

Mohegan Pequot Model Railroad



The News for: December, 2007

Willimantic Debrief

The Eastern Connecticut Railroad Museum Train Show was held at the Windham High School in Willimantic, CT on Sunday November 4. The Club On30 and HO layouts were there, putting a bigger face on M&P than ever before. Setup, operations and takedown all went relatively smoothly. The show, like almost all shows except Springfield, has shrunk in recent years and attendance was moderate and the dealer tables did not wrap around the hallways as they once used to.

Craftsman Structure Show

The first annual Craftsman Structure Show was held November 2 and 3 at the Holiday Inn in Mansfield MA, and I was very fortunate to attend. This is a train show like no other, it is entirely structures, and high quality ones at that. No rolling stock, no Thomas, tinsplate or T-shirts. Just craftsman level structure kits, and the guys, (and gals) who build them.

Scotty Mason, (<http://www.scottymason.com/>), Doug Foscale, (<http://www.foslimited.com/>) Jimmy Deignan (<http://www.craftsmankits.com/>) and Dave Frary (<http://www.mrscenery.com/>) put this show together, and did a great job. It was like a mini Springfield without the flea market atmosphere, with hands on clinics, slide and video presentations, and lecture style classes.

There was a manufacturers forum on Friday night, which I was honored to be invited to participate in as a panelist, 6 of us, Bob Vangelder (South River Modelworks), Brian Bollinger (Best Trains) Dave Frary, Brent Gallant (Sierra West), Doug Foscale and myself fielded questions from an audience of about 150 folks about trends in the business, the future of kitbuilding, and how we do

what we do. I learned a lot from the feedback we received.

There were exceptional contest models, and a banquet Saturday night which culminated in the first inductions into the craftsman structure hall of fame, and my friend Mike Tylik was the very first inductee. Mike, along with the late Ted Bossert were the first people to encourage me to get into this business, and Mike has been a huge help and inspiration along the way. Lifetime achievement awards were given to Dave Frary and George Sellios (Fine Scale Miniatures, F&SM Railroad).

It was nice to do a show that was self contained, we stayed in the same building, on the same floor as the show, no cold walks to the car and driving back to a hotel and restaurant. The Rail Lines Forum also held a social event, so members who have communicated for years online could meet face to face, which was a lot of fun.

I would definitely recommend this show to any members of the club who enjoy seeing, building and learning about model structure building, and how to improve one's skills in this area.

James F Hodgdon Jr. Hodgdon Scale Models
PO Box 180; Oakdale CT 06370
www.hometown.aol.com/hdgdn

at Friendship School, Not, for Christmas

The display at the Friendship School in Waterford will not happen this year. They will not be open when we said that we could operate (on the weekend of December 29/30.) Although they did not state the reason, the suspicion is that they have to pay exorbitant overtime janitor rates. The days after Christmas are too difficult for the Club because we couldn't set up until Wednesday at the earliest and have to be gone by Friday.

Merry Christmas, Happy Holidays (and Dues are Due)

Operating Sessions

Jonathan Harger is still holding operating sessions at his home layout in East Lyme on the second and fourth Mondays of the month at 7:00 PM. Check with Jonathan for directions and to see if there are any changes. Call (860) 739-4224 or hejeharger@ct.metrocast.net

Extracts: November Meeting Notes

(from John Waller's notes)

November 25 at the Bill Library)

There were 9 members present; VP in the chair.

December Meetings December 9 (after work session) and December 23 both at Bill Library, 7:30 PM.

Thomas Owing to intra-state competition and its effect on revenue, we have not been invited to Thomas at Essex.

Essex pre-Christmas No further word.

Springfield 2008 It's coming fast. Dues must be paid by January 13 (first meeting) for Club members to get a free pass.

Friendship School Show at Christmas
Cancelled.

Work sessions Wednesdays in December except for 26th.

Calendar This is still a work in progress.

Future shows for Club There was much discussion here with emphasis on the HO scale. Salient points:

- The consensus is members want to go to more shows. Some financial benefit to the Club is good, but not essential.
- Income for the Club, where it exists, could be a cut, donation box, or both.
- HO-scale modules are getting larger, and there are often space constraints, such as we experienced at the New London train station.
- Using a vacant shop at Old Saybrook worked well; that in New London did not! There is a vacant CVS shop at Groton, and an empty warehouse at Bozrah.
- A school might let us in free of charge, but there is nearly always a janitor to be paid.
- The Webster show was cut back in size; no space for us.
- There are liability issues.
- Costs keep going up at the Springfield Expo; Amherst is being squeezed. If the

attendance numbers fall (and they have not so far) the whole venture could collapse.

