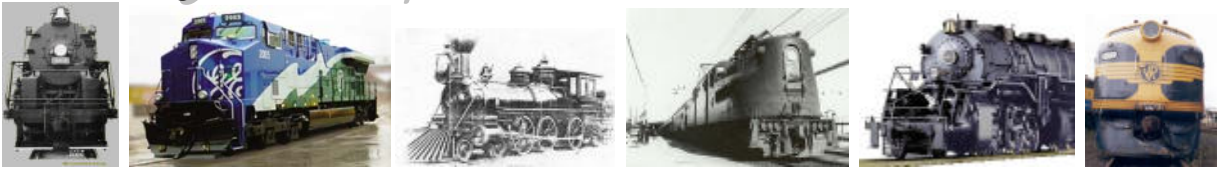


Mohegan Pequot Model Railroad



The News for: December 2006

Dues Are Due!

Membership dues for the M&P Railroad Club for 2007 are officially due by January 1, 2007. The cost is \$40 for a single membership and \$50 for a family membership. 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 a lifetime membership.

You must pay your dues before the Springfield show if you are going to get a pass. The "cutoff date" is the first meeting of January. We will tell the Amherst Club the number of members and they will give us a block of passes, with no member's names on them. Let's hope that this works again this year.

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"

November Show Extravaganza

Three shows (four days of Thomas at Essex, one day show at Willimantic and a two-day display at Westerly) on three consecutive weekends and they all went well! We shouldn't go as far as saying that the M&P is a highly oiled train show machine but we should congratulate ourselves on a job well done. The \$800 fee from the Thomas people, in lieu of a raffle, has been received; we certainly earned it!

Transition Module Update

The transition module made its debut at the train show in Willimantic on November 5. After some last minute adjustments to the panel by Stu Dom, it operated flawlessly throughout the day. There are lots of pictures of the debut on the club's website. Work is continuing as the staging tracks are now in the process of being laid. Trees have also arrived and during the work session on Nov. 26, we plan to make lots and lots of trees for the module. There is still plenty of work to do on the module but we have made great progress in the last 6 months. Most of the work on Wednesday and Sunday work sessions will be concerned with track laying and making trees. Let's keep it rolling and have the module completed for Springfield!

Jim Spavins, Project Manager

Field Trips

Fall is almost over and winter is not a great time for M&P field trips but think about the spring and summer. Talk to Jim Delany, our field trip coordinator, (889-4029) about your ideas for future trips.

Extracts: November Meeting Notes

November 26, 2006 at Bill Library

(from John Waller's notes)

December Shows

Exact dates have yet to be established, but December 9/10, 16/17, and 23 are the likely. Display times at Essex. We will operate from noon to 4 PM. We will bring the red trailer and set up at Essex on Wednesday December 6, at 6 PM. Stuff that is already there will be moved upstairs with the freight

Essex on December 9, 10, 16, 17 & 23: Noon to 4:00 PM

elevator (no riders in the elevator!). Loading will be on the previous Wednesday at Larry's house.

Our Essex contact says that they want us there and will give us some publicity on the spot, (but no heat?) We will be free to give away magazines, sell Club Cars and raise funds as we deem fit.

A proposal to set up at the Friendship School in Waterford between Christmas and New Year was declined since all of our resources will be required to get ready for Springfield. This decision was not made through lack of interest and we are keeping the door open for the spring.

Other Work

The 8' lift bridge must be rewired before Springfield. Mechanically it is reasonably sound. The 4' bridge will be put out to grass (pasture for non-Australians).

Two-Way Radios

Dan has purchased a pair at Radio Shack to try out at Essex.

2009 NMRA Convention in Hartford

No response from the NMRA; a letter to the NMRA president will be drafted.

Selling Club Stuff Via the Club Web Site

Selling stuff (Club Cars, M&P Apparel, etc.) on the Club Website was discussed. This will need to be considered carefully because people expect a quick turnaround for their purchases and we have not yet designated anybody to be responsible for the process (monitoring the website, cashing the checks, shipping the stuff, handling other inquiries, etc.) To be determined.

Springfield Preview

It's big, it's fast, it's expensive, it's fun, it's exhausting and we're gonna be there. This year we will have a plethora of new HO modules at the Amherst Show at the Big E. Work still needs to be done to the new transition module and several of other new and existing modules. Logistics/planning for the loading, transport, setup and staffing of the show will take place during the regular meetings in December and January. Plan to participate in any or all of these phases.

