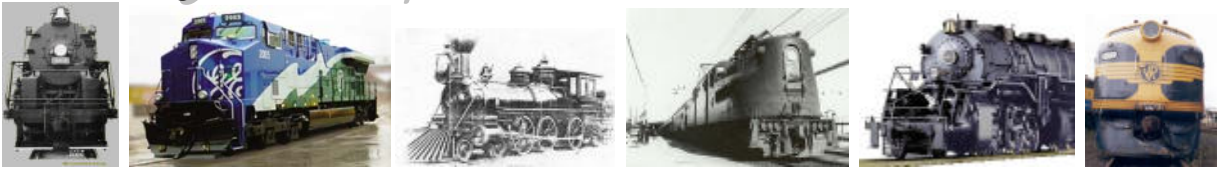


Mohegan Pequot Model Railroad



The News for: June 2006

Norbert G. Beukelaer (1923-2006)

On Saturday May 13, 2006, Bert's long struggle with diabetes and its complications ended. Several M&P members were in contact with him until the end. His spirit and humor were still intact and his mind was clear. We are all going to miss him. We can never forget his greeting of "Hey Big Guy!"

John Waller captured some of Bert's remembrances about trains and model railroads (next article). Here is his obituary from the New London Day.

Mystic - Norbert Gordon Beukelaer, 82, of Mystic, died Saturday, May 13 2006.

He is survived by five children, Jean MacFerrin, Tom Beukelaer, Denise Tharp, D'Anne Hanks, and Rosemary Parks, their spouses, nine grandchildren and nine great-grandchildren and dear friend, Lucille Evens.

Born Brooklyn, N.Y., on Nov. 20 1923, Bert served in the U.S. Navy over 20 years and worked at EB for 25 years. He saw action in the North Atlantic during World War II serving with the U.S. Navy Armed Guard as a gunners mate aboard the SS John Bascom, SS Liberty Glow, and the SS Ed Ward Livingston.

He received citation "For heroism in the face of danger while serving on board U.S.S. TRINGA (ASR 16) from 27 April to 21 May 1956. As a deep sea diver first class, Norbert Gordon Beukelaer exhibited outstanding courage, skill and determination. During salvage operations on RC-21, and despite the dangers of rotary currents, relatively deep depth of two hundred and thirty feet, use of helium-

oxygen mixtures as a breathing media, and fouled wire cables in the immediate vicinity of the chamber; he successfully made repeated dives to the chamber in the open sea in Great South Channel between Nantucket Shoals and Georges Bank. His courage, determination, and professional skill materially aided in the successful salvage of RC-21. His actions and devotion to duty were in keeping with the highest traditions of the United States Naval Service."

He was an accomplished model builder and avid member of the Mohegan Pequot Railroad Club, the Mystic VFW Post 3263 and Groton Elks.

The family will greet relatives and friends this evening from 6 to 8 p.m. at the Dinoto Funeral Home, 17 Pearl Street, Historic downtown Mystic. A Funeral Mass will be conducted on Tuesday at 11 a.m. at St. Mary Mother of the Redeemer Church, Groton Long Point Road, Groton. Burial will be private.

In lieu of flowers the family asks that donations be sent to the Diabetes Foundation.

For obituary information, directions or to send the family an online condolence, please visit www.dinotofuneral.com.



Farewell Bert from the Members of M&P

One Meeting this Month: June 25, 7:30 PM at the Bill Library in Ledyard

A Bert Epitaph

I started out with Bert in taking oral histories of MP members. I talked to him on May 3rd, when he was waiting for his amputation. I had intended to review what I had written up with him, hoping it might jog his memory. But now it becomes his epitaph.

“My Dad used to take me down to Jamaica, LI, when I was about 5 years of age, to see the steam and electric engines being prepared for service. Maybe that started my love of trains, although I cannot remember a time when I was indifferent to trains.