- Jonathon proposes we look seriously at Waterford Week, held in August.

Red trailer Some more repairs are required. Electrical repairs were made last year, but fixing mechanical defects is probably harder.

John

The Dos and Don'ts of Club Dues

Do pay \$40 (\$50 for families) to the secretary, Bob Applegate [c/o M-P Model RR Club 23 Hyde Park Drive Gales Ferry, CT 06335-1941].

Don't pay the treasurer, Don Counsellor, even though he may look trustworthy and competent. Only the Secretary is authorized to collect the money and record your membership for 2008.

Do pay by January 13 (the first meeting) for Club members to get a free pass to Springfield.

Do pay/renew your M&P Membership.

Don't forget.

Meetings, Schedule & Work Sessions

There will be two meetings this month and they will both be at the Bill Library in Ledyard, CT starting at 7:30 PM. They are on December 8 (after the Sunday work session) and December 22. The Sunday all-day working session is at Larry Southwick's, house on the 8th beginning at 10:00ish AM. Regular work sessions this month will be held at Larry's house on Wednesday nights December 5, 12 & 19 (no 26) beginning at 7:00 PM. Come and discuss model railroading, Club activities and even work.

John Waller's Column

P&W have done it again. Plainfield used to be the junction of two railroads:

- Groton to Worcester via Norwich, Jewett City, Plainfield, Putnam, and Webster.
- Willimantic to Providence via Occum, Lisbon, Canterbury, Plainfield, Moosup, Sterling, Coventry, and West Warwick.

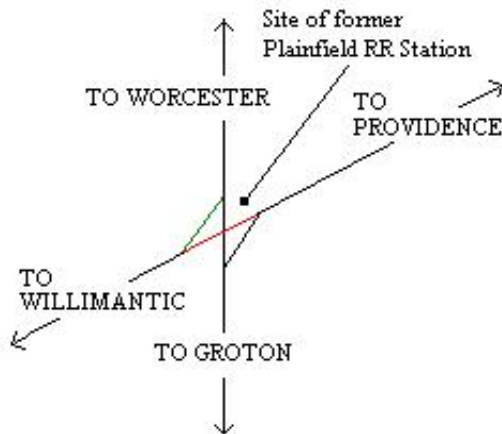
The Plainfield to Providence service was discontinued some time back, and much of the roadbed is a walking trail. There is a remnant of the track in Plainfield, terminating at a quarry, and also used as a yard by P&W.

Merry Christmas, Happy Holidays (and Dues are Due)

The diamond crossing in Plainfield was the site of the former Plainfield Station, on Railroad Avenue.

I don't know how long it has been in existence, but there is a means of changing from one track to the other. Trains coming north from Groton could switch to the old providence spur, just before the diamond crossing, as in the diagram below.

P&W use the area to assemble and break up trains, and additional parallel tracks exist to do this switching operation.



But trains coming south from Worcester could not switch to the Willimantic line directly. They would need to go past the diamond crossing, back up into the yard, then take the Willimantic line.

Much work has been going on at the diamond crossing in the last few days. As far as I can see, the crossing has gone (red in the figure), and another bypass added (green in the figure) to obviate the above procedure.

The line to Willimantic has been used only as far as Occum recently, but I believe there are plans to open up the section to Willimantic. This may have prompted the work at the crossing, the crossing itself might have been in need of repair, or both.

The line to Willimantic goes well to the south of the crow-flying route in a big loop. This avoids the "interminable north-south" ridges, on Route 14, which end where the Yantic River cut through them. The Air Line route had no such option, and was obliged to build massive earth works to ensure track gradient never exceeded "58 feet to the mile" (about 1 %). An example of these earth works may still be seen off Route 169 just south of Pomfret, near the junction with Route 44.

John

The President's Corner

Hi Dan,

I found you on the web. I live in Stonington Connecticut, and I have a wonderful G Scale train that I set up as part of my Christmas display.

Here is my dilemma, I do not have the time any longer to set it up, or the skill to fix what needs to be fixed, and manage the whole process.

Do you know of anyone, through your club that may be interested in moonlighting to help me get this set up, running properly, so my family can enjoy it during the holidays? If so, could you contact me and let me know who, and what hourly fee they would like to do this for?

