

# Mohegan Pequot Model Railroad

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



## The News for: October 2002

### The M&P Annual Train Show!!

Preparations for the Club Show, at Saint Bernard High School in Uncasville, CT on Sunday October the 20<sup>th</sup>, continue. The present table count is at 37 with 10 vendors. We have plenty of room for more tables and vendors. If you can think of anybody who could benefit from a table at our show, contact them. Let Dan Delany or John Waller know if they are reluctant or need some more Club particulars. Their phone numbers are on page 3 of the newsletter. John's e-mail is [john.waller@snet.net](mailto:john.waller@snet.net) and Dan's is [DanD@fando.com](mailto:DanD@fando.com). Sandy Alonzo is checking outside sources for additional tables over what the school can supply. We are also working with St. Bernard to get them to sell food on the day of the Show.

We need more publicity to have a successful show. More advertising is needed to let the public know that we are still here and yes, more advertising and marketing is needed to get more vendors. Show flyers have already been distributed to some members but if you need some more, let Dan Delany know. Get those flyers out at work, home, schools, churches, businesses and anyplace else and talk to people about the Show. Ed Bradbury will approach the New London. Day, Jim Delany will talk to the Norwich Bulletin and Dan Delany will handle the Hartford Courant to get the Show advertised in their weekend sections.

We need volunteers for the various jobs (putting train show signs up, selling tickets, etc.) for the show. Come to the next Club meeting and get on the list. There will be a Club "white elephant table at show with

20% of the selling price going to the club. Henry Curtis will be in charge of this table. Thank you Henry!!

### Annual Club Picnic on October 5

The Club picnic will be held at Bill and Virginia Paradis' home in Lyme, CT on Saturday October the 5th from Noon to 5 PM. The Club will supply the soft drinks, hot dogs and hamburgers. Club members will bring salads, vegetables, appetizers and desserts. This has always been a great event so try to get there. A map to Bill's house at 244 Beaverbrook Rd. is on the last page of the newsletter.

### Invasion of the Alien G-Scalers!

(Bob MacGregor Reporting)

The Central Connecticut G Gaugers have been invited to set up and operate at the M&P Club show on October 20, 2002 at St. Bernard High School. They are a very active group and have accepted our invitation to come and join us and have some fun operating with us. The club G scale layout will not be set up and all club G scale members are invited to join in and have a fun day and meet some other G scalers from Connecticut and Massachusetts.



### Altoona Article Obituary

A meteor must have hit Altoona, there was probably another great flood in Pennsylvania and railfanning disease must have become terminal. The effect of these terrible calamities seems to be that nobody can remember anything or write the article on the great Club trip to Altoona.

### Club Business

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

### Future Train Shows

We will display the HO layout (again) this year at Essex for their "Thomas The Tank Engine Show" during the first two weekends of November. There will be room for a bigger HO layout because the N-Scale and G-Scale layouts will not be set up this year. We intend to have a raffle, as we did last year if we don't have any glitches.

Dan will check on our displaying again this year for the holidays at Avery Point. The G-Scalers will be at the show in Webster Mass on ???. The show in Willimantic is on December the 8<sup>th</sup>.

### Scraps from Club Meetings

(From the Club Secretary's Notes.)

Our club trailer is registered as a commercial vehicle. It would be cheaper for us to have it registered to an individual. The club treasurer will follow up on this as his time permits. Bill Evans' initial distribution of the newsletter by the US mail went well. We would still like to have as close to 100% of them as possible sent by e-mail. This is an expense that we should try to minimize.

The club cars have been ordered and should be here for our show. Sales will be made to club members first but we need to be ready to make our purchases since we will be selling them to the public at our Show. Art Ferguson showed three photos to the club of different text styles and sizes that may be used for the new club boxcars. The club liked the option with the smaller M&P logo and with Mohegan and Pequot spelled

out. (You had to be there.) Each batch of 50 cars will be made in 5 different colors. The same numbers will be on all cars of one color in a batch. Numbers will change with each batch. Bob Macgregor reported on the progress of constructing barriers for our layouts. Sandy had some fine photos from The Narrow Gauge Convention he attended.

