

Mohegan Pequot Model Railroad

<http://www.geocities.com/Heartland/Lake/9467/index.html>



The News for: May 2002

Last Days at Saybrook Bed and Bath

The Club operated the HO and G scale layouts at the Bed and Bath store in Saybrook for the last time for the public on Sunday April the 14th. We will have a final accounting by the treasurer at the next Club meeting of how much the public contributed. It was a very good run but now it is time to come back to the reality that we are a modular club with no permanent location. Any ideas?

M&P at Willimantic Show

The Club displayed the HO and N scale layouts at the Eastern Connecticut Chapter of the NRHS train show at Willimantic, CT on Sunday April 21. Club members Jim and Dan Delany and Clark Pritchett also had tables there as well. The setup was on Friday night April 19 which made for a much more civilized Sunday. Operations went well except for one classic train wreck. The crowds were not big because the weather was nice and the season was almost over.



Conductor/Host for a Day

Now here's a chance to get that Ivy League education that that you missed just by doing a little volunteering. Club member Richard Peiffer, is looking for people to

host a coach for the Harvard-Yale Regatta Train on June 8th, 2002. (Richard is the personnel supervisor for the Regatta Train in 2002. I don't know how he got this neat job.) This will afford the volunteer an opportunity to participate in an old tradition reborn: the observation train for the Yale-Harvard Regatta. The route will be on the New England Central Railroad. There will be a training session to familiarize everyone with railroad safety, car host duties and operation of the coaches. Here is the Tentative Schedule for the Regatta Train:

Dp New Haven, 10:30 AM
Dp Old Saybrook 11:20 AM
Ar New London 11:50 AM (for Regatta Festival at City Pier and lunch)
Dp New London 2:30 PM (for first race)
Races at; 3:15 PM, 4:30 PM and 6:00 PM with brief return to New London between races.

Dp New London 7:00 PM
Dp Old Saybrook 7:30 PM
Ar New Haven 8:20 PM

Richard already has several volunteers so hurry. We might even find a rich Harvard or Yale alumnus to join the Club. Call Richard at (860) 445-0446 or e-mail him at richardpeiffer@earthlink.net for more information



Club Business

Meeting results and other day-to-day activities of the working of the Club will be reported in this section.

Scraps from Club Meeting Notes

Bob MacGregor brought along his new trailer for viewing in the parking lot. The membership count of both paid and unpaid was given by the secretary. The members in attendance felt that it was time to drop all 2002 unpaid members from the roster. The secretary tabled this item until all 2002 officers were in attendance to accept further discussion and motions. The secretary thanked Stu Dom for his e-mail to the membership on "Proto2000" constant lighting and engine performance. He also had hard copies for those who had not received this e-mail. Carl Roberts has club decals ready and will give them to the club president at a future meeting. Ross McLean commented and felt that operations this day at Saybrook fell way below normal with many preventable accidents due to members not manning modules and being preoccupied. He also stated that if this continued on to Willimantic that the club operations would not look good at all. The secretary agreed with Ross and asked that we all try harder. The president should address this at a future meeting.

Needed, One Good Man (or Woman)

George Harran is going to remain as Club secretary until a suitable volunteer is found. George's schedule has him out of town for quite a while in the next few months so we need somebody to volunteer to take up the slack. Talk to George or Dan Delany about how you might assume some or all of the duties of Club Secretary for a period of time. Continuity is a good thing to keep the Club running smoothly.

Meetings and Work Sessions

Meetings will be held on Sunday the 12th and Sunday the 26th of May at the Bill Library in Ledyard, CT at 7:30 PM. Work sessions on the new passenger modules (no

they still aren't done yet) will be at Henry Curtis's house in Waterford on Wednesday evenings starting at 7:00 P.M. It would be helpful if you bring some tools when you come so people don't stand inline waiting for the only soldering iron or rail nipper. The passenger modules will remain at Henry's throughout the summer so it is time to learn how to drive to 17 Susan Lane in Waterford. (Yahoo Maps works fine.)

