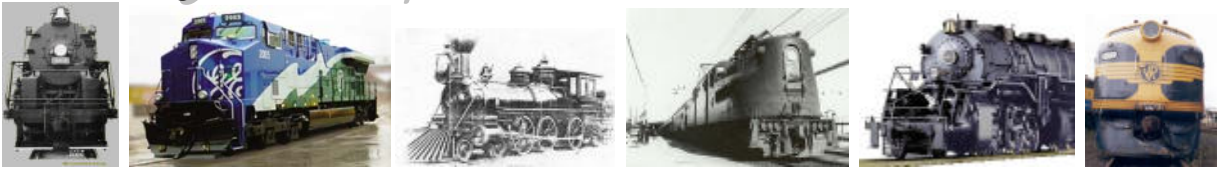


Mohegan Pequot Model Railroad



The News for: September 2006

Webster Massachusetts Show

It's the first M&P train show of the 2006/2007 season and it will be held at the Park Avenue Elementary School in Webster, Mass. on Sunday September 24. We will provide a 24' x 32' HO layout. Loading at Larry Southwick's house will be on Wednesday evening, September 20. Setup is on Friday September 22 and can begin at 6:00 PM. There is no cut-off time for finishing the setup. Sunday access is from 6:00 AM (since it is a school, Dan will be on hand to organize a break in). Show times are from 10:00 AM to 3:00 PM. The sponsoring club will provide assistance.

Directions to the school: I-395 N, take exit 1, turn left on Thompson Road north, go one mile then left onto Park Avenue about a half mile. More complete directions will be obtained by next meeting (September 10th).

M&P Annual Club Picnic

This year the Club Picnic will be held (at the home of Jonathon and Erika Harger in East Lyme, Connecticut. The date is Sunday, September 17, shine or rain (we'll go inside). The picnic begins at noon. The Club will provide hot dogs, hamburgers and soft drinks. Club Members are to bring salads, side dishes and desserts. The Club Picnic has always been our social event of the season. This is the chance to bring your family along to show them that model railroading is not just about trains.

Jonathan's Directions to his house.

Get yourself on I-95. Get off at exit 74 Niantic. Southbound exit. At the end of the exit ramp take a right (you go under

highway) Northbound exit. Turn right at stoplight (#1 for count below) Go through 4 stoplights. You will pass Burger King and Dunkin Doughnuts on Left and mini malls and eventually a pond on your right. After the pond there will be a fork in the road (it is so close you can eat the scallop on the sign you will see that says Welcome to Niantic, East Lyme etc.) Veer right so that you do not go through a 5th stoplight.

You are on East Pattagansett Rd. Follow this until you are at an intersection with a school on your right (Niantic Center) Go straight through intersection. Follow road till you pass Scotti's fruit farm on right and railroad underpass to left. Veer left to go under underpass and then take right onto Black Point Rd. At end of road - take right on to Old Black Point Rd. First right will be Wildwood DR.

Go to end of street and our driveway is hidden between white house on right and long brown house...look for our mailbox with a # 19 on it - drive is on the right. Go down this driveway and you are on the Harger homestead! We are the right hand drive. Looks like a dirt road to the right of mailbox 19.

(If you are totally lost call (860) 739-4224)
hejeharger@myeastern.com

Transition Module Update

Project Manager's Report

Work is progressing on the new transition module project. Only 102 days since the project was approved, significant progress can be seen. All the benchwork has been completed with a number of

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modules already sporting standard Mohegan Pequot battleship gray paint. The front 12 feet are beginning to come to life as well. All the cork has been laid with the foam base for scenery installed. Work continues on shaping the scenery and eventually painting and sealing the cork. Stu and John have been working to design the new panel and control for the module. Dan has even started casting rocks in preparation for the scenery phase of the project. At present, the plan in the month of September is to get the track laid, install switch machines, install feeders on the modules, and rough in scenery. Take a look at the photos to see the progress. If you want to help, we have more than enough work. Stop by Larry's on Wednesday nights or send me an email. If you would rather make a financial contribution to help offset the cost to the club, those would always be welcome. As of September 1, there will only be 148 days until Springfield!

There is still plenty to do. We will be having two work sessions at my parent's house in the coming weekends. If you are interested in coming please let me know so that I may plan accordingly. Hope to see you there.

Jim Spavins; Civil Engineer
Fuss & O'Neill, Inc., 146 Hartford Road
Manchester, CT 06040
(860) 646-2469 x5530

Saturday/Sunday Sept 2/3 - 9 AM/10 AM
Projects - Lay track, paint covers, make rocks, make trees, install feeders, install switch machines, rough in roads, test track, paint track, install rocks and roads

Saturday Sept 9 - 9 AM
Projects - Cut material and assemble transportation boxes for passenger module buildings

Field Trips

The fall is still a great time for an M&P field trip. Palmer, Mass, Selkirk, NY, Grand Central Terminal, they are all still calling. You can talk to Jim Delany, the field

trip coordinator, at 889-4029 with your ideas.