Pay your dues by the cutoff date to get a pass for the show. (See Dues) Parking fee

still has to be covered by the individual member.

Meetings, Schedule & Work Sessions

The regular meeting this month will be held on December 17 at the Bill Library in Ledyard at 7:30 PM. (Christmas Eve didn't seem like a good idea.) This meeting, and the next one in January, will focus upon the planning for the show at Springfield.

Since there is still a lot of work to do on some of the modules for Springfield, we need people to come to the regular work sessions on Wednesday nights (December, 6, 13, 20 and 27). Some may be held at Essex or at Larry Southwick's house in North Stonington, depending on which modules need work. The all-day work session at Larry Southwick's house on a Sunday will be scheduled soon. This is a fluid situation so talk to a Club Officer for the latest information.

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.

Don Counsellor

Don is recovering from surgery and is getting better every day. He was at the last November Wednesday night work session rounding into form. If you want to cheer him up, Don's home phone number is 739-6381.

John Waller's Column

I have written before about the quaint "Puffing Billy" railway which runs through the Dandenong hills to the east of Melbourne. The origin of this railway dates back to the late 1900's when four narrow-gauge (2'6") lines were built in timber country in the state of Victoria.

Fortunately, many locos and rolling stock items were saved from the scrap heap when the lines closed down in the 1960's. And permission was sought and obtained to use

the Dandenong railway as a tourist attraction. And indeed, it has thrived, as the tracks, grade-level crossings, and wooden trestle bridges were gradually extended to the end of the original line.

It is a very picturesque ride through the gum trees and ferns of the hills. Passengers can reach out and touch the greenery as it goes by. The line passes through little towns with appealing names like Emerald, Gembrook, and Clematis.

Two Garratt locos were purchased in 1926. One of them, G42, was not scrapped. It lay idle for many years, became a static museum piece, always with the intention that it would one day steam again, but with the knowledge that it thereby presented a huge challenge.

The first step was to determine that restoration was feasible. This took some time. Then, in 1979, work started and funds were raised. Twenty five years and 1.7\$M later, in March 2004, G42 steamed again.

My friend Graham Lewis sent me the DVD of its testing on the line. Naturally, with such an investment behind it, testing was comprehensive. G42 weighs in at 70 tons, more than twice the weight of the NA-class locos which work the line. Some of these NA locos are over 100 years old.



And G42 was up to the task. The pitch of the steam whistle will now be familiar to us, as it is like Thomas, being British in origin! First it ran light, then it ran “bono” hauling just one car, working up to 19 cars. Much of the line has 3% gradients, and so brakes need to be in very good order.

In fact, the line is mostly 3% gradient, starting at Belgrave, where it meets the Melbourne electric train service, and proceeds to climb to Gembrook, through a series of hills and valleys. Each peak is higher than the previous one.

I previously wrote of seeing G42 in the workshop. It was clear how much work was required; Garratts are complex beasts, as is any articulated loco. The claim is made that G42 is the only working 2'6" gauge articulated loco in service in the world.

The line prospers from tourism. Many of the tourists are Japanese. There are still feelings harbored against the Japanese, stemming from World War II. I have as much reason as most to be resentful, but I have let it go. Japan is a remarkable country. Australia is moving closer to Japan at the rate of 5 cm per year; each year the Japanese tourists have less distance to travel!

John

The President's Corner

Springfield's coming. Let's work hard.

Dan

Vice President's Niche

Nobody could claim we were not busy in November! Thomas was as frantic as ever. I think we earned our \$800. Dan had stuck out for \$1000. I think that would have been justified.

Then we had the Willimantic show, which someone else might like to report on.

All went very well for the Westerly Armory show. Jonathon was there with the red trailer to meet me at 7 AM Friday morning, 17th. The show convener, Gerry Trotter, said the trailer could be left parked in Railroad Avenue, which we did. Enough people came to unload the trailer and set up. We were ready by the start time of 1 PM, after what now seems to be the normal activity of chasing up bad connectors on the main traction bus.

We had enough trains running and there was a steady stream of interested visitors. One visitor asked me if we had any “magic bullet” to attract young people; he was

interested in scouts. I explained that, at Thomas, there are large numbers of 4 to 5-year-old kids who have to be dragged away screaming. We could hear one "perp" of a train wreck all the way up the hill to the 12" to the foot scale tracks. By the time they are eight, they have lost interest.

