

# Mohegan Pequot Model Railroad



## The News for: May, 2008

### Larry Southwick

*From Barbara:* Wolf & I visited Larry Friday [April 25] night and he is doing well; quite talkative. He mentioned that the hospital is doing very light therapy on him now. It has been a long time since any real movement from him so it will be a long road to full recovery. But he is back to his normal cheerful self. He will be in L & M probably for another few days and then he hopes to be going to Pendlelton in Mystic. Please visit Larry if you can. The days and nights in a hospital can be very very long!

### Report on Friendship School

*From John Waller:* We operated at the Friendship School in Waterford during April. Setup was Tuesday 15<sup>th</sup>, mostly using the layout from Willimantic used on Sunday 13<sup>th</sup>.

We operated Wednesday noon to 3 PM and 6 PM to 9 PM, then Thursday and Friday 10 AM to 3 PM, after which we broke down the layout.

The site was very good with easy flat access to the roadway. Lighting was good, both daylight and artificial. The staff was helpful and friendly. The area where we set up was very central, there was much traffic through it, and comfortable with a multi-coloured carpet. The latter sometimes meant small objects dropped thereon were hard to find! Restrooms were close by the layout.

There was plenty of space for the layout, and we could have made it much larger, especially 'T' shaped with the inside corners. Security seemed to be adequate.

Attendance by Club members was about the bare minimum to allow the two main tracks to operate, but switching operations and discussing features of the layout and trains generally with visitors could be fraught with operator overload!

Attendance by visitors was moderate with a peak at 6 PM on Wednesday which lasted nearly one hour. By Friday 2 PM, there were almost no visitors. Thus we had no compunction about breaking down a little early.

Children walked by the layout many times under strict control by teachers, and were not allowed near the layout.

Children came with parents at other times and were well behaved. Adult visitors mostly displayed very good interest.

I, for one, would go back there again.

### Extracts: April Meeting Notes

#### *April 27 at the Bill Library*

There were 12 members present, including new members Vince Hauser and Charles Beebe, who were welcomed to the meeting.

Barbara reported on Larry's improving condition; see separate note

*Willimantic*

The show held Sunday April 13 went well.

### *Friendship School*

The show went very well; see separate note. More publicity is needed, now that we know the lay of the land. The donation box netted \$16.

### *Christ the King*

This is now scheduled for September.

### *NMRA Convention July 2009 Hartford*

Dan tabled a layout in the 'L' shape previously mentioned. As also stated previously we will give the layout a dry run at Springfield, if not elsewhere as well. It is nearly all private modules, and much work remains to be done to get it all shipshape.

We should not sacrifice any of our territory at Springfield, as we might not get it back again!

The layout needs a 4' lift bridge which will need to be new. It should be fitted with wheelchair access which requires a minimum width of 815 mm or 32".

### *Harness Connectors*

These continue to be vexing; see separate note. The meeting expressed unease that we don't fully understand the cause of the problems. Using the AMP connectors now common among our newer HO modules seems the way to go, and Stu is investigating. Our present crimp tool only covers the range 28 to 16 gauge. Hopefully we can just get a different pin holder and not a complete tool to cover 14 gauge.

[Thoughts by JW after the meeting:

We know that things are going wrong but cannot fully define why. We had a similar situation with the passenger station, where we used the same AMP connector but soldered the pins. The problem was pins would not stay in place. We had to glue them in, and that reduced the extent of the problem considerably. But we never established the cause of the problem.

Now, in the present generation of new modules we use the same AMP connector type but all pins are crimped. The problems of pins not staying in place has all but vanished. Reliability of the connector type, with pin numbers in the thousands, has been excellent.

*We can only assume that, by analogy, shifting from soldered harness connectors to crimped connectors will solve our problems.*

I suggest we install a small quantity of 4-pin AMP connectors on a trial basis. We will set up a layout at Larry's, using the passenger station on one leg. Other modules selected to complete the layout should be fitted with the 4-pin AMP connector, and tested to a schedule, such as being broken down and re-assembled, etc.]

### *Other matters*

April 31 will be an operating session at Jonathon's, starting at 7 PM.

May 5 will be unloading at Larry's.

May 14, 21, and 28 will be work sessions at Larry's.

Next Bill Library meeting May 18 (to avoid Memorial Day).

### **Meetings, Schedule & Work Sessions**

See above

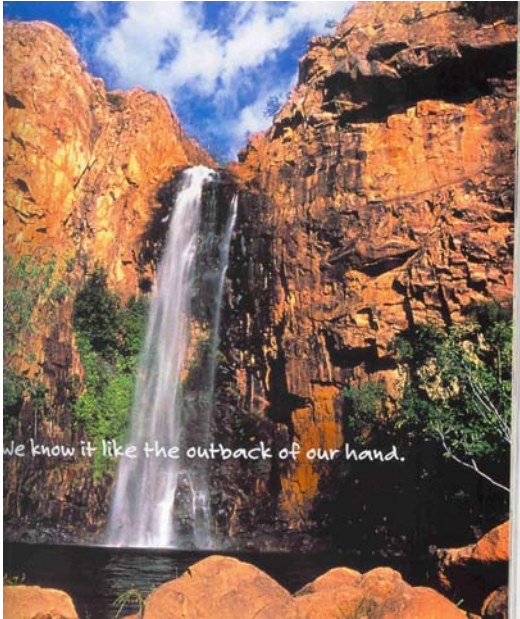
#### **John Waller's Column**

The trestle bridge for my module is making progress. Now I have been looking at waterfalls as a backdrop for the trestle. By a happy coincidence, the April-June issue of *Australian Geographic* arrived a few days ago. There are some beautiful pictures of waterfalls therein.