Extracts: August Meeting Notes

(Ref. John Waller's 06/27 Notes.)

August 27th at Gales Ferry Library

There is no meeting on the the 24th, the fourth Sunday of the month. We will be at Webster, Mass with an HO layout.

November will be a busy month: 5/6 and 11/12 Thomas (to be confirmed by Prez); 5th Willimantic; Jonathan is willing to haul the trailer if enough assistance fronts up to support a layout there; The Westerly Armory show is on on 17/18.

After Thomas we plan to move upstairs for our Christmas show in December (dates?).

The Aristo-craft power units are sitting in a box at Larry's. One of the hand-held units is missing its antenna.

Stu is ordering power and throttle parts for the new transition modules and upgrading the passenger station (\$200 was authorized to spend on the latter).

Bert's modules are on the way to Bill Paradis' house.

Work on the new transition modules was discussed. There are major work sessions planned for 2nd, 3rd, 9th September; check with Jimmy Spavins. The modules will be moved to Larry's soon. Depending on the space allocated for Thomas; we may be able to commission the new modules there.

The hit statistics on the Club web site were discussed; the increase in hits is very encouraging.

Passenger station scenery is approaching fruition.

A re-arrangement of the "show" boxes is mooted to reduce the possibility of arriving at a show with some vital part missing. The idea is to never have to open the boxes except at shows so nothing gets removed.

Radio comms. for shows, so vital for Springfield and Thomas, is an ongoing problem; more investigation is needed. Bill Evans is leading the charge here.

Hartford 2009 needs our attention now. The failure to be granted adequate space at the June Worcester convention was disturbing. There is another convention to be

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held at Worcester Spring 2007?? The venue is different. Bill Evans is a member on the layout committee for 2009, and has entered the Club's name for a layout. Bob Murphy's layout and others are potentially on the list for visits by conventioners. Bill says the NMRA gets sticky in their decisions about layouts. Many Club members are NMRA members; do we all need to be?

WE CANNOT AFFORD TO MISS OUT ON 2009.

Meetings, Schedule & Work Sessions

The meeting this month will be at Larry Southwick's house on Sunday September 10 after the all-day work session which begins at 10:00 AM. We will be in Webster on the 4th Sunday so we can't have the meeting as normally scheduled.

Regular work sessions will be held at Larry Southwick's house on Wednesday nights, September, 6, 13, 20 and 27 beginning at 7:00 PM. Special weekend work sessions for the new transition module will be on September 2/3 and 9 at the Spavins' house in North Stonington.

Movers and Shakers

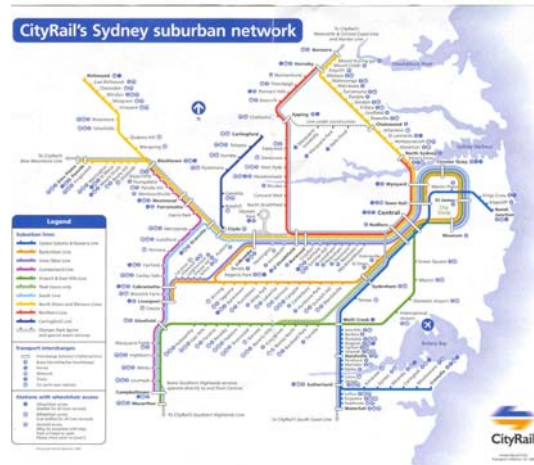
Member News

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

Whenever I go to Sydney I travel by train. Road traffic continues to grow as the city expands, now past 5 million people. Despite a continuous motorway construction programme, as other cities have found, it is not possible to keep up. I don't drive in Sydney any more.

Fortunately, the train system (see map), now 150 years old, continues to expand too.



But expansion has also brought congestion and the state government is part-way through a \$1.5B effort to "untangle the web". In the present system, a problem on one line can interrupt the service on other lines. The effort is to make lines independent of each other. One only has to stand a few minutes at a downtown station at peak hour, with more than one train every minute, to realize how easily the system could be brought down.

Commuter trains, of course, which can run both ways, see the logo¹ on the map, reach a terminal and immediately prepare to go back the way they came. This is called a "turnback", a term I had not seen before. This facilitates more than one train waiting at a time to reverse course.

The turnback at Bondi was completed just before I arrived, at a cost of \$77M. The extra trackage all required digging tunnels through rock, as does much of the new track being installed elsewhere in Sydney.

Most of the other work involves duplicating track and replacing interlockings (that dreaded word again) with flyovers.

Perth is in a better situation than Sydney, with about one-fifth of the population, but expanding rapidly too. New lines, as I have mentioned before, use the median on freeways. This has always attracted criticism: "why do we need to duplicate a transport corridor like this?"