Before WW II, NY department stores carried HO scale trains; I think they were all Märklin

We had a 12' x 40' Lionel standard gauge layout in our basement. When I enlisted in the Navy for WW II, all the trains went to a cousin, but were never seen again.

After the war, I started again with Pennsylvania RR 0-4-0 switchers and subway cars. My five kids helped decorate the layout. Unfortunately, none of my kids persisted with the hobby.

In the 1970's, before MP Club officially started, “Old” McDonald ran trains and we operated to a freight schedule to mimic real RR's. Jan Luth and Henry Curtis may remember some of the names. We were in a Ledyard home which was converted into a recreation center. I think I have a picture somewhere.

We were never a large group in those early days; we kept losing people as new ones joined. It was not like MP now, with a large membership, but a smaller active core group.

In ca 1980 one of our members was Tony ??, a professor at the CG Academy. I think Gary Domer was the one to come up with the name Mohegan-Pequot, to satisfy people on both sides of the Thames River. Jim Delany was an early member.

We always longed for a permanent location, and are grateful to Larry for the next best thing, the use of his basement. We should, whenever possible, have a working layout there for Larry to use. I worried about

the money being spent on the passenger station, which could have gone to a location.

I am sad MP doesn't concentrate more on mimicking real RR operations. I bought a trailer to have transport independence with my own modules.”

John Waller

Great Modules Looking for Homes

The Beukelaer family gave Bert's four eight-foot modules (32 feet total) to the club. Right now they are in Larry Southwick's basement ready to be taken over by a Club member(s). They function just fine electrically and mechanically. These will be “personal” modules, i.e. the Club is not in a position to transport them to shows, you will have to. This is a wonderful opportunity for someone, or a small group, to have some working modules. They could be further “sceniced” in your style. They cannot stay indefinitely in Larry's basement so someone needs to come forward soon to take them.

Newest Club Project

Jim Spavins is the point man on the new HO transition module. They will be built in Jim's wood shop, a.k.a. his parents garage. If you want to help contact/email Jim at jimspav@alum.rpi.edu

First Field Trips of the Year

On May the 6th, a fine Saturday spring morning, a carpool of **one** left the commuter parking lot for the open house of the Connecticut Eastern Railroad Museum in Willimantic, Connecticut. Maybe the other Club Members decided that the distance was too short to need to carpool, even though gas is as expensive as it is. Our Member drove past the “Froggy” Bridge to the next stop sign and turned right. There on the left approaching the diner was a sign for the museum. It was ¾ of a mile from the road to the entrance of this fenced in facility. It is not visible from the road at all. There was plenty of parking for the visitors.

Probably the most important engine there is the New Haven FL-9. There is also an RS-3, a 44 tonner, one of the Pfizer switchers, a

follow on to the RDC, New Haven passenger cars, original trackside buildings and a freight station, freight cars and an almost restored roundhouse. To understand the scale of the effort, the Museum has a twenty-five year plan to spend nearly \$30M, yes thirty million dollars, on the facility. You really should go.

Then on May 20 **two** M&P Members went to see the Danbury Railroad Museum. There is no report about what they saw but they said that the trip was well worth it.

If we didn't have such a high threshold of embarrassment we would be embarrassed by such lack of interest.

Field Trips

Jim Delany is the field trip coordinator. There are no trips planned in June. The big train watching road trip is planned for July 12-16. The details will be worked out at the meeting at the Bill Library on June 25. Those that have gone have always had a wonderful time. You will too.

As an added incentive to go there is a Lens-Eye-View Contest for photos taken in and around Fostoria. The winner receives \$100. The contest is in conjunction with the Rail Festival on October 14. For all of the information: www.fostoriairontriangle.com



Evil UP from GE Website

Extracts: May Meeting Notes

(Only information relevant this month or not in newsletter articles. Ref. John Waller's notes.)