Bob Murphy has graciously offered to host an operating session at his home layout in Old Saybrook on Sunday November 24. A Club meeting will follow the operating session. Festivities will begin at 2 PM and end at 6 PM. All are invited. Thanks Bob!

### Meetings, Operating & Work Sessions

The two meetings this month will be on Sunday the 13<sup>th</sup> of and on Sunday the 27<sup>th</sup> of October at the Bill Library in Ledyard, CT at 7:30 PM. The meeting on the 13<sup>th</sup> is one week before the Show so please try to attend. Work sessions on the new passenger modules will continue at Henry Curtis's house at 18 Susan Terrace in Waterford on Wednesday evenings starting at 7:00 P.M. An operating session will be held at Larry Southwick's house on Thursday October 3 from 7:00 PM to 10:00 PM. This is the last operating session of the year. Larry has an elegant, simple and challenging scheme for scheduling trains. There are more than enough yards and locations to make up trains and break them up and assemble new ones. That means room for you.



A Howard Fog Painting for the B&O

## The President's Corner

What you see is what you get.

### M&PMRR Officers & Functionaries

<b>The President</b>	Dan Delany	537-3610
<b>Vice President</b>	John Waller	564-3114
<b>Treasurer</b>	Gary Domer	848-0690
<b>Secretary</b>	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 Editor	Clark Pritchett	444-1884
Newsletter Mailing	Bill Evans	267-9482
Club Web Page	Ross McLean	669-9841
Train Shows	Ron Pothier	<a href="mailto:repth@snet.net">repth@snet.net</a>

## Member News

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

## John Waller's Column

I first saw the Hells Gate Bridge while visiting Queens, and thought it looked familiar then, and just as familiar in last month's Newsletter. It could have been a model for the Sydney Harbour Bridge, although the actual model used was a bridge in Newcastle-on-Tyne, England. At the time of its opening in 1932, the Sydney Harbour Bridge was the longest and biggest single-arch bridge in the world. It originally carried four railway tracks and four roadways, but two tracks were removed in the 1950s and two more roads added. Then a slightly longer but smaller bridge was built in the USA.

Well, another trip to Australia, ho hum. This time I went to the Great Lithgow Zig Zag (switchback), which I briefly mentioned in the April 2001 Newsletter. The Zig Zag is now a museum, as it was bypassed in 1910/11, and can be accessed by road or rail. Naturally, I chose rail. One boards a train bound for Lithgow, having asked the guard

to stop at Zig Zag, which requires passengers to alight from the rear door of the last car onto a tiny platform. To get there, the train from Sydney descends through the bypass section, which required 10 tunnels to be built, and on the way passes through some spectacular parts of the Blue Mountains.

After a visit to the workshop, the visitor then walks to the Bottom Points past the Signal Box, which is still in use. The train comes down the slope of the middle road to the Bottom Points. The locomotive is tender first and runs around to the other end of the train ready (in its pre-museum days) to head the train into Lithgow and beyond. Instead it now pulls the train back up the middle road to the Top Points. The rails at Top Points end at a cliff top overlooking Lithgow, and there is a picture at the station of a locomotive with its front part hanging over the cliff.

The engine runs around the train again and hauls it along the top road to Clarence Station. The visitor may walk down to Bottom Points, or take the train down again. At Bottom Points the visitor may catch the train to Sydney by holding up a red disk (or red light at night) to stop the train.

There were zigzag railways in all continents, except Europe (with the minor exception of a very small line built for coastal defense), according to the web site: *Zig Zag Railways of the World*. Club members have already reported on the switchback at the Cass museum. Others in North America include a temporary line in Pennsylvania with a mainline gradient of 1 in 10! It was abandoned in the 1840s. There was also a gravity switchback in Pennsylvania for getting coal down a hill.

In Felton, California, a line was built for tourists which climbed Bear Mountain by means of a double spiral or helix across two high trestle bridges. The bridges burnt down, and the spiral was replaced by a switchback. The motive power includes a three-truck Shay, a two-truck Shay, and a two-truck Heisler.

In 1904, ten switchbacks were used to climb 2000 feet on the Santa Fe Railway to

service mines. By 1926, the mines had become unprofitable, and the line closed down.

