric toaster and electric bread maker. She said, "There are too many gadgets and no place to sit down!". So I bought her an electric chair.
7. My wife told me the car wasn't running well because there was water in the carburetor. I asked where the car was; she told me "In the lake."
8. She got a mud-pack and looked great for two days. Then the mud fell off.

9. She ran after the garbage truck, yelling "Am I too late for the garbage?" ...The driver said "No, jump in!"

10. Remember: Marriage is the number one cause of divorce.

11. I married Miss Right. I just didn't know her first name was Always.

12. I haven't spoken to my wife in 18 months. I don't like to interrupt her.

13. The last fight was my fault though. My wife asked "What's on the TV?"

I said "Dust!"

"I love it...this is the good old days when humor didn't have to start with a four letter word. Just clean and simple fun." J. Waller



Whoops!

Club Administration

M&PMRR Officers & Functionaries

The President	Dan DeLany	860 748-7581
Vice President	John Waller	564-3114
Treasurer	Don Counsellor	739-6381
Secretary	Robert Applegate	464-2118
Storekeeper	Larry Southwick	535-2996
Field Trips	Jim DeLany	889-4029
Newsletter Editor	Clark Pritchett	444-1884
Newsletter Mailing, Meeting Speakers and Bulk Purchases	Bill Evans	267-9482
New Passenger Modules, Name Tags and Show Layouts	Stu Dom	536-7637
Webmaster	Jim Spavins	
	jimspav@alum.rpi.edu	
Real Prototype Railroading Information		
Richard Peiffer	rpeiffer@charter.net	

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<http://www.mpr.org>



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