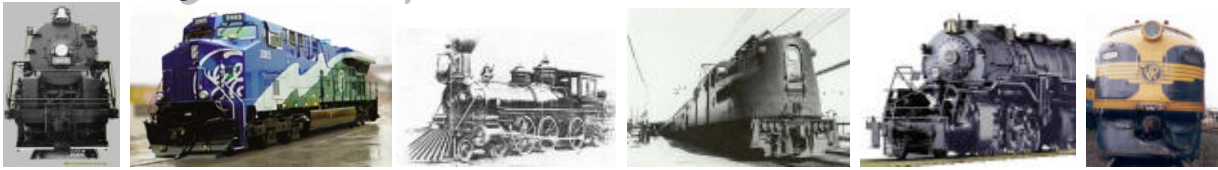


# Mohegan Pequot Model Railroad



## The News for: July, 2007

### Big Summer Field Trip

It is still not too late to go on the annual M&P five-day field trip to Roanoke, VA; Cumberland, MD; and Altoona and Harrisburg, PA. The dates are Wednesday July 11 to Sunday July 15. Talk to Jim Delany, our field trip coordinator, (889-4029) if you want to go. The cost for transportation and rooms will be around \$300. Food and drink are on you. Excuses and reasons (try mental health) at home and work are also your responsibility. At the moment, Jim is making hotel reservations for the various nights.

We will meet at Bob Macgregor's house ((860) 859-1536) at 1588 Old Colchester Rd, Oakdale, CT 06370-1028 at 6:00 AM. The caravan leaves at 6:15 in the morning

Here is the latest schedule/itinerary:

July 11 (Wed) - Drive to Roanoke, VA, maybe railfan in Roanoke depending on arrival time  
July 12 (Thur) - O. Winston Link Museum, Virginia Museum of Transportation (9 AM - 12 AM), railfan Roanoke area [Norfolk Southern (formerly N&W) Yard and environs] (1 PM - 5 PM). Drive to Cumberland, MD (5 PM - 10 PM)  
July 13 (Fri) - Railfan Cumberland CSX yard area (8 AM - 10 AM), Western Maryland Scenic Railroad excursion (11 AM - 3 PM), railfan areas around Cumberland (3 PM - 8 PM), drive to Altoona (8 PM - 9:30 PM)  
July 14 (Sat) - Railfan Altoona areas [Horseshoe Curve, Gallitzin Tunnel and Cresson] (8 AM - 3 PM). Drive to Enola (3 PM - 5 PM), mellow out at Rockville Bridge (5 PM - dark)  
July 15 (Sun) - Railfan Enola, Rockville, Harrisburg, Cove, Marysville, etc. (8 AM - 1 PM). Drive back to Connecticut, probably arriving at Bob's house before 9:00 PM.

Notes: If you want to ride the Western Maryland Scenic Railroad, you have to make reservations before we go. The website is: <http://www.wmsr.com/>. If you don't want to ride the train, a group will be chasing the train. If you don't want to do either, you can sit at the train station in Cumberland and fan the CSX line.



O. Winston Link Museum, Roanoke, VA

### Ad Hoc Field Trip

On a rainy Saturday, June 9, only two M&P Club Members went to the Connecticut Eastern Railroad Museum in Willimantic. Jim Hodgdon submitted the following.

Here's the old Millstone locomotive, moved to and currently operating at the Connecticut Eastern Railroad Museum in Willimantic. This engine was used in the construction of Millstone nuclear power station in the 70's and 80's, then it was just parked on the property inside the fence, under armed guard for many years. When I started working there in 1990, I was intrigued by the fact it was completely intact, no vandalism, just aging from the weather. I helped to arrange Northeast Utilities donation to the museum of this GE 15 ton switcher a few years ago, today they say it runs quite well.

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**Former Millstone Industrial Engine**



**GE 15 ton switcher at Willimantic**

### **Financial Report Followon**

. This is being discussed among the Members but no actions have yet been taken. It is expected that nothing of significance will happen until the Club Members begin to get serious again about model railroading in the Fall.

At the last meeting there was much discussion about inventory in the Club Store. There is a difference between the items that are required for maintenance of Club modules and to support Club shows and the items that sit on the shelf waiting for an M&P Member to buy them. Stocks must be separated into their various functions and not lumped together. The new policy that is being proposed for members to obtain economies of scale in buying is to have all items pre-sold before the order goes in. "On demand" merchandising is also a possibility. The Rochester Institute of Technology railroad club does this.

There is an urgent need to take an inventory of what we possess already. For example, there are

about 100 Club boxcars unsold. This is what is left of an order of 250, now some years ago. Art Ferguson pointed out this order followed closely on a more successful sale of Club cars. That's the name of the game. This time they didn't sell as well

A motion was made to sell Club apparel to non-Club members. This was defeated on a show of hands, 8 to 4, with one abstention.