¹ Cynics say the logo shows the rail chiefs don't know which way to go!

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Funny thing, but, people do use the trains, and station platforms need to be extended to cope with longer trains.

The newest line is from Perth to Mandurah south of the city. Much tunnelling has been required under the city to meet up with other lines. The picture shows the tunnel portal at Perth station, with a train on an existing line at left, where there are temporary tracks during construction.



The next picture shows the Mandurah-end portal where the line surfaces onto the median strip of the Mandurah freeway before it crosses the Narrows Bridge over the Swan River.



This picture shows a commuter bus operating a temporary service until the railway is completed. Thus the wheel will have turned full circle from the 1950s where buses replaced trams, trolleys, streetcars, and light rail. In addition, those buses remaining are being converted to run on

natural gas². When I was waiting curbside for a bus, the difference between that and diesel was most noticeable.



A preserved lever frame in the concourse at Perth Station.

John

The President's Corner

Ah, the end of summer. A sad time for most people, but a happy time for me, because it's not the end of summer, but the start of Fall, and the start of train show season. I always enjoy getting ready for upcoming shows, but this year is more exciting than in the past. Many of our club projects are nearing completion. We're also starting to see more and more member's personal modules make their way into the show circuit. There has been a strong emphasis placed on personal modules over the past year and a half, and I'm pleased to see that much progress is being made.

We have a full club show schedule planned, including a first for the club: Supporting TWO shows on the same day. That's right, we are planning on supporting both the Thomas Show at Essex and the CT Eastern RR Museum Show in Willimantic, which both fall on Nov. 5th. I was truly excited to see, that not only do we have the necessary modules and equipment to support both shows, but we have the enthusiasm and desire to do both shows. Our resources may be stretched a little thin that day, but I am thrilled that we are doing

² Western Australia has huge supplies of natural gas.

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both shows. On a side note, thanks to Jonathan Harger for proposing that we support both shows, while most (me included) assumed we'd just choose one over the other.

SO take out your trains, dust em off, give 'em a good servicing, and get ready for a busy fall show season.

In addition to a busy show schedule, there is still plenty of work to be done at our weekly work sessions at Larry's. A lot of work was accomplished this summer, so if you haven't been over to Larry's, swing by and check things out. Amazingly, the passenger station is nearing completion. We have resolved all of the electrical issues concerning the panel and throttles, and the fixes are underway. We have also rounded the final corner on the scenery and structures front, with close to 250 HO scale people painted, and virtually all areas scened and structures installed and painted. Even the Lazy SOB responsible for the Passenger station building, (ME!!) has stepped up gotten the building done. What's left is mostly details, as well as some clean-up of specific areas. We are looking for donations of HO scale people, as well as vehicles for the roads, as well as help installing the station platforms and attaching all the aforementioned HO figures.

Work is also progressing rapidly on the new transition module. Work will begin on the yard itself at Larry's by Mid-September, so if you like to lay track, or if you'd like to learn and practice laying track and switches, come on over. Work on the panel and other electrical aspects of the module will be taking place too, so if that's your thing, or if you'd like to learn about it, come on over. The goal is to have both the transition and the passenger station COMPLETE for this years Springfield Show.

I do have an ulterior motive for pushing so had to get the club stuff done. One of the things I feel most important with the club is the inclusion of members personal modules in club displays. Once these two major club projects are complete, I'd like to focus our work sessions on helping each other with our personal modules, as well as get back to

running trains and having some night at Larry's where we just run trains. One of the greatest benefits of the club is the incredible pool of model railroad talent contained within the membership. The more we use this base of knowledge and experience, the more enjoyable the hobby will be. So, now that summer vacation is over, get ready for an action packed fall show schedule. See you all at Larry's....

Dan

Vice President's Niche

Stu and I have homed in on cheap traction control modules (throttles), both for the new transition modules and as walk round throttles for the passenger station, to replace the wireless throttles. The latter are now sitting in a box in Larry's basement.

I demonstrated the cheap throttle a few days ago to Stu. The tests included short circuiting the output, running with a consist of three locomotives, operating where a locomotive encounters an insulated track joint with reverse polarity on either side of the joint, slow-speed running, and operating smart DC locomotives with sound. All tests were passed.

Components for the throttle, without enclosure, cost about \$5. A DC power source at 15 V is required. If anyone wants to use the cheap throttle, and I am in my new 16' module, please tell Stu or me as soon as possible, so's your order can added to the Club order.

John

Editor's Note: Time will ultimately tell but what we seem to have here is simply the best hand-held throttle in the country at a price that anybody with a layout cannot afford not to have! Kudos to John and Stu for their R&D effort and for sharing it with the Club.