May 7 at Larry's May 21 at Bill Library

[May 21 was a humdinger of a meeting, the longest that I can remember. There was much vigorous discussion and many motions put. JW] (Yes it was! Editor)

Bert

Tom Beukelaer addressed the meeting asserting that he would donate all of Bert's

RR stuff to the Club, but the family wants it sold. Tom is sorting through things now, but will have to break off soon, returning mid-June to the end of July to finish the job. Although Bert was thought to have kept an inventory, none has been found. Let Tom know if there is anything in particular members want. He was asked to keep an eye out for pictures and any other written material related to M&P. Bert purchased several new Broadway Limited locomotives recently.

NER Convention at Worcester

A decision was made to decline the offer of space at the NER Convention, Worcester June 1-4. The space only permits a 16' x 20' or 12' x 20' layout; assuming either would fit. The approximate measurements taken show that tolerance is tight. We cannot set up a decent theme (yet) in such a small layout. We would be entirely responsible for security 24/7. The N-scalers are otherwise committed.

There was much discussion about why we had to withdraw. Although it was accepted that withdrawal in this particular instance was correct, the Club should be more ready to support small layouts including a "dog-bone" configuration. Dan asserted that newer modules are moving towards this objective, including 2 to 3 track transitions.

Willimantic

This show went well except that some critical parts had been taken out of the big blue box at Larry's. Some of Bob Applegate's new cars were found to be fitted with metal wheels with no insulation between wheels!! (Bad Bob!)

Red Trailer

This had caused some electrical problems, blowing fuses in the towing vehicle. Inspection of the wiring revealed large pieces of bare copper swinging in the breeze underneath the trailer. The wiring has since been made good.

Bob Murphy's Layout

A visit to the layout is to be re-scheduled.

Danbury Museum

Bob Applegate and Bob MacGregor were the only members to visit May 20. Anyone who has not been should go.

One Meeting this Month: June 25, 7:30 PM at the Bill Library in Ledyard

Waterford Times

There will be a visit by the Times to Larry's house on Wednesday 24 for publicity purposes. *An article is expected on the first or second Friday in June.*

Club Trip

Scheduled for July 12-16; details to be finalized at the June 25 meeting. There was a discussion about whether to include museums in future trips. Some members just want to see trains, others both. Perhaps alternate years could include museums.

Webster Show

This is scheduled for September 24; layout will probably be 24' x 32'.

New Transition and Staging Project

A written statement of requirements was handed out. There was much discussion about this project. A motion was put to defer it until other projects, notably the passenger station, were "complete". Although this motion was defeated, it was decided to do the carpentry only (\$850) for the new project for the time being. Part of the reason is that Jimmy is being obliged to move out of "his" workshop at his parent's home soon, and the work should be performed to meet this deadline!

Westerly Armory Historical Association

Henry Curtis met with people from the Association who want to raise money for restoration. They are planning a model¹ show for 17/18 November. They are asking for a working train layout. This date does not clash with any existing commitments and interest was expressed in supporting the show, pending more information.

Thomas the "you know what"

The Thomas web site gives the dates as 3/4 and 10/11 November for Essex. This clashes with a show at Willimantic, which will not be supported by our HO section, in favour of Thomas.

Meetings, Schedule & Work Sessions

Once again we have rethought the whole idea of meeting schedules. Now we will only have one meeting a month and it will be on the fourth Sunday. This month it will

be at 7:30 PM on June 25th at the Bill Library. What happened to the first meeting? Well they haven't been very well attended since they follow the Sunday working session at Larry Southwick's house. So, they have been dropped.

If we have a speaker at a meeting that needs a podium, slides or the like, he will come to the Bill Library. If he is demonstrating or showing stuff that requires tools, trains or making a mess we will have a meeting at Larry's house on the second Sunday of the month. Confused yet?

Regular work sessions will be held at Larry's house on Wednesday nights, June 7, 14, 21, and 28 beginning at 7:00 PM. The monthly Sunday work session will be held on June 11. Doors open at 9:45 AM.

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.