Art clarified the proposal in the Financial Report that a White Elephant table be set up for sales at Springfield. This was intended to be a table in conjunction with our layouts. It is also legal to sell Club cars, etc., at such a table, but not anything directly purchased from other vendors. We need a Massachusetts tax number. The Club has a Connecticut tax number.

Art asserted that the proposal for 501 (3) (C) status (IRS) was aimed at attracting donations.

### **Extracts: June Meeting Notes**

(from John Waller's notes)

#### *June 10 in Larry's Basement*

(Larry has a flatbed trailer, which will take a lawn tractor, for sale).

The meeting was scheduled for 7:30 PM in the hope that more members would find it a convenient time. But the same old core group was present!

Work Session: The meeting was preceded by a work session in which the most important activity was getting rid of old stuff.

The old passenger station materiel is still up for grabs. Other old modules not spoken for will be dumped. There is now a big cache of miscellaneous nuts, bolts, washers, etc., again up for grabs. There are also some electrical switches and Peco turnouts.

Bert's old modules will probably go to Bill Badgett's place, as he now has space for them.

New Transition Module The new transition module 'F' needs to be completed. We can't find two of the 37-pin connector shells, one male, one female. Stu will lend the Club same to get the job done.

Future Meetings and Work Sessions June 24 at Bill Library; one each for July and August. Wednesday work sessions will continue.

Club Picnic This is tentatively scheduled for the second Saturday of September.

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Article for Scale Rails Bill Evans. is promoting an article about our Club, with particular emphasis on our established expertise in modular layouts in all the scales we operate with. This could appear in Scale Rails and is aimed at the Hartford 2009 Convention. We already have much material, such as that put together by Jim Spavins., for preparing articles and presentations. It should include a notebook of pictures, again, all scales. Club participation is crucial here.

NMRA Membership It would be an advantage if more members join the NMRA.

Attendance at Meetings Dan will re-start meetings, where demos and presentations are given, and prepare a schedule.

*June 24 at the Bill Library (BL)*

13 members present.

Club Picnic: This is scheduled for Saturday September 8. Venue is still open, perhaps Jonathon's or Larry's.

Calendar: Dan is drawing up a calendar, with the eventual aim of having an event schedule up to one year in advance. It will be on the web site. So far the calendar looks like:

July 22; Bill Library possibly with video.

August 26; Bill Library.

September 8; Club picnic venue.

23; Bill Library.

October 14; work session and meeting at Larry's, starting 10 AM.

28; Bill Library.

November 11; after Thomas session.

25; Bill Library, weekend after Thanksgiving..

December 9; work session and meeting at Larry's, starting 10 AM.

23; Bill Library, eve of Christmas eve. Might change if we are set up at Essex.

Club Tours We want to arrange some this Fall.

Club Annual Show We should try to find a suitable partner, or pick-a-back source, if we are to contemplate having another annual show. We went on our own the last two times at St. Bernard's with poor results. Waterford High School is a possibility. We might try to organize something with Valley Railroad, provided we could attract railfans, and not just tourists. There are, reportedly, residents along the Valley

Railroad track which might be able to cooperate with us.

**Meetings, Schedule & Work Sessions**

There will only be one meeting this month. Sunday July 22 at the Bill Library at 7:30 PM. Regular work sessions this month will be held at Larry Southwick's house on only two Wednesday nights, July 18, and July 25 beginning at 7:00 PM. The Sunday all-day working session at Larry's, has yet to be scheduled.

**Operating Session**

From Bill Evans

A Friend of mind has a large home layout and wants to operate on a Thursday mornings. The next scheduled Thursday morning train operating sessions are: July 5, 2007 & July 19, 2007 Railroad Owner: Bob Davis

Place: 120 Freedly road Pomfret, CT

Time: 0900 AM

his home phone if you get lost 860 928-4618

or call my cell phone 860 834-1211

This is a large home layout with dcc control. It will be a fun time.

George Harran can car pool with whoever is interested.

**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.

**New Email for Glen Siter**

Glen Siter's email in the clubs roster is now [glenn@sawsassoc.com](mailto:glenn@sawsassoc.com) (He has started his own business and has a web page in house at [the](#) same). He also has a personal page with the Central New England Railway at [www.siter.net](http://www.siter.net) .

**Ross McLean Looking for Hornby Pictures**

Former member, Ross McLean who now resides in Australia, is looking for pictures that anyone may have taken of his "Hornby Corner" while he was a member of the Club. If you have any pictures of "Hornby Corner" or any other Hornby related items or information, Ross can be reached at his email, [coastwise\\_nav@yahoo.com](mailto:coastwise_nav@yahoo.com).