The pictures were taken in the Nitmiluk National Park, formerly Catherine Gorge. Now you might think Australia is too dry to produce waterfalls. The park is in the north of Australia where the climate is dry and hot March to November, then wet and hot December to February.

And wet can mean very wet if the region is within the monsoonal belt. Average rainfall of ten or

more feet per year is common. Most of it runs into the sea. I am told it is not practical to pipe the excess water to the southern cities, all of which are short of water.



From a tour advertisement; the waterfall is not named.



Northern Rockhole



Biblecombe Cascade

Not surprisingly, no two waterfalls are the same. The pictures give me scope for ideas.

*John*

### The President's Corner

I do not intend to be painted into a corner

*Dan*

### The Vice President's Niche

Although I enjoyed being at the Friendship School getting the main harness working was again a nightmare.

I did not set up at Willimantic, and Dan reported that the harness problems were minor. Then, on the following Tuesday, when I took part in the setup, almost the same layout gave problems galore!

Am I a jinx or what?? What did I do wrong?? The only explanation I have is I was trying to make the main harness a complete loop, whereas Dan might just have been concerned with making a connection.

The larger the layout the more important is it that the harness should be a complete loop.

Stu and I discussed it again (and again) and decided to continue investigating using the round connector type series now in common use on HO modules. Crimping and not soldering pins has worked wonders elsewhere, and we might "pin" our faith on that.

*John*

### 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](mailto:hejeharger@ct.metrocast.net).

## Letters to the Editor

You all talk a good game but are you willing to put it on paper?

## 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.)

### Wanted Items

Looking for junk plastic steam engine bodies for kitbashing, the Athearn clips to hold in the couplers if anyone had replaced them with something else and firewood or potential firewood (prototype). Contact Jonathan Harger at 860-739-4224 or [hejeharger@ct.metrocast.net](mailto:hejeharger@ct.metrocast.net)

### 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 year 2008 (2009/10?)

### Commercial Corner

Nothing here

## The Life Section

## The Technical Section

From Barbara

I now have the **TRACK MOBILE** from Factory Direct Trains. I have 3 in DCC and 2 in DC. All New Haven. DCC retails at \$99.00 Tacdab price is \$89.00, DC retails for \$69.00 Tacdab price is \$62.00.

I also have a lot of Broadway Limited and Precision Craft on hand. C-Liners normally \$110.00 now 30% off = \$77.00 no sound. C-Liners with Sound and Dcc retails for \$299.99 now 30% off = \$209.99.

## World-Wide-Web

## Railroad Calendar

June/July 2008

### Train Shows from Ron's List

(Ron Pothier at [repth@snet.net](mailto:repth@snet.net) for latest information.)

**June 28/29 Timonium, MD** Great Scale Model Train Show, 9 AM – 4 PM, –Maryland State Fairgrounds, I-83, Exit 17E, Howard Zane  
**July 13-19, Anaheim, California** Anaheim National Convention –, 2008. Anaheim Marriott Convention Center The Pacific Southwest Region National Model Railroad Association

### The Lighter/Heavier Side Lawyers

(From Clark)

One day a farmer's donkey fell down into a well. The animal cried piteously for hours as the farmer tried to figure out what to do.

Finally, he decided the animal was old, and the well needed to be covered up anyway; it just wasn't worth it to retrieve the donkey.

He invited all his neighbors to come over and help him. They all grabbed a shovel and began to shovel dirt into the well. At first, the donkey realized what was happening and cried horribly. Then, to everyone's amazement he quieted down.

A few shovel loads later, the farmer finally looked down the well. He was astonished at what he saw. With each shovel of dirt that hit his back, the donkey was doing something amazing.

He would shake it off and take a step up. As the farmer's neighbors continued to shovel dirt on top

of the animal, he would shake it off and take a step up.

Pretty soon, everyone was amazed as the donkey stepped up over the edge of the well and happily trotted off!

Life is going to shovel dirt on you, all kinds of dirt. The trick to getting out of the well is to shake it off and take a step up. Each of our troubles is a steppingstone. We can get out of the deepest wells just by not stopping, never giving up! Shake it off and take a step up.

Remember the five simple rules to be happy: Free your heart from hatred – Forgive. Free your mind from worries – Most never happen. Live simply and appreciate what you have. Give more. Expect less. NOW .....enough of that crap.

The donkey later came back, and bit the farmer who had tried to bury him. The gash from the bite got infected and the farmer eventually died in agony from septic shock.

MORAL FROM TODAY'S LESSON:  
When you do something wrong, and try to cover your ass, it always comes back to bite you.

[Surely there was a lawyer somewhere who benefitted from all this?]

### Club Administration

#### Club Scale Contacts

G - Bob MacGregor, O – Jim Weitlauf, On3 – Sandy Alonzo, 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.

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

Prototype Questions

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

**The End**