John Waller's Column

When I see a school bus stopping at a grade-level crossing, doing all its safety things, then moving on, I am reminded of the times that there have been terrible accidents with trains and school buses.

The most recent one I can remember is some ten years ago, and I can recollect a scientist with a PhD in physics saying: "Why didn't the train stop?" I was staggered at this comment from someone who should have known better.

In one of his three books on railway safety, Ian Macfarlane² discusses braking. We know how horrendous a business it was stopping a train in the early part of the 19th Century. The brakemen, on the sound of a

¹ A static model show of ships, planes, cars, etc.

² I wrote about Ian a few months ago. The book referred to here is ISBN 185825 700 9.

whistle signal from the engine, had to leap from car to car applying the hand brakes.

The advent of continuous braking towards the end of the Century must have saved many, many lives. Yet still trains have accidents. With the best braking available Ian shows a graph where a train at 100 mph takes about 2300 ft, nearly half a mile, to stop.

Ian describes one of the fundamental problems in using wheel-on-rail braking, an aspect that I had not thought of: the force stopping the train is transferred to the rail, which, if poorly restrained, slides or buckles.

Ian's accident description I brought to you before was the head-on collision at Harvey, Illinois, in October 1979. Maybe 1979 was a bad year as Ian also describes the Sherman Hill runaway of July 31, 1979. He describes it as a "dilly"³.

UP train GRX 31 comprised 74 brand-new covered hopper wagons, 6 boxcars, an empty covered hopper, and a caboose. The motive power was three EMD-GM 6-axle SD40-2 locos totalling 9000 HP. The all up train weight was well over 9000 tons.

The train climbed the continental divide to Dale Junction where the train should have been stopped and regulation checks performed. Even though the train was on the brink of steep downhill running, the checks were ignored.

The train now faced 30 miles of continuous down slope varying from 1 in 122 to 1 in 63. Although applying both dynamic and air brakes the engineer lost control. Under full emergency braking and at 60 mph the train hurtled onto the Ohtwin viaduct on a 3 degree curve under Interstate 80. The second and third locos did not make it and every car in the train but the lead loco hit the ground.

For the most spectacular crash in North American railroad history nobody was injured. But two locos and nearly every car was wrecked. The I-80 overpass was badly damaged.



This is a picture of the wreck under the I-80 sagging overpass. It is taken from Ian's book which in turn takes it from the NTSB report.

Worse yet, Ian describes how the train was sabotaged, an outcome of dispute between UP management and "economies" in train examination areas. The act of sabotage was to close a brake cock at the sixth car back from the locos. This meant all cars from thereon back were not braking at all.

The saboteur was never identified, nor was the exact time and location at which the cock was closed determined. But, Ian asserts, there must have been a short list of suspects.

Anyone interested in standing on an overpass to watch the train go underneath?

John

The President's Corner

Whose corner?

Dan

Vice President's Niche

It seems model railroading has joined our "throw-away" society. I looked at Bert's modules and was unable to see anything that I could use.

A relative of mine has just been divorced and wants me to get rid of the trains from her basement. There might be something useful there, but we shall see.

It is not unusual for someone to approach us at train shows with similar requests. I am sure many are put out by the response that it is very difficult to re-use stuff from old layouts.

John

³ The Australian equivalent of "doozy".

Letters to the Editor

Future of the Club

At the last meeting the membership (those that were present) approved the building of a new seven-piece HO transition module and an expenditure of \$850 to do the benchwork. The total cost will be \$4,000 to complete the job. This is more than 50% of the present treasury of the Club. At one time we had more than \$15,000. If we keep doing things like this the long-term trend is obvious. Our income stream consists of Club Member dues, the sale of Club cars and hopefully a grant from the Valley Railroad for supporting the Thomas show in lieu of our raffle. We got out of the train show business a while ago because it didn't pay us anything.