Thanks in advance,

Marc Gentilella

Principal/Encore Editor-In-Chief

51 Kidds Way Stonington, CT 06378

860-536-9222 - Home

303-263-1976 - Marc's Cell

860-536-5700 Ext. 228 - Marc's Office Phone

860-536-5713 - Fax

720-407-3980 - Marc's private eFax

marc@celebrityaccess.com

www.celebrityaccess.com

Dan

The Vice President's Niche

Thoughts on Willimantic: 2007

With the number of shows we set up at shrinking, Willimantic deserves increasing attention.

This year we had planned to set up on Friday night, but that was cancelled by the school. Set up was scheduled for 7:00 AM on Sunday. I got there well before that and the school was open. I was at least able to determine where we should set up.

The On30 members were there just after me and quickly set up and had their layout running. This is a model for HO. Admittedly, we need to cope with a different layout each time, but we can still do better than we have done in the past.

One aspect that is always a nightmare is getting the main harness set up (the main traction bus as I prefer to call it), and I intend to address this here.

There are four components to the main traction bus:

1. The portion permanently mounted on each module.

Merry Christmas, Happy Holidays (and Dues are Due)

2. Coupling pieces to accommodate the 2-pin and 4-pin connectors.¹
3. Long coupling pieces to bypass modules which are giving trouble on the main bus.
4. A means of connecting the main traction power packs into the bus, both directions.²

I had made up connectors for item 4, but could not find them during the load-up for Willimantic. I still need to find them.

Therefore, we need a main traction bus kit, where we know exactly how many of the above types we should have. All items should be always kept in the kit³ between shows, except for those we use at Larry's.. And we need to keep track of those somehow!

In my view, getting the main tracks working should be the top priority in setting up the layout. Let's do it right, HO members.

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.)

Signature Series Railroad

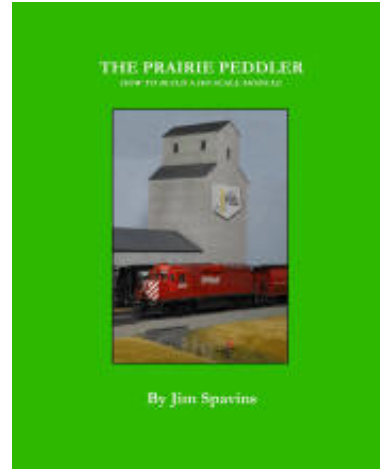
The Perfect Christmas Gift for the Modular Model Railroader!

The Prairie Peddler - Follow along with the construction of an HO scale module based on one the vanishing grain elevators on the Canadian Prairies. Learn how the module was constructed. Available now!

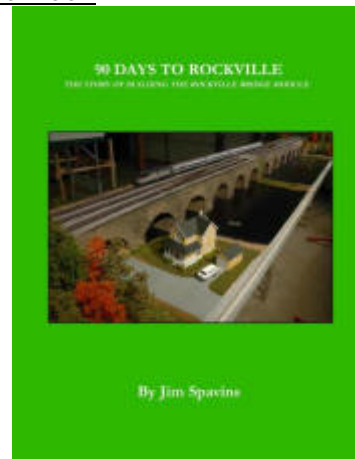
¹ The older 2-pin connectors are gradually being phased out.

² Remember, there are considerable advantages in having the main traction bus as a ring and not open-ended. But, don't try this with the AC!

³ And this should include the main power packs themselves.



Also Available: Module Design Templates, 90 Days to Rockville Slideshow, 90 Days to Rockville Book



Titles Coming Soon: Modular Railroading 101, Module Design Ideas I

To purchase your own copies just in time for Christmas by visiting the website at: <http://www.signatureseriesrailroad.com>!

Help Wanted! – Assistant needed for train show in York, PA on January 12-13, 2008. Duties include helping run vendor table for Signature Series Railroad. Transportation, lodging, and admission to show included. Compensation negotiable. Contact Jim at jimspav@alum.rpi.edu if you are interested in helping.

The Club Store

Inventory is complete. Please buy from the Club store if you need “stuff”. A list of “stuff” will be published in the Newsletter this winter, spring?

Merry Christmas, Happy Holidays (and Dues are Due)

Commercial Corner

Nothing here

The Technical Section

A few more interesting facts from (page 18) John Armstrong's book The Railroad – What It Is, What It Does The Introduction to Railroadng.

The drag on a railroad car varies with load and speed. In this example the car weighs 25 tons empty and when loaded it is 125 tons.