Where Did All the Modules Go

On the first Wednesday of May, the 1st, we will go to Larry Southwick's house in North Stonington to set up the modules and make an operating layout. Dan still has a few Amherst Club cars from Springfield for distribution so come to Larry's and get one.

Update on Club and Other Shows

The Club show is at the Saint Bernard High School in Uncasville, CT on October 20, 2002 from 10 AM to 3 PM. The contract with ST. Bernards has been signed and we have officially reserved our weekend. John Waller is the coordinator for the Show. Let him know about any ideas or concerns that you may have. John has sent information to approximately 30 dealers. Club members have put together a list of another dozen additional dealers to contact. Advertising should now be afforded a high priority. Since the Club track record at advertising is not good, perhaps professional help is needed. It might suffice to have this help for one year, then we would know the ropes.

Planning will continue throughout the spring and summer. There will be a club sale table of gear from members for sale with 10% of the selling price going to the club. A very good turnout of Club members is required for the show, more than the core team. New blood is urgently needed.

Presently there are no more shows or displays until next fall, as far as anybody knows. There is a possibility we will go to Essex, but we have not heard anything yet.



M&P Field Trips

Spring might not have sprung yet but it is trying so a model railroader's fancy turns to field trips. Jim Delany (889-4029) is the coordinator for Club trips to railroad and trolley museums and historic sites, railroad stations, train rides, train watching locations and club and private model railroad layouts. Jim is just waiting for your suggestions for this year's field trips.

The President's Corner

After a two month hiatus, The President's Corner is back. As many of you have noticed, we have been pretty busy the last few months. This has been the busiest year the club has had as far as I can remember. Unfortunately, all good things must come to an end. The Willimantic show marked the last display for the HO and N scale layouts for this spring, and the G scale will be moved from the Old Saybrook shopping plaza by the end of April. We are now moving into the familiar model railroading lull known as summer, or as I look at it, a much deserved rest for all the members who have been working hard all winter and spring making our club look like the first class organization it is.

But don't worry, this lack of shows and displays does not mean that club activities stop. Work will of course continue on the new passenger station modules. This will take place at our normal time (7 PM) on Wednesday night at Henry Curtis' house in Waterford. This is also the time when planning for our show in October really starts to heat up. Planning work will pick up now that John Waller has returned from vacation. The success of the club show is entirely dependant upon the support of club members. We will need the help of **ALL** members to make the show as successful as we want it to be.

Summer is also the time for club field trips. These trips include visits to other club layouts as well as visits to well known railfanning locations to take photos of the real thing. Right now Jim Delany is considering trips to a number of places.

These include; Grand Central Station, George Selios' HO Scale Franklin & South Manchester layout, the Providence and Northern Club Layout, and a weekend trip to the Altoona PA/Horseshoe Curve area. We are always open to suggestions, so let Jim know where you want to go

My latest brainstorm involves bringing back the occasional video/ slideshow/ presentation to our meetings. This is something I remember doing years ago. One slideshow that comes to mind would be of one of our past club trips, namely the last RPI/Selkirk trip. Let me know what you all think, since there are plenty of topics that can be covered.

That will do it for this month. See you all on Wednesday night.

M&PMRR Officers & Functionaries

The President	Dan Delany	537-3610
Vice President	John Waller	564-3114
Treasurer	Gary Domer	848-0690
Secretary	George Harran	443-0707
Storekeeper	Larry Southwick	535-2996
Bulk Purchases	Bill Evans	267-9482
Meeting Speakers	Bill Evans	267-9482
Layouts/Name Tags	Stu Dom	536-7637
New Passenger Module	Stu Dom	536-7637
Field Trips	Jim Delany	889-4029
Newsletter	Clark Pritchett	444-1884
Club Web Page	Ross McLean	669-9841
Train Shows	Ron Pothier	repth@snet.net

Member News

New members, old members, wannabee members or shouldbee members. Let's hear from you or your friends.

John Waller's Column

Battery power for locomotives has featured several times in this column, such as in January 2001, when general attributes of such were discussed. As always, the reasoning has a close parallel to that for the automobile. An article on the latter appears in the electronic magazine *Silicon Chip* of April 2002. It describes Volvo's Integrated Starter Generator (ISG). The ISG is driven

directly from the motor crankshaft and, as its name implies, acts as both a starter and a generator. As a starter, it has enough torque to turn the motor over, without the aid of gearing, so it is very quiet.