Clearly we need more money if we are going to spend like drunken sailors. The Club should have a table at every train show to sell Club cars, hats, etc. and donated items. Possibly Member items can be consigned. This would generate some revenue and promote the Club. We already have a display that was bought for that purpose but it has never been used. We need to find new ways of generating revenue as well. Probably what we need most is to budget and plan our projects better if we are going to have any money left.

Other issues that will affect the long-term health of the Club are more participation by Members and choosing our projects more equitably. Just because you have HO stuff doesn't mean that you can't help out in some of the other displays, especially G-scale where so few people set up such a big layout. We have members with N scale, G scale, HO_{n3} and O scale modules and very little Club money is spent on them. It is only fair that they get their fair share (while it is left) as well. We all try to promote model railroading and represent the Club so anything that you can do to help is good for us all.

Clark Pritchett

Waterford, Connecticut

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. 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

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.

Miller Engineering, a Class Act

Provided by Bob Hawes

Miller Engineering started out as a Z scale structures company in March 1997. The owner and President, Christopher Miller, had started a very complex and detailed Z scale layout; however, there were very few Z scale buildings available. He decided to design and manufacture his own, and the division "Microstructures" began.

Microstructure buildings are made of photo etched stainless steel and brass; the only medium which allows an immense amount of detail. The buildings were then made larger for N scale, and some beautiful victorian homes were added. A few kits are available in HO and O scales.

Mr. Miller believed that his diner needed a lit sign, and in late 1999 a new division was started, "Light Works USA". Many electroluminescent signs, only .008" to .010" thick, were produced. The output of these signs is a soft glow with no hot spots. The lamps do not burn out, but may grow dimmer with time. In 2002, several animated signs were produced using five different light segments, e.g., D-I-N-E-R. The inverter to power these signs was designed to allow many different chase patterns; now all animated signs can be lit any of 46 different ways. In 2004, the first Billboard signs were introduced. These are of multiple colors, completely laminated, and are meant to be mounted on buildings. Some signs have overlays which can be changed: a Pizza Parlor one day, a Chinese Restaurant the next. Recently, free standing bill board signs with stainless steel supports were introduced. Many signs come in several sizes and, unlike the structures, are non scale specific.



Bubbles in drink change color and move and the open sign flash just like the real thing!

Miller also offers lit wire kits in red, green, blue and white. Other products include experimental kits (allowing the customer to create his own sign), and 3 sizes of miniature fluorescent lights.

Miller Engineering continues to offer new products. Two of the new items are a lit "rotating" barber pole, and a large free standing Shell sign with eight light segments. To see these new offerings, and some 300 other Miller Engineering Products, please visit www.microstru.com.

Miller Engineering items can be purchased on line, at some hobby shops and distributors, or from Miller Engineering directly: 203-595-0619. In addition, newer items are available at selected train shows in the local area.

(Bill Evans take note. Miller will give the Club a 15% discount on a bulk purchase.)

World Wide Web

Al Mayo's Layout on the Web

Click on the link below to access pictures of Al Mayo's Union Pacific layout. It sure looks great. So Al, when are we going to visit it?

<http://www.railimages.com/gallery/AlfredMayo?page=1>

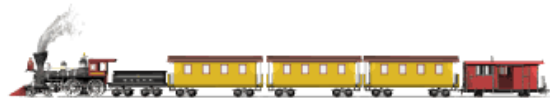
Ranking M&P

Jim Spavins says: We got on the Rails USA directory. They have a place to rank our website...if you feel so inclined.

http://www.railsusa.com/links/Model_Railroad_Clubs/2200.html

The Life Section

Not much life this month but a very lively Club meeting in May.



Model Railroad Calendar

This Month in 2006

June 1-4, 2006 Worcester, MA. NMRA-NER, Hub Division Spring Convention — Holiday Inn, 500 Lincoln St. Thrifty Sixty

June 7, 14, 21, and 28 North Stonington, CT. Work sessions at Larry Southwick's house beginning around 7:00 PM.