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Incidentally, the Club has a nine-car Australian train that Ross sent over. He also purchased over \$100 of M&P Club cars. Ross is also a poster child for being a member in absentia. He wants to know how much it will cost to get the Newsletter. Maybe when we make a decision we can tell him.

### The President's Corner

The Club Trip, The Club Trip, The Club Trip!!!

Dan

### The VP's Niche

I will be in Australia almost the whole of July. I plan to contact Ross McLean. I will be attending a book launch in Sydney. The book is about 24 Australian boys who joined the Australian Navy on 28<sup>th</sup> January 1947, the year we turned 14 years of age. We went to the Royal Australian Naval College (Academy) where we spent four years in a highly structured environment compared to the average high school.

Educationalists finally persuaded everybody concerned that treating young boys like this is a bad idea. We don't think so, and we are backed up by what is in the book. There are contributions by the 16 of us still alive, and by family and friends for those who have left us.

The book is not a formal history, but an account in mostly our own words. In that respect it is similar to another book I told you about, an account of the naval laboratory I worked at in Sydney, published in 2006, and very well received.

For both books I was an editor and contributor.

The book this time will be launched by HE the Governor of NSW at a former naval base, now a heritage museum, on Sydney Harbour<sup>1</sup>. I had to get my lounge suit out of the closet. It is exactly 8 years since I last wore it, a sign of how things change!

### John Waller's Column

Living in Plainfield I have frequent glimpses of the Providence & Worcester (P&W) at work.

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<sup>1</sup> In the early days of Sydney, government departments coveted the magnificent Sydney Harbour foreshore, and blocked access to it for the general public. This trend is gradually being reversed as the Navy, in particular, moves elsewhere. Not all of the areas so vacated have been taken over by real estate.

Much switching is done at Plainfield, which is the junction for the line which loops south around the interminable north-south ridges of Route 14 to connect to Willimantic.

On the other side of Plainfield the former line to Providence via Moosup, Sterling, and West Warwick terminates at a gravel pit. There are many parts of this line clearly visible, especially as walking trails, a bridge over a road in West Warwick, and so on..

But there is much more to the P&W than the above, in the story of a local freight which thrives. Scott A. Hartley writes in *Trains Magazine* of July 2007 in an article titled *Local Freight Where It Shouldn't Be*, page 53.

Amtrak shares the NE Corridor with four local freight roads: P&W, CSX, Conrail Shared Assets Operations, and Norfolk Southern (NS).

*Trains Magazine* always seems to have a very soft spot for Amtrak and, why shouldn't they? Nobody else seems to. Certainly not the Federal Government, who refuse to level the playing field for trains to put them on a par with roads and airways.

From New Haven to Boston the NE Corridor is mostly just double track. Amtrak trains do travel faster on parts of this segment, despite the track route largely following that constructed in the 19<sup>th</sup> Century.

The multi-billion dollar upgrade of the Corridor concentrated heavily on electrification. A very poor choice of how to spend our dollars, in my view, but somebody obviously benefitted by it. The timetable did not. Each minute saved cost millions of dollars.

But, enough of my rambling and back to Scott's article.

Amtrak owns all of the NE Corridor, except for the 38 miles between Boston South Station and the RI state line, and 57 miles from New Haven to New Rochelle. Metro-North trains and Amtrak trains part company at the New Rochelle interlocking to go under New York.

P&W operations on the Corridor were enhanced by the addition of 17 miles of additional track in RI, which took 10 years to implement<sup>2</sup>. Part of the delay is attributed to increasing the electrical overhead clearances; hmmm!

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<sup>2</sup> Didn't the builders of the trans-continental railroad lay that amount of track in one day almost?

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Scott reports that there are 22 local freight daytime services weekdays, with heavier trains at night handling coal, intermodal, and aggregates.

He rides a P&W train (PR-3) to see how shared trackage works in practice. PR-3 operates in sprint and drift mode all the way towards New York. The way it is described makes it sound there is little room for error, and I am sure that is true. PR-3 is limited in speed to 50 mph.

Maybe it is endemic to P&W's success, but cars were being picked up and dropped every time PR-3 stopped to allow Amtrak trains to take precedence. There is no part of P&W that I have seen, that loads and empties cars in a bulk fashion. But it must exist somewhere if they handle coal, for example.

Plainfield is an example of this local operation. There is an industrial part of Plainfield serviced by the P&W. When I first came here there was a spur off the main line to a very run-down industrial area. The rails were rusty through lack of use.

Then, one day, I saw a car on the spur. On another day I was walking the dogs, and I actually witnessed a P&W freight stopping on the main line, backing up into the spur, and dropping a car off. My joy was unconfined. To add icing to the cake, one of the crew, obviously a dog lover, made a shouted exchange with me about my dogs!