The ISG has its own 42 volt battery. The system is particularly suited to urban driving with frequent starts and stops. As the car slows to a stop, the ISG charges the battery, thus reducing the need to apply brakes. When stopped, the motor actually shuts down, so fuel consumption with the car stopped is zero. On starting again, the ISG turns the motor over and, until it fires, provides torque to the wheels. Presumably, with a fully charged battery, the ISG also helps boost acceleration at highway speeds.

Exactly the same or similar principles could be applied to rail vehicles, especially light rail vehicles, the OK term now used for trolley or tram, which make frequent stops. A report from Cardiff, Wales, tells of the development of a street system, with a smaller footprint than the old-style tram. Here the vehicle is driven by a battery, which is charged at each stop. There is neither diesel engine, catenary, nor underground pickup. This reduces the cost of the system.

The ultimate energy source for both cars and trains, and utility power for that matter, is still seen in some circles as the fuel cell. But, like holidays when you were a kid, the fuel cell doesn't seem to be getting any closer. The first fuel cell was built in ca 1832. Maybe by its bicentenary, something will emerge that takes the World by storm. By then I would be never mind.

Another topic I have wanted to write about for some time is rolling resistance. In ancient times, ruts in the roads were used to constrain the lateral movement of wheeled vehicles, so they could be used on narrow roadways. Maybe astute observers noted that, if the ruts were hard and well formed, the vehicle was easier to pull than on other forms of roads¹. Probably, similar reasoning

¹ The Romans, of course, built roads all over what was then civilization. They were built for military purposes, but served wonderfully for

applied to wheeled vehicles in mines. But the idea of so constraining vehicles seems to have faded out for about 1000+ years².

We have all noticed how even the very slightest slope will make a model rail car, or group of cars, move downhill, provided no coupling to a locomotive is involved. This is especially so with metal wheels, compared to plastic wheels. A prototype train will do the same thing, even with a locomotive attached. Most model locomotives will skid before gravity could make the wheels turn, because of the gearing and friction in the motor. The effect of this friction is much higher in a model than in the real thing.

You have probably observed a wet roadway on, say I-95, dries out much more quickly in the near lane, where traffic density is higher, than in the passing lane. Why is this? Touch your tires³ just after a session on the highway; the tires are hot. Where does this heat come from? Ultimately, it comes out of your fuel. If you don't believe this, and can prove it, then give up your day job and make your fortune in the perpetual motion business.

As a tire rolls along the road it flexes, as does the roadway. Both the tire and the roadway are elastic materials. Work any elastic material backwards and forwards, within its elastic range, and it gets warm. The energy used to work the material is translated into heat. The result, in the tire/road combination, is energy loss that tends to retard the vehicle. This is the "rolling resistance". Because it behaves very like a friction, it is sometimes called "rolling friction".

I prefer to avoid the term rolling friction, because it has connotations of the friction between the tire and the road, which it is not. In fact, without this latter friction we would be in dire straits; our wheels would

commerce, and for the journeys of preachers. Unfortunately, the Roman Empire foundered in about 400 CE, because people revolted against being forced to learn Latin.

² Unless the Arabs or Chinese did something which did not get recognized in the West.

³ Ross has tyres.

spin fruitlessly. Indeed, this is what the very early builders of steam locomotives thought would happen, and a rack and pinion system was used to transfer the torque from the driving wheel to the track. But it was soon found, for low gradients, that racks were not necessary, else high-speed rail would not have been possible.

Steel is a very elastic material, so that steel wheel on steel rail still causes flexing of the wheel and the track, and some energy loss, but much smaller than for rubber tire on asphalt or concrete road. This low rolling resistance makes very long trains possible.