We shared the Armory with other model displays, mostly aircraft enthusiasts; there were some awesome models there, including a radio-controlled battery-driven helicopter.

The stream of visitors continued through Saturday and we had enough people present at the end to break down in just over 90 minutes, with a little help from the Armory people. We thought they were preparing supper for us, but it turned out they were setting up for a church service on Sunday! Rats!

Gerry and John Humble expressed their satisfaction with our layout and activities, and said they will be seeking a repeat performance. I said we would prefer perhaps March or May, rather than November. Gerry seemed luke-warm about the idea of having dealers present.

The red trailer left for Larry's, I assume it arrived, with all the stuff aboard, except for some items in members cars.

Club cars were sold and we netted \$99.

The 8' lift bridge really MUST be rewired before it is used again, if it is to be used again.

John

Letters to the Editor

It is the beginning of December, an exciting time of year with the start of the holiday season. It is also two months until our club's biggest display of the year at the Big Railroad Hobby Show in Springfield. While every year is exciting, this year should take on more meaning. As most everyone knows, the National Train Show will be in Hartford in 2009. This is the biggest event of the year and to have it in our backyard has created some excitement in the club and provides a great opportunity to open doors for the club. I had the

opportunity to go to a national convention in 2001 in St Louis and it was a blast. I was able to see layouts that had been in Model Railroader, see all the manufactures, and people that run the hobbies magazines. The idea that we might be able to participate is very exciting, but notice I said might. Just because year in and year out we are one of the biggest displays at Springfield does not by any stretch guarantee our involvement in the National Train Show. As some people know, we tried to participate in Philadelphia this past summer by sending in an application package and contacting the people running the show, but our application was barely acknowledge. While we as a club are well known locally due to our presence at Springfield, there is little knowledge about our group on a regional or national level. Competition is tight for these events and there will probably be less space for the National Train Show than there is total for Springfield. So we will not only be competing with all the other local clubs and vendors at Springfield for space, but also those on a regional and national level. This is the year we need to ramp up our "game" so to speak. Many of you are aware of the amount of construction going on within the HO group from personal modules to the new transition and staging modules. Much of this has been done to reinforce the image of the club by building newer and better looking modules that are on the "cutting edge" of module design and construction practices. Springfield is the one show a year where we have an audience with a lot of NMRA members. We need to impress so that we can be short listed and considered for the show period. In just a year and a half, the application packages for the 2009 National Train Show will go out. So we only have two more chances to get people interested in our club and this year has to start the buzz. I know we all do this for fun but that doesn't mean we can't have a polished display. It's only 55 days until the big game. Now is the time to start refreshing the scenery, repainting the sides of modules, fixing the wiring bugs, getting the rolling stock all polished and ready to

roll. This year we need to make sure we don't do things like leave cups and tool boxes lying around on the layout, have trains that are constantly derailing, or have lots of rear end collisions while operating. The 2009 National Train Show is the biggest opportunity to open doors for our club and I'd hate to fumble. The last time the show was in New England was Boston in the mid 1980s over 20 years ago when our club was in its infancy. It has only come back to the northeast just a handful of time since. Let's put our best foot forward by continuing to do what we do best which is big time modular railroading!-Jim Spavins
(Now that's what I'm talking about! Editor)

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.)

Thomas Set for Christmas

Bob MacGregor has a new G-scale Thomas train set for sale. Admittedly it's not a real scale model train but you have to start those kids and grandkids off on something and then corrupt them in your own image. Bob can be reached at (860) 859-1536 and mac_gregor_d@sbcglobal.net

The Club Store

Complete inventory of "stuff" to be done after the Springfield show.

Commercial Corner

TACDAB (badcat spelled backwards) can get you anything in the Walthers Catalog. Barbara Schubler, can be reached at Home at 860-447-9023 or her cell at 860-460-4900 email: schubb@ct.metrocast.net

Hodgdon Scale Models has Laser cut wood kits of real New England structures. You can find Jim's kits on the web at <http://hometown.aol.com/hdgdn/>

Diecast

Got this from someone who saw us at Thomas. If any members are looking to get rid of some old die-cast stuff, this guy seems to be a pretty serious collector.

Dan, got your name from a flyer given out at Essex today. Nice layout. I wonder if you can pass this note along to the appropriate members in your club. I am a vintage die-cast vehicle collector and am looking to purchase Matchbox, Hot Wheels, Corgi, Dinky, Tekno, Solido, etc from 1950's thru 1970's. Can you help? Many thanks in advance!