June 11, 2006; North Stonington, CT – Work session at Larry Southwick's house beginning at ~9:45 AM and continuing until

June 25, 2006; Ledyard, CT – Monthly meeting held on Sunday at the Bill Library beginning at 7:30 PM. Details of the railfanning trip in July will be hashed out.

One Meeting this Month: June 25, 7:30 PM at the Bill Library in Ledyard

Next Month and Beyond

July 2/8, 2006 Independence Junction, PA

Mid-Eastern Region, National Model Railroad Association National Convention – at Pennsylvania Convention Center

July 12-16, 2006 Points West, The annual M&P train-watching trip to points yet to be determined.

August 20, 2006, New Haven, CT. Train Show 9 AM to 3 PM,– New Haven City-Wide Field House; Contact: John or Robin Vanacore (203) 629-1083

www.AFSTrains.com

September 24, Webster Mass., M&P HO layout at train show. Details coming.

October 8, 2006, Orange, CT Derby & New Haven Model R/R Club Train Show 9:00 AM – 3:00 PM, High Plains Community Center. Contact: Number (203) 932-0185 or (203) 795-9644

October 20/22, 2006 Parsippany, NJ Fall Convention –, TBA

November 4/5 & 11/12, 2006 Essex, CT Thomas the Tank Show. M&P HO layout.

November 11, 2006 North Haven, CT NHRHTA Train Show –9 AM – 3:30 PM, North Haven, CT. Holiday Inn

November 19, 2006; Cheshire, CT - Cheshire Band Train Show, Cheshire High School, 10 – 3

December 2/3/, 2006, Marlborough, MA Train Show 10 AM – 4 PM, - Royal Plaza Hotel, NMRA-NER, Hub Division. For Info: 781-862-0388 or 508-528-8587

January 27/28, 2007 West Springfield, MA Big Railroad Hobby Show, Sat. 9 AM-5 PM, Sun. 10AM-5 PM, Amherst Railway Society, Eastern States Exposition Grounds

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

The Lighter Side

(From John Waller)

I am asked so often whether the water in Australian bathtubs rotates in a different direction to here that I did some calculations on it.

The acceleration which causes weather patterns and meso-scale eddies in the ocean

to rotate is called the Coriolis effect. It is the interaction between movement over the earth's surface and the rotation of the earth. Among other things, gyro compasses in ships need to take it into account.

For the mathematically minded the acceleration is given by:

$$2V \times \Omega$$

where V is the speed across the earth's surface, Ω is the speed of rotation of the earth, and X is the vector cross product of V and Ω .

The earth rotates about once in every 24 hours, or 73×10^{-6} radians per second. For water flowing out of a bathtub fluid speed is, say, 0.1 m/s. The maximum value that the vector cross product can generate is the product of the scalar values of V and Ω , since it multiplies that product by the sine of the angle between them⁴.

Thus a realistic maximum value for the Coriolis acceleration in a bathtub is:

$$7.3 \times 10^{-6} \text{ m/s}^2$$

Since the acceleration due to gravity is 9.81 m/s^2 , the Coriolis acceleration is of the order of one millionth of that due to gravity.

Since each water molecule is only influenced by the best case of the Coriolis acceleration for a few seconds, the effect is negligible.

With weather patterns, wind speeds are several metres per second or higher, and the influence can extend over several days, so the Coriolis effect becomes profound.

In the ocean, meso-scale eddies can have a life measured in years. Thus although water speed may be only of the order of one metre per second, the long life ensures that rotation occurs.



⁴ Since this is a vector product the sign of the result does differ between the hemispheres. Hence rotation in the southern hemisphere is in the opposite direction to that in the northern.

<http://www.mpr.org>

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**

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Real Prototype Railroading Information

Richard Peiffer rpeiffer@charter.net

Prototype Questions Dave at

<http://www.davesrailpage.com/>

One Meeting this Month: June 25, 7:30 PM at the Bill Library in Ledyard