Rolling Resistance

Empty: 11.5 Lb/Ton @ 45 MPH

Loaded: 4.2 Lb/Ton @ 35 MPH

To roll one ton of car one mile on level track takes Empty: 0.031 HP-Hr Loaded: 0.12 HP-Hr

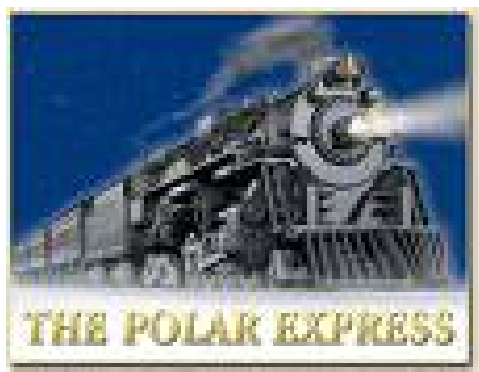
This means that it takes 288 Lbs and 525 Lbs of drawbar pull to move the above cars at the indicated speeds, only a ~2 to 1 ratio. We can see that the drag is not directly proportional to the weight of the car. The bearing friction may change somewhat with load but not significantly. The only other obvious source of drag is the resistance due to air.

Where weight does come into play is when the train must climb a hill. To lift one ton of train car 100 feet, independent of speed, takes 0.10 HP-Hr.

From this we can see that operating on level ground is much less costly (energy) than climbing up and down hills. Operating for one hour climbing will burn 4.23 (Empty) to 1.83 (Loaded) times as much fuel as running on level ground.

World Wide Web

Even though he is in Wisconsin getting a degree in cheese, beer and possibly real estate, Jim Spavins still needs your pictures and other inputs for the Club web page.



The Life Section

Cell Phone Blamed for Train Death

(from Jim Hodgdon)

A man in Berkeley, California was struck and killed yesterday while crossing the train tracks on foot. Witnesses say that he was [distracted by talking on his cell phone](#), resulting in the accident.



The man stood by the side of two sets of the tracks waiting for one train to cross, then immediately stepped out onto the tracks and was struck by a second train passing in the opposite direction.

This sounds disturbingly similar to an [incident in Ohio](#) we reported about in August. There, a teen was texting on his cell phone and did the same thing, crossed the tracks behind one train only to step in front of the second. He survived, his injuries far less severe than those apparently suffered by the Berkeley man.

If you're crossing the train tracks, we think it might be a good idea to put down the cell phone, pause that iPod and take your ear-buds out, and close the lid on your Nintendo DS before you take the risk of becoming the next to be featured in a post like this.

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.



Railroad Calendar

Eventually there is going to be a change in the M&P Calendar. You know how great it is going to be. Your Prez has it under control.

Merry Christmas, Happy Holidays (and Dues are Due)

This Month in 2007

December 5, 12, & 19, North Stonington. Work sessions Wednesday nights at Larry Southwick's house starting at ~7:00 PM.

December 8, Sunday; North Stonington, CT
All-day work session at Larry Southwick's house. Doors open at 10:00 AM. starting whenever. Then, **Club meeting at Bill Library in Ledyard at 7:30 PM.** (Well maybe not depending?)

December 22, Ledyard, CT M&P Club Meeting at the Bill Library at 7:30 PM.

Next Month in 2008

West Springfield, MA – January 26/27, 2008

{Also simply known as "Springfield"} Big Railroad Hobby Show Sat. 9 AM-5 PM, Sun. 10AM-5 PM,. – Amherst Railway Society Eastern States Exposition Grounds

Train Shows from Ron's List

(Ron Pothier at repth@snet.net for latest information.)

December 1/2, Marlborough, MA 2007

10 AM – 4 PM, - Royal Plaza Hotel
NMRA-NER, Hub Division
Info: 781-862-0388 or 508-528-8587,
e-mail: showmanager@hubdiv.org

December 16, 2007, Wallingford, CT. –9AM

3PM Zandri's Stillwood Inn Classic Shows
Contact: Lud Spinelli (203) 926-1327

January 6, 2008, Shelton, CT. 9AM – 2PM,–
Shelton Courtyard Marriott Classic Shows, 780
Bridgeport Ave. Shelton, CT

Contact: Lud Spinelli (203) 926-1327 or
www.ClassicShowsLLC.com

January 12, 2008 Branford, CT. – United
Methodist Church of Branford 9AM-3PM, (Snow
date) – January 19, 2008,



The Lighter/Heavier Side

Great predictions

(You've seen them before but it's always good to review what great minds thought.)