Harry Greenfield; Manchester CT
860-604-4695 hgreenf@kimball.com

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.

Connecticut Eastern Railroad Museum

55 Bridge Street Willimantic, CT 06226
860.456.9999

Email: info@cteastrrmuseum.org

[View Connecticut Eastern Railroad Museum Website](#)

The museum is situated on approximately 20 acres in the western end of Willimantic at the New Haven Railroad's Columbia Junction facility. To date, the museum includes 3/4 of a mile of reinstalled railroad track and switches (original Columbia Junction trackage was removed in the 1950's and 1960's), the restored original 6-stall roundhouse, restored wooden railroad buildings from Eastern Connecticut, and a collection of local railroad locomotives and cars. The museum is moving toward its major goal of an operating railroad village depicting the historical importance of railroads to this area.

The museum reopens in April, 2007.

"Acceleration" Defined

(from the Keith Black Website)

This isn't about model railroading but "Engineering types" will appreciate it.)

One top fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500.

Under full throttle, a dragster engine consumes 1-1/2 gallons of nitro methane per

second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.

A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger. With 3,000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle. At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture of nitro methane, the flame front temperature measures 7,050 deg F. Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases. Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder. Spark plug electrodes are totally consumed during a pass. After halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 deg F. The engine can only be shut down by cutting the fuel flow. If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate an average of over 4G's. In order to reach 200 mph (well before half-track), the launch acceleration approaches 8G's.

Dragsters reach over 300 miles per hour before you have completed reading this sentence. Top fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load.

The redline is actually quite high at 9,500 rpm. Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimate \$1,000.00 per second.

The current top fuel dragster elapsed time record is 4.441 seconds for the quarter mile (10/05/03, Tony Schumacher). The top speed record is 333.00 mph (533 km/h) as measured over the last 66' of the run (09/28/03 Doug Kalitta).

Putting all of this into perspective, picture this scenario: You are driving the average \$140,000 Lingenfelter "twin-turbo" powered Corvette Z06. Over a mile up the road, a top fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 mph. The "tree" goes green for both of you at that moment. The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him. (It takes the Corvette 4.5 seconds to cover the quarter mile)

Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1,320 foot long race course, and that my friend, is ACCELERATION!

World Wide Web

One of the things I am asked about our website is how many people view our website. I have been keeping a closer eye on that statistic and it may surprise some people. In the month of October over 1,300 different computers logged onto the website. They combined to visit 12,257 pages. On average over 50 computers a day log on. Since we moved to the new hosting company in December 2005, 11,368 different people visited our website.

As everyone knows, I am always in search of more content. If you have a photo, send it over. Want to write a how-to article, send it over. If you need ideas, take a look at the site. Don't concern yourself with formatting or grammar, I can help with that.

There is a lot already on it, but we could still use more. Obviously, I tend to do more with the HO group since that is what I am actively involved in but I would like to hear from our other scales and get more up on their pages as well. Our visitors have increased from a mere 250 per month a year ago to over 1,300 per month now. This is a great opportunity to show off your modeling.-Jim Spavins

The Life Section

'King of the Hobos' Dies at Age 89

NAPOLEON, Ohio (Nov. 21) - Maurice Graham, who began hitching rides on trains as a teenager and was known as the "King of the Hobos," has died at the age of 89.

Graham, who recently suffered a stroke, died Saturday at the Northcrest Nursing Home, his family said.

Graham, nicknamed "Steam Train Maury," was a founding member of the National Hobo Foundation and helped establish the Hobo Museum in Britt, Iowa. He was "a true hobo hero," said foundation president Linda Hughes.

"He was a classy and respected man," she said. "No one can live up to Steam Train. He's irreplaceable."

Graham in 1990 wrote "Tales of the Iron Road: My Life As King of the Hobos," telling his stories of hopping trains beginning at the age of 14 and living in hobo camps until 1980. He was named National Hobo King five times at the annual hobo convention in Britt, and was crowned Grand Patriarch of Hoboes in 2004.

Graham worked as a mason and founded a school where he taught the trade. He was a medical technician during World War II. He is survived by his wife, Wanda, and two daughters.

Noted Railroad Author Passes

Robert W. Limke passed away in his sleep at a nursing home in Keene, NH on November 3, 2006. Bob was a very prolific author as you can see from the list below.