Letters to the Editor

Nature abhors a vacuum. Heaven knows there is no shortage of opinion at a Club meeting. This space is supposed to be reserved to Letters **TO** the Editor, not from the editor. How bad would that be if they started appearing on a regular basis? Well,

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you can prevent that from happening by taking a few minutes to send one yourself. (Has the embarrassment threshold been exceeded yet?)

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.)

Two - 4' x 32" modules For Sale: These were constructed as part of the most recent module building session in June. They feature the new light-weight module construction techniques. They have covers with approximately 6" of clearance. The cost is \$155 plus a negotiable donation to the transition module fund. I will only split up the pair if both can be sold at the same time. Please contact me at jimspav@alum.rpi.edu or 860-460-6494.

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. We still have Club hats and shirts. All Club Members are encouraged to buy stuff from the Club Store. Larry will be taking inventory soon and the store will be restocked to reflect the latest needs, wants and desires of Club Members.

Restocking of course means a financial outlay for the Club so please put in realistic orders. Make your purchases in a timely fashion so we can get the money back into the Club Treasury. We have a lot of money tied up in stuff and it is for your convenience.

Commercial Corner

Nothing this month.

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.

World Wide Web

Please send in interesting railroad related links that you have found.

Website Update from Jim Spavins Jr.

One question that I have been asked about our website is how many visitors we receive. Fortunately for us, the company that hosts our site provides statistics on number of visitors, page hits, downloads, etc. In the month of July, 1078 people visited the site and made 10,069 hits. Compared with last November of 2005, there were only 276 visitors. Clearly, the viewers of the website are growing. Since last November almost 8,000 visitors have seen our website. This is obviously a great opportunity to show off our club and the talents that our members have as well as disseminate information about our displays and events. If you have anything to contribute feel free to send it to me at jimspav@alum.rpi.edu. Also feel free to send comments or suggestions. I am always looking at ways to improve the site.

The Life Section

Too much model railroading this month for life to get in the way.

Model Railroad Calendar

This Month in 2006

Sept. 2, 2006; North Stonington, CT

Work session on new transition modules at Jim Spavin Sr.'s house, Jim Jr. conducting. 9:00 AM until whenever.

Sept. 3, 2006; North Stonington, CT

More of the same but beginning at 10:00 AM.

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Sept. 9, 2006; North Stonington, CT

Finishing up the transport boxes

_Saturday/Sunday Sept 2/3 - 9 AM/10 AM

Sept. 10, 2006; North Stonington, CT

Monthly meeting held on Sunday at Larry Southwick's house beginning at 5:00 PM. For real gluttons for punishment, preceded by "All-day" work session starting 10:00ish.

September 6, 13, 20, & 27 2006, North Stonington, CT. Work sessions at Larry Southwick's house starting at 7:00 PM.

September 24, Webster Mass., Park Avenue Elementary School M&P HO layout at train show.

Next Month and Beyond

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 5, 2006 Willimantic, CT Eastern RR Museum Show in Willimantic.

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

November 17 & 18, 2006 Westerly, RI, Model Show at the Westerly Armory on Railroad Avenue. M&P HO layout on display. M&P also conducts clinics.

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

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

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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

Prototype Questions Dave at

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



The Lighter Side

Tell Me Why Daddy

1. Is it good if a vacuum really sucks?
2. Why is the third hand on the watch called the second hand?
3. If a word is misspelled in the dictionary, how would we ever know?
4. If Webster wrote the first dictionary, where did he find the words?
5. Why do we say something is out of whack? What is in whack?
6. Why do "slow down" and "slow up" mean the same thing?
7. Why do "fat chance" and "slim chance" mean the same thing?
8. Why do "tug" boats push their barges?
9. Why do we sing "Take me out to the ball game" when we are already there?
10. Why are they called "stands" when they are made for sitting?
11. Why is it called "after dark" when it really is "after light"?
12. Doesn't "expecting the unexpected" make the unexpected expected?

13. Why are a "wise man" and a "wise guy" opposites?
14. Why do "overlook" and "oversee" mean opposite things?
15. Why is "phonics" not spelled the way it sounds?
16. If work is so terrific, why do they have to pay you to do it?
17. If all the world is a stage, where is the audience sitting?
18. If love is blind, why is lingerie so popular?
19. If you are cross-eyed and have dyslexia, can you read all right?
20. Why is bra singular and panties plural?
21. Why do you press harder on the buttons of a remote control when you know the batteries are dead?
22. Why do we put suits in garment bags and garments in a suitcase?
23. How come abbreviated is such a long word?
24. Why do we wash bath towels? Aren't we clean when we use them?
25. Why doesn't glue stick to the inside of the bottle?
26. Why do they call it a TV set when you only have one?
27. Christmas - What other time of the year do you sit in front of a dead tree and eat candy out of your socks?



RR crossing somewhere in South Carolina



Sure looks real but it's a model