"Man will never reach the moon regardless of all future scientific advances." -- Dr. Lee DeForest, "Father of Radio & Grandfather of Television."

"The bomb will never go off. I speak as an expert in explosives." - - Admiral William Leahy, US Atomic Bomb Project.

"There is no likelihood man can ever tap the power of the atom." -- Robert Millikan, Nobel Prize in Physics, 1923

"Computers in the future may weigh no more than 1.5 tons." -- Popular Mechanics, forecasting the relentless march of science, 1949

"I think there is a world market for maybe five computers ." -- Thomas Watson, chairman of IBM, 1943

"I have traveled the length and breadth of this country and talked with the best people, and I can assure you that data processing is a fad that won't last out the year." -- The editor in charge of business books for Prentice Hall, 1957

"But what . is it good for?" -- Engineer at the Advanced Computing Systems Division of IBM, 1968, commenting on the microchip.

"640K ought to be enough for anybody." -- Bill Gates, 1981

"This 'telephone' has too many shortcomings to be seriously considered as a means of communication. The device is inherently of no value to us," -- Western Union internal memo, 1876.

"The wireless music box has no imaginable commercial value. Who would pay for a message sent to nobody in particular?" -- David Sarnoff's associates in response to his urgings for investment in the radio in the 1920s.

"The concept is interesting and well-formed, but in order to earn better than a 'C,' the idea must be feasible," -- A Yale University management professor in response to Fred Smith's paper proposing reliable overnight delivery service. (Smith went on to found Federal Express Corp.)

"I'm just glad it'll be Clark Gable who's falling on his face and not Gary Cooper," -- Gary Cooper on his decision not to take the leading role in "Gone With The Wind."

Merry Christmas, Happy Holidays (and Dues are Due)

"A cookie store is a bad idea. Besides, the market research reports say America likes crispy cookies, not soft and chewy cookies like you make," -- Response to Debbi Fields' idea of starting Mrs. Fields' Cookies.

"We don't like their sound, and guitar music is on the way out," -- Decca Recording Co. rejecting the Beatles, 1962.

"Heavier-than-air flying machines are impossible," -- Lord Kelvin, president, Royal Society, 1895.

"If I had thought about it, I wouldn't have done the experiment. The literature was full of examples that said you can't do this," - - Spencer Silver on the work that led to the unique adhesives for 3-M "Post-It" Notepads.

"Drill for oil? You mean drill into the ground to try and find oil? You're crazy," -- Drillers who Edwin L. Drake tried to enlist to his project to drill for oil in 1859.

"Stocks have reached what looks like a permanently high plateau." - - Irving Fisher, Professor of Economics, Yale University, 1929.

"Airplanes are interesting toys but of no military value," -- Marechal Ferdinand Foch, Professor of Strategy, Ecole Superieure de Guerre, France.

"Everything that can be invented has been invented," -- Charles H. Duell, Commissioner, US Office of Patents, 1899.

"The super computer is technologically impossible. It would take all of the water that flows over Niagara Falls to cool the heat generated by the number of vacuum tubes required." -- Professor of Electrical Engineering, New York University

"I don't know what use any one could find for a machine that would make copies of documents. It certainly couldn't be a feasible business by itself." -- the head of IBM, refusing to back the idea, forcing the inventor to found Xerox.

"Louis Pasteur's theory of germs is ridiculous fiction." -- Pierre Pachtet, Professor of Physiology at Toulouse!, 1872

"The abdomen, the chest, and the brain will forever be shut from the intrusion of the wise and humane surgeon," -- Sir John Eric Ericksen, British surgeon, appointed Surgeon-Extraordinary to Queen Victoria 1873.

And last but not least..

"There is no reason anyone would want a computer in their home." -- Ken Olson, president,

chairman and founder of Digital Equipment Corp., 1977



Christmas joy warms the heart

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	Clark Pritchett	444-1884
Newsletter Mailing and Meeting Speakers	Bill Evans	267-9482
New Passenger Modules, Name Tags and Show Layouts	Stu Dom	536-7637
Webmaster	Jim Spavins	jimspav@alum.rpi.edu

Prototype Questions

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

Club Scale Contacts

G - Bob MacGregor, O - Jim Weitlauf, S - Dave Alley, HO - Dan Delany, TT - Future, Z - TBD, N - Sandy Alonzo, Live Steam - Jim Weitlauf. These Go-To guys will mentor new members who want to learn more about particular model railroad scales.

Merry Christmas, Happy Holidays (and Dues are Due)