Railroad Books by R. W. Nimke (with Amazon.Com links)

[Green Mountain Railroad \(1985\)](#); [Rutland Railroad side track diagram : December 1, 1934: Also shows locations of stations, freight houses, industries, turntables, siding capacities, etc \(1986\)](#); [The Rutland: 60 years of trying \(1987\)](#); [THE RUTLAND: 60 YEARS OF TRYING, VOLUME I: MOTIVE POWER & EQUIPMENT \(1987\)](#); [The Rutland--Motive Power & Equipment \(Volume I\) \(1987\)](#); [The Rutland: the Hub--Rutland, Vermont \(Volume II\) \(1987\)](#); [The Rutland: Betterments, statistics, traffic, equipment, plans, structures, fixtures \(1989\)](#); [THE RUTLAND, 60 YEARS OF TRYING -VOLUME 6 PART 1- THE O&LC DIVISION \(1989\)](#); [THE RUTLAND: ARRIVALS AND DEPARTURES: TRAIN SCHEDULES, 1901-61 \(1990\)](#); [THE RUTLAND: 60 YEARS OF TRYING, VOLUME V, PART 2: THE MAIN LINE \(1990\)](#); [Connecticut River railroads and connections \(1991\)](#); [The Rutland: Spurs and Siding \(1991\)](#); [The St. Johnsbury and Lake Champlain Railroad: Plans \(Connecticut River Railroad series\) \(1994\)](#); [The Central New England Railway \(1995\)](#)

Another Hobby Shop Owner Gone

We also lost Peter King, apparently back on August 31. He owned Flying Scotsman Hobbies, <http://www.fshobby.com/> and was a dealer for many years in the Stroh Building at the Springfield show. He has been one of my (Jim Hodgdon) top dealers for several years, His friend is taking over the business.

Railroad Calendar

This Busy Month in 2006

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

December 5, Essex, CT 6:00 PM, Set up HO modules for display/operation.

December 9/10, 16/17 & 23, Essex, CT North Pole Express Christmas Train M&P HO layout upstairs in Witch Hazel Building.

December 17, Ledyard, CT Meeting at the Bill Library starting at 7:30PM.

Essex on December 9, 10, 16, 17 & 23: Noon to 4:00 PM

December 13, 20, & 27, North Stonington or Essex, CT. Work sessions at either Larry Southwick's house starting at 7:00 PM or at Essex depending upon need and module locations. Find out the latest while helping at Essex.

a December Sunday; North Stonington, CT All-day work session at Larry Southwick's house starting 10:00ish. TBD

Next Month and Beyond in 2007

January 26, West Springfield, MA Set up all M&P layouts at Big E.

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 Railroad Bill

(There are any number of versions of this song.

This one came from

www.lyricsdepot.com/ramblin-jack-elliott/railroad-bill.html)

Railroad Bill, Railroad Bill
He never worked, and he never will,
And it's ride, ride, ride. (after each two lines)
Railroad Bill's a mighty mean man
Shot the light out of the poor brakeman's hand
Railroad Bill, lived on Garbage Hill
Lightin' a seegar with a ten-dollar bill.
Railroad Bill took my wife,
If I didn't like it, gonna take my life.
Goin' on a mountain, goin' out west
Thirty-eight special stickin' out of my vest.
Buy me a pistol just as long as my arm
Shoot everybody ever done me harm.
Got a thirty eight-special in a forty-five frame,
I can't miss 'cause I got dead aim.
Railroad Bill, he ain't so bad
Whupped his mama, shot his old dad.
Early one morning, standing in the rain
Round the bend come a long freight train.
Railroad Bill a-comin' home soon
Killed McMillan by the light of the moon

McMillan had a special train
When they got there they was prayin'
Kill me a chicken, send me the wing
They think I'm workin', Lord, I ain't doin' a thing.

Kill me a chicken, send me the head,
Think I'm workin', Lord, I'm layin' in bed.
Gonna drink my whiskey, drink it in the wind
The doctor said it'd kill me but he didn't say when.

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 Railroad Information
Richard Peiffer rpeiffer@charter.net
Prototype Questions Dave at
<http://www.davesrailpage.com/>

January Newsletter

Clark will be out of town in December so John Waller will be putting out the January Newsletter. Send any information and articles to John at john.waller@snet.net



Essex on December 9, 10, 16, 17 & 23: Noon to 4:00 PM

<http://www.mpr.org>

Merry Christmas to M&P

Essex on December 9, 10, 16, 17 & 23: Noon to 4:00 PM