Perhaps more important than rolling resistance in trains is flange friction losses. Now this truly is a friction loss, as the flange and rail are rubbing together. Now prototype locomotive wheels, and maybe wheels on other cars too, are lubricated to reduce the losses due to flange rubbing. Flange rubbing can be most important in models too, especially on tight curves, and I have thereby burnt out a traction motor. Apart from friction in the locomotive motor, friction at electrical pickups in other cars, flange rubbing is probably a dominant mechanism in models. Rolling resistance and wheel bearing resistance are much smaller, I expect. Gradients, of course, affect prototype trains and model trains equally, but a dominant mechanism for prototypes, air flow resistance, would be small in models.

John Waller

Editor's Note: When I went to the giant model railroad displays in Balboa Park in San Diego a number of years ago there was a model of the Tehachapi Loop and the long climb uphill from it. They cut the helpers into the middle of the train because the flange drag was so high that it wouldn't climb the hill if the helpers were in the rear. The modelers told me that that's also how the Union Pacific does it in practice for the same reason, flange drag. The UP also rotates the inner and outer rails in those turns where flange drag is high because the wear is so bad.

CWP

The Market Place

Club Member Ads

Advertise (free) here to reach many 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 ad.

Wanted: AMFLEET coaches 9 including a snack car and one AMTRAK mail-luggage car. Call Josh Rooney at (860) 464-2379 or email him at JJROONEY01@SNET.NET.

Railroad Stocks, Bonds and Pocket Watches: For selection and prices contact Clark Pritchett at modlrrnews or call him at 860-444-1884.

The Club Store

The Club carries a number of items commonly used by model railroaders.

The Storekeeper's Report

More Club shirts may now be needed, but an inventory is required first. A new Club inventory list is being prepared.

The Technical Section

Contributions are always welcome. You can write about anything from prototype to model railroads. Scenery, electrical, benchwork, model building and more are all of interest to the club members.

Thank you Stu (Dom) for last month's blockbuster article.

The World Wide Web

Electronic-Mailing/Communications

We are adding new e-mail addressees at the rate of one a month. Last month's newsletter cost about \$1.35 to print and mail. Try to receive it by e-mail if you can.. Please e-mail the newsletter editor at modlrrnews@aol.com to get on the list for sending the newsletter electronically. Some people still have technical problems but we are trying to overcome them.

Also, would all Club officers and the functionaries please send in their e-mail addresses to Dan Delany if they haven't done so already.

The Lighter Side

An old gentlemen (much older than any M&P Club Member of course) was driving down the interstate when his cell phone rang. It was his wife. She said, "Dear, what road are you on?"

"Why I'm on I-27", he replied.

"Oh, do be careful. There is a driver reported to be going in the wrong direction on I-27!"

"Oh, its much worse than that!" he said.

"There are dozens of them!"

Model Railroad Calendar

This Month in 2002

May 12 and 26, Ledyard, CT - Club meetings will be held on the second and fourth Sundays of the month at the Bill Library at 7:30 P.M.

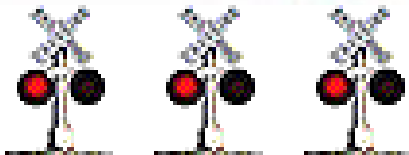
May 1, North Stonington, CT - Meet at Larry Southwick's house at ~6:00 PM to connect the modules in a layout.

May 8 and All Wednesdays Thereafter, Waterford, CT - Club work sessions will be at Henry Curtis's house to complete the new passenger modules.

Ron Pothier's list of train shows for the year is available from him at repth@snet.net

Next Month and Beyond

Send in the information please.



Newsletter Items

The Club has a post office box that can be used for newsletter mailings and other Club purposes. The mailing address is; P. O. Box 55 Quaker Hill, CT 06375-0055 E-mail enclosures can now be opened and electronic versions are preferred to handwritten copies so retyping is not necessary. Microsoft Word and other compatible word processing programs should be used. You can also send items to be published by E-mailing them to me at: modlrrnews@aol.com If you do send something, it is a good idea to phone and say that you sent it since unwanted e-mail is constantly filling the system and I dump it before reading. Say M&P newsletter article in the subject line. You can also put the items on a floppy disk in Microsoft Word and give it to me or mail it to the post office box (above). The deadline for submissions is one week before the end of the month.

Clark Pritchett, Editor