Perhaps the line with the most remarkable engineering feats is in Argentina, Salta to La Polvarilla, some 200 km climbing into the Andes from 1187 m to 4220 m. There are bridges, tunnels, 2 zigzags, 2 spirals, and viaducts.

Perhaps the strangest line was built between Ridge Hill and Gooseberry Hill in Western Australia. Its main function was to carry timber, although there were passengers too. It is notable in that there were three reversing stations, and no run around at any of them. Thus a train always wound up with the locomotive at the wrong end! This was resolved by shunting the locomotive into a short spur and allowing the rest of the train to roll by gravity into the reversing spur; must have been rather hair-raising. A fourth reversing station was added in 1907. The line closed for ever after a rail strike in 1949.

New Zealand boasts a very recently constructed zigzag with a narrow gauge line (15") on North Island. It was originally built to carry materials from the hills down to potteries, but now carries tourists. There are four major viaducts (one of them double-decked), three reversing stations, and two horseshoe spirals. Sounds really fascinating.

I am currently building a new layout (phase 2 of my DCC project) with a zigzag and a 540° helix.

*John Waller*



## 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.

**1996 Dodge Grand Caravan LE**, This top of the line minivan is in excellent shape. It has all of the options including dual AC and a 2<sup>nd</sup> sliding door. Excellent for hauling *stuff* or people to train shows. Get it yourself or tell a friend about this bargain at \$6,750. Call Clark Pritchett at 860-444-1884 or e-mail him at [modlrrnews@aol.com](mailto:modlrrnews@aol.com)

### Club Store and Storekeeper's Report

The Club carries a number of items commonly used by model railroaders. (And what are they Larry?)

## The Technical Section

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



## Model Railroad Calendar

### This Month in 2002

**October 13 & 27, Ledyard, CT** - Club meetings will be held on Sunday evening at the Bill Library starting at 7:30 PM.

**October 3, North Stonington, CT** An operating session will be held on Thursday at Larry Southwick's house from 7:00 PM to 10:00 PM.

**October 5, Lyme, CT** The Club Picnic will be held at 244 Beaverbrook Rd. from 12 to 5.

**October 2, 9, 16, 23, & 30 Waterford, CT** Club work sessions on the new passenger modules will be held at Henry Curtis' house at 18 Susan Terrace beginning at 7:00 PM..

**October 20, Uncasville, CT** **The M&P Annual Club Show** will be held on Sunday from 10:00 AM to 4:00 PM at St. Bernard High School. Setup is on Saturday morning from ~9:00 AM to completion.

## **Next Month and Beyond**

**December 8, Willimantic, CT,** The Connecticut Eastern Railroad Museum Train Show will be held at Windham High School on 355 High Street from 10 AM to 3 PM. M&P will display at this show

E-mail Ron Pothier ([repth@snet.net](mailto:repth@snet.net)) for the list of train shows for the year. Ron says change the date for the 5<sup>th</sup> Annual Train Show in The Knight of Columbus Hall in West Haven from Dec. 1, 2002 (the old date) to November 3, 2002.

### ***The Lighter Side***

(Received from retired Professor. Al Chapman (Ph D, Harvard) who taught financial analysis at a number of universities for longer then he cares to remember.)

Here is some good financial advice; consider this: If you had bought \$1,000.00 worth of Nortel stock one year ago, it would now be worth \$49.00 today. With Enron, you would have \$16.50 of the original \$1,000.00 and if you invested in Worldcom, you would have less than \$5.00 left.

But if you had bought \$1,000.00 worth of Budweiser (the beer, not the stock) one year ago, drank all the beer, then turned in the cans for the 10 cent deposit, you would have \$214.00.

Based on the above, my current investment advice is to drink heavily and recycle.

## **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 by E-mailing them to [modlrrnews@aol.com](mailto: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. The deadline for submissions is one week before the end of the month.

Clark Pritchett, Editor



Mohegan & Pequot Operations Sometimes



Unknown Bridge



1950 U. S. Postage Stamp "Honoring RR Engineers". Image of Casey Jones.