But there is more. Recently P&W added a turnout (yes, a brand-new turnout) to the spur. It turns out the first version of the spur was being used to store broken glass, I assume for recycling. There was broken glass, albeit in small pieces, spread around, which made me nervous for my tyres and my dogs' paws.

The new spur to the old spur is being used to handle bags of fertilizer which are stored in a large shed.

Whenever I see P&W trains on the Route 14A crossing in Plainfield they are nearly always diverse in their consist. There are never long trains of the sort we saw at Selkirk.

The P&W first came into being in 1898, according to Scott. To be still operating over a century later as a local freight line is very commendable.

Well done P&W.

*John*

## Letters to the Editor

Enquiring minds want to know!

## The Market Place

### Club Member Ads

Advertise (free) here to reach more than fifty 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

Inventory has been started on the items in the Club Store. This is a labor-intensive game of hide-and-seek, trying to find all of the items that we have accumulated under the Club Store umbrella. For example, we have twenty-eight M&P shirts of various kinds (just waiting for someone to buy them). There are even more hats and club patches. Optimistically we should complete the "Club Store" portion of the inventory by the end of next month. We will publish the inventory list when it becomes available.

There are numerous other items to be inventoried if we really are going to get a handle on where we stand on Club property as well.

### Commercial Corner

Nothing here

## The Technical Section

### Real Railroads

Received from Jim Hodgdon

### Hear the Train a Comin'

by News Channel 8's Matt Scott

(South Windham-WTNH) \_ If you've ever heard the roaring sound of a train going by there's a good chance that horn was created in this South Windham factory. Micro Precision Group, home of Nathan Air Chimes, is one of only two factories in the country to make train horns.

General manager Joe Loffredo says for him the sound of music "is a big blaring train horn. It's sound to my ears." The Nathan Company dates

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back to the 1800's. They've been making airhorns for 50 years, the last 25 in Connecticut.

"We start with die casting for the bell, and that goes through a CNC (computer numerical control) miller, which allows the bell to have different frequencies," Loffredo said. "Each bell has to have a different frequency. The sandcasted aluminum base all comes to the assembly area, it's all assembled, and then tested."

The testing is done in a soundproof room. "In the field, it's about 115 decibels from 100 feet," Loffredo said. Which means you'll likely hear it coming from a few miles away. To them, it's not just the sound of music, but also the sound of safety.

"That's important," Loffredo said. "You want to have as much warning area, as they say, if you're warned you have a chance to get out of the way."

The MicroGroup makes horns for over 1,200 new locomotives every year.

Sorry, they won't outfit your car with one

### World Wide Web

Nothing here this month.

### The Life Section

Post your correspondence with Pete Barrington here. Please forward any emails or other contact with Pete while he is in Iraq. He would certainly like to hear from Members of M&P. Pete's email is [lordtracker@yahoo.com](mailto:lordtracker@yahoo.com).

### Railroad Calendar

There is going to be a change in the Calendar in the near future. The official M&P Calendar will be kept on the website ([www.mpr.org](http://www.mpr.org)) It will be expanded to include all of the known future M&P activities like train shows that will have M&P layouts, the Club Picnic and field trips. It will look forward as far as possible so we can plan our future activities better. The latest edition will be copied each month into the newsletter.

A second Calendar will include all other activities that Club Members might be interested in like train shows in the region, prototype railroads or museum activities. Here we will depend heavily upon Ron Pothier's train show list

and members sending in information like rail-fan days and so forth.

### This Slow Month in 2007

**July 11-15 VA, MD and PA.** Club five-day field trip to Roanoke, VA; Cumberland, MD and Altoona and Harrisburg, PA.

**July 18, & 25, North Stonington CT.** Work sessions Wednesday nights at Larry Southwick's house starting at 7:00 PM.

**July 22, Ledyard, CT** M&P Club Meeting at the Bill Library at 7:30 PM. Discussion of Financial Committee report.

### Next Month and Beyond

Getting slower and slower out there.

**Ron Pothier's** 20072008 list of train shows is being assembled now. Contact Ron at [repth@snet.net](mailto:repth@snet.net) for the latest information.

### The Lighter/Heavier Side Blond Economics

Last year I replaced all the windows in my house with that expensive double-pane energy efficient kind, and today, I got a call from the Contractor who installed them. He was complaining that the work had been completed a whole year ago and I still hadn't paid for them. Hellloooo, just because I'm blonde doesn't mean that I am automatically stupid. So, I told him just what his fast talking sales guy had told me last year, namely, that in ONE YEAR these windows would pay for themselves! Helllooooo? .... It's been a year! (I told him.) There was only silence at the other end of the line, so I finally just hung up.... He never called back. Guess I won that stupid argument. I bet he felt like an idiot.



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Horseshoe Curve, Altoona, Pennsylvania

## Club Administration

M&PMRR Officers & Functionaries

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

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

Prototype Questions

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



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